City of Stoughton, 381 E Main Street, Stoughton WI 53589

RESOLUTION OF THE COMMON COUNCIL

Providing Wisconsin Department of Transportation comments on the current alternatives being considered as part of the USH 51 Corridor Study Environmental Assessment.

Committee Action: Public Safety Committee (4-0)

Fiscal Impact: $0

File Number:	R-142-2015	**Date Introduced:**	September 8, 2015

WHEREAS, the Wisconsin Department of Transportation (DOT) has been evaluating USH 51 from I-39/90 through Stoughton and McFarland to USH 12/18; and

WHEREAS, the DOT held a Public Involvement meeting on August 26, 2015 to update the public on the status of the project and requesting comments by September 25, 2015 on the alternatives presented; and

WHEREAS, the DOT reported the study has shifted into a two phase approach with near-term improvements being considered as part of an Environmental Assessment (EA) in which improvements are to be funded within six years of completing the document and long-term improvements being considered as part of a tiered Environmental Impact Statement (EIS) process for improvements that may be considered for funding in a longer time frame; and

WHEREAS, the Environmental Assessment process is identified to evaluate alternatives that can be constructed in the near-term and address safety, operations, deteriorating pavement conditions, and bicycle and pedestrian accommodations; and

WHEREAS, the DOT reported that due to fiscal constrain requirements, Alternative B (4-lane expansion) will no longer be considered as part of the EA process that identifies short-term improvements; and

WHEREAS, the DOT has identified a new alternative (Alternative H-hybrid) that will considered as part of the EA process and meets fiscal constraint requirements; and

WHEREAS, Alternative H is defined by these major improvements:

- Reconstruction of 2-lane US 51 east of Stoughton.
- Reconstruction of existing 2- and 4-lane US 51 through downtown Stoughton.
- Urban and rural 4-lane reconstruction along the west side of Stoughton.
- Reconstruction of rural 2-lane US 51 (Stoughton to McFarland) with intersection improvements.
- Urban 4-lane reconstruction in McFarland.
- Pavement replacement between Larson Beach Road and Terminal Drive/Voges Road in

McFarland, Siggelkow Road interchange ramp improvements and addition of auxiliary lanes north of Siggelkow Road.

- Bicycle and pedestrian accommodations; and

WHEREAS, the Stoughton Common Council has reviewed the alternatives presented at the Open House and their focus is on improvements proposed in and adjacent to the City; and

WHEREAS, the City of Stoughton understands they will be consulted as final design plans are prepared for construction; and

WHEREAS, the Stoughton Common Council is presenting comments as requested to the DOT and has identified the following items to be further considered for Alternative H to better meet the purpose and need of the Environmental Assessment process:

- Recommend Hoel Avenue/Silverado Drive should be improved with a traffic signal or roundabout to improve unacceptable operations for side street drivers and to improve pedestrian and bicycle safety at this intersection; and
- Support the construction of a roundabout at Roby Road; and
- Support no parking on either side of Main Street in Stoughton from the railroad tracks to Spring Road to provide better terrace widths and include trees to enhance the entrance into the City; and
- Recommend extension of the proposed shared-use path from Velkommen Way north to CTH B east at least on the east side of USH 51; and
- Recommend pedestrian crossings be enhanced for designated locations crossing four lanes of traffic by considering the use of overhead signs and flashers, alternative pavement types for the crosswalks, mid-crossing medians, enhanced signalization; and
- Study/consider the feasibility of a park n ride (PNR) such as (a) the USH 51/South 138 intersection recommended in the recent Wis DOT SW Region PNR Study, (b) CTH B near Williams Dr. identified in the last Transit Development Plan by the Madison Area Transportation Board, (c) USH 51/South Highway B East intersection to encourage carpooling and its use with future bus transportation; and

BE IT RESOLVED by the Common Council of the City of Stoughton hereby provides the Wisconsin Department of Transportation support for Alternative H with the following specific items for consideration:

- Strongly recommend Hoel Avenue/Silverado Drive should be improved with a traffic signal or roundabout to improve unacceptable operations for side street drivers and to improve pedestrian and bicycle safety at this intersection; and
- Support the construction of a roundabout at Roby Road; and
- Support no parking on either side of Main Street in Stoughton from the railroad tracks to Spring Road to provide better terrace widths and include trees to enhance the entrance into the City; and
- Recommend extension of the proposed shared-use path from Velkommen Way north to CTH B east at least on the east side of USH 51; and
- Recommend pedestrian crossings be enhanced for designated locations crossing four lanes of traffic by considering the use of overhead signs and flashers, alternative pavement types for the crosswalks, mid-crossing medians, enhanced signalization; and
- Study/consider the feasibility of a park n ride (PNR) such as (a) the USH 51/South 138 intersection recommended in the recent Wis DOT SW Region PNR Study, (b) CTH B near Williams Dr. identified in the last Transit Development Plan by the Madison Area Transportation Board, (c) USH 51/South Highway B East intersection to encourage carpooling and its use with future bus transportation; and
- The City be consulted during the evolving design process continues through to construction.

Council Action: ☑ **Adopted** ☐ **Failed** **Vote** _____

Mayoral Action: ☑ **Accept** ☐ **Veto**

Donna Olson 9-8-15

Donna Olson, Mayor Date

Council Action: 11-0 ☐ **Override** **Vote** _____

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CITY OF STOUGHTON
DEPARTMENT OF
PLANNING & DEVELOPMENT
381 East Main Street, Stoughton, WI. 53589

(608) 873-6619 www.ci.stoughton.wi.us

RODNEY J. SCHEEL
DIRECTOR

Date: September 1, 2015

To: Public Safety Committee

From: Rodney J. Scheel
Director of Planning & Development

Subject: Public Safety Committee Agenda Item

R- - 2015 – USH 51 Corridor Study

As requested, I have drafted a resolution to consider related to the USH 51 Corridor Study. The resolution offers suggestions to the DOT related to Alternative H that was presented by the DOT at their Open House on August 26th in which several council members and the Mayor attended. All items contained in the draft resolution should be items for discussion and it can be changed to reflect the desire of the committee.

If you have any questions, please contact me.

NORTH
MS 336
MCCOMB ROAD
HOEL AVENUE
SEE ADDITIONAL EXHIBITS
JACKSON STREET
NYGAARD STREET
ROAY ROAD
VELGOMEN WAY
BUTLAND DUNN TOWNLINE ROAD
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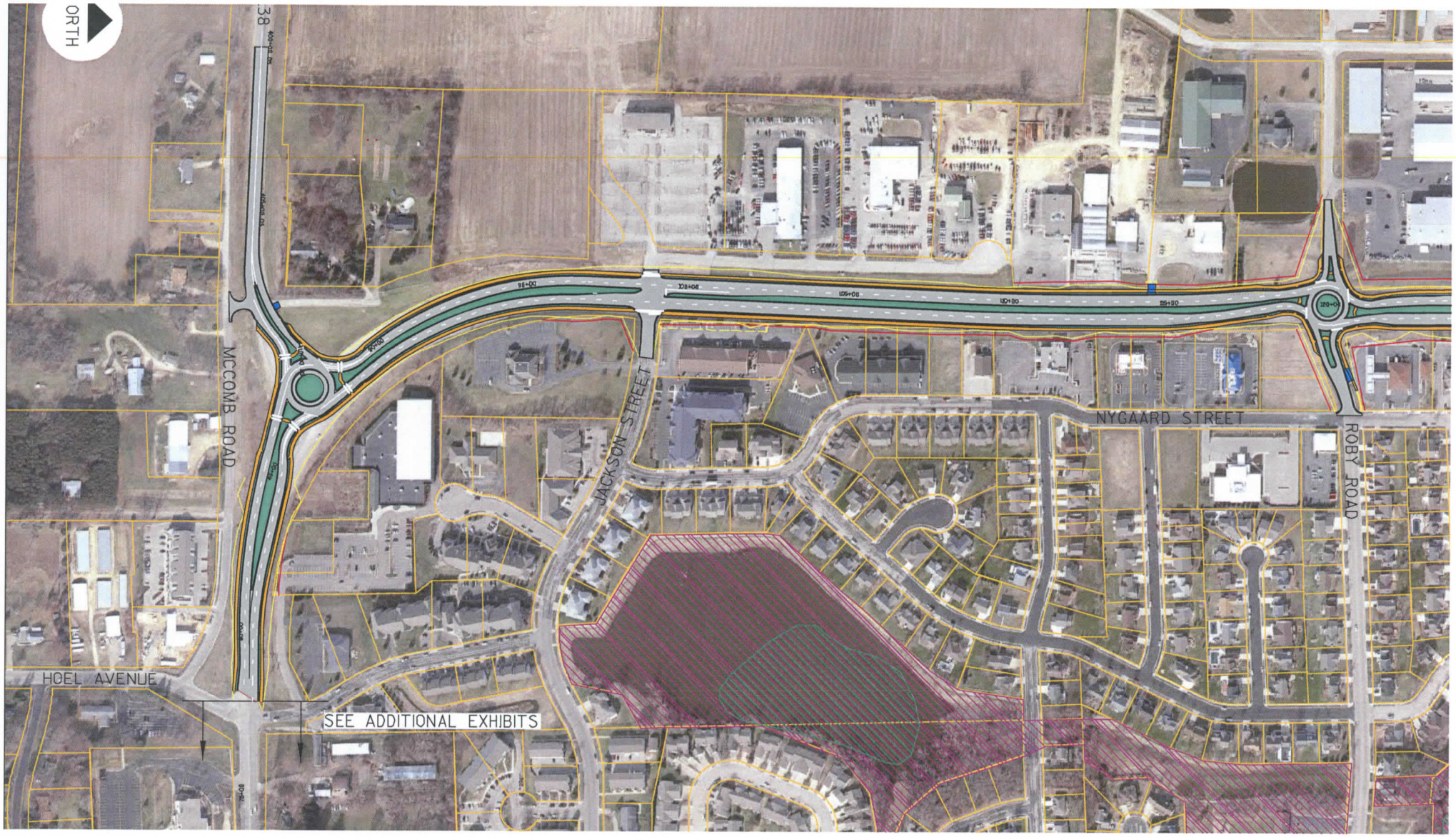
NORTH


ORTH
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MCCOMB ROAD
JACKSON STREET
NYGAARD STREET
ROBY ROAD
HOEL AVENUE
SEE ADDITIONAL EXHIBITS

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1 RELOCATION (RES.)
ROBY ROAD
VELKOMMEN WAY
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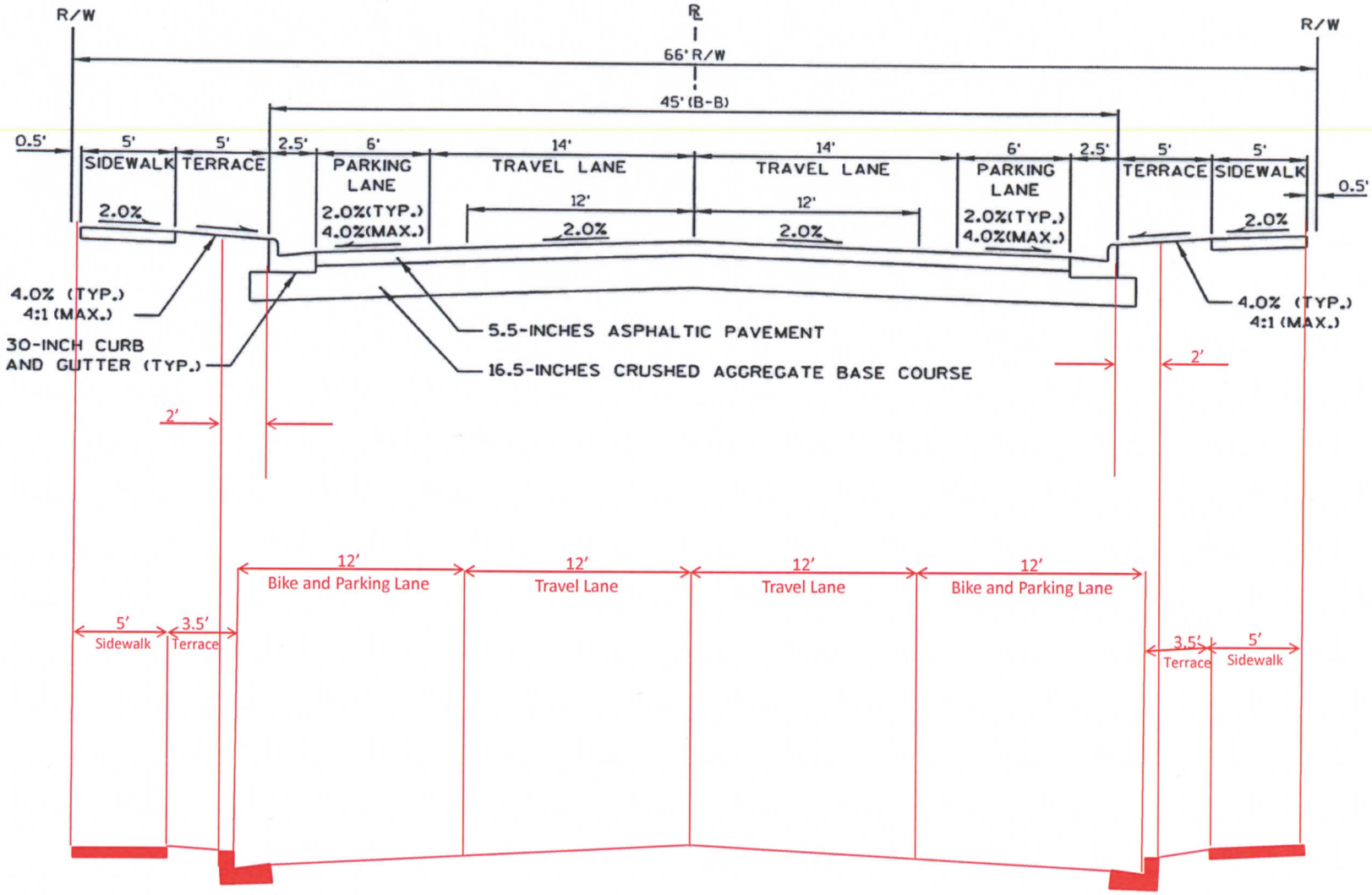
Railroad to Amundson Parkway (~2600 LF)

US 51 PASSES THROUGH A HISTORIC DISTRICT



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Railroad to Amundson Parkway (~2600 LF)

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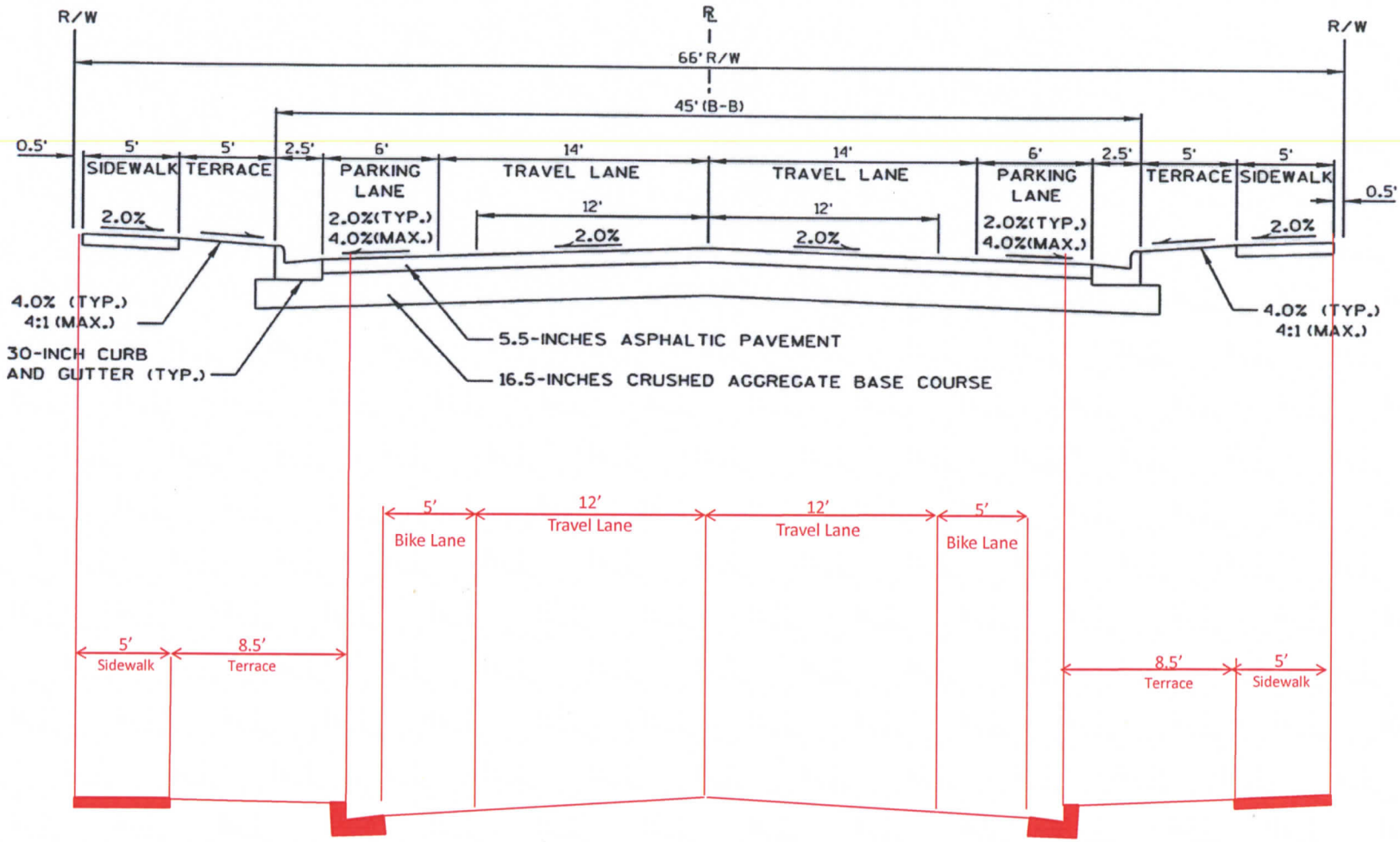

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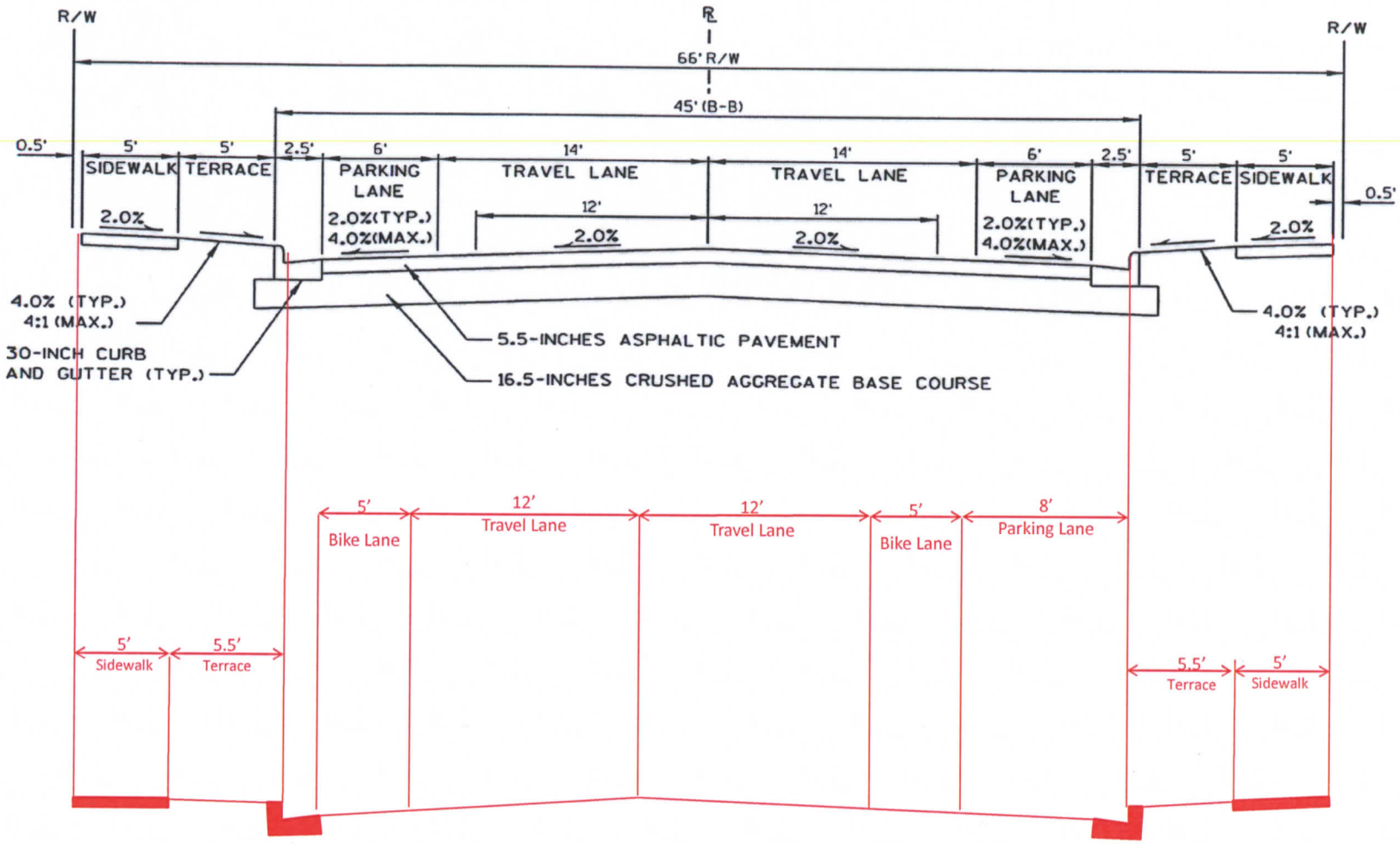
Railroad to Amundson Parkway (~2600 LF)

US 51 PASSES THROUGH A HISTORIC DISTRICT



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Hearing Handout Packet

Public Hearing For

Environmental Assessment

US 51 Corridor Study

I-39/90 to US 12/18 (Madison Beltline)

Dane County

Project ID: 5845-06-03

Virtual Component of the Public Hearing held via YouTube Live

Tuesday, April 20, 2021 6 p.m. to 8 p.m.

In-Person Public Hearing at the Stoughton Wellness & Athletic Center (SWAC)

Wednesday, April 21, 2021 5 p.m. to 8 p.m.

U.S. Department of Transportation
Federal Highway Administration

Handout Packet Contents

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9	Information for the Public Hearing Record
9	Project Statement
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15	Property Acquisition/Relocation Assistance and Benefits
15	Next Steps
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18	Study Website (Project Information, Schedule and Updates)
19	Written Testimony Form – [Due by April 28, 2021]
21	Registration Slip for Verbal Testimony

Welcome

Thank you for attending the public hearing for the United States Highway (US) 51 Corridor Study. This public hearing provides you the opportunity to give testimony on the Environmental Assessment that contains information regarding proposed transportation improvements that affect both near-term and long-term changes to the corridor.

Public Hearing Agenda

Virtual Public Hearing Component via YouTube Live – April 20, 2021

Participants may also call (888) 557-8511, conference ID 6969016# to listen to the virtual hearing component via audio only. For starred items (*) in the table below, please see the following "Options and Instructions for Providing Testimony."

Time	Item
6:00 pm	Please email your name, address, phone number and who you represent, if applicable, to jeff.berens@dot.wi.gov to sign in. You can review handout and exhibits on the study website. No questions will be answered during the virtual public hearing. Informal questions should be directed to WisDOT Project Manager Jeff Berens at (608) 245-2656 or jeff.berens@dot.wi.gov
	Important! – Determine if you will be providing testimony. If so, determine which option(s) and follow the instructions*.
	Availability to provide **Private Verbal Testimony*** and **Written Testimony*** begins. Private Verbal Testimony is available until the end of the public hearing. Written Testimony will be accepted until April 28, 2021.
	Welcome and Opening Statement
6:15 pm	Project presentation
	Public Verbal Testimony* option begins upon completion of project presentation.
8:00 pm	YouTube Live broadcast ends at 8:00 p.m. or after all public verbal testimony has been received.
	Opportunity to provide private verbal testimony continues until 8:00 p.m., or until all participants remaining in the call-back queue at 8:00 p.m. have had the opportunity to provide testimony.
	Virtual Public Hearing ends at 8:00 p.m., or until all participants remaining in the call-back queue at 8:00 p.m. have had the opportunity to provide testimony.
	Written (mail-in and email) testimony and post-hearing call-in testimony* available until April 28, 2021.

In-Person Public Hearing Component at the Stoughton Wellness & Athletic Center (SWAC) – April 21, 2021

Attendance at the in-person hearing component will be by appointment only. Please call the WisDOT Project Manager, Jeff Berens, at (608) 245-2656, between the hours of 8:00 a.m. and 4:30 p.m., Monday through Friday, to make an appointment and receive further instructions regarding the in-person public hearing component.

Time	Item
5:00 pm	Sign in, pick up handout, review exhibits, and ask project staff questions about the proposed improvements.
	Important! – Determine if you will be providing testimony. If so, determine which option and follow the instructions*.
	Availability to provide **Public Verbal Testimony***, **Private Verbal Testimony*** and **Written Testimony*** begins. All options are available until the end of the public hearing. Written and verbal testimony will continue to be accepted until April 28, 2021.
8:00 pm	In-Person Public Hearing ends.
	Written, mail-in, email, and post-hearing call-in testimony* available until April 28, 2021.

***See the following "Options and Instructions for Providing Testimony"**

Options and Instructions for Providing Testimony

There are several options for providing testimony as described below. Your testimony will be reviewed and considered following the public hearing. **Testimony should be limited to the public hearing aspects (see page 8), and statements or opinions about the project.** Provide comments on the preferred alternative, if you support or oppose, and your reasons.

Questions related to the project can be directed to project staff during the in-person public hearing component, but will not be recorded by the court reporter or included in the public hearing record.

Private Verbal Testimony

This option may be preferred if you wish to make your statement privately to the court reporter rather than in front of an audience.

Virtual Public Hearing Component

To get placed into the call-back queue to provide private testimony, please call (608) 261-8626 or send an email to jeff.berens@dot.wi.gov. Calls will not be taken until the hearing begins at 6:00 p.m. Project staff will take your name, address, and a call-back phone number. If we are experiencing high call volumes, we may not immediately be available to take your information. Please hold on the line and your call will be answered in the order it was received. If sending an email, please indicate that you are interested in providing private testimony and include your name, address and call-back phone number.

Participants will be called back when it is your turn to provide private testimony based on the order in which the request was received. Please be patient when waiting for your call back. Please limit your testimony to approximately 3 minutes to allow time for others to provide their testimony. When you receive the call back, provide the court reporter your name, address, and if applicable, the group, organization, or business you are representing. Then proceed with your testimony.

When you receive your call back, please turn off the audio on your computer; the YouTube Live presentation audio coming through your speaker will make it difficult for the court reporter to understand your testimony.

In-Person Public Hearing Component

Follow the signs or ask for directions to the location for providing private verbal testimony. Wait for an opening, provide the court reporter with your completed "Registration Slip for Verbal Testimony" (included in this handout packet or at the testimony registration table at the in-person hearing), state your name, and if applicable, the group, organization, or business you are representing. Then proceed with your testimony.

Public Verbal Testimony

Virtual Public Hearing Component

To get placed into a call-back queue to provide public testimony, please call (608) 261-8626 or send an email to jeff.berens@dot.wi.gov. Project staff will take your name, address and a call-back phone number. If we are experiencing high call volumes, we may not immediately be available to take your information. Please hold on the line and we will answer your call in the order received. If sending an email, please indicate that you are interested in providing public testimony and include your name, address and call-back phone number.

As a participant, you will be called back when it is your turn to provide public testimony based on the order in which your request was received. Please be patient when waiting for your call back. When you receive your call back, tell the court reporter your name, address, and if applicable, the group, organization, or business you are representing. Then proceed with your testimony. Please limit your testimony to approximately 3 minutes to allow time for others to provide their testimony. If more than 3 minutes is needed, participants will need to get back into the call-back queue if they wish to provide additional testimony.

When you receive your call back, please turn off the audio on your computer; the YouTube Live presentation audio coming through your speaker will make it difficult for the court reporter to understand your testimony.

In-Person Public Hearing Component

For the in-person public hearing component at the Stoughton Wellness & Athletic Center (SWAC), public verbal testimony will be accepted at any time during the public hearing from 5:00 p.m. to 8:00 p.m.

Follow the signs or ask for directions to the location for providing public verbal testimony. Complete a "Registration Slip for Verbal Testimony" (included in this handout packet or at the testimony registration table in the gym at the in-person hearing). Give it to designated project staff anytime. Your name will be called in the order the registration slips are received.

When you are called to the microphone to provide testimony, please state your name, address, and if applicable, the group, organization, or business you are representing. Please limit your testimony to approximately 3 minutes to allow time for others to provide their testimony in public. If you go over 3 minutes you may be asked to stop your testimony. You may testify again as part of the public verbal testimony after others wishing to testify have done so.

Verbal Testimony following the Public Hearings

Following the public hearing, you may provide verbal testimony on the project by phone until April 28, 2021. You may do so by calling WisDOT Project Manager Jeff Berens at (608) 245-2656. A summary of the verbal comments made by phone, including voicemail, will be written down for inclusion in the public hearing record.

Written Testimony

You may provide written testimony in addition to, or in place of, verbal testimony. Complete the "Written Testimony Form" (included in this handout packet or on tables at the in-person public hearing). You may also use your own stationary. Include your name, address, and if applicable, the group, organization, or business you are representing. If you prepared written testimony prior to the public hearing, you may submit that also. There are three options for submitting your written testimony as described on page 7.

Submit at the in-person public hearing component: Complete the Written Testimony Form and place the form, along with any other supporting documentation, in either of the comment boxes located on the written testimony table or the handout table in the gym.

OR,

Mail In: You may prefer this option if you would like additional time to organize your thoughts/testimony. Mailed testimony must be postmarked by April 28, 2021 to be included in the official public hearing record. Comments can be sent to:

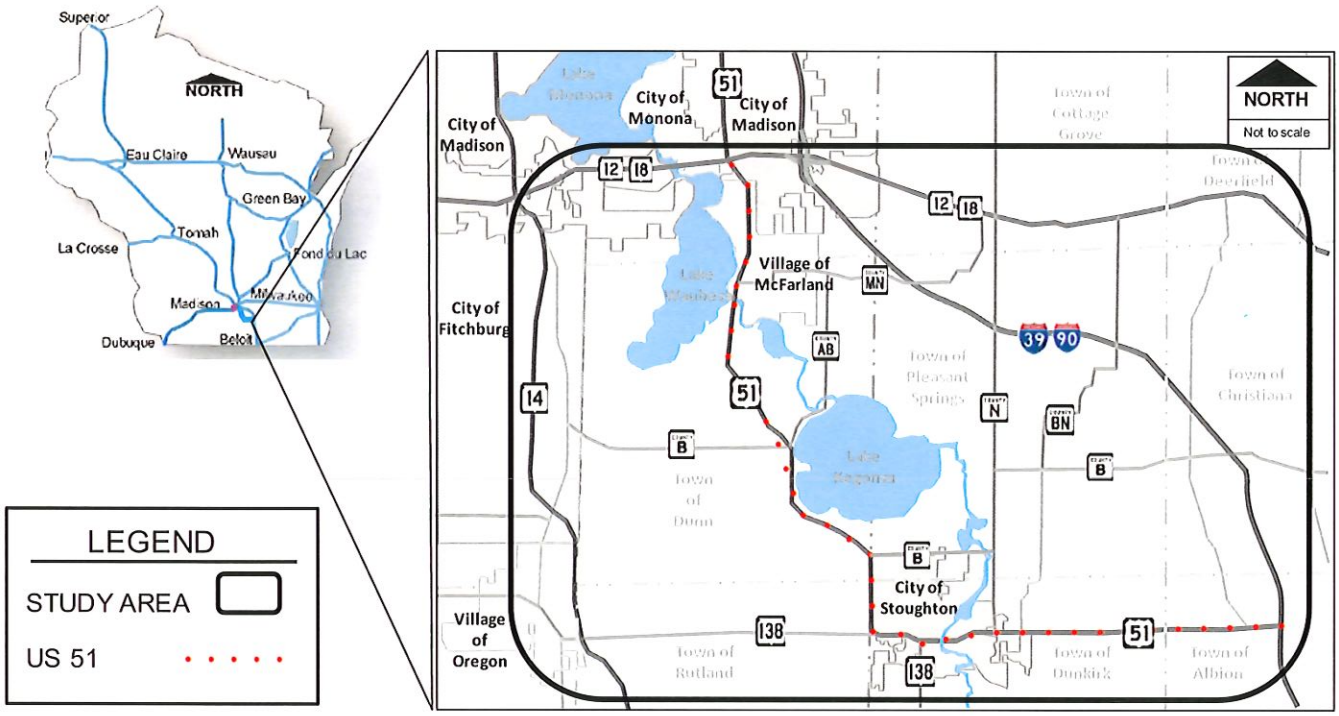
Jeff Berens, P.E.
WisDOT Project Manager
Southwest Region Office
2101 Wright Street
Madison, WI 53704

OR,

Email: You may prefer this option if you would like additional time to organize your thoughts/testimony. Emailed testimony must be received no later than April 28, 2021 to be included in the official public hearing record. Comments can be sent to:

Jeff Berens, P.E.
Jeff.berens@dot.wi.gov

Project/Study Location Map



Purpose of the Public Hearing

The objective of the public hearing and environmental document availability period is to get the most complete expression of public opinion regarding the project aspects, listed in this handout, on the record. Testimony provided during this public hearing and during the environmental document availability period will be considered along with all other judgments and opinions received before further decisions are made on the proposed project alternatives. The virtual component of this public hearing includes a project presentation and opportunities to provide public/private verbal testimony to a court reporter and/or written testimony. The in-person component of this public hearing includes an open house format to review project materials, ask questions of project staff, and opportunities to provide public/private verbal testimony to a court reporter and/or written testimony. All testimony will be entered into the public hearing record along with other public hearing presentations, exhibits and materials.

This public hearing will focus on the following aspects of the proposed US 51 Corridor Study:

- The location and design features of the proposed improvements.
- The National and Wisconsin Environmental Policy Act public hearing process, as applicable, on projects which include preparation of an environmental document.
- Information contained in the Environmental Assessment (EA), which will be updated, if applicable, following the public hearing. It is anticipated that the environmental documentation will be concluded with a Finding of No Significant Impact (FONSI). The EA is

available for review on the study website, at local municipal buildings, and a copy will also be available for review at the in-person component of the public hearing.

- Project activities that require authorization from the U.S. Army Corps of Engineers under the Clean Water Act for placing fill into waters of the United States including wetlands.

Environmental Documentation Process

The environmental documentation process includes development of a project purpose and need, range of alternatives, evaluation and screening of alternatives and identification of a preferred alternative. Numerous factors are considered throughout the environmental document development process including safety, mobility, compatibility with state/regional/local plans, engineering design standards, impacts to the socio-economic, natural and physical environment, cost, and input from the public and state/federal review agencies.

The Environmental Assessment documented the project purpose and need, alternatives considered, preferred alternative, environmental impacts, public involvement, and agency coordination. Following this public hearing, the anticipated Finding of No Significant Impact (FONSI) will summarize public testimony provided during this public hearing and the comments received during the document availability period.

Information for the Public Hearing Record

In addition to the testimony provided at this public hearing, all exhibits, handouts, audio/visual presentations, and displays available for viewing at the public hearing will be included in the official public hearing record. Page 16 of this handout contains a complete listing of these materials. Other materials, along with other written and call-in testimony received after the public hearing, will be added to the official public hearing record provided they are postmarked or received no later than April 28, 2021.

Project Statement

The study area for the US 51 Corridor Study is located in south central Wisconsin in the southeast corner of Dane County. The area lies directly southeast of the city of Madison. The US 51 study corridor begins at Interstate 39/90 (I-39/90) east of the city of Stoughton and extends west and north 18.6 miles to terminate at US 12/18 (Madison Beltline). US 51 passes through or forms the border with five towns: Albion, Dunkirk, Rutland, Pleasant Springs, and Dunn. It is Main Street through the city of Stoughton and is the main thoroughfare through the village of McFarland.

Purpose

The purpose of this project is to provide a safe and efficient transportation system in the US 51 corridor to serve present and long-term travel demand while minimizing disturbance to the environment. There are five main factors that contribute to the need for improvements within the US 51 study corridor.

Need for the Project

Address Existing Safety Conditions

There are multiple existing conditions that need to be addressed to improve safety along the US 51 corridor. These conditions include:

- In the analysis period of 2014 to 2018, the total crash rate exceeded the statewide average for similar roadways for at least one direction of travel in five of the ten corridor crash segments studied. There were two fatal crashes and 14 suspected serious injury crashes.
- The US 51 corridor has over two dozen locations where there are substandard roadway elements that may affect safety. These elements include substandard horizontal and vertical curves, substandard grades (uphill/downhill), poor intersection geometry, and substandard clear zone.
- There are two rural intersections with substandard intersection angles: County W and Dyreson Road. The city of Stoughton has three intersections with substandard intersection angles: Hillside Avenue, Rowe Street, and Hoel Avenue.
- Four locations have existing retaining walls that do not meet the clear zone requirements; the walls are too close to the roadway which causes a safety concern because there is less recovery area for errant vehicles.
- Only a small percentage of the existing 2-lane US 51 roadway is marked for passing. The numerous horizontal and vertical curves combined with the high volume of opposing traffic makes passing very difficult. The existing rate of available passing on US 51 between Stoughton and McFarland is approximately 40 percent of the roadway. A desirable rate of available passing would be 60 percent or greater.
- In the rural portions of the corridor, the number of private access points either exceeds or is near the recommended maximum density of 5.3 private access points per mile. East of Stoughton, access density on US 51 is 8.7 driveways per mile, which is about 1.6 times the recommended maximum density. Between Stoughton and McFarland, the access density is 4.3 driveways per mile, which is about 19 percent below the recommended maximum density.

Accommodate Travel Demand

Level of Service (LOS) is used to describe the quality of how a transportation facility operates. LOS is a quantitative measure that can be described using letter grades "A" through "F", with LOS A the best and LOS F the worst. The desirable LOS along US 51 varies depending on the area of the corridor, with a desirable LOS D or better in rural sections and a desirable mid-LOS E or better in urbanized sections. In the 2045 Future No Build condition, desirable operations levels occur on the 2-lane section of

US 51 east of Stoughton but for other sections of the corridor, US 51 has varied projected travel demand needs. These needs include:

- By the design year 2045, traffic volumes on US 51 are projected to grow in all locations. Volumes will approach the capacity of the roadway in key locations. By 2045, the 2-lane sections of US 51 between Dyreson Road and Mahoney Road and between County B (east) and Lake Kegonsa Road are anticipated to operate at LOS E for several hours of the day.
- By 2045, most two-way, stop-controlled rural intersections along US 51 are expected to operate at LOS E or LOS F on the side roads. Under these conditions, delays at side-road approaches and resulting driver frustration can lead to an increase in unsafe driving behavior, and potential crash concerns.
- In McFarland in 2045, LOS D conditions are expected, however the southbound left-turn movement from US 51 to County MN (Farwell Street) has projected queues extending past the existing turn bay length and into through traffic.
- On the west side of Stoughton between WIS 138 (west) and County B (east), several committed projects are anticipated to improve traffic operations. The County B (east) intersection currently operates with failing side-road movements. Driver delay and queues along the side road will continue to worsen by 2045 if no improvements are made.
- In Stoughton between County N and WIS 138 (west), traffic operations along US 51 are expected to meet desirable LOS criteria in 2045. On 4th Street, which has an existing traffic signal, traffic approaching US 51 is anticipated to have failing operations in 2045.
- In 2045 in downtown Stoughton, US 51 queues during peak hours may block access to US 51/Main Street from adjacent side roads and driveways.

Address Existing Pavement Condition

For the majority of the US 51 corridor, the underlying pavement structure is near or has surpassed its useful life. Distressed pavement is visible as extensive longitudinal and transverse pavement cracking. Surface repairs do not address the underlying, failing pavement structure.

Improve Bicycle and Pedestrian Accommodations

The lack of bicycle facilities in the rural areas and the lack of, or discontinuous, network of the existing bicycle and pedestrian facilities in urban areas limit the use of nonmotorized travel modes in the US 51 study corridor.

Long-Term Planning and Corridor Preservation

To maintain mobility through and around the communities along the corridor, transportation strategies for long-term corridor management must work in concert with land use planning efforts. WisDOT is responsible for maintaining the mobility, functionality, and level of safety of State and US highway corridors to acceptable levels. When mobility and safety along a corridor are compromised, WisDOT must address the issues and implement solutions so the corridor continues to be reliable and seamlessly connected to the transportation system.

Preferred Alternative

The proposed action would reconstruct the US 51 corridor on the existing alignment between I-39/90 and Larson Beach Road in McFarland and replace pavement between Larson Beach Road and Terminal Drive/Voges Road just south of US 12/18. The proposed action would improve geometric roadway deficiencies through the corridor. Bicycle accommodations would be provided along the corridor where possible, and pedestrian facilities would be provided in urban areas.

The main components of the proposed action include:

Reconstruction of 2-Lane US 51 East of Stoughton

Reconstruction of the approximate 5.5-mile, 2-lane rural section of US 51 east of Stoughton from I-39/90 to Spring Road would include 12-foot travel lanes, 10-foot shoulders (6-foot paved) that will accommodate bicycles, and an eastbound passing lane between Washington Road and Tower Drive.

Reconstruction of Existing 2- and 4-Lane US 51 through Downtown Stoughton

Reconstruction of the approximately 3-mile, 2- and 4-lane urban section of US 51 through downtown Stoughton extends from Spring Road to Hoel Avenue. Sidewalk would be added where it does not currently exist, and sidewalk width would be increased where it is deficient. WisDOT will work with the city of Stoughton to evaluate and determine appropriate pedestrian access accommodations during final design. Bicycle accommodations vary throughout this section of the corridor. From Spring Road to the railroad tracks near the downtown area of Stoughton, bicycle lanes are included on US 51. West of the railroad tracks to Hoel Avenue, a combination of on-street bicycle lanes as well as signed, off-route accommodations are proposed due to limited highway right of way. Roundabouts at Hoel Avenue and WIS 138 (west) are currently being designed under a separate project. These roundabouts are anticipated to be constructed in 2022.

Urban and Rural 4-Lane Expansion along the West Side of Stoughton

The proposed reconstruction of the approximate 1.4-mile section of US 51 from WIS 138 (west) to County B (east) includes a 4-lane high speed urban section with a curbed median, curb and gutter along 8-foot outside paved shoulders that would accommodate bicycles, and 10-foot sidewalks on both sides of US 51. A roundabout would be included at the County B (east) intersection as part of the proposed action. In addition, a roundabout is currently being designed at Roby Road under a separate project. This roundabout is anticipated to be constructed in 2022.

Reconstruction of Rural 2-Lane US 51 (Stoughton to McFarland) with Intersection Improvements.

Reconstruction of the approximately 5.6-mile, 2-lane rural section of US 51 between County B (east) and Exchange Street would include 12-foot travel lanes and 10-foot shoulders (6-foot paved) that will accommodate bicycles. Safety improvements include improving vertical curves and the addition of left and right turn lanes at intersections. A roundabout would be included at the Exchange Street intersection and the west Tower Road connection to US 51 will be realigned to connect into the

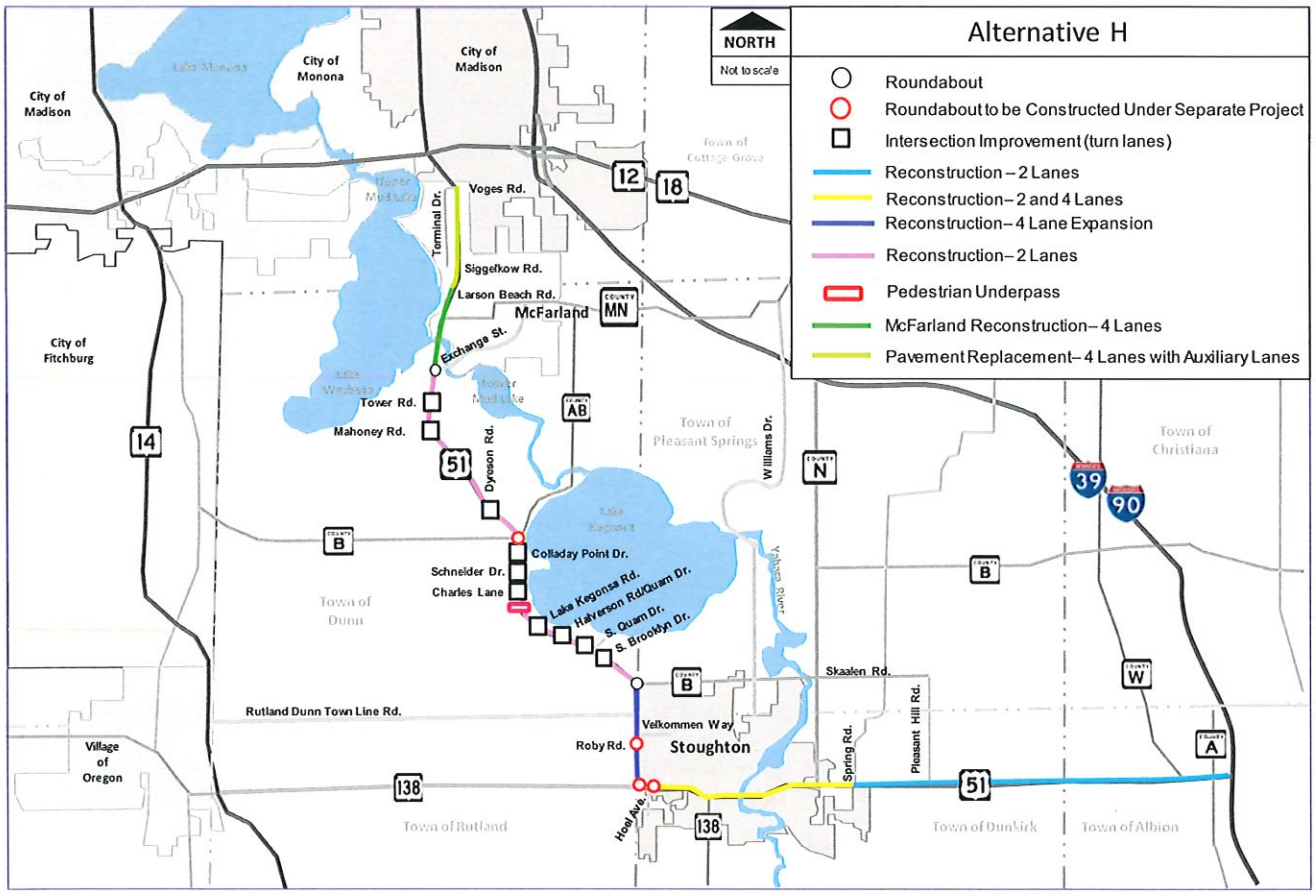
Exchange Street roundabout. In addition, a roundabout at County B/AB and US 51 is currently being designed under a separate project and is anticipated to be constructed in 2024.

Urban 4-Lane Reconstruction in McFarland

In McFarland, the proposed improvements between the approximately 1.1-mile section of US 51 between Exchange Street and Larson Beach Road would include reconstruction of the existing undivided 4-lane roadway to provide a consistent urban 4-lane facility with a median or two-way left-turn lane and sidewalk on both sides of US 51. A dual southbound left-turn lane would be constructed at Farwell Street (County MN) and US 51 access will be restricted in some areas. WisDOT will work with the village of McFarland to evaluate and determine appropriate pedestrian access accommodations during final design.

Pavement Replacement between Larson Beach Road and Terminal Drive/Voges Road in McFarland

The pavement would be replaced in the approximately 1.3-mile 4-lane expressway section of US 51 from Larson Beach Road to a point south of the Terminal Drive/Voges Road intersection. Intersection control, either roundabouts or signals, would be included at the Siggelkow Road ramp intersections. An auxiliary lane (outside lane) would be added between the north ramps of the Siggelkow Road interchange and the match point south of Terminal Drive/Voges Road intersection. The US 51 southbound bridge over Taylor Road and the railroad would also be replaced.



Alternatives Comparison Matrix

Cost estimates are based on either FY 2016 or FY 2020 costs, depending on the alternative and when the estimate was prepared. Additional agency or public involvement may change these estimates in the future.

PROJECT PARAMETERS	Unit of Measure	ALTERNATIVES			
		No Build [1]	A (Dismissed)	B (Dismissed)	H (Preferred)
Project Length	Miles	--	17.7	17.7	17.7
PRELIMINARY COST ESTIMATE [2]		**2016 (FY)**	**2016 (FY)**	**2016 (FY)**	**2020 (FY)**
Construction	Million $	28	97	294 to 306	166.6
Real Estate	Million $	0	2	10 to 15	7.5
TOTAL	Million $	28	99	304 to 321	174.1
TOTAL (YOE)	Million $	--	--	--	203.4
LAND CONVERSIONS					
Total Area Converted to ROW	Acres	0	59	272 to 299	66
REAL ESTATE					
Number of Farms Affected	Number	0	37	159	37
Total Area Required from Farm Operations	Acres	0	34.1	183 to 223	45.7
AIS Required		☐ Yes ☒ No	☒ Yes ☐ No	☒ Yes ☐ No	☒ Yes ☐ No
Farmland Rating	Score	--	172	197	169
Total Buildings Required	Number	0	1	18 to 26	2
Housing Units Required	Number	0	1	14 to 20	2
Commercial Units Required	Number	0	0	2	0
Other Buildings or Structures Required	Number & Type	0	0	2 to 4 Barns and Community Facilities	0
ENVIRONMENTAL FACTORS					
Indirect Effects		☐ Yes ☒ No	☐ Yes ☒ No	☒ Yes ☐ No	☐ Yes ☒ No
Cumulative Effects		☐ Yes ☒ No	☐ Yes ☒ No	☒ Yes ☐ No	☐ Yes ☒ No
Environmental Justice Populations		☒ Yes ☐ No	☒ Yes ☐ No	☒ Yes ☐ No	☒ Yes ☐ No
National Register Eligible Historic Structures in the Area of Potential Effect	Number	0	2 Sites 5 Historic Districts	4 Sites 5 Historic Districts	2 Sites 5 Historic Districts
National Register Eligible Archeological Sites in the Area of Potential Effect	Number	0	5	6	5
Burial Site Protection *(authorization required)*		☐ Yes ☒ No	☒ Yes ☐ No	☒ Yes ☐ No	☒ Yes ☐ No
106 MOA Required		☐ Yes ☒ No	☒ Yes ☐ No	☒ Yes ☐ No	☒ Yes ☐ No
Section 4(f) Evaluation Required		☐ Yes ☒ No	☒ Yes ☐ No	☒ Yes ☐ No	☒ Yes ☐ No
Section 6(f) Land Conversion Required		☐ Yes ☒ No	☐ Yes ☒ No	☒ Yes ☐ No	☐ Yes ☒ No
Floodplain		☒ Yes ☐ No	☒ Yes ☐ No	☒ Yes ☐ No	☒ Yes ☐ No
Unique Upland Habitat Identified		☐ Yes ☒ No	☐ Yes ☒ No	☒ Yes ☐ No	☐ Yes ☒ No
Total Wetlands Filled	Acres	0	8.2	8.4 to 9.4	8.4
Stream Crossings	Number	0	6	7	6
Threatened/Endangered Species		☐ Yes ☒ No	☒ Yes ☐ No	☒ Yes ☐ No	☒ Yes ☐ No
Noise Analysis Required Receptors Impacted	 Number	☐ Yes ☒ No	☐ Yes ☒ No	☒ Yes ☐ No 69 to 78 [3]	☒ Yes ☐ No 38
Contaminated Sites	Number	0	25	36 to 40	76

[1] The estimated cost of routine maintenance through the design year should be included in the "Construction" box for the No Build Alternative.

[2] Only fiscal year 2016 costs were estimated for the No Build Alternative, Alternative A, and Alternative B. A cost risk analysis was completed to arrive at an estimated year of expenditure (YOE) project cost for the preferred alternative (Alternative H).

[3] The noise analysis for Alternative B was completed prior to dismissal of the alternative. The traffic forecast used at that time had higher traffic volumes than the current traffic forecast and the analysis represents a worst-case scenario for Alternative B.

Property Acquisition/Relocation Assistance and Benefits

Before any property acquisition activities are initiated, members of the WisDOT Southwest Region Real Estate staff will contact the property owner to explain the details of the acquisition process and Wisconsin's Eminent Domain Law. All properties to be acquired will be inspected and appraised by one or more professional appraisers. The property owner will be asked to accompany the appraiser during inspection of the property to be acquired, to assure that its value is recognized in the appraisal. Based upon the appraisal or appraisals made, the fair market value of the property to be acquired will be determined, and just compensation will be offered to the owner.

Relocation assistance will be made available to anyone displaced by this project. In this regard, a survey of available housing and business locations was updated in 2019. This survey indicates that there will be sufficient housing locations available in the project vicinity at the time of the proposed relocations, within the means of the relocatees and meeting the requirements for replacement housing.

Any person who feels that he or she may be thus affected by the proposed improvement may obtain relocation assistance information from Tracey Johnsrud, WisDOT Statewide Relocation Program Coordinator, at (262) 521-5124 or tracey.johnsrud@dot.wi.gov.

Next Steps

At the end of the document availability period, the project team will review and consider all public hearing testimony received on the Environmental Assessment. Upcoming milestones for completing the environmental study, design and construction for the US 51 corridor include the following:

- Anticipated Finding of No Significant Impact (FONSI) June 2021
- Anticipated start of final design Spring 2021
- Anticipated construction of US 51 improvements 2025 - 2029

Description of Public Hearing Exhibits

- Project Purpose and Need
- Needs – Safety (Total Crash Rates)
- Needs – Safety (Total Injury Crash Rates)
- Needs – Safety (Intersection Crash Rates)
- Needs – Safety (Geometric Deficiencies)
- Needs – Pavement Condition
- Description of Motor Vehicle Levels of Service
- Traffic Operations Summary - 2045 AM and PM Peak Hours
- Comparison of Intersection Operations in Future Year 2045
- Traffic Volumes – 2014 (Base) and 2045 (No-Build/Alt H)
- Alternative H – WisDOT Preferred Alternative
- Alternative H – T-intersections (Example)
- Alternative H – 4-legged Intersections (Example)
- Alternative A – Dismissed
- Alternative B – Dismissed
- Summary of Anticipated Impacts
- Schedule/Next Steps
- Aerial Maps of the Preferred Alternative
- Babcock Park
- Brochure – Rights of Landowners Under Wisconsin Eminent Domain Law
- Brochure – WisDOT Stormwater Management Program

PowerPoint Presentation

WisDOT is providing a brief PowerPoint presentation to update the public on the proposed project alternatives. The PowerPoint presentation also serves the purpose of providing information required as part of the public hearing Project Statement. The PowerPoint presentation will be included at the virtual public hearing component only. The presentation will not be included at the in-person public hearing component. A recording of the PowerPoint presentation is available on the website for interested parties.

Contact Information

Submittal of Written and Verbal Testimony or General Project Questions

To provide written or verbal testimony on the Environmental Assessment after this public hearing contact the WisDOT project manager at the address, email address, or phone number given below. Testimony received will be added to the official public hearing record and considered in the final environmental document provided it is postmarked/received no later than April 28, 2021.

Jeff Berens, P.E.
Project Manager
(608) 245-2656
Jeff.berens@dot.wi.gov

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

Property Acquisition/Relocation Questions

Questions specific to property acquisition and/or relocations of homes and businesses can be most efficiently answered by real estate staff.

John Fandrich
WisDOT SW Region Real Estate Lead
(608) 245-2676
John.fandrich@dot.wi.gov

Tracey Johnsrud
Statewide Relocation Program Coordinator
(262) 521-5124
tracey.johnsrud@dot.wi.gov

Study Website (Project Information, Schedule and Updates)

Project information including the Environmental Assessment, public hearing materials, past meeting materials, schedule, updates and more can be found at the study website: https://wisconsindot.gov/Pages/projects/by-region/sw/5139901218/default.aspx

Additionally, a paper copy of the Environmental Assessment is available for inspection and potential copying at the following locations (please note, a fee may be required for copying service):

Southwest Region Office (please schedule an appointment)
Wisconsin Department of Transportation
2101 Wright Street
Madison, WI 53704
(608) 245-2656
Jeff.berens@dot.wi.gov

Stoughton City Hall (please schedule an appointment)
207 South Forrest Street
Stoughton, WI 53589
Holly Licht, (608) 873-6677
HLicht@ci.stoughton.wi.us
Appointments available Monday through Friday from 7:30 a.m. to 4:30 p.m.

McFarland Municipal Center (document can be reviewed in the entry way)
5915 Milwaukee Street
McFarland, WI 53558
Entry way is open every day of the week

Dunn Town Hall (please schedule an appointment)
4156 County Road B
McFarland, WI 53558
Cathy Hasslinger, (608) 838-1081, ext. 208
chasslinger@town.dunn.wi.us
Appointments available Monday through Friday from 8:00 a.m. to 4:00 p.m.

Written Testimony Form

US 51, I-39/90 to US 12/18 (Madison Beltline)
Public Hearing
April 20, 2021, 6:00 p.m. to 8:00 p.m. (Virtual Public Hearing Component)
April 21, 2021, 5:00 p.m. to 8:00 p.m. (In-Person Public Hearing Component at SWAC, Stoughton)

Please place this form in the comment box at the In-Person Public Hearing or mail by April 28, 2021

Name (please print): _____ Date: _____

Address: _____

Phone Number (optional): _____ Email Address (optional): _____

Testimony (use additional pages if necessary):

_____

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_____

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PLEASE REMEMBER TO PICK UP A POSTAGE-PAID ENVELOPE AT THE EXIT IF YOU WISH TO MAIL YOUR COMMENTS AFTER THE HEARING

(MUST BE POSTMARKED NO LATER THAN APRIL 28, 2021)

Registration Slip for Verbal Testimony

US 51, I-39/90 to US 12/18 (Madison Beltline)
In-Person Public Hearing Component
April 21, 2021, 5:00 p.m. to 8:00 p.m.
Stoughton Wellness & Athletic Club (SWAC), Stoughton

This registration slip may be used for providing public or private verbal testimony. Complete this registration slip and submit it to a project team representative. Your name will be called in the order registration slips are received. When you are called to the microphone to provide testimony, please state your name, address, and who you represent if applicable (for example a business). Please speak slowly and clearly. A court reporter will record your testimony. Please limit your testimony to comments and/or opinions regarding the proposed project aspects for which this public hearing is being held. To allow everyone a chance to speak, please limit your testimony to approximately 3 minutes.

The same process applies for providing private verbal testimony, but this registration slip should be presented directly to the court reporter when a spot is available to provide your private verbal testimony.

If you do not wish to speak, but would like to use this registration slip to record your position on the alternatives being considered at the public hearing, please check the applicable boxes below.

Name: _____

Address: _____

_____

If applicable - group, organization, or business you are representing:

_____

☐ **Wishing to speak**

☐ **Not wishing to speak, but please record my position on the preferred alternative being considered at the public hearing:**

☐ Support, describe: _____

_____

_____

☐ Do Not Support, describe: _____

_____

_____