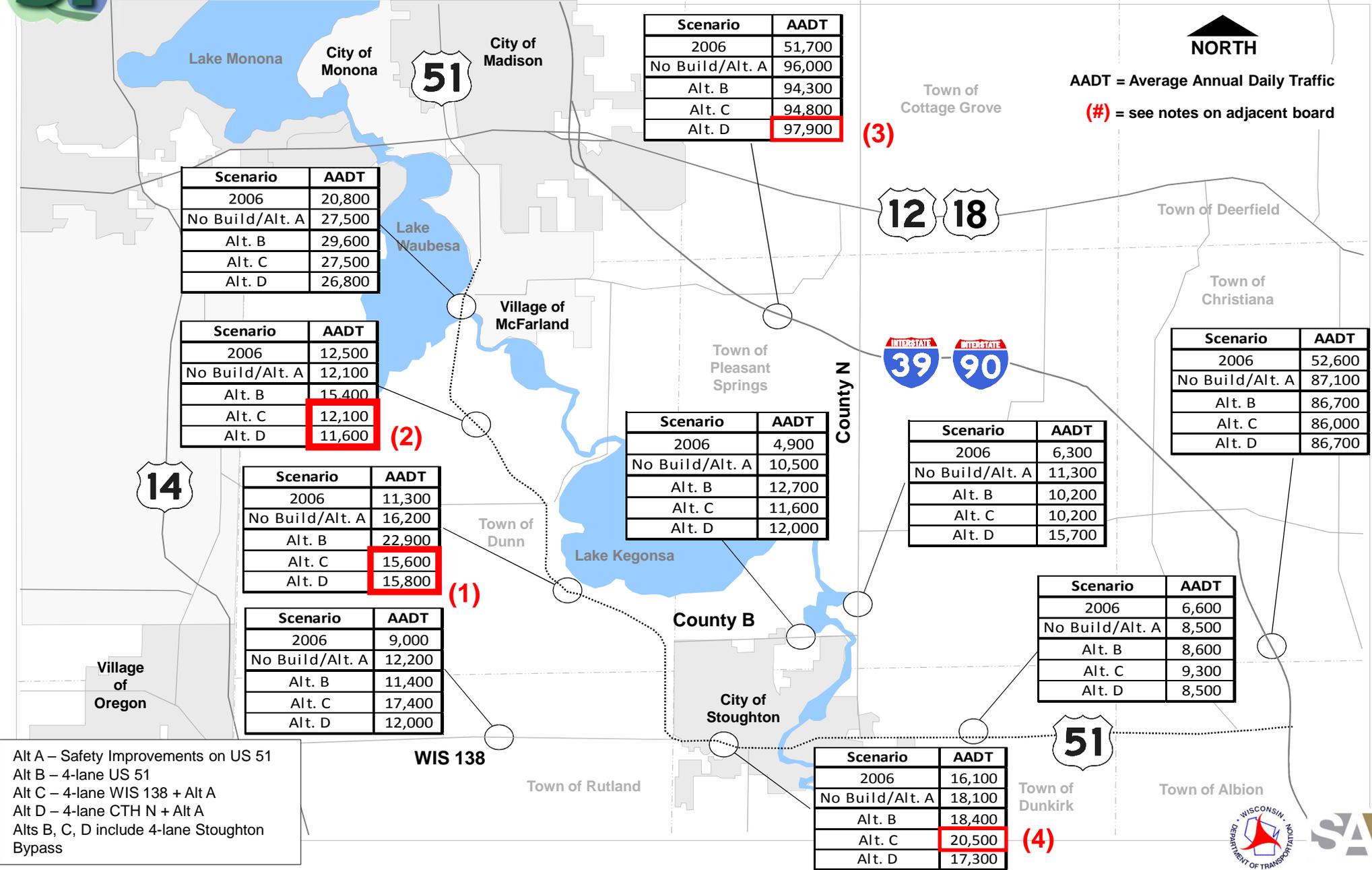


Reasons for Dismissal of Alternatives C and D





Reasons for Dismissal of Alternatives C and D

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Safety: 4-lane improvement to Alternatives C & D (WIS 138 / County N) does not address safety concerns on US 51. These include: pedestrian safety, substandard horizontal and vertical curves; poor visibility at intersections; obstacles too close to the roadway; and lack of turning lanes and passing opportunities.

Traffic Volumes: Refer to map exhibit and items (1) through (4) below.

- (1) Future traffic volumes on US 51 between County B East and County B/AB will exceed the 4-lane threshold (about 15,000 AADT) even if WIS 138 (Alternative C) or County N (Alternative D) are expanded to 4 lanes.
- (2) Alternatives C and D do not draw an appreciable amount of US 51 traffic away from the corridor.
 - Alternative C ~ Projected traffic volumes on US 51 are the same as those with the No Build or Low Build (Alternative A)
 - Alternative D ~ Reduces traffic volumes on US 51 by only 4 percent compared to the No Build or Low Build (Alternative A)
- (3) Increased use of the interstate as a local route is an undesirable attribute of Alternative D.
 - Alternative D compared to No Build and Low Build (Alternative A): adds 1,900 daily vehicles to I-39 (between Madison South Beltline and County N)
 - Alternative D compared to Alternative B: adds 3,600 daily vehicles to I-39
 - Alternative D compared to Alternative C: adds 3,100 daily vehicles to I-39
- (4) Alternative C increases traffic volumes through the City of Stoughton.
 - Capacity improvements through downtown Stoughton have not been studied because of known historic and substantial property impacts.