**TOWN of BELL**

 **Resolution #???????,** To Recommend to the Wisconsin Department of Transportation (WisDOT) that when Resurfacing State Highway 13 in 2023 in the Town of Bell between Old State Highway13 and the Bell-Clover Line Road, that WisDOT not install rumble strips on portions of Highway 13 in the Town of Bell.

**Whereas,** in 2023 WisDOT plans to resurface the portion of State Highway 13 from the intersection with Old State Highway 13 in the Town of Bell to the intersection with Bark Point Road in the Town of Clover, and

**Whereas,** in 2023 WisDOT intends to install centerline rumble strips in compliance with the Facilities Development Manual (FDM) policy to install centerline rumble strips on all asphalt highway improvement projects having 12-foot land width, and

**Whereas,** Federal Highway Association (FHWA) guidance allows for mitigation of adverse effects of centerline rumble strips, including volume reducing modifications to the milling depth of rumble strips, and gapping rumble strips for intersections, driveways and potentially straight passing zones, and

**Whereas,** WisDOT representatives felt the concerns by the public (see email from D.Kaetterhenry@gremmerassociates.com to the Town of Bell Chairman tobsuper1@cornywi.org and Town of Bell supervisors #2-4 on 5/27/2021) were valid given the geographical location of the project, the traffic volumes, no regional roadways with centerline rumble strips, nor an associated crash history, and

**Whereas,** WisDOT representatives felt the WisDOT traffic section would be a good resource to consult on this specific topic (see above referenced email), and

**Whereas,** the WisDOT State Highway 13 project covers approximately 2.7 miles of highway in the Town of Bell between Old Highway 13 and Bell-Clover Line Road, and

**Whereas,** there are numerous residences located in clusters on or near this stretch of State Highway 13 in the Town of Bell, and

**Whereas,** the natural beauty and silence—peach and quiet—of the area is a most valued characteristic, and is indeed a key reason people move to, or build second homes, in the area, adding important tax base to the Town, and

**Whereas**,in the last several years, the addition of rumble strips along the center line and along the fog line have been added in several places to State Highway 13, and it is noted that these rumble strips are a producer of sound pollution to those that live along or those roads and even to those who live up to a mile away, and

**Whereas,** residents driving on this section of State Highway 13 encounter very little vehicle traffic, and indeed often encounter not one vehicle, significantly reducing the chances of a head-on collision, and

**Whereas,** the speed limit along State Highway 13 for the entire area affected by resurfacing in the Town of Bell is 55 miles per hour (see email from Jessica.Felix@dot.wi.gov of 6/10/21), and

**Whereas,** there may be unique situations where noise generation may factor into the WisDOT decision to either not install rumble strips, or to provide gaps in rumble strip installations (see email cited directly above), and

**Whereas,** in those instances where there is a high likelihood for noise concerns, the WisDOT may consider providing gaps in rumble strips for approximately 500 feet on each side of a residential or other preferred quiet zone, and

**Whereas,** there are at least 20 dwellings on or near State Highway 13 in the Town of Bell that would be adversely affected by the addition of center line rumble strips, and

**Whereas,** these dwellings tend to be clustered at the West end and East end of the State Highway 13 resurfacing project area in the Town of Bell, and

**Whereas**, on July 7, 2021 the Bayfield County Board’s Highway Committee unanimously adopted a resolution in opposition to adding rumble strips to the section of State Highway 13 between Old Highway 13 in the Town of Bell and Bark Point Road in the Town of Clover, and

**Whereas,** on July 14, 2021 the Town of Clover Board adopted a resolution opposing rumble strips in several sections of the proposed Highway 13 resurfacing project in the Town of Clover, and

**Whereas,** WisDOT has already graciously agreed to provide gaps in rumble strips for the 2023 Highway 13 resurfacing project in several places in the Town of Clover per the July 28 letter and attached map from Mr. Daniel Bieberitz of WisDOT addressed to the board chairs in the

Town of Bell and the Town of Clover, and

**Whereas,** also per the letter and map cited immediately above, WisDOT has already graciously agreed to provide some gaps in rumble strips on Highway 13 on the West side of the Town of Bell, specifically from the Bark River Bridge to Tina Lane, and

**Whereas,** WisDOT’s proposed gap from the Bark River Bridge to Tina Lane encompasses some, but not all, of the homes clustered on or near State Highway 13 on the West side of the Town of Bell, and

**Be it Therefore Resolved** to recommend to the WisDOT that for the State Highway 13 resurfacing project in 2023 that rumble strips not be installed in certain sections of the Town of Bell portion of the State Highway 13 resurfacing project, and

**Be it Further Resolved** to recommend to the WisDot that on the West Side of the State Highway 13 resurfacing project in the Town of Bell that no rumble strips be installed on the Section of State Highway 13 from the Bell-Clover Line Road, to a point 500 feet east of North Stone Road, and

**Be it Further Resolved** to recommend to the WisDOT that on the East Side of the State Highway 13 resurfacing project within the Town of Bell that no rumble strips be installed from Old State Highway 13 to a point 500 feet west of 21474 STH 13., and

**Be it Further Resolved** to recommend to the WisDOT that rumble strips should be installed in the approximate 1.5 mile section of State Highway 13 between a point 500 feet east of North Stone Road and the point 500 feet west of 21475 STH 13culvert for Lost Creek Number One, meaning that more than 50 percent of the 2023 resurfacing project within the Town of Bell would contain rumble strips.

Adopted this 10th day of August, 2021