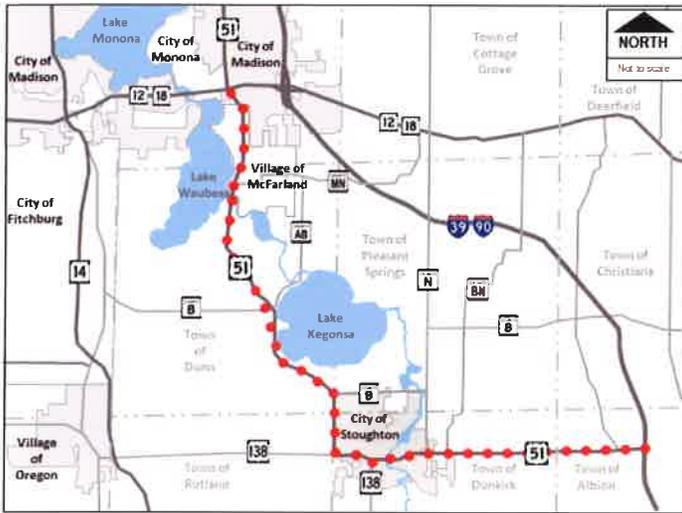




US 51 Corridor Study Update

I-39/90 to US 12/18 (Stoughton to McFarland)
Dane County



US 51 corridor study map, I-39/90 to US 12/18

Contacts

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Study Website

<http://www.wisconsin.gov/Pages/projects/by-region/sw/5139901218/default.aspx>

Public Meeting Scheduled

Thursday, September 26, 2019

5 to 8 P.M.

Stoughton High School
600 Lincoln Avenue
Stoughton, WI

Open-house style format with a formal presentation starting at 5:30 P.M.

Maps and exhibits will provide details about the study, needs, alternatives, impacts, and project schedule. WisDOT invites the public to participate and provide comments.

What's happened with the US 51 Corridor Study since the last public meeting in 2015?

The Wisconsin Department of Transportation (WisDOT) and the Federal Highway Administration (FHWA) are conducting the US 51 Corridor Study, from I-39/90 to US 12/18 (Stoughton to McFarland), to evaluate alternatives that will improve safety, pavement condition, and congestion along the corridor and address the needs of bicyclists and pedestrians where feasible. Recent key decision points and upcoming milestones are described below.

August
2015

The last public meeting was held on August 26, 2015.

November
2015

After review of corridor alternatives, public and agency comments, WisDOT identified Alternative H as the preferred alternative for the Environmental Assessment (EA).

➤ See pages 2 and 3 for a description of Alternative H, the preferred alternative.

June
2016

A newsletter identified to the public Alternative H as the preferred alternative. It also announced that due to statewide priorities and funding limitations, the US 51 EA and public hearing were postponed.

2018

WisDOT initiated design of roundabouts at the closely-spaced intersections of WIS 138 (west), Hoel Avenue, and Roby Road in Stoughton, with approved funding for construction in 2021. A roundabout at the US 51/County B/AB intersection between Stoughton and McFarland was approved for funding for construction in 2024. These roundabout projects are currently under design and have their own environmental documentation separate from the US 51 EA study.

2019

In Spring 2019, WisDOT re-initiated the US 51 study and the study team is currently updating the corridor design as needed, assessing the impacts for the preferred alternative (Alternative H), and updating information needed to complete the EA.

Bicycle accommodations have changed in the design of Alternative H due to changes in state law (Wis. Stat. 32.015). Bike accommodations that would require right of way acquisition will no longer be included. On-street bike accommodations in portions of Stoughton and along the urban section in McFarland have been removed. The multiuse path from County B (east) to Skyline Drive is also no longer part of Alternative H.

A public meeting is scheduled on September 26, 2019 at the Stoughton High School to present updates to Alternative H.

Project purpose and need

The purpose of this project is to provide a safe and efficient transportation system in the US 51 corridor that serves present and long-term travel demand while minimizing disturbance to the environment. Needs include:

- Improve Safety
- Improve Deteriorating Pavement
- Accommodate Travel Demand
- Improve Bicycle and Pedestrian Accommodations
- Corridor Preservation and Long-Term Planning



Preferred alternative description

The preferred alternative is Alternative H (see page 3 for a schematic map of the alternative). Alternative H would reconstruct the US 51 corridor on existing alignment from I-39/90 through Stoughton to Larson Beach Road in McFarland. North of Larson Beach Road, Alternative H would replace the pavement and add an auxiliary lane in each direction between Siggelkow Road and Terminal Drive/Voges Road just south of US 12/18. Pedestrian accommodations are proposed along both sides of the urban sections of the US 51 corridor. Bicycles would be accommodated on paved shoulders in the rural sections of the US 51 corridor. In the urban sections of the corridor, various options for accommodating bicycles, depending on the location, would be provided where determined feasible.

Additional details about Alternative H, by location, are provided below:

- **East of Stoughton (I-39/90 to Spring Road)**
Reconstruction of the approximate 5.5-mile, 2-lane rural section of US 51 east of Stoughton would include two 12-foot travel lanes, 10-foot shoulders, and an eastbound passing lane between Washington Road and Tower Drive.
- **Through Stoughton (Spring Road to Hoel Avenue)**
The existing 2-lane and 4-lane urban sections of US 51 through Stoughton would be reconstructed.
- **Along the west side of Stoughton (WIS 138 to County B (east))**
The approximate 1.5-mile section of US 51 from WIS 138 to County B (east) would be reconstructed to a 4-lane section:
 - From WIS 138 to Velkommen Way, the existing 2- and 4-lane roadway would be reconstructed to a uniform 4-lane urban section with a curbed median, sidewalk on both sides, and full shoulders. The Hoel Avenue, WIS 138 (west), and Roby Road intersections are currently scheduled to be converted to roundabouts as separate projects prior to construction of Alternative H.
 - From Velkommen Way to County B (east), the existing 2-lane roadway would become a 4-lane urban section with a curbed median, sidewalk on both sides, and full shoulders. The County B (east) intersection would be converted to a roundabout.
- **Between Stoughton to McFarland (County B (east) to Exchange Street)**
Reconstruction of the approximately 5.6-mile, 2-lane rural section of US 51 between County B (east) and Exchange Street would include two 12-foot travel lanes with a curbed median for most of the length, improved intersections with designated left- and right-turn lanes, 10-foot shoulders, and improved roadway curves. The County B/AB intersection is currently scheduled to be converted to a roundabout as a separate project prior to construction of Alternative H. The Exchange Street intersection would be converted to a roundabout.

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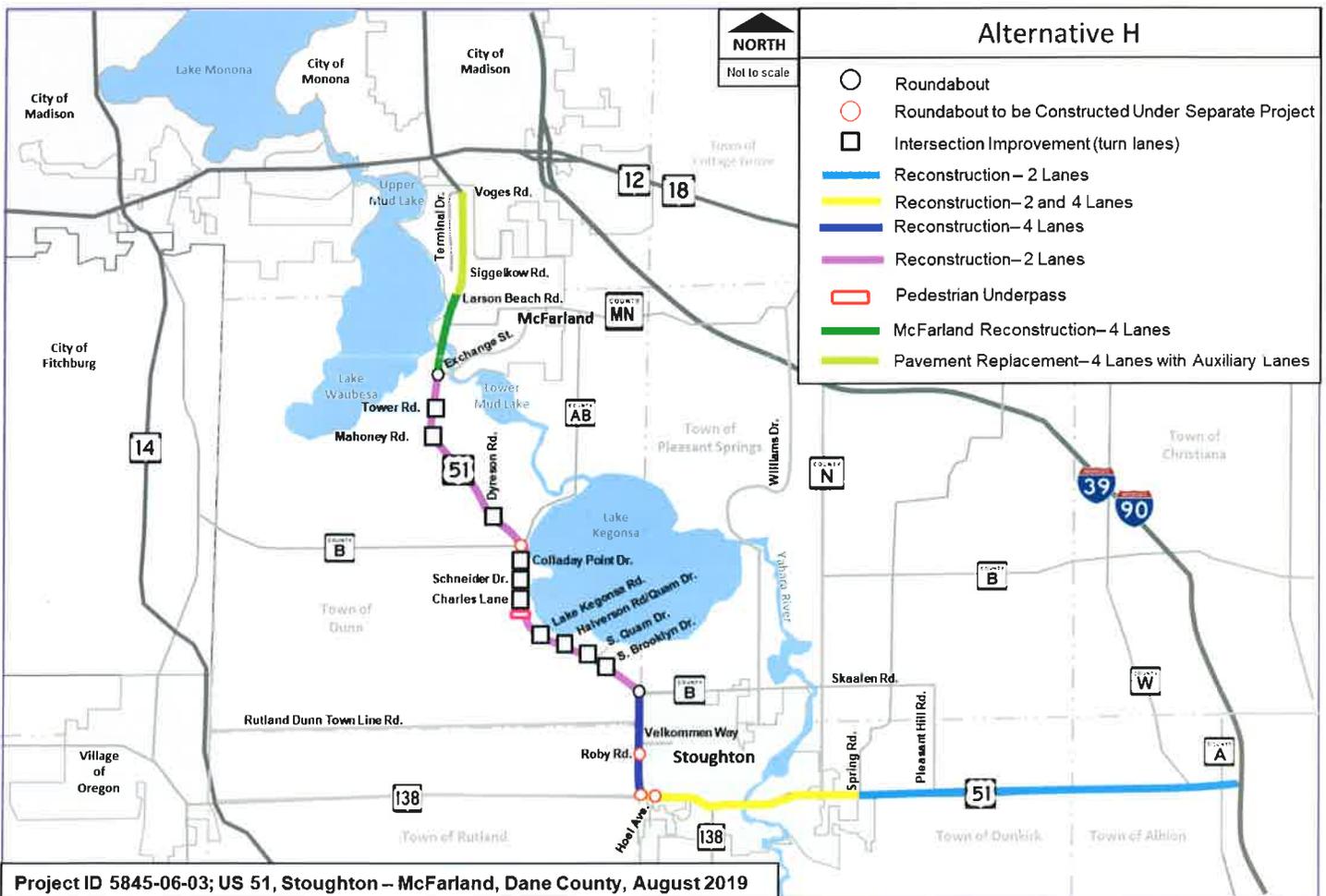
Preferred alternative description (continued)

➤ 4-lane urban section in McFarland (Exchange Street to Larson Beach Road)

In McFarland, the proposed improvements between Exchange Street and Larson Beach Road would include reconstruction of the existing 4-lane roadway with a median or two-way left-turn lane, replacement of the bridge over the Yahara River, and sidewalks on both sides of US 51.

➤ Expressway section in McFarland (Larson Beach Road to Terminal Drive/Voges Road)

Pavement would be replaced along the existing 4-lane expressway section from Larson Beach Road to Terminal Drive/Voges Road. An auxiliary lane (outside lane) would be added in each direction between the north ramps of the Siggelkow Road interchange and Terminal Drive/Voges Road intersection. The US 51 southbound bridge over Taylor Road and the railroad would be replaced.



Map of Alternative H improvements.



**Public Meeting at the Stoughton High School
September 26, 2019
See inside for updates on US 51 Corridor Study.**



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US 51 Corridor Study

September 2019

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Project schedule

Environmental Assessment (EA)

August 2019	Technical and Policy Advisory Committee meetings.
September 26, 2019	Public involvement meeting update public on the project at the Stoughton High School.
Spring 2020	Public hearing on EA available for public review.
Fall 2020	Anticipated Finding of No Significant Impact.

Construction Schedule

2021	Construction of roundabouts at Hoel Avenue, WIS 138 (west), and Roby Road. (separate projects with their own environmental documentation and public involvement processes)
2024	Construction of roundabout at County B/AB. (a separate project with its own environmental documentation and public involvement process)
Mid- to Late-2020s	Anticipated construction of US 51 Alternative H improvements.