

US 51
Stoughton – Madison
County B/AB to Exchange Street



US 51 Stoughton – Madison County B/AB to Exchange Street

Public Involvement Meeting

September 21, 2022



Hello and welcome to the public involvement meeting for the United States (US) Highway 51 corridor projects from County B/AB to Exchange Street in Dane County.

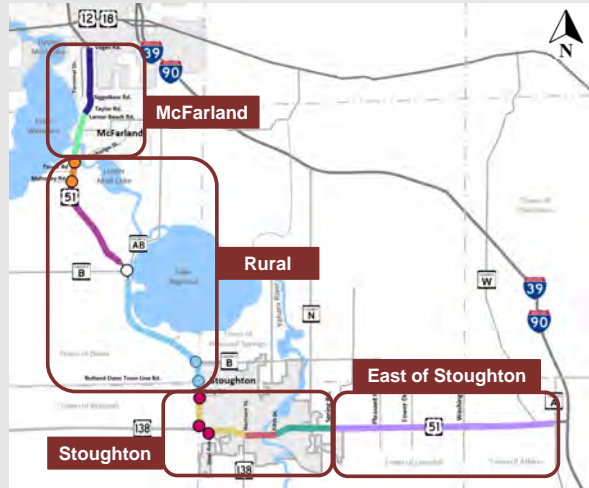
Presentation Outline

- US 51 corridor overview
- Project needs
- Individual project overviews
 - County B/AB to Tower Road
 - Intersection control evaluation alternatives
 - Tower Road to Exchange Street
- Overview of anticipated construction
- Timeline for project delivery
- Next steps

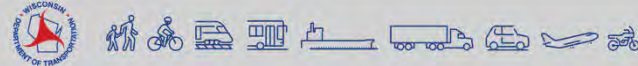


As part of this presentation, we will give an overview of the overall US Highway 51 corridor project, review project needs, provide individual project overviews for the segment between County B/AB and Tower Road (including intersection control evaluation alternatives at the Mahoney Road intersection) and the segment between Tower Road and Exchange Street, provide an overview of anticipated construction, review the timeline for project delivery, and discuss the next steps.

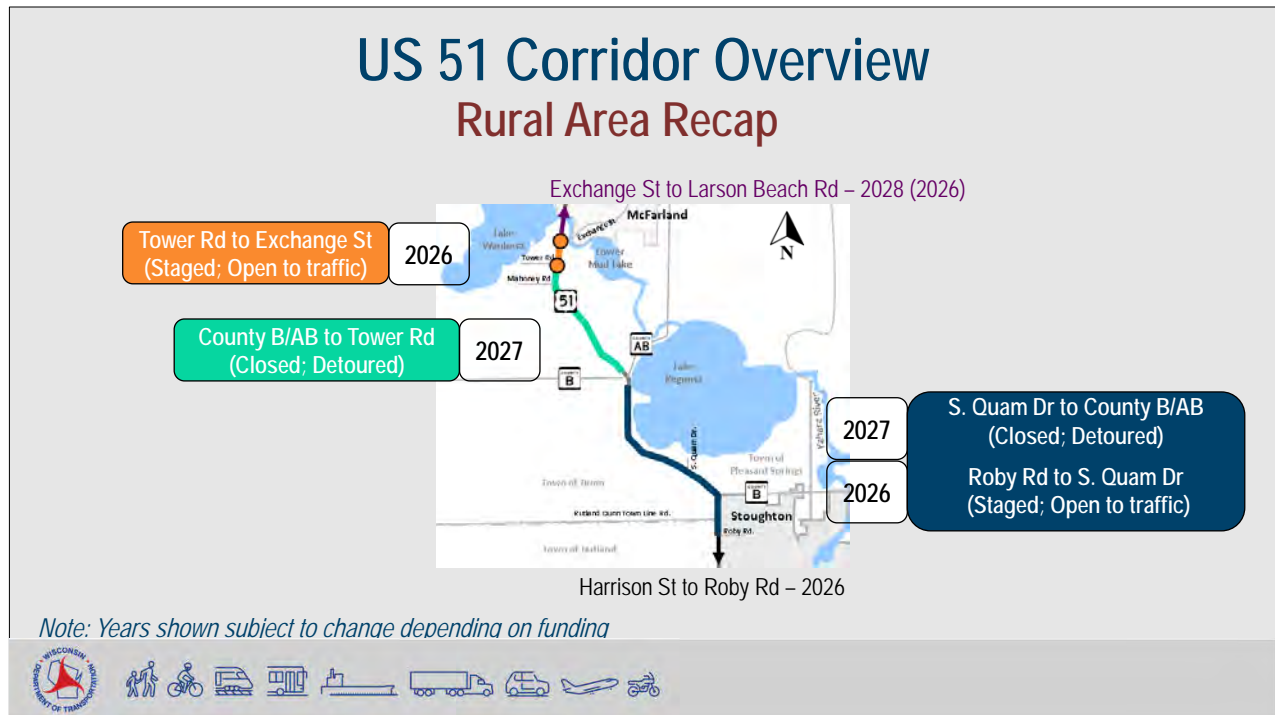
US 51 Corridor Overview



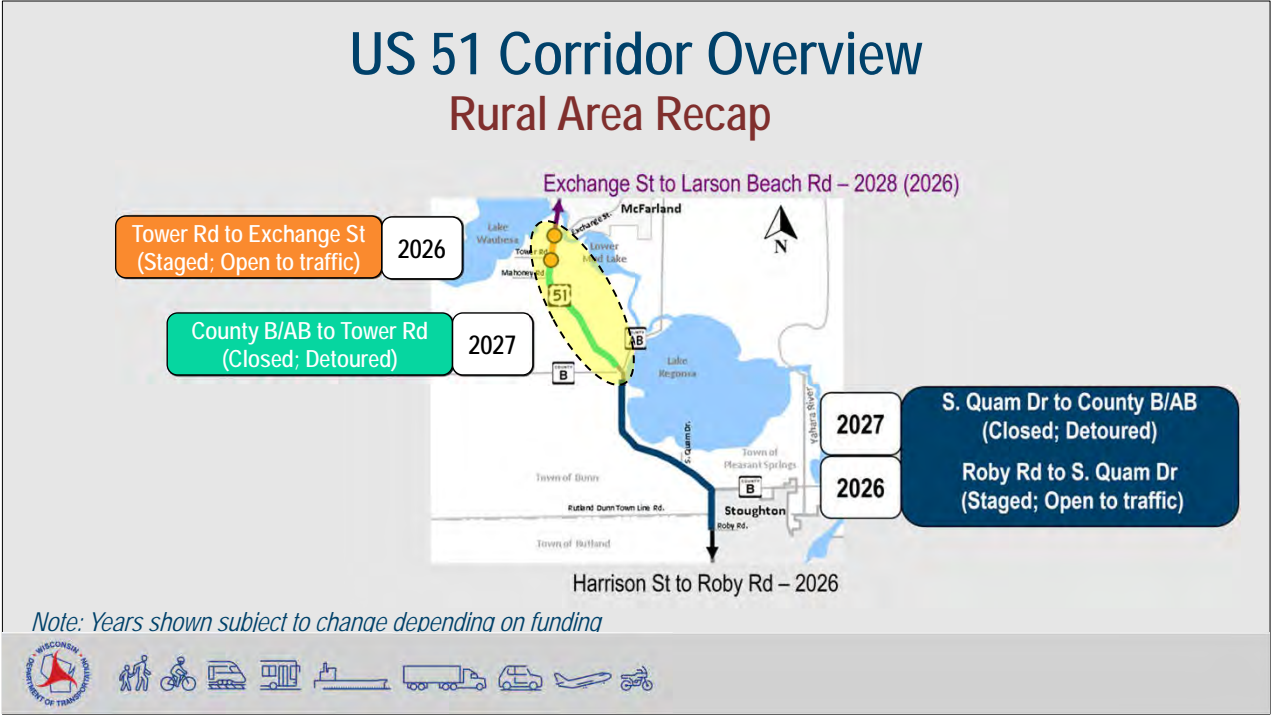
- 18.1 miles
- Split into 11 construction projects
- Four areas
 - E. of Stoughton – I-39/90 to Spring Road
 - Stoughton – Spring Road to Roby Road
 - Rural – Roby Road to Exchange Street
 - McFarland – Exchange Street to Terminal Drive/Voges Road



The US Highway 51 corridor from Interstate (I)-39 on the east, to Highway 12/18 (beltline) on the north, has been studied for several years, with an environmental assessment completed in 2021. The US Highway 51 corridor project spans 18.1 miles and is split into 11 separate construction projects over the upcoming years. There are four areas of interest that include the East of Stoughton area, the Stoughton area, the Rural area between Stoughton and McFarland, and the McFarland area. For the purposes of this presentation, we will be focusing on the Rural area.



The Rural area is comprised of three individual projects highlighted in blue, green, and orange, with the anticipated construction years shown. Starting from the south end of the Rural area, the first project extends from Roby Road to County B/AB (blue), with construction anticipated in 2026 and 2027. During the 2026 construction season, the segment between Roby Road and South Quam Drive is anticipated to be staged and open to through traffic. During the 2027 construction season, the segment between South Quam Drive and County B/AB is anticipated to be closed to through traffic and detoured (open to local traffic only). Continuing north, the second project extends from County B/AB to Tower Road (green), with construction anticipated in 2027. US Highway 51 is anticipated to be closed to through traffic and detoured (open to local traffic only) within the project limits. The third project extends from Tower Road to Exchange Street (orange), with construction anticipated in 2026. US Highway 51 is anticipated to be staged and open to through traffic within the project limits. For reference purposes, the projects to the north and south of the Rural area have been included along with their anticipated construction years. Please note that the construction years shown are subject to change depending on available funding.



For the purposes of this presentation, we will be focusing on the northern two projects within the Rural area, County B/AB to Tower Road and Tower Road to Exchange Street.

Project Needs

- Address existing safety conditions
- Accommodate travel demand
- Address existing pavement condition
- Improve bicycle accommodations
- Long-term planning and corridor preservation



The needs that support these projects include addressing existing safety conditions, accommodating travel demand, addressing existing pavement conditions, improving bicycle accommodations, and providing for long-term planning and corridor preservation.

Project Needs

Existing Safety Conditions

- Mahoney Road Intersection
 - Intersection sight distance from Mahoney Road to US 51 southbound obstructed by US 51 southbound right-turn lane traffic queues
- Tower Road Intersection
 - US 51 southbound lane drop within intersection limits
- Tower Road to Exchange Street
 - Vertical grade exceeding maximum allowable based on existing posted speed
- Exchange Street Intersection
 - US 51 southbound left-turn rear-end type crashes



The following existing safety conditions will be addressed as part of the two projects between County B/AB and Exchange Street. At the Mahoney Road intersection, the intersection sight distance from Mahoney Road to US Highway 51 southbound is obstructed by US Highway 51 southbound right-turn lane traffic. At the Tower Road intersection, the US Highway 51 southbound lane drop occurs at an undesirable location within the intersection limits. Between Tower Road and Exchange Street, the existing vertical grade exceeds the maximum allowable grade based on the existing posted speed. At the Exchange Street intersection, US Highway 51 southbound left-turn rear-end type crashes are prevalent.

Project Needs

Existing Pavement Condition

- Address roadway pavement deficiencies
 - Typical pavement life: 20 to 30 years
 - Existing pavement:



Another need that was previously noted includes addressing the existing pavement condition. Typically, pavement will last approximately 20 to 30 years. The existing concrete pavement was installed in 1992 and is at its 30-year lifespan. As you can see from the pictures, it is deteriorating and in need of improvements.

Individual Project Overview

County B/AB to Tower Road: Existing Facility Characteristics

- Typical Section
 - Undivided rural roadway
 - Concrete pavement
- Posted Speed
 - 55 mph
- Intersection Control
 - Dyreson Road – Stop-controlled
 - Mahoney Road – Stop-controlled

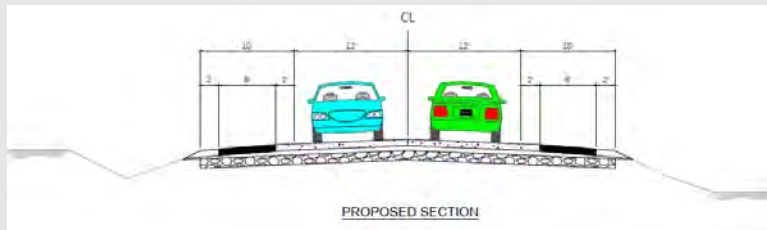


With the needs identified, let us continue with the individual project overviews beginning with the County B/AB to Tower Road project and its existing facility characteristics. Regarding the typical section, it is an undivided rural roadway with concrete pavement. The posted speed is 55 miles per hour (mph). Regarding intersection control within the project limits, the Dyreson Road and Mahoney Road intersections are stop-controlled on the sideroads.

Individual Project Overview

County B/AB to Tower Road: Proposed Improvements

- Reconstruct 2-lane rural section



- One 12-foot travel lane in each direction
- 10-foot shoulders including 6-foot asphalt paved for bicycle accommodations
- Intersection improvements



Proposed improvements within the County B/AB to Tower Road project limits include reconstructing the roadway to a 2-lane rural section. The typical section will include one 12-foot travel lane in each direction, 10-foot shoulders including a 6-foot asphalt paved width for bicycle accommodations, and intersection improvements.

Individual Project Overview

County B/AB to Tower Road: Proposed Improvements

- Dyreson Road
 - Realign north leg of intersection
 - Cul-de-sac south leg of intersection



Improvements at the Dyreson Road intersection include realigning the north leg of the intersection and removing the south leg connection by installing a cul-de-sac. The realignment of the north leg will improve the intersection sight lines and approach angle.

Individual Project Overview

County B/AB to Tower Road: Intersection Control Evaluation

- Mahoney Road Intersection Control Evaluation



Improvements at the Mahoney Road intersection are yet to be determined as there is an ongoing intersection control evaluation in progress. As part of the intersection control evaluation, the project team is seeking your feedback regarding the four alternatives being considered to assist in selecting a preferred alternative. The next slides will provide an overview of each alternative.

Mahoney Road Intersection Control Evaluation

- Alternative No. 1 – Stop-controlled (with backage road access)



Intersection control evaluation Alternative No. 1 includes stop-control on Mahoney Road with a backage road connection to accommodate access for the parcels in the northwest quadrant of the intersection. This alternative layout was brought forward from the corridor study. Additional notable elements include a dedicated northbound left-turn lane and a dedicated southbound right-turn lane. An additional offset has been provided from the study configuration at the dedicated southbound right-turn lane to improve intersection sight lines that were previously obstructed by vehicles in the right-turn lane.

Mahoney Road Intersection Control Evaluation

- Alternative No. 2 – Traffic signal (with backage road access)



Intersection control evaluation Alternative No. 2 has the same geometric layout as Alternative No. 1; however, Alternative No. 2 includes a traffic signal at the intersection. The new backage road connection remains the same as Alternative No. 1 to accommodate access for the parcels in the northwest quadrant of the intersection.

Mahoney Road Intersection Control Evaluation

- Alternative No. 3 – Single-lane roundabout (with backage road access)



Intersection control evaluation Alternative No. 3 includes a single-lane roundabout with the same backage road connection as Alternative Nos. 1 and 2 to accommodate access for the parcels in the northwest quadrant of the intersection.

Mahoney Road Intersection Control Evaluation

- Alternative No. 4 – Single-lane roundabout (with shared access)



Intersection control evaluation Alternative No. 4 has the same single-lane roundabout geometric layout as Alternative No. 3; however, a shared access has been provided to the two commercial properties located in the northwest quadrant of the intersection. The shared access would have right-in, right-out, left-in access with the left-out movement being accommodated by the roundabout at Mahoney Road. As previously noted, we are seeking your feedback on the preferred alternative.

Individual Project Overview

Tower Road to Exchange Street: Existing Facility Characteristics

- Typical Section
 - Undivided rural roadway
 - Concrete pavement
- Posted Speed
 - 55 mph
- Intersection Control
 - Tower Road – Stop-controlled
 - Exchange Street – Stop-controlled

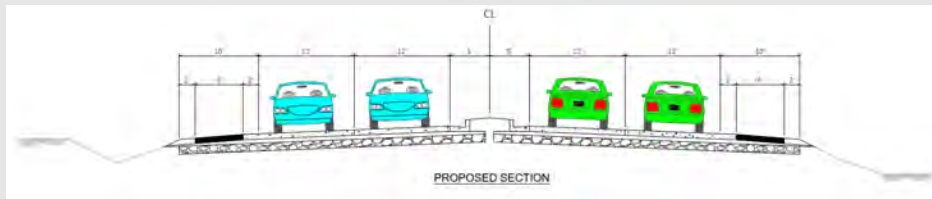


Now let us take a look at the next project from Tower Road to Exchange Street and its existing facility characteristics. Regarding the typical section, it is an undivided rural roadway with concrete pavement. The posted speed is 55 mph. Regarding intersection control within the project limits, Tower Road and Exchange Street intersections are stop-controlled on the sideroads.

Individual Project Overview

Tower Road to Exchange Street: Proposed Improvements

- Reconstruct to 4-lane rural section with raised median



- Two 12-foot travel lanes in each direction
- 10-foot raised median including curb and gutter
- 10-foot shoulders including 6-foot asphalt paved for bicycle accommodations

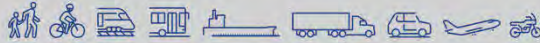


Proposed improvements within the Tower Road to Exchange Street project limits include reconstructing the roadway to a 4-lane rural section with a raised median. The typical section will include two 12-foot travel lanes in each direction, a 10-foot median including curb and gutters, and 10-foot shoulders including a 6-foot asphalt paved width for bicycle accommodations.

Individual Project Overview

Tower Road to Exchange Street: Proposed Improvements

- Tower Road Intersection – Dual-lane roundabout
 - Selected as the preferred alternative as part of the intersection control evaluation completed May 2022



The Tower Road intersection will be reconstructed to a dual-lane roundabout. A dual-lane roundabout was selected as the preferred alternative as part of the intersection control evaluation completed in May 2022.

Individual Project Overview

Tower Road to Exchange Street: Proposed Improvements

- Exchange Street Intersection – Dual-lane roundabout
 - Selected as the preferred alternative as part of the intersection control evaluation completed in 2015 under the US 51 corridor study

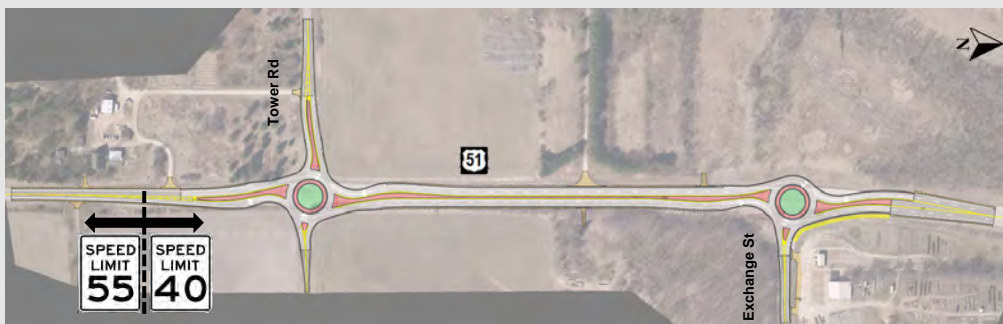


The Exchange Street intersection will also be reconstructed to a dual-lane roundabout. A dual-lane roundabout was selected as the preferred alternative as part of the intersection study evaluation completed in 2015 under the US Highway 51 corridor study.

Individual Project Overview

Tower Road to Exchange Street: Proposed Improvements

- 40 mph posted speed (reduced from existing 55 mph)



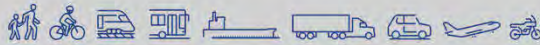
Within the project limits between Tower Road and Exchange Street, the posted speed along US Highway 51 will be 40 mph (reduced from the existing 55 mph posted speed). This will match the 40 mph posted speed directly to the north in the southern limits of McFarland.

Anticipated Construction Impacts

- US 51 – County B/AB to Tower Road
 - Construction anticipated in 2027
 - Road closed to through traffic (local traffic only)
 - Detoured
- US 51 – Tower Road to Exchange Street
 - Construction anticipated in 2026
 - Staged construction
 - One travel lane in each direction along US 51



Note: Contractor required to maintain access to residents and businesses during construction



Regarding anticipated construction impacts, the project between County B/AB and Tower Road is currently scheduled for construction in 2027 and will be closed to through traffic (local traffic only) with a posted detour. The project between Tower Road and Exchange Street is currently scheduled for construction in 2026 and will remain open to traffic during staged construction with one travel lane in each direction being maintained along US Highway 51. The contractor will be required to maintain access to residents and businesses during construction within both project limits. The final details of the construction staging have not been completed and will be finalized in the coming years. More information will be provided in the future.

Anticipated Construction Impacts

Business Coordination – We are in this together!

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



<https://wisconsindot.gov/Pages/projects/in-together/default.aspx>



Business coordination is available through the Wisconsin Department of Transportation (WisDOT) “In This Together” program. This program includes tips, tools, and resources to help businesses plan for highway construction impacts. Early coordination is recommended. A new business coordination guide was created in 2021 and can be accessed on the WisDOT website, or please contact a member of the project design team and we can help you find this information. We are in this together and here to help. Please let us know what information would help you inform customers regarding the project, coordinate with suppliers, and communicate with employees.

Timeline for Project Delivery



- US 51 – County B/AB to Tower Road
 - Preliminary Plans – Spring 2024
 - Real Estate Acquisition Begins – Summer 2024
 - Final Plans – February 1, 2026
- US 51 – Tower Road to Exchange Street
 - Preliminary Plans – Spring 2023
 - Real Estate Acquisition Begins – Fall 2023
 - Final Plans – August 1, 2025



Regarding the timeline for project delivery, the design team is currently in the preliminary design phase for both projects. For the County B/AB to Tower Road project, delivery of the preliminary plans are anticipated in spring 2024, with real estate acquisition beginning in summer 2024, and final plans due February 1, 2026. This will allow for construction in 2027. For the Tower Road to Exchange Street project, delivery of the preliminary plans are anticipated in spring 2023, with real estate acquisition beginning in fall 2023, and final plans due August 1, 2025. This will allow for construction in 2026 as it is currently programmed.

Next Steps

- Submit public comments by October 21, 2022
- Public meetings and outreach will continue for each US 51 corridor project
- Contact us with any questions or concerns

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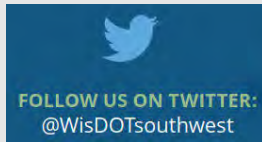
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Regarding the next steps, please submit your comments by October 21, 2022. There are comment forms provided on the website, or you can contact either project representative identified on the screen via phone or email. Public meetings and outreach will continue for each project along the US Highway 51 corridor.

Next Steps

Stay involved and connected!



Project website



Project email sign up



Please stay involved and connected. If you would like to find out more regarding these projects, or stay informed throughout the design delivery phase, please visit the project website using the QR code shown in the middle, sign up for project email updates using the QR code on the right, and follow us on Twitter at the address shown on the left.

US 51
Stoughton – Madison
County B/AB to Exchange Street



US 51 Stoughton – Madison County B/AB to Exchange Street

Thank you for your interest
and comments!

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Thank you for your interest in these projects, and for any comments that you can provide. Have a great day.