



US 51 (Stoughton Road) Corridor Study

(Voges Road/Terminal Drive to WIS 19)

Dane County

Environmental Study

Public Information Meeting
Kickoff

August 14, 2012





Welcome to today's public information meeting for the environmental study phase of the US 51 (Stoughton Road) Corridor Study. The purpose of the meeting is to:

- Provide an overview of the study
- Update the public regarding the status of the project and the project's new schedule
- Present background information about the corridor
- Answer questions and obtain your comments on the proposed alternatives



The proposed project begins just south of the Beltline and ends at WIS 19, north of Interstate 39/90/94. Proposed alternatives from the previous phase are described on the following pages.

Representatives from the Wisconsin Department of Transportation (WisDOT) Madison regional office and their consultants are here to listen to your thoughts on the proposed improvements. Please review the exhibits, ask questions and share your ideas, suggestions, or concerns. If you would like to provide written comments, please fill out a comment sheet and leave it with us today or mail it after the meeting.

Thank you for participating in this important study.

Newsletters announcing the upcoming Public Information Meetings will be sent and will be posted to the study web site:

<http://www.dot.wi.gov/projects/swregion/51/index.htm>



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Project Schedule:





US 51 (Stoughton Road) Corridor Study Environmental Study Summary Sheet

Environmental Study Authorized

The Wisconsin Department of Transportation (WisDOT) Southwest Region and the Federal Highway Administration (FHWA) have been authorized to conduct an Environmental Impact Statement (EIS) study on the US 51 (Stoughton Road) corridor. The project limits begin at the Terminal Drive/Voges Road intersection and continue north for 11 miles to the Highway 19 interchange. The purpose of the study is to develop long-term improvements to address safety, congestion, and bicycle and pedestrian issues along the corridor and determine the associated impacts. The study will build off of alternatives that were developed as part of a Traffic, Safety and Needs Identification Analysis (TSNIA) study conducted from 2004 -2012. The end result will be the selection of a recommended alternative for the corridor, an approved EIS, and a Record of Decision (ROD).

This is an approved capacity expansion study through the Wisconsin Transportation Projects Commission (TPC), which allows for the consideration of additional lanes on Stoughton Road. Previously, WisDOT was not authorized to include expansion as an alternative. The TPC consists of the Governor, citizen members, five senators, five representatives, and the WisDOT Secretary.

In compliance with the Federal requirements for the EIS, a Coordination Plan and Impact Analysis Methodology have been developed. These documents are available on the project website. (<http://www.dot.wi.gov/projects/swregion/51/envIRON.htm>)

Purpose and Need

US 51 is a major arterial route on the state highway system, running from the southern state border with Illinois to the northern tip of the state at the Wisconsin - Michigan border. The section to be studied here is a 11-mile segment beginning with Terminal Drive/Voges Road in McFarland, terminating at WIS 19, north of the I-39/90/94 interchange. In this area, US 51 is the main north-south corridor on the east side of Madison and is commonly referred to as Stoughton Road.

At most intersections, crash problems either exist today, or are expected to emerge as traffic volumes increase. Based on crash information provided by WisDOT, there were a total of 2,392 crashes on Stoughton Road and the side road approaches from 2001 through 2008, with 1,014 resulting in injury. There were also 13 fatalities over this eight-year period. The study also identified insufficient facilities for bicycle and pedestrian travel in many locations.

As a result of the existing congestion on Stoughton Road, traffic is increasingly diverted to other roads. Adjacent neighborhoods are concerned about the amount of "cut-through" traffic that is occurring, and WisDOT is concerned about the amount of traffic that is diverting to I-39/90/94.

Based on the information accumulated in the Needs Assessment phase of the Study and input from the public, local, state, and federal agencies, the purpose and need of the Study is to:

- Improve Safety
- Reduce Congestion
- Improve Bicycle, Pedestrian, and Transit Facilities
- Reduce Diversion to Neighborhood Streets
- Support Economic Development



Alternatives

The previous phase of the study developed three alternatives to address the Purpose and Need as summarized below. This EIS phase will consider capacity expansion for all the build alternatives.

Alternative A - a Transportation System Management alternative that includes improvements designed to improve mobility and increase the safety of several intersections by maximizing the existing infrastructure. Turn lanes are extended, additional turn lanes added, and access points restricted, but only one overpass is included.

Alternative B - an Enhanced Expressway alternative has additional turn lanes at intersections and interchanges at the areas with the most significant traffic safety and mobility needs.

Alternative C – a Freeway concept with no traffic signals or stop signs on Stoughton Road from Terminal Drive/Voges Road to WIS 19.

These alternatives from the previous phase are shown in greater detail in the last pages of this handout.

Safety and Congestion

When the study began in 2002, traffic counts and analyses were performed to determine the existing traffic volumes. Those volumes were projected to future conditions that include full development of the east side of Madison (approximate year 2030).

Safety – Each of the alternatives provides a level of safety benefit. In Alternative A, extending existing turn lanes and adding additional turn lanes to the intersections can decrease back-ups for through traffic and reduce common intersection crashes by 15%. The improved intersection angle at East Washington Avenue will improve flow for northbound and southbound movements and provide a potential 20% reduction in crashes. Adding interchanges in Alternatives B and C provide a near elimination of high-speed, head-on and angle collisions, which are the main cause of injury and fatal crashes. Interchanges have been shown to reduce all crashes on the main roadway by up to 75%. However, since interchanges convert one intersection to two intersections where ramps meet the sideroads, this will factor into the overall safety of the interchange. Further detail of safety improvement for each of the alternatives will be included in the Environmental Impact Statement (EIS).

Congestion - Level of Service (LOS) is a quantitative measure that refers to the overall quality of flow at an intersection ranging from LOS A (free flow) to LOS F (traffic is extremely restricted, many times experiencing gridlock). LOS D/E is considered the lowest acceptable rating for an intersection in urban areas.

With the increased traffic volumes projected under future conditions, several signalized Stoughton Road intersections will deteriorate into LOS D, E, or F. The following chart illustrates the anticipated congestion levels in the PM peak hour from base year (2002) and in 2030, under the various alternative scenarios.



Signalized Intersections - P.M. Peak Hour - Level of Service

	Year 2002 Base Conditions	Year 2035 No-Build	Year 2035 Alt. A	Year 2035 Alt. B	Year 2035 Alt. C
WIS 19	SB * A	SB * A	SB C	SB D	SB C
SB Ramps / NB Ramps	NB * A	NB * E	NB E	NB C	NB C
Token Creek Park Road	* B	* F	* C	--	--
IH 39/90/94	SB * B	SB * F	SB B	SB A	SB --
SB Ramps / NB Ramps	NB * F	NB * F	NB A	NB A	NB --
CTH CV/Anderson Road	C	F	E	--	--
Hoepker Road	* F	* F	C	SB D	SB C
SB Ramps / NB Ramps				NB C	NB C
Kinsman Blvd.	B	F	D	C	B
Anderson Street	C	F	F	--	--
East Washington Avenue	F	F	F	D	D
Lexington Ave / Commercial Ave	B	F	C	B	C
WIS 30	WB C	WB F	WB E	WB D	WB D
WB Ramps / EB Ramps	EB C	EB F	EB C	EB D	EB C
Milwaukee Street	SB B	SB F	SB D	SB D	SB D
SB Ramps / NB Ramps	NB B	NB F	NB E	NB C	NB C
Cottage Grove	SB C	SB F	SB F	SB C	SB C
SB Ramps / NB Ramps	NB A	NB F	NB D	NB B	NB C
Buckeye Road	E	F	F	SB C	SB C
SB Ramps / NB Ramps				NB C	NB B
Pflaum Road	E	F	F	SB B	SB C
SB Ramps / NB Ramps				NB C	NB B
Broadway	C	F	F	D	C
US 12/18	WB D	WB F	WB E	WB C	WB C
WB Ramps / EB Ramps	EB C	EB F	EB F	EB C	EB C
Terminal Drive	B	F	F	C	SB D
SB Ramps / NB Ramps					NB C

Synchro Results Paramics Results Paramics Results Paramics Results Paramics Results
 * Stop controlled delay for minor approaches.

Bicycle and Pedestrian Accommodations

The study has identified several locations where bicycle and pedestrian facilities may be included in the selected alternatives. Overpasses for bicycles and pedestrians at Tompkins Drive, Helgeson Drive, Walsh Road/Parkwood Drive (over WIS 30), Larson Court, East Washington Avenue and Anderson Road (over I-39/90/94) will greatly enhance safety for crossings in the corridor. Adjacent off-road paths and connections from Broadway to Pflaum Road and from Pierstorff Street to County CV will enhance mobility along the corridor. The selected alternative will include on-road bicycle facilities and sidewalks at sideroads. These opportunities have been identified in the corridor bicycle plan.

Impacts

Since the last public information meeting (PIM) in October 2007, the study team has refined the alternatives and is determining potential impacts to resources in the area. The alternatives are conceptual and the impacts may lessen or increase based on design refinements when the study moves into the preliminary design phase.

Natural Resources, Real Estate, and Relocations - The exhibits show the impacted properties (parkland, business, farmland, airport, and residential) and wetland areas. The following chart summarizes these and other resource impacts.

Noise impacts – A noise study is being completed for the EIS using the approved Federal Highway Administration noise modeling software. In general, it is expected that noise will increase over the existing conditions even without roadway improvements due to the increase in traffic. Using projected traffic volumes, preliminary results of the model indicate that there are areas between Milwaukee Street and Buckeye Road that currently have noise levels at or greater than 66 decibels (dBA), the sound level at which noise impact



occurs at residential land uses per WisDOT noise policy. The 2030 model shows an increase of 1 to 5 dBA along the corridor for all alternatives; however, there are areas where future noise levels would decrease due to the highway being lowered and retaining walls being constructed.

	Alternative A	Alternative B	Alternative C
Relocations	24 Residential 38 Commercial	24 Residential 28 Commercial	34 Residential 40 Commercial
Wetland Impacts	5 Acres	47 Acres	55 Acres
Farmland Impacts	2 Acres	12 Acres	12 Acres
Airport Land Impacts	2 Acres	4 Acres	14 Acres
Parkland Impacts	1.9 Acres	2.1 Acres	2.1 Acres
Sound Level Range (Existing 47-73 dBA)	48 – 74 dBA	49-75 dBA	49-75 dBA
Total Costs for Construction and R/W	\$100 - \$300 Million		

Aesthetics

Stoughton Road is a gateway to the City of Madison both from the north and the south. As such, a consistent decorative theme or aesthetic treatment would provide a greater sense of place for those entering the city. The Stoughton Road Revitalization Project (SRRP) supported a study of the area between the Beltline and WIS 30 which addresses aesthetics and land use in that portion of the corridor. Recommendations of the SRRP study will be considered as an aesthetic theme is developed.

What's Next

After this public meeting, the alternatives will be finalized based on the input received. A second public meeting will be held to present the finalized alternatives with a potential recommended alternative. A Draft Environmental Impact Statement (DEIS) that will compare the impacts of each alternative will be prepared, and a final recommended alternative will be identified. The recommended alternative may be a combination of Alternatives A, B & C. A public hearing will be held to record public testimony and comment on the DEIS. After receiving comments on the document, an alternative will be selected and a Final EIS will be prepared. Construction of the selected alternative has not been scheduled, but will likely be phased over several years. No construction will begin before 2020. Funding for engineering design and construction has not been allocated at this time.

Corridor Study Schedule

- **August 14, 2012** – Public Information Meeting #1.
- **Fall 2012** – Finalize Alternatives for the Environmental Impact Statement (EIS)
- **January 2013** – Public Information Meeting #2
- **April 2013** – Completion of Draft EIS
- **May 2013** – Public Hearing on Draft EIS
- **July 2013** – Select a preferred alternative.
- **Summer 2013** – Public Information Meeting #3
- **December 2013** – Final EIS



Alternative A
Transportation System Management

IMPROVEMENTS PROPOSED BY PREVIOUS PHASE OF THE STUDY

Revisions from the October, 2007 PIM are shown in bold italic text.

An asterisk (*) indicates improvement has been implemented.

This phase of the study will evaluate the possibility of increasing from 2 to 3 lanes in each direction.

Beltline

- Construct triple left turn lanes from EB Beltline to NB Stoughton Road.*
- Widen WB Beltline exit ramp to two lanes and intersection at Stoughton Road to four lanes.*

Broadway (*Internal roadways reconfigured*)

- Relocate intersection to the north.
- Possible jug-handle interchange.
- Off-road bicycle/pedestrian path from Femrite Drive to Pflaum Road.

Pflaum Road and Buckeye Road

- Relocate frontage road intersections.
- Extend turn lanes.
- Bicycle/pedestrian connections across Stoughton Road at Tompkins Drive and Helgeson Drive.

Cottage Grove Road

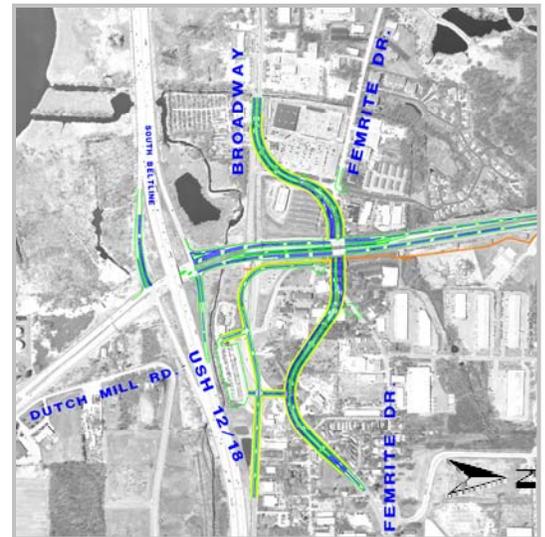
- Extend acceleration and deceleration lanes on Stoughton Road ramps.
- Extend SB acceleration lane to match right turn lane at Buckeye Road.*

WIS 30

- ***Restrict NB Milwaukee Street entrance ramp traffic from making left turns at WIS 30.***
- Reconstruct WB off-ramp to eliminate free-flow right-turn and add triple left turn lanes.
- Reconstruct EB off-ramp to add triple left turn lanes.
- Increase turn-lane lengths on off ramps.
- Bicycle and pedestrian connection across WIS 30 at Walsh Road.

East Washington Avenue

- Reconstruct Stoughton Road to improve intersection angle, with increased turn-lane lengths.
- Bicycle and pedestrian overpasses at intersection and underpass at Larson Court.



Beltline and Broadway Area



Alternative A
Transportation System Management

IMPROVEMENTS PROPOSED BY PREVIOUS PHASE OF THE STUDY

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Anderson Street

- Remove direct access to businesses east of Stoughton Road between East Washington Avenue and Anderson Street. Add frontage road from Mendota Street to provide access to properties
- Connect Anderson Street to East Washington Avenue at the Lien Road intersection.
- Add turn lanes, extend existing turn lanes on Anderson Street.

Kinsman Boulevard

- Extend existing turn lanes.*

Pierstorff Street

- Bicycle and pedestrian connection across Stoughton Road, paved off-road path to Anderson Road.

Hoepker Road

- Signalize intersection and extend turn lanes.*

County CV / Anderson Road

- Bicycle and pedestrian connection across I-39/90/94.

Interstate 39/90/94

- Remove truck stop accesses from ramps.
- ***Extend acceleration and deceleration lanes for I-39/90/94 ramps to/from US 51.***



Lien Road Connection



Alternative B
Enhanced Expressway

IMPROVEMENTS PROPOSED BY PREVIOUS PHASE OF THE STUDY

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Beltline

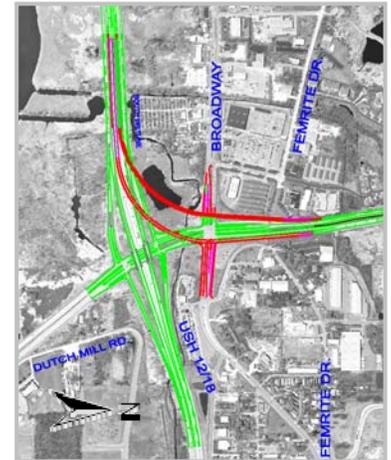
- Free flow ramps to/from West Beltline.

Broadway

- Off-road bicycle/pedestrian path from Dutch Mill Road to Pflaum Road.

Pflaum Road and Buckeye Road

- Bicycle and pedestrian connection across Stoughton Road at Tompkins Drive.
- Split diamond interchanges – south ramps at Pflaum, north ramps Buckeye.
- One-way frontage roads and ‘Texas u-turns’ to provide access between Pflaum and Buckeye.
- ***Southbound on-ramp to Stoughton Road between Helgeson Drive and Pflaum Road.***
- ***Northbound on-ramp to Helgeson Drive and Buckeye Road.***
- Frontage roads upgraded for increased traffic volumes and to include bicycle lanes.
- Reconstruct frontage roads south of Pflaum Road.
- Move Blossom Lane/Buckeye Road intersection to the east.
- Connection across Stoughton Road at Helgeson Drive.



Beltline – Broadway Area



Pflaum Road and Buckeye Road Area

Cottage Grove Road

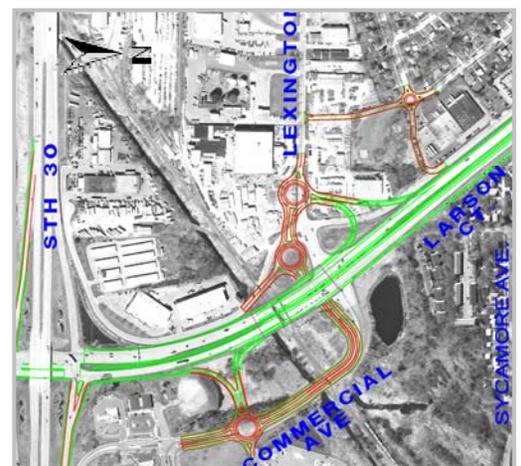
- Extend acceleration and deceleration lanes on Stoughton Road ramps.

WIS 30

- Restrict NB Milwaukee Street entrance ramp traffic from making left turns at WIS 30 interchange.
- Reconstruct WB off-ramp to eliminate free-flow right-turn movement and add triple left turn lanes.
- Reconstruct EB off-ramp to add triple left turn lanes.
- Bicycle and pedestrian connection across WIS 30 at Walsh Road.

Lexington Avenue/Commercial Avenue and Railroad Crossing

- ***Jughandle Interchange over Lexington / Commercial Avenue and Railroad with roundabouts at ramp terminals***



WIS 30/Lexington Avenue/Commercial Avenue



Alternative B
Enhanced Expressway

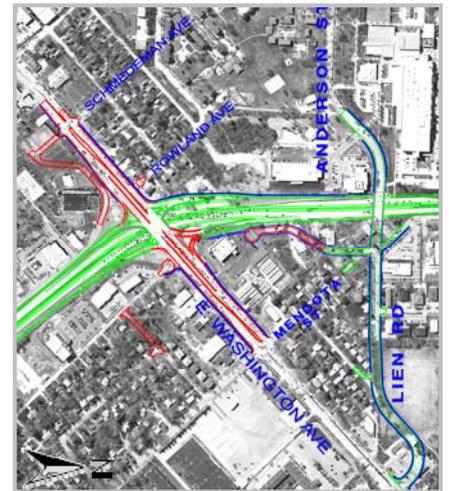
IMPROVEMENTS PROPOSED BY PREVIOUS PHASE OF THE STUDY

Revisions from the October, 2007 PIM are shown in bold italic text

This phase of the study will evaluate the possibility of increasing from 2 to 3 lanes in each direction.

East Washington Avenue and Anderson Street

- Reconstruct East Washington Avenue intersection to a single point urban interchange.
- Anderson Street overpass.
- Extend Anderson Street to the east; connect to East Washington Avenue near Lien Road.
- Bicycle and pedestrian overpasses at intersection and underpass at Larson Court.
- Add frontage road south from Anderson street to provide access to properties east of Stoughton Road between East Washington Avenue and Anderson Street.



East Washington Avenue

Kinsman Boulevard

- ***Additional through lane NB and SB on Stoughton Road.***
- ***Double-left turn lanes on Stoughton Road.***
- Improve lane configuration on Kinsman Boulevard.

Pierstorff Street

- Bicycle and pedestrian connection across Stoughton Road, paved off-road path to Anderson Road.
- No access from driveway (Pierstorff Street) on the east side of Stoughton Road.

Rieder Road

- Restricted to right-turn only (remove southbound Stoughton Road left-turns).
- Left-turns have access from Kinsman Boulevard to Bartillon Drive connection.

Hanson Road, Hoepker Road, and County CV / Anderson Road

- Hanson Road movements restricted to right-turn only.
- ***Urban diamond*** interchange at Hoepker Road.
- Hoepker Road becomes County CV west of the interchange.
- Hoepker Road is a four-lane road.
- Local road connections from Hoepker Road to Hanson Road, old County CV, and Anderson Road.
- ***County CV / Anderson Road overpass.***
- Bicycle and pedestrian connection across IH 39/90/94 at Anderson Road.



Hoepker Road Interchange

Interstate 39/90/94 and Token Creek Park Road

- Remove truck stop access from ramps.
- Token Creek Park Road intersection removed.
- ***Extend acceleration and deceleration lanes for I-39/90/94 ramps to/from US 51.***



Alternative C
Freeway Concept

IMPROVEMENTS PROPOSED BY PREVIOUS PHASE OF THE STUDY

Revisions from the October, 2007 PIM are shown in bold italic text

This phase of the study will evaluate the possibility of increasing from 2 to 3 lanes in each direction.

Beltline

- Free flow ramps to/from West Beltline.
- Free flow for through movements on Stoughton Road via overpass.

Broadway

- Off-road bicycle/pedestrian path from Dutch Mill Road to Pflaum Road.
- Bicycle and pedestrian connection across Stoughton Road near Femrite Drive.

Pflaum Road and Buckeye Road

- Bicycle and pedestrian connections Across Stoughton Road at Tompkins Drive and Helgeson Drive.
- Full diamond interchanges at Pflaum Road and Buckeye Road.
- Relocate frontage roads.
- Reconstruct frontage roads south of Pflaum Road.
- Move Blossom Lane / Buckeye Road intersection to the east.

Cottage Grove Road

- Reconstruct interchange ramps to meet higher design speed.
- Extend northbound acceleration and deceleration lanes.

WIS 30, Lexington Avenue / Commercial Avenue, and Railroad Crossing

- Three-level interchange/overpass of WIS 30.
- Free flow for through movements on Stoughton Road via overpass from Milwaukee Street through Lexington Avenue/Commercial Avenue, including railroad crossing.
- Bicycle and pedestrian connection across WIS 30 at Walsh Road.



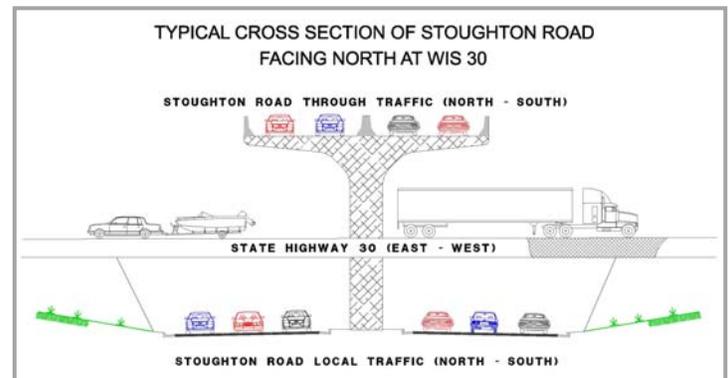
Beltline Area



Pflaum Road and Buckeye Road Area



WIS 30 / Lexington Ave. / Commercial Ave.





Alternative C
Freeway Concept

IMPROVEMENTS PROPOSED BY PREVIOUS PHASE OF THE STUDY

Revisions from the October, 2007 PIM are shown in bold italic text

This phase of the study will evaluate the possibility of increasing from 2 to 3 lanes in each direction.

East Washington Avenue and Anderson Street

- Reconstruct East Washington Avenue intersection to a single point interchange.
- Free flow for through movements on Stoughton Road.
- NB and SB ramps to Stoughton Road between East Washington Avenue and Anderson Street.
- Anderson Street overpass.
- Extend Anderson Street to the east and connect to East Washington Avenue at Lien Road.
- Bicycle and pedestrian overpasses at intersection and underpass at Larson Court.
- Add frontage road from Anderson Street to provide access to properties east of Stoughton Road between East Washington Avenue and Anderson Street.

Kinsman Boulevard

- Interchange at Kinsman Boulevard.

Pierstorff Street

- Pierstorff Street overpass.
- Bicycle and pedestrian connection across Stoughton Road, off-road path to Anderson Road.

Rieder Road and Amelia Earhart Drive

- Provide split interchange between Rieder Road and Amelia Earhart Drive.
- NB Stoughton Road exits at Rieder Road, enters at Amelia Earhart Drive.



Rieder Road and Amelia Earhart Drive

Hanson Road, Hoepker Road, and County CV / Anderson Road

- Hanson Road cul de sac.
- ***Urban diamond interchange at Hoepker Road.***
- Hoepker Road becomes County CV west of the interchange.
- Hoepker Road is a four-lane road.
- Local road connections from Hoepker Rd. to Hanson Rd., old County CV, and Anderson Rd.
- ***County CV / Anderson Road overpass.***
- Bicycle and pedestrian connection across I-39/90/94 at Anderson Road.



IH 39/90/94 Area

Interstate 39/90/94

- Remove truck stop access from ramps.
- Connect Token Creek Park Road to WIS 19 frontage Road.
- Token Creek Park Road overpass I-39/90/94 to connect to Daentl Road.
- Eliminate stop condition for WB I-39/90/94 left turns by converting to cloverleaf.
- Remove EB I-39/90/94 left turn movement from this interchange. Turn can be made at WIS 19.
- ***Extend acceleration and deceleration lanes for I-39/90/94 ramps to/from US 51.***