

Report to the Rock County Board of Supervisors on the CTH G Connector Road and Mega Project

9/13/2012

- 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.

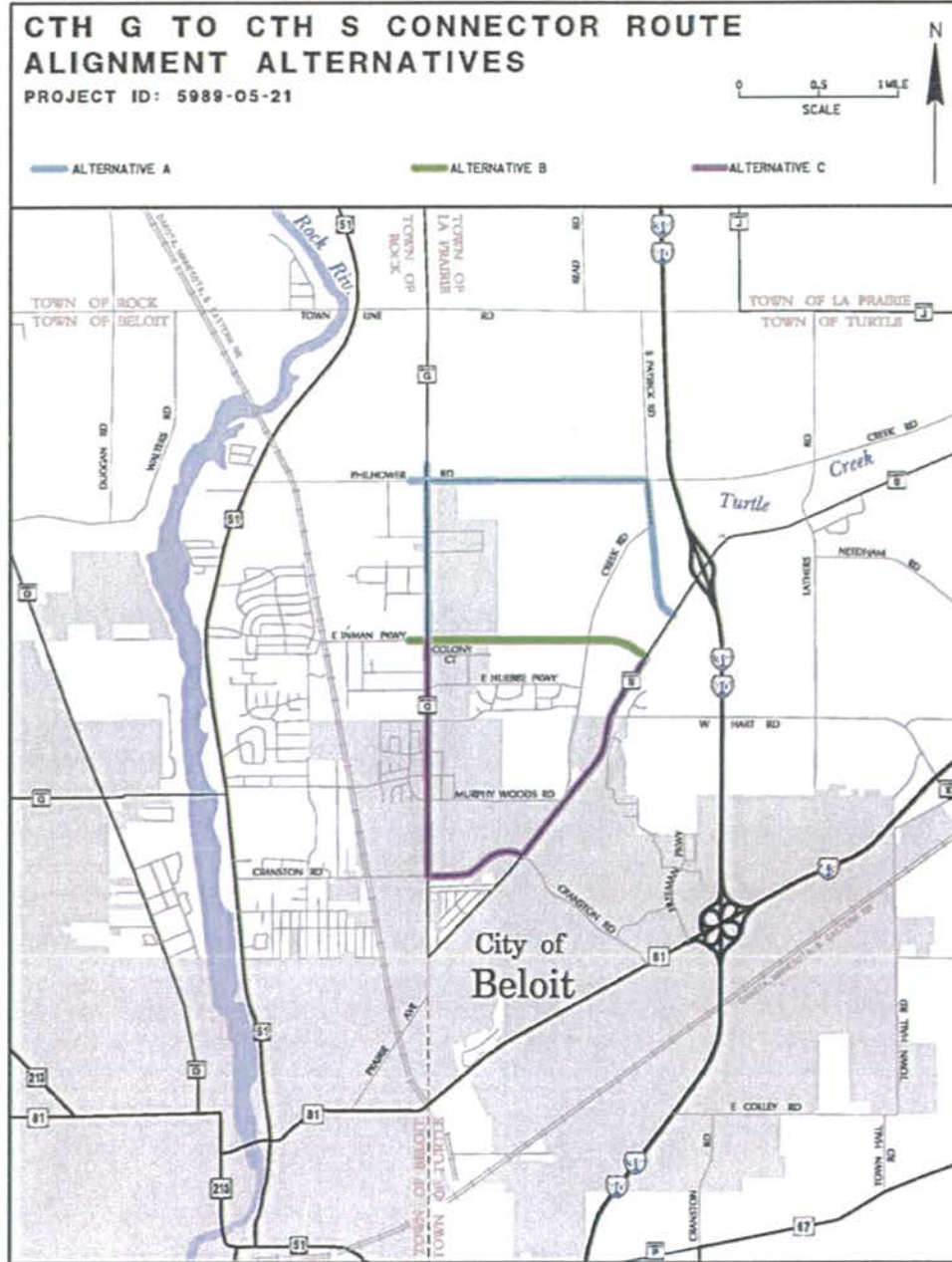
The County's engineering consultant firm, Ayres Associates, identified and studied three possible routes. Alternative A followed CTH G from Inman Parkway, north to Philhower Road, east to Creek Road and then southeasterly along a new route across Turtle Creek to CTH S. The second alternative, Alternative 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 copy of the handout at the Public Informational Meeting #2 including a comparison of alternatives is attached herewith. Results of that comparison are summarized in another attachment. A financial analysis comparing the various costs and local funding participation is also attached. Another enclosure is a copy of a letter from the Wisconsin Department of Transportation stating their concerns about the No-Build Alternative and conditionally withholding of their financial participation in the overall CTH G Mega Project, should that alternative be chosen. 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. The Public Works Committee should consider which Alternative to recommend to the County Board in a Resolution for action by the Committee and the County Board at their next meetings, respectively.

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	Length of Construction	Preliminary Cost Estimate ⁴	Meets Purpose and Need ⁵		Potential Relocations	Approx R/W Required ⁶	Potential Farmland Impacts	Travel Time (Inman Pkwy to I39/CTH S) ⁷	Environmental Impacts ⁸	Other Issues
	(miles)	(miles)	(\$ millions)	Safety	Connectivity	(each)	(acres)	(acres)	(minutes)		
Alternative A - Blue Route ¹	3.3	3.3	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 ²	1.4	1.4	4.7	YES	YES	2	16.3	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 system⁹
Alternative C - Purple Route ³	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

1. 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.
2. 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.
3. 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.
4. Assumed \$15,000 per acre land acquisition and \$100,000 per relocation.
5. 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.
6. 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.
7. 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.
8. 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.
9. Irrigation system impacts would be mitigated with appropriate adjustments in order to maintain functionality of the system



Wisconsin Department of Transportation

2101 Wright Street Madison, WI 53704-2583 (608) 246-3800 FAX (608) 246-7996 www.dot.wisconsin.gov



July 26, 2012

Mr. Benjamin J. Coopman, Jr., P.E.
Public Works Director
Rock County
3715 Newville Road
Janesville Wisconsin 53545

RECEIVED

JUL 30 2012

ROCK COUNTY
PUBLIC WORKS

Re: Inman Parkway alignment alternatives; Local Program project 5989-05-21

Dear Mr. Coopman:

The Department wishes to express concerns regarding the No Build option for the Inman Parkway alignment alternatives. The Department's funding participation for the reconstruction of County G from Huebbe Parkway to WIS 11 is conditional upon the use of this roadway as an alternate/temporary route during and after the I-39/90 reconstruction. A key element in the use of County G is an efficient link of I-39/90 to County G. The No Build option is a longer route through high traffic areas of the city. It does not meet the Department's purpose and need.

The Department values the spirit of teamwork to bring successful transportation projects to the citizens of Wisconsin. We look forward to continuing collaboration with Rock County on this effort. Thank you for considering our concerns.

Sincerely,

John Vesperman, P.E.
I-39/90 Project Chief

cc: Joe Olson, WisDOT, SW Region Director
Rose Phetteplace, WisDOT, SW Region Operations Director
Kimberly Schauder, WisDOT, SW Region Supervisor
Michael F. Flesch, City Engineer, City of Beloit



State of Wisconsin
Scott Walker, Governor

Department of Agriculture, Trade and Consumer Protection
Ben Brancel, Secretary

August 23, 2012

Mr. Chris Urchell
Project Manager
Ayres Associates
1802 Pankratz Street
Madison, WI 53704-4069

RECEIVED

AUG 30 2012

ROCK COUNTY
PUBLIC WORKS

Dear Mr. Urchell:

Re: Inman Parkway Extension
Rock County

You informed me that Rock County and the Wisconsin Department of Transportation requested that DATCP comment on the alternatives being considered to provide a connector route between Prairie Avenue (CTH G) and Shopiere Road (CTH S) in the town of Turtle in Rock County. The purpose of the proposed project is to improve connectivity and safety for vehicles traveling between the city of Beloit and the IH 39 corridor.

Three alternatives are being considered:

- Alternative A – Philhower Road Route
- Alternative B – Inman Parkway Extension
- Alternative C – Cranston Road

The discussion in this memo will assess the overall agricultural impacts of Alternatives A and B. Alternative C, the Cranston Road Alternative, obviously is preferred agriculturally because it affects no farmland. However, it should be noted that this alternative may not meet the purpose and need of the project.

Alternative A

The Philhower Road Route Alternative involves the widening of existing roads and the construction of a new road. It would affect about 11 acres of farmland.

Agriculture generates \$59 billion for Wisconsin

2811 Agriculture Drive • PO Box 8911 • Madison, WI 53708-8911 • 608-224-5012 • Wisconsin.gov

An equal opportunity employer

Reconstruction/Widening

The Philhower Road Route Alternative follows CTH "G" from Inman Road to the north until Philhower Road. It then follows Philhower Road to the east until Creek Road where it turns south and follows Creek Road to Turtle Creek. This part of the route is about 3.3 miles long. Reconstruction on this portion of the route requires the acquisition of strips of farmland along Philhower Road to widen the right-of-way from 66 feet to 100 feet. This part of the Philhower Road Route Alternative would require the acquisition of 4.6 acres of farmland. The affected farmland along Philhower Road and Creek Road are owned by Triple T Farms (4.2 acres) and Twin City Farms (0.4 acres).

New Roadway

A bridge over Turtle Creek would be constructed. From this point the Philhower Road Route Alternative involves construction of a new roadway, requiring the acquisition of 100 feet of right-of-way. It would extend from the new bridge at Turtle Creek to the south for 0.6 miles and connects to CTH "S." This part of the project requires the acquisition of 6.4 acres of farmland from the Lois E. Coburn Rorabeck Trust.

Alternative B

The Inman Parkway Extension involves construction of 1.4 miles of new roadway that extends from the intersection of CTH "G" and Inman Road, eastward to CTH "S". The new roadway would require a 100-foot right-of-way and affect about 13.8 acres of farmland.

The Inman Route affects 2.7 acres of farmland owned by Reliable Properties and is located within the city of Beloit. From this point eastward, the proposed route proceeds to Turtle Creek and crosses parcels totaling 7.3 acres owned by the Twin City Farm Partnership. This 290-acre field is irrigated by four irrigation pivots. The proposed roadway would disrupt the operation of the pivots and create a new barrier to field operations.

A bridge would be constructed at Turtle Creek. From this point the new roadway would continue to the east through the Hahn Family Trust parcel until CTH "S." About 3.8 acres of farmland would need to be acquired from this parcel.

Agriculturally Preferred Alternative

Alternative A and Alternative B would each affect prime agricultural soils. Each alternative affects areas zoned for exclusive agricultural use. However, Alternative A requires 0.6 miles of new roadway while Alternative B requires 1.4 miles new roadway. New severances of farm fields by roadways are more disruptive to farm operations than is the widening of existing roadways. Alternative A is preferred on this basis.

In addition, Alternative B crosses a large irrigated parcel. The proposed roadway would require the realignment of the existing irrigation system, and would likely impact the efficiency of the system. In addition, the removal of irrigated cropland would result in a greater crop production loss than is the case for non-irrigated cropland. Water is a primary limiting factor in crop production.

Based on these considerations, DATCP recommends Alternative A, the Philhower Road Route Alternative, as the agriculturally preferred route for the proposed project.

Thank you for the opportunity to comment on the project.

Sincerely,

A handwritten signature in black ink that reads "Peter Nauth". The signature is written in a cursive style with a long, sweeping underline.

Peter Nauth
Agricultural Impact Program
(608) 224-4650
Peter.Nauth@Wisconsin.gov



City of
BELOIT, Wisconsin

CITY MANAGER • CITY HALL • 100 STATE STREET • BELOIT, WI 53511

Office: 608/364-6614 • Fax: 608/364-6756

www.ci.beloit.wi.us

Equal Opportunity Employer

September 6, 2012

Mr. J. Russell Podzilni, Chair
Rock County Board of Supervisors
51 South Main St.
Beloit, WI 53511

RE: INMAN PARKWAY EXTENSION

Dear Russ:

As you know, planning for the Inman Parkway Extension has focused on designing a lettered county road, which would link County Road S (Shopiere) and County Road G (Prairie Avenue) north of the City. The project was originally intended to create this rural connector for the purpose of diverting much heavy truck traffic off city streets that pass through existing residential neighborhoods. As a side benefit, access to Beloit Memorial Hospital, the North Prairie Avenue commercial district and the Town of Beloit's Business Park would all be improved if the linkage were built as originally designed.

At the time planning for the project began, the County Materials complex had not yet been built, nor had the interstate highway reconstruction project been approved. Both of these recent developments will result in a substantial increase in heavy truck traffic in this area. Further, the Inman Parkway extension would provide much needed access for local traffic within the Greater Beloit Area during the Interstate 43 interchange reconstruction, which is anticipated to be a two-year process. These two projects alone underscore the significance of building the Inman Parkway linkage, and explain why the State Department of Transportation has recently elevated the priority for moving this project to construction.

While the matter has received numerous approvals from the County Board, recent opposition to the project primarily orchestrated by the Town of Turtle Board has created questions and resulted in a more thorough evaluation of other options and alternatives to the original proposed alignment. After evaluating all of these alternatives, the Beloit City Council adopted the attached resolution at their regular meeting on August 20, 2012, unanimously supporting the original concept to extend Inman Parkway. This resolution was adopted because the proposed alignment is, by far, the superior alternative for this project for the following reasons:

1. The purpose for building this link is to create better and more direct access to the Interstate highway for residents and businesses in this area of Beloit, along with the Towns of Beloit and Turtle. Town of Turtle residents living along Murphy Woods Road have been particularly vocal about their opposition to traffic using that small rural street as a cut through between Prairie Avenue and Shopiere Road. The construction of Inman Parkway as originally proposed would do much to relieve that traffic as residents, businesses and truck drivers use the new and more conveniently aligned Inman Parkway extension. As previously noted, heavy truck traffic would use this route, thereby diverting much of this traffic off of Prairie Avenue and Cranston Road, which pass through existing City residential neighborhoods.
2. An alternative suggested to build a linkage running north to Philhower Road would provide minimal relief for the heavy traffic and would likely result in the construction of a "road to nowhere." In addition, almost as much land would be required for right-of-way, including the possibility of taking residences in order to facilitate construction along this much more expensive route.
3. The "no build" option, which continues to utilize Beloit City streets for heavy truck traffic is also an unacceptable choice. The unusually long and large loads that will be generated by County Materials plus all of the construction related traffic required to support the Interstate reconstruction, should not be passing through City residential neighborhoods. Further, the ability to use the new linkage as a local traffic alternate during the I-43 Interchange construction would be lost.

Much of the Town of Turtle's opposition to this project centers around their fear that the City of Beloit is supporting construction of the road as a subterfuge to annex more Township property. This argument persists despite the existence of a Boundary Agreement between the City of Beloit and the Town of Turtle, which precludes annexation in this area of the Town. This Boundary Agreement is in effect for at least another nine years into the future. The attached Figure 3, taken directly from the Boundary Agreement, illustrates in color the boundary adjustment area for the City of Beloit. The entire area north of the City's current limits and east of the Prairie Avenue Business District is outside the Boundary Adjustment Area and the City has **NO** legal ability to annex any properties in that vicinity without the direct concurrence of the Town of Turtle governing board. Further, the design plans for this road call for a rural cross section with no water or sewer utilities installed as part of the project. Design engineers affirmed at a recent public meeting that access to the roadway will be limited, minimizing curb cuts and the availability of this road to be used for development purposes.

As noted previously and reiterated in this correspondence, there is a need to build this roadway at this particular time. Earlier decisions by the County Board to support this project were correct. Despite opposition, which often accompanies any anticipated infrastructure improvement, a final vote in the affirmative to proceed would be the best decision for improving access and safety for the motoring public while protecting the interest of residents in the City of Beloit as well as the adjacent Township areas.

J. Russell Podzilni, Chair
September 6, 2012
Page 3 of 3

As always, if you have questions or if the City can be of any assistance with regard to this matter, do not hesitate to contact my office.

Sincerely,



Larry N. Arft
City Manager

LNA:pl
Enc.

C: Rock County Board of Supervisors
Craig Knutson, County Administrator
Ben Coopman, Jr., County Director of Public Works
C. Haynes, City Council President
Beloit City Councilors
Roger Anclam, Town of Turtle Board Chair
Rob Pavlik, Town of Beloit Board Chair
Brian Wilson, Town of Beloit Administrator
Greg Britton, President, Beloit Health Systems
Mike Flesch, Beloit City Engineer
Kent Woller, Site Manager, County Materials Corp.
Bob Kennedy, Rock Road Companies, Inc.

FILE# 8558
AUG 20 2012
CITY OF БЕЛОIT
CITY CLERK

**RESOLUTION
SUPPORTING THE CONSTRUCTION OF
INMAN PARKWAY EXTENSION ALTERNATIVE
FOR THE CTH G CONNECTOR**

WHEREAS, this project will connect CTH G to CTH S and provides improved interstate access to the northeast side of the City, and;

WHEREAS, the State of Wisconsin would like to use the CTH G Connector and CTH G as an alternate route for I39/90 during and after the I39/90 reconstruction, and

WHEREAS, Rock County and the State of Wisconsin are the lead agencies for this project and the Rock County Board will be selecting a preferred route from three alternatives at a meeting in September and;

WHEREAS, the No Build alternative would use existing routes and would not remove traffic from local streets or improve interstate access and is not desirable to the City, and,

WHEREAS, Alternative 2 would improve Philhower Road and add a new connection to CTH S, re-directs traffic too far north from the Prairie Avenue Business Corridor to be beneficial to the City and is not desirable, and

WHEREAS, Alternatives 1A-1D (Inman Parkway Extension) closely follows the corridors officially mapped by the city in 1970(Prairie Ave to Creek Road) and 2004(Creek Road to Shopiere Road), and,

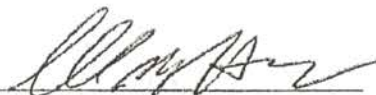
WHEREAS, Alternatives 1A – 1D provides the most direct linkage between CTH G and CTH S with apparent significant benefits to the City of Beloit’s northeast business corridor, and,

WHEREAS, the existing intergovernmental agreement between Rock County and the City of Beloit for this connector project that has the city paying one third the local share of the improvement costs was based on an Inman Parkway Extension, and,

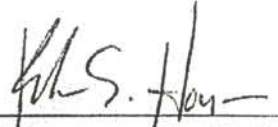
IT IS RESOLVED, that the City of Beloit’s preferred alternative is 1A-1D Inman Parkway extension.

Dated at Beloit, Wisconsin this 20th day of August, 2012.

City Council of the City of Beloit


Charles M. Haynes, President

ATTEST:


Rebecca S. Houseman, City Clerk

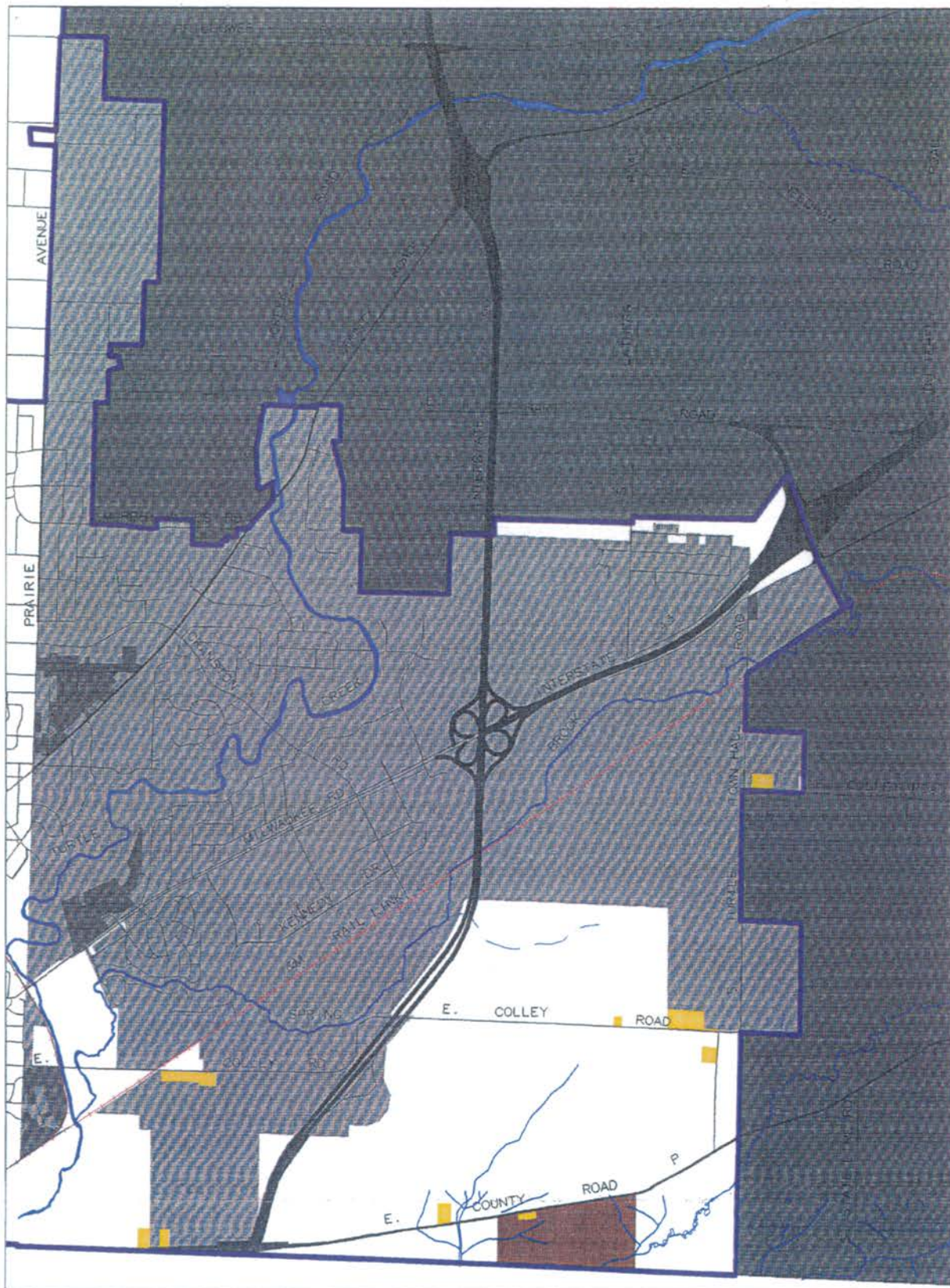


FIGURE 3

BOUNDARY ADJUSTMENT AREA LAND USE



CTH G TO CTH S CONNECTOR ROUTE - 2012 SUMMARY OF COMMENT FORM, PHONE CONVERSATION, AND EMAIL CORRESPONDENCE REMARKS										
	Name	Affiliation/Representation	IN FAVOR			AGAINST			Delivery	Abbreviated Comments
			ALT A Philhower	ALT B Inman	ALT C Cranston	ALT A Philhower	ALT B Inman	ALT C Cranston		
1	Tom & Robin DeArmitt	Resident: 2519 Shopiere Rd						X	Form	Against spending money on Alt C - "Trucks are going to go wherever they feel like..."
2	David Luebke	Former Alrich Middle School Principal						X	Form	Safety, congestion, ambulance route, road repair & maintenance
3	Jay & Melissa Beaumont	Resident: 2320 E. Philhower Rd		X		X			Form	Concern about safety, resident disruption, tree removal; Alt B "makes the most sense"
4	Kent & Desa Bliesner	Resident: 655 Inman Pkwy	X				X		Form	Concern over growing traffic on Inman; Philhower routes through "non residential zone"
5	Andrew Janke	Exec. Director GBEDC		X					Form	Greater Beloit Econ Dev Corporations in favor of Inman Pkwy: cost & direct route
6	Lavonne Thom	Resident: 754 E. Inman Pkwy	X				X		Form	Concern over trucks, congestion, safety, etc.; Philhower has less impacts
7	Shannon Johnson	Resident: 2520 Herbert Dr.		X					Form	Reduce travel times and congestion on existing route
8	Jeffrey Perrigo	Western Container Corp: 1100 E. Inman		X					Form	Fast, efficient access for hospital, Town Industrial Park, & Blackhawk Tech to I-90. Relieve congestion on exist
9	Dave Brown	Supervisor, Rock County Dist. 9							Form	Questions accuracy of costs for Agr Impacts for Alt B (i.e. irrigation coverage, parcel size, productivity loss)
10	Loretta Stuntebeck	Lois E Coburn-Rorabeck Trust		X					Form	Would like to see additional study for traffic; If Townline Rd interchange not possible, then Inman is best
11	David Coburn	Resident: 2678 Austin Pl.							Form	Inconclusive, needs more study for traffic projections and routes to confirm if connector route necessary
12	Robert Soltau	SLATS, Transportation Manager		X					Form	Circumferential connector for north and northeast par of the City of Beloit; Long-range plan for many years
13	Jacki & Stephen Werner	Resident: 2552 Shopiere Rd		X				X	Form	Shortest, most direct route for hospital, medical clinic, Shopko plaza; least cost
14	Alan Atkinson	Resident: 3217 E. Creek Rd							Form	Twin City Farm partner; Does not agree with Inman/CTH G start point for each alternative or cost estimates
15	Gary Brusberg	Resident: 820 E. Inman Pkwy					X		Form	Doesn't believe Inman Pkwy (W. of CTH G) projections are accurate; concern over truck traffic increases
16	Joel Steinke	Resident: 2027 Meridith Dr		X					Form	Faster, more direct route from NW Beloit to I-39 or I-43; suggests Hart Rd as truck route to I-43
17	Carol Taylor	Lois E Coburn-Rorabeck Trust					X		Form	Concern over cost of project, necessity of project, and preservation of quality farmland
18	Bart Breden	Resident: 2436 Shopiere Rd						X	Phone	Concern over cost and potential property loss of residents on Shopiere Rd
19	Adrian	Mobil Gas Station at CTH G & Shopiere							Phone	Asked about project limits; No concerns
20	Norm Starks	Resident: 2414 Heather Terrace	X						Phone	Truck traffic on CTH S increasing and would prefer trucks use a different route
21	John Vesperman	WisDOT: I-39/90 Project Chief	X	X				X	Letter	Alt C does not meet DOT's purpose and need related to I-39/90 expansion project
22	Sandy Heimel	BRP: US Distribution Manager		X					Email	Bombardier Recreational Products facility averages 35-40 trucks per day, most come from the south and east
23	Randall Upton	GBCC: President		X					Email	Greater Beloit Chamber of Commerce has taken formal position in support of Inman Pkwy Extension option
24	Tom Lasse	Property owner: various		X		X			Email	Property owner in Beloit with significant holdings on both Prairie and Cranston; reduce heavy truck traffic
25	Town of Turtle	Town of Turtle	X				X		Resolution	Resolution passed 9/12/2011 opposing Inman Parkway Extension (Alt B) and in favor of Philhower Rd (Alt A)
26	City of Beloit	City of Beloit		X		X		X	Resolution	Resolution passed 8/20/12 unanimously supporting the Inman Parkway Extension (Alt B)
TOTAL COUNTS			5	13	0	3	5	6		

Notes: "IN FAVOR" and "AGAINST" counts are inferred from comments made in documentation provided by the interested party. If a comment was not clearly "IN FAVOR" or "AGAINST" a specific alternative then no count was recorded. The identity of persons at the PIM #2 who made verbal comments could not be confirmed and therefore these comments are not included in the above counts in order to avoid "double counting".

Rock County

CTH G Connector Road Project

Summary of Issues Between Alternatives A & B

A. Alternative A (Philhower Road) [Blue]:

1. Additional CTH traffic will be directed onto existing Philhower and Creek Roads
2. Greater number of properties affected by land acquisitions for R/W (some in strips, others whole width)
3. Three possible relocations of homes
4. Traffic is misdirected north 1 mile which results in less traffic using this alternative
5. Approximately 1.9 mile longer route
6. Approximately 1.1 total acres and 2.8 agricultural acres less needed
7. Estimated 2-1/2 times longer travel time (5.2 vs. 2.1 minutes)

B. Alternative B (Inman Parkway Extended) [Green]

1. Most direct route
2. Best meets the purpose and need of the project
3. Relocation of 2 homes at Inman and Prairie required
4. Agricultural impacts include disruption to center-pivot irrigation system
5. Will be controlled access for improved safety and travel times
6. Least costly alternative
7. Requires less future road reconstruction at 100% County expense on Prairie Ave.

9/6/12

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

Rock County CTH G Mega Project

revision2

Inman Parkway	Total	State	County	City
Design	\$ 800,000	\$ 430,650	\$ 246,235	\$123,115
Right-of-way	\$ 700,000	\$ -	\$ 467,000	\$233,000
Construction	\$ 4,600,000	\$ 3,220,000	\$ 920,000	\$460,000
Project Subtotal	\$ 6,100,000	\$ 3,650,650	\$ 1,633,235	\$816,115

CTH G/Townline Intersection	Total	State	County	City
Design	\$ 400,000	\$ 320,000	\$ 80,000	
Right-of-way	\$ 375,000	\$ -	\$ 375,000	
Construction	\$ 1,714,000	\$ 1,199,800	\$ 514,200	
Project Subtotal	\$ 2,489,000	\$ 1,519,800	\$ 969,200	\$ -

CTH G Roadway	Total	State	County	City
Design	\$ 802,000	\$ 561,400	\$ 240,600	
Right-of-way	\$ -			
Construction	\$ 12,973,000	\$ 9,221,100	\$ 3,751,900	
Project Subtotal	\$ 13,775,000	\$ 9,782,500	\$ 3,992,500	\$ -

Grand Totals	Total	State	County	City
Design	\$ 2,002,000	\$ 1,312,050	\$ 566,835	\$123,115
Right-of-way	\$ 1,075,000	\$ -	\$ 842,000	\$233,000
Construction	\$ 19,287,000	\$ 13,640,900	\$ 5,186,100	\$460,000
Project Total	\$ 22,364,000	\$ 14,952,950	\$ 6,594,935	\$816,115

Total Project Cost Estimate	\$ 22,364,000
Authorized & anticipated funds	\$ 4,200,000
Remaining dollars to be funded	\$ 18,164,000
WisDot funding needed (70%)	\$ 12,714,800
County/City funding needed	\$ 5,449,200

4/23/2012

Rock County CTH G Mega Project

Inman Parkway	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

CTH G/Townline Intersection	Total	State	County	City
Design	\$ 400,000	\$ 320,000	\$ 80,000	
Right-of-way	\$ 375,000	\$ -	\$ 375,000	
Construction	\$ 1,714,000	\$ 1,199,800	\$ 514,200	
Project Subtotal	\$ 2,489,000	\$ 1,519,800	\$ 969,200	\$ -

CTH G Roadway	Total	State	County	City
Design	\$ 802,000	\$ 561,400	\$ 240,600	
Right-of-way	\$ -			
Construction	\$ 12,973,000	\$ 9,221,100	\$ 3,751,900	
Project Subtotal	\$ 13,775,000	\$ 9,782,500	\$ 3,992,500	\$ -

Grand Totals	Total	State	County	City
Design	\$ 2,002,000	\$ 1,312,050	\$ 566,835	\$123,115
Right-of-way	\$ 908,000	\$ -	\$ 730,300	\$177,700
Construction	\$ 18,854,000	\$ 13,337,900	\$ 5,099,500	\$416,600
Project Total	\$ 21,764,000	\$ 14,649,950	\$ 6,396,635	\$717,415

Total Project Cost Estimate	\$ 21,764,000
Authorized & anticipated funds	\$ 4,200,000
Remaining dollars to be funded	\$ 17,564,000
WisDot funding	\$ 12,294,800
County funding needed	\$ 4,551,785
City funding needed	\$ 717,415

9/7/2012

Rock County CTH G Mega Project

Philhower Road	Total	State	County	City
Design	\$ 800,000	\$ 430,650	\$ 369,350	\$ -
Right-of-way	\$ 529,000	\$ -	\$ 529,000	\$ -
Construction	\$ 5,671,000	\$ 3,969,700	\$ 1,701,300	\$ -
Project Subtotal	\$ 7,000,000	\$ 4,400,350	\$ 2,599,650	\$ -

CTH G/Townline Intersection	Total	State	County	City
Design	\$ 400,000	\$ 320,000	\$ 80,000	
Right-of-way	\$ 375,000	\$ -	\$ 375,000	
Construction	\$ 1,714,000	\$ 1,199,800	\$ 514,200	
Project Subtotal	\$ 2,489,000	\$ 1,519,800	\$ 969,200	\$ -

CTH G Roadway	Total	State	County	City
Design	\$ 802,000	\$ 561,400	\$ 240,600	
Right-of-way	\$ -			
Construction	\$ 12,973,000	\$ 9,221,100	\$ 3,751,900	
Project Subtotal	\$ 13,775,000	\$ 9,782,500	\$ 3,992,500	\$ -

Grand Totals	Total	State	County	City
Design	\$ 2,002,000	\$ 1,312,050	\$ 689,950	\$ -
Right-of-way	\$ 904,000	\$ -	\$ 904,000	\$ -
Construction	\$ 20,358,000	\$ 14,390,600	\$ 5,967,400	\$ -
Project Total	\$ 23,264,000	\$ 15,702,650	\$ 7,561,350	\$ -

Total Project Cost Estimate	\$ 23,264,000
Authorized & anticipated funds	\$ 4,200,000
Remaining dollars to be funded	\$ 19,064,000
WisDot funding	\$ 12,714,800
County funding needed	\$ 6,349,200

9/7/2012

CTH G to CTH S Connector Route Twin City Farms Irrigation Impacts

SCALE, FEET

NOTE:
RIGHT-OF-WAY AND PROPERTY LINE LOCATIONS ARE
APPROXIMATE.

