



US 51 CORRIDOR STUDY UPDATE

I-39/90 to US 12/18 (Stoughton to McFarland)

Dane County



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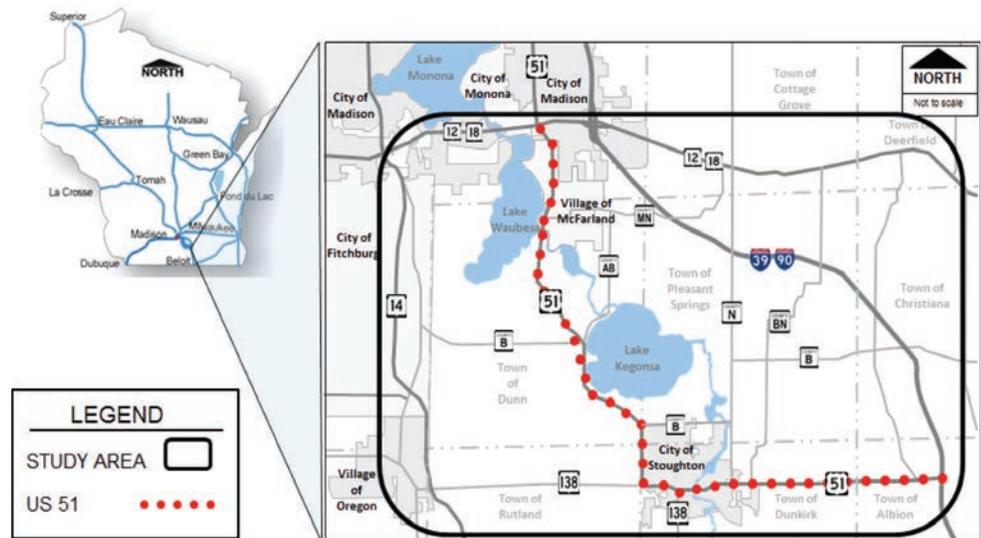
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Study Website

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



US 51 map, I-39/90 to US 12/18

Status of US 51 Corridor Study, I-39/90 to US 12/18 (Stoughton – McFarland)

The Wisconsin Department of Transportation (WisDOT) is conducting the US 51 Corridor Study, from I-39/90 to US 12/18 (Stoughton to McFarland), to evaluate alternatives that will improve safety and congestion along the corridor and address the needs of bicyclists and pedestrians. Recent key decision points and upcoming milestones are described below.

August 2015

The decision to modify the existing Draft Environmental Impact Statement (DEIS) into two environmental documents—an Environmental Assessment (EA) to address near-term corridor needs, and a Tier 1 EIS that addresses the long-term corridor needs -was presented to the public at the most recent public involvement meeting, held August 26, 2015.

November 2015

After reviewing the alternatives for the US 51 corridor and the public involvement and agency comments, WisDOT identified Alternative H as the preferred alternative for the EA.

See pages 2 and 3 for a description of Alternative H, the preferred alternative.

Winter 2015/2016

WisDOT proposed the removal of the Tiered EIS process from the US 51 study documentation because funding for the long-term Tier 1 EIS improvements was not anticipated within the planning horizon. It could be 30+ years before improvements recommended in the Tier 1 EIS might align with funding. The Federal Highway Administration (FHWA) agreed to the removal of the Tier 1 EIS from the study in February 2016.

Spring 2016

It was recently determined that due to statewide priorities and funding limitations the US 51 project would not be able to obtain funding for final design and construction in 2016. As a result of the project funding delay, FHWA will not sign the Draft EA at this time, therefore the publication of the document and the public hearing have been postponed.

WisDOT recently approved the use of roundabouts at the closely-spaced intersections of WIS 138 (west) and Hoel Avenue in Stoughton. A new project (separate from the EA study) will be used to prepare roadway plans for these two intersections and the section of US 51 between them. Construction of these roundabouts is anticipated to occur prior to Alternative H improvements.

2016 to 2018

WisDOT now anticipates that the preferred alternative for the US 51 project will be funded for final design and construction in the fall of 2018. During this approximate 2 year extension of the US 51 Corridor Study, the study team will continue to refine the design to obtain a more accurate assessment of the impacts for the preferred alternative and will provide periodic updates and coordinate with interested parties, local officials, agencies, and committees.

- The next public meeting is anticipated to be held in the fall of 2017.
- WisDOT anticipates that construction of one or more portions of the 18-mile corridor could begin in the early to mid-2020s.

Project Purpose and Need

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

- Safety - The crash rates are above average.
- Pavement conditions - The pavement is aging and needs replacement.
- Bicycle and pedestrian - Bike/ped accommodations are lacking or discontinuous, limiting the use of nonmotorized travel.



Preferred Alternative Description

The preferred alternative is Alternative H (see page 3 for a schematic map of the alternative). Alternative H would reconstruct the US 51 corridor on existing alignment from I-39/90 through Stoughton to Larson Beach Road in McFarland. North of Larson Beach Road, Alternative H would replace the pavement and add an auxiliary lane in each direction between Siggelkow Road and Terminal Drive/Voges Road just south of US 12/18. Bicycle accommodations would be provided on roadway shoulders along the entire corridor, and pedestrian facilities would be provided in urban areas and in spot locations in rural areas. A multiuse path for bicycles and pedestrians would be provided from County B (east) to Skyline Drive, just west of the railroad.

Additional details about Alternative H, by location, are provided below:

- **East of Stoughton (I-39/90 to Spring Road)**
Reconstruction of the approximate 5.5-mile, 2-lane rural section of US 51 east of Stoughton would include two 12-foot travel lanes, 10-foot shoulders with 6-foot paved for bicycle accommodations, and an eastbound passing lane between Washington Road and Tower Drive.
- **Through Stoughton (Spring Road to Hoel Avenue)**
The existing 2-lane and 4-lane urban sections of US 51 through Stoughton would be reconstructed. Where the existing roadway is narrow in the downtown area (from Van Buren St. to Page St. and from Water St. to 6th St.), bikes would be rerouted from US 51 onto parallel local streets.

- **Along the west side of Stoughton (Hoel Avenue to County B (east))**

The approximate 1.5-mile section of US 51 from Hoel Avenue to County B (east) would be reconstructed to a 4-lane section:

- From Hoel Avenue to Velkommen Way, the existing 2- and 4-lane roadway would be reconstructed to a uniform 4-lane urban section with a curbed median, a shared-use path on both sides, and on-street bicycle accommodations. The Roby Road intersection would be converted to a roundabout. The Hoel Avenue and WIS 138 (west) intersections are scheduled to be converted to roundabouts as separate projects prior to construction of Alternative H.
- From Velkommen Way to County B (east), the existing 2-lane roadway would become a 4-lane “hybrid” section with a curbed median and rural 10-foot outside shoulders with 6-foot paved for bicycle accommodations. The County B (east) intersection would be converted to a roundabout.

- **Between Stoughton and McFarland (County B (east) to Exchange Street)**

Reconstruction of the approximately 5.6-mile, 2-lane rural section of US 51 between County B (east) and Exchange Street would include two 12-foot travel lanes with a curbed median for most of the length, improved intersections with designated left- and right-turn lanes, 10-foot shoulders with 6-foot paved for bicycle accommodations, and improved roadway curves. The County B/AB and Exchange Street intersections would be converted to roundabouts.

continued on page 3



Preferred Alternative Description (continued)

• **Low-speed section in McFarland (Exchange Street to Larson Beach Road)**

In McFarland, the proposed improvements between Exchange Street and Larson Beach Road would include reconstruction of the existing 4-lane roadway with a median or two-way left-turn lane, replacement of the bridge over the Yahara River, and bicycle and pedestrian accommodations on both sides of US 51.

• **Expressway section in McFarland (Larson Beach Road to Terminal Drive/Voges Road)**

Pavement would be replaced along the existing 4-lane expressway section from Larson Beach Road to Terminal Drive/Voges Road. An auxiliary lane (outside lane) would be added in each direction between the north ramps of the Siggelkow Road interchange and Terminal Drive/Voges Road intersection. The US 51 southbound bridge over Taylor Road and the railroad would be replaced.

