

Public Involvement Meeting Handout

**US 51 – Segment 2A
Spring Road to Fifth Street
Stoughton – Madison
Dane County**

Project ID: 5845-16-02/72



**Wednesday, May 4, 2022
Public Involvement Meeting**

Project Website:

wisconsindot.gov/us51

Purpose of the meeting

Welcome to the public involvement meeting for the proposed improvements to US 51 Segment 2A in the city of Stoughton. See Figure 1 on the next page for the project location map.

The Wisconsin Department of Transportation (WisDOT) is currently in the design phase of this project, which includes US 51 between Spring Road and Fifth Street. This is a 2-lane urban section that will be reconstructed and have improvements to pedestrian and bicycle accommodations.

The objective of this meeting is to provide you with updated information regarding the proposed improvements to the roadway. We are seeking your input on updates to the project design, proposed construction staging, and the anticipated traffic impacts during construction. After a brief presentation, the meeting will follow an open house format.

Please take time to review the information presented. WisDOT project representatives are available to answer questions. A public input form is also available for you to give written comments.

Project needs

The roadway is an important and popular route within Dane County. Within Segment 2A, US 51 accommodates current traffic volumes of 10,300 vehicles per day, and trucks comprise approximately 5.4% of vehicles. The volume within Segment 2A is projected to increase to 11,500 vehicles per day by 2046. Improvements along this corridor need to take the near-term and long-term needs of this heavily traveled roadway into account, and the overall improvement needs to be compatible with the overarching US 51 mega project improvement strategies as the local population is expected to grow approximately 11.6% between 2010 and 2040.

The existing roadway does not meet current design standards at a few curves and intersections within Segment 2A. Some vertical profiles have deficient curve lengths and grades and the horizontal curves at Fifth Street, the railroad, and Hillside Avenue do not meet current design standards. The roadway cross slope east of Fifth Street tilts the wrong way relative to the curve and creates an uncomfortable ride and safety concerns. Along US 51, the Hillside Avenue and Spring Road intersections are laid out in a way that doesn't best-serve their long-term operational and functional needs.

The existing pavement from Spring Road to Chalet Road has exceeded the typical pavement life of 20 to 30 years and was rated in poor to good condition by WisDOT. The remaining section of Segment 2A, Chalet Road to Fifth Street, has a pavement age of 11 to 19 years.

The retaining wall to the east of Fifth Street is deteriorating and requires reconstruction. There are also inadequate and incomplete sidewalks along Segment 2A with issues such as non-compliant curb ramp slopes and unmarked pedestrian crossings.

Project Location Map

LEGEND

- IH 39/90 to Spring Road (Seg. 1)
- Spring Road to 5th Street (Seg. 2A)
- 5th Street to Harrison Street (Seg. 2B)
- Harrison Street to Roby Road (Seg. 3)
- Roby Road to South Quam Road (Seg. 4)



Dodge County

Segment No. 1

US 51
East of Stoughton
IH 39/90 to Spring Road
Programmed Construction Year: 2029
Earliest Possible Construction Year: 2026

Segment No. 2B

US 51
Stoughton
5th Street to Harrison Street
Programmed Construction Year: 2029
Earliest Possible Construction Year: 2027

Segment No. 3

US 51
Stoughton
Harrison Street to Roby Road
Programmed Construction Year: 2026

Segment No. 2A

US 51
Stoughton
Spring Road to 5th Street
Programmed Construction Year: 2025

Segment No. 4

US 51
Rural Area
Roby Road to South Quam Road
Programmed Construction Year: 2026

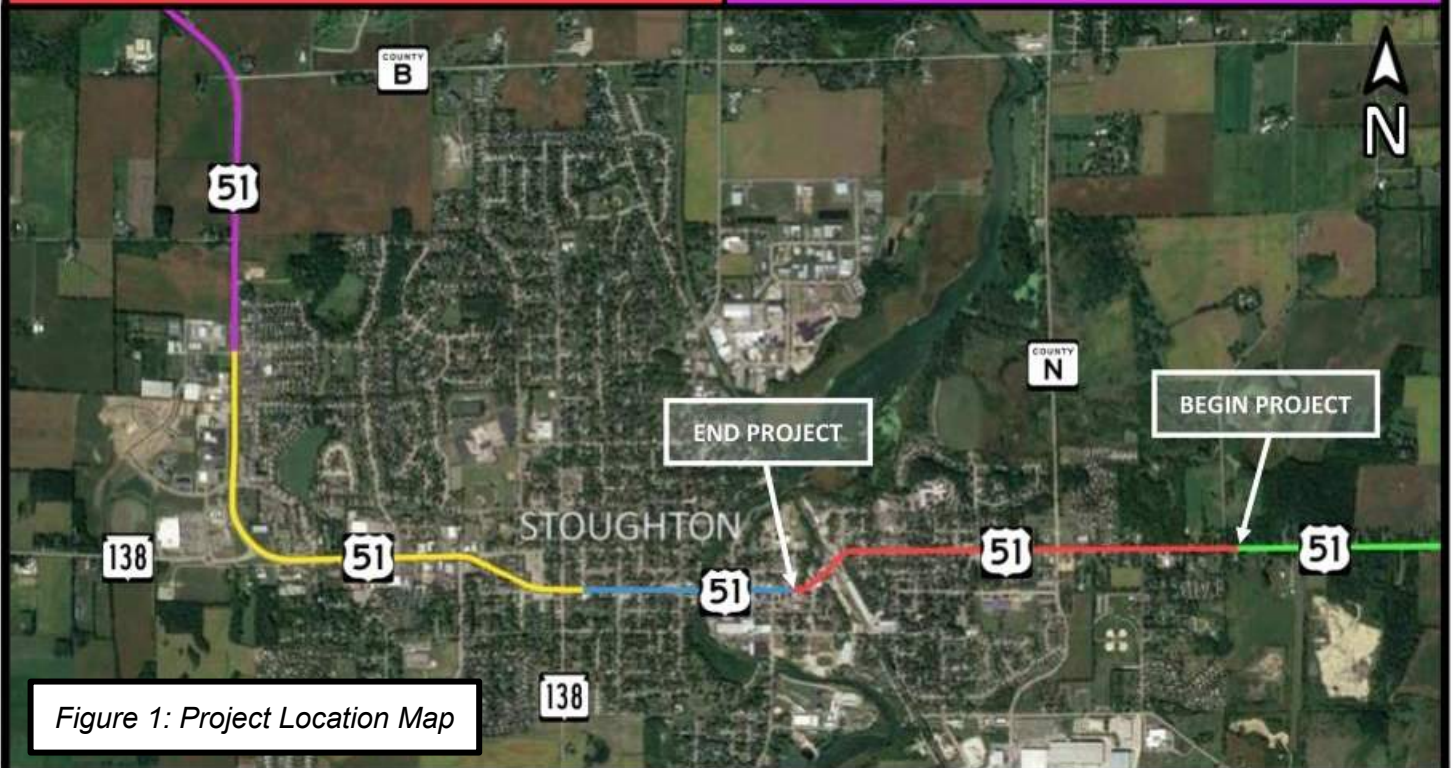


Figure 1: Project Location Map

Overall US 51 corridor overview

The US 51 corridor project in Dane County is 18.1 miles. The project will be split into 10 construction projects. Due to the size of the project, US 51 is divided into four general areas. East of Stoughton is one construction project from I-39/90 to Spring Road. The Stoughton area from Spring Road to Roby Road will consist of 3 construction projects. The Rural area from Roby Road to Exchange Street will consist of 3 construction projects and the McFarland area from Exchange Street to Terminal Drive/Voges Road will consist of 3 construction projects.

The first programmed construction project in the Stoughton area is from Spring Road to Fifth Street in 2025. Then in 2026, the programmed construction projects include the segments north of Roby Road and between Harrison Street and Roby Road. Finally, in 2029 the areas east of Stoughton and between Fifth Street and Harrison Street are programmed for construction. Note that the segment east of Stoughton could be constructed as early as 2026 and the segment between Fifth Street and Harrison Street could be constructed as early as 2027 depending on funding.

Segment 2A project overview

The location of Segment 2A is in the city of Stoughton from Spring Road to Fifth Street by the Stoughton Fire Department. The project will reconstruct the existing 2-lane urban roadway and improve pedestrian and bicycle accommodations. The section will be constructed during a full closure for through traffic. Construction through this area is currently scheduled for 2025.

Proposed improvements

The proposed improvements include:

- Reconstruction of the existing pavement with 8-inches of concrete over 6-inches of base aggregate over 16-inches of select crushed material.
- Inclusion of a consistent bike lane or paved shoulder throughout the entire project which results in the elimination of on-street parking east of the railroad with the typical roadway cross section being reduced.
- Replacement or addition of new sidewalk from Fifth Street to Race Track Road south of US 51 and from Fifth Street to Ashberry Lane north of the roadway.
- Reconstruction of curb ramps and existing sidewalk.
- Rectangular Rapid Flashing Beacons (RRFB) to promote pedestrian awareness.
- Inclusion of new, short medians for 2-stage pedestrian crossings at Ashberry Lane.
- Improvement of roadway profile and cross slope east of Fifth Street.
- Reconstruction of the Fifth Street retaining wall.
- Enhancement of the County N intersection geometrics and signals.
- Inclusion of new decorative lighting between Fifth Street and the railroad, and new standard lighting between the railroad and County N.

Current anticipated construction impacts

The project will be closed to through traffic and detoured during construction. The main project detour will utilize WIS 138, WIS 59, US 51 through Edgerton, and I-39/90. The contractor is also to maintain access to residents and businesses during construction.

Closures and work zones will be broken into 3 stages to limit long-term disruptions. The first stage is from the western limits of the County N intersection to the eastern project limits east of Spring Road. Stage 2 is from the western limits of the Academy Street intersection to the western limits of the County N intersection. The third stage is from the western project limits at Fifth Street to the western limits of the Academy Street intersection.

Business coordination is available through the WisDOT In This Together program. These resources help businesses with tips and tools during construction, including temporary business signage recommendations and resources such as planning worksheets. More information on the program can be found at the following URL: <https://wisconsindot.gov/together>

Real Estate

This project will require some right of way acquisition, but no relocations will be required. A total of 0.215 acres will be required for permanent acquisition (FEE) and 2.162 acres will be essentially rented as a temporary limited easement (TLE) to help accommodate construction operations and slope grading. The current anticipated right of way needs broken down by the historic districts within Segment 2A are summarized below in Table 1.

Location	TLE (acres)	FEE (acres)
East Side Historic District	0.364	0.009
Depot Hill Historic District	0.192	0.050
Main Street Historic District	0.031	0.002
Non-Historic District	1.575	0.155

Table 1: Right of Way Needs

Timeline for project delivery

Real Estate Begins	Fall 2022
PIM #2	2023/2024
Final Plans	August 1, 2024
Project LET	November 12, 2024
Construction	Spring/Summer/Fall 2025

Next steps

The next steps for this project include the preliminary and final design of the corridor. Public meeting and outreach will continue for this project and others along the corridor. You can follow along and stay involved by checking for updates on the project website or join the project email sign up using Figures 2 and 3. You can also follow the Southwest Office of WisDOT on Twitter (@WisDOTsouthwest) to be informed about information from around the region.



Figure 2: Project Website



Figure 3: Project email sign up

Public input and personal contacts

We encourage you to talk to the project representatives and ask them questions. Attached to this handout is a sheet for your written comments and concerns about the project.

Please mail any written comments and concerns about the project before June 4, 2022 or leave them in the comment box tonight. There is also an online comment form on the project website shown on the cover page.

For more information, please contact:

David Schmidt, P.E.
WisDOT Project Manager
(608) 246-3867
David2.Schmidt@dot.wi.gov

Brad Groh, P.E.
Consultant Project Manager (JT Engineering)
(608) 216-8546
bradg@jt-engineering.com