

2001 DRAFTING REQUEST

Bill

Received: 07/31/2001

Received By: fasttn

Wanted: Soon

Identical to LRB:

For: Gary Sherman (608) 266-7690

By/Representing: Tim Casper

This file may be shown to any legislator: NO

Drafter: fasttn

May Contact:

Addl. Drafters:

Subject: Transportation - highways

Extra Copies: ARG, PJH - 1

Submit via email: YES

Requester's email: Rep.Sherman@legis.state.wi.us

Carbon copy (CC:) to:

Pre Topic:

No specific pre topic given

Topic:

Walt Bresette Memorial Highway

Instructions:


Sec Attached

Drafting History:


<u>Vers.</u>	<u>Drafted</u>	<u>Reviewed</u>	<u>Typed</u>	<u>Proofed</u>	<u>Submitted</u>	<u>Jacketed</u>	<u>Required</u>
/?	fasttn 08/06/2001	csicilia 08/06/2001		_____			State
/1			kfollet 08/07/2001	_____	lrb_docadmin 08/07/2001		State
/2	fasttn	wjackson	kfollet	_____	lrb_docadmin	lrb_docadmin	

<u>Vers.</u>	<u>Drafted</u>	<u>Reviewed</u>	<u>Typed</u>	<u>Proofed</u>	<u>Submitted</u>	<u>Jacketed</u>	<u>Required</u>
	08/08/2001	08/08/2001	08/08/2001	_____	08/08/2001	08/09/2001	
				_____		lrb_docadmin	
				_____		08/09/2001	

FE Sent For:


 08/20/2001
 (12)

<END>


 (rush hearing)
 08/23/01
 requested by Jerry

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<u>Vers.</u>	<u>Drafted</u>	<u>Reviewed</u>	<u>Typed</u>	<u>Proofed</u>	<u>Submitted</u>	<u>Jacketed</u>	<u>Required</u>
	08/08/2001	08/08/2001	08/08/2001	_____	08/08/2001		

FE Sent For:

<END>

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Subject: **Transportation - highways**

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/?	fasttn 08/06/2001	csicilia 08/06/2001					State
/1		1/2 WJ 8/8	kfollet 08/07/2001 kfl 8/8		lrb_docadmin 08/07/2001 self 8/8		

FE Sent For:

<END>

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Received By: **fasttn**

Wanted: **Soon**

Identical to LRB:

For: **Gary Sherman (608) 266-7690**

By/Representing: **Tim Casper**

This file may be shown to any legislator: **NO**

Drafter: **fasttn**

May Contact:

Addl. Drafters:

Subject: **Transportation - highways**

Extra Copies: **ARG, PJH - 1**

Submit via email: **YES**

Requester's email: **Rep.Sherman@legis.state.wi.us**

Carbon copy (CC:) to:

Pre Topic:

No specific pre topic given

Topic:

Walt Bresette Memorial Highway

Instructions:

See Attached

Drafting History:

<u>Vers.</u>	<u>Drafted</u>	<u>Reviewed</u>	<u>Typed</u>	<u>Proofed</u>	<u>Submitted</u>	<u>Jacketed</u>	<u>Required</u>
1?	fasttn	1 ijs 8/6 01	KJ 8/7	KL/PJ 8/7			

FE Sent For:

<END>

Fast, Timothy

From: Casper, Tim
Sent: Monday, July 30, 2001 1:32 PM
To: Fast, Timothy
Subject: Drafting Request

Tim,

The attached document provides direction to draft a bill for Rep. Gary Sherman.

If you have additional questions or comments, please contact Jerry Lowrie or me at 266.7690

Thanks.

Tim

Timothy Casper
Office of State Representative Gary Sherman



Memo to LRB re Walt
Bresette H...

608.266.7690

July 30, 2001

Memorandum

To: Legislative Reference Bureau
From: State Representative Gary Sherman
74th Assembly District

Re: Designation of State Highway 122 as the Walt Bresette Highway

Recently, the Ku Klux Klan Chapter of Mercer has adopted a portion of State Highway 122 through the Department of Transportation's "Adopt a Highway" program. Since the Department of Transportation is unable to prevent the Klan from participating in this program, I would like to designate State Highway 122 from Highway 77 north to the Michigan-Wisconsin border as the Walt Bresette Highway.

For your information, Walt Bresette was a member of the Red Cliff Band of the Lake Superior Chippewa who was known for his work on social justice issues, the environment and tribal sovereignty. The State of Missouri did something similar when a chapter of the KKK enrolled in its adopt a highway program. In Missouri, the state named a portion of the highway that the KKK had adopted as the Rosa Parks highway in honor of that civil rights icon.

Please prepare the necessary legislative draft to designate the previously mentioned stretch of State Highway 122 as the Walt Bresette Highway. If you have any questions, or need additional information, please do not hesitate to contact my office at 266.7690.

The Spirit Lives On: Walt Bresette

By Jeff Peterson

One of our most articulate, impassioned and effective leaders passed from this world on February 21. Walt Bresette, an Anishinabe of the Loon Clan whose home was the Red Cliff Reservation of far northern Wisconsin left behind a wife, four children and six siblings. His death from a heart attack at age 51 brought hundreds of stunned mourners to his wake and funeral and has prompted the creation of at least two internet web pages dedicated to his memory.

Walt's birthday was on the 4th of July, and in 1985 he used the occasion to declare his independence from the two-party system by hosting a Green party on the banks of his beloved Lake Superior. He helped formally launch the Wisconsin Green Party three years later at Interstate State Park near St. Croix Falls, where he caused a stir by arriving at the gathering with a park ranger in hot pursuit. Walt had refused to pay the entrance fee upon entering the park because it lay within ceded territory and, as he explained to the befuddled ranger, he planned to do some berry-picking while there. No ticket was issued.

Of all the many interconnected struggles which engaged him, Walt's involvement in the fight for Indian treaty rights was perhaps the most prolonged and certainly the most intense. After a federal judge ruled in their favor in early 1987, the six Wisconsin Chippewa bands began once again to exercise their age-old practice of spring spearfishing, setting off a storm of ugly protest from non-Indians. Speaking at church social in Milwaukee in January of 1988, Walt described the anger and fear he felt when he and his relatives were confronted with signs reading "Save a walleye, spear an Indian."

Noting that American peace activists had found the wherewithal to send representatives to war-torn areas of Central America, Walt planted a seed in that Milwaukee church basement that eventually blossomed into the Witness for Nonviolence, an alliance involving hundreds of trained volunteers who accompanied Chippewa spearers and their families to northern Wisconsin boatlandings each spring for the next five years. The Witness program was credited by the tribes and the media for helping keep the lid on many volatile situations during the tense days and nights of Wisconsin's fish wars. It also became the subject of the book "Walleye Warriors: An Effective Alliance Against Racism and for the Earth", written by Walt and coauthor Rick Whaley in 1994.

Walt was committed to defending *nibi*, the water, from pollution. He was especially concerned about the prospect of a new sulfide mining district in northern Wisconsin and actively opposed multinational mining interests. On one memorable occasion, Walt climbed a cyclone fence surrounding the Flambeau Mine near Ladysmith, WI, and to the amazement of onlookers proceeded to count coup on a giant earth moving machine with a war club once been carried by the famous Sac Indian chief Black Hawk.

Economic insecurities were at the root of both the treaty rights and mining struggles according to Walt, and he worked hard to promote sustainable development for the ceded territory of northern Wisconsin. He organized the Woodland Indian Craft Cooperative to promote the sale of genuine Indian-made arts and crafts, many of which were for sale in his Buffalo Bay Trading Company in downtown Bayfield, WI.

In the summer of 1996, Walt joined other Ojibchidaa (warriors) to block a train carrying sulfuric acid

to the White Pine copper mine in Upper Michigan. The Ogitchidaa were concerned about the poor condition of the tracks where they passed through the Bad River Chippewa reservation, and also about the end use of the acid, which was destined for an acid solution mining project. Partly as a result of the delays caused by the Ogitchidaa's protest — they occupied the tracks for nearly a month — the acid solution plan was ultimately dropped by the mine's owners.

Last summer found Walt and long-time friend and co-conspirator Frank Koehn of Herbster, WI, leading a 320-mile Protect the Earth Journey from Red Cliff to the state capital in Madison. Leaving on the 150th anniversary of Wisconsin's statehood, the walkers listened to the concerns of citizens all along their route at nightly talking circles. They also used the event to promote the Seventh Generation Amendment, which would add language protecting everyone's right to common property like air, water and sunshine to the U.S. Constitution.

In addition to all the above, Walt also helped found the Lake Superior Greens, the Midwest Treaty Network, and Anishinabe Nijii (Chippewa Friends). He helped organize and emcee a dozen Protect the Earth gatherings, served on the Great Lakes Regional Indigenous Environmental Network, and sat on the Environmental Justice Advisory Council of the U.S. Environmental Protection Agency. For the past decade, Walt also hosted the annual Anishinabe Way sobriety conference at the Lac Courte Oreilles Reservation near Hayward, WI.

Some have called Walt a trickster. Indeed, he did seem to have the ability to pop up just about anywhere, usually with a mischievous twinkle in his eye and some new idea under his hat for challenging the powers that be. Walt jokingly referred to himself as the Jolly Lama, never falling prey to the temptation to take himself too seriously. He was generous with both his sage and his sagacity, drawing into the circle of resistance even the most timid and reluctant warriors. We need everybody's help, was his battle cry, and he made everybody who met him feel like they had something valuable to offer the movement.

Walt will be missed for his vision of a better life for the generations to come, for his unwavering devotion to protecting the integrity of Mother Earth, for the spiritual aspect he brought to all of his undertakings, and most of all for his steadfastness as a warrior. We'll look for him in the Northern Lights.

[Return to the *Sunflower* Summer 99 Index](#)

[Return to the Green Party of Minnesota Homepage](#)



Wisconsin Highways 76-100

Following are all state-maintained highways from 76 through 100 in Wisconsin.
For help with abbreviations used here, please see the [list of abbreviations defined](#).
These pages look best when viewed with Netscape Navigator.



Southern Terminus:

NEW! US-41 at EXIT 139 (Jct US-41, SR-15 & CTH-OO) just northwest of Appleton - *see note below*

Northern Terminus:

Jct US-45 & SR-22 one mile west of Bear Creek

Length:

UPDATED! 29.04 miles

Notes:

NEW! On the surface, it seems that what had been designated SR-76 southeast of Greenville was re-designated as SR-15 when the new connector with US-41 was completed in 1998. Upon closer inspection of WisDOT's own "Official State Trunk Highway System Maps," it seems that *officially*, SR-76 still continues southeasterly from Greenville with SR-15, including along the connector completed in 1998, ending at US-41. Precisely why this is the case is unclear, although by keeping the SR-76 on this routing, albeit "secretly," that route's length stays the same. Personal inspection has shown the new Greenville-to-US-41 highway bears only the SR-15 markers, with no SR-76 signs to be found on that stretch. When the new connector opened, the former route of SR-76 along Greenville Dr which was bypassed by the new SR-15/SR-76 routing to the north was been given back to local control at CTH-GV (as in Greenville Dr).

NEW! SR-76 has always existed along the general route it follows today. Between 1921 and 1924, SR-76 was commissioned along the route beginning at SR-18 (later US-10, now SR-96) heading northwest to Greenville at SR-26 (now US-45), then north and northwest via Shiocton to end at SR-26 (now US-45) near Bear Creek. Other than the 1998 changes noted above, no other major alterations have occurred to SR-76 over the years.

Freeway/Expwy: none



Western Terminus:

Minnesota state line (connection w/MN SR-48 on St Croix River Bridge) just west of Danbury

Eastern Terminus:

Michigan state line (connection w/BUS US-2) in Hurley

Length:

UPDATED! 140.32 miles

Notes:

The portion of SR-77 through Chequamegon National Forest (roughly CTH-A in Sawyer Co and SR-13 in Ashland Co) is designated as the "Great Divide National Scenic Highway."

Between Clam Lake and Mellen in Ashland Co, it seems that SR-77 follows an indirect course. Since CTH-GG has both termini at SR-77

and cuts off several miles, it seems like that would be the natural route for SR-77 to follow.

~~NW~~ Wisconsin's original SR-77 existed in Milwaukee Co. The route began at SR-19 (later US-16, now US-18 in this section) in downtown Milwaukee and proceeded north along present-day Martin Luther King Jr. Dr (then N 3rd St) and Green Bay Ave, ending at SR-17 at the cnr of Green Bay Ave & Silver Spring Dr. By 1921, though, the original SR-77 had become part of SR-57, as it is today. The Sr-77 designation was transferred onto a new state trunk routing from SR-13 in Mellen to SR-10 (later US-51) and a connection with M-12 (later US-2, now BUS US-2) at the Michigan state line. By 1924, SR-77 had been extended south along SR-13 then west via Clam Lake to Hayward. In 1948, SR-77 was extended by 21 miles long the former route of SR-27 from Hayward to Minong when SR-27 was realigned to run north to Brule instead of west to Minong. In 1951, SR-77 was extended to its present length from Minong to Danbury and the Minnesota state line. The Danbury-to-Minnesota section had been designated SR-152 until SR-77 took that portion over.

Freeway/Expwy: none

~~NW~~ **NHS:** Concurrently with SR-13 from northwest of Glidden to Mellen.

Continue on: SR-48 in Minnesota - from Steve Riner's "Minnesota Highways" website.

BUS US-2 in Michigan



Southern Terminus:

Illinois state line (connection w/IL SR-78) seven miles south of Gratiot

Northern Terminus:

Jct I-90/I-94 & I-39 at EXIT 108 five miles south of Portage

Length:

~~Updated~~ 92.79 miles

Notes:

SR-78 was recently shortened by 8 miles to end at I-90/I-94 when the portion which ran north of that point to US-51 at EXIT 92 was redesignated as I-39.

~~NW~~ In 1917, when the state trunk highway system was laid out, SR-78 was a short 5-mile highway connecting the city of Hartford in Washington Co with SR-15 (later US-41, now SR-175). By 1921, SR-29 had replaced the original SR-78 routing, and SR-78 was transferred to what is now SR-57 from SR-54 east of Green Bay to SR-17 (now SR-42) southwest of Sturgeon Bay. By 1924, SR-78 had been extended northeasterly through Sturgeon Bay, Jacksonport and Baileys Harbor, ending at SR-17 (now SR-42) in Sister Bay. In c.1930-31, all of SR-78 in the Door Peninsula was redesignated as part of SR-57. The SR-78 designation was immediately moved to its present routing, replacing all of SR-81 in the process.

~~NW~~ As an historical side-note, SR-78 was the highest route designation in the original 5,000-mile state trunk highway system, as laid out in 1917 and signed in May, 1918. Higher route designations only came

-runs from SR-50 just west of the US-12 interchange southerly to Town Line Rd. It is unclear what the precise route of SR-120 will be from Town Line Rd southwesterly to the current alignment south of Lake Geneva. It is also unclear if SR-120 will be routed onto US-12 between the SR-50 and SR-120 interchanges.

Freeway/Expwy: none

Continue on: SR-47 in Illinois - from Rich Carlson's "Illinois Highways" website.



Western Terminus:

SR-88 in Gilmanton

Eastern Terminus:

SR-95 two miles west of Alma Center

Length:

~~UPDATED~~ 45.14 miles

Notes:

~~NEW~~ SR-121 appeared in the early-1920s (between 1921 and 1924) along its present alignment from SR-93 at Independence to SR-11 (now US-53) at Whitehall. In 1948, SR-121 was extended northeasterly from Whitehall along US-53 to Pigeon Falls, then easterly to SR-27 at Northfield; and from Independence, SR-121 was extended northerly along SR-93 for 3 miles, then westerly along CTH-B to end at Gilmanton. With the completion of I-94 through the area in 1967, SR-121 was extended easterly for 9 miles to its present terminus at SR-95 west of Alma Center.

~~NEW~~ **NHS:**

Concurrent portion with SR-93 north of Independence.

Freeway/Expwy: none



Southern Terminus:

SR-77 in Upson

Northern Terminus:

Michigan state line (connection w/Gogebic Co CR-505) four miles north of Saxon

Length:

~~UPDATED~~ 14.69 miles

Notes:

~~UPDATED~~ One of two Wisconsin state highways which end at the Michigan state line with no Michigan state highway counterpart to connect with. Wisconsin may have been anticipating an eventual Michigan state highway connection, though, because for many years, Michigan planned a state highway to run along the Lake Superior coastline from the Montreal River (state line) to Silver City. This plan never came to fruition, though.

~~NEW~~ The first iteration of SR-122 was as a short connecting highway northwest of Appleton, beginning at SR-18 (later US-10, now SR-96) near the present-day Fox River Mall and proceeding northwesterly to Greenville, ending at SR-39 (later SR-26, now US-45). This original SR-122 was designated c.1920. By 1924, the original SR-122 had been redesignated as part of SR-76 (which it remains, albeit secretly), and the second iteration of SR-122 began in Iron Co. The new SR-122 began at SR-77 in Upson and ended at SR-10 (now US-2) at Saxon. By 1930, SR-122 had been extended to the Montreal River and Michigan state line.

Freeway/Expwy: none

2001

Date (time) needed Wed. 8/8 AM

LRB - 35471 1

BILL

TNF : js :

Use the appropriate components and routines developed for bills.

AN ACT . . . [generate catalog] *to repeal . . . ; to renumber . . . ; to consolidate and renumber . . . ; to renumber and amend . . . ; to consolidate, renumber and amend . . . ; to amend . . . ; to repeal and recreate . . . ; and to create . . .* of the statutes; relating to: *designating STH 122 as the Walt Bresette Memorial Highway.*

[NOTE: See section 4.02 (2) (br), Drafting Manual, for specific order of standard phrases.]

Analysis by the Legislative Reference Bureau

If titles are needed in the analysis, in the component bar:

For the main heading, execute: create → anal: → title: → head

For the subheading, execute: create → anal: → title: → sub

For the sub-subheading, execute: create → anal: → title: → sub-sub

For the analysis text, in the component bar:

For the text paragraph, execute: create → anal: → text

(Attached)

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

SECTION #. CR; 84.1041



(B)

§ 84.1041 Walt Bresette Memorial Highway. The department shall designate and mark the route of STH 122; commencing at Upson and proceeding northerly to the Wisconsin-Michigan border in Iron County; as the "Walt Bresette Memorial Highway" in recognition and appreciation of the life of Walt Bresette, a member of the Red Cliff band of the Lake Superior Chippewa who worked passionately on issues concerning social justice, the environment, and tribal sovereignty.

(END)

Analysis

This bill directs the department of transportation to designate and mark the entire route of STH 122 as the "Walt Bresette Memorial Highway" in recognition and appreciation of the life of Walt Bresette, a member of the Red Cliff band of ^{the} Lake Superior Chippewa who was active on issues concerning social justice, the environment, and tribal sovereignty.

FE-S

Emery, Lynn

From: System Administrator
To: Rep.Sherman
Sent: Tuesday, August 07, 2001 10:54 AM
Subject: Delivered: Draft review: LRB-3547/1 Topic: Walt Bresette Memorial Highway

Your message

To: Rep.Sherman
Subject: Draft review: LRB-3547/1 Topic: Walt Bresette Memorial Highway
Sent: 8/7/2001 10:54 AM

was delivered to the following recipient(s):

Rep.Sherman on 8/7/2001 10:54 AM

Fast, Timothy

From: Fast, Timothy
Sent: Wednesday, August 08, 2001 8:54 AM
To: Sherman, Gary
Subject: RE: Submitted: LRB-3547/1 Topic: Walt Bresette Memorial Highway

No problem - thanks! The redraft should be out mid-morning.

Peace again, Tim

-----Original Message-----

From: Sherman, Gary
Sent: Wednesday, August 08, 2001 8:49 AM
To: Fast, Timothy
Subject: RE: Submitted: LRB-3547/1 Topic: Walt Bresette Memorial Highway

Very good idea. I would like to share this with Rep. Stone tomorrow. I hope that isn't time pressure on you.

G

Gary E. Sherman
74th Assembly District

-----Original Message-----

From: Fast, Timothy
Sent: Tuesday, August 07, 2001 2:51 PM
To: Sherman, Gary
Subject: RE: Submitted: LRB-3547/1 Topic: Walt Bresette Memorial Highway

Rep. Sherman:

I like your suggestion about including STH 77. Why don't I combine the two and say "commencing at STH 77 at Upson"? This construction ("STH X, commencing at STH Y at Z" is used in the statutes (see, for example, s. 84.1049) and it'll give 2 frames of reference for the start point of STH 122 (3 if you count the reference to Iron County!).

Peace, Tim

-----Original Message-----

From: Sherman, Gary
Sent: Tuesday, August 07, 2001 11:37 AM
To: Fast, Timothy
Subject: Submitted: LRB-3547/1 Topic: Walt Bresette Memorial Highway

This is very nice. I only have one question. Instead of saying that it commences at Upson, which is a bit vague, might it not be better to say that it commences at the junction with STH 77? Check the map and see what you think.

G

Gary E. Sherman
74th Assembly District



State of Wisconsin
2001 - 2002 LEGISLATURE

LRB-3547M
TNF:cjs:kjf
2 (Redraft makes has been run)
i WLj

WANTED
8/8 11 AM

2001 BILL

REGEN

1 AN ACT to create 84.1041 of the statutes; relating to: designating STH 122 as
2 the Walt Bresette Memorial Highway.

Analysis by the Legislative Reference Bureau

This bill directs the department of transportation to designate and mark the entire route of STH 122 as the "Walt Bresette Memorial Highway" in recognition and appreciation of the life of Walt Bresette, a member of the Red Cliff band of the Lake Superior Chippewa who was active on issues concerning social justice, the environment, and tribal sovereignty.

For further information see the *state* fiscal estimate, which will be printed as an appendix to this bill.

The people of the state of Wisconsin, represented in senate and assembly, do enact as follows:

3 SECTION 1. 84.1041 of the statutes is created to read: at STH 77
4 84.1041 Walt Bresette Memorial Highway. The department shall
5 designate and mark the route of STH 122, commencing at Upson and proceeding
6 northerly to the Wisconsin-Michigan border in Iron County, as the "Walt Bresette
7 Memorial Highway" in recognition and appreciation of the life of Walt Bresette, a

BILL

1 member of the Red Cliff band of the Lake Superior Chippewa who worked
2 passionately on issues concerning social justice, the environment, and tribal
3 sovereignty.

4 (END)

Basford, Sarah

From: Sherman, Gary
Sent: Wednesday, August 08, 2001 9:36 PM
To: LRB.Legal
Subject: Draft review: LRB-3547/2 Topic: Walt Bresette Memorial Highway

It has been requested by <Sherman, Gary> that the following draft be jacketed for the ASSEMBLY:

Draft review: LRB-3547/2 Topic: Walt Bresette Memorial Highway