



# US 51

## Stoughton – Madison

### Fifth Street to Roby Road



Public Involvement Meeting

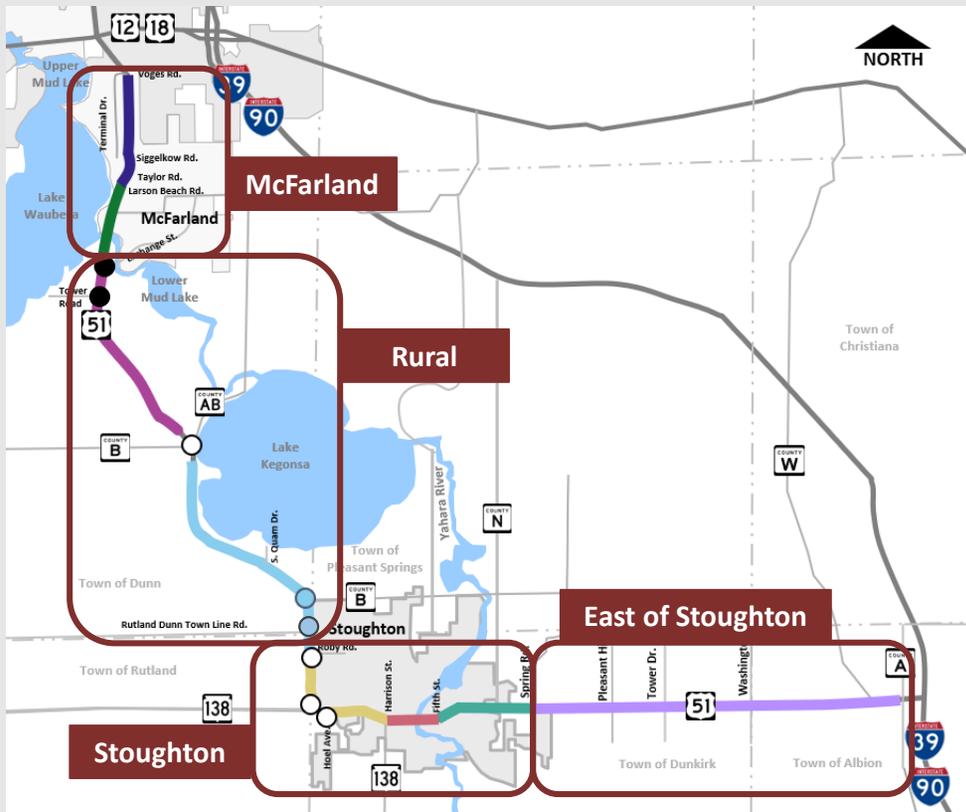
October 4<sup>th</sup>, 2022

# Presentation outline

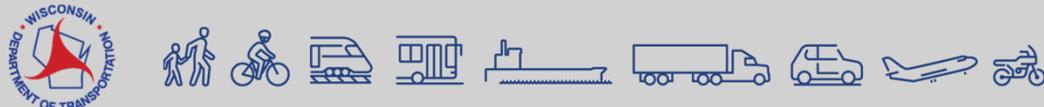
- US 51 corridor overview
- Project Overview
- Proposed improvements
- Timeline for project delivery
- Current anticipated construction impacts
- Next steps



# US 51 corridor overview



- 18.1 miles
- Split into 11 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*



# Project overview

## Fifth Street to Page Street

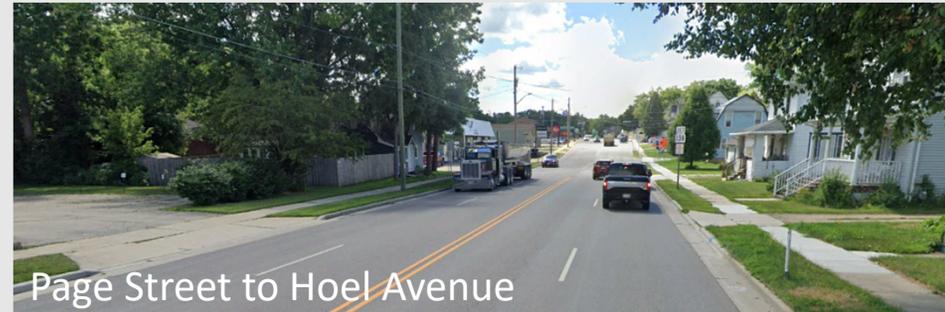
- 2-lane urban roadway
- Projected 2046 daily traffic
  - 13,600 – 14,900 vehicles/day (~6% trucks)
- On-street parking
- Pavement Condition
  - Reconstructed in 2000-2003
- Posted Speed 25 mph
- Historic District



# Project overview

## Page Street to Hoel Avenue

- 4-lane urban roadway
- Projected 2046 daily traffic
  - 15,300-15,900 vehicles/day (~5.5% trucks)
- Pavement condition
  - Page Street to Harrison Street: Pavement replacement 2020
  - Harrison Street to Hoel Avenue: Mill and overlay 2020
- Posted Speed 25 mph
- Historic Districts



# Project overview

## Jackson Street to Roby Road

- 2-lane transitional roadway
- Projected 2046 daily traffic
  - 12,000 vehicles/day (~4% trucks)
- Pavement condition
  - Rehabilitated in 2017 as part of development to the west
- Posted speed 45 mph
- Paradise Pond Drainage Basin is sensitive



# Project overview

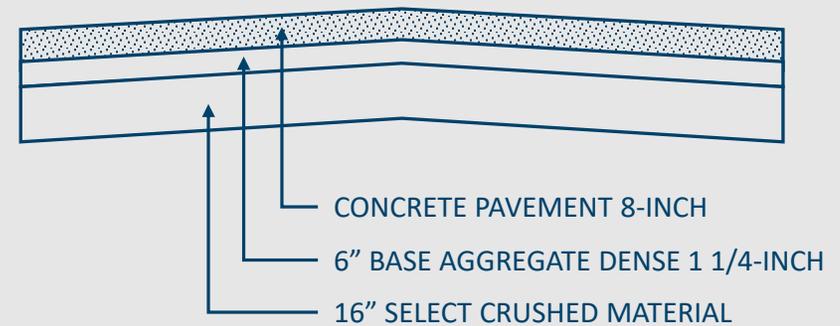
## Connecting highway

- Connecting highway limits
  - 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
  - Limits being extended to Roby Road after roundabout construction



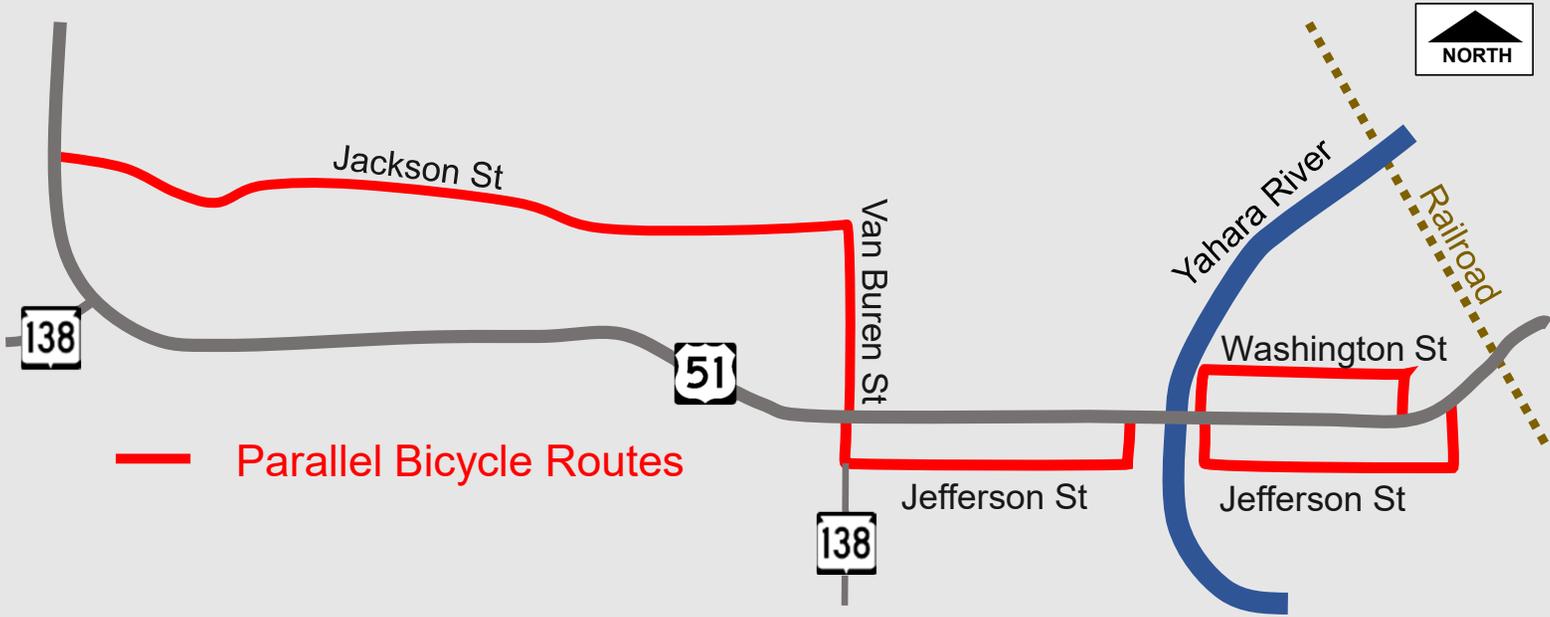
# Proposed improvements

- Reconstruct the existing pavement with the following:
  - 8" of Concrete
  - 6" of Base Aggregate
  - 16" of Select Crushed Material
- Improving bicycle and pedestrian accommodations



# Proposed improvements

## Parallel Bicycle Routes



Proposed parallel bicycle routes – 1.6 Miles



# Proposed improvements

## Fifth Street to Page Street

- Section highlights

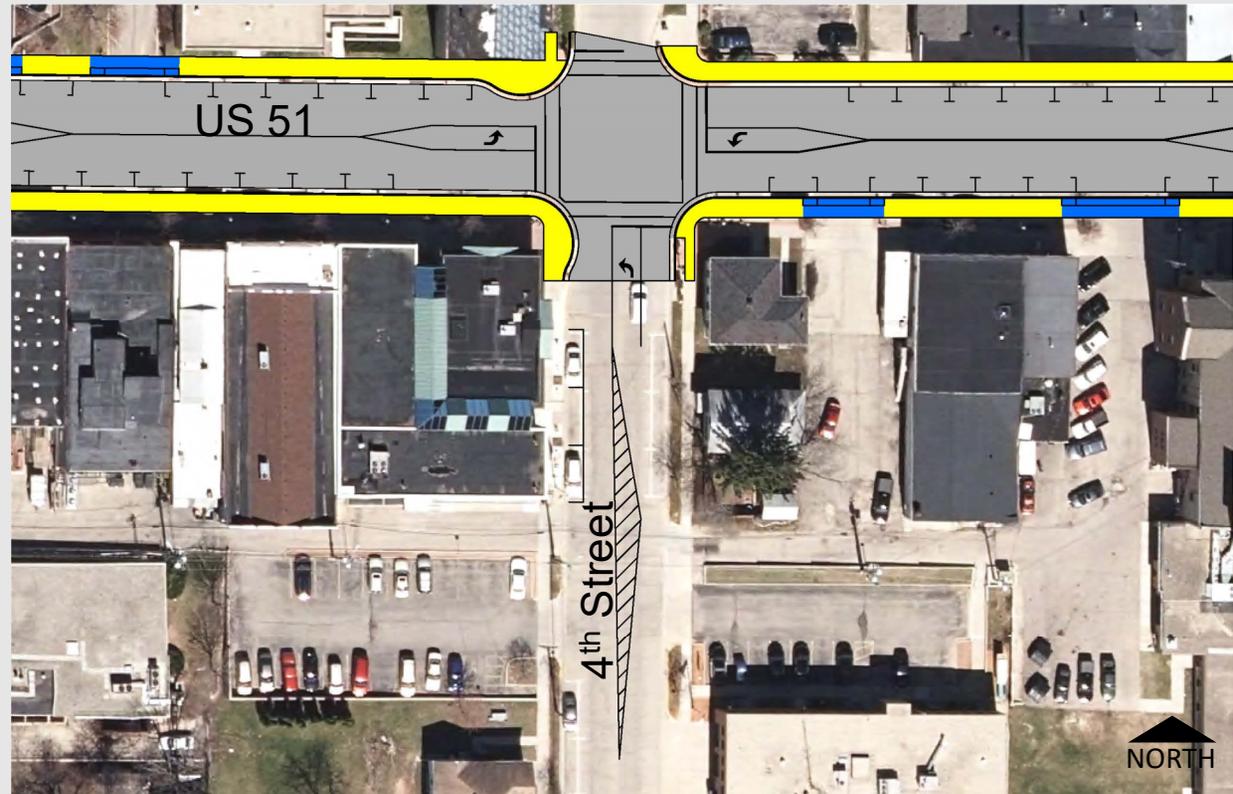
- Reconstruct existing 2-lane urban section
- New left-turn lane on south leg of 4<sup>th</sup> Street
- Sidewalk/crosswalk improvements
- Continuous street lighting
- Traffic signal modifications
- 2 parking spots by opera house removed to preserve 12' lanes



# Proposed improvements

## Fifth Street to Page Street

- Adjusted pavement marking to add westbound left-turn lane



# Proposed improvements

## Page Street to WIS 138 (South)

- Section highlights
  - Page Street to WIS 138 (South) Options
    - Alternative 2B-1: Reconstruct existing 4-lane section
    - Alternative 2B-2: Construct a TWLTL
  - Sidewalk/crosswalk improvements
  - Continuous street lighting
  - Traffic signal modifications



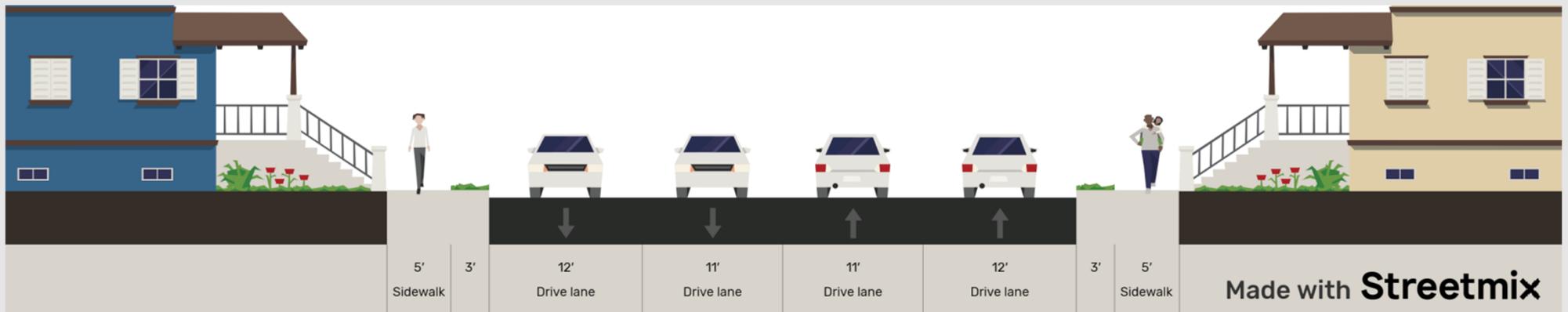
# Proposed improvements

## Page Street to WIS 138 (South)

- Alternative 2B-1

- Preferred Alternative from the Study

- Reconstruct existing 4-lane urban section
    - 5' wide sidewalk with 3' grass terrace
    - One 11' driving lane and one 12' driving lane



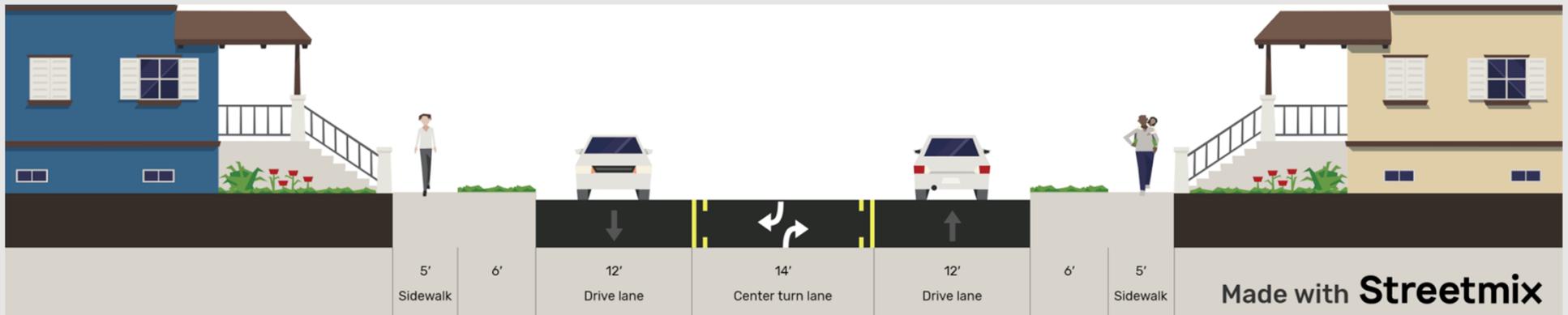
# Proposed improvements

## Page Street to WIS 138 (South)

- Alternative 2B-2

- New Alternative developed after the Study

- Reconstruct existing 4-lane urban section to include a Two-Way Left Turn Lane (TWLTL)
    - 5' wide sidewalk with 5' grass terrace
    - One 12' driving lane in each direction with a 14' center turn lane



# Proposed improvements

## Page Street to WIS 138 (South)

- What's a Two-Way Left Turn Lane (TWLTL)?
  - A lane placed between opposing lanes of traffic for the purpose of allowing traffic from either direction to make left turns off a roadway



- Would a TWLTL work on US 51?
  - 3-Lane TWLTLs operate effectively up to 17,500 vehicles/day
  - <16,000 vehicles/day projected in this area by year 2046
- Local example – new TWLTL added to north side of Oregon last year



# Proposed improvements

## Page Street to WIS 138 (South)

- What are the benefits of a TWLTL?
  - Safety for mid-block left turns – takes turning traffic out of through lanes
  - Reduces potential for rear-end collisions without major delay increases
  - Eliminates the potential for weaving between adjacent lanes
  - Separates opposing travel lanes
  - Allows space for on-street traffic re-routing if maintenance work is required
  - Allows for easier and safer emergency vehicle movement, particularly during peaks



# Proposed improvements

## WIS 138 (South) to Hoel Avenue

- Section highlights

- WIS 138 (South) to Kings Lynn Road Options
  - Alternative 3-1: Reconstruct existing 4-lane section
  - Alternative 3-2: Construct a TWLTL
- Kings Lynn Rd to Hoel Ave: Reconstruct existing 4-lane urban section
- Sidewalk/crosswalk improvements
- New 10' sidewalk north of US 51 between Gjertson Street and Hoel Avenue
- Continuous street lighting
- Traffic signal modifications



# Proposed improvements

## WIS 138 (South) to Hoel Avenue

- WIS 138 (South) to Kings Lynn Rd Options
  - Alternative 3-1: Preferred Alternative from the Study
    - Reconstruct existing 4-lane urban section
    - 5' or 10' wide sidewalk with 5' grass terrace
    - Two 12' driving lanes in each direction



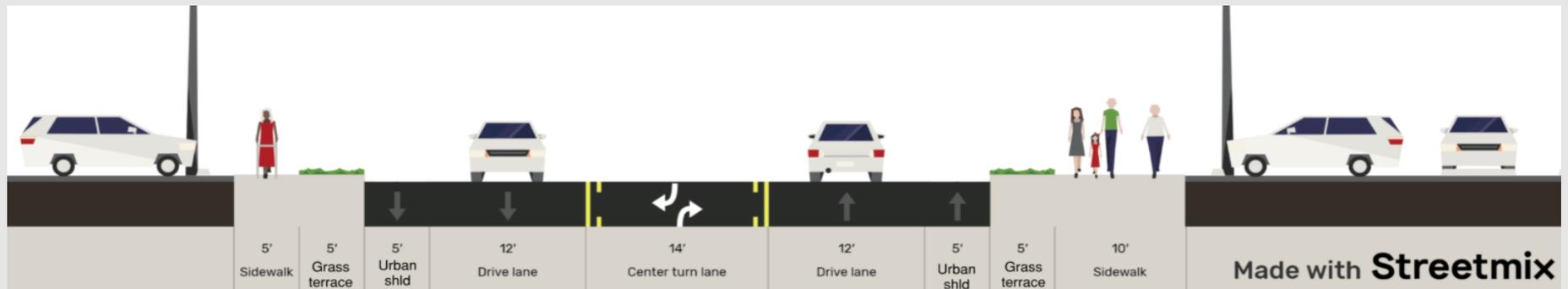
# Proposed improvements

## WIS 138 (South) to Hoel Avenue

- WIS 138 (South) to Kings Lynn Rd Options

- Alternative 3-2: New Alternative developed after the Study

- Reconstruct existing 4-lane urban section to include a Two-Way Left Turn Lane (TWLTL)
- 5' or 10' wide sidewalk with 5' grass terrace
- One 12' driving lane in each direction with a 14' center turn lane
- Could revert back to 4 lanes simply by repainting lane lines if necessary

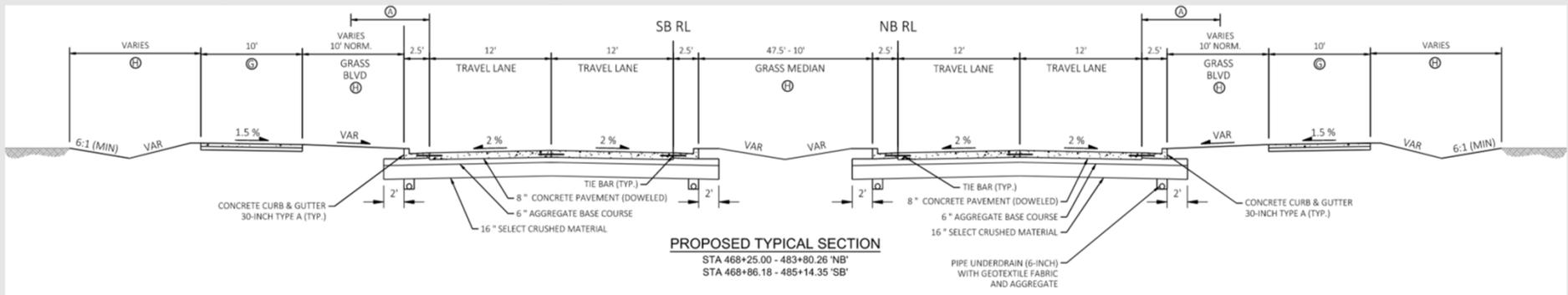


# Proposed improvements

## WIS 138 (West) to Roby Road

### Section highlights

- Reconstruct existing 2-lane section to include 2 travel lanes in each direction and a grass median
- New 10' wide sidewalk on each side of US 51
- Continuous street lighting
- Reduced speed limit to 35 mph



# Timeline for project delivery

## 5<sup>th</sup> Street to Harrison Street

- Real Estate Begins – Summer 2024
- PIM #2 – 2025/2026
- Final Plans – May 1, 2026
- Project LET – October 10, 2028 (could be as early as October 13, 2026)
- Construction – 2029 (could be as early as 2027)



# Timeline for project delivery

## Harrison Street to Roby Road

- Real Estate Begins – Summer 2023
- PIM #2 – 2024/2025
- Final Plans – August 1, 2025
- Project LET – November 11, 2025
- Construction – 2026



# Current anticipated construction impacts

## Varies by project

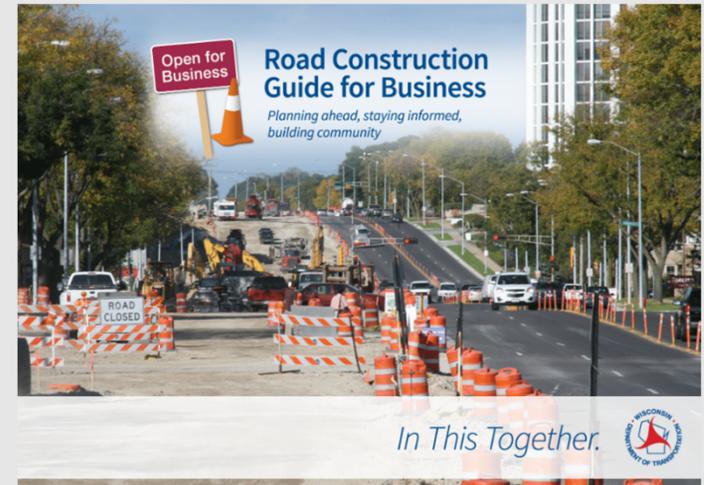
- 5<sup>th</sup> Street to Harrison Street
  - Working through options with Stoughton and WisDOT Traffic
  - A detour will be required
- Harrison Street to Roby Road
  - Two-way traffic to be maintained by staging construction



# Business coordination

## We're In This Together!

- Visit [wisconsin.gov/together](https://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 November 4<sup>th</sup>, 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!

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Project website



Project email sign up





**US 51**

**Stoughton – Madison  
Fifth Street to Roby Road**

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

Public Involvement Meeting

October 4<sup>th</sup>, 2022

