



US 51 Corridor Study



Stoughton – McFarland, Dane County

(IH-39/90 to USH 12)

October 15, 2012

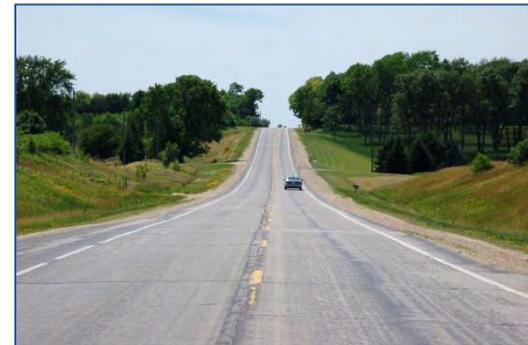
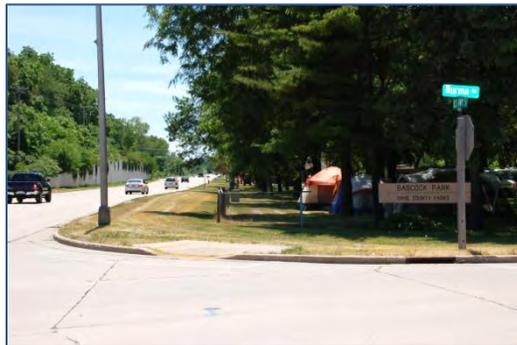
Public Information Meeting





Project Purpose

Provide a safe and efficient transportation system in the US 51 corridor to serve present and long-term travel demand while minimizing disturbance to the environment.





Project Need

Project has 4 primary needs to address

1. Safety
2. Travel Demand
3. Bicycle and Pedestrian Accommodations
4. Corridor Preservation & Long-Term Planning





Updates to Alternatives Since April 2011 Public Meeting

Access revisions

Access options

Alternative options

Park Impacts Mitigation

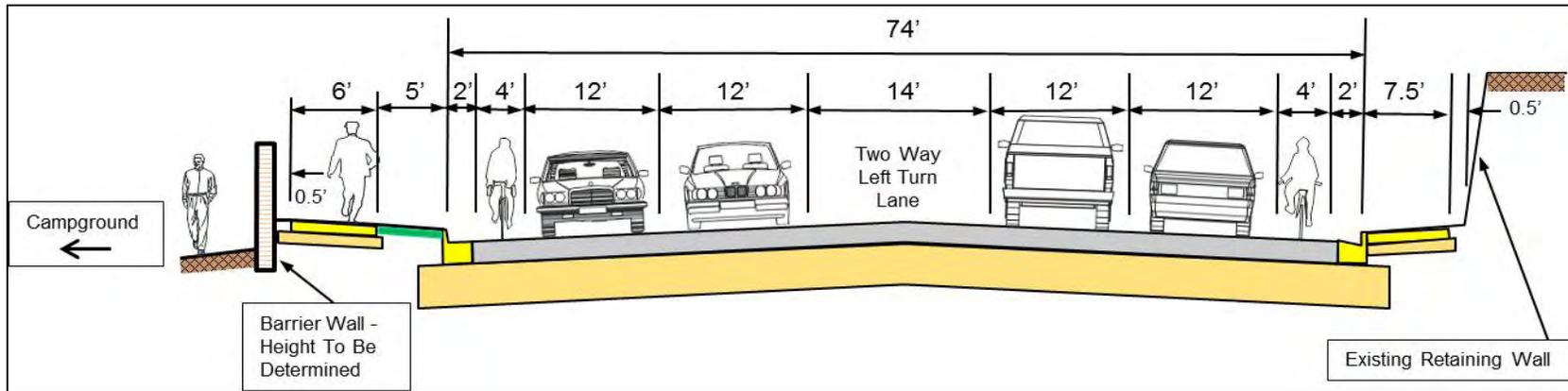
Bike/pedestrian accommodations





Babcock Park Changes

- Revised roadway typical section at Babcock Park



- Updated proposed mitigation items for Babcock Park
 - De Minimus Impact





Access for Dyreson Road – Alt B

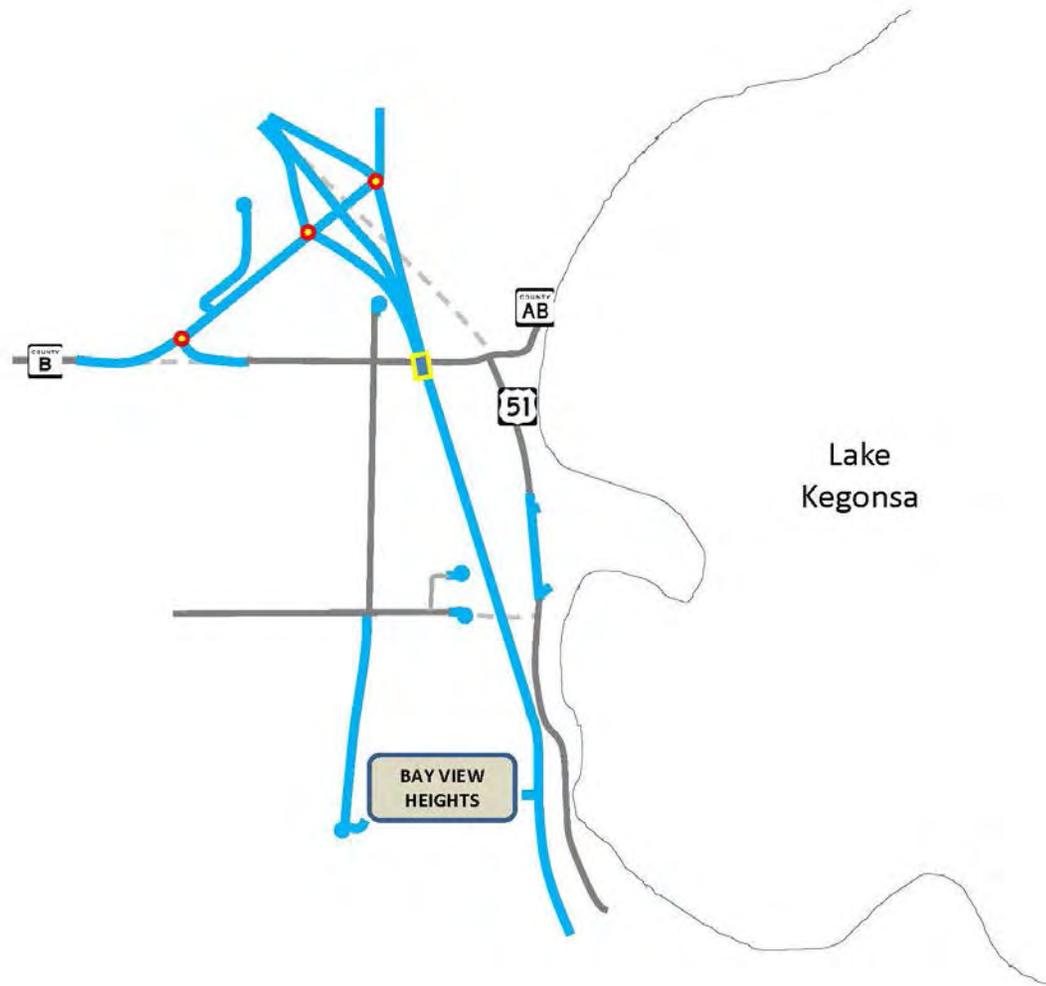
Dyreson Road connects to interchange.





Access Options at Bay View Heights – Alt B

1. Original: 22-ft median with no access at Schneider Drive



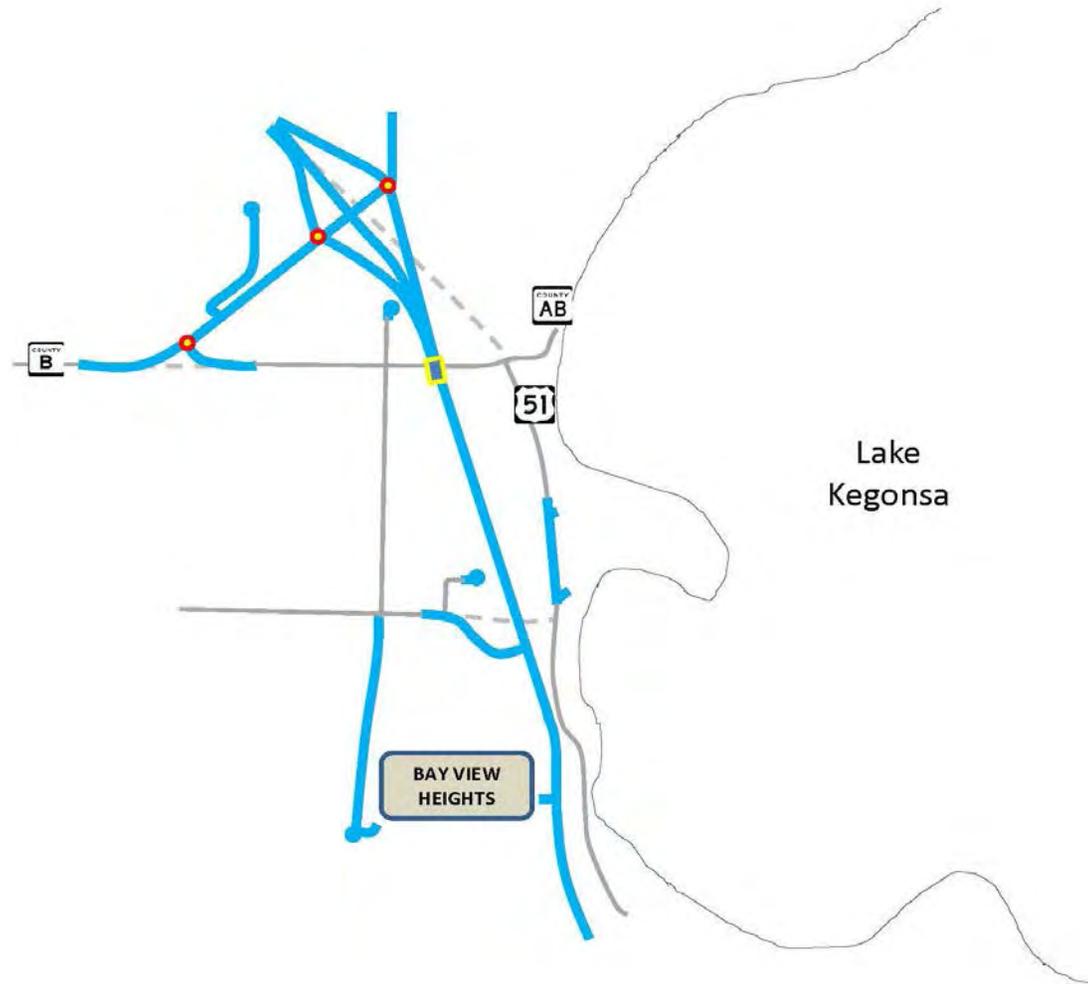
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Access Options at Bay View Heights – Alt B

2. Schneider Drive Connection with Median Barrier at Charles Lane



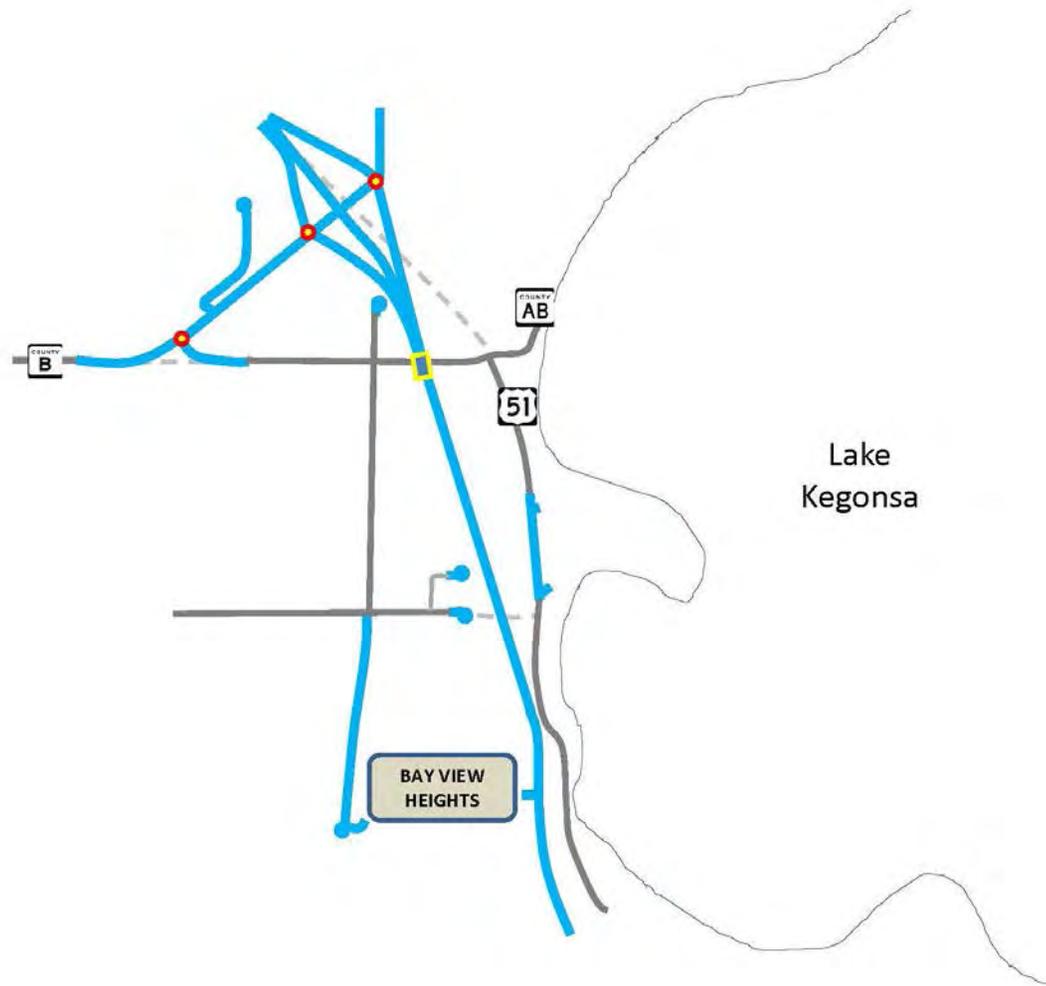
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Access Options at Bay View Heights – Alt B

3. 50-foot Median Section with Left-in at Charles Lane





Local Road Access Changes – Alt B

Lake Kegonsa Road and S. Quam Drive





Stoughton Bypass revisions

1. Revises posted speed from 45 mph to 55 mph
2. Options West of County N
3. Options East of County N Roundabout
4. Options Further East of County N





Stoughton Bypass Options West of County N

County B On-Alignment





Stoughton Bypass Options West of County N

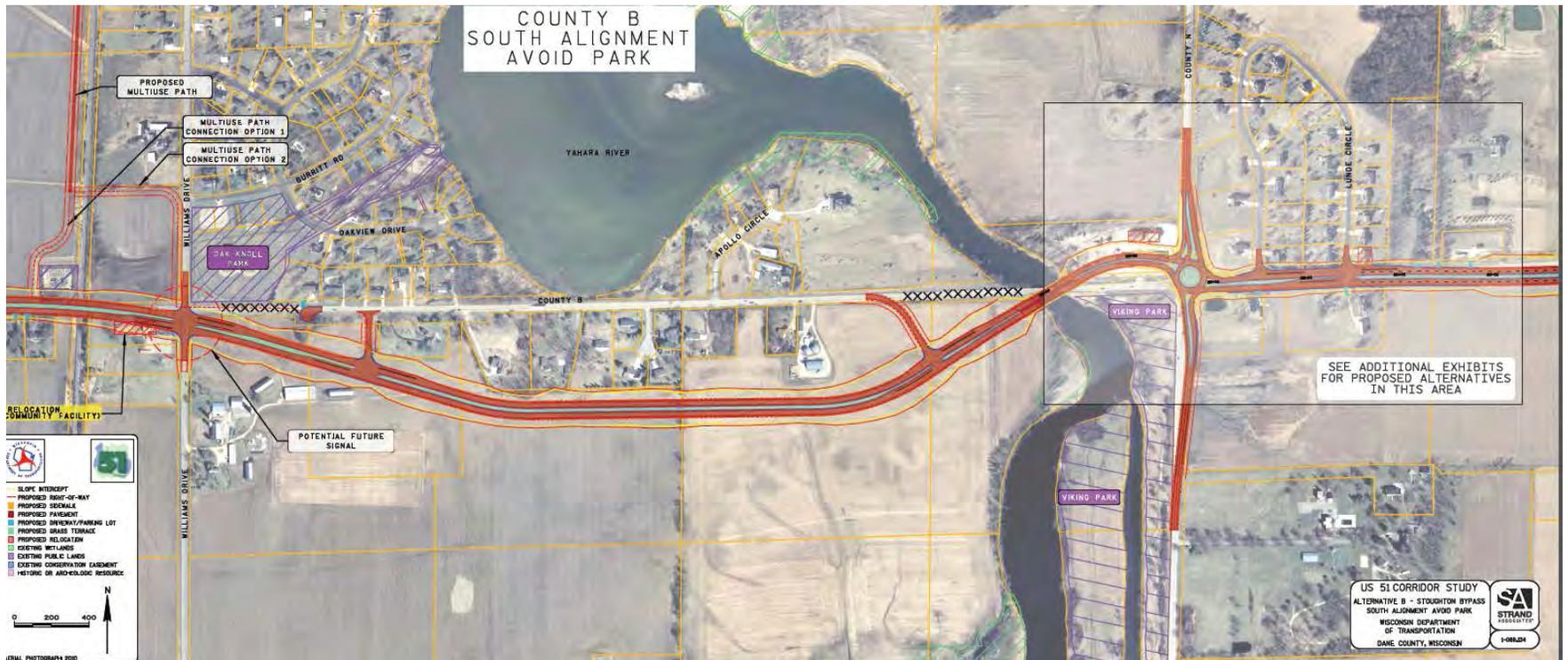
County B South Alignment



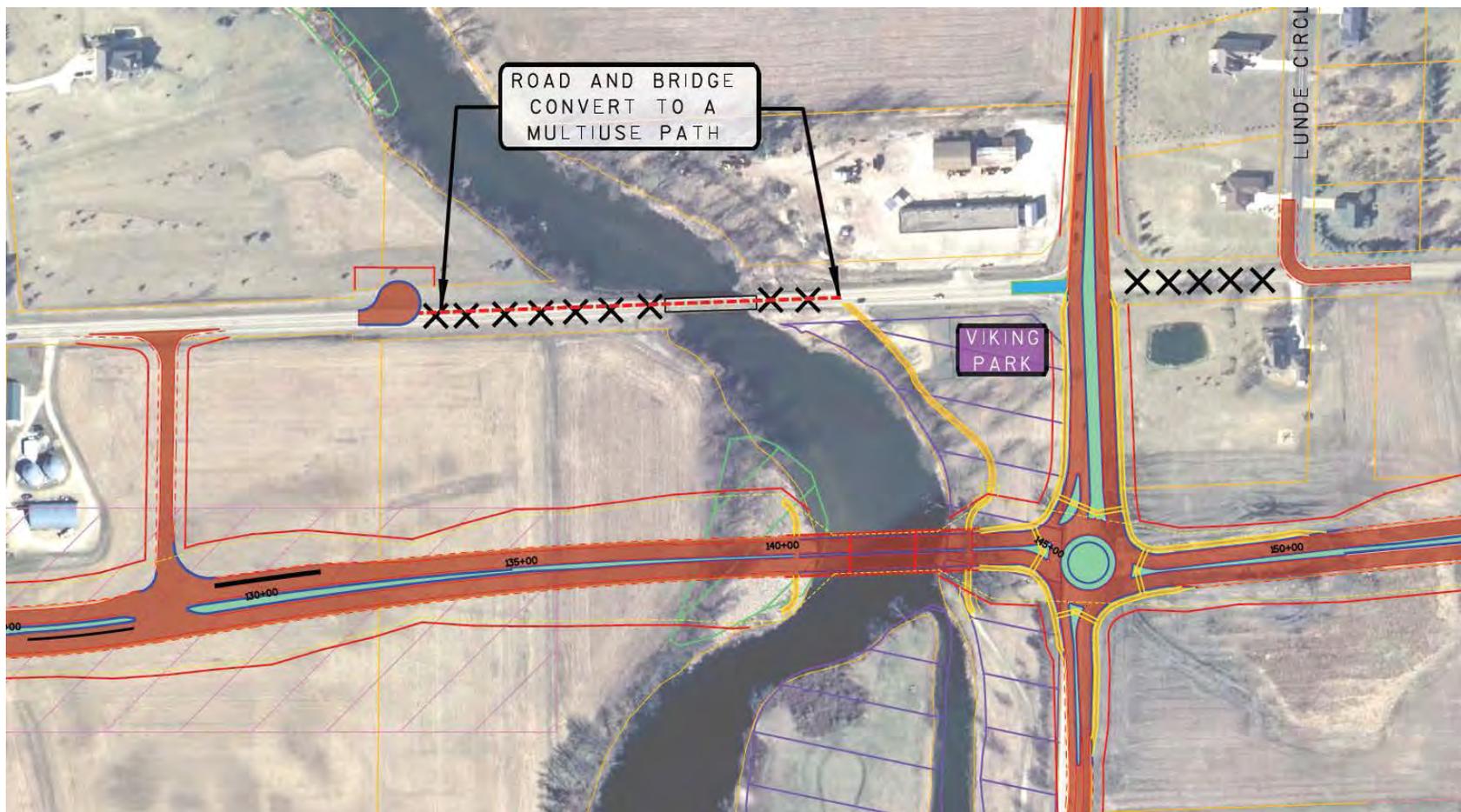


Stoughton Bypass Options West of County N

County B South Alignment - Avoid Park



51 Viking Park – Net Benefit



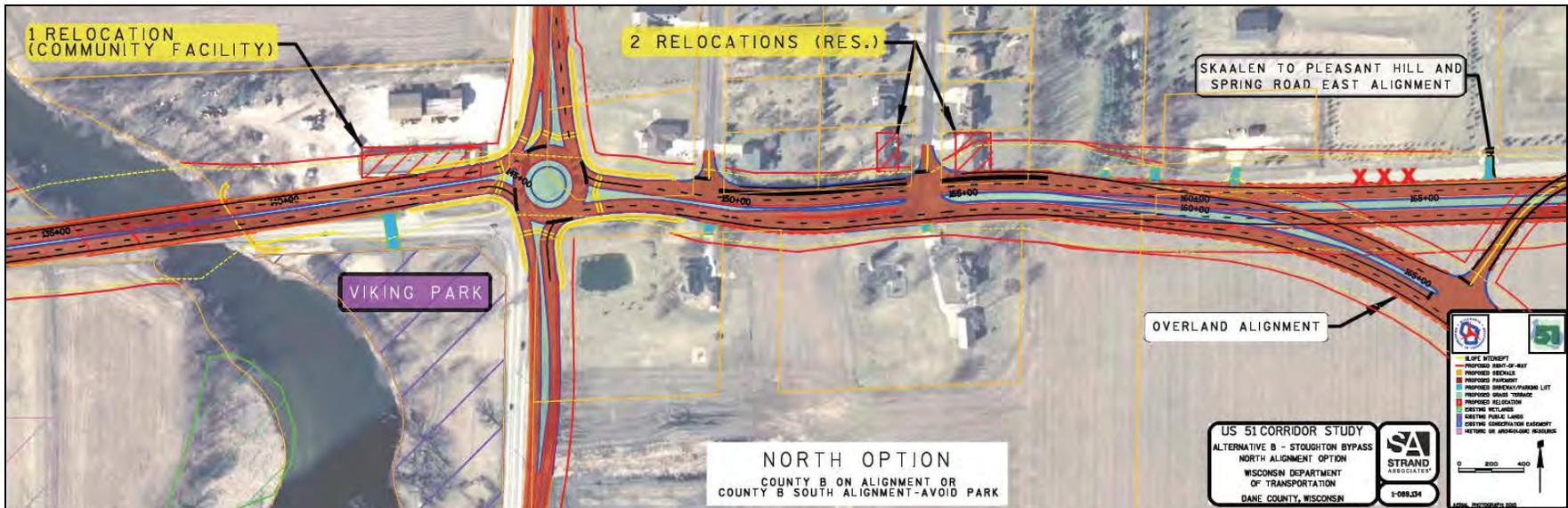
Multiuse path proposed along rail corridor with link to Viking Park





Stoughton Bypass Options East of County N

North Option



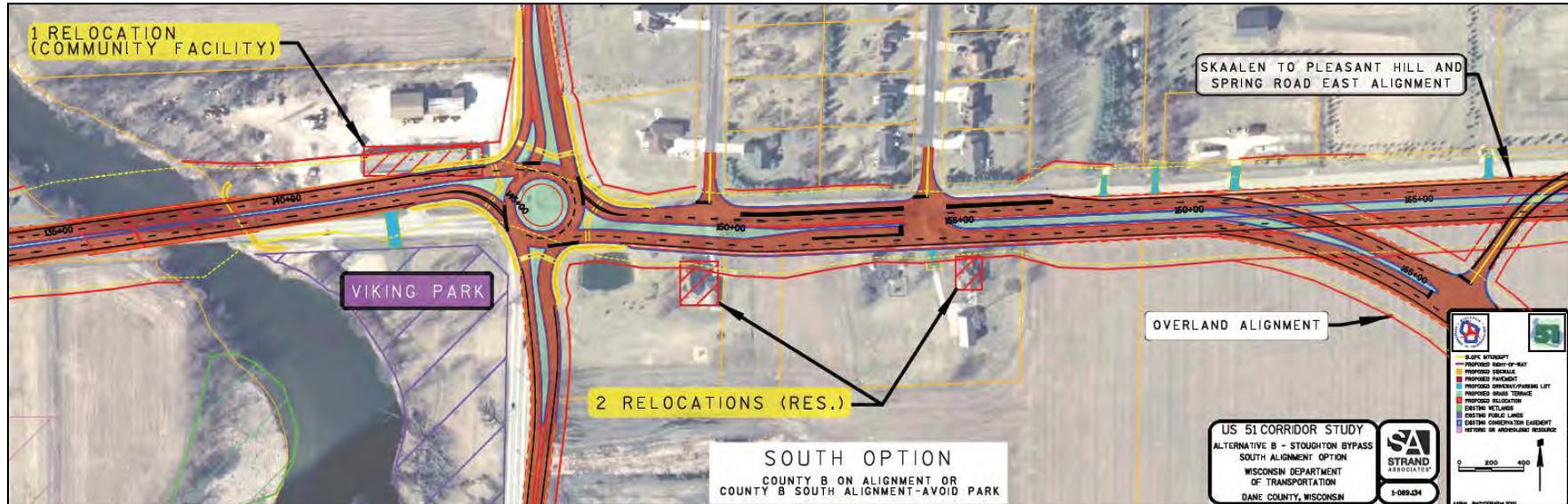
- For On-Alignment and Avoid Park Alignment
- Alignment runs along north side of Skaalen Road
- Two relocations required





Stoughton Bypass Options East of County N

South Option



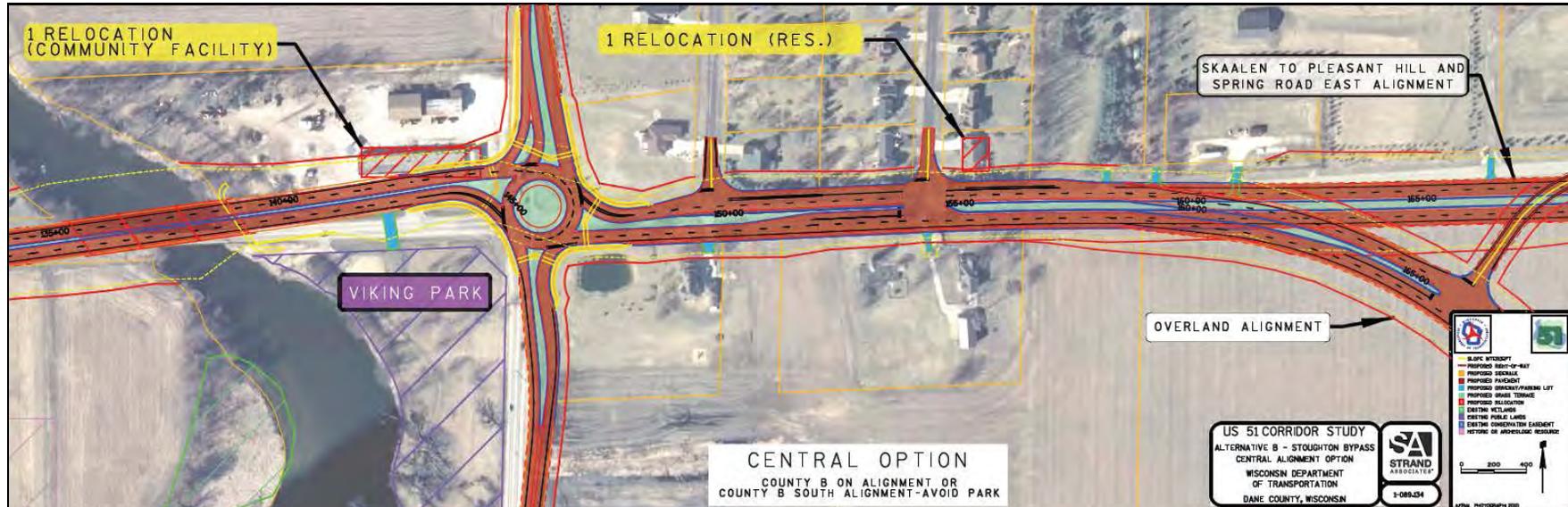
- For On-Alignment and Avoid Park Alignment
- Alignment runs along south side of Skaalen Road
- Two relocations required





Stoughton Bypass Options East of County N

Central Option



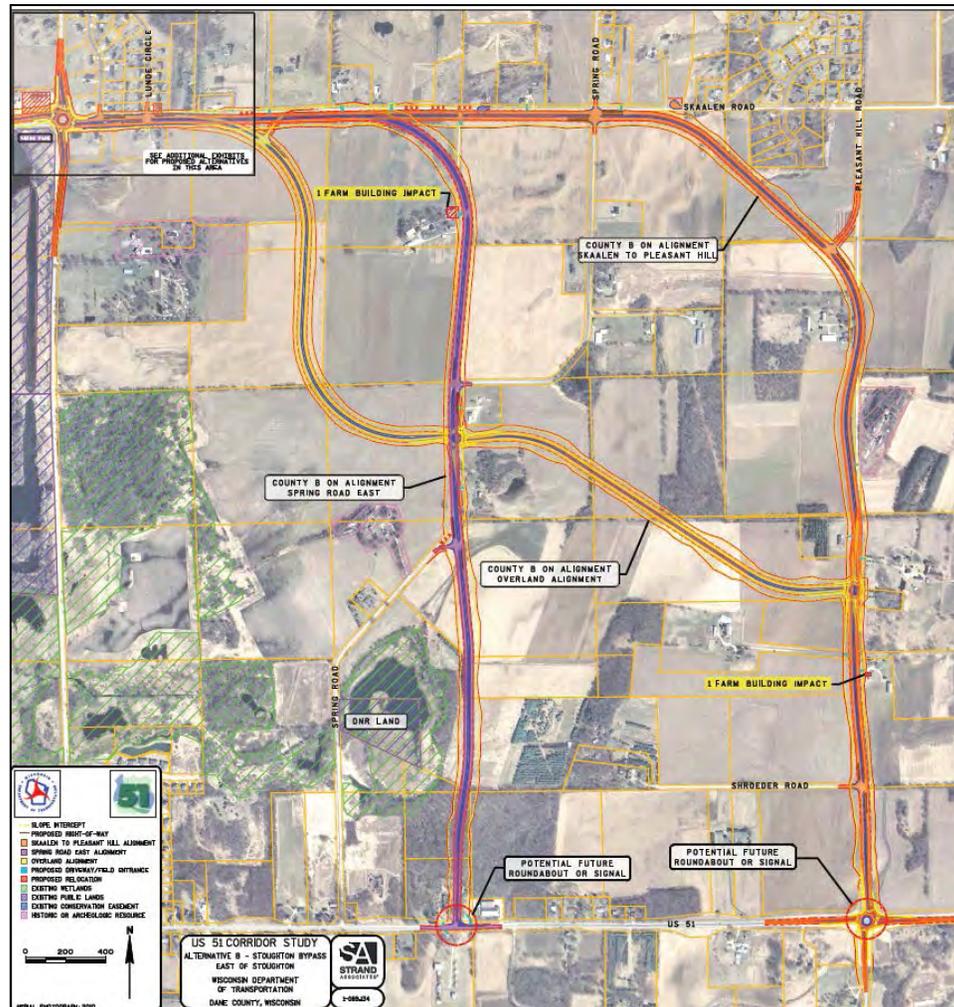
- For On-Alignment and Avoid Park Alignment
- Alignment fits between homes on either side of Skaalen Road
- One relocation required





Bypass Options Further East of County N

County B On-Alignment & Avoid Park Alignment



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Bike/Ped Accommodations

Multiuse path proposed along rail corridor with link to Viking Park – Alt A & B





US 51 East of Stoughton

1. Reconstruct 2-lane section
2. Upgrade to current design standards
3. Passing lane between Washington Road and Tower Drive
4. No relocations





Preliminary Costs and Impacts

- **Alternative A (Low-Build)**
 - \$41 Million (Const. and Real Estate)
 - 40 acres right-of-way required
 - 1 potential relocation
- **Alternative B (Expansion)**
 - \$155 to \$164 Million (Const. and Real Estate)
 - 294 to 320 acres of right-of-way required
 - 18 to 32 relocations





Short-term Improvements

- S. Quam Drive to County B/AB
 - Fall 2013 or 2014 Construction
 - Pavement Rehabilitation
 - Minor safety improvements
 - Closed to through traffic during construction
- County W to Spring Road
 - 2014 or 2015 or 2016 Construction
 - Pavement Rehabilitation
 - Open to traffic during construction





Project Schedule

- Draft environmental document Winter 2012/2013
- Public hearing Winter 2012/2013
- Selection of preferred alternative Spring 2013
- Final EIS/Record of Decision Summer 2014

- **Currently no funding for final design or construction**





US 51 Comment Form



US 51 Corridor Study

COMMENT FORM

October 15, 2012

Thank you for coming to the public information meeting today! Your participation is very important to this study. Please let us know what you think about the alternatives presented at the meeting. Place your completed form in the Comment Box or you may mail it in, see the directions on the back of the sheet. You may also e-mail your comments to Jeff Berens, WisDOT project manager, jeff.berens@dot.wis.gov.

For any or all of the alternatives, please write your comments below. Add additional sheets if needed.

US 51 ALTERNATIVES	
No Build	
Alternative A: Low build	
Alternative B: Four lanes on US 51	

For Alternative B, impacts and mitigation measures for Dane County's Babcock Park and Viking Park are shown on maps at the meeting. Please read the following and provide your comments. Add additional sheets if needed.

IMPACTS TO PARKS	
<p>Babcock Park A <i>de minimis</i> impact finding may be pursued for Babcock Park. A <i>de minimis</i> finding means a determination is made that the project would not adversely affect the activities, features, or attributes of the park after full consideration of both the impacts and agreed-upon mitigation measures. Dane County Parks has to agree that the impacts after mitigation are <i>de minimis</i>.</p>	<p>Comments on Babcock Park - Please write your comments on whether a <i>de minimis</i> impact finding should be pursued for Babcock Park.</p>
<p>Viking Park A <i>de minimis</i> impact finding is not possible for Viking Park. There are two alternative alignments available that do not impact the park. The alignment that bisects Viking Park (County B South Alignment) has impacts and mitigation measures identified. Each of the three alignments has varying impacts west and east of the park.</p>	<p>Comments on Viking Park - Please write your comments on whether WisDOT should pursue the alignment that impacts Viking Park.</p>

For Alternative B, several options for access or alignments in various locations were presented. Please write your comments on these options. Add additional sheets if needed.

OPTIONS FOR ACCESS TO BAY VIEW HEIGHTS		
Median Barrier at Charles Lane, with no access at Schneider Drive	Median Barrier at Charles Lane with Left-in only at Schneider Drive	50-foot Median with Left-in at Charles Lane

STOUGHTON BYPASS ALTERNATIVES – West of County N	
County B On-alignment	
County B South Alignment	
County B South Alignment–Avoid Park	

STOUGHTON BYPASS ALTERNATIVES – East of County N	
Skaalen-Pleasant Hill Road Alignment	
Spring Road East Alignment	
Overland Alignment	

THREE ALIGNMENT OPTIONS IMMEDIATELY EAST OF THE COUNTY N ROUNDABOUT	
<i>These options only apply to the County B On-alignment and the County B South Alignment-Avoid Park.</i>	
North Option	- Requires 2 relocations on north side of Skaalen Road.
Central Option	- Requires 1 relocation.
South Option	- Requires 2 relocations on south side of Skaalen Road.

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Do you have any general comments on the study or tonight's meeting? Add additional sheet, if needed.

Providing your contact information is optional. The information in this document (including names, addresses, phone numbers, e-mail addresses, and signatures) is not confidential and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, sections 19.31—19.39 of the Wisconsin Statutes.

Name _____

Address, E-mail or Phone No. _____

Directions for mailing: Fold this flap at the dashed line, then fold on the dashed line above, and then fold the flap below (which will cover the contact information). Tape closed (do not staple), add stamp and mail. Thank you again for your comments!

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Wisconsin Department of Transportation
 Southwest Region Office
 2101 Wright Street
 Madison, WI 53704

Attn: Jeff Berens
 Wisconsin Department of Transportation - SW Region
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Questions?

Project Contact Information:

Jeff Berens, WisDOT Project Manager

(608) 245-2656

Jeff.berens@dot.wi.gov

Project Website:

<http://www1.wisconsin.gov/Pages/projects/by-region/sw/5139901218/default.aspx>

