

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

US 51 North (Stoughton Road)

Public Involvement Meeting

April 8, 2026

Presentation agenda

- Project background
- Project overview map
- Purpose and need
- Proposed improvements
- Airport coordination
- Proposed improvement updates
- Environmental re-evaluation impacts
- Business coordination
- Project schedule/next steps
- Public comments



Project background

2011

Transportation Projects Commission approves environmental study of US 51 (Stoughton Road)

- Limits: Voges Road to WIS 19

2017

WisDOT pauses study while re-evaluating statewide planning priorities



2022

Study of corridor resumes as two studies

- South (Voges Road to WIS 30) and North (WIS 30 to WIS 19)
- Flexibility to address study-specific needs
- Investigate lower-impact alternatives to address corridor needs

December 2024

- Environmental Assessment Signed for US 51 North
- Transportation Projects Commission approves final design/construction of US 51 North

March 2025

Public Hearing held for US 51 North



July 2025

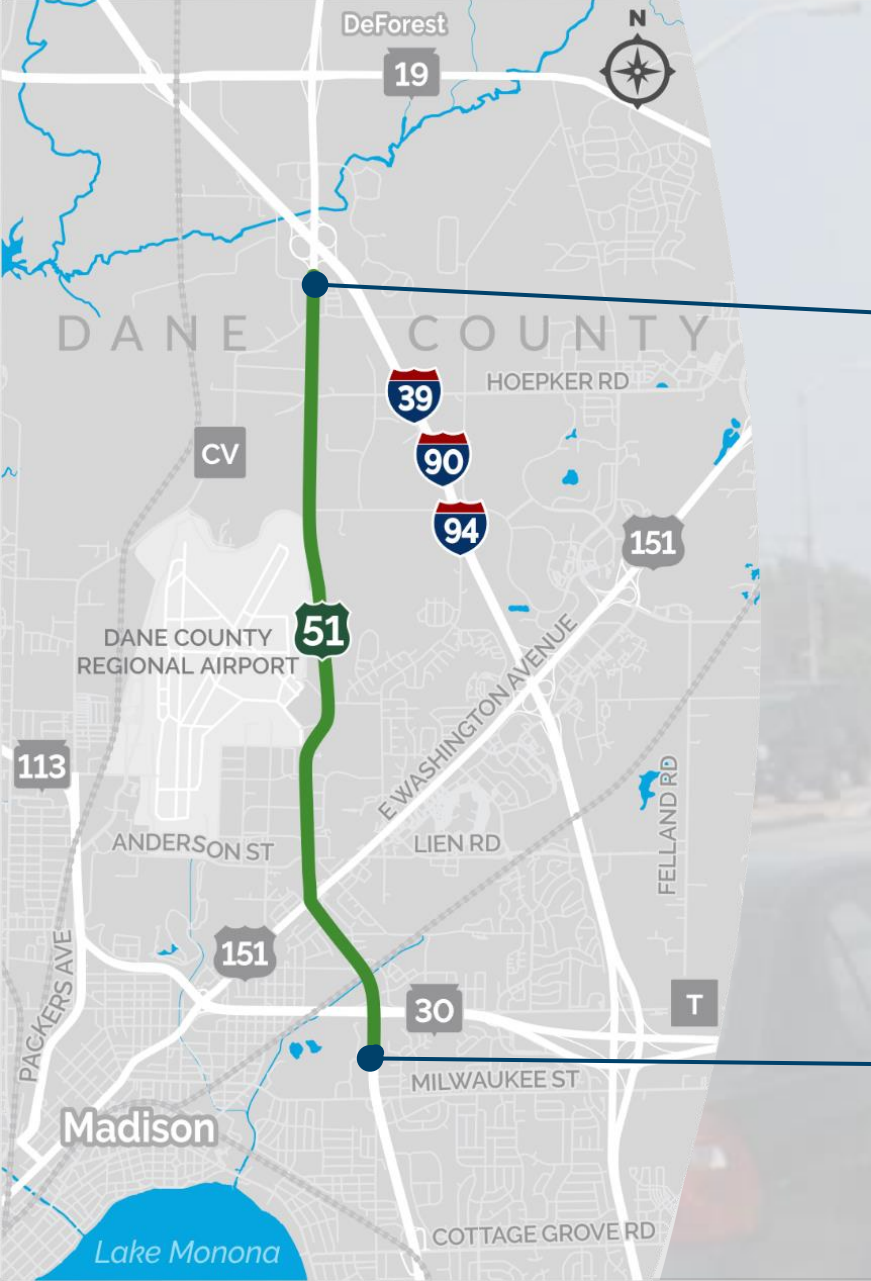
- Finding of no significant impact (FONSI) signed for US 51 North

November 2025

Final design begins for US 51 North



US 51 North



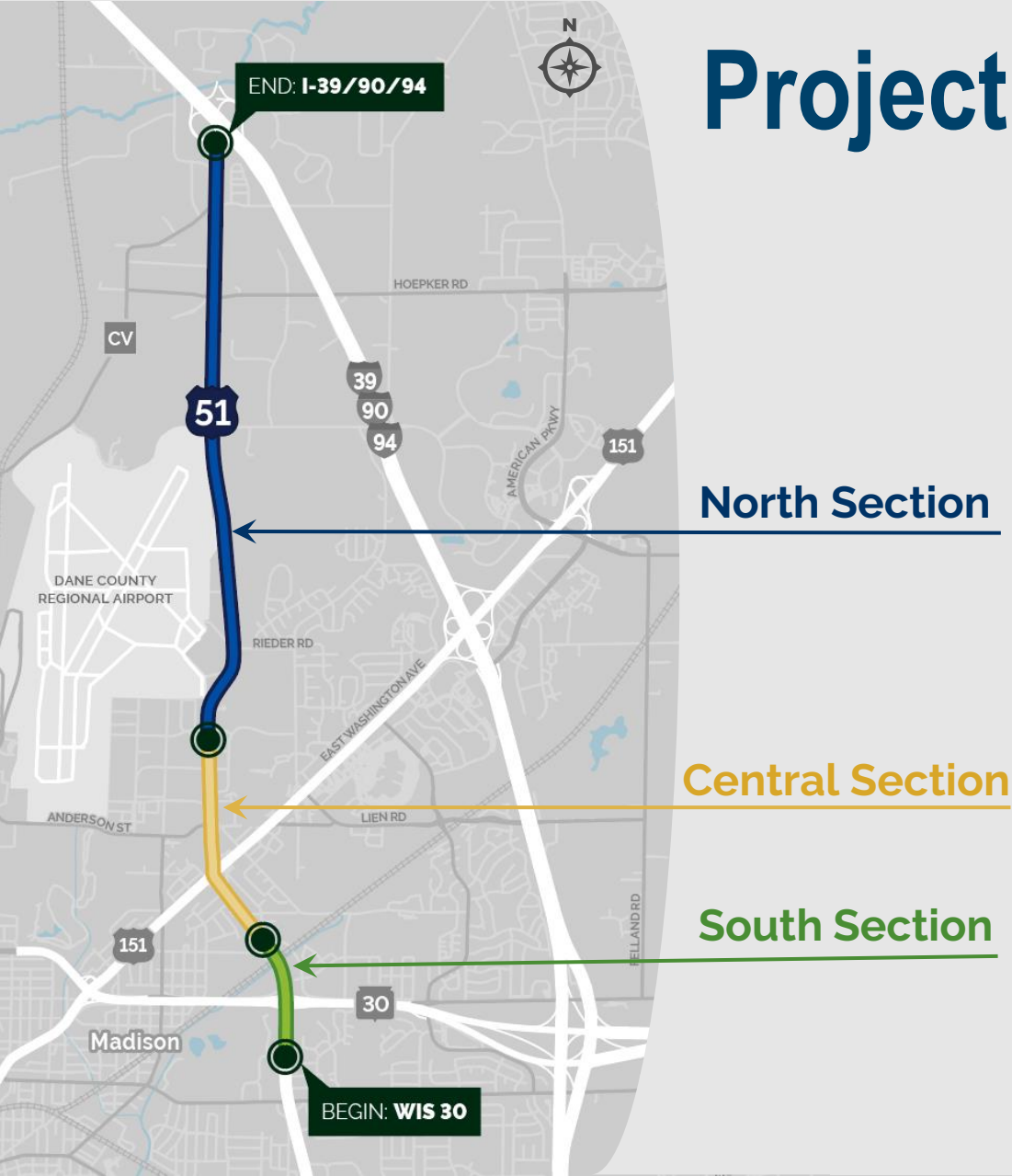
NORTH LIMIT:
I-39/90/94 in the town of Burke

5.5 MILES

SOUTH LIMIT:
WIS 30 in the city of Madison



Project overview map



North Section



Central Section (South of Anderson Street)



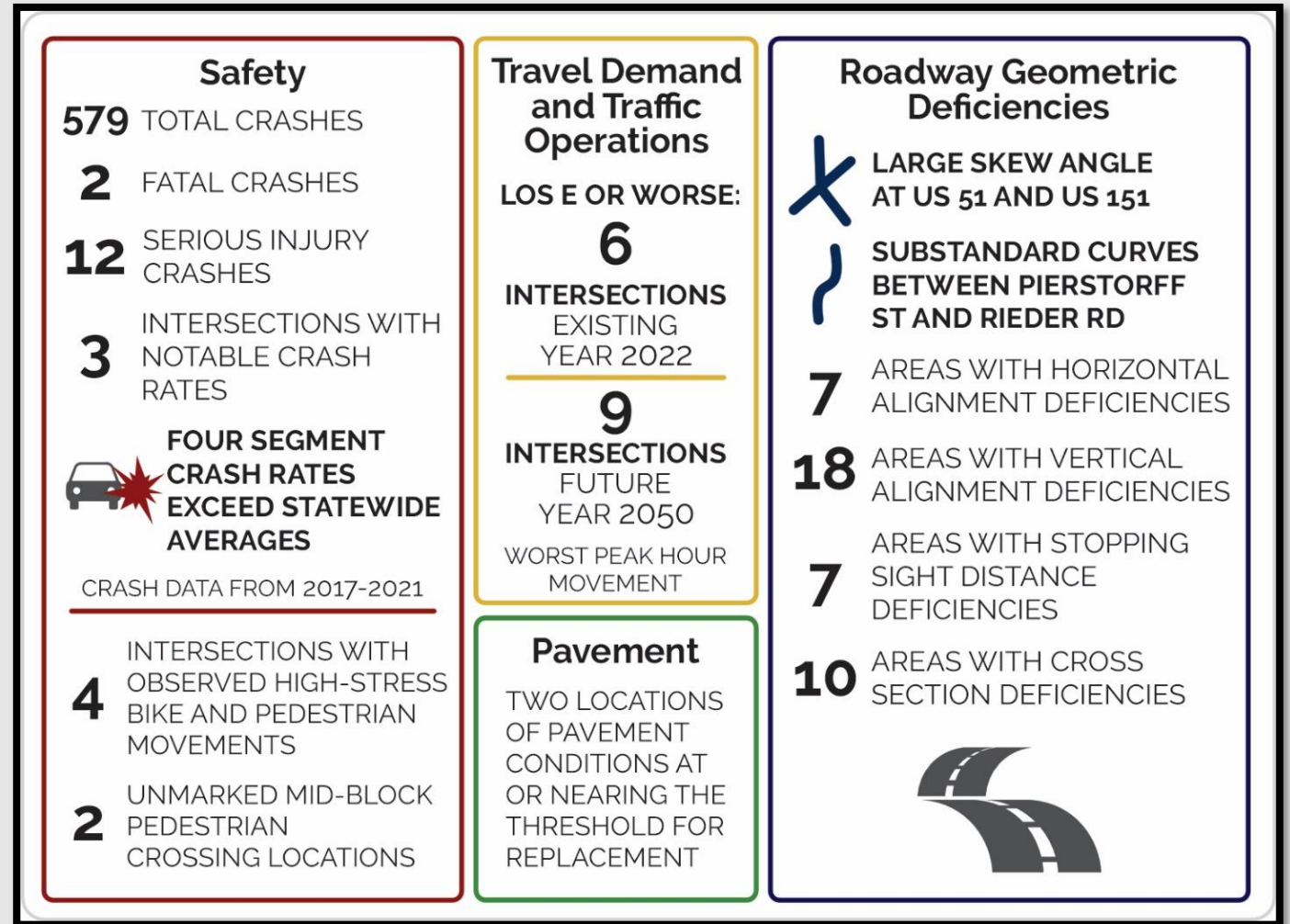
South Section



Purpose

Accommodate existing and future travel demand with a focus on safety issues that affect travel on Stoughton Road (US 51)

Need



Proposed improvements

Environmental document

- Mainline Roadway Improvements

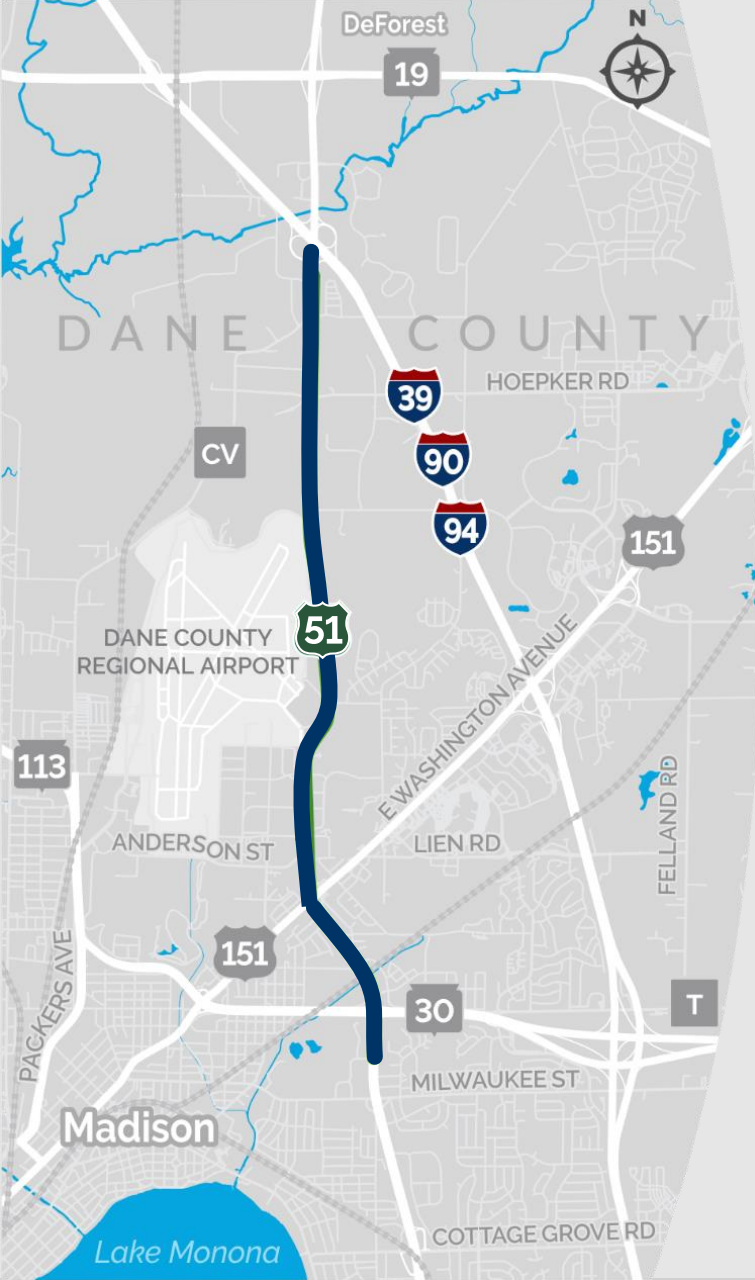


- No US 51 mainline capacity expansion throughout corridor
- Address horizontal and vertical geometric deficiencies
- Profile adjustments to improve drainage
- Access modifications – driveways and median openings

- Intersection Improvements

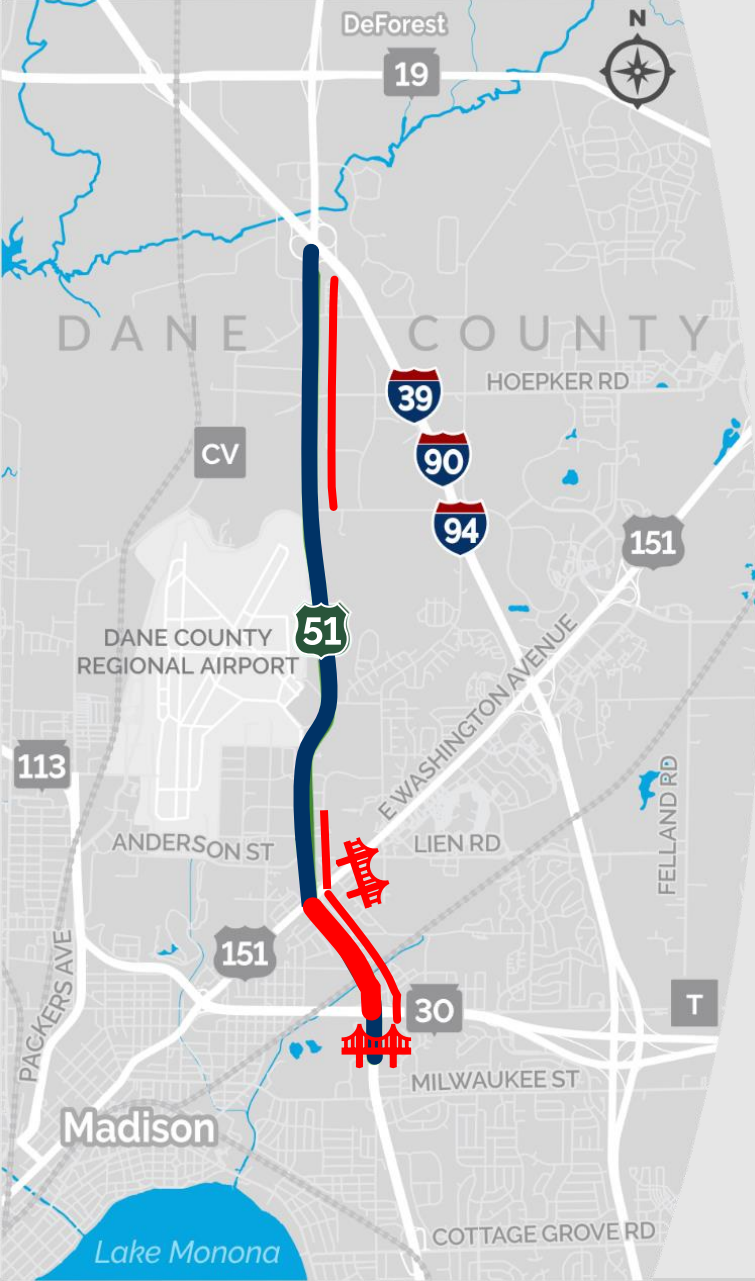


- Maintain existing intersection configurations
- Adding lanes or turn lanes at intersections
- Lengthening turn lanes at intersections
- Optimizing traffic signal timings



Proposed improvements

Environmental document



- 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
 - Bicycle/Pedestrian bridge crossings at WIS 30 and US 151 (East Washington Avenue)
 - Crosswalks provided on all 4-legs of signalized intersections from Commercial Avenue through Hoepker Road
- Speed limit reduction
 - WIS 30 to US 151 (East Washington Avenue)
 - Currently 45 mph → Reduce to 40 mph

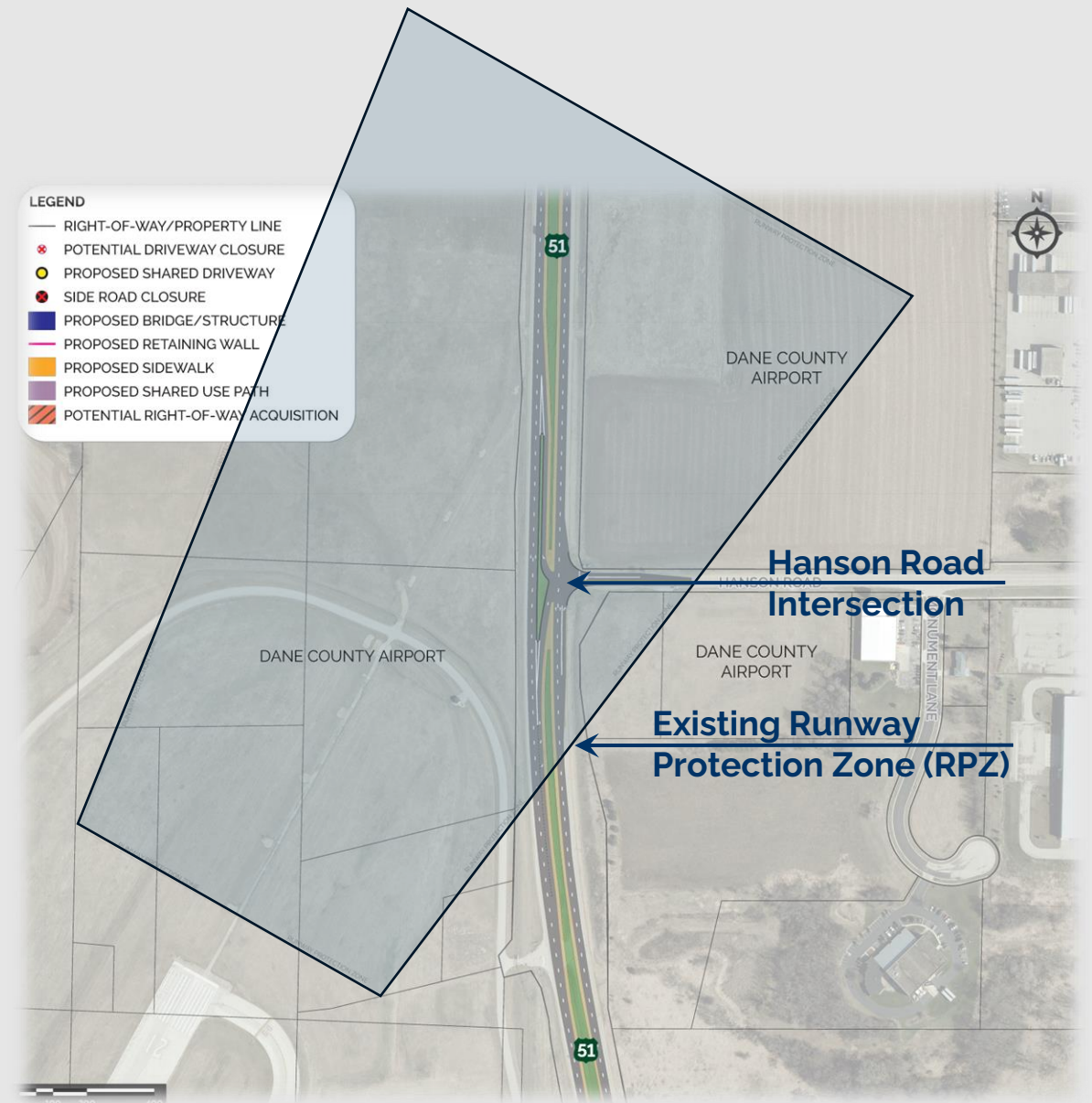


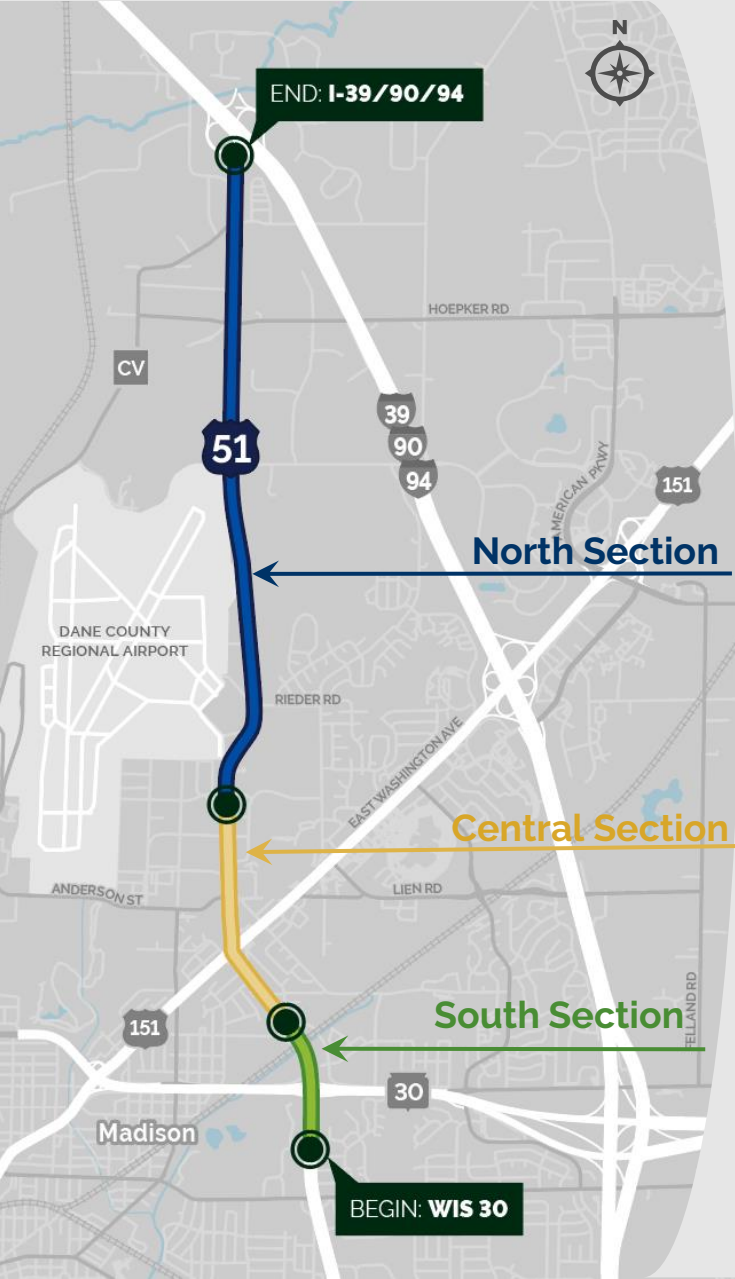
**Pending agreement with city of Madison*

Proposed improvements

Environmental document

- Keep US 51 on existing alignment
- Hanson Road is stop controlled
- No lighting or signalization
- Add a median protected southbound left-turn lane
- Add a median protected southbound acceleration lane for traffic turning from Hanson Road
- Add turn lanes for northbound US 51 and Hanson Road
- No shared-use path between Kinsman Blvd and Hoepker Rd



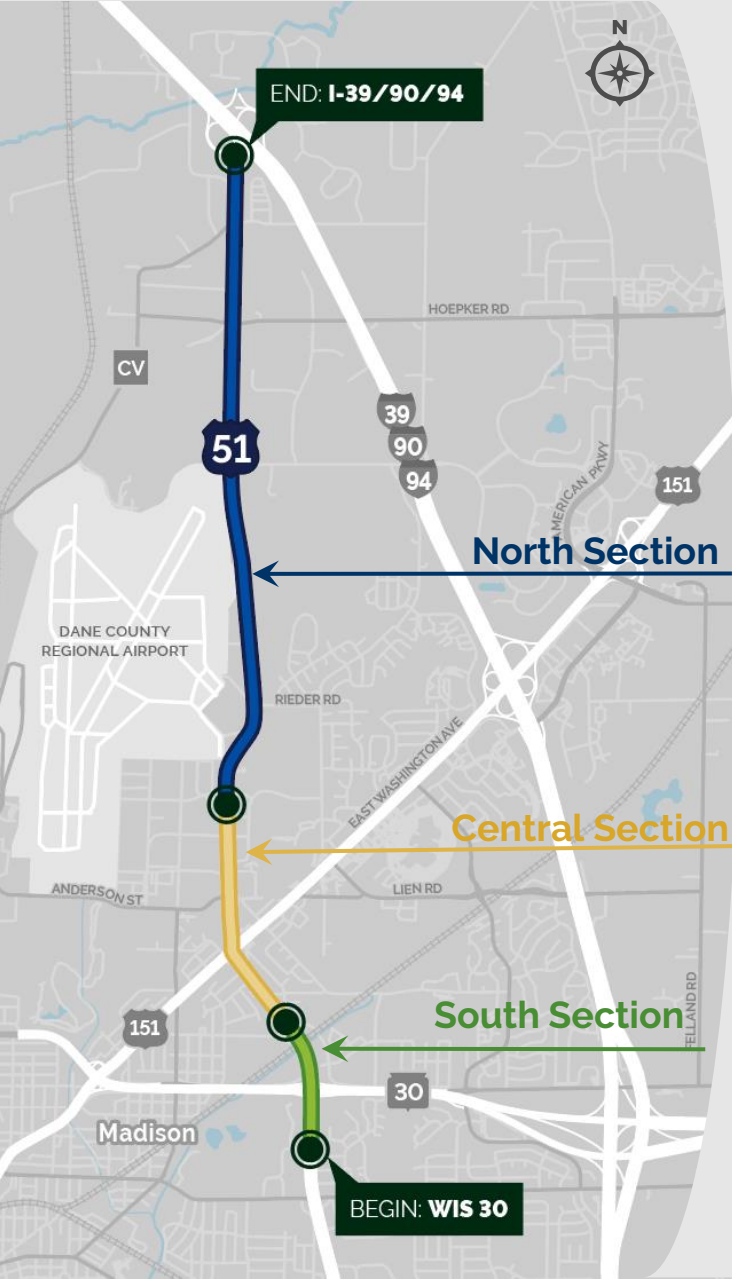


Airport coordination

- Following the completion of the environmental document, new Dane County Regional Airport (DCRA) administration informed WisDOT that they are re-evaluating their Master Plan which was last updated in 1993
- The DCRA Master Plan update will include future needs to reconstruct or make improvement to primary runways
 - Without improvements, DCRA may experience
 - Flight Delays
 - Loss of commercial flights
 - Payload restrictions
 - Extended airport construction duration
- Potential airport improvements recommended by DCRA Master Plan update would require a separate federal environmental documentation process



Proposed improvement updates

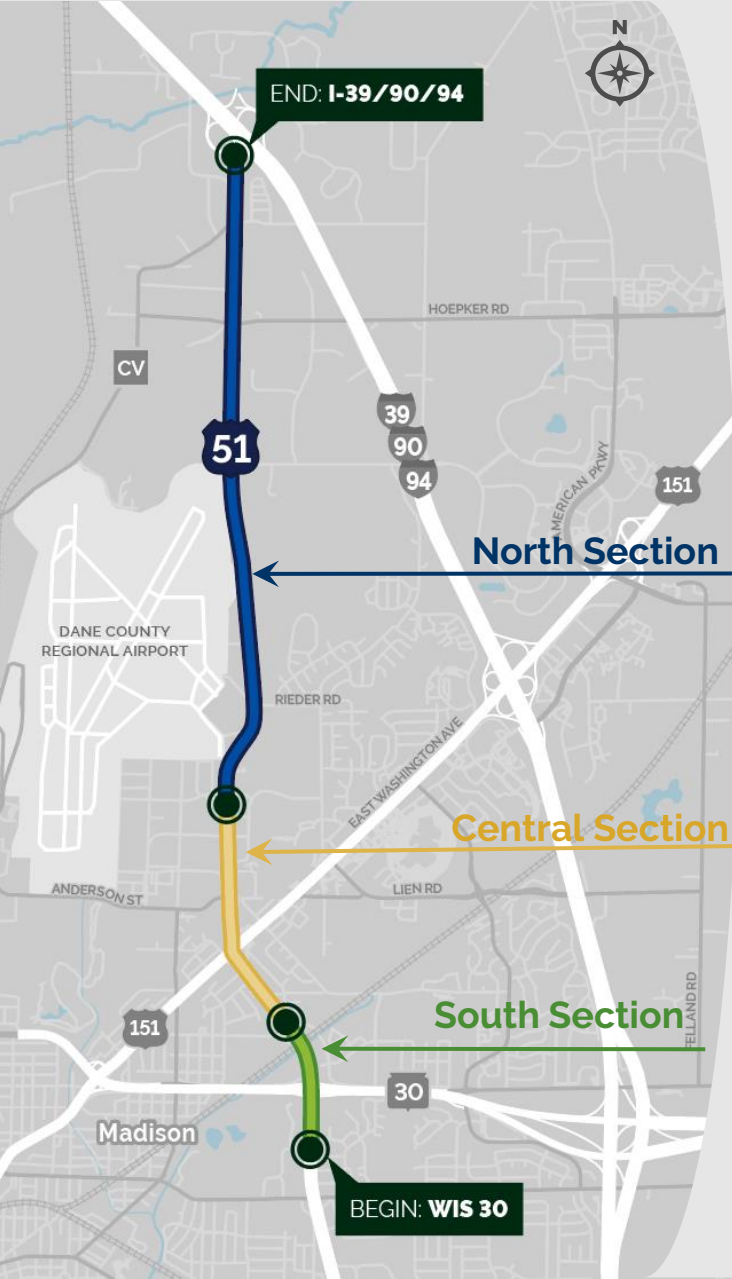


- Based on this updated coordination with DCRA, design changes are being considered to better meet the project Purpose and Need
- These proposed changes require **environmental reevaluation**

Proposed improvement updates

Environmental re-evaluation

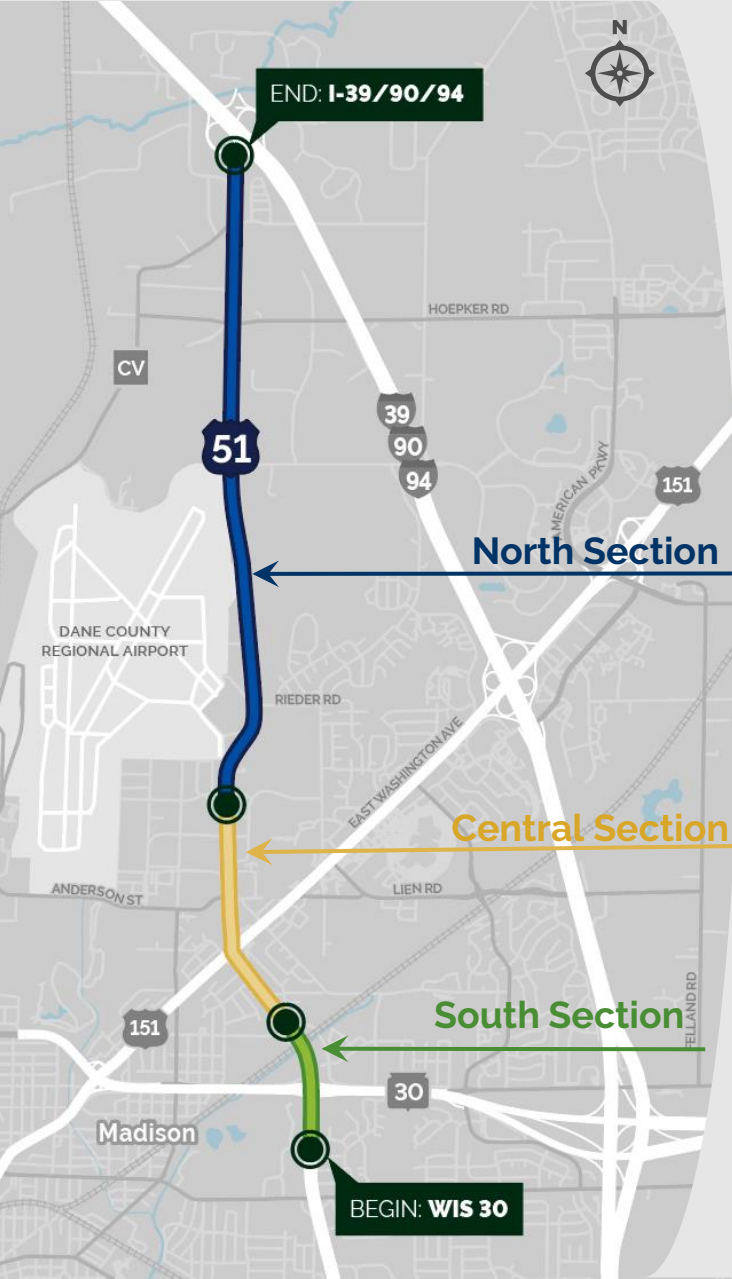
- Discussions to realign US 51 near Hanson Road to make intersection improvements occurred during the study
 - Traffic signals are warranted at this location, but can't be installed within the RPZ
 - Operations with no improvements – 2025 (LOS C), 2050 (LOS E)



Proposed improvement updates

Environmental re-evaluation

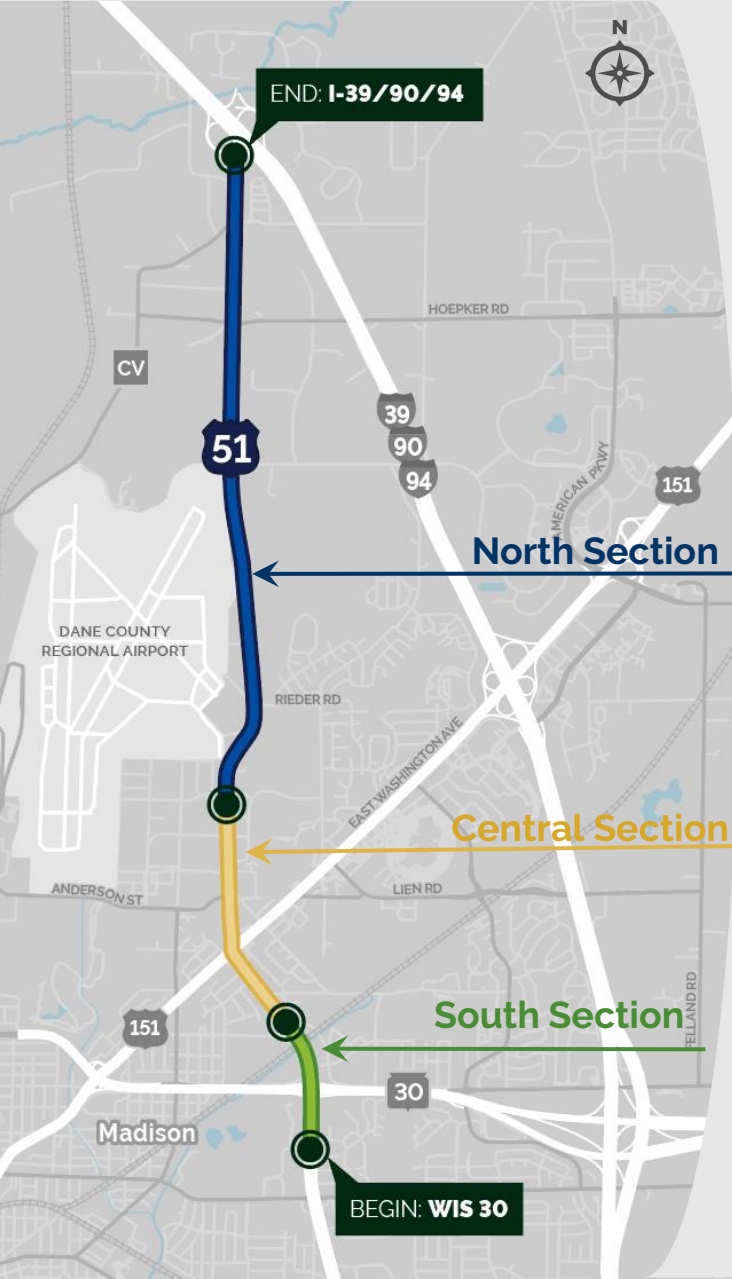
- Based on this updated coordination with DCRA
 - Realignment of US 51 near Hanson Road allows the inclusion of a traffic signal at US 51 and Hanson Road
 - Shared-use path between Kinsman Boulevard and Hoepker Road



Proposed improvement updates

Environmental re-evaluation

- With this re-alignment WisDOT will be able to make additional safety and alignment improvements
 - Safety – Expected to deteriorate as delay increases
 - Crashes have increased
 - 2017-2021 Crashes: 2 injury crashes, 13 total
 - 2021-2025 Crashes: 11 injury crashes, 14 total
 - Vertical profile improvements will improve safety

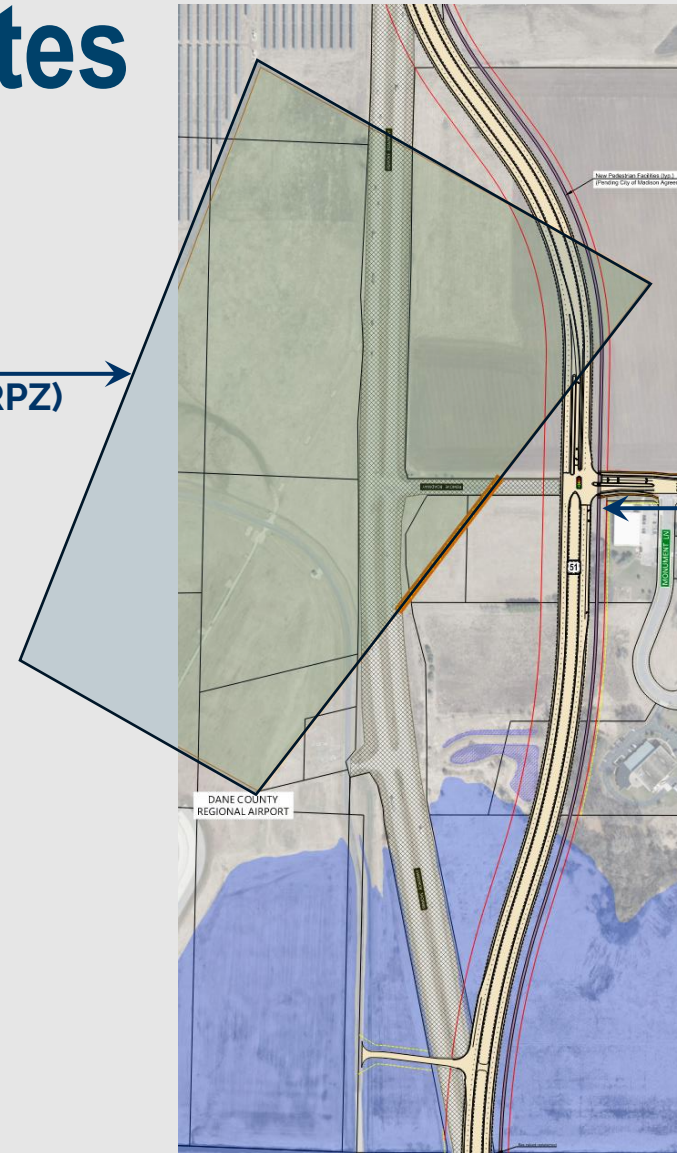


Proposed improvement updates

Environmental re-evaluation

- US 51 Proposed Alternative
 - Realign US 51
 - Hanson Road intersection moved out of RPZ
 - Add a traffic signal
 - Add a protected southbound left turn lane on US 51
 - Add left and right turn lanes on Hanson Road
 - Provides a safer approach for aircraft as well as US 51 travelers

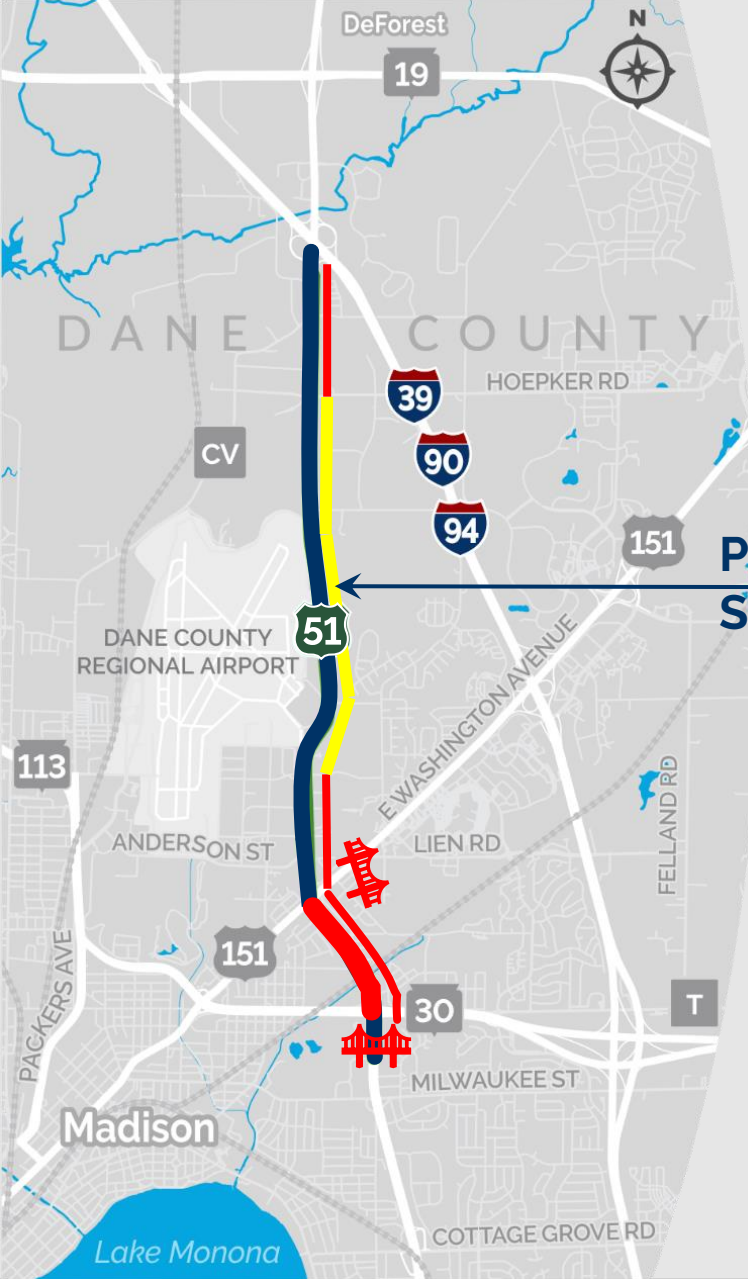
Existing Runway
Protection Zone (RPZ)



Hanson Road
Intersection

Proposed improvement updates

Environmental re-evaluation



Proposed 10 foot
Shared-use Path



- Bicycle and pedestrian accommodations*
 - Add a 10-foot shared-use path on east side of US 51 from Kinsman Blvd to Hoepker Road to I-39/90/94
 - Creates continuous connection for the entire corridor

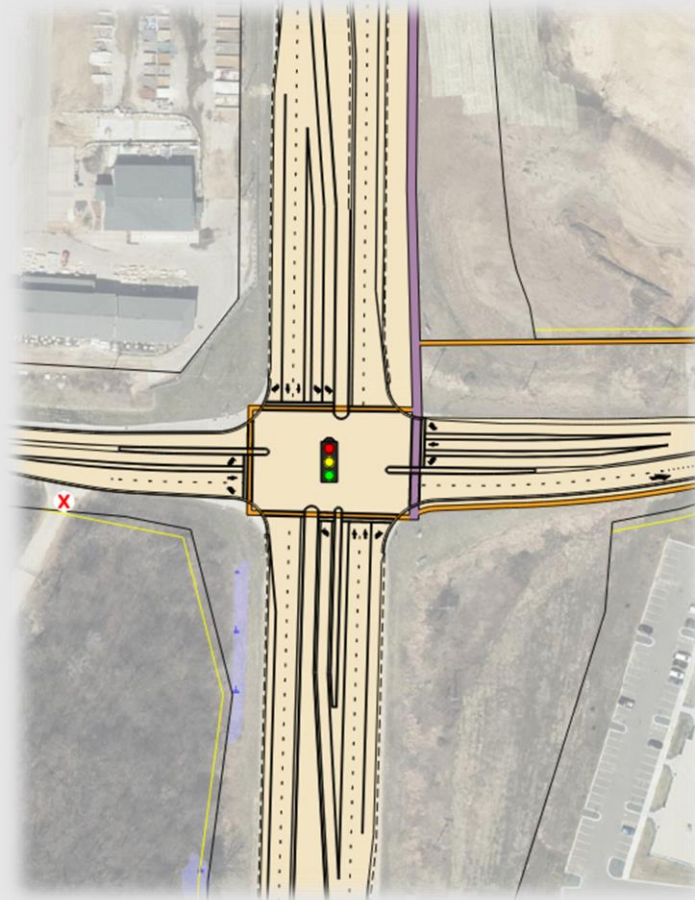
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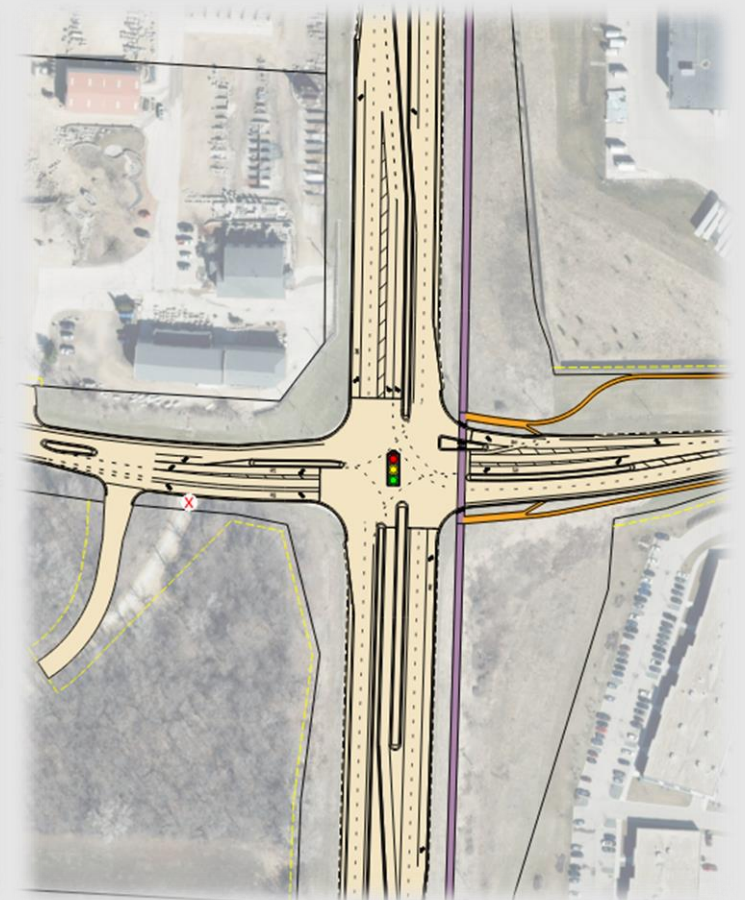
Proposed improvement updates

Environmental re-evaluation

- Hoepker Road intersection
 - Study preferred alternative included crosswalks throughout intersection
 - Proposed to only have crosswalk on east side for shared-use path (now extended throughout the project limits)
 - No planned future pedestrian facilities on west side of intersection



Study preferred alternative



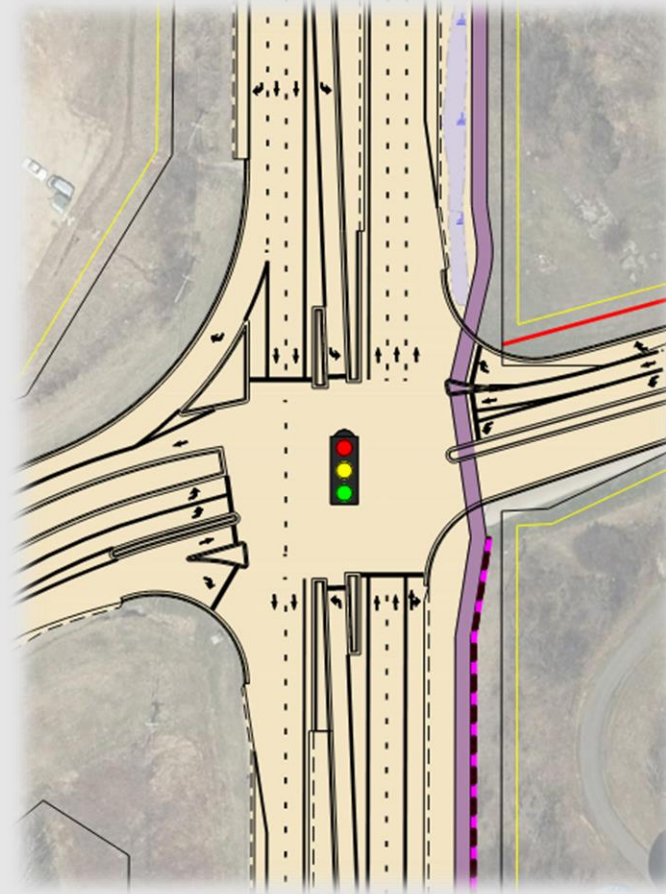
Proposed alternative

Proposed improvement updates

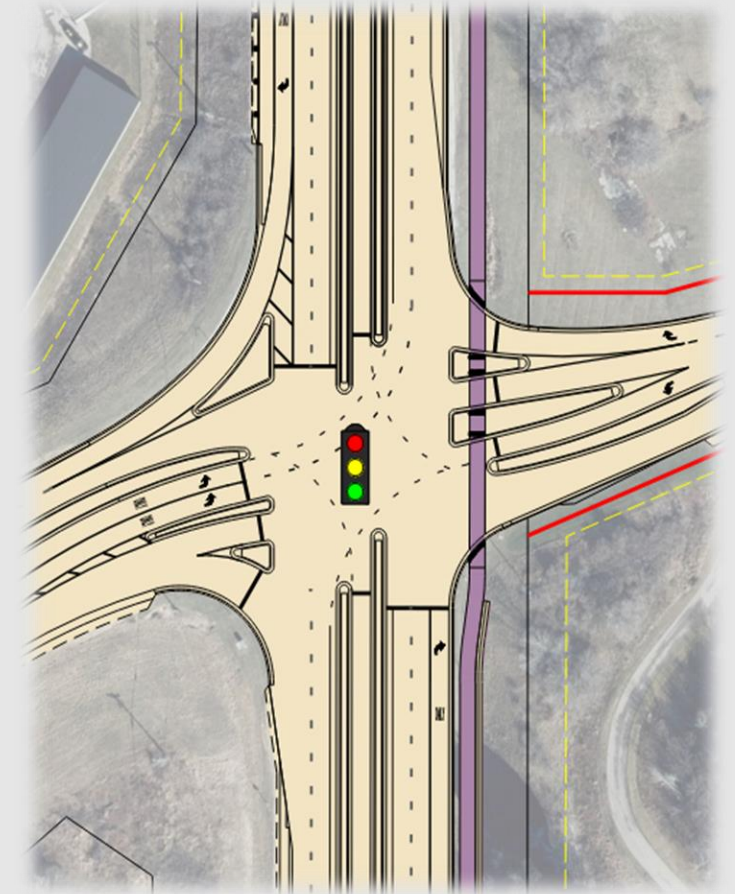
Environmental re-evaluation

- County CV/Anderson Road intersection

- Study preferred alternative included three northbound lanes
- Proposed to only have two northbound through lanes until three lanes are needed
- Coordination with I-39/90/94 project



Study preferred alternative



Proposed alternative

Environmental re-evaluation impacts

Environmental Factor	Preferred Alternative (Study)	Preferred Alternative* (Proposed)
New right of way (acres)	9.2	14.2
Right of way exchange with airport (acres)	0	19.6
Wetlands (acres)	2.6	9.4
Encroachment into 100-year floodplain (acres)	2.6	5.6

*Impacts are illustrated on project roll plots



Business coordination

We're In This Together!

- Visit wisconsindot.gov/together
 - Tips, tools and resources
 - Business coordination guide
- Project team is here to help
 - What information would help you...
 - Inform customers about the project?
 - Coordinate with suppliers?
 - Communicate with employees?



Project schedule / next steps

- Environmental reevaluation comment period ends April 23, 2026
- Next public involvement meeting: late 2026/early 2027
- Real estate acquisition begins: early 2027
- North section construction: as early as 2029
- Central and South section construction: as early as 2031



Public comments

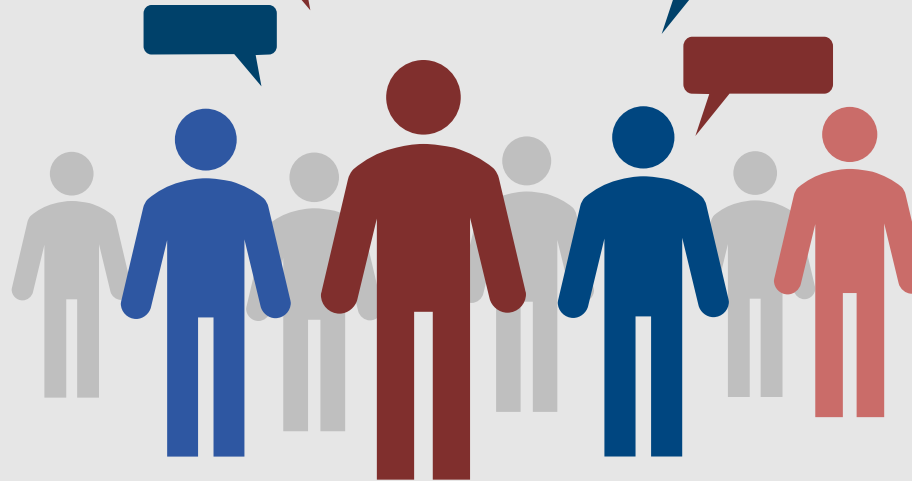
Please provide comments by April 23, 2026

Fill out a paper comment form and submit in person tonight or by mail.

Email or call WisDOT Project Manager Kevin Drunasky



wisconsindot.gov
and search "US 51 North
Project" and select the first link



WisDOT Project Manager

Kevin Drunasky, P.E.

Email: Kevin.Drunasky@dot.wi.gov

Phone: (608) 246-3811

