

**RESOLUTION
ROCK COUNTY BOARD OF SUPERVISORS**

MARY MAWHINNEY
INITIATED BY



JEFFREY S. KUGLITSCH
DRAFTED BY

PUBLIC WORKS COMMITTEE
SUBMITTED BY

JUNE 27, 2012
DATE DRAFTED

**RESOLUTION TO STOP THE NEW DESIGN OF THE CURVE ON ROCK COUNTY M AND
ROCK-WALWORTH COUNTY LINE ROAD INTERSECTION IN THE TOWN OF JOHNSTOWN**

1 WHEREAS, the Rock County Public Works Committee on June 12, 2012 approved a new design
2 on the curve on County M and the Rock-Walworth County Line Road intersection located in the Town of
3 Johnstown; and

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5 WHEREAS, the County has received petitions from the public and information from concerned
6 citizens about the safety of that corner as redesigned; and

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8 WHEREAS, the project's opponents believe that this design change will create a potentially
9 dangerous situation because it will force a 90 degree turn in the middle of the curve for heavy farm
10 equipment and the public as well as create serious visibility impairments; and

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12 WHEREAS, information obtained by citizens indicates that there was only one accident involving
13 the current connector routes in the past 15 years; and

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15 WHEREAS, the project's opponents believe it would be more beneficial to the citizens of Rock
16 County that the existing design not be changed.

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18 NOW, THEREFORE, BE IT RESOLVED by the Rock County Board of Supervisors in session
19 this 12 day of July, 2012, that they hereby overturn the decision of the Public Works Committee as it
20 relates to the design change on County M and the Rock-Walworth County Line Road intersection located
21 in the Town of Johnstown; and

22
23 BE IT FURTHER RESOLVED that they order County M to be repaired as it currently exists
24 without any design change.

Respectfully submitted:

PUBLIC WORKS COMMITTEE

Dissent
Kurtis Yankee, Chair

Dissent
Betty Jo Bussie, Vice Chair

Dissent
Eva Arnold

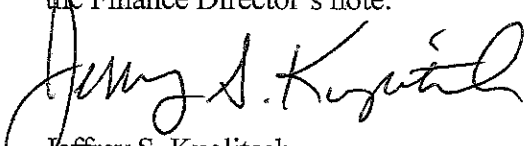
Dissent
Dave Brown

Absent
Brent Fox

12-7A-078

LEGAL NOTE:

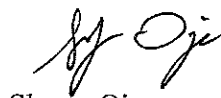
The Public Works Committee has the authority under § 83.015, Stats., to make contracts for road maintenance but the Public Works Committee is a standing committee of the County Board. Pursuant to §§ 59.01, 59.03 and 59.51, Stats., the County Board as a whole has the ability to take this action. It does, however, set a precedent that the County Board may not want to take. Furthermore, any contracts entered into on this project will need to be checked for possible penalties and for additional costs as indicated by the Finance Director's note.



Jeffrey S. Kuglitsch
Corporation Counsel

FISCAL NOTE:


This resolution overturns the design change for the County M and Rock-Walworth County Line Road intersection and orders the road to be repaired as it currently exists. Costs already incurred for the engineering, negotiating, appraisal and land acquisition for the current design change would need to be absorbed by the overall County M project. Repairing the intersection as it currently exists would require some further re-engineering costs. Total net cost impact can not be determined at this time.



Sherry Oja
Finance Director

ADMINISTRATIVE NOTE:

I suggest the County Board carefully consider the rationale and recommendations put forth by the design engineer as to this issue. It is my understanding the engineer will be at the County Board meeting to address this issue.



Craig Knutson
County Administrator

Executive Summary

Resolution to Stop the New Design of the Curve on Rock County M and Rock-Walworth County Line Road Intersection in the Town of Johnstown

The Department of Public Works (DPW) is undertaking the design and reconstruction of County Road M (CTH M) in stages from Milton to U.S. Highway 14 (USH 14), a distance of approximately 11 miles. One of the portions of CTH M to be reconstructed in 2012 is its intersection with County Line Road in the Town of Johnstown.

When any road is reconstructed, it is good policy and practice to make changes and improvements to the roadway to meet current design standards and eliminate safety hazards. These design standards are updated continually and are based on knowledge and experience gained by professional designers both nationally and locally. Not all substandard features are hazardous. There need not be a safety problem to make a standards improvement. But there may be a risk to the County if they are not addressed as part of a reconstruction project. For example in this project, there are several cases of substandard vertical curves, drainage ditches and intersections that will now be modified. Several objects such as concrete pillars, large trees and posts will also be removed to promote safety. Maintenance problem areas are also addressed in new design.

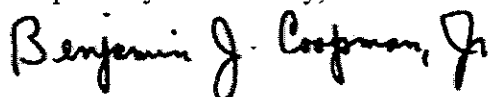
The intersection of CTH M and County Line Road has been evaluated thoroughly by our design engineering consultant, MSA Professional Services. Generally speaking, allowing the least number of conflict points at an intersection is desirable. Current design standards also limit the angle of intersection of two crossing roads to be no less than 60 degrees, with 90 degrees being the preferred best. Designers must also be attentive to sight lines of both through and intersecting traffic.

The design of this intersection improves it from two intersecting points to one. The angle of intersection of the new side road is 90 degrees, instead of the substandard two legs at about 30 degrees each. Sight lines are within design standards. Issues of maintenance of frequently damaged guardrails will also be addressed.

There have been two informational meetings on this project. The Public Works Committee has discussed and decided on this and other design features of the CTH M project on three occasions. Three times, the Committee approved the design concept of one intersection of County Line Road with CTH M.

It is my recommendation to forward this resolution out of committee with a negative recommendation on its passage to the full County Board for its action.

Respectfully submitted by,



Benjamin J. Coopman, Jr., P.E.
Public Works Director