



US 51 Stoughton – Madison Roby Road to County B/AB

Public Involvement Meeting

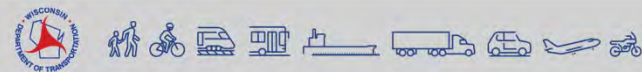
January 12, 2023



Hello and welcome to the public involvement meeting for the United States (US) Highway 51 corridor project from Roby Road to County B/AB in Dane County.

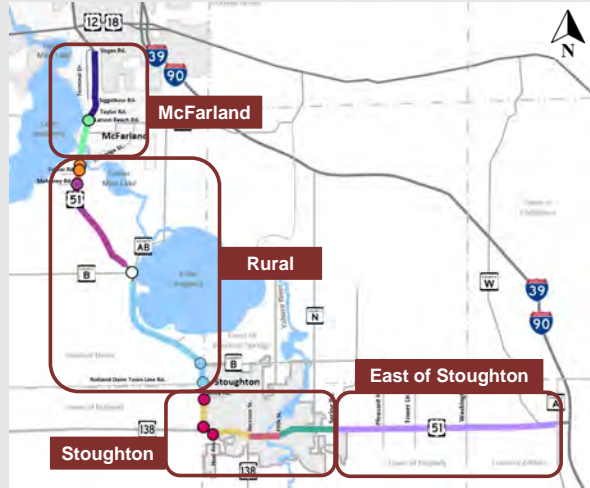
Presentation Outline

- US 51 corridor overview
- Project needs
- Project overview
- Overview of anticipated construction
- Timeline for project delivery
- Next steps

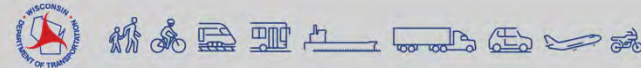


As part of this presentation, the design team will provide an overview of the overall US Highway 51 corridor project, review project needs, provide a project overview for the segment between Roby Road and County B/AB, provide an overview of anticipated construction, review the timeline for project delivery, and discuss the next steps.

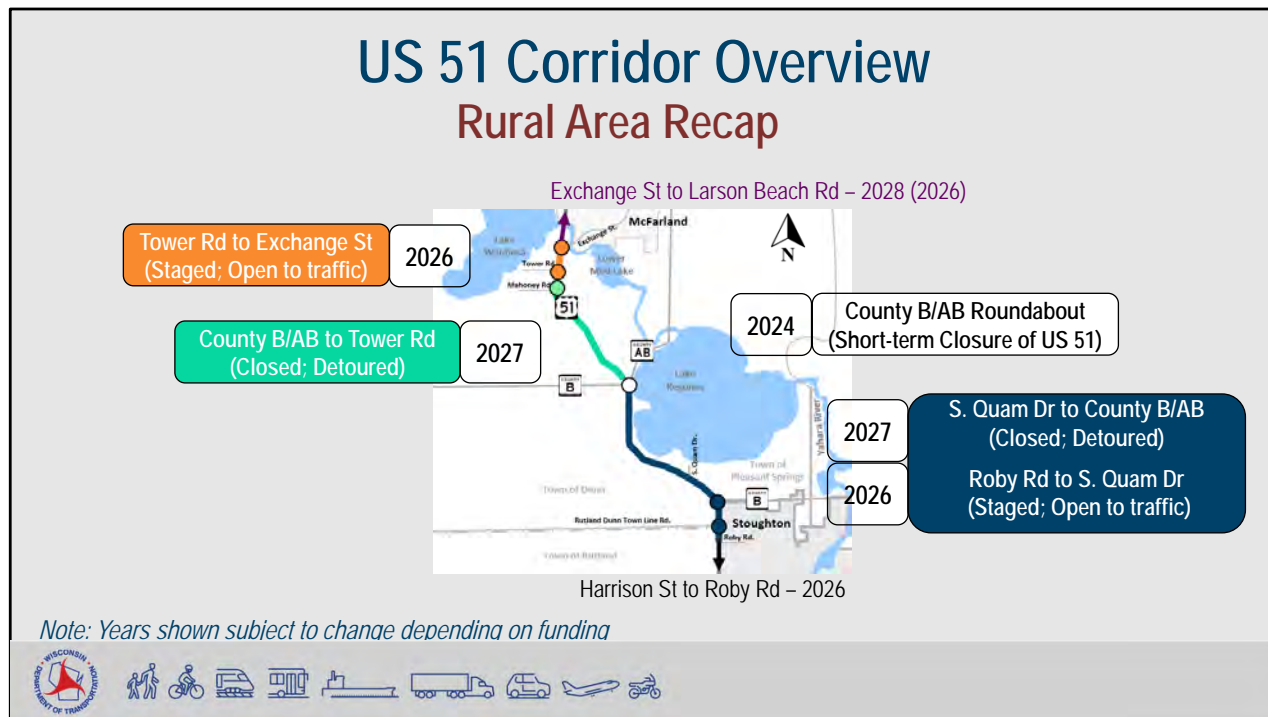
US 51 Corridor Overview



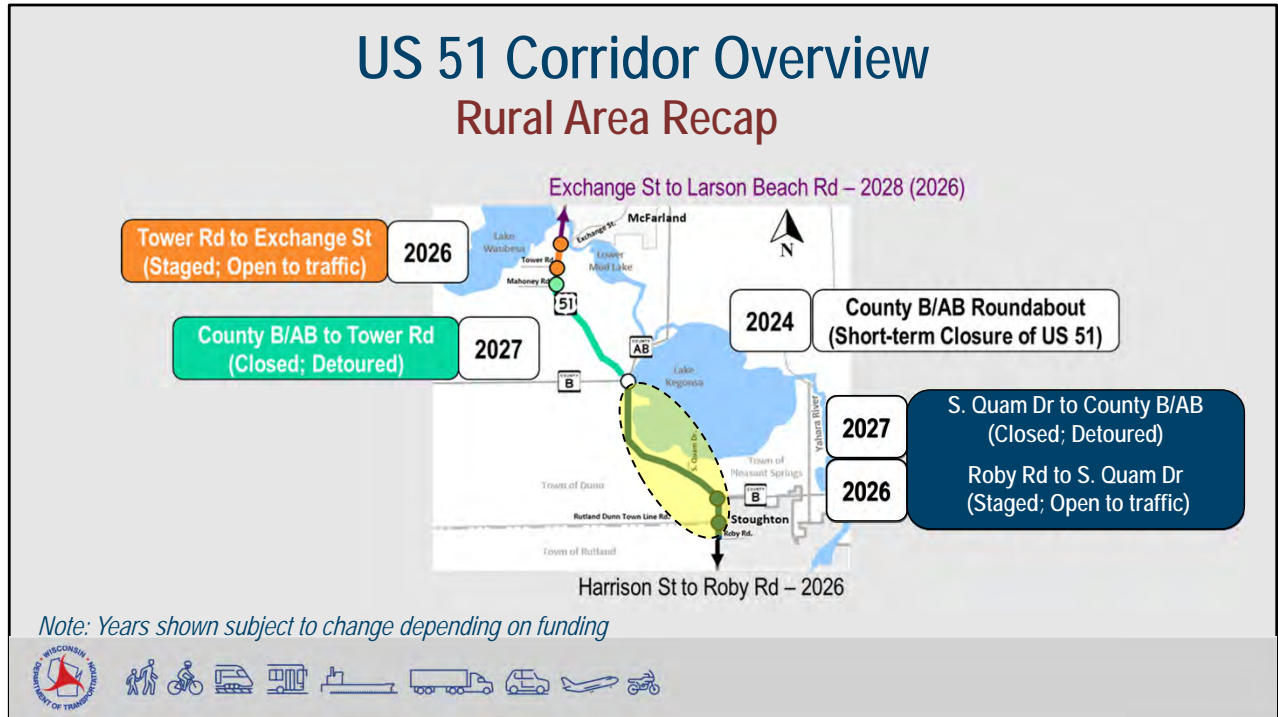
- 18.1 miles
- Split into 11 construction projects
- Four areas
 - E. of Stoughton – I-39/90 to Spring Road
 - Stoughton – Spring Road to Roby Road
 - Rural – Roby Road to Exchange Street
 - McFarland – Exchange Street to Terminal Drive/Voges Road



The US Highway 51 corridor from Interstate (I)-39/90 on the east, to Highway 12/18 (Madison Beltline) on the north, has been studied for several years, with an environmental assessment completed in 2021. The US Highway 51 corridor project spans 18.1 miles and is split into 11 separate construction projects over the upcoming years. There are four areas of interest that include East of Stoughton area, the Stoughton area, the Rural area (between Stoughton and McFarland), and the McFarland area. For the purposes of this presentation, we will be focusing on the Rural area.



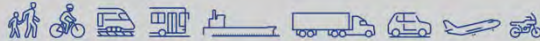
The Rural area is comprised of three individual projects highlighted in blue, green, and orange, with the anticipated construction years shown. Starting from the south end of the Rural area, the first project extends from Roby Road to County B/AB (blue), with construction anticipated in 2026 and 2027. During the 2026 construction season, the segment between Roby Road and South Quam Drive is anticipated to be staged and open to through traffic. During the 2027 construction season, the segment between South Quam Drive and County B/AB is anticipated to be closed to through traffic and detoured (open to local traffic only). Continuing north, the second project extends from County B/AB to Tower Road (green), with construction anticipated in 2027. US Highway 51 is anticipated to be closed to through traffic and detoured (open to local traffic only) within the project limits. The third project extends from Tower Road to Exchange Street (orange), with construction anticipated in 2026. US Highway 51 is anticipated to be staged and open to through traffic within the project limits. It should be noted that ahead of the mainline corridor improvements in 2026 and 2027, the US Highway 51 and County B/AB intersection will be reconstructed to a roundabout in 2024 using a short-term closure of US Highway 51. Construction of this roundabout in 2024, ahead of the mainline corridor improvements, will allow for improved east to west access in 2026 and 2027 during mainline construction. For reference purposes, the projects to the north and south of the Rural area have been included along with their anticipated construction years. Please note that the construction years shown are subject to change depending on available funding.



For the purposes of this presentation, we will be focusing on the southern project within the Rural area, Roby Road to County B/AB.

Project Needs

- Address existing safety conditions
- Accommodate travel demand
- Address existing pavement condition
- Improve pedestrian and bicycle accommodations
- Long-term planning and corridor preservation

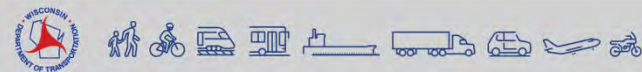


The needs that support this project include addressing existing safety conditions, accommodating travel demand, addressing existing pavement conditions, improving pedestrian and bicycle accommodations, and providing for long-term planning and corridor preservation.

Project Needs

Existing Safety Conditions

- Substandard horizontal and vertical geometrics
- Substandard intersection sight distance
- Lack of exclusive right- and left-turn lanes at intersections



As part of the project between Roby Road and County B/AB, existing safety conditions including substandard horizontal and vertical geometrics, substandard intersection sight distance, and lack of exclusive right- and left-turn lanes at intersections will be addressed.

Project Needs

Existing Pavement Condition

- Address roadway pavement deficiencies
 - Typical pavement life: 20 to 30 years
 - Existing pavement:



Another need that was previously noted includes addressing the existing pavement condition. Typically, pavement will last approximately 20 to 30 years. The existing concrete pavement was installed in 1992 and is at its 30-year lifespan. As you can see from the pictures, it is deteriorating and in need of improvements.

Project Overview

Roby Road to County B (east): Existing Facility Characteristics

- Typical Section
 - Undivided rural roadway
 - Concrete pavement
- Posted Speed
 - 55 mph
- Intersection Control
 - Stop controlled on side roads

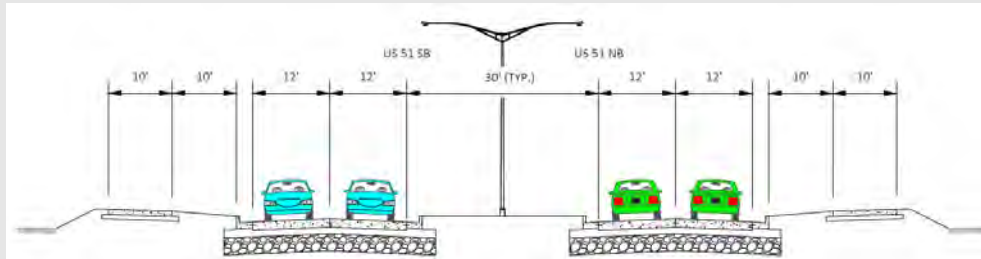


With the needs identified, the design team will continue with an overview of the project and its existing facility characteristics, starting at the segment between Roby Road and County B (east). Regarding the typical section between Roby Road and County B (east), it is an undivided rural roadway with concrete pavement. The posted speed is 55 miles per hour (mph). Regarding intersection control within this segment, the intersections are stop-controlled on the side roads.

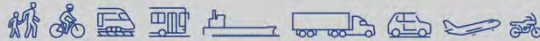
Project Overview

Roby Road to County B (east): Proposed Improvements

- Reconstruct to 4-lane urban section with raised median



- Two 12-foot travel lanes in each direction with a 30-foot raised median
- 10-foot concrete sidewalks on both sides of US 51
- 35 mph posted speed (reduced from existing 55 mph)



Proposed improvements within the Roby Road and County B (east) segment include reconstructing the roadway to a 4-lane urban section with a raised median. The typical section will include two 12-foot travel lanes in each direction with a 30-foot raised median and 10-foot-wide concrete sidewalks on both sides of US Highway 51. A continuous lighting system is planned within the raised median. The posted speed limit will be reduced from the existing 55 mph to 35 mph.

Project Overview

Roby Road to County B (east): Proposed Improvements

- Rutland-Dunn Townline Road – Dual-lane roundabout
 - Intersection control re-evaluated because of adjacent development
 - Selected as the preferred alternative as part of the intersection control evaluation completed March 2022

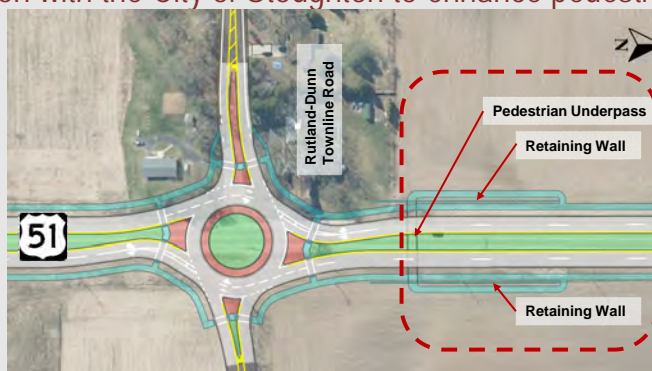


Improvements at the Rutland-Dunn Townline Road intersection include reconstructing the existing intersection to a dual-lane roundabout. The Rutland-Dunn Townline Road intersection control was re-evaluated from the US Highway 51 corridor study as a result of the recent adjacent development. The new dual-lane roundabout configuration was selected as the preferred alternative as part of the intersection control evaluation completed in March 2022.

Project Overview

Roby Road to County B (east): Proposed Improvements

- New Pedestrian Underpass – North of Rutland-Dunn Townline Road
 - In coordination with the City of Stoughton to enhance pedestrian accommodations

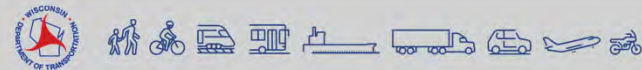
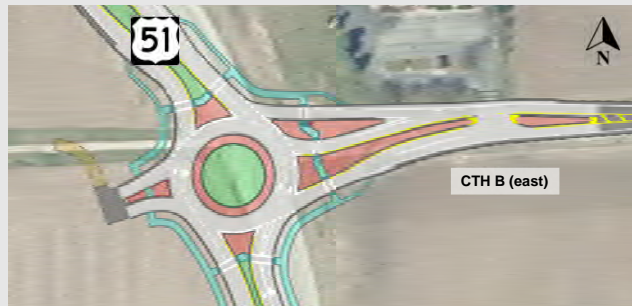


In coordination with the city of Stoughton, a new pedestrian underpass will be constructed north of the Rutland-Dunn Townline Road intersection to enhance pedestrian accommodations as development continues along this segment of US Highway 51. The pedestrian underpass will provide an alternative to the pedestrian crossings at the Rutland-Dunn Townline Road roundabout. New retaining walls will be constructed adjacent to the back of the concrete sidewalk to accommodate the pedestrian underpass to reduce impacts.

Project Overview

Roby Road to County B (east): Proposed Improvements

- County B (east) – Dual-lane roundabout
 - Selected as the preferred alternative as part of the intersection control evaluation completed in 2016 under the US 51 corridor study

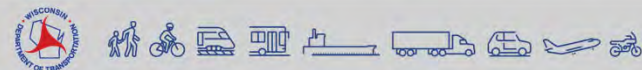


Improvements at the County B (east) intersection include reconstructing the existing intersection to a dual-lane roundabout. The dual-lane roundabout configuration was previously selected as the preferred alternative as part of the intersection control evaluation completed in 2016 under the US Highway 51 corridor study.

Project Overview

County B (east) to County B/AB: Existing Facility Characteristics

- Typical Section
 - Undivided rural roadway
 - Concrete pavement or rubblized concrete pavement w/ asphalt overlay
- Posted Speed
 - 55 mph
- Intersection Control
 - Stop controlled on side roads



Now let us take a look at the next segment from County B (east) to County B/AB and its existing facility characteristics. Regarding the existing typical section, it is an undivided rural roadway with concrete pavement (asphalt overlay over rubblized concrete pavement between South Quam Drive to County B/AB). The posted speed is 55 mph. Regarding intersection control within this segment is stop-controlled on the side roads.

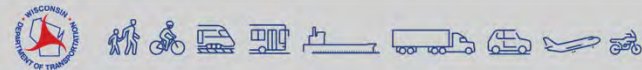
Project Overview

County B (east) to County B/AB: Proposed Improvements

- Reconstruct to 2-lane rural section with raised median



- One 12-foot travel lane in each direction
- 30-foot (typical) median including curb and gutter
- 10-foot shoulders including 6-foot asphalt paved for bicycle accommodations

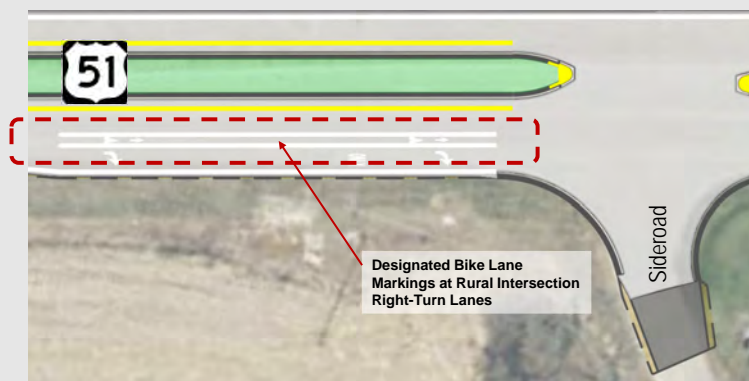


Proposed improvements within the County B (east) to County B/AB segment include reconstructing the roadway to a 2-lane rural section with a raised median. The typical section will include one 12-foot travel lane in each direction with a 30-foot median including curb and gutters, and 10-foot shoulders including a 6-foot asphalt paved width for bicycle accommodations.

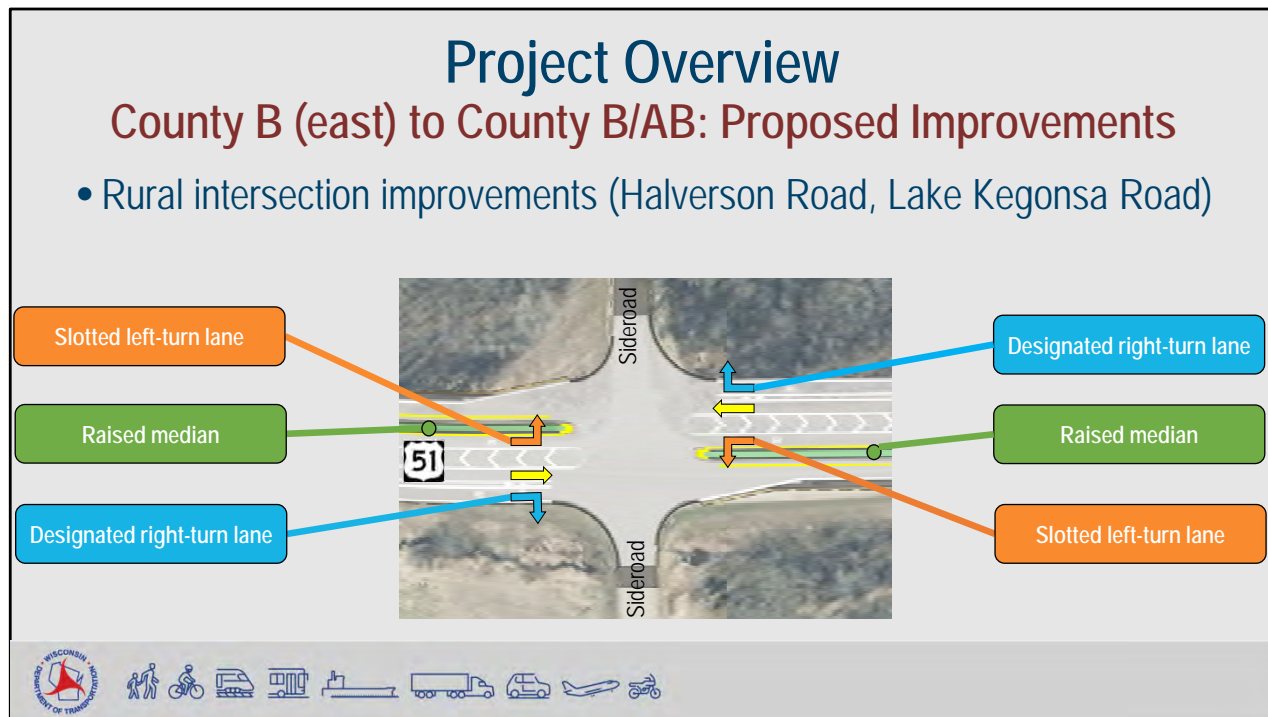
Project Overview

County B (east) to County B/AB: Proposed Improvements

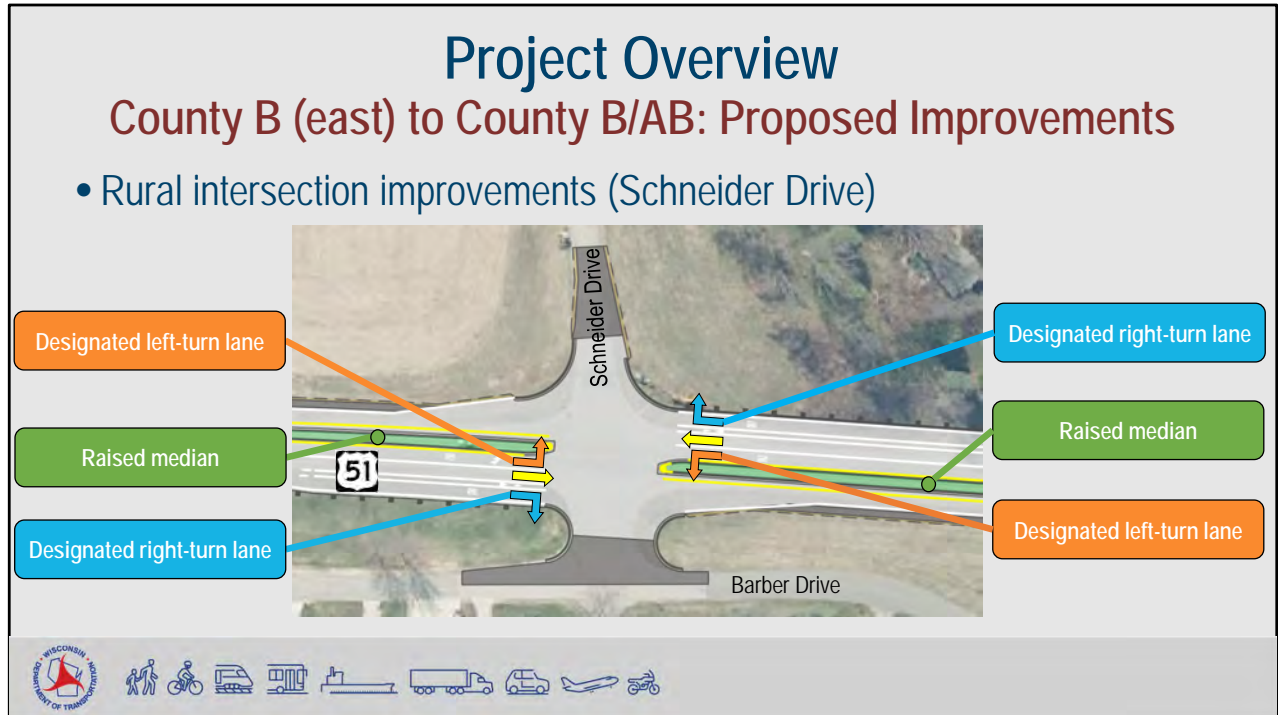
- Rural intersection improvements – designated bike lane markings



Intersection improvements within the County B (east) to County B/AB segment will include designated bicycle lane markings within the rural intersection right-turn lanes for improved bicycle accommodations.



At the four-legged intersections of US Highway 51/Halverson Road and US Highway 51/Lake Kegonsa Road, slotted left-turn lanes (orange) will be installed to improve sight distance for left-turning vehicles. The slotted left-turn lanes will be separated from opposing traffic with a raised median (green). One through lane will be provided in each direction (yellow) with an adjacent dedicated right-turn lane (blue). This configuration will remove all turning movements from the through travel lane.



At the four-legged intersection of US Highway 51/Schneider Drive, standard dedicated left-turn lanes will be installed (orange) in lieu of slotted left-turn lanes because of the proximity of Barber Drive and nearby environmentally sensitive lands. The left-turn lanes will be separated from opposing traffic with a raised median (green). One through lane will be provided in each direction (yellow) with an adjacent dedicated right-turn lane (blue). This configuration will remove all turning movements from the through travel lane.

Project Overview

County B (east) to County B/AB: Proposed Improvements

- Rural intersection improvements (T-intersections)

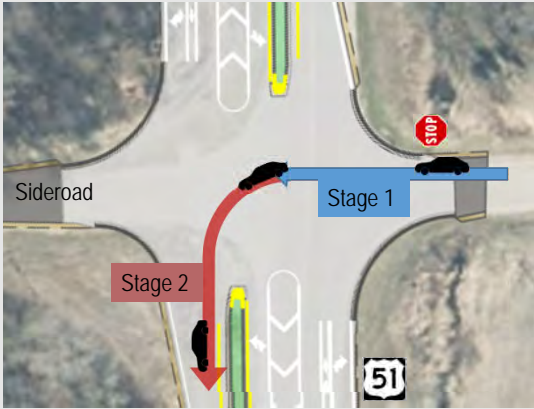
The diagram illustrates a T-intersection where a 'Sideroad' meets a main road (US 51). The main road has a raised median (green) on both sides. On the westbound side, there is a designated left-turn lane (orange) and a through travel lane (yellow). On the eastbound side, there is a designated right-turn lane (blue) and a through travel lane (yellow). The intersection is marked with a '51' shield. The bottom of the diagram features the Wisconsin Department of Transportation logo and icons for various modes of transport: pedestrian, bicycle, bus, train, truck, car, motorcycle, and airplane.

At the other T-intersections (three-legged), standard dedicated left-turn (orange) and right-turn (blue) lanes will be installed, as applicable based on the orientation of the sideroad, to allow for all turning movements to be removed from the through travel lane (yellow). Similar to the other intersections, a raised median (green) will be installed with an opening at the intersection.


Project Overview

County B (east) to County B/AB: Proposed Improvements

- Rural intersection improvements



The diagram illustrates a two-stage crossing for left-turning vehicles at a rural intersection. A blue arrow labeled 'Stage 1' shows a vehicle moving from the 'Sideroad' into the median area. A red arrow labeled 'Stage 2' shows the vehicle moving from the median into the travel lane. A 'STOP' sign is visible on the main road, and a '51' shield is on the travel lane. The diagram is overlaid on a satellite-style aerial view.



Another feature of the intersection improvements is that left-turning vehicles will be able to make a two-stage crossing depending on driver comfort-level. Vehicles stopped on the sideroad will be able to cross one direction of traffic at a time. The first stage (blue) will allow the vehicle to stop in the median area and the second stage (red) will allow the vehicle to enter the travel lane.

Project Overview

County B (east) to County B/AB: Proposed Improvements

- Reconstruct existing pedestrian underpass south of Charles Lane



An additional improvement within this segment of US Highway 51 between County B (east) and County B/AB includes the reconstruction of the existing pedestrian underpass south of Charles Lane, including a new pedestrian underpass lighting system.

Project Overview

County B (east) to County B/AB: Proposed Improvements

- Colladay Point Park [Section 4(f) Resource] Impacts

The diagram is an aerial photograph of a road corridor. A road with a '51' shield runs horizontally across the top. Below the road, a green area represents Colladay Point Park. A blue dashed line indicates a 'Temporary Limited Easement' for building a 'New Retaining Wall'. An orange dashed line indicates a 'Permanent Limited Easement' for 'Riprap at Culvert Outfall'. A 'Culvert Replacement' is marked with a red arrow. 'Colladay Point Drive' is on the right, and the 'Existing Right of Way' is also indicated. A small inset photo shows a pile of riprap stones.

Colladay Point Park [Section 4(f) Resource]

The bottom of the slide features the Wisconsin Department of Transportation logo on the left and a row of icons representing different modes of transportation: a person walking, a bicycle, a train, a bus, a boat, a truck, a car, a motorcycle, and an airplane.

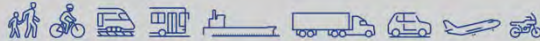
Moving on from the intersection improvements, the design team would like to highlight the additional impacts to Colladay Point Park, a Section 4(f) resource, from the previous US Highway 51 corridor study based on recent design refinements. As part of the US Highway 51 corridor study, no impacts to Colladay Point Park were identified. Based on recent design refinements, it has been identified that a temporary limited easement (blue dashed line) is required to allow for contractor access to construct the planned retaining wall adjacent to the park and a permanent limited easement (orange dashed line) for installation and future maintenance of riprap at the culvert replacement outfall. The riprap installation at the culvert outfall is required to slow the velocity of the stormwater exiting the pipe and protect against erosion. As part of this public involvement meeting, the design team is seeking specific comments regarding the planned impacts at Colladay Point Park for Section 4(f) documentation purposes as part of the environmental document reevaluation process.

Anticipated Construction Impacts

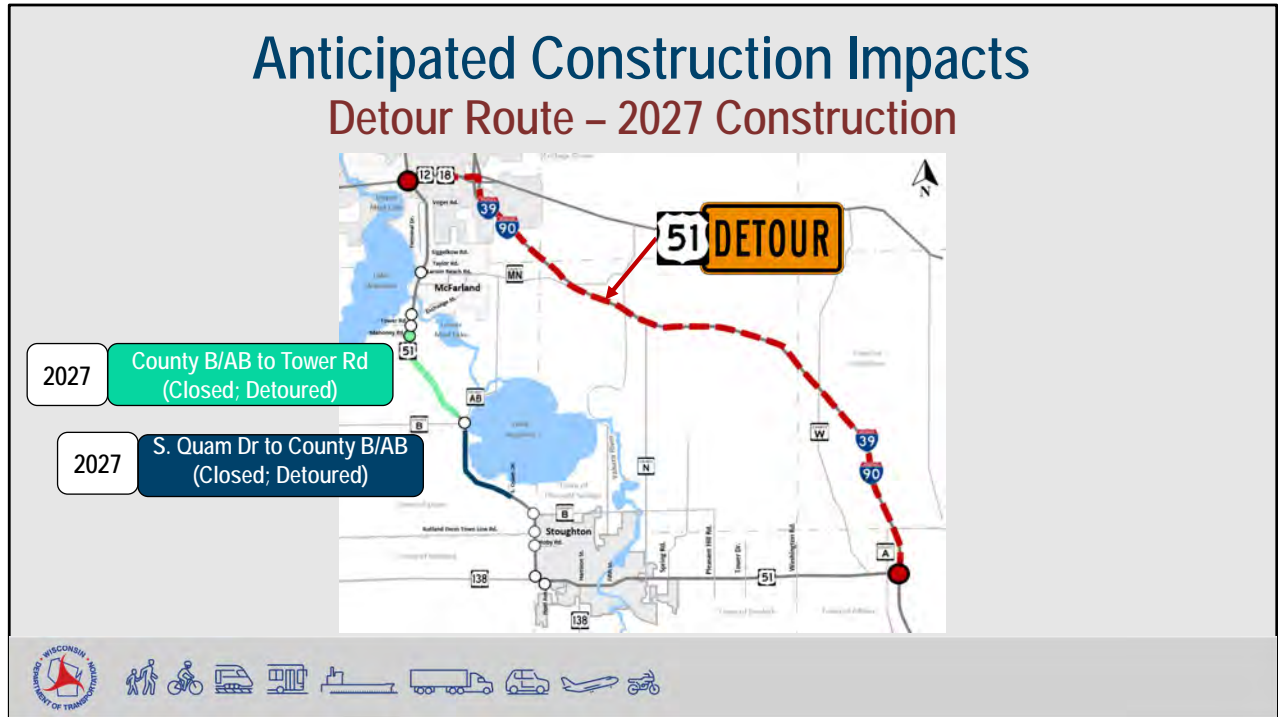
- US 51 – Roby Road to South Quam Drive
 - Construction anticipated in 2026
 - Staged construction
 - One travel lane in each direction along US 51
- US 51 – South Quam Drive to County B/AB
 - Construction anticipated in 2027
 - Road closed to through traffic (local traffic only)
 - Detoured



Note: Contractor required to maintain access to residents and businesses during construction

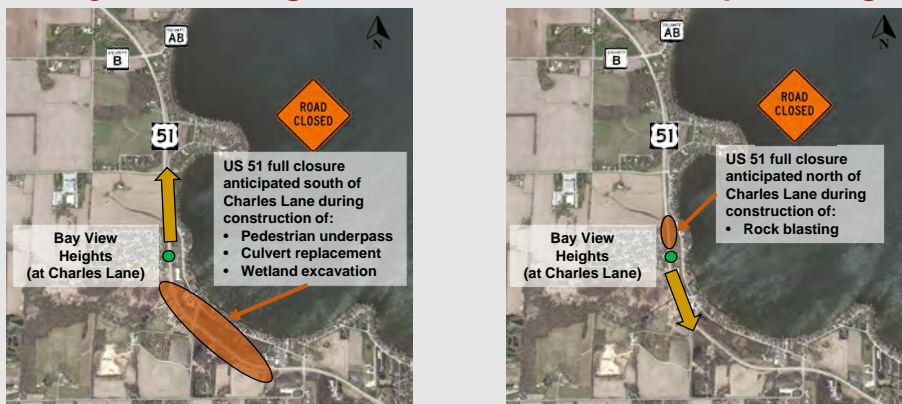


Regarding anticipated construction impacts, the segment between Roby Road and South Quam Drive is currently scheduled for construction in 2026 and will remain open to traffic during staged construction with one travel lane in each direction being maintained along US Highway 51. The segment between South Quam Drive to County B/AB is currently scheduled for construction in 2027 and will be closed to through traffic (local traffic only) with a posted detour. The contractor will be required to maintain access to residents and businesses during construction. The final details of the construction staging have not been completed and will be finalized in the coming years. More information will be provided in the future.

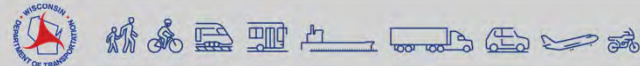


The planned detour route during the closure of US Highway 51 for through traffic within the segment between South Quam Drive and County B/AB in 2027 will be I-39/90 to US Highway 12/18 (Madison Beltline). Please note that the segment of US Highway 51 between County B/AB to Tower Road (completed under a separate project) is planned to also be closed to through traffic concurrent with this project in 2027.

Anticipated Construction Impacts Bay View Heights – Construction Sequencing



- Access will be provided and sequenced during construction
- Future on-site meetings will be held with the Bay View Heights community



As previously mentioned, the contractor will be required to maintain access to residents and businesses during construction. Because of the limited access to the Bay View Heights community, the contractor will be required to sequence construction operations to maintain direct access to US Highway 51. Access will be maintained for residents within the Bay View Heights community by sequencing access between the south (during short-term rock blasting within the existing rock cut area north of Charles Lane), and the north (during longer-term reconstruction of the existing pedestrian underpass, replacement of the existing culvert south of Charles Lane, and wetland excavation between Halverson Road and Charles Lane) on a minimum single 12-foot travel lane. The design team will be scheduling future Bay View Heights-specific on-site meetings as the design progresses to communicate the planned US Highway 51 improvements, staging sequencing, and access during construction.

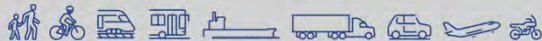
Anticipated Construction Impacts

Business Coordination – We are in this together!

- Visit wisconsindot.gov/together
 - Tips, tools, and resources
 - New (2021) business coordination guide
- Project team is here to help
 - What information would help you to....
 - Inform customers about the project
 - Coordinate with suppliers
 - Communicate with employees



<https://wisconsindot.gov/Pages/projects/in-together/default.aspx>

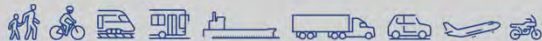


Business coordination is available through the Wisconsin Department of Transportation (WisDOT) “In This Together” program. This program includes tips, tools, and resources to help businesses plan for highway construction impacts. Early coordination is recommended. A new business coordination guide was created in 2021 and can be accessed on the WisDOT website, or please contact a member of the project design team and we can help you find this information. We are in this together and here to help. Please let us know what information would help you inform customers regarding the project, coordinate with suppliers, and communicate with employees.

Timeline for Project Delivery



- Preliminary Plans – Spring 2023
- Real Estate Acquisition Begins – Fall 2023
- Final Plans – August 1, 2025




Regarding the timeline for project delivery, the design team is currently in the preliminary design phase for this project. Delivery of the preliminary plans is anticipated in spring 2023, with real estate acquisition beginning in fall 2023, and final plans due August 1, 2025. This will allow for construction in 2026 and 2027 as it is currently programmed.

Next Steps

- Submit public comments by February 10, 2023
- Public meetings and outreach will continue for each US 51 corridor project
- Contact us with any questions or concerns

Kevin Drunasky, P.E.


WisDOT Project Manager

 (608) 246-3811

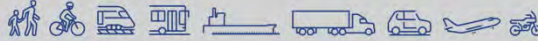
 Kevin.Drunasky@dot.wi.gov

Ken Swanson, P.E.

Consultant Project Manager

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 ken.swanson@strand.com



Regarding the next steps, please submit your comments by February 10, 2023. There are comment forms provided on the website, or you can contact either project representative identified on the screen via phone or email. Public meetings and outreach will continue for each project along the US Highway 51 corridor.

Next Steps

Stay involved and connected!



FOLLOW US ON TWITTER:
@WisDOTsouthwest



Project website



Project email sign up



Please stay involved and connected. If you would like to find out more regarding this project, or stay informed throughout the design delivery phase, please visit the project website using the QR code shown in the middle, sign up for project email updates using the QR code on the right, and follow us on Twitter at the address shown on the left.



US 51
Stoughton – Madison
Roby Road to County B/AB

**Thank you for your interest
and comments!**

Public Involvement Meeting
January 12, 2023



Thank you for your interest in these projects, and for any comments that you can provide.
Have a great day.