

## **APPENDIX I**

### Public Involvement Documentation





## US 51 (STOUGHTON ROAD) NORTH STUDY PUBLIC INVOLVEMENT MEETING DEBRIEF

<b>Date:</b>	10/13/2022	<b>Meeting Purpose:</b>	
<b>Time:</b>	4 – 7 p.m.		Input was solicited and gathered from the public to inform study purpose and need development and potential future alternatives for study team consideration.
<b>Location:</b>		<b>Study Team Attendees:</b>	
	WisDOT SWR Office 2101 Wright Street Madison, WI 53704		See Attachment A

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### Summary of Public Involvement Meeting

The Wisconsin Department of Transportation (WisDOT) held an open-house Public Involvement Meeting (PIM) to provide residents, businesses, local and elected officials, and other stakeholders information on the US 51 (Stoughton Road) North Corridor Study. The meeting was intended to provide an overview of the study, present preliminary purpose and need, provide a current schedule, including upcoming study milestones, and future public involvement efforts. Feedback from the public on corridor issues and needs was also solicited to aid the study team in the development of improvement alternatives to be evaluated as the project moves forward. A recorded presentation was available on a continuous loop throughout the PIM. Members of the study team were in attendance and available to provide additional information and answer any questions.

The following exhibits were displayed during the meeting and are included in *Attachment C*.

- Study Limits Map
- Study Purpose and Corridor Needs
- Study Needs – Safety, Infrastructure, Travel Demand



- Environmental Considerations
- Existing Conditions for WIS 30 to Pierstorff Street
- Existing Conditions for Pierstorff Street to Daentl Road
- Alternatives Development
- Study Schedule: Environmental Document
- Frequently Asked Questions (FAQs)
- US 51 North Study Roll Plot

## Public Contact Efforts

WisDOT mailed a postcard invitation on Tuesday, September 20, 2022 to 2,878 residents, property owners and businesses located along the 6.5-mile US 51 (Stoughton Road) North Study Corridor from the WIS 30 interchange in Madison to WIS 19 in the village of De Forest.

WisDOT sent out a news release to promote the meeting on Thursday, September 29, 2022. In conjunction with that release, the Public Involvement team sent an email to local chambers of commerce requesting the PIM invite and approved text be posted on their website and other media platforms. WisDOT also posted the PIM invite on the Southwest Region's Twitter page on Friday, September 30, 2022.

On Tuesday, September 27, 2022, the PI team delivered approximately 300 meeting invitations via a literature drop to residents within the following neighborhoods located in the study corridor:

- |                      |                       |
|----------------------|-----------------------|
| ➤ Bluff Acres        | ➤ Hiestand            |
| ➤ Burke Heights      | ➤ Mayfair             |
| ➤ Carpenter-Ridgeway | ➤ Norman Acres        |
| ➤ Clarendon Hills    | ➤ Ridgewood           |
| ➤ Eastmorland        | ➤ Rolling Meadows     |
| ➤ Greater Sandburg   | ➤ Truax               |
| ➤ Hawthorne          | ➤ Westchester Gardens |

Copies of meeting notices and media coverage is available in *Attachment B*.

Attendees signed into the meeting either by scanning a QR code with their mobile device or via a laptop provided by the study team. Paper sign-in sheets were also made available to any attendees not wishing to sign-in digitally. Not all attendees opted to sign-in during the meeting, but the recorded total number of attendees who signed-in through PIMA and the physical sign-in sheets totaled 42 (this includes study staff). The meeting attendance record is included *Attachment A*.

The following handouts were available to all attendees the evening of the meeting and are included in *Attachment B*.

- Study Overview (English, Hmong, and Spanish)
- PIM Handout (English, Hmong, and Spanish)
- Comment Form
  - Pre-paid postage return envelopes were also available

Meeting exhibits, handouts and PIM presentation were posted on WisDOT's website on Friday, October 14, 2022, for those who were unable to attend in person.

## Comment Summary

The following summary includes comments or questions asked during the meeting and throughout the 30-day comment period following the meeting.

- *Q&A Summary*
  - Will a future bike path be added on the east side of US 51 in front of the Eurofins building?



- A real estate agent of three properties on East Washington Avenue (southeast quadrant) inquired if there has been any development on the alternatives. He is looking to help sell the properties in this area.
- Will the bike easement ever be developed?
  - The study team answered the above questions with a generalized response to have all questions and comments documented, stating that WisDOT is currently seeking public input to help in developing a range of alternatives for this study.

➤ *General Comment Summary*

A summary of general comments study staff received during the meeting are noted below:

- Deflection angle on US 51 through East Washington Avenue intersection is compromised. They have witnessed southbound traffic on US 51 cross lanes when driving through the intersection (i.e., not staying within their own lanes.)
- Concerns with flooding at Lexington Avenue and US 51.
- Lexington Avenue is very busy due to the amount of people using it as a cut through.
- Bad intersection at Rieder Road. Noted many cars wanting to go southbound on US 51 ultimately end up heading northbound on US 51 and doing a U-turn at Amelia Earhart Drive.
- Hanson Road is a bad intersection and noted it is difficult to get onto US 51, especially during peak periods.
- East Washington Avenue will have additional traffic due to the former Gardner Bakery being redeveloped as low-income housing.
- Resident who lives on Larson Court (Southeast corner of US 51/US 151 intersection.) stated it is difficult to access downtown from their residence via bike/walking. Resident feels that East Washington Avenue intersection is dangerous, and they utilize Sycamore Avenue/Walsh Road/Nakoosa Trail/Commercial Avenue route to cross US 51. Resident is interested in a faster option to get downtown.
- Resident who lives by Sandberg School often takes Reider Road when travelling north and Portage Road to E. Washington Avenue when traveling south.
- Bicyclists cross at US 51 and Pierstorff Street versus Kinsman Boulevard due to limited visibility with the hill further north on US 51.
- Southbound traffic has issue of straying outside of lane due to US 51/US 151 intersection being on a curve.
- Difficulty navigating from Lexington Avenue to WIS 30 eastbound and vice-versa during peak periods. Challenge changing lanes prior to the WIS 30 interchange.
- Requested that Stoughton Road be rebuilt as an urban boulevard concept between the East Washington Avenue intersection and the Lexington/Commercial Avenue intersection.
- Students crossing the road at Hawthorne Elementary School have a difficult time due to visibility issues.
- A property owner that lives east of US 51 indicated that the area near Lexington and Commercial avenues often floods. The property owner stated anytime they get 1" to 2" of rain, the shoulders of US 51 quickly flood.
- Several individuals commented that before the WIS 30 interchange was constructed, there was a bridge and US 51 went over the railroad.
- [REDACTED] mentioned that the bike/pedestrian crossing at Anderson Street could use improvement.
- The intersection of County CV and Hoepker Road is very dark and not well lit.
- Left turns at the intersection of Hoepker Road and Ronald Reagan Avenue become difficult due to excessive traffic.
- East Metro Drive/US 51 needs to have a signal added.
- Very difficult time turning left from East Metro Boulevard heading southbound onto US 51 due to the amount of truck traffic at this intersection.
- [REDACTED], and a US 51 North Study Citizens Advisory Committee (CAC) member attended the PIM (he was unable to attend the CAC meeting) and shared the following information:
  - [REDACTED] asked if specific alternatives were developed yet near Dane County Regional Airport.
  - The general aviation entrance is on Amelia Earhart Drive. [REDACTED] indicated that his customers pay a premium to be able to get to destinations as quickly as possible. Having a dependable roadway network for them to utilize to get to the airport is critical. He supports improvements relating to his concerns.



- Rick shared that it is important to Wisconsin Aviation that full access be maintained at Amelia Earhart Drive.
- Rick also noted numerous U-turns occur at Amelia Earhart Drive, he believes the reason for this type of movement is due to right-in/right-out/left-in access at Rieder Road.

Mai Zong Vue, Hmong interpreter who attended the PIM, and is very active in the Hmong community provided some information/ideas on how to successfully reach the Asian community in the project area.

- Hmong Institute has a Facebook page and that prior to PIMs, the study team could forward WisDOT Facebook posts and ask the Hmong Institute to share them to their page.
- Active with the Victory Hmong Alliance Church, 602 Acewood Boulevard, Madison WI 53714. She suggested project materials be sent to the church with an offer to come speak with members if there is interest. Email: [victoryhmongwi@gmail.com](mailto:victoryhmongwi@gmail.com). Mai Zong suggested we copy her on the e-mail, and she would help explain WisDOT's intentions if necessary. [maizong@hmonginstitute.org](mailto:maizong@hmonginstitute.org).
- We could also send information to the Hmong institute project announcements and other information about the project with an offer to come meet with people. <http://thehmonginstitute.org/contact>.
- Mai Zong identified the Wisconsin Tibetan Association has a facility near the North Stoughton Road Corridor, located at 1502 Parkside Drive Madison Wisconsin. This is another group who should be reached out to with an offer to discuss.

Mai Zong Vue, spoke about best practices when reaching out to Asian populations or cultural centers. She suggested reaching out via e-mail with some project information and indicating why outreach and participation is important, because a response may not be received from initial outreach. Mai Zong also said a follow-up message should be sent a few weeks to one month after the initial outreach. She noted that often after the second message a response will be sent, and if nothing is received after the second outreach attempt, do not send additional follow-up outreach other than basic project information.

#### ➤ *Written Comment Summary*

Comment forms were available on the study website along with an email address for submitting written comments. The date for submitting comments ended Tuesday, November 15, 2022. A summary of the written comments is included in *Attachment E*.

A roll plot exhibit was displayed to facilitate discussion and receive stakeholder feedback. Comments were written on post-it notes and placed on the roll plot map identifying the location germane to the comment. A summary of the post-it note comments are listed below:

#### ➤ *Roll Plot Comment Summary*

- Both Sun Prairie and Waunakee have bike paths along WIS 19. Please use all opportunities to connect Sun Prairie – Windsor – Waunakee. We're disappointed to see no bike facilities along WIS 19 near Interstate 90/94 when that was reconstructed.
- Increasing congestion at the intersection of Hoepker and Ronald Reagan.
- This intersection sees a fair amount of congestion each morning and evening, Hoepker – manufacturers.
- Connect this bike path to the east over/under US 51 and to Walmart area (*note: arrow pointed near WIS 30 and US 51 intersection*).
- People in these apartments (who don't have cars) have no easy way to walk to Walmart (*note: arrows pointing to apartment complexes near Commercial Avenue and from the Wisconsin & Southern Railroad*).
- Keep easy access to Zimbrick Volkswagen and related businesses (SW quadrant dealership access from Lexington).
- Going east from the Mayfair Park neighborhood is extremely hard and far to walk or peddle.
- Intersection at US 51 and East Washington Avenue impossible for pedestrians.
- Need southbound access from Rieder Road.
- The noise from US 51 in the neighborhood is terrible, especially when trucks jake brake despite signs prohibiting jake braking (*note: arrows pointing towards MacArthur Avenue and Rosedale Avenue from US 51*).
- Keep tax impacts down. One plan removed \$500,000 from Madison tax base at the intersection alone. This hurts city finance and city taxpayers. (*note: arrow pointing towards intersection of Kinsman and US 51*).
- E Wash & Rt 51 – Intersection is impossible for pedestrians.
- Keep easy access (Ingress/Egress) to Zimbrick used & body shop and other businesses



- Traffic volume drops off (per WisDOT counts) at Anderson. Segment between E. Washington to Pierstorff should be turned urban street with better crossings. Bartillion/Access Street should go away or be moved behind new parcels w/parcels taking access off that street, not Stoughton Road.
- Consider roundabout out of Crow V31 or V32 to establish "urban" section of Stoughton Road. North of Pierstorff can be more highway. *(note: arrow pointing toward Pierstorff Street/Bartillion Drive Intersection)*
- Too many lanes on Kinsman (<10k veh/day). This makes intersection larger and makes timing the signal more "tricky".
- Remove all direct access from Stoughton Rd regardless if this is a highway or urban street *(note: placed near Pierstorff to East Wash).*
- Dark intersection *(note: placed on map near Hoepker Rd and County Road CV).*
- Connect these two neighborhoods *(note: arrows point toward Prairie Avenue neighborhood and MacArthur Avenue neighborhood).*
- Business area along Hwy 51 frontage could be redeveloped as mixed use, higher density uses. But that will only happen if Stoughton Rd is more urban and less highway. Make Stoughton Rd an urban boulevard instead of a highway. This will make the neighborhood livable and the road easier to cross by foot.
- Connect bike path along Anderson to the SE corner.
  - Bike signal
  - Passive detection
  - Cooling & ext zone
  - Treat bikes like cars
- Need ped/bike crossings that are not at major roads. Turning vehicles do not yield and it is very dangerous.
- No right turn slip lanes where local roads cross Stoughton. Slip lanes allow no-stop or high-speed turns. Very dangerous for pedestrians/bikes.
- Need a under/over for smooth traffic flow and due to increase in traffic w/trucks!! *(note: arrow pointing toward the corner of US 51 and East Washington Avenue).*
- Connect this bike path to path near BRT Storage bld. May be more of a city issue, but if project impacts that connection, please consider. *(note: path referenced is east of US 51 (Stoughton Road) in the development opposite of Amelia Earhart Drive)*
- Will the bike path easement ever be developed? *(note: arrow pointing toward US 51 near the new Fed-Ex facility just north of Hoepker Road on the east side of US 51)*







## Staff Attendees

Public Involvement Meeting October 13, 2022 <i>from</i> 4-7 p.m. WisDOT SWR Office, Madison		
First Name	Last Name	Organization
Dan	Schave	WisDOT
Jeff	Berens	WisDOT
Mike	Helmrick	WisDOT
Michelle	Howe	WisDOT
Maria	Kruger	WisDOT
John	Frandrich	WisDOT
Franco	Marcos	WisDOT
Joel	Brown	HNTB
Nick	Bennett	HNTB
Dan	Schrum	SRF
Jeff	Knudson	SRF
Brian	Lee	Revelations
Zach	Freeman	Kapur
Sam	Hutchison	HVS
Mai Zong	Vue	HVS
Cynthia	De Vor	De Vor Comm
Darci	Hackbarth	De Vor Comm
Lisa	Gerondale	De Vor Comm
Mindy	Boyer	De Vor Comm



**US 51 Stoughton Road North Study-Public Involvement Meeting (PIM) 1 Attendance: Online PIMA Sign-In**

First Name	Last Name	Phone	Email	Address	City	State	Zip
					Sun Prairie	WI	53590
					Madison	WI	53704
					Deforest	WI	53532
					Madison	WI	53704
					Madison	WI	53704
					Madison	WI	53704
					madison	WI	53711
					Madison	WI	53714
					Madison	WI	53704
					madison	WI	53713
					Madison	WI	53705
					madison	WI	53704
					madison	WI	53714
					Madison	WI	53704
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					Madison	WI	53714
					Madison	WI	53714
					Madisonn	WI	53704
					Madison	WI	53714
					Madison	WI	53704

**PIM Attendance: Online PIMA Sign-In Total =22**



# US 51 Stoughton Road North Study-Public Involvement Meeting (PIM) 1 Attendance: Non-Electronic-Written Sign-In Sheet



## WISCONSIN DEPARTMENT OF TRANSPORTATION PUBLIC INVOLVEMENT MEETING Project ID: 5410-08-01 Highway and Termini: US 51 (Stoughton Road) WIS 30 to WIS 19 County: Dane



DATE:	TIME:	LOCATION:	PURPOSE:
Thursday, October 13, 2022	4 to 7 p.m.	WisDOT SWR Office, 2101 Wright Street, Madison, WI 53704 (Rock, Dane, Columbia Conference Rooms)	Public Involvement Meeting

### ATTENDANCE RECORD

Please Note: The information in this document (including names, addresses, phone numbers, e-mail addresses, and signatures) is not confidential, and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, sections 19.31—19.39 of the Wisconsin Statutes.

NAME (Please Print)	STREET ADDRESS CITY/STATE/ZIP CODE	REPRESENTING/ ORGANIZATION	PHONE NUMBER	EMAIL (Please fill out if you would like to receive notifications by email)
[REDACTED]				

PIM Attendance: Non-Electronic Written Sign-In Total = 4









NORTH STUDY

# >>> YOU'RE INVITED!

## US 51 (Stoughton Road) North Study Public Involvement Meeting



### Stay Up to Date!

View study information, submit comments and subscribe for email updates on our website at [bit.ly/US51NorthPI](https://bit.ly/US51NorthPI) or simply scan the QR code below with your smartphone:



The Wisconsin Department of Transportation (WisDOT) invites you to a public involvement meeting introducing the environmental study of **6.5 miles of US 51 (Stoughton Road)** from the WIS 30 interchange in Madison to WIS 19 in the village of DeForest.

This meeting will be in open-house format. You may attend any time between 4 and 7 p.m. All meeting materials presented will be available on the study website following the meeting.



**THURSDAY, OCTOBER 13, 2022**

**from** 4 to 7 p.m.



### Location:

WisDOT Southwest Region Office  
(Rock/Dane/Columbia Conference Room)  
2101 Wright Street  
Madison, WI 53704

The meeting will provide overview information and allow WisDOT to gather public input that will help the study team develop the following elements:

- ▶ Study purpose and need
- ▶ Range of transportation alternatives

If you have questions, or if you are unable to attend but would like to learn about the study, please contact **US 51 (Stoughton Road) North Study Project Manager Jeff Berens** via email at [Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov) or call (608) 245-2656.



*The meeting facility is ADA-compliant and wheelchair accessible. People who are deaf or hard of hearing may request an interpreter by contacting the Wisconsin Telecommunications Relay System (dial 711) at least seven working days prior to the meeting date. If you require a Spanish- or Hmong-speaking interpreter at this meeting, please contact WisDOT Southwest Region Communication Manager **Michael Bie** (email [Michael.Bie@dot.wi.gov](mailto:Michael.Bie@dot.wi.gov) or call 608-246-7928) at least seven working days prior to the meeting date.*





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

Wisconsin Department of Transportation  
Southwest Region – Madison Office  
2101 Wright Street  
Madison, WI 53704-2583

## **You're Invited!**

### **US 51 (Stoughton Road) North Study PUBLIC INVOLVEMENT MEETING**

**Thursday, October 13, 2022**

WisDOT Southwest Region Office  
(Rock/Dane/Columbia Conference Room)  
*from 4 to 7 p.m.*

*See reverse side for meeting details.*

**Jeff Berens, P.E.**

US 51 (Stoughton Road) North Study  
Project Manager  
(608) 245-2656

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

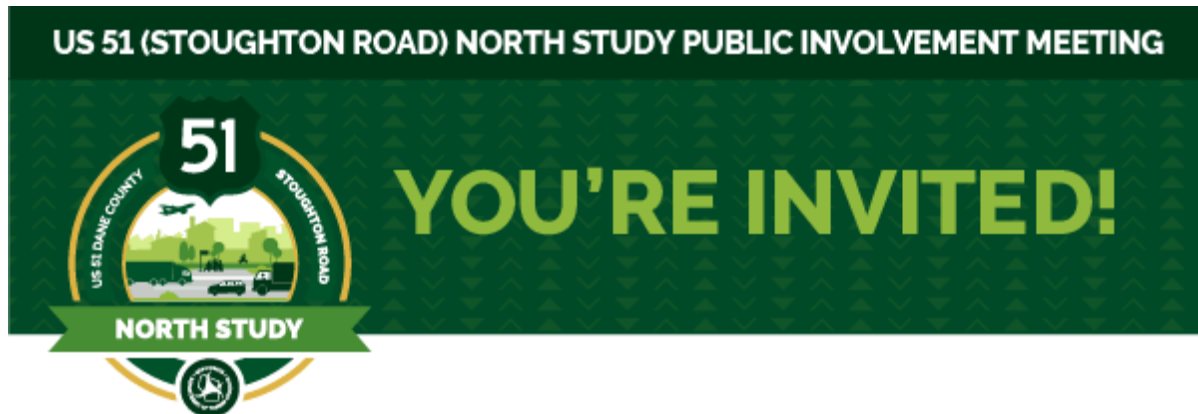
**Michael Bie**

WisDOT Southwest Region Communication Manager  
(608) 246-7928

[Michael.Bie@dot.wi.gov](mailto:Michael.Bie@dot.wi.gov)



## PIMA INVITE



### Greetings from the Wisconsin Department of Transportation (WisDOT),

The Wisconsin Department of Transportation (WisDOT) invites you to a public involvement meeting introducing the environmental study of the 6.5 miles of US 51 (Stoughton Road) from WIS 30 in Madison to WIS 19 in the village of DeForest. This meeting will be an open-house format. You may attend anytime between 4 and 7 p.m.

The meetings will provide overview information about the study and gather public input that will help WisDOT develop the following:

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**If you have questions or are unable to attend but would like to learn about the study**

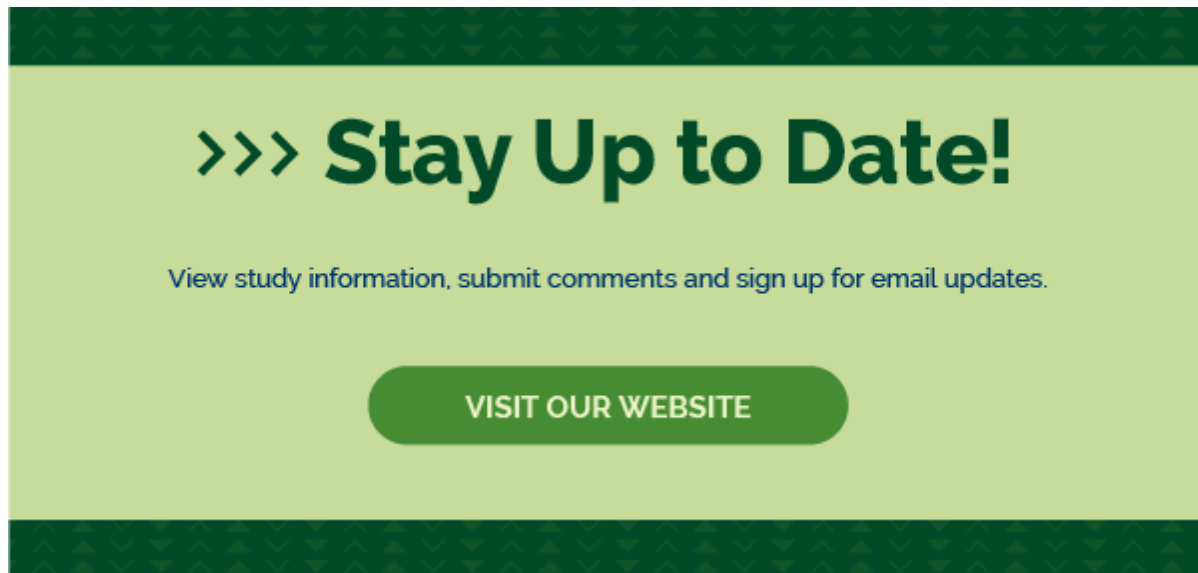
**PLEASE CONTACT:**

**Jeff Berens, P.E.**

*US 51 (Stoughton Road) North Study Project Manager*

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

(608) 245-2656



For more information regarding this project, please visit our website [here](#).

Thank you for signing up to receive updates on this study. If you no longer wish to receive updates, please use [this form](#) to unsubscribe.

Unfortunately, this email is an automated notification, which is unable to receive replies. For questions, comments or concerns, please use the [US 51 \(Stoughton Road\) North Comment Form](#), and a WisDOT representative will respond to your inquiry.





NORTH STUDY

# >>> YOU'RE INVITED!

## US 51 (Stoughton Road) North Study Public Involvement Meeting



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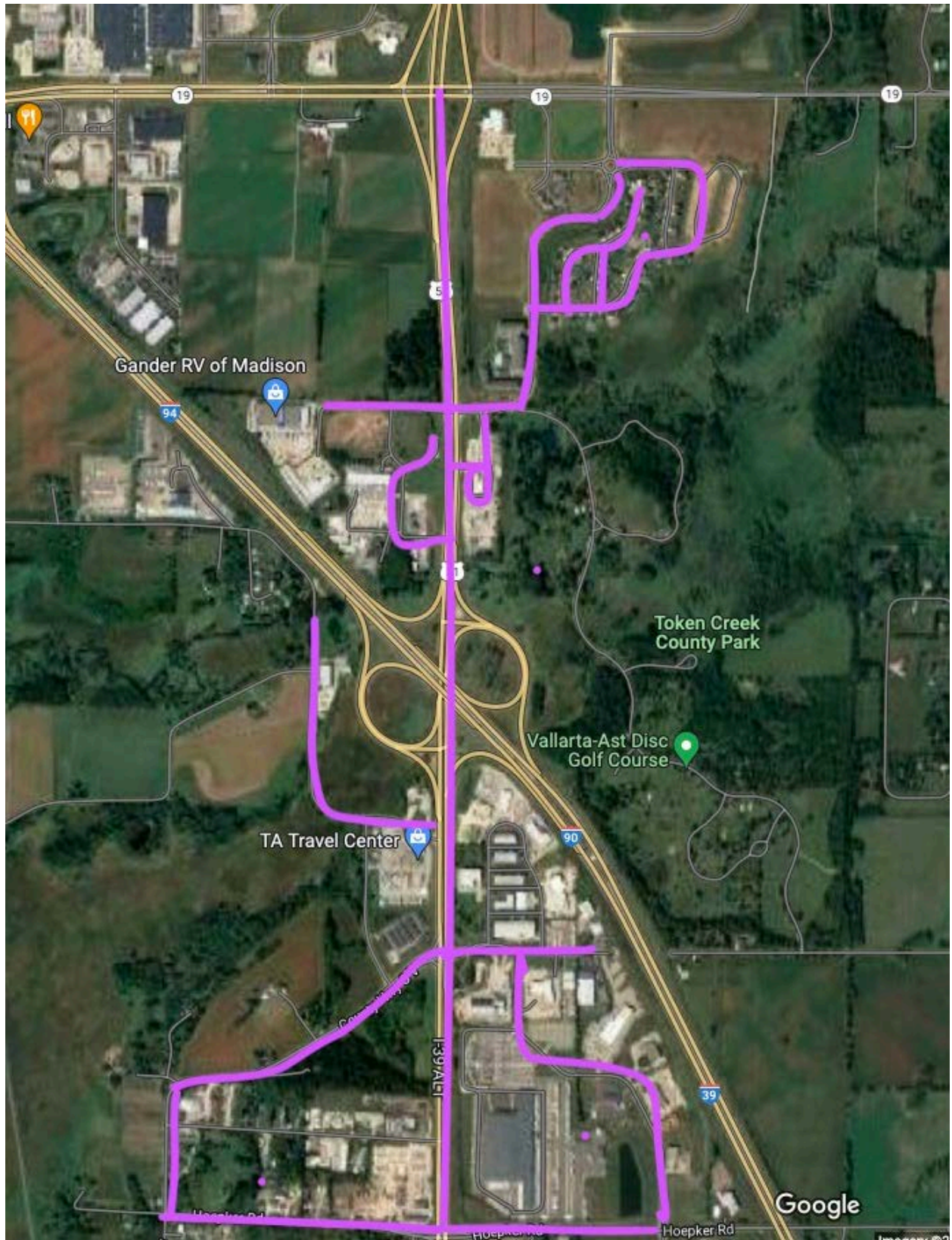
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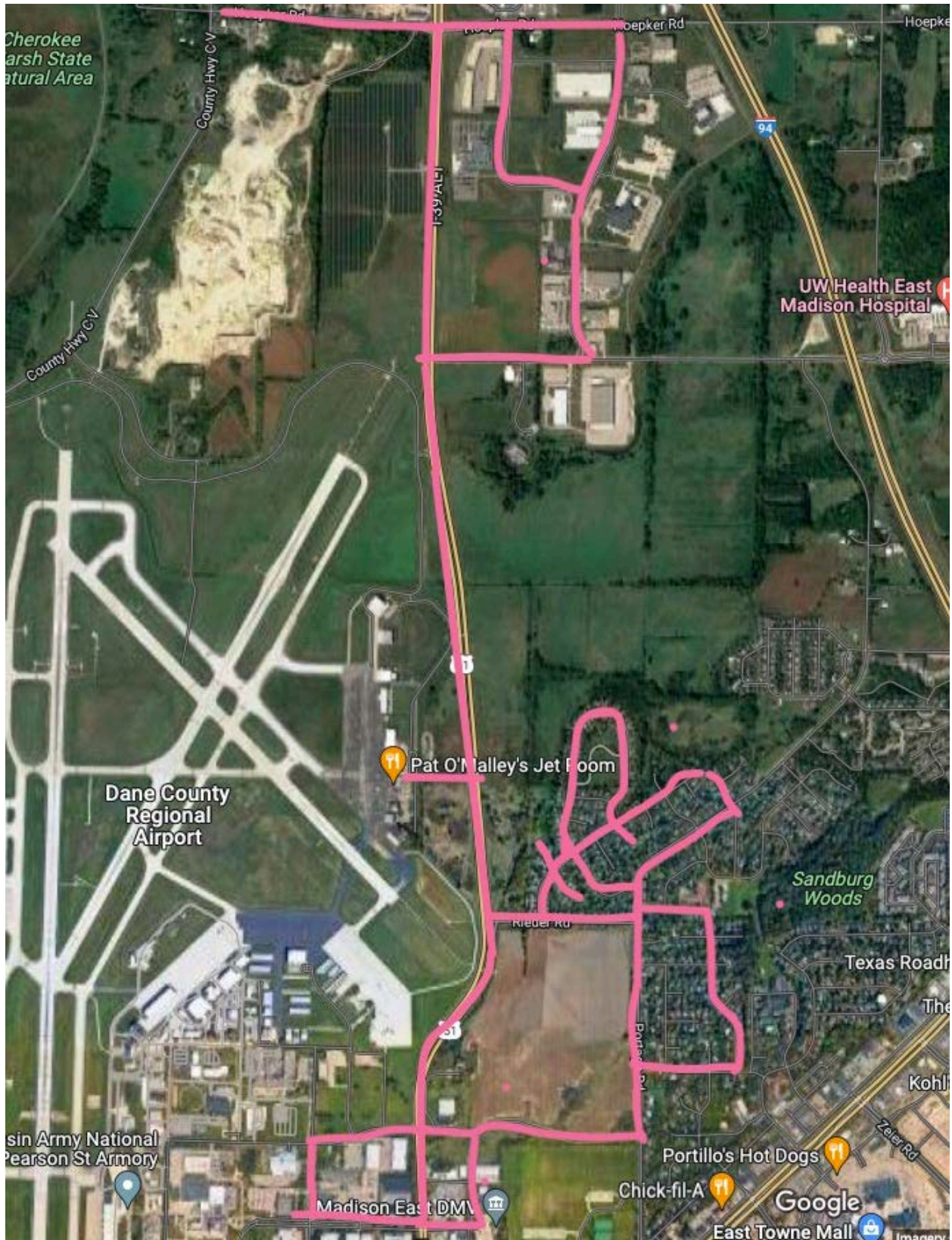


9/27/22\_Literature Drop Distribution Location



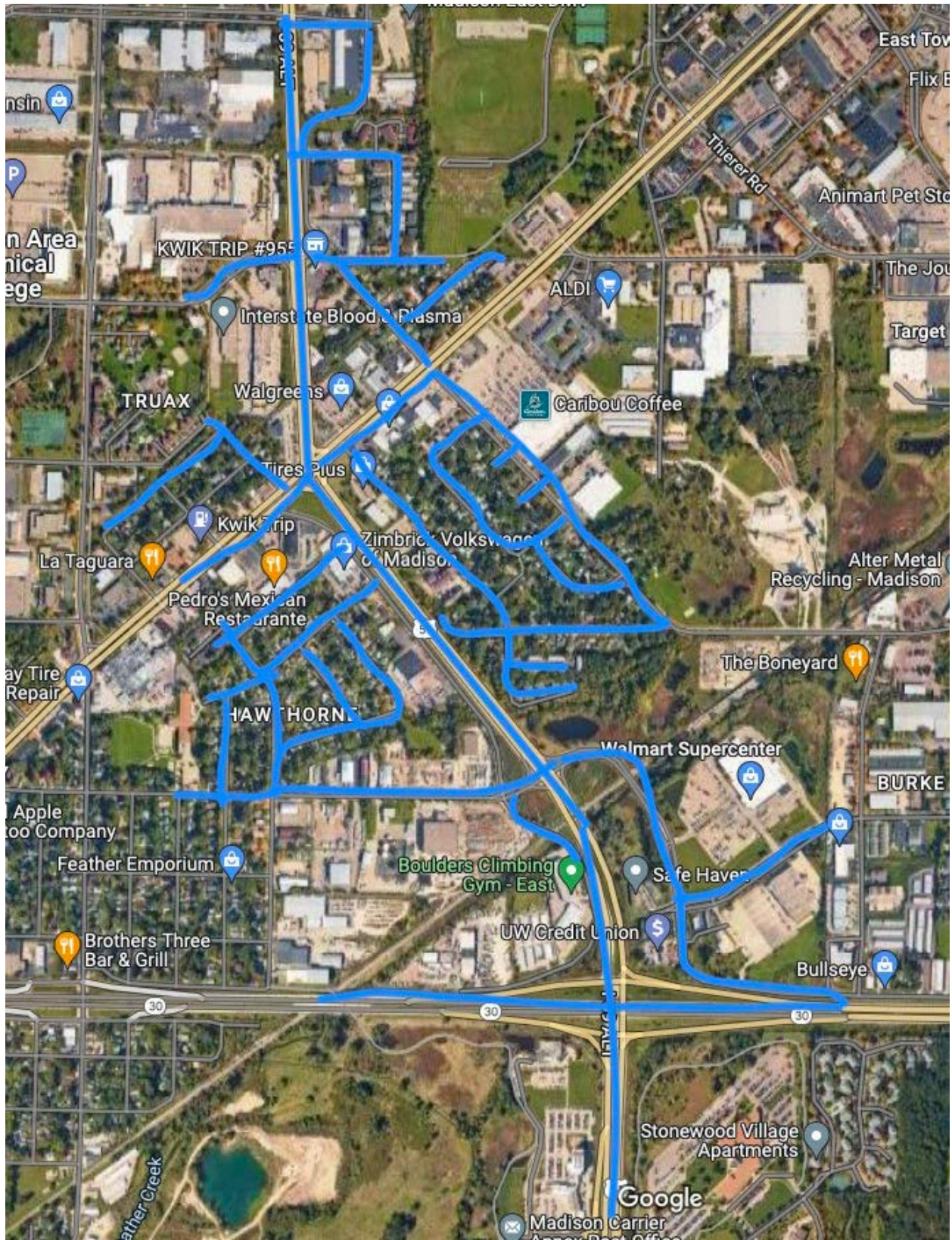


9/27/22\_Literature Drop Distribution Location



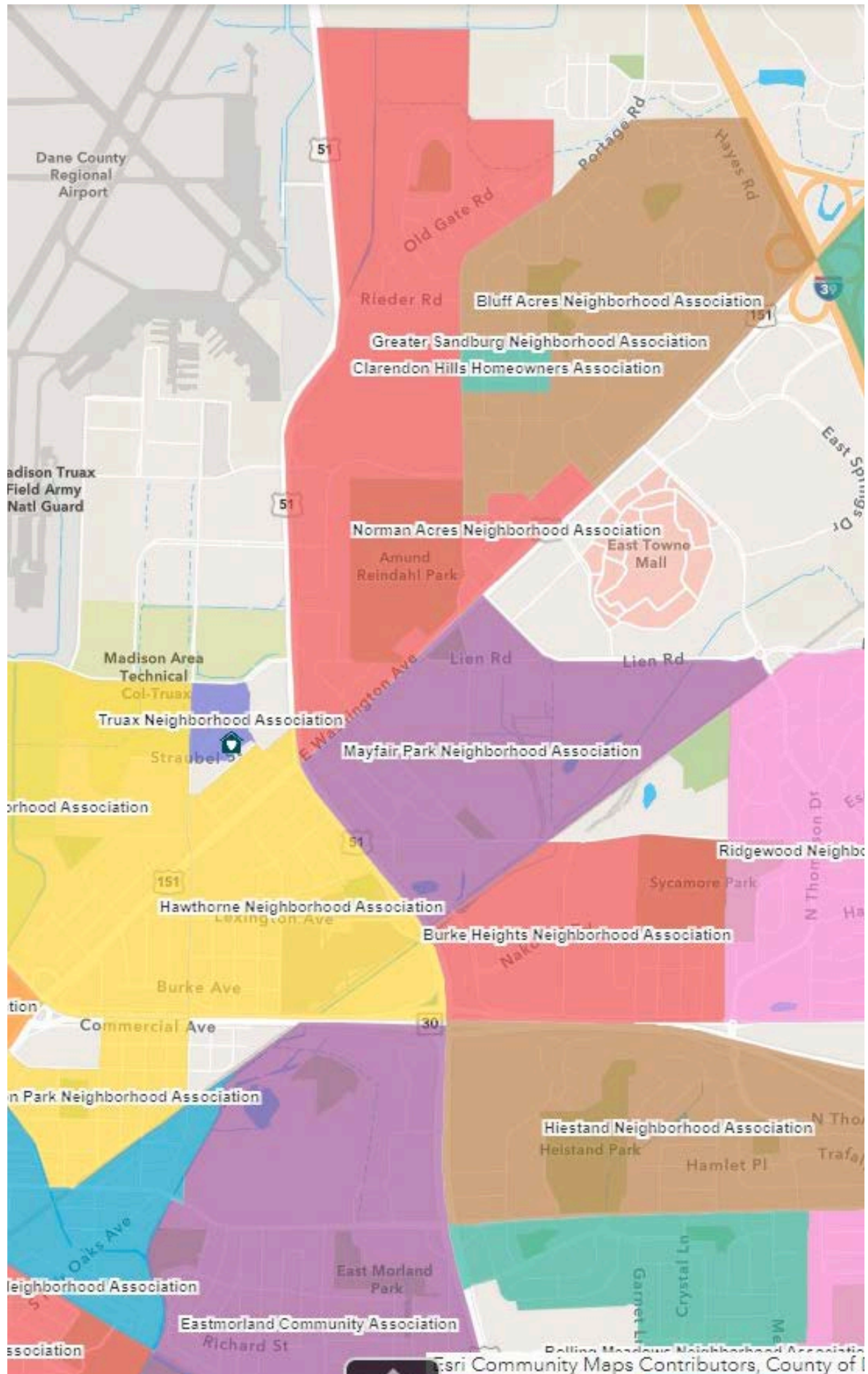


9/27/22\_Literature Drop Distribution Location



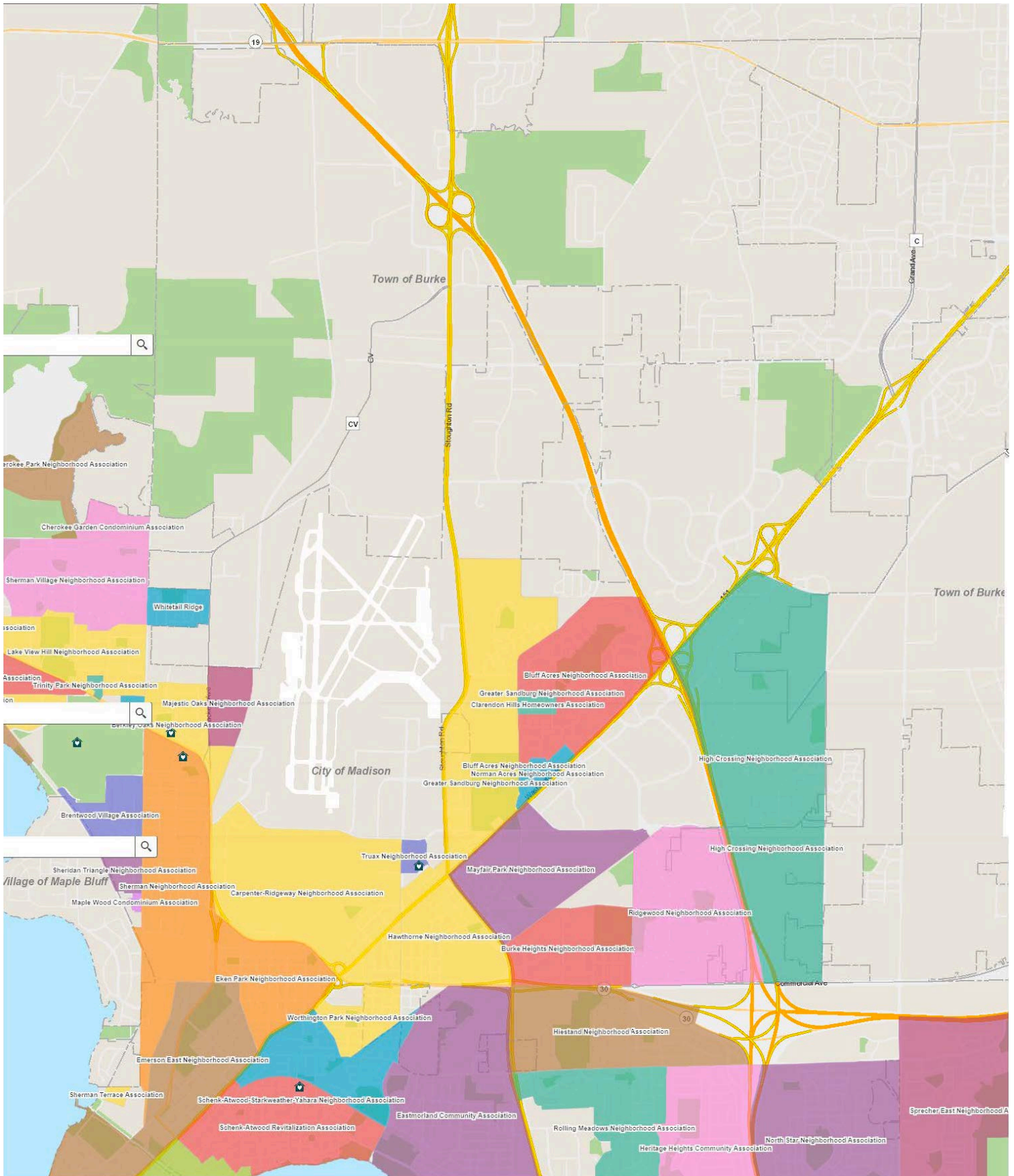


## Neighborhood Association Map





# Neighborhood Association Map





**From:** [Mindy Boyer](#)  
**Bcc:** [REDACTED]  
**Subject:** Wisconsin Department of Transportation, Public Involvement Meeting announcement for US 51(Stoughton Road) North Corridor Study  
**Date:** Thursday, September 29, 2022 4:59:00 PM  
**Attachments:** [US51 \(SR\) North PIM 1 Invite \(2\).pdf](#)

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**Greetings from The Wisconsin Department of Transportation (WisDOT),**

WisDOT has begun the environmental study of the 6.5 miles of US 51 (Stoughton Road) from WIS 30 interchange in Madison to WIS 19 in the village of DeForest. A Public Involvement Meeting be held Thursday, October 13, 2022, from 4-7 p.m. at the WisDOT Southwest Region Office (Rock/Dane/Columbia Conference Room) 2101 Wright Street, Madison, WI 53704. This meeting will be in open-house format. The public may attend anytime between 4 and 7 p.m. We are seeking community input from businesses, residents, and commuters throughout the corridor, and will be hosting Public Involvement Meetings (PIMs) to gather feedback. Attached is the postcard that was sent by mail to stakeholders along the corridor. We are also asking that you please include this postcard attachment to your own website. We would greatly appreciate your support informing the public! Please see the approved text below, that should be placed next to the postcard link on your website.

**Approved Text:**

"The Wisconsin Department of Transportation (WisDOT) invites you to attend a Public Involvement Meeting for a study of 6.5 miles of US 51 (Stoughton Road) from WIS 30 interchange in Madison to WIS 19 in the village of Deforest. This meeting will be held in an open-house format, Thursday October 13, 2022, from 4-7 p.m located at WisDOT Southwest Region Office (Rock/Dane/Columbia Conference Room) 2101 Wright Street, Madison, WI 53704. You may visit [US 51 \(Stoughton Road\) North Study, Public Involvement](#) for more information.

Sincerely,  
Jeff Berens P.E.  
US 51 (Stoughton Road) North Study Project Manager  
(608) 245-2656  
[Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov)





**51**  
US 51 (Stoughton Road) North Study



WISCONSIN  
DEPARTMENT OF TRANSPORTATION



U.S. Department of Transportation  
Federal Highway Administration

## US 51 (Stoughton Road) North Study Public Involvement Meeting

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- ▶ Range of transportation alternatives

If you have questions, or if you are unable to attend but would like to learn about the study, please contact **US 51 (Stoughton Road) North Study Project Manager Jeff Berens** via email at [Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov) or call (608) 245-2656.



The meeting facility is ADA-compliant and wheelchair accessible. People who are deaf or hard of hearing may request an interpreter by contacting the Wisconsin Telecommunications Relay System (dial 711) at least seven working days prior to the meeting date. If you require a Spanish- or Hmong-speaking interpreter at this meeting, please contact WisDOT Southwest Region Communication Manager **Michael Bie** (email [Michael.Bie@dot.wi.gov](mailto:Michael.Bie@dot.wi.gov) or call 608-246-7928) at least seven working days prior to the meeting date.





**For release September 29, 2022**

**For more information contact:**

Michael Bie, WisDOT Southwest Region Communications Manager  
(608) 246-7928  
[Michael.Bie@dot.wi.gov](mailto:Michael.Bie@dot.wi.gov)

**Public meeting set for US 51 (Stoughton Road) North Study**

The Wisconsin Department of Transportation (WisDOT) is conducting a public involvement meeting to discuss the environmental study of 6.5 miles of US 51 (Stoughton Road) from the WIS 30 interchange in the city of Madison to WIS 19 in the village of DeForest.

The meeting is scheduled for the following location and time:

Thursday, October 13, 2022, 4-7 p.m.  
WisDOT Southwest Region Office  
(Rock/Dane/Columbia Conference Rooms)  
2101 Wright Street  
Madison, WI 53704

The purpose of this meeting will be to introduce the US 51 (Stoughton Road) North Study, and gather public input that will help WisDOT develop the following:

- Study purpose and need
- A range of transportation alternatives

The study will assess how to best accommodate existing and future traffic with a focus on safety issues that affect travel along Stoughton Road.

WisDOT will identify project needs and evaluate a range of alternatives in an Environmental Assessment (EA). The EA process, which will include ongoing opportunities for public involvement, will lead to the identification of a preferred alternative.

The public may attend and ask questions regarding this study. WisDOT staff will be available to discuss the study on an individual basis. A presentation will also be provided on a continuous loop during the meeting.

Interested persons unable to attend the scheduled meeting that would like to learn more information about the study should visit the project website at <https://bit.ly/us51north> or contact US 51 (Stoughton Road) North Study Manager Jeff Berens at (608) 245-2656 or via email at [Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov). Written comments regarding this study can be mailed to Jeff Berens at 2101 Wright Street, Madison WI 53704.

The meeting facility is ADA-compliant and wheelchair-accessible. Persons who are deaf or hard of hearing and require an interpreter may request one by contacting the Wisconsin Telecommunications Relay System (dial 711) at least seven working days prior to the meeting.





To request a Spanish- or Hmong- speaking translator at the meeting, please contact Michael Bie ([Michael.Bie@dot.wi.gov](mailto:Michael.Bie@dot.wi.gov)) at least seven working days prior to the meeting.





## WisDOT Southwest Region @WisDOTsouthwest · Sep 30

...

WisDOT invites you to attend a public involvement meeting for a study of 6.5 miles of US 51 (Stoughton Road) from WIS 30 interchange in Madison to WIS 19 in the village of DeForest, Thursday, October 13.

To learn more and to stay up to date on the study:

[wisconsindot.gov/Pages/projects...](https://wisconsindot.gov/Pages/projects...)



### US 51 (Stoughton Road) North Study Public Involvement Meeting

# >>> YOU'RE INVITED!



#### Stay Up to Date!

View study information, submit comments and sign up for email updates on our website at [bit.ly/US51NorthPI](https://bit.ly/US51NorthPI) or simply scan the QR code below with your smartphone.



**THURSDAY, OCTOBER 13, 2022**  
**from 4 to 7 p.m.**

**Location:**  
WisDOT Southwest Region Office  
(Rock/Dane/Columbia Conference Room)  
2101 Wright Street  
Madison, WI 53704

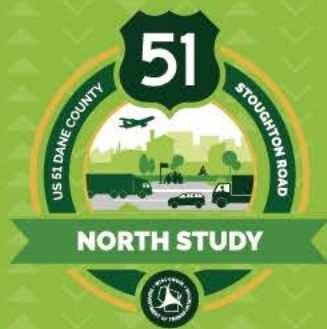
The meeting will provide overview information and allow WisDOT to gather public input that will help the study team develop the following elements:

- ▶ Study purpose and need
- ▶ Range of transportation alternatives

If you have questions, or if you are unable to attend but would like to learn about the study, please contact **US 51 (Stoughton Road) North Study Project Manager Jeff Berens** via email at [Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov) or call (608) 245-2656.

*The meeting facility is ADA-compliant and wheelchair accessible. People who are deaf or hard of hearing may request an interpreter by contacting the Wisconsin Telecommunications Relay System (dial 711) at least seven working days prior to the meeting date. If you require a Spanish- or Hmong-speaking interpreter at this meeting, please contact WisDOT Southwest Region Communication Manager Michael Ble (email [Michael.Ble@dot.wi.gov](mailto:Michael.Ble@dot.wi.gov) or call 608-246-7928) at least seven working days prior to the meeting date.*





SEPTEMBER 2022



## ► STUDY OVERVIEW

# US 51 (Stoughton Road) North Study

The Wisconsin Department of Transportation (WisDOT) has initiated a study of 6.5 miles of US 51 (Stoughton Road) from the WIS 30 interchange in Madison to WIS 19 in the village of DeForest.

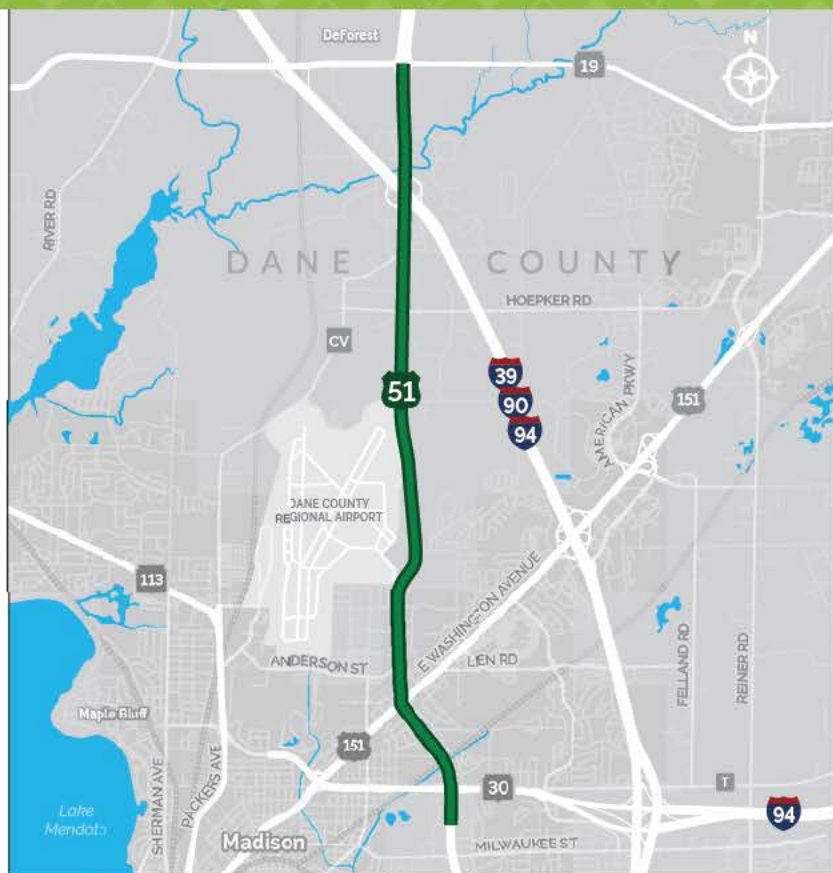
### Study Scope

The North Study will assess how best to accommodate traffic volumes with a focus on safety issues that affect travel along Stoughton Road.

The environmental study will achieve the following outcomes:

- » Examine ways – including intersection improvements – to improve safety along the corridor, based on current and future traffic volumes.
- » Determine how best to reduce traffic congestion in the study corridor.

The environmental study began in summer 2022, and WisDOT will kick off public outreach efforts and begin work to define the study's purpose and need this fall. WisDOT anticipates the study will continue until fall 2024.



### Whom to Contact

For more information about the corridor study, please contact:

**Jeff Berens, P.E.,**  
Project Manager, US 51 (Stoughton Road) North Study



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

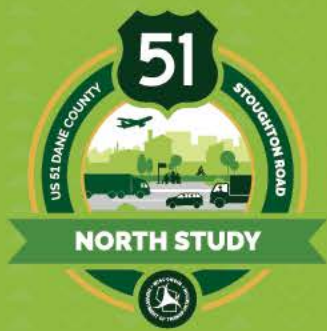
### Stay Up to Date!

Here's how to get involved and receive regular updates from WisDOT about the study and opportunities for public involvement:

- » Attend public meetings
- » Hang this flyer at your business
- » Encourage others to get involved
- » Visit [bit.ly/US51NorthPI](https://bit.ly/US51NorthPI) or scan the QR code at right with your smartphone to view study information, submit comments and sign up for email updates







LUB CUAJ HLIS XYOO 2022



## ► COV NTSIAB LUS TSEEM CEEB TXOG QHOV KEV KAWM TSHAWB FAWB

# Kev Kawm Tshawb Fawb Sab Qaum Teb Ntawm Txoj Kev US 51 (Stoughton Road)

Wisconsin Feem Hauj Lwm Saib  
Xyuas Kev Thauj Mus Los (WisDOT)  
tau pib kawm tshawb fawb txog  
6.5 mais ntawm Txoj Kev US 51  
(Stoughton Road) txij ntawm txoj kev  
sib tshuam WIS 30 hauv Madison mus  
rau WIS 19 hauv lub zos DeForest.

### Cheeb Tsam Kev Kawm Tshawb Fawb

Qhov Kev Kawm Tshawb Fawb Sab Qaum Teb yuav  
ntsuum xyuas txog txoj hauv kev los hais daws kom muaj  
kev txaus cov tsheb khiav mus los uas yog tsom mus rau  
cov teeb meem fab kev nyab xeeb uas cuam tshuam rau  
kev taug txoj kev Stoughton Road mus los.

Kev kawm tshawb fawb txog cheeb tsam ib puag ncig  
yuav ua rau tau txais cov txiaj ntsig hauv qab no:

- » Tshuaj xyuas cov kev xws li kev txhim kho cov kev sib  
tshuam txhawm rau txhim kho kev nyab xeeb taug txoj  
kev, uas yog saib raws li cov tsheb khiav mus los tam  
sim no thiab yav tom ntej.
- » Txiaj txim siab txog txoj hauv kev zoo tshaj plaws los  
txo qis teeb meem kev muaj tsheb coob hauv txoj kev  
uas yuav tshawb fawb.

Txoj kev kawm tshawb fawb txog cheeb tsam ib puag  
ncig tau pib thaum lub caij ntuj sov xyoo 2022 los lawm,  
thiab WisDOT yuav pib siv zog los nthuav tawm rau zej  
tsoom thiab tau pib ua hauj lwm los mus teev lub hom  
phiaj ntawm qhov kev kawm tshawb fawb thiab cov kev  
xav tau nyob rau lub caij nplooj zeeg no. WisDOT khwv  
yees tias txoj kev kawm tshawb fawb no yuav txuas ntxiv  
mus txog rau lub caij nplooj zeeg xyoo 2024.



### Tus Neeg Uas Yuav Tiv Tauj

Hais txog rau cov ntaub ntawv qhia paub ntau ntxiv txog kev kawm  
tshawb fawb txog txoj kev, thov tiv tau rau:

**Jeff Berens, P.E.,**

Tus Tuav Tswj Lub Khoos Kas, Kev Kawm Tshawb Fawb Sab Qaum  
Teb Ntawm Txoj Kev US 51 (Stoughton Road)



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

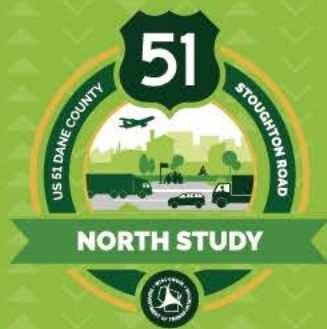
## Mloog Ntsoov Kom Paub Cov Xov Xwm Tshiab!

Ntawm no yog txoj hauv kev los koom nrog thiab ua kom tau txais xov xwm tshiab tsis tu ncua  
los ntawm WisDOT hais txog qhov kev kawm tshawb fawb thiab cov hwv tsam uas muaj rau  
zej tsoom los koom nrog:

- » Koom cov rooj sab laj nrog zej tsoom
- » Muab daim ntawv tshaj tawm no dai  
rau ntawm koj lub chaw lag luam
- » Txhawb nqa kom lwm tus neeg los  
koom nrog
- » Mus saib [bit.ly/US51NorthPI](https://bit.ly/US51NorthPI) los sis xab kees tus  
zauv QR uas nyob ntawm sab xis no rau hauv koj  
lub xov tooj smartphone txhawm rau los saib cov  
ntaub ntawv, xa cov lus xam pom thiab sau npe  
txais kev xa xov xwm tshiab tuaj hauv email







SEPTIEMBRE 2022



## ► RESUMEN DEL ESTUDIO

# Estudio Norte de la US 51 (Stoughton Road)

El Departamento de Transporte de Wisconsin (WisDOT) inició un estudio de 6.5 millas de US 51 (Stoughton Road) desde el Intercambio WIS 30 en Madison a WIS 19 en el pueblo de DeForest.

### Alcance del Estudio

El Estudio del Norte evaluará la mejor manera de acomodar los volúmenes de tráfico con un enfoque en los problemas de seguridad que afectan los viajes a lo largo de Stoughton Road. El estudio ambiental logrará los siguientes resultados:

- » Examinar formas, incluidas mejoras en las intersecciones, para mejorar la seguridad a lo largo del corredor, en función de los volúmenes de tráfico actuales y futuros.
- » Determinar la mejor manera de reducir la congestión del tráfico en el pasillo de estudio.

El estudio ambiental comenzó en el verano de 2022, y WisDOT iniciarán los esfuerzos de divulgación pública y comenzar a trabajar para definir el propósito y necesidad del estudio este otoño. WisDOT anticipa que el estudio continuará hasta el otoño de 2024.



### A quién contactar

Para obtener más información, comuníquese con:

**Jeff Berens, P.E.,**

Gerente de Proyecto, Estudio Norte de la US 51 (Stoughton Road)



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

### ¡Estar al día!

Aquí es cómo participar y recibir actualizaciones periódicas de WisDOT sobre el estudio y oportunidades para la participación pública:

- » Asistir a reuniones públicas
- » Cuelga este volante en tu negocio
- » Anime a otros a involucrarse
- » Visite [bit.ly/US51NorthPI](https://bit.ly/US51NorthPI) o escanee el Código QR a la derecha con tu smartphone para ver la información del estudio, envíe comentarios y regístrese para recibir actualizaciones por correo electrónico







## NORTH STUDY

# US 51 (Stoughton Road) North Study Public Involvement Meeting

OCTOBER 2022

## WE WELCOME YOUR INPUT!

Your feedback will assist WisDOT in developing the study purpose and need and improvement alternatives.

1. You may provide comments via the study website at [bit.ly/US51NorthPI](https://bit.ly/US51NorthPI). Scroll down the webpage to the **Comment now** link.
2. Comment forms are available at tonight's meeting. You may return your completed form to a study team member or drop it in the box located on the sign-in table.
3. You may also return the paper comment form in the provided postage-paid envelope via U.S. mail by **Nov. 15, 2022**.
4. Email your comments to US 51 (Stoughton Road) North Study Project Manager Jeff Berens at [Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov) or call (608) 245-2656.

## SUBSCRIBE FOR EMAIL UPDATES

Please visit [bit.ly/US51NorthPI](https://bit.ly/US51NorthPI) and click the **Sign up now** link to get study updates delivered to your inbox! You may also request to be added to the distribution list by contacting Project Manager Jeff Berens at [Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov) or (608) 245-2656.

The Wisconsin Department of Transportation (WisDOT) welcomes you to tonight's meeting to introduce the US 51 (Stoughton Road) North Study.

This meeting is open-house format with a presentation that will loop for the duration of the event. At your own pace, please view the exhibits, watch the presentation, and talk with study team members, who are here to answer questions and explain the study process.

## TONIGHT'S MEETING

 **THURSDAY,  
OCTOBER 13, 2022**  
from 4 to 7 p.m.

 WisDOT Southwest Region Office  
2101 Wright Street  
Madison, WI 53704

## About the Study

The US 51 (Stoughton Road) North Study will evaluate 6.5 miles of Stoughton Road from south of WIS 30 in Madison to WIS 19 in the village of DeForest. This environmental study will assess how best to accommodate traffic volumes while focusing on safety and access issues.

## Study Purpose and Corridor Needs

The following factors comprise the need for this environmental study:

- **Safety:** From 2017 to 2021, more than 590 crashes occurred along the corridor – an average of two per week. More than 150 of those crashes involved an injury. Three crashes involved bicycles or pedestrians, and two crashes resulted in fatalities.
- **Travel demand:** WisDOT anticipates traffic volumes to increase with planned development and may cause additional congestion in the future.
- **Pavement:** If this study does not move forward as a project, WisDOT anticipates the Stoughton Road intersections with East Washington Avenue, Hoepker

Road and County CV (Anderson Road) would need pavement replacement projects over the next 10 years.

- **Operations:** Stoughton Road intersections with East Washington Avenue, Anderson Street, Kinsman Boulevard, Hanson Road and County CV (Anderson Road) have operational concerns.
- **Geometric deficiencies:** Several locations within the corridor have deficient horizontal alignments and/or stopping sight distances. Access-spacing deficiencies are present at Lexington/Commercial avenues, Anderson Street, Kinsman Boulevard, Pierstorff Street, Hoepker Road, and County CV (Anderson Road).





## Study Limits



## What's Next for the Study?

For the remainder of 2022 into early 2023, WisDOT will continue with the following tasks:

- Collect data
- Develop study purpose and need
- Develop transportation alternative concepts
- Continue public involvement activities

### LOOKING AHEAD

#### 2023

- ▶ Begin environmental documentation
- ▶ Develop/refine detailed transportation alternatives
- ▶ Identify preferred alternative
- ▶ Continue public involvement activities

#### 2024

- ▶ Publish environmental document for review
- ▶ Host public hearing
- ▶ Finalize environmental document

## ➤ GET INVOLVED: SUBSCRIBE, COMMENT, REVIEW ONLINE

The materials presented tonight will be **available online** after the meeting. View study information, **submit comments** and sign up for **email updates** at [bit.ly/US51NorthPI](https://bit.ly/US51NorthPI) or scan the QR code at right with your smartphone.



## DID YOU KNOW?

WisDOT is scheduled to begin a pavement replacement project in early 2023 from US 151 (East Washington Avenue) to Pierstorff Street. This project is not part of the US 51 (Stoughton Road) North Study.

## Contact Information

If you have questions or would like additional information after tonight's meeting, you may contact the study team members listed below.

### Jeff Berens, P.E.

US 51 (Stoughton Road) North Study  
Project Manager

📞 (608) 245-2656

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

### Michael Bie

WisDOT Southwest Region  
Communication Manager

📞 (608) 246-7928

✉ [Michael.Bie@dot.wi.gov](mailto:Michael.Bie@dot.wi.gov)



Public Involvement Meeting • US 51 (Stoughton Road) North Study





## NORTH STUDY

Kev Kawm Tshawb Fawb Sab Qaum Teb Ntawm Txoj Kev US 51 (Stoughton Road)

# Lub Rooj Sab Laj Txog Kev Cia Pej Xeem Los Koom Nrog

LUB KAUM HLI XYOO 2022

### PEB ZOO SIAB TXAIS TOS KOJ COV LUS TAWM TSWV YIM!

Koj cov lus taw qhia yuav pab WisDOT txog rau kev txhim kho lub hom phiaj thiab txoj kev xav tau ntawm qhov kev kawm tshawb fawb lub lwm txoj kev xav rau kev txhim kho.

1. Koj tuaj yeem muab cov lus xam pom dhau los ntawm tus vev xab ua qhov kev kawm tshawb fawb ntawm [bit.ly/US51NorthPI](http://bit.ly/US51NorthPI). Kiv nploov vev xab nqis mus rau hauv mus rau qhov link (qhov chaw txuas) **Muab lus xam pom tam sim no.**
2. Cov foos sau lus xam pom yog muaj nyob rau ntawm lub rooj sab laj hmo no. Koj tuaj yeem xa koj daim foos uas sau tiav log lawm mus rau ib tug meeg hauv pawg neeg kawm tshawb fawb los sis muab tso rau hauv lub thawv uas nyob ntawm lub rooj kos npe.
3. Tsis tas li xwb, koj kuj tseem tuaj yeem xa daim foos sau lus xam pom rov qab uas yog muab ntsaws rau hauv lub hnab ntawm uas twb them nqi xa tas lawm uas muab rau koj dhau ntawm Teb Chaws Meskas lub tsev xa ntawv **tsis pub dhau Lub Kaum Ib Hlis Tim 15, 2022.**
4. Xa koj cov lus xam pom hauv email mus rau Tus Tuav Tswj Lub Khoos Kas Kev Kawm Tshawb Fawb Sab Qaum Teb Ntawm Txoj Kev US 51 (Stoughton Road) Yawg Jeff Berens ntawm [Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov) los sis hu rau (608) 245-2656.

### SAU NPE TXAIS XOV XWM TSHIAB HAUV EMAIL


Thov mus saib [bit.ly/US51NorthPI](http://bit.ly/US51NorthPI) thiab nias rau qhov link (qhov chaw txuas) **Teev npe tam sim no** kom muab cov xov xwm hloov kho tshiab xa tuaj mus rau koj tus email! Tsis tas li xwb, koj kuj tseem tuaj yeem thov kom muab koj npe ntiv rau hauv daim ntawv teev npe xa xov xwm tawm los ntawm kev tiv tauj rau Tus Tuav Tswj Lub Khoos Kas Jeff Berens ntawm [Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov) los sis (608) 245-2656.

Wisconsin Feem Hauj Lwm Saib Xyuas Kev Thauj Mus Los (WisDOT) zoo siab tos txais koj los rau lub rooj sab laj hmo no txhawm rau qhia txog Kev Kawm Tshawb Fawb Sab Qaum Teb Ntawm Txoj Kev US 51 (Stoughton Road).

Lub rooj sab laj no yog qhib rau txhua leej nkag tuaj koom nrog rau muaj kev nthuav qhia mus-mus los-los nyob rau lub sijhawm qhib lub koom txoos no. Thov saib qhov kev phiaj yeeg qhia, saib qhov kev nthuav qhia, thiab nrog cov neeg hauv pawg kawm tshawb fawb sib tham, uas nyob ntawm no los teb cov lus nug thiab piav qhia txog tus txheej txheem kev kawm tshawb fawb raws li koj lub siab yeem.

### LUB ROOJ SAB LAJ HMO NO

 **HNUB THURSDAY, LUB KAUM HLI TIM 13, 2022**  
txij 4 txog 7 teev tsaus ntuj.

 WisDOT Lub Chaw Hauj Lwm Southwest Region  
2101 Wright Street  
Madison, WI 53704

### Hais Txog Qhov Kev Kawm Tshawb Fawb

Kev Kawm Tshawb Fawb Sab Qaum Teb Ntawm Txoj Kev US 51 (Stoughton Road) yuav ntaus nqi xyuas ntu kev ntev 6.5 mais ntawm txoj kev Stoughton Road txij ntawm sab qab teb ntawm WIS 30 hauv Madison mus rau WIS 19 hauv lub zos DeForest. Qhov kev kawm tshawb fawb txog cheeb tsum ib puag ncig no yuav ntsuam xyuas txog txoj hauv kev zoo tshaj plaws los ua kom muaj kev txaus rau cov tsheb khiav mus los uas yog tsi ntsees mus rau cov teeb meem fab kev nyab xeeb thiab kev nkag mus siv txoj kev.

### Lub Hom Phiaj Ntawm Qhov Kev Kawm Tshawb Fawb thiab Cov Kev Xav Tau Txoj Kev

Cov hauv qab no yog yam uas ua rau xav tau qhov kev kawm tshawb fawb txog cheeb tsum ib puag ncig no:

- **Kev Nyab Xeeb:** Txij xyoo 2017 txog 2021, muaj tsheb sib tsoo tshwm sim ntau dua 590 zaus raws txoj kev no - uas yog muab xam tias tshwm sim ob zaug hauv ib lub lim tiam. Ntau tshaj 150 zaus ntawm cov kev sib tsoo no ua rau muaj kev raug mob. Peb qho kev sib tsoo yog cuam tshuam nrog tsheb kauj vab los sis cov neeg taug kev, thiab ob qho kev sib tsoo ua rau muaj neeg tuag.
- **Kev xav tau fab kev taug kev mus los:** WisDOT khwv yees tias cov tsheb khiav mus los yuav nce ntau ntiv nrog rau txoj kev tsim kho uas muaj kev tawm phiaj xwm thiab tej zaum yuav ua rau muaj kev tsheb coob heev ntiv nyob rau yav tom ntej.
- **Kev Pua Txoj Kev:** Yog tias qhov kev kawm tshawb no tsis mus rau tom ntej tam li

- yog ib lub khoos kas, WisDOT khwv yees tias yuav tsum tau muaj lub khoos kas hloov kho pua Stoughton Road cov kev sib tshuam nrog East Washington Avenue, Hoepker Road thiab County CV (Anderson Road) nyob rau 10 lub xyoo tom ntej no.
- **Kev Ua Hauj Lwm:** Stoughton Road cov kev sib tshuam nrog East Washington Avenue, Anderson Street, Kinsman Boulevard, Hanson Road thiab County CV (Anderson Road) muaj kev txhawj xeeb txog kev ua hauj lwm.
- **Cov teeb meem fab geometric:** Ntau qhov chaw nyob hauv txoj kev tsis muaj qhov txoj kab tav toj txaus thiab/los sis tsis muaj ncuat pom qhov deb txaus. Tsis muaj chaw seem ua kev nkag mus rau txaus nyob rau ntawm txoj kev Lexington/Commercial, Anderson Street, Kinsman Boulevard, Pierstorff Street, Hoepker Road, thiab County CV (Anderson Road).



Lub Rooj Sab Laj Txog Kev Cia Pej Xeem Los Koom Nrog  
Kev Kawm Tshawb Fawb Sab Qaum Teb Ntawm Txoj Kev US 51 (Stoughton Road)



## Ncua Txwv Rau Qhov Kev Kawm Tshawb Fawb



## Yam Yuav Ua Txuas Ntxiv Tom Ntej rau Kev Kawm Tshawb Fawb?

Hais txog rau ncua sij hawm uas tseem tshuav ntawm xyoo 2022 txog rau thaum pib 2023. WisDOT yuav ua cov hauj lwm hauv qab no txuas ntxiv mus:

- Suav sau cov ntaub ntawv
- Tsim lub hom phiaj thiab txoj kev xav tau rau qhov kev kawm tshawb fawb
- Tsim kom muaj lwm txoj hauv kev hloov rau kev khiav tsheb mus los
- Ua cov sej num txog kev cia zej tsoom los koom nrog txuas mus ntxiv

### SAIB MUS RAU YAV TOM NTEJ

#### 2023

- ▶ Pib ua cov ntaub ntawv txog cheeb tsam ib puag ncig
- ▶ Tsim/teev lwm txoj kev xaiv rau kev khiav tsheb mus los kom ntxaws
- ▶ Teev lwm txoj kev xaiv uas xav tau
- ▶ Ua cov sej num txog kev cia zej tsoom los koom nrog txuas mus ntxiv

#### 2024

- ▶ Tso tawm cov ntaub ntawv txog cheeb tsam ib puag ncig txhawm rau ua kev tshuaj xyuas
- ▶ Tsa lub rooj sab laj thov mloog pej xeeb cov lus xam pom
- ▶ Ua kom tiav cov ntaub ntawv txog cheeb tsam ib puag ncig

## LOS MUS KOOM NROG: TEEV NPE, MUAB LUS XAM POM, TSHUAJ XYUAS HAUV ONLINE

Cov ntaub ntawv uas muab nthuav tawm nyob rau hmo no yuav **muaj nyob rau hauv online** tom qab lub rooj sab laj xaus. Saib cov ntaub ntawv, **xa cov lus xam pom** thiab sau npe txais kev xa xov xwm tshiab tuaj hauv **email** ntawm [bit.ly/US51NorthPI](mailto:bit.ly/US51NorthPI) los sis xab kees tus zauv QR uas nyob ntawm sab xis no rau hauv koj lub xov tooj smartphone.



## KOJ PUAS TAU PAUB TIAS?

WisDOT tau teev lub sij hawm los pib lub khoos kas hloov pua txoj kev thaum pib xyoo 2023 txij ntawm US 151 (East Washington Avenue) mus rau Pierstorff Street. Lub khoos kas no tsis yog ib feem ntawm qhov Kev Kawm Tshawb Fawb Sab Qaum Teb Ntawm Txoj Kev US 51 (Stoughton Road).

## Cov Ntaub Ntawv Tiv Tauj

Yog tias koj muaj lus nug los sis xav tau cov ntaub ntawv ntau ntxiv tom qab lub rooj sab laj hmo no, ces koj tuaj yeem tiv tauj rau cov neeg hauv pab pawg neeg ua qhov kev kawm tshawb fawb hauv qab no.

### Jeff Berens, P.E

Kev Kawm Tshawb Fawb Sab Qaum Teb Ntawm Txoj Kev US 51 (Stoughton Road)  
Tus Tuav Tswj Lub Khoos Kas

(608) 245-2656

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

### Michael Bie

WisDOT Southwest Region  
Tus Tuav Tswj Kev Sib Txuas Lus

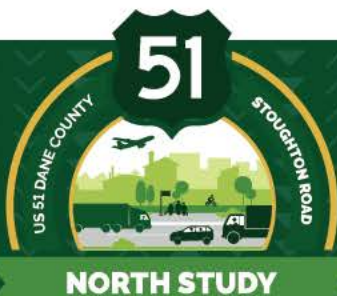
(608) 246-7928

[Michael.Bie@dot.wi.gov](mailto:Michael.Bie@dot.wi.gov)



Lub Roj Sab Laj Txog Kev Cia Pej Xeeb Los Koom Nrog  
Kev Kawm Tshawb Fawb Sab Qaum Teb Ntawm Txoj Kev US 51 (Stoughton Road)





## Estudio Norte de la US 51 (Stoughton Road)

# Reunión de Participación Pública

OCTUBRE 2022

### ¡TU APORTACIÓN ES BIENVENIDA!

Tus comentarios ayudarán WisDOT está en desarrollo del propósito y necesidad del estudio y alternativas de mejora.

1. Puede proporcionar comentarios a través del sitio web del estudio en [bit.ly/US51NorthPI](https://bit.ly/US51NorthPI). Desplazarse al final de la página web en el enlace **Comment now**.
2. Los formularios de comentarios estarán disponibles en esta reunión. Puedes regresar tu formulario completo a un miembro del equipo del estudio o déjalo en la caja ubicada en la mesa de registro.
3. También puede devolver el formulario de comentarios en papel en el sobre con franqueo pagado provisto a través del servicio de correo de EE. UU. antes del **15 de noviembre de 2022**.
4. Envíe sus comentarios por correo electrónico al gerente de proyecto Jeff Berens a [Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov) o llame al (608) 245-2656.

### SUSCRÍBETE PARA ACTUALIZACIONES DE CORREOS

Visite [bit.ly/US51NorthPI](https://bit.ly/US51NorthPI) y haga clic en el enlace **Registrarse ahora** para recibir actualizaciones del estudio a tu bandeja de entrada! Usted también puede solicitar que se agregue a la lista de distribución poniéndose en contacto con el gerente de proyecto Jeff Berens a [Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov) llame al (608) 245-2656.

El Departamento de Transporte de Wisconsin (WisDOT) le da la bienvenida a la reunión de esta noche para presentar el Estudio Norte de la US 51 (Stoughton Road).

Esta reunión tiene un formato de puertas abiertas con una presentación que se repetirá durante la duración del evento. En tu propio ritmo, vea las exhibiciones, vea la presentación y hable con miembros del equipo de estudio, que están aquí para responder preguntas y explicar el proceso de estudio.

### REUNIÓN DE ESTA NOCHE

 **JUEVES,**  
**13 de OCTUBRE de 2022**  
de 4 a 7 p.m.

 WisDOT Southwest Region Office  
2101 Wright Street  
Madison, WI 53704

### Acerca del estudio

El Estudio Norte de la US 51 (Stoughton Road) evaluará 6.5 millas de Stoughton Road desde el sur de WIS 30 en Madison hasta WIS 19 en el pueblo de DeForest. Este estudio ambiental evaluará la mejor manera de acomodar los volúmenes de tráfico centrándose en cuestiones de seguridad y acceso.

### Propósito del estudio y necesidades del corredor

Los siguientes factores comprenden la necesidad para este estudio ambiental:

- **Seguridad:** Desde 2017 a 2021, más de 590 choques ocurrieron a lo largo del corredor – un promedio de dos por semana. Más de 150 de esos accidentes involucró una lesión. Tres choques ciclistas o peatones involucrados, y dos choques resultaron en muertes.
- **Demanda de viajes:** WisDOT anticipa los volúmenes de tráfico aumentarán con desarrollo planificado y puede causar congestión adicional en el futuro.
- **Pavimento:** Si este estudio no se mueve adelante como un proyecto, WisDOT anticipa las intersecciones de Stoughton Road con

East Washington Avenue, Hoepker Road y County CV (Anderson Road) necesitaría proyectos de reemplazo de pavimento en los próximos 10 años.

- **Operaciones:** Intersecciones de Stoughton Road con la East Washington Avenue, Anderson Road, Kinsman Bulevar, Hanson Road y County CV (Anderson Road) tienen preocupaciones operativas.
- **Deficiencias geométricas:** Varias ubicaciones dentro del corredor tienen alineaciones horizontales y/o distancias de visibilidad de parada deficientes. Las deficiencias de espacio de acceso están presente en Lexington/Comercial Avenue, Anderson Street, Kinsman Bulevar, Pierstorff Street, Hoepker Road y County CV (Anderson Road).



Reunión de Participación Pública • Estudio Norte de la US 51 (Stoughton Road)



## Límites de estudio



## ¿Qué sigue para el estudio?

Durante el resto de 2022 hasta principios de 2023, WisDOT continuará con las siguientes tareas:

- Recolectar datos
- Desarrollar el propósito y la necesidad del estudio
- Desarrollar conceptos alternativos de transporte
- Continuar las actividades de participación pública

### MIRANDO HACIA EL FUTURO

#### 2023

- ▶ Comenzar la documentación ambiental
- ▶ Desarrollar/refinar detalles alternativos de transporte
- ▶ Identificar la alternativa preferida
- ▶ Continuar las actividades de participación pública

#### 2024

- ▶ Publicar documento ambiental para revisión
- ▶ Celebrar audiencia pública
- ▶ Finalizar documento ambiental

## ► PARTICIPE: SUSCRÍBETE, COMENTA, REVISA EN LÍNEA

Los materiales presentados esta noche estarán disponibles en línea después de la reunión. Vea la información del estudio, envíe comentarios y regístrese para recibir actualizaciones por correo electrónico en [bit.ly/US51NorthPI](https://bit.ly/US51NorthPI) o escanee el código QR a la derecha con su teléfono inteligente.



## ¿SABÍAS QUE?

WisDOT está programado para comenzar un proyecto de reemplazo de pavimento a principios de 2023 de US 151 (East Washington Avenue) hasta Pierstorff Road. Este proyecto no es parte del US 51 (Stoughton Road) Estudio Norte.

## Información del contacto

Si tiene preguntas o desea obtener información adicional después de la reunión de esta noche, puede comunicarse con los miembros del equipo de estudio que se muestran a continuación.

### Jeff Berens, P.E.

Gerente del proyecto Estudio Norte de la US 51 (Stoughton Road)

📞 (608) 245-2656

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

### Michael Bie

Gerente de comunicación de la región suroeste de WisDOT

📞 (608) 246-7928

✉ [Michael.Bie@dot.wi.gov](mailto:Michael.Bie@dot.wi.gov)



Reunión de Participación Pública • Estudio Norte de la US 51 (Stoughton Road)







# Please Sign In



*WisDOT records your attendance to  
keep you informed about future meetings  
and updates related to this study.*



Add your attendance digitally!  
Visit [bit.ly/51PIMRegistration](https://bit.ly/51PIMRegistration) or scan the  
QR code below with your smartphone

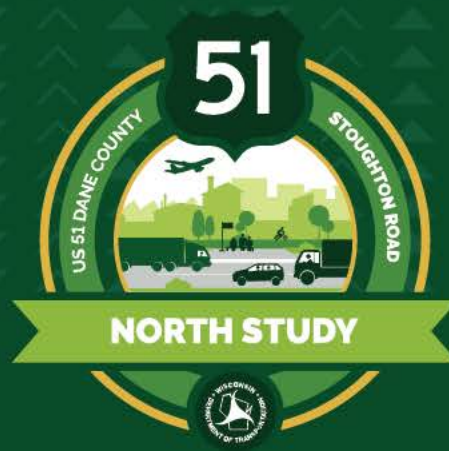


*Information provided at public meetings including names, addresses, phone numbers, email addresses and signatures is not confidential and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, Sections 19.31 - 19.39 of the Wisconsin Statutes.*

US 51 (Stoughton Road) North Study







The Wisconsin Department of Transportation  
*welcomes you to the*  
**US 51 (Stoughton Road) North Study**  
**Public Involvement Meeting**

# PLEASE SIGN IN

Add your attendance digitally!  
Visit [bit.ly/51PIMRegistration](https://bit.ly/51PIMRegistration)  
or scan the QR code at right  
with your smartphone



*Information provided at public meetings including names, addresses, phone numbers, email addresses and signatures is not confidential and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, Sections 19.31 - 19.39 of the Wisconsin Statutes.*



## Alternatives Development

Alternatives will be developed to address study purpose and corridor needs.

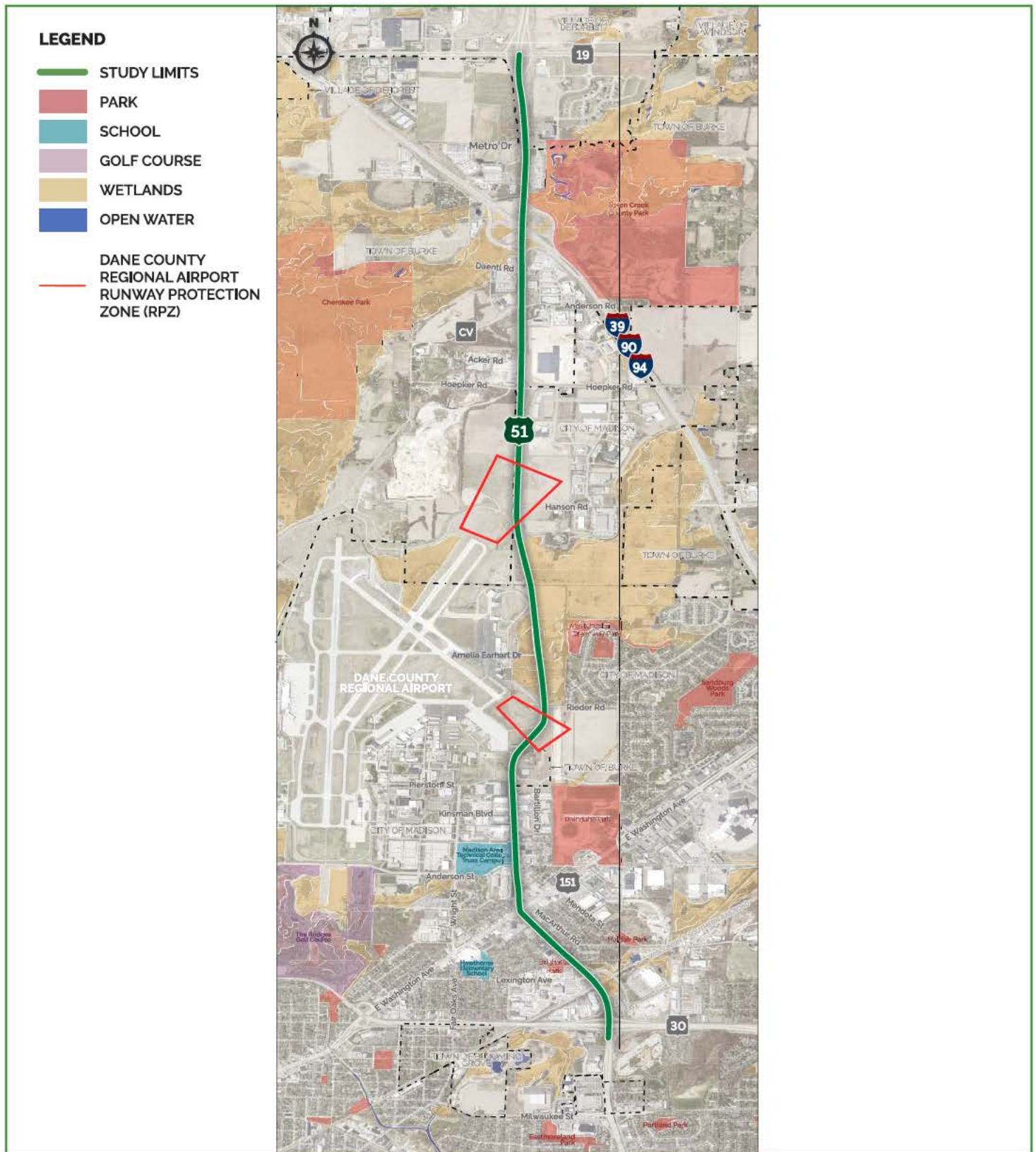
### Considerations

- Compatibility with local plans
- Investigate options to optimize capacity while limiting impact
- Identify potential enhancements and improvements to bicycle and pedestrian network
- Identify potential enhancements and improvements to transit network



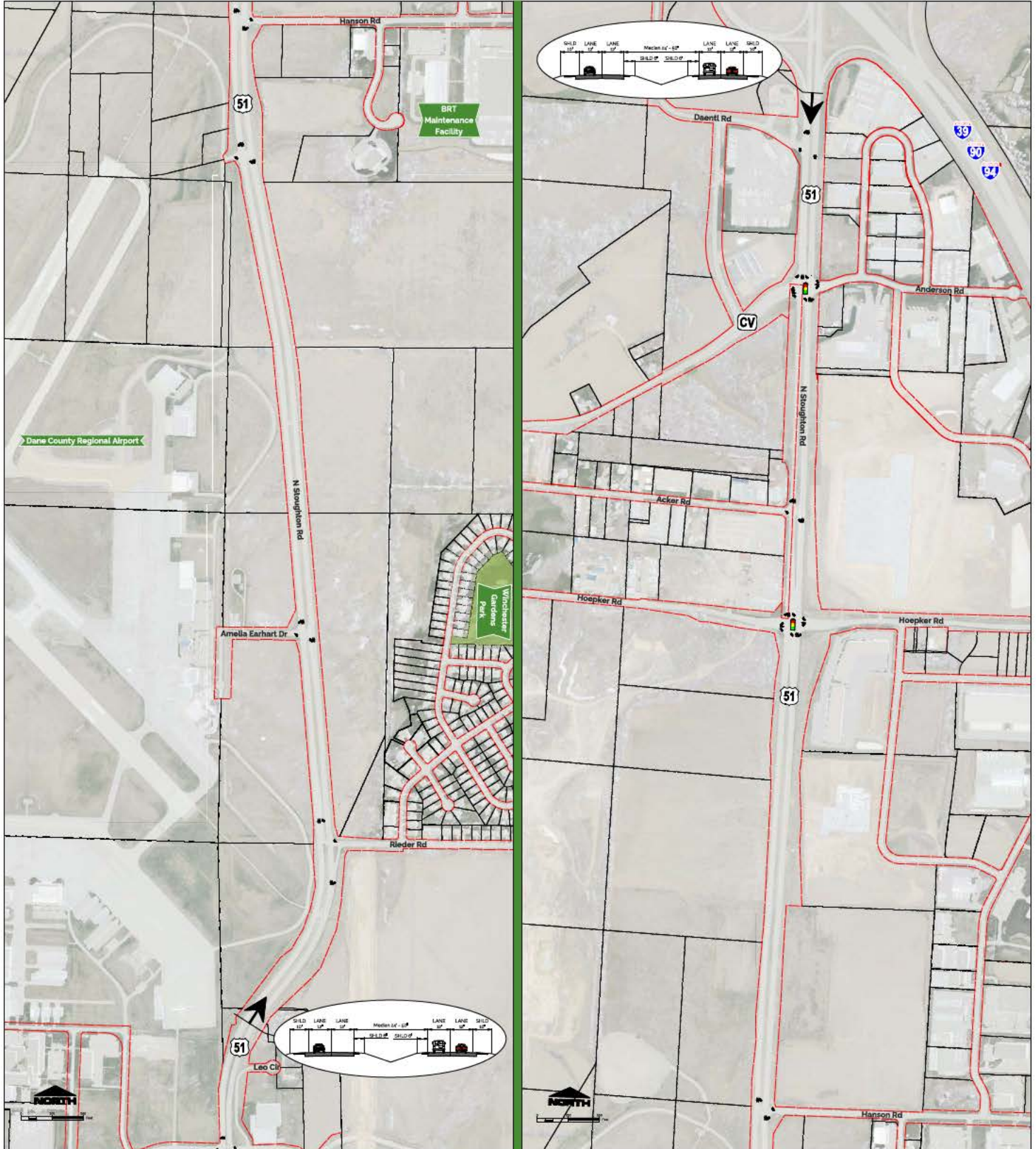


# Environmental Considerations



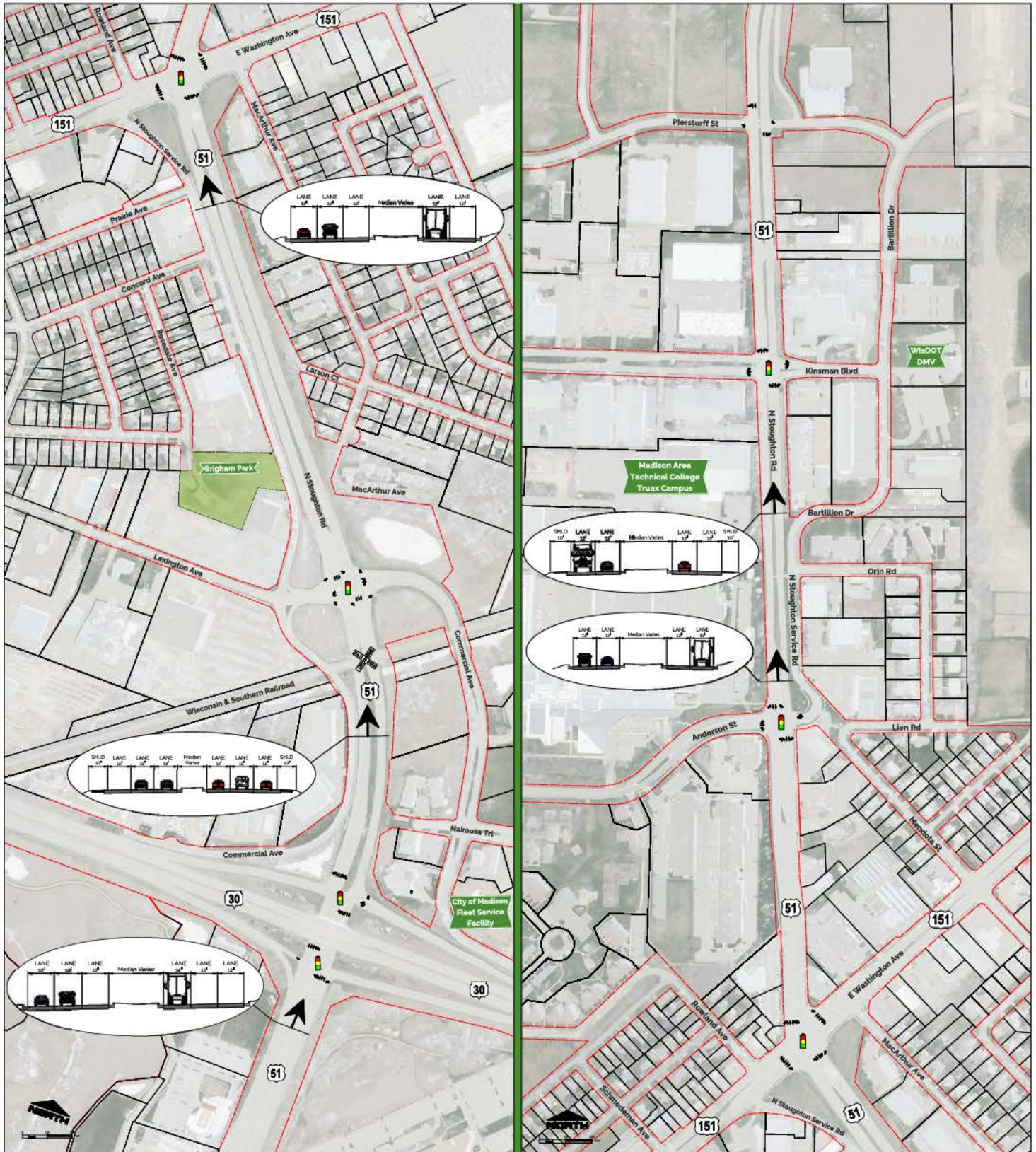


# Existing Conditions Pierstorff Street to Daentl Road





# Existing Conditions WIS 30 to Pierstorff Street





# Frequently Asked Questions

## Who is conducting the study?

The Wisconsin Department of Transportation (WisDOT) Southwest Region and the Federal Highway Administration (FHWA) are conducting the study.

## Why was the previous study postponed? How are these studies different from the previous study?

In November 2017 the previous study was postponed while WisDOT re-evaluated planning priorities statewide. A new study of US 51 was approved in late 2021 with a new approach, utilizing two separate studies.

Two separate studies, a south corridor and a north corridor will allow the study teams to address issues and needs specific to each unique corridor. Special consideration will be given to the city of Madison's *Stoughton Road Revitalization Project Plan* in the south corridor and to the city of Madison's *Hanson Road Neighborhood Development Plan* in the north corridor.

Information completed during the previous study will be utilized in the new studies to the extent practicable.

## What are the US 51 (Stoughton Road) North Study limits?

The study will evaluate 6.5 miles of Stoughton Road from south of WIS 30 in Madison to WIS 19 in the village of DeForest.

## Why is this study being done?

An approved environmental document is needed to move the project into final design and construction. The US 51 (Stoughton Road) North Study corridor environmental study is being conducted to accommodate existing and future traffic with a focus on safety issues that affect travel along Stoughton Road.

## When will one of these alternatives be selected?

WisDOT will select a preferred alternative in late 2024 at the conclusion of the environmental review.

## When will the public have opportunities to comment on the alternatives and the study?

Public involvement meetings (PIM) will be held throughout the life of the study. Anticipated dates for PIMs can be found on the Public Involvement page. Public input will be reviewed throughout the duration of this study. The public will have opportunity to comment during public meetings, or use the study comment form to leave feedback or questions at any time. Comments will be reviewed, and if applicable, responded to by the study project team.

## Where and how can I provide input to the study?

The study process will provide ongoing opportunities for public involvement and input. The study website on the Public Involvement page has a "Comment now" link where comments can be provided online. Additionally, there are opportunities to share comments at the public involvement meetings and other meetings. Comments can also be sent via email to study staff. Also, you can subscribe to receive study updates by signing up via the link on the study website.

## How can I get involved in the process and stay involved?

A local officials and stakeholders database has been developed and continues to be updated. The list includes local officials, business groups, community groups, and property owners within 1/4 mile of the highway. The database is connected to our subscriber updates list, providing important project updates. Sign up for project updates on the Public Involvement study webpage. You may also contact WisDOT Project Manager Jeff Berens at (608) 245-2656 or via email at [Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov).

## How is funding authorized?

Funding for the project improvements would be authorized by the State Legislature. After the environmental reviews are completed and approved by FHWA, the study will be submitted to the Transportation Projects Commission (TPC).

The TPC reviews all major studies and recommends projects that most warrant funding for enumeration (officially adding a project to the list for construction through the state budget) to the Legislature and the Governor. Only after the project has been enumerated would WisDOT proceed with final design, real estate acquisition, and construction.

## When would construction begin?

No construction activities are planned or funded at this time. The earliest construction of a preferred alternative is anticipated to occur in the late 2020s. Short-term operational and safety projects may be completed during the interim years.

## What is the role of transit in handling travel needs in the Stoughton Road north corridor?

Coordination with the city of Madison and Metro Transit will be ongoing throughout the study to determine how best to incorporate transit improvements into the proposed alternatives.

## How are the proposed alternatives handling the needs of bicyclists and pedestrians?

WisDOT will identify bicycle and pedestrian needs throughout the corridor and attempt to address issues where possible. WisDOT will work with the municipalities and neighborhoods along the corridor to determine appropriate and feasible bicycle and pedestrian solutions.

## Is the study considering the impact of the alternatives on the neighborhoods along the corridor?

The environmental document will consider neighborhood impacts. Under any scenario, balancing the issues and needs of both the neighborhoods and the highway users is important. WisDOT will seek input from the local neighborhood groups on design aspects for the study.

## Will noise barriers be included in the alternatives?

A traffic noise analysis may be required. The requirement to conduct a traffic noise analysis is dependent on magnitude of changes to the roadway alignment and footprint in relation to receptors adjacent to the corridor. If a traffic noise analysis is conducted, a noise impact occurs if the Noise Level Criteria (NLC) are approached (within 1-decibel) or exceeded, or when predicted future sound levels exceed existing levels by 15 decibels (dBA). The NLC for residential land use is 67dBA. If there is an impact, the study will determine whether abatement is feasible, reasonable, and likely to be incorporated.

## How do alternatives address the needs of businesses along the corridor?

The environmental document will evaluate the impact of all the alternatives on the businesses along the corridor. The study team recognizes that Stoughton Road serves one of Madison's most important industrial areas, as well as defined areas of medical services, retail, commercial and office businesses. The study team will meet with businesses during the study, and a Citizen's Advisory Committee (CAC) comprised of major employers and business groups along the corridor will be convened for recurring meetings to share project information and obtain feedback.

## Will there be any real estate acquisition, and when?

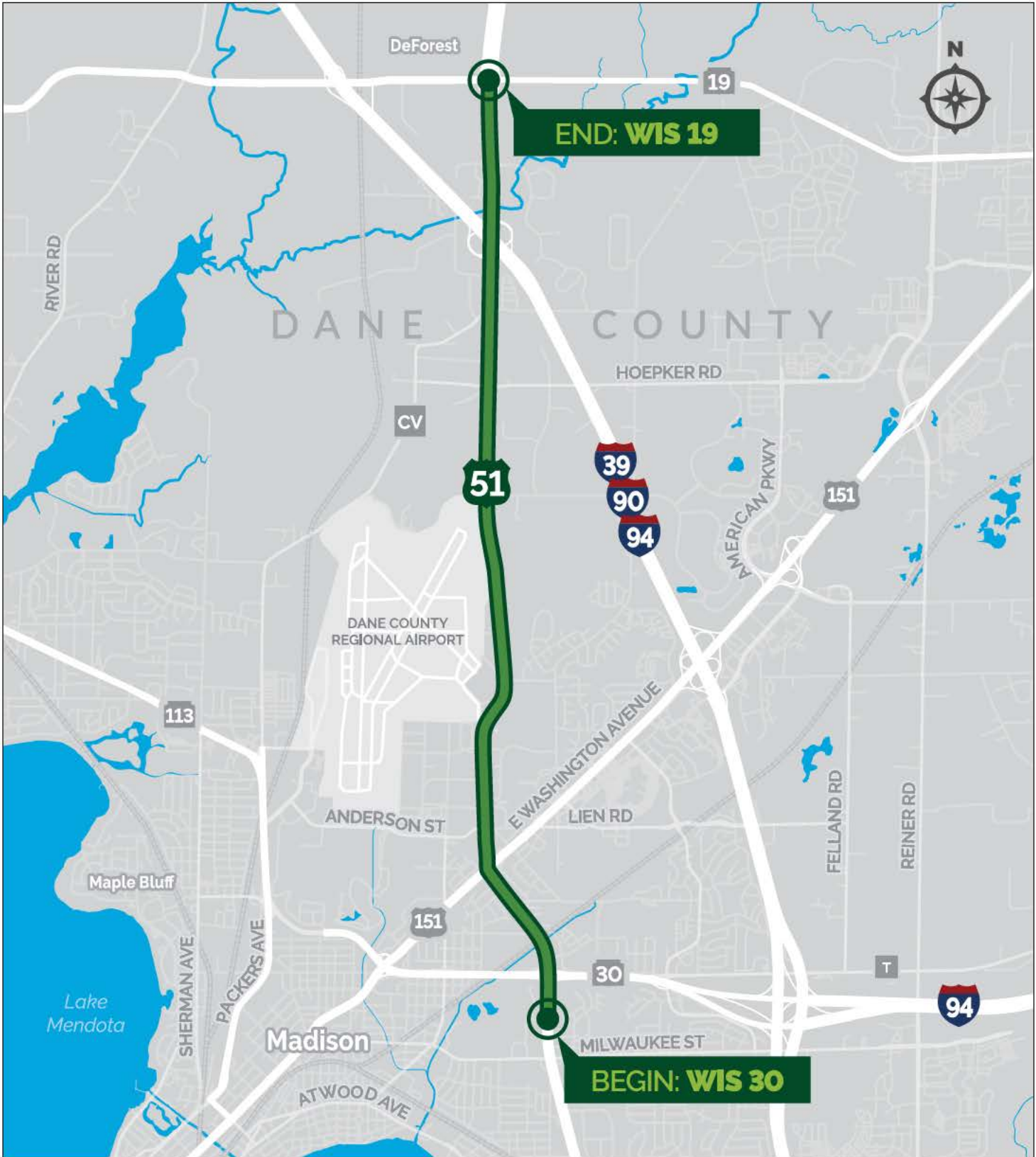
WisDOT will try to minimize impacts whenever possible. We'll identify potential real estate impacts for alternatives as the study progresses. Actual acquisition for the preferred alternative would occur during design phase after the study is completed and approved for final design and construction.





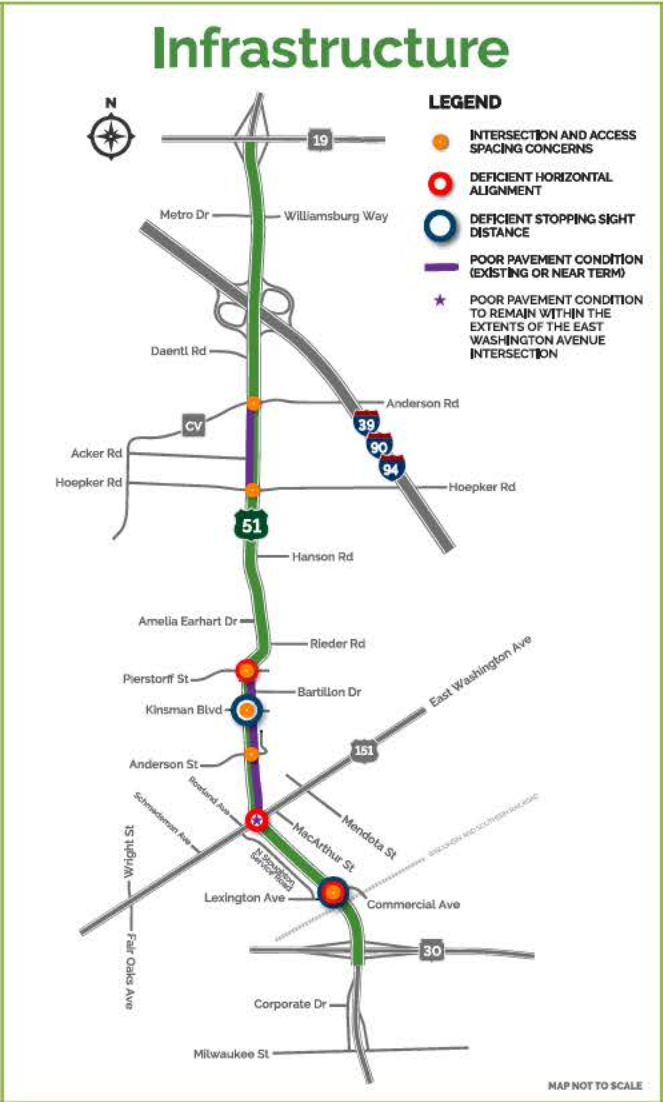
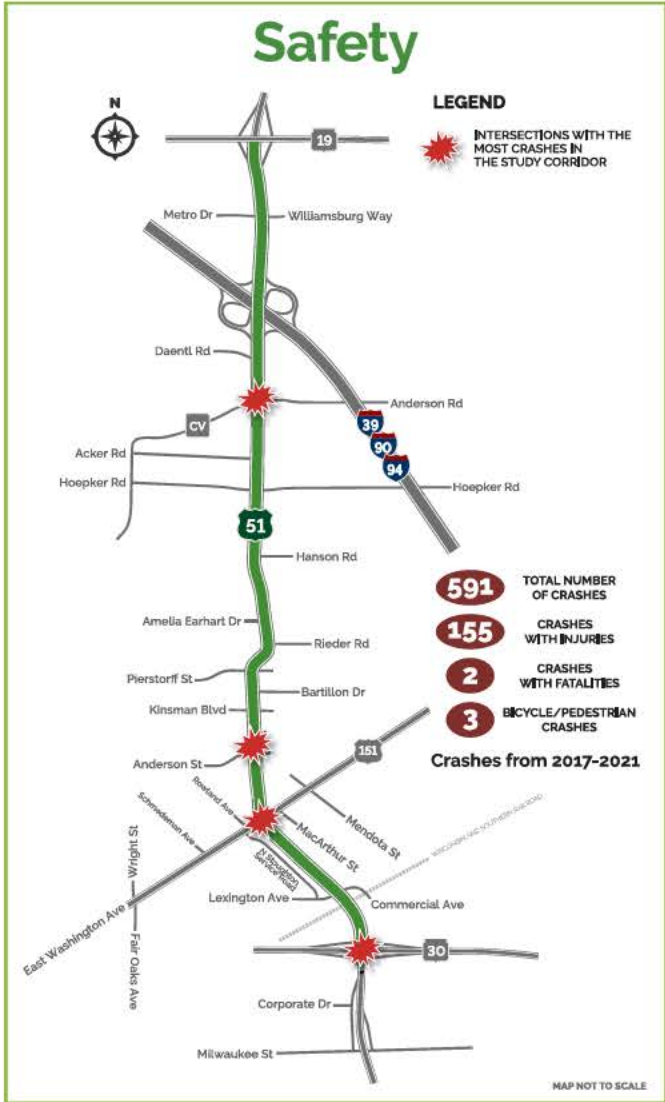


# Study Limits Map





# Study Needs





# Study Purpose and Corridor Needs

## Study Purpose

To accommodate existing and future travel demand with a focus on safety issues that affect travel on Stoughton Road.

## Corridor Needs

### Safety

From 2017 to 2021, more than 590 crashes occurred along the corridor – an average of two per week. More than 150 of those crashes involved an injury. Three crashes involved bicycles or pedestrians, and two crashes resulted in fatalities.



### Operations

Stoughton Road intersections with East Washington Avenue, Anderson Street, Kinsman Boulevard, Hanson Road and County CV (Anderson Road) have operational concerns.



### Travel Demand

WisDOT anticipates traffic volumes to increase with planned development and may cause additional congestion in the future.

### Pavement

If this study does not move forward as a project, WisDOT anticipates the Stoughton Road intersections with East Washington Avenue, Hoepker Road and County CV (Anderson Road) would need pavement replacement projects over the next 10 years.



### Geometric Deficiencies

Several locations within the corridor have deficient horizontal alignments and/or stopping sight distances. Access-spacing deficiencies are present at Lexington/Commercial avenues, Anderson Street, Kinsman Boulevard, Pierstorff Street, Hoepker Road, and County CV (Anderson Road).



# Study Schedule: Environmental Document

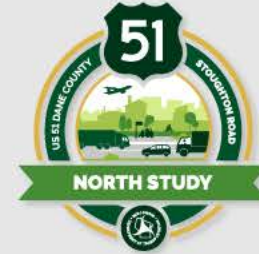


Public involvement activities/engagement occur throughout the study to provide updates and gather feedback.









# US 51 (Stoughton Road) North Study

## Public Involvement Meeting

October 2022





# Presentation topics

- 1 Corridor overview
- 2 Study background
- 3 Study purpose and corridor needs
- 4 Alternatives development process
- 5 Coordination and engagement
- 6 Next steps





# Corridor overview

Study limits extend from south of WIS 30 in Madison to WIS 19 in the village of DeForest (6.5 miles)

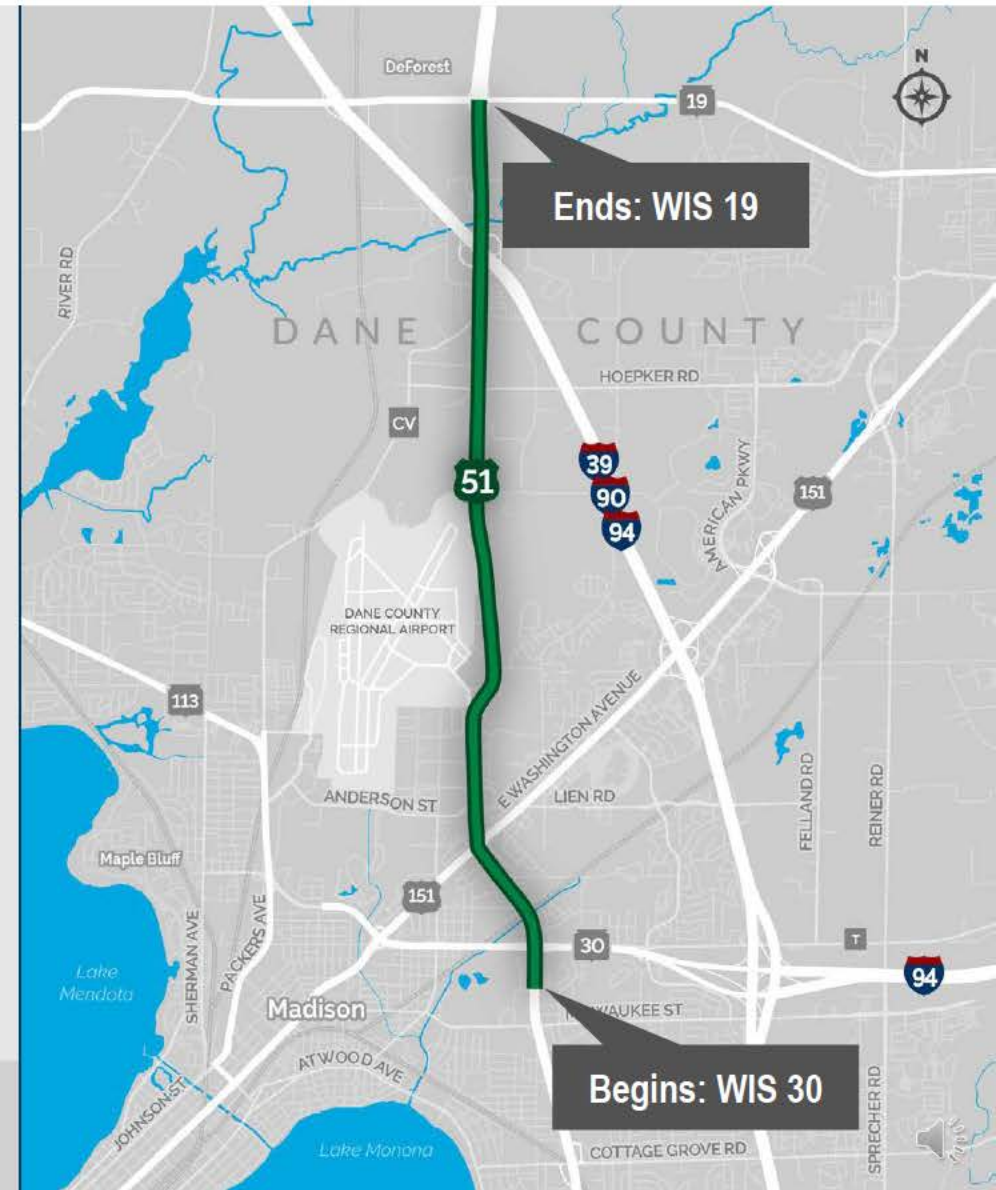
Daily traffic volumes range:  
12,800 to 48,900 vehicles

Three interchanges

- (WIS 30, I-39/90/94, WIS 19)

20 intersections

Speed limit range: 35 mph to 55 mph





# Study background

2011

**Transportation Projects Commission  
approves environmental study  
of US 51 (Stoughton Road)**

Limits: Voges Road to WIS 19

Environmental Impact Statement proposed

Concerns about potential impacts  
from alternatives





# 2017

**WisDOT pauses study while re-evaluating statewide planning priorities**

# 2022

**Study of corridor resumes as two studies**

South (Voges Road to WIS 30)  
and North (WIS 30 to WIS 19)

Flexibility to address study-specific needs

Investigate lower-impact alternatives to  
address corridor needs





# Proposed study purpose and corridor needs

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

## Address safety issues

Intersections  
Bicycles and  
pedestrians

## Address infrastructure deficiencies

Pavement  
eometry  
deficiencies

## Address travel demand





# Study needs: **Safety**

## Total corridor crashes (2017-2021)





# Study needs: **Safety**

## Intersections

- Most crashes in study corridor

WIS 30 interchange

East Washington Avenue  
(3rd highest in Madison – 2020 data)

Anderson Street

County CV (Anderson Road)





# Study needs: Infrastructure

## Pavement condition

- **Existing:** Rating very poor condition  
Northbound – East Washington Avenue to Pierstorff Street
- **Near-term:** Approaching poor condition  
Southbound – County CV to Hoepker Road

## eometric deficiencies

- Horizontal alignment – deficient at **three locations (red)**
- Stopping sight distance – deficient at **two locations (blue)**
- Intersection and access spacing – deficient at **six locations (orange)**





# Study needs: **Travel demand**

## Existing operational issues (2016 analysis)

- East Washington Avenue
- Anderson Street
- Kinsman Boulevard
- Hanson Road
- County CV (Anderson Road)

## Future (2050) operational issues (2016 analysis)

- 12 intersections with poor operations

Land use projections indicate large increases in housing and employment in corridor





# Alternatives development

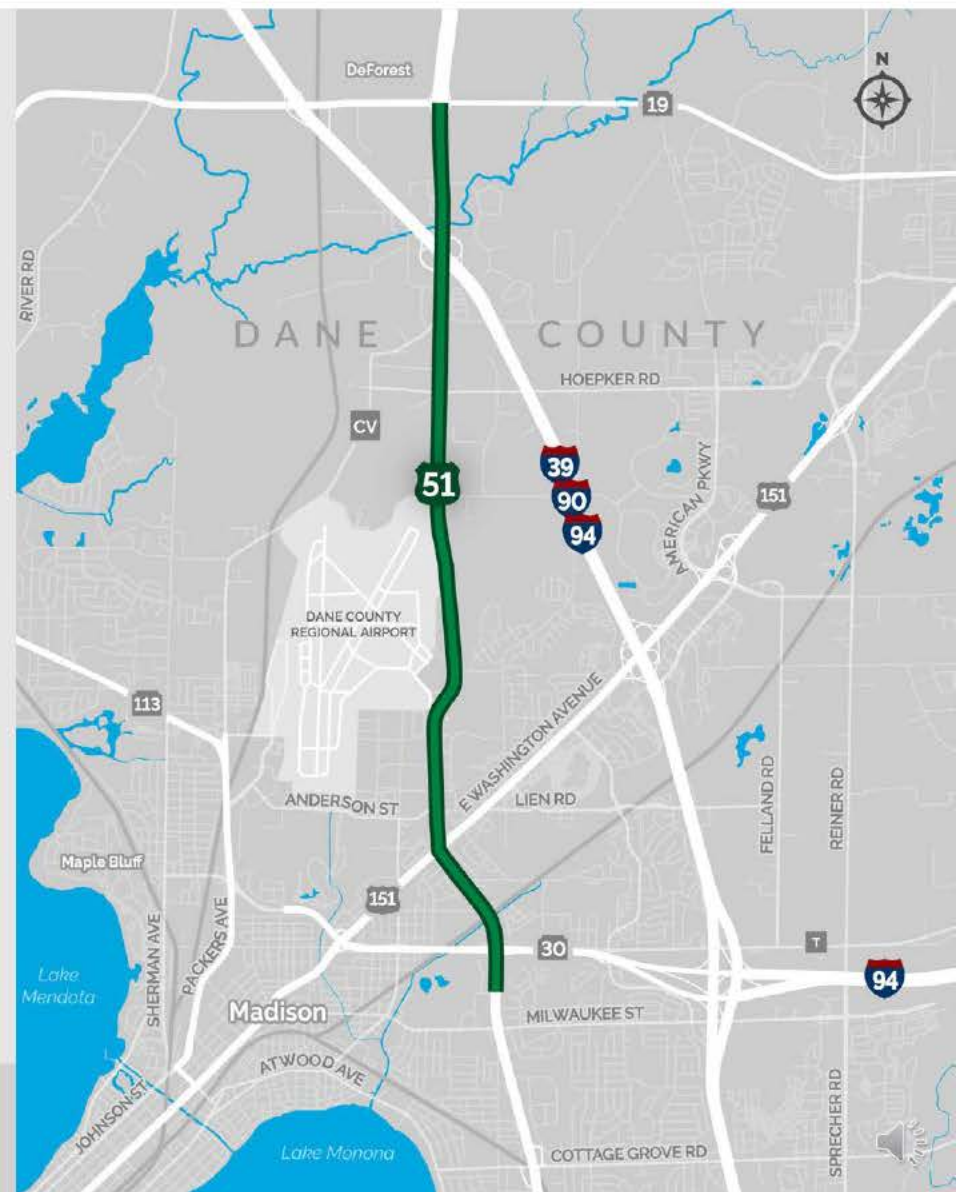
Alternatives will be developed to address study purpose and corridor needs

Compatibility with local plans

Investigate options to optimize capacity while limiting impacts

Identify potential enhancements/improvements to bicycle/pedestrian network

Identify potential enhancements/improvements to transit network





# Communication and coordination

General public  
Federal and state  
resource agencies

Tribal governments  
Local municipalities  
Other stakeholders





# Stakeholder involvement

Neighborhood associations

Businesses

Business groups

Environmental justice populations

Developers

Emergency responders

Schools

Property owners/residents

Special interest groups

Others





# Study schedule: **Environmental document**

## 2022

- Collect data
- Develop study purpose and need
- Develop transportation alternative concepts

## 2023

- Develop transportation alternatives
- Begin environmental documentation
- Identify preferred alternative

## 2024

- Publish environmental document for review
- Host public hearing
- Finalize environmental document

**Public involvement** activities/engagement occur throughout the study to provide updates and gather feedback





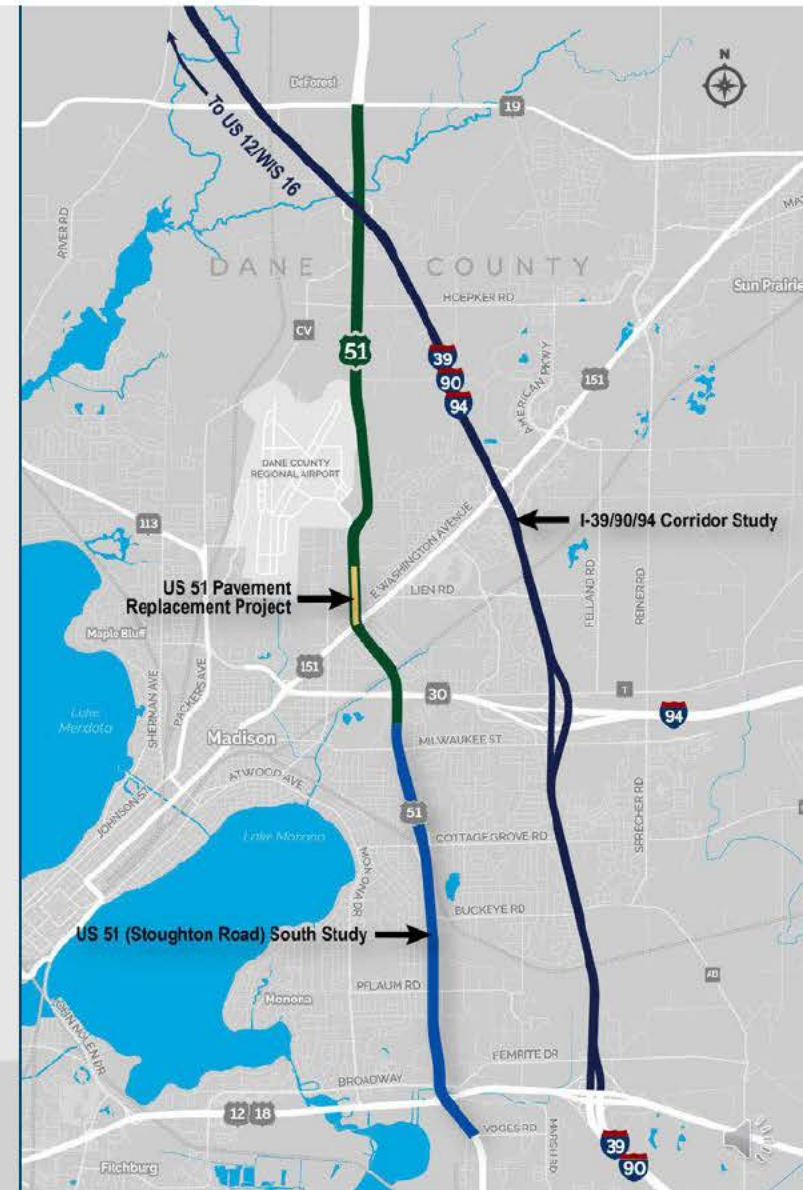
# Adjacent studies/projects

Close coordination required

**US 51 (Stoughton Road) South Study**  
(Voges Road-WIS 30)

**I-39/90/94 Corridor Study**  
(Madison-Wisconsin Dells)

**US 51 Pavement Replacement Project:**  
East Washington Avenue to Pierstorff  
Street (northbound lanes only)





# Opportunities to provide input

## Study website

- Online comment form
- Subscribe for study updates
- Study contacts

Contact WisDOT Project Manager Jeff Berens, P.E.

- Email: [Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov)
- Phone: (608) 245-2656

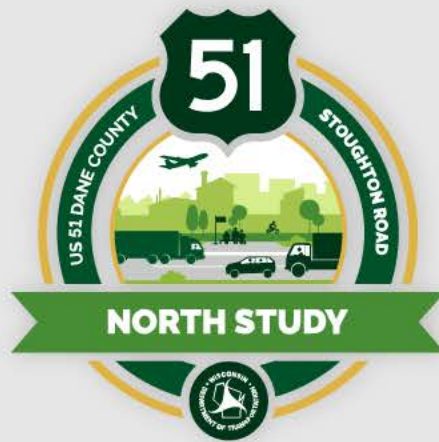
Please provide feedback by November 14, 2022

## Study website

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







**Thank you!**









## PIMA Comment Summary

Comments submitted through WisDOT's Public Involvement Management Database (PIMA).

### 10/13/2022 [REDACTED] PIMA Comment

I have reviewed the materials and I have been unable to find any mention of vehicle miles traveled. Decreasing VMT should be a consideration in any impact analysis. Minnesota DOT (and Colorado DOT) are considering VMT reduction as a goal in their highway projects, and we should as well. VMT means more wear and tear on our roads, which increases the cycle of needing to replace them again and again. We need to consider how taxpayer money is spent and use it wisely. Other state DOTs have looked at VMT impact. This needs to be part of the analysis on all alternatives presented as part of the process. Transportation for America has presented analysis of many highway projects and found that after billions of dollars of investment, they have \*increased\* congestion! <https://t4america.org/maps-tools/congestion-con/> Therefore, any analysis and alternatives presented needs to show us, the taxpayers, whether this will actually decrease congestion or if it is another waste of money. The best way to do this is to present details on how this will impact vehicle miles traveled, rather than level of service. An empty highway is consider LOS = A, which is a total waste of money.

#### Response:

Jeff Berens responded via PIMA on 11/08/2022 stating the following. Dear [REDACTED], Currently, few states have set a policy to target reduction of VMT. At this time, Wisconsin does not have state legislation, policy, regulations, or administrative code that targets reduction of VMT, nor is there rule, regulation, administrative code or policy at the federal level. Considering factors not included in state or federal legislation exposes WisDOT to legal challenges, particularly when there are no Federal or State guidelines to rely on. The study team along with WisDOT Central Office Bureau of Technical Services will continue to monitor state and Federal guidance and/or requirements related to VMT. The WisDOT Facilities Development Manual (FDM) Chapter 11, Section 5, Subsection 3.2.1 indicates the *desirable* motor vehicle Level of Service (LOS) is LOS D for the US 51 (Stoughton Road) North corridor since it is part of the National Highway System (NHS). The FDM notes "it may not always be feasible to improve congested facilities to the desirable LOS values" and "The Department may elect to address system preservation with no capacity expansion, due to financial, environmental, or community input considerations." The US 51 (Stoughton Road) North study is evaluating the tradeoffs of the impacts and costs associated with reaching the desirable design year LOS versus the safety, mobility, and accessibility impacts of accepting a lower LOS. The study team will continue to send invites for upcoming opportunities to provide input or attend public meetings. To learn more, you may visit the Study webpage at <https://wisconsindot.gov/Pages/projects/by-region/sw/us51-corridor/northstudy.aspx>

### 10/14/2022 [REDACTED] PIMA Comment

I just want to express how much I don't want to see any increase in roadway capacity, because that will likely not only do nothing to help congestion, but make the road more dangerous for those not in cars. I would love to see emphasis on road dieting and increasing transit access, ideally creating protected bike lanes and wider sidewalks.

#### Response:

Jeff Berens responded via PIMA on 10/21/2022 stating the following. Dear [REDACTED], Thank you for your comments regarding the US 51 (Stoughton Road) North study regarding roadway capacity. WisDOT anticipates the study phase to continue through 2024 and will be hosting several public involvement meetings during that time. The study team will continue sending out invites to those upcoming meetings. During this study, the study team will develop alternatives, which will consider the needs identified for the study. WisDOT will develop traffic forecasts and design alternatives to address corridor needs, including safety and traffic operations. During this work, the study team will be able to understand and share information with the public specific to impacts if the alternatives being considered were implemented. To learn more, you may visit the Study webpage at <https://wisconsindot.gov/Pages/projects/by-region/sw/us51-corridor/northstudy.aspx>, or contact WisDOT Project Manager Jeff Berens at (608) 245-2656 or [Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov).



**PIMA Comment**

I would like to know if you could please send me information on the meeting that was held on October 13th. I'd like to have some information about the Stoughton Rd North study. It's going on. If you could send that to [REDACTED] at [REDACTED] in Madison, 53704, I would appreciate it. Thank you very much. Bye.

**Response:**

Jeff Berens on 10/18/2022, requested PI Team to compile a PIM Materials Package to send to stakeholder via USPS in lieu of their in-person attendance. The package was sent 10/21/2022 with an expected delivery date of 10/24/2022 and contained a cover letter thanking stakeholder for their inquiry, (10) 11x17 colored printed PIM exhibits, color printed meeting handout and project overview, (3) comment forms, (3) pre-paid envelopes, and (9) pages of the complete PowerPoint presentation that displayed on a loop during the PIM.

**PIMA Comment**

My concern is the severe need for traffic lights at the intersection of Williamsburg Way/Token Creek Lane and Hwy 51. Attempting to turn left from Williamsburg Way/Token Creek Lane is extremely dangerous. First you need to get across double lanes of Northbound Hwy 51 with vehicles accelerating to at least 55 MPH and be aware of any Southbound vehicles turning left in front of you or anyone coming across from the camping store. Complicating matters are cars pulling out from the Shell station (some of which make a U-turn at the intersection). Also, semi's that are coming from Truckers Inn Travel Plaza parking lot that are turning left are a danger. I have seen semi's pull out and traffic on Northbound Hwy 51 having to come to a complete stop. Second, you need to turn into double lanes of Southbound Hwy 51 with vehicles going at least 55 MPH since they have not needed to reduce their speed. It is particularly difficult in the dark because it is hard to know which lanes the oncoming headlights are traveling. Then sometimes you have other folks behind you that are attempting to turn left and then they cross over and stack up and you can't see the lanes. At a minimum, a turn lane should be installed so you can at least accelerate and then merge into traffic, but maybe that would be problematic as well. The alternative of getting out of the neighborhood by trying to turn left from Williamsburg Way onto Hwy 19 is equally as dangerous and impossible right now due to construction. I understand that this concern might be better considered as part of Interstate project but given both projects are many years in the future and the Savannah Brooks neighborhood density continues to grow, and the usage of Token Creek County Park continues to increase, this intersection needs to be addressed sooner rather than later. Frankly if the County could purchase the Truckers Inn Travel Plaza and restore that area around Token Creek and make it part of the existing park, that would help matters, but the intersection would continue to be dangerous. Thank you for considering my concerns.

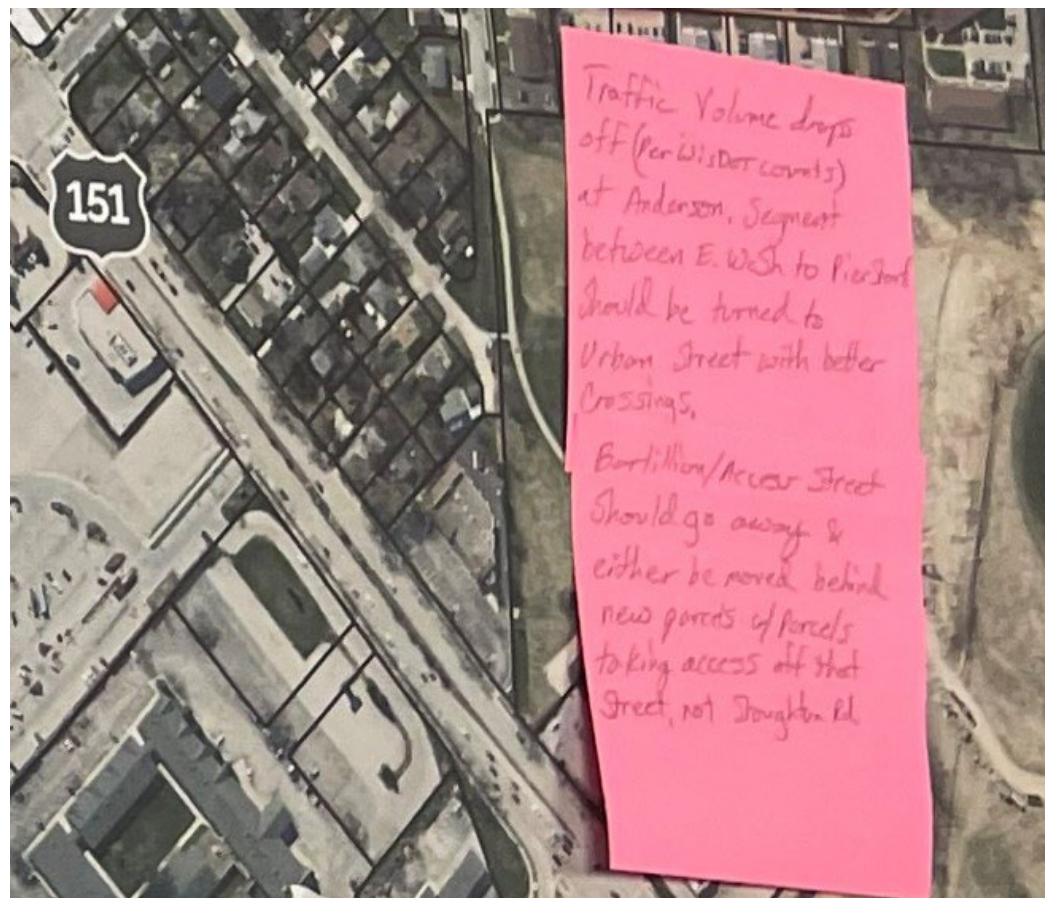
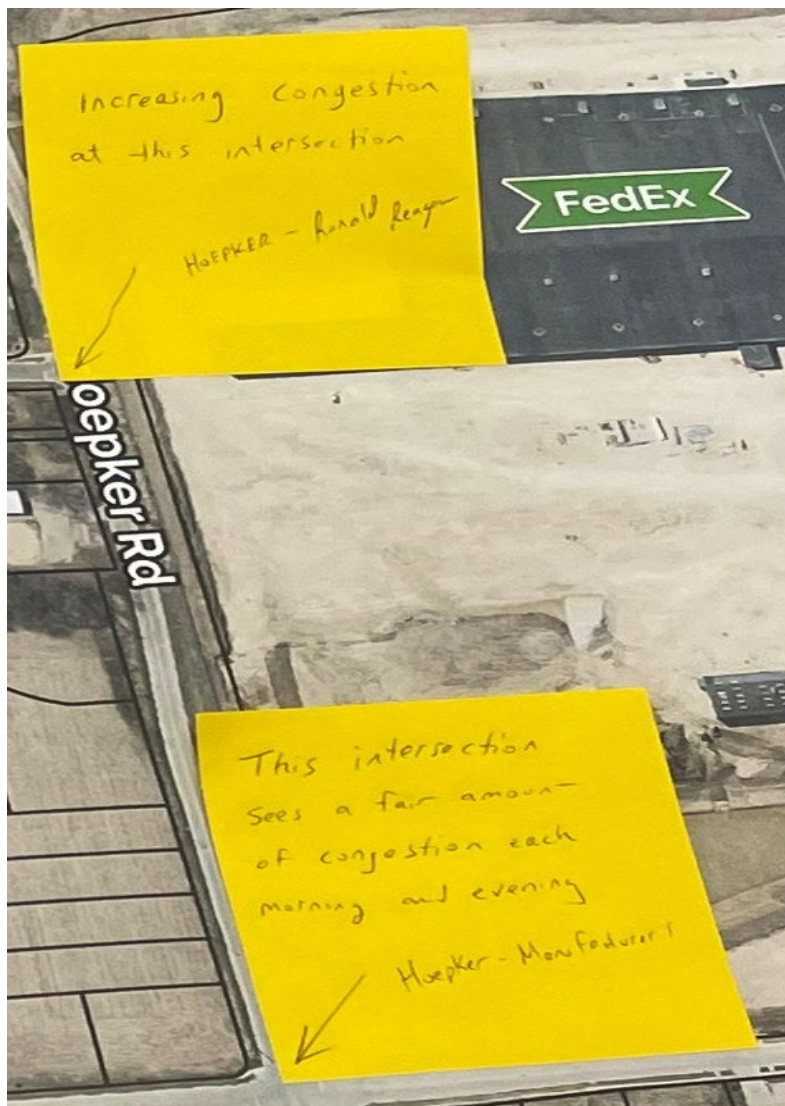
**Response:**

Jeff Berens responded via PIMA on 10/24/22 with the following. Dear [REDACTED], Thank you for your comments regarding the US 51 (Stoughton Road) North study regarding roadway capacity. WisDOT anticipates the study phase to continue through 2024 and will be hosting several public involvement meetings during that time. The study team will continue sending out invites to those upcoming meetings. During this study, the study team will develop alternatives, which will consider the needs identified for the study. WisDOT will develop traffic forecasts and design alternatives to address corridor needs, including safety and traffic operations. During this work, the study team will be able to understand and share information with the public specific to impacts if the alternatives being considered were implemented. To learn more, you may visit the Study webpage at <https://wisconsindot.gov/Pages/projects/by-region/sw/us51-corridor/northstudy.aspx> or contact WisDOT Project Manager Jeff Berens at (608) 245-2656 or [Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov).



# Roll Plot Comments

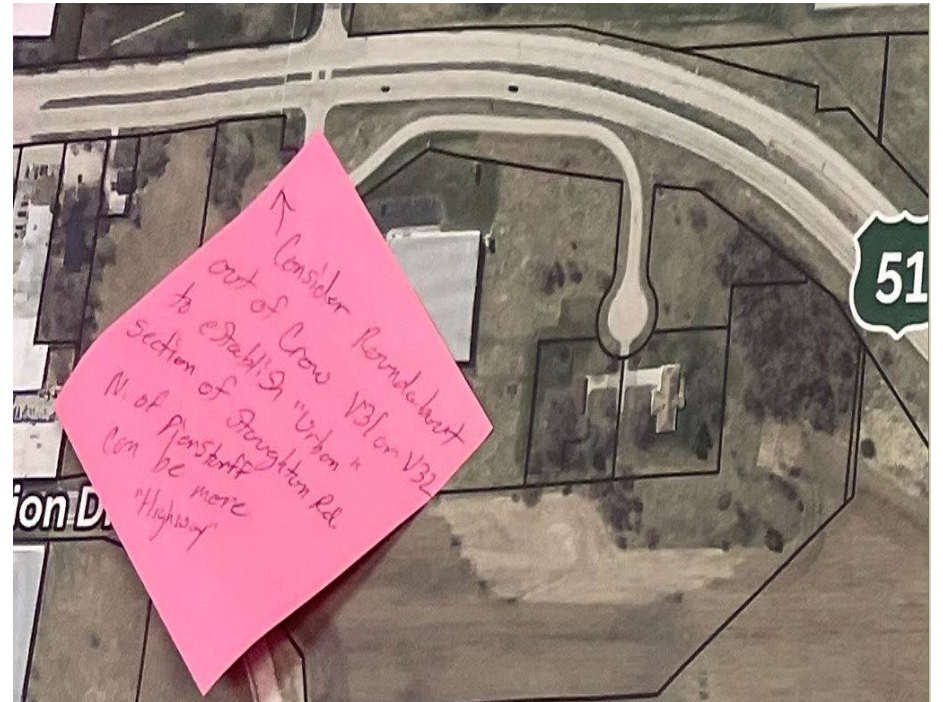
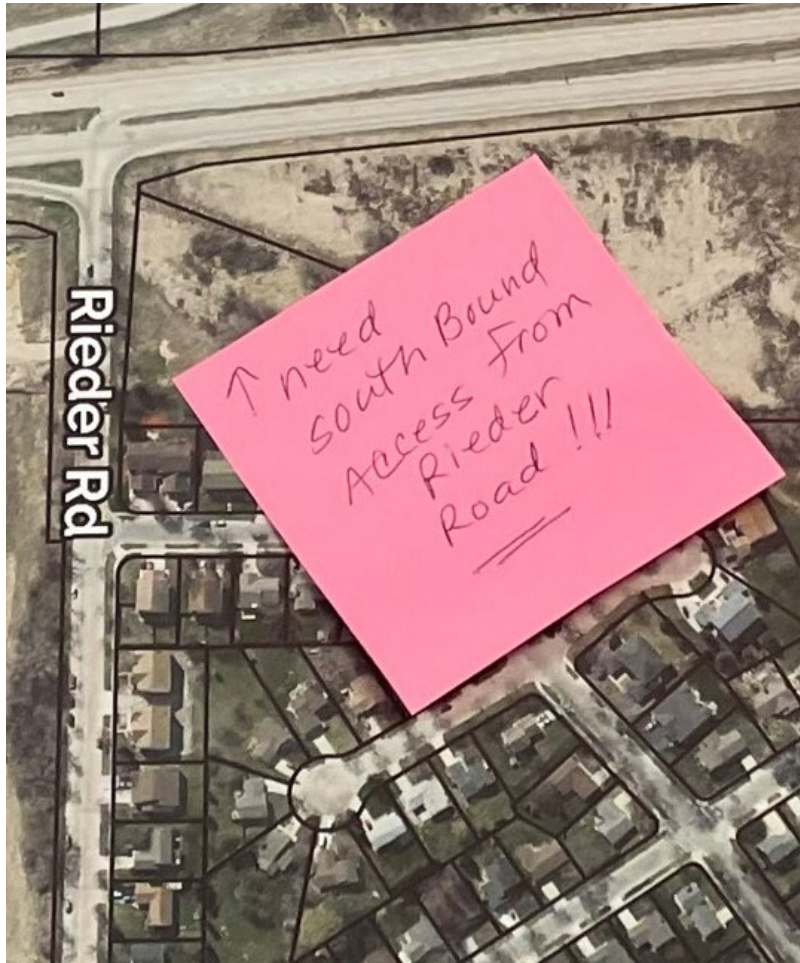




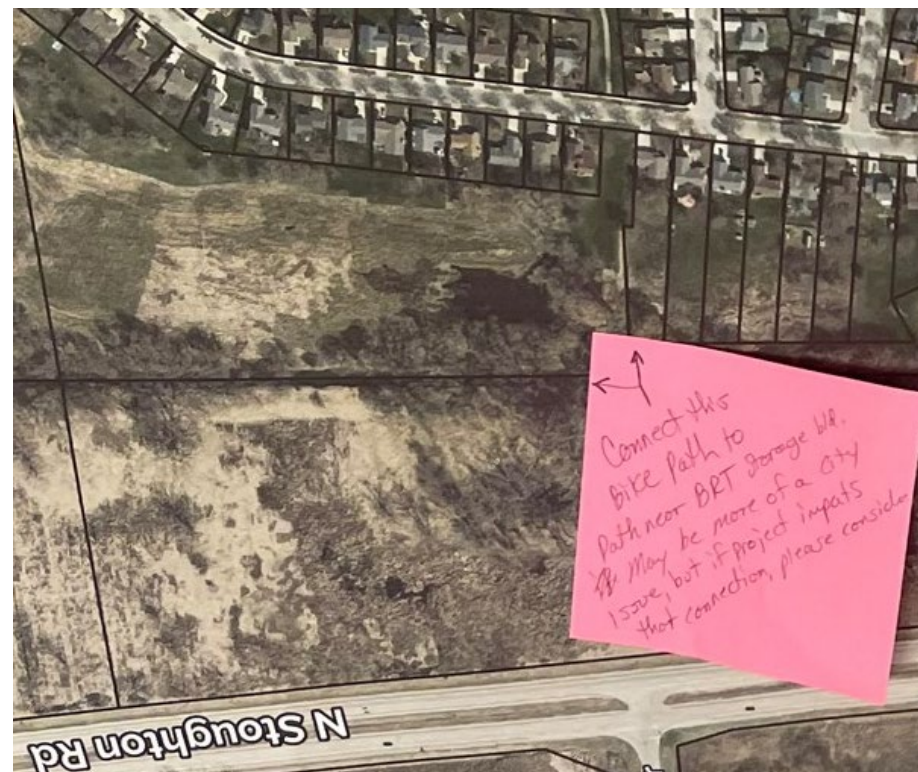
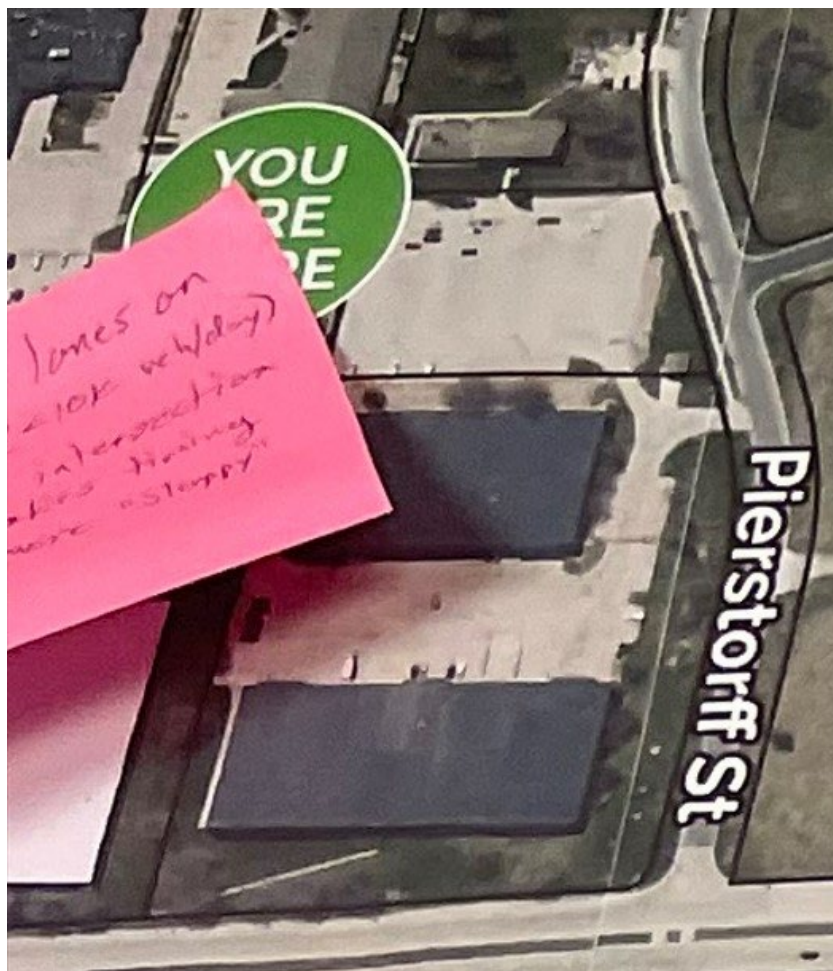




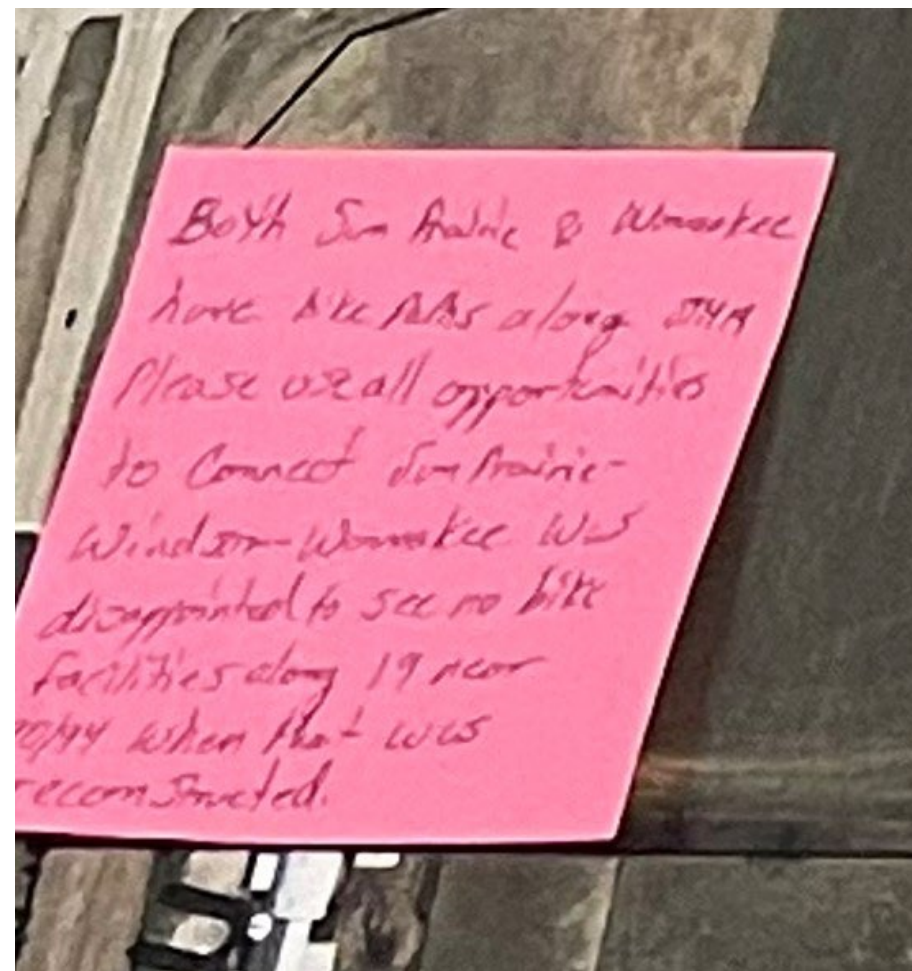








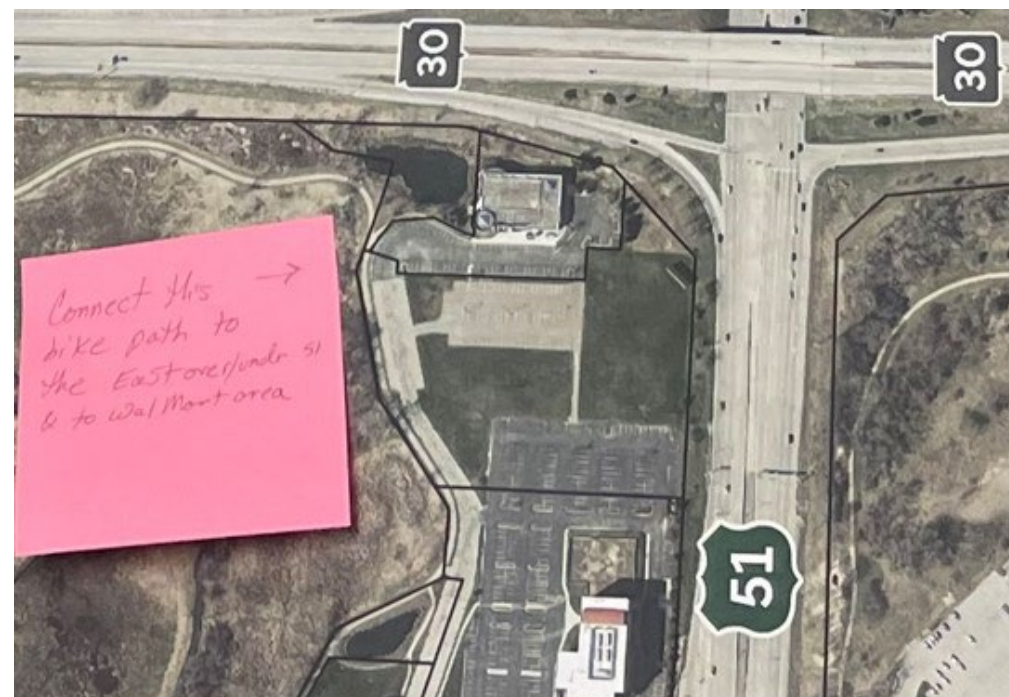




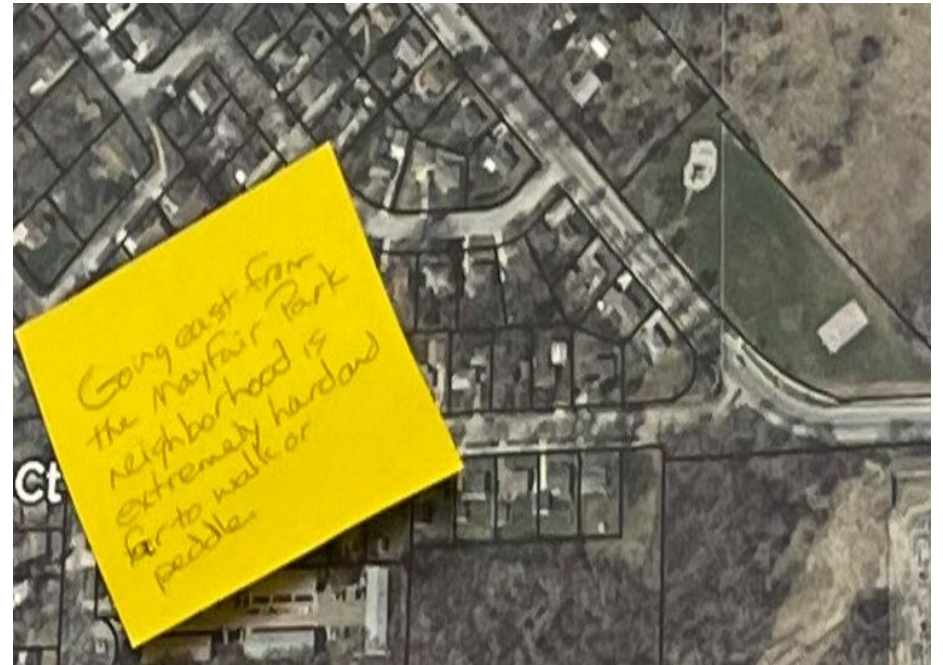




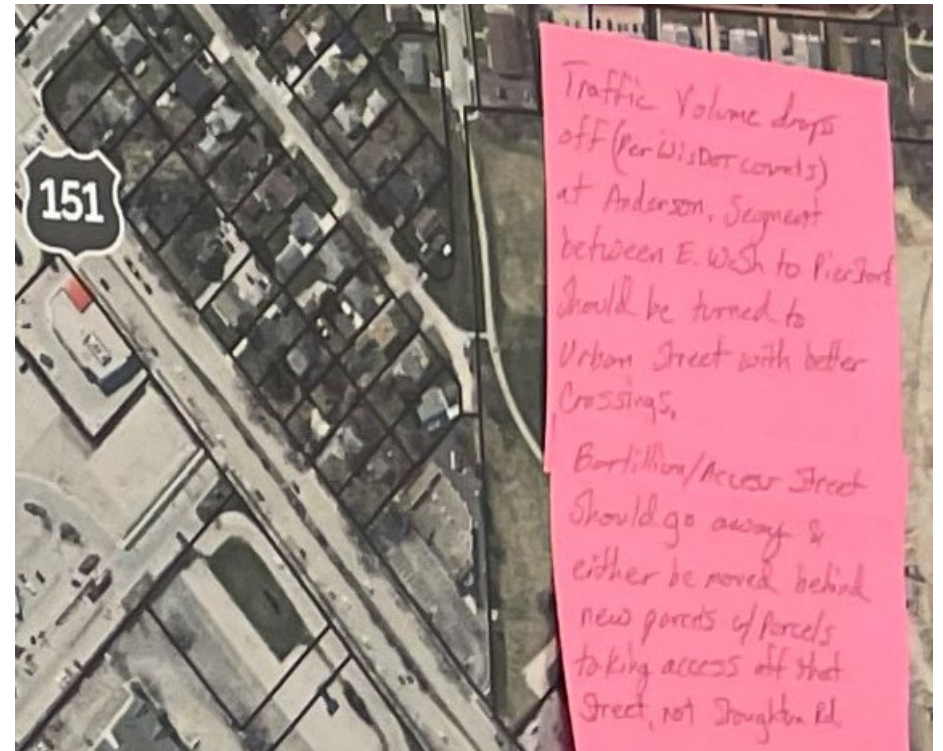
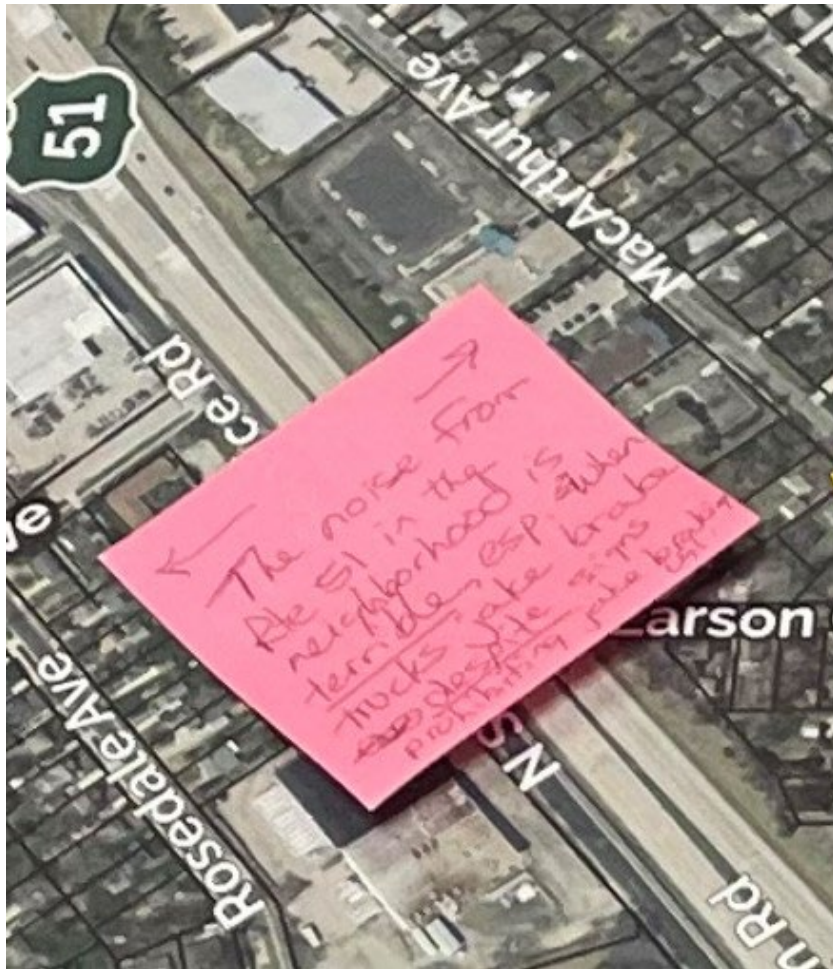




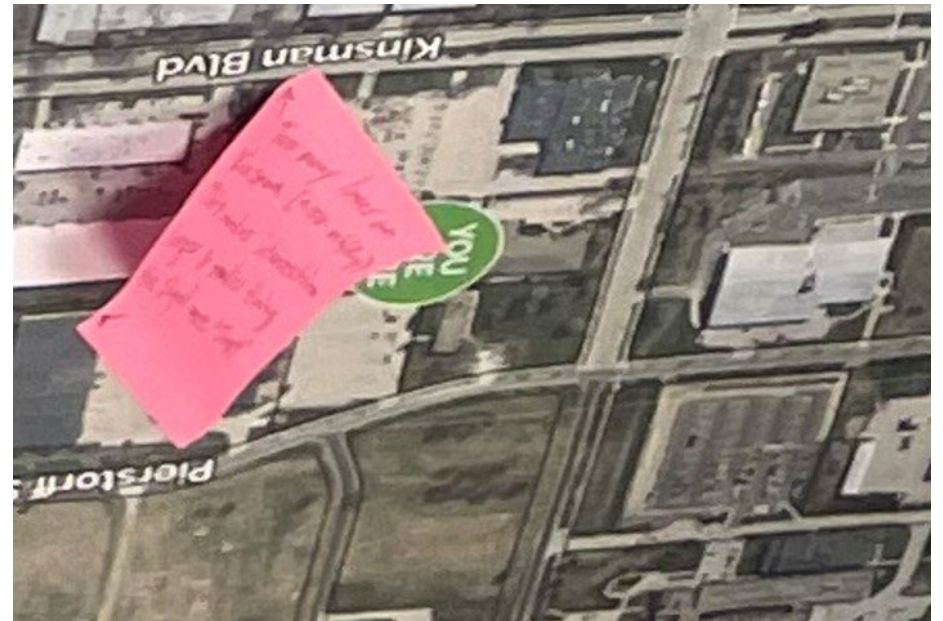
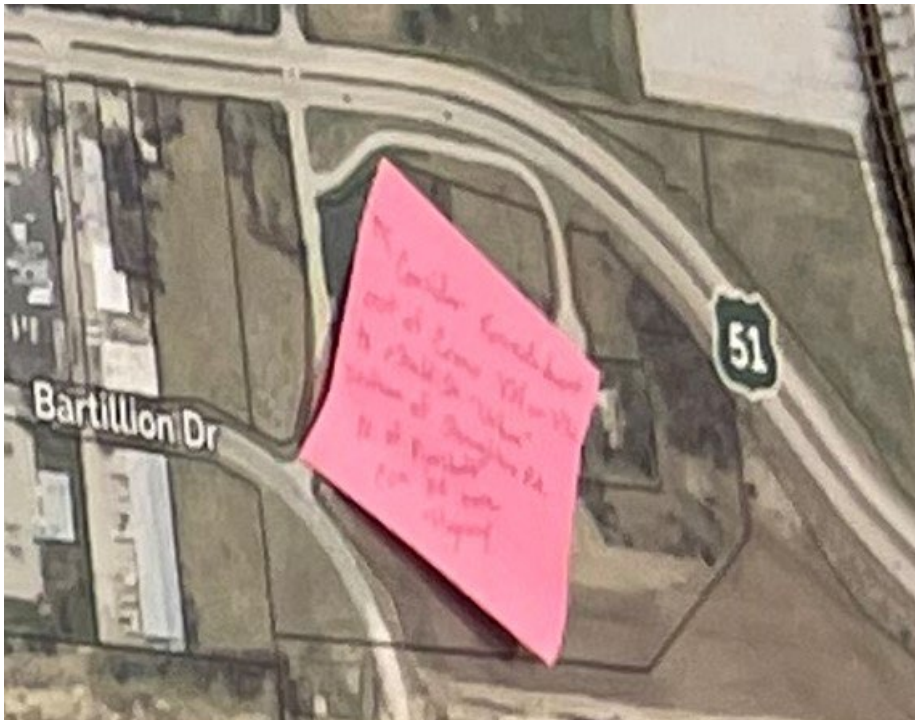




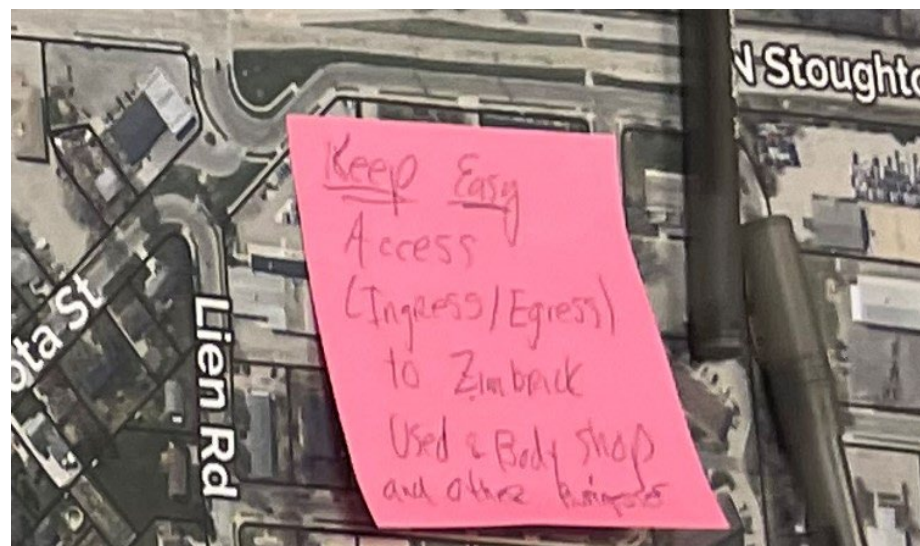
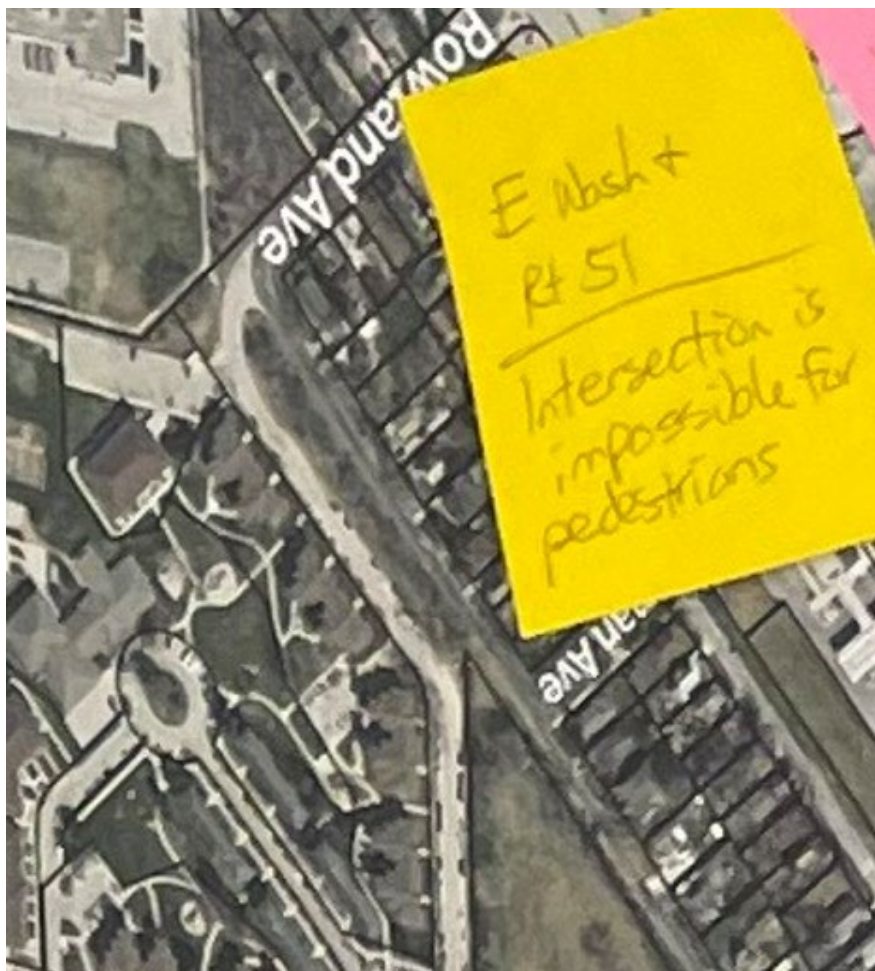




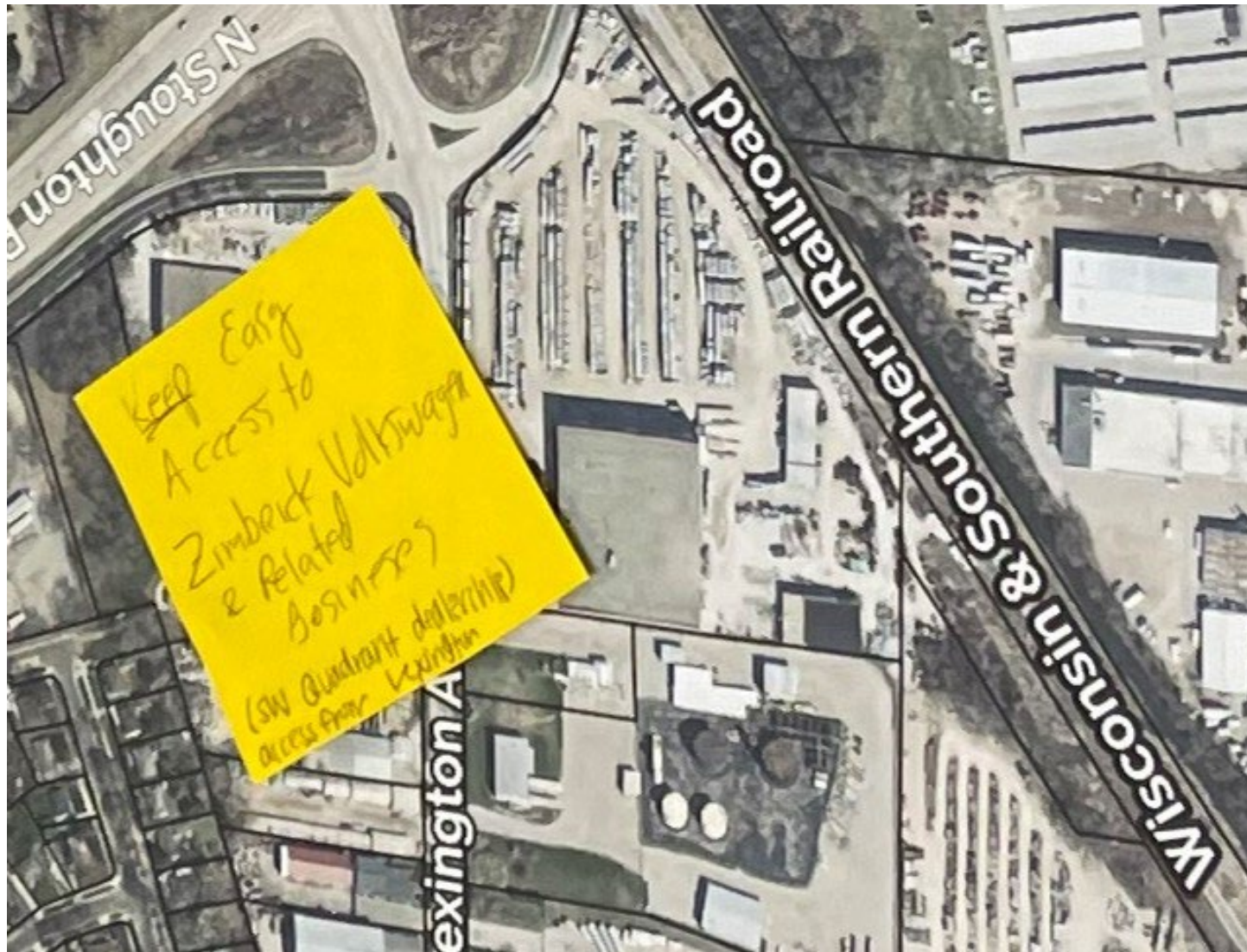


















# US 51 (Stoughton Road) North Study

## Public Involvement Meeting

### Photos

October 13, 2022





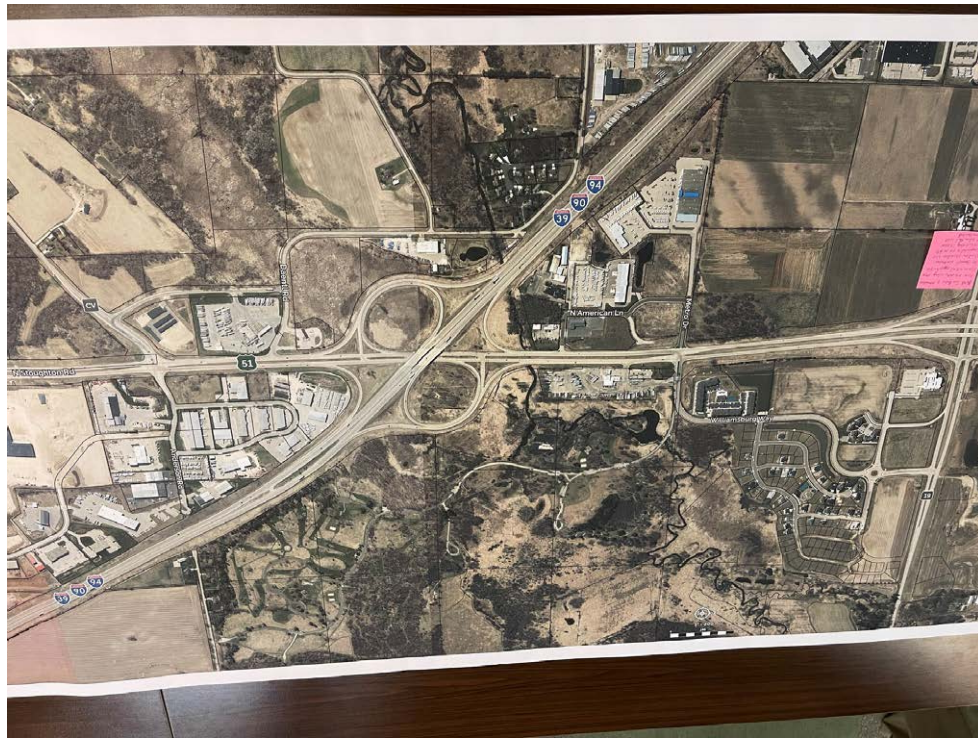




















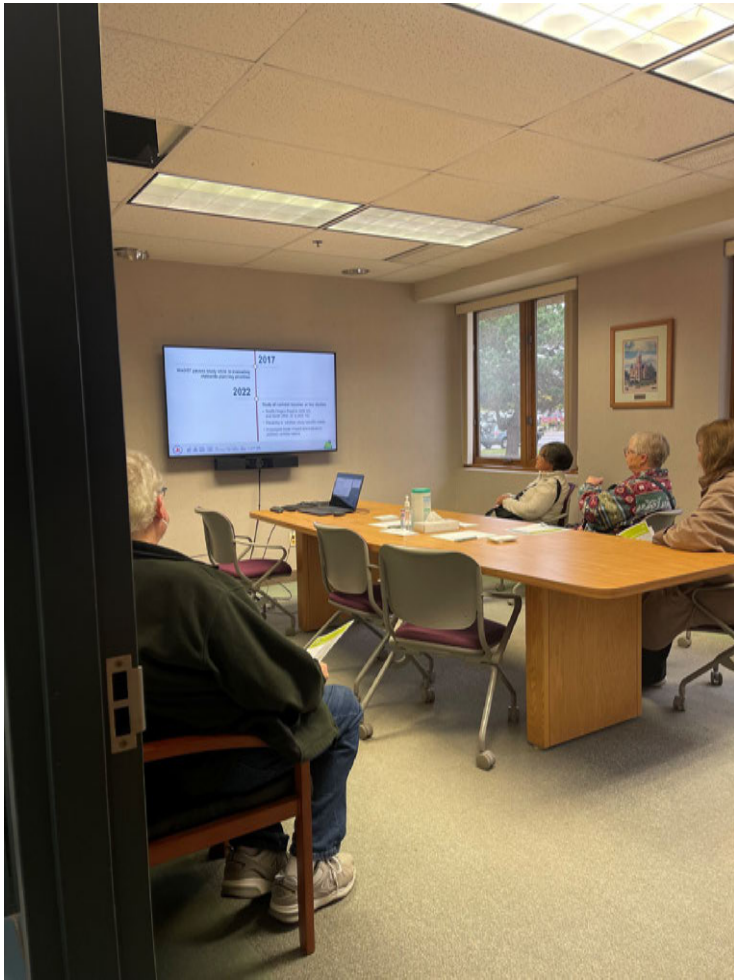








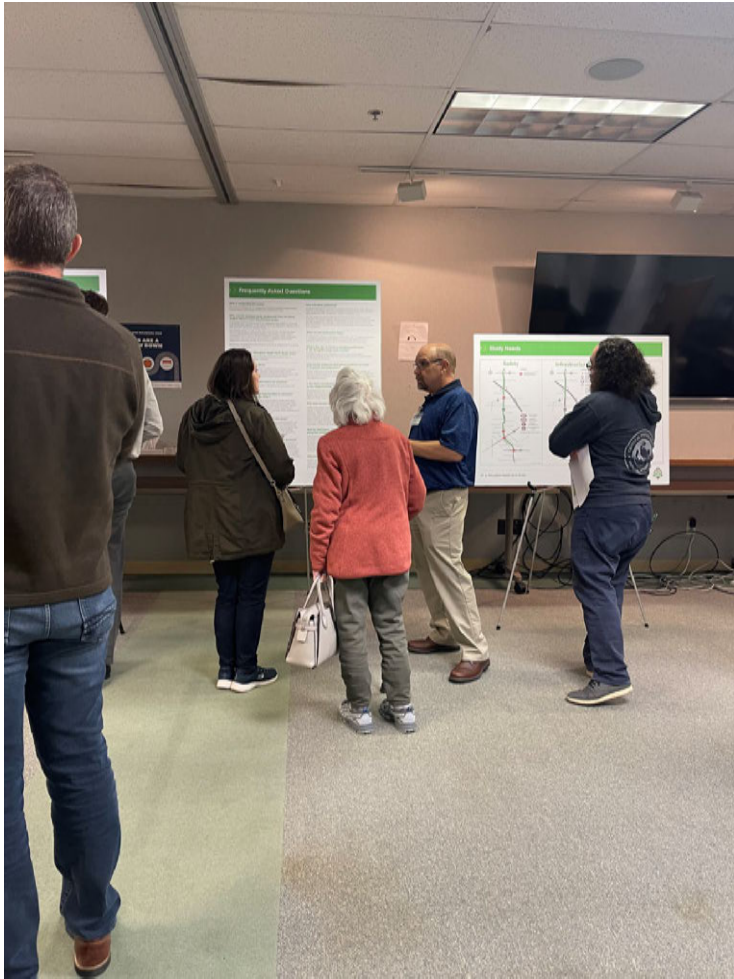








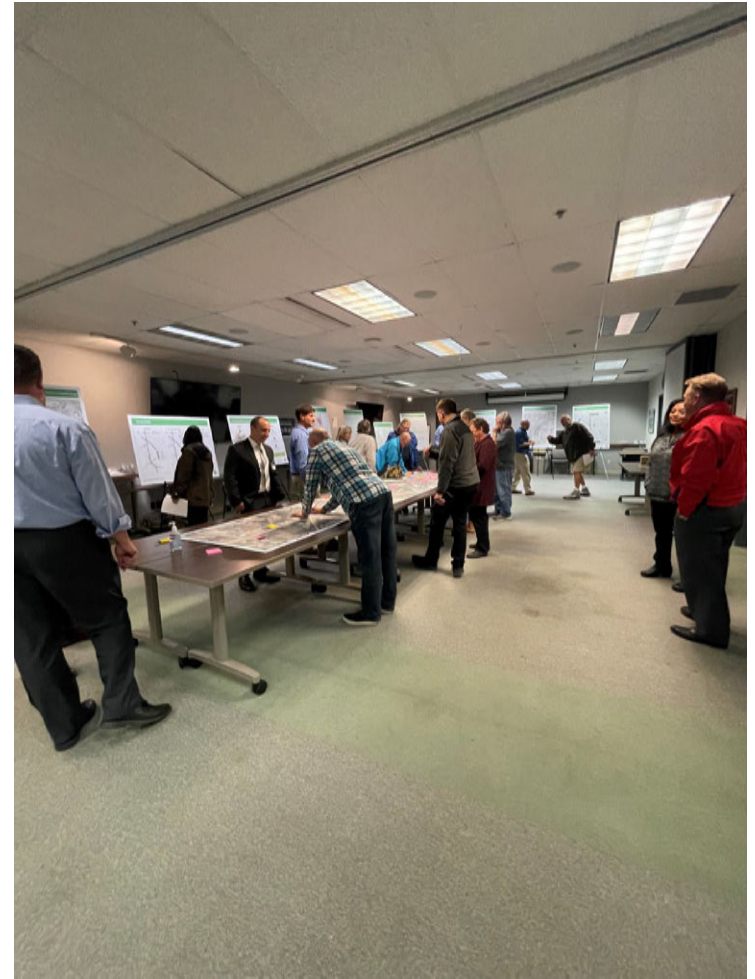




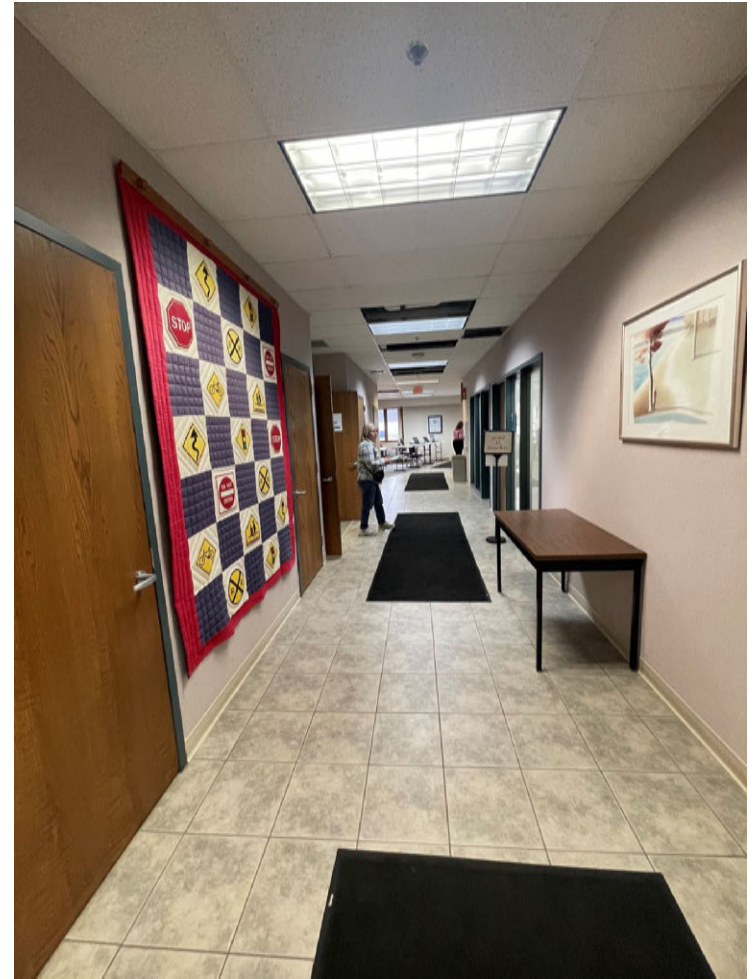




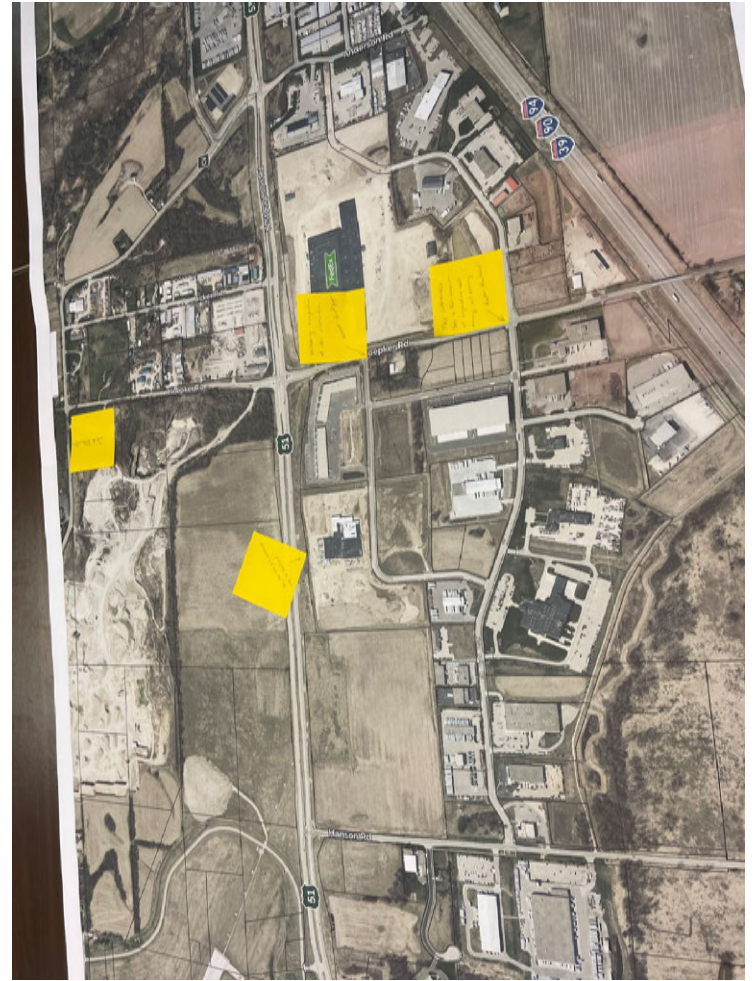




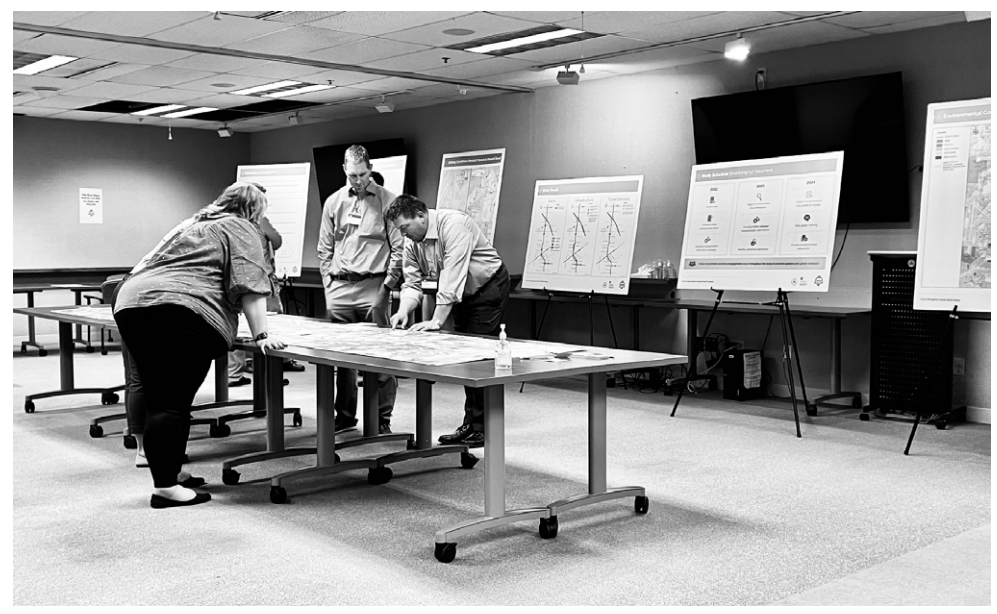
















## US 51 (STOUGHTON ROAD) NORTH STUDY PUBLIC INVOLVEMENT MEETING #2 DEBRIEF

<b>Date:</b>	Wednesday, September 27, 2023	<b>Meeting Purpose:</b>	
<b>Time:</b>	5 to 7 p.m.	<b>Study Team Attendees:</b>	
<b>Location:</b>			
Madison College – Truax Building (Conference Room D1630) 1701 Wright Street Madison, WI 53704		Jeff Berens – WisDOT Michelle Howe – WisDOT Franco Marcos – WisDOT Mike Helmrick – WisDOT Joel Brown – HNTB Nick Bennett – HNTB Lance Veaser – HNTB Darci Hackbarth – De Vor Communications Dan Schrum – SRF Rachel Burnham – SRF Jeff Knudson – SRF Morgan Johnson – SRF Brian Lee – Revelation Jamie Onasch – Revelation Zach Freeman – Kapur Matt Wiswell – Kapur	

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## Summary of Public Involvement Meeting

The Wisconsin Department of Transportation (WisDOT) hosted its second public involvement meeting (PIM) to provide residents, businesses, local and elected officials, and other stakeholders information on the US 51 (Stoughton Road) North Corridor Study on Wednesday, September 27, 2023. The open house meeting provided the public with an update on the study's progress, alternatives, upcoming study checkpoints and further public involvement efforts. The study team also refreshed the public on the original need and purpose for a study on this corridor. A presentation was given to those in attendance (*Attachment D*) about a half hour into the meeting, followed by a brief discussion. After the presentation, the open house format continued.

The following exhibits were displayed during the meeting, along with "Share Your Thoughts" boards for each alternative for attendees to place comments on via post it notes. Please see *Attachment C* for details.

- Study Limits Map
- Adjacent Studies and Projects Map
- Study Schedule and Next Steps
- Environmental Considerations
- Project Purpose and Need Summary
- Study Needs: Roadway Geometrics
- Study Needs: Safety
- Study Needs: Traffic
- Pedestrian and Bicycle Facilities
- US 51 Corridor – Proposed Roadway Typical Sections (Roll Plot)
- US 51 and WIS 30: Diamond Interchange
- US 51 and WIS 30: Diverging Diamond Interchange (DDI)
- US 51 and Commercial Avenue/Lexington Avenue: At-Grade Intersection
- US 51 and Commercial Avenue/Lexington Avenue: Right-in/Right-out (RIRO)
- US 51 and Commercial Avenue/Lexington Avenue: Three-Legged Interchange
- US 51 and US 151 (East Washington Avenue): Conventional Intersection
- US 51 and US 151 (East Washington Avenue): Quadrant Intersection - Southwest
- US 51 and US 151 (East Washington Avenue): Jughandle
- US 51 and US 151 (East Washington Avenue): Tight Diamond Interchange
- US 51 and US 151 (East Washington Avenue) Comparison
- US 51 and Anderson Street: Signalized Intersection with Improvements
- US 51 and Kinsman Boulevard: Roundabout
- US 51 and Kinsman Boulevard: Signalized Intersection
- US 51 and Pierstorff Street: Maintain Existing Intersection Configuration
- US 51 and Rieder Road: Improvement to Existing Intersection with RCUT
- US 51 and Amelia Earhart Drive: Maintain Existing Intersection Configuration
- US 51 and Hanson Road: Full Access Intersection
- US 51 and Hanson Road: Southbound US 51 Left Turn Restricted
- US 51 and Hoepker Road: Signalized Intersection
- US 51 and Hoepker Road: Roundabout
- US 51 and Acker Road: Maintain Existing Intersection Configuration
- US 51 and County CV: Signalized Intersection with Improvements

## Public Contact Efforts

WisDOT mailed a postcard invitation on Thursday, September 7, 2023, to about 2,880 residents, businesses, and property owners located along the 5.5-mile US 51 (Stoughton Road) North Study Corridor from the WIS 30 interchange in Madison to the I-39/90/94 interchange in the town of Burke. Jeff Berens, US 51 North Study Project Manager, also sent an email blast to about 390 stakeholders from the Public Involvement Management Application (PIMA). WisDOT also had a Hmong version of the invite created that was dropped to different locations along the corridor including the East Madison Community Center (EMCC), along with a "How to Get There" map that was also posted to the website.

WisDOT sent out a news release to promote the meeting on Tuesday, September 12, 2023. WisDOT also posted the PIM invite on the Southwest Region Twitter page on September 12, a reminder the night before the meetings and again on the day of the meeting. In addition, WisDOT reached out via email to advisory committee members, including



several chambers of commerce, asking them to post the meeting invite on their designated websites on behalf of WisDOT.

Copies of meeting notices and media coverage are available in *Attachment B*.

Attendees signed into the meeting either by scanning a QR code with their mobile device or via a laptop provided by the study team. Paper sign-in sheets were also made available to any attendees not wishing to sign-in digitally. The meeting attendance record is included *Attachment A*.

The following handouts were available to all attendees the evening of the meeting and are included in *Attachment C*.

- PIM Handout (English, Hmong, and Spanish)
- US 51 North Corridor Survey (English, Hmong, and Spanish)
- Comment Form
  - Pre-paid postage return envelopes were also available

Meeting exhibits, handouts and an abbreviated version of the PIM presentation were posted on WisDOT's website following the meeting, for those who were unable to attend in person.

### **Comment Summary**

The following comment summary includes comments that were written on comment forms available to the public during the meeting and throughout the 30-day comment period following the meeting, and comments from a roll plot displayed during the meeting. Surveys were also available to stakeholders by the study team and results are available in *Attachment F*. All survey respondents live in zip codes within the study limits.

#### ➤ *Q&A Summary*

Following the presentation that was given around 5:30 p.m., a Q&A session was held. However, no questions were asked. Attendees were directed to continue to view exhibits and speak to study staff members.

#### ➤ *Written and PIMA Comment Summary*

No comment forms have been filled out or returned to the department as of October 27, 2023. Please see Attachment E for PIMA comments.

#### ➤ *Exhibit Comment Summary*

The following comments (*Attachment G*) were left on the comment boards for each interchange alternative and linked to the corresponding exhibits.

#### WIS 30 Interchange (Board 1)

- Diamond Interchange
  - Comment: *This promotes drag racing. Increases speed related crashes.*
- DDI
  - Comment: *Love it!*
  - Comment: *This one lowering speed is good*
  - Comment: *Anything that reduces the speed of cars is welcome, so DDI is the way to go!*

#### Commercial Avenue (Board 2)

- At-grade intersection
  - No comments
- Right in / Right out
  - Comment: *I think avoiding at-grade railroad and non-typical movements should be the goal here*
- Raised three-legged
  - Comment: *Love it! Fixes many problems*
  - Comment: *Drain water management is better*
  - Comment: *Flow seems easiest to use*
  - Comment: *Seems to be the best N-S flow and access to Lexington Ave*

#### East Washington Ave (Board 3)

- Conventional Intersection
  - No comments



- Quadrant Intersection
  - Comment: *Quadrant or conventional will be more friendly to pedestrians. It will better connect the neighborhoods.*
- Jughandle
  - Comment: *while I'd like to see more conflict point reduction, this still looks like the design with the highest net positive impact on pedestrians and bicyclists*
- Tight Diamond Interchange
  - Comment: *if we add bridges it would feel like the beltline. Meaning it will be very intimidating.*
  - Comment: *This would work best for my personal use. Less conflict of right of way.*
  - Comment: *I am concerned with the average driver's ability to navigate a quadrant or jughandle. I think the diamond will be adopted most easily.*

#### Anderson Street (Board 4)

- Comment: *do we need this frontage road?* (This comment references the N. Stoughton Road Service Road on the east side of US 51)

#### Kinsman Boulevard (Board 5)

- Signalized Intersection w/ Improvements
  - Comment: *this is my preferred alternative, roundabouts could be dangerous to pedestrians*
- Roundabout
  - Comment: *Yes*
  - Comment: *Roundabouts will be way better because they'd balance traffic flow and pedestrians/bicyclists*

#### Pierstorff Street (Board 6)

- No Comments

#### Rieder Road (Board 7)

- Existing configuration w/ RCUT
  - Comment: *it is already dangerous to get to the Amelia left turn. The distance between Rieder Rd and the new U-turn is too short*

#### Amelia Earhart Drive (Board 8)

- No comments

#### Hanson Road (Board 9)

- Full Access Intersection
  - Comment: *this is my preferred alternative. Please keep full intersection access*

#### Hoepker Road (Board 10)

- Signalized Intersection w/ Improvements
  - Comment: *Consider widening the islands at ped. Crossings for pedestrian refuge areas*
- Roundabout
  - Comment: *yes*
  - Comment: *It would be nice to raise the crossings to sidewalk level for better visibility and slowing down traffic before entering the roundabout*
  - Comment: *Not in favor of roundabout where large volume of trucks go – traffic backs up and lots of car/truck conflict*
  - Comment: *Roundabout would be preferable. It would be great to add a ped/bike beacon so cars are alerted of peds/bikes*

#### Acker Road (Board 11)

- No comments

#### County CV / Anderson Road (Board 12)

- Signalized intersection w/ improvements
  - Comment: *I'm happy with adding a left lane as long as I can feel safe turning left in the middle lane with vehicles on both sides turning left including trucks.*



- Comment: *deer collisions and erratic movements by delivery trucks northbound on county CV is concerning. I'd suggest adding space for delivery vehicles.*

➤ *Roll Plot Comment Summary*

No comments were posted on the roll plot.

## Attachment A – Attendance



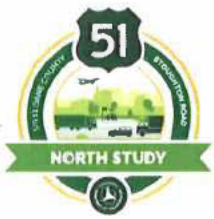
US 51 (Stoughton Road) North Study PIM#2 – PIMA Sign-in						
Addtl Attendees	First Name	Last Name	Home Phone	Email	Address	City
1						Madison
0						Madison
0						Cottage Grove
0						Stoughton
1						Madison
0						madison
0						Waukesha
0						madison
0						Madison
0						Madison
0						Deforest
1						madison
1						Madison
0						Madison



Public Involvement Meeting Sign-In Sheet

US 51 Stoughton Road North Corridor Study

Project I.D. 5410-08-01  
Madison College – Truax Building  
(Conference Room D1630)  
1701 Wright Street  
Madison, WI 53704



Wednesday, September 27, 2023 from 5 to 7 p.m.

**Please Note:** The information in this document (including names, addresses, phone numbers, e-mail addresses, and signatures) is not confidential, and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, sections 19.31—19.39 of the Wisconsin Statutes.

Please <u>Print</u>		Organization (if any)	Address	E-mail Address
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# Attachment B – Meeting Notices and Media Coverage





NORTH STUDY



## Stay Up to Date!

View study information, submit comments and subscribe for email updates on our website at [tinyurl.com/US51NorthStudy](http://tinyurl.com/US51NorthStudy) or simply scan the QR code below with your smartphone:



# >>>> YOU'RE INVITED!

## US 51 (Stoughton Road) North Study Public Involvement Meeting



The Wisconsin Department of Transportation (WisDOT) invites you to a public involvement meeting for the environmental study of **5.5 miles of US 51 (Stoughton Road)** from the WIS 30 interchange in Madison to the I-39/90/94 interchange in the town of Burke. The study will develop and evaluate options to accommodate existing and future travel demand with a focus on safety issues that affect travel on Stoughton Road.

This meeting will be held in an open-house format with a presentation provided at 5:30 p.m. You may attend anytime between 5 and 7 p.m. All meeting materials presented will be available on the study website following the meeting.



**WEDNESDAY, SEPTEMBER 27, 2023**

from **5 to 7 p.m.**



### Location:

Madison College – Truax Building  
(Conference Room D1630)  
1701 Wright Street  
Madison, WI 53704

The meeting will present the updated Study Purpose and Need and gather feedback on alternative concepts developed throughout the corridor.

If you have questions, or if you are unable to attend but would like to learn about the study, please contact **US 51 (Stoughton Road) North Study Project Manager Jeff Berens** via email at [Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov) or call (608) 245-2656.



*The meeting facility is ADA-compliant and wheelchair accessible. People who are deaf or hard of hearing may request an interpreter by contacting the Wisconsin Telecommunications Relay System (dial 711) at least seven working days prior to the meeting date. If you require a Spanish- or Hmong-speaking interpreter at this meeting, please contact WisDOT Southwest Region Communications Manager **Michael Bie** (email [Michael.Bie@dot.wi.gov](mailto:Michael.Bie@dot.wi.gov) or call 608-246-7928) at least seven working days prior to the meeting date.*





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

Wisconsin Department of Transportation  
Southwest Region – Madison Office  
2101 Wright Street  
Madison, WI 53704-2583

## **You're Invited!**

### **US 51 (Stoughton Road) North Study PUBLIC INVOLVEMENT MEETING**

**Wednesday, September 27, 2023**

Madison College – Truax Building

*(Conference Room D1630)*

1701 Wright Street

Madison, WI 53704

*from 5 to 7 p.m.*

*See reverse side for meeting details.*

#### **Jeff Berens, P.E.**

US 51 (Stoughton Road) North Study

Project Manager

(608) 245-2656

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

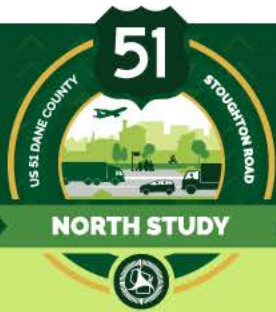
#### **Michael Bie**

WisDOT Southwest Region Communications Manager

(608) 246-7928

[Michael.Bie@dot.wi.gov](mailto:Michael.Bie@dot.wi.gov)





# PUBLIC INVOLVEMENT MEETING HOW TO GET THERE

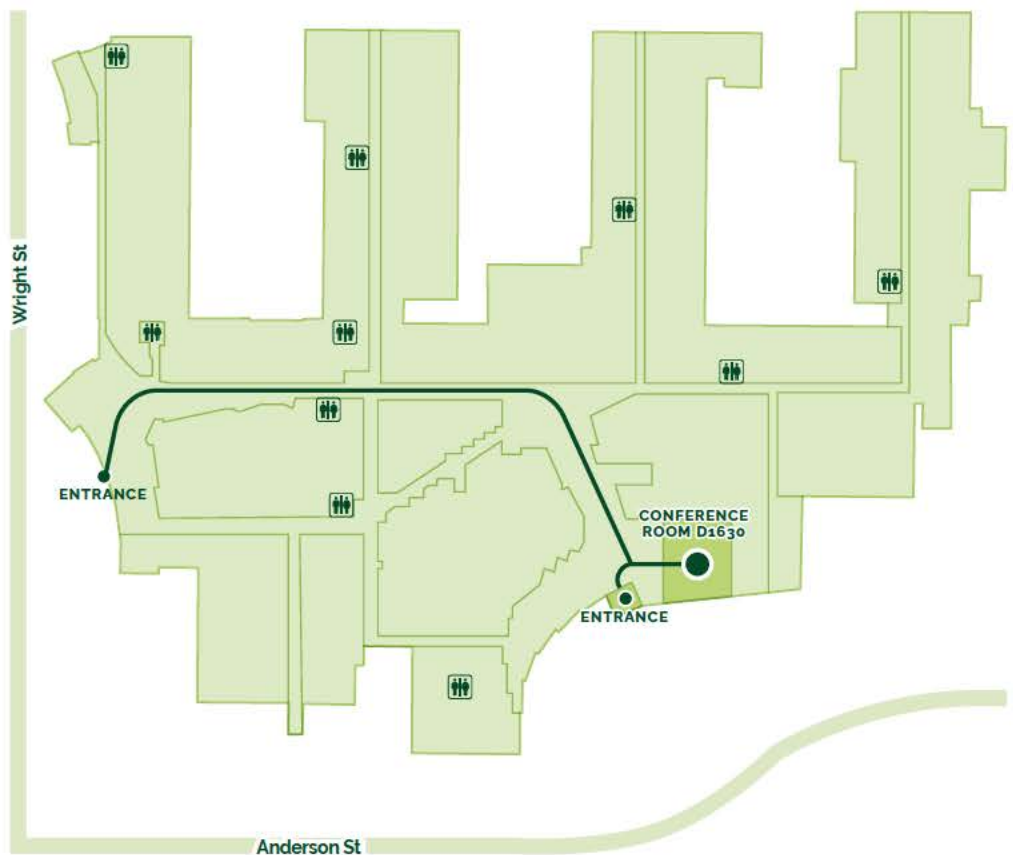
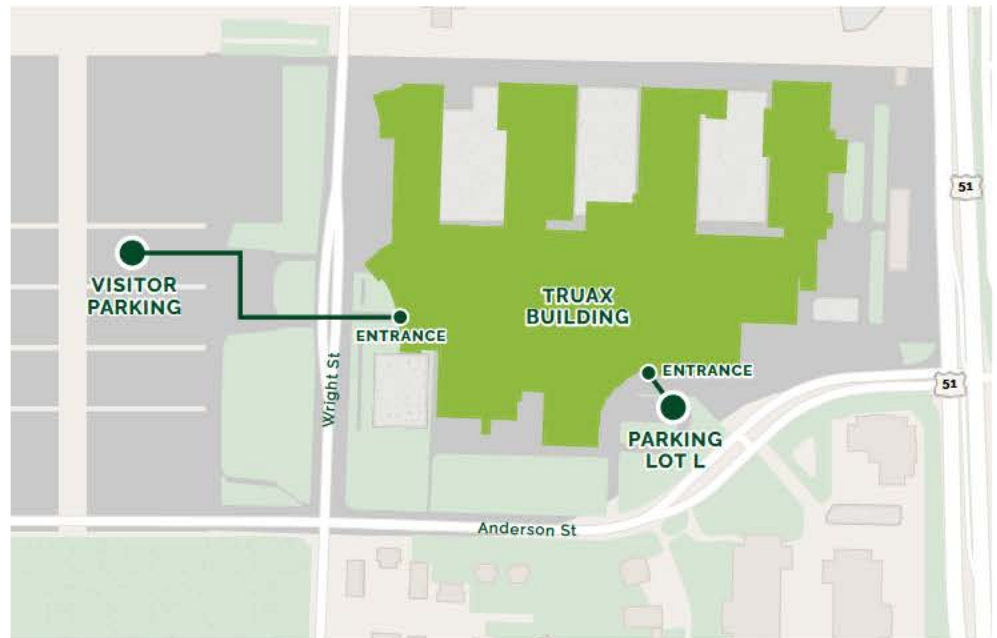
 **WEDNESDAY,  
SEPTEMBER  
27, 2023**  
from 5 to 7 p.m.

 **at MADISON  
COLLEGE** in the  
**TRUAX BUILDING**  
(Conference Room D1630)  
**1701 Wright Street  
Madison, WI 53704**

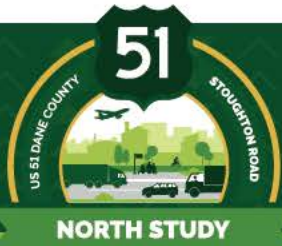
**VIEW STUDY  
INFORMATION,**  
submit comments  
and subscribe for  
email updates on our  
website at [tinyurl.com/  
US51NorthStudy](https://tinyurl.com/US51NorthStudy) or  
simply scan the QR  
code below with your  
smartphone:



PARKING IS AVAILABLE IN LOT L AND THE VISITOR LOT







# >>>> PEB THOV CAW KOJ!

**Lub Roj Sab Laj Txog Kev Cia Pej Xeem Los Koom Nrog Hais Txog Kev Kawm Tshawb Fawb Sab Qaum Teb Ntawm Txoj Kev US 51 (Stoughton Road)**

## Mloog Ntsoov Kom Paub Cov Xov Xwm Tshiab!

Saib cov ntaub ntawv qhia paub txog qhov kev kawm tshawb fawb, xa cov lus xam pom thiab teev npe txais xov xwm tshiab hauv email nyob rau ntawm peb tus vev xaib ntawm [tinyurl.com/US51NorthStudy](mailto:tinyurl.com/US51NorthStudy) los sis tsuas yog cia li siv xov tooj los xab kees tus zauv QR hauv qab no xwb:



Wisconsin Feem Hauj Lwm Saib Xyuas Kev Thauj Mus Los (WisDOT) thov caw koj tuaj koom lub roj sab laj txog kev cia pej xeem los koom nrog rau kev kawm tshawb fawb txog cheeb tsam ib puag ncig 5.5 mais ntawm Txoj Kev US 51 (Stoughton Road) txij ntawm txoj kev sib tshuam WIS 30 hauv Madison mus rau txoj kev sib tshuam I-39/90/94 hauv lub nroog Burke. Qhov kev kawm tshawb fawb no yuav txhim kho thiab ntaus nqi xyuas cov kev xaiv los ua kom haum raws li cov kev xav tau fab kev mus los uas twb yeej muaj lawm thiab yav tom ntej nrog rau tsom mus rau cov teeb meem fab kev nyab xeeb uas tsim kev kub ntshov rau kev mus los ntawm Txoj Kev Stoughton Road.

Lub roj sab laj no yuav qhib ua hom roj sab laj qhib roj lug txais txhua tus uas yuav muaj kev nthuav qhia nyob rau thaum 5:30 teev tsaus ntuj. Koj tuaj yeem tuaj koom tau txhua lub sij hawm txij 5 txog 7 teev tsaus ntuj. Tag nrho cov ntaub ntawv uas muab nthuav qhia rau ntawm lub roj sab laj yuav muaj nyob rau ntawm tus vev xaib kawm tshawb fawb tom qab tiav lub roj sab laj.



**HNUB WEDNESDAY,  
LUB CUAJ HLIS TIM 27, 2023**

**txij 5 txog 7 teev tsaus ntuj.**



### Thaj Chaw:

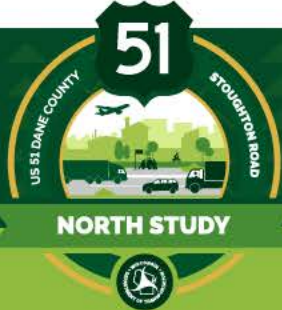
Madison College – Truax Building  
(Conference Room D1630)  
1701 Wright Street  
Madison, WI 53704

Lub roj sab laj yuav nthuav qhia txog Lub Hom Phiaj Kev Tshawb Fawb thiab Cov Kev Xav Tau uas hloov kho tshiab thiab suav sau cov lus taw qhia txog lwm lub tswv yim rau kev tsim kho thoob plaws txoj kev.

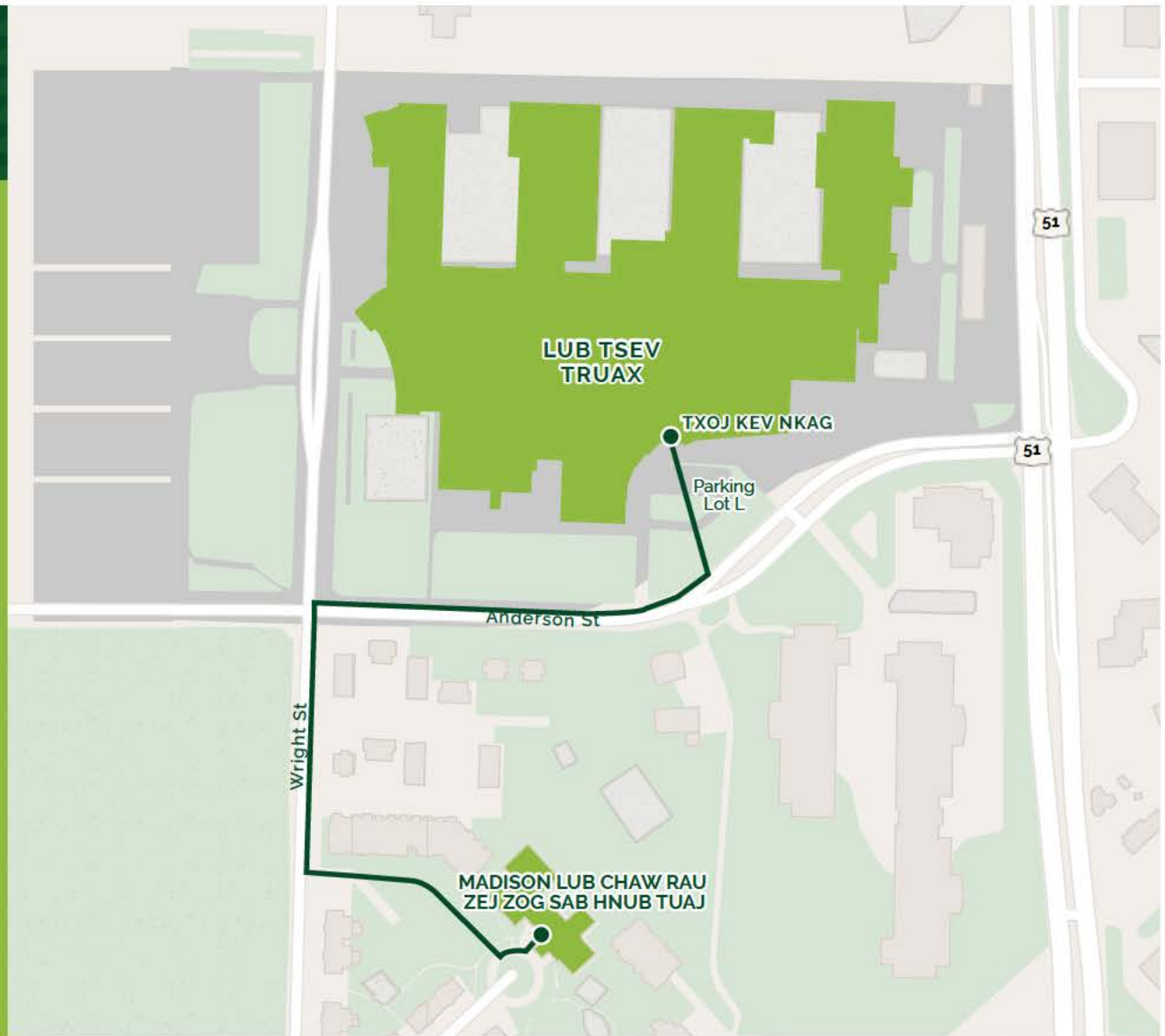
Yog koj muaj lus nug, los sis yog tias koj tsis tuaj yeem koom nrog tab sis ho xav paub txog qhov kev kawm tshawb fawb, ces tiv tauj rau Lub Khoos Kas Kev Kawm Tshawb Fawb Sab Qaum Teb Ntawm Txoj Kev US 51 (Stoughton Road) Tus Thawj Tswj Hwm Jeff Berens dhau los hauv email ntawm [Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov) los sis hu rau (608) 245-2656.

Lub chaw qhib lub roj sab laj no yog tuaj yeem tos txais cov neeg ADA thiab tuaj yeej coj lub roj zaum muaj log nkag tau. Cov neeg uas lag ntseg los sis tsis hnov lus zoo yuav tuaj yeem thov ib tug kws txhais lus los ntawm kev tiv tauj mus rau Wisconsin Telecommunications Relay System (hu rau 711) yam tsawg kawg xya hnuv ua hauj lwm ua ntej hnuv qhib lub roj sab laj. Yog koj xav tau ib tug kws txhais Lus Xab Pees Niv los sis Lus Hmoob rau lub roj sab laj no, thov tiv tauj rau WisDOT Tus Thawj Saib Xyuas Kev Sib Txuas Nyob Rau Cheeb Tsam Qab Teb Hnuv Poob Michael Bie (sau email rau [Michael.Bie@dot.wi.gov](mailto:Michael.Bie@dot.wi.gov) los sis hu rau 608-246-7928) yam tsawg kawg xya hnuv ua hauj lwm ua ntej hnuv qhib lub roj sab laj.





**Madison College  
Lub Tsev Truax yog  
nyob rau ncua taug  
ko taw 7 feeb los  
ntawm lub Madison  
Lub Chaw Rau Zej  
Zog Sab Hnub Tuaj**







# News Release

Wisconsin Department of Transportation

**For release September 12, 2023**

**For more information contact:**

Michael Bie, WisDOT Southwest Region Communications Manager

(608) 246-7928

[Michael.Bie@dot.wi.gov](mailto:Michael.Bie@dot.wi.gov)

## **Public meeting set for US 51 (Stoughton Road) North Study**

The Wisconsin Department of Transportation (WisDOT) is conducting a public involvement meeting to discuss the environmental study of 5.5 miles of US 51 (Stoughton Road) from the WIS 30 interchange in Madison to the I-39/90/94 interchange in the town of Burke. The study will develop and evaluate options to accommodate existing and future travel demand with a focus on safety issues that affect travel on Stoughton Road.

The public involvement meeting is scheduled for the following location and time:

Wednesday, September 27, 2023, from 5 to 7 p.m.

Madison College – Truax Building

Conference Room D1630

1701 Wright Street

Madison, WI 53704

The purpose of this meeting is to present the updated study purpose and need and gather feedback on alternative concepts developed throughout the corridor. The public is encouraged to attend and ask questions. The meeting will be in an open-house format, with a presentation scheduled at 5:30 p.m. Participants are welcome to come and go as they please during the scheduled time. WisDOT staff will be available to discuss the study on an individual basis.

Interested persons unable to attend the scheduled meeting that would like to learn more information about the study should visit the study website at <https://tinyurl.com/US51NorthStudy> or contact US 51 (Stoughton Road) North Study Manager Jeff Berens at (608) 245-2656 or via email at [Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov). Written comments regarding this study can be mailed to Jeff Berens at 2101 Wright Street, Madison WI 53704.

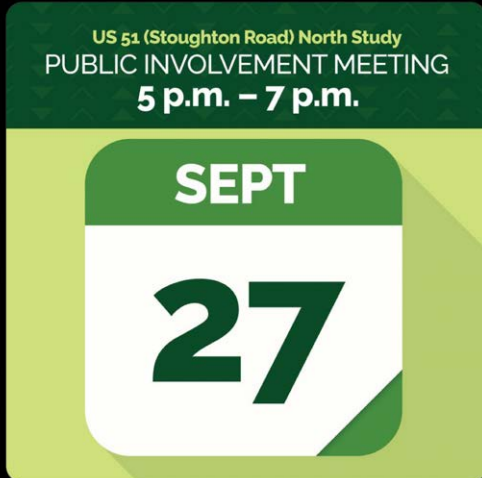
The meeting facility is ADA-compliant and wheelchair-accessible. Persons who are deaf or hard of hearing and require an interpreter may request one by contacting the Wisconsin Telecommunications Relay System (dial 711) at least seven working days prior to the meeting. A Spanish-speaking translator and Hmong-speaking translator will be provided at the meeting.





**WisDOT Southwest Region** @WisDOTsou... · 9/12/23 \*\*\*  
MARK YOUR CALENDAR: @WisconsinDOT will hold its second public involvement meeting for the US 51 (Stoughton Road) North Study on Wednesday, Sept. 27 at Madison College (1701 Wright Street).

Visit [tinyurl.com/US51NorthStudy](https://tinyurl.com/US51NorthStudy) to learn more.



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**WisDOT Southwest Region** @WisDOTso... · 9/26/23 \*\*\*  
Join us tomorrow to learn more about the US 51 (Stoughton Road) North Study. The project team is hosting a public involvement meeting at Madison College from 5-7 p.m.

Find more information on our website: [tinyurl.com/US51NorthStudy](https://tinyurl.com/US51NorthStudy)

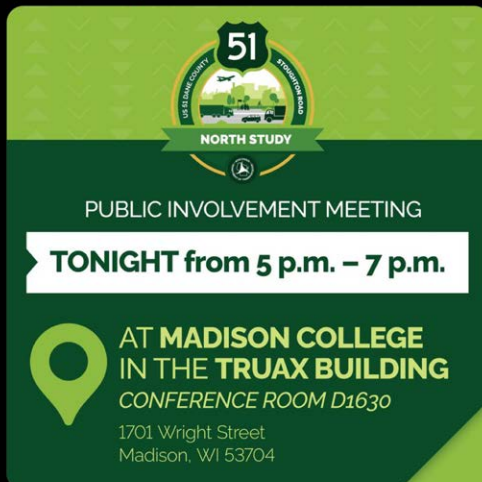


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**WisDOT Southwest Region** @WisDOTsou... · 9/27/23 \*\*\*  
TONIGHT: Join us from 5-7 p.m. for a public involvement meeting about the US 51 North Study. Learn how the study is looking at options to address current and future travel demands on Stoughton Road in Madison.

Find parking and location information at [tinyurl.com/US51NorthStudy](https://tinyurl.com/US51NorthStudy).



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**From:** Berens, Jeff - DOT

**Sent:** Wednesday, September 13, 2023 1:23 PM

**To:** rsanon@cityofmadison.com; NStevens@cityofmadison.com;  
district3@cityofmadison.com; derek.w.field@gmail.com;  
district12@cityofmadison.com; Info@AmaniForWisconsin.com;  
District15@cityofmadison.com; dinaninaformadison@gmail.com;  
district17@cityofmadison.com; madisonformadison@gmail.com;  
district16@cityofmadison.com; PAndros@cityofmadison.com;  
tlynch@cityofmadison.com; ctmccahill@gmail.com; steves@capitalarearpc.org;  
parisi@countyofdane.com; chawla.yogesh@countyofdane.com;  
Palm.larry@countyofdane.com; wright.jacob@countyofdane.com;  
Schauer.andrew@countyofdane.com; Dunphy@countyofdane.com; Wolf, Michael  
- MUN <[bgadmin@blmgrove.com](mailto:bgadmin@blmgrove.com)>; TownChair@TownofBurke.com; Jane Cahill  
Wolfgram <[cahillwolfgramj@vi.deforest.wi.us](mailto:cahillwolfgramj@vi.deforest.wi.us)>; steves@capitalarearpc.org;  
jwolfe@cityofmadison.com; recallaway@cityofmadison.com;  
MCechvala@cityofmadison.com; tlynch@cityofmadison.com;  
cpetykowski@cityofmadison.com; APrice@cityofmadison.com;  
ccarbon@cityofmadison.com; SBavery@cityofmadison.com;  
souk@cityofmadison.com; DMcauliffe@cityofmadison.com;  
aschroeder@cityofmadison.com; dperez@cityofmadison.com;  
jgary@cityofmadison.com; jhannah@cityofmadison.com;  
jengler@cityofmadison.com; kdonahue@cityofmadison.com;  
mwinter2@cityofmadison.com; skleinfeldt@cityofmadison.com;  
ytao@cityofmadison.com; Dunphy@countyofdane.com;  
violante@countyofdane.com; Draper@countyofdane.com;  
ussher.adam@msnairport.com; Jones.kimberly@msnairport.com;  
kirchner@msnairport.com; slafeber@deforestwindsorfire.com; RickP@WisAv.com;  
Gehrke, Michelle <[michelle.gehrke@dot.gov](mailto:michelle.gehrke@dot.gov)>; Bacher-Gresock, Bethaney  
<[Bethaney.Bacher-Gresock@dot.gov](mailto:Bethaney.Bacher-Gresock@dot.gov)>; lisa.hemesath@dot.gov;  
choesly@cityofmadison.com;  
PAndros@cityofmadison.com; info@northsideplanningcouncil.org;  
pw@blmgrove.com; PublicWorks@TownofBurke.com; blauj@vi.deforest.wi.us;  
Heggelund, Eric P - DNR

<[Eric.Heggelund@wisconsin.gov](mailto:Eric.Heggelund@wisconsin.gov)>

**Cc:** Howe, Michelle - DOT <[michelle.howe@dot.wi.gov](mailto:michelle.howe@dot.wi.gov)>; Schrum, Dan  
<[DSchrum@srfconsulting.com](mailto:DSchrum@srfconsulting.com)>; Bennett, Nicholas <[nbennett@hntb.com](mailto:nbennett@hntb.com)>

**Subject:** US 51 (Stoughton Road) North Corridor Study: Public Involvement Meeting  
Scheduled

**TAC/LOAC Committee Members,**

WisDOT is performing an environmental study of 5.5 miles of US 51 (Stoughton Road) from



the WIS 30 interchange in Madison to the I-39/90/94 interchange in the town of Burke. The study will develop and evaluate options to accommodate existing and future travel demand with a focus on safety issues that affect travel on Stoughton Road.

We are seeking community input from businesses, residents, and commuters throughout the corridor, with our second public involvement meeting taking place September 27, 2023. Attached to this email is the meeting invite and we would appreciate your support by sharing this information on your website.

We included some text language you can include when posting on your website, along with a link to the study's website. We have also included some text for a potential social media post on your channels. A social media graphic is also attached.

**Website Text Language:**

The Wisconsin Department of Transportation invites you to attend a public involvement meeting for the environmental study of US 51 (Stoughton Road) from the WIS 30 interchange in Madison to the I-39/90/94 interchange in the town of Burke.

**US 51 (Stoughton Road) Public Involvement Meeting**

Wednesday, September 27, 2023

5 p.m. to 7 p.m.

Madison College – Truax Building (Conference Room D1630) 1701

Wright Street

Madison, WI 53704

Please see the meeting invite or visit the study's website at <https://tinyurl.com/US51NorthStudy> for more information.

**Social Media Language:**

MARK YOUR CALENDAR: @WisconsinDOT will hold its second public involvement meeting for the US 51 (Stoughton Road) North Study on Sept. 27 at Madison College (1701 Wright Street).

Visit [tinyurl.com/US51NorthStudy](https://tinyurl.com/US51NorthStudy) to learn more.

Please let me know if you have any questions. Thanks.

Sincerely,

Jeff

Jeff Berens, P.E.



Major Studies Project Manager WisDOT  
SW Region - Madison Office  
(608) 245-2656



# Attachment C – Handouts and Exhibits





## NORTH STUDY

# US 51 (Stoughton Road) North Study Public Involvement Meeting 2

SEPTEMBER 2023

## WE WELCOME YOUR INPUT!

Your feedback will assist WisDOT in developing the study purpose and need and improvement alternatives.

1. You may provide comments via the study website at <https://tinyurl.com/US51NorthStudy>. Scroll down the webpage to the **Comment now** link.
2. Comment forms are available at tonight's meeting. You may also return the paper comment form in the provided postage-paid envelope via U.S. mail **by Oct. 27, 2023**.
3. Take the online survey available on the project website. Scroll down the webpage to the **Take the Survey** link.
4. Email your comments to US 51 (Stoughton Road) North Study Project Manager Jeff Berens at [Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov) or call (608) 245-2656.

## SUBSCRIBE FOR EMAIL UPDATES

Please visit <https://tinyurl.com/US51NorthStudy> and click the **Sign up now** link to get study updates delivered to your inbox! You may also request to be added to the distribution list by contacting Project Manager Jeff Berens at [Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov) or call (608) 245-2656.

The Wisconsin Department of Transportation (WisDOT) welcomes you to tonight's meeting for the US 51 (Stoughton Road) North Study.

This meeting is open-house format with a presentation at 5:30 p.m. The meeting will present the updated Study Purpose and Need and gather feedback on alternative concepts developed throughout the corridor. Please review exhibits and talk with study team members, who are here to answer questions and explain the study process.

## TONIGHT'S MEETING

 **WEDNESDAY,  
SEPTEMBER 27, 2023**  
from 5 to 7 p.m.

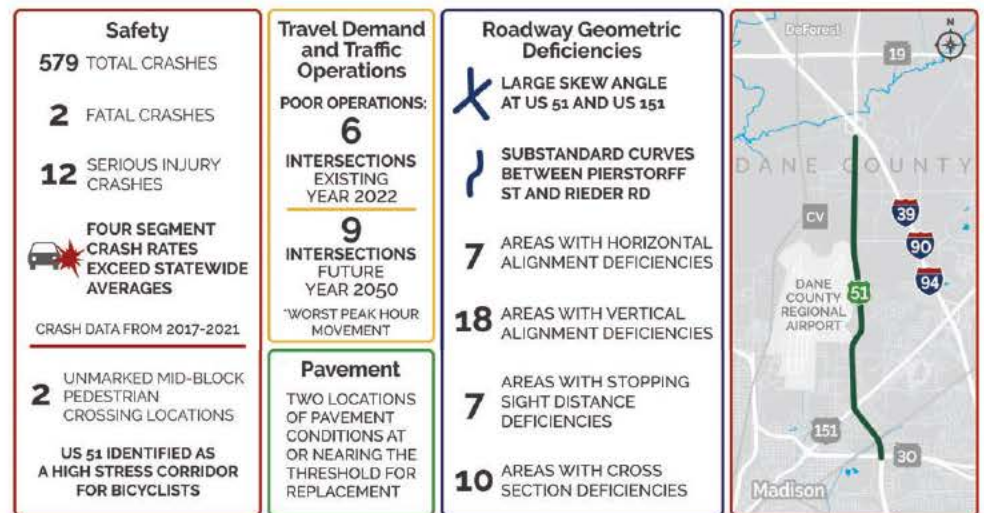
 Madison College - Truax Building  
Conference Room D1630  
1701 Wright Street  
Madison, WI 53704

## About the Study

The US 51 (Stoughton Road) North Study will evaluate 5.5 miles of Stoughton Road from the WIS 30 interchange in Madison to the I-39/90/94 interchange in the town of Burke. The study will develop and evaluate options to address safety, congestion, and infrastructure issues on the corridor.

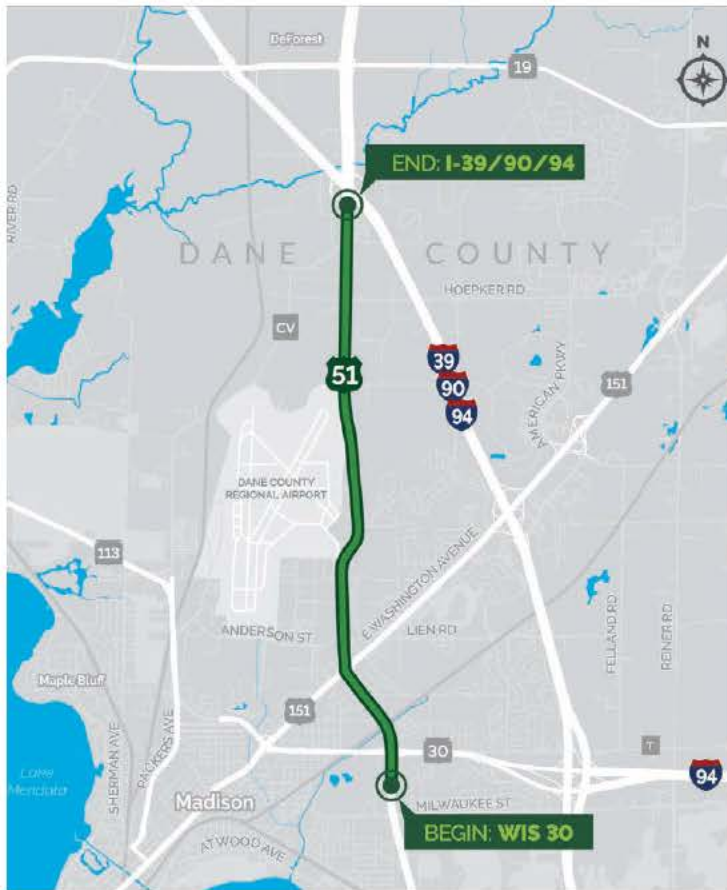
## Study Purpose and Corridor Needs

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





## Study Limits



## What's Next for the Study?

For the remainder of 2023 and into 2024, WisDOT will continue with the following tasks:

- Develop and refine detailed alternatives
- Identify a recommended alternative
- Continue public involvement activities

### LOOKING AHEAD

#### 2023

- ▶ Refine detailed transportation alternatives

#### 2024

- ▶ Identify recommended alternative
- ▶ Public meeting #3
- ▶ Publish environmental document for review
- ▶ Host public hearing
- ▶ Finalize environmental document

#### 2025

- ▶ Study Completion

## GET INVOLVED: SUBSCRIBE, COMMENT, REVIEW ONLINE

The materials presented tonight will be **available online** after the meeting. View study information, complete our online survey, **submit comments** and sign up for **email updates** at <https://tinyurl.com/US51NorthStudy> or scan the QR code at right with your smartphone.



## DID YOU KNOW?

WisDOT is finishing a pavement replacement project in fall 2023 from US 151 (East Washington Avenue) to Pierstorff Street. This project is not part of the US 51 (Stoughton Road) North Study.

## Contact Information

If you have questions or would like additional information after tonight's meeting, you may contact the study team members listed below.

### Jeff Berens, P.E.

US 51 (Stoughton Road) North Study  
Project Manager

(608) 245-2656

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

### Michael Bie

WisDOT Southwest Region  
Communication Manager

(608) 246-7928

[Michael.Bie@dot.wi.gov](mailto:Michael.Bie@dot.wi.gov)



Public Involvement Meeting 2 • US 51 (Stoughton Road) North Study





## NORTH STUDY

# El Estudio del Norte de US 51 (Stoughton Road) Reunión de Participación Pública 2

SEPTIEMBRE 2023

## QUEREMOS SU ENTRADA!

Sus comentarios ayudarán a influir en las decisiones a lo largo del estudio.

1. Puede proporcionar comentarios a través del sitio web del estudio en <https://tinyurl.com/US51NorthStudy>. Desplácese hacia abajo en la página web hasta el enlace **Comentar ahora**.
2. Los formularios de comentarios están disponibles en la reunión de esta noche. También puede devolver el formulario de comentarios en papel en el sobre con franqueo pagado proporcionado por correo postal de EE. UU. antes del **27 de octubre de 2023**.
3. Realice la encuesta en línea disponible en el sitio web del proyecto. Desplácese hacia abajo en la página web hasta el enlace **Realizar la encuesta**.
4. Envíe sus comentarios por correo electrónico al gerente de proyectos de WisDOT, Jeff Berens, a [Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov) o llame al (608) 245-2656.

## REGÍSTRATE PARA RECIBIR ACTUALIZACIONES POR CORREO ELECTRÓNICO

Visite <https://tinyurl.com/US51NorthStudy> y haga clic en el enlace **Regístrate ahora** para recibir actualizaciones del estudio. También puede solicitar que lo agreguen a la lista de distribución comunicándose con el Gerente de Proyecto en [Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov) o llamando al (608) 245-2656.

El Departamento de Transporte de Wisconsin (WisDOT) le da la bienvenida a la reunión de esta noche para el Estudio del Norte de US 51 (Stoughton Road).

Esta reunión tiene formato de puertas abiertas con una presentación a las 17:30 horas. La reunión presentará el Propósito y la Necesidad del Estudio actualizado y recopilará comentarios sobre conceptos alternativos desarrollados a lo largo del corredor. Revise las exhibiciones y hable con los miembros del equipo de estudio, quienes están aquí para responder preguntas y explicar el proceso de estudio.

## La reunión de esta noche

 **MIÉRCOLES,  
27 DE SEPTIEMBRE, 2023**  
de 5 a 7 p.m.

 Madison College - Edificio Truax  
Sala de Conferencias D1630  
1701 Wright Street  
Madison, WI 53704

## Sobre el Estudio

El Estudio del Norte de US 51 (Stoughton Road) evaluará 5.5 millas de Stoughton Road desde el intercambio WIS 30 en Madison hasta el intercambio I-39/90/94 en la ciudad de Burke. El estudio desarrollará y evaluará opciones para abordar problemas de seguridad, congestión e infraestructura en el corredor.

## Objetivo del Estudio y Necesidades del Corredor

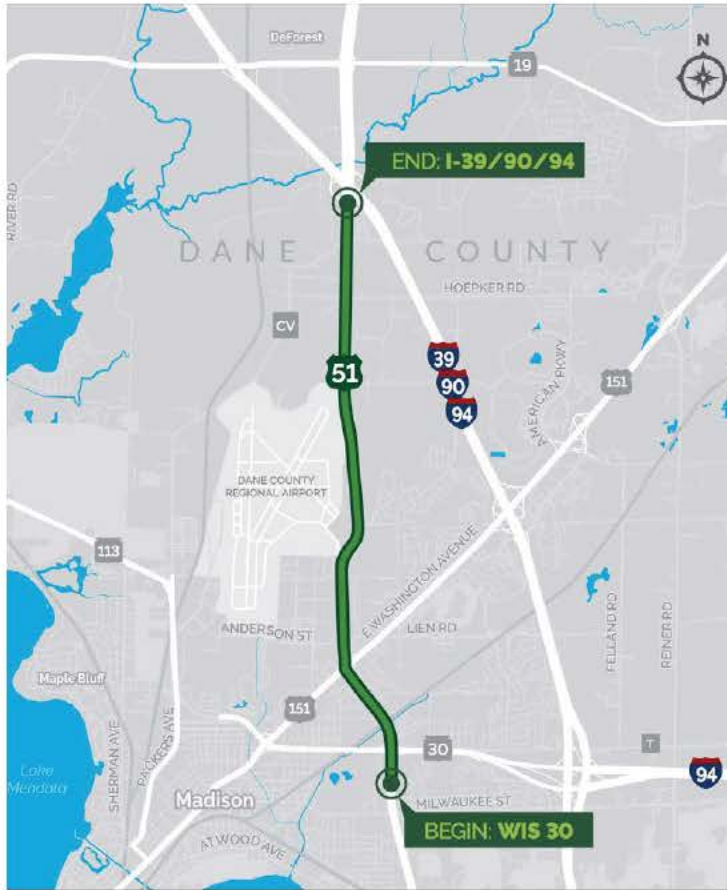
El propósito del estudio es adaptarse a la demanda de viajes existente y futura centrándose en las cuestiones de seguridad que afectan los viajes en Stoughton Road.

<b>Seguridad</b> <b>579</b> ACCIDENTES TOTALES <b>2</b> ACCIDENTES FATALES <b>12</b> ACCIDENTES CON HERIDAS SERIAS <b>LAS TASAS DE ACCIDENTES DE CUATRO SEGMENTOS SUPERAN LOS PROMEDIOS ESTATALES</b> <small>DATOS DE ACCIDENTES DE 2017-2021</small> <b>2</b> UBICACIONES DE CRUCES DE PEATONALES SIN MARCAR A MEDIA CUADRA <b>US 51 IDENTIFICADO COMO CORREDOR DE ALTO ESTRÉS PARA BICICLISTAS</b>	<b>Demanda de viajes y operaciones de tráfico</b> <b>MALAS OPERACIONES</b> <b>6</b> <b>INTERSECCIONES EXISTENTES 2022</b> <b>9</b> <b>INTERSECCIONES FUTURO 2050</b> <small>*PEOR HORA PICO MOVIMIENT</small> <b>ACERA</b> <small>DOS UBICACIONES CON CONDICIONES DEL PAVIMENTO EN O CERCA DEL UMBRAL DE REEMPLAZO</small>	<b>Calzada Geométrica Deficiencias</b> <b>4</b> GRAN ÁNGULO DE INCLINACIÓN EN US 51 Y US 151 <b>7</b> CURVAS SUBESTÁNDAR ENTRE PIERSTORFF ST Y RIEDER RD <b>7</b> ZONAS CON HORIZONTAL DEFICIENCIAS DE ALINEACIÓN <b>18</b> ZONAS CON VERTICALES DEFICIENCIAS DE ALINEACIÓN <b>7</b> ZONAS CON PARADA DISTANCIA DE VISIÓN DEFICIENCIAS <b>10</b> ÁREAS CON CRUZ DEFICIENCIAS DE LA SECCIÓN	
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## Límites del Estudio



## ¿Qué Sigue para el Estudio?

Durante el resto de 2023 y hasta 2024, WisDOT continuará con las siguientes tareas:

- Desarrollar y perfeccionar alternativas detalladas
- Identificar una alternativa recomendada
- Continuar con las actividades de participación pública

### MIRANDO HACIA ADELANTE

#### 2023

- ▶ Refinar las alternativas de transporte detalladas

#### 2024

- ▶ Identificar la alternativa recomendada
- ▶ Reunión pública #3
- ▶ Publicar documento ambiental para revisión
- ▶ Organizar audiencia pública
- ▶ Finalizar documento ambiental

#### 2025

- ▶ Finalización del estudio

## Participe: Suscríbase, Comente, Revise en Línea

Los materiales presentados esta noche estarán disponibles en línea después de la reunión. Vea información del estudio, complete nuestra encuesta en línea, envíe comentarios y regístrese para recibir actualizaciones por correo electrónico en <https://tinyurl.com/US51NorthStudy> o escanee el código QR a la derecha con su teléfono inteligente.



## LO SABE?

WisDOT está terminando un proyecto de reemplazo de pavimento en el otoño de 2023 desde la US 151 (East Washington Avenue) hasta Pierstorff Street. Este proyecto no forma parte del Estudio del Norte de US 51 (Stoughton Road).

## Información del Contacto

Si tiene preguntas o desea información adicional después de la reunión de esta noche, puede comunicarse con los miembros del equipo de estudio que se enumeran a continuación.

### Jeff Berens, P.E.

Gerente de Proyecto, El Estudio del Norte de US 51 (Stoughton Road)

(608) 245-2656

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

### Michael Bie

Gerente de Comunicaciones de la Región Suroeste de WisDOT

(608) 246-7928

[Michael.Bie@dot.wi.gov](mailto:Michael.Bie@dot.wi.gov)



Reunión de Participación Pública 2 • El Estudio del Norte de US 51 (Stoughton Road)





## NORTH STUDY

### PEB TOS TXAIS KOJ LUB TSWV YIM PAB!

Koj lus pab tswv yim yuav pab WisDOT hauv kev txhim kho lub hom phiaj kev kawm tshawb fawb thiab kev xav tau thiab lwm cov hauv kev txhim kho.

1. Tej zaum pab yuav muab cov lus tawm tswv yim rau ntawm lub vev xaib txog kev kawm tshawb fawb ntawm <https://tinyurl.com/US51NorthStudy>. Swb phab vev xaib nqis mus rau txoj kab txuas **Muab lus tawm tswv yim tam sim no**.
2. Cov foos muab lus tawm tswv yim muaj nyob rau ntawm lub rooj sib tham ntawm hmo no. Tsis tas li ntawd, koj kuj yuav xa tau daim foos muab lus tawm tswv yim ua daim ntawv rov qab tau hauv lub hnab ntawv uas them nyiaj lawm los ntawm Teb Chaws Meskas kev xa ntawv raws pais xab nis **hauv Lub Kaum Hli Ntuj Tim 27, 2023**.
3. Ua daim ntawv soj ntsuam hauv online uas muaj nyob hauv lub vev xaib ntawm lub khoos kas. Swb phab vev xaib nqis mus rau txoj kab txuas **Ua Daim Ntawv Soj Ntsuam**.
4. Xa koj cov lus tawm tswv yim raws email mus rau US 51 (Txoj Kev Stoughton) Kev Kawm Tshawb Fawb Sab Qaum Teb Tus Thawj Tswj Xyuas Lub Khoos Kas Jeff Berens ntawm [Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov) los sis hu rau (608) 245-2656.

### RAU NPE KOM TAU TXAIS COV NTAUB NTAUV HLOOV KHO TSHIAB HAUV EMAIL

Thov mus saib hauv <https://tinyurl.com/US51NorthStudy> thiab nias rau txoj kab **Rau npe tam sim no** kom tau txais cov kev hloov kho tshab txog kev kawm tshawb fawb uas muab xa tuaj rau koj lub npov xa ntawv nkag! Tsis tas li ntawd, koj kuj tuaj yeem thov kom lawm muab koj ntxiv mus rau daim ntawv teev npe tus neeg faib xa khoom los ntawm kev tiv tauj rau Tus Thawj Tswj Xyuas Lub Khoos Kas Jeff Berens tau ntawm [Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov) los sis hu rau (608) 245-2656.

# US 51 (Txoj Kev Stoughton) Kev Kawm Tshawb Fawb Sab Qaum Teb 2 Lub Rooj Sib Tham Uas Muaj Feem Cuam Tshuam Nroog Pej Xeem

LUB CUAJ HLIS NTUJ 2023

Wisconsin Lub Thawj Fab Saib Xyuas Hauj Lwm Kev Tsheb Thauj Xa Mus Los (WisDOT) zoo siab txais tos koj tuaj rau lub rooj sib tham hauv hmo no rau US 51 (Txoj Kev Stoughton) Kev Kawm Tshawb Fawb Sab Qaum Teb.

Lub rooj sib tham no yog hom ntaub ntawv qhib lug nrog kev nthuav qhia rau thaum 5:30 sij tsaus ntuj. Lub rooj sib tham yuav nthuav qhia txog Lub Hom Phiaj Kev Kawm Tshawb Fawb uas tau hloov kho tshab thiab Kev Xav Tau thiab sau cov lus pab tswv yim hauv cov tswv yim lwm yam uas muab tsim los thoob plaws lub khoos kas. Thov tshuaj xyuas cov chaw tso khoom rau neeg saib thiab nrog cov tswv cuab hauv pab pawg ua hauj lwm tham, cov uas nyob ntawm no los teb cov lus nug thiab piav qhia txog tus txheej txheem kev kawm tshawb fawb.

### LUB ROOJ SIB THAM HAUV HMO NO



HNUB WEDNESDAY,  
LUB CUAJ HLIS NTUJ TIM 27, 2023  
**txij thaum** 5 sij txog 7 sij tsaus ntuj.



Madison College - Truax Building  
Conference Room D1630  
1701 Wright Street  
Madison, WI 53704

### Hais txog Kev Kawm Tshawb Fawb

US 51 (Txoj Kev Stoughton) Kev Kawm Tshawb Fawb Sab Qaum Teb yuav ntsuas xyuas li 5.5 mais kev ntawm Txoj Kev Stoughton txij li kev sib hloov pauv ntawm WIS 30 hauv Madison mus rau kev sib hloov pauv I-39/90/94 hauv nroog Burke. Kev kawm tshawb fawb yuav txhim kho thiab ntsuas xyuas cov kev xaiv los hais daws txog cov teeb meem kev nyab xeeb, kev muaj tsheb coob dhau, thiab lub hauv paus kev hauv txoj kev taug.

### Lub Hom Phiaj Ntawm Kev Kawm Tshawb Fawb thiab Cov Kev Xav Tau Ntawm Txoj Kev Taug

Lub hom phiaj ntawm kev kawm tshawb fawb yog los muab kev pab cuam rau kev xav tau txog kev taug kev uas twb muaj nyob lawm thiab yav pem suab uas muaj kev tsom rau cov teeb meem kev nyab xeeb uas cuam tshuam rau kev taug kev hauv Txoj Kev Stoughton.

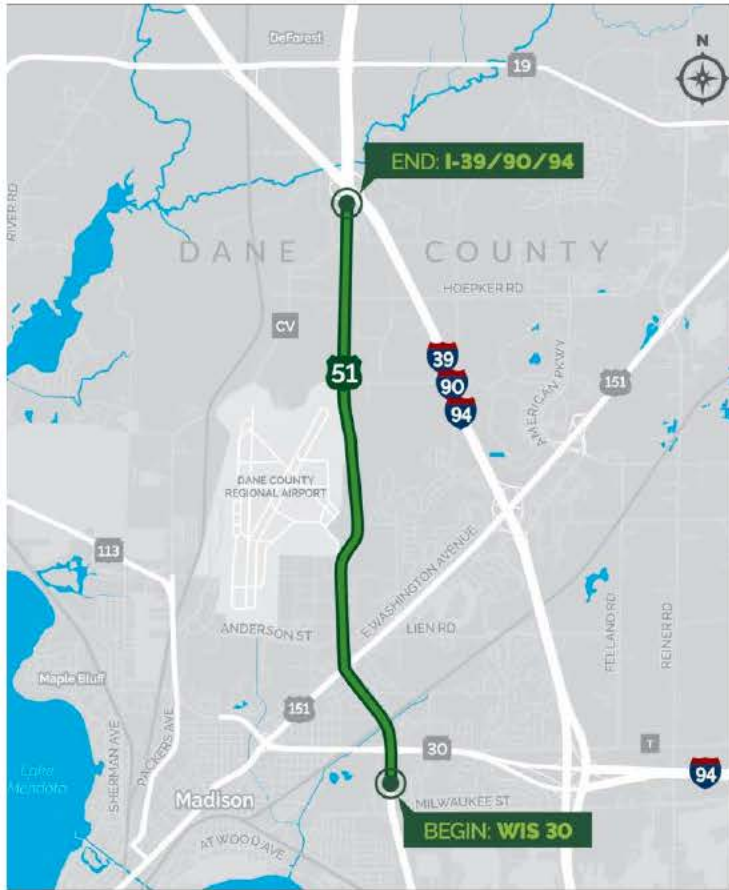
<p><b>Kev Nyab Xeeb</b></p> <p>579 COV TSHEB SIB TSOO TAG NRHO</p> <p>2 COV TSHEB SIB TSOO UA RAU TAG SIM NEEJ</p> <p>12 COV TSHEB SIB TSOO UA RAU RAUG MOB HNYAV</p> <p>COV LEJ TSHEB SIB TSOO UAS MUAB FAIB UA PLAUB FEEM SIAB DUA COV NOJ NRUB NRAB THOOB LUB XEEV</p> <p>NTAWM NTAUV TXOG KEV SIB TSOO TXIJ XYOO 2017-2021</p> <p>2 COV CHAW HLA KEV NTAWM TUS NEEG TAUG KEV TAW UAS TSIS RAU NTAUS LUB CIM QHIA RAU</p> <p>US 51 UAS TAU TXAUS KEV TXHEEB XYUAS TIAS YOG TXOJ KEV TAUG UAS MUAJ KEV NTXHOV SIAB HEEV RAU COV NEEG TUAM TSHEB KAUJ VAB</p>	<p><b>Cov Kev Ua Hauj Lwm Txog Kev Xav Tau Fab Kev Taug Kev Thiab Kev Khiaiv Tsheb</b></p> <p>COV KEV UA HAUJ LWM TSIS ZOO:</p> <p>6 COV KEV SIB TSHUAM TWB MUAJ NYOB LAWV HAUV XYOO 2022</p> <p>9 COV KEV SIB TSHUAM YUAV MUAJ YAV TOM NTEJ HAUV XYOO 2050</p> <p>*KEV TXAV MUS LOS THAUM LUB SI HAWM MUAJ TSHEB KHIAIV COOB TSHAI PLAWS UAS TSIS ZOO HEEV LI</p> <p><b>Kev Pua Kev</b></p> <p>OB QHOV CHAW NTAWM COV XWM TXHEEV KEV PUA KEV NTAWM LOS SIS NYOB ZE NTAWM KEV NTSUAS RAU KEV HLOOV PAUV</p>	<p><b>Cov Kev Tsis Muaj Peev Xwm Fab Kev Ntsuas Txoj Kev</b></p> <p>LUB KAUM QAUJ LOJ HEEV NTAWM US 51 THIAB US 151</p> <p>COV KEV NKHAUS RAW TUS QAUV ME NTAWM TXOJ KEV PIERSTORFF THIAB TXOJ KEV RIEDER</p> <p>7 COV CHEEB TSAM UAS MUAJ COV KEV TSIS ZOO NTAWM KEV UA KOM HAUM SAB TAV TOJ</p> <p>18 COV CHEEB TSAM UAS MUAJ COV KEV TSIS ZOO NTAWM KEV UA KOM HAUM SAB NTSUG</p> <p>7 COV CHEEB TSAM UAS MUAJ KEV NRES NTAWM COV KEV TSIS ZOO NTAWM NCUA KEV POM DEB</p> <p>10 COV CHEEB TSAM UAS MUAJ COV KEV TSIS ZOO NTAWM KEV NRES KEV SAIB POM</p>	
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2 Lub Rooj Sib Tham Uas Muaj Feem Cuam Tshuam Nroog Pej Xeem •  
US 51 (Txoj Kev Stoughton) Kev Kawm Tshawb Fawb Sab Qaum Teb



## Cov Kev Txwv Txog Kev Kawm Tshawb Fawb



## Muaj Dab Tsi Tshwm Sim Txuas Mus rau Kev Kawm Tshawb Fawb?

Rau qhov tseem seem ntawm xyoo 2023 thiab yuav mus rau xyoo 2024, WisDOT yuav ua txuas ntxiv nrog cov hauj lwm hauv qab no:

- Tsim thiab kho lwm cov hauv kev uas muaj ntsiab lus ntxaws
- Txheeb xyuas txog lwm cov hauv kev uas pom zoo
- Ua txuas ntxiv cov dej num uas muaj feem cuam tshuam nrog pej xeeb

### SAIB MUS RAU TOM HAUV NTEJ

#### 2023

- ▶ Kho lwm cov hauv kev txog kev thauj mus los uas muaj ntsiab lus ntxaws kom zoo

#### 2024

- ▶ Txheeb xyuas txog lwm cov hauv kev uas pom zoo
- ▶ Lub rooj sib tham nrog pej xeeb #3
- ▶ Luam tawm cov ntaub ntawv fab chaw puav vij txog kev tshuaj xyuas
- ▶ Ua tswv cuab hauv lub rooj sib hais nrog pej xeeb
- ▶ Suav sau ua zaum kawg ntawm cov ntaub ntawv fab chaw puav vij

#### 2025

- ▶ Kev Ua Tiav Kev Kawm Tshawb Fawb

## MUAJ FEEM CUAM TSHUAM: RAU NPE, MUAB LUS TAWM TSWV YIM, TSHUAJ XYUAS HAUV ONLINE

Cov ntaub ntawv uas muab nthuav qhia hauv hmo no yuav muaj nyob hauv online tom qab tiav lub rooj sib tham no. Saib cov ntaub ntawv qhia paub txog kev kawm tshawb fawb, sau kom tiav peb daim ntawv soj ntsuam hauv online, xa cov lus tawm tswv yim thiab rau npe nkag kom tau txais cov ntaub ntawv hloov pauv tshiab hauv email ntawm <https://tinyurl.com/US51NorthStudy> los sis luam tus zauv QR nyob rau sab xis nrog koj lub xov tooj smartphone.



## KOJ PUAS TAU PAUB?

WisDOT yuav ua kom tiav lub khoos kas kev hloov pauv kev pua kev hauv lub caij nplooj zeeg xyoo 2023 no txij li US 151 (Txoj Kev Washington Sab Hnub Tuaj) mus rau Txoj Kev Pierstorff. Lub khoos kas no tsis yog ib feem ntawm US 51 (Txoj Kev Stoughton) Kev Kawm Tshawb Fawb Sab Qaum Teb.

## Ntaub Ntawv Tiv Tauj

Yog tias koj muaj lus nug los sis xav tau ntaub ntawv qhia paub ntxiv tom qab lub rooj sib tham hauv hmo no, koj tuaj yeem tiv tauj cov tswv cuab ntawm pab pawg ua kev kawm tshawb fawb uas muaj npe hauv qab no.

**Jeff Berens, P.E.**

*US 51 (Trox Kev Stoughton) Kev Kawm Tshawb Fawb Sab Qaum Teb Tus Thawj Tswj Xyuas Lub Khoos Kas*

(608) 245-2656

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

**Michael Bie**

*WisDOT Tus Thawj Tswj Xyuas Hauj Lwm Kev Sib Txuas Lus Hauv Cheeb Tsam Yav Qab Teb Sab Hnub Poob*

(608) 246-7928

[Michael.Bie@dot.wi.gov](mailto:Michael.Bie@dot.wi.gov)



2 Lub Roj Sib Tham Uas Muaj Feem Cuam Tshuam Nroog Pej Xeeb • US 51 (Trox Kev Stoughton) Kev Kawm Tshawb Fawb Sab Qaum Teb



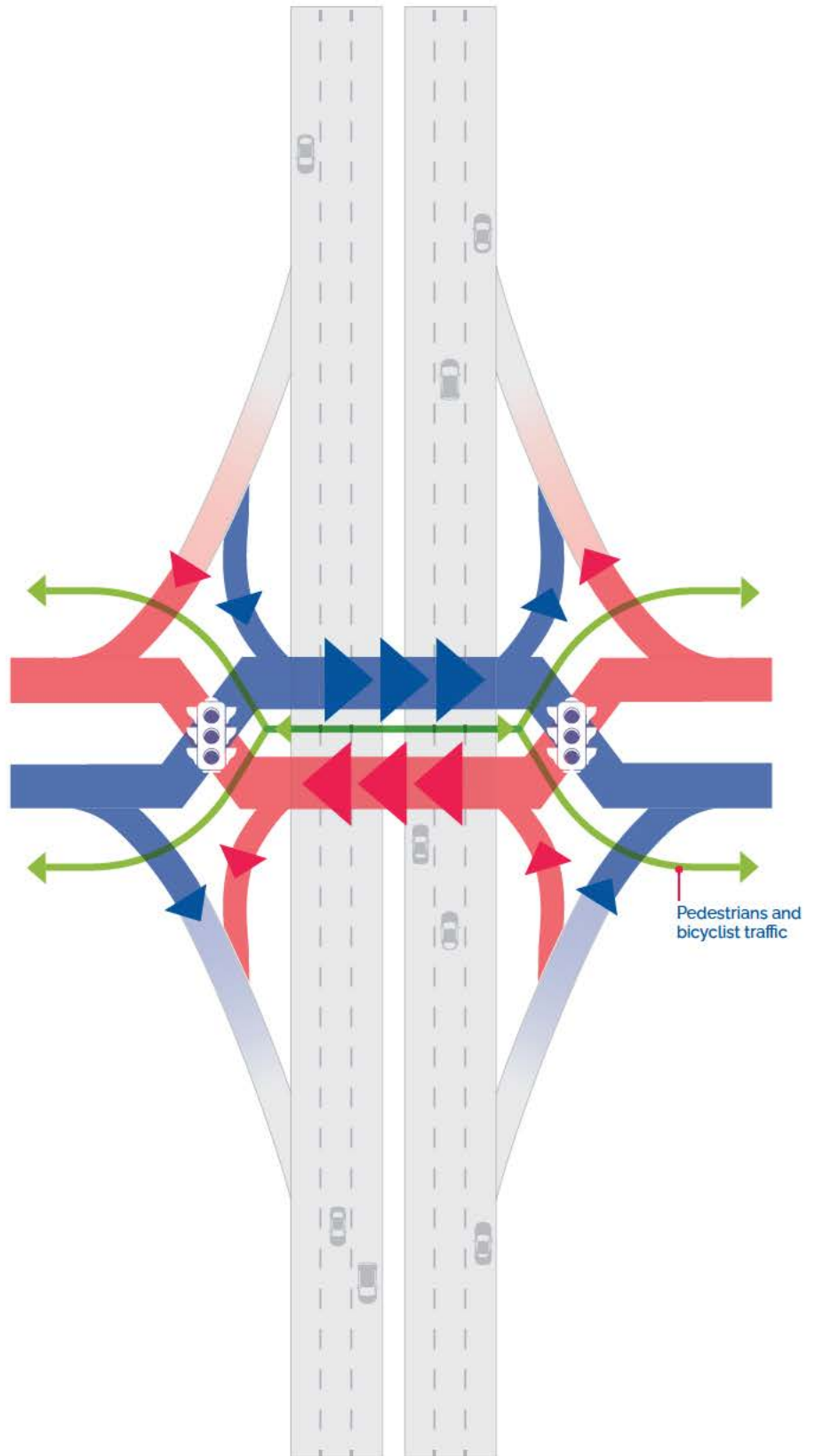
## WHAT IS A DIVERGING DIAMOND INTERCHANGE?

A Diverging Diamond Interchange (DDI) is a type of interchange that connects a freeway with a major highway. The DDI is based on a standard diamond interchange with a shift in the highway traffic between the interchange signals to safely and efficiently accommodate a high volume of left-turn movements.

Within the interchange, traffic on the highway briefly drives on the left side of the road to allow left-turn movements to occur without crossing oncoming traffic or stopping. Overhead signs, pavement marking and traffic signals guide drivers through the intersection.

## ADVANTAGES

- ▶ Reduces locations where collisions can occur by almost half
- ▶ Accommodates more traffic than conventional designs. Drivers make free-flow left turns on to the highway
- ▶ Free-flow left turn means vehicles do not have to stop to access the ramp, which reduces traffic backups
- ▶ Accommodates pedestrians, bicyclists, motorists and large trucks







# PUBLIC INVOLVEMENT MEETING INTERSECTIONS



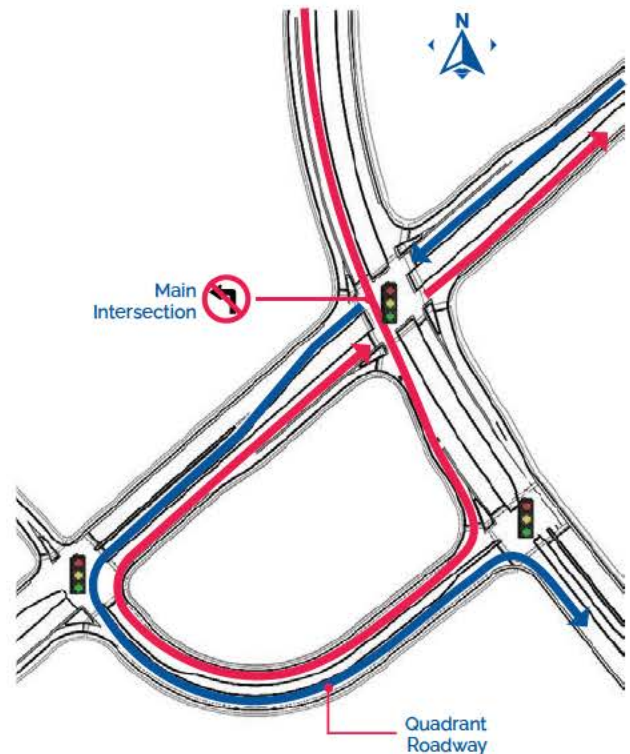
## WHAT IS A QUADRANT INTERSECTION?

A quadrant intersection removes left turns from the main intersection allowing through traffic to move efficiently through the main intersection. Drivers who wish to turn left will travel through the quadrant roadway instead. This design creates two additional intersections designed to operate together with the main intersection.

Example left turns are shown in **RED** and **BLUE**.

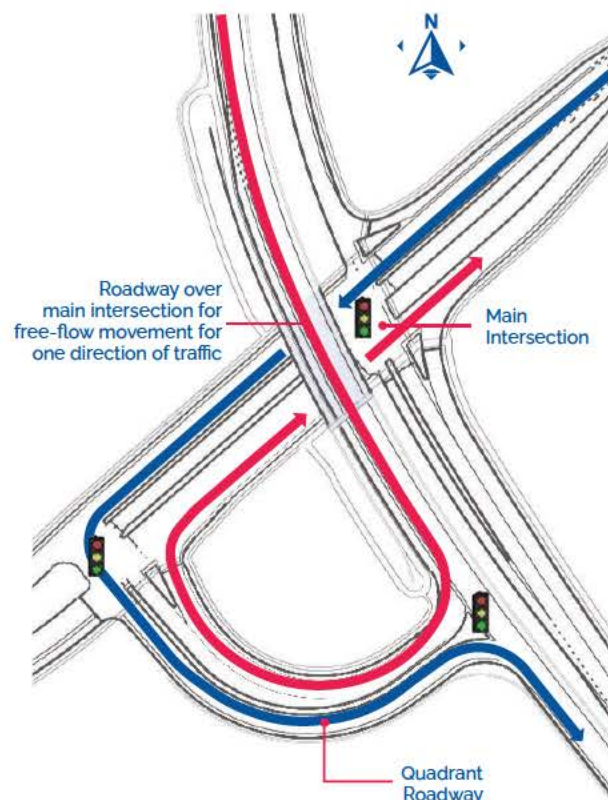
### ADVANTAGES:

- ▶ Improves traffic capacity within main intersection and reduces locations where collisions can occur
- ▶ Potential reduction in left-turn collisions
- ▶ No turning vehicles in the main intersection improves crossings for pedestrians and bicycles



## WHAT IS A JUGHANDLE INTERSECTION?

A jughandle intersection is similar to a quadrant intersection but uses a bridge to allow traffic to flow freely over the main intersection in one direction. A jughandle intersection includes a quadrant roadway to carry specific left-turn movements, which improves traffic flow in the main intersection.

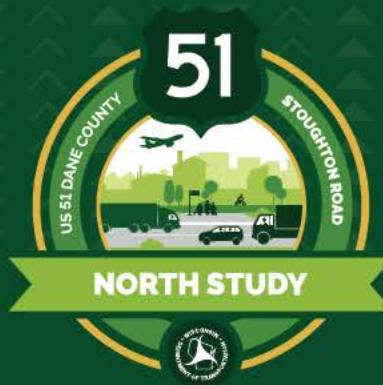


### ADVANTAGES:

- ▶ Improves traffic capacity within main intersection and reduces locations where collisions can occur
- ▶ Potential reduction in left-turn collisions
- ▶ Potential reduction in overall travel time and stoppage time
- ▶ Increases space for high-volume left turns
- ▶ Reduces bike/pedestrian crossing distance in main intersection







U.S. Department  
of Transportation  
Federal Highway  
Administration

The Wisconsin Department of Transportation  
*welcomes you to the*

**US 51 (Stoughton Road) North Study**

**Public Involvement Meeting 2**

**PLEASE SIGN IN**

Add your attendance digitally!

Visit [tinyurl.com/US51PIM2Register](https://tinyurl.com/US51PIM2Register)

or scan the QR code at right  
with your smartphone



Information provided at public meetings including names, addresses, phone numbers, email addresses  
and signatures is not confidential and may be subject to disclosure upon request, pursuant to the  
requirements of the Wisconsin open records law, Sections 19.31 - 19.39 of the Wisconsin Statutes.



U.S. Department  
of Transportation  
Federal Highway  
Administration





# Please Sign In



*WisDOT records your attendance to keep you informed about future meetings and updates related to this study.*



Add your attendance digitally!  
Visit [tinyurl.com/US51PIM2Register](https://tinyurl.com/US51PIM2Register) or scan the QR code below with your smartphone



*Information provided at public meetings including names, addresses, phone numbers, email addresses and signatures is not confidential and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, Sections 19.31 - 19.39 of the Wisconsin Statutes.*

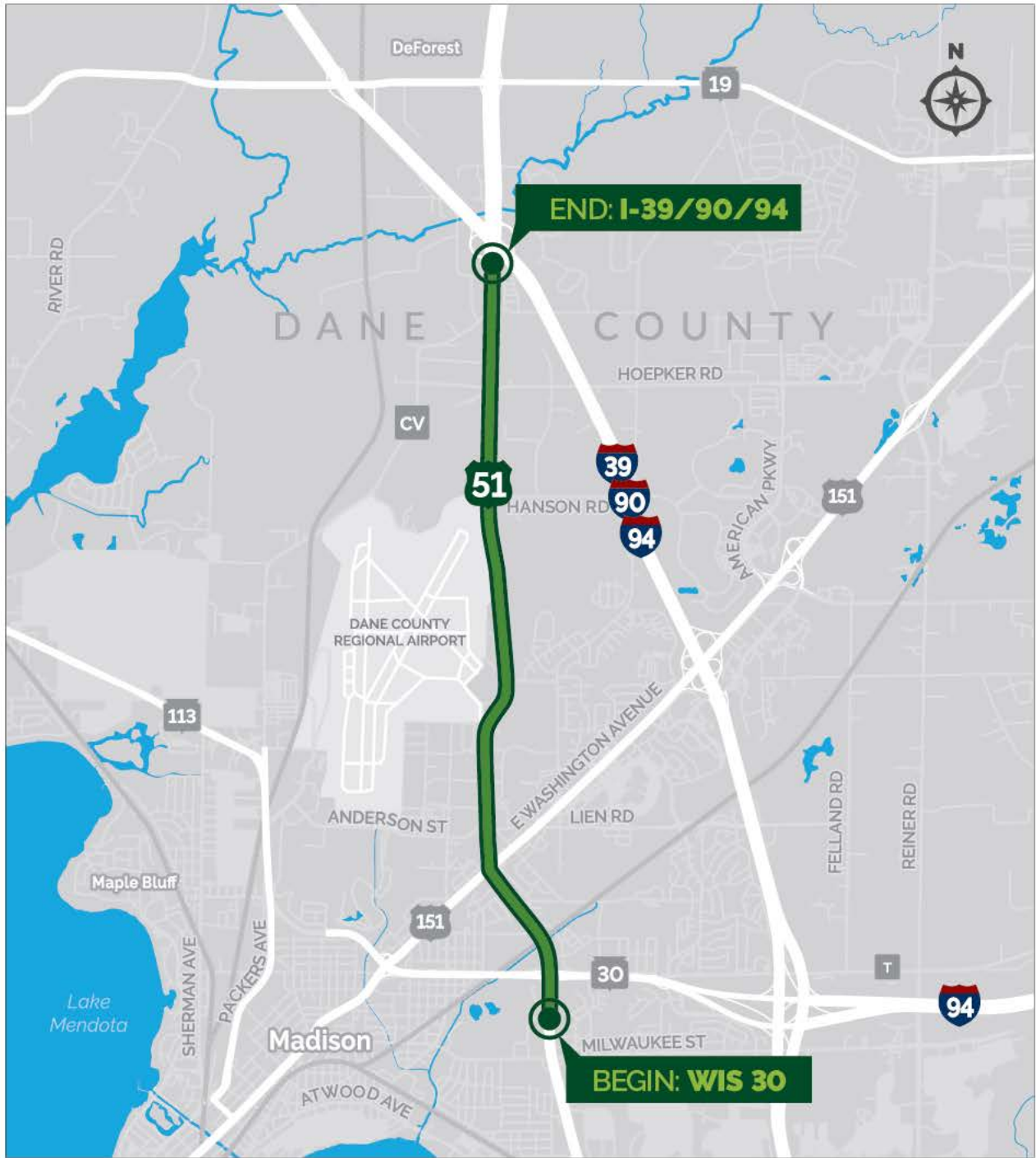


US 51 (Stoughton Road) North Study





# Study Limits Map



US 51 (Stoughton Road) North Study





# ▶ Adjacent Studies and Projects Map

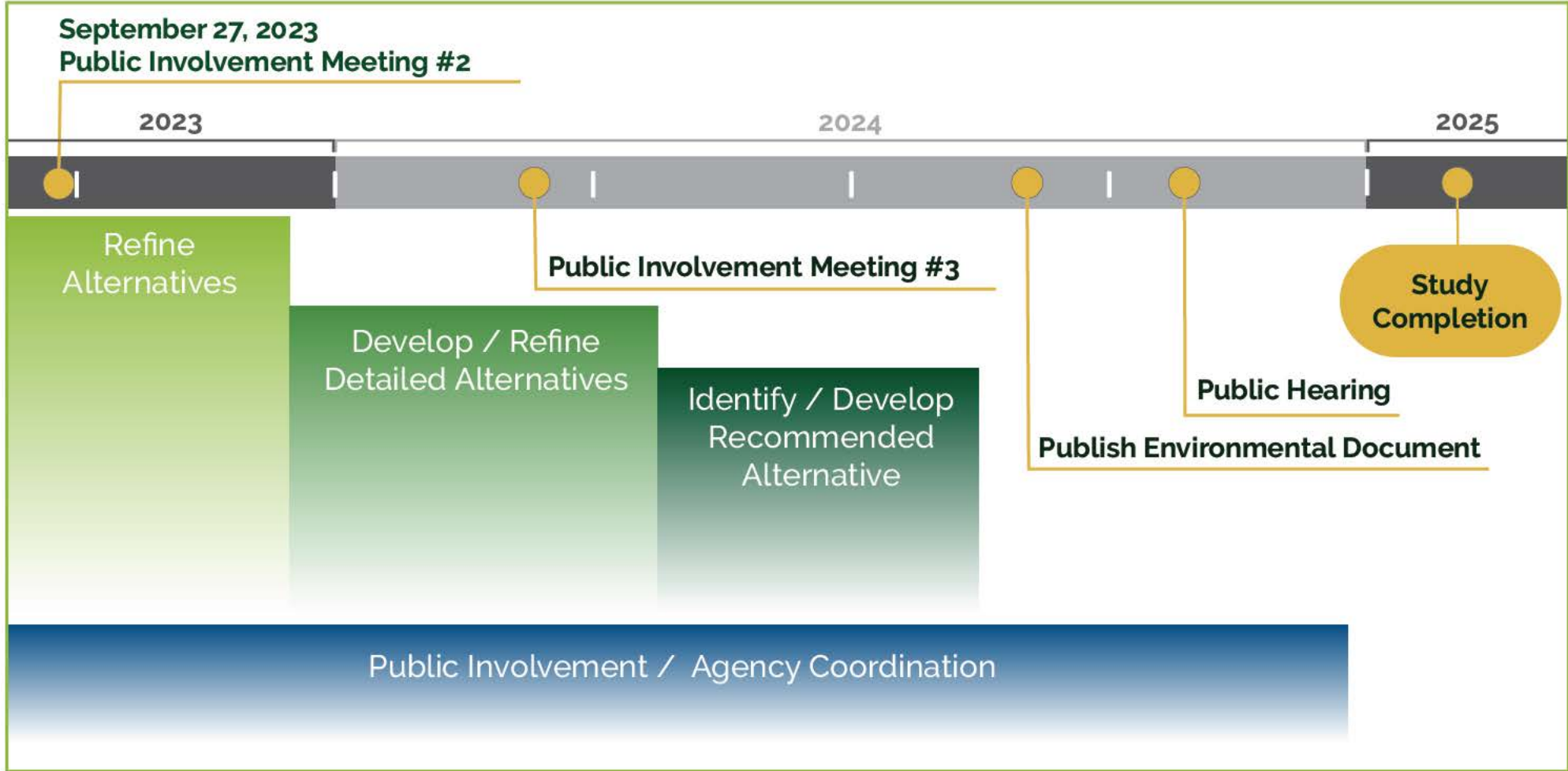


US 51 (Stoughton Road) North Study





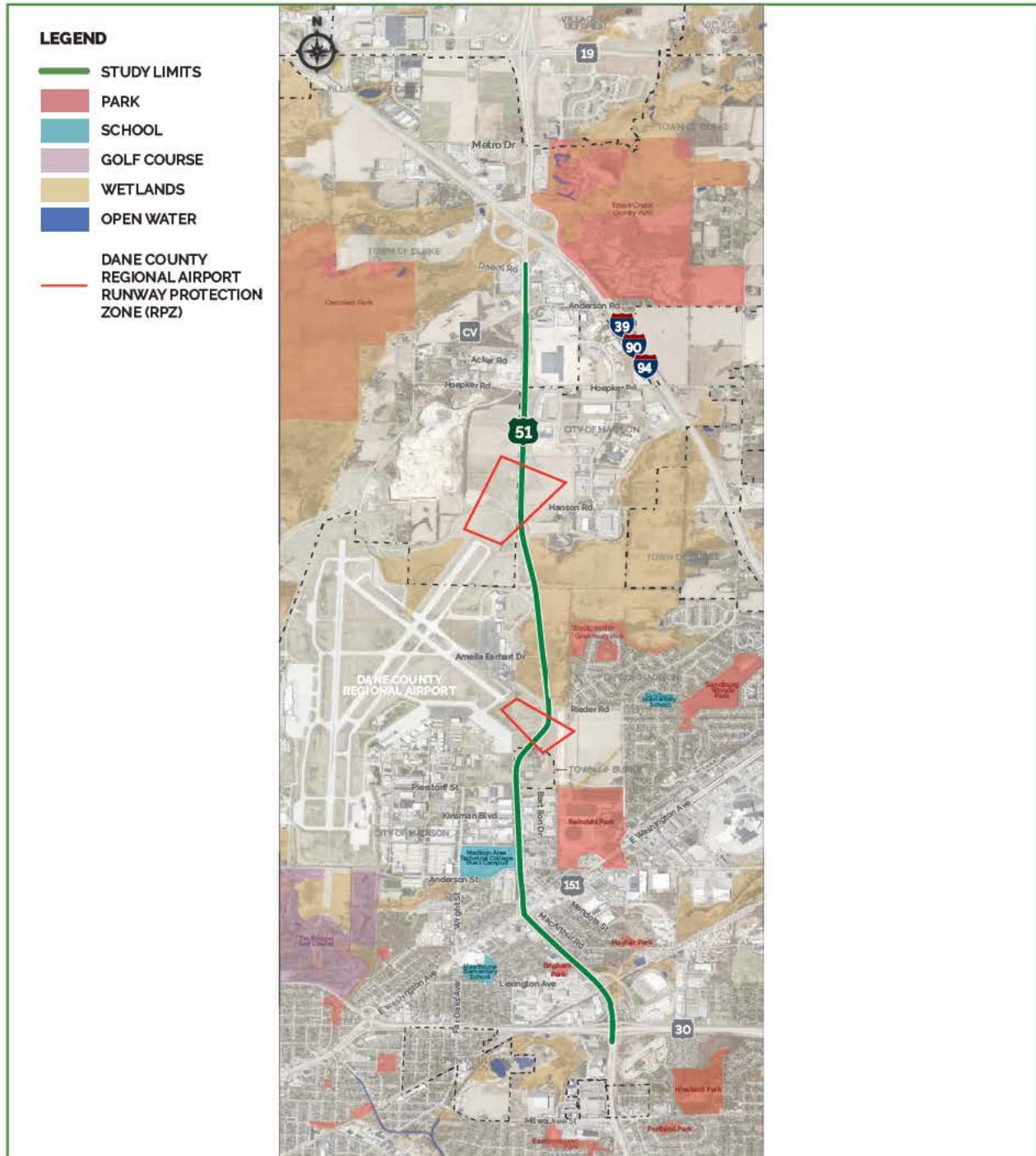
# Study Schedule and Next Steps



Study Kick-off: June 14, 2022  
Public Involvement Meeting #1: October 13, 2022  
Bicycle/Pedestrian Workshop: February 13, 2023



## Environmental Considerations



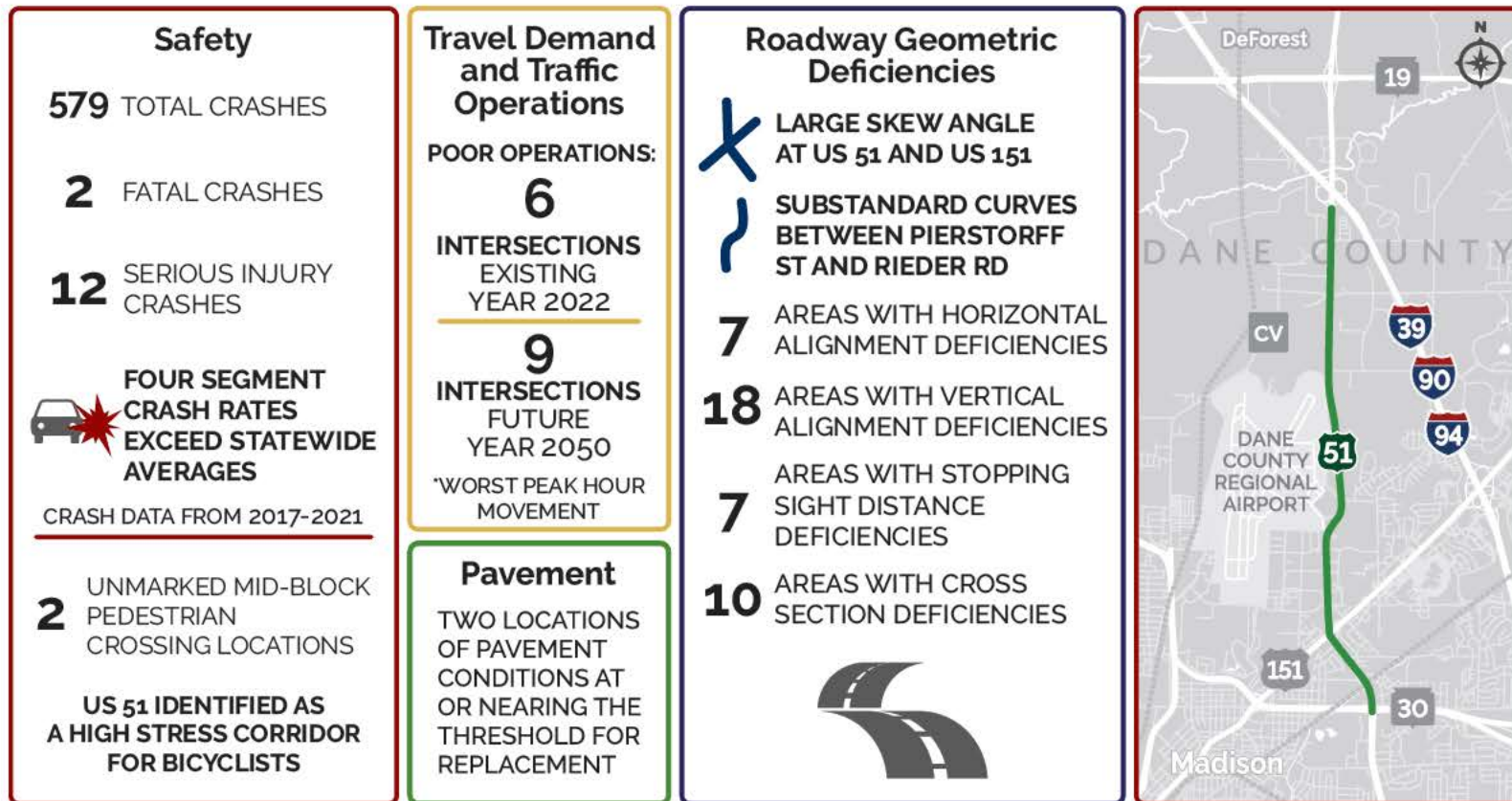


# Project Purpose and Need Summary

## Study Purpose

Accommodate existing and future travel demand with a focus on safety issues that affect travel on Stoughton Road.

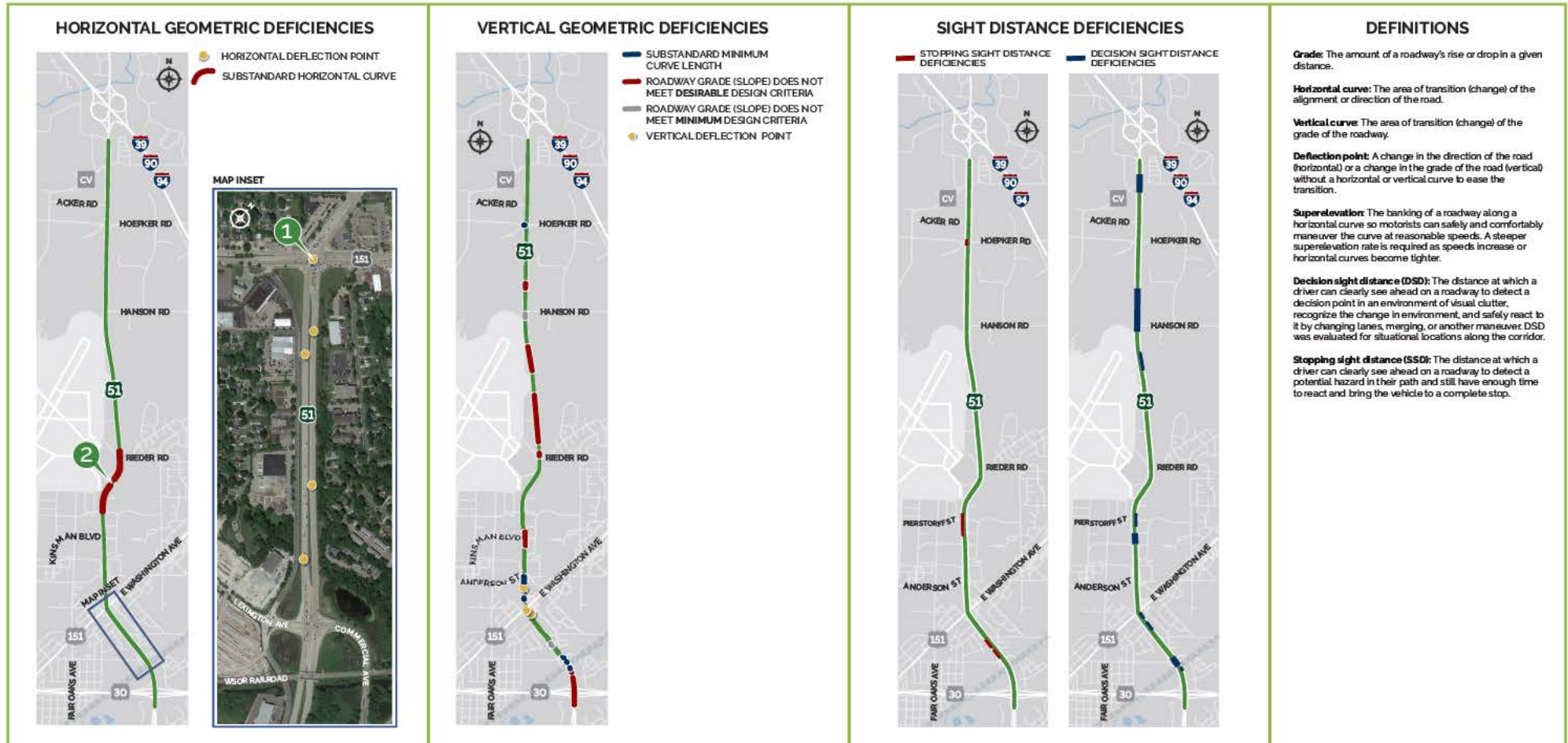
## Corridor Needs





# Study Needs: Roadway Geometrics

Roadway and geometric deficiencies can lead to safety and operational concerns. Two locations on the US 51 corridor with recorded crashes that appear to be associated with roadway geometrics are ① the intersection skew of the north leg of the intersection at US 51 and US 151/East Washington Avenue and ② the two horizontal curves north of Pierstorff Street.



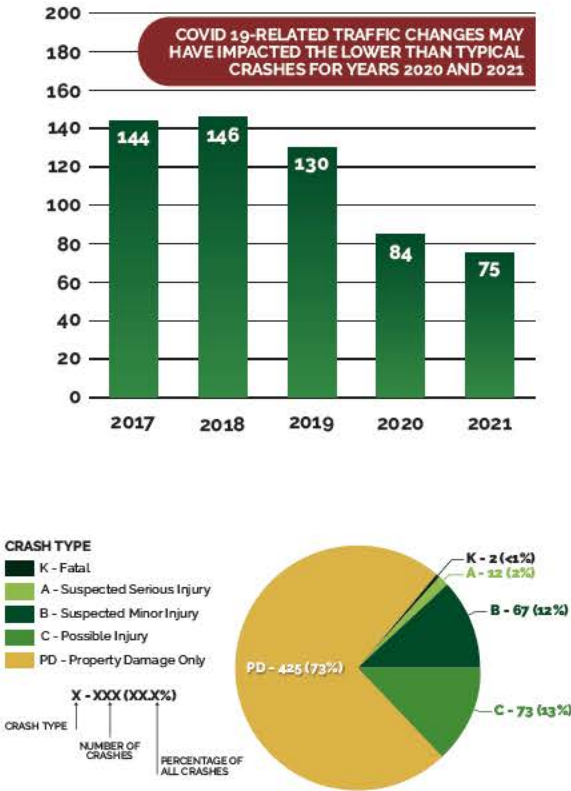


# Study Needs: Safety

## TOTAL CRASHES

579 TOTAL CRASHES

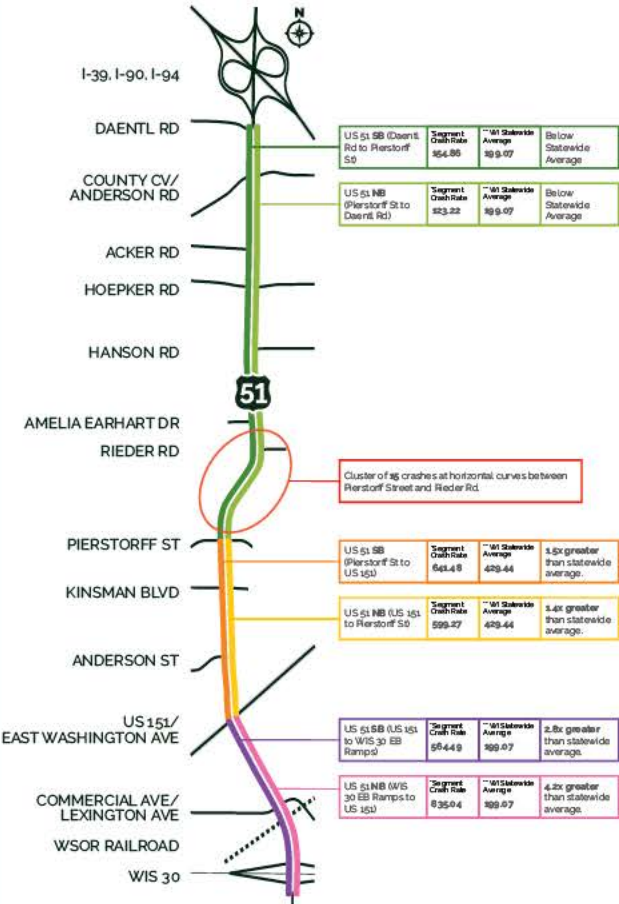
(5-YEAR TIME PERIOD 2017-2021)



## SEGMENT CRASH RATES

\*2017-2021 US 51 segment crash rates

\*\* Statewide average crash rates - 2021



Crash rates are expressed in crashes per 100 million vehicle-miles traveled

## INTERSECTION CRASHES

Intersection locations with the highest number of crashes

(5-YEAR TIME PERIOD 2017-2021)



\*The City of Madison's annual Crash Facts Report lists the 30 highest crash locations within the City of Madison for nine different crash types, including intersection crashes. According to the reports, the US 51 and US 151/ East Washington Avenue intersection had the second most crashes among all city intersections in 2020. In both 2020 and 2021, this intersection ranked third.



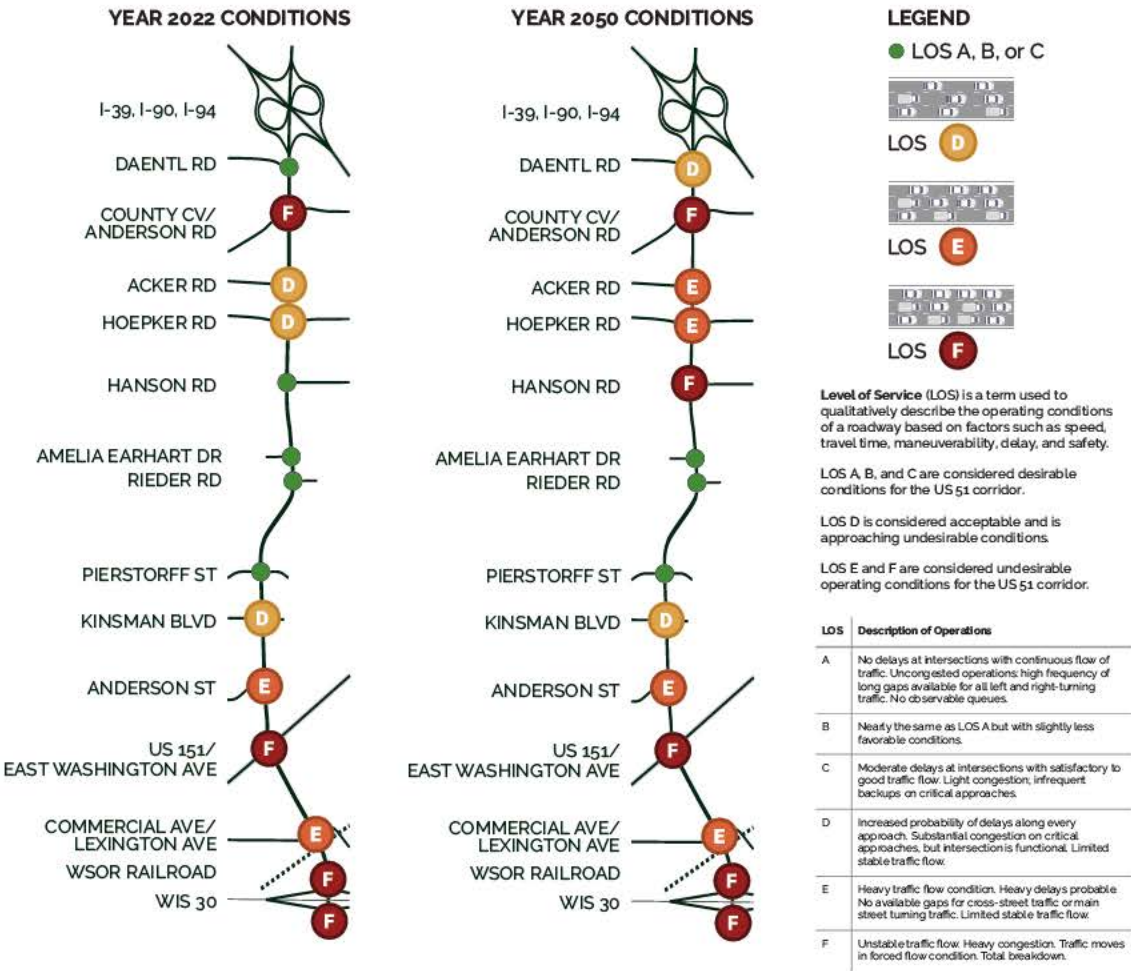
# Study Needs: Traffic

## 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.



# Pedestrian and Bicycle Facilities

## CROSSWALK LOCATIONS

EXISTING MARKED CROSSWALK  
 Marked crosswalk at three locations in the study corridor



KINSMAN BLVD



ANDERSON ST



US 151 / E WASHINGTON AVE

## BICYCLE/PEDESTRIAN CRASHES:

From 2017-2021, there were three documented pedestrian or bicycle crashes within the study area:

- Between US 151/East Washington Avenue and Anderson Street
- Bicycle crossing the East Washington Avenue westbound right turn lane to get to the porkchop island
- North leg of the Anderson Street intersection



\*Proposed facilities shown include full pedestrian accommodation at US 51 intersections with Lexington/Commercial, East Washington Avenue, Anderson Street, Kinsman Boulevard, and Hoepker Road. Sidewalks are proposed on Hanson Road east of US 51. A shared use path is proposed on the east side of US 51 the full length of the corridor. Additional facilities, such as bicycle lanes, to be determined as concepts are refined.



## LEGEND

- Existing Pedestrian Facilities
- Existing Bicycle Facilities
- Existing Paved Shoulder
- Proposed Future Bike/Ped. Facilities\*
- Path Planned by Others
- Future Bus Rapid Transit Route
- Madison Metro Bus Stop
- Bicycle Repair Station
- Bicycles Prohibited



## SHARE YOUR THOUGHTS

Bicycle and Pedestrian Accomodations

place sticky note here



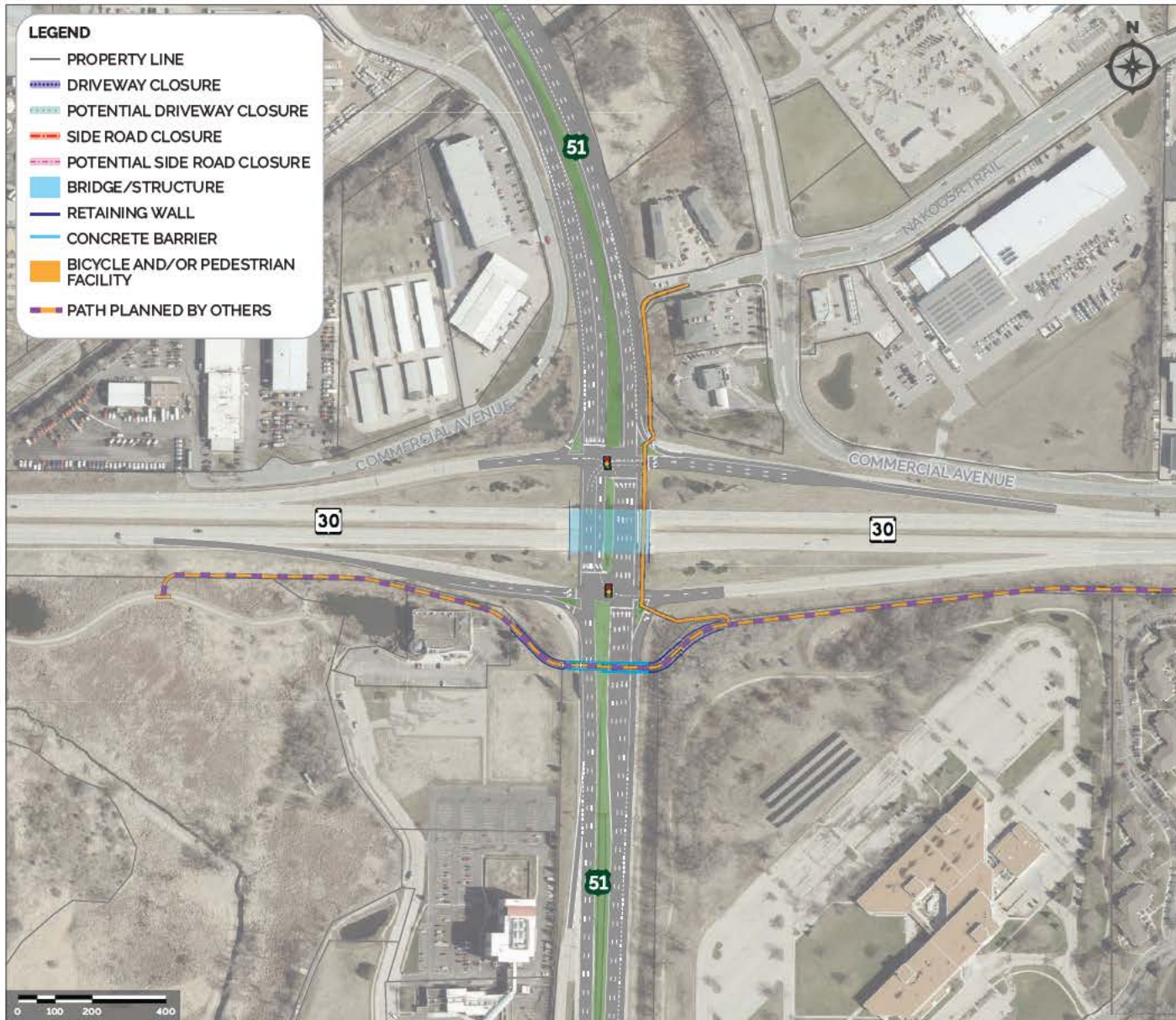
SHARE YOUR THOUGHTS

Corridor Typical Sections





# 1 US 51 and WIS 30: Diamond Interchange



## Concept Overview:

- A diamond interchange would remain with improvements to turn lanes and traffic signals

### Pros

- Utilizes existing bridges
- Minimizes property acquisitions
- Allows for future shared-use path connection
- Ramp improvements to address traffic capacity

### Cons

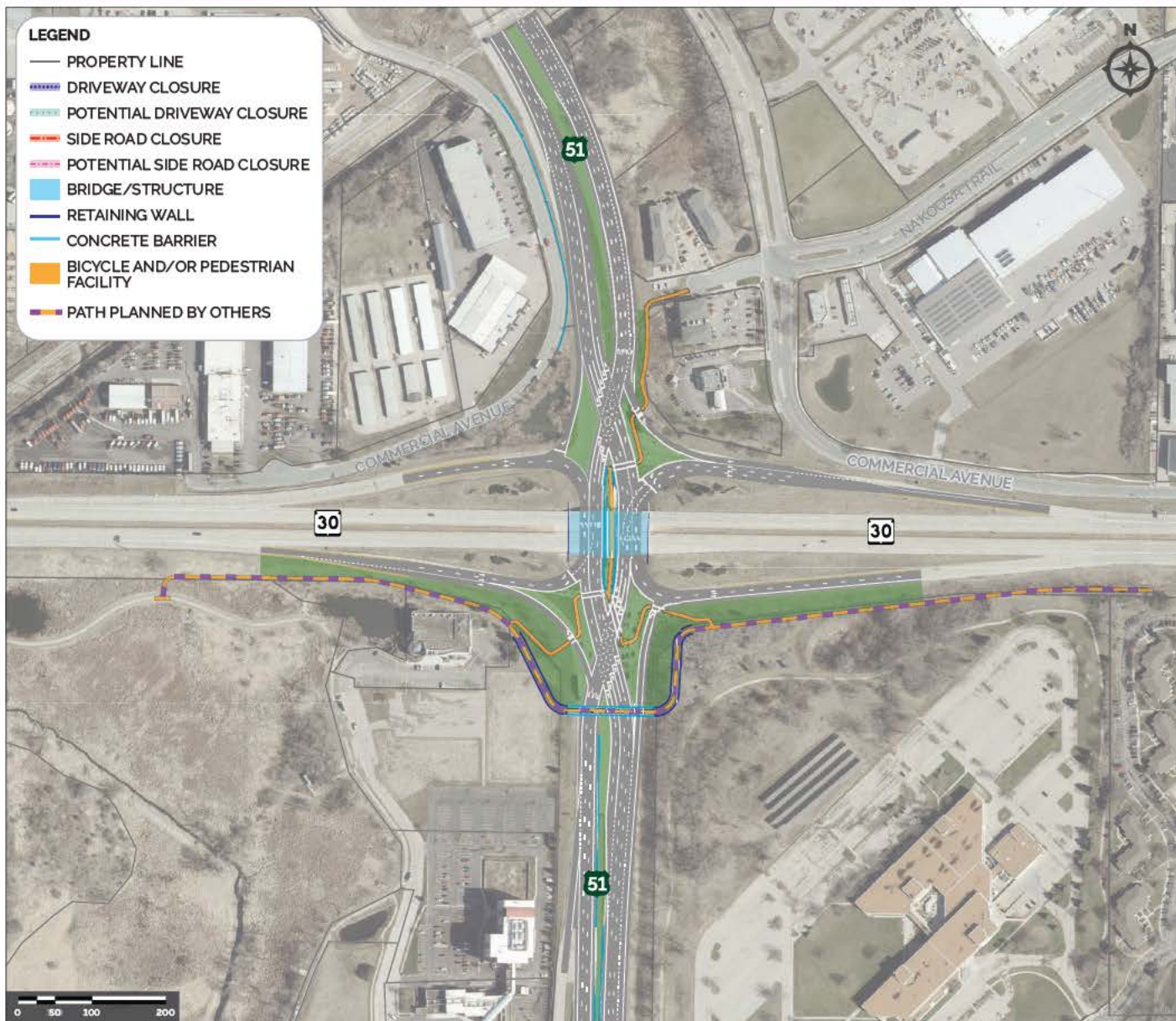
- Does not reduce conflict points\* or address safety long-term

\*Conflict points define situations where vehicles, bicycles, and/or pedestrians intersect at a point in space.

Number of lanes, length of turn lanes, and other geometric elements are conceptual and may not reflect final design.



# 1 US 51 and WIS 30: Diverging Diamond Interchange (DDI)



## Concept Overview:

- A DDI is a grade separated interchange where the traffic on Stoughton Road would cross to the left side of the roadway between the ramps at WIS 30
- The crossing traffic allows for vehicles along US 51 to freely turn left without crossing opposing lanes of traffic.

## Pros

Utilizes existing bridges

Improves overall operations at the interchange by allowing free flow left and right turn movements along Stoughton Road

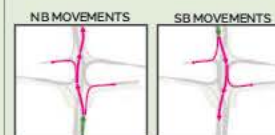
Reduces conflict points versus the traditional diamond interchange\*

## Cons

Reduces speed along Stoughton Road

Restricts through movement at the interchange ramp termini

Non-traditional movements along N. Stoughton Road through the interchange



\*Conflict points define situations where vehicles, bicycles, and/or pedestrians intersect at a point in space.

Number of lanes, length of turn lanes, and other geometric elements are conceptual and may not reflect final design.



**Concept Overview:**

- Maintains configuration of existing signalized intersection
- Railroad crossing remains at-grade

**Pros**

Maintains all commercial driveways (access relocation may be necessary)

Increased capacity with auxiliary lane between WIS 30 and Commercial Avenue

Adds sidewalks on Lexington/Commercial and path along US 51

N. Stoughton Service Road connection to Lexington maintained

**Cons**

Provides no bridge over railroad

Requires property acquisition along Commercial Avenue to improve intersection spacing

At-grade intersection, no new bridges required for this concept alternative. Railroad south of intersection is being investigated for potential high-speed rail. Number of lanes, length of turn lanes, and other geometric elements are conceptual and may not reflect final design.



**Concept Overview:**

- Proposed bridges over the existing railroad and Commercial Avenue allowing northbound (NB) and southbound (SB) Stoughton Road to be free-flow movements without stopping
- NB and SB Stoughton Road access Lexington Avenue and Commercial Avenue via new right in/right out intersections
- Realignment of the Lexington Avenue/N. Stoughton Service Road intersection

**Pros**

Maintains all commercial driveways (access relocation may be necessary)

Provides bridge over railroad

Provides safer bicyclist and pedestrian crossing of US 51 under bridges

N. Stoughton Service Road connection to Lexington Avenue maintained

Provides free-flow movement from WIS 30 to East Washington Avenue

**Cons**

Requires property acquisition

Lowers the speed along Commercial Avenue under US 51

Creates an intersection close to the railroad

Requires high voltage ATC utility relocations

Non-typical movements



Grade separated intersection, bridges required for this concept alternative. Railroad south of intersection is being investigated for potential high-speed rail. Number of lanes, length of turn lanes, and other geometric elements are conceptual and may not reflect final design.



2

# US 51 and Commercial Avenue/Lexington Avenue: Three-Legged Interchange



## Concept Overview:

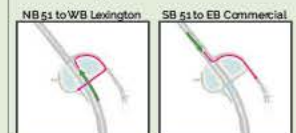
- Proposed bridges over the existing railroad and Commercial Avenue allowing NB and SB Shoughton Road to be free-flow movements without stopping
- Realignment of the Stoughton Road / Commercial Ave intersection to the north as a 3-leg signalized intersection
- Lexington Avenue and N. Stoughton Service Road intersection becomes a 3-leg intersection

## Pros

- Maintains all commercial driveways (access relocation may be necessary)
- Provides bridge over railroad
- Provides safer bicyclist and pedestrian crossing of US 51 under bridges with fewer conflict points\*
- N. Stoughton Service Road connection to Lexington maintained

## Cons

- Requires property acquisition
- Lowers the speed along Commercial Avenue under US 51
- Creates an intersection close to the railroad
- Requires high voltage ATC utility relocations
- Non-typical movements



\*Conflict points define situations where vehicles, bicycles, and/or pedestrians intersect at a point in space.

Grade separated intersection, bridges required for this concept alternative. Railroad south of intersection is being investigated for potential high-speed rail. Number of lanes, length of turn lanes, and other geometric elements are conceptual and may not reflect final design.



# 3 US 51 and US 151 (East Washington Ave): Conventional Intersection



## Concept Overview:

- Maintains existing signalized intersection configuration
- Realigns the intersection angle and provides additional turn lanes

## Pros

Improvements to the intersection angle and left turn lane storage capacity

Maintains existing intersection configuration and urban feel

Less acquisition of property than other concepts

Potential for access to sideroads and commercial properties to remain open

## Cons

Does not reduce conflict points\* or address safety long-term

Need for additional turn lanes to meet traffic demand requires larger footprint, land acquisition, and makes it more difficult for bicyclists and pedestrians to cross

Property acquisitions and/or relocations may be required

\*Conflict points define situations where vehicles, bicycles, and/or pedestrians intersect at a point in space.

At-grade intersection, no bridges required for this concept alternative.  
Number of lanes, length of turn lanes, and other geometric elements are conceptual and may not reflect final design.



**Concept Overview:**

- Maintains at-grade signalized intersection, with addition of two new signalized intersections to accommodate left turn movements
- Relocates all left turn movements to new signalized intersections while maintaining right turns at the Stoughton Road/East Washington Avenue intersection
- Realigns the intersection angle

**Pros**

Maintains urban feel near intersection

Increases the number of vehicles that can move through the main intersection because the left turn movements are rerouted through adjacent intersections

Safer and more efficient movements for bicyclists and pedestrians

Uses existing Schmedeman Avenue intersection

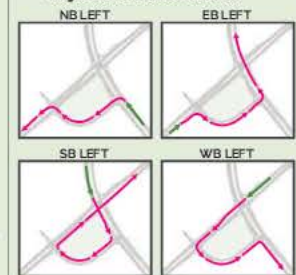
**Cons**

Adds two closely spaced signalized intersections near main intersection

Property acquisitions and/or relocations required

Requires southbound to eastbound (higher volume) movement to go through main intersection twice

Non-traditional turning movements rerouted from main intersection to adjacent intersections



\*Conflict points define situations where vehicles, bicycles, and/or pedestrians intersect at a point in space.

At-grade intersection, no bridges required for this concept alternative.  
Number of lanes, length of turn lanes, and other geometric elements are conceptual and may not reflect final design.



### 3 US 51 and US 151 (East Washington Ave): Jughandle



#### Concept Overview:

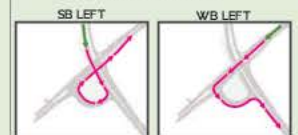
- Redirects the two highest-volume left turn movements at the Stoughton Road/East Washington Avenue intersection to new, adjacent signalized intersections
- Main intersection preserves conventional right-turn movement for the highest-volume right turn movement
- Realignment the intersection angle, while providing free-flow condition for southbound Stoughton Road vehicles

#### Pros

- Improves traffic capacity in main intersection
- Increases storage space for high volume left turns
- Improves movements for bicyclists and pedestrians

#### Cons

- Adds two closely spaced signalized intersections near main intersection
- Residential and commercial property acquisitions/relocations required
- Requires a bridge and associated retaining walls for US 51 SB movement
- Non-traditional left turning movements



Grade separated intersection, bridges required for this concept alternative.  
Number of lanes, length of turn lanes, and other geometric elements are conceptual and may not reflect final design.



### 3 US 51 and US 151 (East Washington Ave): Tight Diamond Interchange



#### Concept Overview:

- Grade separated tight diamond interchange with free-flow US 51 northbound and southbound traffic
- Stoughton Road is lowered allowing East Washington Avenue to travel over Stoughton Road
- Realigns intersection angle

#### Pros

Improves traffic capacity in the main intersection and reduces conflict points\*

Improves movements for bicyclists and pedestrians along East Washington Avenue

#### Cons

May not allow vehicles traveling on Stoughton Road northbound on-ramp to turn left at Anderson Street intersection

Higher potential for removal of direct access to nearby side roads and access to commercial properties

Potential for significant drainage and underground utility impacts

Residential and commercial property acquisitions/relocations required

\*Conflict points define situations where vehicles, bicycles, and/or pedestrians intersect at a point in space.

Grade separated intersection, recessed roadway introduced along US 51 for this concept alternative. Number of lanes, length of turn lanes, and other geometric elements are conceptual and may not reflect final design.

#### US 51 (Stoughton Road) North Study





### 3 US 51 and US 151 (East Washinton Avenue) Comparison

#### Conventional Intersection



##### Pros

Improvements to the intersection angle and left turn lane storage capacity

Maintains existing intersection configuration and urban feel

Less acquisition of property than other concepts

Potential for access to sideroads and commercial properties to remain open

##### Cons

Does not reduce conflict points\* or address safety long-term

Need for additional turn lanes to meet traffic demand requires larger footprint, land acquisition, and makes it more difficult for bicyclists and pedestrians to cross

Property acquisitions and/or relocations may be required

#### Quadrant Intersection (SW)



##### Pros

Maintains urban feel near intersection

Increases the number of vehicles that can move through the main intersection because the left turn movements are rerouted through adjacent intersections

Safer and more efficient movements for bicyclists and pedestrians

Uses existing Schmedeman Avenue intersection

##### Cons

Adds two closely spaced signalized intersections near main intersection

Property acquisitions and/or relocations required

Requires southbound to eastbound (higher volume) movement to go through main intersection twice

Non-traditional turning movements rerouted from main intersection to adjacent intersections

#### Jughandle



##### Pros

Improves traffic capacity in main intersection

Increases storage space for high volume left turns

Improves movements for bicyclists and pedestrians

##### Cons

Adds two closely spaced signalized intersections near main intersection

Residential and commercial property acquisitions/relocations required

Requires a bridge and associated retaining walls for US 51 SB movement

Non-traditional left turning movements

#### Tight Diamond Interchange



##### Pros

Improves traffic capacity in the main intersection and reduces conflict points\*

Improves movements for bicyclists and pedestrians along East Washington Avenue

##### Cons

May not allow vehicles traveling on Stoughton Road northbound on-ramp to turn left at Anderson Street intersection

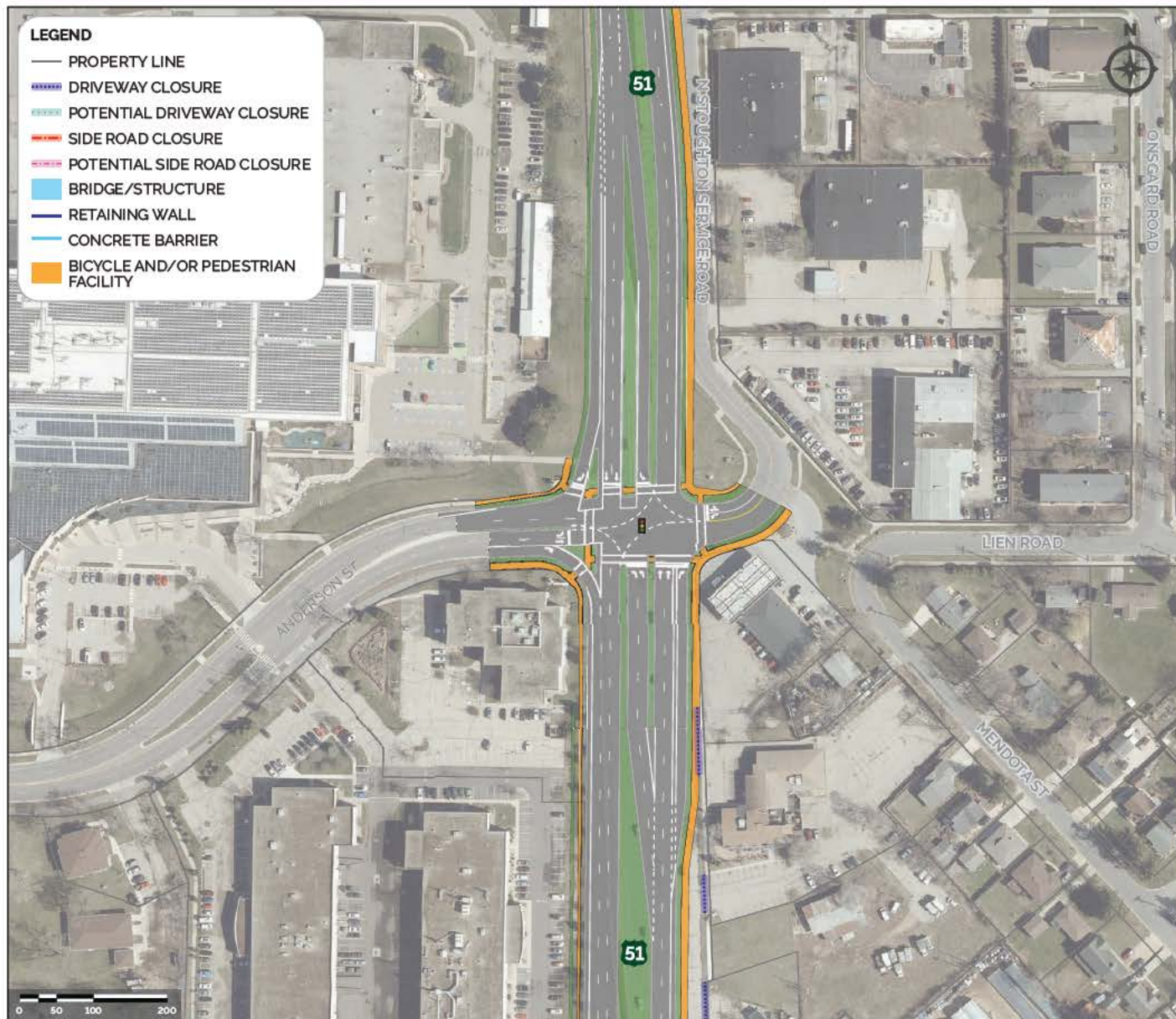
Higher potential for removal of direct access to nearby side roads and access to commercial properties

Potential for significant drainage and underground utility impacts

Residential and commercial property acquisitions/relocations required

\*Conflict points define situations where vehicles, bicycles, and/or pedestrians intersect at a point in space.



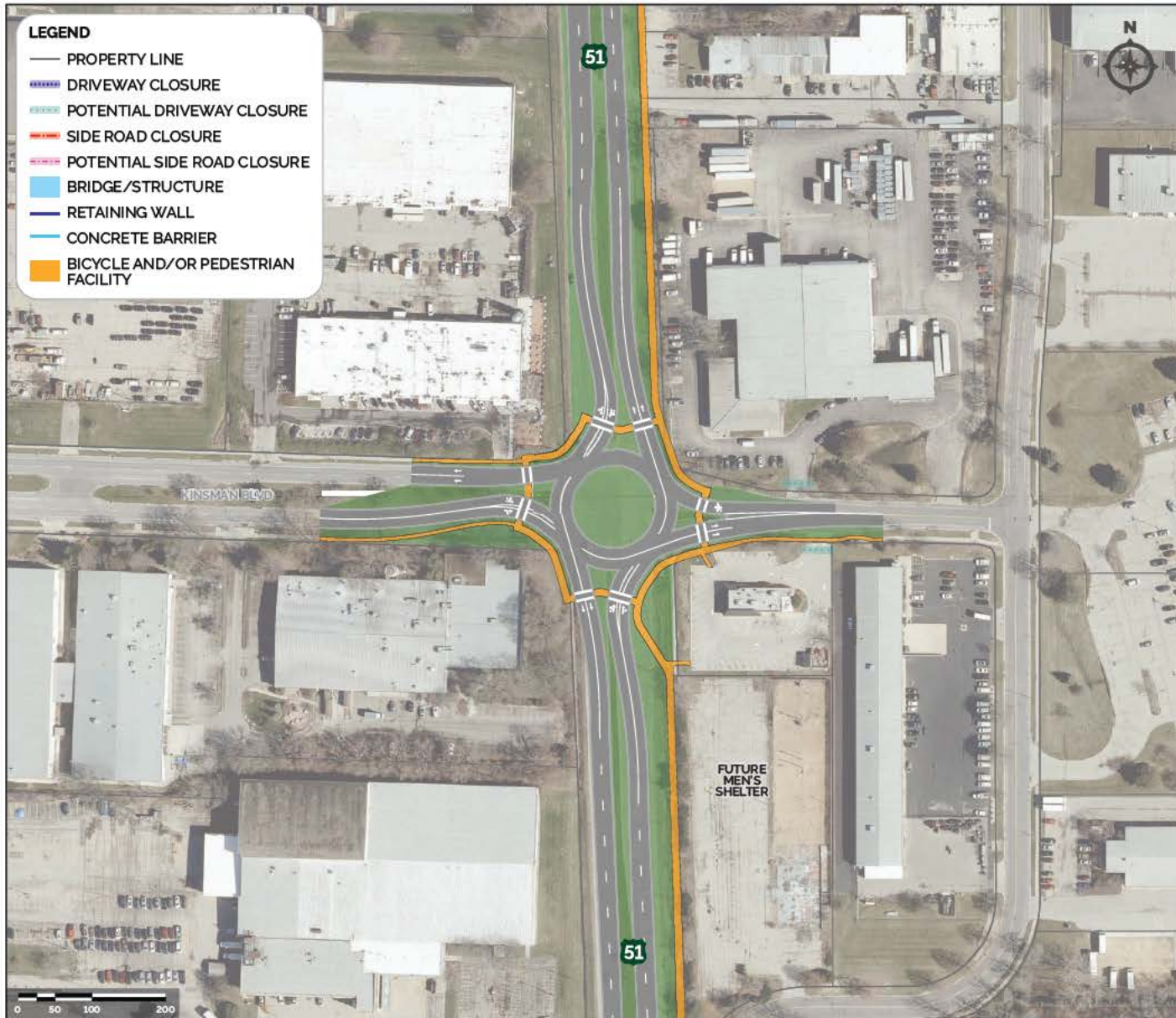
**Concept Overview:**

- Maintains existing signalized intersection configuration.
- Improvements dependent on selected concept at US 151 (East Washington Avenue).

At-grade intersection, no bridges required for this concept alternative.  
 Number of lanes, length of turn lanes, and other geometric elements are conceptual and may not reflect final design.



# 5 US 51 and Kinsman Boulevard: Roundabout



## Concept Overview:

- Dual Lane Roundabout

### Pros

Fewer conflict points\* than a signalized intersection

Slows traffic and treated as a transition to a lower speed, urban setting

### Cons

No signalized crossing for bicycles and pedestrians

Potential property acquisition

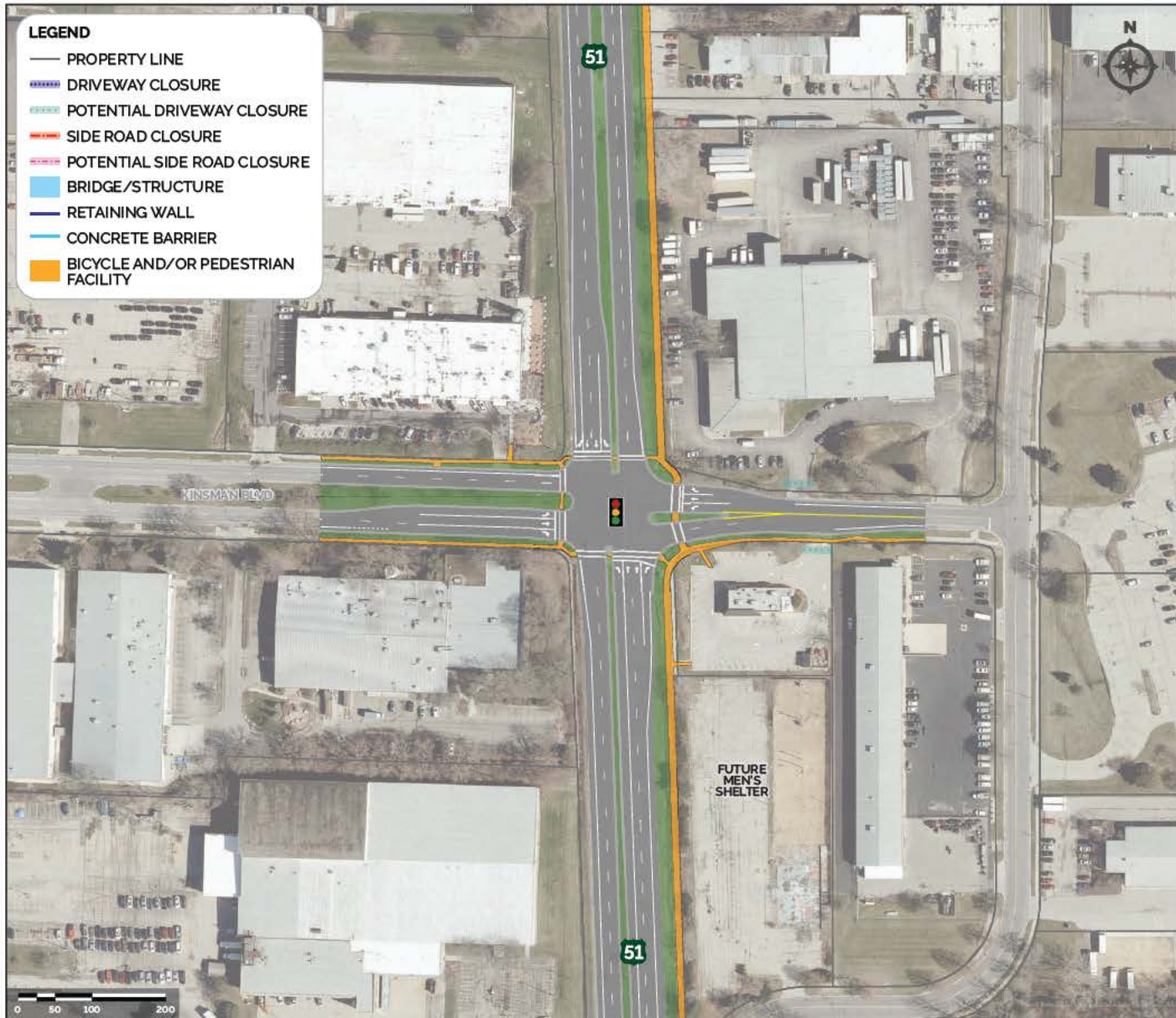
Potential driveway closures

\*Conflict points define situations where vehicles, bicycles, and/or pedestrians intersect at a point in space.

At-grade intersection, no bridges required for this concept alternative. Number of lanes, length of turn lanes, and other geometric elements are conceptual and may not reflect final design.



# 5 US 51 and Kinsman Boulevard: Signalized Intersection



## Concept Overview:

- Signalized intersection with improvements

### Pros

Allows intersection to coordinate with other bicyclists and pedestrians

Simple and controlled crossing for bicyclists and pedestrians

### Cons

More conflict points\* than a roundabout

Potential driveway closures

\*Conflict points define situations where vehicles, bicycles, and/or pedestrians intersect at a point in space.

At-grade intersection, no bridges required for this concept alternative.  
Number of lanes, length of turn lanes, and other geometric elements are conceptual and may not reflect final design.



**Concept Overview:**

- Maintain existing intersection configuration.
- No operational, traffic, or safety concerns identified for intersection.
- Minor intersection improvements including acceleration, deceleration, and turn lanes would be investigated

Number of lanes, length of turn lanes, and other geometric elements are conceptual and may not reflect final design.



**Concept Overview:**

- Existing intersection configuration addition of a Restricted Crossing U-Turn (RCUT) north of Rieder Road

**Pros**

Maintains existing Rieder Rd intersection configuration

Reduces U-Turn movements at Amelia Earhart Drive

Acceleration and deceleration lanes remove turning vehicles from thru lanes

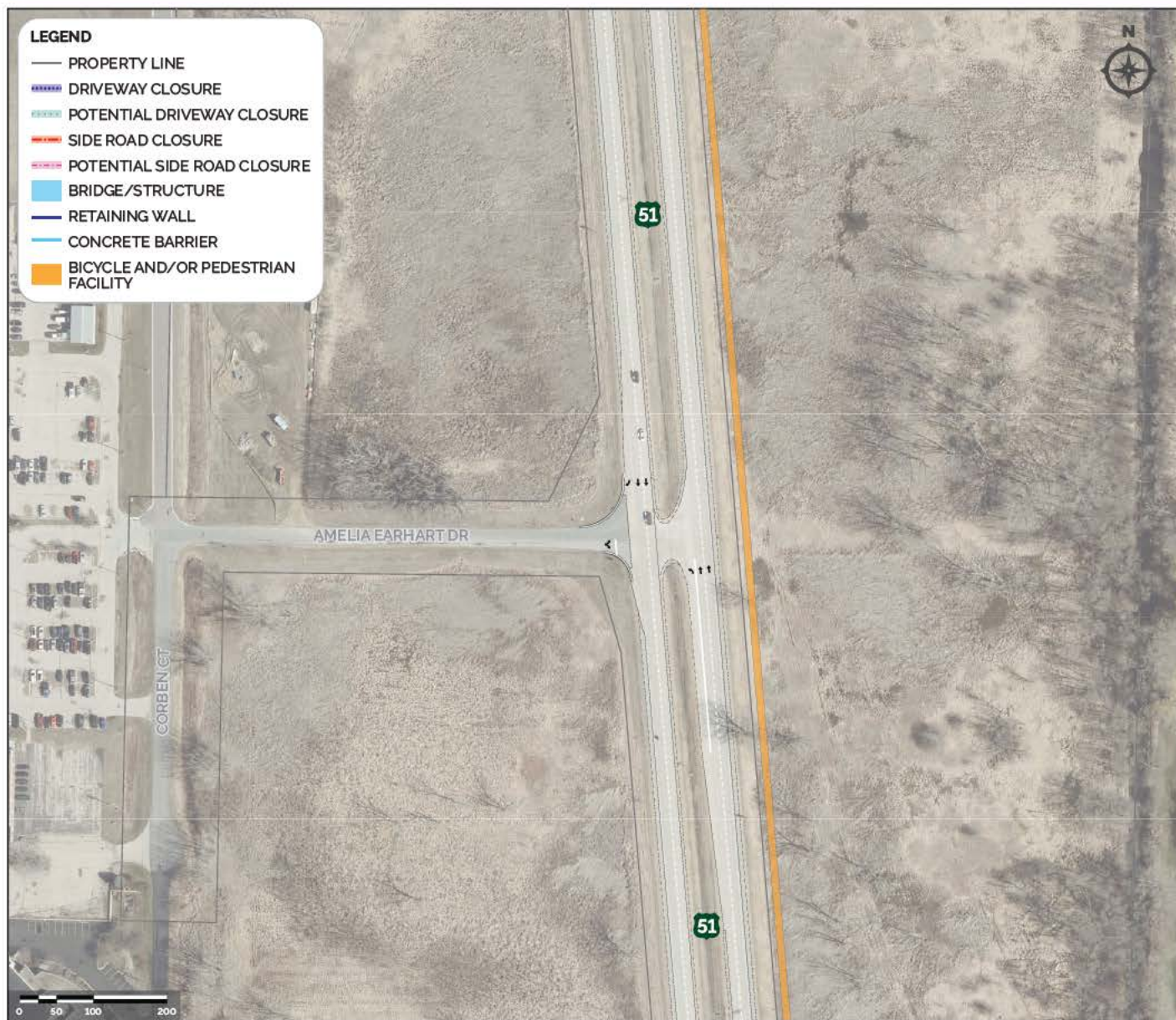
**Cons**

Uncommon configuration in the Madison area

Potential property acquisition

At-grade intersection, no bridges required for this concept alternative.  
Number of lanes, length of turn lanes, and other geometric elements are conceptual and may not reflect final design.



**Concept Overview:**

- Maintain existing intersection configuration.
- No operational, traffic, or safety concerns identified for intersection.
- Minor intersection improvements including acceleration, deceleration, and turn lanes would be investigated

Number of lanes, length of turn lanes, and other geometric elements are conceptual and may not reflect final design.



# 9 US 51 and Hanson Road: Full Access Intersection



## Concept Overview:

- At-grade intersection with improvements including protected turn lanes and acceleration lane on US 51
- Separated deceleration lane for US 51 to eastbound (EB) Hanson Road
- Separated acceleration lane for westbound Hanson Road to southbound (SB) US 51

## Pros

Maintains full intersection access with improved safety

Improved acceleration lane for Hanson Road to SB Stoughton Road movement

Improved deceleration lane for northbound Stoughton Road to Hanson Road movement

## Cons

None identified

At-grade intersection, no bridges required for this concept alternative. Number of lanes, length of turn lanes, and other geometric elements are conceptual and may not reflect final design.



**Concept Overview:**

- At-grade intersection with removal of southbound (SB) US 51 to eastbound (EB) Hanson Road movement
- Separated acceleration lane for westbound (WB) Hanson Road to southbound (SB) US 51

**Pros**

Reduced conflict points\*

Improved acceleration lane for Hanson Road to SB Stoughton Road movement

Improved deceleration lane for northbound Stoughton Road to Hanson Road movement

**Cons**

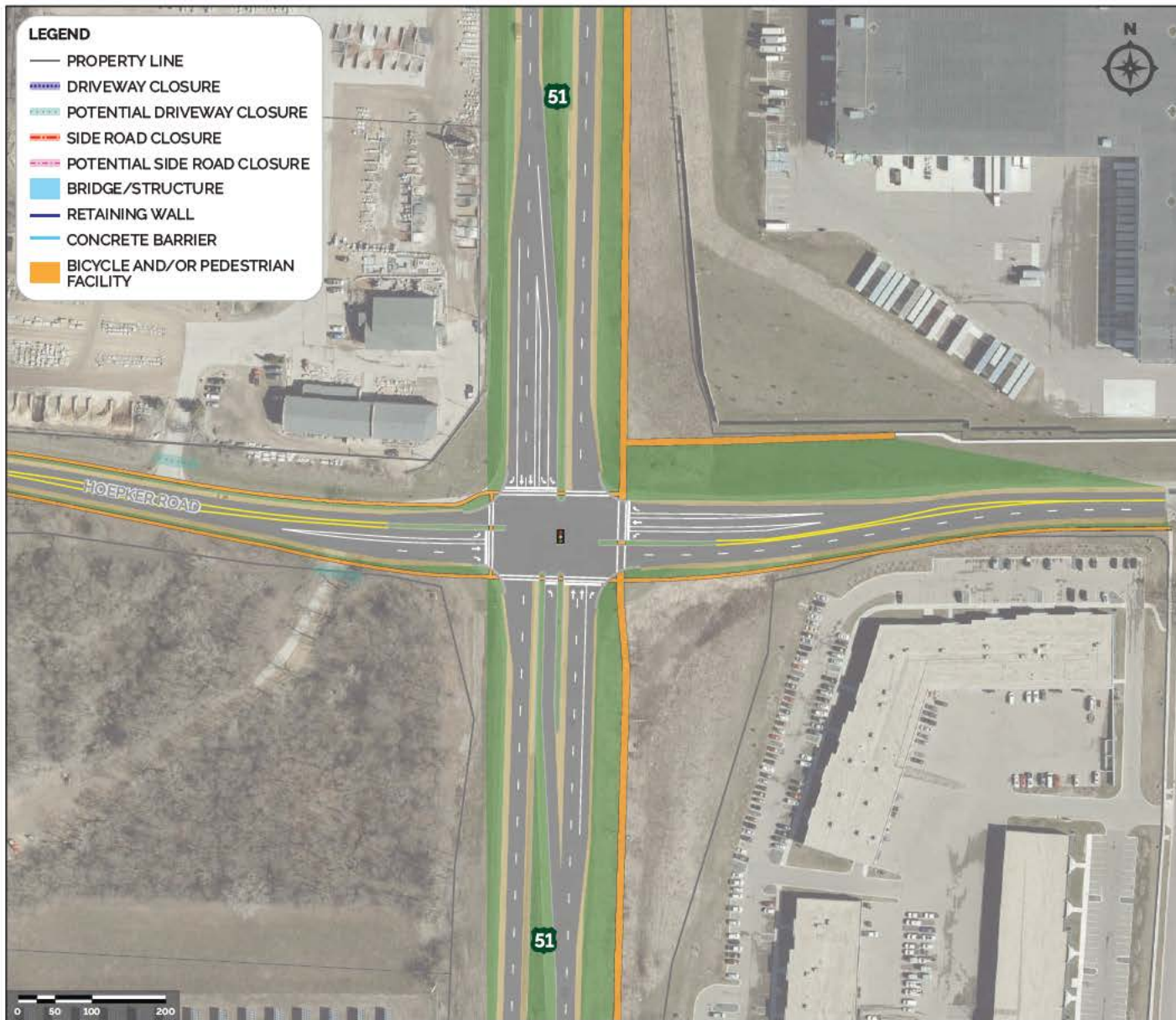
Removes access from SB Stoughton Road to Hanson Road; left turns from SB Stoughton Road need to be rerouted

\*Conflict points define situations where vehicles, bicycles, and/or pedestrians intersect at a point in space.

At-grade intersection, no bridges required for this concept alternative.  
Number of lanes, length of turn lanes, and other geometric elements are conceptual and may not reflect final design.



# 10 US 51 and Hoepker Road: Signalized Intersection



## Concept Overview:

- Signalized intersection with improvements

### Pros

Improved left turn capacity and realignment

Improved bicyclist and pedestrian accommodations

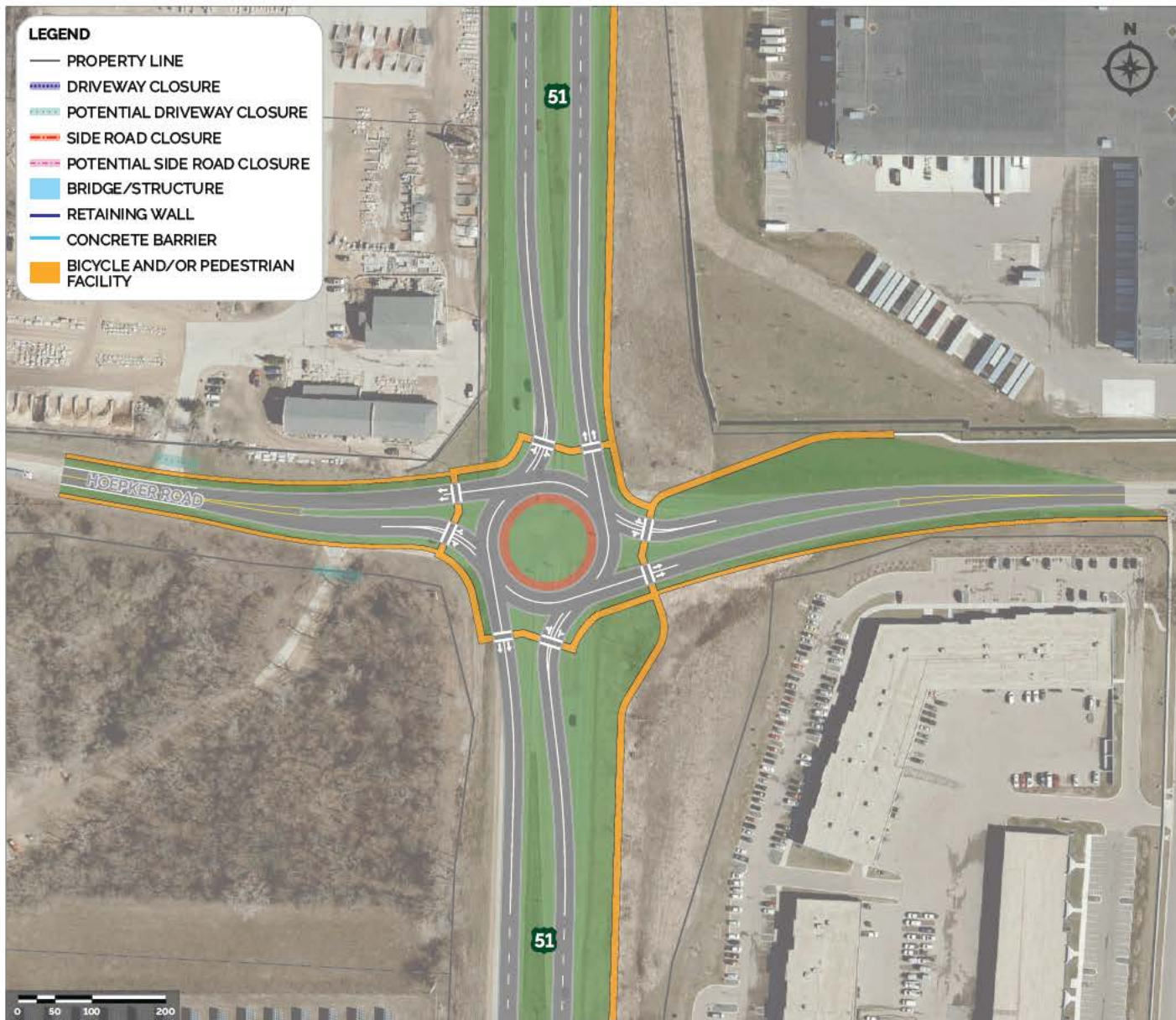
### Cons

None identified

At-grade intersection, no bridges required for this concept alternative.  
Number of lanes, length of turn lanes, and other geometric elements are conceptual and may not reflect final design.



# 10 US 51 and Hoepker Road: Roundabout



## Concept Overview:

- Dual Lane Roundabout

### Pros

Improvements to the intersection angle and left turn capacity

Fewer conflict points\* than a signalized intersection

### Cons

Vehicles on Stoughton Road must slow down to navigate, increasing delay for mainline

No signalized crossing for bicycles and pedestrians

\*Conflict points define situations where vehicles, bicycles, and/or pedestrians intersect at a point in space.

At-grade intersection, no bridges required for this concept alternative.  
Number of lanes, length of turn lanes, and other geometric elements are conceptual and may not reflect final design.



# 11 US 51 and Acker Road: Maintain Existing Intersection Configuration



## Concept Overview:

- Maintain existing intersection configuration.
- Low volumes on Acker Road and no crash history at intersection
- Minor intersection improvements including acceleration, deceleration, and turn lanes would be investigated

Number of lanes, length of turn lanes, and other geometric elements are conceptual and may not reflect final design.



# 12 US 51 and County CV: Signalized Intersection with Improvements



## Concept Overview:

- Signalized intersection with additional left turn lane for County CV to southbound US 51

## Pros

Maintains at-grade signalized intersection.

## Cons

None identified

At-grade intersection, no bridges required for this concept alternative. Number of lanes, length of turn lanes, and other geometric elements are conceptual and may not reflect final design.



# SHARE YOUR THOUGHTS

1

## US 51 and WIS 30 Interchange Concepts

Please leave your comments on the concepts below:

### Diamond Interchange with Improvements

*place sticky note here*

### Diverging Diamond Interchange (DDI)

*place sticky note here*



# SHARE YOUR THOUGHTS

2

## US 51 and Commercial Avenue Intersection Concepts

Please leave your comments on the concepts below:

### Intersection Improvements

*place sticky note here*

### Right-In/Right-Out Interchange

*place sticky note here*

### Raised Three-Legged Interchange

*place sticky note here*



# SHARE YOUR THOUGHTS

3

## US 51 and US 151 (East Washington Avenue) Intersection Concepts

Please leave your comments on the concepts below:

### Conventional Intersection

*place sticky note here*

### Quadrant Intersection (SW)

*place sticky note here*

### Jughandle

*place sticky note here*

### Tight Diamond Interchange

*place sticky note here*



# SHARE YOUR THOUGHTS

4

## US 51 and Anderson Street Intersection Concept

Please leave your comments on the concept below:

### Signalized Intersection with Improvements

*place sticky note here*



# SHARE YOUR THOUGHTS

5

## US 51 and Kinsman Boulevard Intersection Concepts

Please leave your comments on the concepts below:

### Roundabout

*place sticky note here*

### Signalized with Intersection Improvements

*place sticky note here*



# SHARE YOUR THOUGHTS

6

## US 51 and Pierstorff Street Intersection Concept

Please leave your comments on the concept below:

### Existing configuration with minor improvements

*place sticky note here*



# SHARE YOUR THOUGHTS

7

## US 51 and Rieder Road Intersection Concepts

Please leave your comments on the concepts below:

### Improvements to Existing Intersection with Restricted Crossing (RCUT)

*place sticky note here*



# SHARE YOUR THOUGHTS

8

## US 51 and Amelia Earhart Drive Intersection Concept

Please leave your comments on the concept below:

### Existing configuration with minor improvements

*place sticky note here*



# SHARE YOUR THOUGHTS

9

## US 51 and Hanson Road Intersection Concepts

Please leave your comments on the concepts below:

### Full Access Intersection

*place sticky note here*

### Southbound US 51 Left Turn Restricted

*place sticky note here*



# SHARE YOUR THOUGHTS

10

## US 51 and Hoepker Road Intersection Concepts

Please leave your comments on the concepts below:

### Roundabout

*place sticky note here*

### Signalized with Intersection Improvements

*place sticky note here*



# SHARE YOUR THOUGHTS

11

## US 51 and Acker Road Intersection Concept

Please leave your comments on the concept below:

### Existing configuration with minor improvements

*place sticky note here*



# SHARE YOUR THOUGHTS

12

## US 51 and County CV / Anderson Road Intersection Concept

Please leave your comments on the concept below:

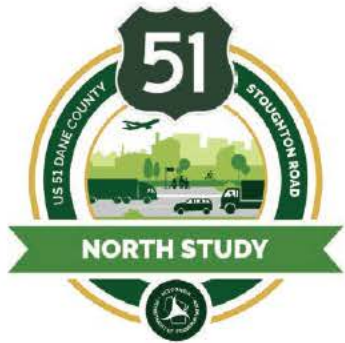
### Signalized Intersection with Improvements

*place sticky note here*



# Attachment D – PowerPoint Presentation





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

# US 51 (Stoughton Road) NORTH STUDY

## Public Involvement Meeting #2 Summary Presentation

September 27, 2023







# Corridor Overview

NORTH STUDY



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

**5.5 MILES**

SOUTH LIMIT:  
WIS 30 in the city of Madison



Public Involvement Meeting #2 | September 27, 2023





















NORTH STUDY

# Corridor Overview



## 14 INTERSECTIONS:

-  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



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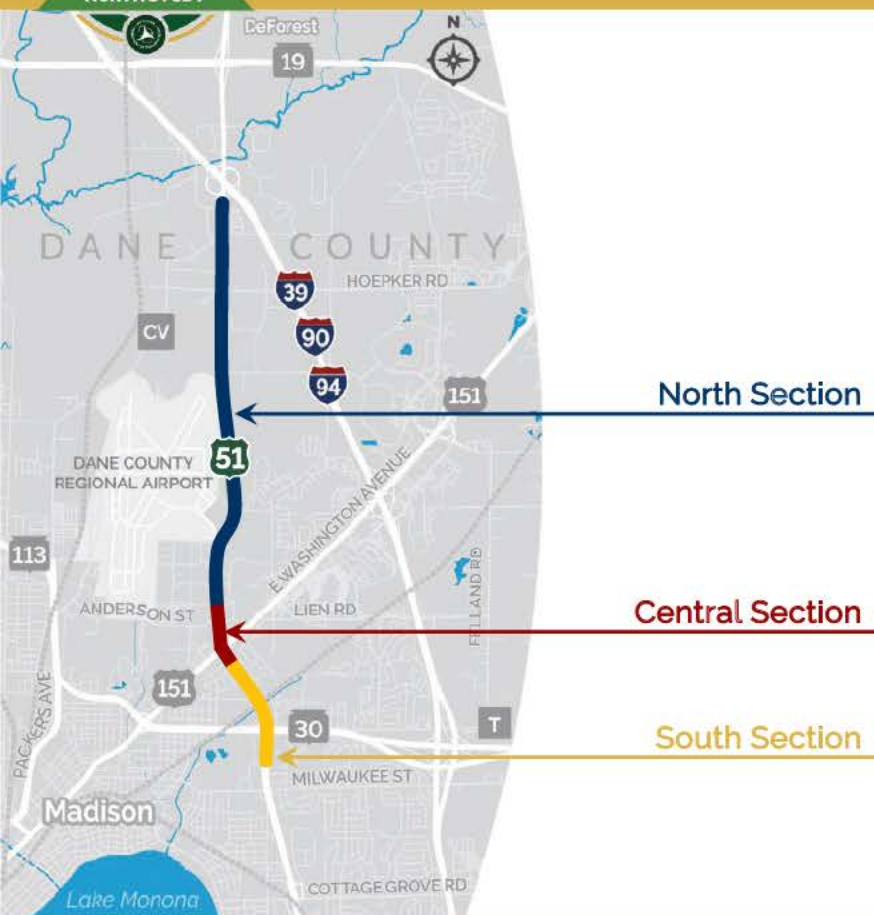






# Corridor Overview

NORTH STUDY



## North Section



SPEED  
LIMIT  
**45**

SPEED  
LIMIT  
**55**

## Central Section



SPEED  
LIMIT  
**35**

SPEED  
LIMIT  
**45**

## South Section



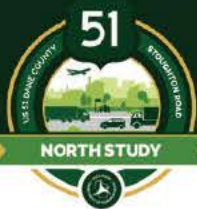
SPEED  
LIMIT  
**45**



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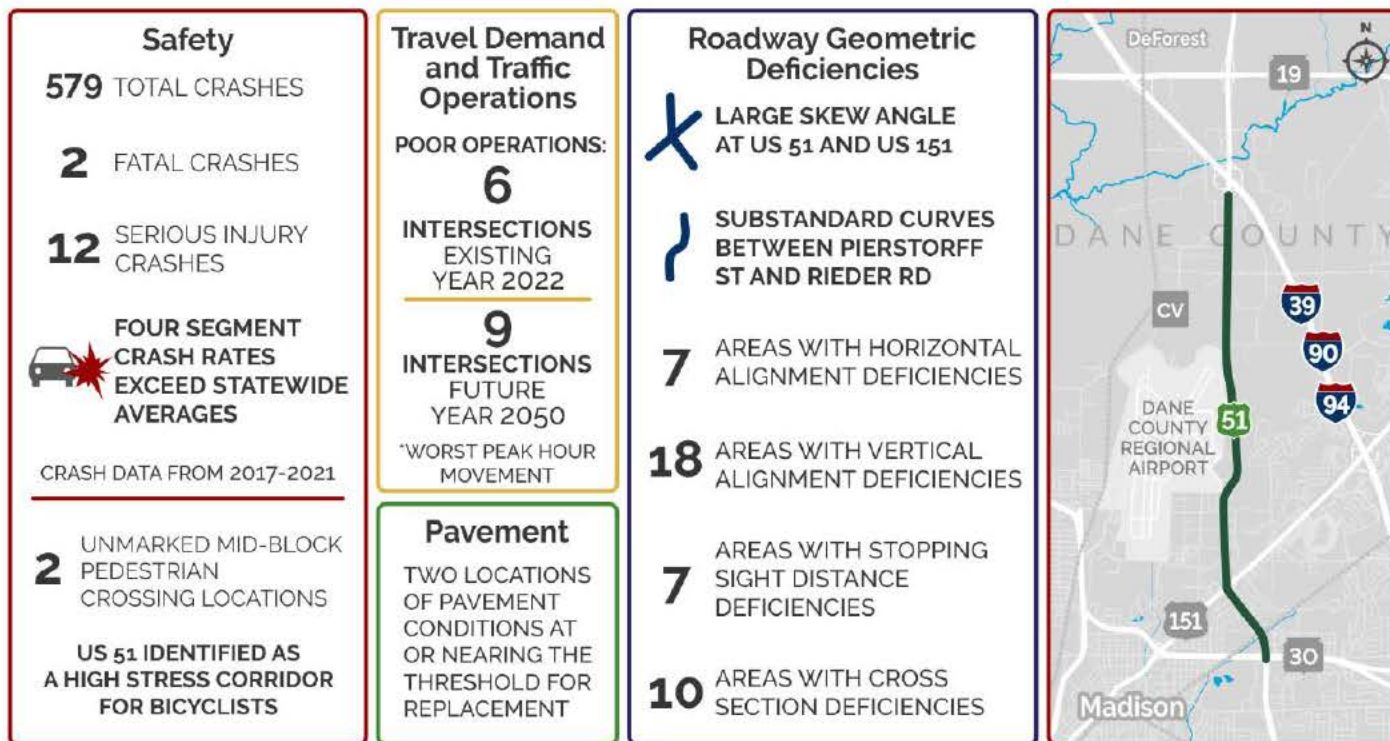






# Study Purpose and Need

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







NORTH STUDY

# Alternative Concept Development



Concepts were developed to address study purpose and corridor needs

Investigated options to optimize safety and capacity while limiting impacts

Identified potential improvements to bicycle/pedestrian network



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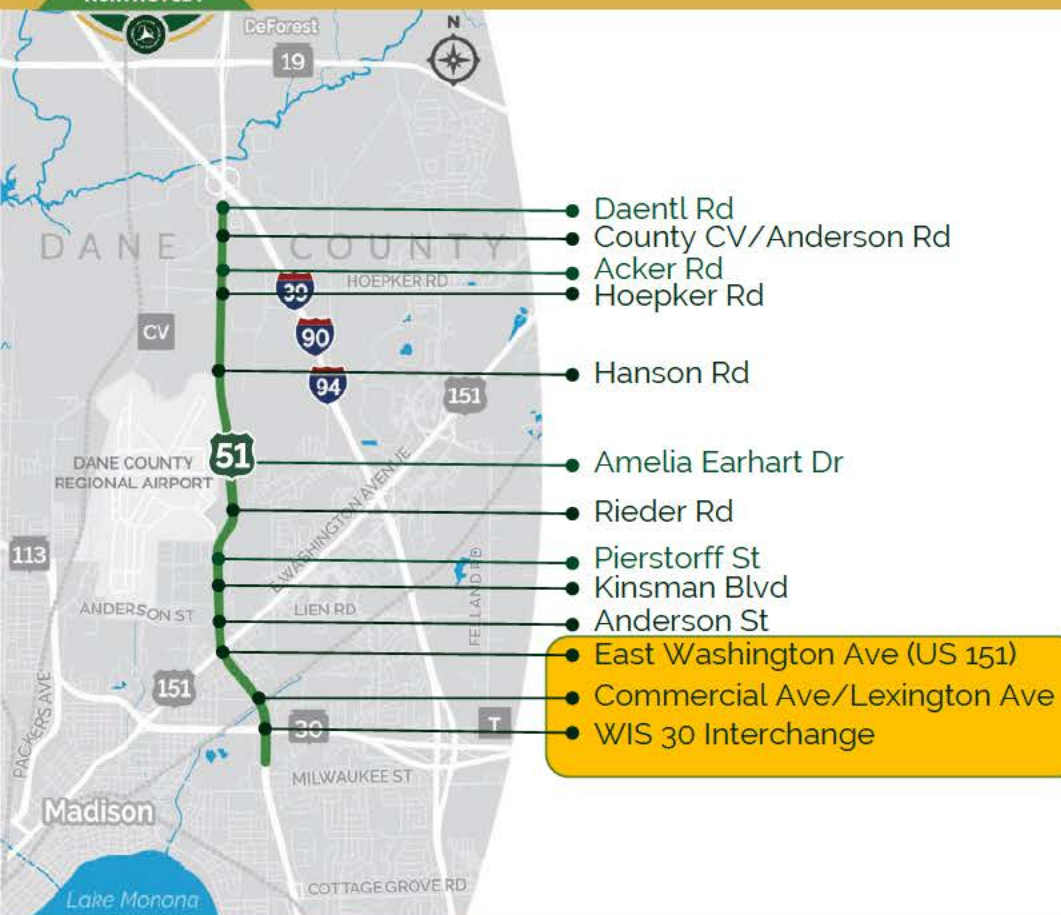




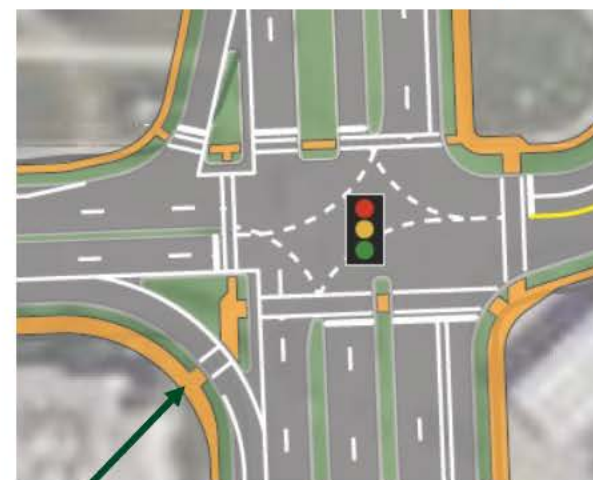


NORTH STUDY

# Alternative Concept Development



## Sample Concept



Bike/ped  
accommodations  
shown in orange



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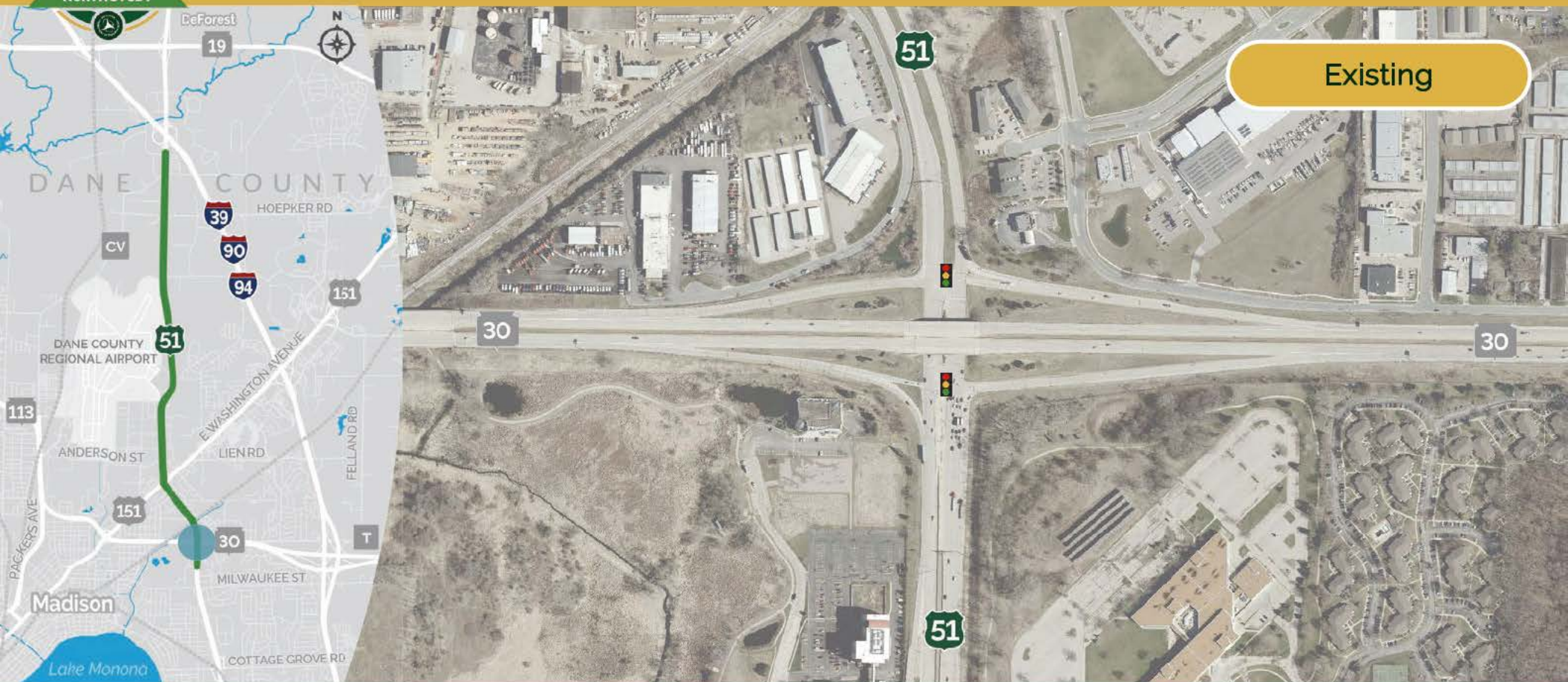






NORTH STUDY

# WIS 30 Alternative Concepts



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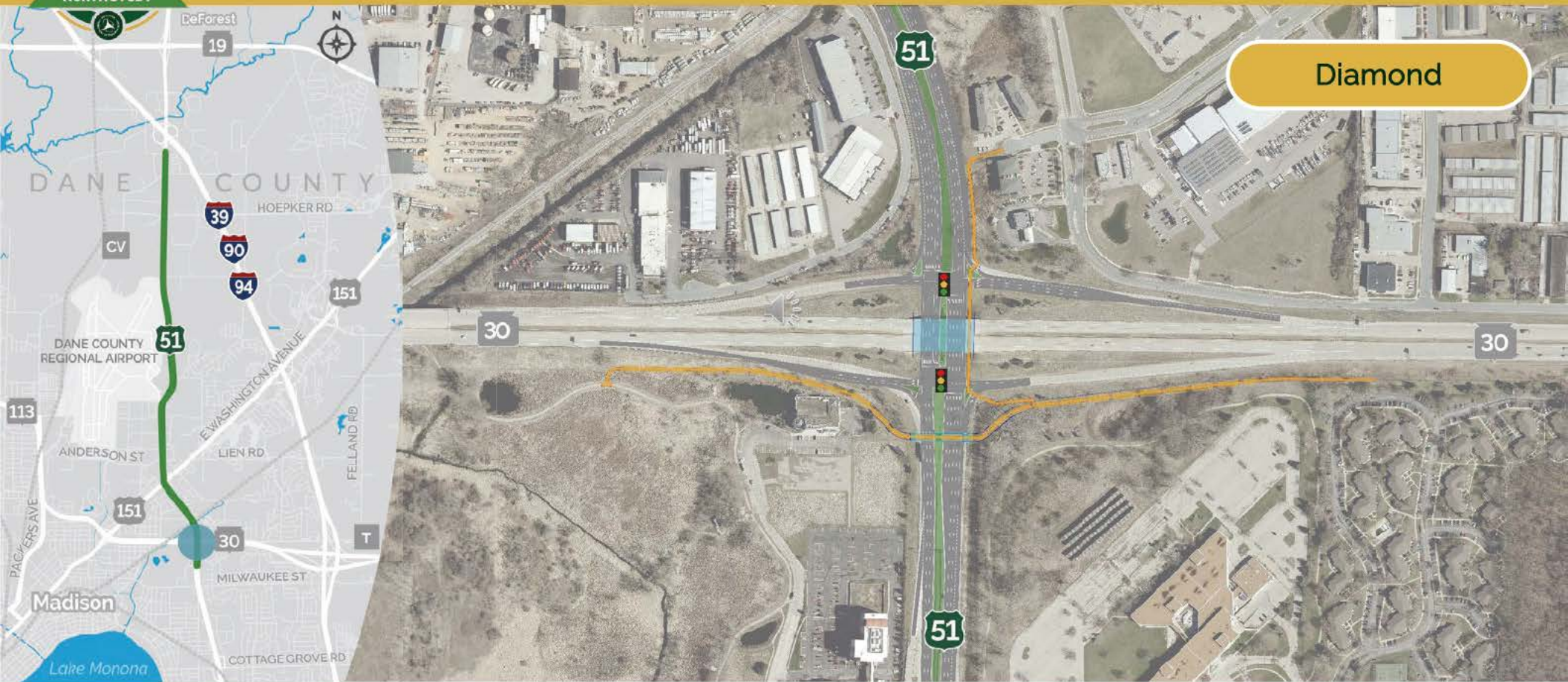






NORTH STUDY

# WIS 30 Alternative Concepts



Diamond



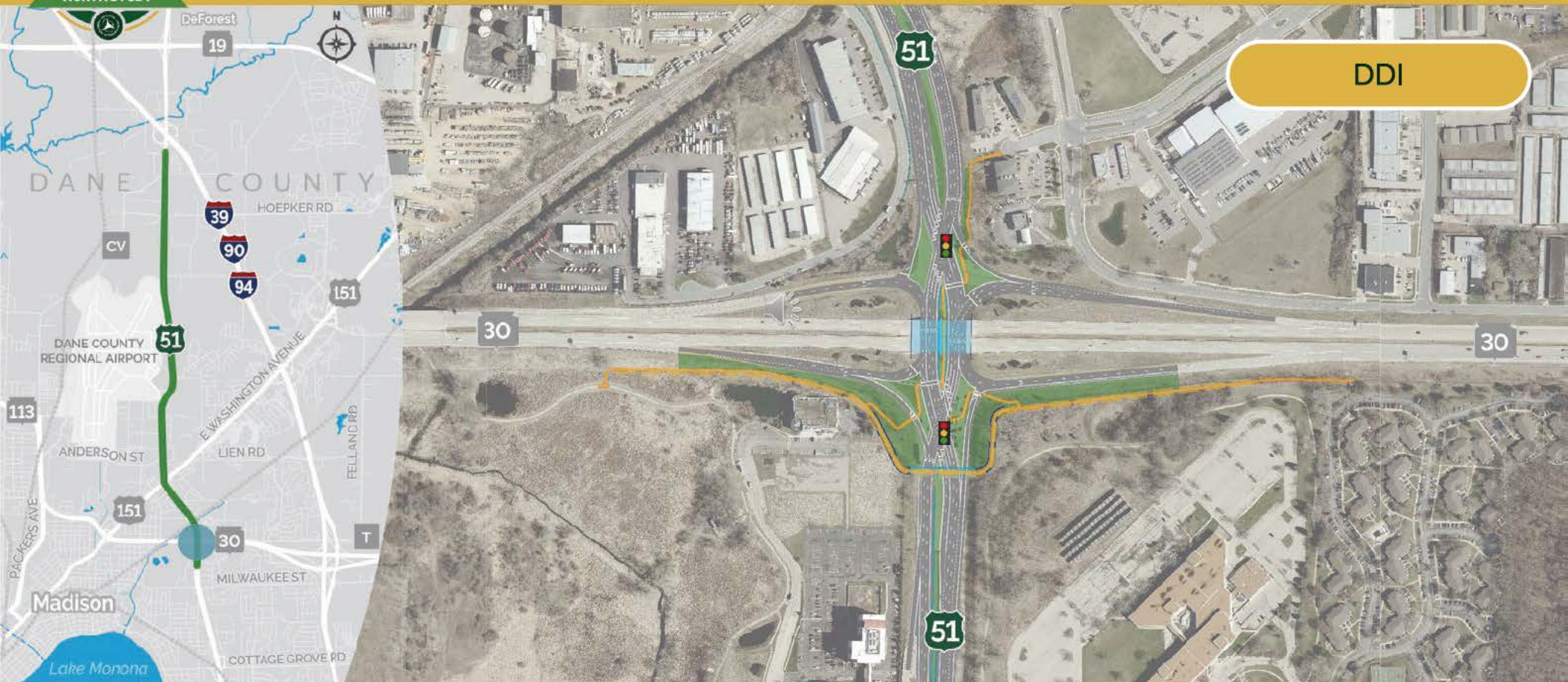
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# WIS 30 Alternative Concepts



DDI



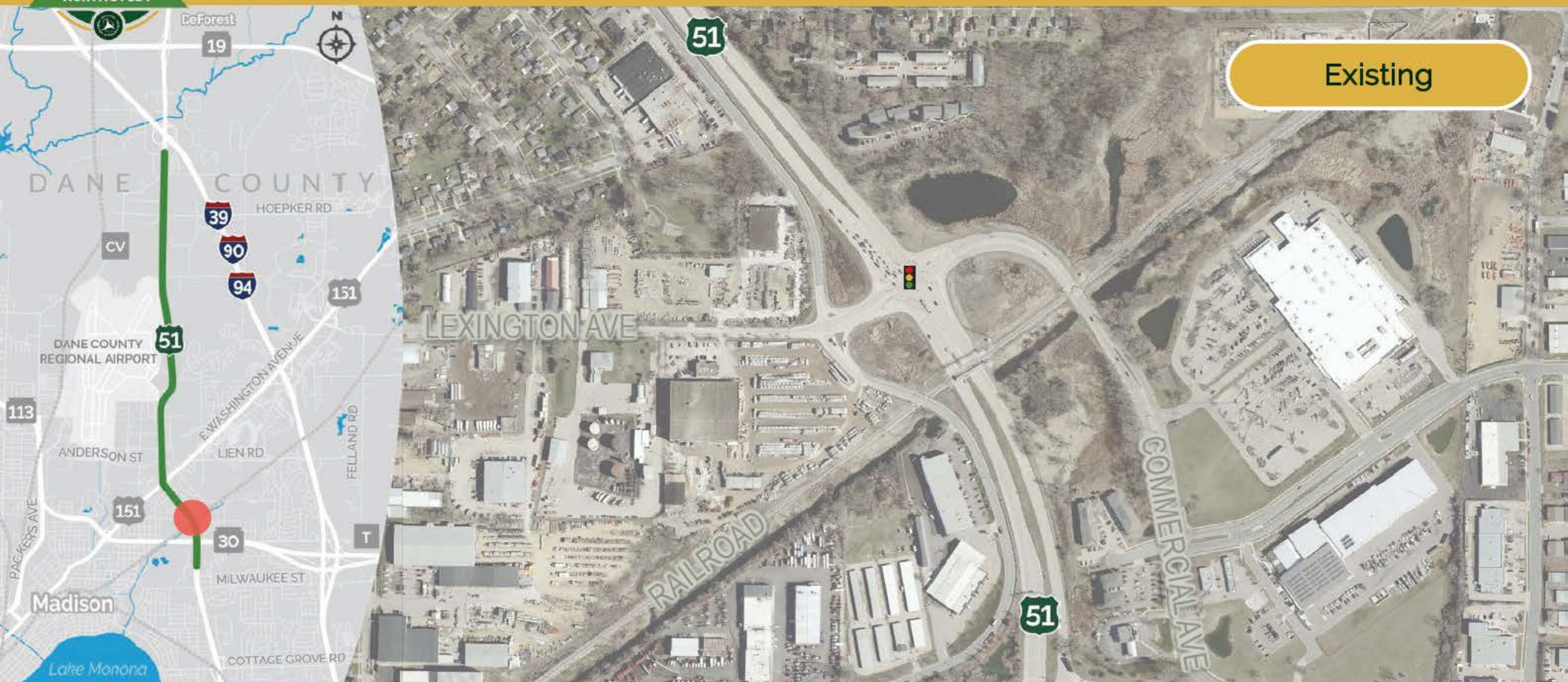
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# Lex / Commercial Ave. Alternative Concepts



Existing



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# Lex / Commercial Ave. Alternative Concepts



Conventional

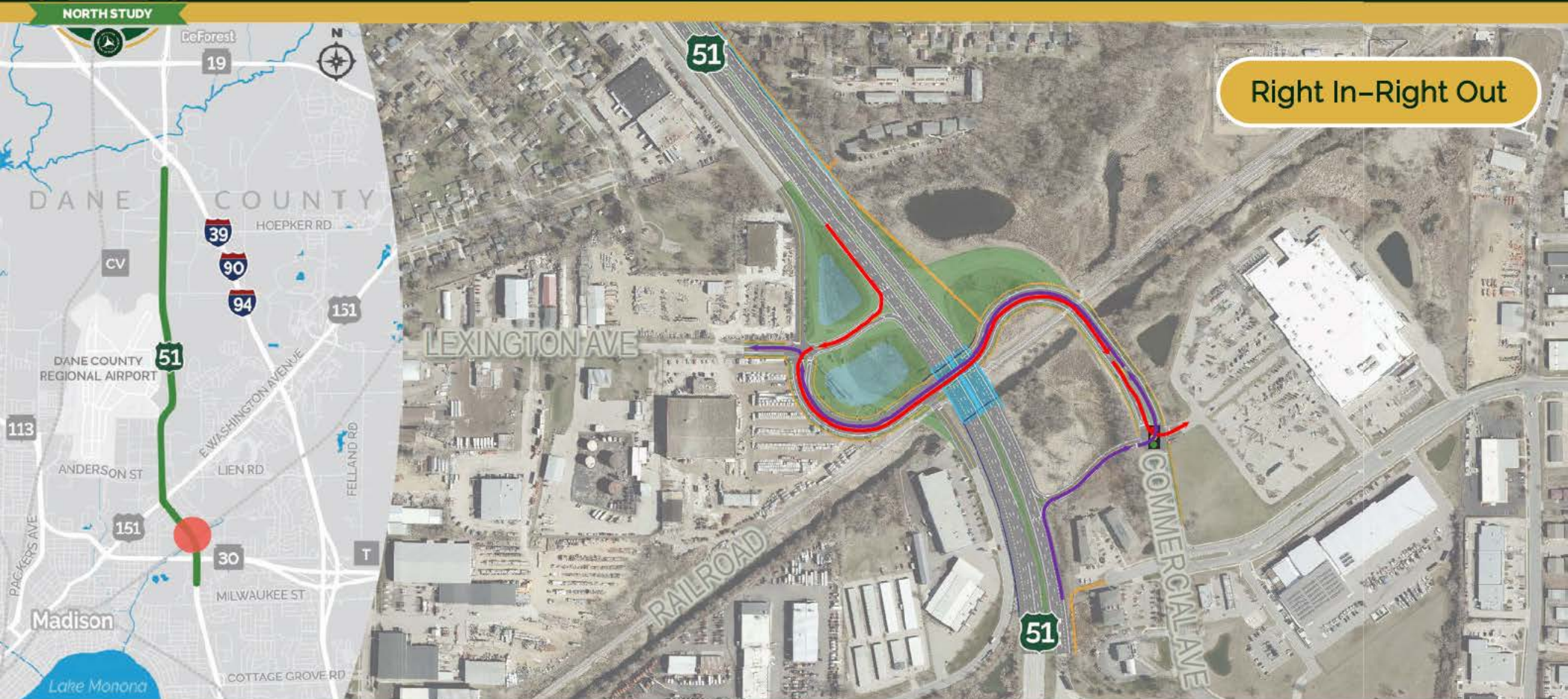


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# Lex / Commercial Ave. Alternative Concepts



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# Lex / Commercial Ave. Alternative Concepts



Raised 3-Leg



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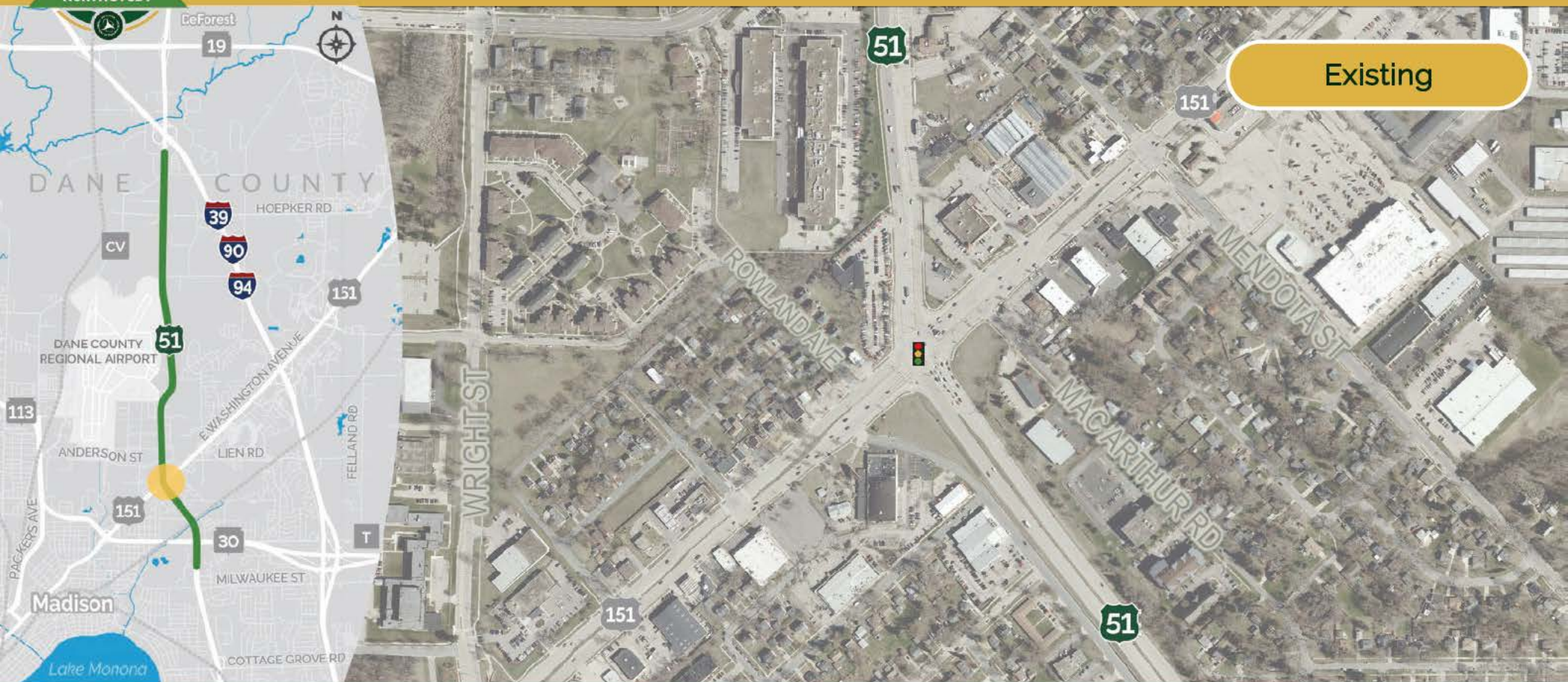






NORTH STUDY

# E. Washington Ave. Alternative Concepts



Existing



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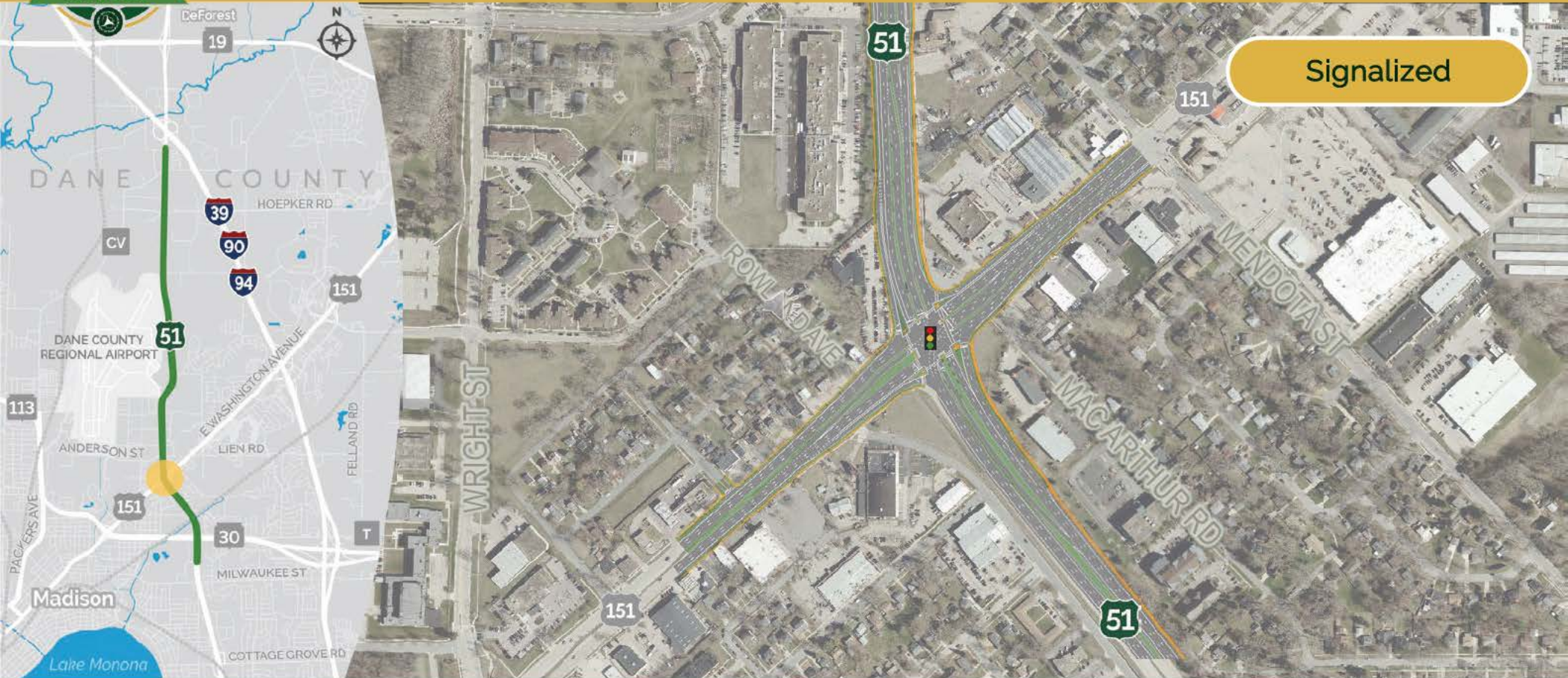






NORTH STUDY

# E. Washington Ave. Alternative Concepts



Signalized



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## Quadrant



Public Involvement Meeting #2 | September 27, 2023







NORTH STUDY

# E. Washington Ave. Alternative Concepts



Jug Handle



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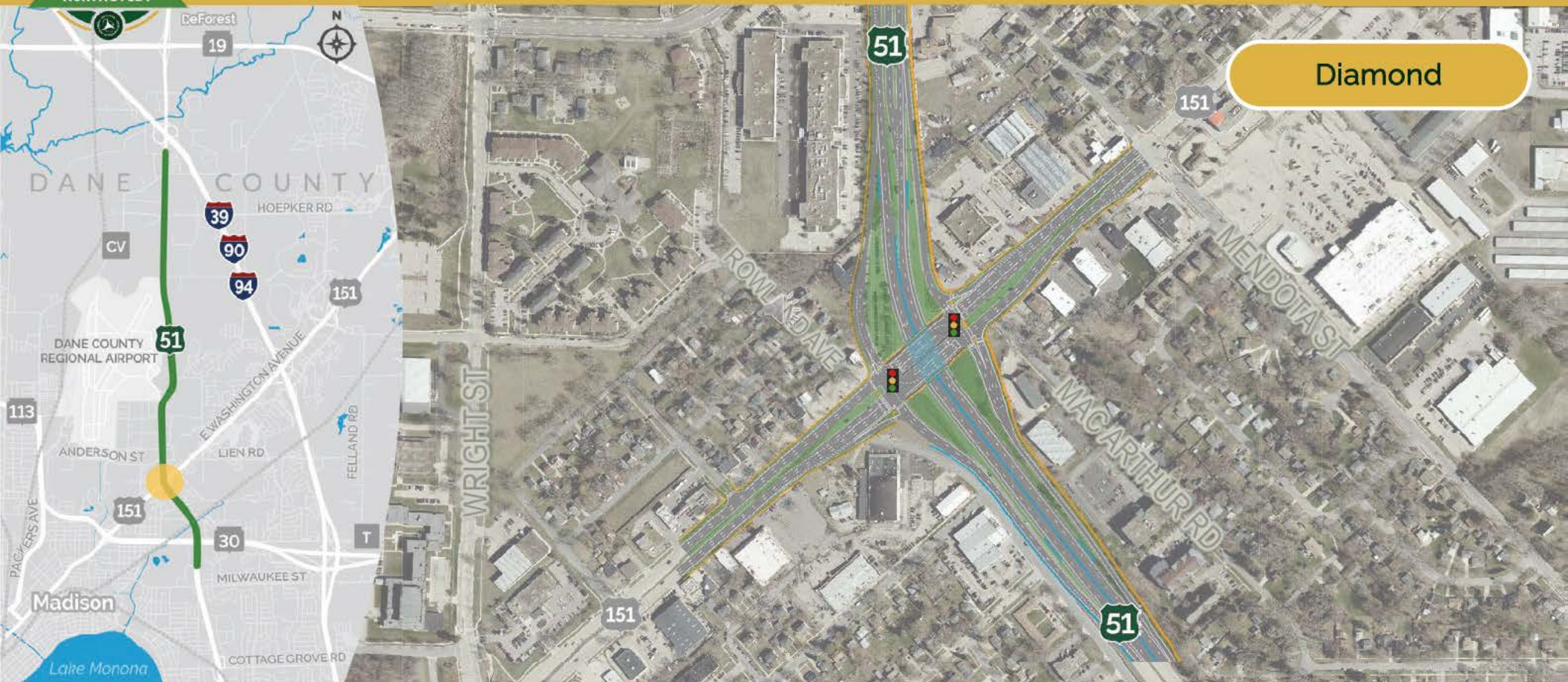






NORTH STUDY

# E. Washington Ave. Alternative Concepts



Diamond



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NORTH STUDY

# Other Intersections - Alternative Concepts



## ! Anderson Street

1. Maintain existing signalized intersection with improvements

## ! Kinsman Boulevard

1. Maintain existing signalized intersection with improvements
2. Roundabout

## ! Pierstorff Street

1. Maintain existing intersection with improvements

## ! Rieder Road

1. Maintain existing restricted left intersection with potential to add an RCUT north of the intersection

## ! Amelia Earhart Drive

1. Maintain existing intersection with improvements



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NORTH STUDY

# Other Intersections - Alternative Concepts



## ! Hanson Road

1. Maintain existing full access intersection with improvements
2. Restricted left intersection

## ! Hoepker Road

1. Maintain existing signalized intersection with improvements
2. Roundabout

## ! Acker Road

1. Maintain existing intersection with improvements

## ! County CV

1. Maintain existing signalized intersection with improvements

## ! Daentl Road

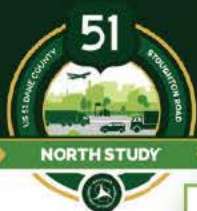
1. Evaluation to be completed by I-39/90/94 corridor study



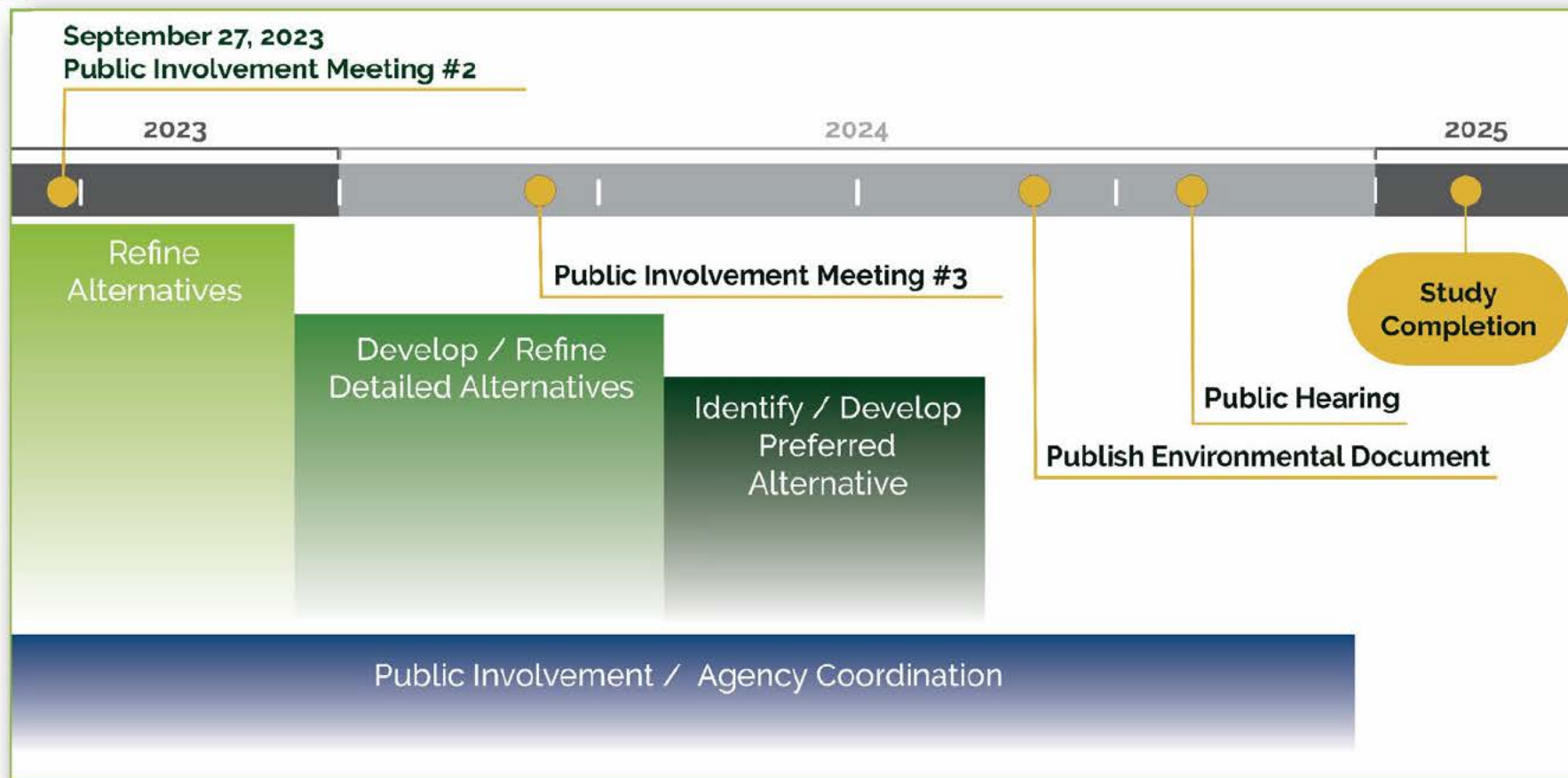
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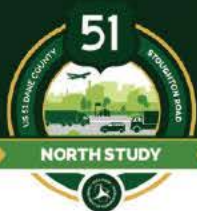




# Study Schedule / Next Steps







# Public Feedback

**Please provide feedback by October 27, 2023**

Fill out an online comment form

Take the online survey

Contact WisDOT Project Manager  
Jeff Berens

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



WisDOT Project Manager  
Jeff Berens, P.E.

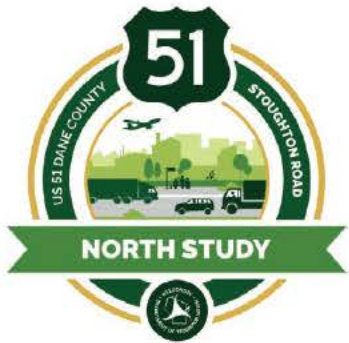
Email: [Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov)  
Phone: (608) 245-2656



Public Involvement Meeting #2 | September 27, 2023







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

# Thank You!

## Public Involvement Meeting #2 Summary Presentation

September 27, 2023





# Attachment E – PIMA Comments



**US 51 (Stoughton Road) North Study – PIM#2 PIMA Comments**

---

## Comment 13

Name:

Email:

Phone:

Address: Madison, WI 53704

Date: 09/24/2023

Level of Support: Less In Favor

Response Requested: Do not send me a response

Topics:

Comment: The footprint of the road should be maintained or shrunk. It is untenable to continue creating costly, unfunded liabilities for maintenance and repair long into the future as well as incongruent with the need to pivot away from driving due to the climate crisis.

## Comment 14

Name:

Email:

Phone:

Address: Madison, WI 53714

Date: 10/03/2023

Level of Support: Less In Favor

Response Requested: Respond to me by e-mail

Topics:

Comment: make sure to prioritize pedestrians and bicyclists. Do not divide our neighborhoods, especially at E Washington and Stoughton Rd (option one or two would be ideal...less impactful. Vehicular bridges tend to be harmful to ped/bikes).



# Attachment F – Survey Results



Q1 Please enter your first and last name (optional).

Answered: 5    Skipped: 1

#	RESPONSES	DATE
1		10/23/2023 10:24 PM
2		10/9/2023 9:22 AM
3		10/2/2023 1:54 PM
4		9/30/2023 6:13 AM
5		9/29/2023 6:59 PM



Q2 Please enter the zip code where you live (optional).

Answered: 5    Skipped: 1

#	RESPONSES	DATE
1	53704	10/23/2023 10:24 PM
2	53714	10/9/2023 9:22 AM
3	53714	10/2/2023 1:54 PM
4	53714	9/30/2023 6:13 AM
5	53704	9/29/2023 6:59 PM



Q3 Please enter the zip code of your place of work (optional).

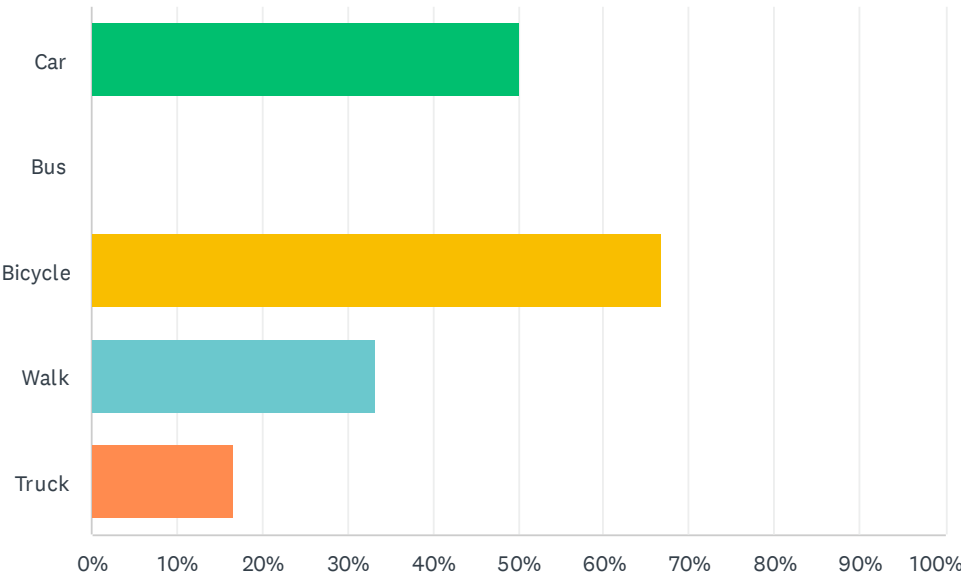
Answered: 5    Skipped: 1

#	RESPONSES	DATE
1	53716	10/23/2023 10:24 PM
2	53714	10/9/2023 9:22 AM
3	53703	10/2/2023 1:54 PM
4	53711	9/30/2023 6:13 AM
5	N/A	9/29/2023 6:59 PM



Q4 Which mode of transportation needs the most improvement? Select one or more.

Answered: 6    Skipped: 0



ANSWER CHOICES	RESPONSES	
Car	50.00%	3
Bus	0.00%	0
Bicycle	66.67%	4
Walk	33.33%	2
Truck	16.67%	1
Total Respondents: 6		



## Q5 Are there aspects that negatively affect your quality of life?

Answered: 4   Skipped: 2

#	RESPONSES	DATE
1	The evening rush hour is often times very frustrating.	10/23/2023 10:24 PM
2	Speeding	10/9/2023 9:22 AM
3	Vehicles sometimes get to drastic high speeds at the intersection of each washington and stoughton road. There are limited bicycle and walking paths to get across eash washington and stoughton road, not necessarily at the intersection but in general. Near pierstorf and stoughton road intersection, there is an area in the median where people regularly take u-turns in an unsafe manner.	10/3/2023 12:14 PM
4	Yes, I live fairly close to USH 51, and it is a barrier to reaching destinations on on the opposite side of the highway. I also drive it on a fairly regular basis, and the current design encourages people to drive as if they are on a freeway instead of a street through neighborhoods, a college, and many businesses.	10/2/2023 1:54 PM



Q6 Concept #1: Diamond Interchange

Answered: 6    Skipped: 0

3.7★  
average rating



	LEAST FAVORABLE	(NO LABEL)	(NO LABEL)	(NO LABEL)	MOST FAVORABLE	TOTAL	WEIGHTED AVERAGE
☆	0.00% 0	16.67% 1	33.33% 2	16.67% 1	33.33% 2	6	3.67



Q7 Concept #2: Diverging Diamond Interchange (DDI)

Answered: 6    Skipped: 0

3.5★  
average rating



	LEAST FAVORABLE	(NO LABEL)	(NO LABEL)	(NO LABEL)	MOST FAVORABLE	TOTAL	WEIGHTED AVERAGE
☆	0.00% 0	33.33% 2	16.67% 1	16.67% 1	33.33% 2	6	3.50



Q8 Lexington/Commercial: How important is a grade separation of the existing railroad in this area?

Answered: 5    Skipped: 1

3.4★

average rating



	LEAST FAVORABLE	(NO LABEL)	(NO LABEL)	(NO LABEL)	MOST FAVORABLE	TOTAL	WEIGHTED AVERAGE
☆	20.00% 1	0.00% 0	40.00% 2	0.00% 0	40.00% 2	5	3.40



Q9 Lexington/Commercial: How important are improvements for bikes and pedestrians in this area?

Answered: 5    Skipped: 1

4.4★  
average rating



	LEAST FAVORABLE	(NO LABEL)	(NO LABEL)	(NO LABEL)	MOST FAVORABLE	TOTAL	WEIGHTED AVERAGE
☆	0.00% 0	0.00% 0	20.00% 1	20.00% 1	60.00% 3	5	4.40



Q10 Concept #1: At-Grade Intersection

Answered: 5    Skipped: 1

2.2★  
average rating



	LEAST FAVORABLE	(NO LABEL)	(NO LABEL)	(NO LABEL)	MOST FAVORABLE	TOTAL	WEIGHTED AVERAGE
☆	60.00% 3	0.00% 0	20.00% 1	0.00% 0	20.00% 1	5	2.20



Q11 Concept #2: Right In / Right Out (RIRO)

Answered: 5    Skipped: 1

2.4★  
average rating



	LEAST FAVORABLE	(NO LABEL)	(NO LABEL)	(NO LABEL)	MOST FAVORABLE	TOTAL	WEIGHTED AVERAGE
☆	40.00% 2	20.00% 1	20.00% 1	0.00% 0	20.00% 1	5	2.40



Q12 Concept #3: Three-Legged Interchange

Answered: 5    Skipped: 1

3.6★  
average rating



	LEAST FAVORABLE	(NO LABEL)	(NO LABEL)	(NO LABEL)	MOST FAVORABLE	TOTAL	WEIGHTED AVERAGE
☆	20.00% 1	20.00% 1	0.00% 0	0.00% 0	60.00% 3	5	3.60



Q13 Overall safety

Answered: 5    Skipped: 1

3.2★  
average rating



	LEAST IMPORTANT	(NO LABEL)	(NO LABEL)	MOST IMPORTANT	TOTAL	WEIGHTED AVERAGE
☆	0.00% 0	20.00% 1	40.00% 2	40.00% 2	5	3.20



Q14 Bike and pedestrian movements

Answered: 5    Skipped: 1

3.4★  
average rating



	LEAST IMPORTANT	(NO LABEL)	(NO LABEL)	MOST IMPORTANT	TOTAL	WEIGHTED AVERAGE
☆	0.00% 0	0.00% 0	60.00% 3	40.00% 2	5	3.40



Q15 Traffic congestion

Answered: 5    Skipped: 1

2.6★  
average rating



	LEAST IMPORTANT	(NO LABEL)	(NO LABEL)	MOST IMPORTANT	TOTAL	WEIGHTED AVERAGE
☆	20.00% 1	40.00% 2	0.00% 0	40.00% 2	5	2.60



Q16 Roadway geometrics

Answered: 5    Skipped: 1

2.6★  
average rating



	LEAST IMPORTANT	(NO LABEL)	(NO LABEL)	MOST IMPORTANT	TOTAL	WEIGHTED AVERAGE
☆	20.00% 1	20.00% 1	40.00% 2	20.00% 1	5	2.60



Q17 Rate the importance of maintaining side road access (e.g., Rowland Avenue, MacArthur Road and N. Stoughton Service Road) to E. Washington Avenue.

Answered: 5    Skipped: 1

2.4★  
average rating



	LEAST FAVORABLE	(NO LABEL)	(NO LABEL)	(NO LABEL)	MOST FAVORABLE	TOTAL	WEIGHTED AVERAGE
☆	40.00% 2	0.00% 0	40.00% 2	20.00% 1	0.00% 0	5	2.40



Q18 Rate the importance of maintaining business access to E. Washington Avenue and US 51 / Stoughton Road.

Answered: 5    Skipped: 1

3.6★

average rating



	LEAST FAVORABLE	(NO LABEL)	(NO LABEL)	(NO LABEL)	MOST FAVORABLE	TOTAL	WEIGHTED AVERAGE
☆	0.00% 0	0.00% 0	60.00% 3	20.00% 1	20.00% 1	5	3.60



Q19 Rate the importance of maintaining residential access to E. Washington Avenue.

Answered: 5    Skipped: 1

3.0★  
average rating



	LEAST FAVORABLE	(NO LABEL)	(NO LABEL)	(NO LABEL)	MOST FAVORABLE	TOTAL	WEIGHTED AVERAGE
☆	0.00% 0	0.00% 0	100.00% 5	0.00% 0	0.00% 0	5	3.00



Q20 Rate the importance of maintaining full access at Anderson Street

Answered: 5    Skipped: 1

3.8★  
average rating



	LEAST FAVORABLE	(NO LABEL)	(NO LABEL)	(NO LABEL)	MOST FAVORABLE	TOTAL	WEIGHTED AVERAGE
☆	20.00% 1	0.00% 0	20.00% 1	0.00% 0	60.00% 3	5	3.80



Q21 Rate the importance of maintaining full access at Mendota Street

Answered: 4    Skipped: 2

4.0★  
average rating



	LEAST FAVORABLE	(NO LABEL)	(NO LABEL)	(NO LABEL)	MOST FAVORABLE	TOTAL	WEIGHTED AVERAGE
☆	25.00% 1	0.00% 0	0.00% 0	0.00% 0	75.00% 3	4	4.00



Q22 Concept #1: Conventional Intersection

Answered: 5    Skipped: 1

2.4★  
average rating



	LEAST FAVORABLE	(NO LABEL)	(NO LABEL)	(NO LABEL)	MOST FAVORABLE	TOTAL	WEIGHTED AVERAGE
☆	20.00% 1	20.00% 1	60.00% 3	0.00% 0	0.00% 0	5	2.40



Q23 Concept #2: Quadrant Intersection - Southwest

Answered: 5    Skipped: 1

1.6★  
average rating



	LEAST FAVORABLE	(NO LABEL)	(NO LABEL)	(NO LABEL)	MOST FAVORABLE	TOTAL	WEIGHTED AVERAGE
☆	80.00% 4	0.00% 0	0.00% 0	20.00% 1	0.00% 0	5	1.60



Q24 Concept #3: Jughandle

Answered: 5    Skipped: 1

2.6★  
average rating



	LEAST FAVORABLE	(NO LABEL)	(NO LABEL)	(NO LABEL)	MOST FAVORABLE	TOTAL	WEIGHTED AVERAGE
☆	20.00% 1	20.00% 1	40.00% 2	20.00% 1	0.00% 0	5	2.60



Q25 Concept #4: Tight Diamond Interchange

Answered: 5    Skipped: 1

3.8★  
average rating



	LEAST FAVORABLE	(NO LABEL)	(NO LABEL)	(NO LABEL)	MOST FAVORABLE	TOTAL	WEIGHTED AVERAGE
☆	20.00% 1	0.00% 0	20.00% 1	0.00% 0	60.00% 3	5	3.80



Q26 Concept #1: Signalized Intersection

Answered: 5    Skipped: 1

1.8★  
average rating



	LEAST FAVORABLE	(NO LABEL)	(NO LABEL)	(NO LABEL)	MOST FAVORABLE	TOTAL	WEIGHTED AVERAGE
☆	60.00% 3	0.00% 0	40.00% 2	0.00% 0	0.00% 0	5	1.80



Q27 Concept #2: Roundabout

Answered: 5    Skipped: 1

3.6★  
average rating



	LEAST FAVORABLE	(NO LABEL)	(NO LABEL)	(NO LABEL)	MOST FAVORABLE	TOTAL	WEIGHTED AVERAGE
☆	20.00% 1	0.00% 0	20.00% 1	20.00% 1	40.00% 2	5	3.60



Q28 Please indicate your support of implementing a Restricted Crossing U-Turn (RCUT) between Rieder Road and Amelia Earhart Drive. Rate on a scale of 1-5 (1 is least favorable, 5 is most favorable)

Answered: 5    Skipped: 1

3.2★  
average rating



	LEAST FAVORABLE	(NO LABEL)	(NO LABEL)	(NO LABEL)	MOST FAVORABLE	TOTAL	WEIGHTED AVERAGE
☆	0.00% 0	20.00% 1	60.00% 3	0.00% 0	20.00% 1	5	3.20



Q29 Concept #1: Full Access Intersection

Answered: 5    Skipped: 1

3.8★  
average rating



	LEAST FAVORABLE	(NO LABEL)	(NO LABEL)	(NO LABEL)	MOST FAVORABLE	TOTAL	WEIGHTED AVERAGE
☆	0.00% 0	0.00% 0	60.00% 3	0.00% 0	40.00% 2	5	3.80



Q30 Concept #2: US 51 Left Turn Restricted

Answered: 5    Skipped: 1

1.8★  
average rating



	LEAST FAVORABLE	(NO LABEL)	(NO LABEL)	(NO LABEL)	MOST FAVORABLE	TOTAL	WEIGHTED AVERAGE
☆	60.00% 3	0.00% 0	40.00% 2	0.00% 0	0.00% 0	5	1.80



Q31 Concept #1: Signalized Intersection

Answered: 5    Skipped: 1

4.0★  
average rating



	LEAST FAVORABLE	(NO LABEL)	(NO LABEL)	(NO LABEL)	MOST FAVORABLE	TOTAL	WEIGHTED AVERAGE
☆	0.00% 0	20.00% 1	20.00% 1	0.00% 0	60.00% 3	5	4.00



Q32 Concept #2: Roundabout

Answered: 5    Skipped: 1

3.2★  
average rating



	LEAST FAVORABLE	(NO LABEL)	(NO LABEL)	(NO LABEL)	MOST FAVORABLE	TOTAL	WEIGHTED AVERAGE
☆	20.00% 1	0.00% 0	40.00% 2	20.00% 1	20.00% 1	5	3.20



## Q33 What additional comments do you have about the concepts?

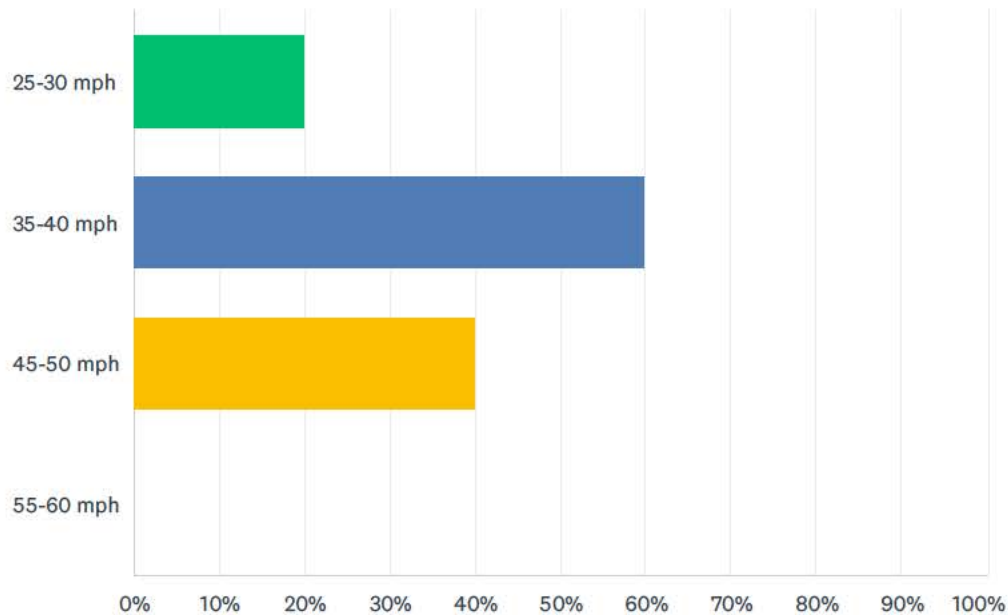
Answered: 4 Skipped: 2

#	RESPONSES	DATE
1	Safety for all travel forms. Not flow and time	10/9/2023 9:27 AM
2	I appreciate the new separated paths shown throughout the corridor!	10/2/2023 2:06 PM
3	I live in the neighborhood SE of E Wash/N Stoughton. Road noise due to speed of traffic is an issue. Anything that increases road speed is bad result and not necessary. Traffic is not that bad. Crossing the intersection is impossible.	9/30/2023 6:26 AM
4	If any new interchanges are added, the exits should have numbers.	9/29/2023 7:01 PM



Q34 From WIS 30 to just south of East Washington Avenue, what posted speed limit(s) would you support? (Check all that apply)

Answered: 5    Skipped: 1

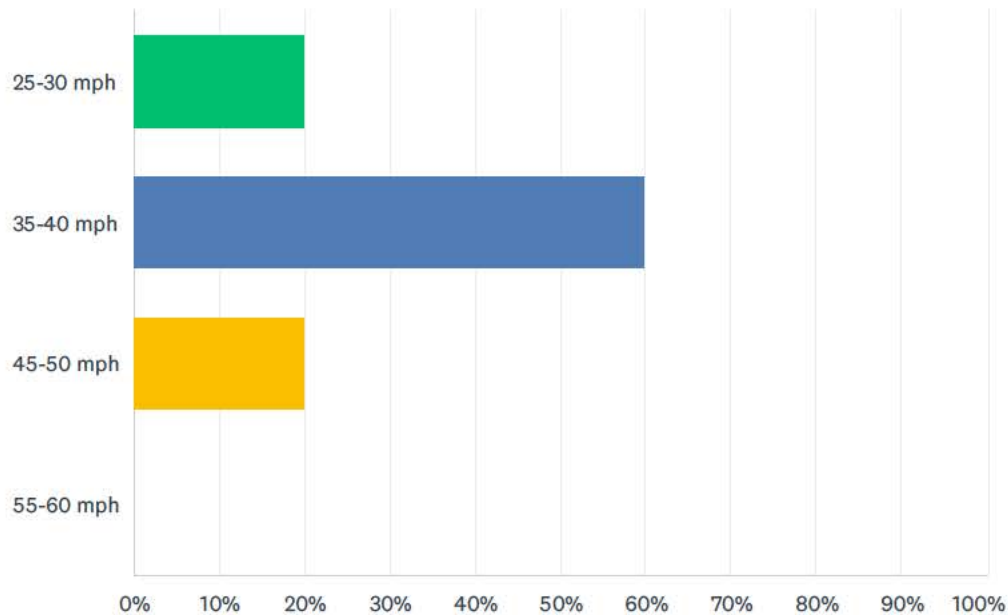


ANSWER CHOICES	RESPONSES	
25-30 mph	20.00%	1
35-40 mph	60.00%	3
45-50 mph	40.00%	2
55-60 mph	0.00%	0
Total Respondents: 5		



Q35 From just south of East Washington Avenue through Pierstorff Street, what posted speed limit(s) would you support? (Check all that apply)

Answered: 5    Skipped: 1

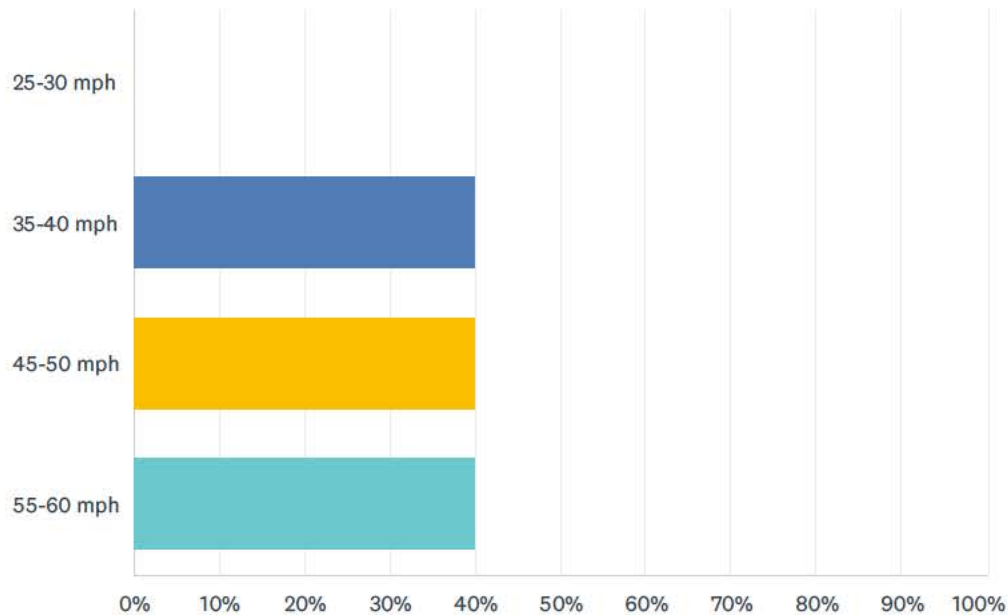


ANSWER CHOICES	RESPONSES	
25-30 mph	20.00%	1
35-40 mph	60.00%	3
45-50 mph	20.00%	1
55-60 mph	0.00%	0
Total Respondents: 5		



Q36 From Pierstorff Street to just south of Hoepker Road, what posted speed limit(s) would you support? (Check all that apply)

Answered: 5 Skipped: 1

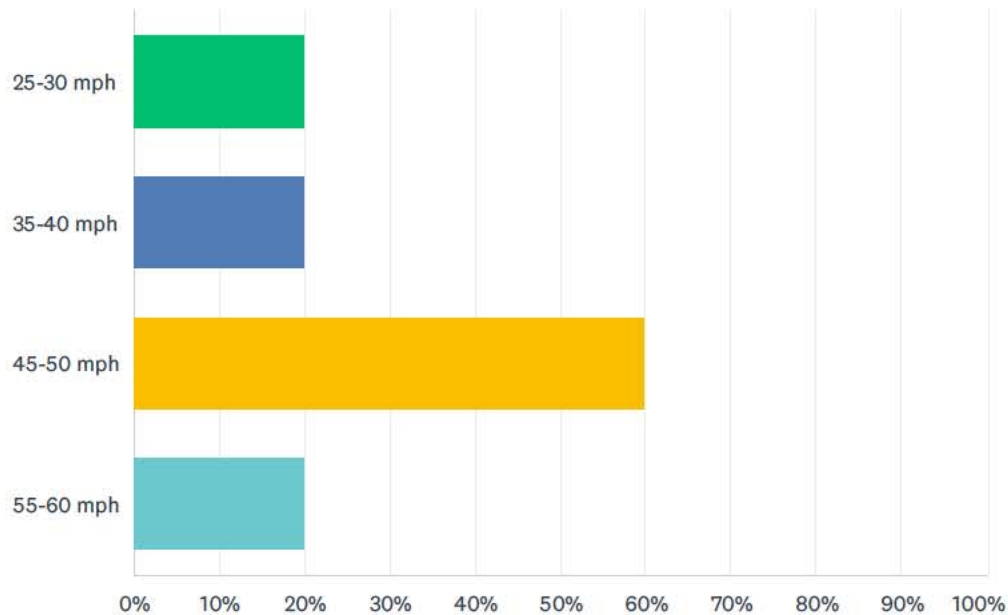


ANSWER CHOICES	RESPONSES	
25-30 mph	0.00%	0
35-40 mph	40.00%	2
45-50 mph	40.00%	2
55-60 mph	40.00%	2
Total Respondents: 5		



Q37 From Hoepker Road to I-39/90/94, what posted speed limit(s) would you support? (Check all that apply)

Answered: 5    Skipped: 1



ANSWER CHOICES	RESPONSES	
25-30 mph	20.00%	1
35-40 mph	20.00%	1
45-50 mph	60.00%	3
55-60 mph	20.00%	1
Total Respondents: 5		



Q38 Please share any general corridor or study comments in the box below.

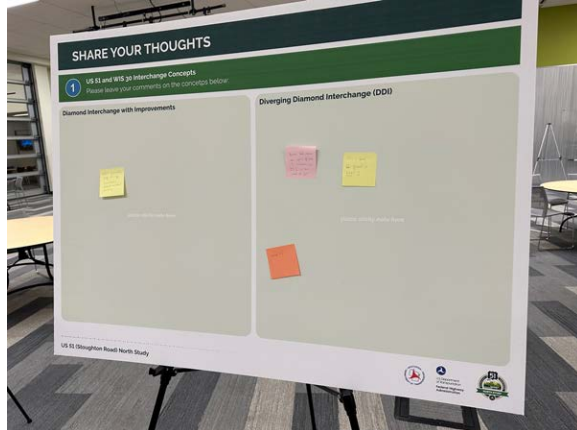
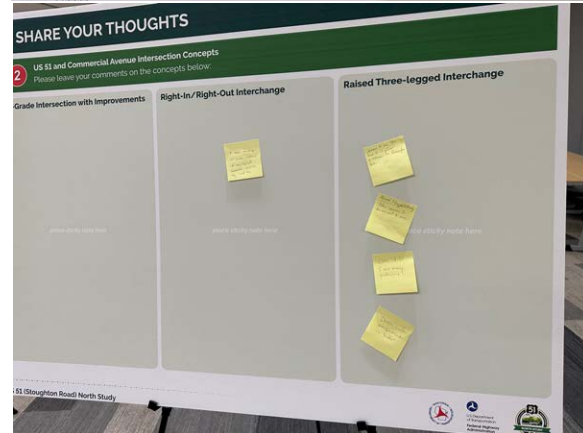
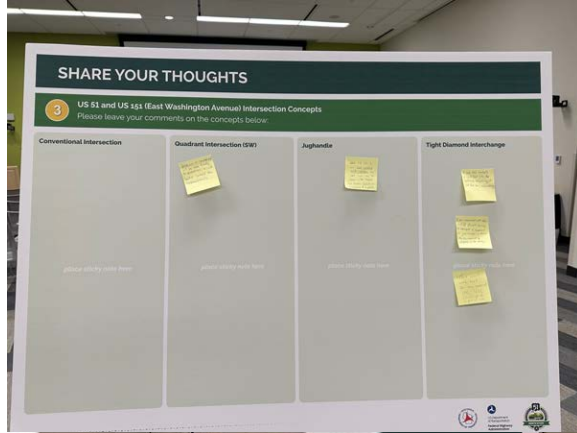
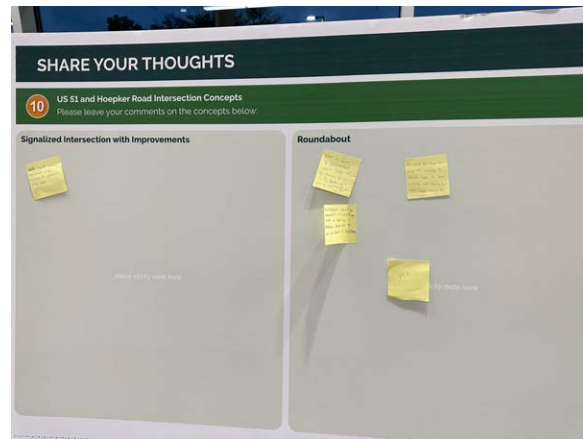
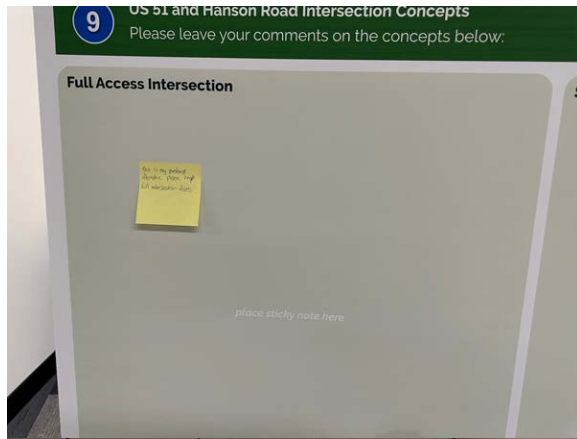
Answered: 1   Skipped: 5

#	RESPONSES	DATE
1	remember....most drivers drive over the speed limit! so err on the low side.	9/30/2023 6:27 AM



# Attachment G – Exhibit Comments







## son Street: Signalized Intersect



## SHARE YOUR THOUGHTS

12

US 51 and County CV / Anderson Road

Please leave your comments on the card

### Signalized Intersection with Improvements

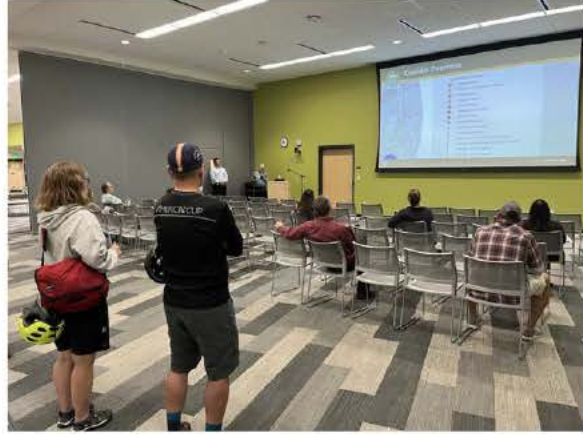
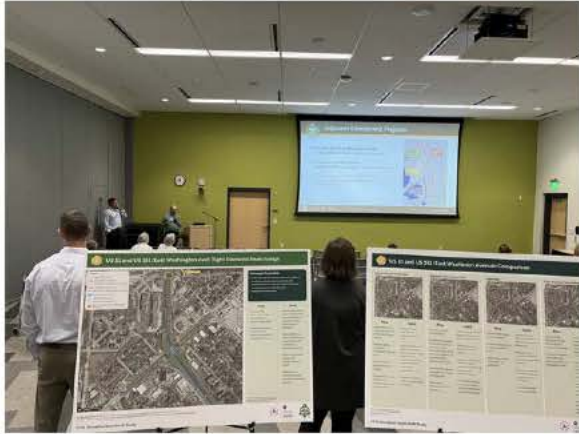
After call time and  
arriving, immediately by  
highway 51 to the intersection  
for county CV to increasing  
I-10 support along spine  
for many vehicles

I'm happy with adding  
a few more as long as  
I can feel safe driving  
into the middle lane  
with vehicles on both sides  
driving the existing traffic



# Attachment H – PIM Photos





















## US 51 (STOUGHTON ROAD) NORTH STUDY PUBLIC INVOLVEMENT MEETING #3 DEBRIEF

**Date:** Thursday, April 18, 2024

**Time:** 5 to 7 p.m.

**Location:**

Madison College – Truax  
Building (Conference Room  
D1630) 1701 Wright Street  
Madison, WI 53704

**Meeting Purpose:**

This meeting was to gather feedback on the updated WisDOT recommended alternatives and mainline concepts developed throughout the corridor. The city of Madison was in attendance to present and receive feedback on their Northeast Area Plan.

**Study Team Attendees:**

Jeff Berens – WisDOT  
Mike Helmrick – WisDOT  
Michelle Howe – WisDOT  
Tracey Johnsrud – WisDOT  
Joel Brown – HNTB  
Claire Steines – HNTB  
Dan Schrum – SRF  
Rachel Burnham – SRF  
Noah Leonard – SRF  
Jeff Knudson – SRF  
Jaimie Onasch – Revelation  
Brian Lee – Revelation  
Zach Freeman – Kapur  
Matt Wiswell – Kapur  
Jessica Sherman – De Vor Communications  
Brian DeNeve – De Vor Communications  
Angela Puerta – City of Madison

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## Summary of Public Involvement Meeting

The Wisconsin Department of Transportation (WisDOT) hosted its third open house public involvement meeting (PIM) to provide residents, businesses, local and elected officials, and other stakeholders information on the US 51 (Stoughton Road) North Corridor Study on Thursday, April 18, 2024. The open house meeting provided the public with an update on the study's progress, recommended alternative, upcoming study checkpoints and further public involvement efforts. The study team also refreshed the public on the need and purpose for a study on this corridor. A presentation was run on a loop during the meeting (Attachment E). The city of Madison provided a representative as well to present their Northeast Area Plan including their own recorded presentation and about seven (7) exhibits.

The following exhibits and roll plots were displayed during the meeting for US 51 (Stoughton Road) North. Please see Attachment C for details.

- Study Schedule and Next Steps
- Study Limits Map
- Project Purpose and Need Summary
- Study Needs: Traffic
- Study Needs: Safety
- Study Needs: Roadway Geometrics
- Environmental Considerations
- Adjacent Studies and Projects Map
- US 51 and WIS 30: Existing Conditions Improved
- US 51 and WIS 30: Diverging Diamond Interchange (DDI)
- US 51 and Commercial Ave: Three-Legged Intersection
- US 51 and Commercial Ave: Existing Conditions Improved
- US 51 and US 151 (East Washington Avenue): Existing Conditions Improved
- US 51 and US 151 (East Washington Avenue): Jughandle
- US 51 and Anderson Street: Existing Conditions Improved
- US 51 – Pierstorff Street to Rieder Road Realignment
- US 51 and Kinsman Boulevard: Roundabout
- US 51 and Kinsman Boulevard: Existing Conditions Improved
- US 51 and Pierstorff Street: Existing Conditions Improved
- US 51 and Rieder Road: Existing Conditions Improved with RCUT
- US 51 and Amelia Earhart Drive: Existing Conditions Improved
- US 51 and Hanson Road: Full Access Intersection
- US 51 and Hoepker Road: Existing Conditions Improved
- US 51 and Hoepker Road: Roundabout
- US 51 and Acker Road: Existing Conditions Improved
- US 51 and County CV/Anderson Road: Existing Conditions Improved
- Pedestrian and Bicycle Facilities
- US 51 Corridor – Proposed Roadway Typical Sections (Roll plot)
- US 51- City of Madison Northeast Area Plan Presentation Sign in
- US 51 North Presentation Sign-in
- US 51 North Sign-in Board
- Welcome Board

## Public Contact Efforts

WisDOT mailed a postcard invitation on Monday, March 18, 2024, to about 2,900 residents, businesses and property owners located along the 5.5-mile US 51 (Stoughton Road) North Study Corridor from the WIS 30 interchange in Madison to the I-39/90/94 interchange in the town of Burke. Jeff Berens, US 51 North Study Project Manager, also sent an email blast to about 396 stakeholders from the Public Involvement Management Application (PIMA).

WisDOT sent out a news release to promote the meeting on Thursday, April 1, 2024, with area state legislative offices included in the distribution. WisDOT also posted the PIM invite on the Southwest Region X page (formerly Twitter) on Friday, April 10, 2024, a reminder the night before the meeting and again on the day of the meeting.

Copies of meeting notices and media coverage are available in Attachment B.



Attendees signed into the meeting either by scanning a QR code with their mobile device or via iPads provided by the study team. Paper sign-in sheets were also made available to any attendees not wishing to sign in digitally. The meeting attendance record is included in Attachment A.

The following handouts were available to all attendees and are included in Attachment C.

- PIM Handout (English, Hmong and Spanish)
- Diverging Diamond and Jughandle Handout
- US 51 North Corridor Survey (English, Hmong and Spanish)
- Comment Forms (English, Hmong and Spanish)
  - Pre-paid postage return envelopes were also available.

Meeting exhibits, handouts and the PIM presentation were posted on WisDOT's website following the meeting, for those who were unable to attend in person.

### **Comment and Survey Summary**

The following summary includes comments that were received during the meeting and throughout the 30-day comment period. A total of about 70 comments were received via verbal or written, and seven (7) comments were received via PIMA. Some of the common themes were interest in bicycle and pedestrian accommodations (especially near East Washington Avenue), speed limit reduction, safety and the non-favorability of roundabouts at Hoepker Road.

Surveys were also available to stakeholders during the meeting and during the 30-day comment period. A total of seven (7) were filled out via physical copy and 23 filled out digitally. Completed surveys and results are shown in Attachment G.

#### **➤ Q&A Summary**

No Q&A session was held during the meeting as the presentation was run on a loop. Stakeholders were directed to either view the presentations or exhibits and speak directly to study team members once they signed in.

#### **➤ Written and PIMA Comment Summary**

A summary of comments received during conversations study team members had with stakeholders that attended the meeting are noted below. Completed comment forms and PIMA comments can be found in Attachment F.

Study team member Jeff Knudson with SRF:

- The owner of [REDACTED] prefers to not close median in front of business. He says that will cause problems with existing customers that want to go south. He also owns the closed gas station next door.
- Owners of [REDACTED] were happy to have full access at US 51 and County Road CV. That is all they hoped for.
- One person is glad we are not doing a roundabout at Hoepker Road.
- One person said an interchange at I-39 and Hoepker Road was a waste of money and conflicted with the transit-encouragement that the city of Madison is always touting.

Study team member Dan Schrum with SRF:

- Zach Freeman with Kapur and I talked with [REDACTED] prior to the meeting (see Zach's notes below). She was interested in the East Washington Avenue (EWA) alternatives and how bikes/peds would be impacted when comparing the two. After some discussion, she seemed to favor the jughandle due to its increased bike/ped safety over the conventional.
- Spoke with [REDACTED] (city of Madison planning) about various topics. She is a planner so has many questions about roadway design. From a visual standpoint, she does not like the cul-de-sac roadways around EWA. She mentioned that the Northeast Area plan will likely not be completed until this summer. They are also working on the West Area plan and have had some recent contentious meetings which is pushing that plan timeline back.
- Spoke with an elderly couple who have lived in the Hawthorne neighborhood, near Hawthorne Elementary school for over 40 years. They had concerns about the DDI alternative at WIS 30 and had issues navigating the Janesville (WIS 26) DDI by car. They also had concerns about wildlife in the area and how we are accommodating the safe crossing of animals. I asked about bike/ped crossings at Commercial Avenue and US 51, and the woman mentioned that she never sees anyone crossing either by foot or by bike at this intersection.



- Spoke with one woman who lives in the Hawthorne neighborhood. She was curious as to why we have the shared-use path on the east side of US 51 between Commercial Avenue and EWA. She is wondering if the path could be placed on the west side. I explained the rationale for why it is proposed on the east side and encouraged her to leave a comment so we can investigate it and address it.
- Spoke with one individual who was interested in a roundabout at Pierstorff Street. He also had questions about the median-separated left turn at the east leg of Kinsman Boulevard.
- Spoke with various other folks with general questions about the corridor. One gentleman was very interested, listened to the presentation and said he would review the exhibits online and provide his comments through the website.

Study team member Zach Freeman with Kapur, Inc.

- Prior to the PIM starting, I talked with [REDACTED] about the alternatives, specifically at East Washington Avenue, but also the area from Commercial Avenue to Anderson Street. She was mostly concerned about the improvements to the bike/ped facilities and to hear what others had for comments. She felt it might be a good idea to add another north-south crossing for the jughandle option. Also, she was wondering if there were any grade crossings planned. It was explained that at this time there are not any planned crossings other than what is already provided with the jughandle that allows for the north-south crossing by going under US 51, but that may be something that gets added in the future if found to be necessary.
- I talked with the owner of [REDACTED]. He had concerns about the removal of his driveways and the restriction to only one driveway for two parcels as he currently has 3 and uses them all. Garbage collection uses the main building driveway and comes at 4 a.m. so that the truck can pull in, collect garbage and then back out onto US 51 before continuing north. The truck comes early as this would be difficult to do with the daytime traffic volumes. The other parcel to the north is used for all his food and beverage deliveries. They pull in the south access point, back up to his delivery door on the north side of the building and then leave out the north entrance. He also mentioned that to use the "combined" driveway would make it very difficult for deliveries and trash collection based on the turning maneuvers. At that location, there is a billboard that he allows and is paid to have on his property. Last, I asked about parking capacity, and he said he typically will have enough parking, but Klein's has been kind enough to allow parking in that area if he gets busy.
- I talked with the owner of [REDACTED]. He said he is one of only a few businesses that remain on that block. He is concerned about having his driveway combined with the neighboring property. His property has been for sale for about a year and a half. He had a sale almost locked in and on the day of the closing the buyer backed out as he felt there wouldn't be enough space left for his business. He also said that several others have been interested, but once they find out about the upcoming project, they lose interest. He also said the owner of many of the adjacent properties (company out of NY) has come to him, but they are not offering him a fair price for the property. He noticed that the Jughandle option was a relocation for his property, so he went to talk with John Fandrich at the meeting.
- I talked to two ladies that came to the meeting together regarding the Commercial Avenue area. They disagreed with the alternatives. One lady thought the Three-Legged option was better as it was safer for traffic, bikes, peds and potential future trains. She commented that she understands that it costs more than the other, but doing a project like this, cost should not be a factor when it relates to safety. The other lady thought the simple improvements were good and that she would be fine crossing the intersection; however, indicated she still would likely head to Fair Oaks to go north and cross East Washington Avenue. Both ladies preferred the DDI at the WIS 30 Interchange.
- A couple was very concerned about the increasing population of coyotes and foxes in the area and how many are dying from US 51 traffic. They indicated that there is a healthy population of them south of WIS 30 that crosses back and forth over US 51 between nature areas. They wanted to see if some kind of culvert could be put in that would allow the animals to cross under the highway. They both preferred the DDI alternative at the WIS 30 Interchange.
- I also talked to several other individuals and couples to explain the alternatives to them. Several liked the improvements to the bike/pedestrian facilities.

Study team member Noah Leonard with SRF:

- Five individuals expressed concern about the flooding at Commercial Ave.
- Two individuals expressed concern with the Jughandle alternative, citing that the new roadway connection to Prairie Avenue would draw more traffic to the Hawthorne neighborhood (a con for them).
- One individual expressed favoritism towards the roundabout at Hoepker Road.
  - This same individual, as well as their spouse, asked about whether an interchange was considered at Hoepker Road or not.
  - This couple also asked about the inclusion of County Road CV and Hoepker Road in this study.



- One individual asked about providing full access at Pierstorff Street, relieving some traffic from Kinsman Boulevard.
- One individual liked the grade-separated ped/bike crossing associated with the Three-leg at Commercial Avenue.
- Two individuals were concerned about the overall infrastructure investment in this corridor, expressing their concern that improving the corridor will only draw more traffic to the area, discouraging non-motorized users.
  - These same two individuals expressed concern with channelized right turns for bikes, stating they feel these create an unsafe condition for cyclists as vehicles merge across the bike lane.
- Two individuals were concerned about the businesses that would be eliminated with the Jughandle.
- Two individuals liked how the existing conditions improved alternative added bike/ped facilities across all legs, improving access to Walmart.
- One individual asked how this project looks to lower overall vehicle miles traveled (VMT), a common trend today across DOTs, even though some of the alternatives (Three-leg and Jughandle) seem to add lots of pavement.

Study team member Rachel Burnham with SRF:

- I talked to the property owner(s) west of the County Road CV/Anderson Road intersection. They own a business. They were very concerned because the previous study showed closing Anderson Road at US 51, which they felt would greatly impact their business. I walked them through the recommended alternative and explained that no Anderson closure was anticipated. They asked if that would change in the future. I told them it was unlikely but to continue to check in on the study updates online.
- I talked to a property owner who owned one of the houses at the end of Leo Circle. [REDACTED] They asked about the realignment of US 51 at the s-curve, and I described that it was a safety improvement to meet roadway standards. We estimated how much closer the roadway was getting to her home. The property owner asked if all the trees could be removed. I explained that some trees would need to be cleared for construction, but based on the aerial, some of the wooded areas would likely remain. They did not like the roadway moving closer to her house but understood the realities of the safety improvement. I also told them we were doing a noise study to determine impacts.
- Toward the end of the meeting, I talked to four individuals. The group did not arrive together, but the discussion involved all of them. One couple, and two different other individuals:
  - The discussion began with very high-level questions- "What is the difference between an engineer and a planner?" "How do you determine traffic forecasts?" "Is there a national standard for traffic forecasting?"
  - One person said that he gets the impression that WisDOT is more concerned with traffic volumes and operations than they are with safety.
  - We talked through what the purpose and need document identified and the various components that needed to be considered (safety, traffic, bike/ped, geometrics, environmental impacts, right of way, costs, etc.)
  - One person asked me what my biggest safety concern was in the corridor. I said bike/ped accommodations at Lexington/Commercial because we documented many bike/peds currently using that intersection. I walked through the improvements on both alternatives.
  - One person asked why we don't show a more direct bike/ped route to Safe Haven. We pointed out the railroad crossing and creek and demonstrated that the proposed bike-ped routes, as shown, provide a good connection to Safe Haven.
  - One person said that they would strongly recommend a raised pedestrian crossing at the right-turn lane onto Commercial Avenue from Northbound US 51. They feel unsafe crossing when vehicles are facing the opposite way at vehicle traffic. Raising the crossing acts as a speed bump for vehicles, allowing vehicles to move slower and pedestrians to feel safer. I mentioned that maintenance is a consideration (plows), and he responded that safety should be a more important consideration than maintenance.
  - We discussed the proximity to Walmart and how to balance large truck turn requirements with bike/ped needs.
  - One person was very skeptical of the traffic forecasts for EWA. She thought that traffic would not grow as predicted and believed that if we improved the EWA intersection, it would just encourage more vehicle usage instead of forcing people to use non-motorized options.
  - One person asked about property taxes and the impact the different EWA alternatives would have on the city of Madison's budget. I highlighted the different parcels that would be impacted by each alternative.
  - One person asked about speed limits. We discussed different traffic calming measures and the alternatives that would require a speed reduction (DDI).



- They requested a raised on-street bike lane in addition to the off-street shared-use path. They showed us pictures of the bike facilities in the Netherlands. We discussed the differences between the Netherlands and the U.S.
- Throughout the discussion, I encouraged them to provide written comments and take the online survey.
- I talked to 10-12 other attendees and answered general questions about the exhibits.

#### ➤ *Exhibit and Roll Plot Comment Summary*

The following comments were left by stakeholders in attendance on the exhibit boards via post-it notes.

#### Purpose and Need Summary

- Comment: safety for all modes on and across Stoughton Road

#### Purpose and Need: Safety

- Comment: Excessive speeding/racing a problem

#### Purpose and Need: Traffic

- Comment (Post-it pointing to year 2022 Conditions map for Kinsman, Anderson and EWA): This looks bad but how long does this last?

#### Environmental Considerations

- Comment: Need to allow safe passage of wildlife, underpasses?

#### Pedestrian and Bicycle Facilities

- Comment (Post-it points at the existing underpass of WIS 30 west of the US 51/WIS 30 interchange): Illegal activity reduction to allow safe passage

#### US 51 and WIS 30 Interchange: Existing Conditions Improved (Board 1)

- Comment: Need wildlife crossings under road? Wetlands separated by 51, coyote and fox

#### US 51 and Commercial Ave: Three-Legged Intersection (Board 2)

- Comment (Post-it near the three-legged intersection): slip lanes are dangerous for bikers and pedestrians
- Comment (East leg of Commercial Avenue to Wal-Mart): probably don't need 4 lanes on commercial
- Comment: I like grade separation at RR for future Amtrak line; also keeps Lexington smaller

#### US 51 and Commercial Ave: Existing Conditions Improved (Board 2)

- Comment (Post-it pointing to North Stoughton Service Road and Lexington Avenue intersection): get adequate intersection sight distance
- Comment: Slip lanes are scary/dangerous for pedestrians

#### US 51 and US 151 (East Washington Ave): Existing Conditions Improved (Board 3)

- Comment (Post-it near Schmedeman Avenue intersection): Signalized ped xing at Schmedeman

#### US 51 and US 151 (East Washington Ave): Jughandle (Board 3)

- Comment (Post-it near Schmedeman Avenue intersection): Add signalized ped xing otherwise Schmedeman xings require 15 min detour
- Comment (post it points to Zimbrick Volkswagen): Need ped crossing here. People will cross to keep from going out of their way. Make it safe

#### US 51 and Anderson Street: Existing Conditions Improved (Board 4)

- Comment (Post-it points to eastbound Anderson Street right turn): Large radii will increase drive speed at conflict point. Consider signalizing ped xing (use Ring 3 on EOS controller)

#### US 51 and Kinsman Boulevard: Existing Conditions Improved (Board 5)

- Comment (Post-its pointing to the west leg median location): This feels unsafe to me, yikes! Left turns to the left of the median seems counterintuitive

#### US 51 and Kinsman Boulevard: Roundabout (Board 5)



- Comment: Love the roundabout but volumes on Kinsman don't necessitate 4 lanes. Esp. w/ roundabout at Pierstorff
- Comment: Prefer roundabout with separate bicycle facilities. Would also be better for pedestrians. Less conflict w/turning motorists.

#### US 51 and Pierstorff Street: Existing Conditions Improved (Board 6)

- Comment: Make this a roundabout too to relieve traffic pressure and Kinsman
- Comment (Post-it points to SE quadrant): Make this crossing possible for people walking + biking
- Comment: A roundabout here would alleviate traffic on Kinsman and serve as a “gateway” to slower more complex part of Stoughton Road

#### US 51 and Rieder Road: Existing Conditions Improved with RCUT (Board 7)

- Comment (Post-it points to the US 51/Rieder Road Intersection): Preference for Hanson Road alternative configuration w/acceleration and deceleration lanes
- Comment (Post-it points to RCUT): Getting to the left turn lane at Amelia Earhart is hard enough – this is too close to Rieder. The right acceleration lane is strange.

#### US 51 and Hoepker Road: Roundabout (Board 10)

- Comment: Love the roundabout



# Attachment A – Attendance



US 51 (Stoughton Road) North Study PIM#3 - PIMA Attendance								
Event Date	Addtl Attendees	First Name	Last Name	Email	Address	City	State	Zip
4/18/2024	0					Sun Prairie	WI	53590
4/18/2024	0					MIDDLETON	WI	53562
4/18/2024	0					Madison	WI	53704
4/18/2024	0					Madison	WI	53714
4/18/2024	0					Madison	WI	53703
4/18/2024	0					Poynette	WI	53955
4/18/2024	0					Stoughton	WI	53589
4/18/2024	0					Madison	WI	53714
4/18/2024	0					Madison	WI	53704
4/18/2024	0					Madison	WI	53705
4/18/2024	0					madison	WI	53714
4/18/2024	0					Madison	WI	53717
4/18/2024	0					Madison	WI	53711
4/18/2024	0					Madison	WI	53703
4/18/2024	0					Sun Prairie	WI	53590
4/18/2024	2					Madison	WI	53704
4/18/2024	0					Madison	WI	53714
4/18/2024	0					waunakee	WI	53597
4/18/2024	1					Madison	WI	53705
4/18/2024	0					Madison	WI	53704
4/18/2024	0					Madison	WI	53704
4/18/2024	1					Madison	WI	53714
4/18/2024	0					Madison	WI	53714
4/18/2024	0					Madison	WI	53714
4/18/2024	0					Madison	WI	53704
4/18/2024	0					Madison	WI	53704
4/18/2024	0					Madison	WI	53711
4/18/2024	0					Madison	WI	53704
4/18/2024	0					Sun prairie	WI	53590
4/18/2024	0					Madison	WI	53704
4/18/2024	0					De forest	WI	53532
4/18/2024	0					Madison	WI	53714
4/18/2024	1					Madison	WI	53704
4/18/2024	0					Middleton	WI	53562
4/18/2024	0					Fitchburg	WI	53713
4/18/2024	0					Madison	WI	53714
4/18/2024	0					Madison	WI	53704
4/18/2024	0					Stoughton wis	WI	53589
4/18/2024	0					Madison	WI	53704
4/18/2024	0					Madison	WI	53718
4/18/2024	1					Madison	WI	53704
4/18/2024	0					Madison	WI	53718



Public Involvement Meeting Sign-In Sheet

US 51 Stoughton Road North Corridor Study

Project I.D. 5410-08-01

Madison College – Truax Building

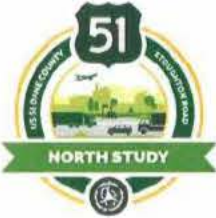
(Conference Room D1630)

1701 Wright Street

Madison, WI 53704

Thursday, April 18, 2024 from 5 to 7 p.m.

**Please Note:** The information in this document (including names, addresses, phone numbers, e-mail addresses, and signatures) is not confidential, and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, sections 19.31—19.39 of the Wisconsin Statutes.

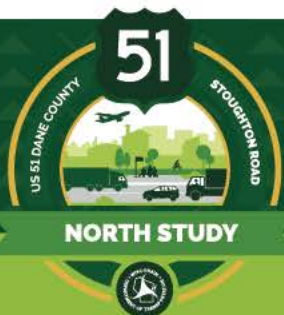


	Please Print First and Last Name	Organization (if any)	Address	E-mail Address
1.				
2.				
3.				
4.				
5.				
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9.				
10.				



# Attachment B – Meeting Notices and Media Coverage





# >>> YOU'RE INVITED!

## US 51 (Stoughton Road) North Study Public Involvement Meeting



### Stay Up to Date!

View study information, submit comments and subscribe for email updates on our website at [tinyurl.com/US51NorthStudy](https://tinyurl.com/US51NorthStudy) or simply scan the QR code below with your smartphone:



The Wisconsin Department of Transportation (WisDOT) invites you to a public involvement meeting about the environmental study of **5.5 miles of US 51 (Stoughton Road)** from the WIS 30 interchange in Madison to I-39/90/94 interchange in the town of Burke.

This meeting will be held in an open house format with a prerecorded presentation. You may attend anytime between 5 and 7 p.m. to view the presentation, speak with a study team member, and provide feedback. The city of Madison will also have a prerecorded presentation and a representative available to provide updates on the city's Northeast Area Plan. Materials WisDOT presents at the meeting will be available on the US 51(Stoughton Road) North Study webpage following the meeting



**Thursday, April 18, 2024**

**from 5 to 7 p.m.**



### Location:

Madison College - Truax Building  
(Conference Room D1630)  
1701 Wright Street  
Madison, WI 53704

### Meeting Purpose:

- ▶ Present the refined range of alternatives and the potential impacts.
- ▶ Present WisDOT recommended alternative.
- ▶ Gather public input to work toward identifying a preferred alternative.

If you have questions, or if you are unable to attend but would like to learn about the study, please contact **US 51 (Stoughton Road) North Study Project Manager Jeff Berens** via email at [Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov) or call (608) 245-2656.

*The meeting facility is ADA-compliant and wheelchair accessible. People who are deaf or hard of hearing may request an interpreter by contacting the Wisconsin Telecommunications Relay System (dial 711) at least seven working days prior to the meeting date. If you require a Spanish- or Hmong-speaking interpreter at this meeting, please contact WisDOT Southwest Region Communication Manager **Michael Bie** (email [Michael.Bie@dot.wi.gov](mailto:Michael.Bie@dot.wi.gov) or call 608-246-7928) at least seven working days prior to the meeting date.*





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

Wisconsin Department of Transportation  
Southwest Region – Madison Office  
2101 Wright Street  
Madison, WI 53704-2583

FIRST CLASS MAIL  
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US POSTAGE PAID  
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PERMIT NO 1369

## You're Invited!

### US 51 (Stoughton Road) North Study PUBLIC INVOLVEMENT MEETING

*See reverse side for meeting details.*

#### Madison College Location



Parking availability in Lot L (recommended) and the Visitor Lot  
(Please note that parking meters will be turned off in Lot L.)



# You're Invited!

## US 51 (Stoughton Road) North Study PUBLIC INVOLVEMENT MEETING

### Madison College Location



Parking availability in Lot L (recommended) and the Visitor Lot  
*(Please note that parking meters will be turned off in Lot L)*



## US 51 (Stoughton Road) North Corridor Study PIM Invite

### Greetings from the Wisconsin Department of Transportation (WisDOT),

The Wisconsin Department of Transportation (WisDOT) invites you to a public involvement meeting for the environmental study of the 5.5 miles of US 51 (Stoughton Road) from the WIS 30 interchange in Madison to the I-39/90/94 interchange in the town of Burke.

This meeting will be in an open house format with a prerecorded presentation. You may attend anytime between 5 and 7 p.m. to view the presentation, speak with a study team member and provide feedback. The city of Madison will also have a prerecorded presentation and a representative available to provide updates on the city's Northeast Area Plan. Materials WisDOT presents at the meeting will be available on the US 51 (Stoughton Road) North Study webpage following the meeting.

**Date: Thursday, April 18, 2024, from 5 to 7 p.m.**

**Location:** Madison College – Truax Building (*Conference Room D1630*) 1701 Wright Street, Madison, WI 53704

The meeting facility is ADA-compliant and wheelchair accessible. Persons who are deaf or hard of hearing and require an interpreter may request one by contacting the Wisconsin Telecommunications Relay System (dial 711) at least seven working days prior to the meeting date. If you require a Spanish- or Hmong-speaking interpreter at this meeting, please contact WisDOT Southwest Region Communication Manager Michael Bie (email [Michael.Bie@dot.wi.gov](mailto:Michael.Bie@dot.wi.gov) or call 608-246-7928) at least seven working days prior to the meeting.

If you have questions or are unable to attend but would like to learn about the study, please contact:

**Jeff Berens, P.E.**

US 51 (Stoughton Road) North Study Project Manager

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

608-245-2656

You can also learn more on our webpage at <https://tinyurl.com/US51NorthStudy>





# News Release

Wisconsin Department of Transportation

**For release April 4, 2024**

**For more information contact:**

Michael Bie, WisDOT Southwest Region Communications Manager

(608) 246-7928

[Michael.Bie@dot.wi.gov](mailto:Michael.Bie@dot.wi.gov)

## **Public meeting set for US 51 (Stoughton Road) North Study**

The Wisconsin Department of Transportation (WisDOT) is conducting a public involvement meeting to discuss the environmental study of 5.5 miles of US 51 (Stoughton Road) from the WIS 30 interchange in Madison to the I-39/90/94 interchange in the town of Burke.

The public involvement meeting is scheduled for the following location and time:

Thursday, April 18, 2024, from 5 to 7 p.m.

Madison College Truax Building

Conference Room D1630

1701 Wright Street

Madison, WI 53704

The purpose of this meeting is to present study updates and gather feedback on the detailed alternatives and the WisDOT recommended alternative. The public is encouraged to attend anytime between 5 and 7 p.m. and ask questions. The meeting will be in open house format, with a prerecorded presentation. Participants are welcome to come and go as they please during the scheduled time. WisDOT staff will be available to discuss the study on an individual basis. The city of Madison will also have a prerecorded presentation and will be on hand to discuss updates to the city's Northeast Area Plan.

Interested persons unable to attend the scheduled meeting that would like to learn more information about the study should visit the study website at <https://tinyurl.com/US51NorthStudy> or contact US 51 (Stoughton Road) North Study Manager Jeff Berens at (608) 245-2656 or via email at [Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov). Written comments regarding this study can be mailed to Jeff Berens at 2101 Wright Street, Madison WI 53704.

The meeting facility is ADA-compliant and wheelchair-accessible. Persons who are deaf or hard of hearing and require an interpreter may request one by contacting the Wisconsin Telecommunications Relay System (dial 711) at least seven working days prior to the meeting. If you require a Spanish- or Hmong- speaking interpreter at this meeting, please contact WisDOT Southwest Region Communications Manager, **Michael Bie** (email [Michael.Bie@dot.wi.gov](mailto:Michael.Bie@dot.wi.gov)) at least seven working days prior to the meeting date.

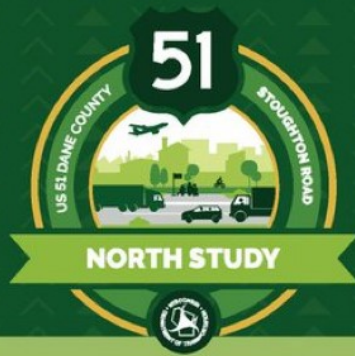




**WisDOT Southwest Region** @WisDOTso... · 4/10/24

Come join us next week at our upcoming public involvement meeting for the US 51 (Stoughton Road) North Study! Hear the latest updates and provide your feedback.

Learn more about the study at [tinyurl.com/US51NorthStudy](https://tinyurl.com/US51NorthStudy).



## US 51 (Stoughton Road) North Study Public Involvement Meeting

→ **YOU'RE INVITED!**

### IN-PERSON MEETING



**THURSDAY,**  
**APRIL 18, 2024**  
from 5 to 7 p.m.



**Location:**  
**Madison College – Truax Building**  
(Conference Room D1630)  
1701 Wright Street  
Madison, WI 53704

#### MADISON COLLEGE LOCATION



Parking availability in Lot L (recommended) and the Visitor Lot  
(Please note that parking meters will be turned off in Lot L.)



### Stay Up to Date!

View study information, submit comments and subscribe for email updates on our website at [tinyurl.com/US51NorthStudy](https://tinyurl.com/US51NorthStudy) or simply scan the QR code with your smartphone.







**WisDOT Southwest Region** @WisDOTso... · 4/18/24

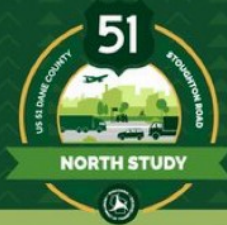
Meeting Tonight! Come join the discussion at the public meeting for the US 51 (Stoughton Road) North Study. Hear the latest updates on the study of Stoughton Road between WIS 30 and I-39/90/94. Learn more at [tinyurl.com/US51NorthStudy](https://tinyurl.com/US51NorthStudy).



**WisDOT Southwest Region** @WisDO... · 4/17/24

Come join us! The US 51 North Study team is hosting a public meeting TOMORROW in Madison. Talk to study team members and share your input about the proposed improvements to Stoughton Road from WIS 30 to I-39/90/94.

Learn more at [tinyurl.com/US51NorthStudy](https://tinyurl.com/US51NorthStudy).



→ **US 51 (Stoughton Road) North Study Public Involvement Meeting**

**YOU'RE INVITED!**



#### IN-PERSON MEETING



**THURSDAY,**  
**APRIL 18, 2024**  
from 5 to 7 p.m.



**Location:**  
**Madison College – Truax Building**  
(Conference Room D1630)  
1701 Wright Street  
Madison, WI 53704

#### MADISON COLLEGE LOCATION



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**WisDOT Southwest Region** @WisDOTsou... · 4/17/24 ...


Come join us! The US 51 North Study team is hosting a public meeting TOMORROW in Madison. Talk to study team members and share your input about the proposed improvements to Stoughton Road from WIS 30 to I-39/90/94.

Learn more at [tinyurl.com/US51NorthStudy](https://tinyurl.com/US51NorthStudy).



→ **US 51 (Stoughton Road) North Study Public Involvement Meeting**

# YOU'RE INVITED!



**IN-PERSON MEETING**



**THURSDAY,**  
**APRIL 18, 2024**  
from 5 to 7 p.m.



**Location:**  
**Madison College – Truax Building**  
(Conference Room D1630)  
1701 Wright Street  
Madison, WI 53704

**MADISON COLLEGE LOCATION**



Parking availability in Lot L (recommended) and the Visitor Lot  
(Please note that parking meters will be turned off in Lot L.)

**Stay Up to Date!**

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# Attachment C – Handouts and Exhibits





# US 51 (Stoughton Road) North Study Public Involvement Meeting 3

APRIL 2024

## WE WELCOME YOUR INPUT!

Your feedback will assist WisDOT in identifying a preferred alternative for the study.

1. You may provide comments via the study website at <https://tinyurl.com/US51NorthStudy>. Scroll down the webpage to the **Comment now** link.
2. Comment forms are available at tonight's meeting. You may also return the paper comment form in the provided postage-paid envelope via U.S. mail **by MAY 18, 2024**.
3. Take the online survey available on the study website. Scroll down the webpage to the **Take the Survey** link.
4. Email your comments to US 51 (Stoughton Road) North Study Project Manager Jeff Berens at [Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov) or call (608) 245-2656.

## SUBSCRIBE FOR EMAIL UPDATES

Please visit <https://tinyurl.com/US51NorthStudy> and click the **Sign up now** link to get study updates delivered to your inbox! You may also request to be added to the distribution list by contacting Project Manager Jeff Berens at [Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov) or call (608) 245-2656.

The Wisconsin Department of Transportation (WisDOT) welcomes you to tonight's meeting for the US 51 (Stoughton Road) North Study.

This meeting will be held in an open house format with a recorded presentation. The meeting will present study updates and gather feedback on the detailed alternatives and the WisDOT recommended alternative. Please review the exhibits and talk with study team members, who will be available to answer questions and explain the study process.

## TONIGHT'S MEETING

 **THURSDAY,  
APRIL 18, 2024**  
from 5 to 7 p.m.

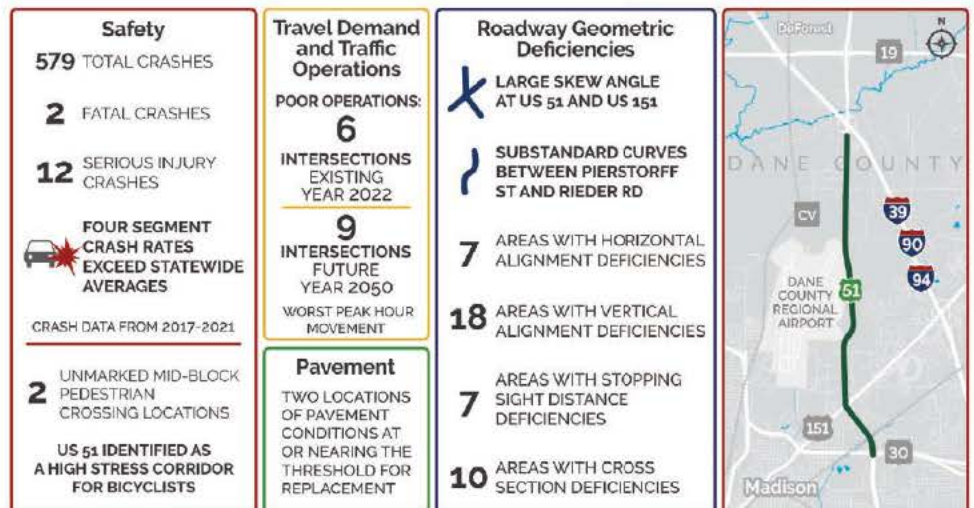
 Madison College - Truax Building  
Conference Room D1630  
1701 Wright Street  
Madison, WI 53704

## About the Study

The US 51 (Stoughton Road) North Study will evaluate 5.5 miles of Stoughton Road from the WIS 30 interchange in Madison to the I-39/90/94 interchange in the town of Burke. The study will develop and evaluate options to address safety, congestion, and infrastructure issues on the corridor.

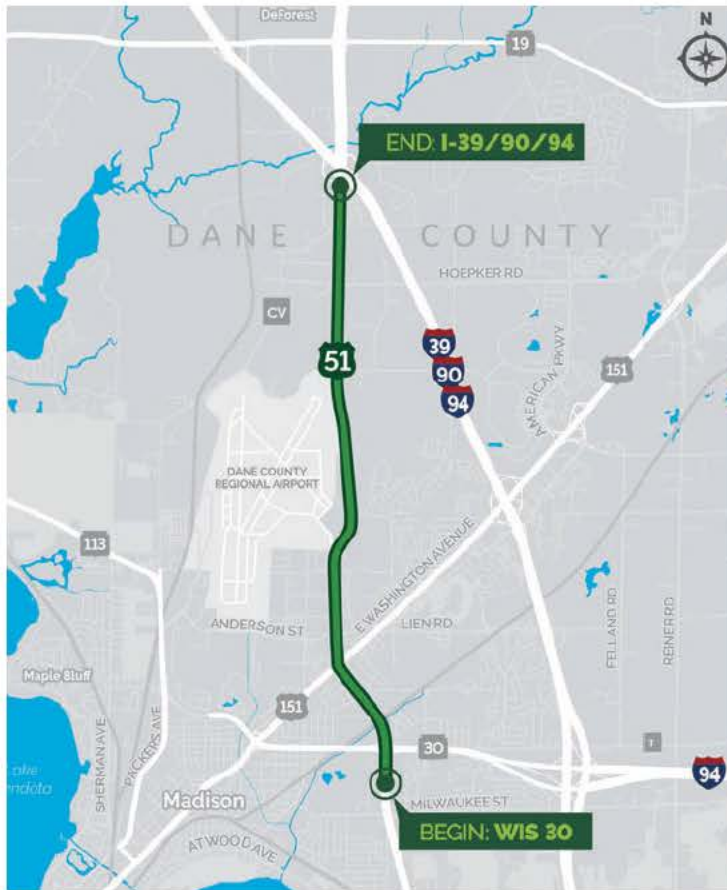
## Study Purpose and Corridor Needs

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





## Study Limits



## What's Next for the Study?

For the remainder of 2024, WisDOT will continue with the following tasks:

- Refine/Update range of detailed alternatives
- Prepare a draft environmental document
- Identify a Preferred Alternative
- Hold a Public Hearing

### LOOKING AHEAD

#### 2024

- ▶ Publish environmental document for review
- ▶ Host public hearing

#### 2025

- ▶ Finalize environmental document
- ▶ Study Completion

## GET INVOLVED: SUBSCRIBE, COMMENT, REVIEW ONLINE

The materials presented tonight will be **available online** after the meeting. View study information, complete our online survey, **submit comments** and sign up for **email updates** at <https://tinyurl.com/US51NorthStudy> or scan the QR code at right with your smartphone.



## Contact Information

If you have questions or would like additional information after tonight's meeting, you may contact the study team members listed.

### Jeff Berens, P.E.

US 51 (Stoughton Road) North Study  
Project Manager

(608) 245-2656

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

### Michael Bie

WisDOT Southwest Region  
Communication Manager

(608) 246-7928

[Michael.Bie@dot.wi.gov](mailto:Michael.Bie@dot.wi.gov)



Public Involvement Meeting 3 • US 51 (Stoughton Road) North Study





## US 51 (Txoj Kev Stoughton) North Study

# Lub Rooj Sib Tham Uas Muaj Kev Koom Tes Ntawm Pej Xeem 3

LUB PLAUB HLIS NTUJ 2024



### PEB ZOO SIAB TXAIS TOS KOJ LUB TSWV YIM PAB!

Koj lus pab tswv yim yuav pab WisDOT hauv kev txheeb xyuas txog lwm txoj kev xaiv uas yuav zoo dua rau kev kawm tshawb fawb.

1. Tej zaum koj yuav muab tau cov lus tawm tswv yim los ntawm lub vev xaib kev kawm tshawb fawb ntawm <https://tinyurl.com/US51NorthStudy>. Sawb phab vev xaib nqis mus rau qhov txoj kab txuas **Muab lus tawm tswv yim tam sim no**.
2. Yuav muaj cov foos muab lus tawm tswv yim nyob rau ntawm lub rooj sib tham rau hmo no Koj kuj yuav xa tau daim foos ntawv lus tawm tswv yim rov qab tuaj hauv lub hnab ntim ntawv uas them nyiaj rau kev xa ntawv los ntawm Teb Chaws Meskas kev xa ntawv rau **thaum LUB TSIB HLIS NTUJ TIM 18, 2024**.
3. Ua daim ntawv soj ntsuam hauv online uas muaj hauv lub vev xaib kev kawm tshawb fawb. Swb phab vev xaib nqis mus rau txoj kab txuas **Ua Daim Ntawv Soj Ntsuam**.
4. Xa koj cov lus tawm tswv yim hauv email tuaj rau US 51 (Txoj Kev Stoughton) North Study Tus Thawj Tswj Hwm Lub Khoos Kas Jeff Berens ntawm [Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov) los sis hu rau tus xov tooj (608) 245-2656.

### RAU NPE KOM TAU TXAIS COV NTAUB NTAUV HLOOV PAUV TSHIAB HAUV EMAIL

Thov mus saib hauv <https://tinyurl.com/US51NorthStudy> thiab nias rau ntawm txoj kab txuas **Rau npe tam sim no** kom tau txais cov ntaub ntawv hloov pauv tshiab txog kev kawm tshawb fawb uas muab xa tuaj rau koj lub thawv txais ntawv! Tej zaum koj kuj yuav thov tau kom muab koj ntxiv mus rau daim ntawv teev npe kev xa ntawv tuaj rau los ntawm kev tiv tuaj Tus Thawj Tswj Hwm Lub Khoos Kas Jeff Berens ntawm [Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov) los sis hu rau tus xov tooj (608) 245-2656.

Wisconsin Lub Thawj Fab Saib Xyuas Hauj Lwm Kev Tsheb Thauj Xa Mus Los (WisDOT) zoo siab txais tos koj tuaj rau lub rooj sib tham hauv hmo no hais txog US 51 (Txoj Kev Stoughton) North Study.

Lub rooj sib tham no yuav muab teeb tsa ua hom qhib tsev sib tham uas muaj kev nthuav qhia uas raug kaw cia. Lub rooj sib tham yuav nthuav qhia txog cov ntaub ntawv hloov pauv tshiab txog kev kawm tshawb fawb thiab yuav sau cov lus pab tswv yim txog lwm cov hau kev uas hais meej thiab WisDOT lwm txoj hau kev uas pom zoo. Thov tshuaj xyuas cov chaw tso khoom rau neeg saib thiab sib tham nrog cov tswv cuab ntawm pab pawg saib xyuas kev kawm tshawb fawb, uas yuav muaj lub sij hawm los teb cov nqe lus nug thiab piav qhia txog tus txheeb txheem ua qhov kev kawm tshawb fawb.

### LUB ROOJ SIB THAM HAUV HMO NO



HNUB THURSDAY,

**LUB PLAUB HLIS NTUJ TIM 18, 2024**

**txij thaum** 5 txog 7 teev tsaas ntuj.



Lub Tsev Kawm Qib Siab Madison - Lub Tuam Tsev Truax Chav Rooj Sib Tham Loj D1630 1701 Wright Street Madison, WI 53704

### Hais Txog Kev Kawm Tshawb Fawb

Lub US 51 (Txoj Kev Stoughton) North Study yuav ntsuas xyuas Txoj Kev Stoughton li 5.5 mais kev txij ntawm txoj kev sib tshuam WIS 30 hauv Madison mus rau txoj kev sib tshuam I-39/90/94 hauv lub nroog Burke. Kev kawm tshawb fawb yuav tsim kom muaj thiab ntsuas xyuas cov kev xaiv los hais daws txog kev nyab xeeb, kev muaj tsheb coob dhau, thiab cov teeb meem hais txog hauv paus ntawm txoj kev txhim kho txog txoj kev tag nrho.

### Lub Hom Phiaj Ntawm Kev Kawm Tshawb Fawb thiab Cov Kev Xav Tau Txog Txoj Kev Tag Nrho

Lub hom phiaj ntawm kev kawm tshawb fawb yog los pab cuam rau kev xav tau txog kev taug kev uas twb muaj nyob lawm thiab yuav muaj lawm yav tom ntej uas muaj kev tsom rau cov teeb meem fab kev nyab xeeb uas cuam tshuam rau kev taug kev hauv Txoj Kev Stoughton.

#### Kev Nyab Xeeb

- 579** TSHEB SIB TSOO TAG NRHO
- 2** COV TSHEB SIB TSOO HNYAV HEEV
- 12** COV TSHEB SIB TSOO UA RAU RAUG MOB HNYAV HEEV
- TUS LEJ KEV SIB TSOO PLAUB FEEM MUAJ NTAU TSHAJTHOOB PLAWS HAUV XEEV TUS LEJ NRUAB NRAB**
- COV NTAUB NTAUV TSHEB SIB TSOO TXU XYOO 2017-2025
- 2** COV CHAW HLA KEV RAU NEEG TAUG KEV UAS TSIS TAU UA CIM OHIA CIA
- US 51 RAUG MUAB TXHEEB OHIA TIAS YOG TXOJ KEV TAUG UAS MUAJ KEV TAUG KEV NYUAV HEEV RAU COV NEEG TUAM TSHEB KAUV VAB**

#### Kev Xav Tau Txog Kev Tag Kev Thiab Cov Kev Ua Hauj Lwm Saib Xyuas Tsheb Khiaiv

- KEV UA HAUJ LWM TSIS TAU ZOO:
- 6** COV KEV TSHUAM UAS TWB MUAJ NYOB RAU XYOO 2022
- 9** COV KEV TSHUAM UAS YUAV MUAJ NYOB RAU XYOO 2050 KUB SU HAWM MAJ RAWM UAS TSIS ZOO TSHAJ PLAWS KEV KHIAV TSHEB MUS LOS
- Kev Pua Pob Zeb**
- OB QHOV CHAW NTAWM COV XWM TXHEEJ NTAWM KEV PUA POB ZEB NYOB RAU NTAWM LOS SIS NYOB ZE RAU TUS QALV UAS YUAV ZOO RAU KEV HLOOV PAUV

#### Cov Kev Tsis Zoo Rau Fab Key Ntsuas Txog Txoj Kev

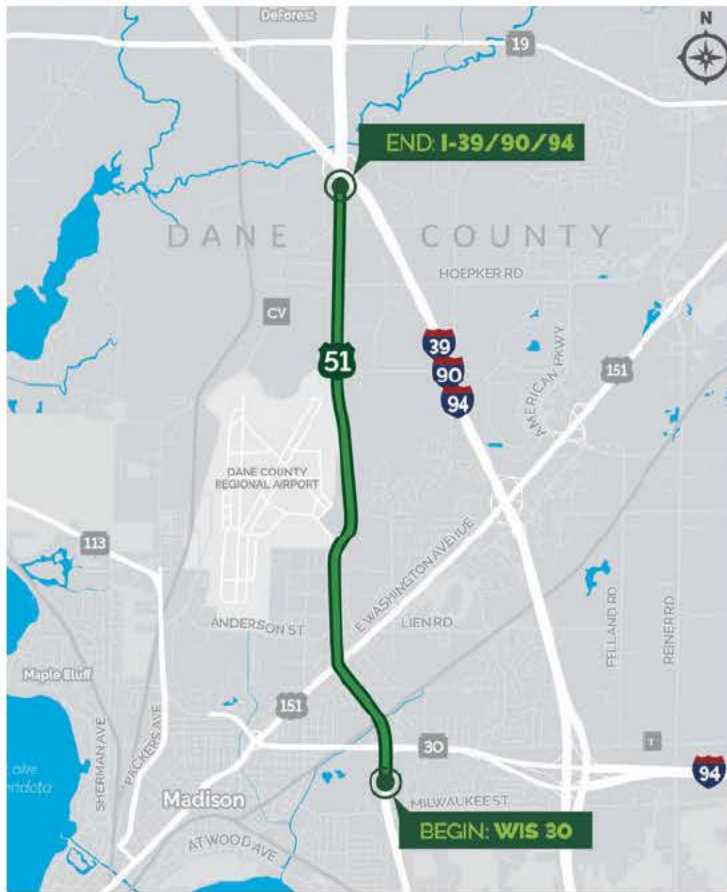
- X** CES KAUM QAU LOJ HEEV NTAWM US 51 THIAB US 151
- 7** COV KAB NIKHAUS RAWS LI TUS QALV NYOB RAU NTAWM TXOJ KEV PIERSTORFF STAND RIEDER
- 7** COV CHEEB TSAM MUAJ TXOJ KAB TAV TOJ
- 18** COV KEV TSIS ZOO TXOG KEV DHOS KOM HAUM
- 7** COV CHEEB TSAM UASM UAJ COV KEV TSIS ZOO TXOG KEV DHOS KOM HAUM SAB NTSUG
- 10** COV CHEEB TSAM UASM UAJ COV KEV TSIS ZOO TXOG NCUA DEB UAS YUAV SAIB POM ES NRES
- 10** COV CHEEB TSAM MUAJ CHAW HLA KEV COV KEV TSIS ZOO NTAWM NTU KEV



Lub Rooj Sib Tham Uas Muaj Kev Koom Tes Ntawm Pej Xeem 3 • **US 51 (Txoj Kev Stoughton) North Study**



## Cov Ciaj Ciam Ntawm Kev Kawm Tshawb Fawb



## Yuav Muaj Dab Tsi Ntxiv Mus txog Kev Kawm Tshawb Fawb?

Rau ncuas sij hawm uas tseem tshuav ntawm xyoo 2024, WisDOT yuav ua cov hauj lwm li nram qab no txuas mus ntxiv:

- Kho/Hloov kho tshiab ntau yam ntawm lwm cov kev xaiv ntxaws
- Npaj cov ntaub ntawv hais txog chaw ib puag ncig ua qauv cia
- Txheeb xyuas Lwm Txoj Hau Kev Uas Xav Ua
- Teeb Tsa Kev Txiaiv Txim Plaib Ntug Rau Pej Xeem

### TOS SAIB MUS TOM NTEJ

#### 2024

- ▶ Nthuav tawm cov ntaub ntawv hais txog chaw ib puag ncig rau kev tshuaj xyuas
- ▶ Ua tswv cuab rau kev txiaiv txim plaib ntug rau pej xeem

#### 2025

- ▶ Ua cov ntaub ntawv hais txog chaw ib puag ncig kom tiav hlo
- ▶ Ua Tiav Kev Kawm Tshawb Fawb

## MUJ FEEM XYUAM: RAU NPE, MUAB LUS TAWM TSWV YIM, TSHUJ XYUAS HAUV ONLINE

Cov ntaub ntawv uas muab nthuav qhia rau hmo no yuav **muaj nyob rau hauv online** tom qab tiav lub rooj sib tham lawm. Saib cov ntaub ntawv qhia paub txog kev kawm tshawb fawb, ua kom tiav peb daim ntawv soj ntsuam hauv online, **xa cov lus tawm tswv yim** thiab rau npe kom tau txais **cov ntaub ntawv hloov pauv tshiab nyob hauv email** ntawm <https://tinyurl.com/US51NorthStudy> los sis xab kees tus zauv QR nyob rau sab xis nrog koj lub xov tooj smartphone.



## Cov Ntaub Ntawv Tiv Tauj

Yog tias koj muaj lus nug los sis xav tau ntaub ntawv qhia paub ntxiv tom qab lub rooj sib tham hauv hmo no, ces koj yuav tiv tauj tau cov tswv cuab ntawm pab pawg saib xyuas kev kawm tshawb fawb uas muaj npe no.

### Jeff Berens, P.E.

US 51 (Trox Kev Stoughton) North Study Tus Thawj Tswj Hwm Lub Khoos Kas

(608) 245-2656

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

### Michael Bie

WisDOT Cheeb Tsam Yav Qab Teb Hnub Poob Tus Thawj Tswj Hwm Kev Sib Txuas Lus

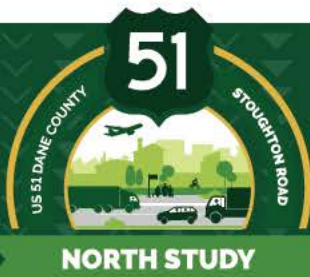
(608) 246-7928

[Michael.Bie@dot.wi.gov](mailto:Michael.Bie@dot.wi.gov)



Lub Roj Sib Tham Uas Muaj Kev Koom Tes Ntawm Pej Xeem 3 • US 51 (Trox Kev Stoughton) North Study





## El estudio del norte US 51 (Stoughton Road)

# Reunión de participación pública 3

ABRIL 2024

### DAMOS LA BIENVENIDA ¡TU APORTACIÓN!

Sus comentarios ayudarán a WisDOT a identificar una alternativa preferida para el estudio.

1. Puede proporcionar comentarios a través del sitio web del estudio en <https://tinyurl.com/US51NorthStudy>. Desplácese hacia abajo en la página web hasta el enlace **Comentar ahora**.
2. Los formularios de comentarios están disponibles en la reunión de esta noche. También puede devolver el formulario de comentarios en papel en el sobre con franqueo pagado proporcionado por correo postal de EE. UU. antes del 18 de MAYO de 2024.
3. Realice la encuesta en línea disponible en el sitio web del estudio. Desplácese hacia abajo en la página web hasta el enlace **Realizar la encuesta**.
4. Envíe sus comentarios por correo electrónico al gerente del proyecto de estudio de US 51 (Stoughton Road) North, Jeff Berens, a [Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov) o llame al (608) 245-2656.

### SUSCRÍBETE PARA CORREO ELECTRÓNICO

Visite <https://tinyurl.com/US51NorthStudy> y haga clic en el enlace **Regístrate ahora** para recibir actualizaciones del estudio en su bandeja de entrada. También puede solicitar que lo agreguen a la lista de distribución comunicándose con el Gerente de Proyecto Jeff Berens en [Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov) o llamando al (608) 245-2656.

The Wisconsin Department of Transportation (WisDOT) le da la bienvenida a la reunión de esta noche para el estudio del norte US 51 (Stoughton Road).

Esta reunión se llevará a cabo en un formato de jornada de puertas abiertas con una presentación grabada. La reunión presentará actualizaciones del estudio y recopilará comentarios sobre las alternativas detalladas y la alternativa recomendada por WisDOT. Revise las exhibiciones y hable con los miembros del equipo de estudio, quienes estarán disponibles para responder preguntas y explicar el proceso de estudio.

### LA REUNIÓN DE ESTA NOCHE



**JUEVES,  
EL 18 DE ABRIL DE 2024**  
de 5 a 7 p.m.



Madison College - Truax Building  
Conference Room D1630  
1701 Wright Street  
Madison, WI 53704

### Sobre el estudio

Estudio del norte US 51 (Stoughton Road) evaluará 5.5 millas de Stoughton Road desde el intercambio WIS 30 en Madison hasta el intercambio I-39/90/94 en la ciudad de Burke. El estudio desarrollará y evaluará opciones para abordar problemas de seguridad, congestión e infraestructura en el corredor.

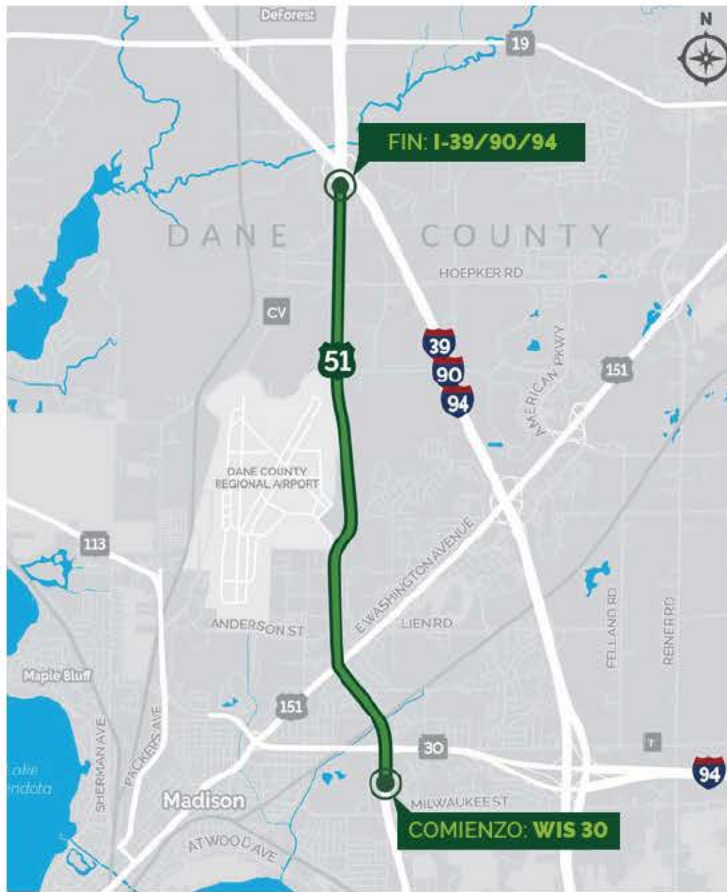
### Propósito del estudio y necesidades del corredor

El propósito del estudio es adaptarse a la demanda de viajes existente y futura centrándose en las cuestiones de seguridad que afectan los viajes en Stoughton Road.





## Límites del estudio



## ¿Qué sigue para el estudio?

Durante lo que resta de 2024, WisDOT continuará con las siguientes tareas:

- Refinar/actualizar la gama de alternativas detalladas
- Elaborar un borrador de documento ambiental.
- Identificar una alternativa preferida.
- Celebrar una audiencia pública.

## MIRANDO HACIA EL FUTURO

### 2024

- ▶ Publicar documento ambiental para revisión
- ▶ Organizar audiencia pública

### 2025

- ▶ Finalizar documento ambiental
- ▶ Finalización del estudio

## ➤ INVOLUCRARSE: SUSCRÍBETE, COMENTA, REVISA EN LÍNEA

Los materiales presentados esta noche estarán **disponibles en línea** después de la reunión. Vea información del estudio, complete nuestra encuesta en línea, **envíe comentarios** y regístrese para recibir actualizaciones por correo electrónico en <https://tinyurl.com/US51NorthStudy> o **escanee el código QR** a la derecha con su teléfono inteligente.



## Información del contacto

Si tiene preguntas o desea información adicional después de la reunión de esta noche, puede comunicarse con los miembros del equipo de estudio enumerados.

### Jeff Berens, P.E.

Gerente de proyecto del estudio del norte US 51 (Stoughton Road)

📞 (608) 245-2656

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

### Michael Bie

Gerente de comunicación para la región suroeste de WisDOT

📞 (608) 246-7928

✉ [Michael.Bie@dot.wi.gov](mailto:Michael.Bie@dot.wi.gov)



Reunión de participación pública 3 • El estudio del norte US 51 (Stoughton Road)





# PUBLIC INVOLVEMENT MEETING INTERSECTIONS



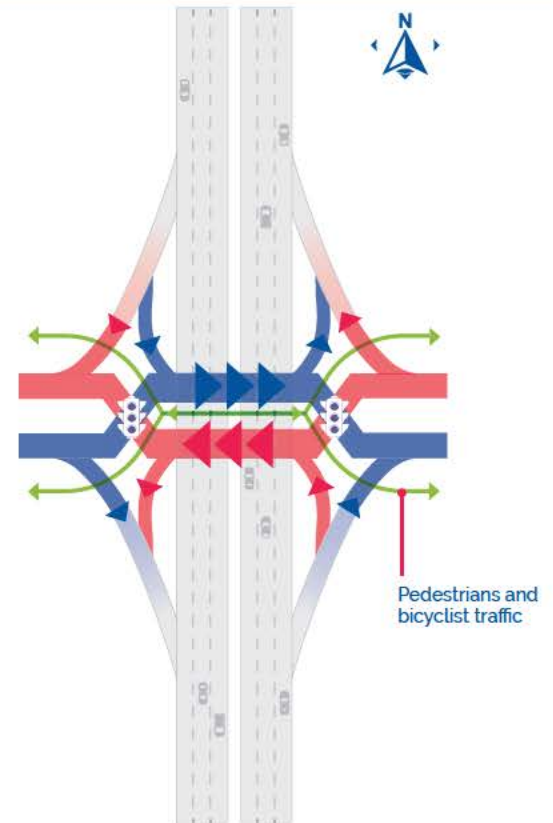
## WHAT IS A DIVERGING DIAMOND INTERCHANGE?

A Diverging Diamond Interchange (DDI) is a type of interchange that connects a freeway with a major highway. The DDI is based on a standard diamond interchange with a shift in the highway traffic between the interchange signals to safely and efficiently accommodate a high volume of left-turn movements.

Within the interchange, traffic on the highway briefly drives on the left side of the road to allow left-turn movements to occur without crossing oncoming traffic or stopping. Overhead signs, pavement marking and traffic signals guide drivers through the intersection.

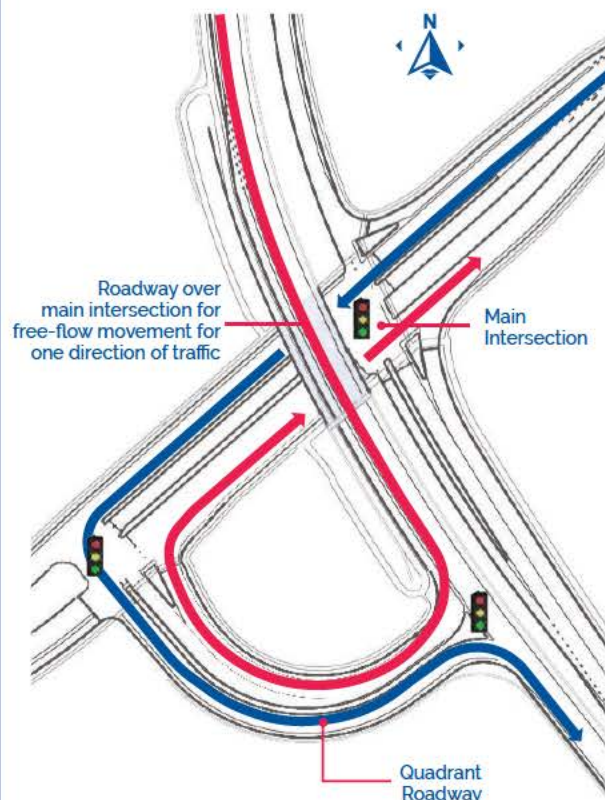
### ADVANTAGES:

- ▶ Reduces locations where collisions can occur by almost half
- ▶ Accommodates more traffic than conventional designs. Drivers make free-flow left turns on to the highway.
- ▶ Free-flow left turn means vehicles do not have to stop to access the ramp, which reduces traffic backups.
- ▶ Accommodates pedestrians, bicyclists, motorists and large trucks



## WHAT IS A JUGHANDLE INTERSECTION?

A jughandle intersection is similar to a quadrant intersection but uses a bridge to allow traffic to flow freely over the main intersection in one direction. A jughandle intersection includes a quadrant roadway to carry specific left-turn movements, which improves traffic flow in the main intersection.



### ADVANTAGES:

- ▶ Improves traffic capacity within main intersection and reduces locations where collisions can occur
- ▶ Potential reduction in left-turn collisions
- ▶ Potential reduction in overall travel time and stoppage time
- ▶ Increases space for high-volume left turns
- ▶ Reduces bike/pedestrian crossing distance in main intersection

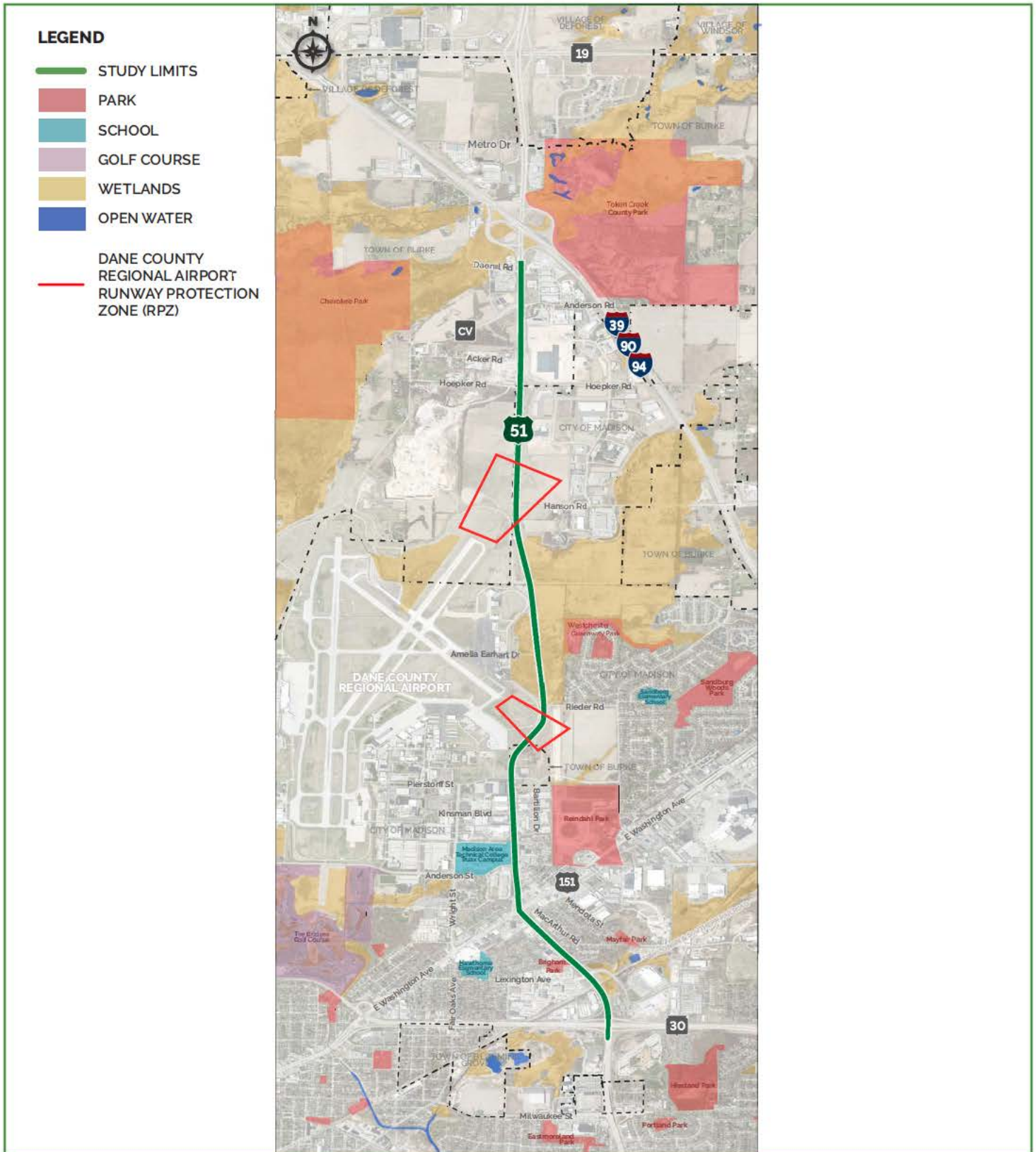


## Adjacent Studies and Projects Map





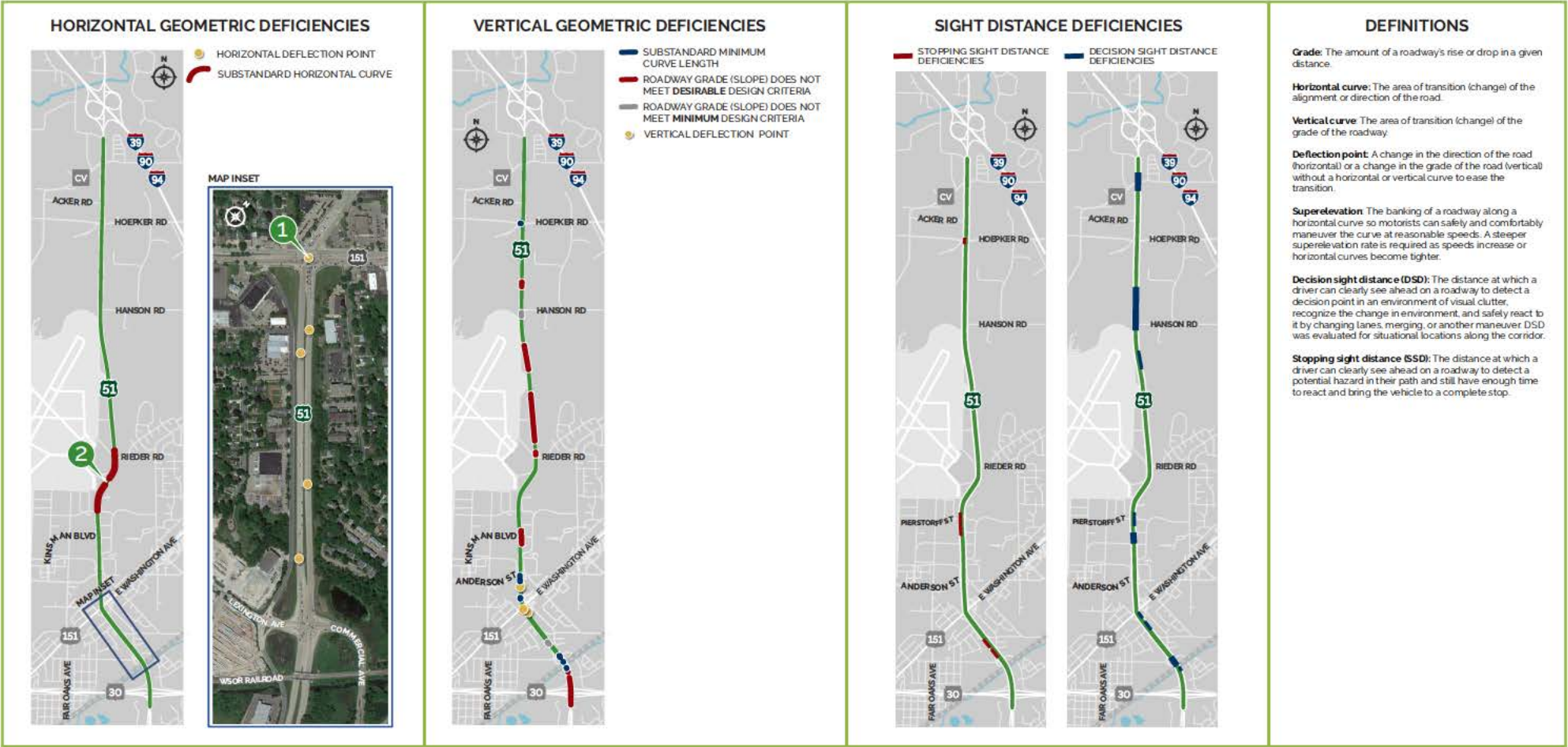
# Environmental Considerations





# Study Needs: Roadway Geometrics

Roadway and geometric deficiencies can lead to safety and operational concerns. Two locations on the US 51 corridor with recorded crashes that appear to be associated with roadway geometrics are ① the intersection skew of the north leg of the intersection at US 51 and US 151/East Washington Avenue and ② the two horizontal curves north of Pierstorff Street.



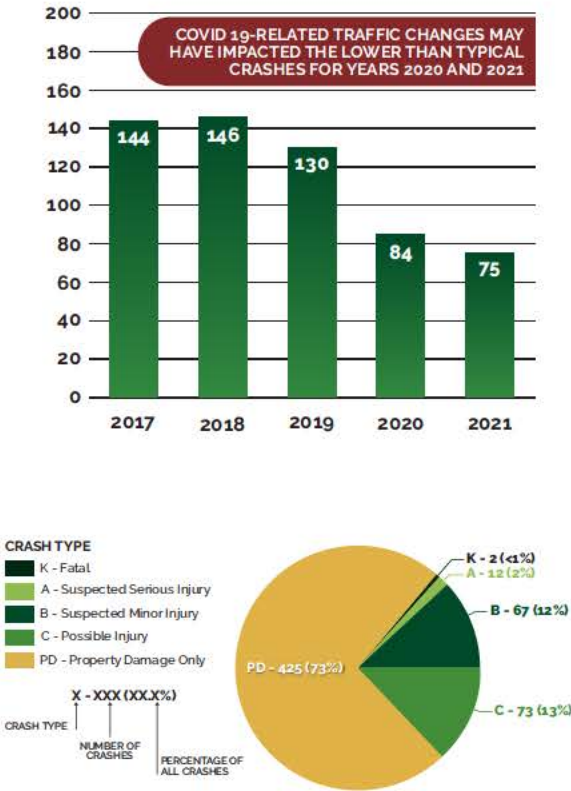


# Study Needs: Safety

## TOTAL CRASHES

579 TOTAL CRASHES

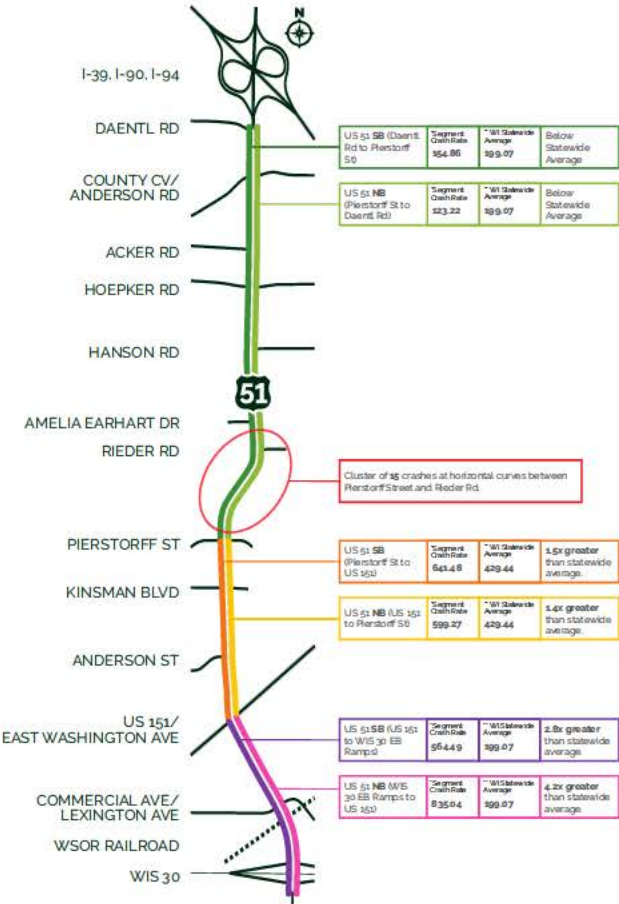
(5-YEAR TIME PERIOD 2017-2021)



## SEGMENT CRASH RATES

\*2017-2021 US 51 segment crash rates

\*\* Statewide average crash rates - 2021

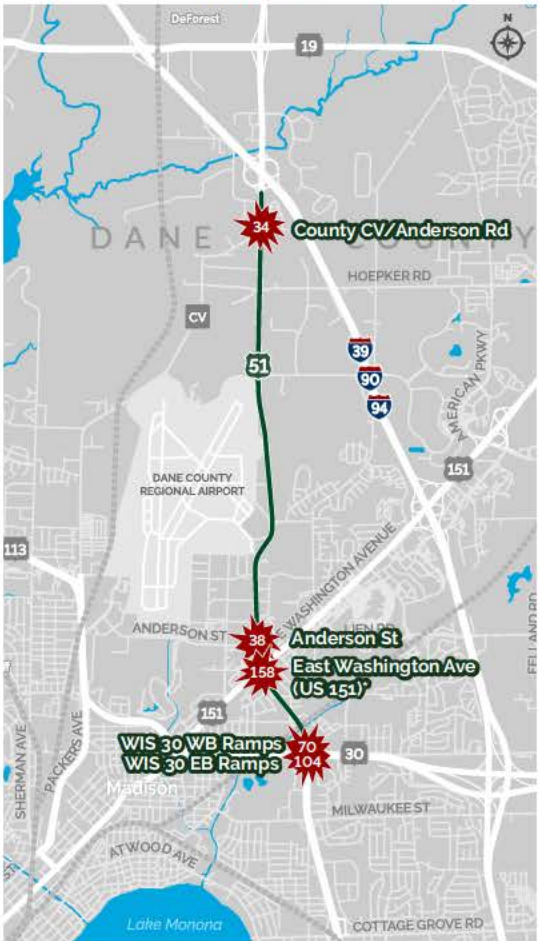


Crash rates are expressed in crashes per 100 million vehicle-miles traveled

## INTERSECTION CRASHES

Intersection locations with the highest number of crashes

(5-YEAR TIME PERIOD 2017-2021)

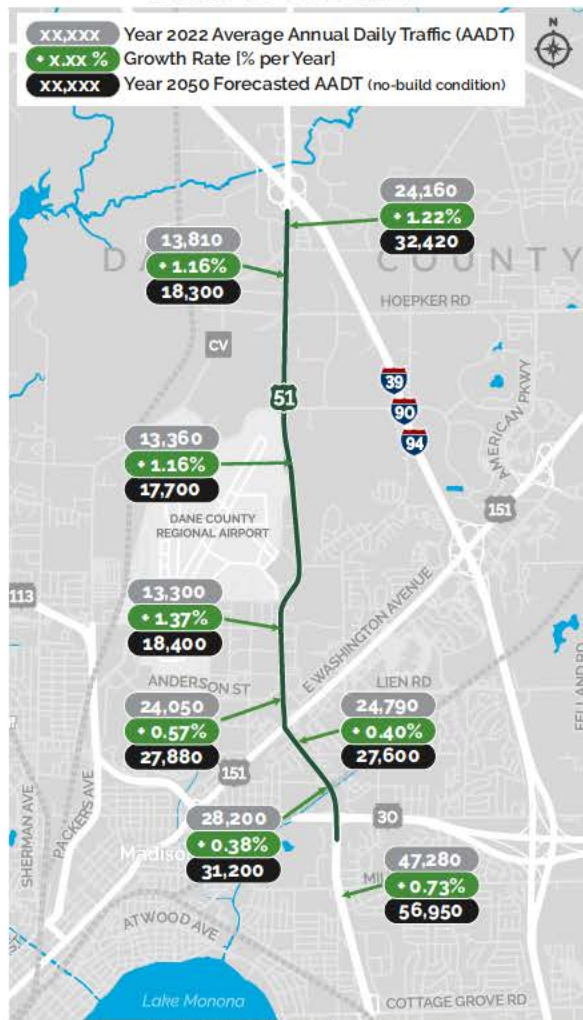


The City of Madison's annual Crash Facts Report lists the 30 highest crash locations within the City of Madison for nine different crash types, including intersection crashes. According to the reports, the US 51 and US 151/ East Washington Avenue intersection had the second most crashes among all city intersections in 2019. In both 2019 and 2021, this intersection ranked third.



# Study Needs: Traffic

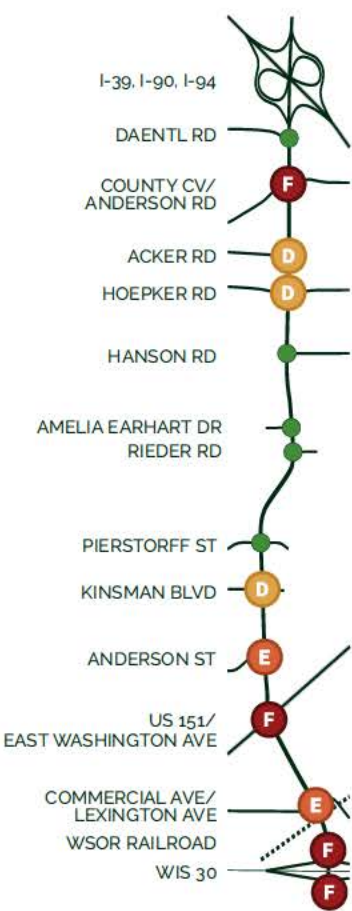
## TRAFFIC VOLUMES



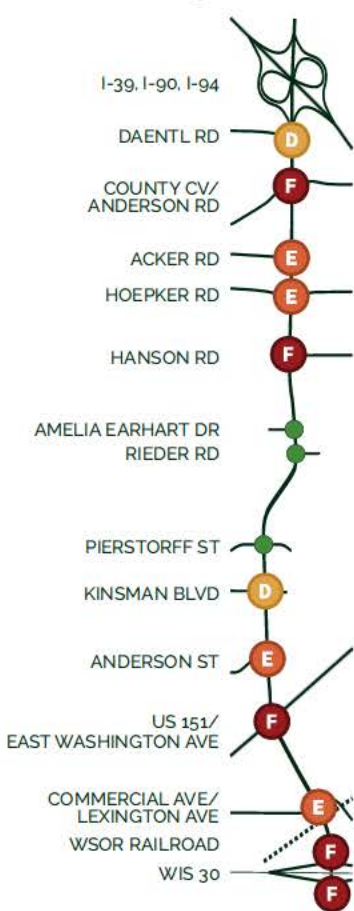
Average annual daily traffic (AADT) in vehicles per day.

## INTERSECTION OPERATIONS

### YEAR 2022 CONDITIONS



### YEAR 2050 CONDITIONS



### LEGEND

● LOS A, B, or C



LOS D



LOS E



LOS F

Level of Service (LOS) is a term used to qualitatively describe the operating conditions of a roadway based on factors such as speed, travel time, maneuverability, delay, and safety.

LOS A, B, and C are considered desirable conditions for the US 51 corridor.

LOS D is considered acceptable and is approaching undesirable conditions.

LOS E and F are considered undesirable operating conditions for the US 51 corridor.

LOS	Description of Operations
A	No delays at intersections with continuous flow of traffic. Uncongested operations: high frequency of long gaps available for all left and right-turning traffic. No observable queues.
B	Nearly the same as LOS A but with slightly less favorable conditions.
C	Moderate delays at intersections with satisfactory to good traffic flow. Light congestion; infrequent backups on critical approaches.
D	Increased probability of delays along every approach. Substantial congestion on critical approaches, but intersection is functional. Limited stable traffic flow.
E	Heavy traffic flow condition. Heavy delays probable. No available gaps for cross-street traffic or main street turning traffic. Limited stable traffic flow.
F	Unstable traffic flow. Heavy congestion. Traffic moves in forced flow condition. Total breakdown.

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



# Project Purpose and Need Summary

## Study Purpose

Accommodate existing and future travel demand with a focus on safety issues that affect travel on Stoughton Road.


## Corridor Needs

### 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

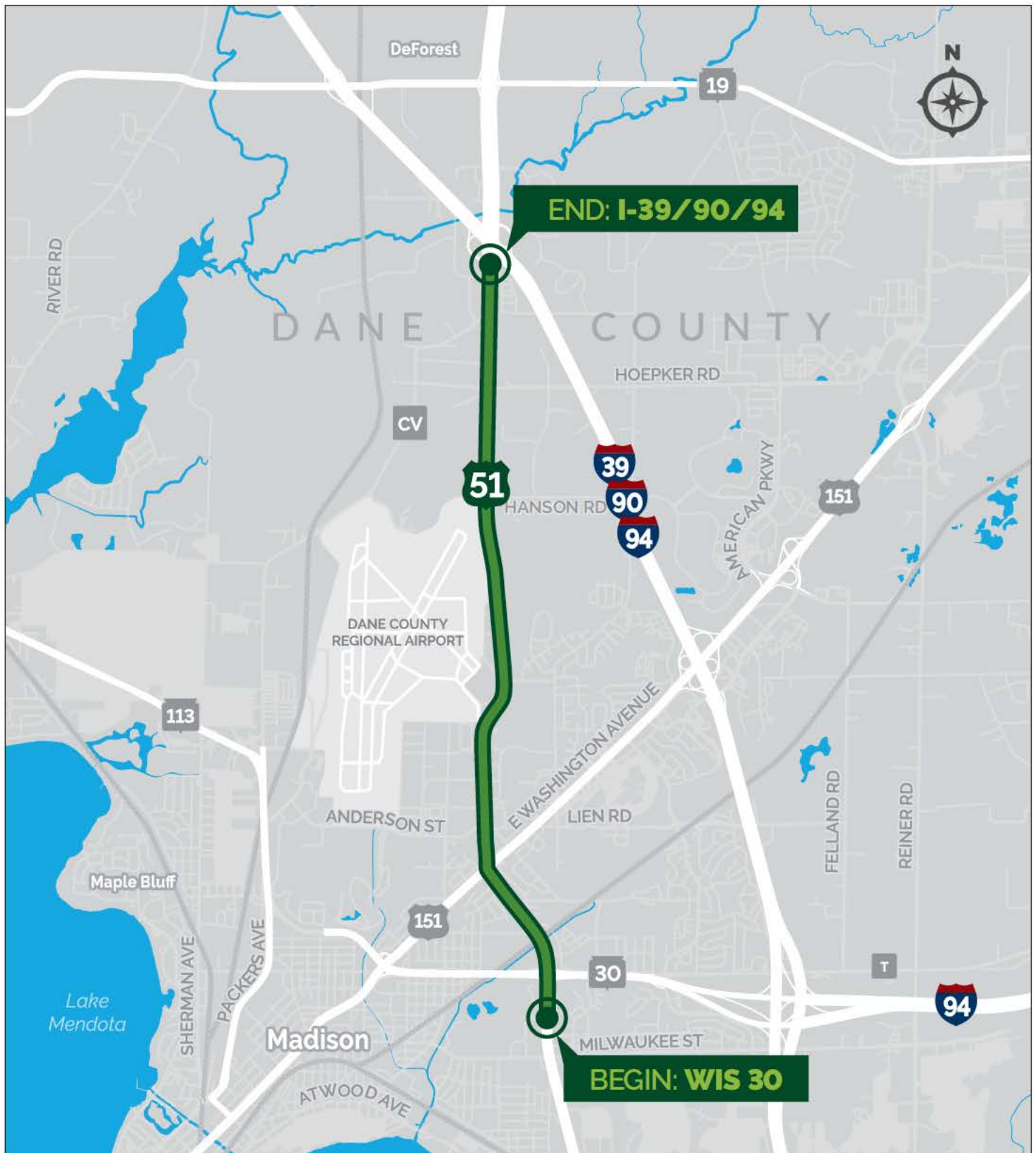
**10**

AREAS WITH CROSS SECTION DEFICIENCIES



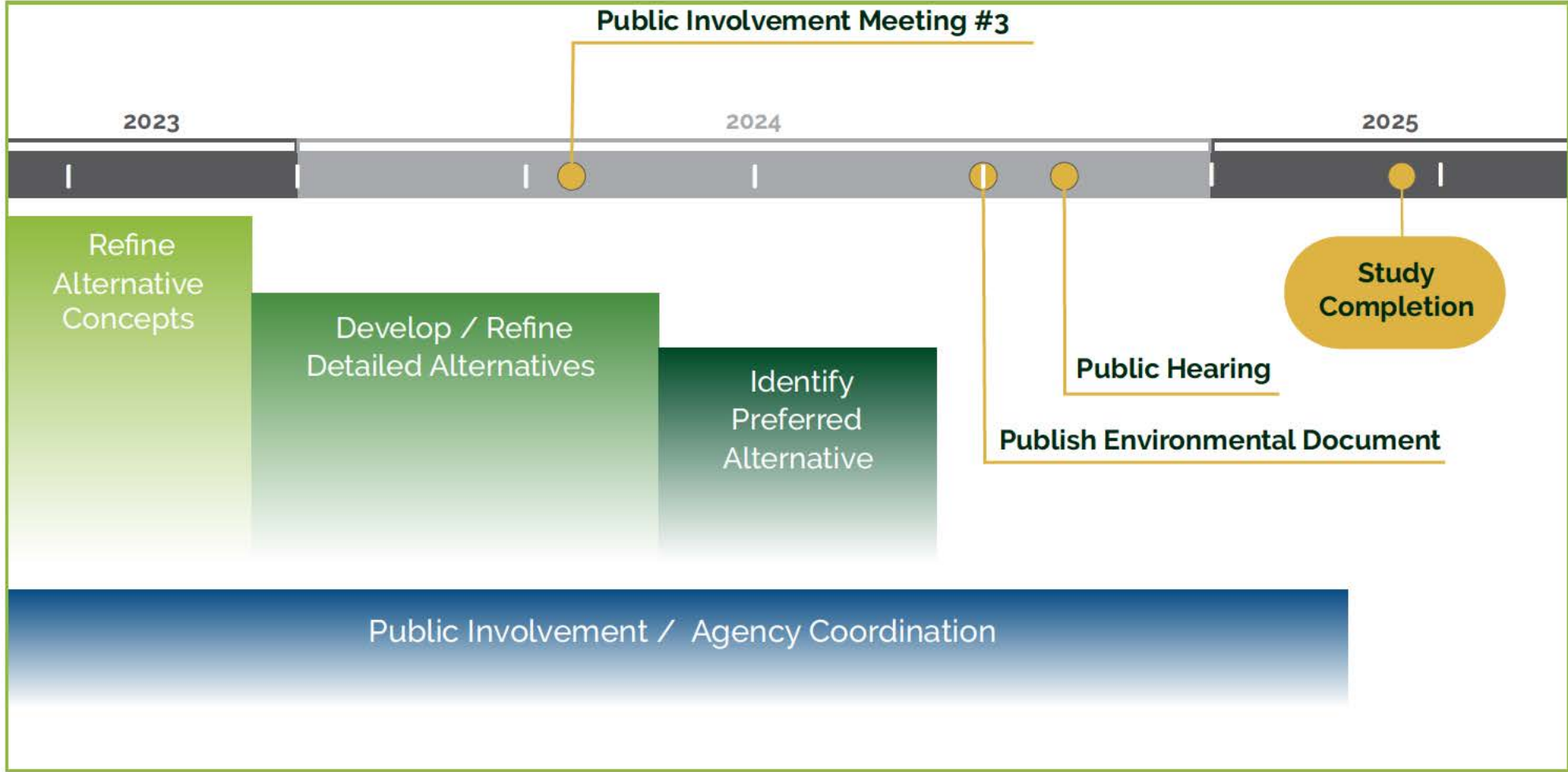


## Study Limits Map





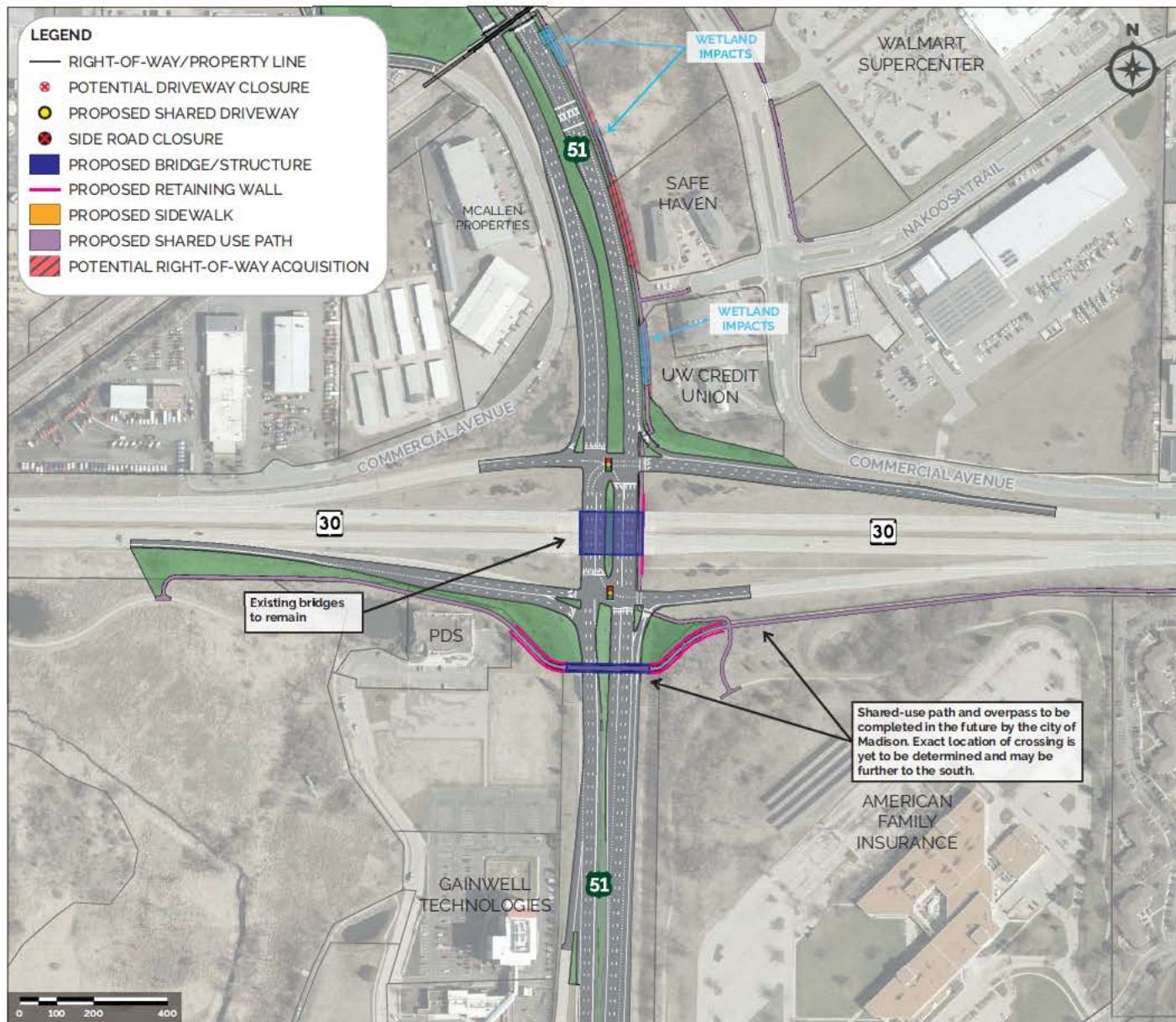
# >> Study Schedule and Next Steps



Study Kick-off: June 14, 2022  
Public Involvement Meeting #1: October 13, 2022  
Bicycle/Pedestrian Workshop: February 13, 2023  
Public Involvement Meeting #2: September 27, 2023



# 1 US 51 and WIS 30: Existing Conditions Improved



## RECOMMENDED ALTERNATIVE

### Alternative Overview:

- Existing signalized interchange with improvements

### Geometry:



- Adds a second right turn lane and signal control for the eastbound WIS 30 to southbound US 51 movement
- Adds a third left turn lane at the westbound WIS 30 intersection
- Adds a second lane for the eastbound WIS 30 to northbound US 51 movement
- Utilizes existing bridge structures
- Adds northbound auxiliary lane between WIS 30 and Commercial Avenue

### Safety:



- Improves safety conditions
- Does not reduce traffic conflicts
- Provides shared-use path for bike/peds

### Traffic:



- Improves traffic operations
- Ability to accept additional capacity to accommodate fluctuations in future traffic volumes
- Ramp improvements to increase capacity

### Potential Impacts:



- Right-of-Way | 0.5 acres
- Wetlands | 0.5 acres
- Construction Costs | \$5.35

### Public and Stakeholder Feedback:



- Public | Moderate Support
- Stakeholders | Moderate Support

### Reasons for Recommendation Compared to the DDI Alternative

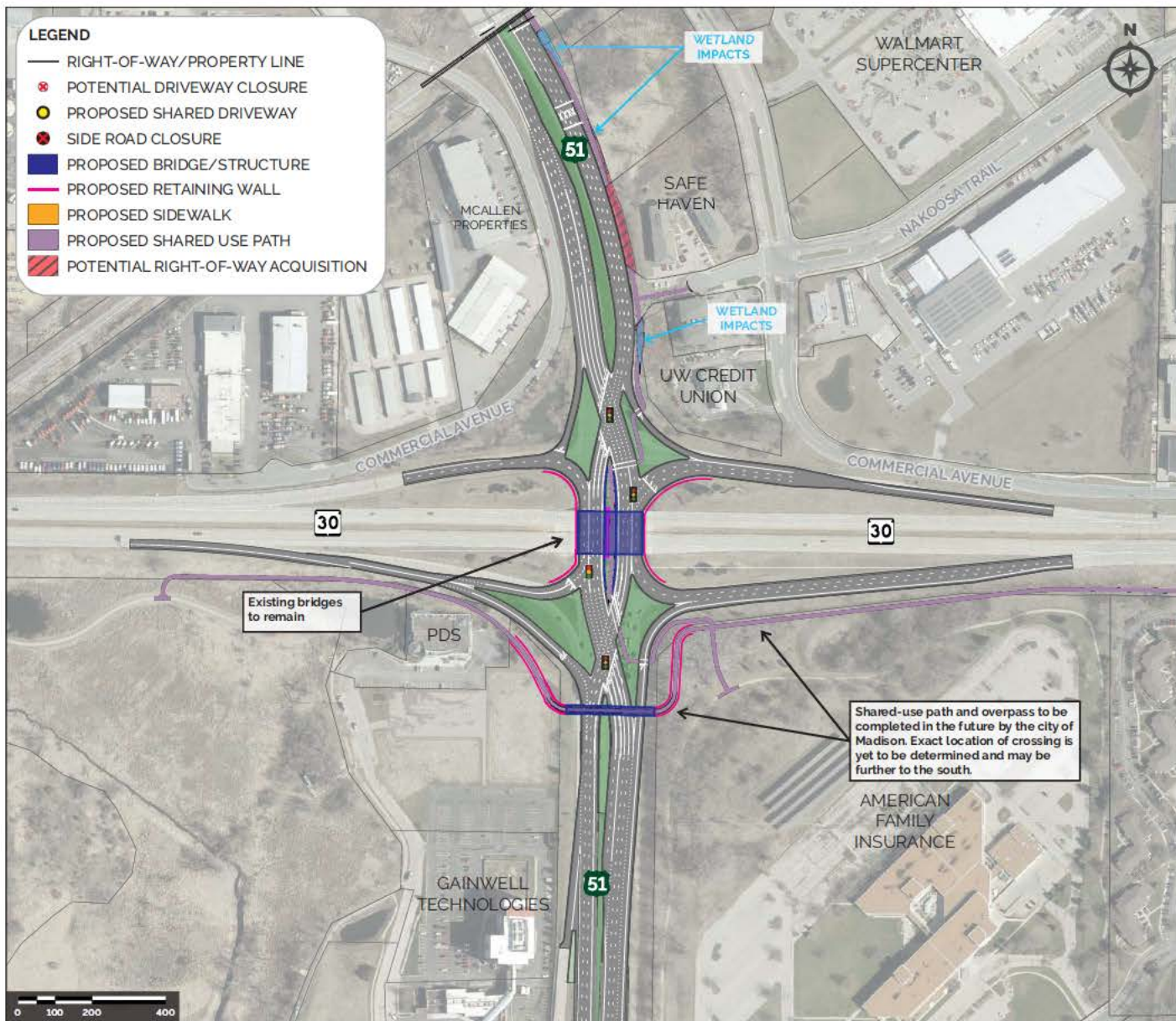
- Similar improvements to traffic operations and allows for signal coordination with Commercial Avenue
- Improved safety for bike/peds due to less travel lanes crossed
- Familiar movements for vehicles and bike/peds

place sticky note here

The design presented in this exhibit is preliminary and specific details may be refined in final design.



# 1 US 51 and WIS 30: Diverging Diamond Interchange (DDI)



## Alternative Overview:

- Provides a Diverging Diamond Interchange (DDI) where US 51 traffic crosses over to the left side between interchange ramps at WIS 30

## Geometry:



- Non-traditional turning movements along US 51
- Allows for U-turns to/from interchange ramps without crossing traffic, especially for vehicles wanting to access Thompson Drive to the east
- Curves promote slower speeds through Interchange

## Safety:



- Improves safety conditions
- Installs shared-use path for bike/peds

## Traffic:



- Improves traffic operations
- Ability to accept additional capacity to accommodate fluctuations in future traffic volumes

## Potential Impacts:



- Right-of-Way | 0.2 acres
- Wetlands | 0.4 acres
- Construction Costs | \$5.5M

## Public and Stakeholder Feedback:



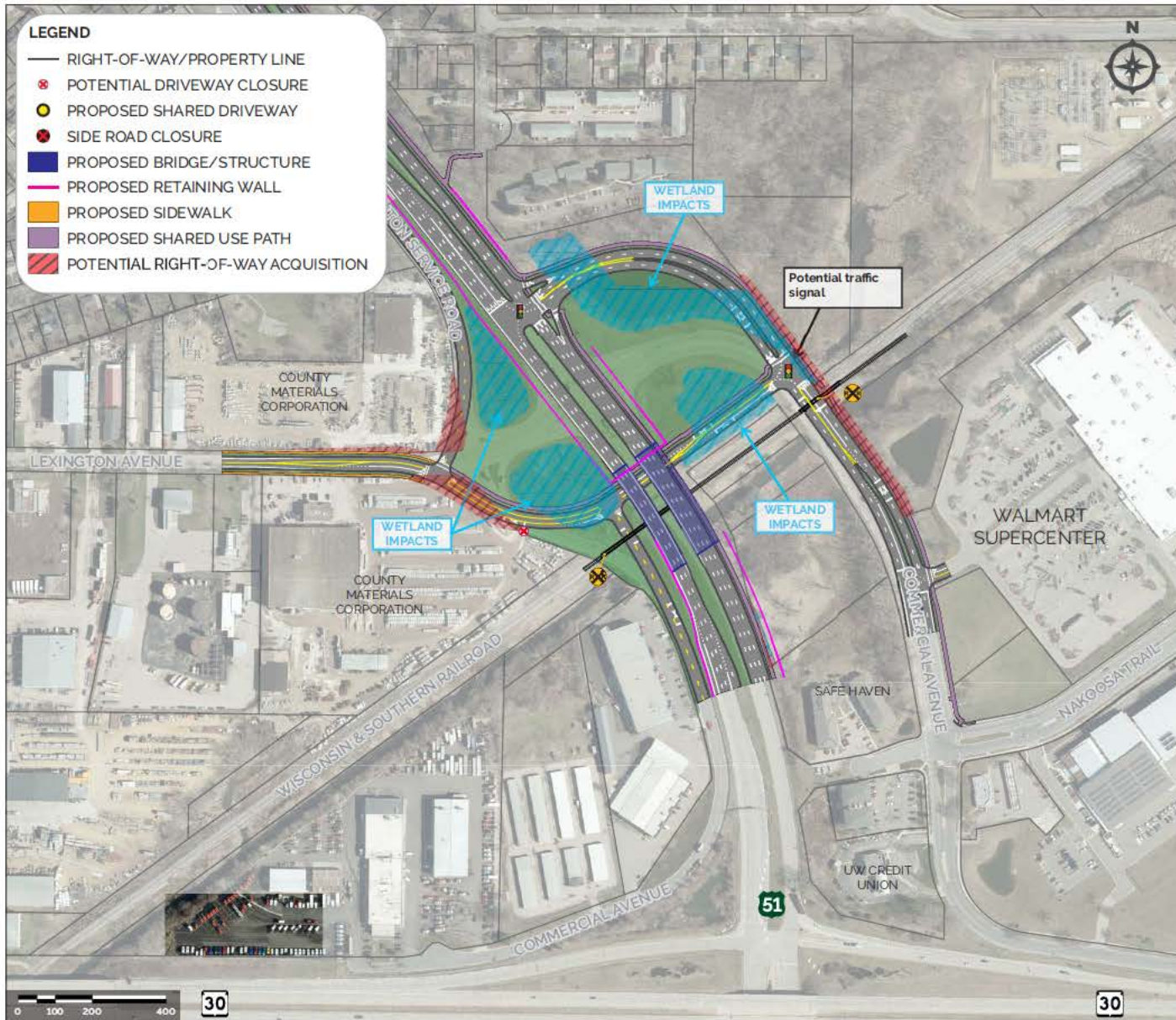
- Public | High Support
- Stakeholders | High Support

place sticky note here

The design presented in this exhibit is preliminary and specific details may be refined in final design.



## 2 US 51 and Commercial Ave: Three-Legged Intersection



### Alternative Overview:

- Provides bridges over the existing railroad and new roadway connection underneath US 51
- Realigns US 51 / Commercial Avenue intersection as a three-legged signalized intersection

### Geometry:



- Provides grade-separating bridges over railroad
- Provides non-traditional left turning movements
- Requires bridge/retaining wall structures
- Provides auxiliary lane between WIS 30 and Commercial Avenue, increasing capacity

### Safety:



- High safety for bike/peds crossing underneath US 51
- Main intersection eliminates vehicle/rail conflicts
- Adds shared-use path to the roadway network

### Traffic:



- Improves traffic operations
- Ability to accept additional capacity to accommodate fluctuations in future traffic volumes

### Potential Impacts:



- Right-of-Way | 4.6 acres
- Wetlands | 6.3 acres
- Driveway Access | 1 potential driveway relocation
- Utilities | High impacts. Requires high voltage utility relocations
- Construction Costs | \$\$\$\$\$

### Public and Stakeholder Feedback:



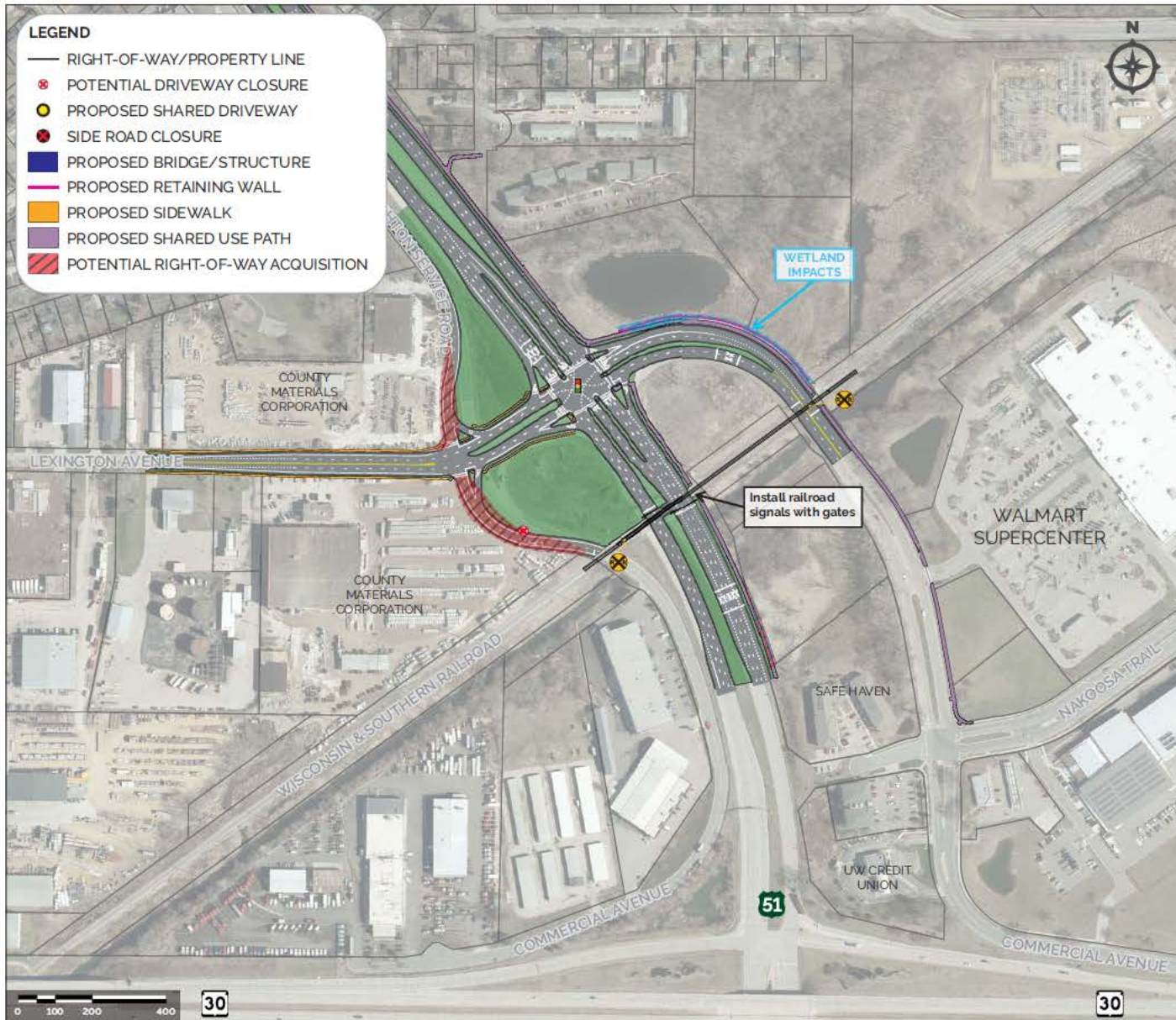
- Public | High Support
- Stakeholders | High Support

place sticky note here

Grade separated intersection, bridges required for this alternative. Railroad south of intersection is being investigated for potential high-speed rail. The design presented in this exhibit is preliminary and specific details may be refined in final design.



## 2 US 51 and Commercial Ave: Existing Conditions Improved



### RECOMMENDED ALTERNATIVE

#### Alternative Overview:

- Existing signalized configuration with improvements
- US 51 railroad crossing remains at-grade with gates

#### Geometry:



- Adds additional northbound and southbound left turn lanes
- Raises roadway network to improve known drainage issues
- Provides auxiliary lane between WIS 30 and Commercial Avenue, increasing capacity
- Realigns Lexington Avenue/N. Stoughton Service Road intersection to meet standards

#### Safety:



- Adds railroad signals and gates to improve safety
- Adds crosswalks to all legs of US 51 and Commercial Avenue
- Adds shared-use path to the roadway network

#### Traffic:



- Improves traffic operations
- Ability to accept additional capacity to accommodate fluctuations in future traffic volumes

#### Potential Impacts:



- Right-of-Way | 1.5 acres
- Wetlands | 0.9 acres
- Driveway Access | 1 potential driveway relocation
- Utilities | Low impacts
- Construction Costs | \$5.5M

#### Public and Stakeholder Feedback:



- Public | Moderate Support
- Stakeholders | Moderate Support

#### Reasons for Recommendation Compared to the Three-Legged Alternative

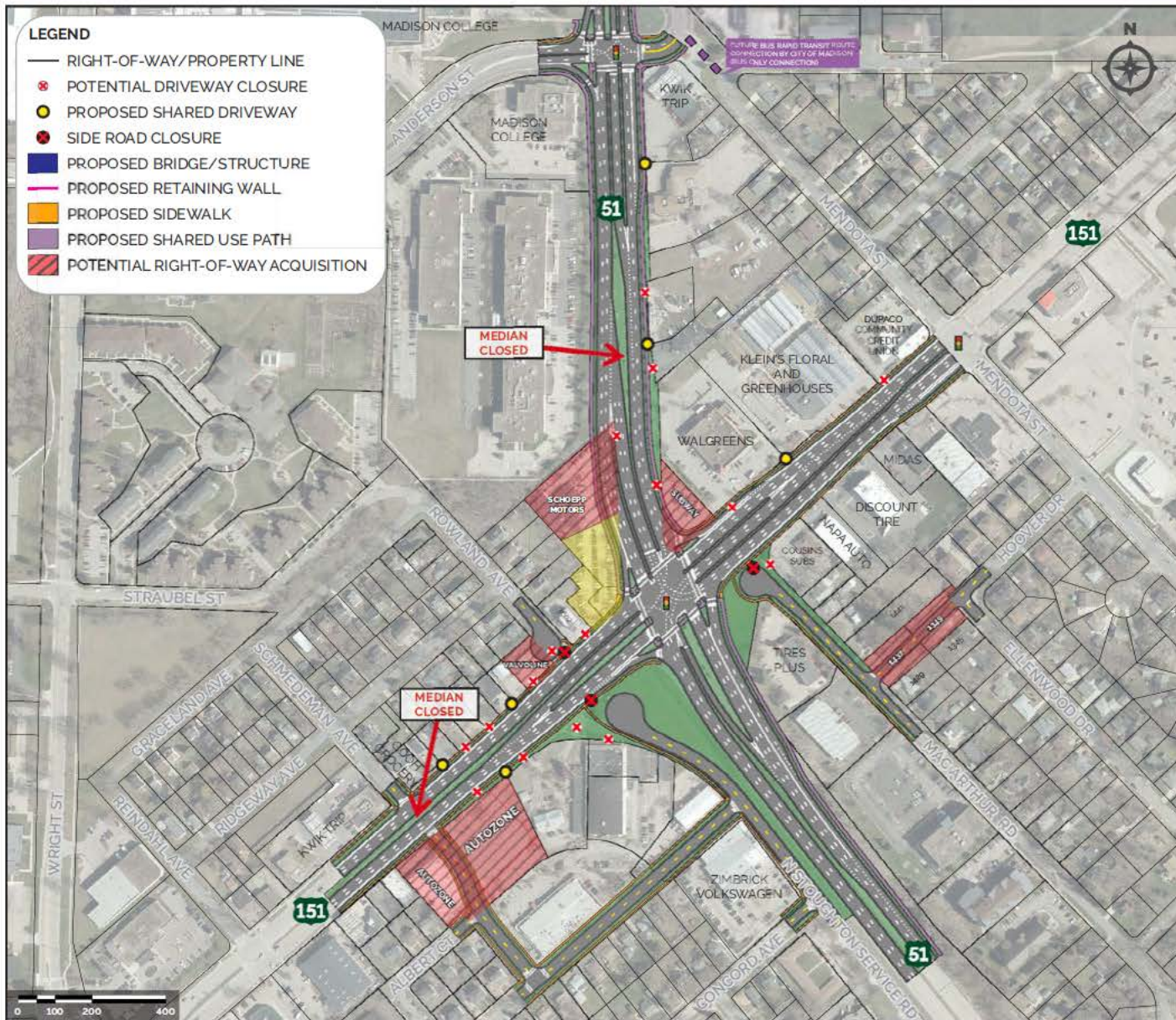
- Similar improved safety and traffic operations
- Considerably less overall impacts
- Considerably less construction costs

place sticky note here

At-grade intersection, no new bridges required for this alternative. Railroad south of intersection is being investigated for potential high-speed rail. The design presented in this exhibit is preliminary and specific details may be refined in final design.



### 3 US 51 and US 151 (East Washington Ave): Existing Conditions Improved



#### Alternative Overview:

- Existing signalized intersection with improvements

#### Geometry:



- Expands upon the existing intersection footprint providing 1 additional northbound lane, 1 additional southbound left turn lane and 1 additional westbound left turn lane
- Improves intersection skew angle
- Maintains existing 'urban' intersection configuration

#### Safety:



- Does not reduce traffic conflicts
- Larger intersection footprint reduces bike/ped safety at the intersection
- Provides crosswalks across all legs of the intersection

#### Traffic:



- Improves traffic operations
- Does not provide significant additional capacity to accommodate fluctuations in future traffic volumes

#### Potential Impacts:



- Right-of-Way | 4 acres
- Side Road Access | 3 closures
- Relocations | 4 business and 2 residential estimated
- Driveway Access | 16 potential driveway closures
- Drainage | Minimal impacts
- Utilities | Minimal impacts
- Construction Costs | \$5-\$6M

#### Public and Stakeholder Feedback:



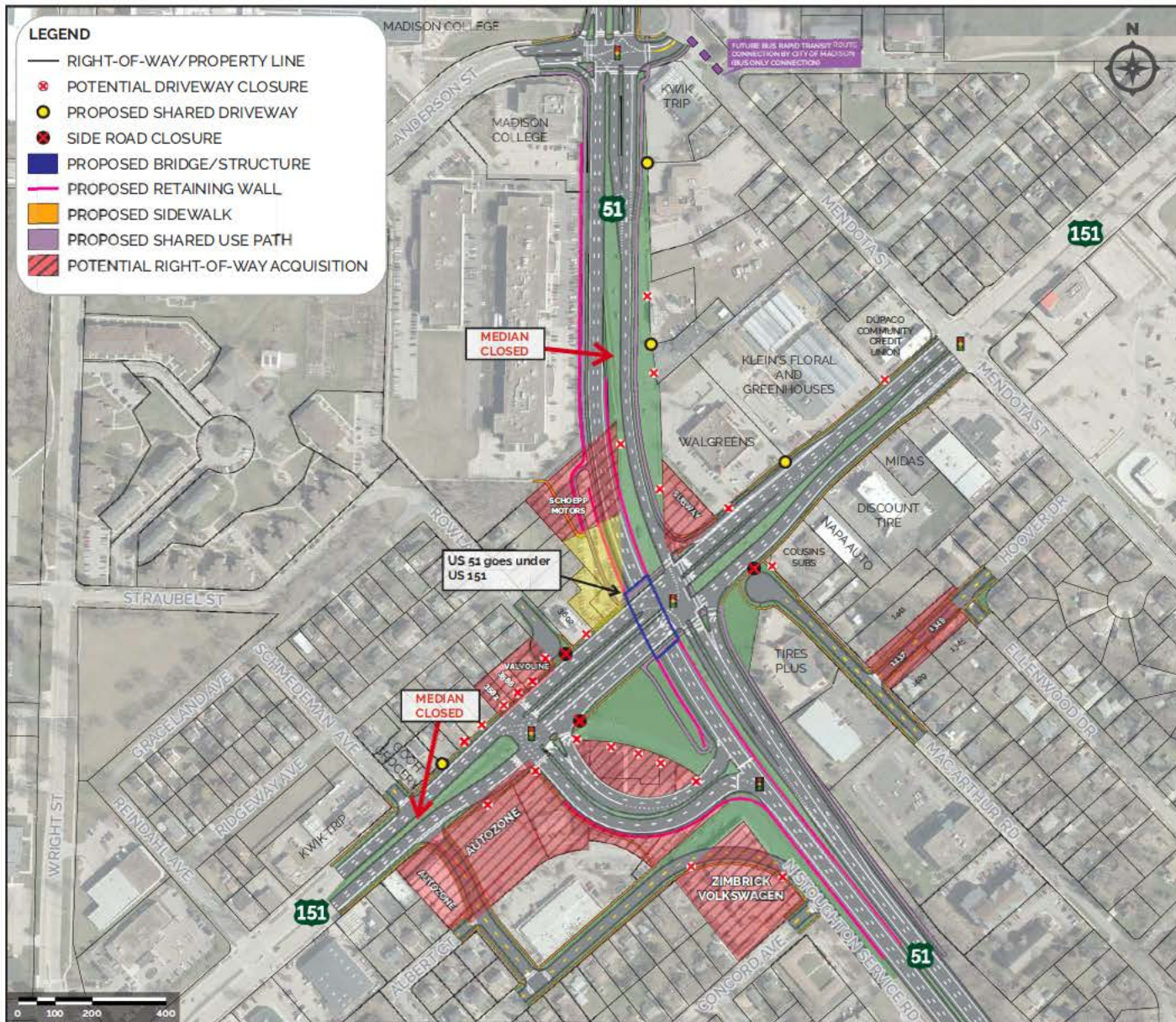
- Public - Moderate Support
- Stakeholders - High Support

place sticky note here

At-grade intersection, no bridges required for this alternative.  
The design presented in this exhibit is preliminary and specific details may be refined in final design.



### 3 US 51 and US 151 (East Washington Ave): Jughandle



#### RECOMMENDED ALTERNATIVE

##### Alternative Overview:

- Provides signalized intersection with partial grade-separation for southbound US 51 traffic
- Redirects key left turn movements to two new signalized intersections

##### Geometry:



- Improves intersection skew angle
- Southbound US 51 flows freely underneath US 151
- Requires bridge/retaining wall structures
- Similar to the Jughandle at the intersection of Mineral Point Road and Junction Road on Madison's west side

##### Safety:



- Reduces vehicle conflicts at the main intersection
- Improves safety for bike/peds at the main intersection due to shorter crossings

##### Traffic:



- Improves traffic operations
- Ability to accept additional capacity to accommodate any fluctuation in future traffic volumes

##### Potential Impacts:



- Right-of-Way | 11 acres
- Side Road Access | 3 closures
- Relocations | 11 business and 2 residential estimated
- Driveway Access | 23 potential driveway closures
- Drainage | High impacts
- Utilities | Moderate impacts
- Construction Costs | \$\$\$\$\$

##### Public and Stakeholder Feedback:



- Public | Moderate Support
- Stakeholders | Low Support

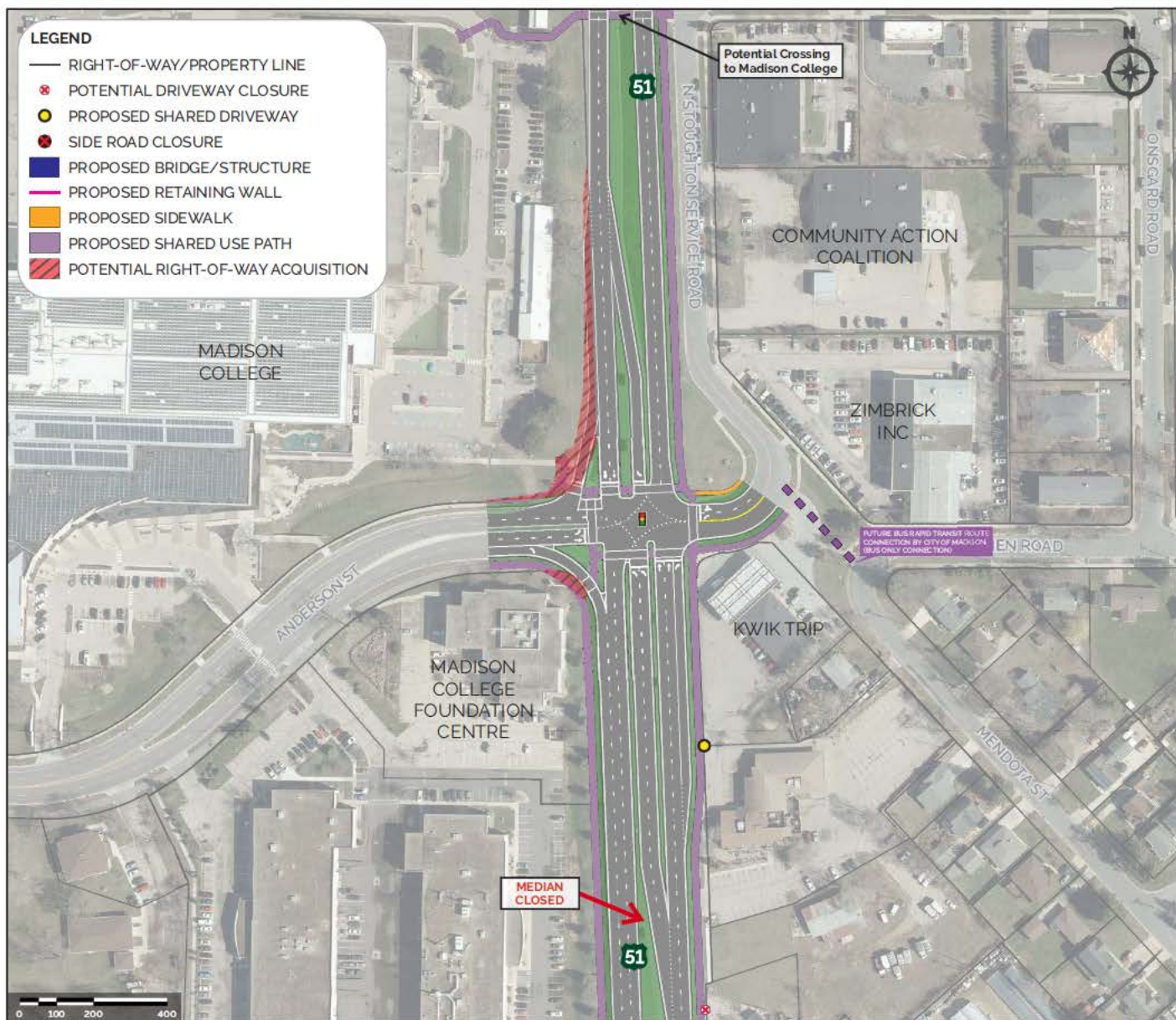
##### Reasons for Recommendation Compared to the Existing Improved Alternative:

- Improved safety with fewer predicted crashes at the main intersection
- Improved overall traffic operations and ability to accept additional future capacity
- Better bike/ped safety with shorter crossings and reduced conflict points at the main intersection

Grade separated intersection, bridges required for southbound US 51 movement in this alternative. The design presented in this exhibit is preliminary and specific details may be refined in final design.



# 4 US 51 and Anderson Street: Existing Conditions Improved



## RECOMMENDED ALTERNATIVE

### Alternative Overview:

- Existing signalized configuration with improvements
- Provides shared-use path on both sides of US 51 between US 151 and Anderson Street and on the east side of US 51 north of Anderson street
- Improves crossings for all four legs of the intersection
- Preserves the City of Madison's future Bus Rapid Transit route

### Potential Impacts:



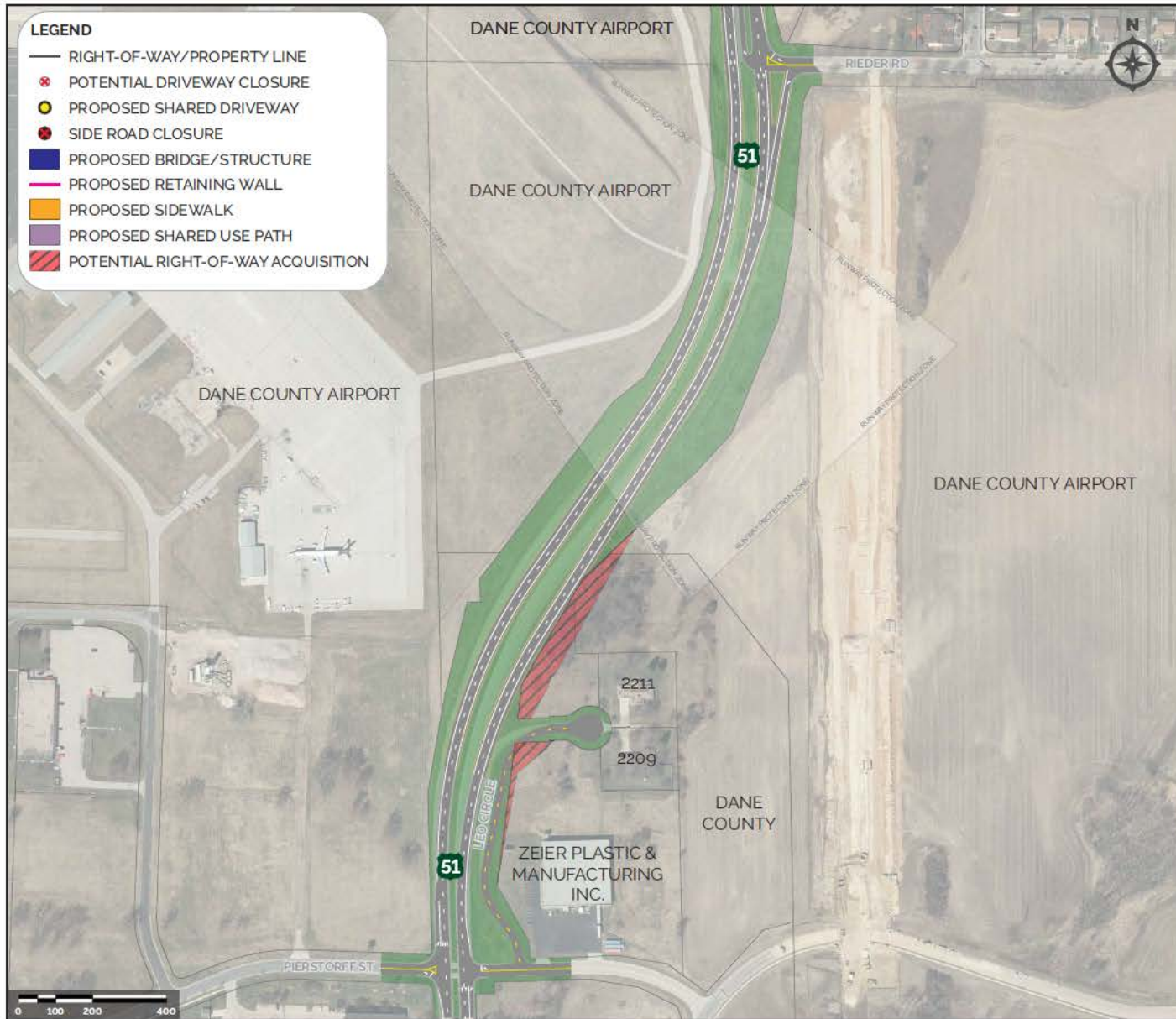
- Right-of-Way | 0 acres
- Construction Costs | \$ 555

place sticky note here

The design presented in this exhibit is preliminary and specific details may be refined in final design.



# US 51 - Pierstorff Street to Rieder Road Realignment



## RECOMMENDED ALTERNATIVE

### Overview:

- Realignment of US 51 to address existing crash patterns
- Leo Circle shifted to the east to accommodate realignment us US 51

### Potential Impacts:



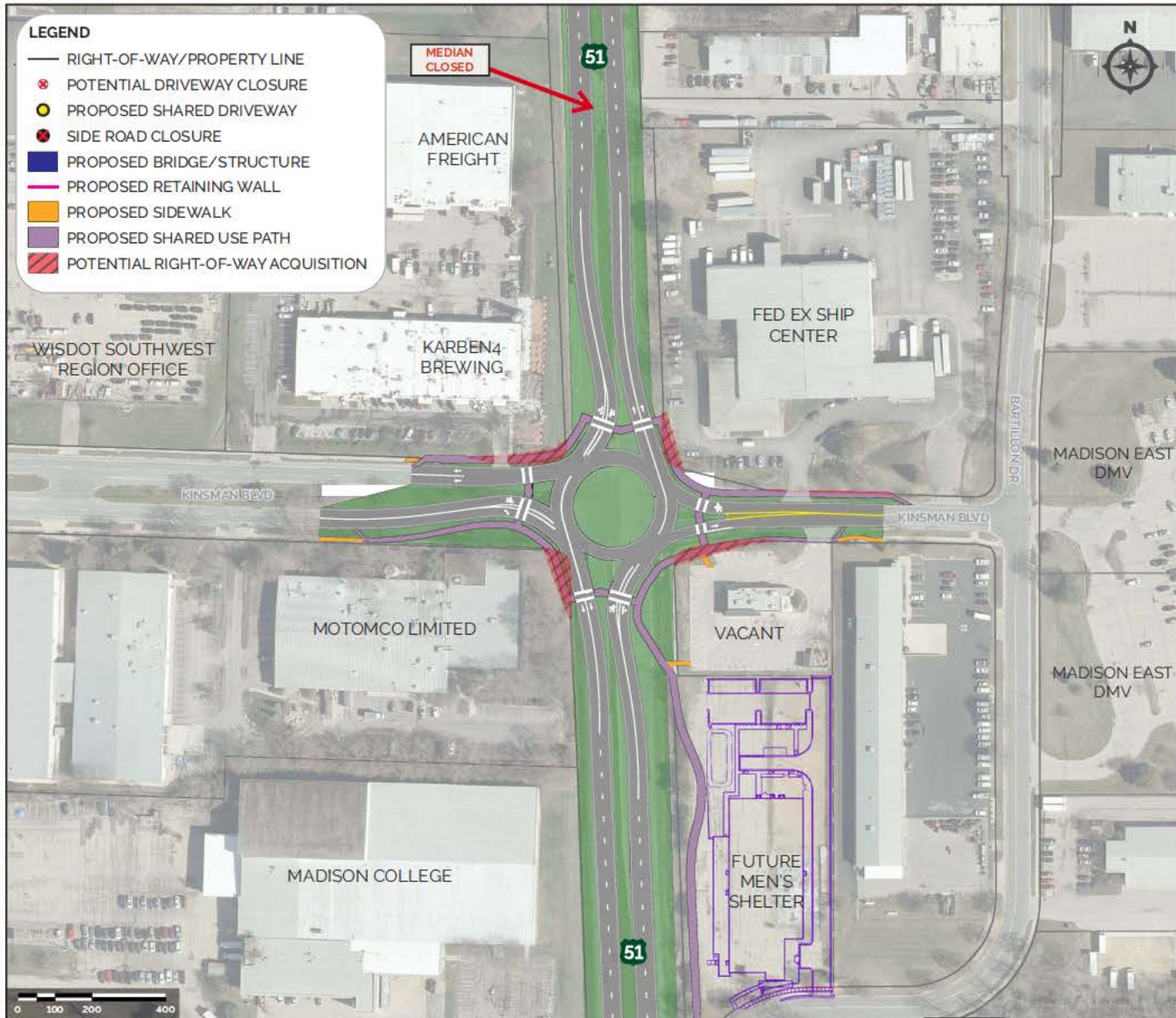
- Right-of-Way | 1.05 acres
- Construction Costs | \$1,555

place sticky note here

The design presented in this exhibit is preliminary and specific details may be refined in final design.



# 5 US 51 and Kinsman Boulevard: Roundabout



## Alternative Overview:

- Multi-lane roundabout with two circulating lanes in the north-south direction

## Geometry:



- Naturally slows vehicles providing a traffic calming effect
- Provides appropriate turn length storage

## Safety:



- Improves safety conditions
- No controlled or signalized crossings for bikes/peds
- Adds shared-use path to the roadway network

## Traffic:



- Improves traffic operations
- Provides better off-peak operations

## Potential Impacts:



- Right-of-Way | 0.17 acres
- Construction Costs | \$1,855

## Public and Stakeholder Feedback:



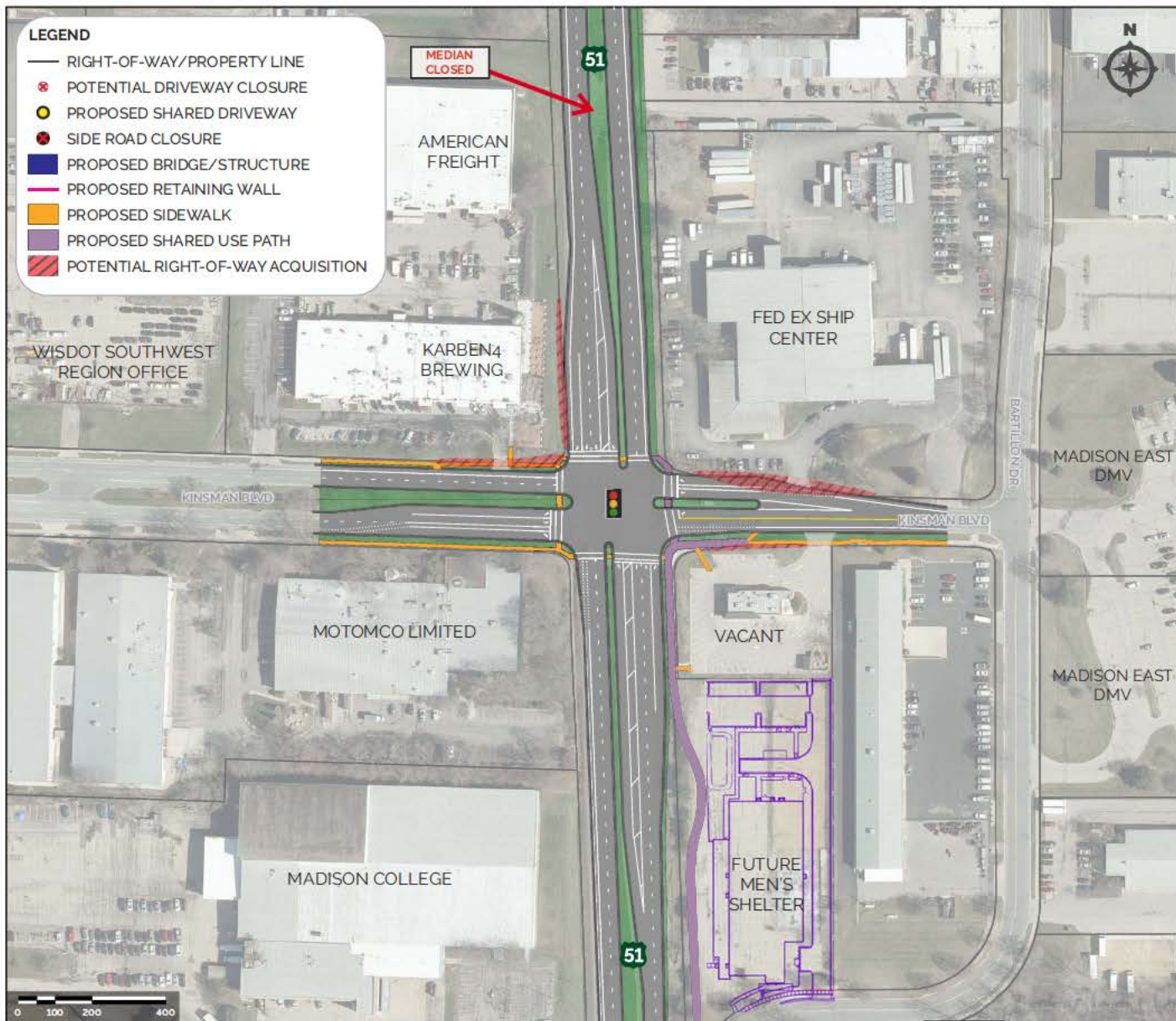
- Public | Moderate Support
- Stakeholders | Moderate Support

place sticky note here

The design presented in this exhibit is preliminary and specific details may be refined in final design.



# 5 US 51 and Kinsman Boulevard: Existing Conditions Improved



## RECOMMENDED ALTERNATIVE

### Alternative Overview:

- Existing signalized configuration with improvements

### Geometry:



- Provides appropriate turn length storage
- Includes east-west bike lanes through the intersection

### Safety:



- Improves safety conditions
- Familiar and controlled crossings for bicyclists and pedestrians
- Increase safety by improving left-turn lane geometry for all legs of the intersection
- Adds shared-use path to the roadway network

### Traffic:



- Improves traffic operations
- Allows for traffic signal coordination along US 51

### Potential Impacts:



- Right-of-Way | 0.13 acres
- Construction Costs | \$1.555

### Public and Stakeholder Feedback:



- Public | Moderate Support
- Stakeholders | High Support

### Reasons for Recommendation Compared to Roundabout Alternative

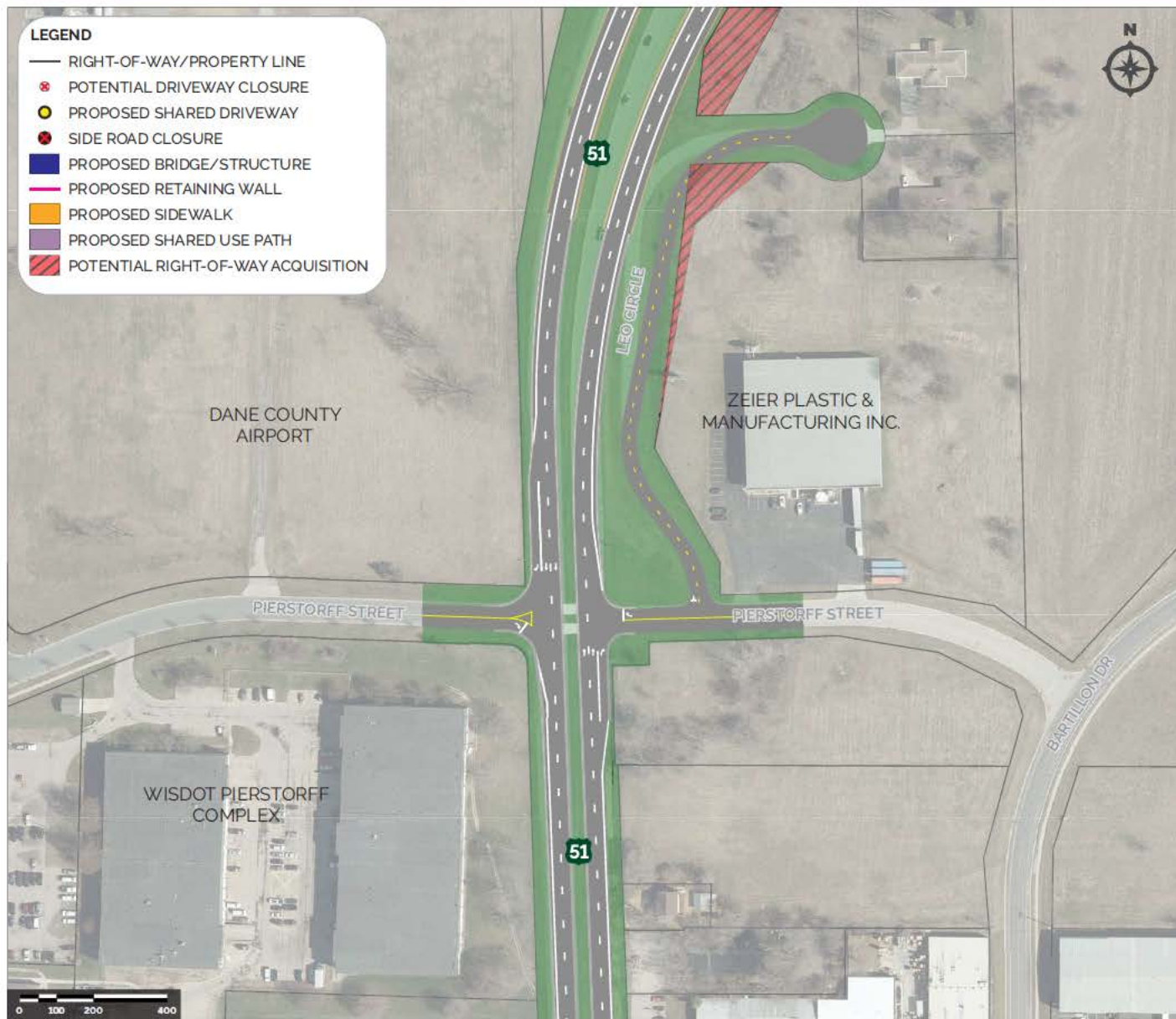
- Improved safety - anticipated to cause fewer predicted total crashes\*
- Similar improvements to traffic operations and allows for signal coordination with Anderson Street
- Controlled crossings for bike/peds
- Similar public support and more stakeholder support

place sticky note here

The design presented in this exhibit is preliminary and specific details may be refined in final design.  
\*While multi-lane roundabouts may result in more total crashes, they are likely to result in fewer severe crashes.



## 6 US 51 and Pierstorff Street: Existing Conditions Improved



### RECOMMENDED ALTERNATIVE

#### Alternative Overview:

- Existing intersection configuration with improvements
- No operational traffic or safety concerns identified
- Minor intersection improvements include deceleration lanes for turning vehicles

#### Potential Impacts:



- Right-of-Way | 0 acres (at the main intersection)
- Construction Costs | \$ 555

*place sticky note here*

The design presented in this exhibit is preliminary and specific details may be refined in final design.



# 7 US 51 and Rieder Road: Existing Conditions Improved with RCUT



## RECOMMENDED ALTERNATIVE

### Alternative Overview:

- Maintains existing intersection configuration
- No operational or safety concerns identified
- Potential addition of restricted U-turn (RCUT) north of Rieder Road to reduce U-turn movements at Amelia Earhart Drive
- RCUT introduces additional median opening, deceleration and acceleration lanes along US 51 for U-turn vehicles

### Potential Impacts:



- Right-of-Way | 0.2 acres
- Construction Costs | \$1,555

place sticky note here

The design presented in this exhibit is preliminary and specific details may not reflect final design.



**RECOMMENDED ALTERNATIVE****Alternative Overview:**

- Existing intersection configuration with improvements
- No operational traffic or safety concerns identified
- Minor intersection improvements include deceleration lanes for turning vehicles from US 51

**Potential Impacts:**

- Right-of-Way | 0 acres
- Construction Costs | \$ 0.00

*place sticky note here*

The design presented in this exhibit is preliminary and specific details may be refined in final design.



# 9 US 51 and Hanson Road: Full Access Intersection



## RECOMMENDED ALTERNATIVE

### Alternative Overview:

- Existing intersection configuration with improvements
- Provides median-protected deceleration lane for southbound US 51 left turns onto Hanson Road
- Provides median-protected acceleration lane for vehicles merging onto southbound US 51 from Hanson Road
- Provides deceleration lane for northbound US 51 right turns onto Hanson Road
- Provides dedicated turn lanes on Hanson Road

### Potential Impacts:



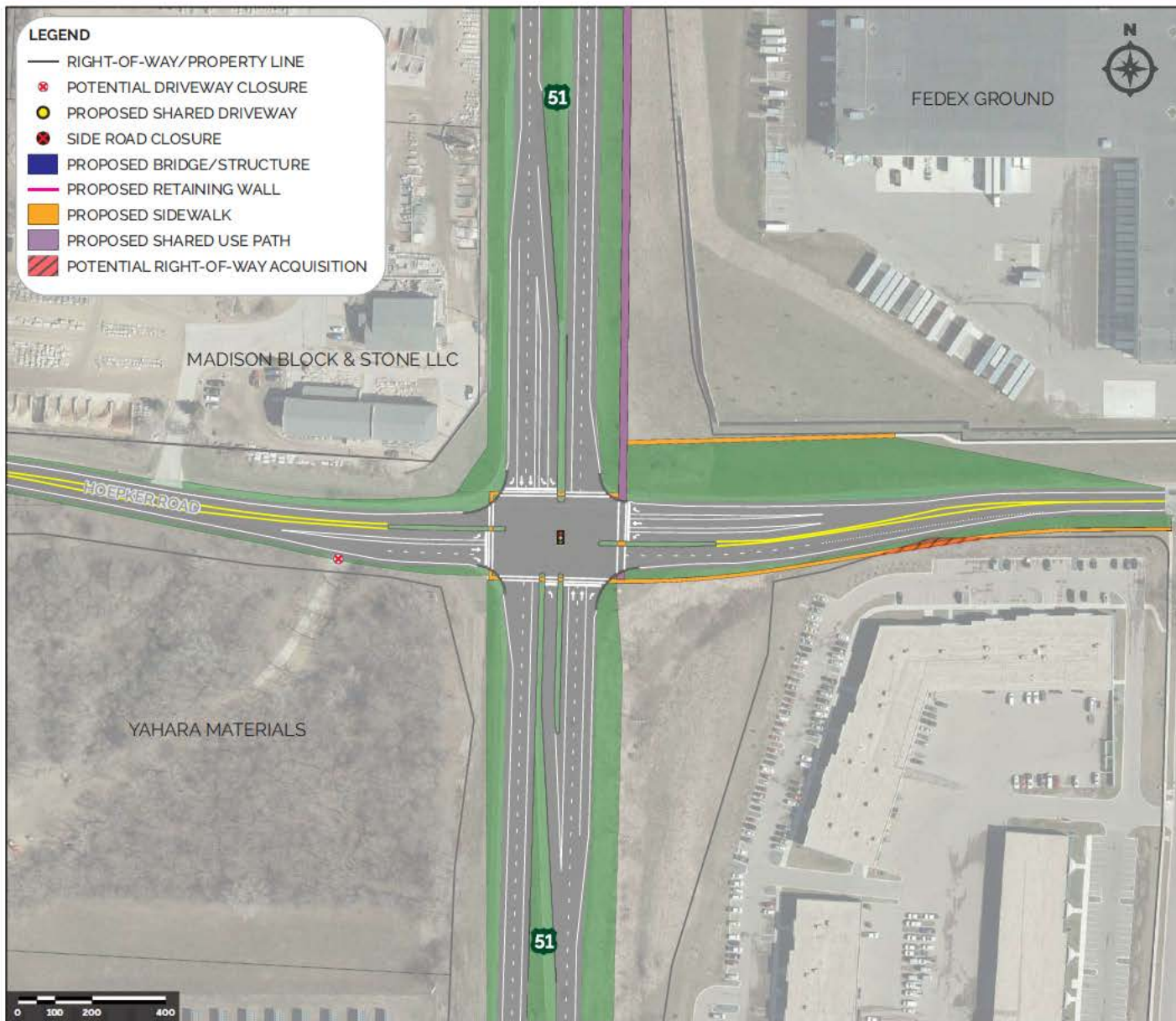
- Right-of-Way | 0 acres
- Construction Costs | \$1.533

*place sticky note here*

The design presented in this exhibit is preliminary and specific details may be refined in final design.



# 10 US 51 and Hoepker Road: Existing Conditions Improved



## RECOMMENDED ALTERNATIVE

### Alternative Overview:

- Existing signalized configuration with improvements

### Geometry:



- Installs a second southbound US 51 left turn lane
- Provides appropriate turn length storage

### Safety:



- Improves safety conditions
- Familiar and controlled crossings for bike/peds
- Adds dedicated crosswalks and shared-use path to the roadway network

### Traffic:



- Improves traffic operations
- Improves left turn capacity

### Potential Impacts:



- Right-of-Way | <0.1 acres
- Driveway Access | 1 Potential Business Driveway Removal
- Construction Costs | \$ 1,222

### Public and Stakeholder Feedback:



- Public | High Support
- Stakeholders | High Support

### Reasons for Recommendation Compared to Roundabout Alternative

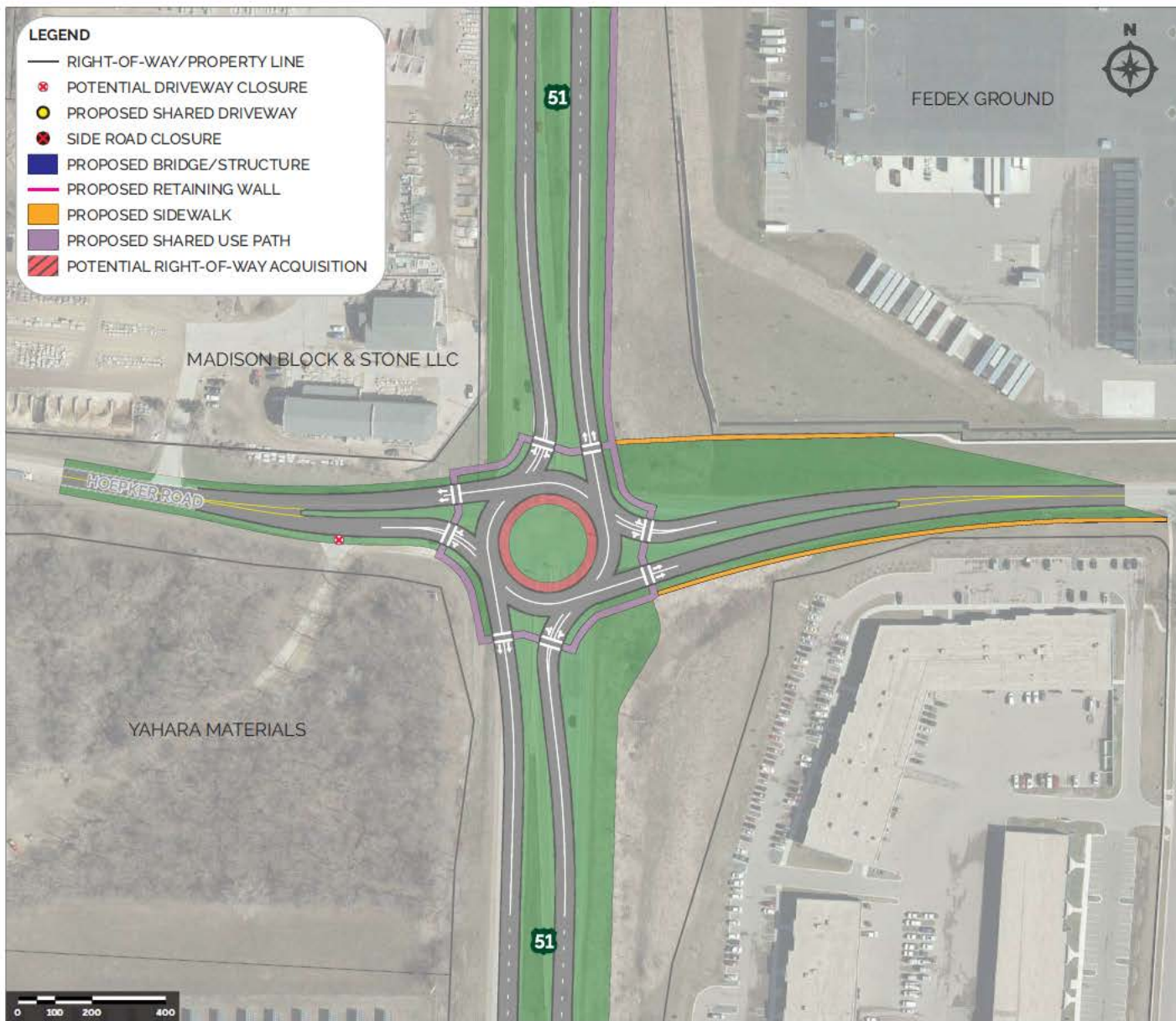
- Improved safety - anticipated to cause fewer predicted total crashes\*
- Similar improvements to traffic operations
- Controlled crossings for bike/peds
- More public and stakeholder support

place sticky note here

The design presented in this exhibit is preliminary and specific details may be refined in final design.  
\*While multi-lane roundabouts may result in more total crashes, they are likely to result in fewer severe crashes.



# 10 US 51 and Hoepker Road: Roundabout



## Alternative Overview:

- Multi-lane roundabout with two circulating lanes in all directions

## Geometry:



- Slows vehicles providing traffic calming effect
- Provides appropriate turn length storage
- US 51 speed limit adjacent to this intersection is 45mph

## Safety:



- No controlled or signalized crossings for bikes/peds
- More predicted crashes anticipated
- Adds shared-use path to the roadway network

## Traffic:



- Improves traffic operations
- Provides better off-peak operations

## Potential Impacts:



- Right-of-Way | No anticipated impacts
- Driveway Access | 1 Potential Business Driveway Removal
- Construction Costs | \$ 255K

## Public and Stakeholder Feedback:



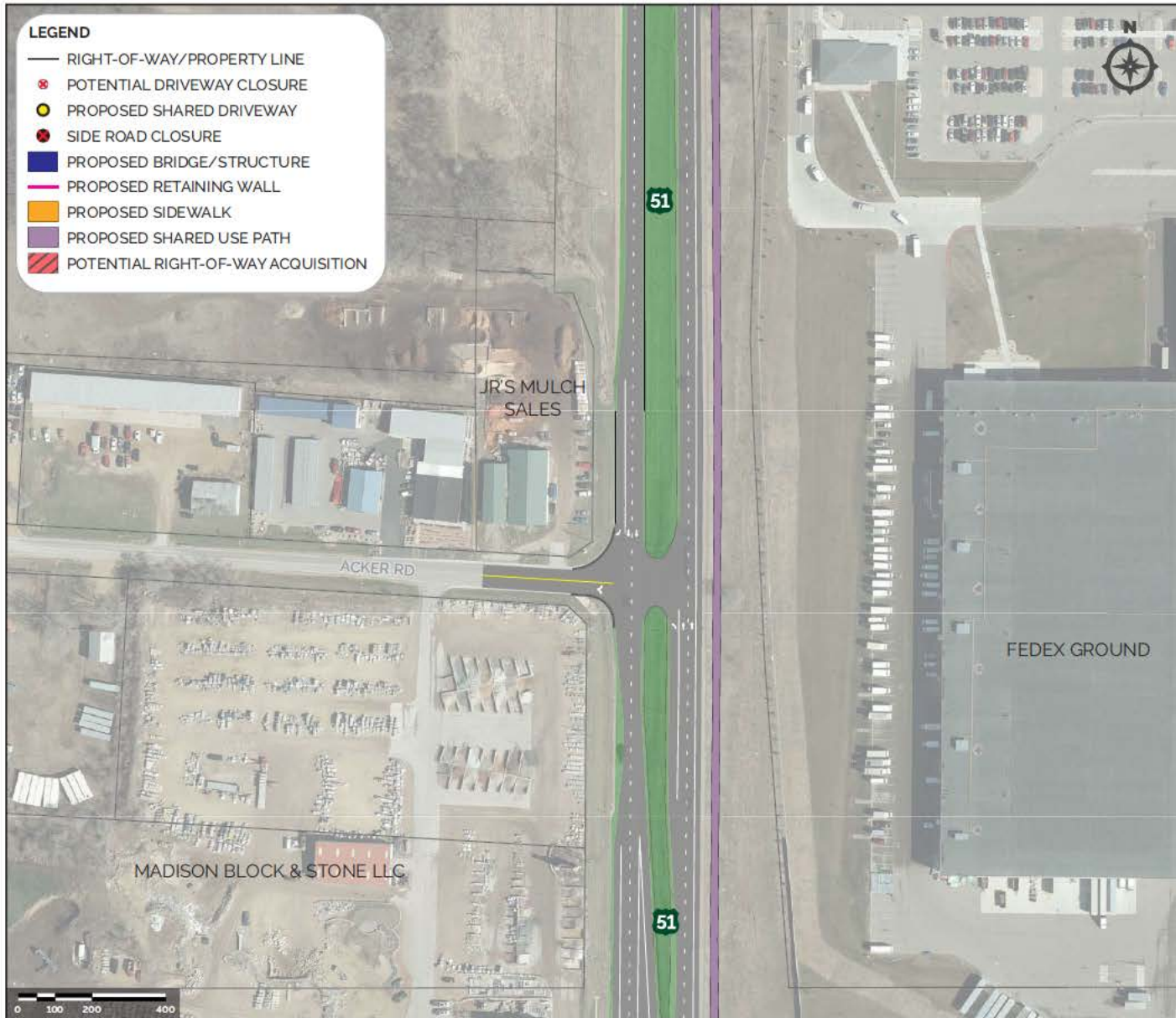
- Public | Moderate Support
- Stakeholders | Low Support

place sticky note here

The design presented in this exhibit is preliminary and specific details may be refined in final design.



# 11 US 51 and Acker Road: Existing Conditions Improved



## RECOMMENDED ALTERNATIVE

### Alternative Overview:

- Existing intersection configuration with improvements
- No operational traffic or safety concerns identified
- Minor intersection improvements include deceleration lanes for turning vehicles from US 51
- Shared-use path on east side of US 51

### Potential Impacts:



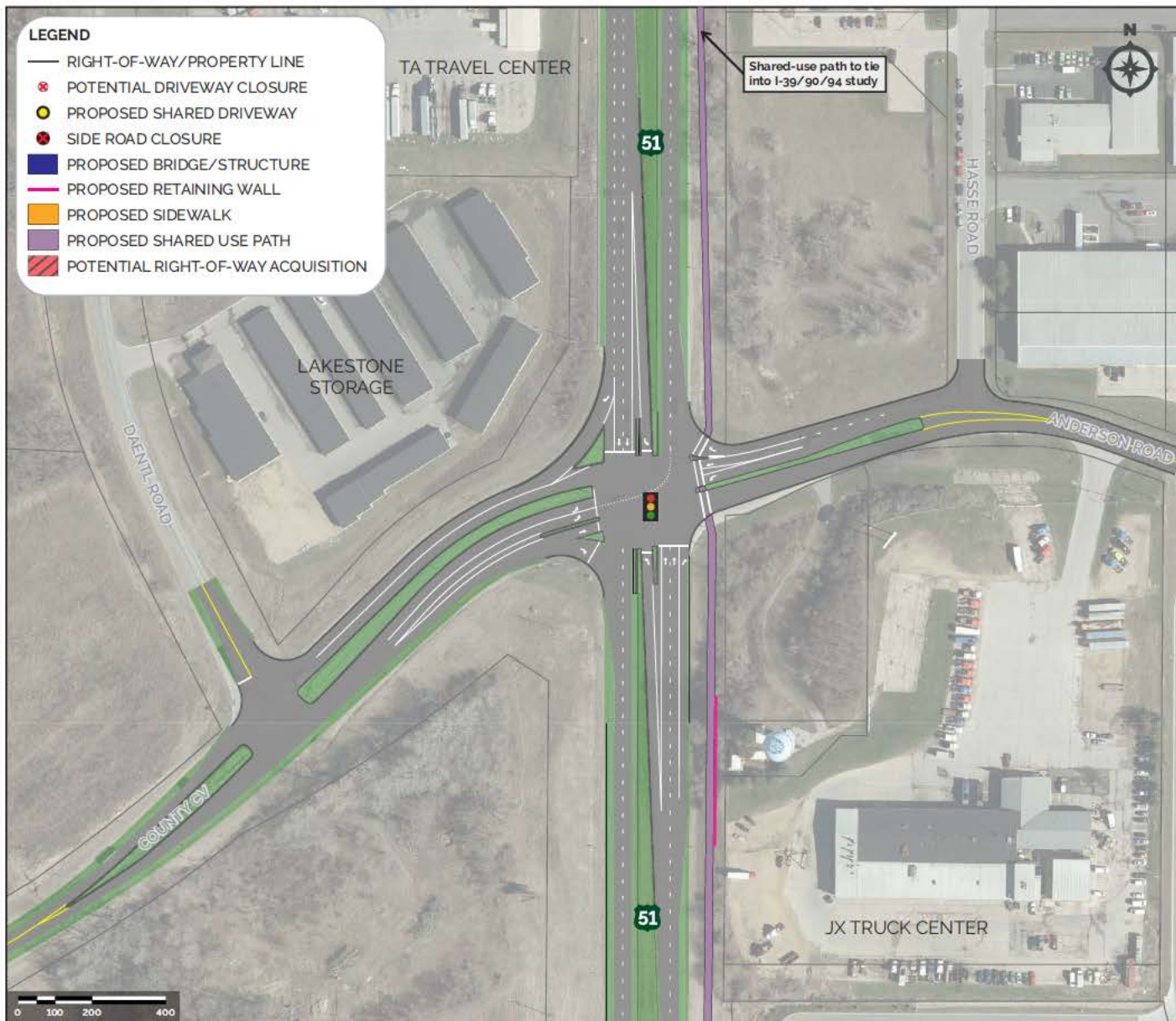
- Right-of-Way | 0 acres
- Construction Costs | \$ 0.00

*place sticky note here*

The design presented in this exhibit is preliminary and specific details may be refined in final design.



# 12 US 51 and County CV / Anderson Road: Existing Conditions Improved



## RECOMMENDED ALTERNATIVE

### Alternative Overview:

- Existing signalized configuration with improvements
- Installs a shared-use path and crossing on the east side of US 51

### Potential Impacts:



- Right-of-Way | 0 acres
- Construction Costs | \$ 555

place sticky note here

The design presented in this exhibit is preliminary and specific details may be refined in final design.



# Pedestrian and Bicycle Facilities

## CROSSWALK LOCATIONS

EXISTING MARKED CROSSWALK  
Marked crosswalk at three locations in the study corridor



KINSMAN BLVD



ANDERSON ST



US 151 / E WASHINGTON AVE

## BICYCLE/PEDESTRIAN CRASHES

From 2017-2021, there were three documented pedestrian or bicycle crashes within the study area:

- Between US 151/East Washington Avenue and Anderson Street
- Bicycle crossing the East Washington Avenue westbound right turn lane to get to the porkchop island
- North leg of the Anderson Street intersection



\*Proposed facilities shown include full pedestrian accommodation at US 51 intersections with Lexington/Commercial, East Washington Avenue, Anderson Street, Kinsman Boulevard, and Hoepker Road. A shared use path is proposed on the east side of US 51 from WIS 30 to Kinsman Boulevard and from Hoepker to the northern study limits.



## LEGEND

- Existing Pedestrian Facilities
- Existing Bicycle Facilities
- Existing Paved Shoulder
- Proposed Shared Use Path\*
- Shared Use Path Planned by Others
- Proposed Bus Rapid Transit Route
- Madison Metro Bus Stop
- Bicycle Repair Station
- Bicycles Prohibited

## SHARE YOUR THOUGHTS

### Bicycle and Pedestrian Accomodations

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The city of Madison invites you to learn  
about the most recent updates of the  
**Northeast Area Plan**

IF YOU HAVE NOT DONE SO,  
**PLEASE SIGN IN**

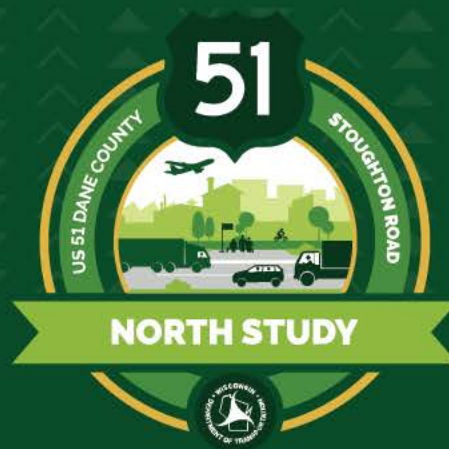
Add your attendance digitally!  
Visit [tinyurl.com/US51PIM3Register](https://tinyurl.com/US51PIM3Register)  
or scan the QR code at right  
with your smartphone



*Information provided at public meetings including names, addresses, phone numbers, email addresses  
and signatures is not confidential and may be subject to disclosure upon request, pursuant to the  
requirements of the Wisconsin open records law, Sections 19.31 - 19.39 of the Wisconsin Statutes.*







The Wisconsin Department of Transportation  
invites you to view the  
**US 51 (Stoughton Road) North Study**  
**Public Involvement**  
**Meeting 3 Presentation**

IF YOU HAVE NOT DONE SO,  
**PLEASE SIGN IN**

Add your attendance digitally!  
Visit [tinyurl.com/US51PIM3Register](https://tinyurl.com/US51PIM3Register)  
or scan the QR code at right  
with your smartphone



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and signatures is not confidential and may be subject to disclosure upon request, pursuant to the  
requirements of the Wisconsin open records law, Sections 19.31 - 19.39 of the Wisconsin Statutes.*



# Please Sign In



*WisDOT records your attendance to  
keep you informed about future meetings  
and updates related to this study.*

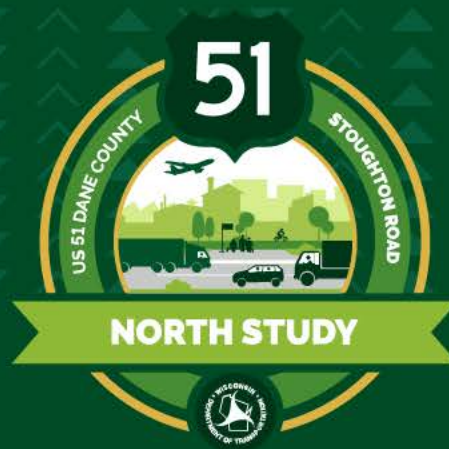


Add your attendance digitally!  
Visit [tinyurl.com/US51PIM3Register](https://tinyurl.com/US51PIM3Register) or scan the  
QR code below with your smartphone



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The Wisconsin Department of Transportation  
*welcomes you to the*  
**US 51 (Stoughton Road) North Study**  
**Public Involvement Meeting 3**

**PLEASE SIGN IN**

Add your attendance digitally!  
Visit [tinyurl.com/US51PIM3Register](https://tinyurl.com/US51PIM3Register)  
or scan the QR code at right  
with your smartphone



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# Attachment D – Roll Plot



SHARE YOUR THOUGHTS

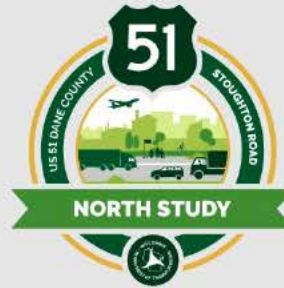
Consider Typical Sections





# Attachment E – Presentation





# US 51 (Stoughton Road) North Study

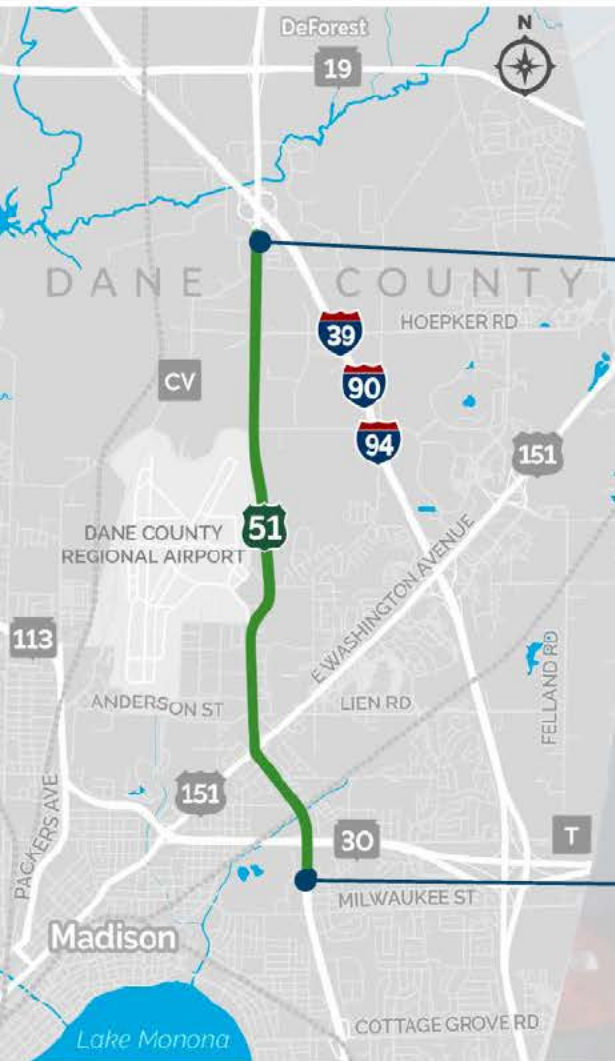
Public Involvement Meeting #3

**April 18<sup>th</sup>, 2024**





# Corridor Overview Map



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

**5.5 MILES**














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

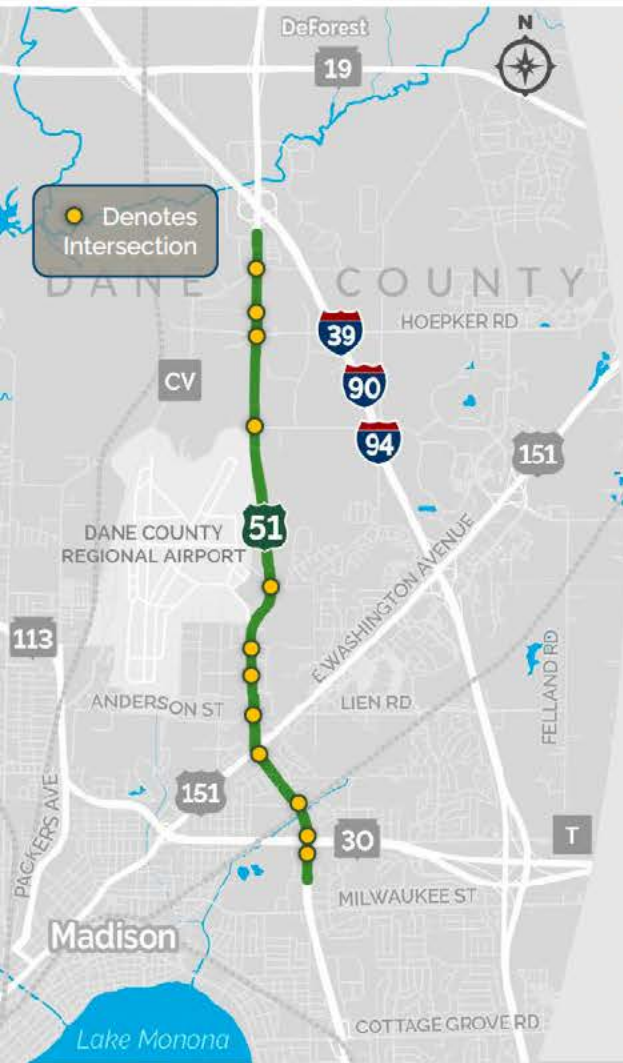




# Corridor Overview

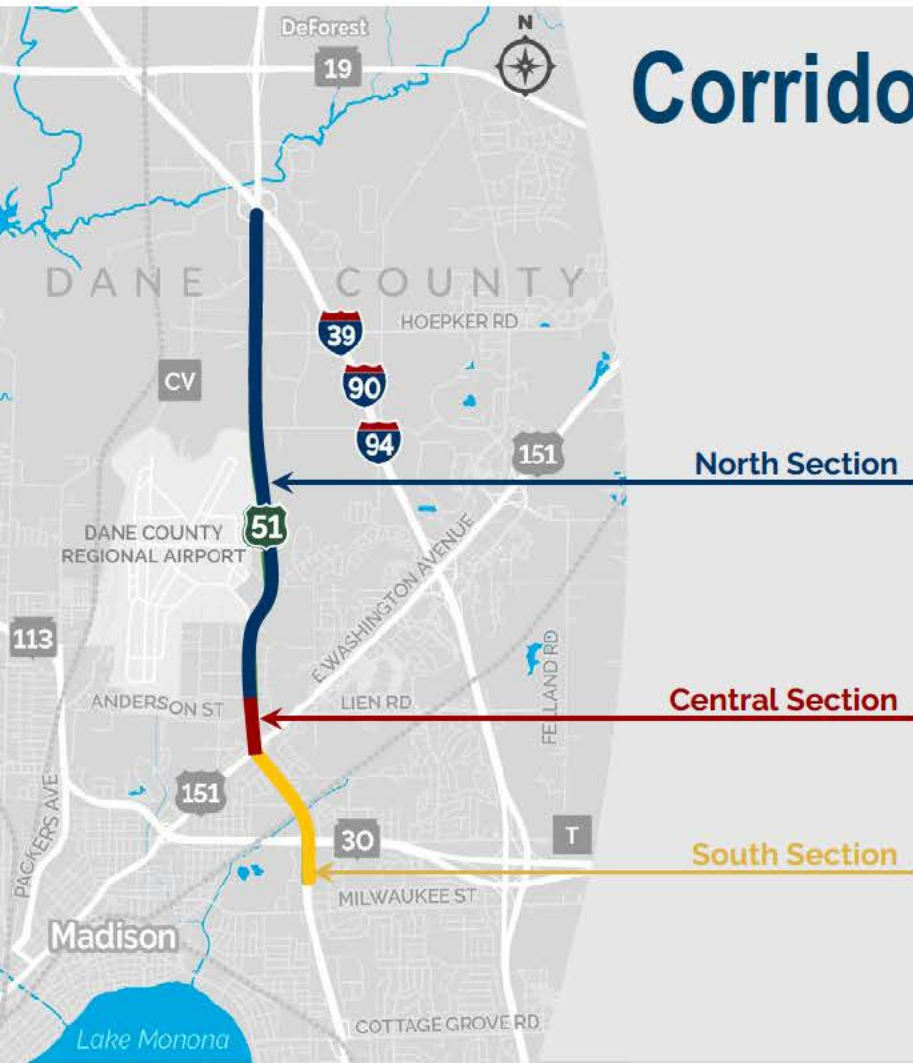
## 13 INTERSECTIONS:

-  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
-  WIS 30 – North Ramps
-  WIS 30 – South Ramps





# Corridor Overview



## North Section



SPEED  
LIMIT  
**45**

SPEED  
LIMIT  
**55**

## North Section



SPEED  
LIMIT  
**35**

SPEED  
LIMIT  
**45**

## Central Section

## South Section



SPEED  
LIMIT  
**45**

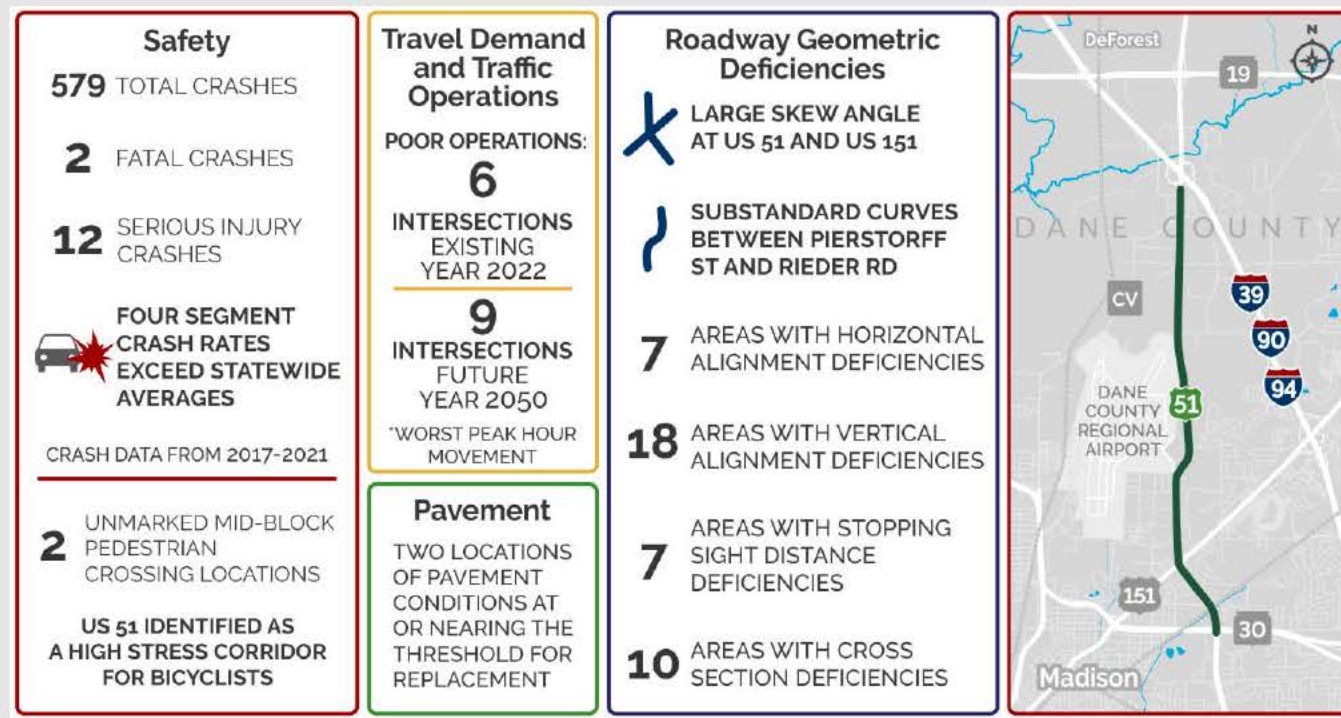
## South Section





# Study Purpose and Need

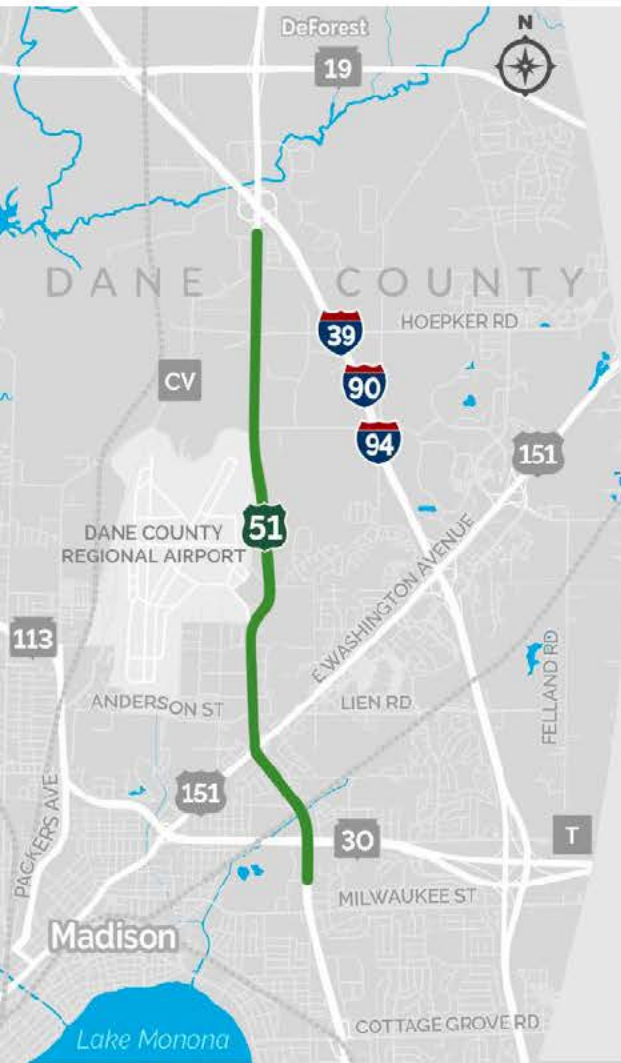
*Accommodate existing and future travel demand with a focus on safety issues that affect travel on Stoughton Road*





# Alternative Development Process

- 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
- No-build alternative – No improvements made beyond routine maintenance





# Alternative Development Overview



Improvements are focused on intersections



Capacity expansion on US 51 mainline is not proposed throughout entire corridor



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



Potential speed limit reduction

- South Section - WIS 30 to East Washington Ave
- Currently 45 mph → Reduce to 35 mph
  - Reduced impacts for some alternatives
  - Stakeholder feedback

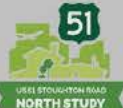
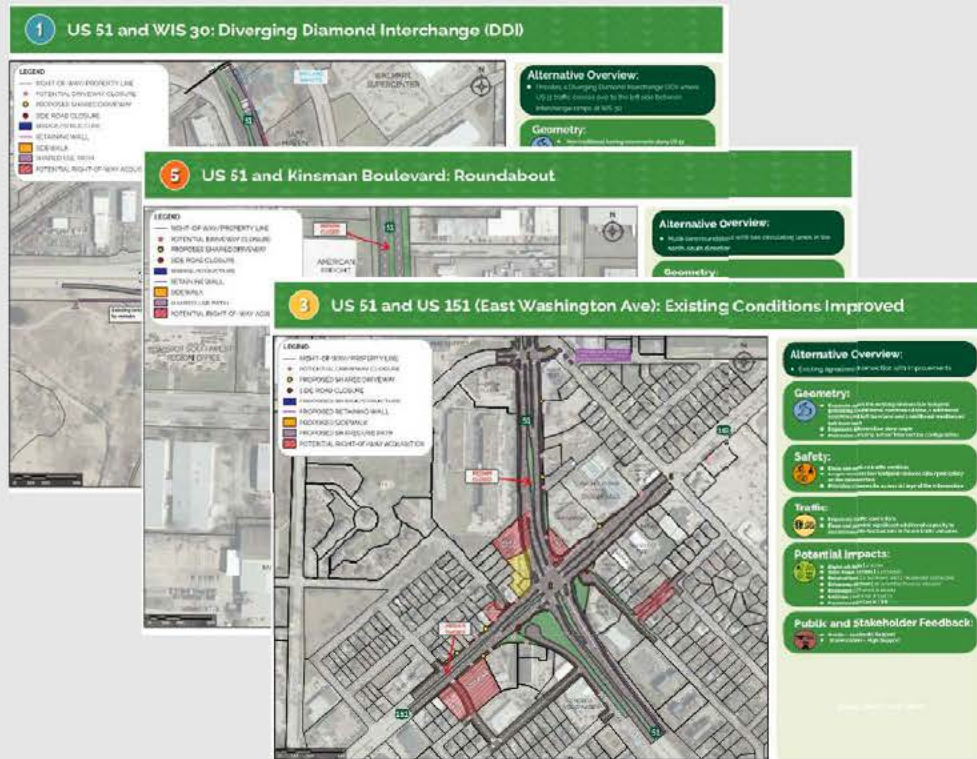




# Alternative Development Overview

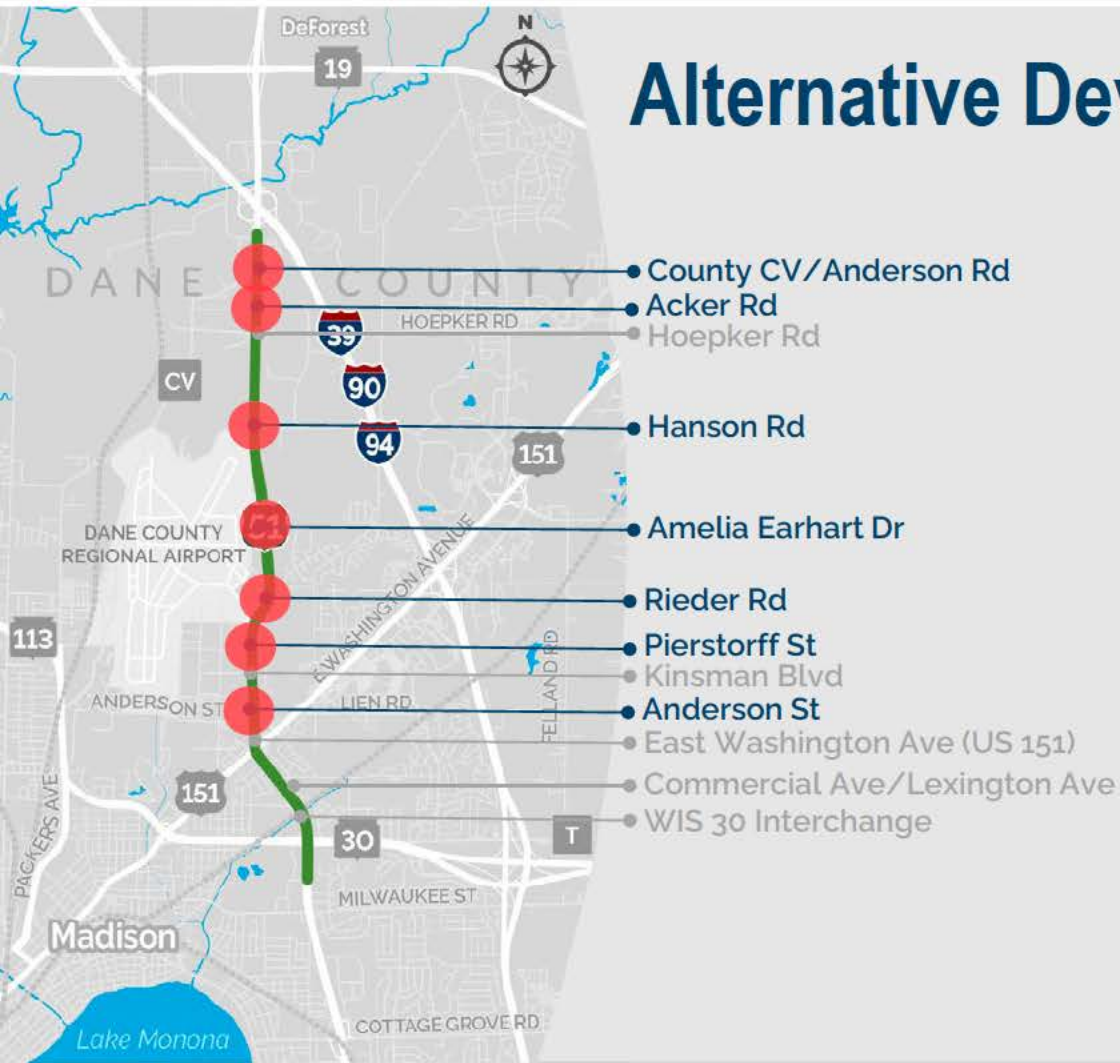
## Exhibits

- Provide alternative details including:
  - Alternative description
  - Bicycle and pedestrian accommodations
  - Pros and cons
  - Potential access changes
  - Anticipated property impacts
  - New connections





# Alternative Development - Intersections

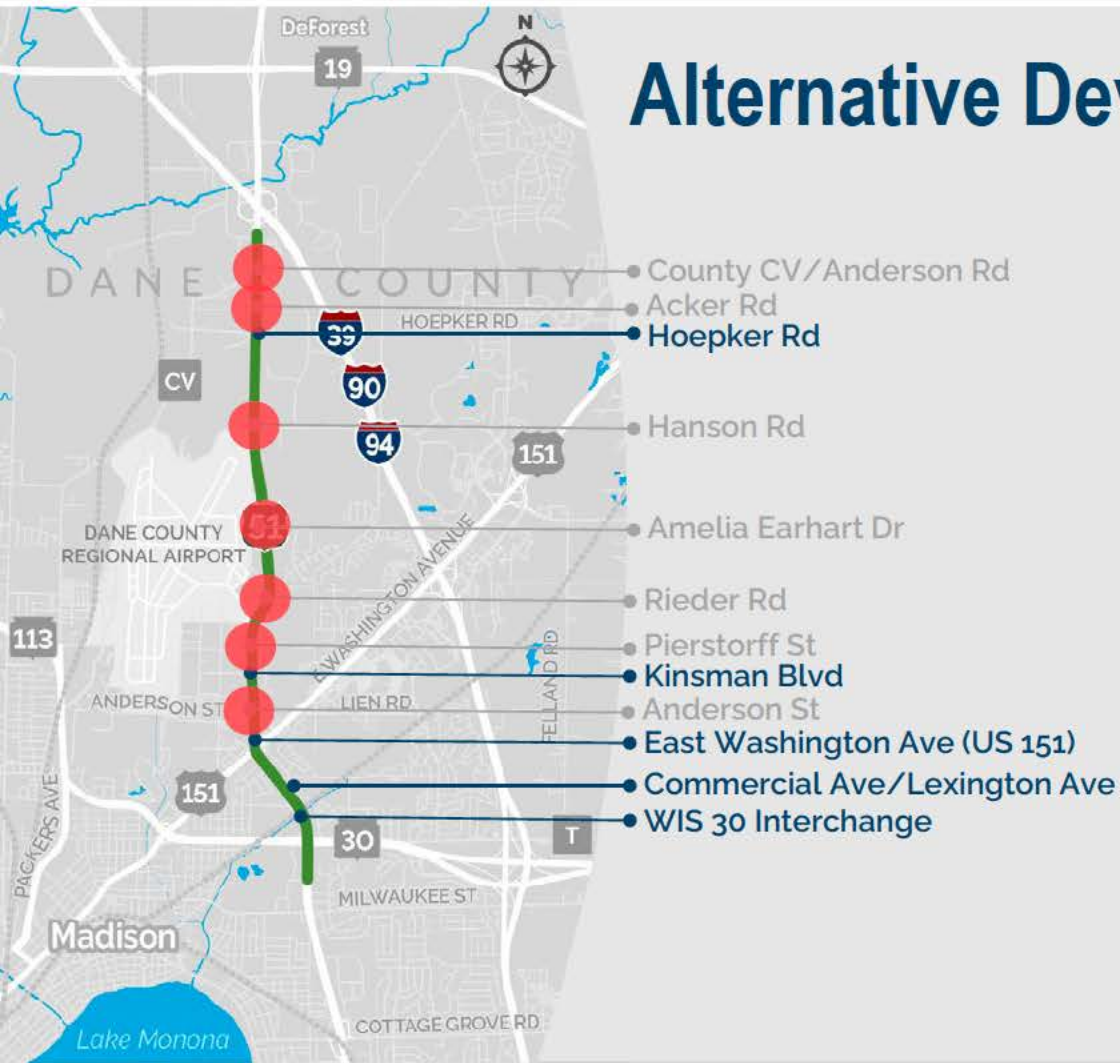


- Maintain existing intersections with minor improvements:
  - Anderson Street
  - Pierstorff Street
  - Rieder Road
    - R-Cut north of intersection
  - Amelia Earhart Drive
  - Hanson Road
  - Acker Road
  - County CV / Anderson Road
- No anticipated future safety or operational issues at these intersections, or any issues will be addressed with minor improvements





# Alternative Development - Intersections

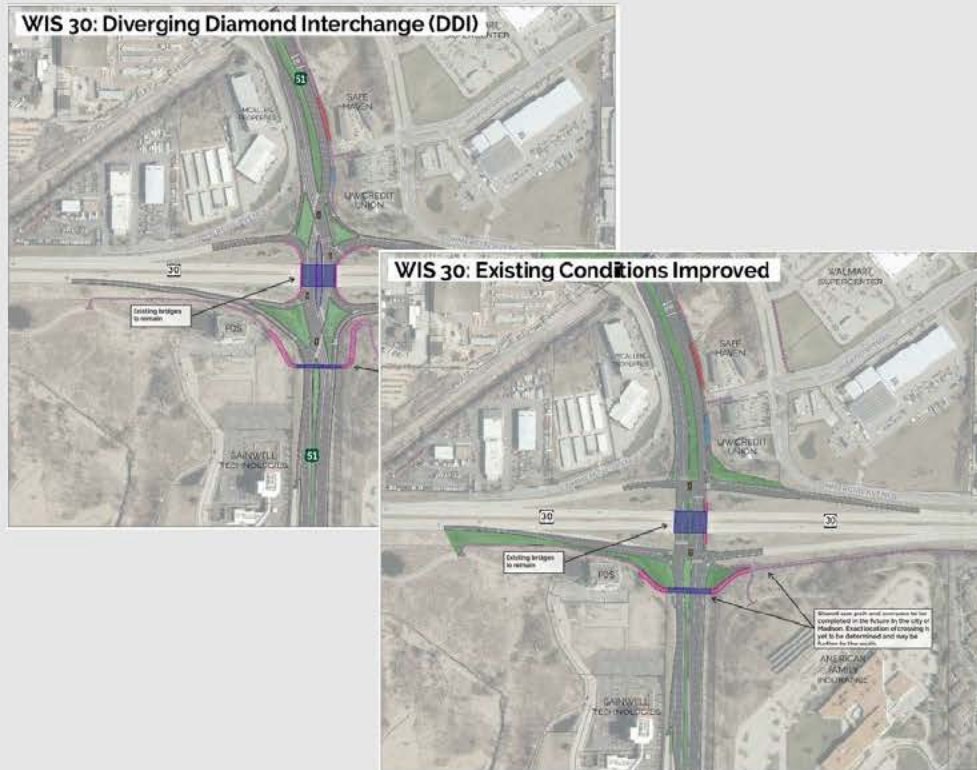


- Five locations have more than one alternative being evaluated
  - WIS 30 interchange
  - Commercial Avenue
  - East Washington Avenue
  - Kinsman Boulevard
  - Hoepker Road
- Recommended Alternative identified
  - Factors
    - How well addresses study Purpose and Need
    - Potential impacts & costs
    - Stakeholder feedback
  - May change as study moves forward
  - Additional information provided on exhibits





# Alternative Development – WIS 30



## WIS 30 Interchange Alternatives

- Existing Conditions Improved
  - Maintain existing diamond interchange with improvements
- Diverging diamond interchange (DDI)

### Recommended Alternative

- Existing Conditions Improved
- Primary factors in recommendation
  - Similar improvements to traffic operations
  - Higher safety for bikes/peds due to less travel lanes crossed
  - Familiar movements for vehicles and bikes/peds





# Alternative Development – Commercial Avenue



## Commercial Avenue Alternatives

- Existing Conditions Improved
  - Maintain existing signalized intersection with improvements
  - Railroad crossing to remain at-grade
- Three-Legged Intersection
  - Includes bridge over railroad
- Option dismissed after Public Meeting #2
  - Right-In / Right-Out (RIRO)

## Recommended Alternative

- Existing Conditions Improved
- Primary factors in recommendation
  - Similar improved safety and operations
  - Considerably less overall impacts
  - Considerably less construction costs





# Alternative Development – East Washington Avenue

## East Washington Avenue Alternatives

- Existing Conditions Improved
  - Maintain existing signalized intersection with improvements
- Jughandle
  - Includes bridge over railroad
- Option dismissed after Public Meeting #2
  - Quadrant intersection
  - Tight diamond interchange

## Recommended Alternative

- Jughandle
- Primary factors in recommendation
  - Improved safety at US 51 and US 151 intersection
  - Better bike/ped safety at main intersection
  - Improved overall traffic operations and excess capacity at US 51 and US 151 intersection

US 151 (East Washington Ave): Existing Conditions Improved

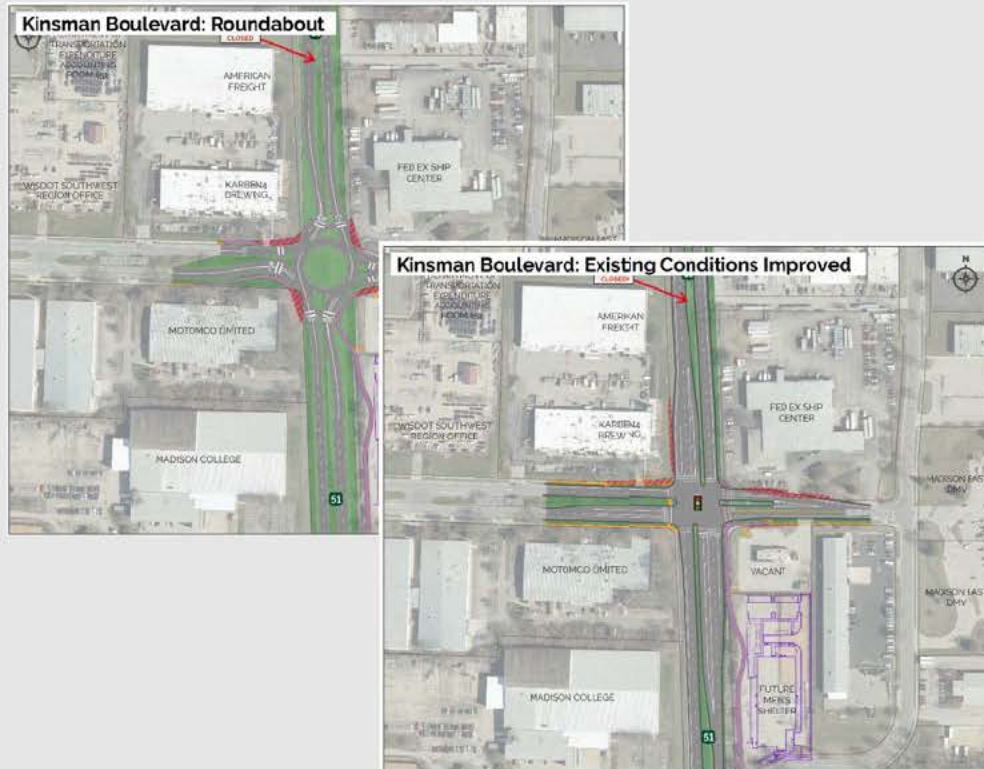


US 151 (East Washington Ave): Jughandle





# Alternative Development – Kinsman Boulevard



## Kinsman Boulevard Alternatives

- Existing Conditions Improved
  - Maintain existing signalized intersection with improvements
- Roundabout

## Recommended Alternative

- Existing Conditions Improved
- Primary factors in recommendation
  - Improved safety
  - Controlled crossings for bikes/peds
  - More stakeholder support





# Alternative Development – Hoepker Road



## Hoepker Road Alternatives

- Existing Conditions Improved
  - Maintain existing signalized intersection with improvements
- Roundabout

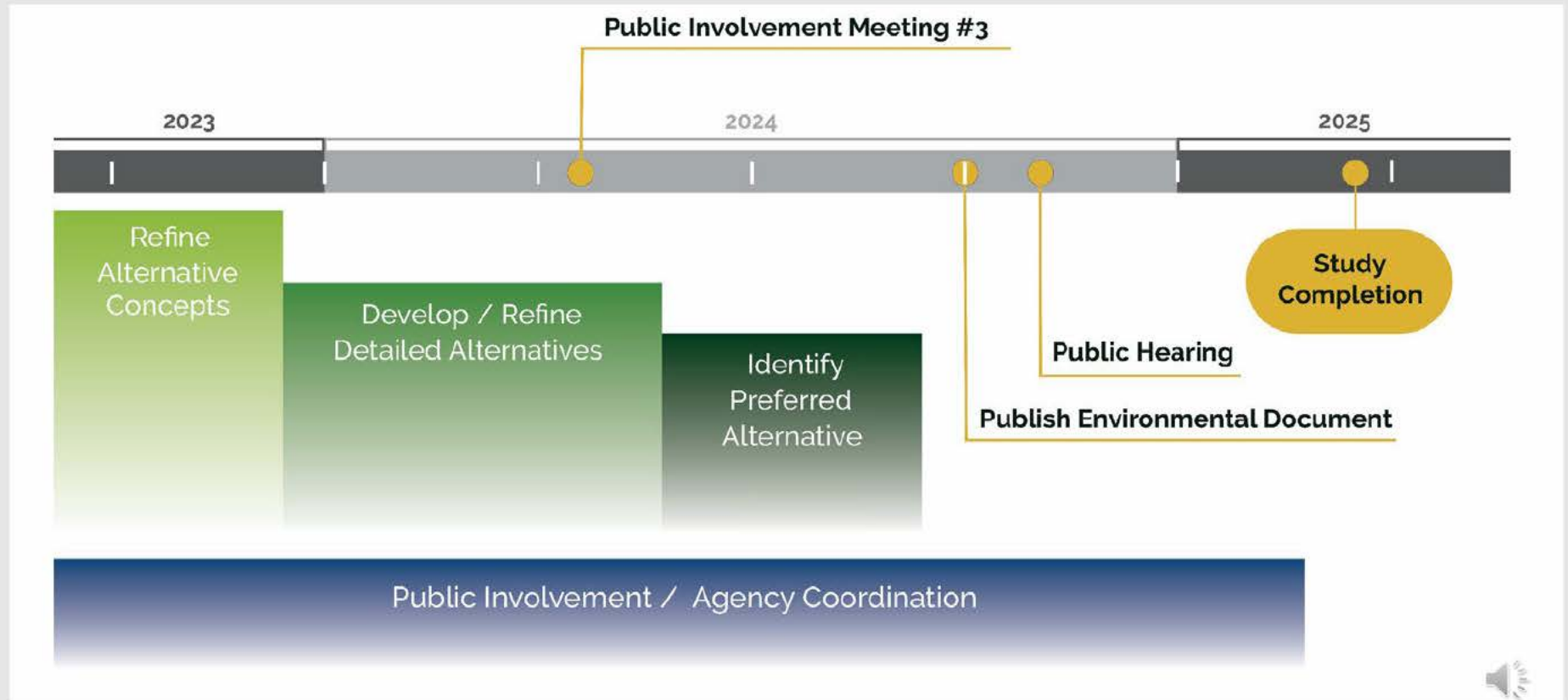
## Recommended Alternative

- Existing Conditions Improved
- Primary factors in recommendation
  - Improved safety
  - Controlled crossings for bikes/peds
  - More public and stakeholder support





# Study Schedule / Next Steps





# Public Feedback

Please provide feedback by May 18, 2024

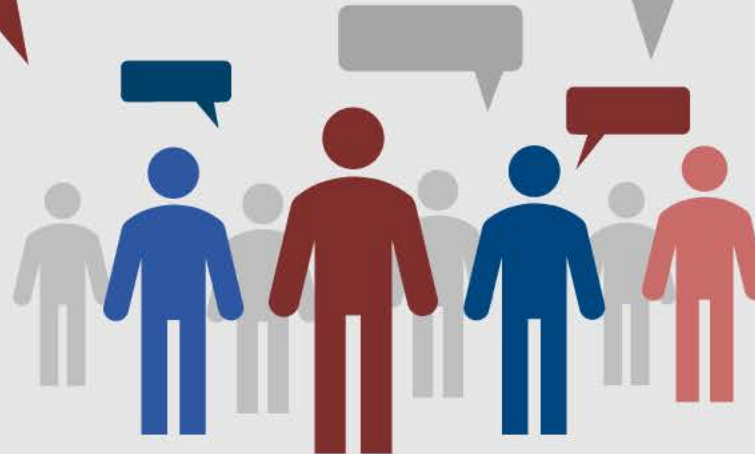
Fill out a paper comment form and submit in person tonight or by mail. Online form available on the study website.

Take the alternatives survey. Paper copy is available or scan QR code.

Email or call WisDOT Project Manager Jeff Berens.



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



**WisDOT Project Manager**

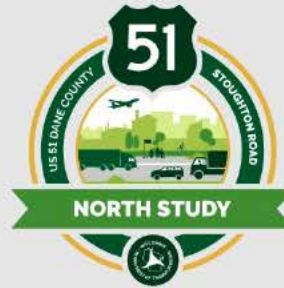
Jeff Berens, P.E.

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

Phone: (608) 245-2656







# Thank You!

## Public Involvement Meeting #3

April 18<sup>th</sup>, 2024





# Attachment F – PIMA and Written Comments



PIMA COMENTS

[Redacted]  
2024-04-12  
Respond by Email

**Comment Summary**

According to AADT traffic counts, traffic on this stretch of 51 has been flat over the past 20 years, and in some places it has actually declined, even after the post-2020 rebound. This isn't a matter of subjective vibes, this is objective data, showing that demand for vehicle capacity on 51 has not increased, and has actually decreased overall. Do your traffic projections for the future reflect this reality? Or do they diverge from reality? Sure, by widening 51 and turning more of it into freeway, you could induce more demand, and increase volumes (and congestion!). This would also create more noise pollution, more vehicle emissions, etc. I live 1/4 mile from 51 and I already hear it constantly. Alternatively, the current roadway is doing the job for current car traffic. If anything, it's built for vehicle counts that we had 20 years ago and no longer have today. Would you consider narrowing the footprint of the road, to free up space for housing and businesses? Another problem with 51 today is that it only accommodates motor vehicles. Would you consider expanding capacity for other modes (pedestrians, cyclists, skateboarders, wheelchair users, etc.)? We don't have a history of traffic counts for these modes because 51 doesn't accommodate them at all today. It's clear that the need for motor vehicle throughput on 51 is more than met already, so if there's going to be any expansion of 51, this should be it: expanded capacity for modes--and most of all, people--that have been historically excluded.

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

2024-04-25

**WisDOT Response**

Hello [Redacted]

The US 51 (Stoughton Road) North Study team appreciates your feedback. Our detailed traffic analysis indicates traffic volumes will gradually increase over time at 0.8% per year on this section of US 51. This is based on the Dane County regional travel demand model which uses population and economic development trends identified by the Greater Madison Metropolitan Planning Organization in its Connect Greater Madison 2050 Regional Transportation Plan (RTP). The forecasted traffic along the US 51 mainline does not identify the need for additional travel lanes. Instead, our study is looking to address safety and operational needs along the corridor by focusing the improvements on the intersections.

Additionally, the Greater Madison MPO 2050 plan aims to foster an integrated multi-modal transportation system. One of the priorities of our WisDOT study is to improve bicycle and pedestrian accommodations along the corridor. A shared-use path for all ages and abilities is proposed on the east side of US 51. Bicycle and pedestrian accommodations are also being proposed at all the signalized intersections between WIS 30 and Hoepker Road. As an additional safety feature, we are also considering introducing an urban cross section and reducing the speed limit for the southern section of this corridor between WIS 30 and East Washington Avenue.

If you have not had an opportunity to view updated materials from the US 51 North Study's meetings, you may do so by visiting [tinyurl.com/US51NorthStudy](https://tinyurl.com/US51NorthStudy). Here you may take the surveys, download, print and view materials from previous meetings. If you have any other questions or comments, please do not hesitate to contact me directly. Thank you, Jeff Berens.

Not in Favor

Status: Done

[Redacted]  
2024-04-21  
No Response Needed

**Comment Summary**

I would like the choices at the hwy 30, Lexington, and hwy 151 intersections to prioritize pedestrian and bicycle safety. Also to reconsider having the bike/pedestrian path on the west side of hwy 51 instead of on the east side. This change would reduce the impact on the trees and natural areas on the east side of the hwy. Creating a dedicated lane on the current bike path and the frontage road that run between Milwaukee st and hwy 151 using the existing path under hwy 30 could be considered.

Neutral

Status: Done

[Redacted]  
2024-04-23  
Respond by Email

**Comment Summary**

I'm not sure if my last comment went through. The page crashed. Here it is: Please consider reducing the footprint and vehicular capacity of this corridor as it passes through Madison. Giving remaining lanes to transit and bike facilities and adding housing/retail/office development close in to the corridor would knit back together the communities currently bisected by this scar of a highway. Please consider an urban boulevard. Through traffic already has the interstate and parallel highways. This route is one of the things that makes east Madison less attractive, but this route could be so much more. Please don't make it worse.

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

2024-04-30

**WisDOT Response**

Hello [Redacted].

The US 51 (Stoughton Road) North Study team appreciates your feedback. Our detailed traffic analysis indicates traffic volumes will gradually increase over time on this section of US 51. This is based on the Dane County regional travel demand model which uses population and economic development trends identified by the Greater Madison Metropolitan Planning Organization in its Connect Greater Madison 2050 Regional Transportation Plan (RTP). The forecasted traffic along the US 51 mainline does not identify the need for additional travel lanes throughout the corridor. Instead, our study is looking to address safety and operational needs along the corridor by focusing the improvements primarily on the intersections.



Not in Favor

Status: Done

Additionally, the Greater Madison MPO 2050 plan aims to foster an integrated multi-modal transportation system. One of the priorities of our WisDOT study is to improve bicycle and pedestrian accommodations along the corridor. A shared-use path for all ages and abilities is proposed on the east side of US 51. Bicycle and pedestrian accommodations are also being proposed at all the signalized intersections between WIS 30 and Hospler Road. We are also considering introducing an urban cross section and reducing the speed limit for the southern section of this corridor between WIS 30 and East Washington Avenue. As part of this study, we also consider projected economic development and adjacent land use, in addition to coordinating with our partners at city of Madison who are developing a Northeast Area Plan. If you have not done so, please visit the study website at <https://tinyurl.com/US51NorthStudy>. Here you may take the surveys, download, print and view materials from previous meetings. If you have any other feedback or questions, please do not hesitate to contact me directly. Thank you, Jeff Berens.

2024-04-24

Respond by Email

Comment Summary

I live at [REDACTED] I am very concerned about the changes proposed on straightening the curve of the highway as it relates to my property. The highway will be even closer to my home which increases traffic noise and lights from traffic towards my home becomes increasingly unpleasant. The elimination of a good portion of the wooded area magnifies this problem since there is less of a barrier. I am concerned with future increased traffic, pollution, and noise pollution from cars. Also, this will significantly decrease the value of my property since you are taking some of my property and also moving the highway closer (this has already happened once with this house.) Also, there is a special needs child that lives at [REDACTED] and this is a safety concern for them. Who will be maintaining Leo Circle if it is moved, Madison or the Town of Burke? Is my property to remain in the Town of Burke or will it now be Madison? I think it is an impractical proposal from our standpoint, to have our two homes on Leo Circle affected this negatively once again. It will be undesirable to live there and impossible to sell the property with these changes.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

2024-04-30

WisDOT Response

Hello [REDACTED]

The US 51 (Stoughton Road) North Study team appreciates you reaching out regarding your property at [REDACTED] and the potential changes to US 51. The reason that we are evaluating flattening the curves near your property is that they do not meet current design standards and there is a history of run-off-the road crashes in that area. Flattening those curves will help address this safety issue. We will take your concerns into consideration and can investigate ways to potentially reduce impacts to your property as the study moves forward. If you are interested, I can put you in touch with one of our WisDOT Real Estate representatives who can discuss what factors are taken into consideration when WisDOT determines compensation for real estate acquisition as part of a transportation project. Specific to your question as to whether your property would remain in the Town of Burke, your parcel should remain with that municipality.

WisDOT projects do not result in changes to local jurisdictional boundaries. Please let me know if you have any additional questions or comments. Thank you, Jeff

Not in Favor

Status: Done

2024-04-30

No Response Needed

Comment Summary

I attended the US 51 meeting at MATC. I appreciated the effort put into the maps. I saw too much emphasis on "through-put" and not enough emphasis on what the City of Madison is trying to accomplish. I worry that population studies are off by massive amounts and over-predict the need to expand highways and roads. See WSDOT and highway SR-520 for examples. Roads are also extremely expensive to maintain. It would be better to spend this money on public transportation. Madison is building denser communities and trying not to sprawl. There's a goal of reducing VMT. This would not accomplish that. It would remove property that could be taxed and put more infrastructure costs on our long-term books, with no benefits towards creating environments that are good for denser housing and mixed-use buildings. There's also too many elements that would introduce hazards for bikers and pedestrians. We should be making it as easy as possible for bikers and peds within cities. Roads are great, they should get people to places quickly. Streets should be slow and for building wealth. I do not understand why we are trying to "enhance" (I think it makes it worse) US 51 when there is a perfectly great highway less than .5 miles away that has faster speeds. The closer we get to the city, the slower people should be moving and prioritizing peds and bikers. I also do not support slip lanes. We should reduce those as much as possible. I appreciate the effort. I think we can use tax dollars more efficiently that can generate wealth for the city (and state), save more lives, and make people happier. With this current line of thinking, we are only creating more reasons for people to have 30 minute + commutes. My support for this project is for prioritizing peds and bikers over cars.

Not in Favor

Status: Done

2024-05-04

No Response Needed

Comment Summary

Please prioritize pedestrian/bike safety and infrastructure! We don't need to expand the north section of 51 that runs parallel to I-90. Gps guidance already routes people around 51 to I-90. I would love to see this section of 51 reduced to improve local residential connectivity and safety. (Crossing 51 is dangerous!)

Neutral

Status: Done

2024-05-06

No Response Needed

Comment Summary

Many of the access points to 51 should be eliminated and shifted elsewhere for the safety of everyone. It's honestly wild that you can pull out of a Walgreens parking lot and directly onto a US highway. These businesses shouldn't have direct access to the Highway, instead they should be on local streets that feed to the highway

Not in Favor

Status: Done



## Comment Form

US 51 (Stoughton Road) North Study – Public Involvement Meeting #3  
WisDOT Project ID: 5410-08-01  
Madison College – Truax Bldg. (Room D1630)  
Thursday, April 18, 2024, from 5 to 7 p.m.



Comments can be placed in the comment box today, e-mailed to [Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov), or sent via mail in the prepaid envelopes provided, no later than **May 18, 2024**.

Your comments assist us in developing a project that will serve the needs of the traveling public as well as the needs of the local community.

Name (please print): \_\_\_\_\_ Date: 4-19-24

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

Daytime Phone Number (optional): \_\_\_\_\_

E-mail Address: \_\_\_\_\_

Please Print Comments (attach additional sheets if necessary):

① I really think I need all 3 Driveways so my  
Deliver Truck (Semis) can get in and out safely there isn't  
enough Room to Turn Around. ② the Big Sign is a Revenue  
maker for me Annually ③ losing the Median in the  
middle would VERY BAD ONLY having ONE WAY  
traffic would slow Business By at least 40% (as I  
have for others at other locations) So Entering From North  
And the South is Very Important to my Business

These are my Feelings Thank you if you can  
Please Keep me Posted on Anything that comes up.  
Any Question Please Call ME  
Cell \_\_\_\_\_

The information in this document including names, addresses, phone numbers, e-mail addresses, and signatures is not confidential, and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, sections 19.31 - 19.39 of the Wisconsin Statutes.

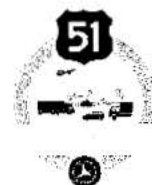


You may also provide comments  
by scanning the QR code





US 51 (Stoughton Road) North Study – Public Involvement Meeting #3  
WisDOT Project ID: 5410-08-01  
Madison College – Truax Bldg. (Room D1630)  
Thursday, April 18, 2024, from 5 to 7 p.m.



Your comments assist us in developing a project that will serve the needs of the traveling public as well as the needs of the local community.

Date: 5/21/24

**Address:**

Daytime Phone Number (optional):

E-mail Address:

Please Print Comments (attach additional sheets if necessary):

[illegible]

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

You may also provide comments  
by scanning the QR code





From: [REDACTED]  
Sent: Thursday, April 18, 2024 6:08 PM  
To: Berens, Jeff - DOT <[Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov)>  
Cc: Howe, Michelle - DOT <[michelle.howe@dot.wi.gov](mailto:michelle.howe@dot.wi.gov)>  
Subject: RE: US 51 (Stoughton Road) North Corridor Study Public Meeting Invite

**CAUTION: This email originated from outside the organization.  
Do not click links or open attachments unless you recognize the sender and know the content is safe.**

Thanks for taking the time to meet with us tonight. We appreciate your openness to our emotion and comments about NOT losing our business.



Mimecast Attachment Protection has deemed this file to be safe, but always exercise caution when opening files.

---

**Greetings from the Wisconsin Department of Transportation (WisDOT),**

The Wisconsin Department of Transportation (WisDOT) invites you to a public involvement meeting for the environmental study of the 5.5 miles of US 51 (Stoughton Road) from the WIS 30 interchange in Madison to the I-39/90/94 interchange in the town of Burke.

This meeting will be in an open house format with a prerecorded presentation. You may attend anytime between 5 and 7 p.m. to view the presentation, speak with a study team member and provide feedback. The city of Madison will also have a prerecorded presentation and a representative available to provide updates on the city's Northeast Area Plan. Materials WisDOT presents at the meeting will be available on the US 51 (Stoughton Road) North Study webpage following the meeting.

**Date: Thursday, April 18, 2024, from 5 to 7 p.m.**

**Location: Madison College – Truax Building (Conference Room D1630) 1701 Wright Street, Madison, WI 53704**

The meeting facility is ADA-compliant and wheelchair accessible. Persons who are deaf or hard of hearing and require an interpreter may request one by contacting the Wisconsin Telecommunications Relay System (dial 711) at least seven working days prior to the meeting date. If you require a Spanish- or Hmong-speaking interpreter at this meeting, please contact WisDOT Southwest Region



Communication Manager Michael Bie (email [Michael.Bie@dot.wi.gov](mailto:Michael.Bie@dot.wi.gov) or call 608-246-7928) at least seven working days prior to the meeting.

You can also learn more on our webpage at <https://tinyurl.com/US51NorthStudy>

Please contact me if you have questions or are unable to attend but would like to learn about the study.

Jeff

Jeff Berens, P.E.  
Major Studies Project Manager  
WisDOT SW Region - Madison Office  
(608) 245-2656

From: [REDACTED]  
Sent: Monday, April 22, 2024 6:43 AM  
To: Berens, Jeff - DOT <[Jeff.Berens@dot.wi.gov](mailto:Jeff.Berens@dot.wi.gov)>  
Subject: US 51 (Stoughton Road) North Study WisDOT Project ID 5410-08-01

**CAUTION: This email originated from outside the organization.  
Do not click links or open attachments unless you recognize the sender and know the content is safe.**

Jeff,

This is a comment in response to the 18-April-2024 Public Involvement Meeting #3 for WisDOT Project 5410-08-01 at Madison College.

The intersection of most interest to me is the 51/151 interchange. I appreciate that most curb cuts have been maintaining in the DOT's 'Jughandle' plan, but am not pleased in the way that southbound 51 traffic is handled. The plan, as I understood it, eliminates the possibility of a left hand turn (due to the closing of a median) from southbound 51 into Club Lamarck, Walgreens, and Klein's Floral & Greenhouses. I urge the DOT to consider a means to which this access can be maintained.

Thank you,  
[REDACTED]



# Attachment G – Survey Results

## Sections

<b>88</b>	Digital Surveys
<b>108</b>	All Surveys
<b>110</b>	Written Surveys



# Digital survey results and breakdowns

Q1 Please enter your first and last name. (optional)

Answered: 23    Skipped: 3

#	RESPONSES	DATE
1	<div></div>	5/10/2024 10:48 AM
2		5/7/2024 8:05 AM
3		5/6/2024 4:18 PM
4		5/6/2024 3:35 PM
5		5/6/2024 12:47 PM
6		5/6/2024 11:53 AM
7		5/6/2024 10:18 AM
8		5/5/2024 7:44 PM
9		5/5/2024 3:01 PM
10		5/5/2024 1:44 PM
11		5/5/2024 12:02 PM
12		5/5/2024 11:56 AM
13		5/5/2024 11:18 AM
14		5/5/2024 11:16 AM
15		5/5/2024 11:13 AM
16		5/5/2024 10:57 AM
17		5/5/2024 10:54 AM
18		5/5/2024 10:38 AM
19		5/5/2024 10:38 AM
20		4/27/2024 9:01 PM
21		4/25/2024 3:27 PM
22		4/25/2024 1:29 PM
23		4/24/2024 9:34 PM



## Q2 What organization do you represent? (optional)

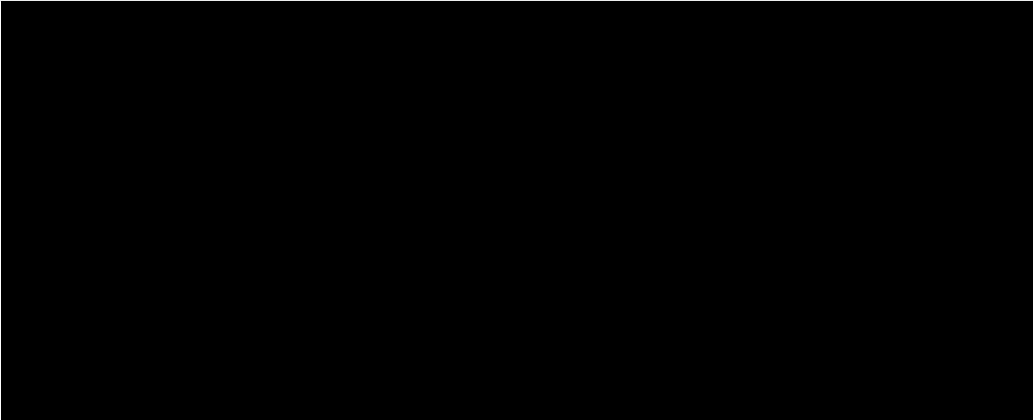
Answered: 7   Skipped: 19

#	RESPONSES	DATE
1		5/6/2024 4:18 PM
2		5/6/2024 3:35 PM
3		5/6/2024 11:53 AM
4		5/6/2024 10:18 AM
5		5/5/2024 11:56 AM
6		5/5/2024 10:54 AM
7		5/5/2024 10:38 AM



## Q3 What is your job title? (optional)

Answered: 8   Skipped: 18

#	RESPONSES	DATE
1		5/6/2024 4:18 PM
2		5/6/2024 3:35 PM
3		5/5/2024 11:18 AM
4		5/5/2024 11:16 AM
5		5/5/2024 11:13 AM
6		5/5/2024 10:57 AM
7		5/5/2024 10:38 AM
8		4/25/2024 1:29 PM



Q4 On a scale of 1-5, how strongly do you support the recommended alternative for the WIS 30 Interchange: Existing Conditions Improved?

Answered: 15 Skipped: 11

2.9★  
average rating



	NOT AT ALL SUPPORTIVE	(NO LABEL)	(NO LABEL)	(NO LABEL)	VERY SUPPORTIVE	TOTAL	WEIGHTED AVERAGE
☆	26.67% 4	6.67% 1	33.33% 5	13.33% 2	20.00% 3	15	2.93



## Q5 Please share any additional comments at this interchange:

Answered: 11    Skipped: 15

#	RESPONSES	DATE
1	The shared use path improvements are welcomed, but efforts to increase road capacity are counterintuitive to street safety and will increase the financial burden on the city. I would like to see more aggressive improvements to encourage walking/biking instead of increased road capacity, especially since this is based on nebulous (and often incorrect) traffic projections.	5/7/2024 8:24 AM
2	I would like to see a car capacity reductions on our city's roads. The city has a goal to reduce VMT and I think that the only way to do that is to reduce the capacity of the roads to induce development and transportation demand that is not car centric. We can then use that newly available right of way for bus lanes, bike lanes, pedestrian infrastructure, etc.	5/6/2024 4:27 PM
3	What is the data source and confidence interval on the traffic projections guiding this recommendation? I support infrastructure that de incentivizes individual motor travel—so, I'd be in favor of arriving more slowly by car if I'm able to arrive more safely as a pedestrian or public transit rider.	5/6/2024 11:56 AM
4	Reducing vehicle speeds and volumes is the best way of increasing the safety of pedestrians, people on bicycles, and those in cars. Reducing lanes crossed for cyclists is a good start, but I'm concerned about the additional westbound lane added.	5/6/2024 10:22 AM
5	We should prioritize pedestrians/cyclists/public transit over creating more vehicular traffic. Slapping a mixed use path on the side of a highway seems like a poorly thought out idea, and asking pedestrians to walk across a highway is incredibly dangerous. Safety is my top priority, and I do not feel safer with even more vehicles on roads, that only makes me less safe. What is the plan to pay for the maintenance cost of this plan? many DOTs drastically overestimate future traffic that will accumulate. Have we reviewed our traffic models to even see if they have been accurate over the past decades?	5/5/2024 8:07 PM
6	In general, I support not expanding roads and support focusing on the safety of pedestrians. The best way to alleviate road congestion is to support other forms of transportation so there are less cars on the road. Additionally, expanding the area the road takes up will result in greater costs for maintaining the road and less revenue from the area due to that land not being able to be used for businesses or other buildings.	5/5/2024 2:04 PM
7	I like the addition of the shared use bike path, but adding more lanes to an already huge road isn't a great idea - we'd be better off removing lanes and slowing traffic to encourage people to spend time in the area, not zip through as fast as possible (drivers can use 90/94 if they want speed - Google already routes you to the interstate rather than 51 most of the time).	5/5/2024 1:03 PM
8	I'm concerned that Wisconsin DOT needs to build a string of more reasonable gaps between their previous projections and actual growth rates to make these projections not be irrational to use as a basis for such construction. Can you please update the materials to show, 1) all prior projections over the last 20 years in the state, 2) all prior measures of those same roads, showing the gap between the projection and the actuals? I'm asking for a pause for such a projection to be made. Until then I don't understand the basis by which you are increasing my taxes to build a road of unknown usefulness.	5/5/2024 12:00 PM
9	Love the new shared path and overpass. Crossing unsignalized right turn lanes on the shared path looks scary. Highway speed and driving behavior of highway drivers does not consider looking for pedestrians trying to cross.	5/5/2024 11:21 AM
10	DOTs across the country reliably and grossly overestimate demand projections. I would prefer to see this interchange safer for pedestrians and cyclists, but if the options are to keep as is or change to a diverging diamond, I suppose keeping it as is would be my preference	5/5/2024 10:47 AM
11	Very good	4/25/2024 1:45 PM



Q6 On a scale of 1-5, how strongly do you support the recommended alternative for the Commercial Ave/Lexington Ave Intersection: Existing Conditions Improved?

Answered: 14 Skipped: 12

2.6★  
average rating



	NOT AT ALL SUPPORTIVE	(NO LABEL)	(NO LABEL)	(NO LABEL)	VERY SUPPORTIVE	TOTAL	WEIGHTED AVERAGE
☆	28.57% 4	21.43% 3	21.43% 3	14.29% 2	14.29% 2	14	2.64



## Q7 Please share any additional comments at this intersection:

Answered: 9   Skipped: 17

#	RESPONSES	DATE
1	The shared use path improvements are welcomed, but efforts to increase road capacity are counterintuitive to street safety and will increase the financial burden on the city. I would like to see more aggressive improvements to encourage walking/biking instead of increased road capacity, especially since this is based on nebulous (and often incorrect) traffic projections.	5/7/2024 8:27 AM
2	I would like to see a car capacity reductions on our city's roads. The city has a goal to reduce VMT and I think that the only way to do that is to reduce the capacity of the roads to induce development and transportation demand that is not car centric. We can then use that newly available right of way for bus lanes, bike lanes, pedestrian infrastructure, etc.	5/6/2024 4:28 PM
3	The increased footprint and wetland impacts of expanding the number of lanes is concerning to me. Given that many state DOTs greatly overestimate the amount of future traffic in their projections, I'm not convinced that these projections are accurate. Have we calibrated WisDOT's traffic models to match their past over-shots of utilization? I think that railroad signals and increased safety of pedestrian crossings is important, but adding additional lanes undercuts these safety measures.	5/6/2024 10:27 AM
4	We should prioritize pedestrians/cyclists/public transit over vehicular traffic. Encouraging people to quite literally walk across a highway is incredibly dangerous. If there's pedestrian to cross a highway, then there should be a pedestrian bridge to enable actually safe crossing. Many DOTs overestimate traffic projections. Has WIDOT reviewed models to ensure that they are actually accurate.	5/5/2024 8:07 PM
5	In general, I support not expanding roads and support focusing on the safety of pedestrians. The best way to alleviate road congestion is to support other forms of transportation so there are less cars on the road. Additionally, expanding the area the road takes up will result in greater costs for maintaining the road and less revenue from the area due to that land not being able to be used for businesses or other buildings.	5/5/2024 2:17 PM
6	I like the shared-use path, but we should be prioritizing the safety of pedestrians over the speed of cars - adding more lanes inherently makes streets more dangerous to cross as a pedestrian because you're spending more time in the intersection.	5/5/2024 1:06 PM
7	There appears to be no mass transit integration into an intersection that has clearly become too frequently used to warrant single occupancy vehicles. You need to start over.	5/5/2024 12:01 PM
8	Sidewalk and shared paths have interactions with slip lanes. These need to be no right on red and signalized to be safe.	5/5/2024 11:25 AM
9	This is a tough call for me. A different type of intersection would involve wetland impacts and just take up a larger footprint of land. However, being able to go under 51 on Commercial might be much safer for non-motorists than going across the current wide intersection	4/27/2024 9:11 PM



Q8 On a scale of 1-5, how strongly do you support the recommended alternative for the East Washington Ave Intersection: Jughandle?

Answered: 14 Skipped: 12

1.8★

average rating



	NOT AT ALL SUPPORTIVE	(NO LABEL)	(NO LABEL)	(NO LABEL)	VERY SUPPORTIVE	TOTAL	WEIGHTED AVERAGE
☆	57.14% 8	14.29% 2	21.43% 3	7.14% 1	0.00% 0	14	1.79



## Q9 Please share any additional comments at this intersection:

Answered: 10   Skipped: 16

#	RESPONSES	DATE
1	The shared use path improvements are welcomed, but efforts to increase road capacity are counterintuitive to street safety and will increase the financial burden on the city. I would like to see more aggressive improvements to encourage walking/biking instead of increased road capacity, especially since this is based on nebulous (and often incorrect) traffic projections. The Mineral Point and Junction Rd intersection is mentioned as a similar geometry, which is an awful intersection to operate as a pedestrian and cyclist. Additionally, this plan would reduce overall tax revenue from the newly acquired land, so how does this project not cost the city a large sum of money in the future?	5/7/2024 8:32 AM
2	I would like to see a car capacity reductions on our city's roads. The city has a goal to reduce VMT and I think that the only way to do that is to reduce the capacity of the roads to induce development and transportation demand that is not car centric. We can then use that newly available right of way for bus lanes, bike lanes, pedestrian infrastructure, etc.	5/6/2024 4:28 PM
3	I frequently run errands through this intersection and I would like to see it become more human/pedestrian friendly. Car throughput is less important to me than robust public transit options and evidence-based pedestrian safety measures.	5/6/2024 11:57 AM
4	I am incredibly concerned about the plan to increase the number of lanes and pave over the incredibly valuable urban land in this part of the city, which is projected to grow in population. More lanes will make the road harder and less pleasant to live around for the future residents, and hamper future development. The county and city both have goals of reducing VMT by 15% over the coming decades. Increasing the number of lanes and building even more road will undermine this goal. We should not be building new lanes, especially on the basis of WisDOT's traffic models which have historically predicted far more utilization than appeared in reality. Additionally, I am concerned about how this lane expansion will impact the city and my takes. How much additional money will be required to maintain these expanded roads in the future? And how will the city make up the tax revenue lost from the land which will be taken away from these roads and their surrounding features?	5/6/2024 10:34 AM
5	We should prioritize pedestrians/cyclists/public transit over creating more vehicular traffic. Slapping a mixed use path on the side of a highway seems like a poorly thought out idea, and asking pedestrians to walk across a highway is incredibly dangerous. Safety is my top priority, and I do not feel safer with even more vehicles on roads, that only makes me less safe. What is the plan to pay for the maintenance cost of this plan? many DOTs drastically overestimate future traffic that will accumulate. Have we reviewed our traffic models to even see if they have been accurate over the past decades?	5/5/2024 8:07 PM
6	The jughandle option sounds good due to improving safety for pedestrians and bikers. However, the additional space taken up by roads concerns me. I'd prefer to see similar benefits for pedestrian and biker safety without expanding the roads.	5/5/2024 2:17 PM
7	I'm concerned about maintenance costs for this plan - have they been accounted for? Will the city be able to afford the maintenance at this intersection?	5/5/2024 1:10 PM
8	You need to start over on this plan. East Washington is too problematic for pedestrians. I want to live in a walkable city and this just moves things even further towards a drive through city without local businesses or community. Why destroy that?	5/5/2024 12:03 PM
9	We don't need more land being consumed by highways along a major transit corridor. With Madison BRT, we can handle additional commuters in this area with the current footprint. We need a continued focus on TOD to continue making this a more livable area. Shared path has very long routes due to underpass. Double right turn lane feels very dangerous for a shared path unless we have no right on red and signal priority to not force pedestrians and cyclists to take multiple cycles to cross.	5/5/2024 11:29 AM
10	Both of these options condemn far too much land, but the jughandle option takes up for land	4/27/2024 9:16 PM



## US 51 (Stoughton Road) North Study Public Involvement Meeting 3 Survey

by far. I don't see much improvement for bikes/peds. There's just as much road to get across either way, but with the jughandle taking up so much space, potential destinations will be that much further away.

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## Q10 On a scale of 1-5, how strongly do you support the recommended alternative for the Kinsman Boulevard Intersection: Existing Conditions Improved?

Answered: 14 Skipped: 12

**2.6**   
average rating



	NOT AT ALL SUPPORTIVE	(NO LABEL)	(NO LABEL)	(NO LABEL)	VERY SUPPORTIVE	TOTAL	WEIGHTED AVERAGE
☆	35.71% 5	14.29% 2	7.14% 1	35.71% 5	7.14% 1	14	2.64



## Q11 Please share any additional comments at this intersection:

Answered: 9   Skipped: 17

#	RESPONSES	DATE
1	The shared use path is welcome, but I worry about the bike lanes that sandwich cyclists between lanes of traffic. If you've never ridden a bike on this type of bike lane, I encourage you to try it to understand the degree of discomfort and lack of safety propagated by this infrastructure. I would rather see more aggressive improvements to biking/pedestrian infrastructure than being concerned about optimizing traffic throughput.	5/7/2024 8:37 AM
2	I appreciate the emphasis on bike and pedestrian safety and comfort. This should be a much higher priority than vehicle throughput.	5/6/2024 4:31 PM
3	We should prioritize pedestrians/cyclists/public transit over creating more vehicular traffic. Slapping a mixed use path on the side of a highway seems like a poorly thought out idea, and asking pedestrians to walk across a highway is incredibly dangerous. Safety is my top priority, and I do not feel safer with even more vehicles on roads, that only makes me less safe. What is the plan to pay for the maintenance cost of this plan? many DOTs drastically overestimate future traffic that will accumulate. Have we reviewed our traffic models to even see if they have been accurate over the past decades?	5/5/2024 8:08 PM
4	While I prefer roundabouts when driving, once they have multiple lanes within them, they become quite confusing and unintuitive. Additionally, roundabouts take up more space. I support the existing conditions improved alternative due to being safer for pedestrians and bikers.	5/5/2024 2:17 PM
5	I really like the additional bike/ped infrastructure in this plan.	5/5/2024 1:13 PM
6	roundabout option looks incredibly dangerous in an area with a mens shelter and so likely to have a lot of pedestrian traffic. In particular, drivers will strain to look over their left shoulder and so not pay attention to pedestrians coming from the right. This is a common mistake made by traffic engineers. One solution would be to take the road down to 11' and a single lane where pedestrians cross so drivers must look forward, and so see pedestrians.	5/5/2024 12:07 PM
7	This looks decent as long as signaling to prevent right on red and reasonable crossing times for pedestrians and cyclists is done.	5/5/2024 11:30 AM
8	Any roundabout where bikes/peds have to cross more than one lane of free-flowing vehicle traffic at a time is inherently unsafe. Especially this style with its sharp angles that create poor sight lines. That said, the "Existing Conditions Improved" isn't really improved. I know you all have fantasy-based traffic projections, but in reality, traffic on 51 has been decreasing on many segments, and otherwise staying level. An improvement to this intersection would be to simplify it, not condemning more land to add more turn lanes.	4/27/2024 9:20 PM
9	Love Round About to keep the traffic moving	4/25/2024 1:47 PM



## Q12 On a scale of 1-5, how strongly do you support the recommended alternative for the Hoepker Road Intersection: Existing Conditions Improved?

Answered: 13 Skipped: 13

# 2.7★

average rating



	NOT AT ALL SUPPORTIVE	(NO LABEL)	(NO LABEL)	(NO LABEL)	VERY SUPPORTIVE	TOTAL	WEIGHTED AVERAGE
☆	30.77% 4	7.69% 1	23.08% 3	38.46% 5	0.00% 0	13	2.69



## Q13 Please share any additional comments at this intersection:

Answered: 9   Skipped: 17

#	RESPONSES	DATE
1	Why does 51 need 7 lanes (north side of the intersection)? Can that be reduced to reduce pedestrian crossing length?	5/6/2024 4:33 PM
2	A second left-bound turn lane just before said two lanes merge doesn't seem necessary. The safety improvements for bikes can be accomplished without prioritizing cars turning faster.	5/6/2024 10:37 AM
3	We should prioritize pedestrians/cyclists/public transit over creating more vehicular traffic. Slapping a mixed use path on the side of a highway seems like a poorly thought out idea, and asking pedestrians to walk across a highway is incredibly dangerous. Safety is my top priority, and I do not feel safer with even more vehicles on roads, that only makes me less safe. What is the plan to pay for the maintenance cost of this plan? many DOTs drastically overestimate future traffic that will accumulate. Have we reviewed our traffic models to even see if they have been accurate over the past decades?	5/5/2024 8:08 PM
4	While I prefer roundabouts when driving, once they have multiple lanes within them, they become quite confusing and unintuitive. Additionally, roundabouts take up more space. I support the existing conditions improved alternative due to being safer for pedestrians and bikers.	5/5/2024 2:17 PM
5	I like the shared-use path, but I'm concerned the additional turn lane will make it more difficult and dangerous for pedestrians and cyclists to cross.	5/5/2024 1:15 PM
6	this is fine	5/5/2024 12:08 PM
7	Good addition of sidewalks, signal needs to prioritize pedestrian safety not car throughput (no right on red)	5/5/2024 11:32 AM
8	Again, the multi-lane roundabouts are inherently unsafe for anyone other than motorists. Especially "spiky" ones like this. However, regarding so-called "improvements", Hoepker Rd is one lane each way to either side of this intersection. Why are you all widening it to three(!) lanes at the intersection? And 51 southbound is two lanes, but at the intersection it becomes 5??	4/27/2024 9:24 PM
9	Round About!!	4/25/2024 1:47 PM



## Q14 On a scale of 1-5, how strongly do you support the RCUT option between Rieder Road and Amelia Earhart Drive?

Answered: 10 Skipped: 16

3.3★  
average rating



	NOT AT ALL SUPPORTIVE	(NO LABEL)	(NO LABEL)	(NO LABEL)	VERY SUPPORTIVE	TOTAL	WEIGHTED AVERAGE
☆	20.00% 2	0.00% 0	40.00% 4	10.00% 1	30.00% 3	10	3.30



## Q15 Please share any additional comments regarding the RCUT:

Answered: 3   Skipped: 23

#	RESPONSES	DATE
1	We should prioritize pedestrians/cyclists/public transit over creating more vehicular traffic. Slapping a mixed use path on the side of a highway seems like a poorly thought out idea, and asking pedestrians to walk across a highway is incredibly dangerous. Safety is my top priority, and I do not feel safer with even more vehicles on roads, that only makes me less safe. What is the plan to pay for the maintenance cost of this plan? many DOTs drastically overestimate future traffic that will accumulate. Have we reviewed our traffic models to even see if they have been accurate over the past decades?	5/5/2024 8:08 PM
2	I don't really have any idea on the pros and cons of this. My main concern would be issues caused by driver behavior because they are unfamiliar with this.	5/5/2024 11:35 AM
3	Great idea!!	4/25/2024 1:48 PM



## Q16 Please share any comments related to the other intersections along the corridor:

Answered: 9   Skipped: 17

#	RESPONSES	DATE
1	I'd like to prioritize pedestrian safety over vehicle throughput. "Adding or extending turn-lanes" does the opposite - it is intended to get more vehicles through the intersections more quickly, and it is less safe for pedestrians that will have to cross more lanes of vehicles.	5/14/2024 5:46 AM
2	This part of the city feels incredibly inaccessible by bike and foot. Many of the "improvements" laid out here do not adequately address this, mainly by providing suggestions that increase road capacity, which inevitably conflicts with any safety improvement and discourages other modes of transportation. I strongly support approaches that would improve the walkability and bikeability, making the area more of a destination for people to prosper, instead of focusing on moving vehicles through the area. With increased capacity for vehicle throughput, the city is also financially burdened by increasing maintenances costs, not only from future road maintenance, but increase impermeable surfaces that require more storm water maintenance. Are these costs really worth the minutes of time that would be granted to drivers? The city has clearly outlined green streets priorities, and this area of the city should be no exception to this vision.	5/7/2024 8:47 AM
3	I think adding lanes is a mistake. We should be trying to reduce car lanes wherever possible. If we are serious about reducing VMT as a city/county, we can't keep adding capacity to roads.	5/6/2024 4:35 PM
4	Adding additional turn lanes increases the danger for people on foot or bike to cross the street by exposing them to additional cars which could run them over. I'm generally opposed.	5/6/2024 10:39 AM
5	We should prioritize pedestrians/cyclists/public transit over creating more vehicular traffic. Slapping a mixed use path on the side of a highway seems like a poorly thought out idea, and asking pedestrians to walk across a highway is incredibly dangerous. Safety is my top priority, and I do not feel safer with even more vehicles on roads, that only makes me less safe. What is the plan to pay for the maintenance cost of this plan? many DOTs drastically overestimate future traffic that will accumulate. Have we reviewed our traffic models to even see if they have been accurate over the past decades?	5/5/2024 8:09 PM
6	In order to let the area thrive, it's more important that people are able to use it as a destination (spend time at businesses, walk around, etc.) than to be able to zip through as fast as possible. We also want to encourage people to cycle or walk instead of driving, but most will only do that if they feel safe, and expanding roads with more lanes will do the opposite of making people feel safe. Personally, safety is my top priority - I'd rather go slower if it means there's a smaller chance of me hitting a cyclist or pedestrian.	5/5/2024 1:21 PM
7	I support keeping signalized intersections where they exist, and signalizing intersections where the cross-street may now warrant it. I live near a freeway section of 51, and we hear it constantly, even 1/4 mile away. I don't wish that on anyone.	4/27/2024 9:28 PM
8	Two lanes turning east from 51 at 30	4/25/2024 1:50 PM
9	I don't think any major improvements are needed	4/24/2024 9:36 PM



Q17 On a scale of 1-5, how strongly do you support a reduction of the US 51 speed limit from 45 mph to 35 mph between WIS 30 and East Washington Avenue?

Answered: 17 Skipped: 9

4.7★  
average rating



	NOT AT ALL SUPPORTIVE	(NO LABEL)	(NO LABEL)	(NO LABEL)	VERY SUPPORTIVE	TOTAL	WEIGHTED AVERAGE
☆	5.88% 1	0.00% 0	5.88% 1	0.00% 0	88.24% 15	17	4.65



## Q18 What additional comments do you have specific to improvements along Stoughton Road?

Answered: 14    Skipped: 12

#	RESPONSES	DATE
1	I support lowering the speed limit, but that needs to be combined with designing the road for travel at that speed. We should prioritize safety over optimizing vehicle throughput, even if that means that during rush hour LOS suffers. We should especially prioritize the safety of the most vulnerable people - pedestrians. Adding lanes, especially slip lanes, is antithetical to pedestrian safety.	5/14/2024 5:57 AM
2	This part of the city feels incredibly inaccessible by bike and foot. Many of the "improvements" laid out here do not adequately address this, mainly by providing suggestions that increase road capacity, which inevitably conflicts with any safety improvement and discourages other modes of transportation. I strongly support approaches that would improve the walkability and bikeability, making the area more of a destination for people to prosper, instead of focusing on moving vehicles through the area. With increased capacity for vehicle throughput, the city is also financially burdened by increasing maintenances costs, not only from future road maintenance, but increase impermeable surfaces that require more storm water maintenance. Are these costs really worth the minutes of time that would be granted to drivers? The city has clearly outlined green streets priorities, and this area of the city should be no exception to this vision.	5/7/2024 8:47 AM
3	There are too many car lanes	5/6/2024 4:36 PM
4	As mentioned in previous comments, I would like to see Stoughton Road become more accessible to car alternatives. As I seek to reduce my household's carbon emissions, it's discouraging to frequent a thoroughfare seemingly designed to necessitate travel by fast car—not to mention the fact that there is virtually no part of Stoughton Road where I feel safe walking with my kids, even though many of our frequent errands are easy walking distance along the corridor. Please consider pedestrian, bicycle, and public transit infrastructure. It's worth it to me to arrive a little more slowly if it means preserving air, soil, and water quality for my kids.	5/6/2024 12:03 PM
5	We should be prioritizing people on foot, bikes, and transit over allowing cars to move faster (often at the expense of the safety of the former). It's heartening to see some small pedestrian and bike safety improvements in these proposals, but they're immediately undercut by the multiple lane expansions which are proposed in these plans. Growing population density, the urgency of reducing VMT to address climate change, and pedestrian safety make it paramount that we halt highway expansions in our city.	5/6/2024 10:42 AM
6	If speed limits get lowered, then WIDOT needs to design the 51 to be driven at a slower speed, (narrower lanes, less open space, etc). Motorists will drive as fast as they feel comfortable driving, and ignore any posted speed limit signs. The design of the road inform prevailing speeds, not numbers posted on a metal sign.	5/5/2024 8:11 PM
7	In general, I support not expanding roads and support focusing on the safety of pedestrians. The best way to alleviate road congestion is to support other forms of transportation so there are less cars on the road. Additionally, expanding the area the road takes up will result in greater costs for maintaining the road and less revenue from the area due to that land not being able to be used for businesses or other buildings.	5/5/2024 2:17 PM
8	Reducing speed limits are a great idea - have other speed-calming measures been considered, such as narrower lanes that will encourage people to drive slower?	5/5/2024 1:22 PM
9	when you reduce the speed limit, you need to make the 80th percentile speed get down to 35 by moving in trees, narrowing lanes, making more interesting/less straight driving, and more obstacles to drive around. I'd rather have the natural speed be 35 than the posted speed and so I'd encourage you to start with this change even if you don't change the posted speed.	5/5/2024 12:11 PM
10	I like the effort to improve pedestrian and cyclist safety though am worried about whether	5/5/2024 11:42 AM



## US 51 (Stoughton Road) North Study Public Involvement Meeting 3 Survey

signals will be configured properly to make this safe for pedestrians and cyclists. We need to avoid multi cycle crossings and right and red to make it safe. When I see multistage crossings, this can result in over a minute of additional time waiting to cross and people get impatient and cross anyway, but this can be extremely dangerous due to fast moving traffic. I like lowering speed limits, but we need to consider design changes as well to make it feel like you should slow down. I think we should look into using funds for purely pedestrian/cyclist or transit improvements. A little investment there would pay off a lot more by reducing car traffic volumes over marginal improvements to heavily car centric infrastructure.

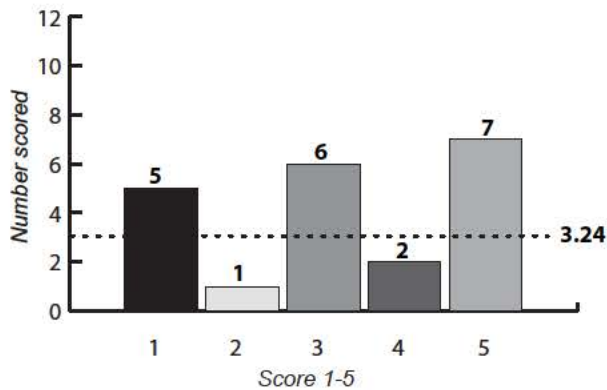
11	The interstate runs a few miles east of 51. The highway would better serve the community as a lower speed main drag that supports pedestrians, cyclists, and public transit than its current state as a thoroughfare that cuts through the city and adds little to the city and its residents, either culturally or economically.	5/5/2024 10:54 AM
12	I live near a freeway section of 51. We hear it constantly from 1/4 mile away. No one else should have to deal with that. If anything, we should be slowing 51 down, and freeing up the land adjacent to it for much needed infill development. There's nothing to say that a state route can't also be a vibrant 25 mph commercial corridor.	4/27/2024 9:30 PM
13	Should be three lanes on 51. Round about at Kinsman, Rieder road and Hoepker road.	4/25/2024 1:52 PM
14	A roundabout is needed at the kingsman boulevard intersection. The vertical alignment and sight distance when turning is impossible to judge	4/24/2024 9:38 PM



# All Survey Results

## Q4 WIS 30

On a scale of 1-5, how strongly do you support the recommended alternative for the WIS 30 Interchange: Existing Conditions Improved?



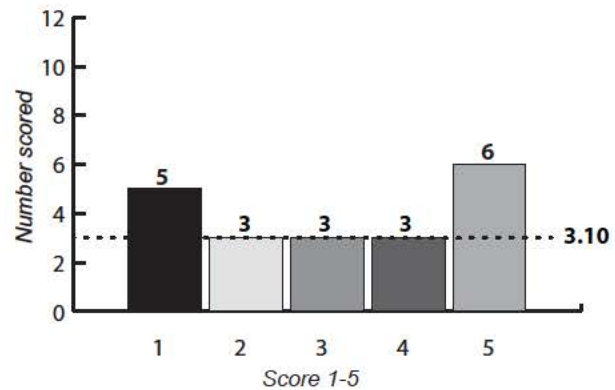
**21**  
Total scores



**3.24/5**  
Average scored

## Q6 Lexington/Commercial

On a scale of 1-5, how strongly do you support the recommended alternative for the Commercial Ave/Lexington Ave Intersection: Existing Conditions Improved?



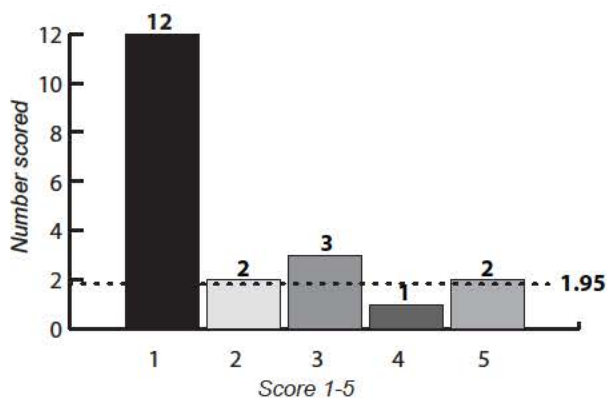
**20**  
Total scores



**3.10/5**  
Average scored

## Q8 East Washington

On a scale of 1-5, how strongly do you support the recommended alternative for the East Washington Ave Intersection: Jughandle?



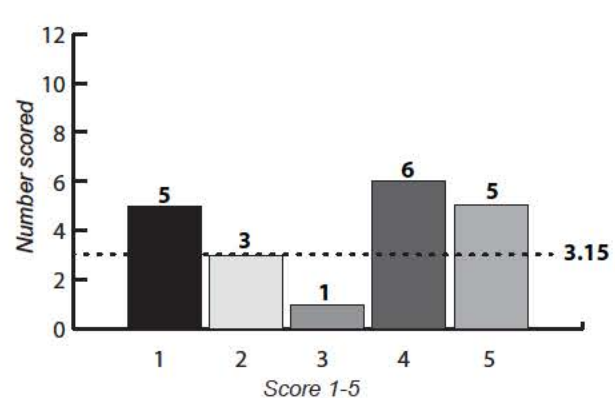
**20**  
Total scores



**1.95/5**  
Average scored

## Q10 Kinsman

On a scale of 1-5, how strongly do you support the recommended alternative for the Kinsman Boulevard Intersection: Existing Conditions Improved?



**20**  
Total scores

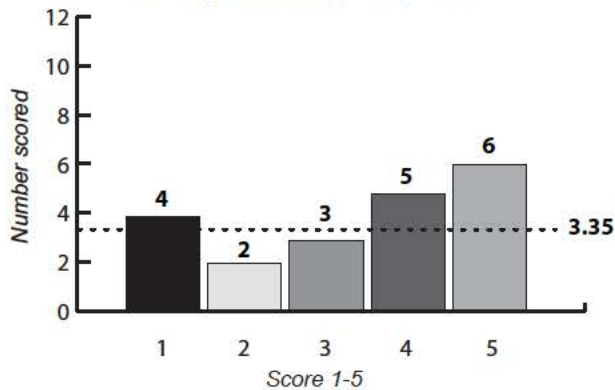


**3.15/5**  
Average scored



**Q12 Hoepker**

On a scale of 1-5, how strongly do you support the recommended alternative for the Hoepker Road Intersection: Existing Conditions Improved?



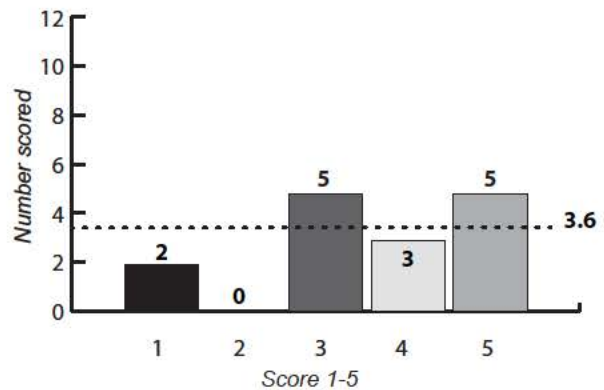
**20**  
Total scores



**3.35/5**  
Average scored

**Q14 Rieder - RCUT Option**

On a scale of 1-5, how strongly do you support the RCUT option between Rieder Road and Amelia Earhart Drive?



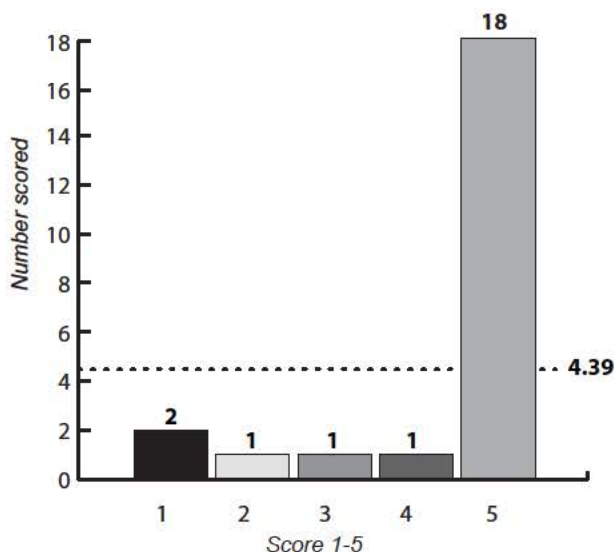
**15**  
Total scores



**3.60/5**  
Average scored

**Q17 Speed Limit Reduction - 45mph to 35 mph support - WIS 30 to EWA**

On a scale of 1-5, how strongly do you support a reduction of the US 51 speed limit from 45 mph to 35 mph between WIS 30 and East Washington Avenue?



**23**  
Total scores



**4.39/5**  
Average scored

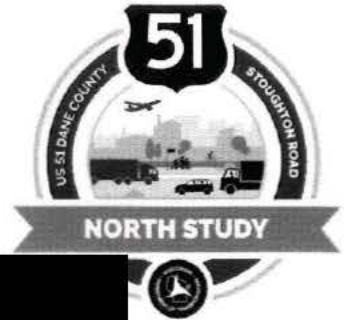
Surveys were available to stakeholders during the meeting and during the 30-day comment period. A total of seven (7) were filled out via physical copy and 23 were filled out digitally.



# Scans/images of paper copies

US 51 (Stoughton Road) North Study

## Public Involvement Meeting 3 Survey



APRIL 2024

### 5. Hoepker Road Intersection

At this intersection location, there are two build alternatives under consideration: the Existing Conditions Improved and the Roundabout. The recommended alternative is the Existing Conditions Improved.

On a scale of 1-5, how strongly do you support the recommended alternative for the **Hoepker Road Intersection: Existing Conditions Improved?** (1 – not at all supportive, 5 – very supportive)

1    2    3    4    5

Please share any additional comments at this intersection:

*For the sake of safety I really appreciate  
~~the~~ your ~~all~~ support for the Existing Conditions improved  
choice*

### 6. Rieder Road Restricted Crossing U-Turn (RCUT) Option

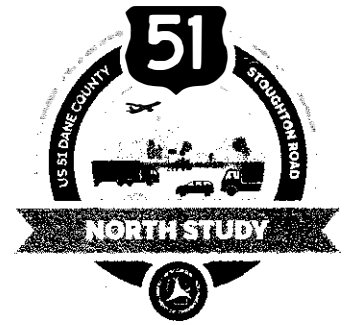
On a scale of 1-5, how strongly do you support the RCUT option between Rieder Road and Amelia Earhart Drive? (1 – not at all supportive, 5 – very supportive)

1    2    3    4    5

Please share any additional comments regarding the RCUT:



# US Highway 51 North Side Public Involvement Meeting 3 Survey



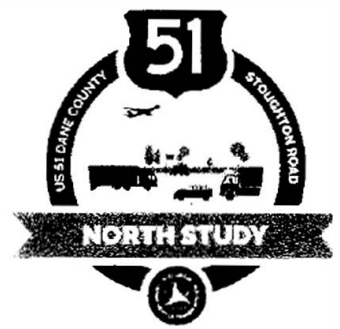
APRIL 2024

## 7. Other Intersections

There are several intersections along the corridor that only have one proposed build alternative and that is to maintain the existing intersection with minor improvements, such as adding or extending turn-lanes. The reason that these intersections are proposed to maintain their current configuration is that they are not anticipated to have any safety or operational issues in the future, or the minor improvements proposed would address any known issues. These intersections are Anderson Street, Pierstorff Street, Rieder Road, Amelia Earhart Drive, Hanson Road, Acker Road, and County Highway CV.

Please share any comments related to these intersections:





APRIL 2024

Please enter your first and last name (optional)

What organization do you represent? (optional)

What is your job title? (optional)

**1. WIS 30 Interchange**

At this interchange location, there are two build alternatives are under consideration: the Diverging Diamond Interchange (DDI) and the Existing Conditions Improved. The recommended alternative is the Existing Conditions Improved.

On a scale of 1-5, how strongly do you support the recommended alternative for the **WIS 30 Interchange: Existing Conditions Improved?** (1 – not at all supportive, 5 – very supportive)

1 2 3 4 5

Please share any additional comments at this interchange:

**2. Commercial Avenue/Lexington Avenue Intersection**

At this intersection location, there are two build alternatives under consideration: the Existing Conditions Improved and the Three-Legged Intersection. The recommended alternative is the Existing Conditions Improved.

On a scale of 1-5, how strongly do you support the recommended alternative for the **Commercial Ave/Lexington Ave Intersection: Existing Conditions Improved?** (1 – not at all supportive, 5 – very supportive)

1 2 3 4 5

Please share any additional comments at this intersection:





APRIL 2024

### 3. East Washington Avenue Intersection

At this intersection location, there are two build alternatives under consideration: the Existing Conditions Improved and the Jughandle. The recommended alternative is the Jughandle.

On a scale of 1-5, how strongly do you support the recommended alternative for the **East Washington Ave Intersection: Jughandle?** (1 – not at all supportive, 5 – very supportive)

(1) 2 3 4 5

Please share any additional comments at this intersection:

NOBODY will Drive By my place make 3 right  
HAND turns, and then 1- left hand turn to come  
BACK TO my PLACE, It's just not A good.

### 4. Kinsman Boulevard Intersection

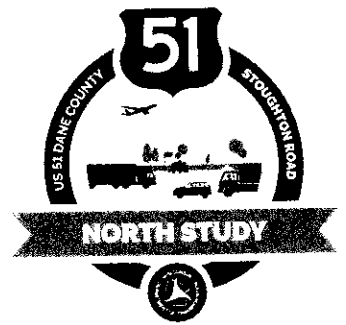
At this intersection location, there are two build alternatives under consideration: the Existing Conditions Improved and the Roundabout. The recommended alternative is the Existing Conditions Improved.

On a scale of 1-5, how strongly do you support the recommended alternative for the **Kinsman Boulevard Intersection: Existing Conditions Improved?** (1 – not at all supportive, 5 – very supportive)

1 (2) 3 4 5

Please share any additional comments at this intersection:





APRIL 2024

**5. Hoepker Road Intersection**

At this intersection location, there are two build alternatives under consideration: the Existing Conditions Improved and the Roundabout. The recommended alternative is the Existing Conditions Improved.

On a scale of 1-5, how strongly do you support the recommended alternative for the **Hoepker Road Intersection: Existing Conditions Improved?** (1 – not at all supportive, 5 – very supportive)

1    2    3    4    5

Please share any additional comments at this intersection:

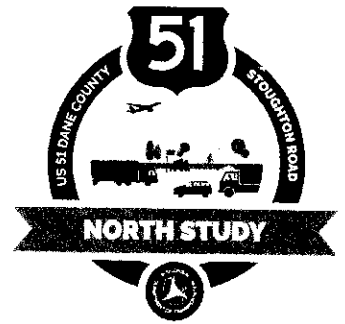
**6. Rieder Road Restricted Crossing U-Turn (RCUT) Option**

On a scale of 1-5, how strongly do you support the RCUT option between Rieder Road and Amelia Earhart Drive? (1 – not at all supportive, 5 – very supportive)

1    2    3    4    5

Please share any additional comments regarding the RCUT:





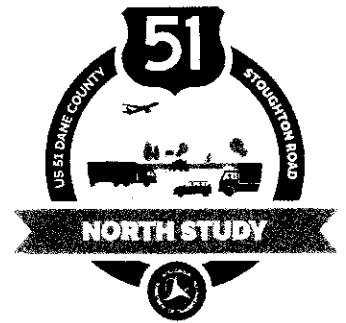
APRIL 2024

## 7. Other Intersections

There are several intersections along the corridor that only have one proposed build alternative and that is to maintain the existing intersection with minor improvements, such as adding or extending turn-lanes. The reason that these intersections are proposed to maintain their current configuration is that they are not anticipated to have any safety or operational issues in the future, or the minor improvements proposed would address any known issues. These intersections are Anderson Street, Pierstorff Street, Rieder Road, Amelia Earhart Drive, Hanson Road, Acker Road, and County Highway CV.

Please share any comments related to these intersections:





APRIL 2024

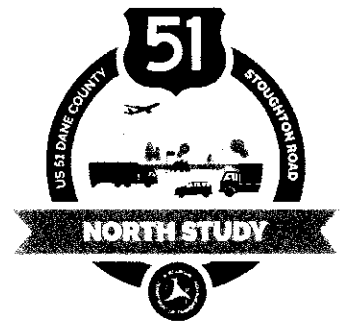
**8. Speed Limit**

The study team is investigating lowering the speed limit of US 51 between WIS 30 and East Washington Avenue. On a scale of 1-5, how strongly do you support a reduction of the US 51 speed limit from 45 mph to 35 mph between WIS 30 and East Washington Avenue? (1 – not at all supportive, 5 – very supportive)

1    2    3    4    5

What additional comments do you have specific to improvements along Stoughton Road?





APRIL 2024

Please enter your first and last name (optional) \_\_\_\_\_

What organization do you represent? (optional) \_\_\_\_\_

What is your job title? (optional) RETIRED

**1. WIS 30 Interchange**

At this interchange location, there are two build alternatives are under consideration: the Diverging Diamond Interchange (DDI) and the Existing Conditions Improved. The recommended alternative is the Existing Conditions Improved.

On a scale of 1-5, how strongly do you support the recommended alternative for the **WIS 30 Interchange: Existing Conditions Improved?** (1 – not at all supportive, 5 – very supportive)

1      2      3      4      5

Please share any additional comments at this interchange:

**2. Commercial Avenue/Lexington Avenue Intersection**

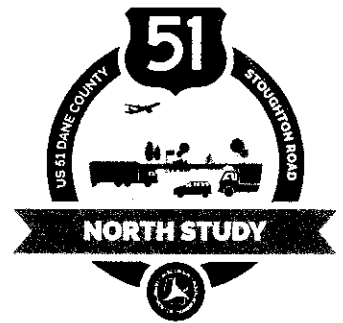
At this intersection location, there are two build alternatives under consideration: the Existing Conditions Improved and the Three-Legged Intersection. The recommended alternative is the Existing Conditions Improved.

On a scale of 1-5, how strongly do you support the recommended alternative for the **Commercial Ave/Lexington Ave Intersection: Existing Conditions Improved?** (1 – not at all supportive, 5 – very supportive)

1      2      3      4      5

Please share any additional comments at this intersection:





APRIL 2024

### 3. East Washington Avenue Intersection

At this intersection location, there are two build alternatives under consideration: the Existing Conditions Improved and the Jughandle. The recommended alternative is the Jughandle.

On a scale of 1-5, how strongly do you support the recommended alternative for the **East Washington Ave Intersection: Jughandle?** (1 – not at all supportive, 5 – very supportive)

① 2 3 4 5

Please share any additional comments at this intersection:

NO WAY TO GO SOUTH ON 51 AND GO EAST ON  
WASHINGTON AVE VIA "JUGHANDLE"

### 4. Kinsman Boulevard Intersection

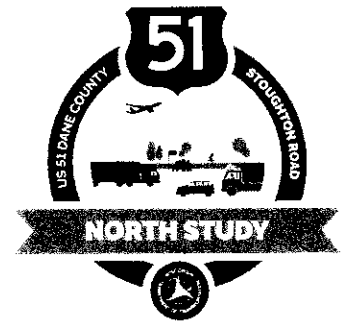
At this intersection location, there are two build alternatives under consideration: the Existing Conditions Improved and the Roundabout. The recommended alternative is the Existing Conditions Improved.

On a scale of 1-5, how strongly do you support the recommended alternative for the **Kinsman Boulevard Intersection: Existing Conditions Improved?** (1 – not at all supportive, 5 – very supportive)

1 2 3 4 ⑤

Please share any additional comments at this intersection:





APRIL 2024

**5. Hoepker Road Intersection**

At this intersection location, there are two build alternatives under consideration: the Existing Conditions Improved and the Roundabout. The recommended alternative is the Existing Conditions Improved.

On a scale of 1-5, how strongly do you support the recommended alternative for the **Hoepker Road Intersection: Existing Conditions Improved?** (1 – not at all supportive, 5 – very supportive)

1      2      3      4      (5)

Please share any additional comments at this intersection:

**6. Rieder Road Restricted Crossing U-Turn (RCUT) Option**

On a scale of 1-5, how strongly do you support the RCUT option between Rieder Road and Amelia Earhart Drive? (1 – not at all supportive, 5 – very supportive)

1      2      3      4      (5)

Please share any additional comments regarding the RCUT:





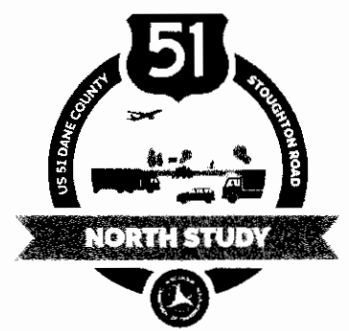
APRIL 2024

## 7. Other Intersections

There are several intersections along the corridor that only have one proposed build alternative and that is to maintain the existing intersection with minor improvements, such as adding or extending turn-lanes. The reason that these intersections are proposed to maintain their current configuration is that they are not anticipated to have any safety or operational issues in the future, or the minor improvements proposed would address any known issues. These intersections are Anderson Street, Pierstorff Street, Rieder Road, Amelia Earhart Drive, Hanson Road, Acker Road, and County Highway CV.

Please share any comments related to these intersections:





APRIL 2024

**8. Speed Limit**

The study team is investigating lowering the speed limit of US 51 between WIS 30 and East Washington Avenue. On a scale of 1-5, how strongly do you support a reduction of the US 51 speed limit from 45 mph to 35 mph between WIS 30 and East Washington Avenue? (1 – not at all supportive, 5 – very supportive)

1

2

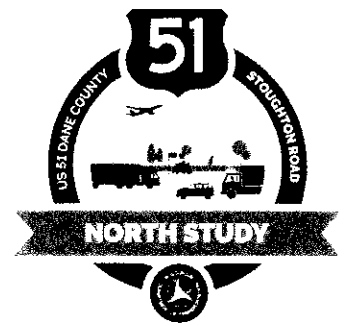
3

4

5

What additional comments do you have specific to improvements along Stoughton Road?





APRIL 2024

Please enter your first and last name (optional) \_\_\_\_\_

What organization do you represent? (optional) \_\_\_\_\_

What is your job title? (optional) Retired

**1. WIS 30 Interchange**

At this interchange location, there are two build alternatives are under consideration: the Diverging Diamond Interchange (DDI) and the Existing Conditions Improved. The recommended alternative is the Existing Conditions Improved.

On a scale of 1-5, how strongly do you support the recommended alternative for the **WIS 30 Interchange: Existing Conditions Improved?** (1 – not at all supportive, 5 – very supportive)

1    2    3    4    5

Please share any additional comments at this interchange:

**2. Commercial Avenue/Lexington Avenue Intersection**

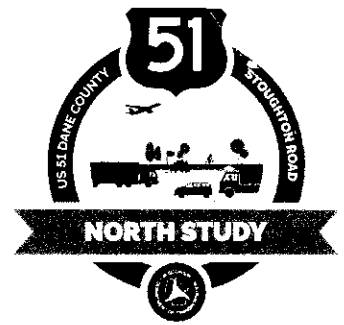
At this intersection location, there are two build alternatives under consideration: the Existing Conditions Improved and the Three-Legged Intersection. The recommended alternative is the Existing Conditions Improved.

On a scale of 1-5, how strongly do you support the recommended alternative for the **Commercial Ave/Lexington Ave Intersection: Existing Conditions Improved?** (1 – not at all supportive, 5 – very supportive)

1    2    3    4    5

Please share any additional comments at this intersection:





APRIL 2024

### 3. East Washington Avenue Intersection

At this intersection location, there are two build alternatives under consideration: the Existing Conditions Improved and the Jughandle. The recommended alternative is the Jughandle.

On a scale of 1-5, how strongly do you support the recommended alternative for the **East Washington Ave Intersection: Jughandle?** (1 – not at all supportive, 5 – very supportive)

① 2 3 4 5

Please share any additional comments at this intersection:

*If not doing both lanes over, just prefer Existing Conditions Improved. Not worth the cost!*

### 4. Kinsman Boulevard Intersection

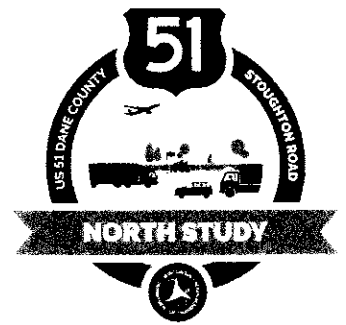
At this intersection location, there are two build alternatives under consideration: the Existing Conditions Improved and the Roundabout. The recommended alternative is the Existing Conditions Improved.

On a scale of 1-5, how strongly do you support the recommended alternative for the **Kinsman Boulevard Intersection: Existing Conditions Improved?** (1 – not at all supportive, 5 – very supportive)

1 2 3 4 ⑤

Please share any additional comments at this intersection:





APRIL 2024

**5. Hoepker Road Intersection**

At this intersection location, there are two build alternatives under consideration: the Existing Conditions Improved and the Roundabout. The recommended alternative is the Existing Conditions Improved.

On a scale of 1-5, how strongly do you support the recommended alternative for the **Hoepker Road Intersection: Existing Conditions Improved?** (1 – not at all supportive, 5 – very supportive)

1      2      3      4      5

Please share any additional comments at this intersection:

**6. Rieder Road Restricted Crossing U-Turn (RCUT) Option**

On a scale of 1-5, how strongly do you support the RCUT option between Rieder Road and Amelia Earhart Drive? (1 – not at all supportive, 5 – very supportive)

1      2      3      4      5

Please share any additional comments regarding the RCUT:





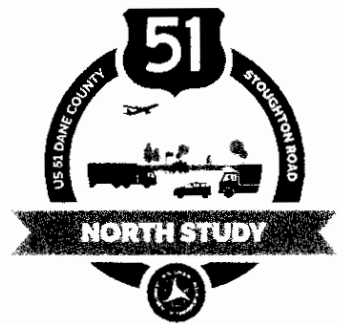
APRIL 2024

## 7. Other Intersections

There are several intersections along the corridor that only have one proposed build alternative and that is to maintain the existing intersection with minor improvements, such as adding or extending turn-lanes. The reason that these intersections are proposed to maintain their current configuration is that they are not anticipated to have any safety or operational issues in the future, or the minor improvements proposed would address any known issues. These intersections are Anderson Street, Pierstorff Street, Rieder Road, Amelia Earhart Drive, Hanson Road, Acker Road, and County Highway CV.

Please share any comments related to these intersections:





APRIL 2024

**8. Speed Limit**

The study team is investigating lowering the speed limit of US 51 between WIS 30 and East Washington Avenue. On a scale of 1-5, how strongly do you support a reduction of the US 51 speed limit from 45 mph to 35 mph between WIS 30 and East Washington Avenue? (1 – not at all supportive, 5 – very supportive)

1

2

3

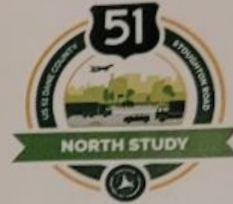
4

5

What additional comments do you have specific to improvements along Stoughton Road?



US 51 (Stoughton Road) North Study  
Public Involvement Meeting 3 Survey



APRIL 2024

Please enter your first and last name (optional) \_\_\_\_\_

What organization do you represent? (optional) \_\_\_\_\_

What is your job title? (optional) \_\_\_\_\_

**1. WIS 30 Interchange**

At this interchange location, there are two build alternatives are under consideration: the Diverging Diamond Interchange (DDI) and the Existing Conditions Improved. The recommended alternative is the Existing Conditions Improved.

On a scale of 1-5, how strongly do you support the recommended alternative for the **WIS 30 Interchange: Existing Conditions Improved?** (1 – not at all supportive, 5 – very supportive)

1   2   3   4   5

Please share any additional comments at this interchange:

I believe with future growth, the volume of traffic that the DDI might be considered

**2. Commercial Avenue/Lexington Avenue Intersection**

At this intersection location, there are two build alternatives under consideration: the Existing Conditions Improved and the Three-Legged Intersection. The recommended alternative is the Existing Conditions Improved.

On a scale of 1-5, how strongly do you support the recommended alternative for the **Commercial Ave/Lexington Ave Intersection: Existing Conditions Improved?** (1 – not at all supportive, 5 – very supportive)

1   2   3   4   5

Please share any additional comments at this intersection:



## Public Involvement Meeting 3 Survey



APRIL 2024

### 3. East Washington Avenue Intersection

At this intersection location, there are two build alternatives under consideration: the Existing Conditions Improved and the Jughandle. The recommended alternative is the Jughandle.

On a scale of 1-5, how strongly do you support the recommended alternative for the East Washington Ave Intersection: Jughandle? (1 – not at all supportive, 5 – very supportive)

1   2   3   4   5

Please share any additional comments at this intersection:

### 4. Kinsman Boulevard Intersection

At this intersection location, there are two build alternatives under consideration: the Existing Conditions Improved and the Roundabout. The recommended alternative is the Existing Conditions Improved.

On a scale of 1-5, how strongly do you support the recommended alternative for the Kinsman Boulevard Intersection: Existing Conditions Improved? (1 – not at all supportive, 5 – very supportive)

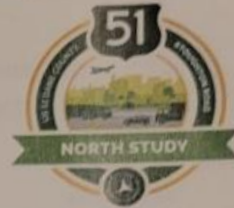
1   2   3   4   5

Please share any additional comments at this intersection:



US 51 (Stoughton Road) North Study  
**Public Involvement Meeting 3 Survey**

APRIL 2024



**5. Hoepker Road Intersection**

At this intersection location, there are two build alternatives under consideration: the Existing Conditions Improved and the Roundabout. The recommended alternative is the Existing Conditions Improved.

On a scale of 1-5, how strongly do you support the recommended alternative for the **Hoepker Road Intersection: Existing Conditions Improved**? (1 – not at all supportive, 5 – very supportive)

1   2   3   4   **5**

Please share any additional comments at this intersection:

**6. Rieder Road Restricted Crossing U-Turn (RCUT) Option**

On a scale of 1-5, how strongly do you support the RCUT option between Rieder Road and Amelia Earhart Drive? (1 – not at all supportive, 5 – very supportive)

1   2   3   **4**   5

Please share any additional comments regarding the RCUT:



US 51 (Stoughton Road) North Study  
**Public Involvement Meeting 3 Survey**



APRIL 2024

**7. Other Intersections**

There are several intersections along the corridor that only have one proposed build alternative and that is to maintain the existing intersection with minor improvements, such as adding or extending turn-lanes. The reason that these intersections are proposed to maintain their current configuration is that they are not anticipated to have any safety or operational issues in the future, or the minor improvements proposed would address any known issues. These intersections are Anderson Street, Pierstorff Street, Rieder Road, Amelia Earhart Drive, Hanson Road, Acker Road, and County Highway CV.

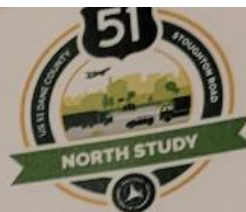
Please share any comments related to these intersections:

Concerning the CV intersection, when traveling north on Stoughton Rd, then making a left on CV you encounter south bound traffic exiting onto CV at the same time causing potential problems





## US 51 (Stoughton Road) North Study Public Involvement Meeting 3 Survey



APRIL 2024

### 8. Speed Limit

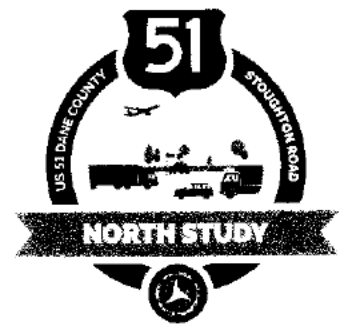
The study team is investigating lowering the speed limit of US 51 between WIS 30 and East Washington Avenue. On a scale of 1-5, how strongly do you support a reduction of the US 51 speed limit from 45 mph to 35 mph between WIS 30 and East Washington Avenue? (1 – not at all supportive, 5 – very supportive)

① 2 3 4 5

What additional comments do you have specific to improvements along Stoughton Road?

I haven't - currently experienced  
any issues with the speed limit  
of 45





APRIL 2024

Please enter your first and last name (optional) [REDACTED]

What organization do you represent? (optional) \_\_\_\_\_

What is your job title? (optional) CARPENTER (RETIRED)

**1. WIS 30 Interchange**

At this interchange location, there are two build alternatives are under consideration: the Diverging Diamond Interchange (DDI) and the Existing Conditions Improved. The recommended alternative is the Existing Conditions Improved.

On a scale of 1-5, how strongly do you support the recommended alternative for the **WIS 30 Interchange: Existing Conditions Improved?** (1 – not at all supportive, 5 – very supportive)

1   2   3   4   5

Please share any additional comments at this interchange:

THE DIAMOND INTERCHANGE  
MAY BE BETTER BUT A WHAT COST?

**2. Commercial Avenue/Lexington Avenue Intersection**

At this intersection location, there are two build alternatives under consideration: the Existing Conditions Improved and the Three-Legged Intersection. The recommended alternative is the Existing Conditions Improved.

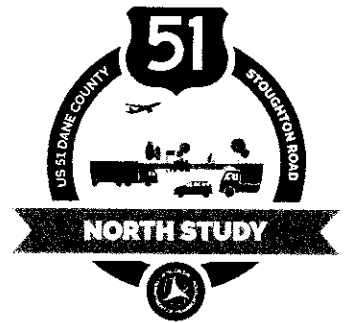
On a scale of 1-5, how strongly do you support the recommended alternative for the **Commercial Ave/Lexington Ave Intersection: Existing Conditions Improved?** (1 – not at all supportive, 5 – very supportive)

1   2   3   4   5

Please share any additional comments at this intersection:

[Empty box for additional comments]





APRIL 2024

### 3. East Washington Avenue Intersection

At this intersection location, there are two build alternatives under consideration: the Existing Conditions Improved and the Jughandle. The recommended alternative is the Jughandle.

On a scale of 1-5, how strongly do you support the recommended alternative for the **East Washington Ave Intersection: Jughandle?** (1 – not at all supportive, 5 – very supportive)

1    2    3    4    5

Please share any additional comments at this intersection:

### 4. Kinsman Boulevard Intersection

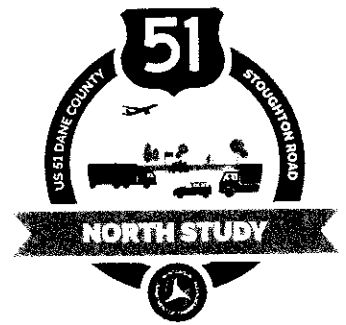
At this intersection location, there are two build alternatives under consideration: the Existing Conditions Improved and the Roundabout. The recommended alternative is the Existing Conditions Improved.

On a scale of 1-5, how strongly do you support the recommended alternative for the **Kinsman Boulevard Intersection: Existing Conditions Improved?** (1 – not at all supportive, 5 – very supportive)

1    2    3    4    5

Please share any additional comments at this intersection:





APRIL 2024

**5. Hoepker Road Intersection**

At this intersection location, there are two build alternatives under consideration: the Existing Conditions Improved and the Roundabout. The recommended alternative is the Existing Conditions Improved.

On a scale of 1-5, how strongly do you support the recommended alternative for the **Hoepker Road Intersection: Existing Conditions Improved?** (1 – not at all supportive, 5 – very supportive)

1      2      3      4      (5)

Please share any additional comments at this intersection:

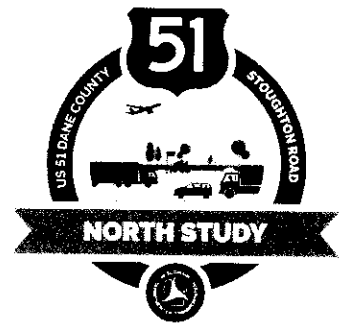
**6. Rieder Road Restricted Crossing U-Turn (RCUT) Option**

On a scale of 1-5, how strongly do you support the RCUT option between Rieder Road and Amelia Earhart Drive? (1 – not at all supportive, 5 – very supportive)

1      2      3      (4)      5

Please share any additional comments regarding the RCUT:





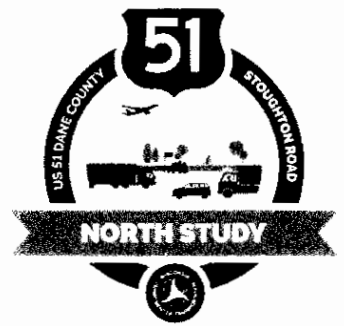
APRIL 2024

## 7. Other Intersections

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Please share any comments related to these intersections:





APRIL 2024

### 8. Speed Limit

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1    2    3    4    5

What additional comments do you have specific to improvements along Stoughton Road?

THIS WOULD MAKE IT  
SAFER BUT TRAFFIC  
BACKUP WOULD BE A CONCERN



# Public Comment Card



APRIL 2024

Please enter your first and last name (optional) \_\_\_\_\_

What organization do you represent? (optional) \_\_\_\_\_

What is your job title? (optional) Retired

## 1. WIS 30 Interchange

At this interchange location, there are two build alternatives are under consideration: the Diverging Diamond Interchange (DDI) and the Existing Conditions Improved. The recommended alternative is the Existing Conditions Improved.

On a scale of 1-5, how strongly do you support the recommended alternative for the **WIS 30 Interchange: Existing Conditions Improved?** (1 – not at all supportive, 5 – very supportive)

1      2      3      4      (5)

Please share any additional comments at this interchange:

## 2. Commercial Avenue/Lexington Avenue Intersection

At this intersection location, there are two build alternatives under consideration: the Existing Conditions Improved and the Three-Legged Intersection. The recommended alternative is the Existing Conditions Improved.

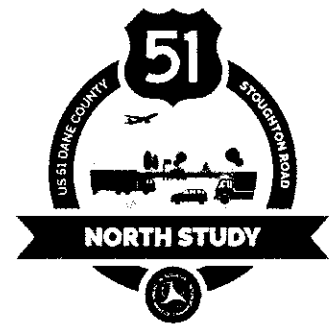
On a scale of 1-5, how strongly do you support the recommended alternative for the **Commercial Ave/Lexington Ave Intersection: Existing Conditions Improved?** (1 – not at all supportive, 5 – very supportive)

1      2      3      4      (5)

Please share any additional comments at this intersection:



City of North Arlington, Wisconsin  
Public Involvement Meeting Summary



APRIL 2024

**3. East Washington Avenue Intersection**

At this intersection location, there are two build alternatives under consideration: the Existing Conditions Improved and the Jughandle. The recommended alternative is the Jughandle.

On a scale of 1-5, how strongly do you support the recommended alternative for the **East Washington Ave Intersection: Jughandle?** (1 – not at all supportive, 5 – very supportive)

1 2 3 4 5

Please share any additional comments at this intersection:

**4. Kinsman Boulevard Intersection**

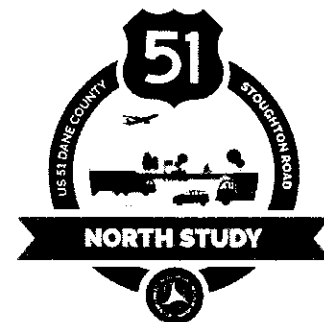
At this intersection location, there are two build alternatives under consideration: the Existing Conditions Improved and the Roundabout. The recommended alternative is the Existing Conditions Improved.

On a scale of 1-5, how strongly do you support the recommended alternative for the **Kinsman Boulevard Intersection: Existing Conditions Improved?** (1 – not at all supportive, 5 – very supportive)

1 2 3 4 5

Please share any additional comments at this intersection:





APRIL 2024

**5. Hoepker Road Intersection**

At this intersection location, there are two build alternatives under consideration: the Existing Conditions Improved and the Roundabout. The recommended alternative is the Existing Conditions Improved.

On a scale of 1-5, how strongly do you support the recommended alternative for the **Hoepker Road Intersection: Existing Conditions Improved?** (1 – not at all supportive, 5 – very supportive)

1      2      3      4      5

Please share any additional comments at this intersection:

**6. Rieder Road Restricted Crossing U-Turn (RCUT) Option**

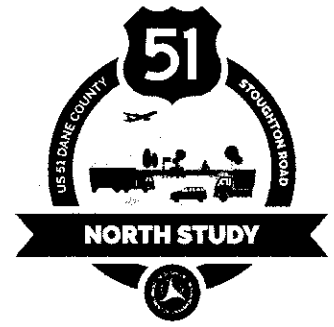
On a scale of 1-5, how strongly do you support the RCUT option between Rieder Road and Amelia Earhart Drive? (1 – not at all supportive, 5 – very supportive)

1      2      3      4      5

Please share any additional comments regarding the RCUT:



# US Highway 51 North Corridor Public Involvement Meeting 3 Survey



APRIL 2024

## 7. Other Intersections

There are several intersections along the corridor that only have one proposed build alternative and that is to maintain the existing intersection with minor improvements, such as adding or extending turn-lanes. The reason that these intersections are proposed to maintain their current configuration is that they are not anticipated to have any safety or operational issues in the future, or the minor improvements proposed would address any known issues. These intersections are Anderson Street, Pierstorff Street, Rieder Road, Amelia Earhart Drive, Hanson Road, Acker Road, and County Highway CV.

Please share any comments related to these intersections:

I support minor improvement



Stoughton Road  
US 51



APRIL 2024

### 8. Speed Limit

The study team is investigating lowering the speed limit of US 51 between WIS 30 and East Washington Avenue. On a scale of 1-5, how strongly do you support a reduction of the US 51 speed limit from 45 mph to 35 mph between WIS 30 and East Washington Avenue? (1 – not at all supportive, 5 – very supportive)

1      2      3      4      5

What additional comments do you have specific to improvements along Stoughton Road?



# Attachment H – PIM Photos



