

U.S. Department  
of Transportation  
**Federal Highway  
Administration**

# US 51 (Stoughton Road) North Study

Public Hearing

**March 18, 2025**



# Presentation Topics

1. Study Overview
2. Study Purpose and Need
3. Alternative Development Process
4. Preferred Alternative
5. Environmental Impacts
6. Study Schedule and Next Steps

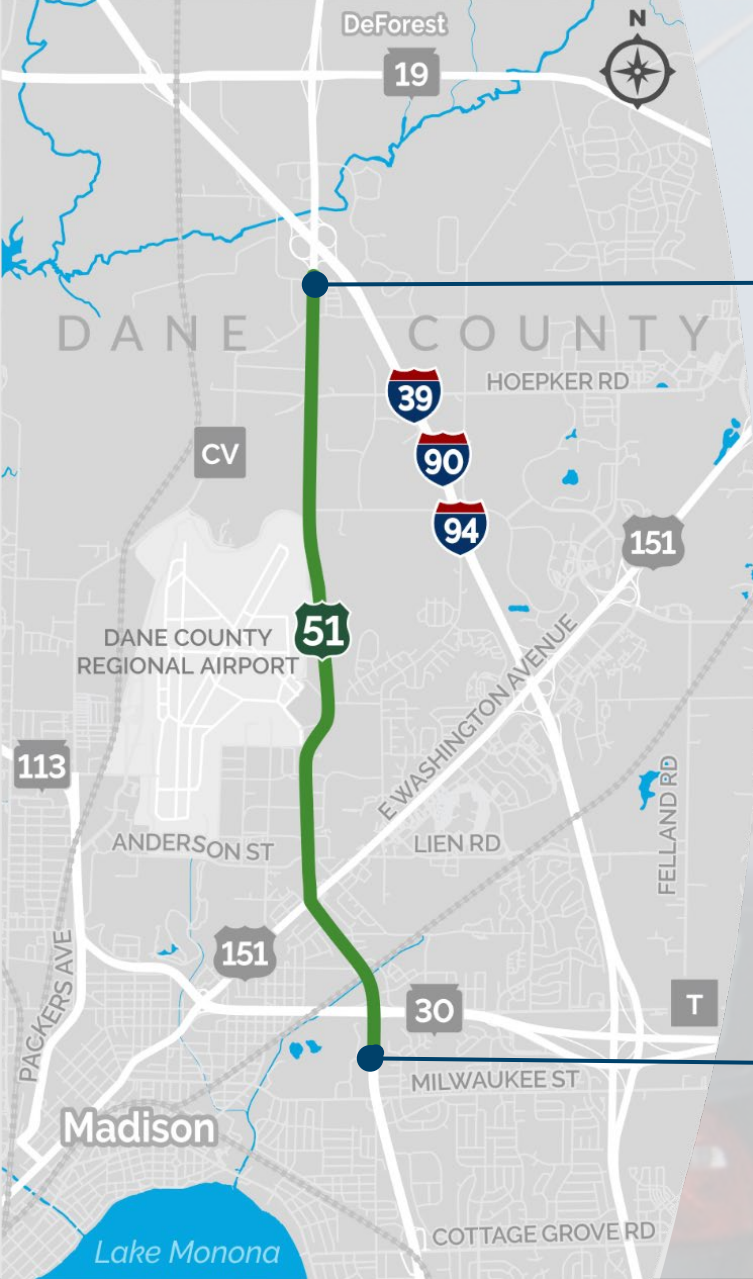


# Corridor Overview Map

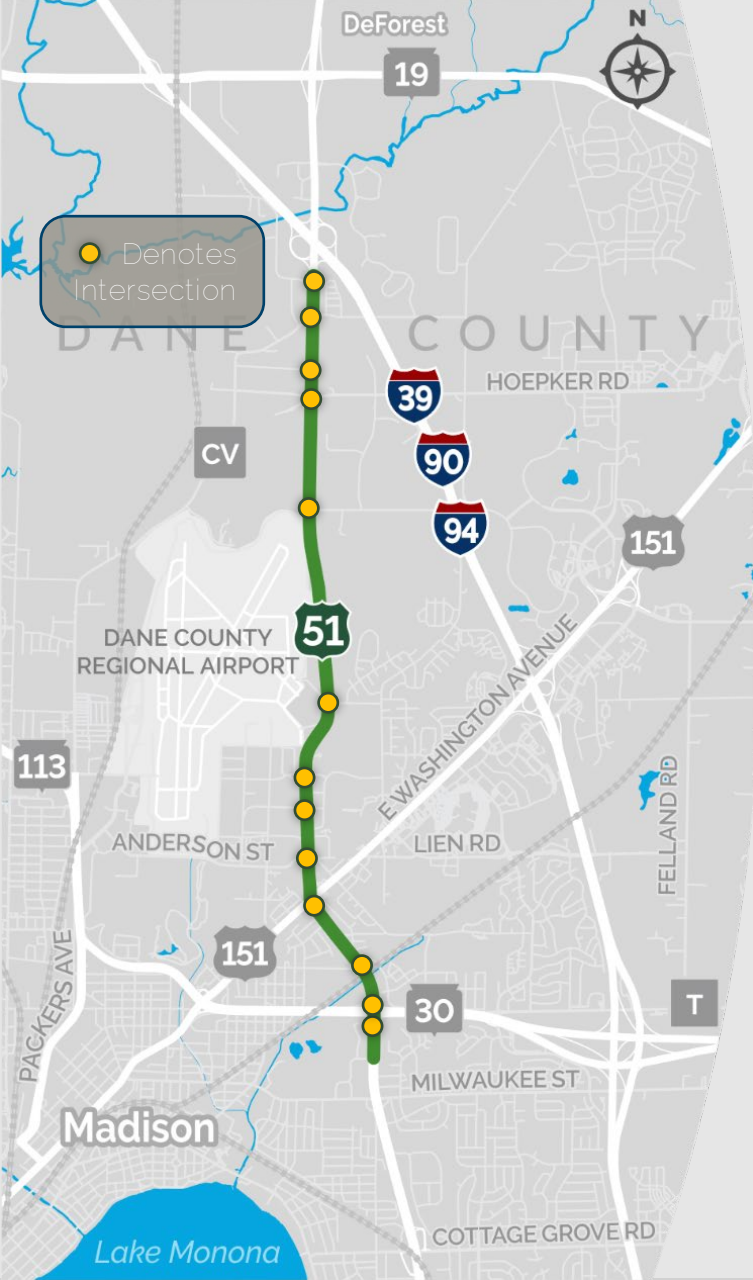
**NORTH LIMIT:**  
South of I-39/90/94 in the town of Burke

5.5 MILES

**SOUTH LIMIT:**  
South of WIS 30 in the city of Madison



# Corridor Overview

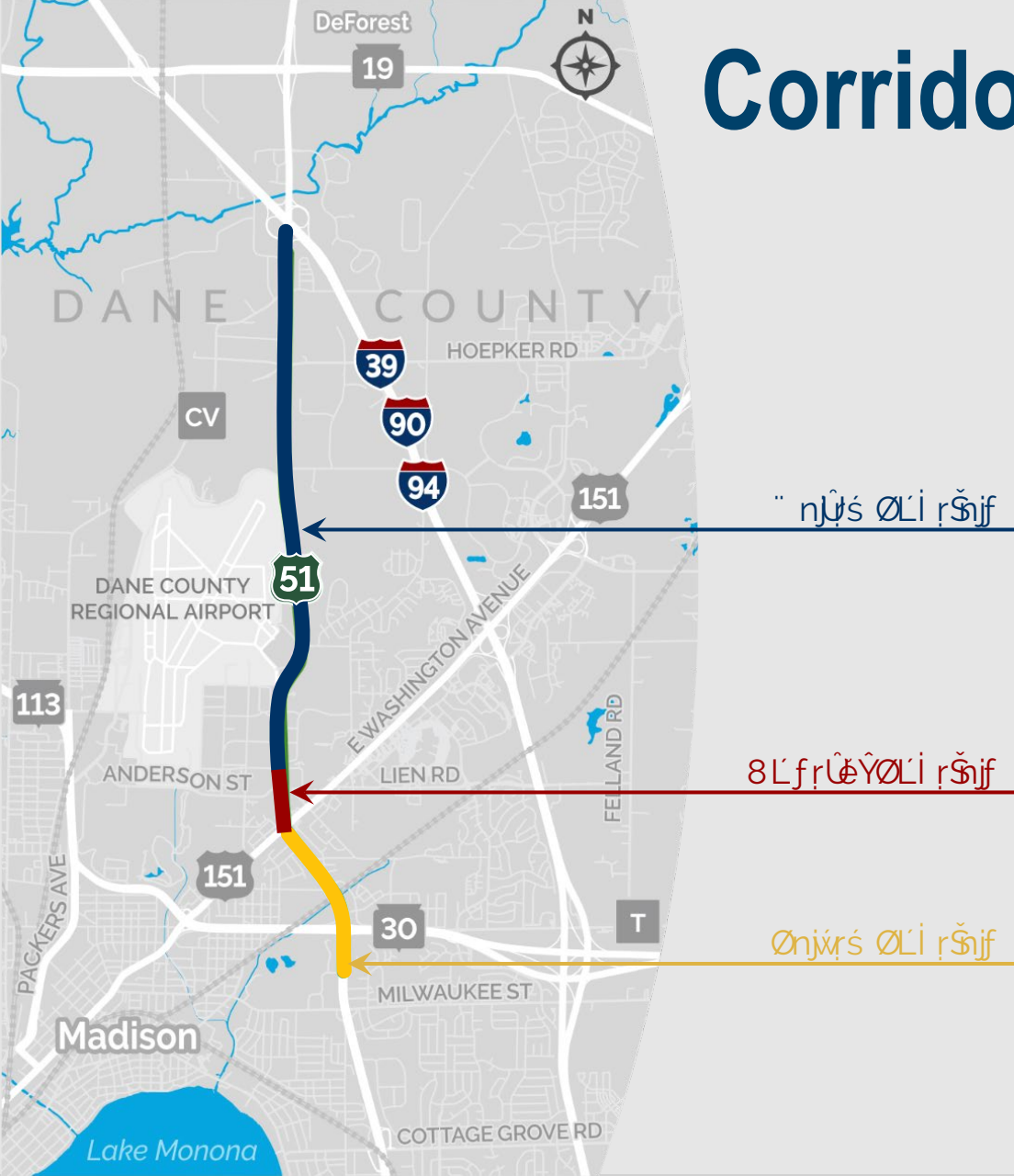


- Daentl Road \*
- County CV/Anderson Road
- Acker Road
- Hoepker Road
- Hanson Road
- Amelia Earhart Drive
- Rieder Road
- Pierstorff Street
- Kinsman Boulevard
- Anderson Street
- US 151/East Washington Avenue
- Commercial Avenue/Lexington Avenue
- WIS 30 – North Ramps
- WIS 30 – South Ramps

\*Due to proximity to the I-39, evaluated as part of I-39/90/94 Corridor



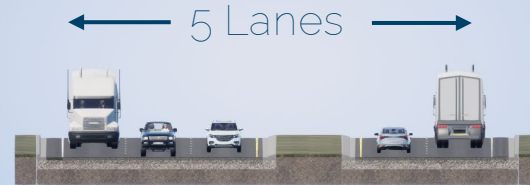
# Corridor Overview



## North Section



## Central Section



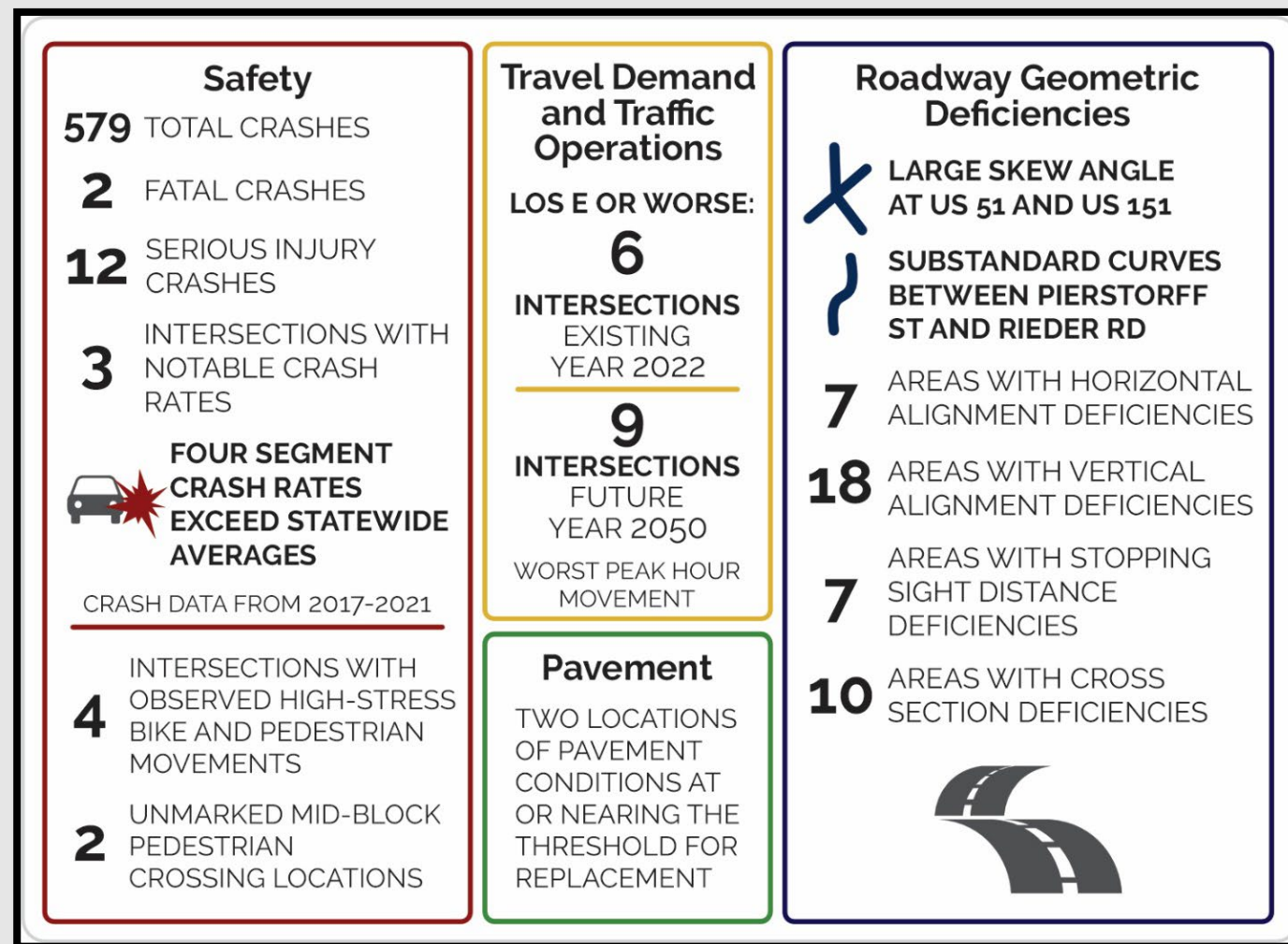
## South Section



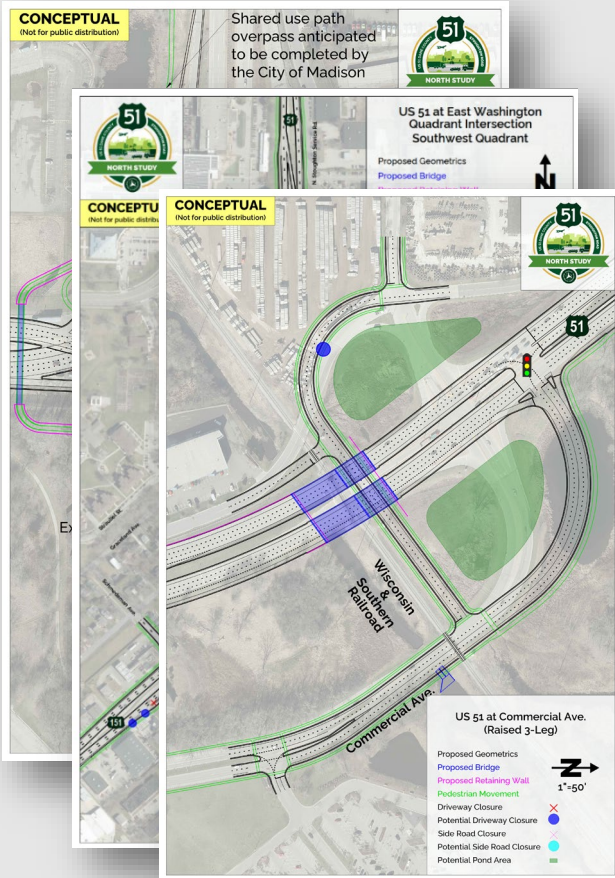
# Study Purpose and Need

## Study Purpose:

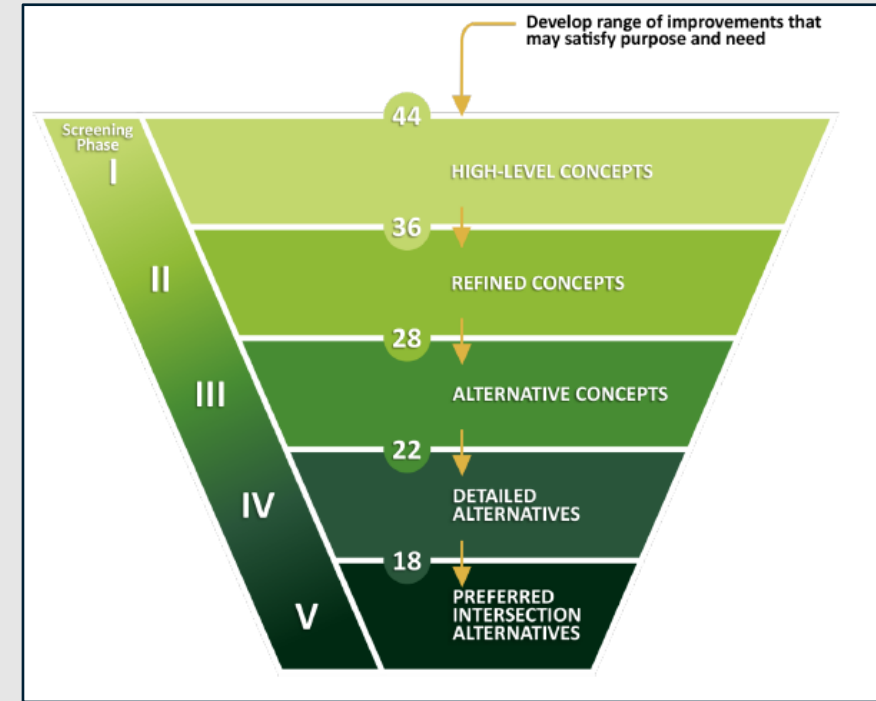
*Accommodate existing and future travel demand with a focus on safety issues that affect travel on Stoughton Road (US 51)*



# Alternative Development Process



- Alternative development focused on intersections
- Developed high-level concepts to address study purpose and corridor needs
- Developed detailed alternatives and determined impacts
- Evaluated detailed alternatives to identify a Recommended Alternative to present to stakeholders
- Identified a Preferred Alternative for the corridor



\*Stakeholder and public feedback incorporated into alternatives evaluation throughout study



# Preferred Alternative Overview

- Mainline Roadway Improvements

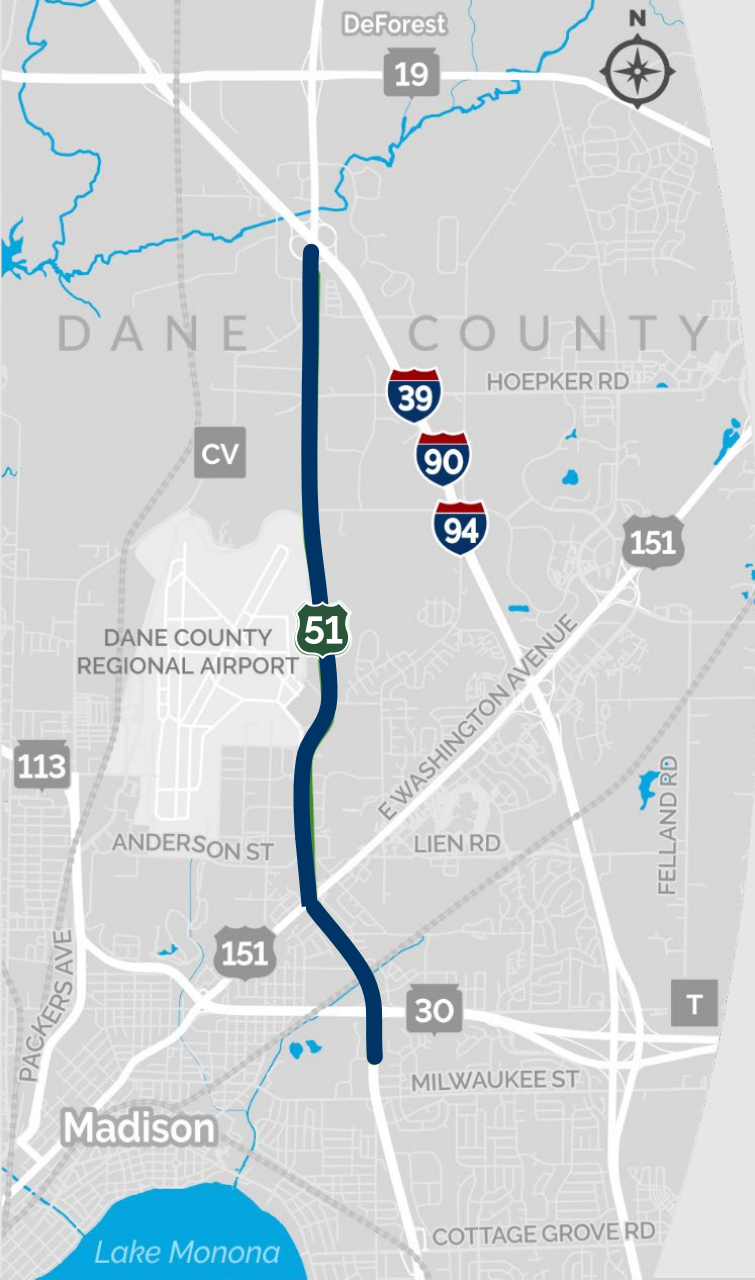


- No US 51 mainline capacity expansion throughout corridor
- Address horizontal and vertical geometric deficiencies
- Profile adjustments to improve drainage
- Access modifications – driveways and median openings

- Intersection Improvements

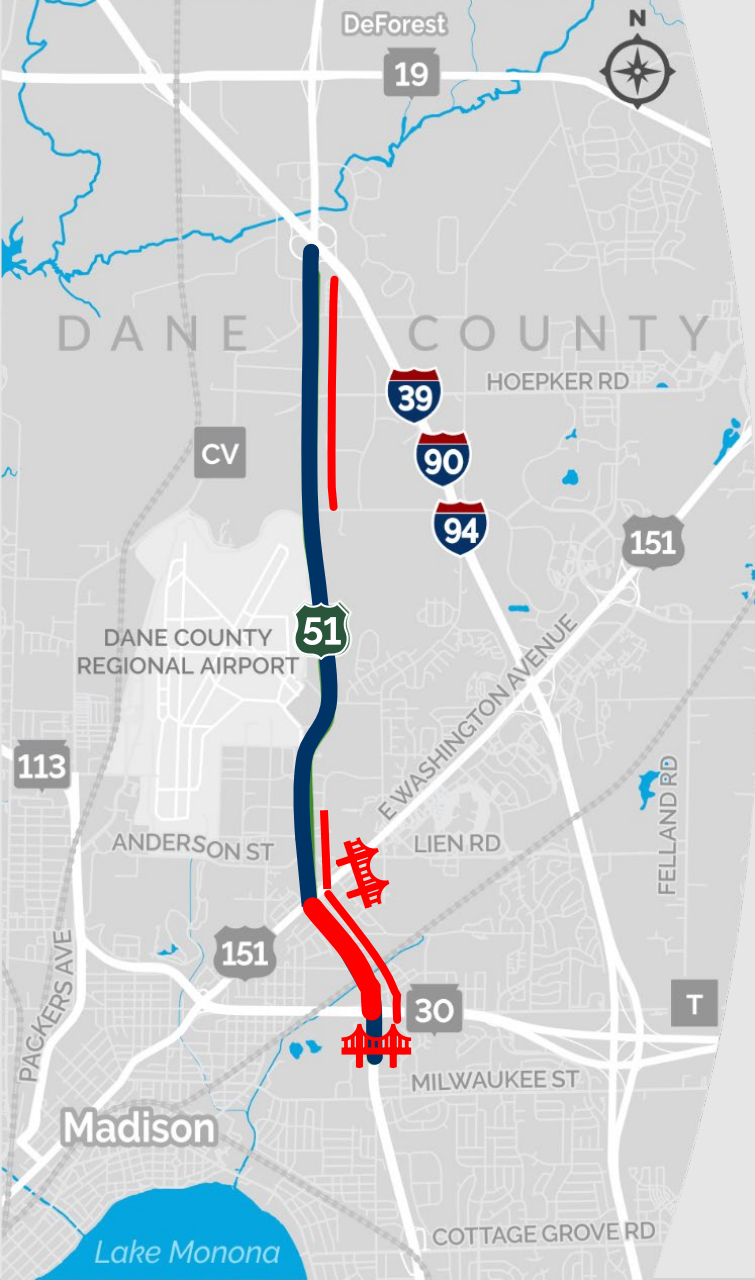


- Maintain existing intersection configurations
- Adding lanes or turn lanes at intersections
- Lengthening turn lanes at intersections
- Optimizing traffic signal timings





# Preferred Alternative Overview



- Bicycle and pedestrian accommodations
  - Shared-use path proposed on east side of US 51 from WIS 30 to Kinsman Boulevard; Hoepker Road to I-39
  - Bicycle/Pedestrian bridge crossings at WIS 30 and US 151 (East Washington Avenue)
  - Crosswalks provided on all 4-legs of signalized intersections from Commercial Avenue through Hoepker Road
- Speed limit reduction
  - WIS 30 to US 151 (East Washington Avenue)
  - Currently 45 mph → Reduce to 40 mph

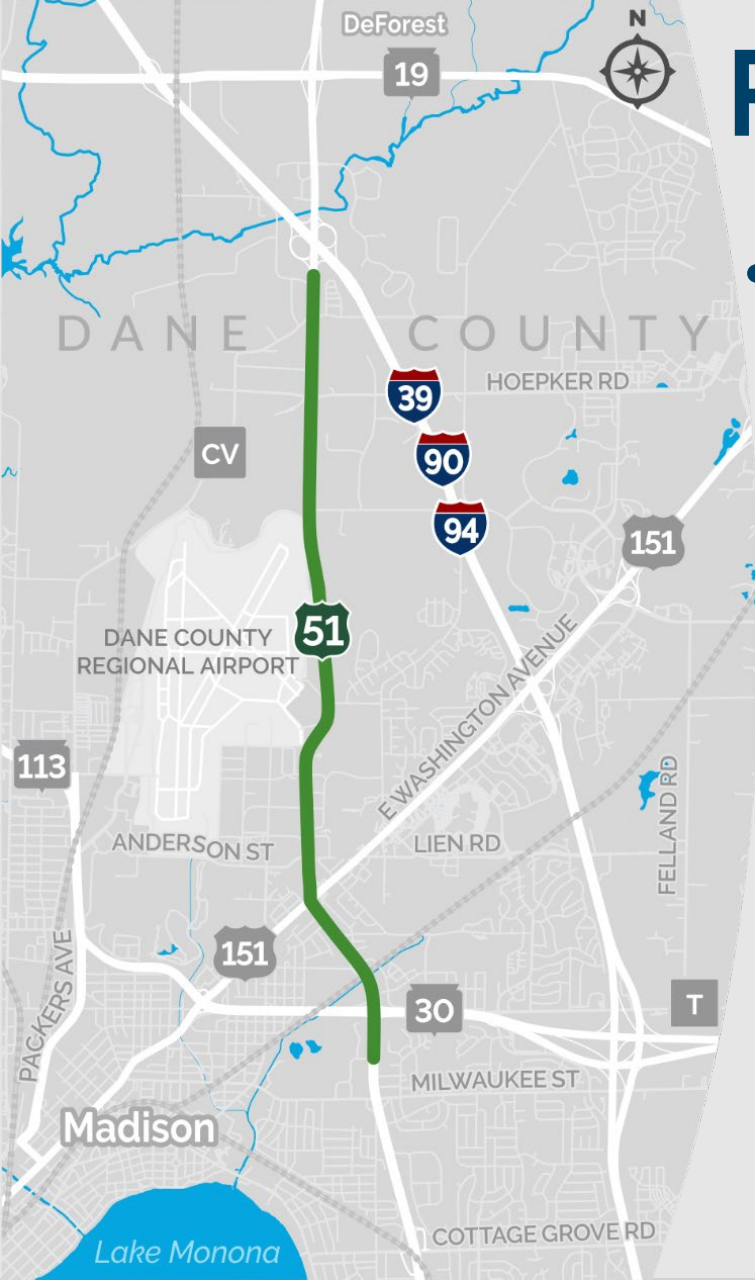
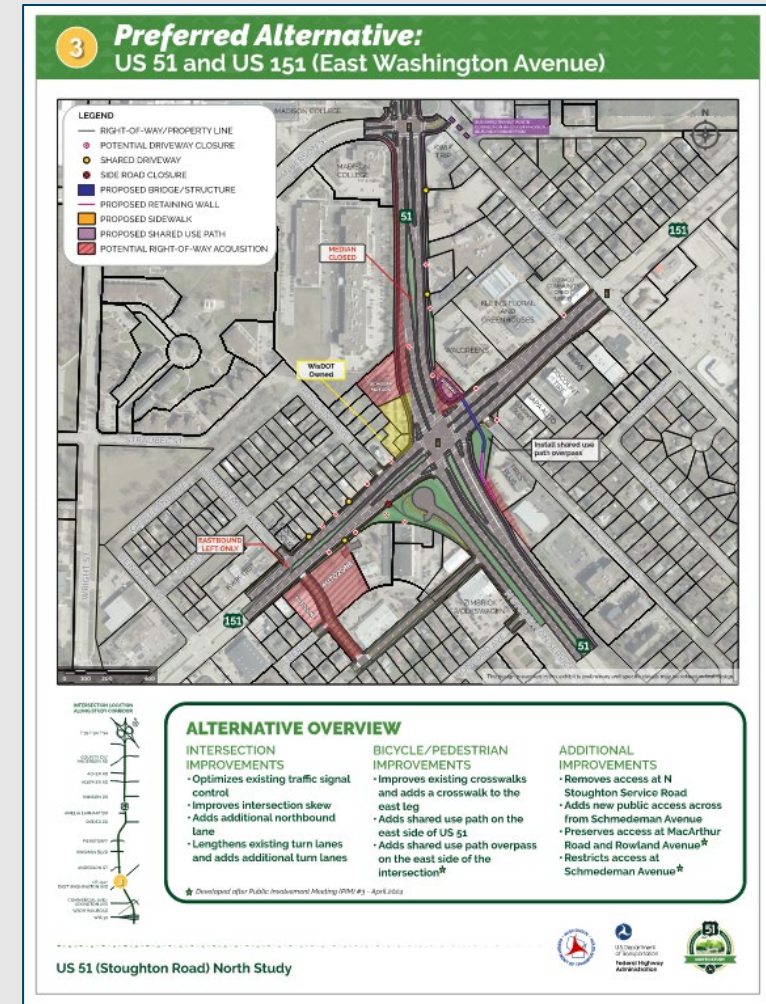
# Preferred Alternative Exhibit Overview

- **Exhibits and Roll Plots**

- Preferred Alternative details including:

- Proposed improvements
    - Bicycle and pedestrian accommodations
    - Anticipated property and environmental impacts
    - Potential access changes

- The number in the upper left of the exhibit correlates to the intersection location number on the roll plot





# Preferred Alternative – WIS 30



- US 51 & WIS 30 interchange
  - Maintains existing signalized ramp intersections
  - Adds and lengthens turn lanes
  - Adds a northbound auxiliary lane between WIS 30 and Commercial Avenue
  - Signalizes eastbound WIS 30 to southbound US 51 right turn
- Bicycle/Pedestrian accommodations
  - Shared-use path along east side of US 51
  - Bicycle/pedestrian bridge over US 51 south of interchange that connects to Marsh View path \*

\* Updated since last public meeting (April 2024)

# Preferred Alternative – Commercial Ave

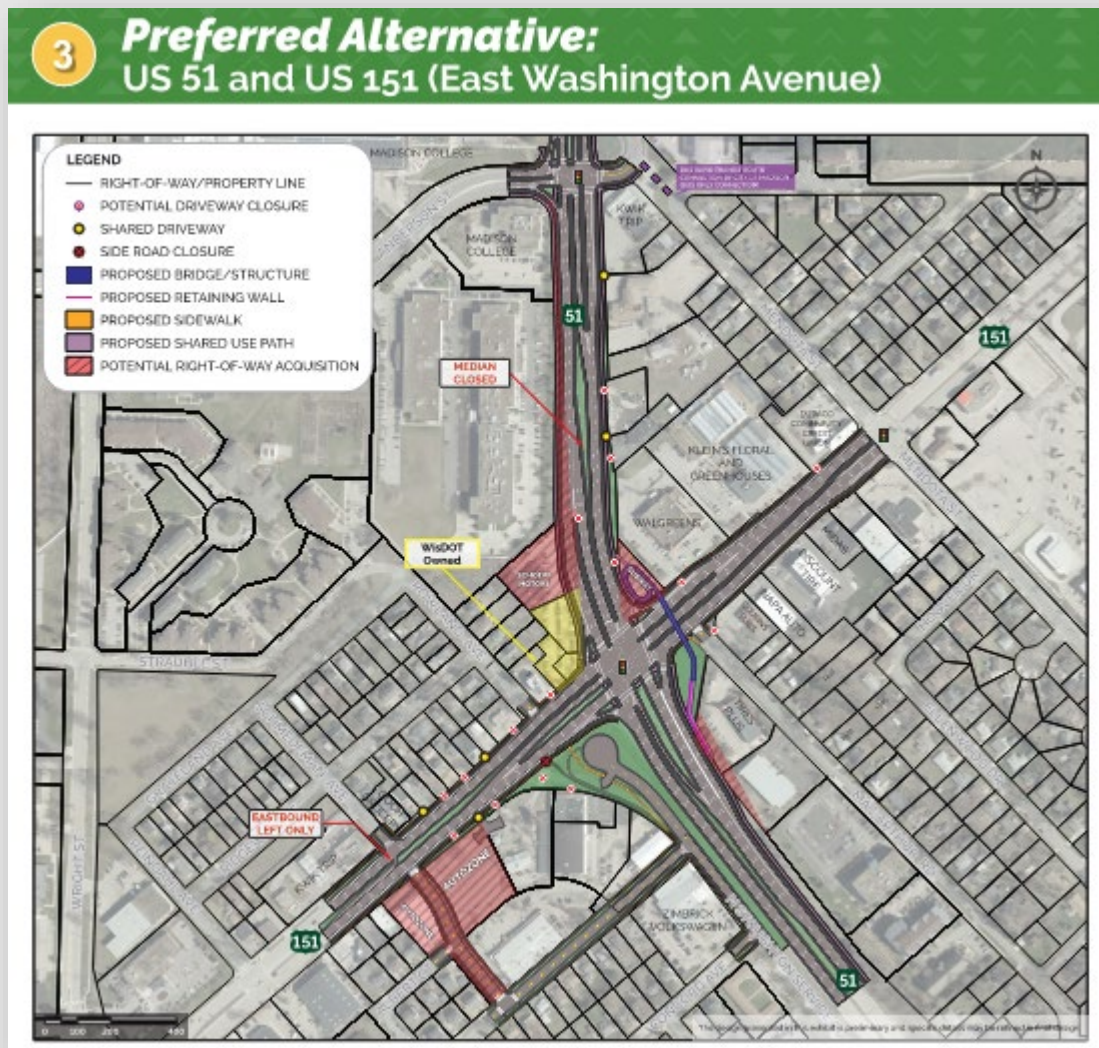


- US 51 & Commercial Avenue intersection
  - Maintains existing signalized intersection
  - Adds and lengthens turn lanes
  - New crossing signals and gates proposed at US 51 railroad crossing
  - Potential driveway closure on Commercial Avenue
- Side roads
  - Realigns Commercial Avenue/North Stoughton Service Road west of US 51 to improve intersection spacing
- Bicycle/Pedestrian accommodations
  - Crosswalks added to all four legs of intersection
  - Shared-use path along east side of US 51; also provides connection to MacArthur Road north of the intersection
  - Shared-use path along east side of Commercial Avenue to Nakoosa Trail
  - Sidewalk added on both sides of Lexington Avenue

*\* Updated since last public meeting (April 2024)*



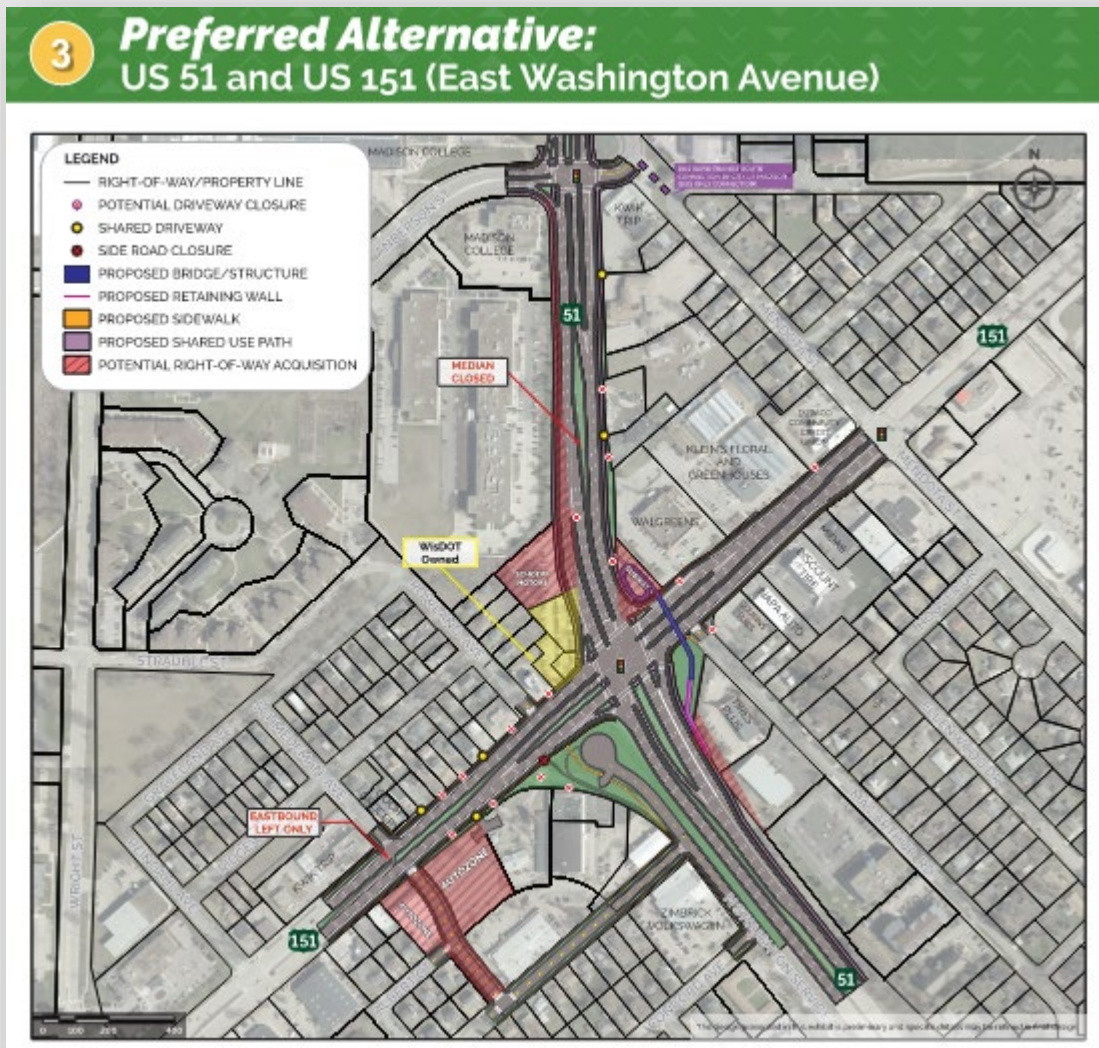
# Preferred Alternative – East Washington Avenue



- US 51 & East Washington Avenue intersection
  - Maintains existing signalized intersection
  - Improves intersection skew
  - Adds and lengthens turn lanes
  - Adds additional northbound lane north of the intersection
  - Median access closed north of the intersection
  - Potential driveway closures on US 51 and East Washington Avenue
- Side roads
  - MacArthur Road and Rowland Avenue remain open \*
  - N. Stoughton Road Service Road closed
  - Schmedeman Avenue access restricted; adds new roadway across from Schmedeman Avenue connecting to Prairie Avenue \*

\* Updated since last public meeting (April 2024)

# Preferred Alternative – East Washington Avenue



- Bicycle/Pedestrian accommodations
  - Crosswalks on all four legs of intersection
  - Bicycle/pedestrian bridge over East Washington Ave east of US 51 \*
  - Shared-use path along east side of US 51; west side of US 51 from East Washington Avenue to Anderson Street

*\* Updated since last public meeting (April 2024)*





# Preferred Alternative – Anderson Street



- US 51 & Anderson Street intersection
  - Maintains existing signalized intersection
  - Lengthens turn lanes
  - Preserves city of Madison Bus Rapid Transit (BRT) route
- Bicycle/Pedestrian accommodations
  - Shared-use path along east side of US 51; west side of US 51 from East Washington Avenue to Anderson Street
  - At-grade crossing of US 51 near Orin Road; connection to Madison College

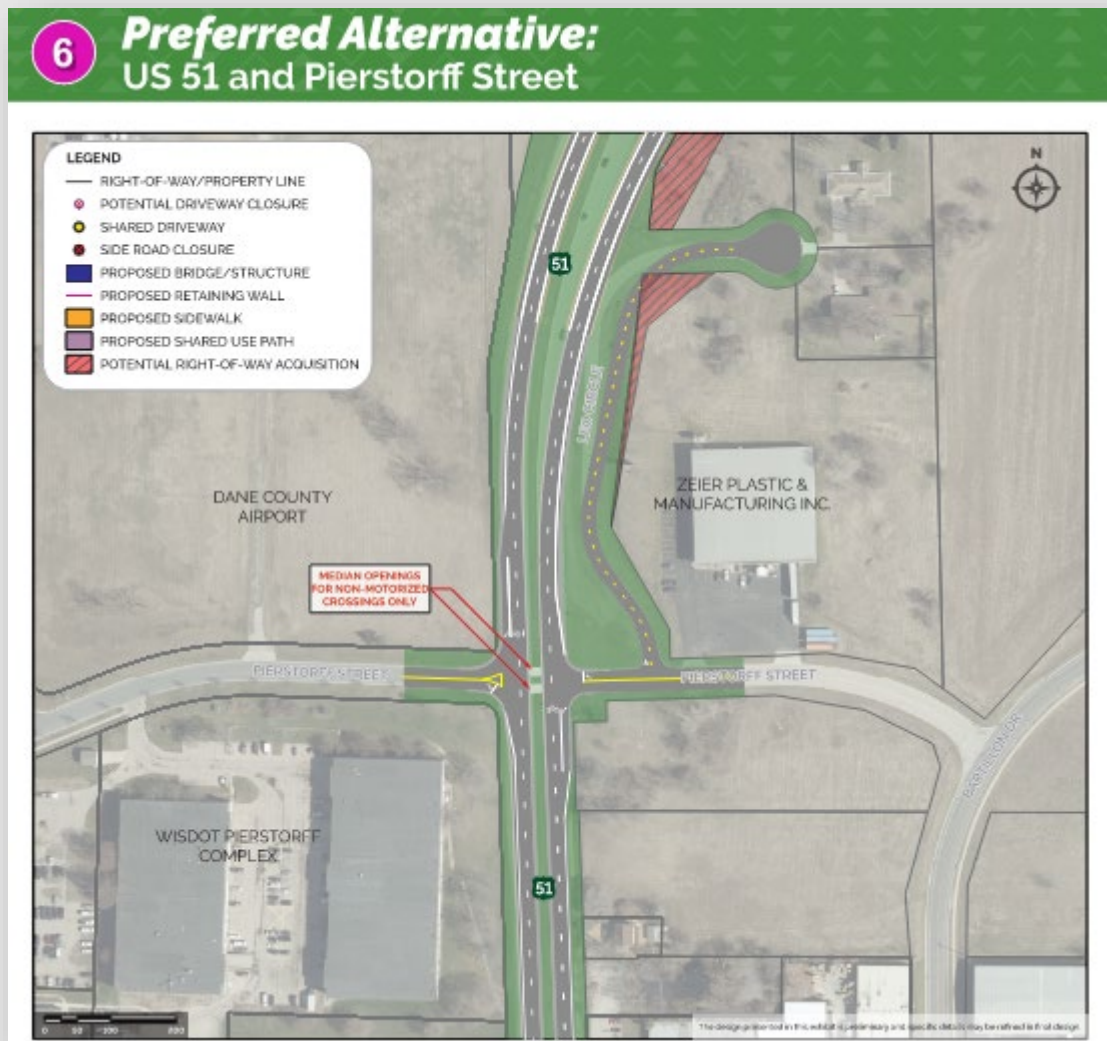
# Preferred Alternative – Kinsman Boulevard



- US 51 & Kinsman Boulevard intersection
  - Maintains existing signalized intersection
  - Lengthens turn lanes
  - Realigns left-turn lanes to improve visibility
  - Median access closed approximately 500 feet north of intersection
- Bicycle/Pedestrian accommodations
  - Crosswalks on all four legs of intersection
  - Shared-use path along east side of US 51 south of intersection
  - Paved shoulders accommodate bicycles on US 51 north of intersection
  - Bike lanes on Kinsman Boulevard extended through US 51 intersection



# Preferred Alternative – Pierstorff Street



- US 51 & Pierstorff Street intersection
  - Maintains existing unsignalized intersection
  - Adds northbound right-turn lane
- Bicycle/Pedestrian accommodations
  - Maintains median cut-outs for bicycles
  - Paved shoulders accommodate bicycles on US 51

# Preferred Alternative – Rieder Road



- US 51 & Rieder Road intersection
  - Maintains existing unsignalized intersection
- Bicycle/Pedestrian accommodations
  - Paved shoulders accommodate bicycles on US 51

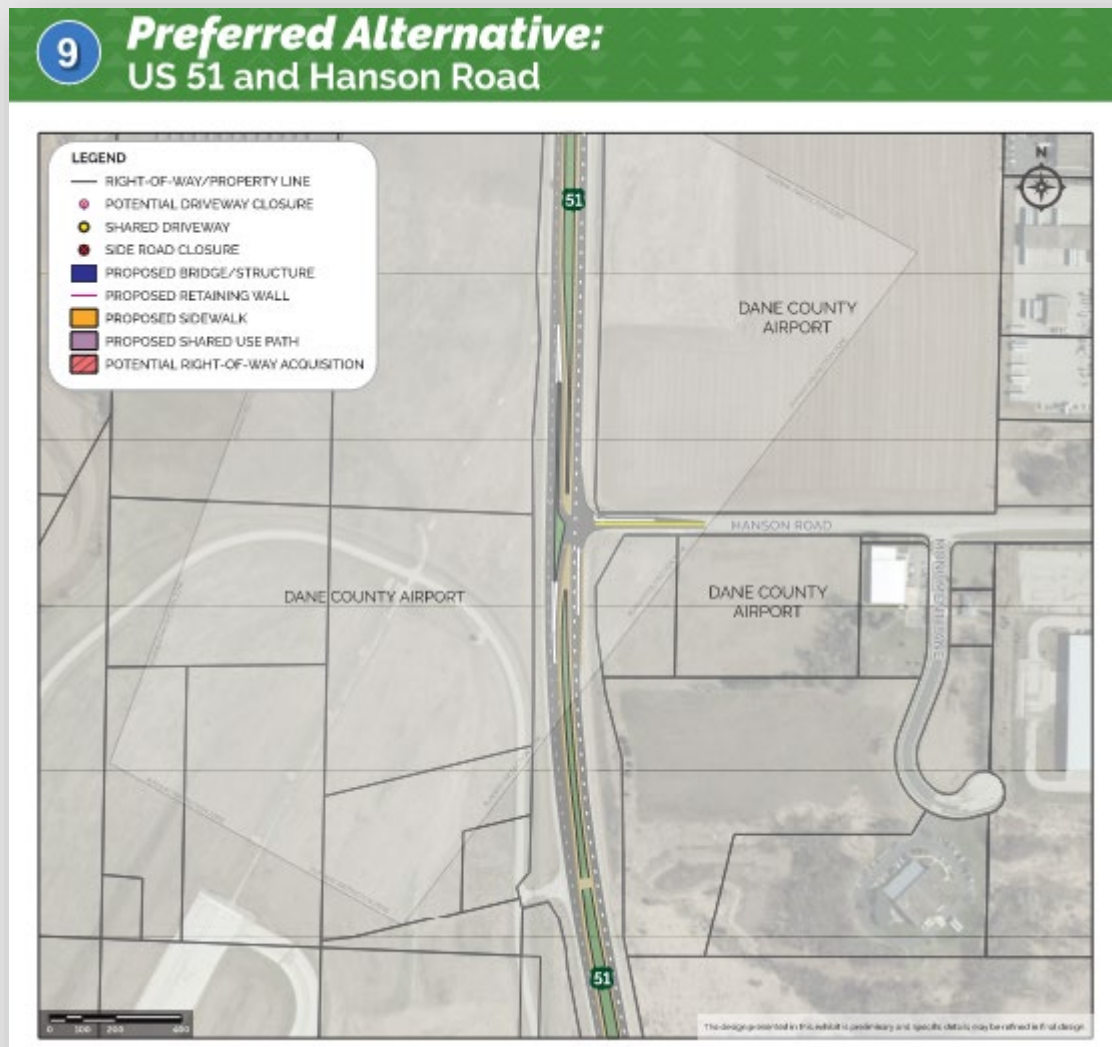
# Preferred Alternative – Amelia Earhart Dr



- US 51 & Amelia Earhart Drive intersection
  - Maintains existing unsignalized intersection
  - Lengthens turn lanes on both northbound and southbound US 51
- Bicycle/Pedestrian accommodations
  - Paved shoulders accommodate bicycles on US 51



# Preferred Alternative – Hanson Road



- US 51 & Hanson Road intersection
  - Maintains existing unsignalized intersection
  - Adds and lengthens turn lanes
  - Adds separated acceleration and deceleration lanes on US 51
- Bicycle/Pedestrian accommodations
  - Paved shoulders accommodate bicycles on US 51



# Preferred Alternative – Hoepker Road



- US 51 & Hoepker Road intersection
  - Maintains existing signalized intersection
  - Adds and lengthens turn lanes
  - Potential driveway closure on Hoepker Road
- Bicycle/Pedestrian accommodations
  - Crosswalks added to all four legs of intersection
  - Shared-use path along east side of US 51 north of the intersection
  - Paved shoulders accommodate bicycles on US 51 south of the intersection
  - Connects to existing sidewalk east of intersection

# Preferred Alternative – Acker Road



- US 51 & Acker Road intersection
  - Maintains existing unsignalized intersection
  - Lengthens turn lanes on both northbound and southbound US 51
- Bicycle/Pedestrian accommodations
  - Shared-use path along east side of US 51

# Preferred Alternative – County CV/Anderson Road

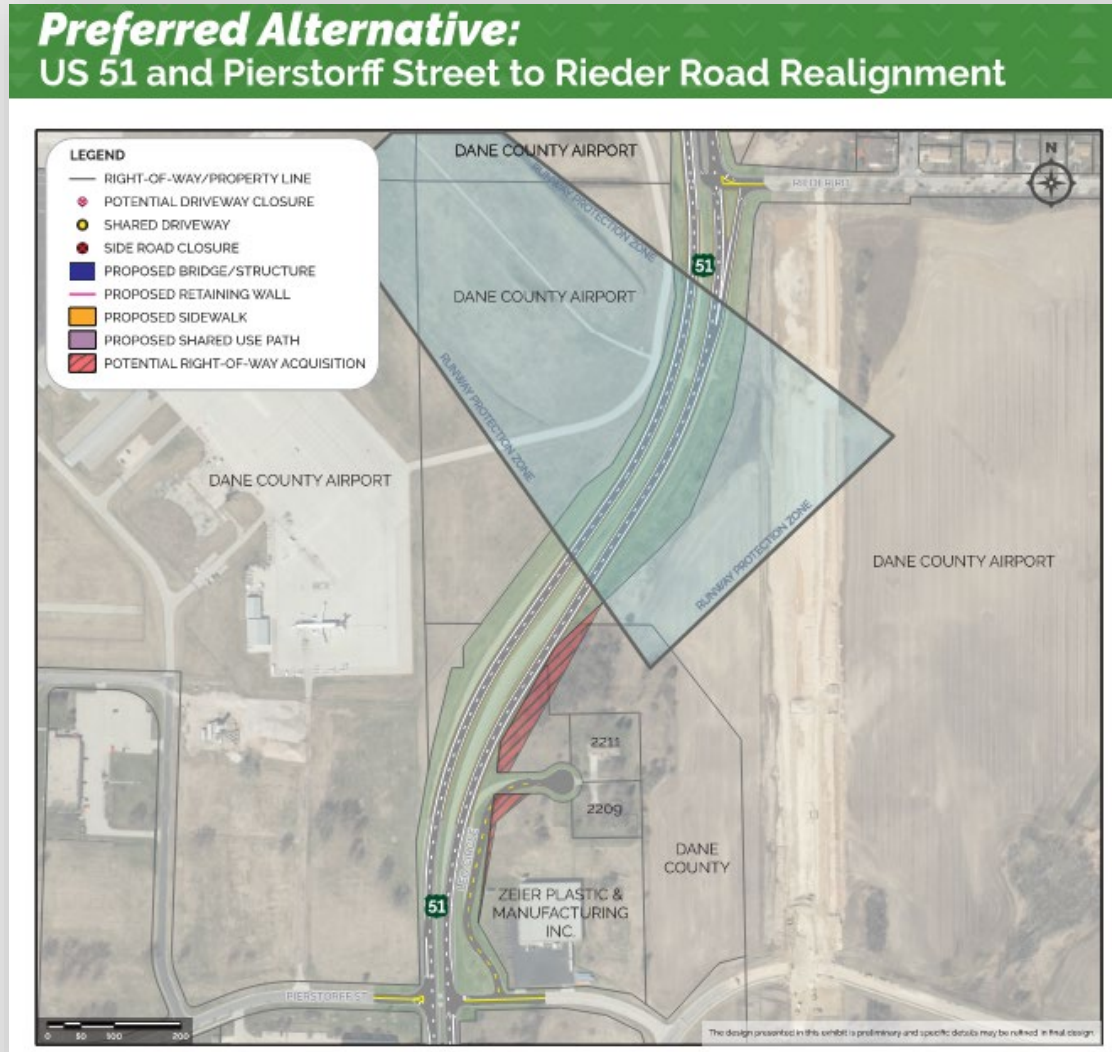


- US 51 & County CV/Anderson Road intersection
  - Maintains existing signalized intersection
  - Lengthens turn lanes
  - Adds a northbound auxiliary lane north of the intersection \*
  - Adds left turn lane onto Haase Road from Anderson Road \*
- Bicycle/Pedestrian accommodations
  - North-south crosswalk added to east leg of intersection
  - Shared-use path along east side of US 51

*\* Updated since last public meeting (April 2024)*



# Preferred Alternative – “S Curve Realignment”



## Pierstorff Street to Rieder Road Realignment

- Minor shift of alignment east to improve substandard curves north of Pierstorff Street
  - History of run-off the road crashes
  - Leo Circle alignment shifted east to accommodate US 51 realignment

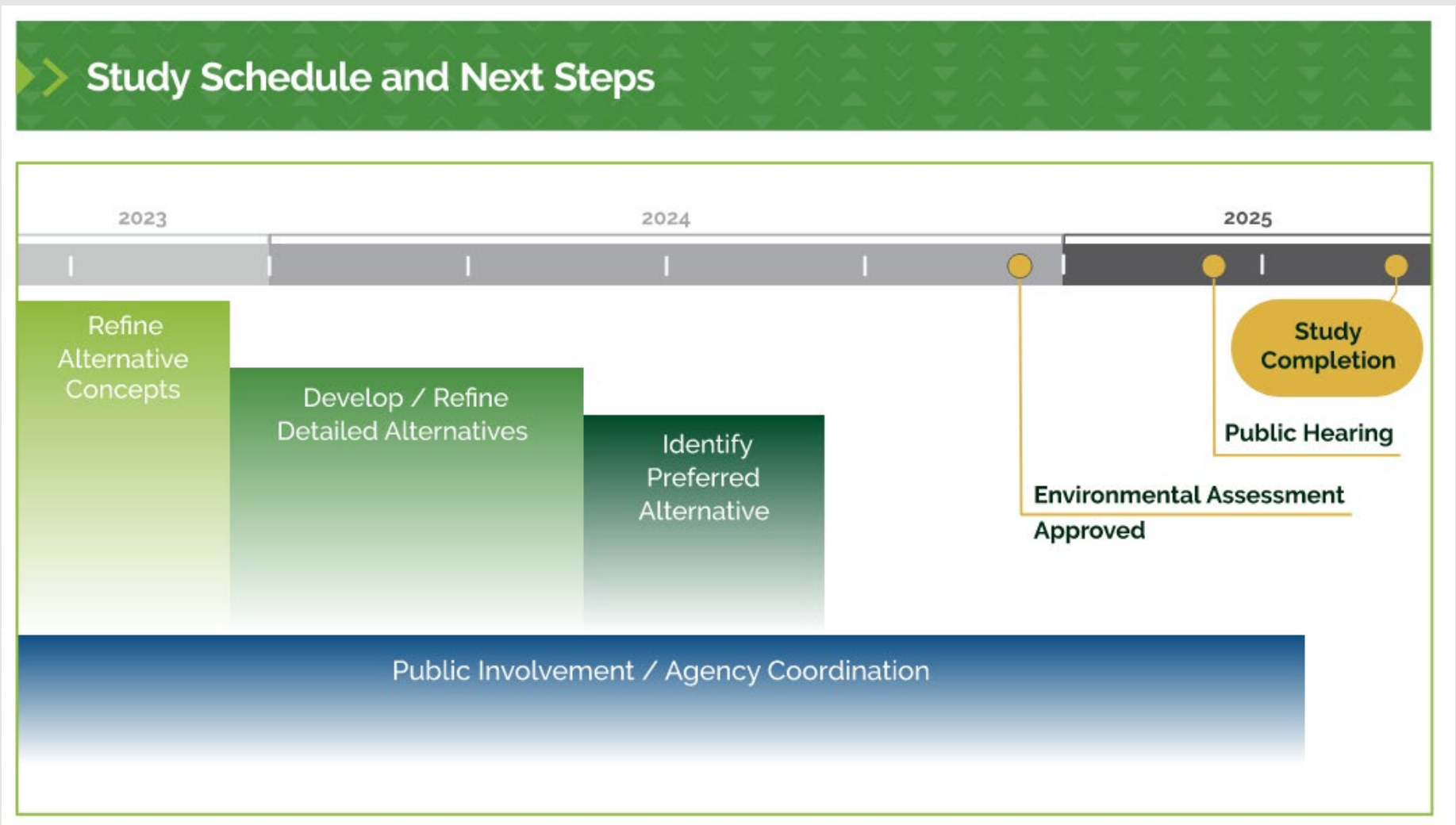


# Preferred Alternative – Environmental Impacts

Environmental Factor	Preferred Alternative
New right of way (acres)	9.27
Wetlands (acres)	2.64
Commercial relocations (#)	3
Other relocations – billboard (#)	3
Potentially contaminated sites (#)	4 - recommended for further investigation
Section 4(f) property (#)	1 – temporary occupancy exception
Potential noise wall	1 location



# Study Schedule / Next Steps

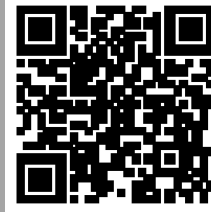


# Public Feedback

Please provide feedback by April 17, 2025

Fill out a written testimony form  
and  
submit in person tonight  
or by mail.

Online testimony  
form available using  
this QR code with  
your smart phone:



Online testimony form  
available by visiting:  
<https://tinyurl.com/51-PH1-CF>



[wisconsindot.gov](https://wisconsindot.gov)  
and search “US 51 North Study”  
to select the first link



**WisDOT Project Manager**

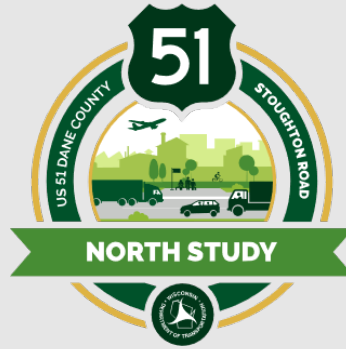
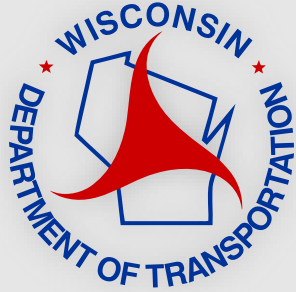
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U.S. Department  
of Transportation  
**Federal Highway  
Administration**

# Thank You!

Public testimony will begin after the question/answer session

Public Hearing

March 18, 2025

