

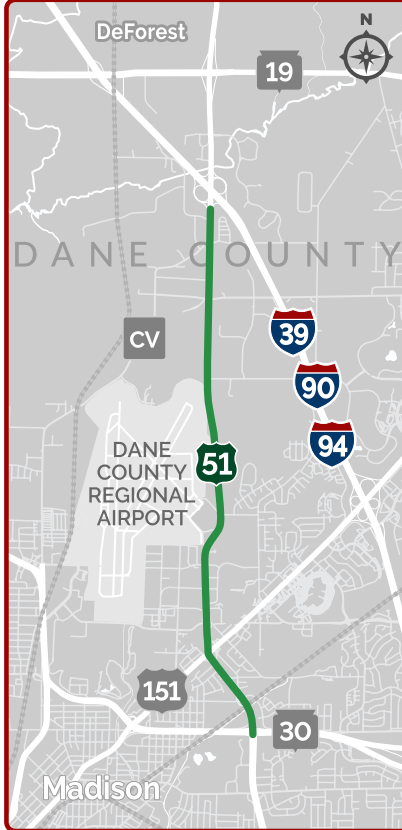


# Project Purpose and Need Summary

## Study Purpose

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

## Corridor Needs

<p><b>Safety</b></p> <p><b>579</b> TOTAL CRASHES</p> <p><b>2</b> FATAL CRASHES</p> <p><b>12</b> SERIOUS INJURY CRASHES</p> <p><b>FOUR SEGMENT CRASH RATES EXCEED STATEWIDE AVERAGES</b></p> <p> CRASH DATA FROM 2017-2021</p> <p><b>2</b> UNMARKED MID-BLOCK PEDESTRIAN CROSSING LOCATIONS</p> <p><b>US 51 IDENTIFIED AS A HIGH STRESS CORRIDOR FOR BICYCLISTS</b></p>	<p><b>Travel Demand and Traffic Operations</b></p> <p>POOR OPERATIONS:</p> <p><b>6</b> INTERSECTIONS EXISTING YEAR 2022</p> <p><b>9</b> INTERSECTIONS FUTURE YEAR 2050</p> <p>*WORST PEAK HOUR MOVEMENT</p> <p><b>Pavement</b></p> <p>TWO LOCATIONS OF PAVEMENT CONDITIONS AT OR NEARING THE THRESHOLD FOR REPLACEMENT</p>	<p><b>Roadway Geometric Deficiencies</b></p> <p><b>X</b> LARGE SKEW ANGLE AT US 51 AND US 151</p> <p><b>~</b> SUBSTANDARD CURVES BETWEEN PIERSTORFF ST AND RIEDER RD</p> <p><b>7</b> AREAS WITH HORIZONTAL ALIGNMENT DEFICIENCIES</p> <p><b>18</b> AREAS WITH VERTICAL ALIGNMENT DEFICIENCIES</p> <p><b>7</b> AREAS WITH STOPPING SIGHT DISTANCE DEFICIENCIES</p> <p><b>10</b> AREAS WITH CROSS SECTION DEFICIENCIES</p> <p></p>	
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