



US 51 Corridor Study Stoughton-McFarland

Virtual Public Involvement Meeting

October 6, 2020



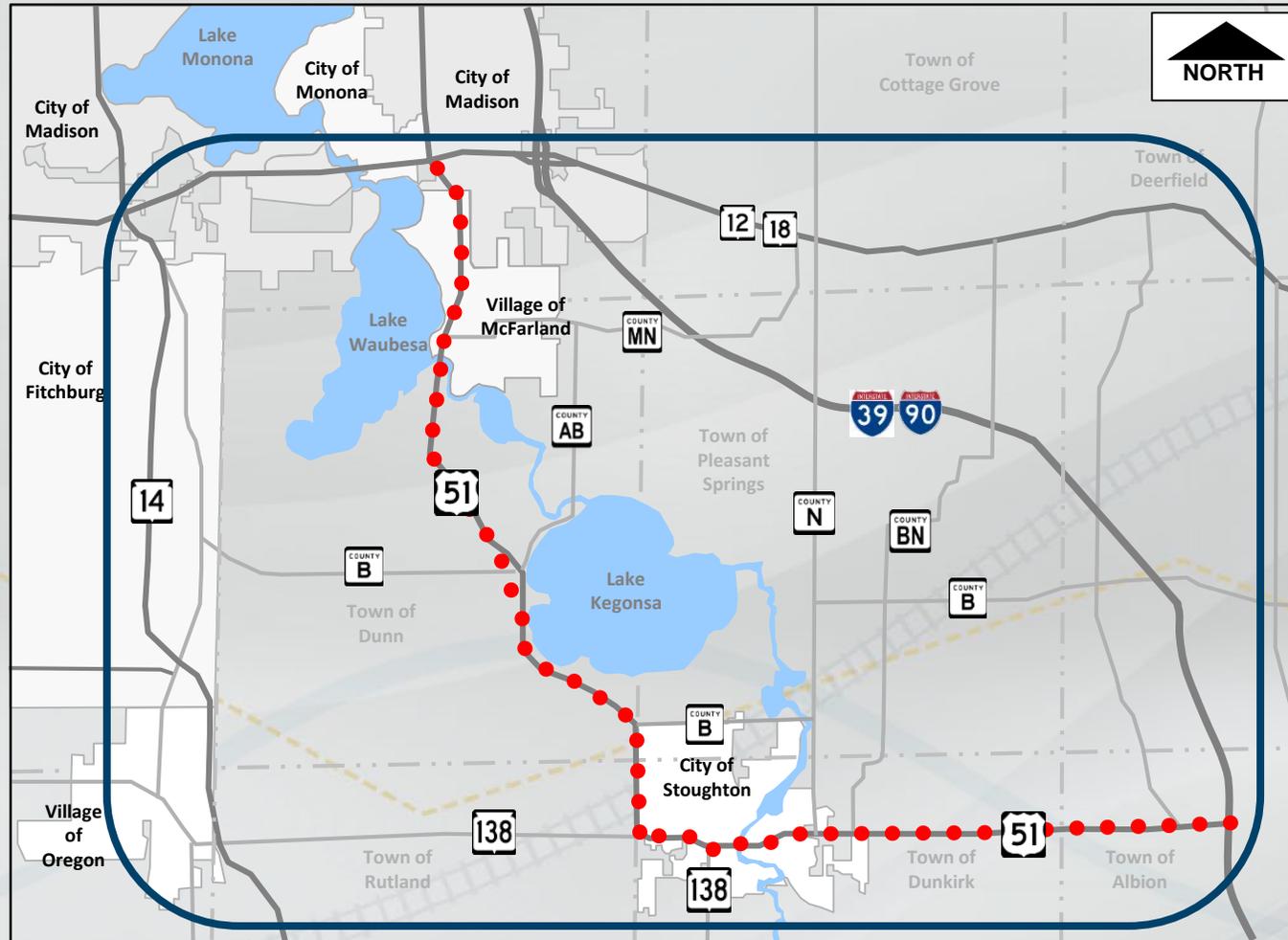
Presentation Outline

- US 51 Study corridor
- Project purpose and need
- Alternative H (Preferred)
- Design changes since public meeting in 2019
- Study schedule
- Methods to provide input



US 51 Corridor Study Area

Southeast quadrant of Dane County



Project Purpose and Need

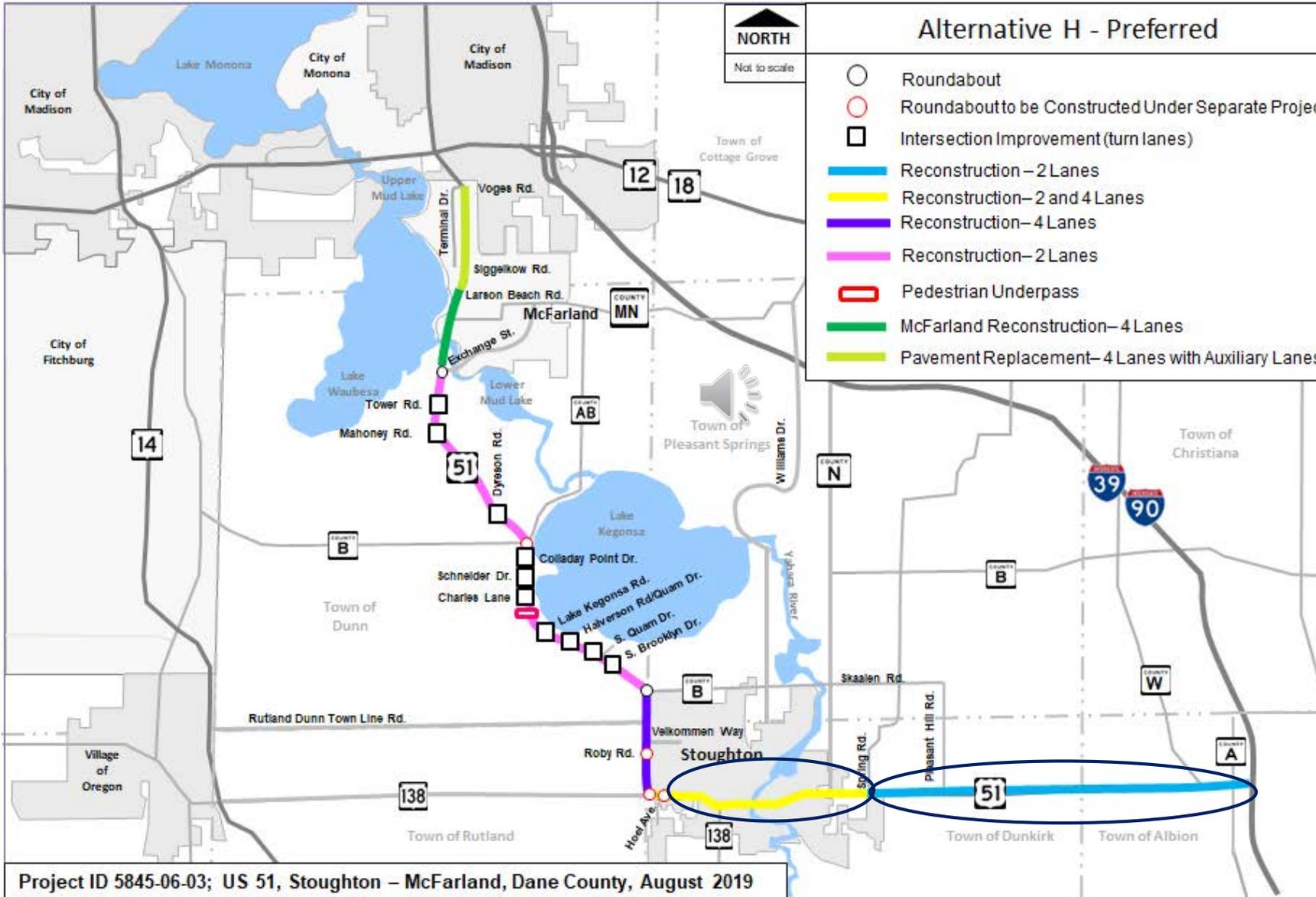
Provide a safe and efficient transportation system in the US 51 corridor to serve present and long-term travel demand while minimizing disturbance to the environment.



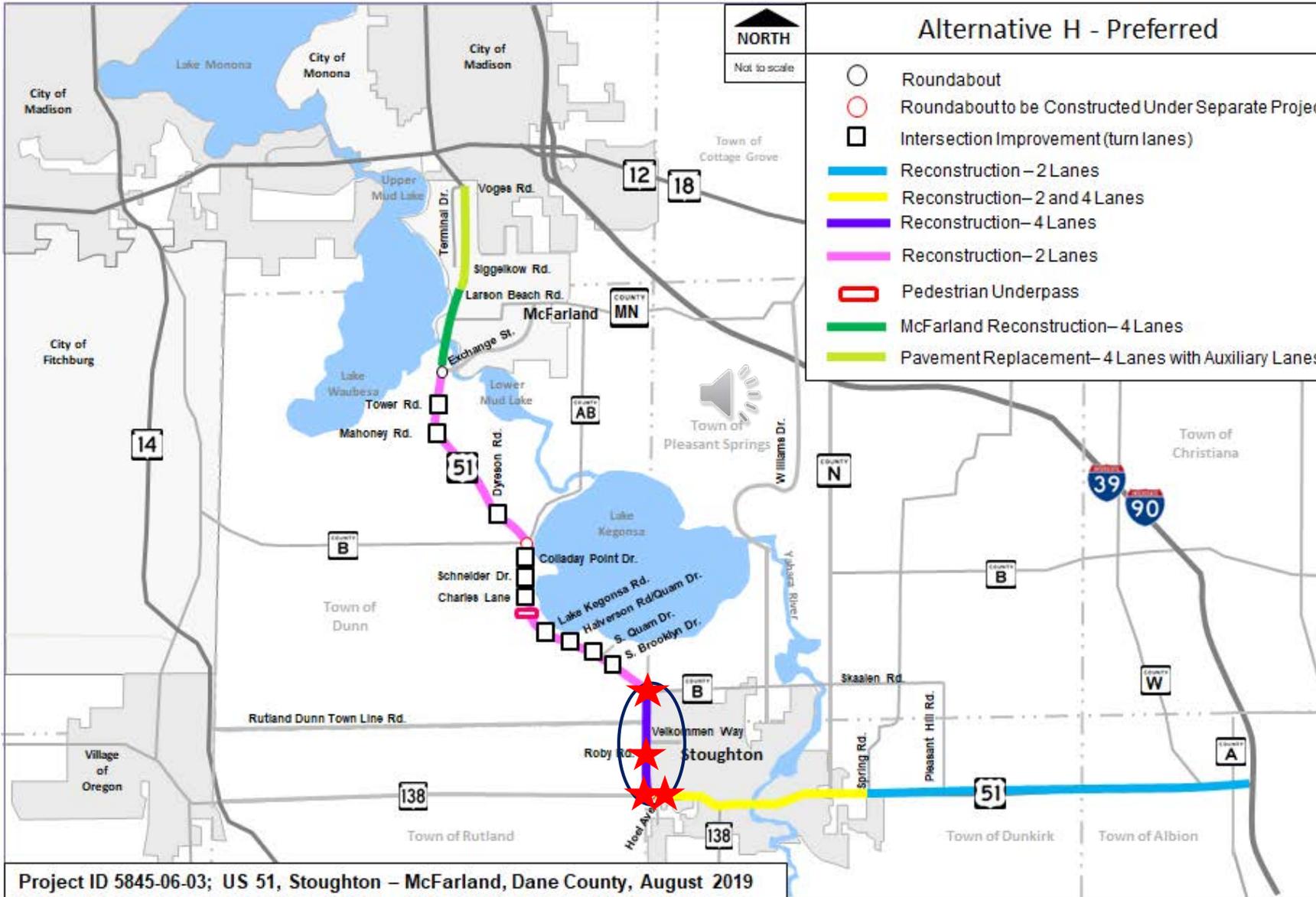
- Address safety
- Address pavement condition
- Address travel demand
- Improve bicycle and pedestrian accommodations
- Corridor preservation and long-term planning



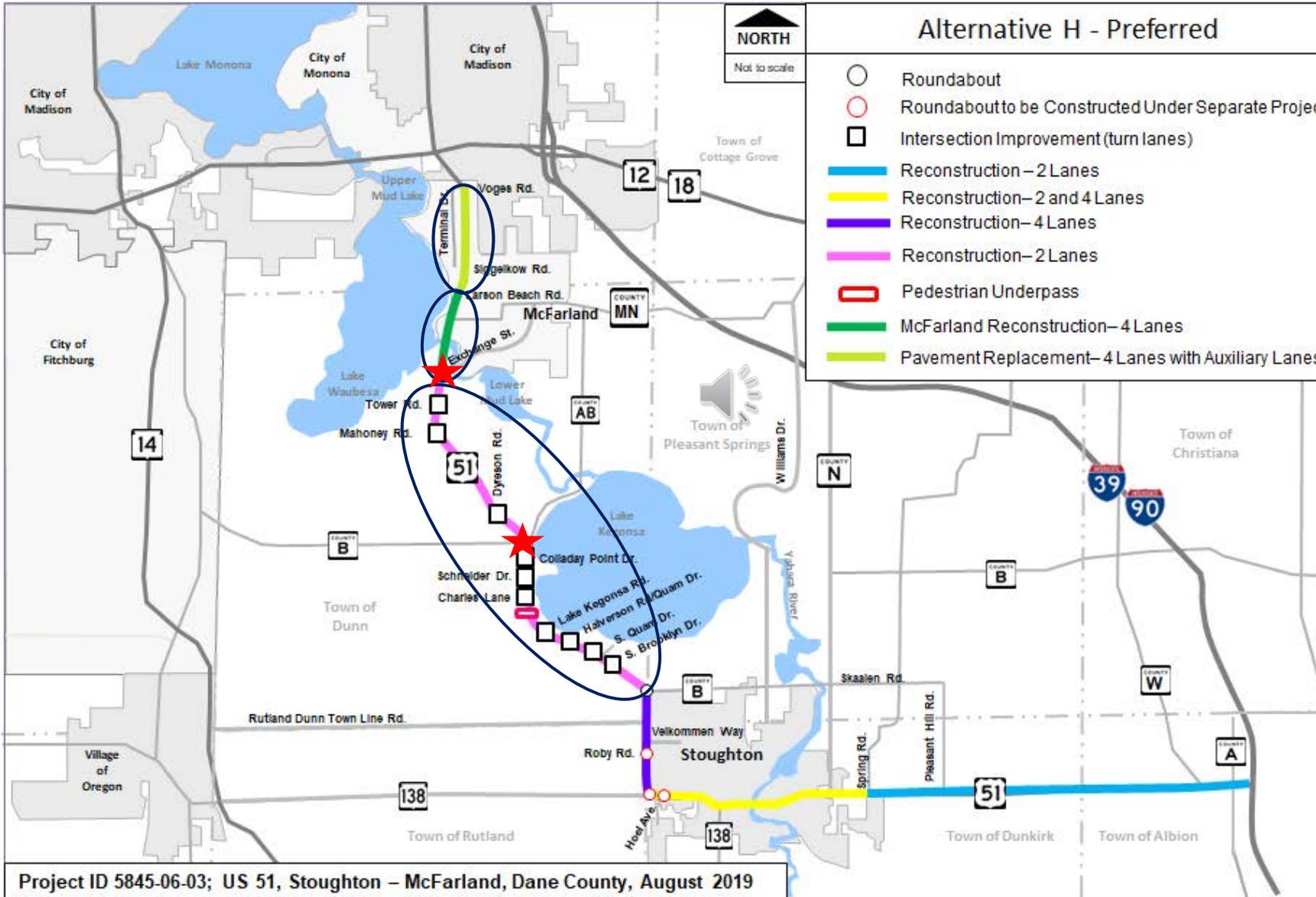
Alternative H - Hybrid



Alternative H - Hybrid



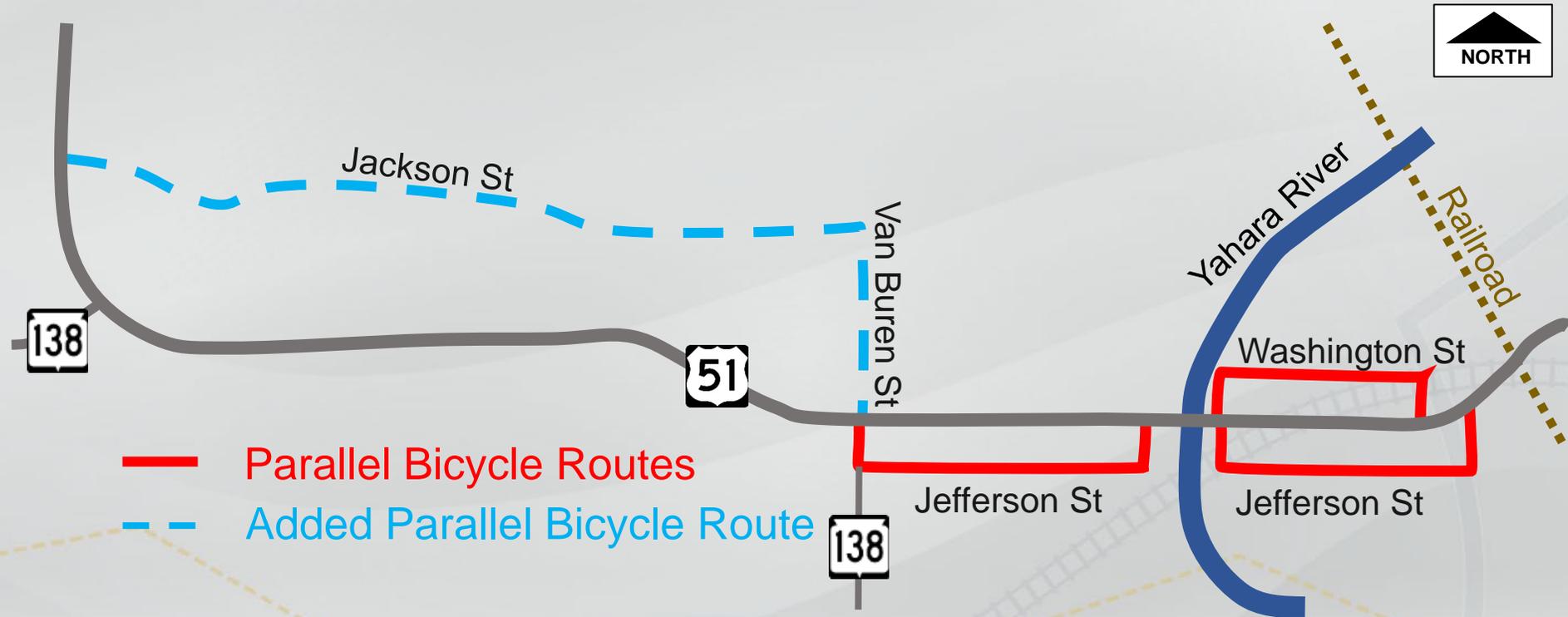
Alternative H - Hybrid



Design changes since public meeting in fall 2019



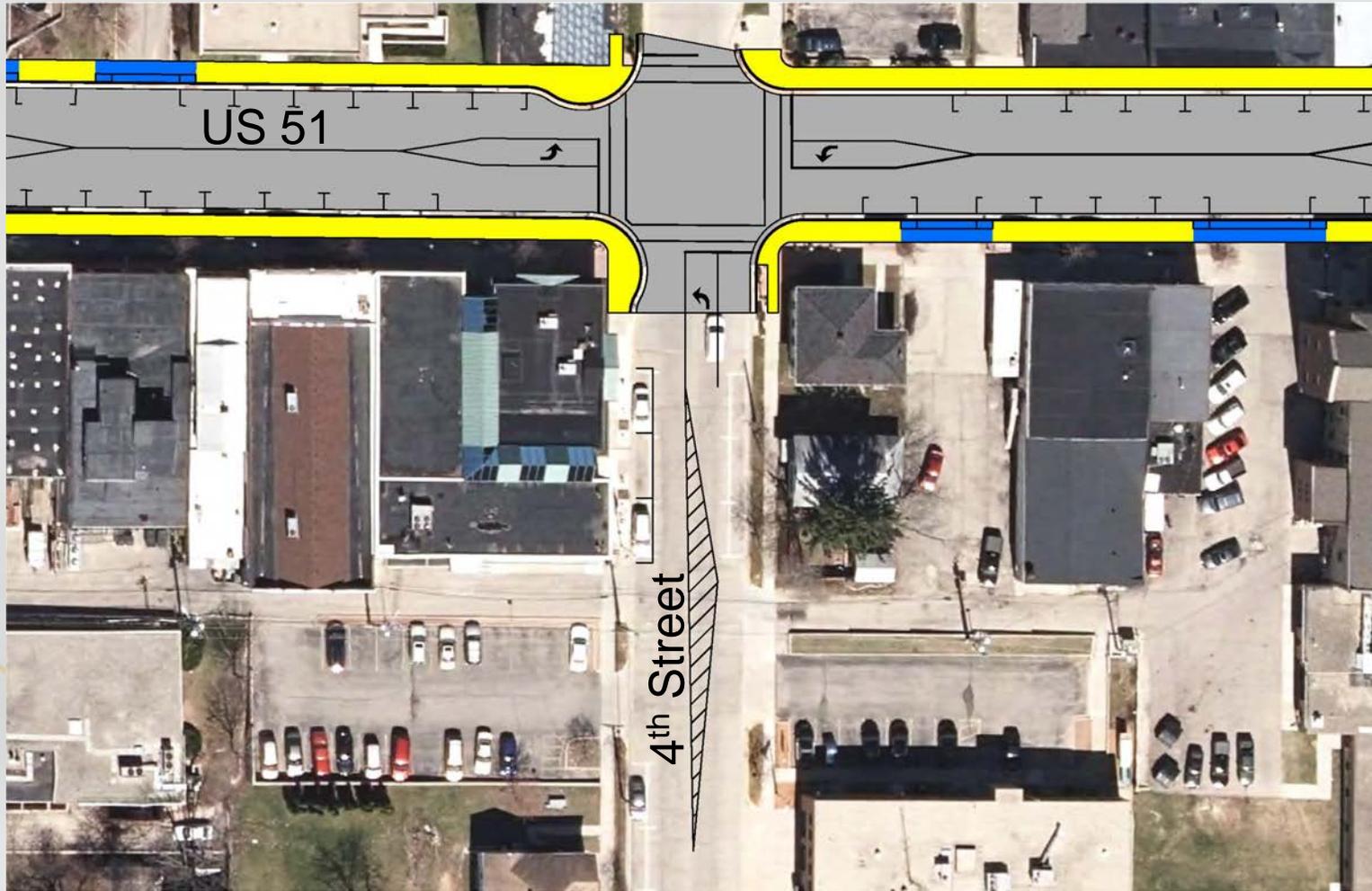
Stoughton – Bicycle Accommodations



Proposed parallel bicycle routes – 1.6 Miles
Bicycle lanes provided east of the railroad – 1.4 Miles



Stoughton – 4th Street



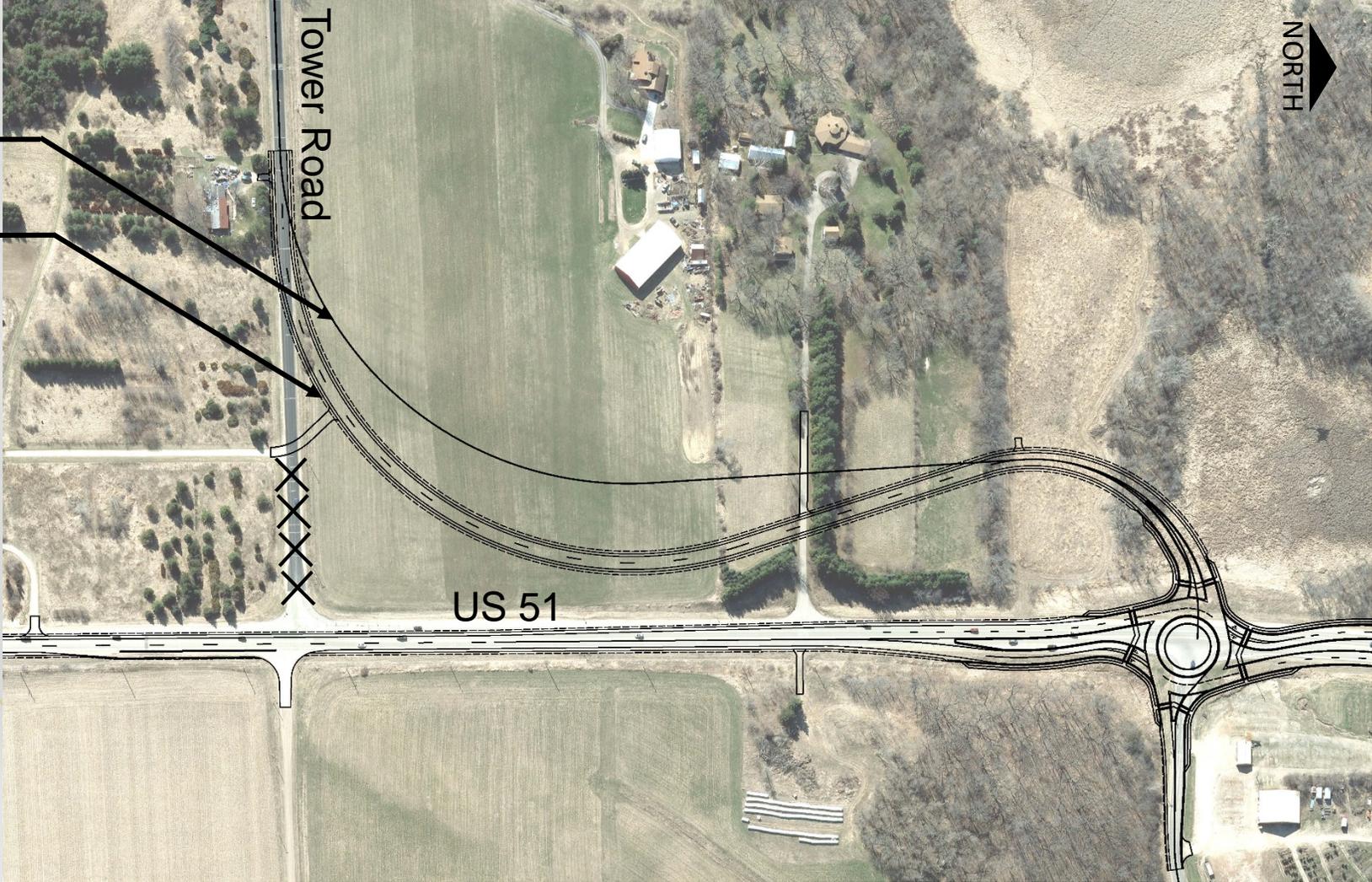
Adjusted pavement marking to add westbound left-turn lane on 4th Street



Town of Dunn – Tower Road

Previous realignment

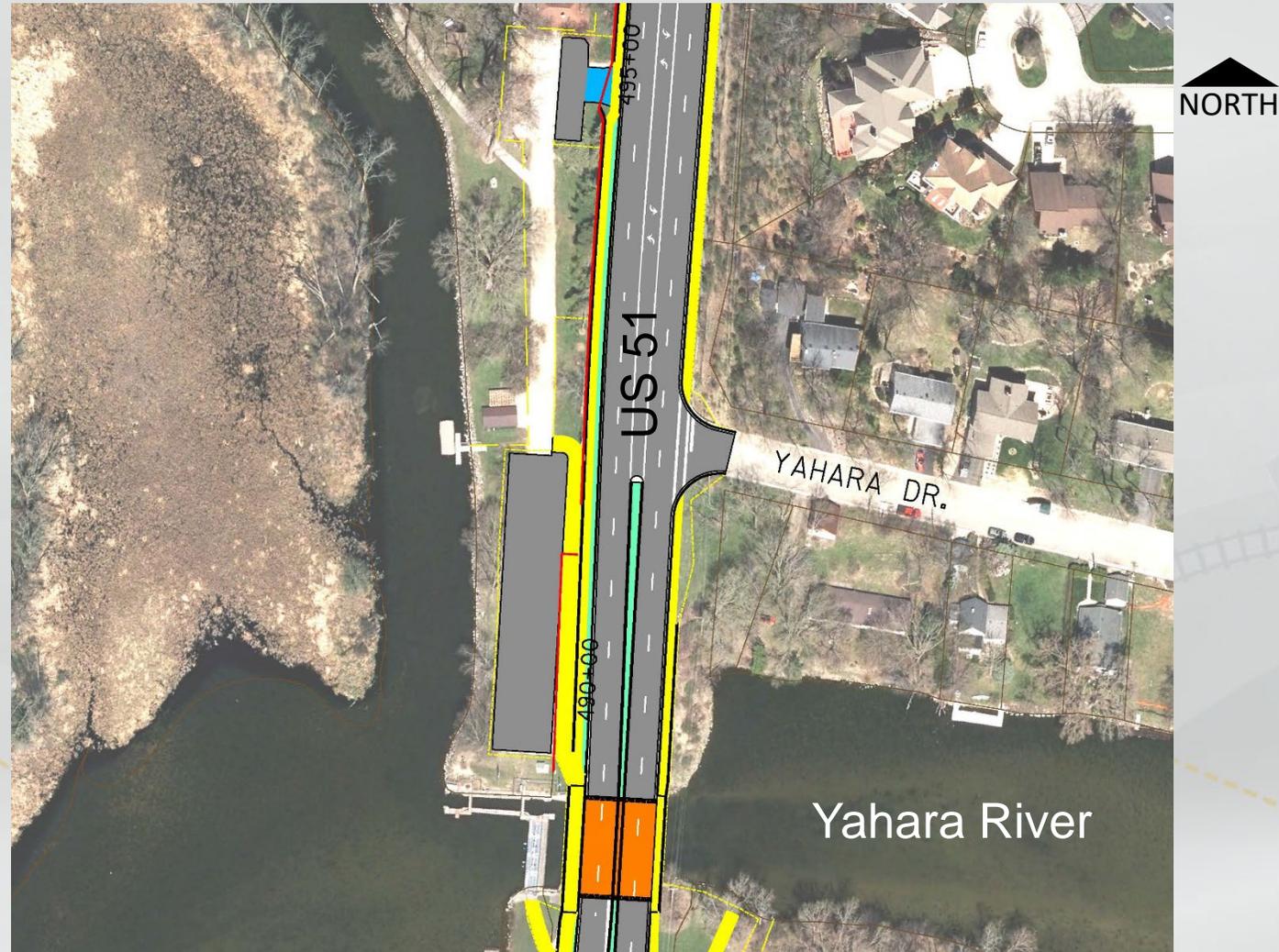
Adjusted realignment



Adjusted Tower Road realignment to reduce impacts



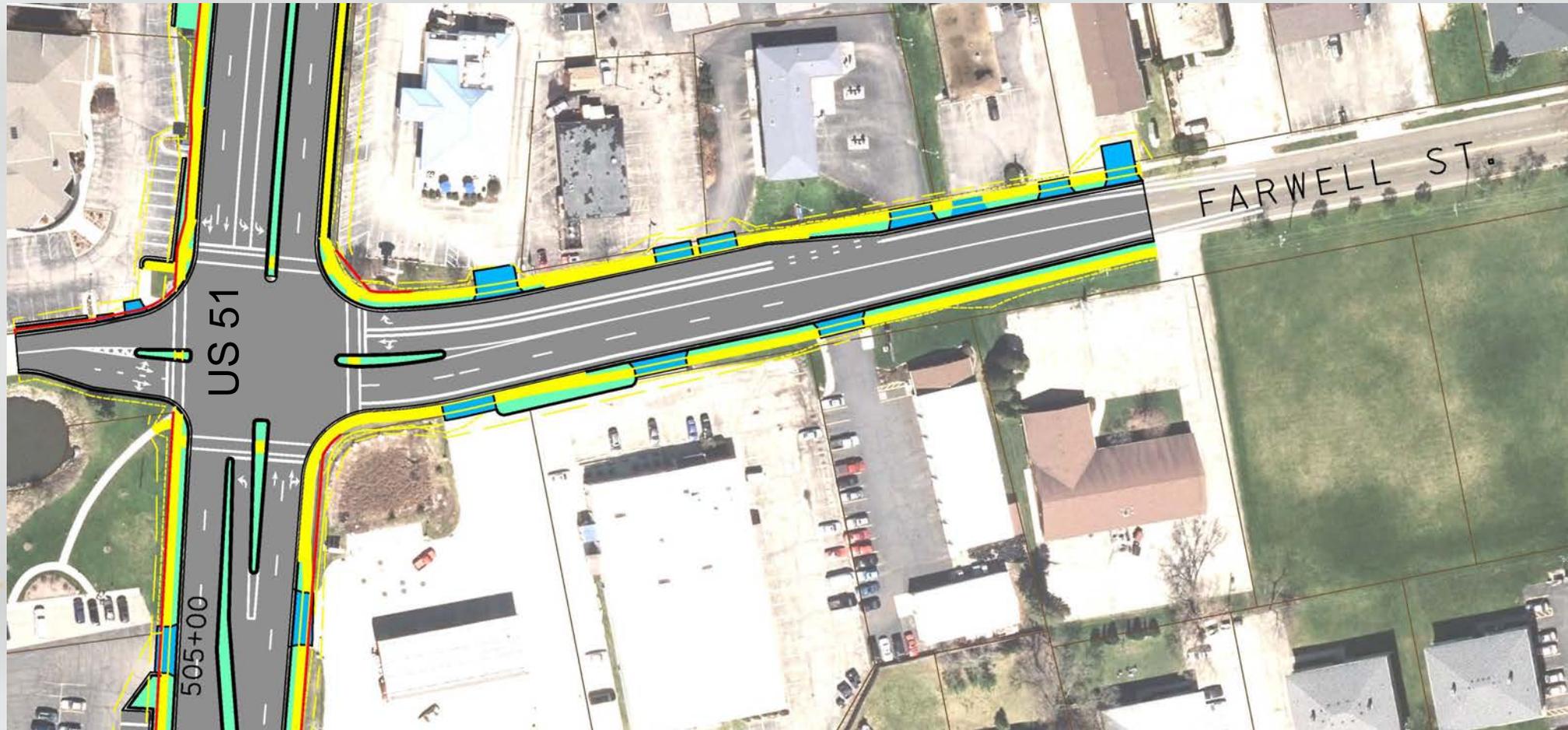
McFarland – Yahara Drive



Removed access restrictions at Yahara Drive



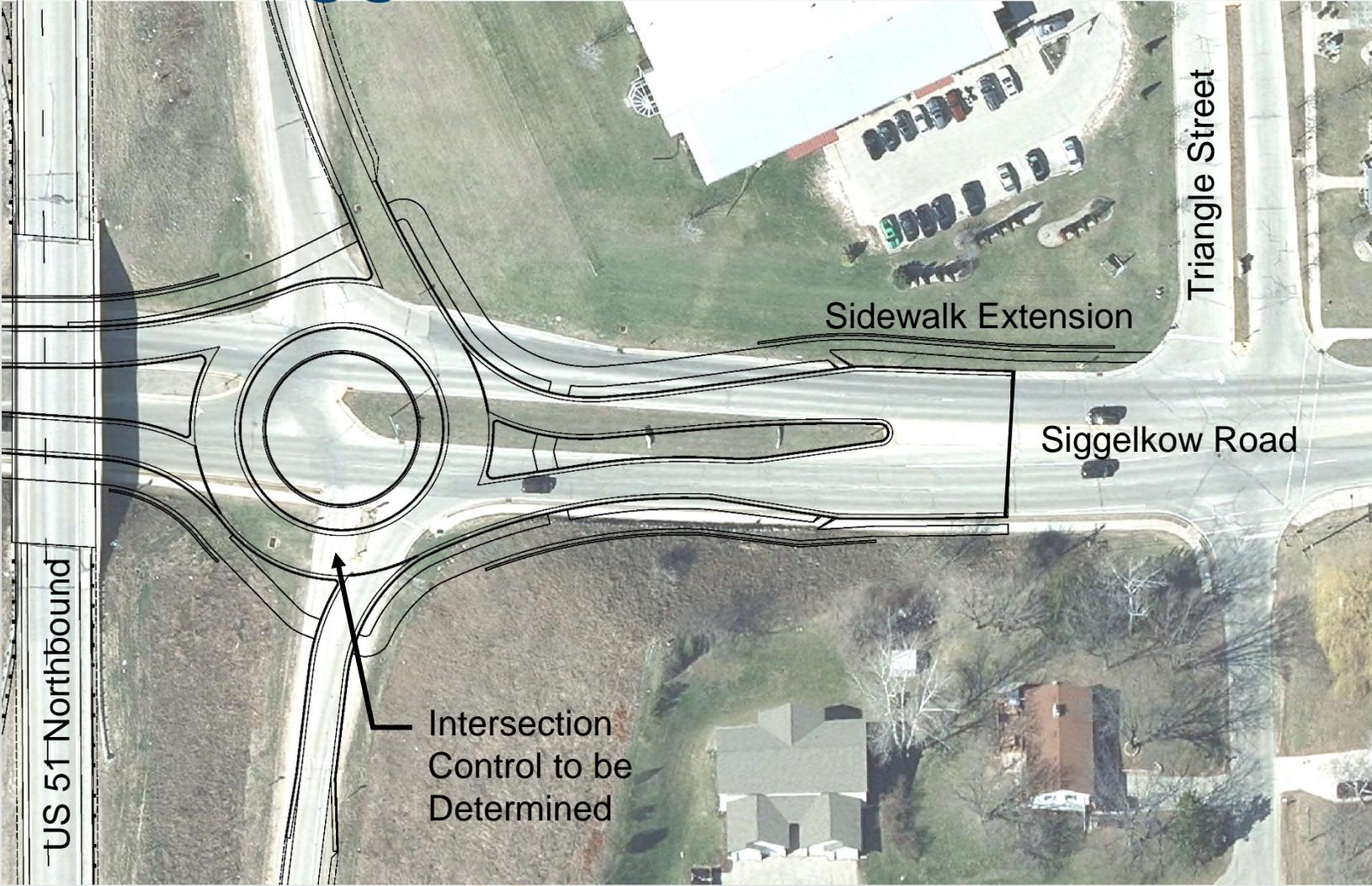
McFarland – Farwell Street



Added bicycle lanes on Farwell Street



McFarland – Siggelkow Road Sidewalk Extension

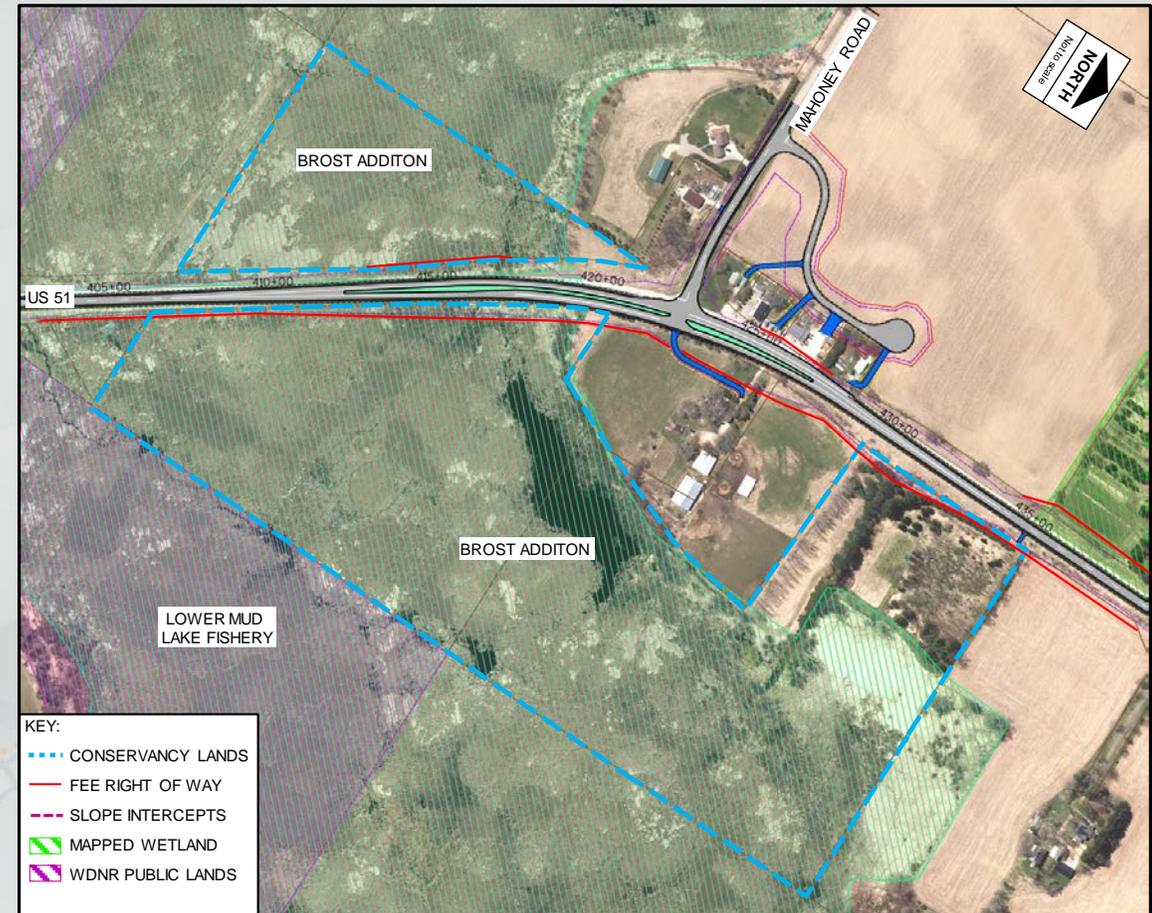


Extended Sidewalk on Siggelkow Road from northbound US 51 Ramp Terminal to Triangle Street



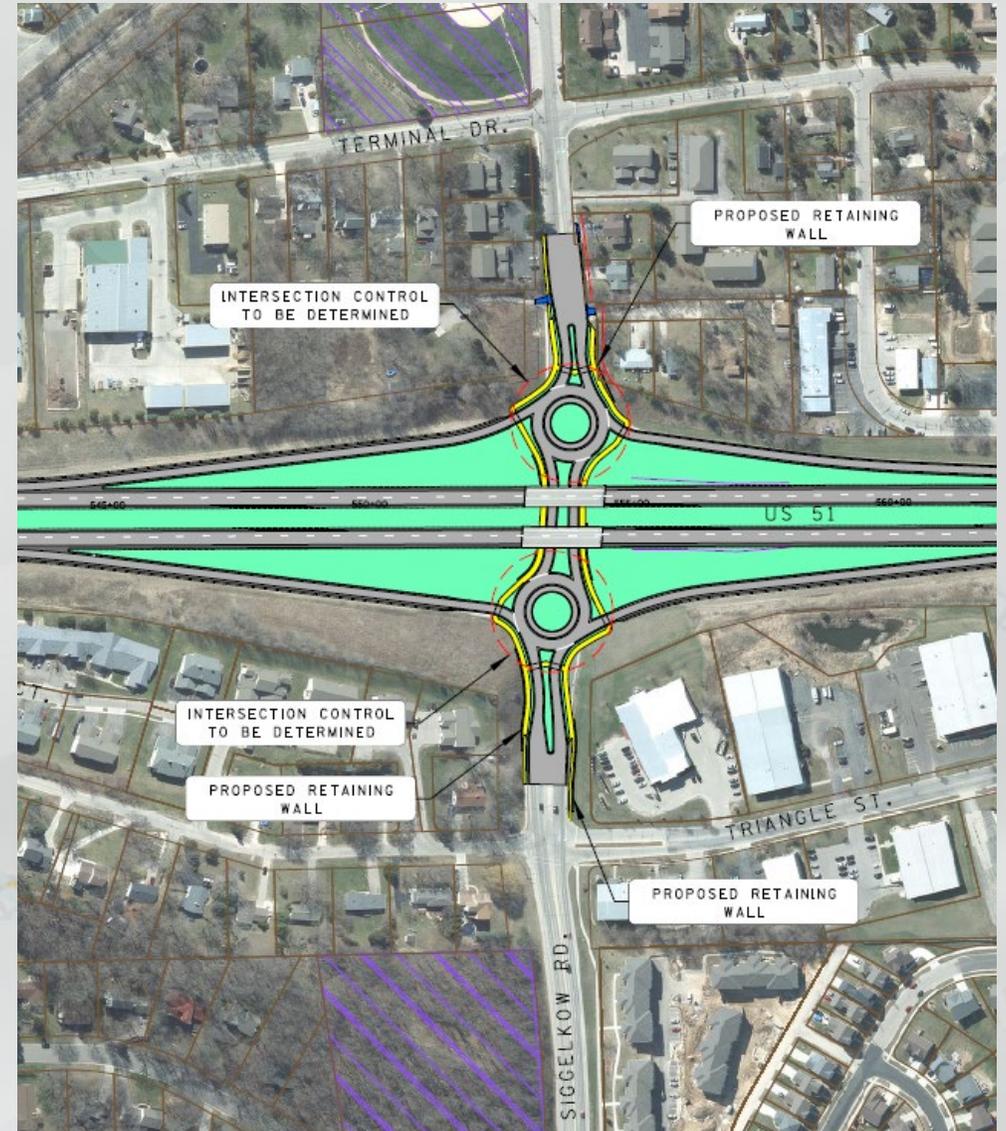
Brost Addition

- Land adjacent to US 51 Corridor purchased for conservation in 2020
 - Land has protection under Section 4(f)
- Alternative H will impact Brost Conservation Easement Land
- WisDOT pursuing a *De Minimis* Finding for Impacts
 - WisDOT is coordinating with Wisconsin DNR and Groundswell Conservancy



US 51 and Siggelkow Road ramp terminals

- Intersection control needed at southbound ramp terminal
 - Roundabout or traffic signal
- No control needed at northbound ramp terminal
 - May be added for interchange consistency and driver expectation
- Public input will factor into decision on the type of intersection control selected



NORTH



Summary of Anticipated Impacts

ENVIRONMENTAL ISSUE	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



Other Programmed Projects

- Pavement rehabilitation/replacement

2020 Construction – completed

- Page Street to Hoel Avenue

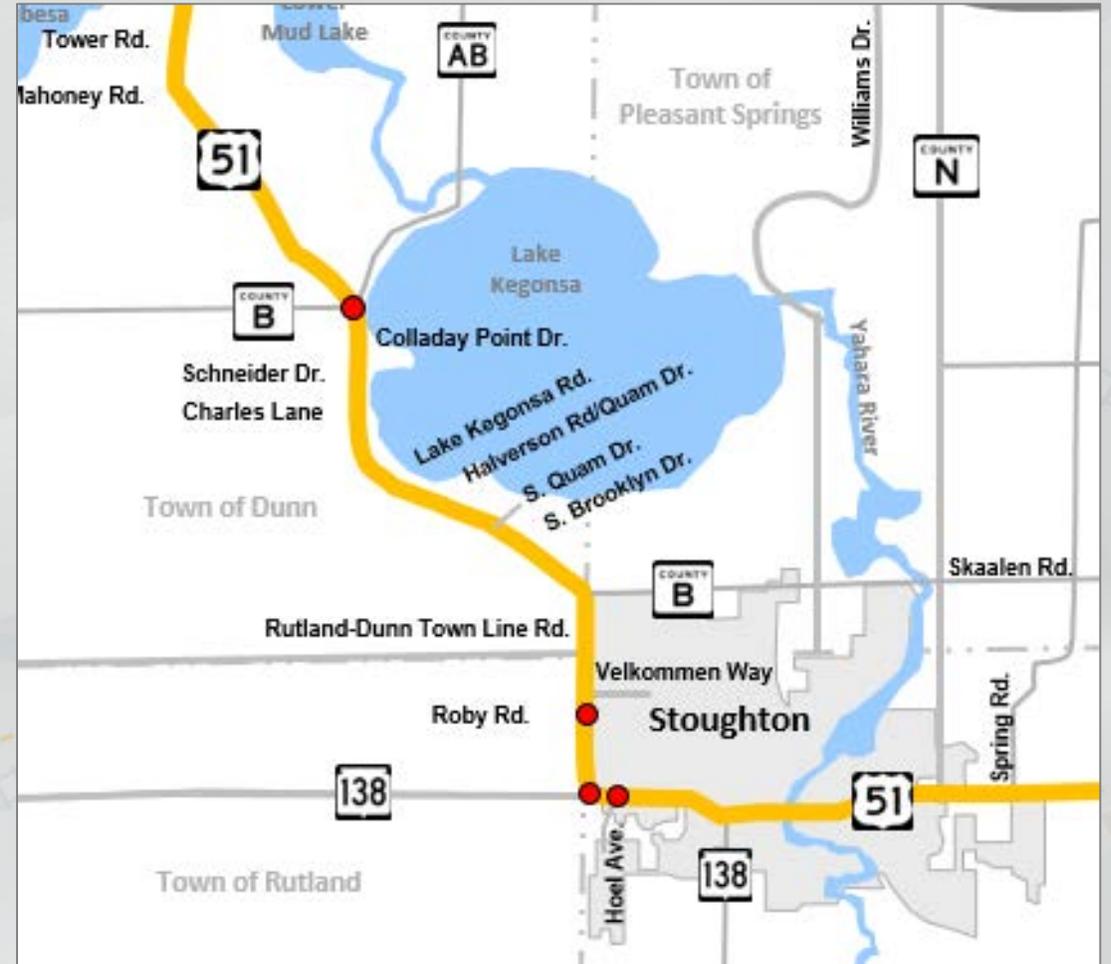
- Roundabouts

2022 Construction

- Roby Road
- WIS 138 (west)
- Hoel Avenue

2024 Construction

- County B/County AB



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 - Spring 2021
- Anticipated Study Completion



Opportunities to Provide Input

- **Study website**
 - Go to wisconsindot.gov and search "US 51 Study" and select "US 51 Corridor Study (Stoughton to McFarland)"
- **Comment Form – available on study website**
 - Select Survey – online form submitted directly to Study Team
 - Downloadable form – print and mail to Study Team at:
Wisconsin Department of Transportation, Attn: Jeff Berens
2101 Wright Street
Madison, WI 53704
- **Send comments via email**
 - Jeff.Berens@dot.wi.gov

****Please return comments to study team by October 23, 2020****





US 51 Corridor Study Stoughton-McFarland

Thank you for your interest
and comments!



Virtual Public Involvement Meeting

October 6, 2020

