

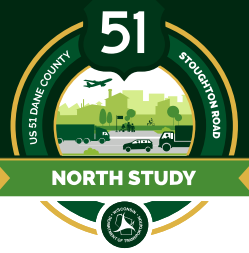
U.S. Department
of Transportation

**Federal Highway
Administration**

US 51 (Stoughton Road) NORTH STUDY

Northeast Area Plan Meeting

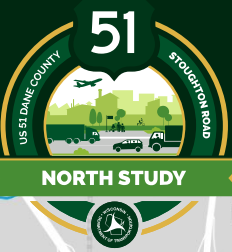
December 19, 2023



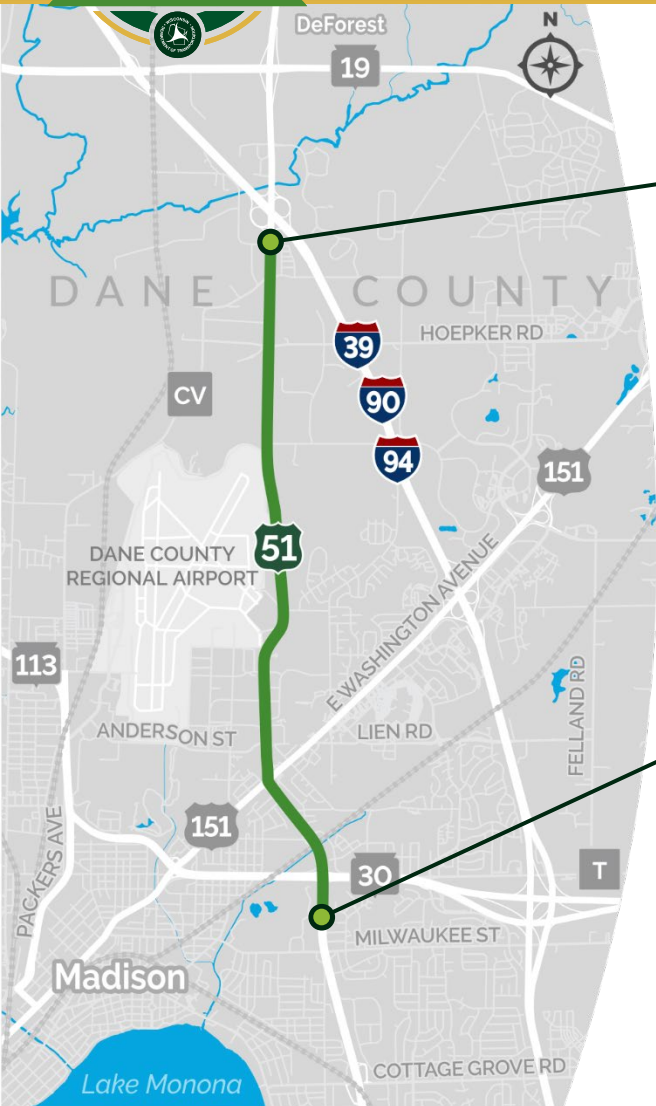
Presentation Outline

- 1 Corridor Overview
- 2 Study Purpose and Need
- 3 Alternative Concept Overview
- 4 Study Schedule/Next Steps





Corridor Overview

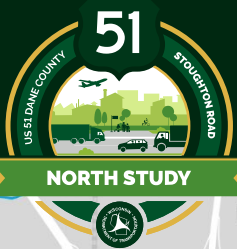


NORTH LIMIT:
I-39/90/94 in the town of Burke

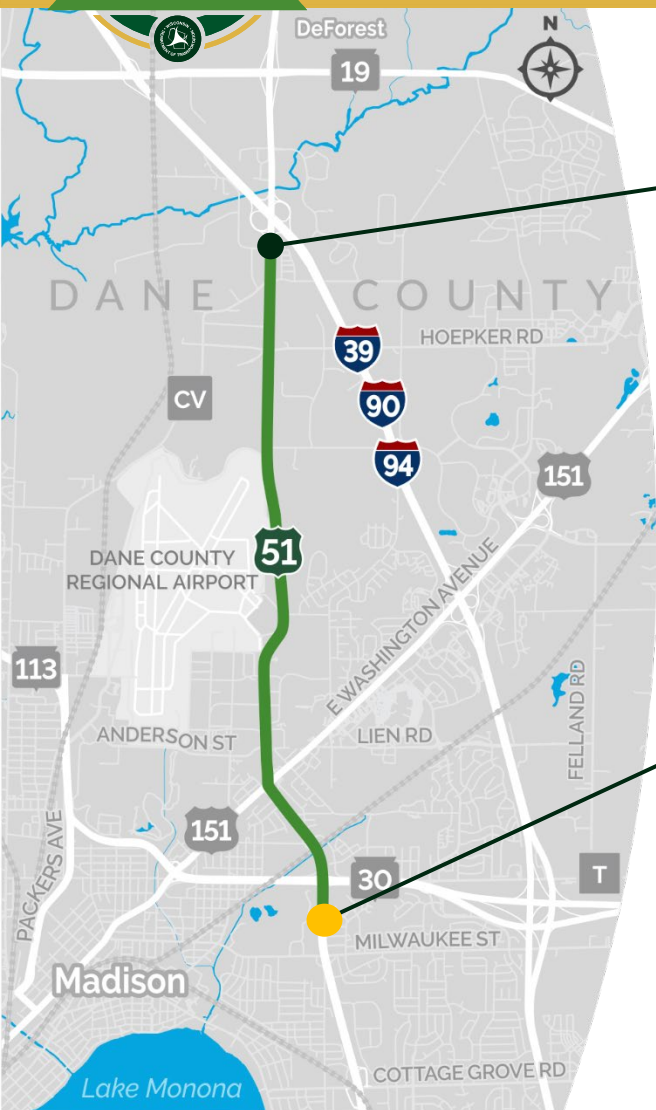
5.5 MILES

SOUTH LIMIT:
WIS 30 in the city of Madison





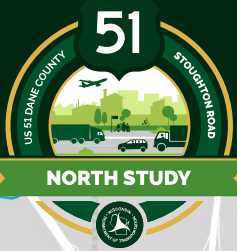
Corridor Overview – South Limit



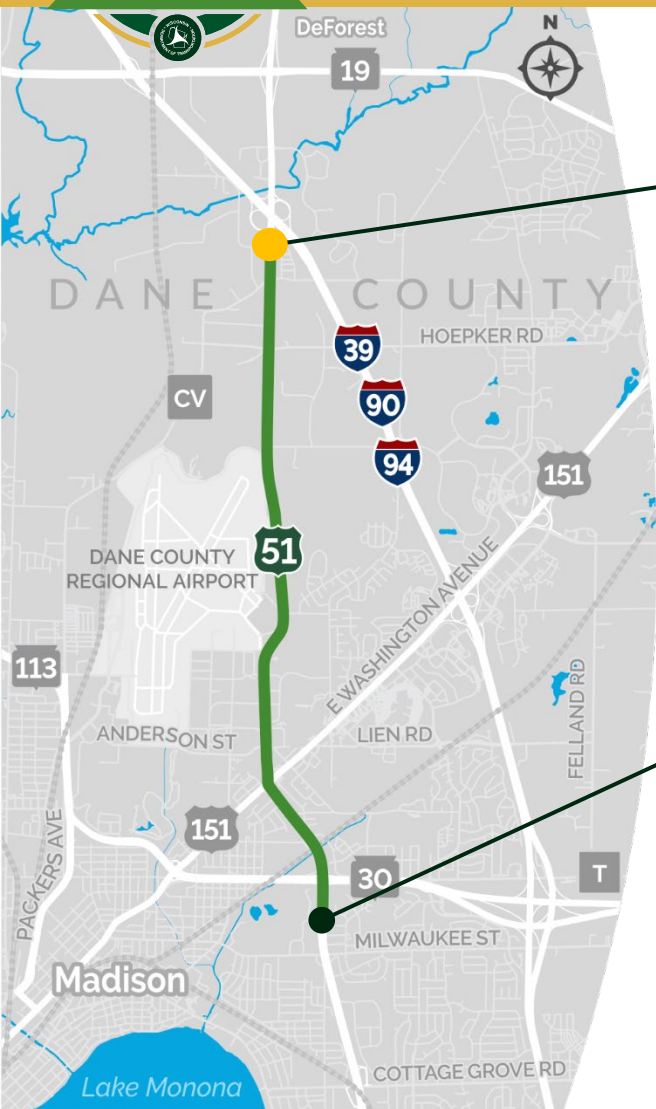
NORTH LIMIT:
I-39/90/94 in the town of Burke

SOUTH LIMIT:
WIS 30 in the city of Madison





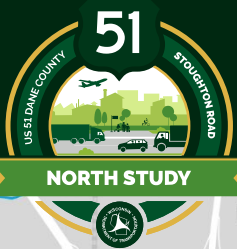
Corridor Overview – North Limit



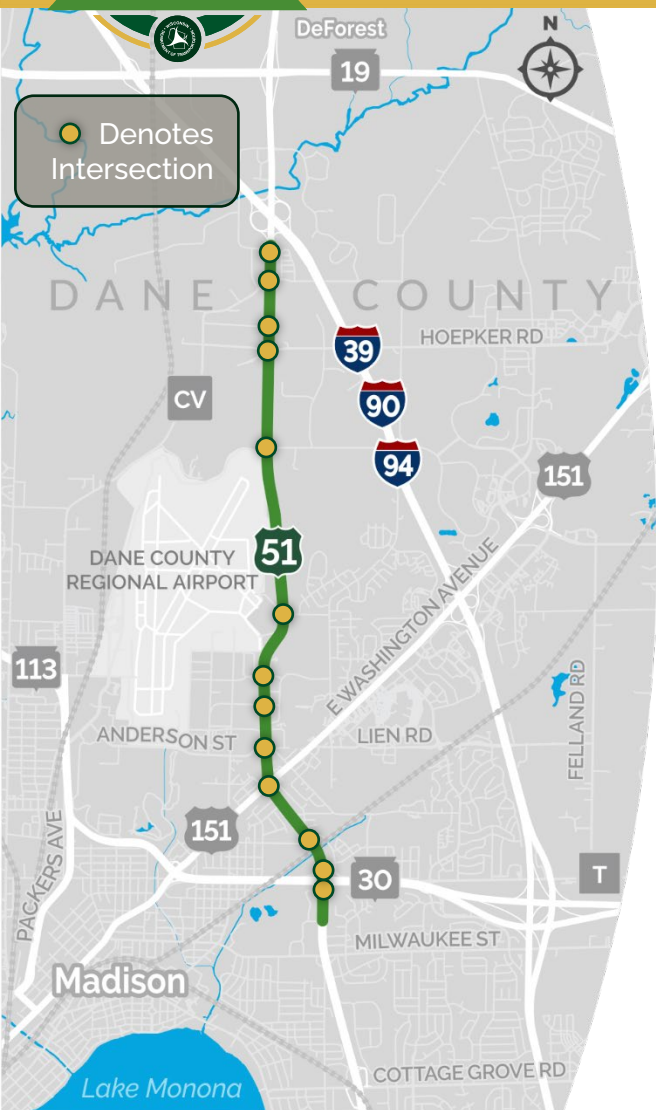
NORTH LIMIT:
I-39/90/94 in the town of Burke

SOUTH LIMIT:
WIS 30 in the city of Madison



















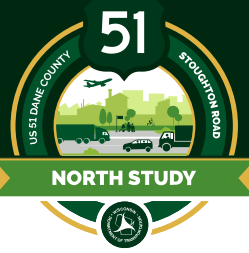
Corridor Overview



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





Study Purpose and Need

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

- Address **safety** issues including bicycles and pedestrians
- Address **travel demand** and traffic operations
- Address **roadway** and geometric deficiencies



Study Purpose and Need

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

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

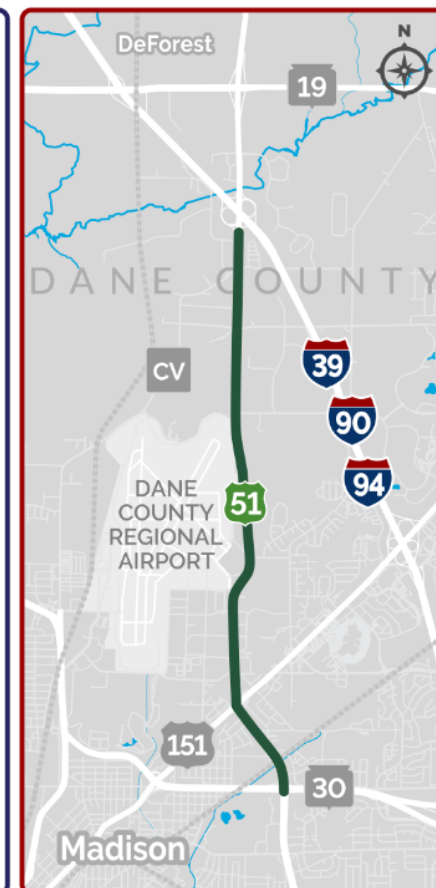
AREAS WITH VERTICAL
ALIGNMENT DEFICIENCIES

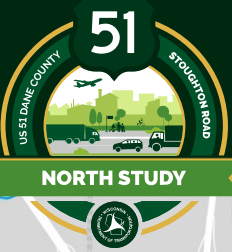
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AREAS WITH STOPPING
SIGHT DISTANCE
DEFICIENCIES

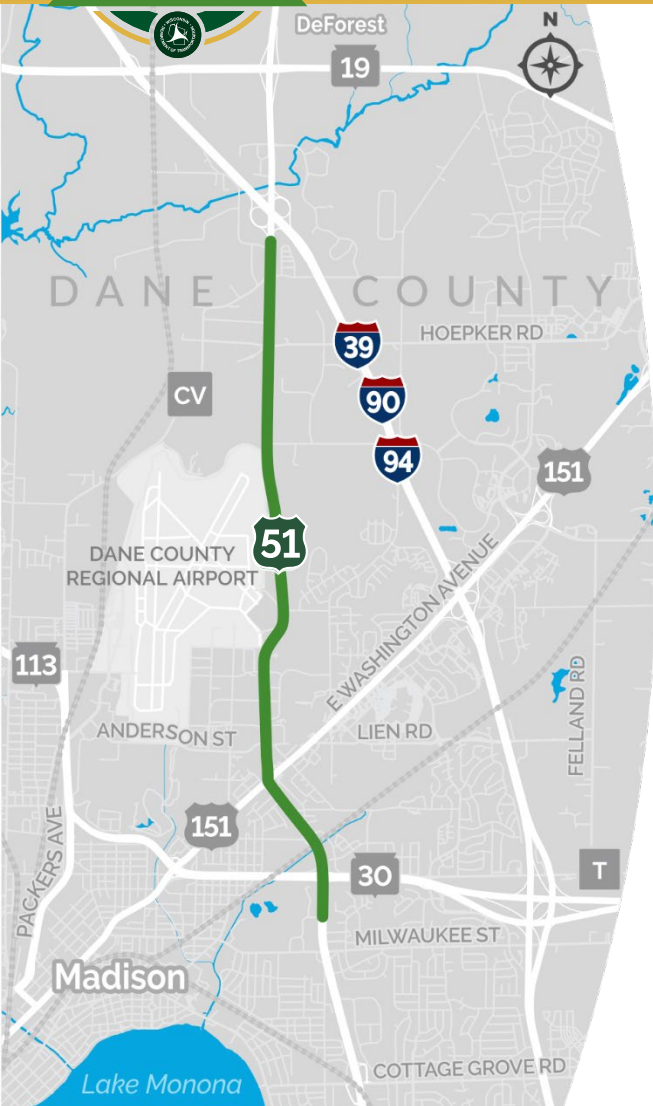
10

AREAS WITH CROSS
SECTION DEFICIENCIES





Alternative Concept Development

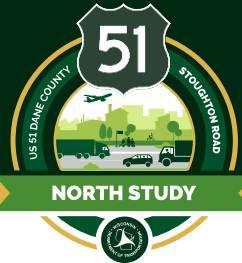


Concepts developed to address study purpose and corridor needs

Investigated options to optimize safety and capacity while limiting impacts

Identified potential improvements to bicycle/pedestrian network





Alternative Concepts

- Overview

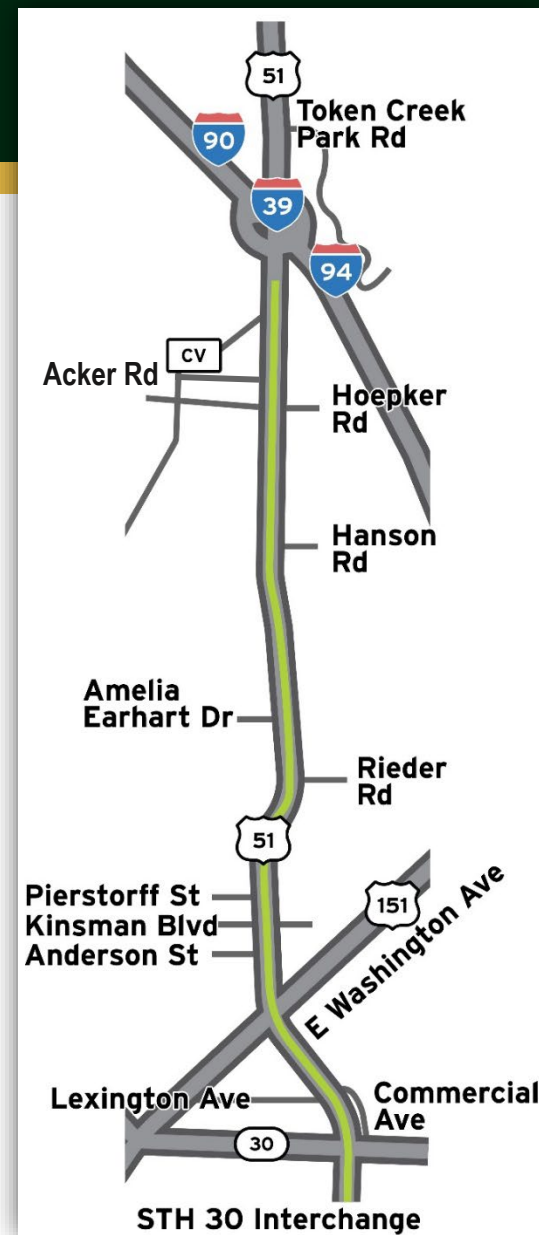
- Exhibits

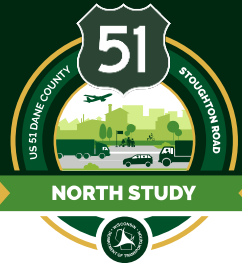
- All concepts are available on Public Involvement page of the study website

- Capacity expansion on US 51 mainline is not anticipated throughout corridor

- Bicycle and pedestrian accommodations

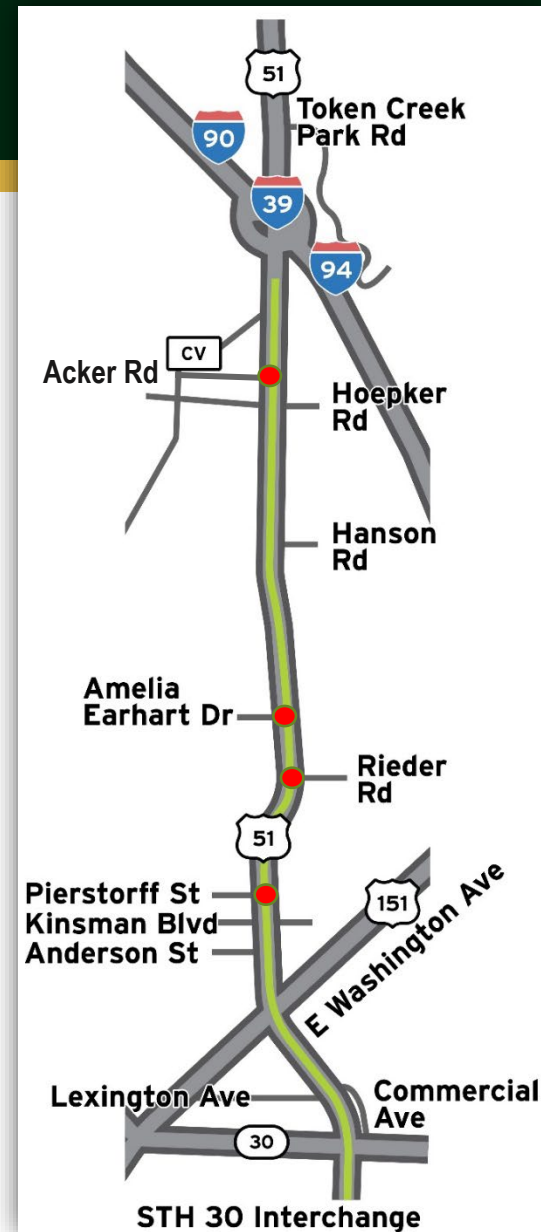
- All ages and abilities path proposed on east side of US 51 throughout corridor
 - Crosswalks proposed at all signalized intersections between WIS 30 and Hoepker Road

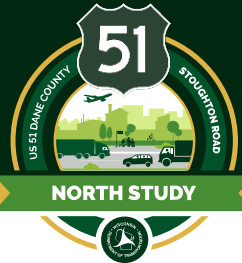




Alternative Concepts

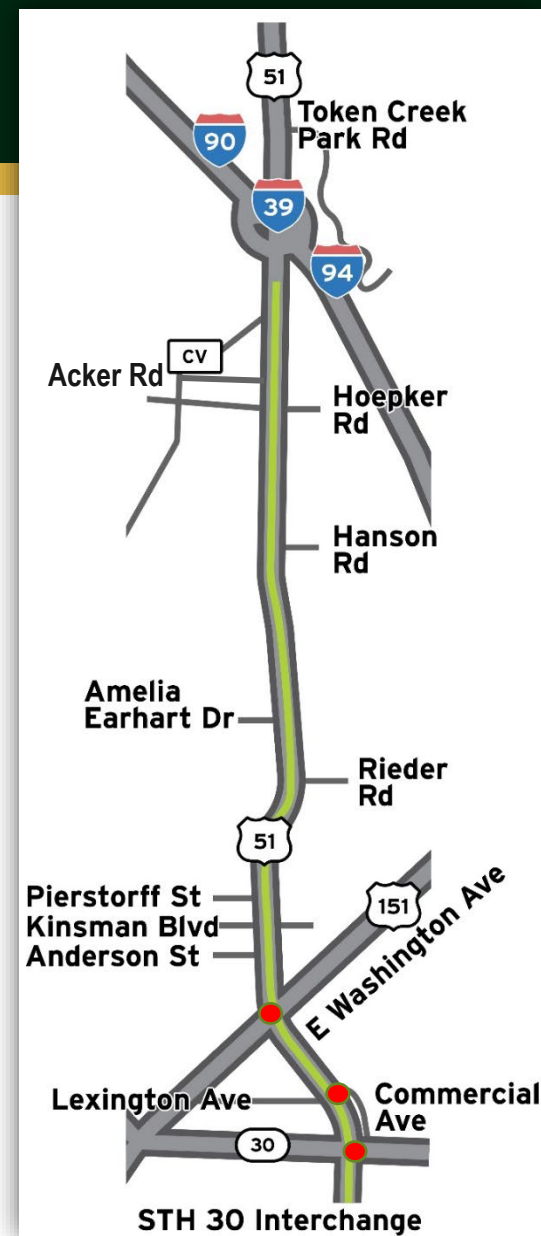
- Maintain existing intersection with minor improvements
 - Pierstorff Street
 - Rieder Road
 - Possible R-Cut north of intersection
 - Amelia Earhart Drive
 - Acker Road
- No existing or anticipated future safety or operational issues at these intersections

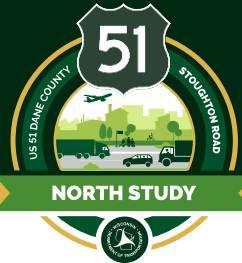




Alternative Concepts

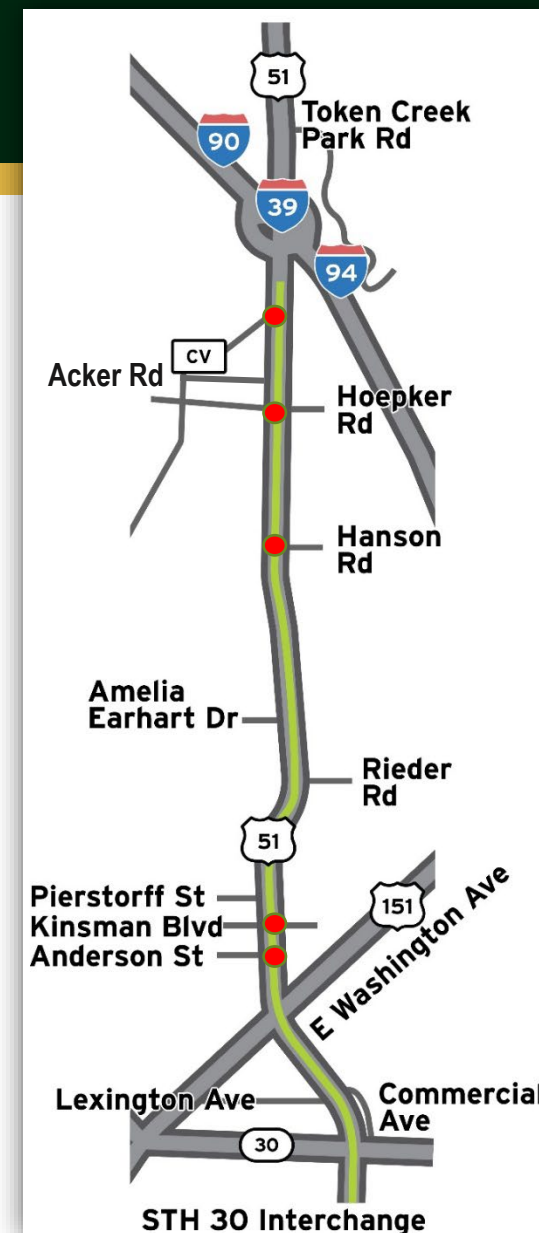
- WIS 30 interchange (2 Concepts)
 - Maintain existing diamond interchange with improvements
 - Diverging diamond interchange
- Lexington/Commercial Avenue (3 Concepts)
 - Maintain existing signalized intersection with improvements
 - Two concepts that take US 51 over the WSOR railroad
- East Washington Avenue (4 Concepts)
 - Maintain existing signalized intersection with improvements
 - Quadrant intersection
 - Jug-handle (Southbound US 51 goes over or under East Washington Avenue)
 - Diamond interchange (US 51 goes under East Washington Avenue)



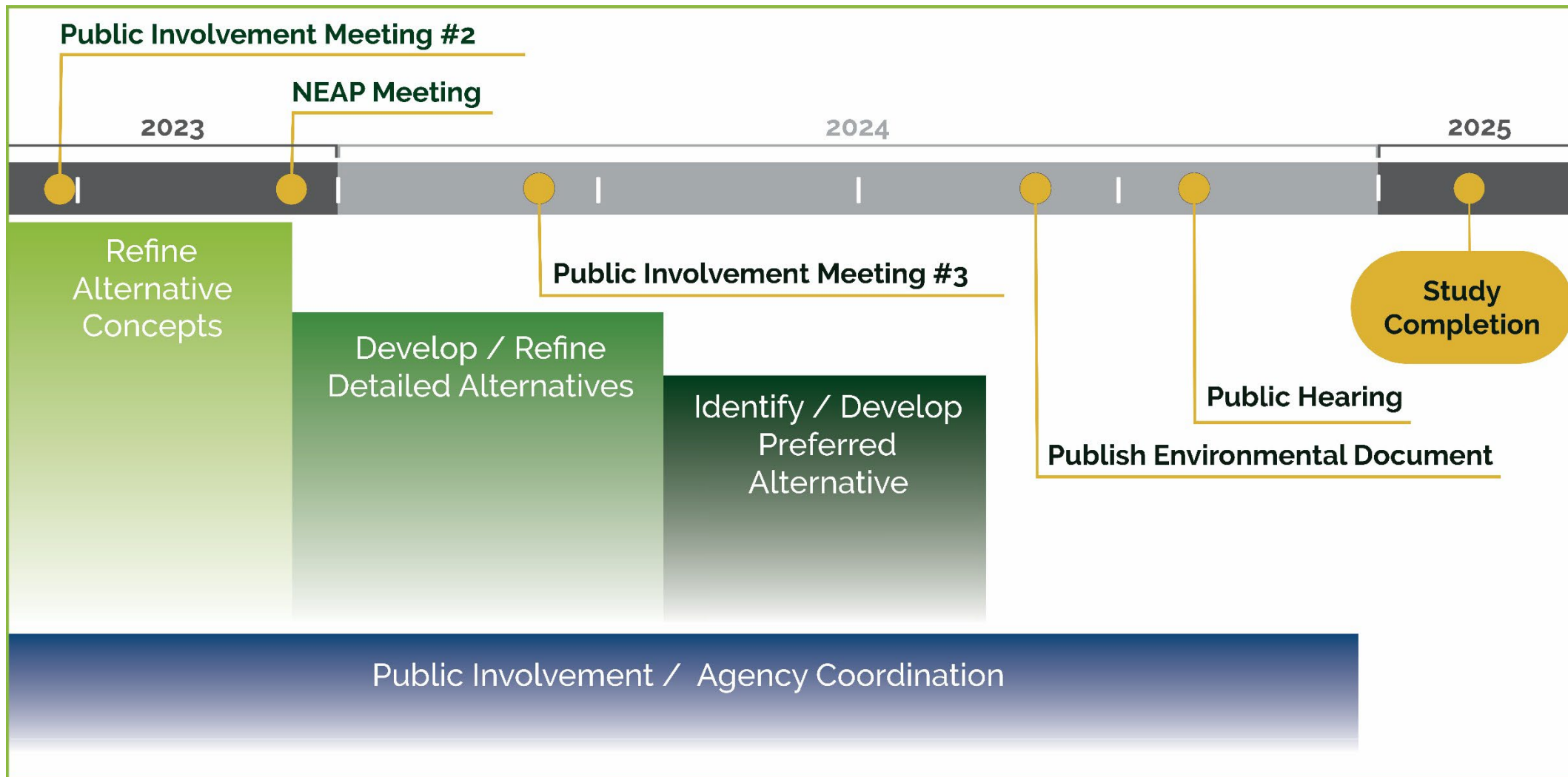


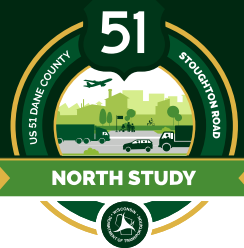
Alternative Concepts

- Anderson Street (1 Concept)
 - Maintain existing signalized intersection with improvements
- Kinsman Boulevard (2 Concepts)
 - Maintain existing signalized intersection with improvements
 - Roundabout
- Hanson Road (2 Concepts)
 - Maintain existing full access intersection with improvements
 - Restricted access intersection – Remove SB US 51 left to Hanson Road
- Hoepker Road (2 Concepts)
 - Maintain existing signalized intersection with improvements
 - Roundabout
- County CV (1 Concept)
 - Maintain existing signalized intersection; add 3rd eastbound to northbound left-turn lane



Study Schedule / Next Steps





Public Feedback

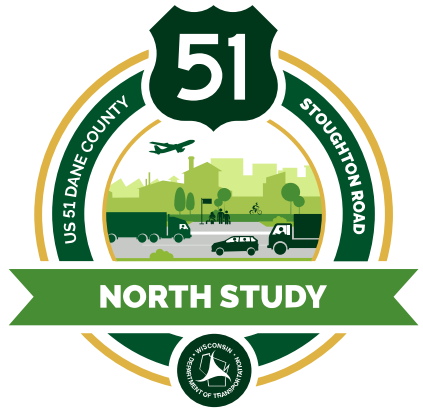
Please provide feedback by January 21, 2024

Fill out an online comment form.
Available on the study website.
Website link in chat.

Take the alternative concepts survey.
Survey link in chat.

Email or call WisDOT Project
Manager Jeff Berens.
Phone: 608-245-2656
Email: jeff.berens@dot.wi.gov





U.S. Department
of Transportation

**Federal Highway
Administration**

Thank You!

Northeast Area Plan Meeting

December 19, 2023