



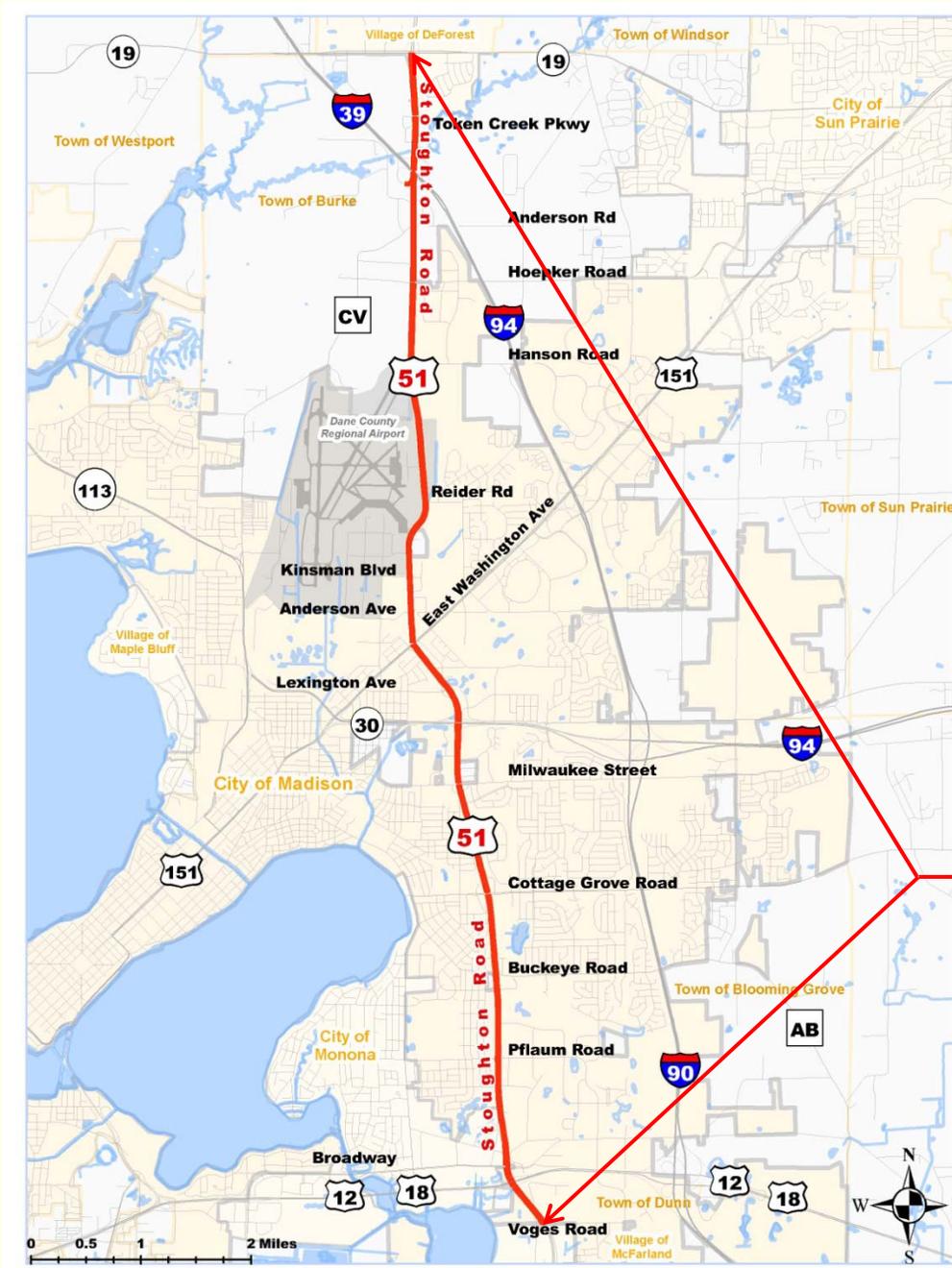
PUBLIC INFORMATION KICK OFF MEETING



Today's presentation given by:

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Gerry Schmitt, P.E. – KL Engineering, Inc.



**US 51, Madison – DeForest,
Terminal Drive – WIS 19
Dane County
Project ID 5410-05-00**

PROJECT LIMITS

Meeting Objectives

- Provide an overview of the study
- Present background information about the corridor
- Provide detailed information about the three alternatives developed in the previous study including the impacts of each
- First opportunity to ask questions about the study and the alternatives
- Gather comments on the study



Meeting Exhibits

- Three alternatives
 - Detailed maps, 3D models
 - Written descriptions
- Traffic Operations
 - Computer simulation model
 - Travel time comparisons
 - Levels of service
 - Crash Summary Map
- Environmental Impacts
- Bicycle / Pedestrian Maps



Background of Study

- 2001 to 2003 - Needs Assessment Completed
 - Identified corridor deficiencies
 - Public meeting, public opinion surveys
 - Neighborhood, business, bicycle/pedestrian focus groups
- 2004 to 2012 – Traffic Safety Study Completed
 - Quantified corridor deficiencies
 - Identified range of potential solutions
 - Developed conceptual alternatives
 - Investigated potential impact areas
 - Public meetings, focus groups
- 2011 – Trans. Projects Commission (TPC) Study Approval
 - Corridor identified as a potential ‘major’



Identified Issues

- Public Input from Previous Phases
 - Safety and congestion
 - Businesses access and visibility
 - Neighborhood impacts
 - Lack of bicycle and pedestrian accommodations
 - Impacts to Dane Co. Regional Airport
 - Corridor Aesthetics



Traffic Safety and Operations

- Crashes from 2001 to 2008
 - 2,392 crashes (approx. 6 per week)
 - 1,014 crashes with injuries (over 2 per week)
 - 13 fatalities
- Current Traffic Operations Conditions
 - Peak hour delays increasing
 - Long backups at signalized intersections
 - Substandard Level of Service (LOS)
 - East Washington Avenue
 - Buckeye Road
 - Pflaum Road
 - Beltline Ramps
- Operations by 2030
 - All intersections substandard

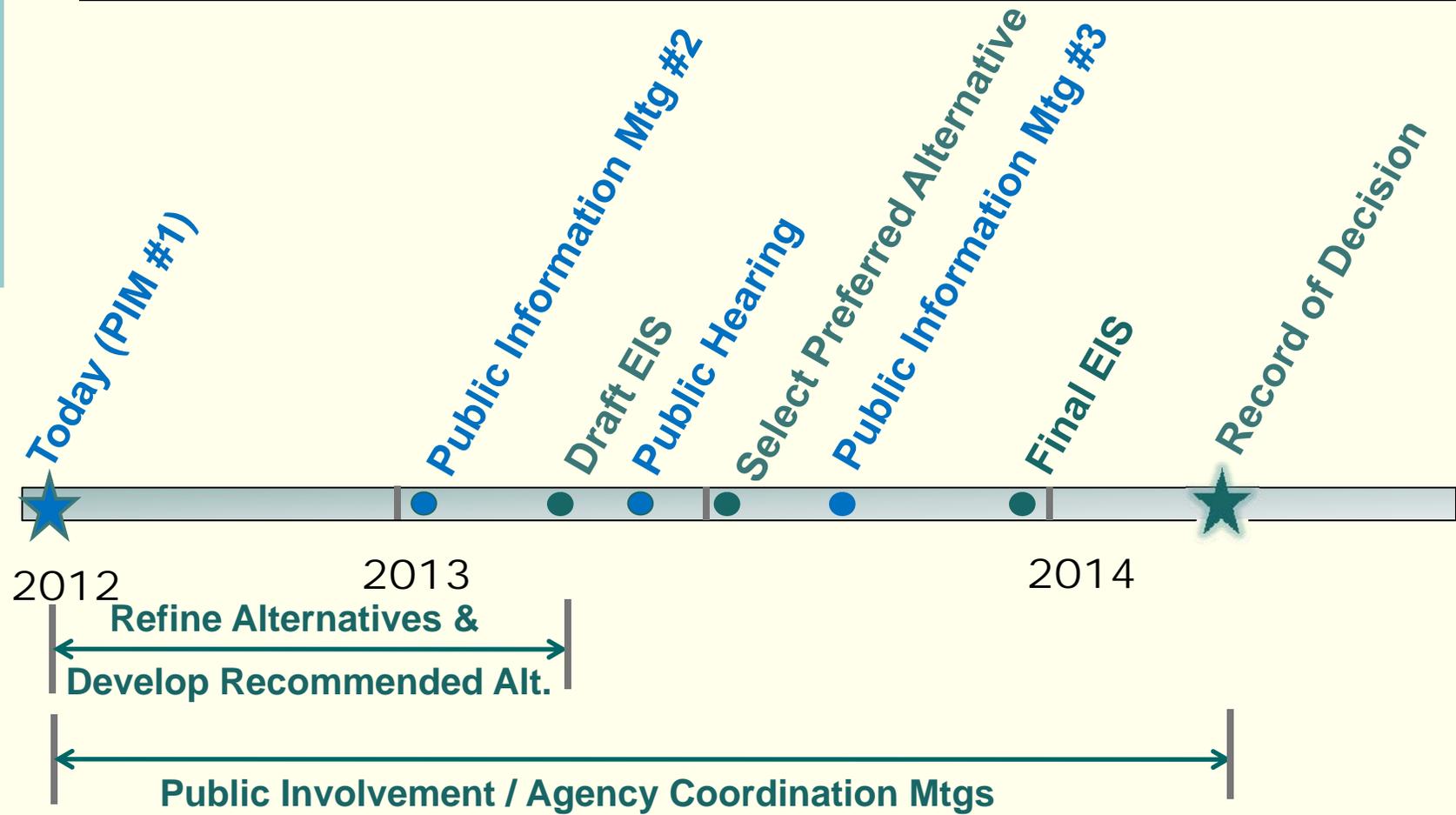


Project Purpose and Need

- Improve safety
- Reduce congestion
- Improve bicycle, pedestrian, and transit facilities
- Reduce diversion to neighborhood streets
- Support economic development



Project Schedule



Improvement Alternatives

- Consider a Full Range of Alternatives to address project purpose and need
- Start with alternative concepts developed as part of the Traffic Safety study.
- Capacity expansion for all build alternatives will be investigated as part of the EIS study.
- Immediate need or safety improvements will be used to extend functionality of existing roadway until larger improvements can be completed.
- Higher level improvements would be completed when programmed and funding is available.



Improvement Alternatives

- Alternative Concepts from Previous Study
 - No Build
 - Maintenance of existing roadway without expansion or reconfiguration
 - Alt A – Transportation System Management (TSM)
 - Keeps existing intersections at grade
 - Alt B – Enhanced Expressway
 - Adds interchanges at major intersections along corridor
 - Alt C – Freeway Conversion
 - Provides a free flow movement for traffic through the corridor
- ***Preferred alternative could be a combination of alternatives***



Bicycle / Pedestrian Facilities

- On-road as appropriate for Alternatives A & B
- No on-road facilities on freeways
- Upgrade crossings and parallel roadways
- Overpasses
 - Tompkins Drive
 - Helgeson Drive
 - Walsh Road / Parkwood Drive (Over WIS 30)
 - Larson Court
 - East Washington Avenue
 - Anderson Road (Over I 39/90/94)
- Off Road Paths
 - Broadway – Pflaum Road
 - Pierstorff Street – County CV



Funding and Scheduling

- Currently no funding allocated for final design or construction
- Funding would be from Majors Program (administered by TPC)
 - Statewide program
 - WisDOT prioritizes and submits to TPC
 - TPC recommends to Legislature and Governor
- If funding is approved, WisDOT can:
 - Begin final design
 - Prioritize phases or sections for most effective order of construction
 - Schedule project as appropriate



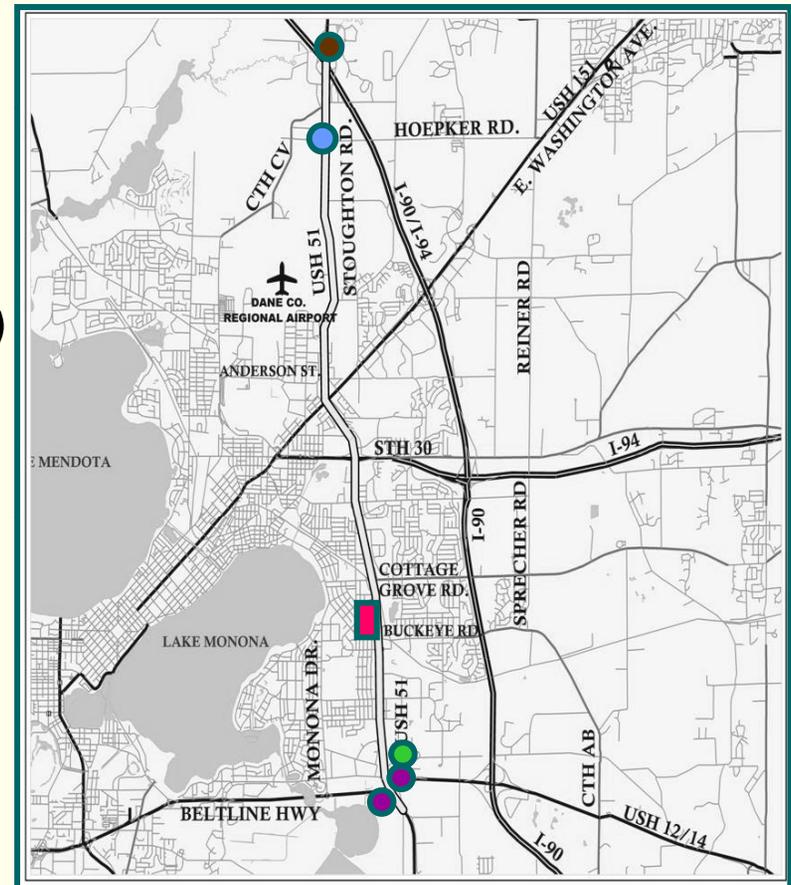
Estimated Project Costs

- Planning Level
- Year 2009 \$ construction and real estate costs estimated
 - \$100 - \$300 Million for full corridor



Completed Projects

- Beltline Ramps (2008)
- Cottage Grove Rd to Buckeye – Auxiliary Lane SB (2008)
- Hoepker Road Intersection (2009)
- Dutch Mill Park n Ride Expansion (2012)
- I 39/90/94 WB Ramp Signals (2012)



Opportunities to Provide Input

- Comment Form
 - Fill Out Here and Put in Comment Box
 - Take Home and Mail
- Send Comments Via Email - jeff.berens@dot.wi.gov
- Future Public Meetings and Public Hearing
- Request a presentation or meeting
- Contact City Alder, County Supervisor, Neighborhood Association
- Website – <http://www.dot.wisconsin.gov/projects/swregion/51/index.htm>



Next Steps ...

- Update Traffic / Crash Data
- Committee Meetings / Presentations
- Revise alternatives
- Summarize impacts
- Public Meeting #2
- Finalize All Alternatives
- Prepare Draft Environmental Impact Statement
- Public Hearing
- Select Preferred Alternative
- Public Meeting #3
- Final EIS
- Record of Decision





QUESTIONS?