

RESOLUTION

ROCK COUNTY BOARD OF SUPERVISORS

Public Works Committee
INITIATED BY

Public Works Committee
SUBMITTED BY



Ben Coopman, Director of Public Works
DRAFTED BY

September 13, 2012
DATE DRAFTED

DESIGNATING A PREFERRED ALTERNATIVE ROUTE FOR THE CTH G CONNECTOR ROAD

- 1 **WHEREAS**, the Department of Public Works (DPW) in conjunction with the City of Beloit and
- 2 the State of Wisconsin is in the process of selecting and then designing a connector route between
- 3 CTH G (Prairie Ave.) and CTH S (Shopiere Road) in the Towns of Turtle and Beloit and the City
- 4 of Beloit; and,
- 5
- 6 **WHEREAS**, the consulting engineering firm retained by DPW has identified and studied several
- 7 possible alternative routes and held two Public Informational Meetings on the project; and,
- 8
- 9 **WHEREAS**, the Rock County Public Works Committee has reviewed the alternatives in great
- 10 detail, considered the public comments and received a recommendation from the engineering firm.
- 11
- 12 **NOW, THEREFORE, BE IT RESOLVED**, that the Rock County Board of Supervisors
- 13 convened this 11 day of October, 2012 accepts the recommendation of the Public Works
- 14 Committee and designates the "Inman Parkway Extension (Alternate B in the studies)" to be the
- 15 preferred alternative for the project route; and,
- 16
- 17 **BE IT FURTHER RESOLVED**, that the Department of Public Works shall proceed with
- 18 completion of the environmental document for the project and submit that document for
- 19 concurrence by the State and Federal Highway Departments; and once approved proceed with final
- 20 design of the project.

12-9B-134

Respectfully submitted,
PUBLIC WORKS COMMITTEE

Kurtis E. Yankee
Kurtis Yankee, Chair

Betty Jo Bussie
Betty Jo Bussie, Vice-Chair

absent
Eva M. Arnold

DISSENT
David Brown

Brent Fox
Brent Fox

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FISCAL NOTE:

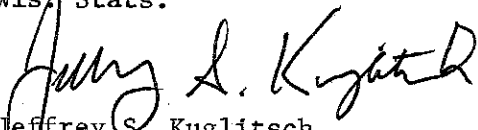
This resolution designates the Rock County Board of Supervisors preferred route for the CTH G connector road. Funding for this project will need approval by a future resolution or through the budget process.



Sherry Oja
Finance Director

LEGAL NOTE:

The County Board is authorized to take this action pursuant to § 59.01 & 59.51, Wis. Stats.


Jeffrey S. Kuglitsch
Corporation Counsel

ADMINISTRATIVE NOTE:

Recommended.



Craig Knutson
County Administrator

- Executive Summary -

The Department of Public Works (DPW) is currently investigating and evaluating several alternative routes for a connector County Trunk Highway (CTH) between CTH G (Prairie Avenue) and CTH S (Shopiere Road) near Beloit. State and/or Federal funding is being used in the design and construction of the project.

The project development process requires an environmental assessment of the impacts of alternative routes. Before the impacts are evaluated, potential projects are screened to assure that the alternatives conform to the "purpose and need" stated for the project. Selection of the preferred alternative must receive concurrence by both the State and Federal Highway agencies before the project may move forward.

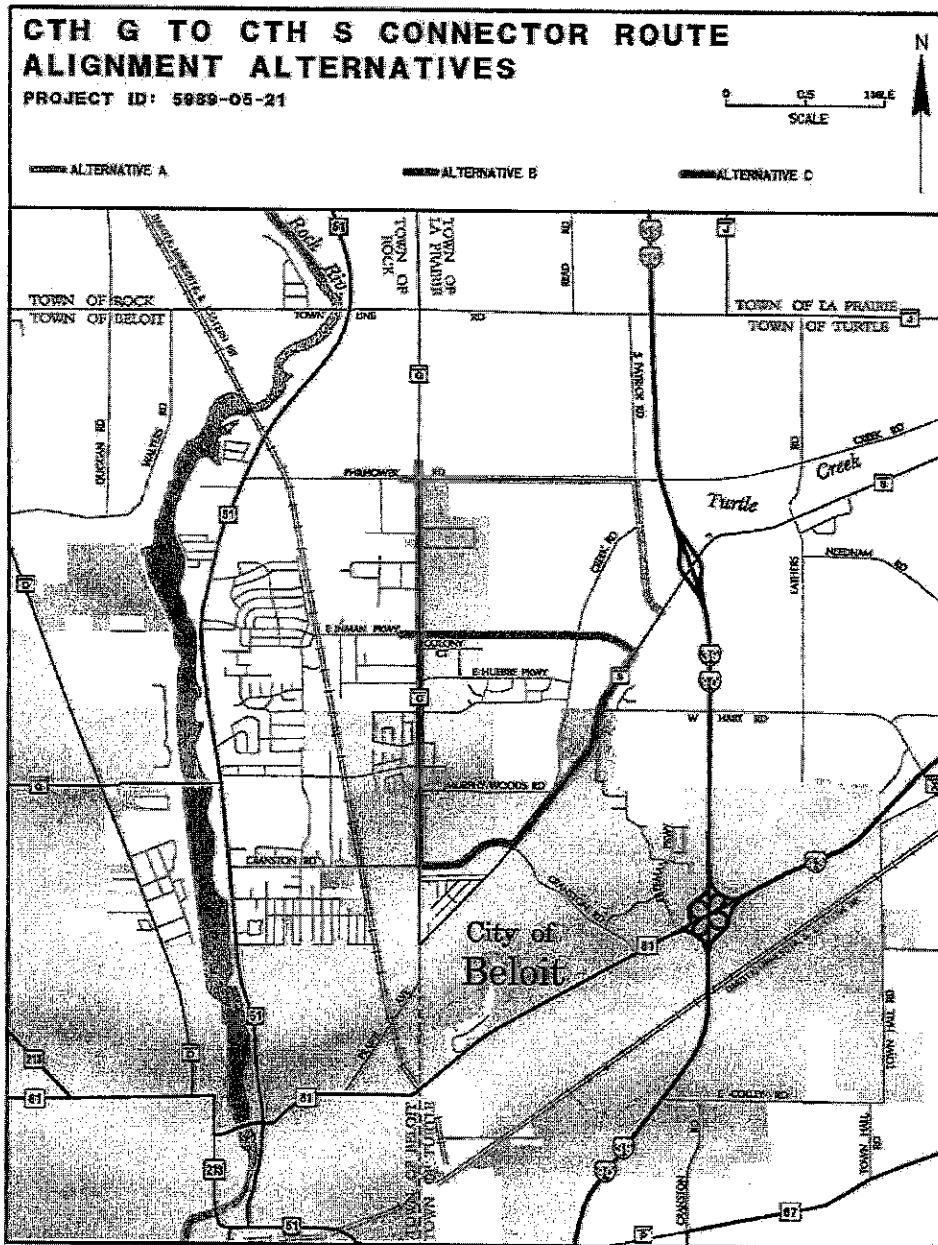
The County's engineering consultant firm, Ayres Associates, identified and studied three possible routes. Alternative A followed CTH G from Inman Parkway, north to Philhower Road, east to Creek Road and then southeasterly along a new route across Turtle Creek to CTH S. The second alternative, Alternative B, commences at Inman Parkway and CTH G and extends easterly along a new route and crosses Creek Road and over Turtle Creek and on to CTH S. Alternative C commences at Inman Parkway and CTH G, proceeds south on CTH G to Cranston Road, then southeasterly on Cranston Road to Shopiere Road, then northeasterly on Shopiere Road which becomes CTH S outside of the City limits. All alternatives continue on CTH S out to the I-39/90 freeway access ramps.

Alternative C does not meet the purpose and need of the project and was eliminated. The other two alternatives each have advantages and disadvantages. A summary of criteria studied and results and a financial analysis comparing the various costs and local funding participation was distributed at the September 13, 2012 County Board meeting. A copy of the Power Point presentation for the public information meeting #2 is on the Rock County website: www.co.rock.wi.us

Based on an overall consideration of the two remaining alternatives, the consultant and DPW staff recommend Alternative B, the extension of Inman Parkway.

PUBLIC INFORMATIONAL MEETING #2

CTH G to CTH S Connector Route
(Prairie Avenue – Shopiere Road)
Rock County



Meeting held at Aldrich Middle School
1859 Northgate Drive, Beloit, WI 53511
6:00 PM – 8:00 PM, Monday, August 27, 2012



County of Rock
Public Works Department



PUBLIC INFORMATIONAL MEETING
CTH G to CTH S Connector Route
(Prairie Avenue – Shopiere Road)
Rock County

Welcome to the Public Informational Meeting to discuss the potential roadway connection improvements between Prairie Avenue and Shopiere Road in the City of Beloit, Town of Beloit, and the Town of Turtle. The intent of this meeting is to provide the public with an opportunity to review and comment on the proposed design concepts and the project schedule, and also to gather public input.

Tonight's meeting will be conducted in an open house format from 6:00 to 8:00 p.m., with a brief presentation at 6:30 p.m. You are invited to view the displays located throughout the meeting room. The displays show the limits of the study, conceptual layouts of roadway alternatives, City/Town Land Use Planning maps, anticipated traffic volumes, and a typical section of the potential new roadway.

The primary purpose of the project is to create a direct connection between Prairie Avenue (CTH G) and the I-39/90 interchange located at Shopiere Road (CTH S). The project is in the alternative selection phase of the study and no detailed design has been completed yet. Some modifications have been made to the alternative concepts presented at the public meeting in September 2011 and the revised alternatives are available for review and comment. Land acquisition and temporary construction easements would be required in order to construct this project.

As you look over the displays, please feel free to share your thoughts and comments on the project. Representatives from Rock County, the Wisconsin Department of Transportation's Management Consultant (KJohnson Engineers), and Ayres Associates, the project consultant, are available to discuss the project with you. Comment sheets are also provided for you to state your comments and concerns about this project in writing if desired. These comments may be submitted during the course of the meeting by placing them in the "Comments" box, or mailed to Ayres Associates by September 5th. Listed below are the names and telephone numbers of the project representatives that you can contact after this Public Informational Meeting:

Benjamin Coopman
 Public Works Director
 Rock County Public Works Department
 3715 Newville Road
 Janesville, WI 53545
 (608) 757-5450
 coopman@co.rock.wi.us

Chris Urchell
 Ayres Associates Inc
 1802 Pankratz Street
 Madison, Wisconsin 53704-4069
 (608) 443-1277
 UrchellC@AyresAssociates.com

Thank you for attending. **Please sign in** if you have not already so that we have a record of your attendance at tonight's meeting. Providing your contact information is important in case we have additional questions for you after the meeting.



County of Rock
 Public Works Department

AYRES
 ASSOCIATES

COMPARISON OF CTH G TO CTH S CONNECTOR ROUTE PROJECT ALTERNATIVES

Alternative	Length of Route (miles)	Length of Construction (miles)	Preliminary Cost Estimate (\$ millions)	Meets Purpose and Need		Potential Relocations (each)	Approx. R/W Required (acres)	Potential Farmland Impacts (acres)	Travel Time (Inman Pkwy to I-99/CTH S) (minutes)	Environmental Impacts	Other Issues
				Safety	Connectivity						
Alternative A (Blue Route)	3.3	9.3	6.2	PARTIALLY	PARTIALLY	3	15.2	11.0	5.2	Moderate	<ul style="list-style-type: none"> Additional traffic volume diverted to Philhower Rd and Creek Rd Greatest number of properties affected by land acquisition Traffic misdirection for access to IH 39
Alternative B (Green Route)	1.4	1.4	4.7	YES	YES	2	16.5	13.8	2.1	Moderate	<ul style="list-style-type: none"> Relocations required at Inman Parkway/Prairie Avenue Intersection Greatest acreage of farmland impacts Impacts to Twin City Farms Irrigation system¹
Alternative C (Purple Route)	3.7	2.6	4.4	NO	NO	0	1.6	0.0	7.6	Minimal	<ul style="list-style-type: none"> Considerable utility adjustments and parkway tree removal required No improved access to Interstate highway Likely would involve more local funding than other alternatives

- Alternative A (Blue Route) would include widening and resurfacing of CTH G from Inman Pkwy to Philhower Rd, reconstruction of the CTH G / Philhower Rd Intersection, reconstruction between the Philhower Intersection and the proposed bridge at Turtle Creek, and new roadway construction from the proposed bridge to the Shopiere Rd Intersection.
- Alternative B (Green Route) would involve new construction between the Prairie Ave / Inman Pkwy Intersection and the Inman Pkwy extension / Shopiere Rd Intersection. A new bridge would be constructed over Turtle Creek.
- Alternative C (Purple Route) would include resurfacing CTH G from Inman Pkwy to Huebbe Pkwy, reconstruction of CTH G from Huebbe Pkwy to Cranston Rd, and pavement widening to add bike lanes from CTH G and Inman Pkwy to CTH S and Murphy Woods Rd.
- Assumed \$15,000 per acre land acquisition and \$100,000 per relocation.
- The purpose of the proposed action is to create a direct connection between Prairie Ave (CTH G) and the IH 39/90 interchange at Shopiere Rd (CTH S). A new arterial would improve safety on the existing Prairie Ave corridor and relieve congestion on the existing local roadway network. A new connection would accommodate the existing and already planned development located in the area surrounding Prairie Ave.
- Assumes 100' wide right-of-way (R/W) corridor would be required for Alternative A and Alternative B; For Alternative A, strip acquisitions along CTH G are required at several locations to expand to 100' R/W, Philhower Rd would be expanded from 66' to 100' R/W between Prairie Ave and Creek Rd at Turtle Creek; To add bike lanes to Alternative C, Cranston Rd would be expanded from 80' to 90' R/W between Prairie Ave and Shopiere Rd and Shopiere Rd expanded from 66' to 80' R/W between Cranston Rd and Murphy Woods Rd.
- Travel Times estimated by actual test drives on existing roads. New roadway connection travel times calculated using assumed proposed speed limits and actual route distances.
- Alternative A and Alternative B would both have wetland impacts in the vicinity of the Turtle Creek Bridge crossing. Widening along Alternative C would require the removal of numerous mature parkway trees.
- Irrigation system Impacts would be mitigated with appropriate adjustments in order to maintain functionality of the system

Rock County
 CTH G Connector Road Project
 Summary of Alternatives' Cost Sharing

Alternate A (Philhower)[Blue]	Total	State	County	City
Design (Note 1)	\$ 800,000	\$ 430,650	\$ 369,350	\$ -
Right-of-way	\$ 529,000	\$ -	\$ 529,000	\$ -
Construction (Notes 2 & 3)	\$ 5,671,000	\$ 3,969,700	\$ 1,701,300	\$ -
Project Subtotal	\$ 7,000,000	\$ 4,400,350	\$ 2,599,650	\$ -
Alternate B (Inman) [Green]	Total	State	County	City
Design	\$ 800,000	\$ 430,650	\$ 246,235	\$ 123,115
Right-of-way	\$ 533,000	\$ -	\$ 355,300	\$ 177,700
Construction	\$ 4,167,000	\$ 2,917,000	\$ 833,400	\$ 416,600
Project Subtotal	\$ 5,500,000	\$ 3,347,650	\$ 1,434,935	\$ 717,415
Alternate C (Rebuild) [Purple]	Total	State	County	City
Design (Note 4)	\$ 800,000	\$ 430,650	\$ 369,350	\$ -
Right-of-way	\$ 24,000	\$ -	\$ 24,000	\$ -
Construction (Note 5)	\$ 4,376,000	\$ -	\$ 4,376,000	\$ -
Project Subtotal	\$ 5,200,000	\$ 430,650	\$ 4,769,350	\$ -

Note 1: Assumes full refund of local contribution to City for design.

Note 2: Assumes State will participate in reconstruction of 1.0 miles of CTH G south of Philhower.

If no State participation in 1.0 miles, delete \$700,000 from State column and \$300,000 from County column. This \$1 million of work would have to be done later by County (see note 3).

Note 3: Assumes there will be a future cost of \$250,000 to County to reconstruct 1/4 mile of CTH G.

Note 4: Assumes State would participate in design of this alternative. If not, County would have to pay the State back \$430,650. Probably is the end of a State Alternative Route Project on CTH G.

Note 5: Assumes that City would allow County to buy RW & reconstruct some City Streets.

9/6/2012