



US 51 Corridor Study

I-39/90 – US 12/18 (Madison South Beltline)
Dane County

Public Information Meeting - April 14, 2011

WELCOME ! Thank you for attending this public meeting. Please fill out a comment sheet so we have a record of your thoughts, suggestions and/or concerns about the study alternatives. A sheet with Frequently Asked Questions is also available. A presentation on the study will be given at 5:30 p.m.

The maps and other exhibits you will see as you travel around the room are listed below. WisDOT and consultant team members are available to discuss the study with you.

Exhibit List

- Project Needs Exhibits
 - Daily Traffic Volumes
 - Traffic Operations
 - Base Conditions
 - Future
 - Projected Peak Hour
 - Summary of Traffic Operations
 - Crash Rates
 - Project Purpose & Need
 - Summary Findings of Needs Assessment
- Overview Maps of Alternatives
- Alternative Maps
 - Alternative A – Low Build
 - Alternative B – McFarland Urban
 - Alternative B – US 51 Rural
 - Stoughton Bypass Alternatives
 - Alternative C – WIS 138
 - Alternative D – County N
- Dismissal of Alternatives C & D
- Preliminary Impacts Summary
- Area Land Use and Transportation Plan Maps

Project Purpose and Need Summary

The purpose of this project is to provide a safe and efficient transportation system in the US 51 corridor and to serve present and long-term traffic demand while minimizing disturbance to the environment.

Factors that contribute to the need for improvements within the US 51 study corridor include:

Travel Demand

Projected traffic volumes will produce unacceptable congestion at peak travel times at many locations along the route. Projected traffic volumes for the majority of the existing 2-lane US 51 corridor are higher than the 4-lane threshold [above 15,000 average daily traffic (ADT)].

Safety

Crash rates along the corridor and injury crash rates are above the statewide average for similar types of roadways. Safety concerns related to the lack of pedestrian accommodations have also been identified in urban areas of the project corridor. Safety should be improved to reduce overall crash and injury crash rates.

Substandard Roadway Items

Areas with substandard horizontal or vertical curves, poor visibility, and obstructions that are too close to the roadway have been identified. In addition, poor intersection geometries, the lack of turn lanes, and the lack of passing opportunities should be corrected to improve safety.

Bicycle and Pedestrian Accommodations

There are noncontinuous, or nonexistent, bicycle and pedestrian accommodations along the US 51 corridor. Provisions for pedestrians and bicycles should be enhanced to improve safety and provide multimodal options and continuity.

Corridor Preservation and Long-Term Planning

To maintain mobility through and around the communities along the corridor, transportation strategies for long-term corridor management must work in concert with land use planning efforts.

Alternatives Considered

The US 51 study corridor extends 18.4 miles from I-39/90 east of Stoughton to US 12 (Madison South Beltline). Alternative corridors on WIS 138, County B, and County N were first conceived at an Alternative Solutions Workshop held in April 2005 as a way to reduce congestion to improve travel conditions on US 51. As a result of a Value Engineering Study in 2008, Stoughton Bypass options were extended beyond County N along Skaalen and Pleasant Hill Roads. After the 2009 public meeting and in response to comments by the public and agencies, several other Stoughton Bypass options were investigated.

Alternative	Alternative Description
No Build	No action. Routine maintenance would be continued.
A (Low Build)	US 51 Safety Improvements <ul style="list-style-type: none"> • Safety improvements at intersections on US 51 from Stoughton to McFarland. • Includes a passing lane east of Stoughton and access revisions.
B	4-Lane Expansion of US 51 <ul style="list-style-type: none"> • 4-lane expansion of US 51 from Stoughton to McFarland (limits are from County B East on the north side of Stoughton to Larson Beach Road north of County MN in McFarland). • Includes safety improvements on US 51 in Stoughton and addition of a passing lane on the 2-lane section east of Stoughton. • Includes an interchange at County B/AB. • Includes a roundabout at County B. • Includes Stoughton Bypass (see below).
C *	4-Lane Expansion of WIS 138 - being dismissed <ul style="list-style-type: none"> • 4-lane expansion of WIS 138 from US 14 to Stoughton. • Safety improvements at intersections on US 51 from Stoughton to McFarland. • Includes a passing lane east of Stoughton and access revisions. • Includes Stoughton Bypass (see below).
D *	4-Lane Expansion of County N - being dismissed <ul style="list-style-type: none"> • 4-lane expansion of County N from County B to I-39/90. • Safety improvements at intersections on US 51 from Stoughton to McFarland. • Includes a passing lane east of Stoughton and access revisions. • Includes Stoughton Bypass (see below).
Stoughton Bypass	Improvements Around Stoughton <ul style="list-style-type: none"> • Includes 4-lane expansion of existing US 51 from WIS 138 to County B east. • Includes 4-lane expansion of County B east from US 51 to County N, either on existing County B or shifted south (off alignment) from Williams Drive to County N. • Includes 4-lane improvements from the County B/County N intersection to US 51. This connection would be on either: existing County N; the Spring Road West alignment; the Spring Road East alignment; the Overland alignment; or via Skaalen and Pleasant Hill Roads.

* The reasons for dismissing Alternatives C and D are based on concerns regarding traffic operations and safety. These alternatives do not sufficiently satisfy the main Purpose and Need elements for the project, to improve safety and reduce congestion on US 51.



Preliminary Impact Comparison

US 51, Stoughton to McFarland

I-39/90 - US 12/18 (Madison South Beltline)



WisDOT I.D. 5845-06-02
April 13, 2011

Sheet 1 of 2

		<i>Alternatives Being Dismissed</i>				
Alternative Name		Alternative A	* Alternative B	Alternative C	Alternative D	Stoughton Bypass
Alternative Schematic		Low Build				
Description		Spot intersection improvements, passing lane east of Stoughton	4-lane US 51	4-lane WIS 138	4-lane County N	Included w/each 4-lane alternative
Project Length						
Length of 4-Lane Improvements	Miles	n/a	6.8	5.7	4.8	5.3 to 6.6
Preliminary Cost Estimate Fiscal Year 2011 Basis						
Preliminary Construction Cost	Millions	\$11 to \$15	\$43 to \$48	\$30 to \$35	\$25 to \$30	\$14 to \$25
Preliminary Real Estate Cost	Millions	\$1	\$11	\$8	\$7	\$7 to \$11
Total Preliminary Cost ¹	Millions	\$12 to \$16	\$54 to \$59	\$38 to \$43	\$32 to \$37	\$21 to \$36
Land Converted to R/W						Average values given
Agricultural Area	Acres	6	131	61	52	63
Wetlands Area	Acres	1	7	7	11	2
Upland Area	Acres	0	12	1	3	2
Other Area ²	Acres	2	16	19	21	19
Total Area	Acres	10	166	88	87	86
Real Estate						
Residential Relocations	Number	1	10	11	5	3 to 10
Business Relocations	Number	0	3	0	0	1 to 2
Farm Building Impact ³	Number	0	3	2	0	0

NOTES

* At the May 2009 Public Information Meeting, there were two alternatives for a 4-lane US 51 expansion. One was Alt. B and it included a north-south interchange at County B East and a 4-lane urban section south to WIS 138. The other was Alt. B1 and it included an east-west interchange at County B East but not the expansion for existing US 51 between WIS 138 and County B East. An interchange at this location is no longer being considered and a roundabout is planned. The alternative name for a 4-lane US 51 from County B East to McFarland is now Alternative B.

1 - Costs for utilities are not included, except for Alt B where an estimated \$1.5 million cost for Kegonsa Sanitary District force main relocation is included in the construction cost.

The costs shown for Alternatives C and D include the cost for Alt A.

For total preliminary costs for a 4-lane alternative, add the Stoughton Bypass alternative to Alt B, Alt C or Alt D alternative cost.

2 - Other Area: Includes Multi- and Single Family Residential, Commercial, Industrial, Landfill, Open Space/Vacant, Public, Surface Water, and Transportation.

3 - Farm Building Impact is the number of farms from which one or more farm buildings (non-residential) would be lost. Farm Building Impact is not part of Business or Residential relocation.



Preliminary Impact Comparison

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Sheet 2 of 2

Alternative Schematic		Stoughton Bypass Alternatives											
		Skaalen to Pleasant Hill		East Spring		West Spring		County N		Overland			
Description		County B		County B South		County B		County B South		County B		County B South	
Project Length													
Length of 4-Lane Improvements	Miles	6.6	6.6	6.0	5.7	5.6	5.4	5.4	5.3	6.3	6.2		
Preliminary Cost Estimate Fiscal Year 2011 Basis													
Preliminary Construction Cost ^{1,4}	Millions	\$20 to \$25	\$19 to \$24	\$16 to \$20	\$15 to \$19	\$15 to \$19	\$14 to \$18	\$15 to \$19	\$15 to \$19	\$17 to \$21	\$17 to \$21		
Preliminary Real Estate Cost	Millions	\$11	\$7	\$11	\$7	\$11	\$7	\$10	\$8	\$11	\$7		
Total Preliminary Cost	Millions	\$31 to \$36	\$26 to \$31	\$27 to \$31	\$22 to \$26	\$26 to \$30	\$21 to \$25	\$25 to \$29	\$23 to 27	\$28 to \$32	\$24 to \$28		
Land Converted to R/W													
Agricultural Area	Acres	58	82	52	70	47	66	25	48	79	99		
Wetlands Area	Acres	0	1	0	1	1	3	4	5	0	1		
Upland Area	Acres	2	2	6	4	1	1	2	2	1	1		
Other Area ²	Acres	21	13	21	14	25	18	29	23	18	11		
Total Area	Acres	81	98	79	89	74	88	60	78	98	112		
Real Estate													
Residential Relocations	Number	9	3	9	3	10	4	5	3	9	3		
Business Relocations	Number	2	1	2	1	2	1	2	1	2	1		
Farm Building Impact ³	Number	0	0	0	0	0	0	0	0	0	0		

NOTES

Each Stoughton Bypass alternative consists of 3 segments. The first is on US 51 from WIS 138 to County B, the second is on County B from US 51 to County N (either on alignment or shifted south), and the third is east of County N (on Skaalen Rd and Pleasant Hill, East or West Spring alignments, County N, or the Overland alignment).

1 - Costs for utilities are not included in the estimated costs above, unless otherwise noted.

2 - Other Area: Includes Multi- and Single Family Residential, Commercial, Industrial, Landfill, Open Space/Vacant, Public, Surface Water, and Transportation.

3 - Farm Building Impact is the number of farms from which one or more farm buildings (non-residential) would be lost. Farm Building Impact is not part of Business or Residential relocation.

4 - Costs include future traffic signals at Lincoln Avenue and Williams Drive.