

U.S. Department
of Transportation
**Federal Highway
Administration**

US 51 (Stoughton Road) North Study

Public Involvement Meeting #3

April 18th, 2024



Corridor Overview Map



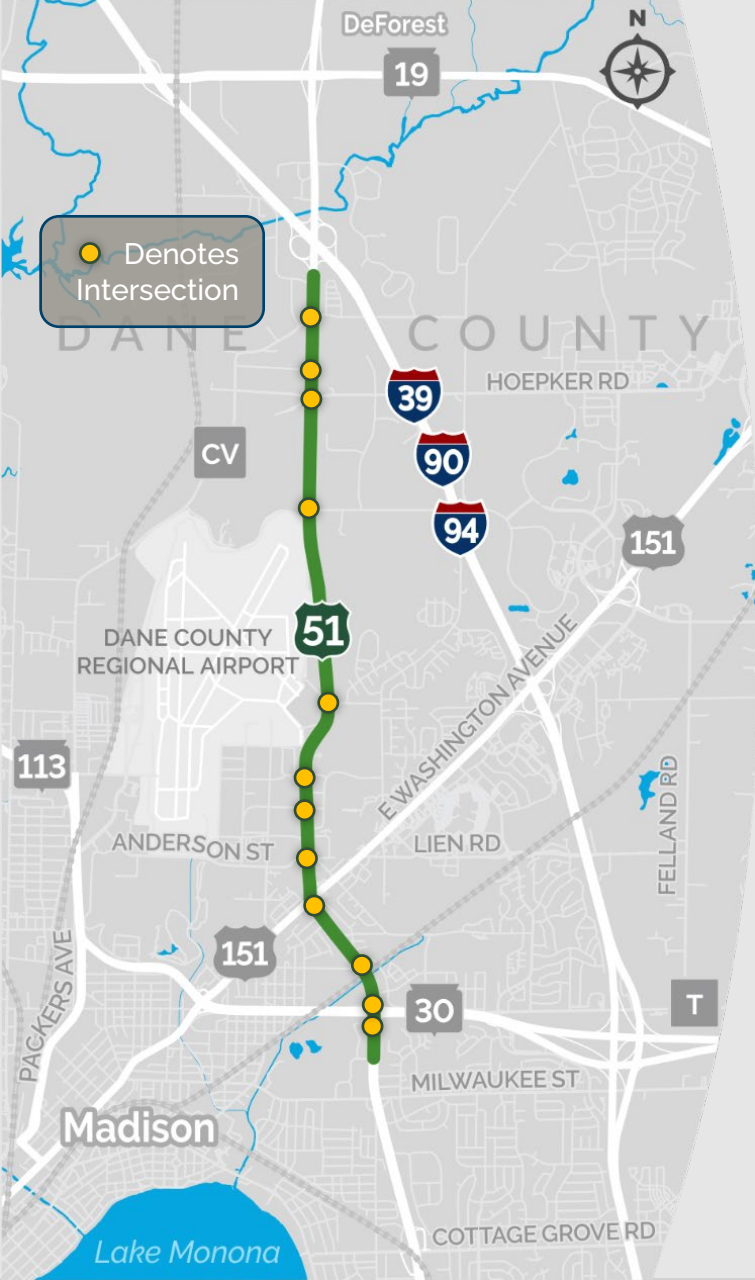
NORTH LIMIT:
I-39/90/94 in the town of Burke

5.5 MILES














SOUTH LIMIT:
WIS 30 in the city of Madison



Corridor Overview

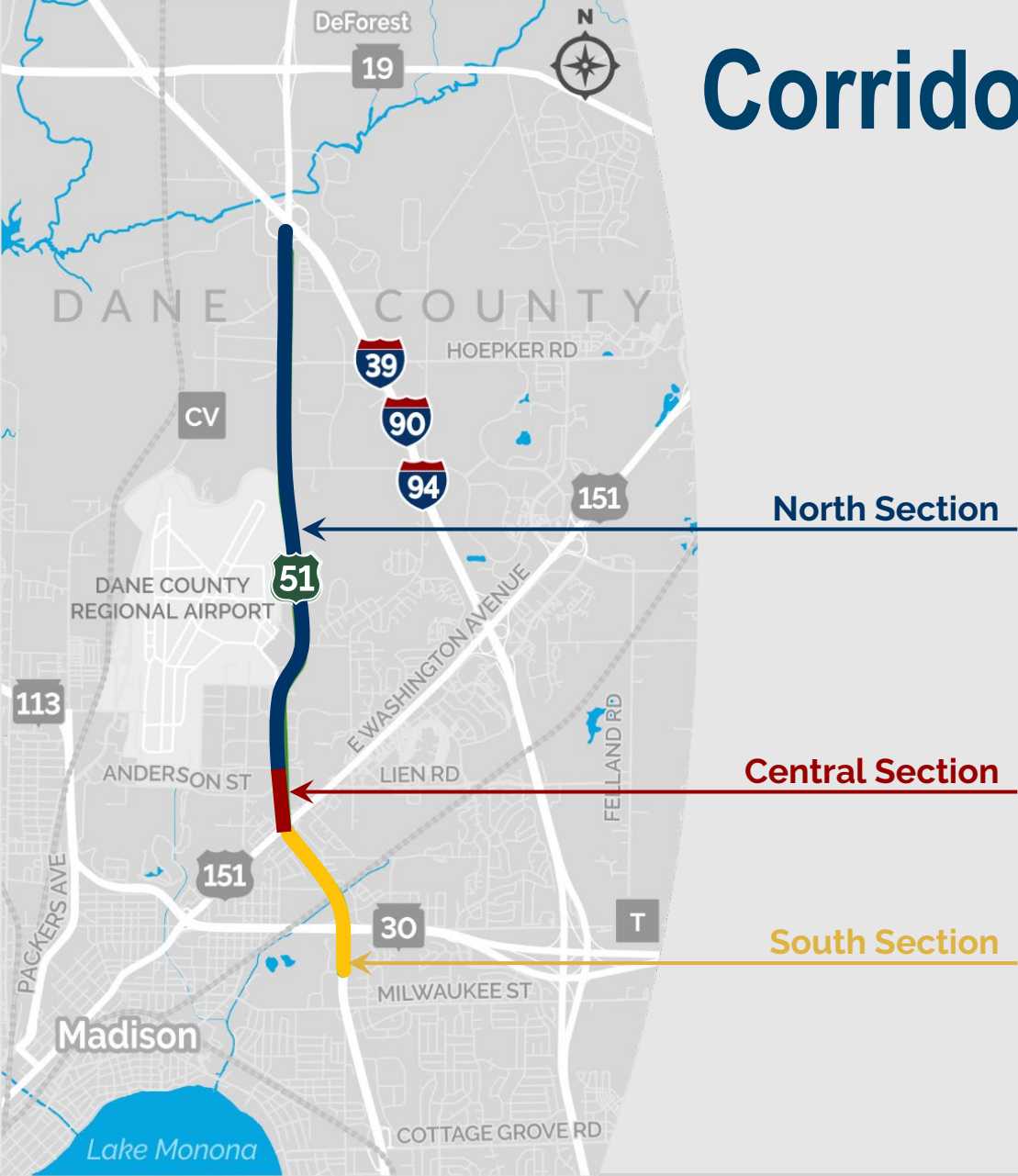


13 INTERSECTIONS:

-  County CV/Anderson Road
-  Acker Road
-  Hoepker Road
-  Hanson Road
-  Amelia Earhart Drive
-  Rieder Road
-  Pierstorff Street
-  Kinsman Boulevard
-  Anderson Street
-  US 151/East Washington Avenue
-  Commercial Avenue
-  WIS 30 – North Ramps
-  WIS 30 – South Ramps



Corridor Overview



North Section



Central Section

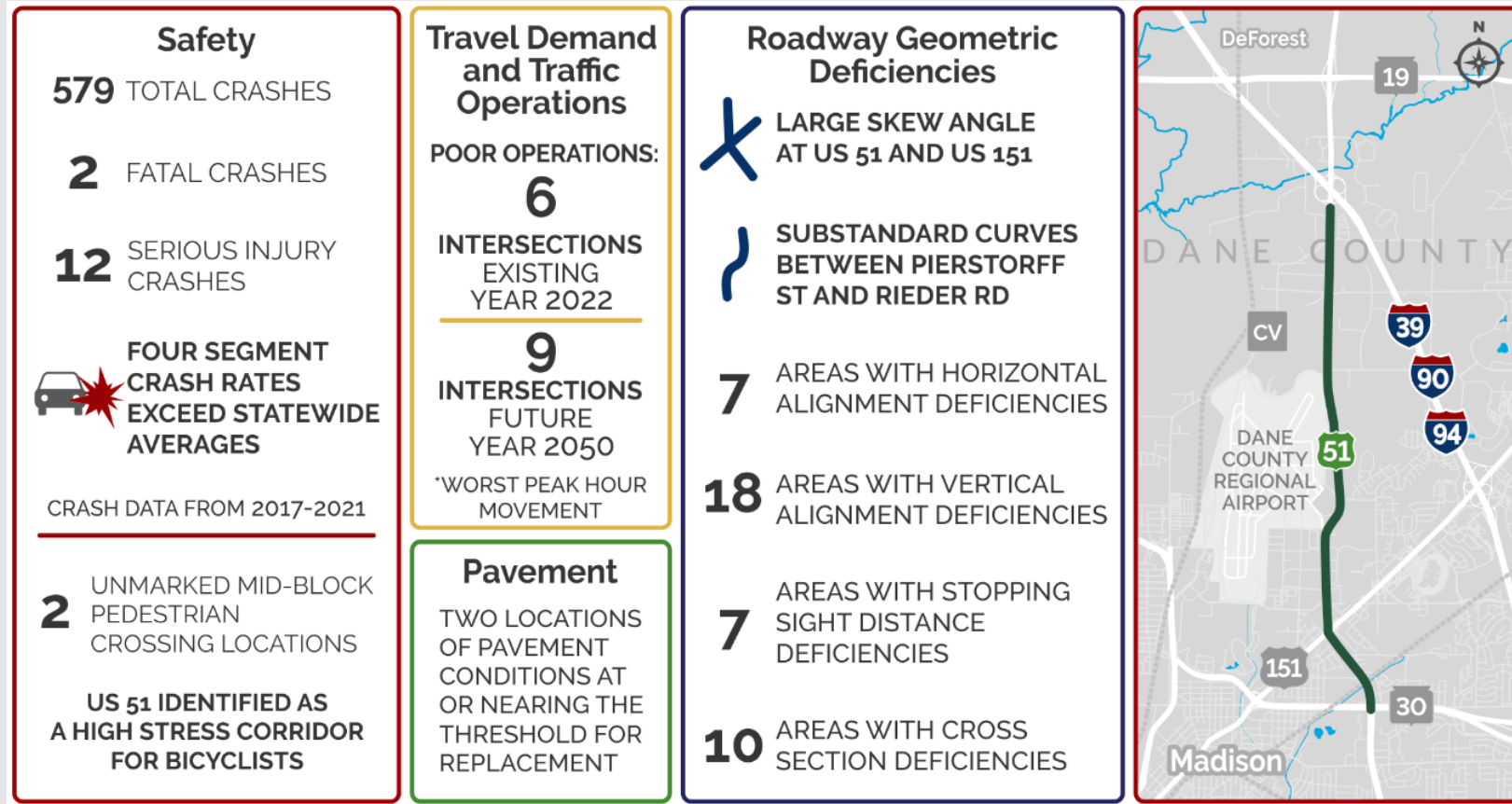


South Section



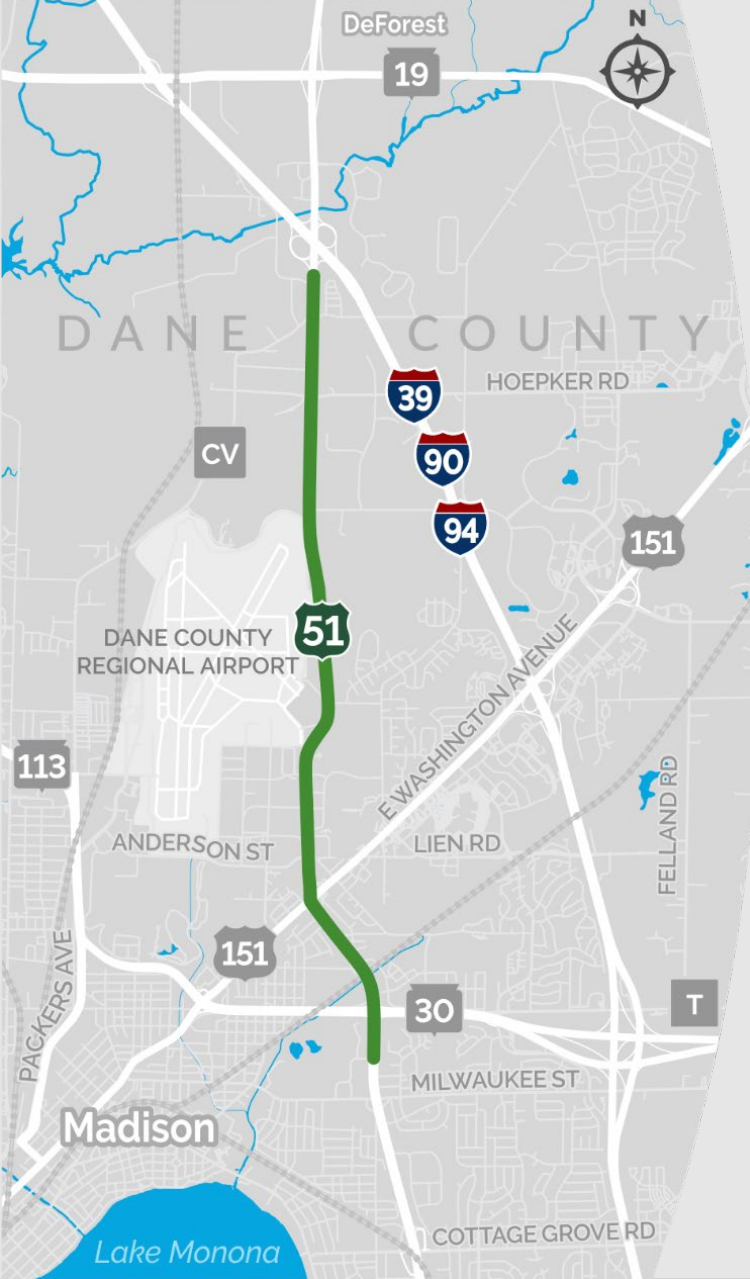
Study Purpose and Need

Accommodate existing and future travel demand with a focus on safety issues that affect travel on Stoughton Road

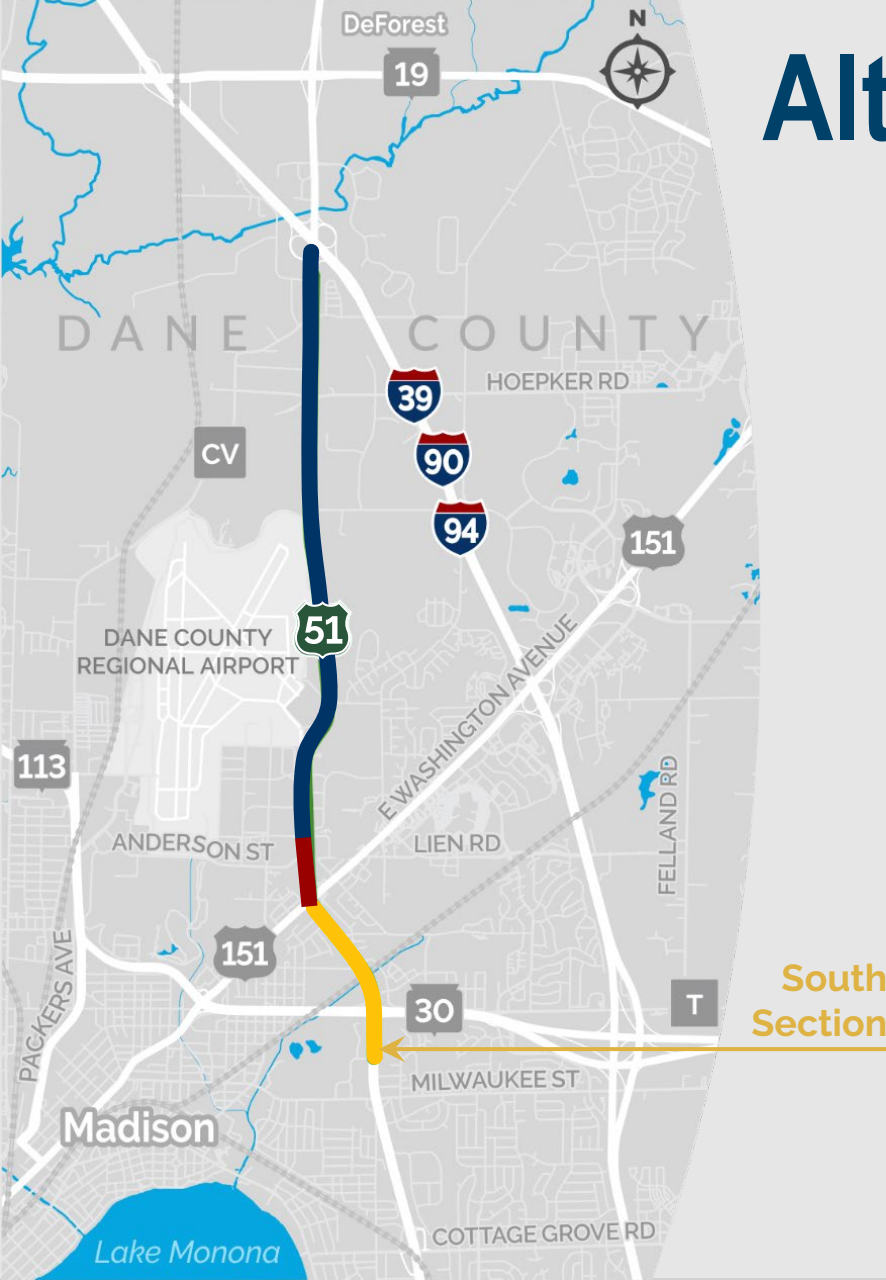


Alternative Development Process

- Developed high-level concepts to address study purpose and corridor needs
- Developed detailed alternatives and determined impacts
- Evaluated detailed alternatives to identify a Recommended Alternative
- No-build alternative – No improvements made beyond routine maintenance



Alternative Development Overview



Improvements are focused on intersections



Capacity expansion on US 51 mainline is not proposed throughout entire corridor



Bicycle and pedestrian accommodations

- Shared-use path proposed on east side of US 51 from WIS 30 to Kinsman Boulevard; Hoepker Road to I-39



Potential speed limit reduction

- South Section - WIS 30 to East Washington Ave
- Currently 45 mph → Reduce to 35 mph
 - Reduced impacts for some alternatives
 - Stakeholder feedback



Alternative Development Overview

Exhibits

- Provide alternative details including:
 - Alternative description
 - Bicycle and pedestrian accommodations
 - Pros and cons
 - Potential access changes
 - Anticipated property impacts
 - New connections

1 US 51 and WIS 30: Diverging Diamond Interchange (DDI)

LEGEND

- RIGHT-OF-WAY/PROPERTY LINE
- POTENTIAL DRIVEWAY CLOSURE
- PROPOSED SHARED DRIVEWAY
- SIDE ROAD CLOSURE
- BRIDGE/STRUCTURE
- RETAINING WALL
- SIDEWALK
- SHARED USE PATH
- POTENTIAL RIGHT-OF-WAY ACQUISITION

Alternative Overview:

- Provides a Diverging Diamond Interchange (DDI) where US 51 traffic crosses over to the left side between interchange ramps at WIS 30

Geometry:

- Non-traditional turning movements along US 51

5 US 51 and Kinsman Boulevard: Roundabout

LEGEND

- RIGHT-OF-WAY/PROPERTY LINE
- POTENTIAL DRIVEWAY CLOSURE
- PROPOSED SHARED DRIVEWAY
- SIDE ROAD CLOSURE
- BRIDGE/STRUCTURE
- RETAINING WALL
- SIDEWALK
- SHARED USE PATH
- POTENTIAL RIGHT-OF-WAY ACQUISITION

Alternative Overview:

- Multi-lane roundabout with two circulating lanes in the north-south direction

Geometry:

3 US 51 and US 151 (East Washington Ave): Existing Conditions Improved

LEGEND

- RIGHT-OF-WAY/PROPERTY LINE
- POTENTIAL DRIVEWAY CLOSURE
- PROPOSED SHARED DRIVEWAY
- SIDE ROAD CLOSURE
- PROPOSED BRIDGE/STRUCTURE
- PROPOSED RETAINING WALL
- PROPOSED SIDEWALK
- PROPOSED SHARED USE PATH
- POTENTIAL RIGHT-OF-WAY ACQUISITION

Alternative Overview:

- Existing signalized intersection with improvements

Geometry:

- Expands upon the existing intersection footprint, providing a additional northbound lane, 1 additional southbound left turn lane and 2 additional westbound southbound left turn lanes and 2 additional westbound left turn lane
- Improves intersection lane usage
- Maintains existing "shar" intersection configuration

Safety:

- Does not reduce traffic conflicts
- Larger intersection footprint reduces left-turn safety at the intersection
- Provides crosswalks across all legs of the intersection

Traffic:

- Improves traffic operations
- Does not provide significant additional capacity to accommodate fluctuations in future traffic volumes

Potential Impacts:

- Right-of-Way | 1 acre
- Site Road Closure | 2 weeks
- Retainments & Structures and 2 residential street road
- Relatively minimal to moderate driveway closures
- Drainage | Minimal impacts
- Utility | Minimal impacts
- Construction Costs | \$15

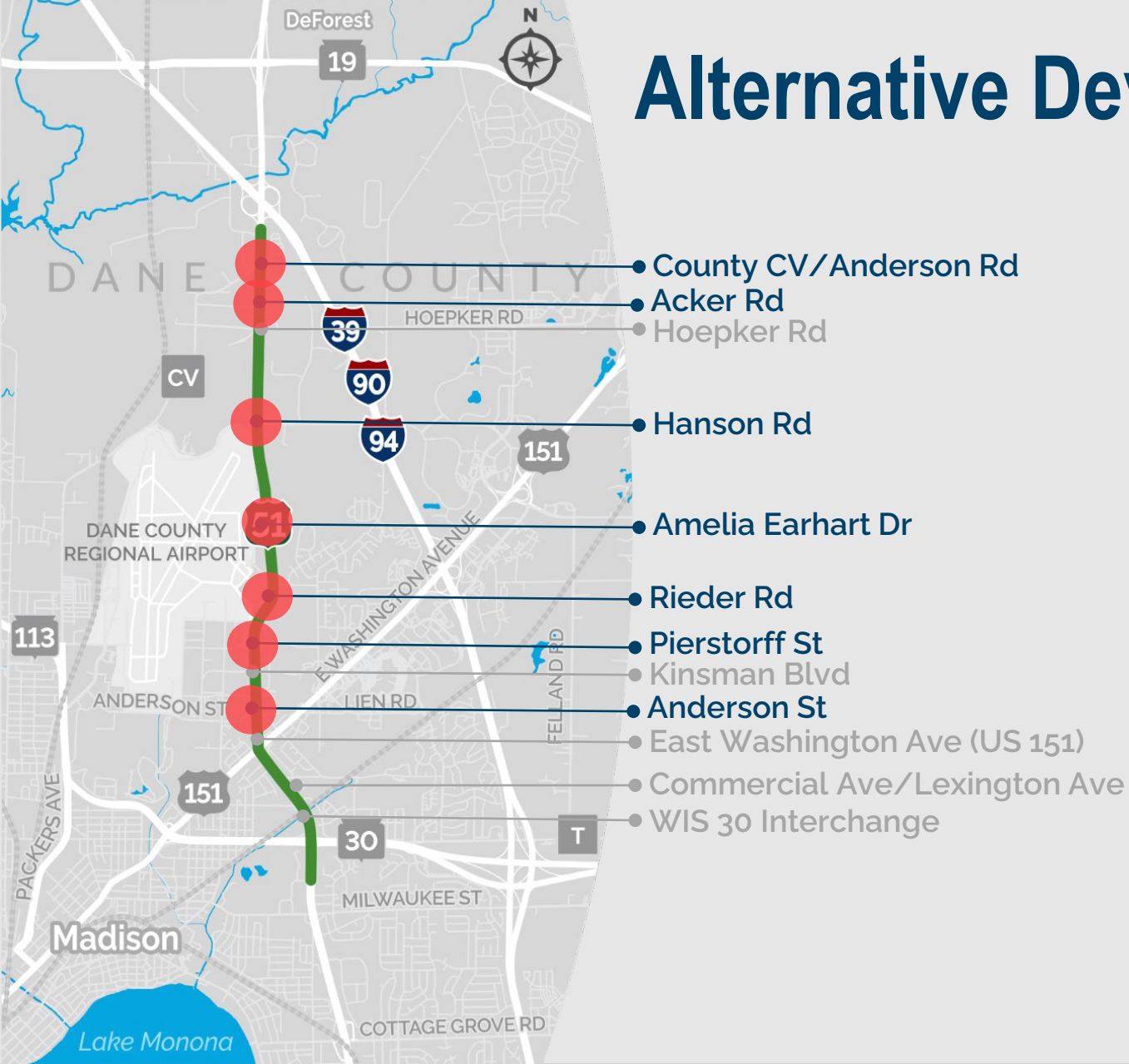
Public and Stakeholder Feedback:

- Public - Moderate Support
- Stakeholders - High Support

place sticky note here



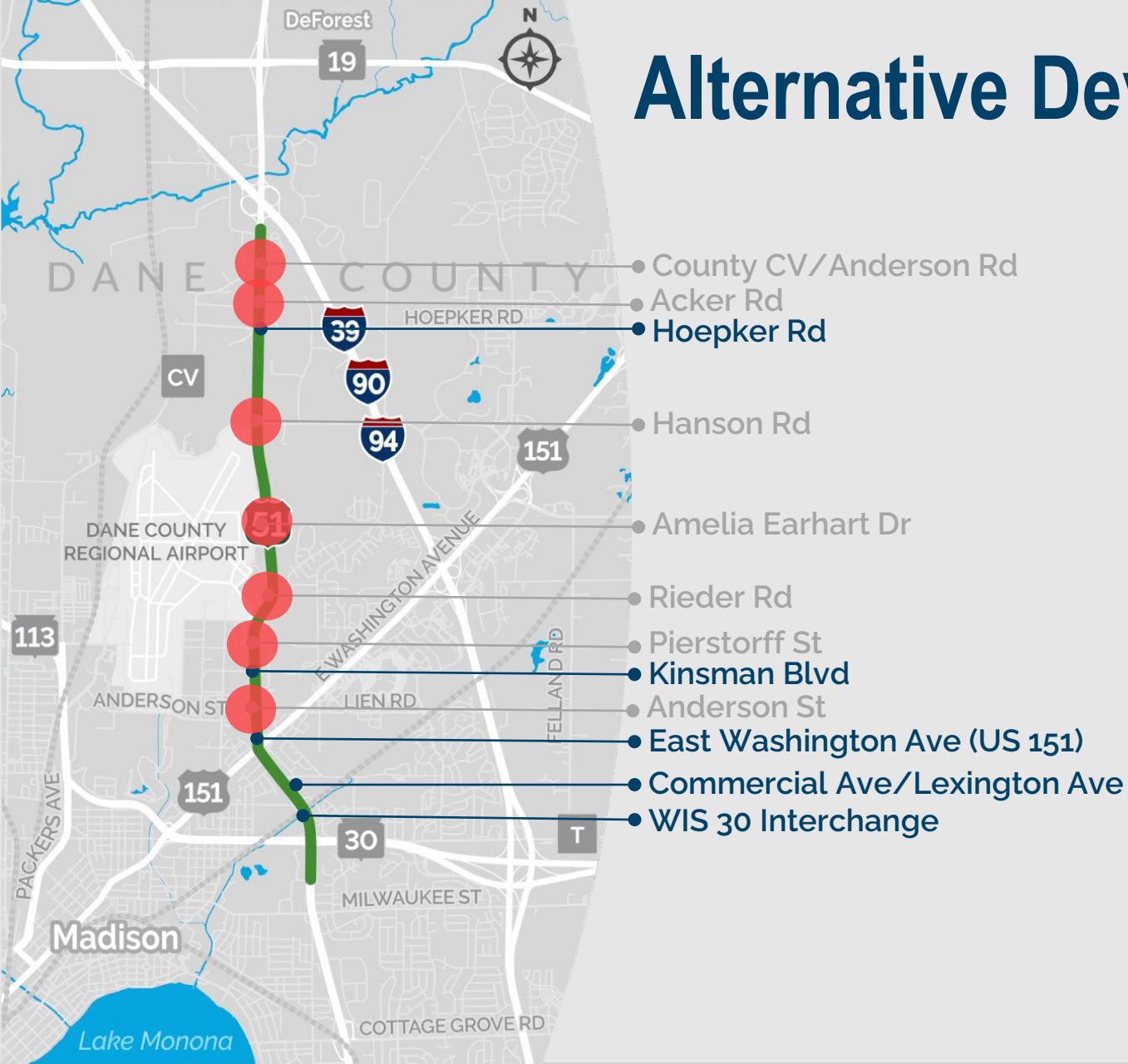
Alternative Development - Intersections



- Maintain existing intersections with minor improvements:
 - Anderson Street
 - Pierstorff Street
 - Rieder Road
 - R-Cut north of intersection
 - Amelia Earhart Drive
 - Hanson Road
 - Acker Road
 - County CV / Anderson Road
- No anticipated future safety or operational issues at these intersections, or any issues will be addressed with minor improvements

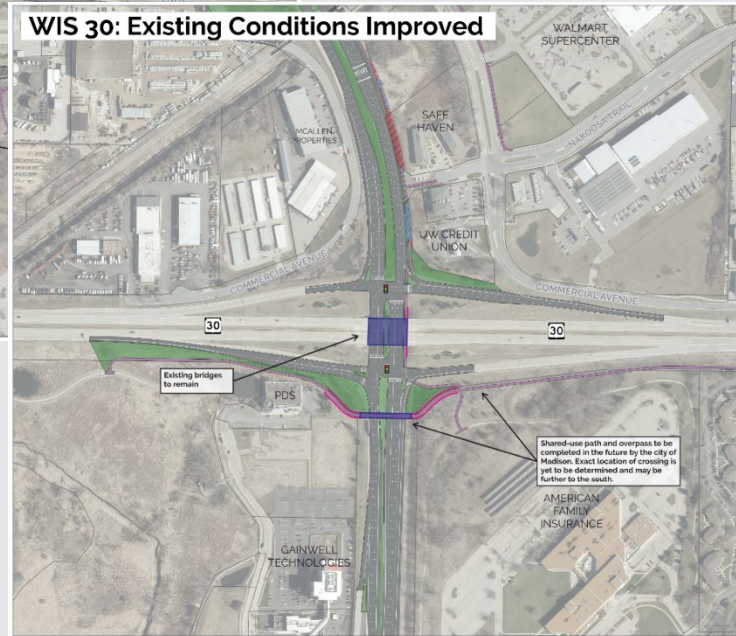
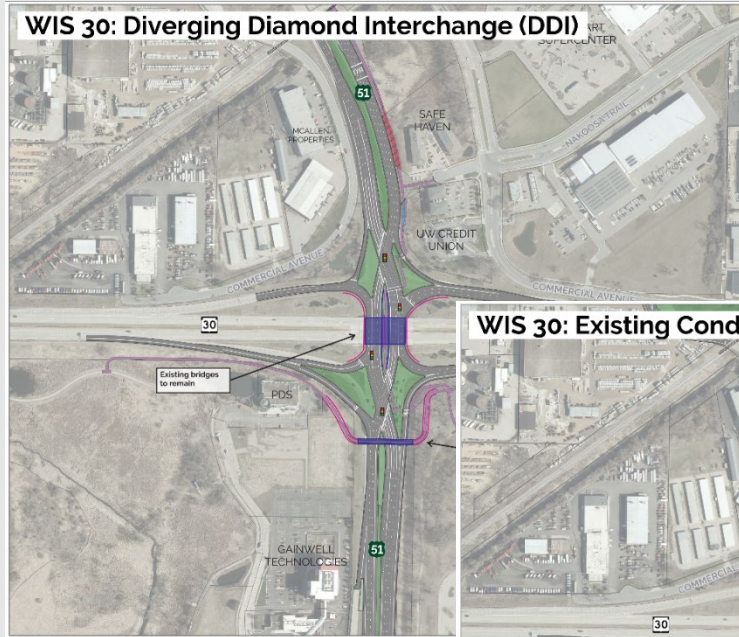


Alternative Development - Intersections



- Five locations have more than one alternative being evaluated
 - WIS 30 interchange
 - Commercial Avenue
 - East Washington Avenue
 - Kinsman Boulevard
 - Hoepker Road
- Recommended Alternative identified
 - Factors
 - How well addresses study Purpose and Need
 - Potential impacts & costs
 - Stakeholder feedback
 - May change as study moves forward
 - Additional information provided on exhibit 15

Alternative Development – WIS 30



WIS 30 Interchange Alternatives

- Existing Conditions Improved
 - Maintain existing diamond interchange with improvements
- Diverging diamond interchange (DDI)

Recommended Alternative

- Existing Conditions Improved
- Primary factors in recommendation
 - Similar improvements to traffic operations
 - Higher safety for bikes/peds due to less travel lanes crossed
 - Familiar movements for vehicles and bikes/peds



Alternative Development – Commercial Avenue



Commercial Avenue Alternatives

- Existing Conditions Improved
 - Maintain existing signalized intersection with improvements
 - Railroad crossing to remain at-grade
- Three-Legged Intersection
 - Includes bridge over railroad
- Option dismissed after Public Meeting #2
 - Right-In / Right-Out (RIRO)

Recommended Alternative

- Existing Conditions Improved
- Primary factors in recommendation
 - Similar improved safety and operations
 - Considerably less overall impacts
 - Considerably less construction costs



Alternative Development – East Washington Avenue

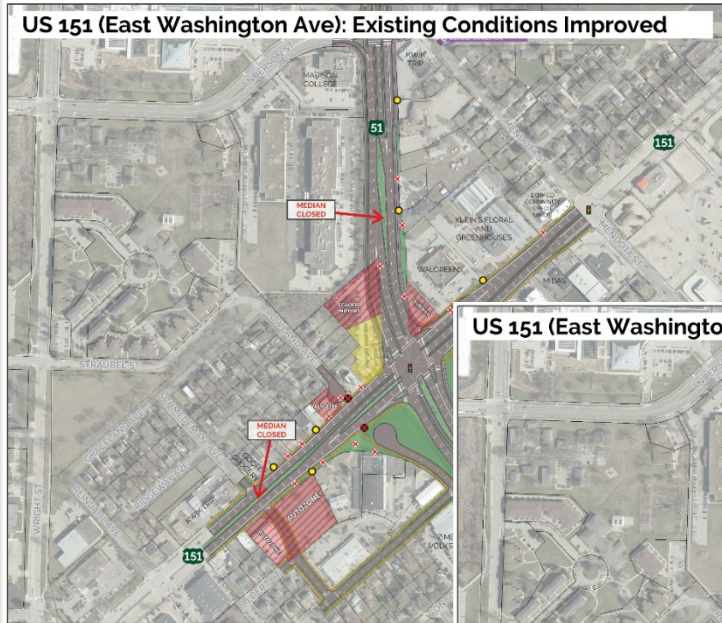
East Washington Avenue Alternatives

- Existing Conditions Improved
 - Maintain existing signalized intersection with improvements
- Jughandle
 - Includes bridge over railroad
- Option dismissed after Public Meeting #2
 - Quadrant intersection
 - Tight diamond interchange

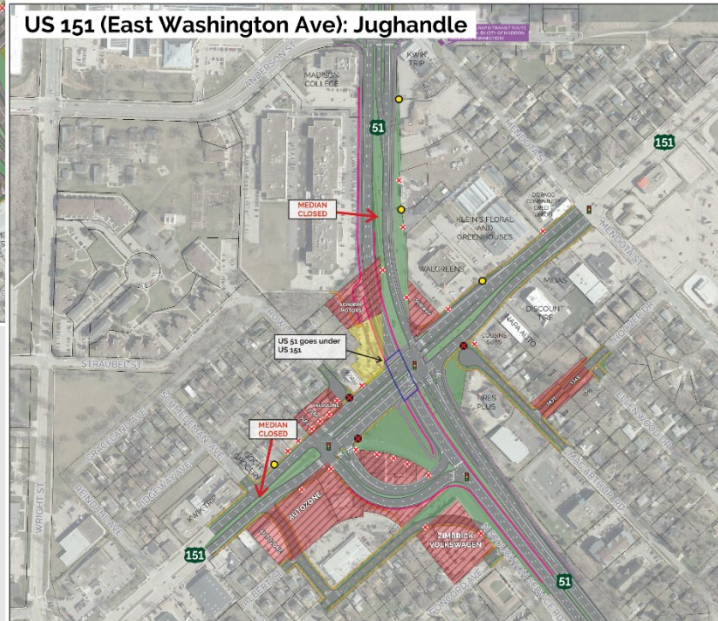
Recommended Alternative

- **Jughandle**
- Primary factors in recommendation
 - Improved safety at US 51 and US 151 intersection
 - Better bike/ped safety at main intersection
 - Improved overall traffic operations and excess capacity at US 51 and US 151 intersection

US 151 (East Washington Ave): Existing Conditions Improved



US 151 (East Washington Ave): Jughandle



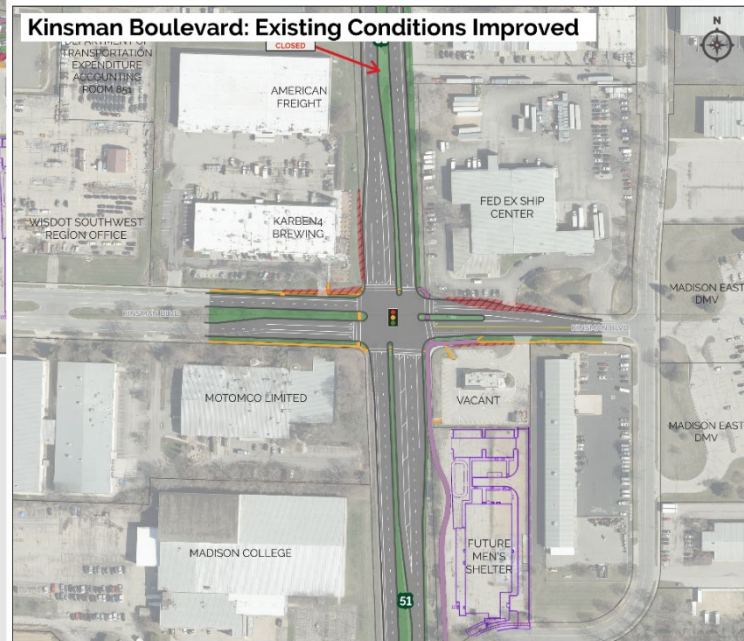
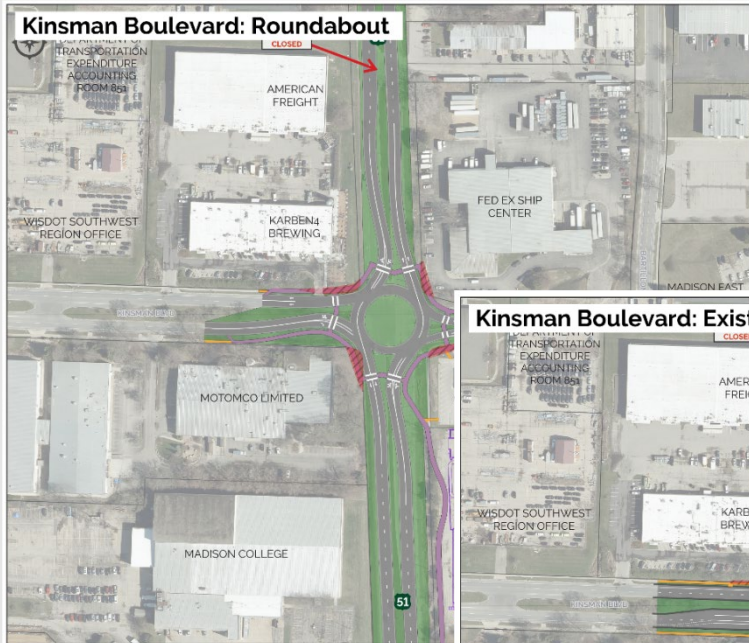
Alternative Development – Kinsman Boulevard

Kinsman Boulevard Alternatives

- Existing Conditions Improved
 - Maintain existing signalized intersection with improvements
- Roundabout

Recommended Alternative

- Existing Conditions Improved
- Primary factors in recommendation
 - Improved safety
 - Controlled crossings for bikes/peds
 - More stakeholder support



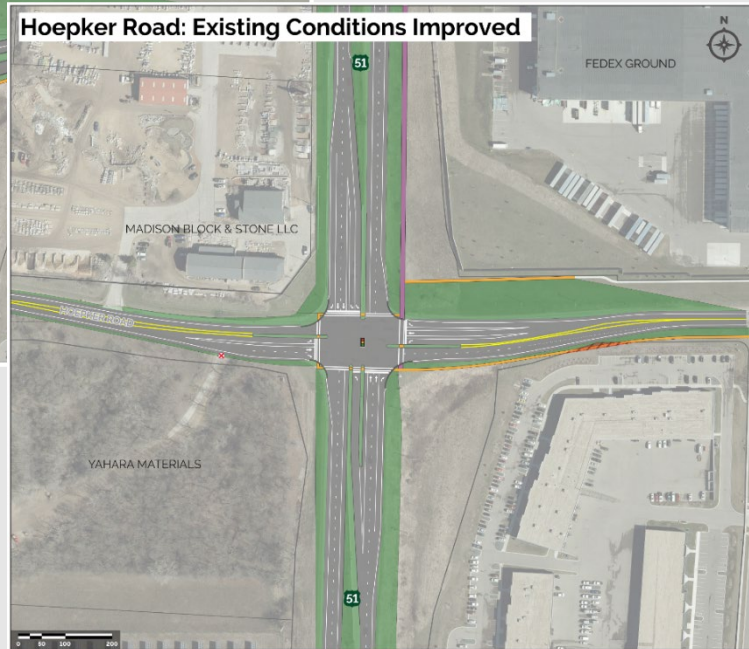
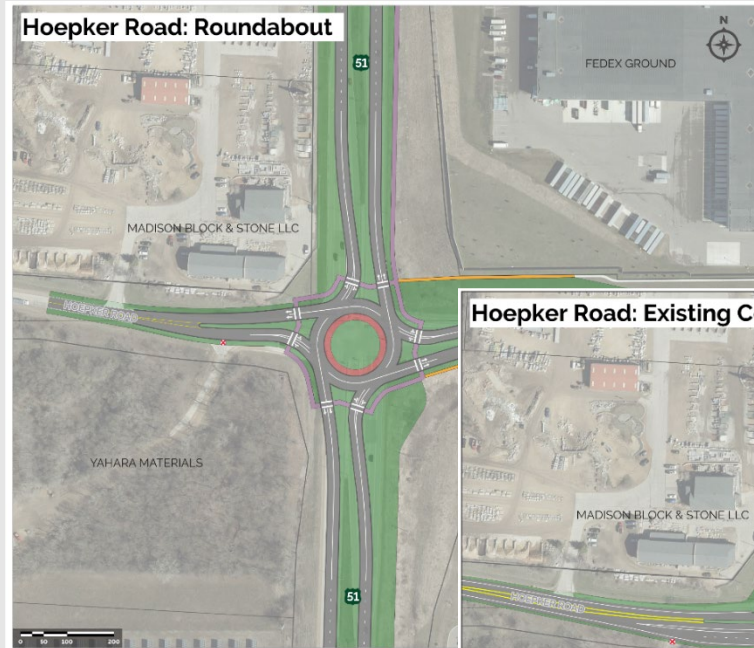
Alternative Development – Hoepker Road

Hoepker Road Alternatives

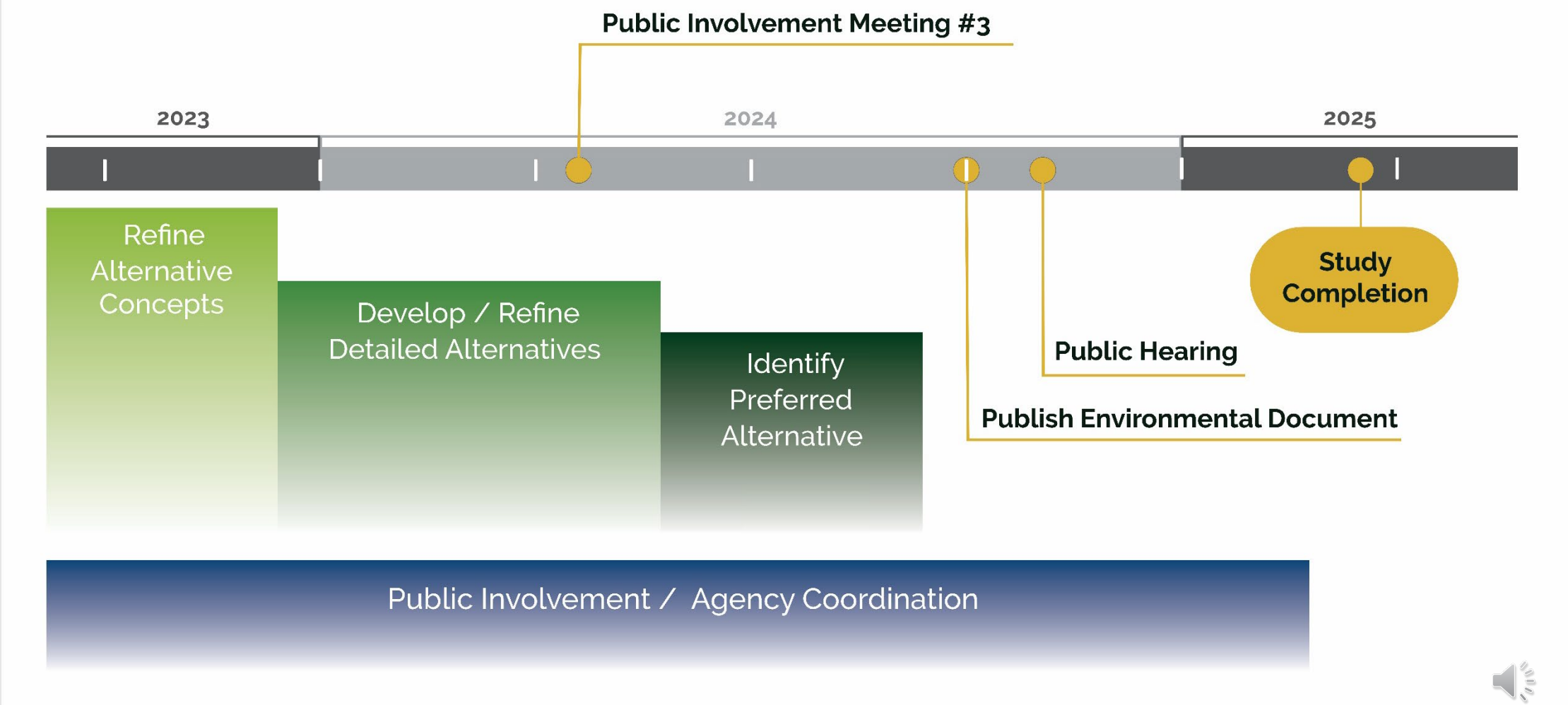
- Existing Conditions Improved
 - Maintain existing signalized intersection with improvements
- Roundabout

Recommended Alternative

- Existing Conditions Improved
- Primary factors in recommendation
 - Improved safety
 - Controlled crossings for bikes/peds
 - More public and stakeholder support



Study Schedule / Next Steps



Public Feedback

Please provide feedback by May 18, 2024

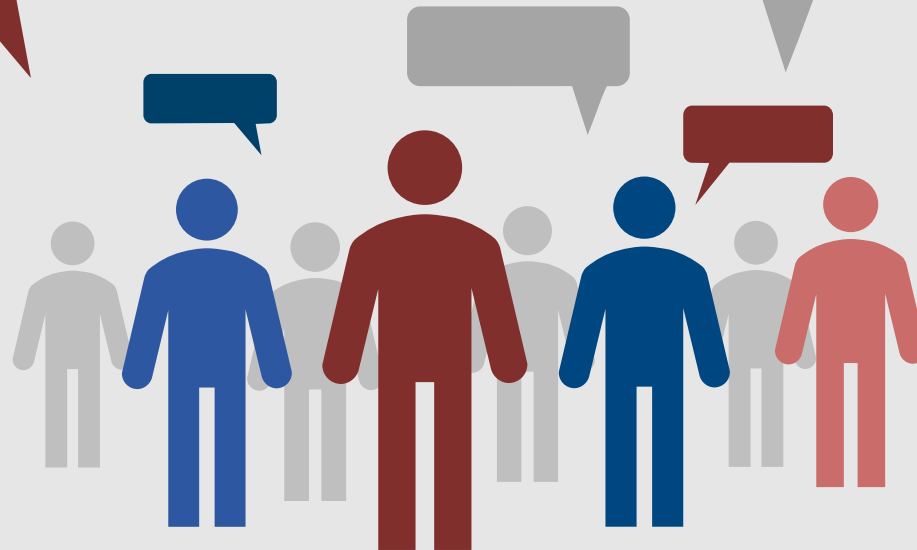
Fill out a paper comment form and submit in person tonight or by mail. Online form available on the study website.

Take the alternatives survey. Paper copy is available or scan QR code.

Email or call WisDOT Project Manager Jeff Berens.



wisconsin.gov
and search "US 51 North Study"
to select the first link



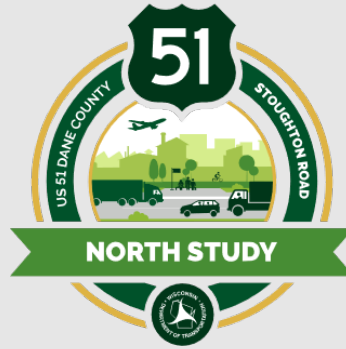
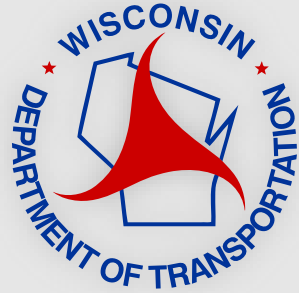
WisDOT Project Manager

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Thank You!

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