



US 51 Corridor Study

Stoughton to McFarland, Dane County



May 2009

Public information meetings set for May 19 and 20, 2009.

The Wisconsin Department of Transportation (WisDOT) invites the public to attend a US 51 Corridor Study meeting on either Tuesday, May 19 or Wednesday, May 20, 2009. The meetings will present the latest alternatives for public comment. Both meetings will present the same information. The conceptual alternatives shown at the 2006 public meetings have been refined or are no longer being considered. Large-scale exhibits will display:

- Maps showing preliminary improvement alternatives affecting US 51, WIS 138, County B, County N, and Skaalen and Pleasant Hill Roads.
- Anticipated impacts regarding relocations of business and residential properties, right-of-way, and access changes.
- Results of traffic modeling.
- Potential interchange and roundabout locations.

Each meeting will have an informal open house format with a brief formal presentation at 6 p.m. The open house format allows citizens to stop in any time from 4:30 to 8 p.m., view exhibits and meet individually with project staff. The presentation will provide an overview of the alternatives, impacts, and next steps for the study.

WisDOT encourages property and business owners along the corridor, interested citizens, and other stakeholders to attend the meeting, ask questions, and provide input to study team members.

Public Meeting Dates & Locations:

May 19, 2009–Stoughton

Sandhill Middle School Gymnasium
1920 Lincoln Avenue

May 20, 2009–McFarland

McFarland High School Cafeteria
5101 Farwell Street

Both meetings are from 4:30 to 8 p.m.
Presentation at 6 p.m.

Contact Information:

If you have questions or concerns about this project, you may contact the following representatives:

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WisDOT Project Web Site:

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



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Stoughton to McFarland, Dane County



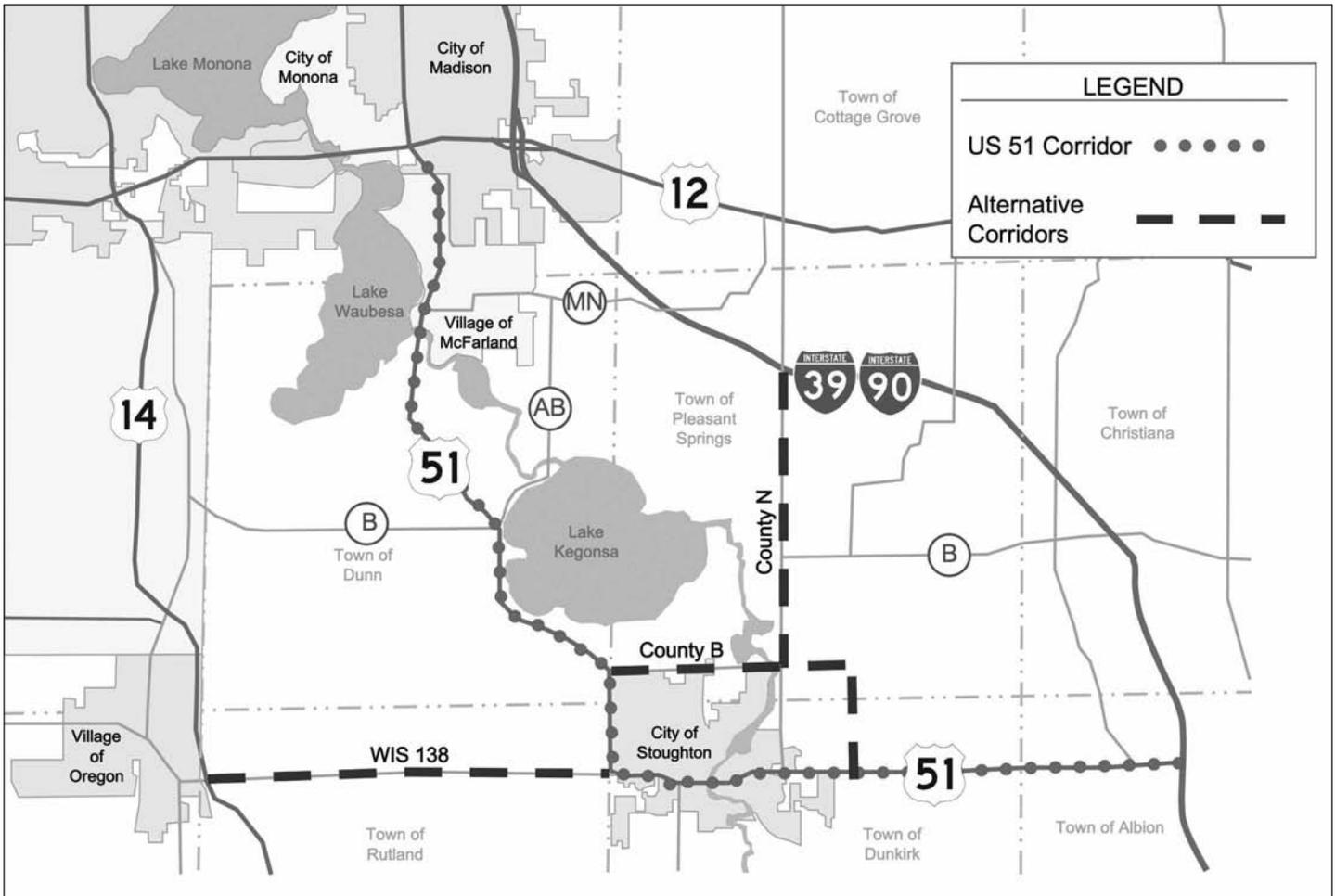
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Overview of US 51 Corridor Study

The US 51 study corridor extends 18.4 miles from I-39/90 east of the City of Stoughton to US 12/18 (Madison South Beltline). A Needs Assessment study in 2004 identified problems with safety and congestion in both urban and rural portions of the route and the need to improve bicycle/pedestrian accommodations and roadway features that do not meet current standards. Traffic congestion along the route is expected to worsen as growth occurs in

southeastern Dane County in the years ahead. At public meetings in May 2006, a “broad-brush” look at conceptual alternatives to address the needs was presented. Concepts included expansion of other corridors (WIS 138, County B and County N) as alternatives to expanding US 51. The results of further refinement of traffic analysis and development of remaining alternatives will be presented at the public meetings in May 2009. After public input from these meetings and local/state/federal agency input is considered,

Project Location Map





US 51 Corridor Study

Stoughton to McFarland, Dane County



May 2009

the Draft Environmental Impact Statement (DEIS) will be completed. A public hearing on the DEIS is planned for spring 2010.

Alternatives developed to address needs and minimize impacts

Because US 51 is one of several transportation routes that serve southeast Dane County and the Madison area, the strategy for addressing transportation and safety needs for US 51 includes potential improvements to other federal, state, or county routes in the area. Specifically, four-lane expansion alternatives for WIS 138 between US 14 and US 51, and County N between US 51 and I-39/90 are being considered. To help improve traffic operations and safety both in and around Stoughton, a four-lane route around Stoughton is proposed to be a key part of each of the expansion alternatives.

An independent review of the alternatives, required by FHWA and conducted in early 2008, resulted in the recommendation to route a segment of the four-lane roadway around Stoughton on Skaalen Road and then south on Pleasant Hill Road instead of the original plan to expand County N south of County B. This recommendation was accepted by WisDOT because it avoids environmental impacts adjacent to Viking County Park and the Yahara River, and corresponds with the Stoughton Comprehensive Plan.

An alternative to include additional traffic lanes in downtown Stoughton was considered but is not feasible. Expansion would result in unacceptable impacts to the historic district and businesses in the limited right-of-way (R/W).

Two advisory committees have helped guide the development of alternatives throughout the study.

The committees are made up of local officials, state and federal agencies, Federal Highway Administration (FHWA) and WisDOT officials.

The alternatives currently under consideration are described below and detailed on page 7 as follows:

- * No build—No action would be taken beyond normal roadway maintenance.
- * Alternative A—Low Build: US 51 safety improvements and passing lanes
- * Alternative B—4 lane expansion of US 51 from Stoughton to McFarland
- * Alternative C—4 lane expansion of WIS 138 plus US 51 safety improvements
- * Alternative D—4 lane expansion of County N plus US 51 safety improvements

Alternatives B, C, and D each include the expansion to four lanes on County B from US 51 east to County N along with the expansion to four lanes and relocation of County N on Skaalen and Pleasant Hill Roads.

There is no construction money set aside at this time for long-term improvements. Interim improvements at selected intersections along US 51 may be considered.

Impacts and traffic operations

Preliminary impacts have been measured for each of the alternatives. In general, Alternative B has more right-of-way (R/W) impacts and relocations. Alternatives C and D have similar R/W impacts, however Alternative D has slightly fewer relocations. The detailed impacts of each alternative will be presented at the public meetings.

(continued on page 7)



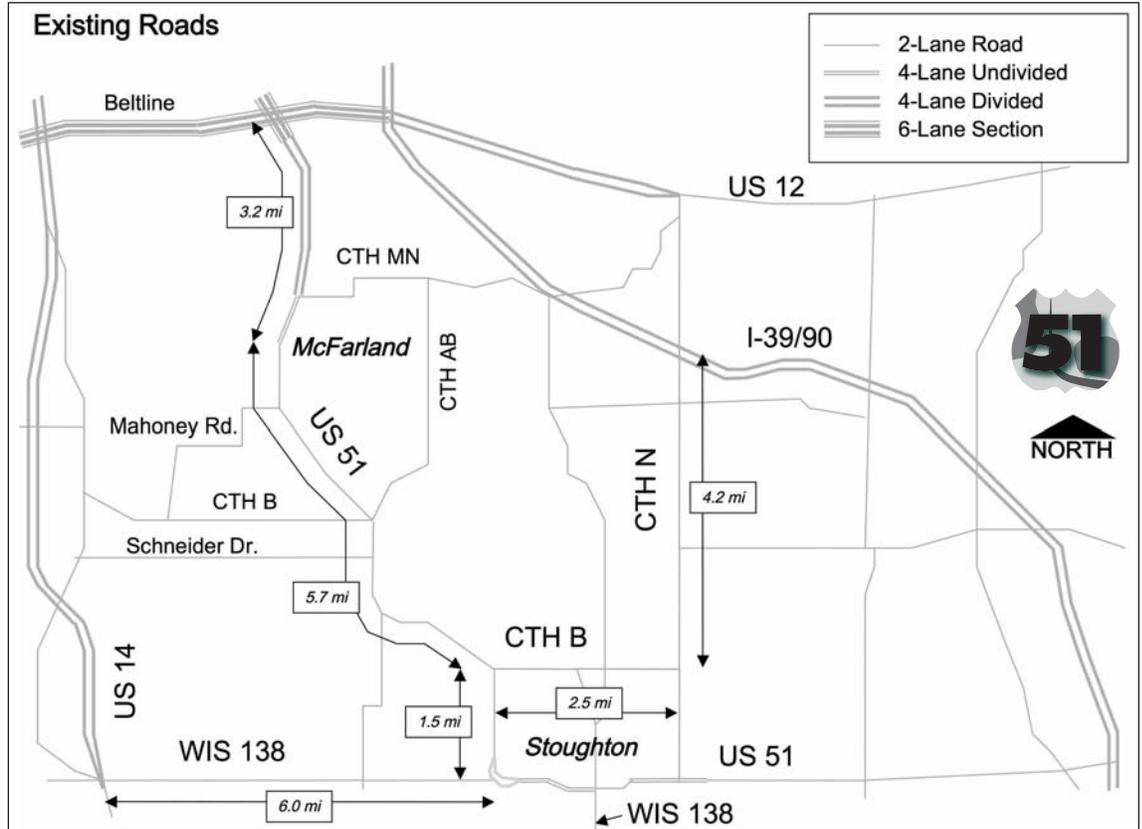
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Stoughton to McFarland, Dane County

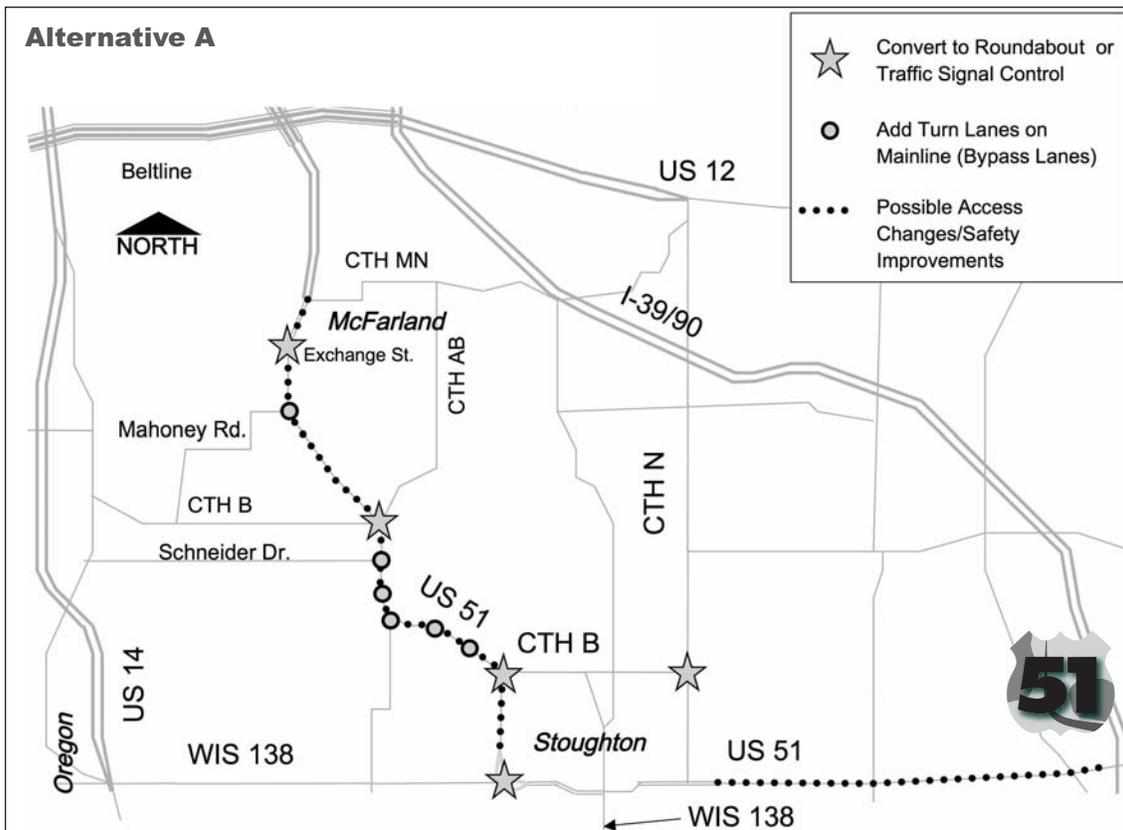


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Existing Roads



Alternative A



Alternative A:

Low-build alternative with intersection improvements; may also include passing lanes, safety improvements and/or access modifications along US 51.

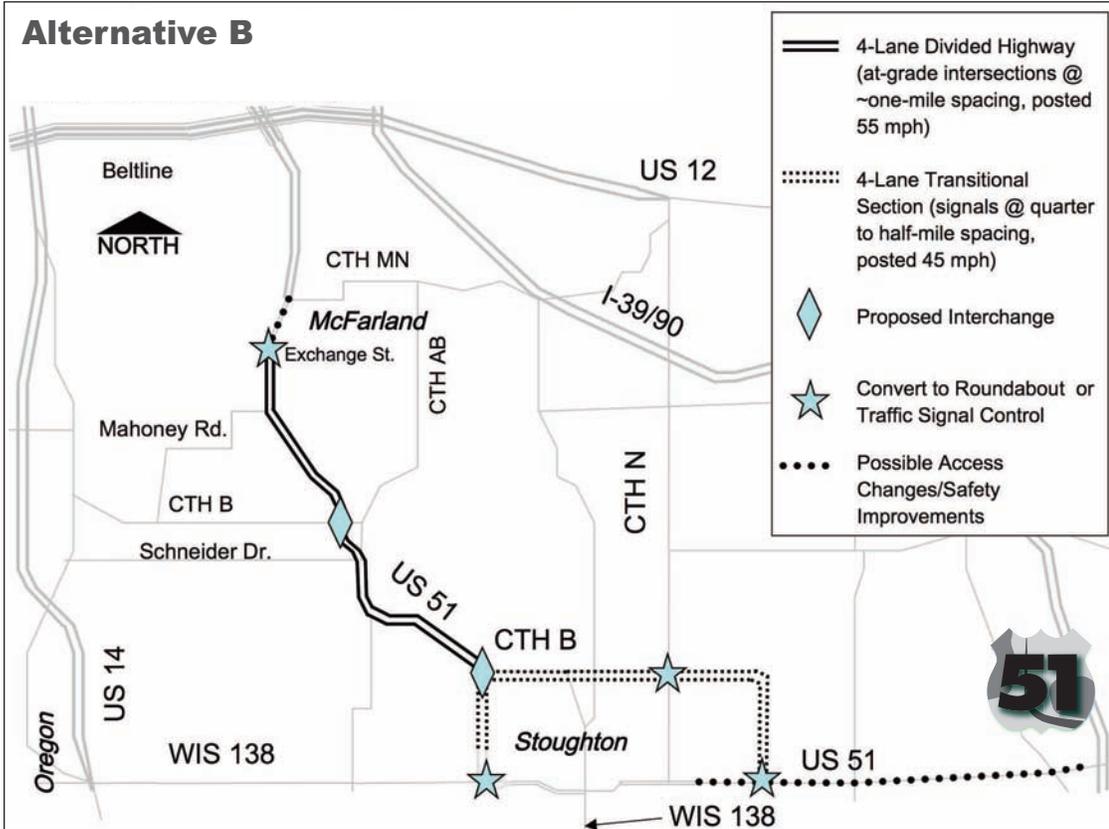


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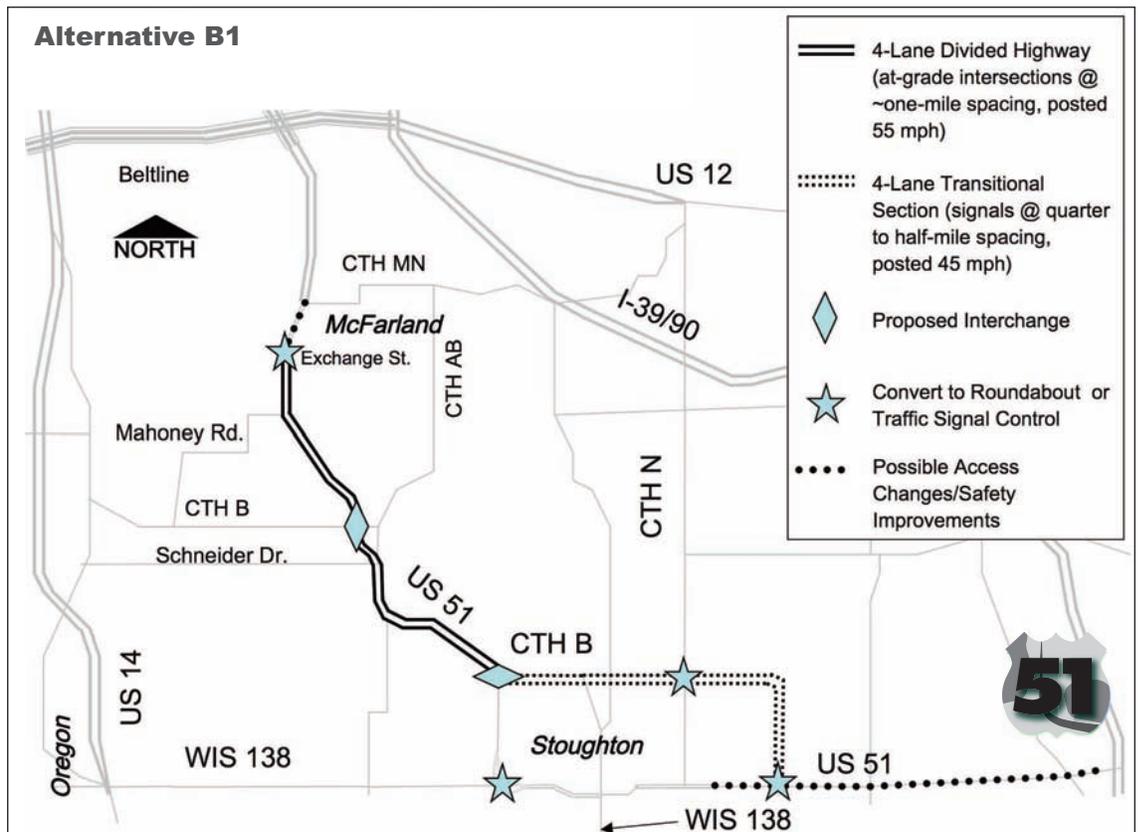
Alternative B



- 4-Lane Divided Highway (at-grade intersections @ ~one-mile spacing, posted 55 mph)
- 4-Lane Transitional Section (signals @ quarter to half-mile spacing, posted 45 mph)
- Proposed Interchange
- Convert to Roundabout or Traffic Signal Control
- Possible Access Changes/Safety Improvements

Alternative B:
4-lane US 51 from Stoughton to McFarland with north-south County B interchange; a 4-lane roadway around Stoughton.

Alternative B1



- 4-Lane Divided Highway (at-grade intersections @ ~one-mile spacing, posted 55 mph)
- 4-Lane Transitional Section (signals @ quarter to half-mile spacing, posted 45 mph)
- Proposed Interchange
- Convert to Roundabout or Traffic Signal Control
- Possible Access Changes/Safety Improvements

Alternative B1:
4-lane US 51 from Stoughton to McFarland with east-west County B interchange; a 4-lane roadway around Stoughton.

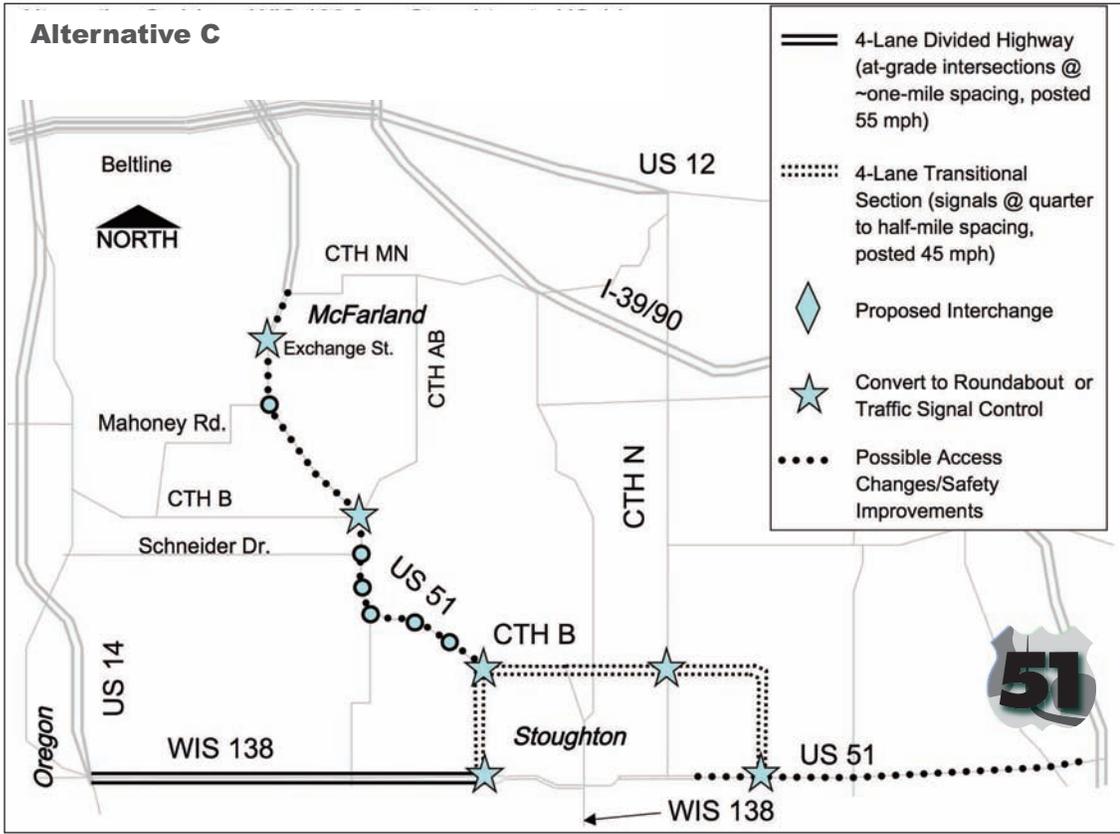


US 51 Corridor Study

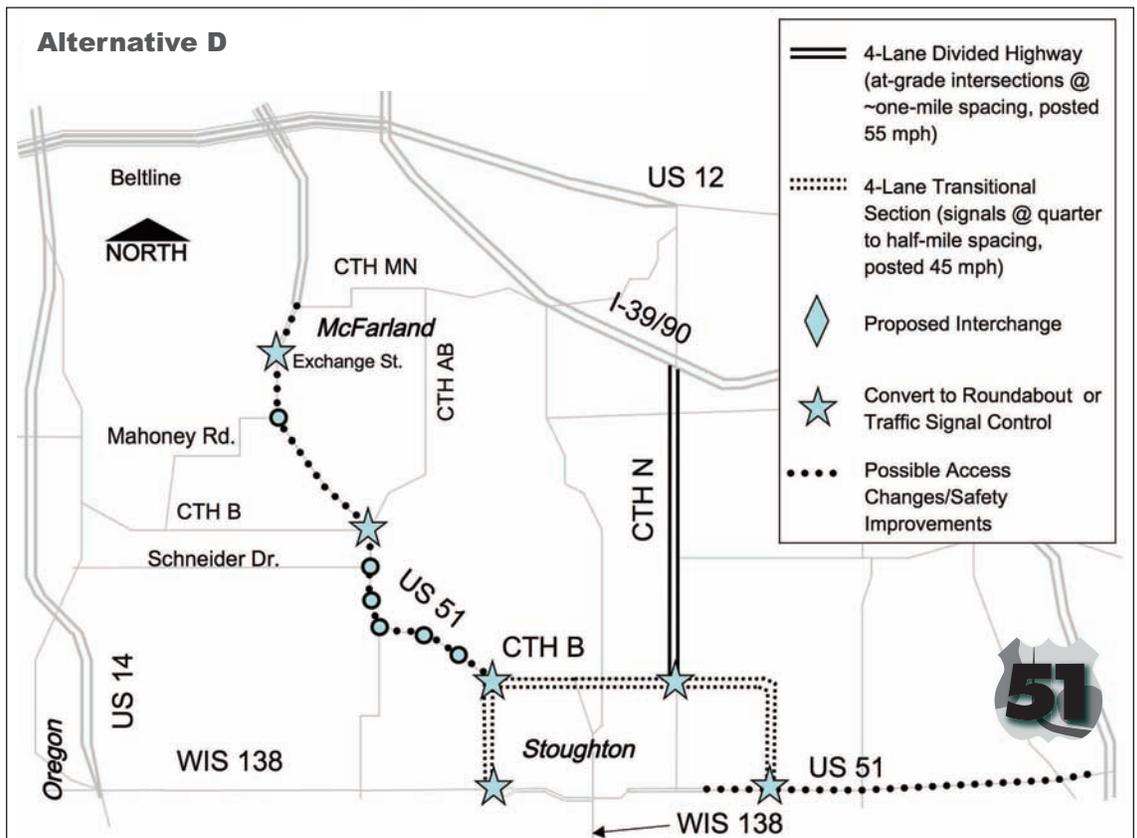
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Alternative C:
4-lane WIS 138 from Stoughton to US 14; a 4-lane roadway around Stoughton.



Alternative D:
4-lane County N from Stoughton to I-39/90; a 4-lane roadway around Stoughton.



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Wisconsin DOT
I.D. 5845-06-02

US 51 Environmental Impact Statement
I-39/90 to Madison South Beltline

Summary Table of Alternatives Considered as of March 2009

Alternative	Alternative Description
No Build	No action
A	<p>US 51 Safety Improvements</p> <ul style="list-style-type: none"> • Low build alternative of safety improvements on US 51 from I-39/90 through Stoughton to County MN in McFarland. • Includes passing lanes in rural areas, intersection improvements, and access revisions.
B	<p>Four-lane expansion of US 51</p> <ul style="list-style-type: none"> • Four-lane expansion of US 51 from Stoughton to McFarland (limits are from County B East on the north side of Stoughton to Larson Beach Road north of County MN in McFarland). • Includes safety improvements on US 51 in Stoughton and addition of a passing lane on the two-lane section east of Stoughton. • Includes improvements around Stoughton to create a new four-lane roadway on existing County B and on existing Skaalen and Pleasant Hill Roads. • Includes an interchange at County B/AB. • Includes an interchange at County B East that has two possible configurations, one that connects to a four-lane section for US 51 between WIS 138 and County B and a second that has US 51 free-flow to the east along existing County B.
C	<p>Four-lane expansion of WIS 138</p> <ul style="list-style-type: none"> • Four-lane expansion of WIS 138 from US 14 to Stoughton. • Includes safety improvements on US 51 between Stoughton and McFarland (passing lanes, intersection improvements), in Stoughton, and the addition of a passing lane on the two-lane section east of Stoughton. • Includes improvements around Stoughton to create a new four-lane roadway on existing US 51 between WIS 138 and County B, on County B east to County N, and on existing Skaalen and Pleasant Hill Roads.
D	<p>Four-lane expansion of County N</p> <ul style="list-style-type: none"> • Four-lane expansion of County N from County B to I-39/90. • Includes safety improvements on US 51 between Stoughton and McFarland (passing lanes, intersection improvements), in Stoughton, and the addition of a passing lane on the two-lane section east of Stoughton. • Includes improvements around Stoughton to create a new four-lane roadway on existing US 51 between WIS 138 and County B, on County B east to County N, and on existing Skaalen and Pleasant Hill Roads.

The increase in traffic by the study year 2035 ranges from 40 to 140 percent along most of the US 51 corridor. Traffic growth on surrounding routes such as WIS 138, County N, and I-39/90 is between 70 to 100 percent over the same period. In the future, many side road intersections on US 51 will operate at an unacceptable, congested level, in the peak commuting hours, unless improvements are made. Based on traffic modeling results, Alternative B, the 4-lane expansion of US 51, will do the most to relieve congestion on US 51.

Bicycle and Pedestrian Accommodations

There are no continuous bicycle routes in the existing US 51 corridor. Feedback from the May 2006 PIMs showed much interest in improved bicycle accommodations. The alternatives provide accommodation for bicycles on paved roadway shoulders. Pedestrians will have sidewalks in urban areas. Additional bicycle and pedestrian accommodation information will be presented at the public meetings.



Public information meetings set for May 19 and May 20, 2009

Both meetings are from 4:30 to 8 p.m., with a presentation at 6 p.m.

Tuesday, May 19

Sandhill Middle School
1920 Lincoln Avenue
Stoughton

Wednesday, May 20

McFarland High School
5101 Farwell Street
McFarland

The meeting locations are wheelchair accessible. Hearing impaired persons needing an interpreter at the meetings may request one by contacting the WisDOT Project Manager Jeff Berens at least three working days prior to the meeting via The Wisconsin Telecommunications Relay System (dial 711).

US 51 Corridor Study schedule:

- Public Information Meetings, May 19-20, 2009
- Completion of draft environmental document
Spring 2010
- Public hearing
Spring 2010
- Selection of preferred alternative
Summer 2010
- Final environmental document
Spring 2011
- Record of Decision
Summer 2011