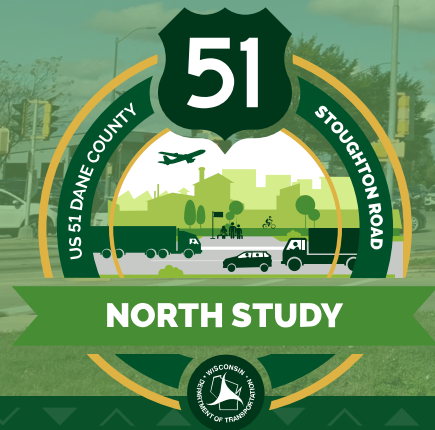


March 2025



# US 51 (Stoughton Road) North Study Public Hearing Packet



## Public Hearing for Environmental Assessment

US 51 (Stoughton Road) North Study  
WIS 30 to I-39/90/94  
Dane County  
Project ID: 5410-08-01

### Public Hearing

The Wisconsin Department of Transportation (WisDOT) welcomes you to the public hearing for the **US 51 (Stoughton Road) North Study** that spans approximately 5.5 miles in Dane County from WIS 30 in the city of Madison to I-39/90/94 in the town of Burke.



**Tuesday,  
March 18, 2025**

*from* 4 to 7 p.m.



**Madison College - Truax Building  
Conference Room D1630**

1701 Wright Street  
Madison, WI 53704

## Hearing Handout Packet Contents

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Thank you for attending tonight's public hearing for the US 51 (Stoughton Road) North Study. This public hearing provides you with the opportunity to provide testimony on the Environmental Assessment that contains information regarding proposed transportation improvements that affect both near-term and long-term changes to the corridor.

## Public Hearing – Tuesday, March 18, 2025

Time	Item
4 p.m.	Sign in, pick up materials, review exhibits, visit with project staff and ask questions about the proposed improvements.
	<b>Important!</b> – Determine if you will be providing testimony. If so, determine which option(s) and follow the instructions*.
	Availability to provide <b>Private Verbal Testimony*</b> and <b>Written Testimony*</b> begins. These options are available until the end of the public hearing.
5 p.m.	Opening statement, information for the record and study statement is read. Study presentation begins.
5:15 p.m.	<b>Public Verbal Testimony*</b> option begins.
7 p.m.	<b>Public Hearing</b> ends.
	<b>Written (mail-in and email) Testimony*</b> available until April 17, 2025.

\* See the following "Options and Instructions for Providing Testimony."

## » Options and Instructions for Providing Testimony

There are several options for providing testimony as described on page 3. Your testimony will be reviewed and considered by the Wisconsin Department of Transportation (WisDOT) and Federal Highway Administration (FHWA) as part of the process for evaluating the preferred alternative. **Testimony should be limited to tonight's public hearing aspects (see Page 6) and statements or opinions about the study.** Provide comments on the aspects of the preferred alternative you support or oppose and your reasons. Questions related to the study may be directed to study staff during the informal discussions but will not be recorded by the court reporter or included in the public hearing record.

# » Options and Instructions for Providing Testimony

## Private Verbal Testimony

This option may be preferred if you wish to make your statement privately to the court reporter rather than in front of an audience. This option is available during the entire public hearing from 4 to 7 p.m., although you are also encouraged to first listen to the study presentation. Follow the signs or ask for directions to the location for providing private verbal testimony. Wait for an opening, provide the court reporter with your completed "Registration Slip for Verbal Testimony" (included in this packet or on the testimony registration table), state your name, address, and if applicable, the group, organization or business you are representing.

Then give the court reporter your testimony. Please limit your testimony to approximately three (3) minutes to allow time for others to provide their testimony.



Wait for an opening with the court reporter, then provide the court reporter with your completed Verbal Testimony slip.



A court reporter will record your private verbal testimony. Please limit your verbal testimony to no more than three (3) minutes.

## Public Verbal Testimony

Public verbal testimony will be accepted after the study presentation.

Complete a "Registration Slip for Verbal Testimony" (included in this handout packet or at the testimony registration table). Give it to designated study staff any time before, during or immediately following the study presentation. Your name will be called in the order the registration slips are received.

When you are called to the microphone to provide testimony, please state your name, address, and if applicable, the group, organization or business you are representing. Please limit your testimony to approximately three (3) minutes to allow time for others to provide their testimony in public. You can testify again as part of the public verbal testimony after others wishing to testify have done so.

Public verbal testimony will continue until everyone interested in providing testimony has had the opportunity to do so or until the public hearing ends at 7 p.m., whichever comes first.



Submit completed slip to the designated study staff member any time before, during or immediately following the presentation.



Your name will be called in the order it is received to give your three-minute testimony.

## » Written Testimony

You may provide written testimony in addition to, or in place of, verbal testimony. This written testimony can be provided in-person at the public hearing or submitted later through mail or email if you would like additional time to organize your thoughts/testimony. Complete the "Written Testimony Form" (included in this handout packet or at the testimony registration table). You may also use your own stationery. Include your name, address, and if applicable, the group, organization or business you are representing. If you prepared written testimony prior to the public hearing, you may submit that also. There are three options for submitting your written testimony as described below.

### How to Submit Testimony?

#### Submit During the In-Person Public Hearing Component

Complete the Written Testimony Form, and place the form, along with any other supporting documentation, in the box located at the written testimony table.

#### Mail-In Written Testimony

You may mail written testimony to:



**Jeff Berens, P.E.**

WisDOT Project Manager  
US 51 North Study

**Southwest Region Office  
2101 Wright Street  
Madison, WI 53704**

You may also send written testimony via email:



**[Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov)**

Mailed or emailed testimony must be postmarked or received no later than **April 17, 2025**, to be included in the official public hearing record.

US 51 (Stoughton Road) North Study Limits



The objective of the public hearing and environmental assessment availability period is to get the most complete expression of public opinion regarding the study aspects listed in this handout on the record. Testimony provided during this public hearing and the environmental document availability period will be considered along with all other judgments and opinions received before further decisions are made on the proposed study alternatives. This public hearing includes a study presentation and opportunities to provide public/private verbal testimony to a court reporter and/or written testimony. All testimony will be entered into the public hearing record along with other public hearing presentations, exhibits and materials.

## This public hearing will focus on the following aspects of the proposed US 51 North Study:

- The location and design features of the proposed improvements and alternatives being considered.
- Project activities that require authorization from the U.S. Army Corps of Engineers under the Clean Water Act for placing fill into waters of the United States, including wetlands.
- The National and Wisconsin Environmental Policy Act (NEPA/WEPA) public hearing process, as applicable, on studies and projects which include preparation of an environmental document. The final environmental document prepared following this public hearing will be the decision document for the proposed improvements. Copies of the environmental document are available for review at this public hearing and at the following locations:

### WisDOT Southwest Region Office

(please schedule an appointment)

2101 Wright Street  
Madison, WI 53704

[Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov)

### Madison Public Library – Central Library

201 W. Mifflin Street  
Madison, WI 53703

[reference@madisonpubliclibrary.org](mailto:reference@madisonpubliclibrary.org)

### Madison Public Library – Pinney Library

516 Cottage Grove Road  
Madison, WI 53716

[pinney@madisonpubliclibrary.org](mailto:pinney@madisonpubliclibrary.org)



## » Environmental Documentation Process

The environmental documentation process includes development of a study purpose and need, range of alternatives, evaluation and screening of alternatives and selection of a preferred alternative. Numerous factors are considered throughout the environmental document development process including safety, mobility, compatibility with state/regional/local plans, engineering design standards; impacts to the socio-economic, natural and physical environment; and cost and input from the public and state/federal review agencies.

The US 51 North Study is currently at the Environmental Assessment stage. The Environmental Assessment documents the study purpose and need for the proposed improvements, alternatives considered, environmental impacts of the alternatives retained for detailed study, and public involvement and agency coordination during the development of the purpose and need and refinement of alternatives. The final environmental document will identify the preferred alternative, reasons for its selection and summarize the results of public testimony provided during the public hearing and document availability period along with agency comments on the Environmental Assessment.

## » Information for the Public Hearing Record

In addition to the testimony provided at this public hearing, all exhibits, handouts, audio/visual presentations and displays available for viewing at the public hearing will be included in the official public hearing record. Page 23 of this handout contains a complete listing of these materials. Other materials, along with other written testimony received after the public hearing, will be added to the official public hearing record provided they are postmarked or received no later than **April 17, 2025**.



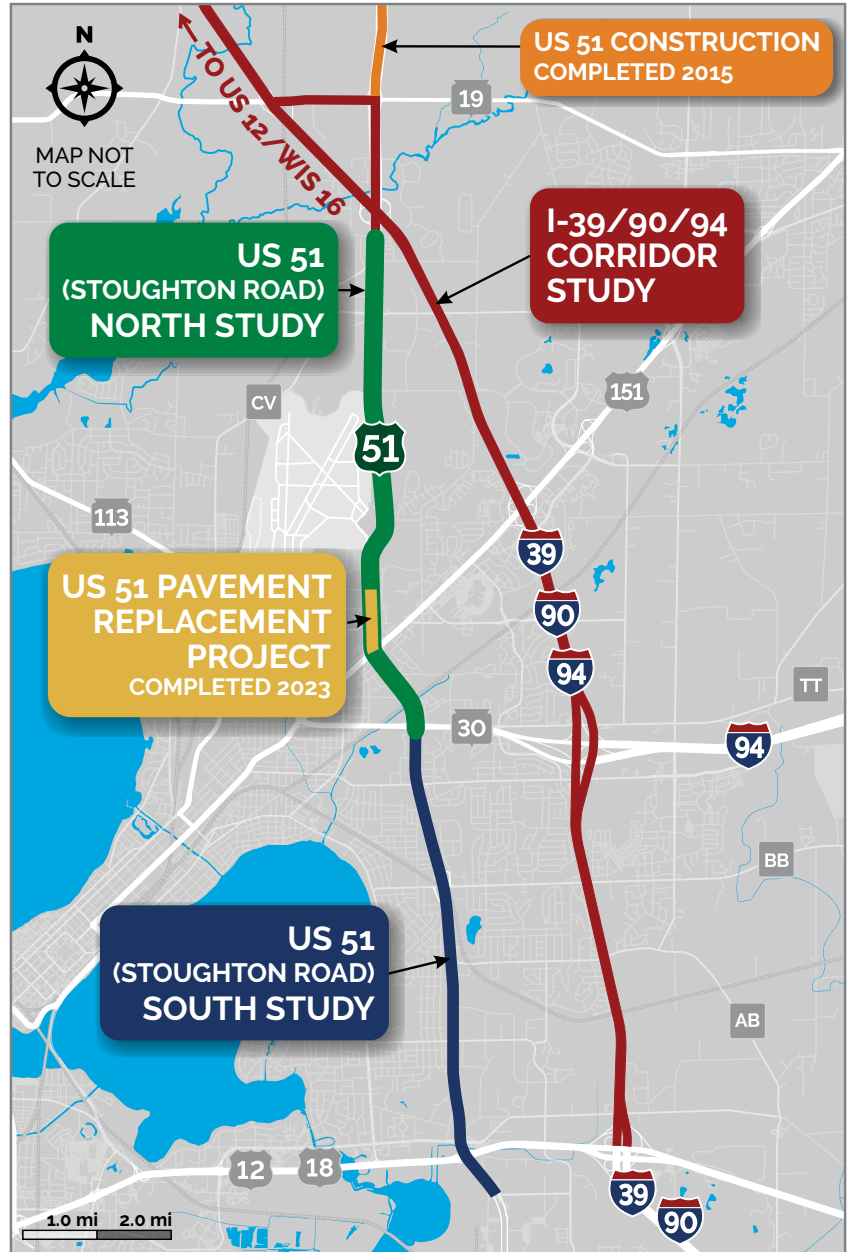


## BACKGROUND AND STUDY TERMINI

WisDOT and FHWA are conducting the US 51 North Study. The US 51 (Stoughton Road) North Study starts just south of the WIS 30 interchange in the city of Madison and extends approximately 5.5 miles north to just south of the I-39/90/94 interchange in the town of Burke. Interchanges are located at both ends of the study, WIS 30 to the south and I-39/90/94 to the north. There are 14 at-grade intersections on US 51 in the study area, including the two at WIS 30 ramp terminals.

The I-39/90/94 ramp terminals and Daentl Road were evaluated in the I-39/90/94 Corridor Study (US 12/18 Madison to US 12/WIS 16 Wisconsin Dells). The US 51 North Study is part of the broader US 51 corridor being evaluated from US 12/18 (the Beltline) to I-39/90/94.

US 51 is one of the busiest north-south routes in the city of Madison, serving as a vital arterial highway on the city's east side. It provides links to I-39/90/94, US 151 (East Washington Avenue), WIS 30 and US 12/18. US 51 is an essential route for commerce, freight, and employment providing access to numerous industrial, residential, and commercial business developments, along with schools, medical facilities, and recreational areas.



## PURPOSE AND NEED

The purpose of the US 51 North Study is to accommodate existing and future travel demand with a focus on safety issues that affect travel on Stoughton Road.

The need for transportation improvements throughout the US 51 North Study corridor is demonstrated through the following:

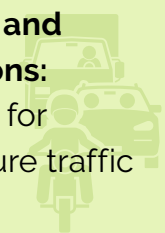
### Safety:

high crash rates and limited facilities for bicycles and pedestrians



### Travel Demand and Traffic Operations:

poor operations for existing and future traffic



### Roadway and Geometric Deficiencies:

deteriorating pavement conditions and roadway design deficiencies



### Safety

**579** TOTAL CRASHES

**2** FATAL CRASHES

**12** SERIOUS INJURY CRASHES



**FOUR SEGMENT CRASH RATES EXCEED STATEWIDE AVERAGES**

CRASH DATA FROM 2017-2021

**2** UNMARKED MID-BLOCK PEDESTRIAN CROSSING LOCATIONS

**US 51 IDENTIFIED AS A HIGH STRESS CORRIDOR FOR BICYCLISTS**

### Travel Demand and Traffic Operations

POOR OPERATIONS:

**6**

INTERSECTIONS EXISTING YEAR 2022

**9**

INTERSECTIONS FUTURE YEAR 2050

WORST PEAK HOUR MOVEMENT

### Pavement

TWO LOCATIONS OF PAVEMENT CONDITIONS AT OR NEARING THE THRESHOLD FOR REPLACEMENT

### Roadway Geometric Deficiencies



**LARGE SKEW ANGLE AT US 51 AND US 151**



**SUBSTANDARD CURVES BETWEEN PIERSTORFF ST AND RIEDER RD**

**7**

AREAS WITH HORIZONTAL ALIGNMENT DEFICIENCIES

**18**

AREAS WITH VERTICAL ALIGNMENT DEFICIENCIES

**7**

AREAS WITH STOPPING SIGHT DISTANCE DEFICIENCIES

**10**

AREAS WITH CROSS SECTION DEFICIENCIES



More detailed graphics illustrating the Purpose and Need are available at the public hearing and on the study website.



## SAFETY

Over the 5-year safety analysis period from 2017 to 2021, there were 579 crashes on the corridor, which is more than two crashes per week. Frequent crashes in the corridor contribute to congestion and unexpected delays, leading to uncertainty about travel time. A total of 152 crashes involved an injury and there were two fatalities. Of the overall crashes, 91% (532) were associated with intersections.

The intersections with the highest crash rates are US 151, the WIS 30 ramp terminals, Hoepker Road, Kinsman Boulevard and County CV. While most crashes were associated with intersections, there was a cluster of 15 crashes at a pair of horizontal curves on the roadway corridor between Pierstorff Street and Rieder Road.

In addition, there were three documented pedestrian or bicycle crashes within the study area. One of the crashes occurred between US 151 and Anderson Street, another crash occurred at the intersection of US 151 and one crash occurred at the north leg of the Anderson Street intersection.





## TRAVEL DEMANDS AND TRAFFIC OPERATIONS

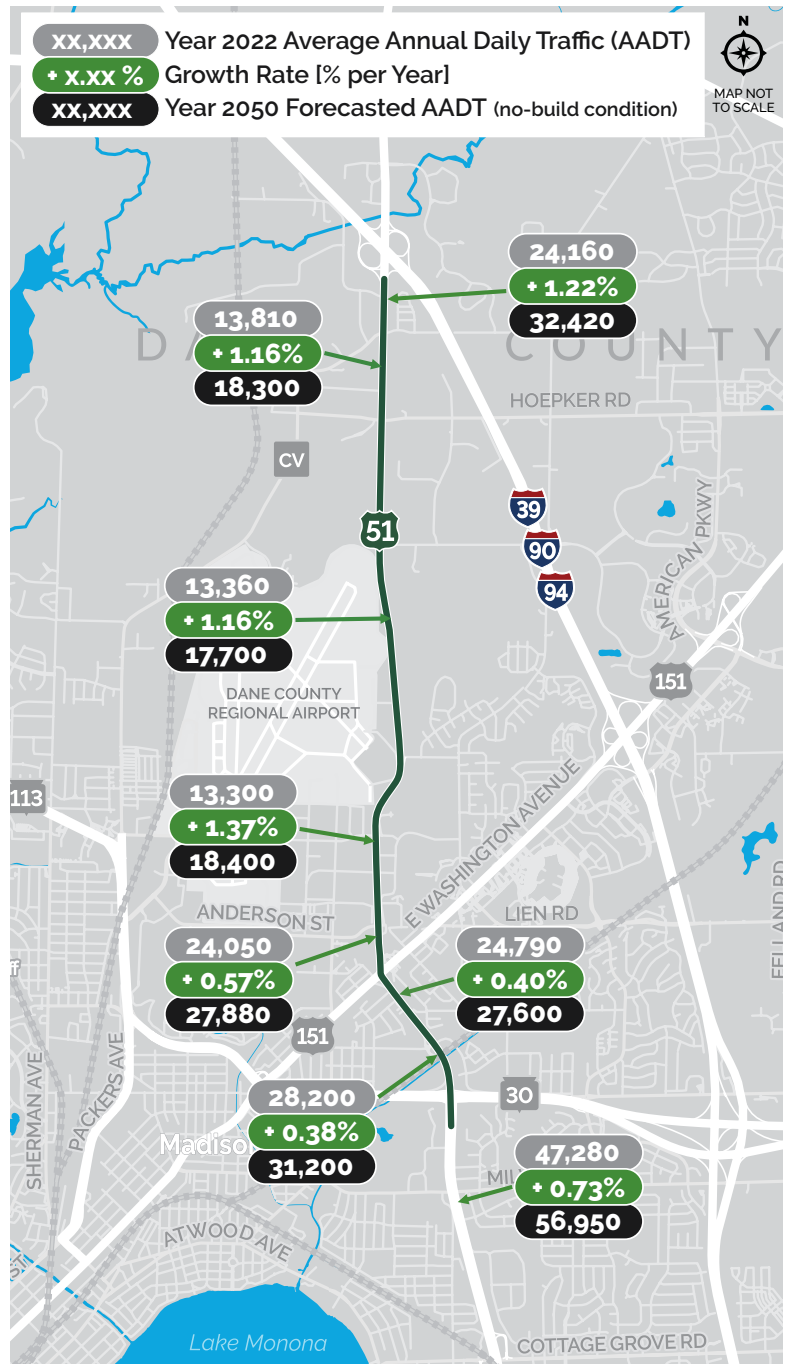
Level of service (LOS) is a qualitative measure used to indicate the quality of motor vehicle traffic service. It is derived from the Highway Capacity Manual and the American Association of State Highway and Transportation Officials.

There are 13 intersections being evaluated along US 51 in the study area and eight of the 13 intersections are signalized. Currently, six of those signalized intersections have poor operations (LOS E or F) during either the morning or evening peak hours.

Poor operations and conditions identified in 2022 are anticipated to further degrade by 2050 as traffic volumes are anticipated to increase.

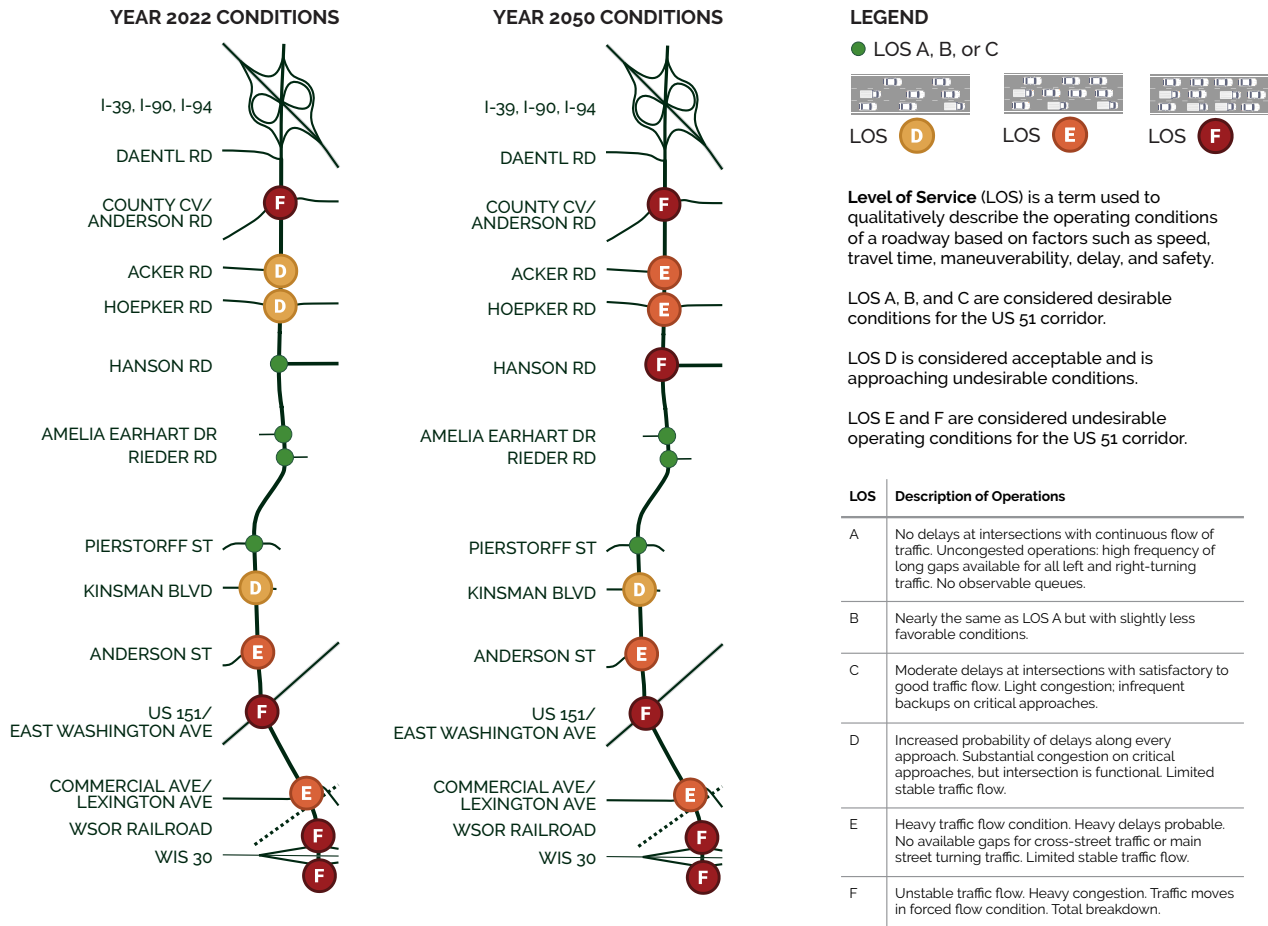
It's predicted that in 2050, without improvements or changes in travel patterns, nine intersections will operate poorly. These existing and future operational deficiencies cause long vehicle delays and traffic queues, which can result in safety concerns and a higher frequency of crashes.

## TRAFFIC VOLUMES



Average annual daily traffic (AADT) in vehicles per day.

INTERSECTION OPERATIONS



Traffic operations analysis for the existing conditions year 2022 (left), and future year 2050 conditions (right) for the worst peak hour intersection movement.

PAVEMENT CONDITION

The majority of the roadway pavement throughout the study corridor was reconstructed in the early 1990s. The pavement was replaced at the US 51 and US 151 intersection in 2006. Pavement replacement projects on US 51 from US 151 to Pierstorff Street were completed in 2010 for southbound lanes and 2023 for northbound lanes. There are two locations in the study limits that have current or anticipated poor pavement condition, one at the US 151 (East Washington Avenue) intersection and the other along US 51 between County CV and Hoepker Road.



## ROADWAY AND GEOMETRIC DEFICIENCIES

Within the US 51 North Study area, there are roadway and geometric deficiencies. Those roadway and geometric deficiencies include both horizontal and vertical alignment elements.

Horizontal alignment refers to the roadway's curvature at a given design speed. A greater design speed requires a flatter curve with a larger radius. For roadway alignments without a curve between two straight sections, the smallest angle possible is desired.

Horizontal Alignment deficiencies include:

- Non-standard horizontal "S-curve" on US 51 between Pierstorff Street and Rieder Road.
- Non-standard intersection skew angle on the north leg of the East Washington Avenue (US 151) intersection.

The roadway cross section is a graphical representation of a vertical section of the ground and roadway at right angles to the centerline of the roadway, including all elements of a highway or street from the right of way line. A cross section includes the features of a roadway including travel lanes and their widths, shoulders, curb and gutters, medians, ditches and other drainage elements.

Cross Section deficiencies include:

- Some of the guardrails along US 51 do not meet current design standards and need to be replaced.
- The vertical curb face does not meet standards for roadway speed. A sloped face curb or rural shoulder is preferred for the existing roadway speeds. At high speeds, out of control vehicles may overturn or become airborne as a result of an impact with a vertical face curb.
- The sign structure between Commercial Avenue/Lexington Avenue and US 151 does not meet minimum vertical clearance.
- The box culverts at Starkweather Creek near Commercial Avenue do not meet minimum horizontal clearance. Roadway hazards should be set back from the edge of the travel lanes as far as possible to help minimize the chance of collisions should an errant vehicle leave the roadway.

These cross section deficiencies do not have any associated historical crash trends but would improve the overall safety of the corridor if addressed.

## RANGE OF ALTERNATIVES

WisDOT developed a range of alternatives to address the study's purpose and need factors. Alternatives were developed and analyzed for mainline and for interchanges/intersections.

## PREFERRED ALTERNATIVE

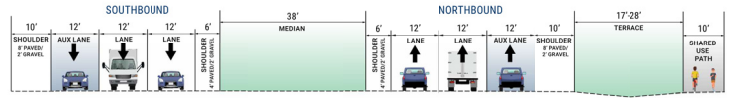
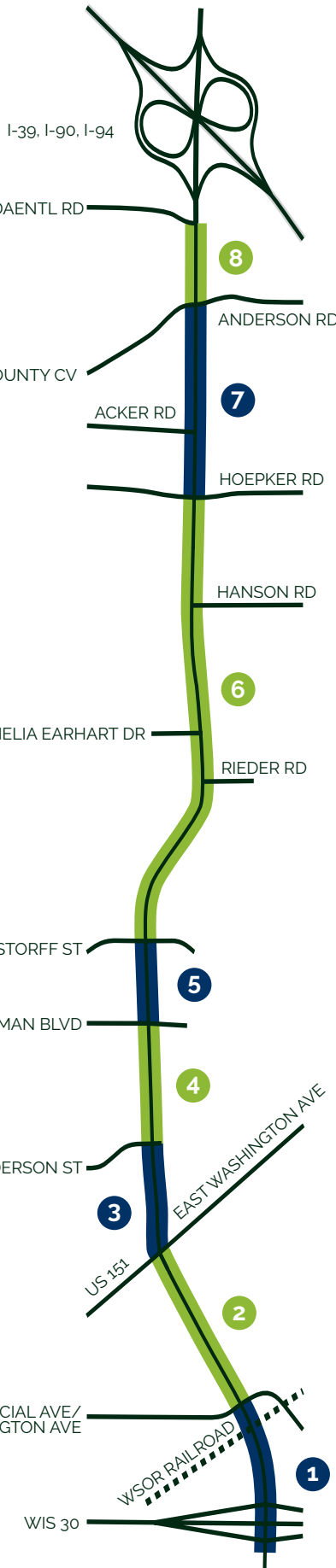
The preferred alternative identified in the Environmental Assessment (EA) is to reconstruct approximately 5.5 miles of the existing roadway. This includes enhancements to the WIS 30 interchange and improvements to 11 intersections along the mainline of US 51 (Stoughton Road) between WIS 30 and the I-39/90/94 interchange. The preferred alternative does not include any changes to the I-39/90/94 interchange and the Daentl Road intersection. Proposed improvements to the I-39/90/94 interchange and the Daentl Road intersection were addressed in the **I-39/90/94 Corridor Study**.

### Summary of Mainline Alternative

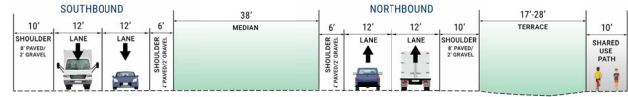
A generalized summary of the preferred alternative can be separated into three distinct sections: South, Central and North.

- 1 The South Section** extends from WIS 30 to US 151. This section will be reconstructed to a 6-lane urban section with curb and gutter. An auxiliary lane would be added on northbound US 51 from WIS 30 to Commercial Avenue to improve traffic operations. A shared-use path would be added on the east side of US 51. In addition, the speed limit would be reduced from 45 mph to 40 mph.
- 2 The Central Section** extends from US 151 to Pierstorff Street. The portion from US 151 to Anderson Street would be reconstructed to a 5- to 6-lane urban section with a shared-use path on both sides of US 151. The section from Anderson Street to Kinsman Boulevard would be reconstructed to an urban cross section with 4 total lanes and a shared-use path on the east side of US 51. Finally, Kinsman Boulevard to Pierstorff Street would be reconstructed to a 4-lane urban section with paved shoulders intended to accommodate cyclists.
- 3 The North Section** covers the area from Pierstorff Street to just south of the I-39/90/94 interchange. The section from Pierstorff Street to Hoepker Road would be reconstructed to a 4-lane rural section with paved shoulders to accommodate bicycles. Hoepker Road to County CV/Anderson Road would be reconstructed to a 4-lane rural section with a shared-use path on the east side of US 51. County CV/Anderson Road to south of I-39/90/94 would also be a 4-lane rural section with a shared-use path on the east side. An auxiliary lane would be added on northbound US 51 from Anderson Road that would match into the preferred alternative identified for the I-39/90/94 and US 51 interchange in WisDOT's I-39/90/94 Corridor Study. The existing southbound auxiliary lane would be maintained.

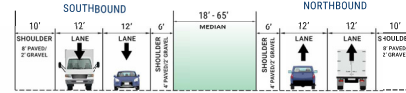
A more detailed summary on each of the specific intersection and interchange improvements is identified on page 16. Full information on the preferred alternative is included in the EA. This includes additional details on potential right of way needs for full implementation.



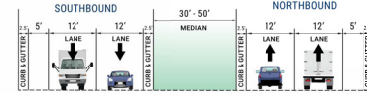
**8** County CV/Anderson Road to South of I-39/90/94  
North Section



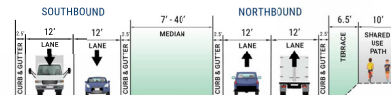
**7** Hoepker Road to County CV/Anderson Road  
North Section



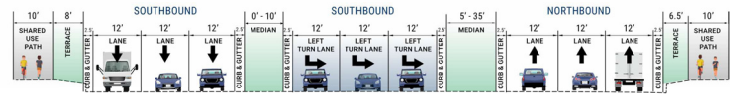
**6** Pierstorff Street to Hoepker Road  
North Section



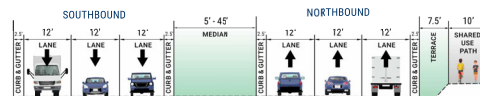
**5** Kinsman Boulevard to Pierstorff Street  
Central Section



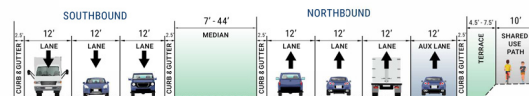
**4** Anderson Street to Kinsman Boulevard  
Central Section



**3** US 151 (East Washington Avenue) to Anderson Street  
Central Section



**2** Commercial Avenue to US 151 (East Washington Avenue)  
South Section



**1** South of WIS 30 to Commercial Avenue  
South Section



### SUMMARY OF SPECIFIC INTERCHANGE AND INTERSECTION ALTERNATIVES

#### 1 WIS 30 & US 51 Interchange

Specific improvements identified for the WIS 30 and US 51 interchange would maintain a similar configuration to the existing diamond interchange. No changes are considered for the existing WIS 30 bridges over US 51. However, turn lane additions and extensions to existing turn lanes are proposed to address interchange safety and operations concerns. A northbound auxiliary lane would also be added on US 51 between WIS 30 and Commercial Avenue. The northbound US 51 right-turn lane to eastbound WIS 30 would be converted to a free-flow movement, and the eastbound WIS 30 right-turn lane to southbound US 51 would be converted to a signalized intersection to improve traffic operations. A new bicycle and pedestrian bridge over US 51 on the south side of the interchange would include connections to the Marsh View Path to the west and a new shared-use path to the east. There would also be controlled bicycle/pedestrian crossings on the east side of the interchange.

#### 2 Commercial Avenue/Lexington Avenue Intersection

The Commercial Avenue/Lexington Avenue intersection would maintain a similar configuration to the existing intersection. Turn lanes will be added as needed, and an auxiliary lane will be added from WIS 30 to Commercial Avenue on the northbound side of US 51. Lexington Avenue/North Stoughton Service Road would be realigned to the west to improve traffic operations. Crosswalks will be added to all four legs of the intersection, and new shared-use paths will be incorporated along the east sides of US 51 and Commercial Avenue to improve safety and access for bicycles and pedestrians. The at-grade railroad crossing located approximately 400 feet south of the intersection would be upgraded with new crossing signals and gates.

#### 3 US 151/East Washington Avenue Intersection

While the overall configuration of the US 51 and US 151 (East Washington Avenue) intersection will remain generally the same, improvements are proposed to increase the safety and operations. Specifically, the intersection skew angle would be modified to meet design standards, additional turn lanes are proposed at several approaches, and a third northbound travel lane would be added to US 51 north of US 151 which transitions into a left-turn lane at Anderson Street. This third travel lane, which extends for approximately 900 feet, does not extend north of Anderson Street. The US 51 median access north of US 151 would be closed, and no left turns would be allowed. The US 151 and North Stoughton Road Service Road intersection will be closed, and the connection will be replaced by a new local road from Prairie Avenue to East Washington Avenue across from Schmedeman Avenue. Access at the Schmedeman Avenue intersection will be restricted. There would also be potential driveway

closures on US 51 and East Washington Avenue. Bicycle and pedestrian improvements are proposed, including a new shared-use path along the east side of US 51, a new shared-use path along the west side of US 51 north of US 151 and a new bicycle/pedestrian bridge over US 151 on the east side of the intersection. Crosswalks will be added to all four legs of the intersection.

#### 4 **Anderson Street Intersection**

The Anderson Street intersection would maintain a similar configuration to the existing intersection. Changes would include extending turn lanes, and shared-use paths would be added along the east side of US 51 north of Anderson Street and on both sides of US 51 south of Anderson Street. In addition, a bicycle and pedestrian connection would be made to Madison College across US 51, north of the intersection near Orin Avenue. The current city of Madison Bus Rapid Transit (BRT) route would be preserved.

#### 5 **Kinsman Boulevard Intersection**

The Kinsman Boulevard intersection would also maintain a similar configuration to the existing intersection. Changes would include offset left-turn lanes on both US 51 and Kinsman Boulevard to improve visibility for left-turning vehicles. The turn lanes would also be lengthened. The median access approximately 500 feet north of the intersection would be closed. Two new crosswalks would be added so all four legs of the intersection would have pedestrian facilities. A shared-use path would be added along the east side of US 51 to the south of Kinsman Boulevard, and paved shoulders would provide bicycle accommodation north of the intersection. Existing bicycle lanes on Kinsman Boulevard would also be extended through the US 51 intersection.

#### 6 **Pierstorff Street Intersection**

The Pierstorff Street intersection would maintain a similar configuration to the existing intersection. Changes include the addition of a right-turn lane for northbound traffic on US 51. Paved shoulders and median cut-outs would provide bicycle accommodation.

#### **Rieder Road Intersection**

The Rieder Road intersection would maintain the current configuration. Paved shoulders would provide bicycle accommodation.

#### **Amelia Earhart Drive Intersection**

The Amelia Earhart Drive intersection would maintain a similar configuration to the existing intersection. Changes would include a new right-turn lane on southbound US 51 and an extended left-turn lane on northbound US 51. Paved shoulders would provide bicycle accommodation.

**Hanson Road Intersection**

The Hanson Road intersection would maintain a similar configuration to the existing intersection. The changes identified would include acceleration, deceleration and turn lanes. This includes dedicated right- and left-turn lanes onto Hanson Road from US 51 and median-protected acceleration and deceleration lanes for turns to and from Hanson Road. Paved shoulders would provide bicycle accommodation.

**7 Hoepker Road Intersection**

The Hoepker Road intersection would maintain a similar configuration to the existing intersection. Turn lane additions and extensions to existing turn lanes are proposed to address interchange safety and operations concerns. In addition, there is a potential driveway closure on Hoepker Road west of US 51. Crosswalks will be added to all four legs of the intersection and a shared-use path would be incorporated on the east side of US 51 north of Hoepker Road. Paved shoulders would provide bicycle accommodation south of the intersection. Finally, new sidewalk would be included on the east side of US 51 to complete the connection to a existing network along Hoepker Road.



**Acker Road Intersection**

The Acker Road intersection would maintain a similar configuration to the existing intersection. Turn lanes would be lengthened as necessary to improve traffic safety. A new shared-use path would be added along the east side of US 51.

**8 County CV/Anderson Road Intersection**

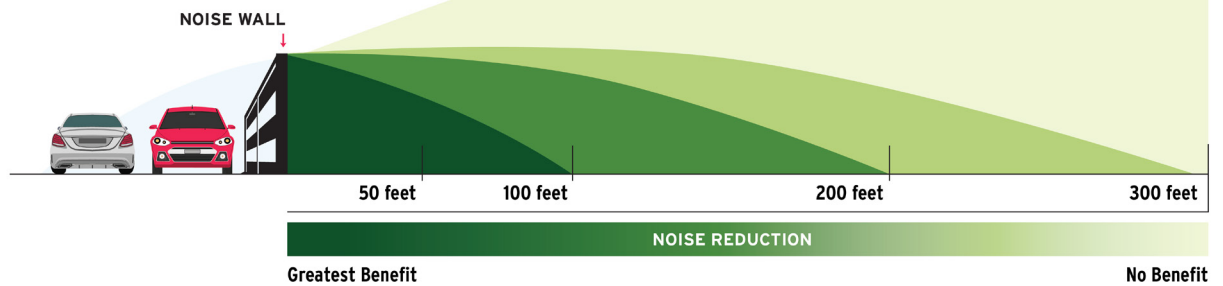
The intersection of US 51 and County CV/Anderson Road would maintain a similar configuration to the existing intersection. Roadway improvements include lengthening the existing turn lanes, and the profile of the roadway would be adjusted for better visibility. An auxiliary lane is proposed in the northbound direction of US 51 from Anderson Road aligning with the alternative from the I-39/90/94 Corridor Study. A turn lane would also be added on to Haase Road. A new crosswalk would be added to Anderson Road on the east side of the intersection, and a shared-use path would be constructed on the east side of US 51 which would ultimately tie into a proposed path that was identified in the I-39/90/94 Corridor Study.

Project Parameters	Unit of Measure	Alternatives	
		No Build*	Preferred Alternative
Project length	Miles	5.5	5.5
<b>Preliminary Cost Estimate (YOE)</b>			
Construction	Million \$	\$6.5	\$2075
Real estate	Million \$	0	\$10.5
TOTAL	Million \$	\$6.5	\$218
<b>Land Conversion</b>			
Total area converted to right of way (ROW)	Acres	0	9.27
<b>Real Estate</b>			
Number of farms affected	Number	0	0
Total area required from farm operations	Acres	0	0
Agricultural Impact Statement (AIS) required		No	No
Farmland rating	Score	N/A	N/A
Total buildings required	Number	0	3
Housing units required	Number	0	0
Commercial units required	Number	0	3
Other buildings or structures required	Number & Type	0	3 (Billboards)
<b>Environmental Factors</b>			
Indirect impacts		No	Yes
Cumulative impacts		No	No
Minority, low-income, and disadvantaged population impacts		No	Yes
Number of historic properties affected	Number	0	0
Burial site protection (authorization required)		No	No
Section 106 Memorandum of Agreement (MOA) required		No	No
Section 4(f) evaluation or determination required	Number	0	0
Section 6(f) or other unique properties impacted	Number	0	0
Floodplain impacts	Number	2	2
Unique upland habitat impacted	Acres	0	0
Threatened/Endangered species with "may effect" determinations and/or requiring state Incidental Take Authorization (ITA)	Number	0	1
Total wetlands permanently impacted	Acres	0	2.64
Surface waters impacted	Number	3	3
Groundwater, wells, and springs impacted	Number	0	0
Noise analysis required	Number	No	Yes
Receptors impacted	Number	N/A	12
Contaminated sites impacted		0	4

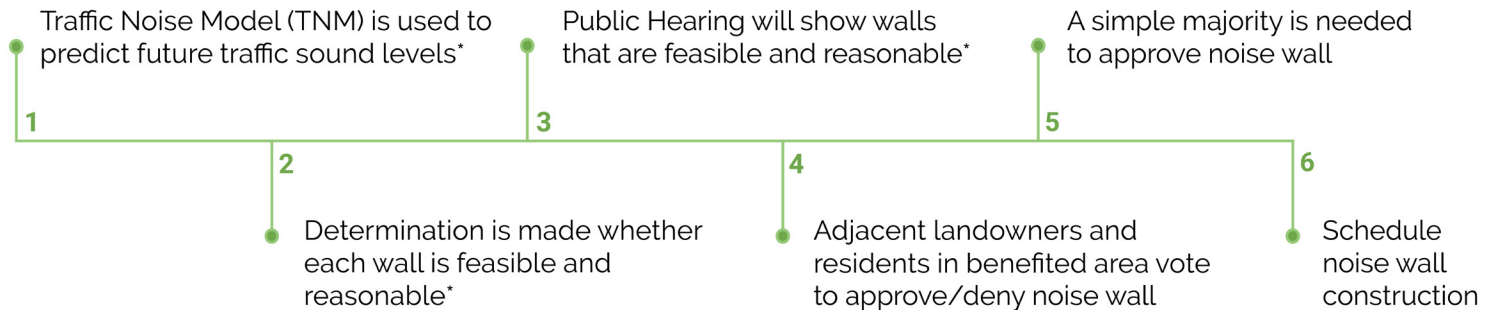
\*The No Build alternative would consist of pavement maintenance along the corridor in order to keep the pavement in acceptable condition. No new bicycle or pedestrian facilities would be added. Operational and safety issues would not be addressed.

WisDOT conducted a traffic noise analysis to determine existing and future highway noise levels, identify areas of potential noise impacts, and evaluate possible mitigation measures such as noise walls.

Noise impacts occur when the predicted future noise levels approach or exceed the WisDOT Noise Level Criteria (NLC) for the designated land use category or when predicted future noise levels are 15 decibels higher than existing sound levels.



## Noise Wall Process



*\*Steps 1-3 are included in the study, steps 4-6 will be funded later in the design process.*

### Feasible:

In order for a noise wall to be considered feasible it must:

- A minimum of one impacted receptor must achieve a five (5) dB noise reduction.
- Be constructible and meet design standards.
- Be compatible with the study purpose and need.
- Not result in impacts that would offset noise reduction benefits.

### Reasonable:

In order for a noise wall to be considered reasonable:

- The total cost of the noise wall must not exceed \$50,000 per benefitted receptor.
- Each benefitted receptor must experience a minimum of eight (8) dB noise reduction.
- One receptor or common use area must achieve the department's noise reduction design goal of nine (9) dB.

## » Property Acquisition/Relocation Assistance and Benefits

Before any property acquisition activities are initiated, members of the Wisconsin DOT Southwest Region Real Estate team will contact the property owner to explain the details of the acquisition process and Wisconsin's Eminent Domain Law. All properties to be acquired will be inspected and appraised by one or more professional appraisers. The property owner will be asked to accompany the appraiser during inspection of the property to be acquired, to assure that its value is recognized in the appraisal. Based upon the appraisal or appraisals made, the fair market value of the property to be acquired will be determined, and that amount will be offered to the owner.

Based on the preferred alternative, it is anticipated that up to 9.27 acres of right of way will be needed for this study. It is also anticipated that there will be three business relocations and three billboard relocations. There are no residential relocations anticipated for this study.

Relocation assistance will be made available to anyone displaced by this study. In this regard, a survey of available housing and business locations was conducted in April 2024. This survey indicates that there will be sufficient housing and business locations available in the project vicinity at the time of the proposed relocations, within the means of the relocates and meeting the requirements for replacement housing and business locations.

The "Relocation Rights" brochure made available to you has been prepared to answer many of the general questions frequently asked concerning relocation assistance. Note that in addition to the cost of replacement housing and business locations, additional funds are available to cover moving expenses, increased rent, mortgage payments or interest rates, and any closing costs incurred.

It is emphasized that no person shall be displaced unless comparable and/or adequate replacement housing or business location has been provided or made available. In the event a relocated person is dissatisfied with the decision as to eligibility for payments or amounts offered under the relocation assistance program, they will be promptly advised of the procedure to follow in making an appeal.

Property acquisition for these improvements is scheduled to begin in 2027. Depending upon the availability of funds and the anticipated completion of relocations, construction could begin in 2028 if a build alternative is selected.



## » Section 4(f) Impacts

Section 4(f) properties are publicly owned parks, recreation areas, wildlife or waterfowl refuges and any publicly or privately owned significant historical or archaeological site. Section 4(f) is applicable to all federally funded transportation studies like the US 51 North Study.

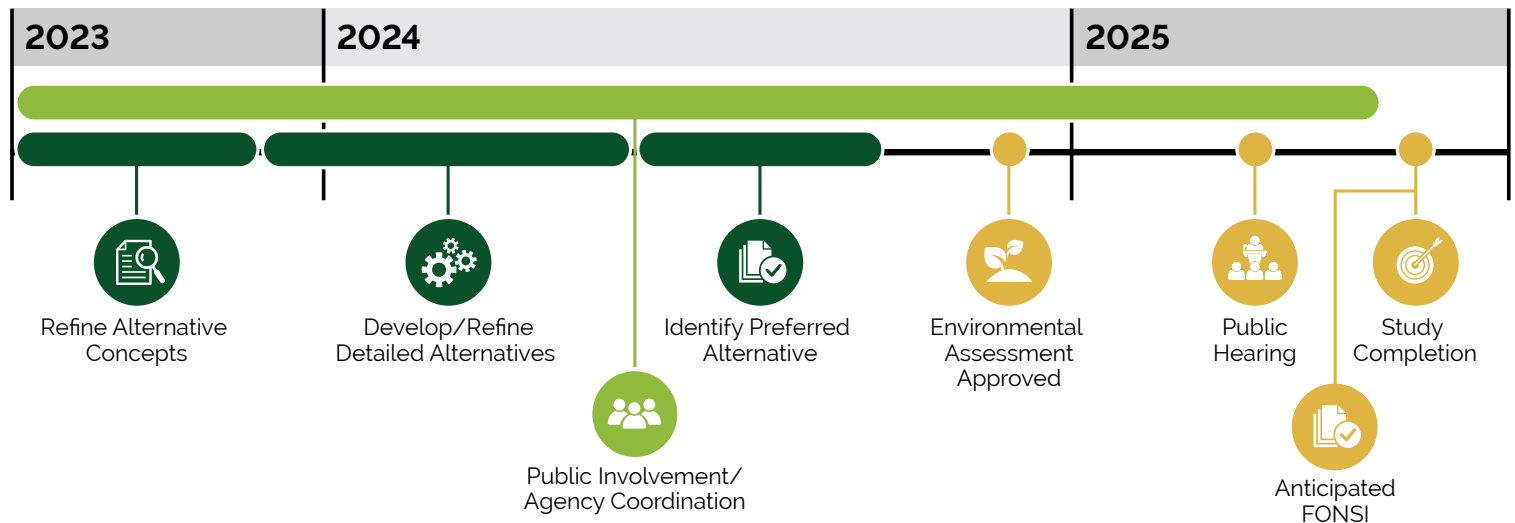
The proposed improvements would temporarily require land from the city of Madison for construction of a connection to the Marsh View Path. Construction of the connection will require a short-term closure of the Marsh View Path.

## » Next Steps

At the end of the document availability period, the study team will review and consider all public hearing testimony received on the Environmental Assessment. This input will assist the study team in finalizing the preferred alternative. Upcoming milestones in completing the engineering and environmental study for the US 51 North Study include the following:

- Public comment period ending on **April 17, 2025**
- Anticipated Finding of No Significant Impact (FONSI) preparation and approval, projected in Summer 2025

## » Study Schedule



### The following exhibits are available for viewing at the public hearing:

- Study Limits Map
- Adjacent Studies and Projects Map
- Environmental Considerations
- Impact Summary Table
- Study Purpose and Need Summary
- Study Needs: Safety
- Study Needs: Traffic
- Study Needs: Roadway Geometrics
- Study Schedule and Next Steps
- Noise Analysis Process Overview
- Noise Study Process Next Steps
- Pedestrian and Bicycle Facilities
- Typical Sections
- WIS 30
- Commercial/Lexington Avenue
- US 151 (East Washington Avenue)
- Anderson Street
- Kinsman Boulevard
- Pierstorff Street
- Pierstorff Street to Rieder Road Realignment
- Rieder Road
- Amelia Earhart Drive
- Hanson Road
- Hoepker Road
- Acker Road
- County CV/Anderson Road
- Welcome
- Please Sign In
- Public Verbal Testimony
- Private Verbal Testimony
- Written Testimony

### The following documents are available for viewing at the public hearing:

- US 51 North Study Public Hearing packet
- Environmental Assessment that includes the study purpose and need; the range of alternatives; impacts and potential mitigations; and summary of public agency involvement
- Legal notice published in the Wisconsin State Journal advertising the public hearing
- Brochure – Landowners Rights under Wisconsin Eminent Domain Law
- Brochure – Noise Barriers: What You Should Know
- Brochure – Wisconsin Relocation Rights for Business Properties

## » PowerPoint Presentation

WisDOT is providing a brief PowerPoint presentation as part of this public hearing to update the public on the proposed study alternatives and to explain the public hearing process. The PowerPoint presentation also serves the purpose of providing information required as part of the public hearing Study Statement.



## Submittal of Written Testimony or General Study Questions

Additional written public hearing testimony on the Environmental Assessment after this public hearing should be sent to the WisDOT project manager at the address or email address given below. Additional testimony will be added to the official public hearing record and considered in the final environmental document provided it is postmarked or received no later than **April 17, 2025**.

### Mail-In Written Testimony

You may mail written testimony to:



**Jeff Berens, P.E.**

WisDOT Project Manager  
US 51 North Study

**Southwest Region Office**  
**2101 Wright Street**  
**Madison, WI 53704**

You may also send written testimony via email:



**[Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov)**

Mailed or emailed testimony must be postmarked or received no later than **April 17, 2025**, to be included in the official public hearing record.

## » Property Acquisition/Relocation Questions

Any person who feels they may be facing a potential relocation may obtain relocation assistance information from Tracey Johnsrud, the Department's Statewide Relocation Program Coordinator, at (262) 521-5124 or by email at: [tracey.johnsrud@dot.wi.gov](mailto:tracey.johnsrud@dot.wi.gov). All other questions should be directed to Project Manager Jeff Berens.



For the latest study information,  
scan the QR code or visit:  
**[tinyurl.com/US51NorthStudy](https://tinyurl.com/US51NorthStudy)**







# Registration Slip for Verbal Testimony

US 51 North Corridor Study  
Public Hearing – Environmental Assessment



March 18, 2025

This registration slip may be used for providing public or private verbal testimony. Following the project presentation, public verbal testimony will begin. Complete this registration slip and submit it to a project team representative during or immediately following the presentation. Your name will be called in the order registration slips are received. When you are called to the microphone to provide testimony, please state your name, address, and who you represent if applicable (for example; a business). Please speak slowly and clearly. A court reporter will record your testimony. Please limit your testimony to comments and/or opinions regarding the proposed project aspects for which this public hearing is being held. To allow everyone a chance to speak, please limit your testimony to approximately three (3) minutes.

The same process applies for providing private verbal testimony, but this registration slip should be presented directly to the court reporter when a spot is available to provide your private verbal testimony.

If you do not wish to speak but would like to use this registration slip to record your position on the alternatives being considered at the public hearing, please check the applicable boxes below.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

If applicable - group, organization, or business you are representing:

\_\_\_\_\_

- Wishing to speak**
- Not wishing to speak, but please record my position on the alternatives being considered at the public hearing:**

Support, describe: \_\_\_\_\_

\_\_\_\_\_

Do Not Support, describe: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_