



US 51 Corridor Study

Stoughton to McFarland

I-39/90 to US 12/18 (South Madison Beltline), Dane County

September 2012

Contact Information

WisDOT

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Project Website

<http://wisconsindot.gov/Pages/projects/by-region/sw/5139901218/default.aspx>

Mission Statement

To provide leadership in the development and operation of a safe and efficient transportation system.



Included in this Issue

- Public meeting invitation
- Overview of alternatives
- Maps of alternatives
- Project purpose and need
- Alternative refinements including Babcock and Viking Park mitigation items
- Project schedule

OCTOBER 15, 2012 PUBLIC MEETING SCHEDULED

You are invited to attend a public information meeting for the US 51 corridor study between Stoughton and McFarland. The meeting will be held in an open-house format with a short presentation. Exhibits and materials displaying project information will be available for review.

When: Monday, October 15, 2012

5 to 8:30 PM, a brief presentation will be given at 6 p.m.

Where: Stoughton High School Gymnasium

600 Lincoln Avenue, Stoughton, Wisconsin

ALTERNATIVES REFINED TO ADDRESS PUBLIC AND AGENCY COMMENTS

The Wisconsin Department of Transportation (WisDOT) will present the latest updates to the alternatives for the US 51 corridor study at a public information meeting on October 15, 2012. Maps of refined alternatives and updated impacts will be shown. Exhibits showing impacts and potential mitigation items for Babcock and Viking parks will be displayed. Persons with a concern or knowledge about historic buildings and structures and archaeological sites are encouraged to attend.

ALTERNATIVES OVERVIEW

The alternatives under consideration are:

No Build – The No Build alternative means there are no actions taken beyond normal roadway maintenance and currently programmed resurfacing projects.

Alternative A – Low Build

- Safety improvements at various intersections along the 18.4-mile route.
- Reconstruction of the 2-lane roadway and a passing lane added for the 6-mile section east of Stoughton.

Alternative B – 4-lane expansion of US 51 with Stoughton Bypass

- 4-lane from County B (east) to McFarland.
- 4-lane reconstruction through McFarland.
- 4-lane Stoughton Bypass, comprised of 3 links:
 - West link: on existing US 51 between WIS 138 and County B (east). The west link will become a local road.
 - North link: on existing County B between US 51 and County N with two route options east of Williams Drive: "County B South Alignment" and "County B South-Avoid Park." The north link will become future US 51.
 - East link: one of several alignments that connect the County B and County N intersection to US 51 east of Stoughton. Two of the five alignment options for the east link were dismissed: "County N" and "Spring Road West." The east link will become future US 51.
- Safety improvements at intersections in Stoughton and McFarland.
- Reconstruction of the 2-lane roadway east of Stoughton, as well as a passing lane.

PROJECT PURPOSE AND NEED

The purpose of this project is to provide a safe and efficient transportation system in the US 51 corridor and to serve present and long term travel demand while minimizing disturbance to the environment.

There are several factors that contribute to the need for improvements within the US 51 study corridor. These factors include:

SAFETY

Crash rates along the corridor and injury crash rates are above the statewide average for similar types of roadways. Safety should be improved to reduce overall crash and injury crash rates.

TRAVEL DEMAND

Projected traffic volumes will produce unacceptable congestion at peak travel times at many locations along the route. Projected traffic volumes for the existing 2-lane US 51 corridor between Stoughton and McFarland are approaching or above the threshold where a 4-lane facility would be considered (above 15,000 vehicles per day).

SUBSTANDARD ROADWAY ITEMS

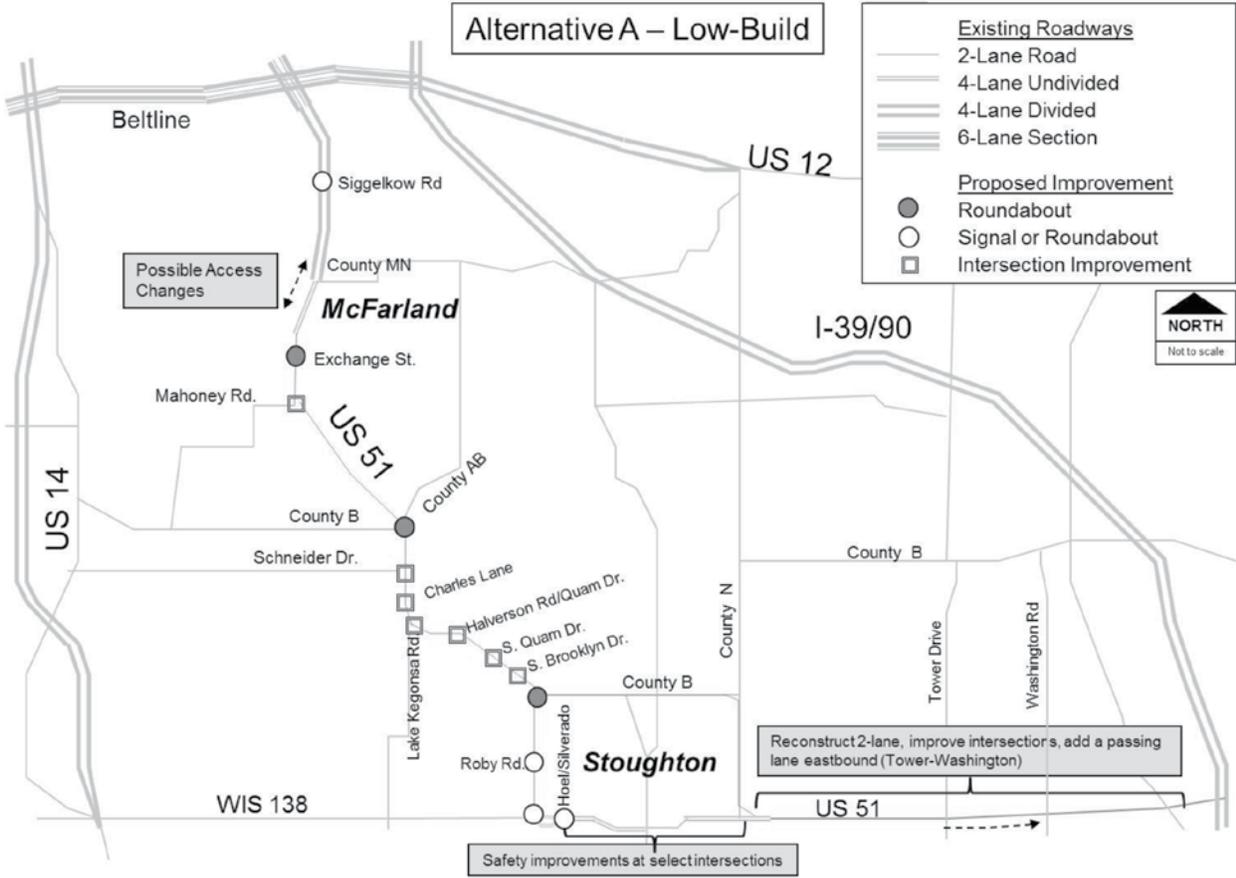
Areas with vertical and horizontal curves, slopes or horizontal clearance that do not meet standards have been identified. In addition, poor intersection geometries and a lack of passing opportunities should be corrected to improve safety.

BICYCLE AND PEDESTRIAN ACCOMMODATIONS

Bicycle and pedestrian accommodations are discontinuous or nonexistent along the US 51 corridor. Enhance provisions for pedestrians and bicycles to provide multimodal options and continuity where appropriate.

CORRIDOR PRESERVATION AND LONG-TERM PLANNING

To maintain mobility through and around the communities along the corridor, transportation strategies for long-term corridor management must work in concert with land use planning efforts.



The Map shows Alternative A – Low Build, for the US 51 study corridor.

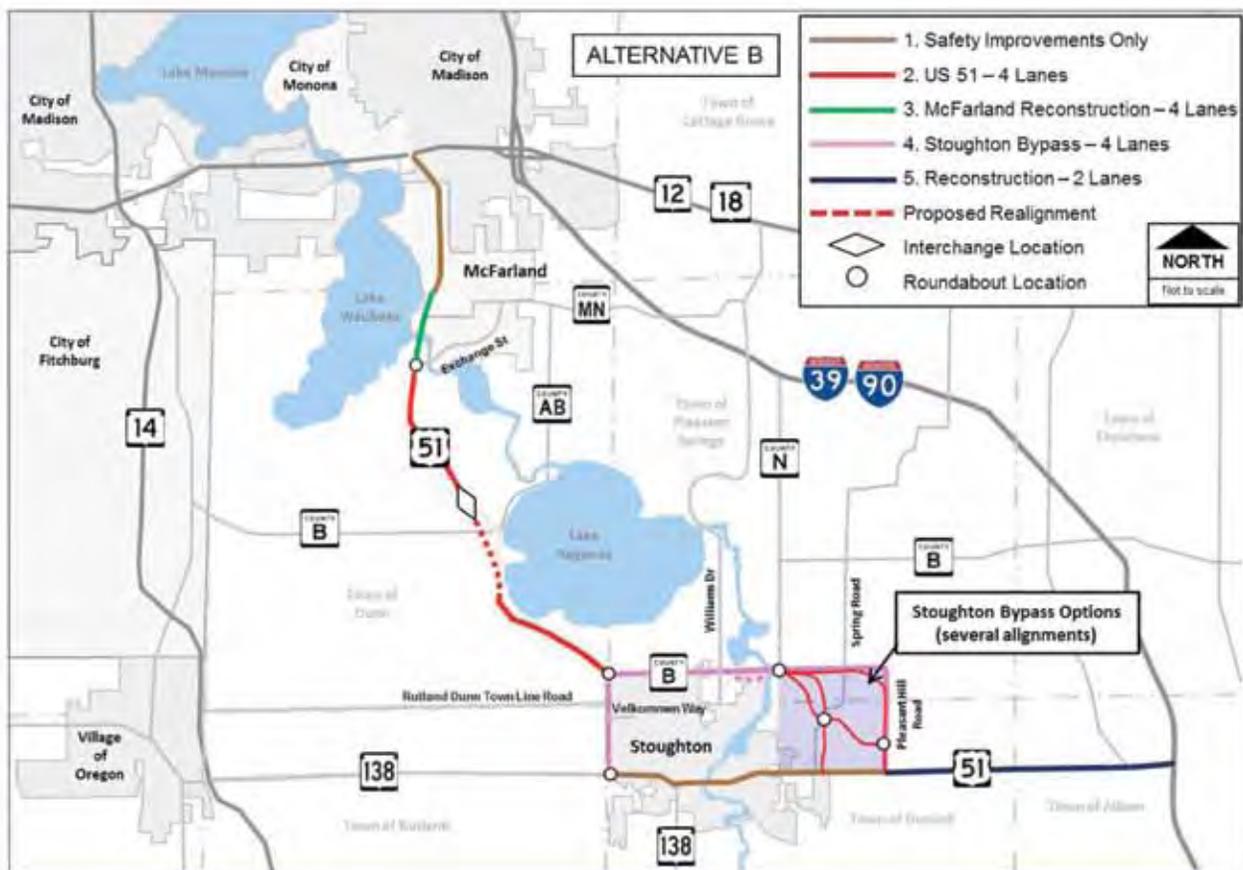
UPDATES SINCE THE APRIL 2011 PUBLIC INFORMATION MEETING

FOR ALTERNATIVE A (LOW BUILD):

1. Reconstruct the 2-lane segment of US 51 east of Stoughton to meet design standards and improve intersections along this 6-mile section, in addition to the passing lane previously proposed.
2. Include signals or roundabouts at the Siggelkow Road/US 51 interchange ramps north of McFarland, when warrants are met.
3. Include bicycle accommodations between County B and Skyline Drive near Lake Kegonsa next to the rail line.

FOR ALTERNATIVE B (4-LANE EXPANSION OF US 51 WITH STOUGHTON BYPASS):

1. Include in Alternative B the three items shown above listed under Alternative A – Low Build
2. Present two new options for access off US 51 for northbound vehicles in the area of Charles Lane and Schneider Drive.
3. Provide a connection to the US 51 interchange with County B for Dyreson Road.
4. Include a new option for the Stoughton bypass near County N that swings north from the south alignment option to avoid Viking Park: County B South Alignment-Avoid Park.
5. Dismiss the Stoughton Bypass alignment options West Spring and County N because of impacts to wetlands.
6. Consider several new Stoughton Bypass alignments just east of the County B/County N intersection (the east link of the Stoughton Bypass).
7. Revise the Stoughton Bypass design to meet 55 mph design guidelines for a 55 mph posted speed.
8. Define impacts and potential mitigation aspects to Babcock Park and Viking Park.
9. Define roadway segments that will be transferred to either WisDOT or local governments. For example, existing US 51 in Stoughton will be transferred to the city if Alternative B is selected as the preferred alternative.



Map showing Alternative B – 4-lane expansion with Stoughton Bypass.



WisDOT Southwest Region - Madison office
2101 Wright Street
Madison, WI 53704
Attn. Jeff Berens, P.E.

PUBLIC INFORMATION MEETING SET FOR MONDAY, OCTOBER 15, 2012

You are invited to attend a public information meeting regarding the US 51 corridor study. The meeting will be held in an open-house format with a short presentation.

When: Monday, October 15, 2012
5 to 8:30 p.m.
Presentation at 6 p.m.

Where: Stoughton High School Gymnasium
600 Lincoln Avenue
Stoughton, Wisconsin

The meeting location is wheelchair accessible. Persons requiring an interpreter, materials in alternate formats, or other accommodations to access this meeting are encouraged to contact the WisDOT project manager, Jeff Berens, at least 3 business days prior to the meeting. See page 1 for contact information.

Check the project website for updates and notices for future meetings:
<http://wisconsin.dot.gov/Pages/projects/by-region/sw/5139901218/default.aspx>

US 51 CORRIDOR STUDY SCHEDULE

- **Public information meeting**
- Draft environmental document
- Public hearing
- Selection of preferred alternative
- Final environmental document and Record of Decision

October 15, 2012

Winter 2012/2013

Winter 2012/2013

Spring 2013

Summer 2014