



# Update on US 51 Corridor Study, Stoughton-McFarland, Dane County

WisDOT ID 5845-06-03  
September 2020

## Study Purpose and Need

The purpose of the study is to provide a safe and efficient transportation system in the US 51 corridor to serve existing and long-term travel demand while minimizing impacts to the environment.

The corridor needs include:

- **Safety** – several areas on the corridor have crash rates higher than the statewide average for similar roadways
- **Pavement condition** - deteriorated pavement has reached the end of its useful life in many areas along the corridor
- **Travel demand** - improve mobility and reduce congestion on the corridor, particularly during peak travel times
- **Bicycle and pedestrian accommodations** - improve bicycle and pedestrian facilities where feasible
- **Long-term planning** - make sure improvements proposed along the corridor are compatible with long-term planning

## Description of Preferred Alternative (Alternative H)

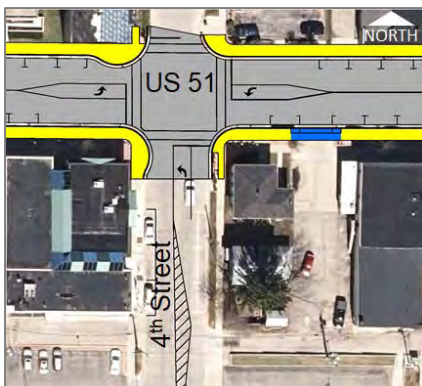
Alternative H would reconstruct the US 51 corridor on the existing alignment between I-39/90 east of the city of Stoughton and Larson Beach Road in McFarland, and would replace the pavement from Larson Beach Road to Voges Road. The proposed reconstruction of US 51 from WIS 138 (west) to County B (east) is a capacity expansion from a 2-lane rural section to a 4-lane high speed urban section with a curbed median, curb and gutter along the outside paved shoulders, and sidewalk on both sides of US 51. An auxiliary lane in each direction would be added between the Sigelkow Road interchange and Voges Road in McFarland, just south of US 12/18. A passing lane would be provided east of Stoughton and intersections along the corridor would be improved. Pedestrian facilities would also be provided in urban areas. Bicycle accommodations would be provided on paved shoulders in rural sections of the US 51 corridor. In the urban sections of the corridor, various options for accommodating bicycles would be provided where determined feasible.

## Updates Since the September 2019 Public Meeting

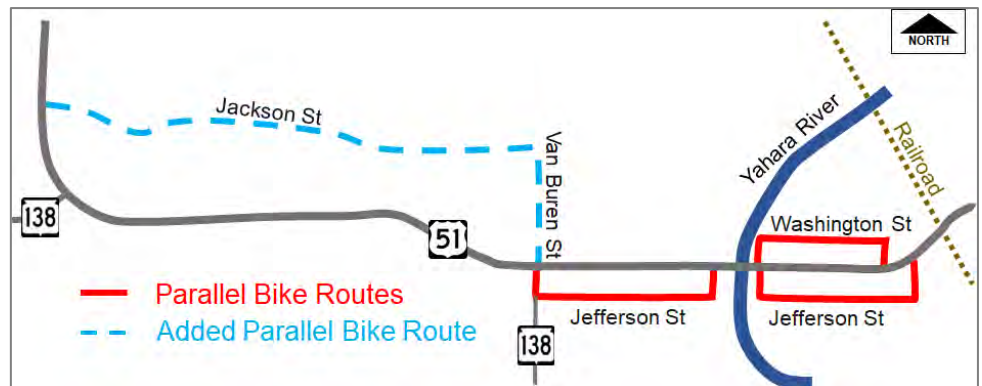
Since the September 2019 public meeting, several design updates have been made and new conservancy lands are located along the corridor. The following summarizes these updates by location.

In Stoughton:

- The pavement marking at the US 51 and 4th Street intersection would be repainted to provide a left-turn only lane in the northbound direction on 4th Street.
- A new signed, off-route bicycle accommodation, shown as the dashed blue line in the graphic, would be added on Van Buren and Jackson Streets.



4th Street left-turn only lane added

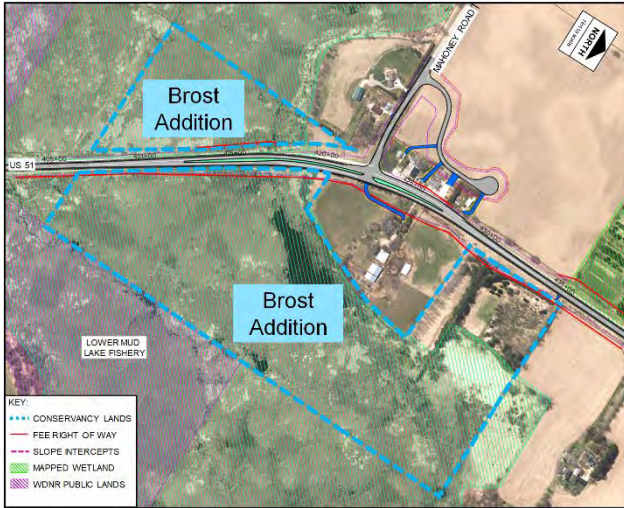


New signed, off-route bicycle accommodation added on Van Buren and Jackson Streets

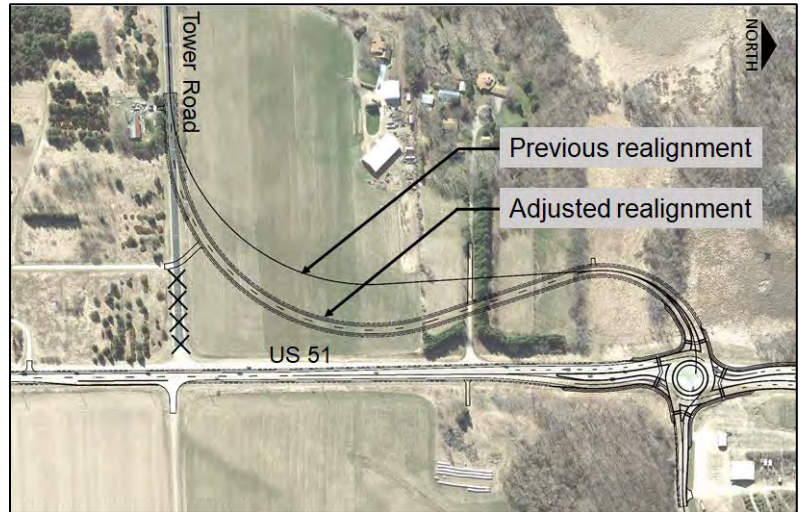


In the Town of Dunn:

- In 2020, approximately 69 acres of land near Mahoney Road, known as the Brost Addition, was purchased for conservation purposes. The property will be open to the public for recreation. WisDOT is working with the property owners on mitigation items for the 1.7 acres of land impacted by Alternative H. Public comments are requested regarding impacts to the Brost Addition.
- The proposed Tower Road relocation to the Exchange Street roundabout has been realigned to reduce the amount of right of way needed from impacted property owners, a savings of approximately 3.5 acres.



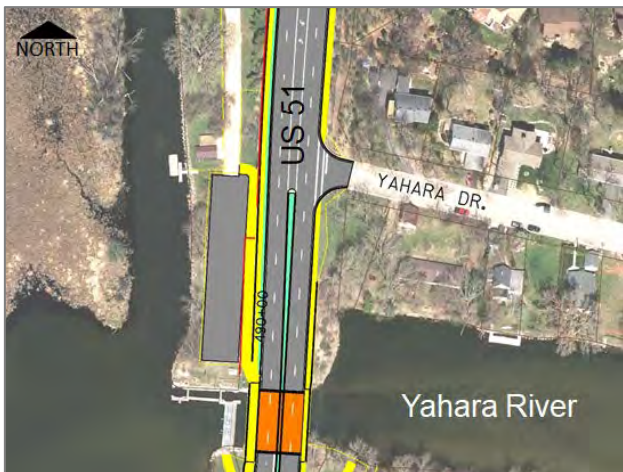
Brost Addition location near Mahoney Road



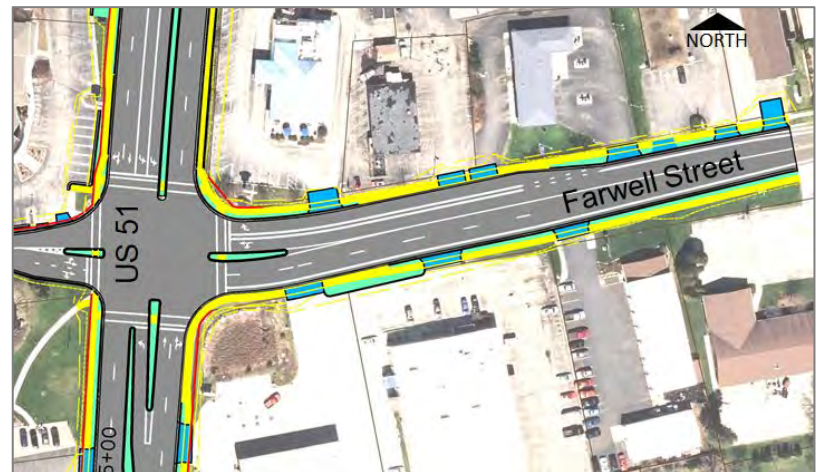
Adjusted realignment of relocated Tower Road

In McFarland:

- The US 51 and Yahara Drive intersection is now proposed to be full access, allowing both left and right turns into and out of Yahara Drive.
- Bicycle lanes will be added to the impacted area of Farwell Street.
- On the north side of Siggelkow Road, sidewalk has been extended from the US 51 northbound ramp terminal to Triangle Street.



Yahara Drive proposed to have full access

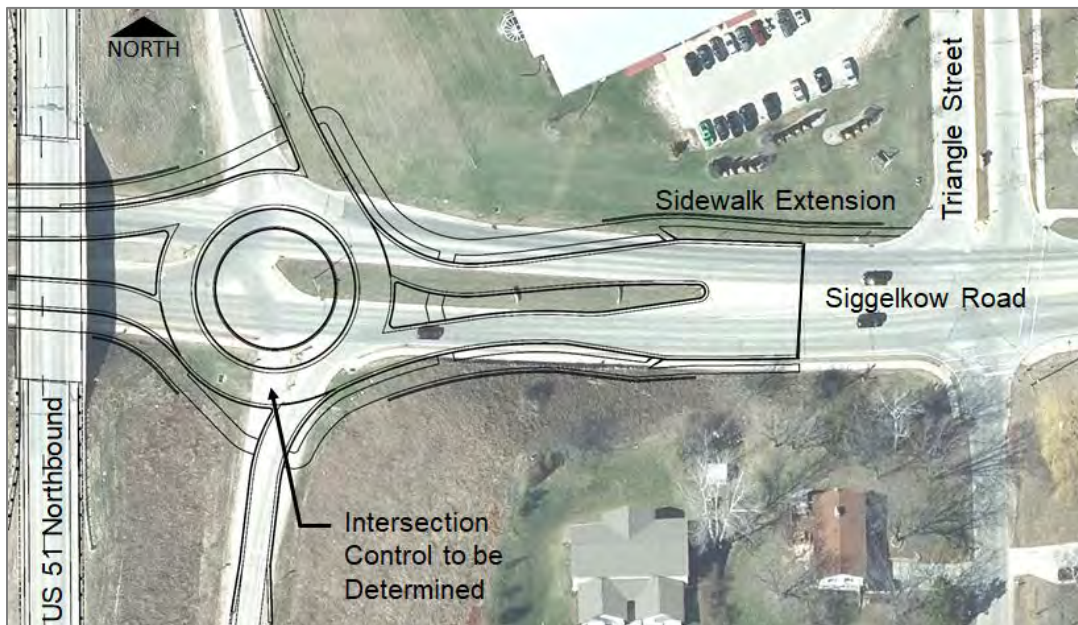


Bicycle lanes will be added to Farwell Street





- At the US 51 and Siggelkow Road interchange, the southbound ramp at the interchange is currently experiencing safety and operational issues. A roundabout or traffic signals are both operationally and practicably feasible. Based on safety and operational analysis, intersection control is only needed at the southbound ramp; however, a roundabout or traffic signals could be added to the northbound ramp for interchange consistency and driver expectation. Public comments are requested regarding the type of intersection control at the ramps.



Siggelkow Road interchange area: sidewalk extension to Triangle Street and northbound ramp intersection control

### Anticipated Cost and Impacts

Anticipated Cost and Impacts	Alternative H
Total Cost (in Millions, 2020 \$)	\$174
Potential Relocations	2
Land Converted to R/W (acres)	70
Wetland Area Impacted (acres)	8 to 10
Agricultural Land to R/W (acres)	40 to 50

### Study Schedule/Next Steps

Virtual Public Involvement Meeting	October 6, 2020
EA Document Signed/Available for Public Review	December 2020
Notice of Opportunity to Request a Public Hearing	December 2020
Public Hearing (if requested)	February 2021
Anticipated Finding of No Significant Impact (FONSI) -	Spring 2021
Anticipated Study Completion	

Construction is anticipated for the mid- to late-2020s.

### Study Contact

Jeff Berens, P.E.  
 WisDOT Project Manager  
[jeff.berens@dot.wi.gov](mailto:jeff.berens@dot.wi.gov)  
 608-245-2656

