



US 51 – Segment 2A Stoughton – Madison Spring Road to Fifth Street



Public Involvement Meeting

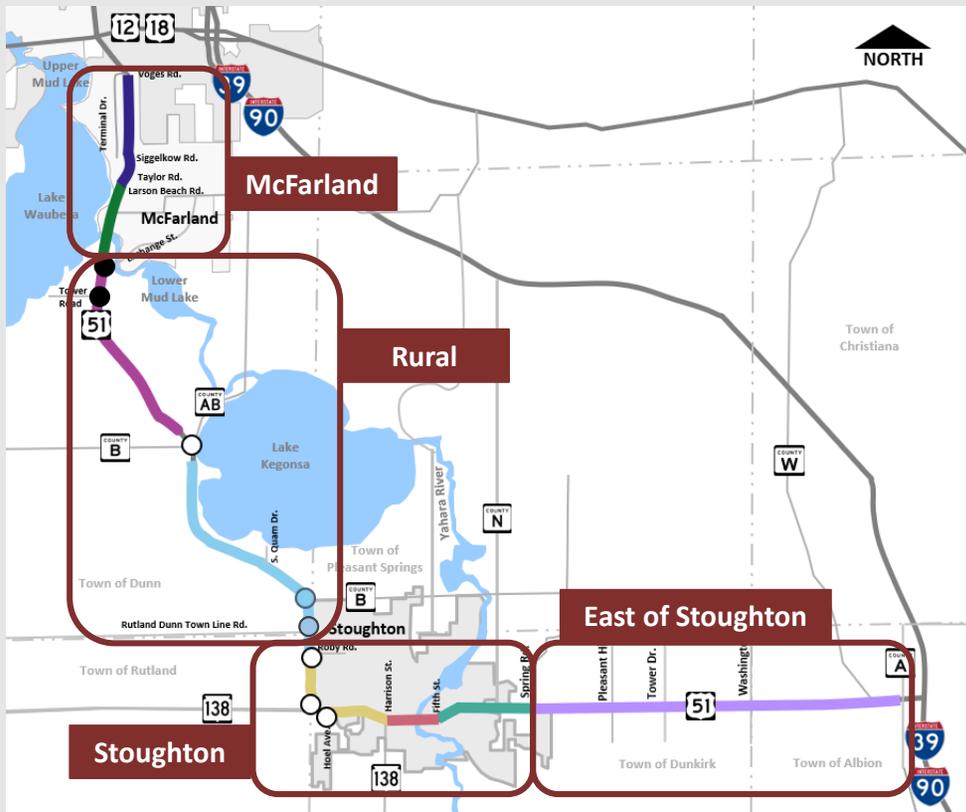
May 4th, 2022

Presentation outline

- US 51 corridor overview
- Segment 2A project overview
- Proposed improvements
- Timeline for project delivery
- Current anticipated construction impacts
- Next steps



US 51 corridor overview



- 18.1 miles
- Split into 10 construction projects
- Four areas
 - E. of Stoughton – I-39/90 to Spring Road
 - Stoughton – Spring Road to Roby Road
 - Rural – Roby Road to Exchange Street
 - McFarland – Exchange Street to Terminal Drive/Voges Road



US 51 corridor overview

Stoughton area recap

- Construction years

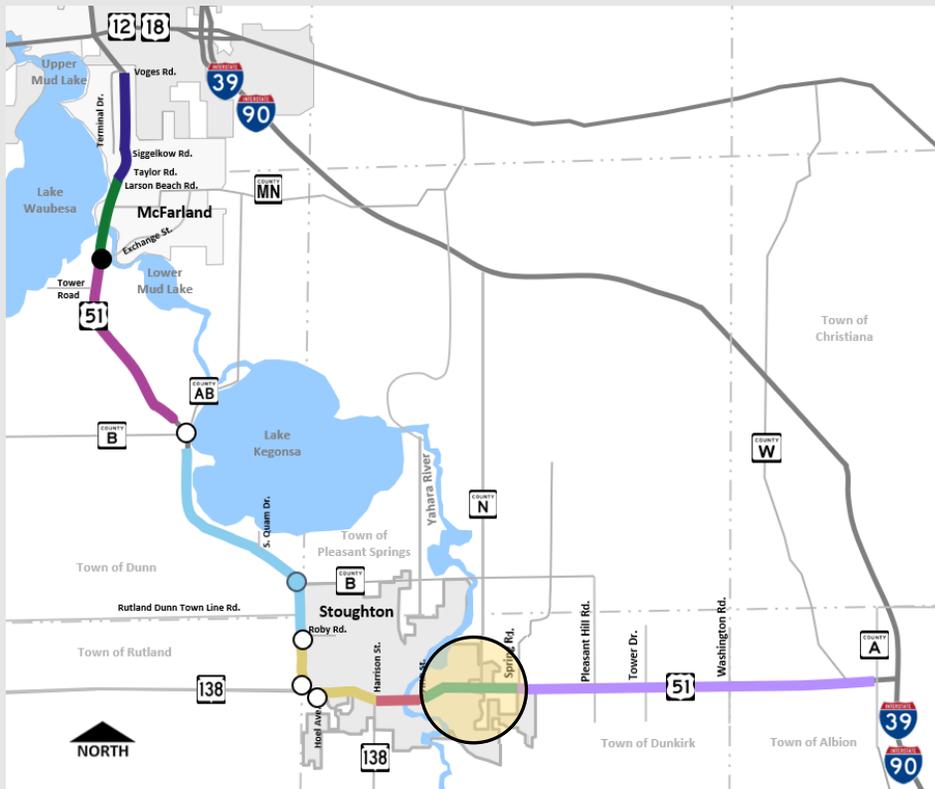


Note: Programmed years shown, earliest possible dates in parenthesis; all dates are subject to change depending on funding



Segment 2A project overview

Stoughton – Spring Road to Fifth Street



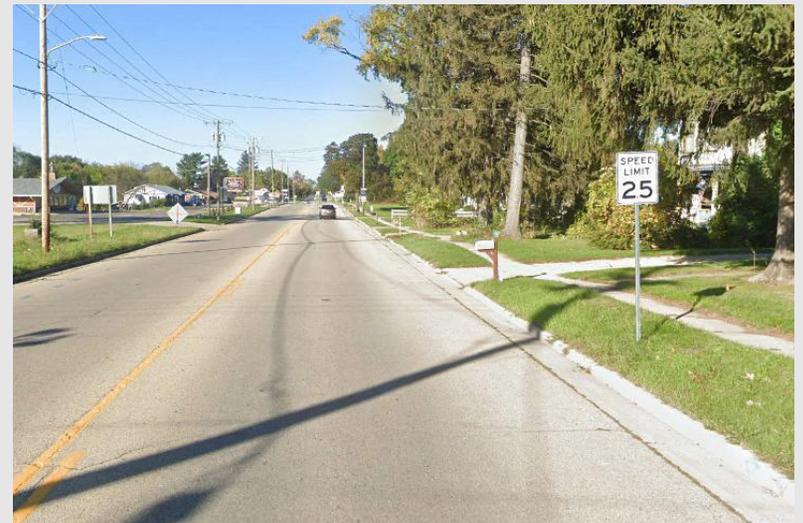
- Project highlights
 - Reconstruct existing 2-lane urban section
 - Improve pedestrian and bicycle accommodations
- Anticipated traffic control
 - Closed to thru traffic (US 51 detour)
- Construction year
 - 2025



Segment 2A project overview

Existing facility characteristics

- 2-lane urban roadway
- Posted speeds
 - 25 mph west of CTH N
 - 35 mph between CTH N and Race Track Road
 - 45 mph between Race Track Road and Spring Road
 - 55 mph east of Spring Road
- On-street parking
- Sidewalks and crosswalks



Segment 2A project overview

Existing facility characteristics

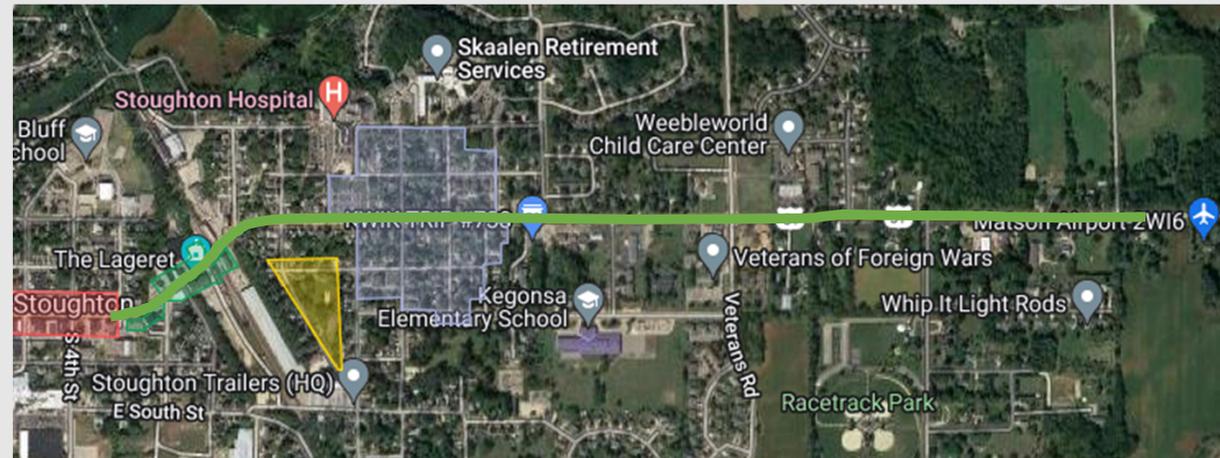
- Environmentally sensitive resources

- 3 Historic Districts

- East Side
- Depot Hill
- Main Street

- Archaeological sites

- Wetland



Segment 2A project overview

Existing facility characteristics

- Connecting Highway west of Chalet Drive
 - Locally owned street that carries state highway traffic
 - Maintained by local municipality
 - Access control by local municipality
 - WisDOT works closely with local municipality on final decisions



Segment 2A project overview

Project needs

- Address existing safety conditions
 - Roadway deficiencies
 - Vertical profile - curve lengths and grades
 - Horizontal curves near 5th Street, the railroad, and Hillside Ave.
 - Roadway cross slope east of 5th Street
 - Intersection geometrics
 - Hillside Avenue and Spring Road
 - 5th Street retaining wall deteriorating



Segment 2A project overview

Project needs



- Accommodate travel demand
 - Current traffic volume within Segment 2A as high as 10,300 vehicles per day
 - Projected traffic volume as high as 11,500 vehicles per day by 2046
 - Approximately 5.4% of traffic volume is trucks



Segment 2A project overview

Project needs

- Address existing pavement conditions
 - Typical Pavement Life: 20-30 years
 - Existing pavement within Segment 2A:



Segment 2A project overview

Project Needs

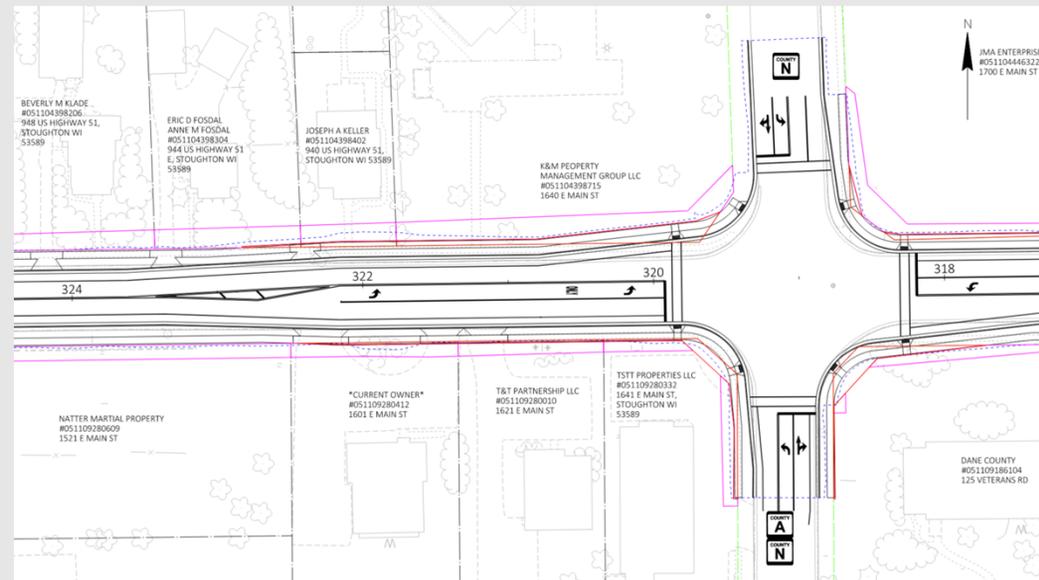
- Improve bicycle and pedestrian accommodations
 - No existing bicycle accommodations
 - Inadequate or incomplete sidewalks
 - Unmarked pedestrian crossings
- Long-term planning and corridor preservation
 - Stoughton's population is anticipated to grow approximately 11.6% between 2010 and 2040 per the Wisconsin Department of Administration's Demographic Services Center



Proposed improvements

Safety

- Improve roadway profile and cross slope east of 5th Street
- Improve intersection geometrics
 - Turn bay and layout enhancements at County N intersection
 - Adding WB right turn lane at Spring Road



Proposed improvements

Safety



Aesthetics to be determined

- Reconstruct 5th Street retaining wall
 - Soldier Pile wall being investigated to minimize vibrations during construction
- Lighting
 - New decorative lighting anticipated between 5th Street and railroad
 - New standard lighting anticipated between railroad and County N



Proposed improvements

Operations



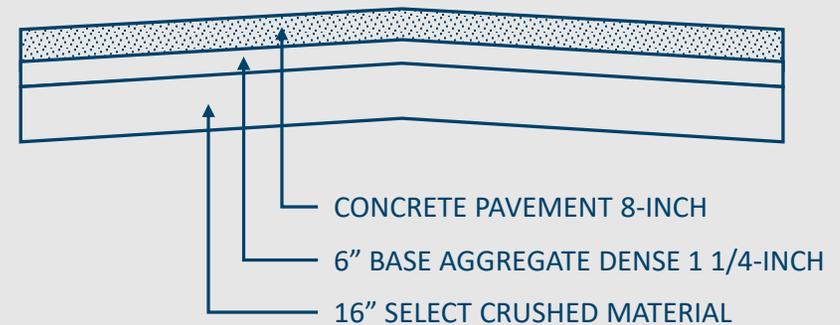
- County N intersection improvements
 - New signal equipment
 - Updated timing
 - Dedicated left turn phasing
- Mainline traffic meets desirable level of service



Proposed improvements

Pavement

- Reconstruct the existing pavement with the following:
 - 8" of Concrete
 - 6" of Base Aggregate
 - 16" of Select Crushed Material
- Providing bike lanes and larger terraces



Proposed improvements

Bike and pedestrian accommodations

- Consistent bike lane
- New or replaced sidewalk
 - South side of US 51: from 5th Street to Race Track Road
 - North side of US 51: from 5th Street to Ashberry Lane
- Curb ramp reconstruction
- Rectangular Rapid Flashing Beacons (RRFB) to enhance pedestrian awareness
- Short medians proposed for 2-stage pedestrian crossings at select crosswalks



Proposed improvements

Long-term planning and corridor preservation



- Improvements within Stoughton support the long-term travel demand and capacity needs throughout the corridor



Proposed improvements

Impacts within Historic Districts

- Avoiding major impacts to environmentally sensitive resources
- Some real estate acquisition required, but no relocations
 - FEE – permanent acquisition (purchasing the land)
 - TLE – temporary limited easement (renting the land for construction)
 - Current anticipated right of way needs within Segment 2A:

| Location | TLE (acres) | FEE (acres) |
|-------------------------------|--------------|--------------|
| East Side Historic District | 0.364 | 0.009 |
| Depot Hill Historic District | 0.192 | 0.050 |
| Main Street Historic District | 0.031 | 0.002 |
| Non-Historic District | 1.575 | 0.155 |
| TOTAL | 2.162 | 0.216 |



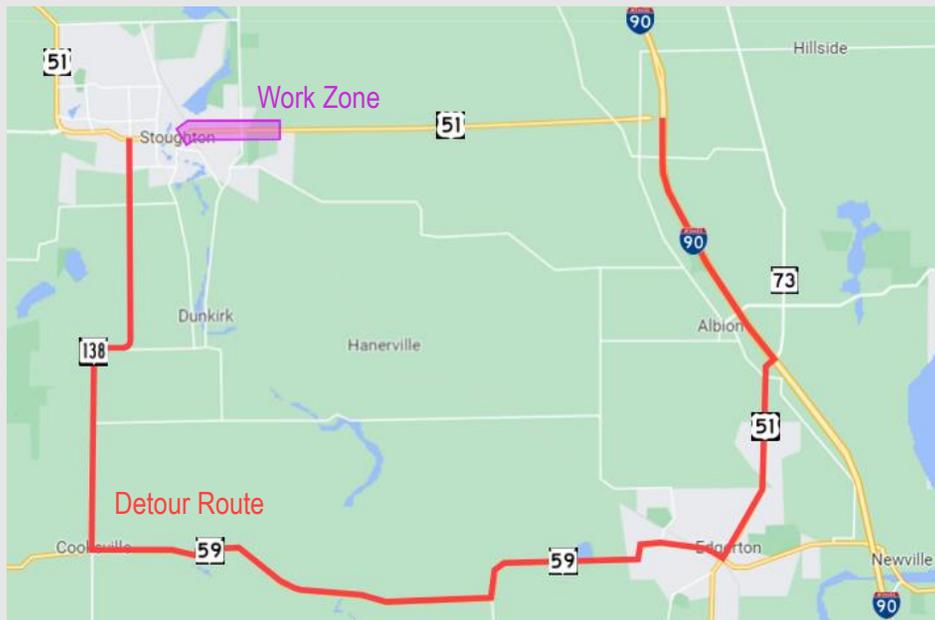
Timeline for Project Delivery

- Real Estate Begins – Fall 2022
- PIM #2 – 2023/2024
- Final Plans – August 1, 2024
- Project LET – November 12, 2024
- Construction – Spring/Summer/Fall 2025



Current Anticipated Construction Impacts

Road Closure

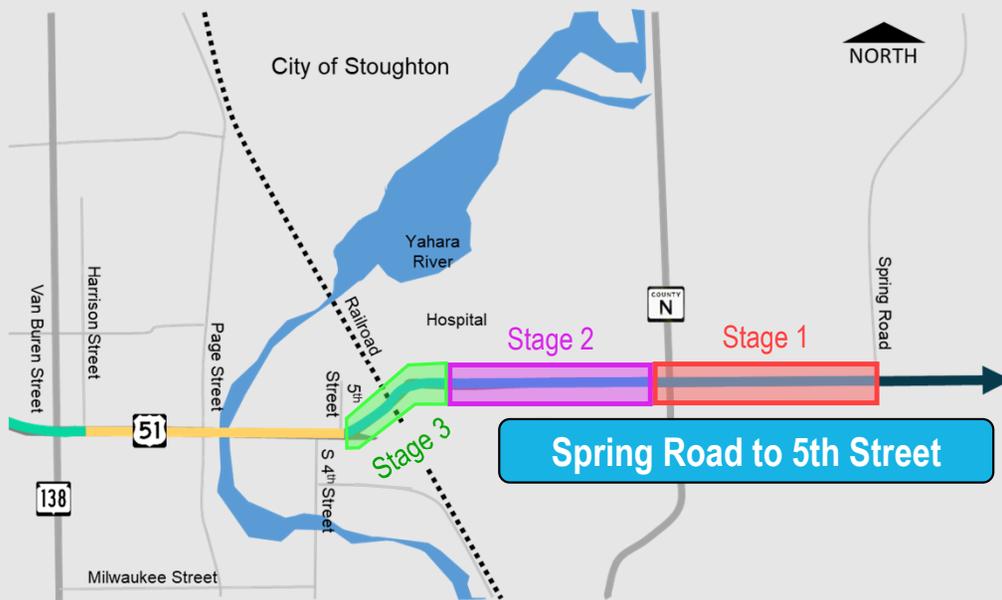


- Project will be closed to through traffic/detoured during construction
 - Main project detour will utilize WIS 138, WIS 59, US 51 through Edgerton, and I-39/90
 - Contractor to maintain access to local residents and businesses during construction
- City is planning a local detour
 - 4th Street, South Street, Dunkirk Avenue, and Veterans Road



Current Anticipated Construction Impacts

Work Zones



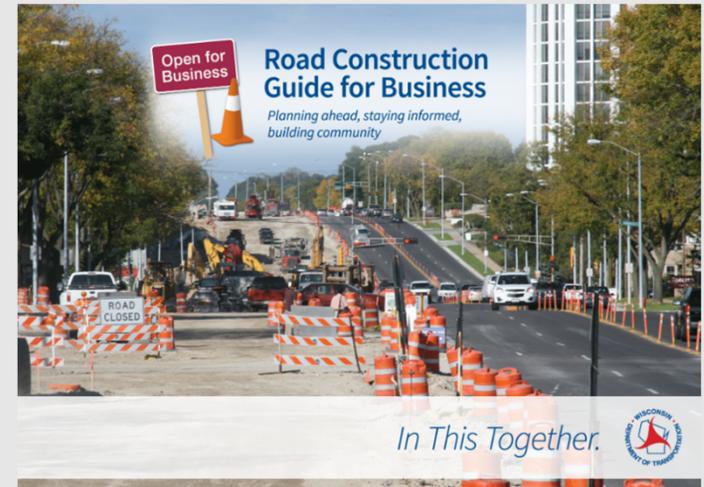
- Closures/work zones will be broken into 3 stages to limit long-term disruptions
 - Stage 1 – western limits of County N intersection to eastern project limits
 - Stage 2 – western limits of Academy Street intersection to western limits of County N intersection
 - Stage 3 – western project limits to western limits of Academy Street intersection



Business coordination

We're In This Together!

- Visit wisconsin.gov/together
 - Tips, tools and resources
 - New (2021) business coordination guide
- Project team is here to help
 - What information would help you.....
 - Inform customers about the project?
 - Coordinate with suppliers?
 - Communicate with employees?



Next steps

- Submit public comments by June 3rd, 2022
- Public meetings and outreach will continue for each project
- Contact us with any questions or concerns:

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Next steps

Stay involved and connected!



Project website



Project email sign up





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**Thank you for your interest
and comments!**

Public Involvement Meeting

May 4th, 2021

