



# US 51 Corridor Study

Stoughton-McFarland

I-39/90 to US 12/18

Dane County

**Public Involvement Meeting Presentation**

August 26, 2015

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WisDOT Project Manager

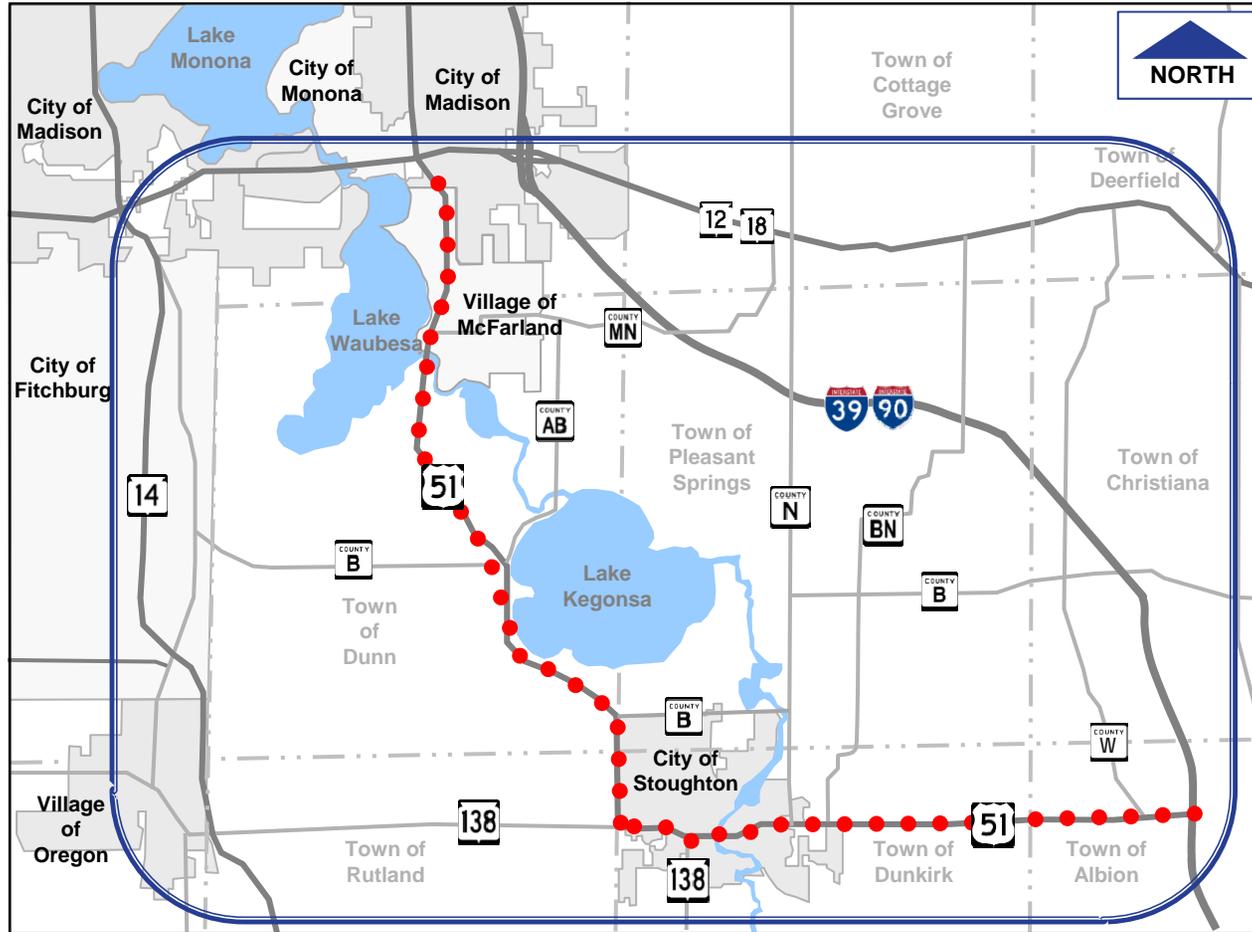


# Presentation Outline

- ▶ General Overview
  - Study purpose
  - Corridor needs
  - Study history
- ▶ Updated study approach
- ▶ Near-term alternatives
- ▶ Schedule
- ▶ Questions



# US 51 Study Area



# Project Purpose and Need

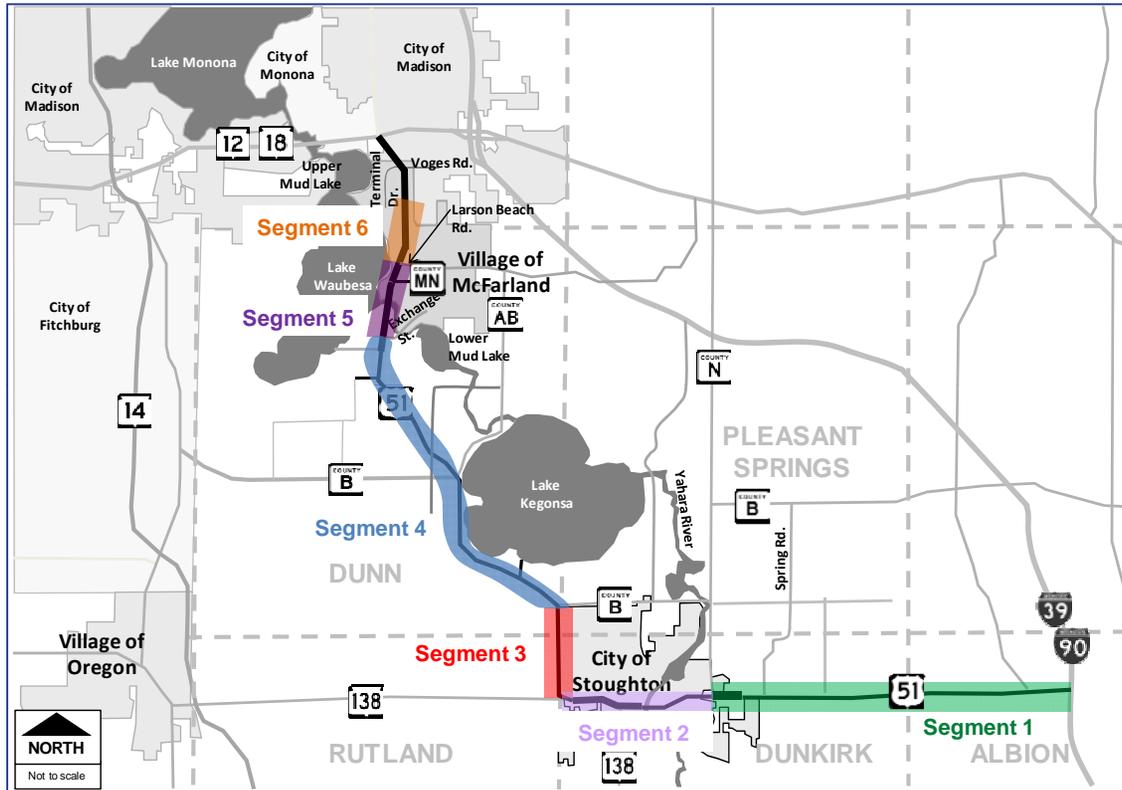
Provide a safe and efficient transportation system in the US 51 corridor to serve present and long-term travel demand while minimizing disturbance to the environment.



1. Improve Safety
2. Accommodate Travel Demand
3. Improve Bicycle and Pedestrian Accommodations
4. Corridor Preservation & Long-Term Planning
5. Improve Deteriorated Pavement



# Project Need - Safety



## Total Crash Rates - (2009-2013)

**Segment 1:** 1.0 x SWA

**Segment 2:** 1.9 x SWA

**Segment 4:** 1.8 x SWA

**Segment 6:** 1.5 x SWA

## Fatal Crash Rates - (2009-2013)

**Segment 1:** 4.9 x SWA (3 Fatalities)

**Segment 2:** 2.9 x SWA (1 Fatal)

**Segment 3:** 6.1 x SWA (1 Fatal)

**Segment 4:** 4.0 x SWA (4 Fatalities)

➤ 9 fatal and 17 severe injury crashes on US 51 between 2009 and 2013



# Project Need – Traffic Operations

Operations modeling shows:

- Increased congestion between County B (East) and Mahoney Rd.

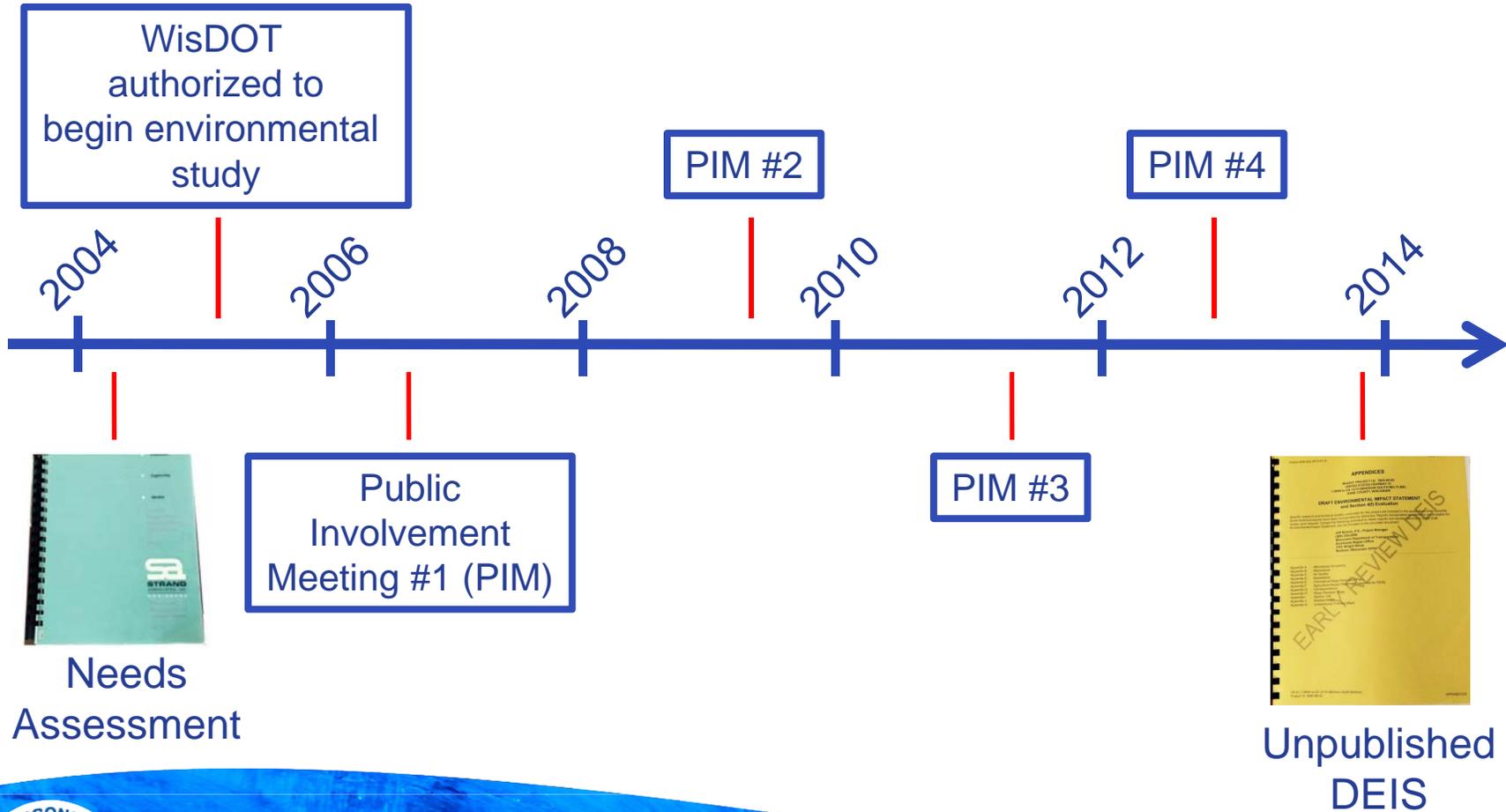


- Poor operations at 13 unsignalized intersections between Stoughton and McFarland.

- Traffic back-ups on US 51 blocking side road access in downtown Stoughton.

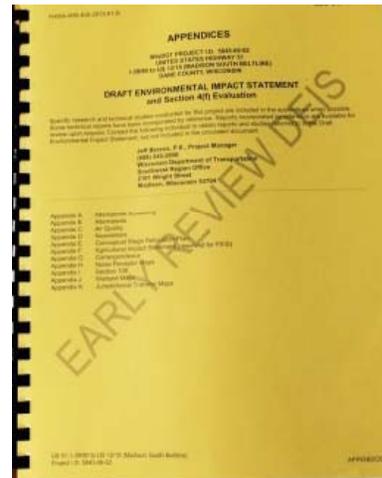


# Study Timeline



# Fiscal Constraint Requirement 2013 Draft EIS Unpublished

**Federal fiscal constraint requirement:**  
*Improvements selected in an environmental document must be funded within 6 years of document approval.*



- Unpublished 2013 Draft EIS:
- Construction time frame not defined.
  - Funds to fully address all needs not available.



# Two-Stage Approach

Stage 1

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Near-Term

Environmental  
Assessment  
(EA)

Stage 2

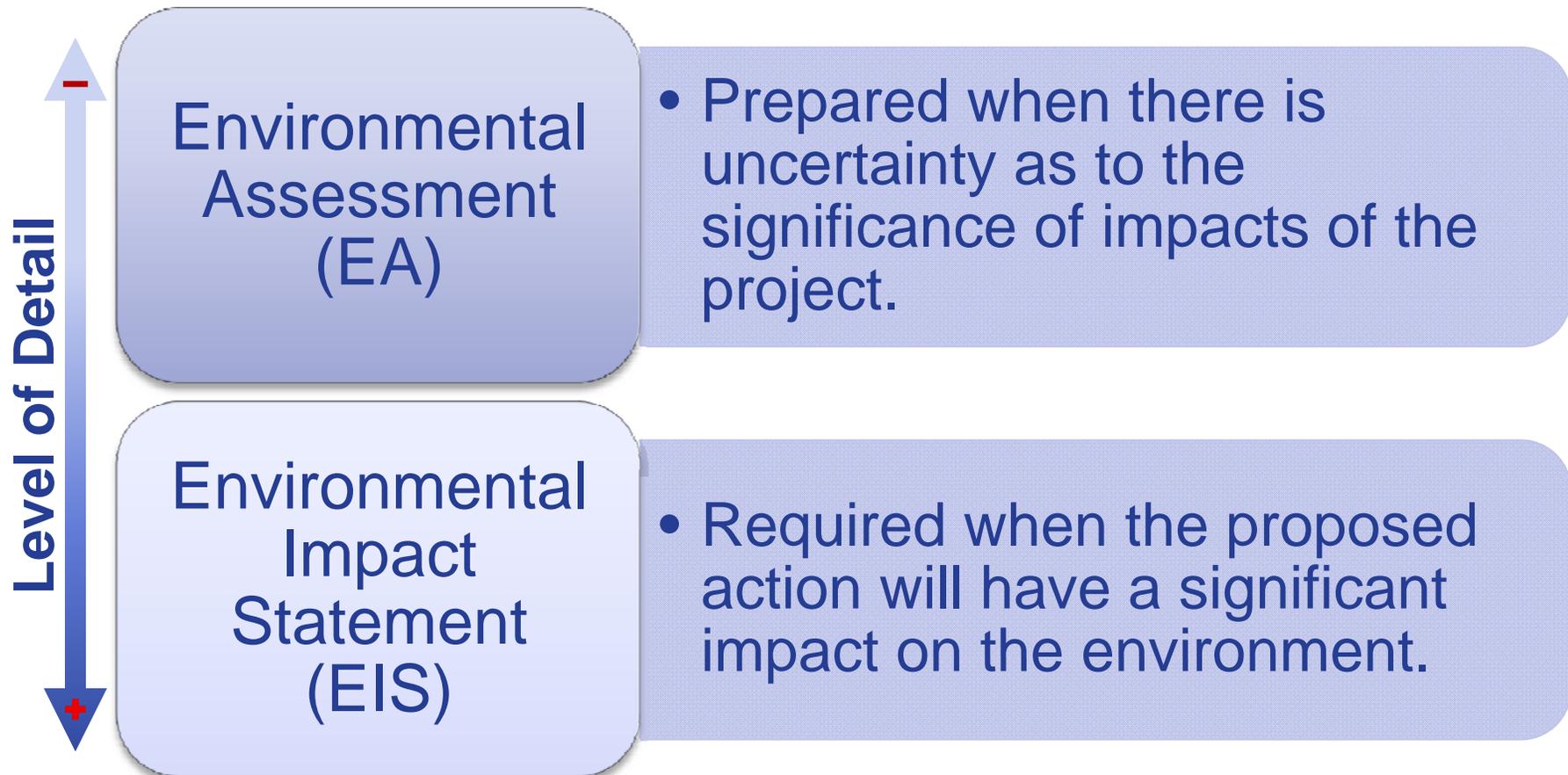
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Long-Term

Tier 1  
Environmental  
Impact  
Statement (EIS)



# NEPA Environmental Documents



# Stage 1: Environmental Assessment (EA)

- Complete document for near-term improvements that are anticipated to be funded within 6 years of EA approval.
  - Intersection safety and operations
  - Pavement condition
  - Bicycle and pedestrian facilities
- Includes provisions for future study of long-term needs.



# Stage 2: Tiered Env. Impact Statement (EIS)

- Tier 1 EIS will evaluate alternative corridors for long-term improvements not anticipated to be funded within 6 years of document approval.
- Analyze corridors on broad scale.
- Tier 1 not subject to fiscal constraint requirement.
- Follow-up Tier 2 environmental documents completed for corridor sections as needed and funding is available.



# Near-Term Improvement Alternatives



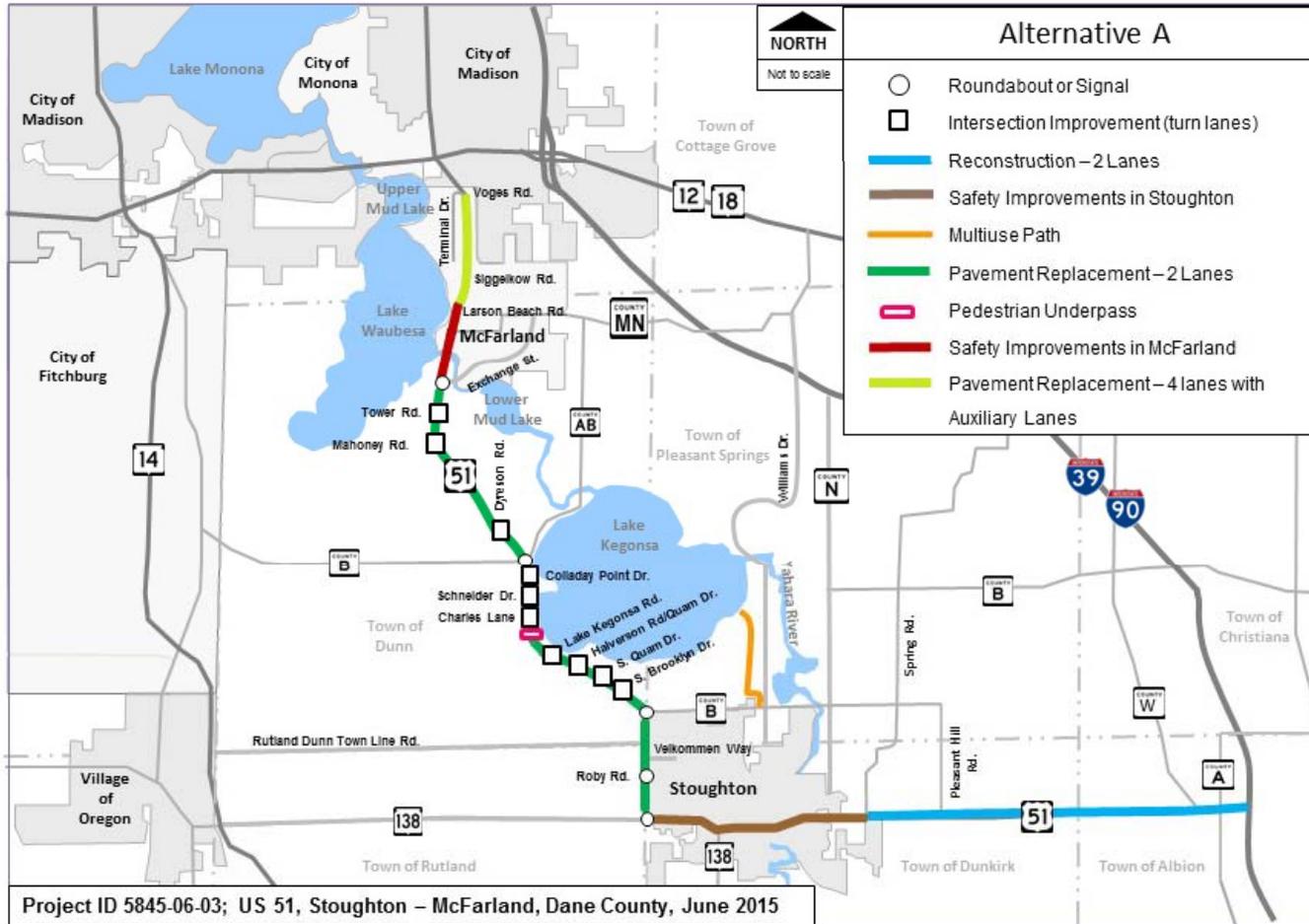
# Alternatives Considered in EA

Alternatives	
A	Low build
B	4-lane
H	Hybrid

- All build alternatives include:
- Reconstruction of US 51 east of Stoughton
  - Pavement replacement north of McFarland
  - Multiuse path from County B to Skyline Drive



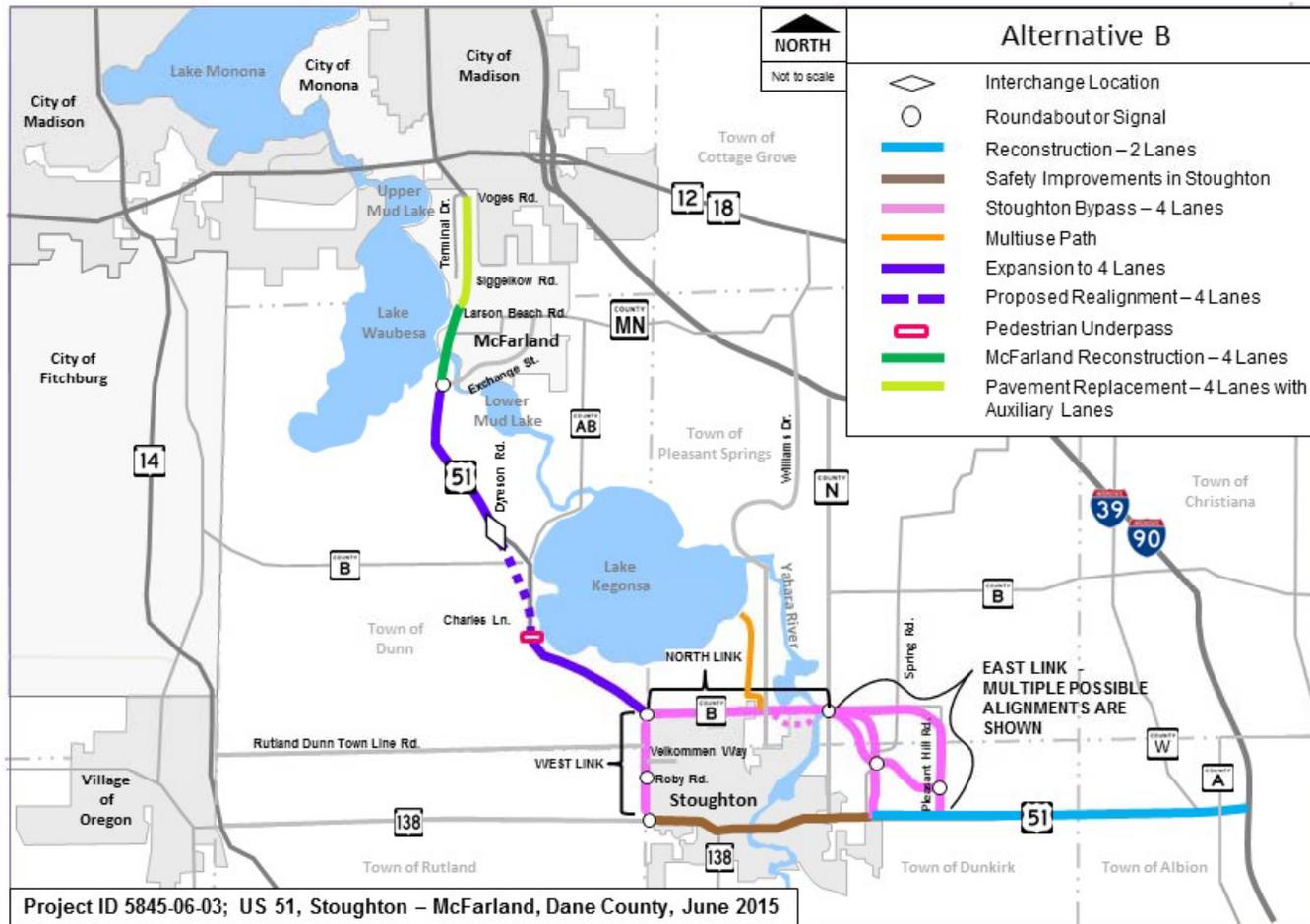
# Alternative A – Low Build



- Pavement replacement between Stoughton and McFarland w/intersection improvements
- Minor safety improvements in Stoughton and McFarland



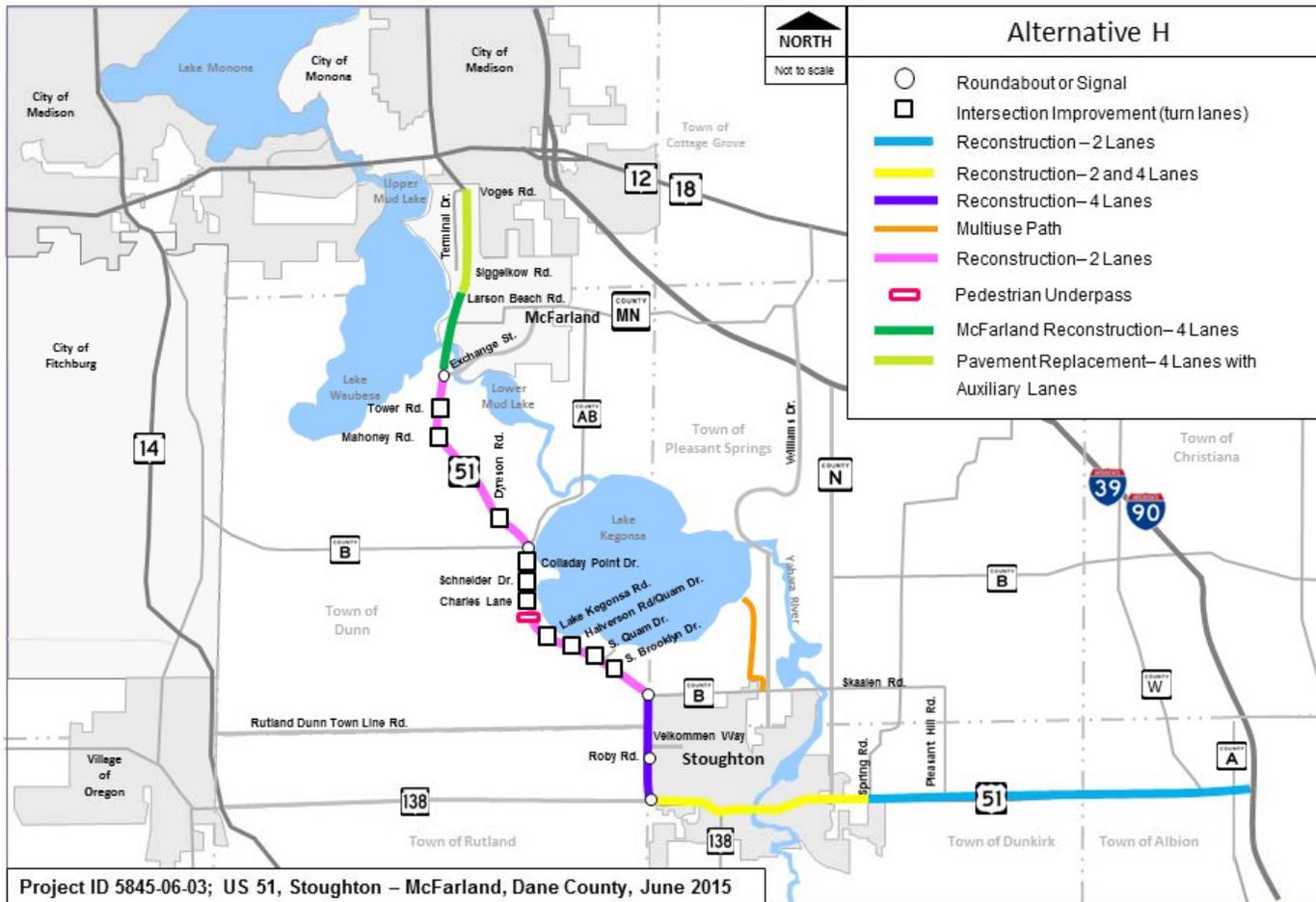
# Alternative B – 4-Lane Expansion



- Reconstruction in McFarland and Stoughton
- 4-lane from Stoughton to McFarland
- Stoughton Bypass



# Alternative H - Hybrid



- Reconstruction in Stoughton and McFarland
- 4-lane on west side of Stoughton
- Pavement Reconstruction w/intersection improvements between Stoughton and McFarland



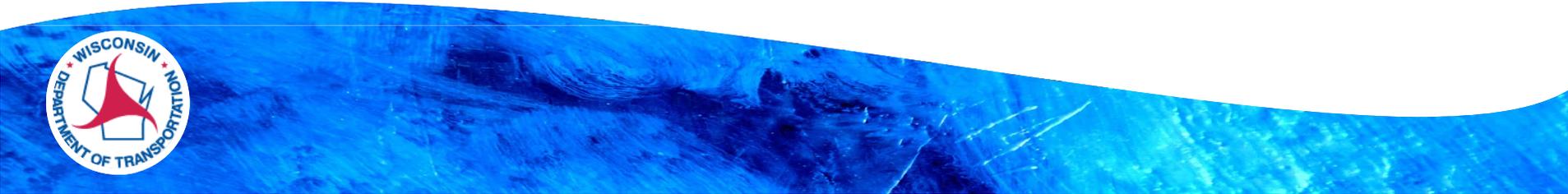
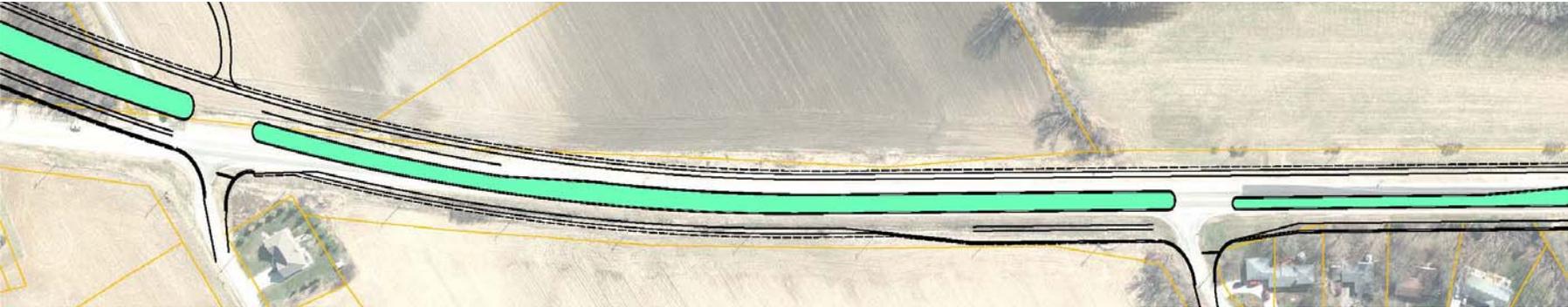
# Notable Design Aspects



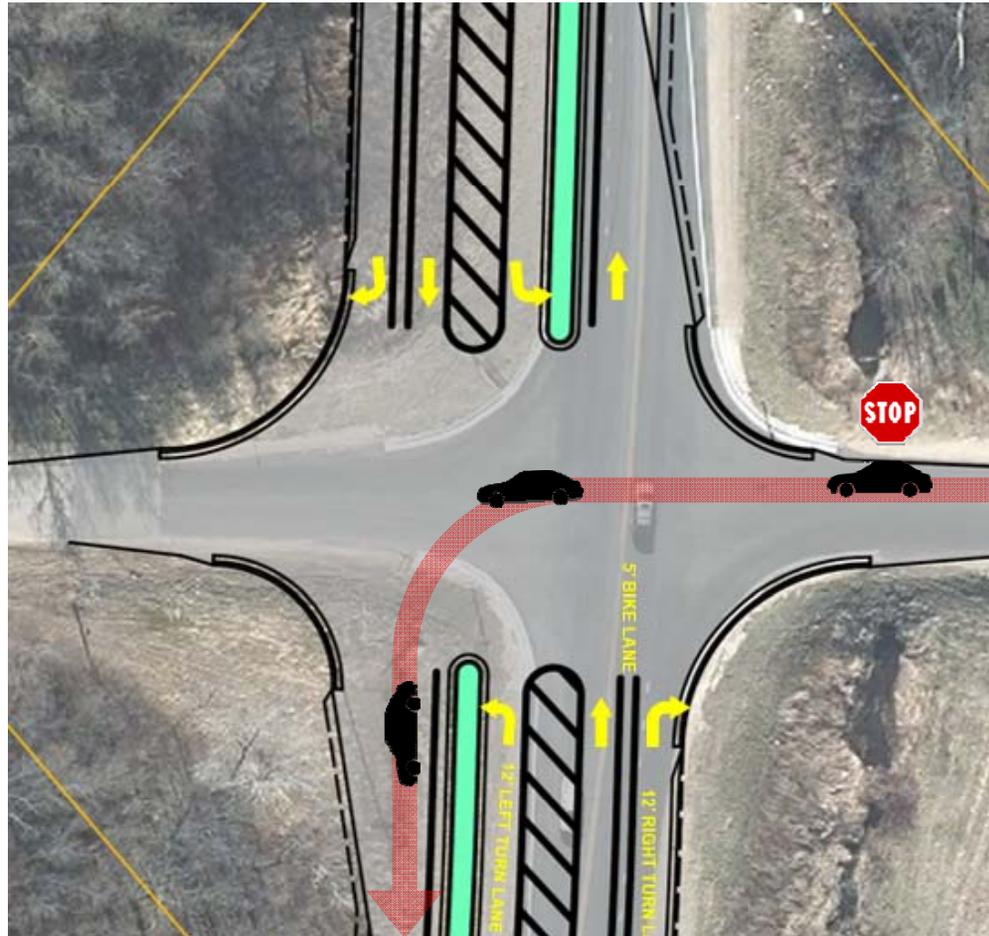
# Alt A & H - Intersection Improvements



# Alt A & H - Median



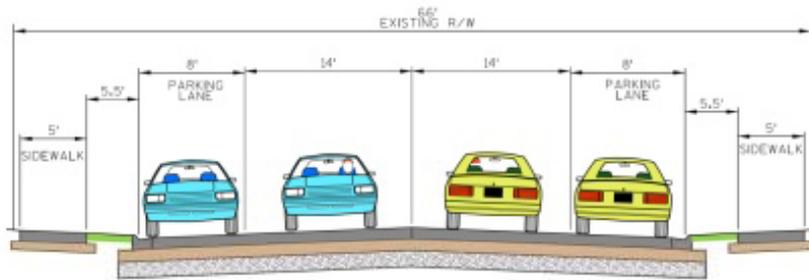
# Alt A & H – Median Crossing



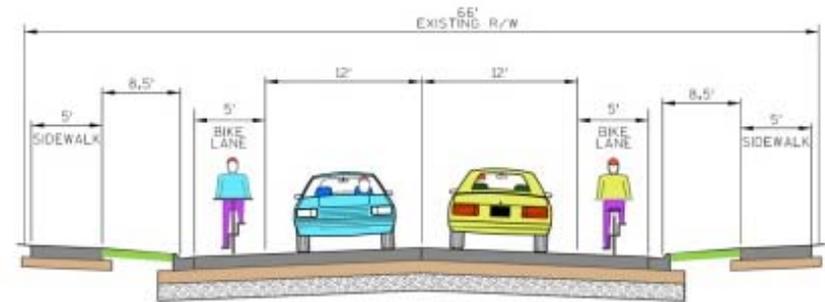
# Alt H - Typical Section Options

## Stoughton: Railroad Crossing to Spring Road

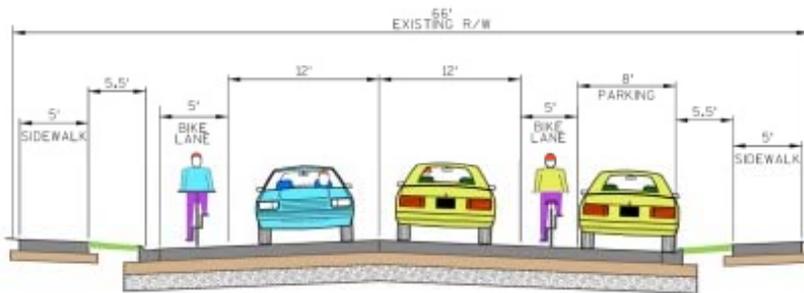
**EXISTING TYPICAL SECTION**



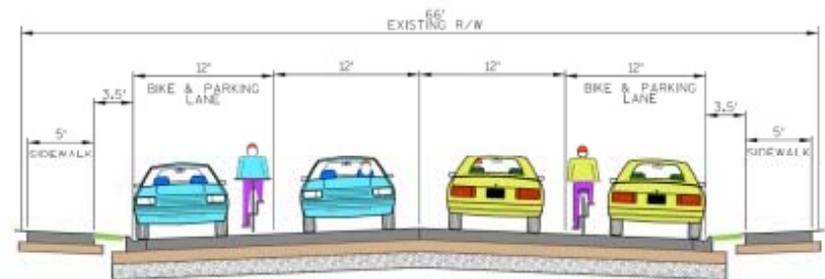
**OPTION 1  
NO PARKING**



**OPTION 2  
PARKING ON ONE SIDE OF THE ROAD**



**OPTION 3  
PARKING ON BOTH SIDES OF THE ROAD**



# Summary of Anticipated Impacts

IMPACTS	Alternative			
	No Build	A	B	H
<b>Total Cost</b> (Millions, in 2014 \$)	\$25	\$95	\$265 to \$280	\$135
<b>Potential Relocations</b>	0	3	22 to 33	6
<b>Land Converted to R/W (acres)</b>	0	97	293 to 320	110
Wetland Area	0	7	10 to 12	7
Agricultural Area	0	63	216 to 256	66
<b>Fiscal Constraint Requirement Met?</b>	Yes	Yes	No	Yes



# Study Schedules

## Environmental Assessment (EA)

Spring 2016

Draft EA available for public review

Spring 2016

Public hearing on Draft EA

Fall 2016

Final EA; FHWA reviews for Finding of No Significant Impact (FONSI) applicability

## Tier 1 Environmental Impact Statement (EIS)

Fall 2016

Public involvement meeting for Tier 1 EIS

2017

Draft Tier 1 EIS available for public review

2017

Public hearing on the Draft Tier 1 EIS

2018

Final Tier 1 EIS and Record of Decision (ROD)



# US 51 Interim Improvement Projects

## ➤ 2015

- Silverado Drive to Roby Road – Pavement rehabilitation for northbound and southbound lanes

## ➤ 2016

- WIS 138 (west) intersection - Temporary signal installation completed by private developer
- Jackson Street intersection - Signal installation completed by private developer

## ➤ 2020

- WIS 138 (west) intersection – Convert the existing intersection to a roundabout



# Opportunities to Provide Input

- Comment Form
  - Fill Out Here and Put in Comment Box
  - Take Home and Mail

- Send Comments Via Email -  
[jeff.berens@dot.wi.gov](mailto:jeff.berens@dot.wi.gov)

- Request a Presentation or Meeting

- Future Public Hearing

- Website –

[www.wisconsindot.gov/Pages/projects/by-region/sw/5139901218/default.aspx](http://www.wisconsindot.gov/Pages/projects/by-region/sw/5139901218/default.aspx)





# **US 51 Corridor Study**

## **Stoughton-McFarland, Dane County**

# **Questions?**

