

# Stoughton Road (US 51) corridor study Newsletter

March 2006

## Notice of public information meetings

### WisDOT seeking public input and comments

The Wisconsin Department of Transportation (WisDOT) invites you to attend a series of Public Information Meetings for the Stoughton Road (US 51) project on **Wednesday, March 29 and Thursday, March 30, 2006.**

The public information meetings will be held to present the alternatives for the Stoughton Road corridor study. Both meetings will present the same information. The meetings will be an open house format with short, formal presentations as noted on the back page.

Members of the public are encouraged to attend the public information meetings in order to comment on the proposed alternatives. Comments from these meetings will be used to refine the alternatives and assist in the selection of the preferred alternative. The preferred alternative could potentially be a combination of some of the elements of the developed alternatives.

### Project information

In 2003, WisDOT completed a Needs Assessment study that examined current and future conditions on Stoughton Road between Terminal Drive / Voges Road in McFarland to WIS 19 in the town of Burke (see map). As a follow-up to that study, WisDOT began an alternatives analysis in 2004. The kick-off event for this phase of the study was an Alternatives Solutions Workshop at which the public was invited to generate possible solutions for the problems identified in the Needs Assessment.

The project team has reviewed the input received from the public at the workshop and has developed three alternatives for major roadway improvements to address the identified needs. The corridor study has also identified ways to improve facilities for bicyclists and pedestrians in the corridor.



Stoughton Road corridor study

### Meeting dates & locations

**March 29 (4 – 8 p.m.) –  
MATC Truax Campus**  
3550 Anderson Street, Madison  
(Rooms 142A, B, C)

**March 30 (5 – 8 p.m.) -  
La Follette High School**  
702 Pflaum Road, Madison  
(Cafeteria)

### Contact information

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*Mission statement:*  
To provide leadership in the development and operation of a safe and efficient transportation system.



### Summary of alternatives

A range of roadway alternatives has been developed to address the needs of the corridor. All the alternatives will be evaluated for:

- Environmental impacts
- Traffic impacts
- Neighborhood and business impacts
- Safety improvement potential
- Bicycle/pedestrian and transit enhancement opportunities
- Compatibility with long term plans for the area

This evaluation will be included in an Environmental Impact Statement (EIS). Additional opportunities for public comment will be provided throughout the study process.

**Alternative A** – adds capacity to intersections and improves capacity without additional traffic lanes or interchanges. Turn lanes are added or extended; signals between Buckeye Road and the Beltline are coordinated, and frontage roads are added or moved to enhance mobility in the corridor. The most significant changes are the relocation of the Broadway intersection, re-design of the frontage roads intersections at Pflaum Road and Buckeye Road, and signalization of the Hoepker Road intersection with additional turn lanes.

**Alternative B** – converts the intersections at Pflaum Road, Buckeye Road, East Washington Avenue and Hoepker Road to interchanges. It also provides free-flow ramps to and from the west side of the Beltline (US 12/18).



**Hoepker Road Area in Alternative B**

**Alternative C** – provides a free flow movement for traffic through the corridor. It includes interchanges at the locations listed in Alternative B and at Kinsman Boulevard and Rieder Road/Amelia Earhart Drive. Alternative C also includes express lanes over the Beltline (US 12) and express lanes over WIS 30/railroad crossing/Lexington Avenue.



**Buckeye Road Area in Alternative C**

Detailed exhibits and models of the proposed changes for each alternative will be available for review at the public information meeting.

### Multi-modal accommodations

**Transit & park and ride lots** – The transit proposal of the Transport 2020 study has been included in the traffic modeling of future conditions for the study area. The transit network includes a commuter rail and express bus service. The future bus system will include 39 local bus routes and four express bus routes. The study team has met with Madison Metro, city of Madison Planning, and the Metropolitan Planning Organization to determine additional supplements to that system. It has been determined that adding more park and ride lots and expanding existing lots would enhance corridor operations. Further study will be completed as details of the alternatives are finalized.

**Bicycle and pedestrian accommodations** - Madison has the highest level of bicycling within the state and this trend will likely continue in the future. Madison has a good bikeway system but there are significant gaps in the system within the study area. WE BIKE (a bicycling analysis subconsultant) has done a comprehensive analysis of existing and planned bicycle facilities on the east side of Madison as part of the corridor study. WE BIKE has also made recommendations to upgrade existing facilities and noted locations to include additional facilities within the corridor. In addition to including on road facilities at cross roads, several overpass and off-road path locations are included in the potential alternatives. The study has also researched the potential to enhance pedestrian facilities in the corridor. Alternatives include sidewalks along frontage roads, providing continuity in existing sidewalk facilities, and potential pedestrian overpass locations.

### Stoughton Road Advisory Committees

Dane County, the cities of Madison and Monona, the village of McFarland, and the towns of Burke and Blooming Grove have been represented on the Technical (TAC) and Policy Advisory Committees (PAC) for the study. The TAC consists of Engineering, Planning, Public Works, Transit, and Environmental representatives of the municipalities and WisDOT. The PAC includes elected officials (alders, county supervisors), neighborhood, and business representatives. Members of the committees have provided comments on the proposed alternatives and many have been involved with the study since the first phase began in 2001.

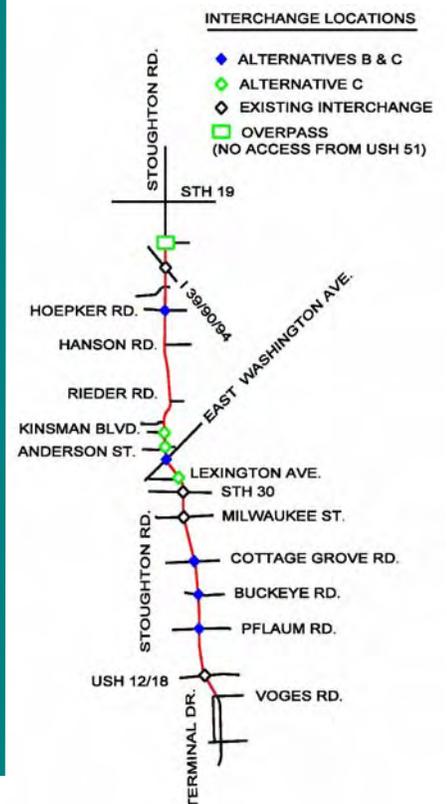
### Next steps in the study

The comments from the public information meetings (PIMs) and future meetings with Neighborhood Associations and Businesses will be used to refine the alternatives. A second round of PIMs to present the refined alternatives and the associated impacts is expected later this year. The alternatives will be evaluated in a Draft EIS. A public hearing will be held on the DEIS in conjunction with the public review and comment period. WisDOT will then determine a selected alternative and complete the Final EIS. The selected alternative may be a combination of components of the proposed alternatives.

Construction of the selected alternative has not been scheduled. It is anticipated that the construction will be phased, based on safety needs, capacity issues and funding availability. Construction will likely occur over several years, similar to the East Washington Avenue construction project currently being completed.



Members of the public help generate solutions at the Alternative Solutions Workshop held in 2004.





WisDOT SW Region Office  
c/o KL Engineering, Inc.  
5950 Seminole Centre Court #200  
Madison, WI 53711



## Public information meeting dates & locations

### March 29, 2006

**MATC – Truax Campus**  
3550 Anderson Street, Madison  
(Rooms 142A,B,C)

**4 p.m. – 8 p.m.**  
(Presentations at 4:30 & 6:30 p.m.)

*Park in student parking area, the large lot west of Wright Street.  
No permit is required.*

*Enter the building through the  
gymnasium entrance (the doorway on the far right  
as you enter from Wright Street)*

### March 30, 2006

**La Follette High School**  
(Cafeteria)  
702 Pflaum Road, Madison

**5 p.m. – 8 p.m.**  
(Presentation at 6 p.m.)

**Each meeting location is wheelchair accessible.  
Hearing impaired persons needing assistance at  
the meetings may contact the Wisconsin  
Telecommunications Relay System at 800-947-3529.**

### What you will find at the public meetings:

- Project history
- Summary of needs & suggested solutions
- Historic traffic volumes
- Existing and projected traffic volumes
- PM peak hour intersection operations
- Crash maps
- Population and employment growth areas
- Short-term improvements
- Aerial photos for alternatives
- Descriptions of alternatives
- 3-D models
- Traffic modeling simulation
- Perspective renderings of alternatives
- Transit alternatives
- Bicycle/pedestrian alternatives
- Cost estimates

For additional information,  
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