



US 51 Corridor Study

Stoughton to McFarland

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

March 2011

Contact information

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Project Web site:

<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:

Contact information

US 51 alternatives

Public information meeting invitation

Purpose and Need Overview

Overview of alternative refinements

Project schedule

Alternatives refined to address public and agency comments

The Wisconsin Department of Transportation (WisDOT) will request public comment on updates to the alternatives for the US 51 corridor study at an information meeting on April 14, 2011. The latest information, maps of revised alternatives and updated impacts will be presented. Refinements to preliminary alternatives were made in response to comments and suggestions from the public and several agencies.

The current alternatives include:

No Build – no action taken beyond normal roadway maintenance.

Alternative A – Low Build

- Safety improvements at intersections on US 51 from Stoughton to McFarland, in Stoughton, and adds a passing lane section east of Stoughton

Alternative B – 4-lane US 51

- 4-lane from County B to McFarland
- 4-lane Stoughton Bypass on existing US 51 (between WIS 138 and County B), County B and one of several alignments east of Stoughton
- Safety improvements at intersections in Stoughton, and adds a passing lane section east of Stoughton

Two alternatives previously studied are being dismissed for not sufficiently meeting Purpose and Need:

Alternative C – 4-lane WIS 138 and
Alternative D – 4-lane County N

The last public information meetings held in Stoughton and McFarland in 2009 were attended by nearly 400 people. Over 150 written comments were received. The most frequent comment was in regard to the Stoughton Bypass alignment along Skaalen Road and Pleasant Hill Road east of Stoughton. Concerns were focused on the resultant impact to property owners and area farmers along the route and if the expansion east of Stoughton was needed. Other common concerns voiced were about the high speed of traffic on US 51, the need to make short term safety improvements, and the impacts to property and the environment from a 4-lane expansion. There were also a number of concerns about the use of roundabouts.

All of the comments and concerns were considered and refinements to alternatives were made. An overview of the alternative refinements is listed on page 3.

Public meeting scheduled for April 14, 2011:

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. Exhibits and materials displaying project information will be available for review.

When: April 14, 2011
5 to 8:30 p.m.
Presentation at 5:30 p.m.

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

Persons with a concern or knowledge about historic buildings and structures and archaeological sites are encouraged to attend this meeting or provide comments to WisDOT.

Purpose and need for US 51 project

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 traffic 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:

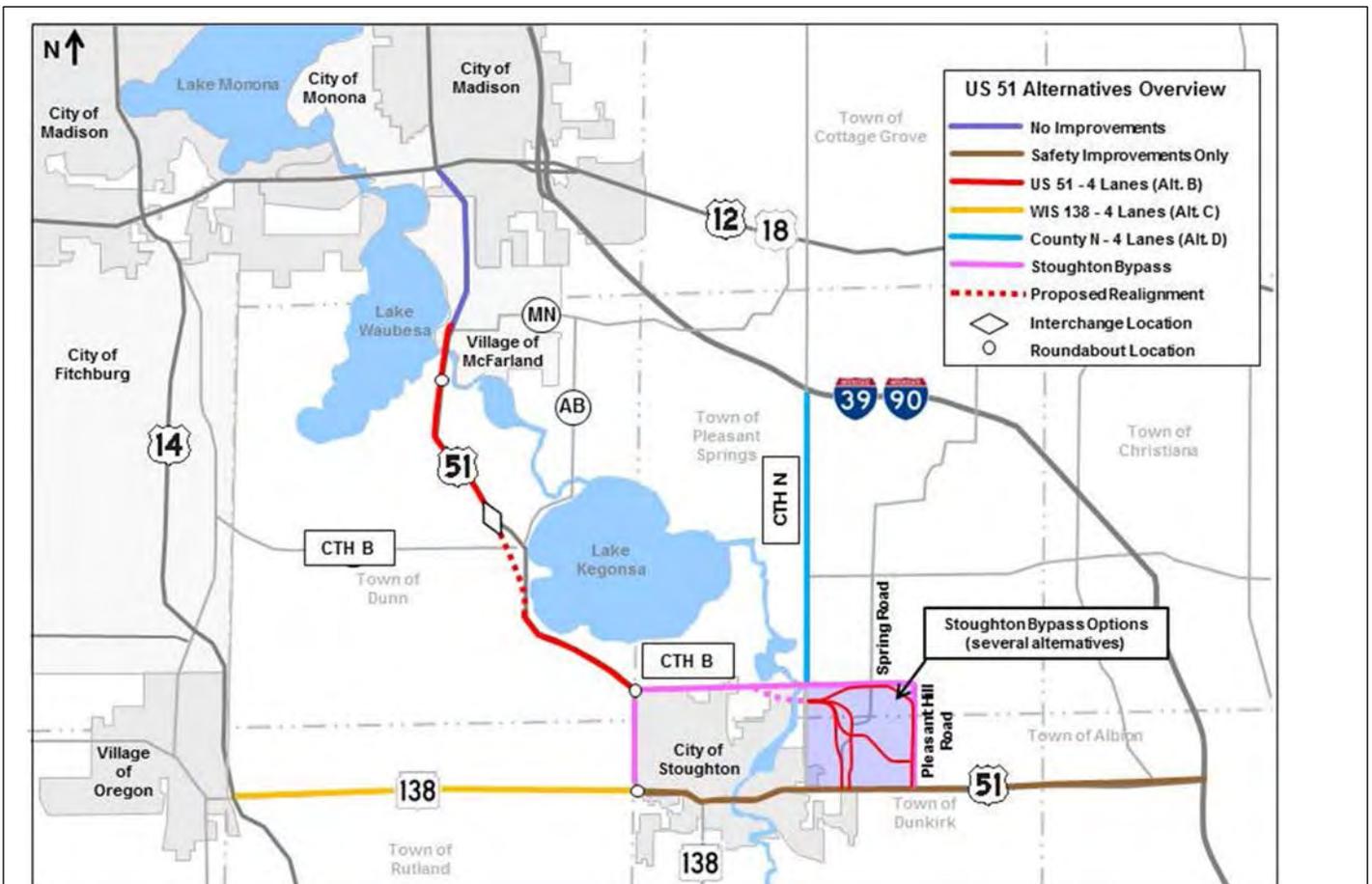
Travel Demand. Projected traffic volumes will produce unacceptable congestion at peak travel times at many locations along the route. Projected traffic volumes for the majority of the existing 2 lane US 51 corridor are higher than the 4 lane threshold [above 15,000 average daily traffic (ADT)].

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.

Substandard Roadway Items. Areas with vertical alignment, superelevation, and 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. There is noncontinuous, or nonexisting, bicycle and pedestrian accommodations 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.



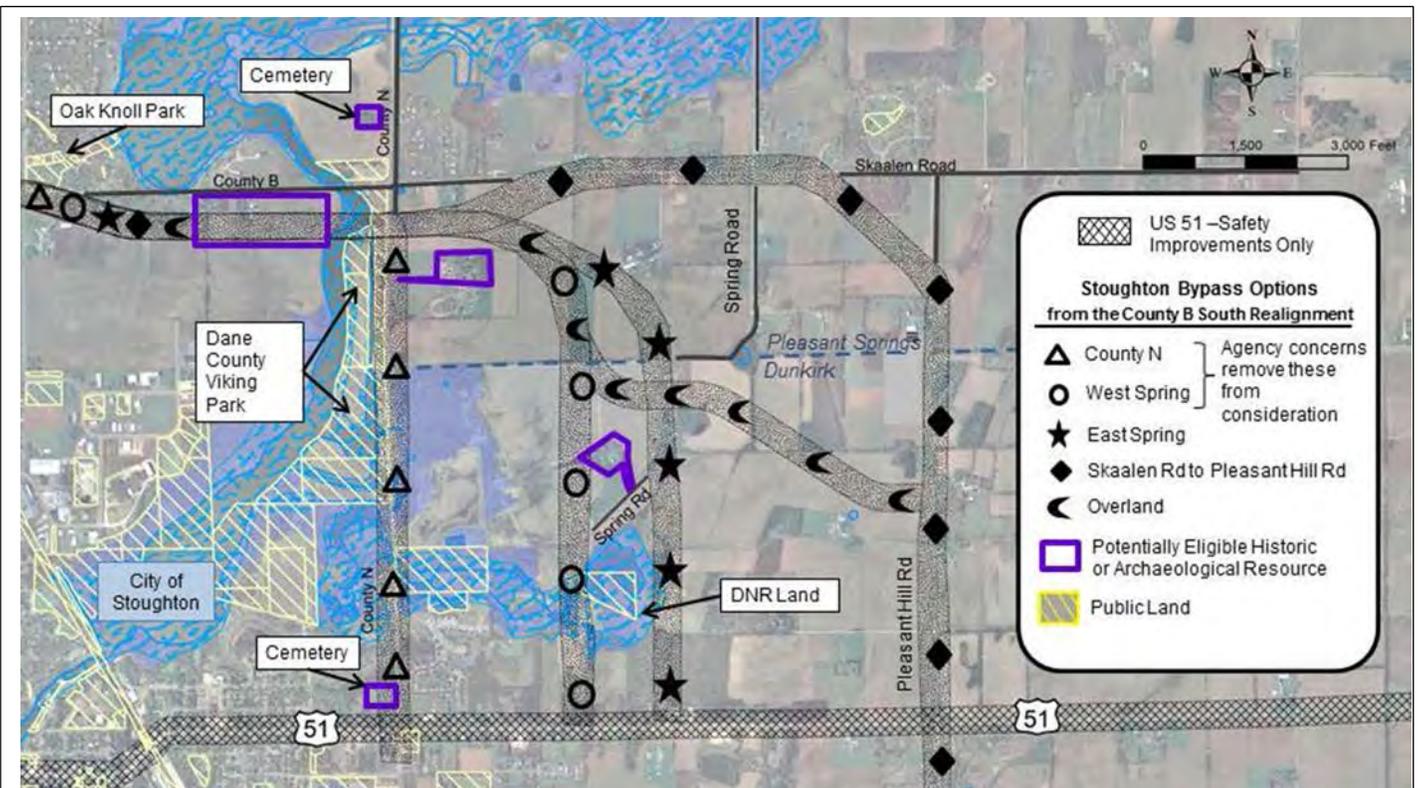
The map shows the US 51 study corridor, the Stoughton Bypass options and the previously studied alternative corridors on WIS 138 and County N that are now being dismissed.

Overview of alternative refinements made

For Alternative A: Preliminary low build intersection improvements on US 51 between are more detailed.

For Alternative B:

- Exchange Street, McFarland roundabout was moved 300 feet south.
- An urban roadway section with provisions for bikes and pedestrians was used for the entire length of US 51 from Exchange Street to Larson Beach Road in McFarland
- Access at Bible Camp Road intersection and Babcock Park boat launch is changed to right-in, right-out and left-in access only. Drivers desiring to go northbound (left-out) would first need to drive through the roundabout to turn northbound.
- Access to US 51 from existing Tower Road (west side of US 51) is moved to the modified frontage road connecting Tower Road to the realigned Exchange Street roundabout. An extended frontage road segment from the roundabout to Bible Camp Road is removed.
- Access to US 51 from East Tower Road (serving four parcels) is right-in-right-out only.
- Full access to US 51 at Mahoney Drive is now provided.
- The North Interchange near County B/AB will be the layout used; it provides no direct connection to Dyreson Road.
- A roundabout instead of an interchange is used at US 51/County B north of Stoughton
- A south realignment alternative along County B east of Williams Drive is added.
- Several new alignments to consider for the connection from County B to US 51 east of Stoughton are added.



Stoughton Bypass Options. Alternative B (4-lane US 51) includes the Stoughton Bypass, a 4-lane expansion around Stoughton along US 51 on the west side of Stoughton, on County B between US 51 and County N, and on one of several alignments east of County N to connect back to US 51. The proposed alignment along County B can either remain on the existing alignment to County N, or swing south of County B east of Oak Knoll Park at Williams Drive. This option south of County B, known as the County B South Realignment is shown in the upper left of the figure. Near the intersection with County N, five options were considered: County N, West Spring, East Spring, Skaalen Road to Pleasant Hill Road, and Overland. State and federal agencies are opposed to County N and West Spring options because of the impacts to wetlands. The figure shows the options and some of the key environmental resources and constraints.



WisDOT Southwest Region - Madison office
2101 Wright Street
Madison, WI 53704
Attn. Craig Pringle

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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, Craig Pringle, at least 72 hours prior to the meeting. See page 1 for contact information.

Check the project Web site for updated maps of alternatives:

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

US 51 corridor study schedule

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| • Public information meeting | April 14, 2011 |
| • Draft environmental document | Spring 2012 |
| • Public hearing | Spring 2012 |
| • Selection of preferred alternative | Summer 2012 |
| • Final environmental document and Record of Decision | Summer/Fall 2013 |