



WELCOME

Why am
I here?

Learn about the study

What is being proposed and why improvements are being considered

Understand the study process

How input helps inform decisions early

Help define the Purpose and Need

Inform US 151 issues and community needs

Help shape solutions

Share ideas about options to study

Share environmental and community concerns early

Highlight issues such as safety, access, noise and natural resources

Your Comments Will Help Guide Next Steps and Future Decisions





Study Limits

US 151 Corridor 26 miles

The study area includes:



10

Interchanges



13

at-grade
intersections



2

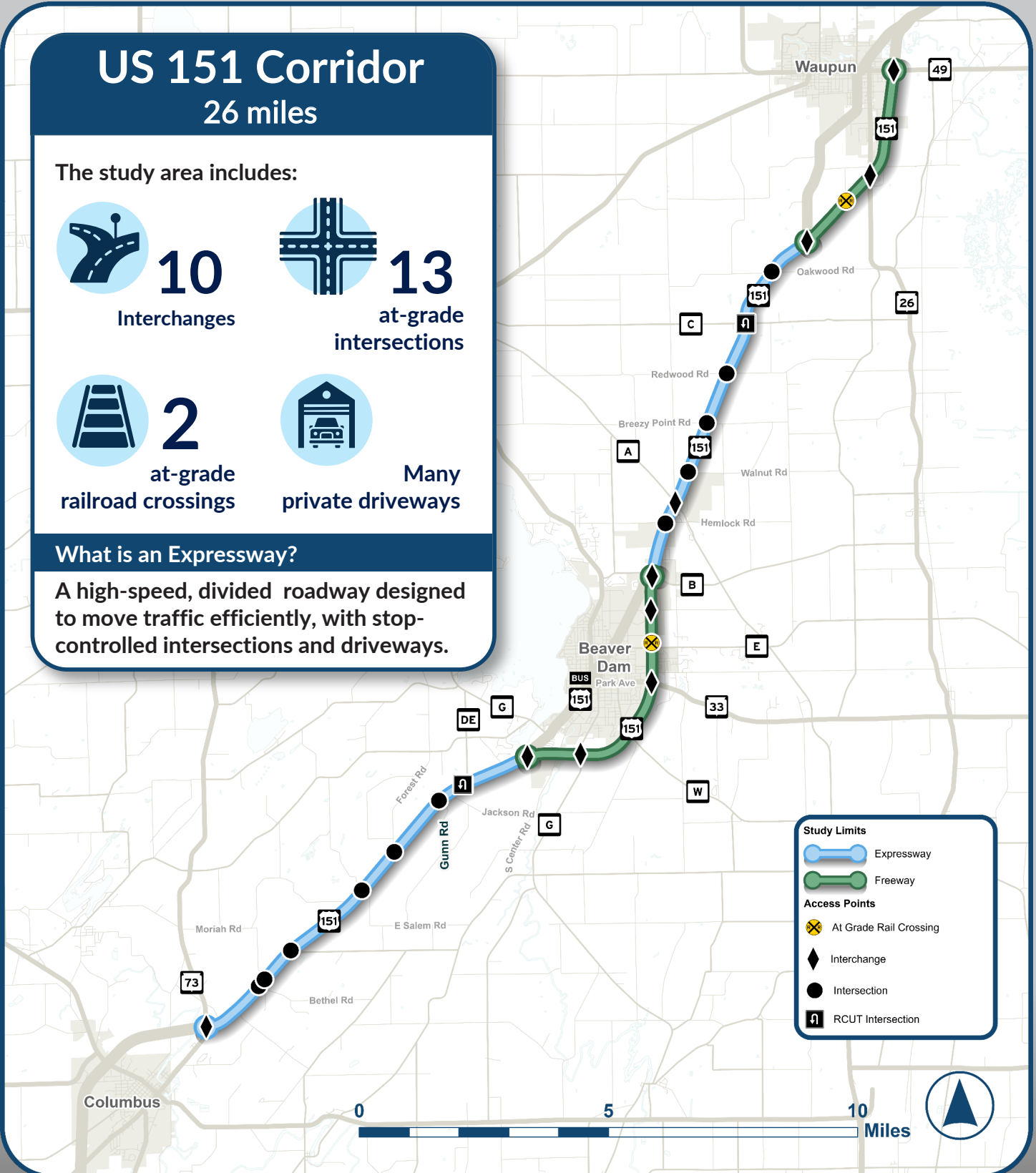
at-grade
railroad crossings



Many
private driveways

What is an Expressway?

A high-speed, divided roadway designed to move traffic efficiently, with stop-controlled intersections and driveways.



Study Limits

Expressway

Freeway

Access Points

At Grade Rail Crossing

Interchange

Intersection

RCUT Intersection





Corridor History

 **US 151 Freeway Study**

This study was paused in 2017 after a preferred alternative was selected due to a shift in State funding priorities.

 **US 151 Safety and Operations Study**

This study recommended continued safety improvements along the US 151 corridor.

 **State Transportation Projects Commission (TPC) Approves Corridor Study**

WisDOT recommended a corridor study due to continuing safety and operations concerns.

2010

2015

2020

2025

 **Last Public Meeting for US 151 Freeway Study (2016)**

 **Turn Lane Improvements (2024)**

 **US 151 Columbus to Waupun Corridor Study Begins (2024)**

 **Construction of RCUT intersections at County Roads C and DE (2025)**





Study Schedule

Late 2025

2026

2027 - 2028



Evaluate
Existing
Conditions



Develop
Study
Purpose and
Need



Brainstorm
Conceptual
Alternatives



Refine
Range of
Alternatives



Identify
Preferred
Alternative



Complete
Study

We are here



Public
Meeting 1



Public
Meeting 2



Public
Meeting 3





What is a Corridor Study?

The National Environmental Policy Act (NEPA)

- ▶ This Study is required to follow the NEPA process.
- ▶ NEPA requires projects that receive federal funding to assess the environmental effects of their proposed actions prior to making decisions
- ▶ Defines a transparent decision-making process



Define the Purpose and Need

Why the study is needed and what problem it solves



Consider Alternatives

Different ways to meet the Purpose and Need, including a No Build option



Evaluate Environmental Impacts

Evaluate effects on communities, natural resources, and the built environment



Involve the Public

Opportunities for public input throughout the study process to inform decisions



Make Informed Decisions

Identify a preferred alternative using public input and environmental effects alongside cost and policy factors





Existing Conditions:

Safety: Crashes

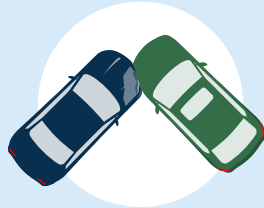
571 total crashes occurred
between 2020 and 2024

PRIMARY CRASH TYPES:



48%

Run off the road



13%

Angle collisions



16%

Rear-end collisions



12%

Sideswipe collisions



11%

Other
(wrong-way movements,
roadway debris, etc.)

8 TOTAL FATALITIES:



2

Wrong-way
collisions



2

Run-off-the-road
crash



1

Collision with a
vehicle on the
shoulder



3

Angle
collisions

RAILROAD CROSSINGS:



6

total crashes
from 2020-2024

3

Resulting in
injuries



1

fatality occurred
in 2025





Existing Conditions:

Safety: Corridor Crashes



Crash Rates 2020-2024

Crash rates account for both the number of crashes and the amount of traffic using a roadway. This allows for a comparison of safety performance to other similar highways across the state.

45% of the corridor is above the statewide average crash rate

RCUT constructed in 2025 to improve safety

RCUT constructed in 2025 to improve safety

Crash Rates 2020 - 2024

- Crash Rate 1.5x Statewide Average
- Crash Rate Above Statewide Average
- Crash Rate Below Statewide Average

Columbus

Waupun

Beaver Dam
Park Ave

0 5 10 Miles





Existing Conditions:

Traffic

Existing Traffic Conditions

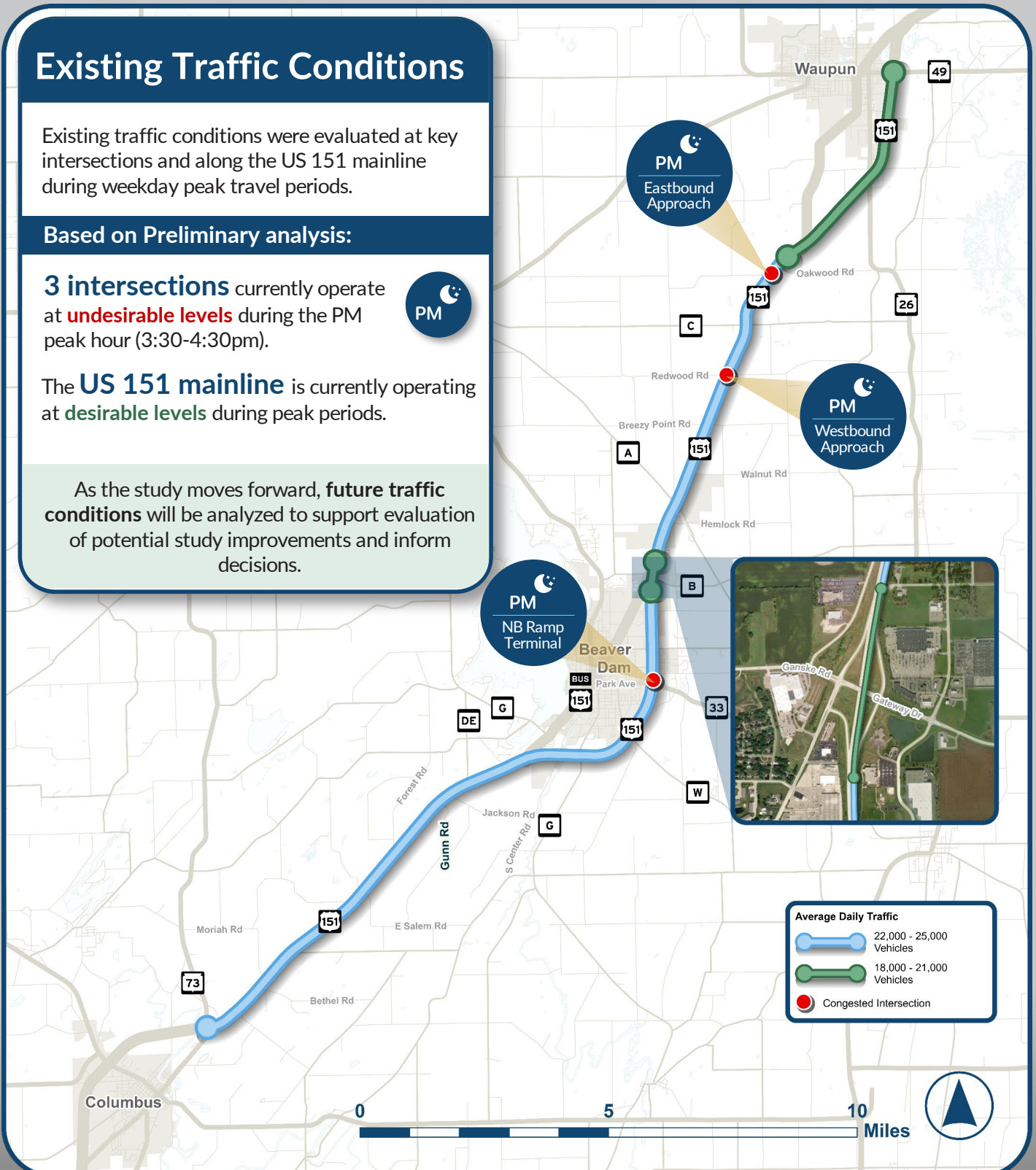
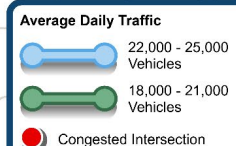
Existing traffic conditions were evaluated at key intersections and along the US 151 mainline during weekday peak travel periods.

Based on Preliminary analysis:

3 intersections currently operate at **undesirable levels** during the PM peak hour (3:30-4:30pm).

The **US 151 mainline** is currently operating at **desirable levels** during peak periods.

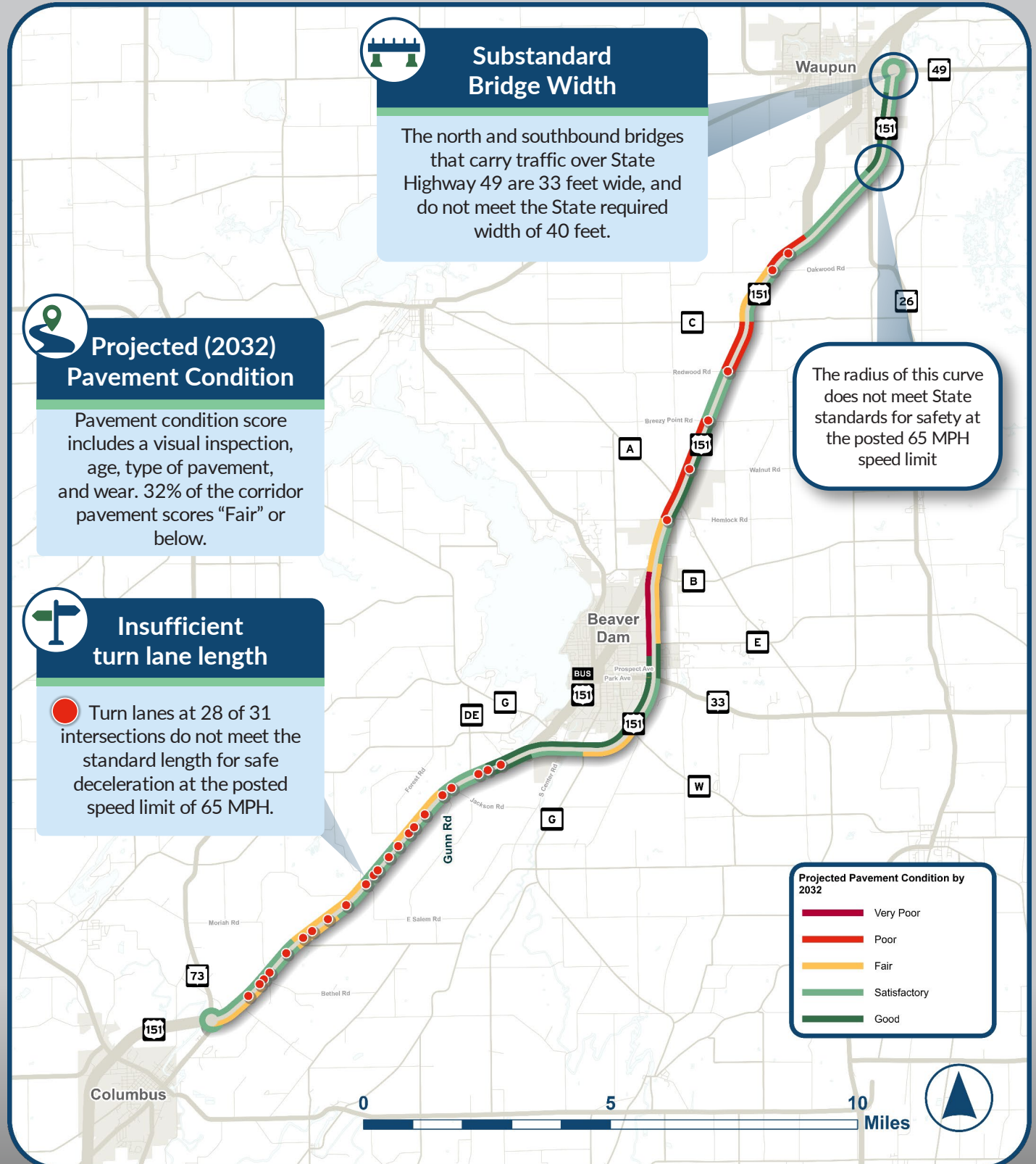
As the study moves forward, **future traffic conditions** will be analyzed to support evaluation of potential study improvements and inform decisions.





Existing Conditions:

Roadway Design & Pavement Condition





Draft Purpose and Need

A Purpose and Need identifies why the study is needed and what problem(s) it solves

PURPOSE

The purpose of the US 151 Columbus to Waupun Corridor Study is to address safety and deteriorating pavement and infrastructure while maintaining local and regional connectivity on this important link in Dodge County.

NEEDS



Safety

Several areas along the corridor have crash rates higher than the statewide average for similar roadways.



Pavement Condition

Existing pavement will reach the end of its service life by the study design year (2055).



Outdated Road Design

The roadway no longer meets WisDOT safety and design standards.





Environmental Considerations

It is essential that a transportation study works to avoid, minimize, or mitigate impacts to the natural and built environment.



Historic Resources

Historians will survey the study area and identify properties that are either on the National Register of Historic Places (NRHP) or potentially eligible for inclusion on the NRHP.



Archaeology

Archaeologists will conduct field surveys of properties in the study area to look for artifacts. If an NHRP eligible archaeological site is identified, measures will be taken to avoid impacts to the site.



Hazardous Materials

Known hazardous material sites will be identified and evaluated to avoid or minimize construction impacts. Any additional site assessments will be completed prior to construction.



Wildlife Impacts

Natural habitats will be identified and used in combination with field surveys to determine the potential presence of any threatened or endangered species.



Wetlands & Streams

Field crews will conduct surveys to determine the location of wetlands and streams in the study area.



Section 4(f)

Publicly owned parks, recreational areas and wildlife refuges will be identified. These properties are protected and impacts must be avoided or minimized to reduce harm to these properties.



Noise

A traffic noise analysis will be completed if the study is determined to meet Type I study criteria defined in WisDOT's federally approved traffic noise policy.



Community Effects

Changes to US 151 could impact surrounding communities both positively and negatively. An evaluation will be completed to determine potential direct and indirect effects.



Demographics

Census data will be reviewed within a 1/2 mile of the study corridor. The study will evaluate benefits and burdens on minority and low-income populations to work to an equitable outcome.





Environmental Resources - North



Early Identification

Environmental and community resources are identified early.



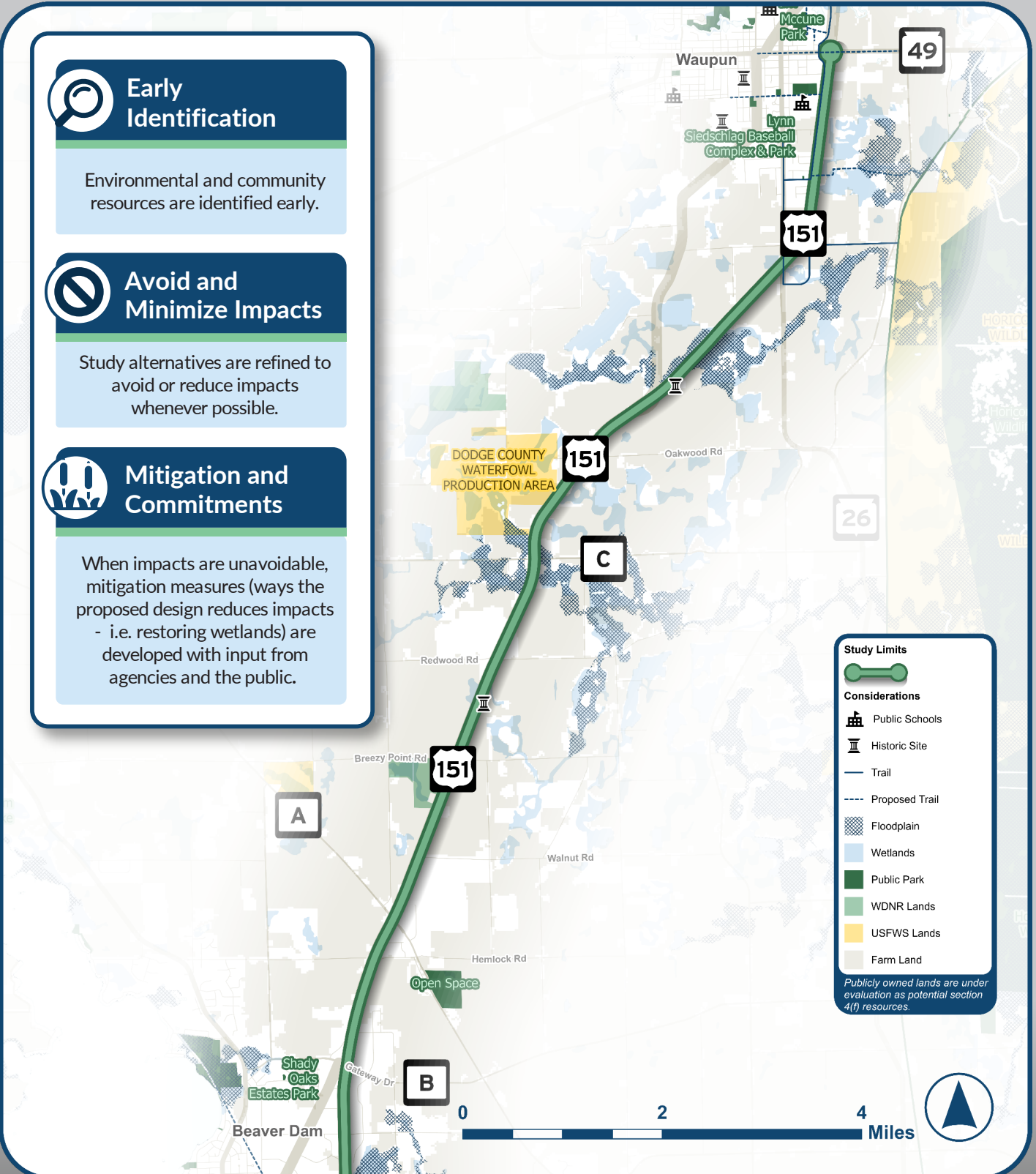
Avoid and Minimize Impacts

Study alternatives are refined to avoid or reduce impacts whenever possible.



Mitigation and Commitments

When impacts are unavoidable, mitigation measures (ways the proposed design reduces impacts - i.e. restoring wetlands) are developed with input from agencies and the public.





Environmental Resources - South



Early Identification

Environmental and community resources are identified early.



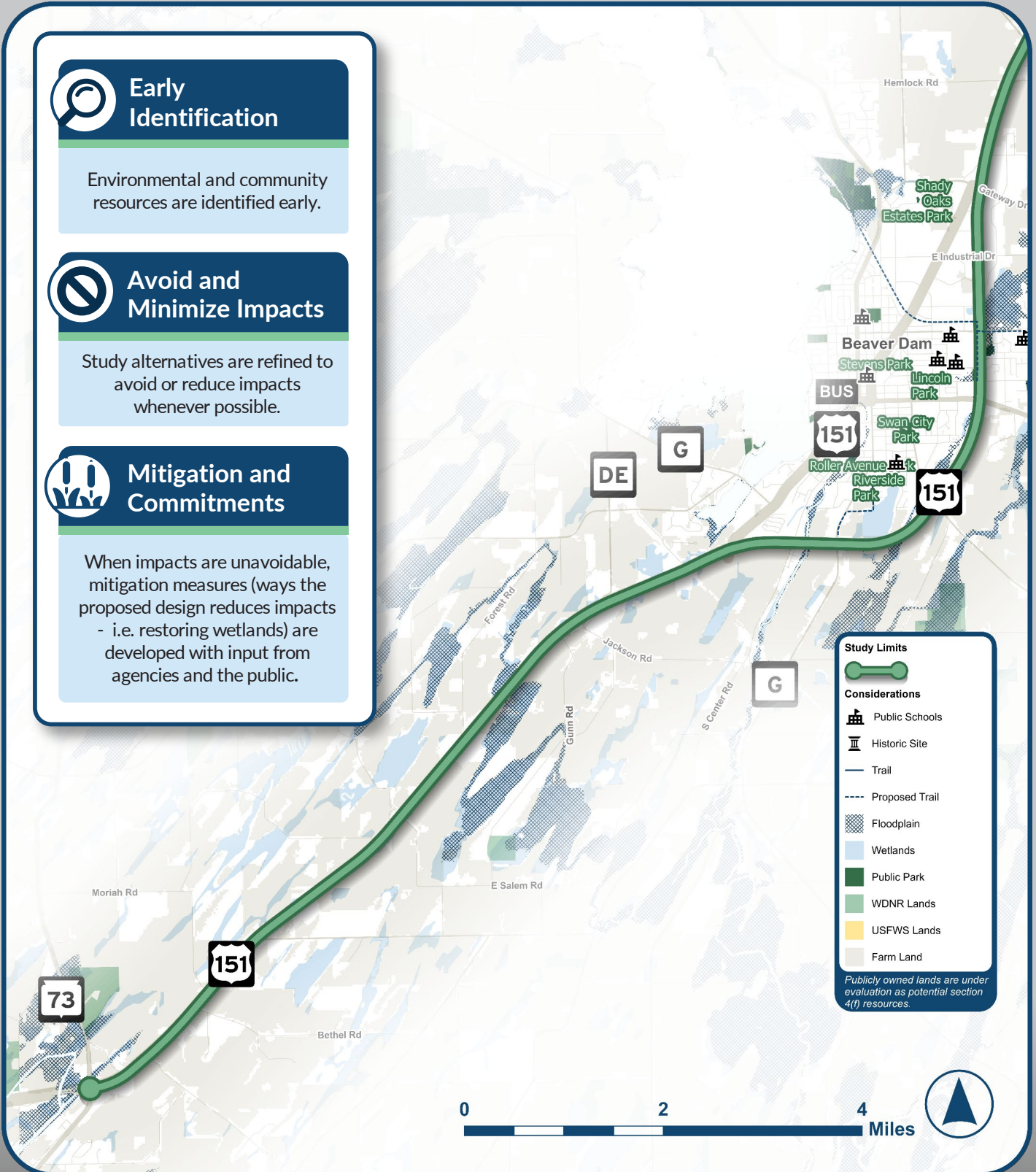
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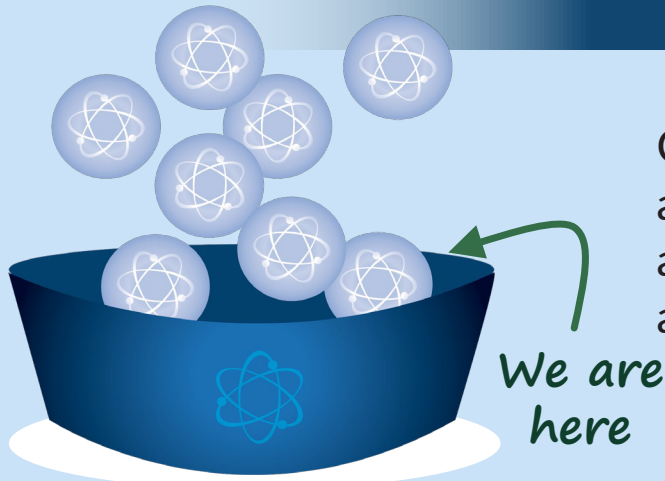




Alternatives Development

Your feedback on the preliminary alternatives presented today will help us identify what alternatives move forward for detailed study.

Conceptual Alternatives



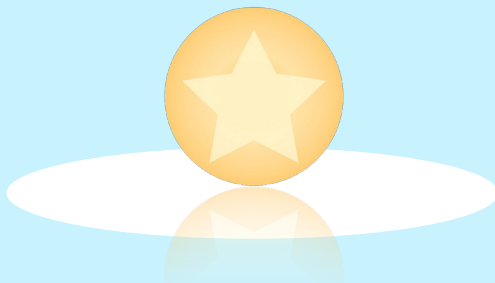
Conceptual alternatives look at a wide range of improvements to address the corridor Purpose and Need.

Detailed Alternatives



Alternatives showing the most potential to meet the corridor needs while considering anticipated impacts to surrounding areas, cost, and public input will be evaluated.

Preferred Alternative



The alternative that best meets the purpose and need while considering anticipated impacts, cost, and public input.





Concept Development

US 151 Roadway Improvements Toolbox

To address issues and needs along the corridor, a range of potential improvements were identified to enhance safety and corridor operations. Elements of the “toolbox” were utilized to develop unique conceptual alternatives.

1

Upgrade key intersections, including turn lanes and new intersection layouts

2

Limit driveway access to improve traffic flow and reduce conflicts

3

Add designated U-turn locations to help drivers safely complete turning movements

4

Grade-separated railroad crossings to improve safety and reduce travel delays



5

Remove all at-grade intersections, driveway access, and U-Turns

6

Add interchanges to access US 151 at controlled points

7

Construct new local roads to provide property access

8

Provide new overpasses over US 151 for local access





Conceptual Alternative:

Super 4 Concept

What is the Super 4 Concept?

Maintains a 4-lane divided highway with **spot improvements** to enhance safety and mobility along the corridor

Potential Spot Improvements Include:



Upgrade key intersections using Restricted Crossing U-Turn (RCUT) design



Limit driveway access, improving traffic flow and reducing conflicts



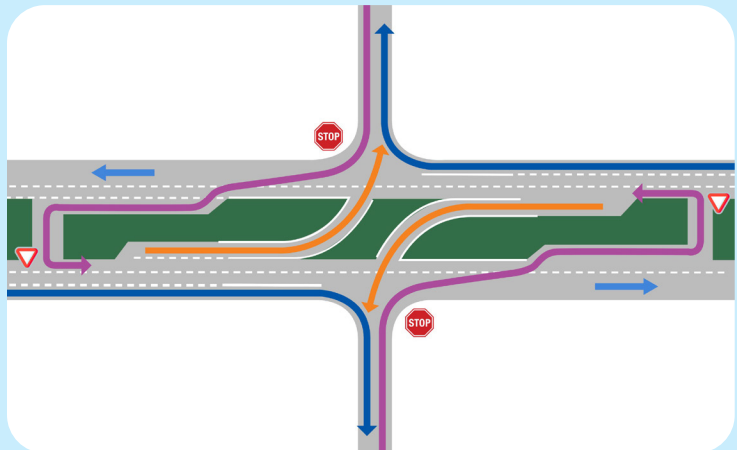
Add designated U-turn locations to help drivers safely complete turning movements



Grade-separated railroad crossings to improve safety and reduce travel delays



Image of RCUT at County Road C



RCUT intersection layout

RCUTs were recently constructed at County Roads C and DE.





Conceptual Alternative:

Freeway Conversion Concept

What does Freeway Conversion Mean?

Converts existing expressway into a 4-lane freeway by removing all at-grade intersections, driveway access, and U-turns and adding new interchanges.

Improvements Include:



Remove all
at-grade intersections,
driveway access,
and U-turns



Construct new local
roads to provide
access to properties,
homes and businesses



Provide new bridges
over US 151 along
local roads



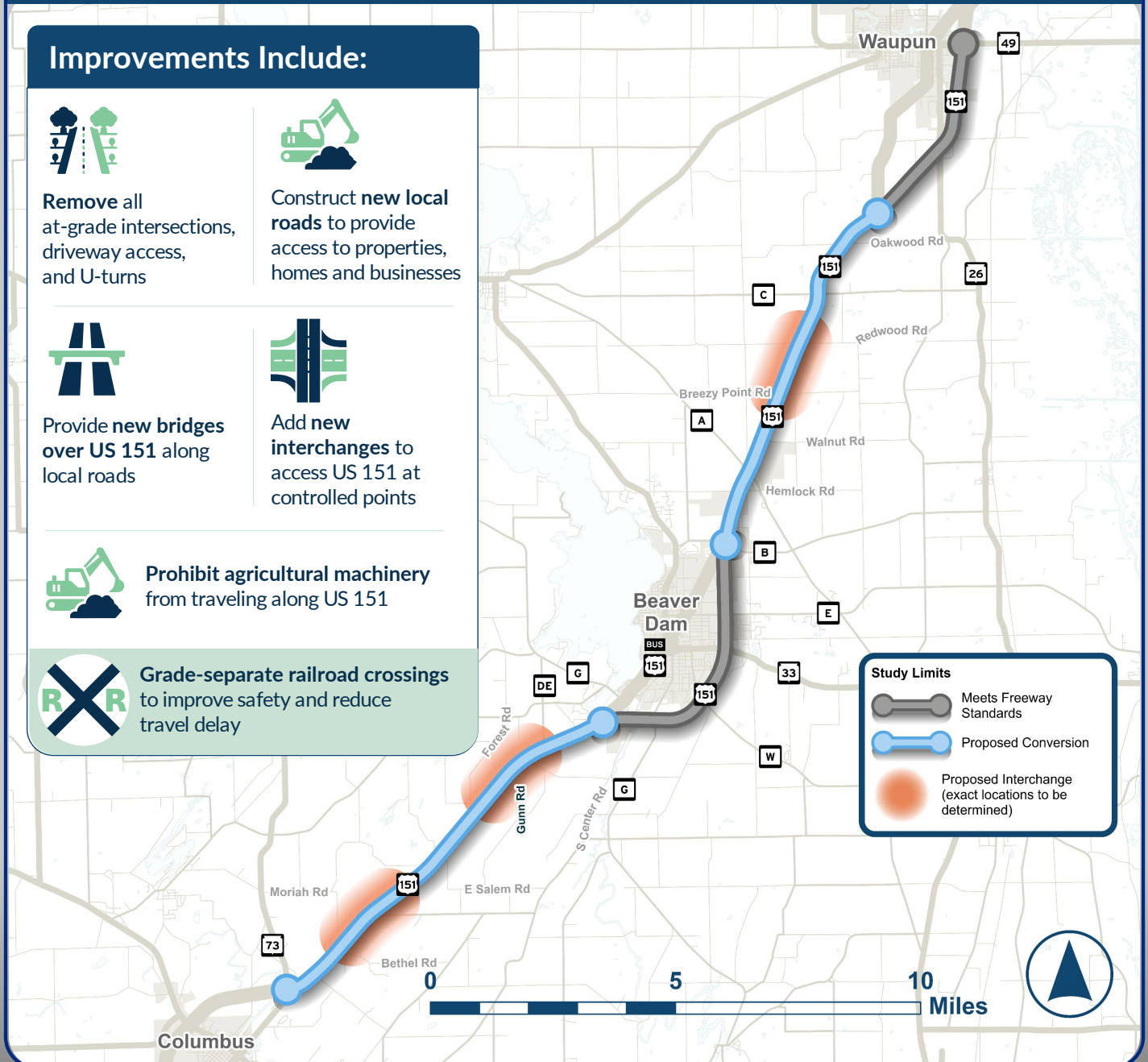
Add new
interchanges to
access US 151 at
controlled points



Prohibit agricultural machinery
from traveling along US 151



Grade-separate railroad crossings
to improve safety and reduce
travel delay





We Want to Hear from You!

Why Your Input Matters

- ▶ Local knowledge confirms real-world issues and priorities
- ▶ Early input shapes the alternatives that are studied

Take our survey!



Scan me! 

Fill out the survey online using the URL or on the study website.

Comment Period

June 23, 2026 – July 24, 2026

Leave Your Comments:



By mail

Mail in comment card



By Email

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Online

For More Information

Stay Updated by Visiting the Study Website:

tinyurl.com/US-151-Study

Public meeting materials will be available online following the meeting.

Who should I contact?

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