



OFFICIAL NOTICE AND AGENDA

Notice is hereby given that the Public Works Committee of the City of Stoughton, Wisconsin will hold a regular Public Works Meeting as indicated on the date, time and location given below.

Meeting of the: **Public Works Committee of the City of Stoughton**

Date /Time: **Thursday, June 17, 2021 at 6:00 pm**

Location: **This meeting will be held Virtually**

Please join my meeting from your computer, tablet or smartphone.

<https://global.gotomeeting.com/join/563490149>

You can also dial in using your phone.

United States: +1 (224) 501-3412

Members: Access Code: 563-490-149

Tom Majewski, Lisa Reeves, Fred Hundt, Rachel Venegas, Kay Rashka, Kathy Engelberger, and Mayor Tim Swadley

Item # CALL TO ORDER

1. Communications
2. Approve Minutes of the May 20, 2021 Meeting

Item # OLD BUSINESS

3. Discuss and Possible Approval of the City of Stoughton Prairie and Natural Areas Maintenance Plan.

Item # NEW BUSINESS

4. Review and Approve the Revisions to City Ordinance Chapter 2, Article IV, Division 8, Sec. 2-477 thru 2-479 Shifting all Oversight Duties of the Cemetery to the Public Works Committee.
5. Discuss and Possible Action of the DOT Preliminary Plans for Reconstructing Highway 51 (E. Main St) from Fifth St to Spring Rd
6. Discuss a Date and Time to Tour the Public Works Facility and Yard Waste Site.
7. Discuss Future Meeting Platform (Virtual, In-person, Hybrid)
8. Future Agenda Items
9. Adjourn

ADJOURNMENT

cc: Council Members, City Leadership Team, City Attorney Matthew P. Dregne, Library Administrative Assistant Sarah Monette, City Clerk Holly Licht, Tim Onsager Stoughton School District, Judi Krebs, stoughtonreporter@wcinet.com, stoughtoneditor@wcinet.com, Stoughton Newspaper/WI State Journal/Capital Times

NOTE: AN EXPANDED MEETING MAY CONSTITUTE A QUORUM OF THE CITY COUNCIL

Public Works Committee
Thursday, May 20, 2021
(Virtual Meeting)

Members Present: Tom Majewski, Fred Hundt, Lisa Reeves, Rachel Venegas, Kay Rashka, Kathy Engelberger and Mayor Swadley

Absent/Excused: Rodney Scheel

Staff: Public Works Director Brett Hebert and Jennifer Wagner

Guests:

Call to Order: *Hebert* called the meeting to order at 6:07 PM

1) **Communications:** *Hebert* reported:

- This week is Public Works week so we took some time to recognize staff and all the hard work they do throughout the year. We also had a socially distanced cookout this week in their honor
- Flowers were added downtown near City Hall and the Post Office
- 40 bare root trees were planted in the gravel bed located behind the Public Works building. These are the trees that residents can submit an application to get at no cost to them due to an Emerald Ash Bore tree loss
- We will be planting 70 trees next week in the Natural Urban Forrest
- *Swadley* reported there has been ongoing parking complaints in the DOT Highway 51 Majors Project on E Main from Fifth Street to Spring Road and there is a plan in motion to put in a bike lane and widen the terrace

2) **Approve March 18, 2021 Meeting Minutes:** Motion by Reeves seconded by Majewski to approve the minutes. Motion carried 6-0.

New Business:

3) **Nominate and Elect the Public Works Committee Chair:** *Reeves* nominated Majewski

Motion by Reeves, seconded by Swadley to approve Majewski as Chair. Motion carried 6-0

4) **Nominate and Elect the Public Works Committee Vice-Chair:** *Reeves* nominated Hundt

Motion by Reeves, seconded by Majewski to approve Hundt as Vice-Chair. Motion carried 6-0

5) Appoint a Representative from the Public Works Committee to the Tree Commission:

Engelberger said she would volunteer to be on the Commission. *Hebert* informed Committee that *Bergeson* is no longer on the Tree Commission effective immediately so they are still in need of one more volunteer.

6) Public Works Overview: *Hebert* introduced himself to the new members and provided a power point presentation of each department and their responsibilities.

7) Review and Approve the 2021 Crack Filling Contract: *Hebert* presented a spreadsheet for each roadway that is need of work along with a bid for each road. Budget for this project is \$75,000 and total bid amount came back at \$50,000.

Motion by Reeves, seconded by Hundt to approve bid. Motion carried 6-0

8) Discuss Dissolving the Cemetery Board and Shifting all Oversight Duties to the Public Works Committee:

Hebert stated this board typically only meets once a year. He also reached out to all current board members who were in support of dissolving the Committee.

Motion by Hundt, seconded by Reeves to approve dissolving the Committee. Motion carried 6-0

9) Discuss Status of the Prairie and Natural Area Maintenance Plan: *Hebert* presented the quote ERC provided to go through the area and come up with a basic plan. Quote came back at \$3,500. *Majewski* suggested Public Works reach out to other surrounding City Municipalities to get an idea of an average cost for such plans.

10) Future Agenda Items:

DOT Highway 51 Majors Project parking complaints

New Members tour of Facility and Yardwaste Site

11) Adjourn: Motion to adjourn by Hundt, seconded by Reeves to adjourn the meeting at 7:27 pm. Motion carried 6-0.

Respectfully submitted by Jen Wagner

City of Stoughton

Native Prairie Vegetation Management Plan

The City of Stoughton has three areas that are dedicated as prairie lands. Schefelker Park and Amundsen Park (Disc Golf Course) have had established prairies, but are in need of additional maintenance. In 2021, the City contracted with Eco-Resource Consulting to install and provide maintenance through 2022 for a new prairie on the north side of Bjoin Park. This plan will provide guidance to City staff on how the prairies and native plant areas should be maintained. This document will provide a series of steps that will be taken to ensure that we are adequately caring for the prairies that we have here in Stoughton.

Step 1 – Establish a Friends of Stoughton Natural Park Lands Group

It has become clear, that the City does not have the staff time, nor the expertise to effectively manage prairie lands. Knowledge in plant species identification and invasive eradication is critical in the long term success of our prairies. We plan to develop a Friends of the Stoughton Prairies group (working title) that will consist of local volunteers who are knowledgeable in various plant species and can work in cooperation with city staff to cultivate and maintain our natural areas.

The Friends of the Stoughton Prairies will be responsible for identifying invasive species, weed control, seed harvesting and planting. They will make maintenance recommendations to the City Public Works staff in regards to mowing, controlled burns and any other maintenance tasks outside of what is feasible for the group to accomplish.

Discussions have already begun with Kathy Engelberger to get the Friends group established. She is currently working on a proposal for the City to look at and approve.

Step 2 – Identify and Inventory Natural Areas

Working with the Friends group, or outside consultation as needed, we will identify and inventory the current plant species in the various city prairies. It is important to understand the current state of the prairie so that we can take corrective action moving forward. Based on the inventory of plant species, we can develop a plan to restore the prairie back to a healthy state.

Step 3 – Future Prairie Maintenance

After working with the Friends group and an assessment of the prairies has been completed, we are fully committed to performing alternate year controlled burns, which is the preferred method, or mowing one half of the prairie in mid-spring to remove accumulated plant litter. According to the National Park Service, removing leaf litter will help to expose the soil surface to the sun, which encourages early warming of the soil and benefits most warm season plants typically found in a prairie. If burning cannot be achieved due to poor weather conditions, no burn orders, or prolonged wet spring conditions, mowing half of the prairie shall be done on an annual basis.

Weeding, burning and mowing is important in order to control invasive species so that they don't begin to take over our prairies. We will rely on the Friends group to identify and remove invasive species. Woody trees and shrubs should also be removed before they begin to establish themselves. The city can remove any woody vegetation by means of cutting or mowing. If not maintained, weeds and woody plants may take over the prairie and make it tough for any natural prairie planting to survive.

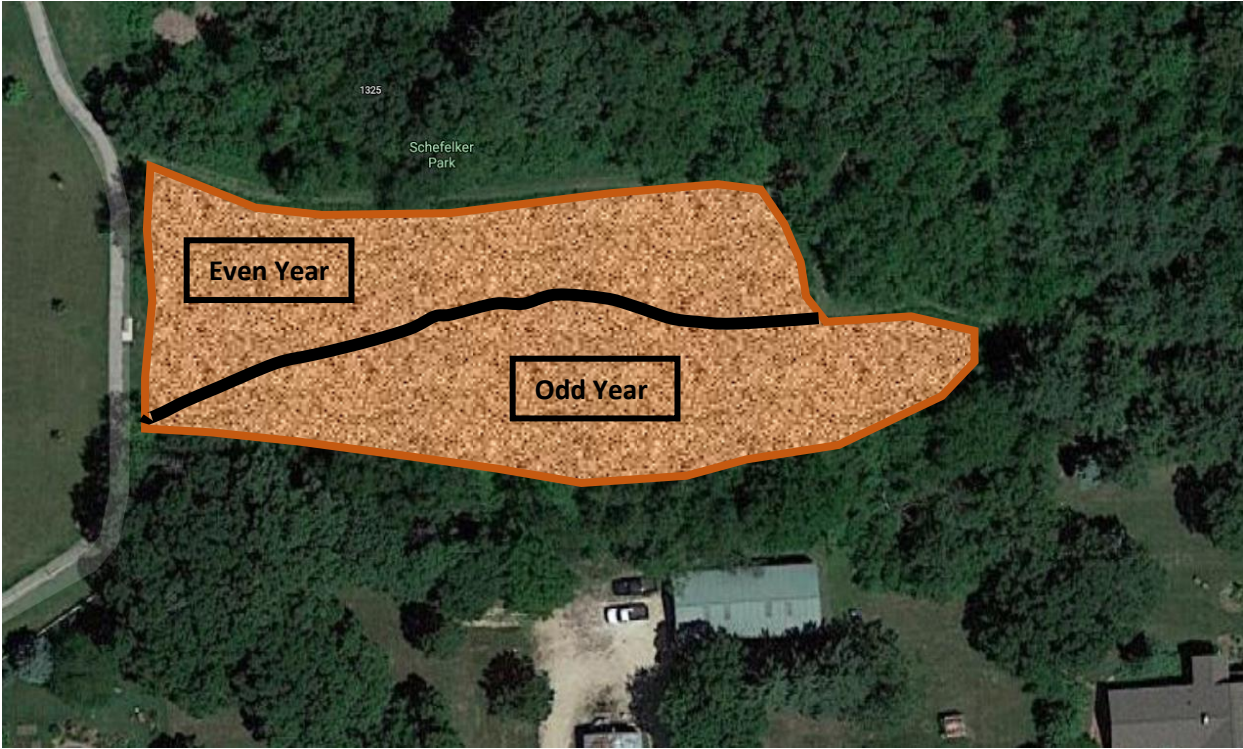
As stated above, burning or mowing shall be conducted on only half of the prairie on an annual basis for a variety of reasons. Leaving unburned or unmowed sections of the prairie helps to harbor overwintering moths, butterflies and other invertebrates that lay eggs. Furthermore, burning or mowing one half of the prairie will preserve habitat for other animals to utilize. Rotational burning or mowing can help to encourage plant diversity by not allowing one species or another from dominating the prairie.

Example of a Prescribed Burn Stages (Courtesy of the City of Austin, TX)

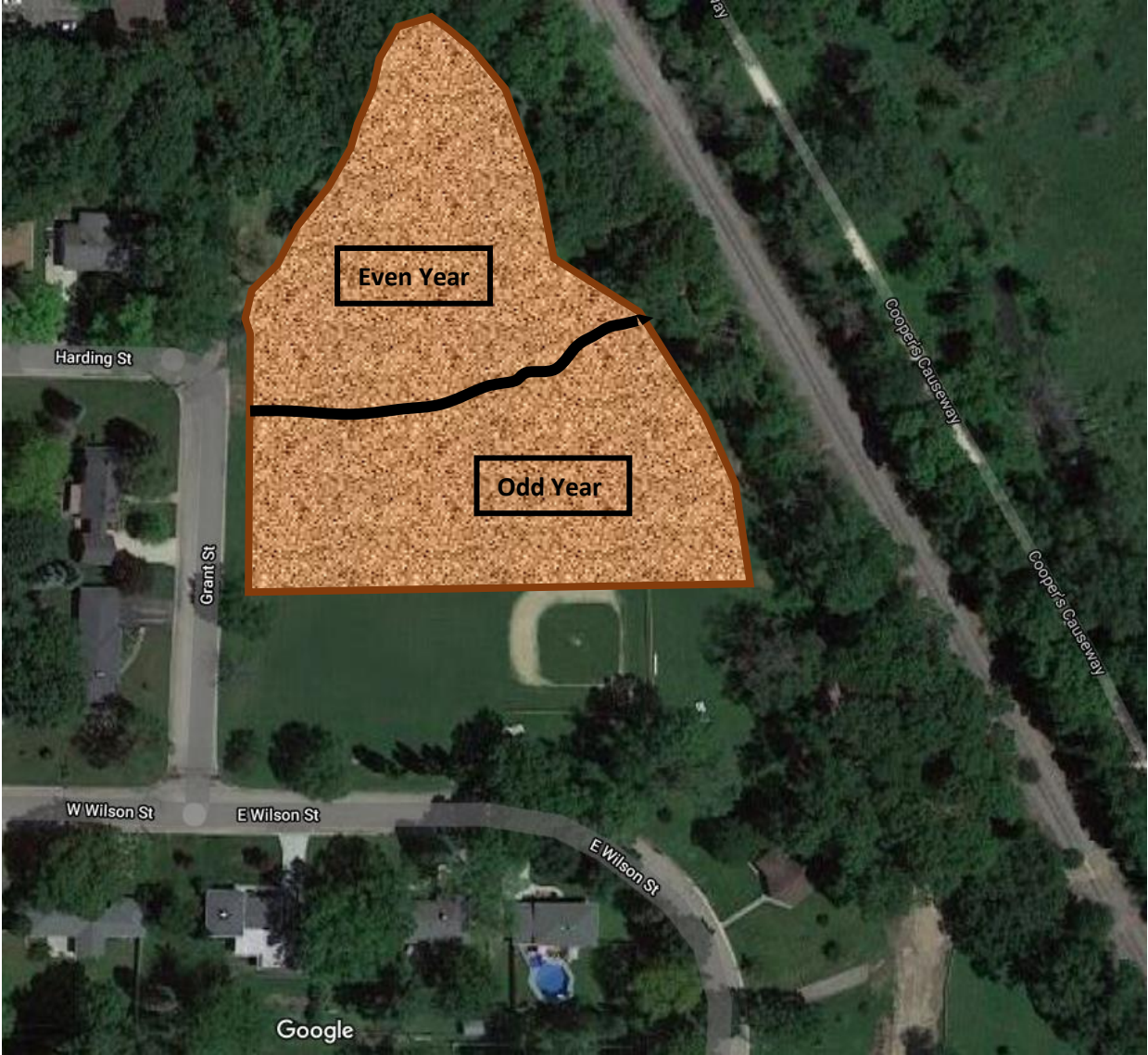


Rotational Controlled Burns and/or Seasonal Mowing Schedule

Schefelker Park Prairie



Bjoin Park



Amundson Park (Disc Golf)



CITY OF STOUGHTON, 207 S. Forrest Street, Stoughton, WI 53589

ORDINANCE OF THE COMMON COUNCIL

Amending City Ordinance Chapter 2, Article IV, Division 8, Sec. 2-476 thru 2-479) of the Stoughton Municipal Code

Committee Action: Public Works Committee recommends _____

Fiscal Impact: None

File Number: ____ - 2021

First Reading: July 13, 2021

Second Reading: July 27, 2021

The Common Council of the City of Stoughton do ordain as follows:

DIVISION 8. - CEMETERY BOARD Management and Operational Oversight

Sec. 2-476. - Composition.

~~The cemetery board shall consist of the city treasurer/finance director, street superintendent, chair of the public works committee or his designee, and three citizens, one appointed annually by the mayor subject to confirmation by the city council for a term of three years.~~

The City of Stoughton Public Works Committee, who is composed of elected officials appointed by the Mayor, the Director of Public Works and two citizen members, who are appointed by the Mayor, shall provide operational and management oversight for all Cemetery functions.

Sec. 2-477. - Organization.

The Public Works Committee~~cemetery board~~ shall operate all city-owned cemeteries and make rules and regulations for the operation thereof subject to the approval of the city council. The cemeteries shall be operated by the ~~cemetery board~~Public Works Committee in accordance with Wis. Stats. ch. 157.

Sec. 2-478. - Maintenance of records and funds.

The city treasurer/finance director shall maintain all financial records and funds relating to city-owned cemeteries. ~~and the street department~~The Public Works Department shall provide the following cemetery servicesduties will include: interment services, perpetual care of the grounds, the sale of lots, transfer of deeds, maintenance of burial records, interment locations and deposit of monies received for the cemetery maintenance fund. The city treasurer/finance director shall, from time to time, prepare and submit to the ~~cemetery board~~Public Works Committee, at its request, a financial statement and the ~~street department~~Public Work Department will submit an inventory of available grave sites as requested.

Sec. 2-479. - Reports to council.

On ~~May 1 of each year,~~ an annual basis, as part of the City operating budget process, the ~~cemetery board~~Public Work Director shall report to the city council ~~as to the~~ financial condition, ~~the~~ number of interments during the year and any other information affecting the efficient operation of the cemeteries.

This ordinance shall be in full force and effect from and after its date of publication.

Dates

Council Adopted: _____

Mayor Approved: _____

Tim Swadley, Mayor

Published: _____

Attest: _____

Holly Licht, City Clerk



CITY OF STOUGHTON
DEPARTMENT OF
PLANNING & DEVELOPMENT
207 S. Forrest Street, Stoughton, WI. 53589

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

RODNEY J. SCHEEL
DIRECTOR

Date: February 11, 2021
To: Public Works Committee
From: Rodney J. Scheel
Director of Planning & Development
Subject: Stormwater Pond Aesthetics

The Public Works Committee has requested changes to the City regulations regarding the aesthetics of large stormwater basins. We have prepared draft language to begin the discussion. It is modeled off regulations in Kenosha.

If you have any questions, please contact me.

Sec. 66-904. - Range of required improvements.

The following set of improvements shall be constructed within subdivisions or condominium plats within the corporate limits of the city, to the specifications provided:

- (1) *Survey monuments.* The subdivider or condominium developer shall install survey monuments placed in accordance with the requirements of Section 236.15, Wisconsin Statutes, and as the director of planning and development may require.
- (2) *Street grading.* After the installation of temporary block corner monuments the subdivider or condominium developer shall grade all streets proposed to be dedicated in accordance with standard specifications approved by the city. The subdivider or condominium developer shall grade the roadbeds in the street rights-of-way to subgrade.
- (3) *Street surfacing.* After the installation of all utility and stormwater drainage improvements, including necessary lateral connections, the subdivider or condominium developer shall surface all roadways in streets proposed to be dedicated to the widths prescribed by subsection 66-706. The surfacing shall be done in accordance with standard specifications approved by the city.
- (4) *Curb and gutter.* Within one year after the installation of all utility and stormwater drainage improvements including necessary lateral connections, the subdivider or condominium developer shall construct a 30-inch barrier concrete curb and gutter at pavement edges in accordance with standard specifications approved by the city. This requirement may be waived at the discretion of the city in areas designated for permanent rural use as reflected in the city's comprehensive plan. Wherever possible, provisions shall be made at the time of construction for driveway access curb cuts. The breaking or cutting of curbs will only be allowed for driveway aprons.
- (5) *Sidewalks and multiuse paths.* Concrete sidewalks shall be a minimum of five feet in width, and shall be required in accordance with the requirements of section 66-712. The construction of all required sidewalks, walkways, and multiuse paths shall be in accordance with standard specifications approved by the city.

Subdividers shall refer to the official map for site-specific standards related to the requirements of this section.

- (6) *Public sanitary sewerage systems.* The subdivider or condominium developer shall construct sanitary sewers in such a manner as to make adequate sanitary sewerage service available to each lot within the subdivision or condominium plat. The size, type, depth, minimum grade, and installation of all sanitary sewers proposed to be constructed shall be in accordance with standard specifications approved by the utilities director. The subdivider shall assume the cost of installing all wastewater or sanitary sewers 12 inches in diameter or less in size. Proposed sanitary sewer lines shall extend to the boundary lines of the tract being subdivided unless prevented by topography or other physical conditions or unless, upon consultation with the city contract engineer, such extension is not necessary or desirable for the coordination of the layout of the subdivision or condominium plat or for the advantageous development of the adjacent tracts. The minimum depth at the boundary lines shall be as proscribed by the utilities director. The subdivider or condominium developer shall install and complete the installation of sewer laterals to the street lot line prior to any paving, curbing or sidewalk construction. The subdivider or condominium developer shall assume the cost of installing all sanitary sewers
- (7) *Private sewage disposal systems.* If public sewer facilities are not available, the subdivider or condominium developer shall make provision for adequate private sewage disposal systems. If at the time of final platting, sanitary sewer facilities are not available to the subdivision or condominium plat, but will become available within a period of five years from the date of recording, the subdivider or condominium developer shall install or cause to be installed sanitary sewers and sewer laterals to the street lot line in accordance with this section and shall cap all laterals as may be specified by standard specifications approved by the utilities director.

- (8) *Stormwater drainage facilities.* Whenever in the opinion of the director of planning and development upon consultation with the city contract engineer there is within reasonable distance a storm sewer main, the subdivision or planned unit development shall be provided with a complete stormwater management system which shall connect with such main. If the subdivision or planned unit development is traversed by any watercourse or channel, stream or creek, either live or dry, the subdivider shall dedicate a right-of-way for storm drainage purposes conforming substantially with the lines of such natural watercourse or channel, stream or creek or, at the developer's option, subject to the approval of the plan commission and the public works committee, provide adequate storm drains or other means for the handling of storm flow from and through his property and including the conveyance thereof. In general, the entire stormwater management systems and the disposal of stormwater shall be planned and built to meet the approval of the director of planning and development upon consultation with the city contract engineer.

Aesthetics shall be taken into consideration in the design of stormwater detention basins. Curvilinear rather than rectangular shaped basins shall be used wherever possible. Exposed rip-rap shall be kept to a minimum. More extensive areas of rip-rap should be covered with a thin layer of topsoil, turf reinforcement, and sod or be covered by water. Fieldstone shall be used for rip-rap wherever possible to provide a more natural appearance. Structures shall be flush with the ground surface whenever possible. Outlet control structures shall be designed to blend into the side slopes of the basin rather than being exposed in the bottom of the basin. A landscaping plan with a minimum of one tree or substantial bush cluster per detention basin side or per 100 feet of the perimeter, whichever provides more plantings, is required. A minimum of 10 feet of level surface between the top of the detention basin slope and adjacent properties is desired.

The subdivider shall, at its own cost, construct curbs and gutters, catch basins and inlets, storm sewers, road ditches and open channel drainageways as may be required by the city. All such facilities are to be of adequate size and grade to hydraulically accommodate maximum potential volumes of flow; the type of facility required, the design criteria and the sizes and grades to be determined, to present no hazard to life or property; and the size, type and installation of all stormwater drains and wastewater or sanitary sewers proposed to be constructed, shall be in accordance with the stormwater management plan and the plans and standards specifications approved by the director of planning and development upon consultation with the city contract engineer. Curb and gutter installation may be delayed pursuant to subsection (4). Where such installations are delayed, the stormwater to be conveyed by the curb and gutter management system shall be maintained by the city at the expense of the developer.

Subdividers shall refer to the official map for site-specific standards related to the requirements of this section.

- (9) *Public water supply facilities.* The subdivider or condominium developer shall construct water mains in such a manner as to make adequate water service available to each lot within the subdivision or condominium plat. The subdivider shall assume the cost of installing all water mains 12 inches in diameter or less in size. Proposed water supply lines shall extend to the boundary lines of the tract being subdivided unless prevented by topography or other physical conditions or unless, in the opinion of the utilities director, such extension is not necessary or desirable for the coordination of the layout of the subdivision or condominium plat or for the advantageous development of the adjacent tracts. If public water service is not available, the subdivider or condominium developer shall make provision for adequate private water systems as specified by the city, state, county and/or town. The subdivider or condominium developer shall install and complete the installation of all required water laterals to the street lot line prior to any paving, curbing or sidewalk construction.
- (10) *Other utilities.* The subdivider or condominium developer shall cause gas, electrical power, telephone, cable television, and other telecommunications facilities to be installed in such a

manner as to make adequate service available to each lot in the subdivision or condominium plat. No such utility service shall be located on overhead poles. All installations must be underground. Plans indicating the proposed location of all utilities required to serve the plat shall be approved by the city.

- (11) *Street lights.* The subdivider shall fund the installation of street lights along all streets proposed to be dedicated of a design compatible with the neighborhood, the type of development proposed, and city maintenance costs, as approved by the utilities director. Such lights shall be placed at each street intersection and at such interior block spacing as may be required by the utilities director.
- (12) *Street signs.* The city shall install at the intersection of all streets proposed to be dedicated a street name sign of a design specified by the city. The city shall also install regulatory signs along all streets as necessary. The subdivider or condominium developer shall be responsible for reimbursing the city for all costs associated with the purchase and installation of required street name and regulatory signs.
- (13) *Terrace trees.* The developer shall install or pay a fee to fund the installation of terrace trees. The number of required trees shall be determined using the methodology in section 10-2(5) of this Code. If the developer elects to install the required terrace trees, such installation shall be done in accordance with a tree planting plan approved by the public works director or their designee. The tree planting plan shall specify the number, species and location of required trees. If the developer elects to pay a fee to fund the installation of terrace trees, the fee shall be calculated using the methodology in section 10-2(6) of this Code.
- (14) *Driveways.* Where driveways are to be provided, a concrete apron from all property lines to the pavement edge of adjacent streets shall be installed and shall otherwise comply with the applicable requirements of the city's municipal code.

(Ord. No. 0-7-09, 6-23-2009; Ord. No. 0-8-2016, 5-24-2016; Ord. No. 0-5-2018, § 2, 2-13-2018)

Public Works Committee
Thursday, September 17, 2020
(Virtual Meeting)

Members Present: Tom Majewski, Sid Boersma, Fred Hundt and Mayor Swadley

Absent/Excused: Lisa Reeves

Staff: Public Works Director Brett Hebert and Vickie Erdahl

Guests:

Call to Order: *Majewski* called the meeting to order at 6:10 PM

1) **Communications:** *Hebert* reported:

- No large increases were requested in the 2021 Public Works Operating Budget, however, an additional \$3,000 increase was requested for tree planting infill since there is no more funds in the EAB account.
- A staff position for an Equipment Operator was requested for the Parks Department

2) **Approve August 20, 2020 Meeting Minutes:** Motion by Boersma seconded by Hundt to approve the minutes. Motion carried 3-0.

Old Business:

3) **Review Rollout of Curbside E-waste Program:**

The Public Works Committee approved the program for e-waste to be part of the bulk pick up for the City and will now be discussed at Council. The electronic pick up can occur twice a year in place of a regular monthly bulk pick up and must be called in to schedule.

The program will begin on January 1, 2021 at a charge of \$6.00/yr. or .50 cents per resident which will be put on the tax roll.

New Business:

4) **Review Council Goals Pertaining to Public Works:** Committee reviewed with the goals from the City Council for 2020. Staff will provide responses to various items pertaining to Public Works and Planning. Several items were discussed in greater detail see item #'s 5 & 6.

5) **Approve the Director of Public Works or Their Designee to Apply for the DNR Urban Forestry Projects Grant to Purchase Trees to Distribute to Residents to Replace Ash Trees on Their Property that were removed due to the Emerald Ash Borer:**

Hundt addressed the committee regarding the grant in which 40 bare root trees will be purchased and placed in a gravel bed. In the fall of 2021 these trees will be given to city residents who have had to remove ash trees on private property to restore canopy coverage.

The funds will be spent from the Tree Commission Donation Fund. Total Cost of the project of \$4,144.60 with half of that cost being reimbursed back to the city by the DNR upon completion. The city's share of the project is \$2,072.30 with \$1,344.60 of that cost being covered by staff and volunteer time. Therefore, the city portion of the project is \$727.70. This cost will be borne by the Tree Commission Budget, which currently has in excess of \$4,800 in that account.

The grant needs to be submitted by October 1, 2020 to be considered.

Motion by Hundt and seconded by Boersma to move forward with the process and submit the application for the 2021 Grant to the Department of Natural Resources Grant.

Motion carried 4-0 with the Mayor voting yes.

6) [Redacted]

7) **Discussion on the Minimum Terrace Widths for New Developments:** *Majewski* would like a review of the right-of-way standards and minimum terrace widths. *Scheel* stated that the standards were updated in 2009 and in newer subdivisions the terrace widths are substantially larger along and remember there is a lot of competition for the right-of-way.

A suggestion made was that when designing a new subdivision, terrace widths be determined by what category the road is (i.e. main or collector street) and a width that can support the urban forest.

8) **Discussion Pertaining to the DOT Inspection of the Jefferson St Pedestrian Bridge:** *Hebert* stated that as of September 17, 2020 the bridge had been closed until further notice as the State had deemed the bridge structurally unsafe. The annual inspection report should be received by next week. At that point Strand can develop a design and costs to either remove or repair the bridge. *Hebert* will bring the costs to the committee when available.

The bridge was already in the CIP budget for 2021 to remove or replace. *Mayor Swadley* stated that a federal grant had been applied for, however, we did not receive the grant –

- should we apply again in 2021 and put off making a decision for another year?
- Is the bridge even worth repairing?
- Remove and not replace? *Majewski* stated that the last time this issue was brought up, a lot of people showed up at the public meeting in support of keeping the bridge
- Get data on usage of the bridge and other similar structures
- Look at another type of grant through the DNR

9) **Future Agenda Items:** Storm Water Basins, Pedestrian Bridge and Terrace Widths

10) **Adjourn:** Motion to adjourn by Majewski, seconded by Hundt to adjourn the meeting at 6:52 pm. Motion carried 3-0. Respectfully submitted by Vickie Erdahl

DRAFT

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:

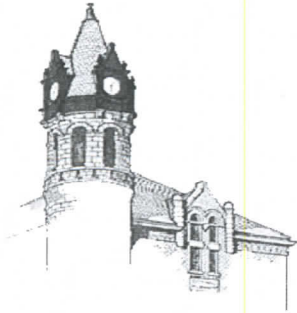
- Strongly recommend Hoel Avenue/Silverado Drive should be improved with a traffic signal or roundabout to improve unacceptable operations for side street drivers and to improve pedestrian and bicycle safety at this intersection; and
- Support the construction of a roundabout at Roby Road; and
- Support 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 _____



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.



ORTH



SEE ADDITIONAL EXHIBITS



1 RELOCATION (RES.)

1 RELOCATION (RES.)



ROBY ROAD

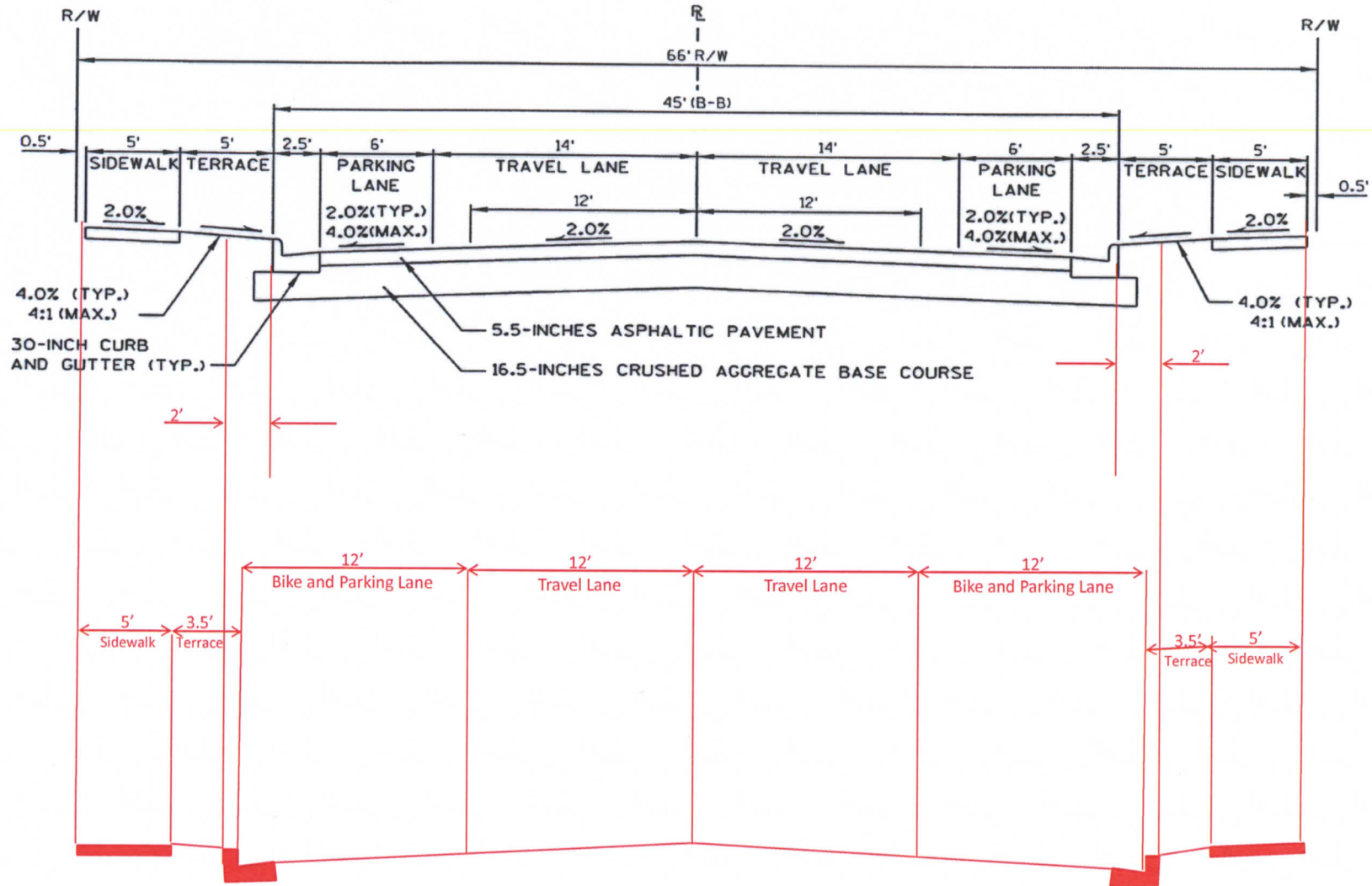
VELKOMMEN WAY

DOWNLINE ROAD

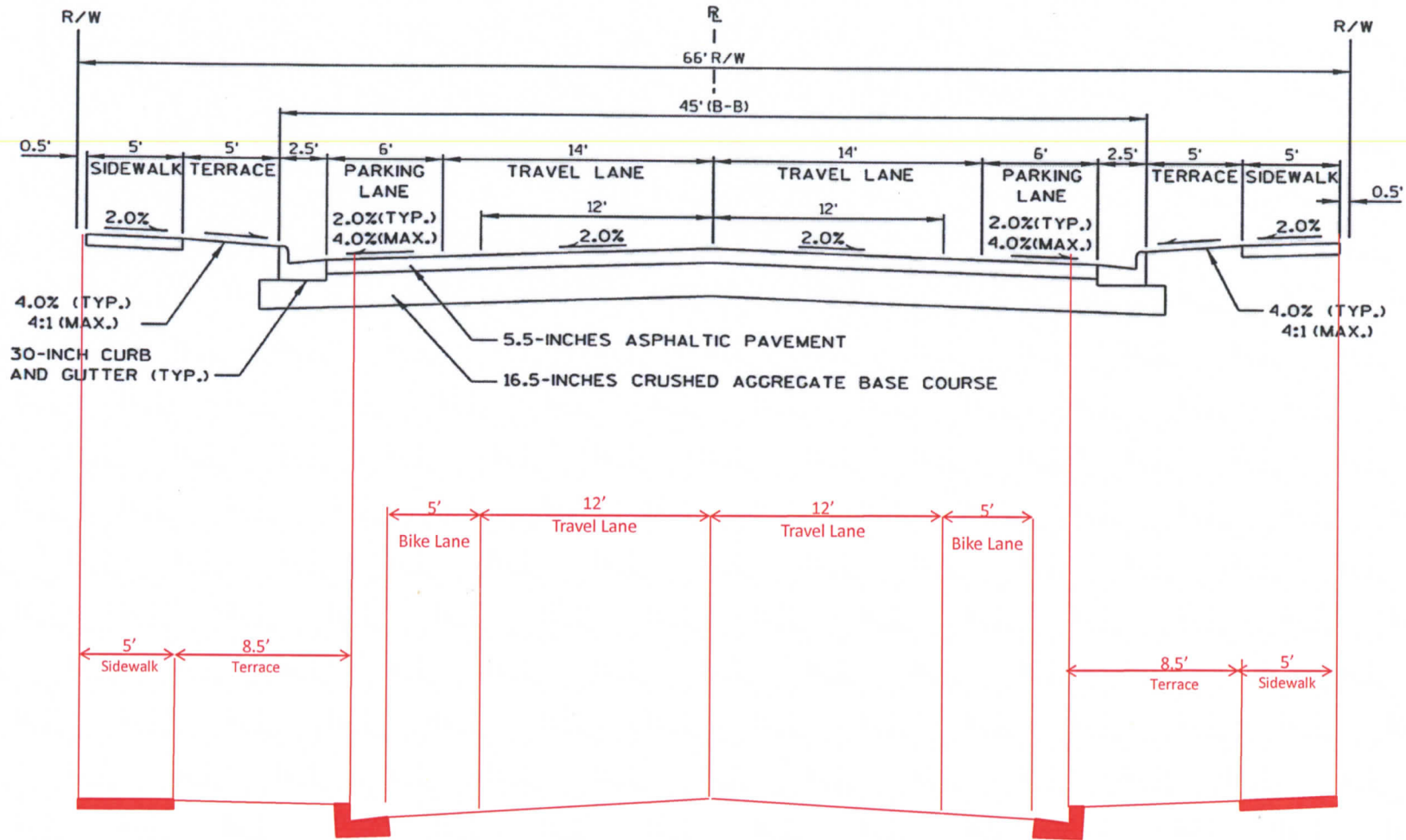
ATLAND DUNN

XXXXXXXXXXXX

US 51 PASSES THROUGH A HISTORIC DISTRICT

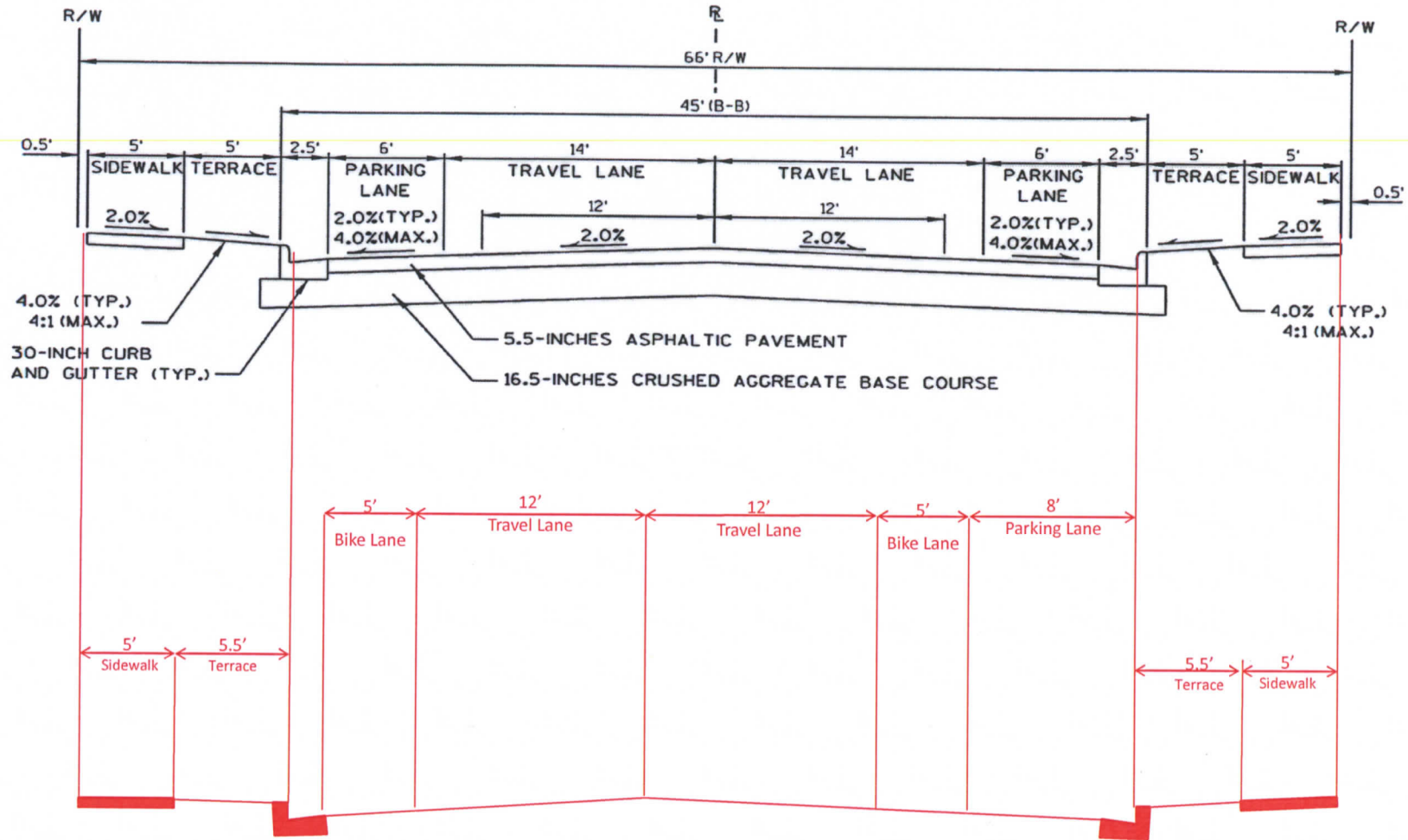


US 51 PASSES THROUGH A HISTORIC DISTRICT



Railroad to Amundson Parkway (~2600 LF)

US 51 PASSES THROUGH A HISTORIC DISTRICT



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

Page	Description
3	Welcome
3	Public Hearing Agenda
4	Options and Instructions for Providing Testimony
8	Project/Study Location Map
8	Purpose of the Public Hearing
9	Environmental Documentation Process
9	Information for the Public Hearing Record
9	Project Statement
14	Alternatives Comparison Matrix
15	Property Acquisition/Relocation Assistance and Benefits
15	Next Steps
16	Description of Public Hearing Exhibits
16	PowerPoint Presentation
17	Contact Information
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

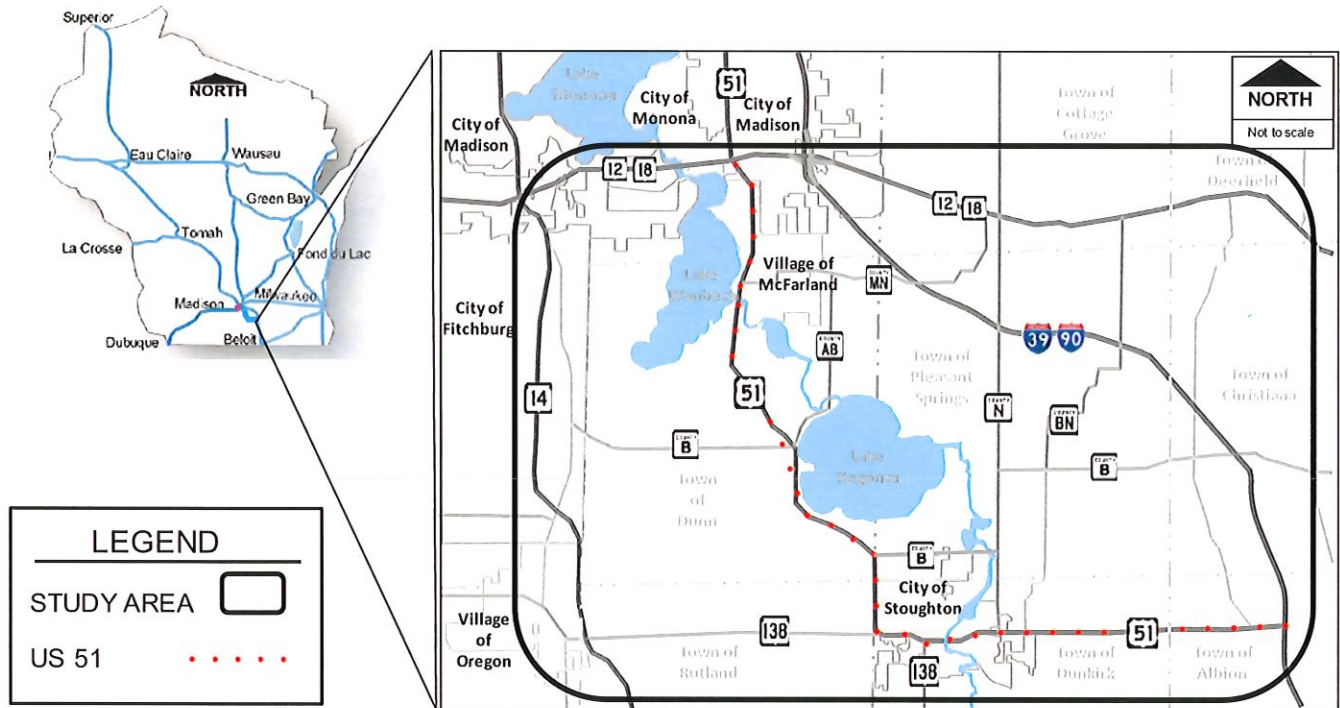
OR,

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



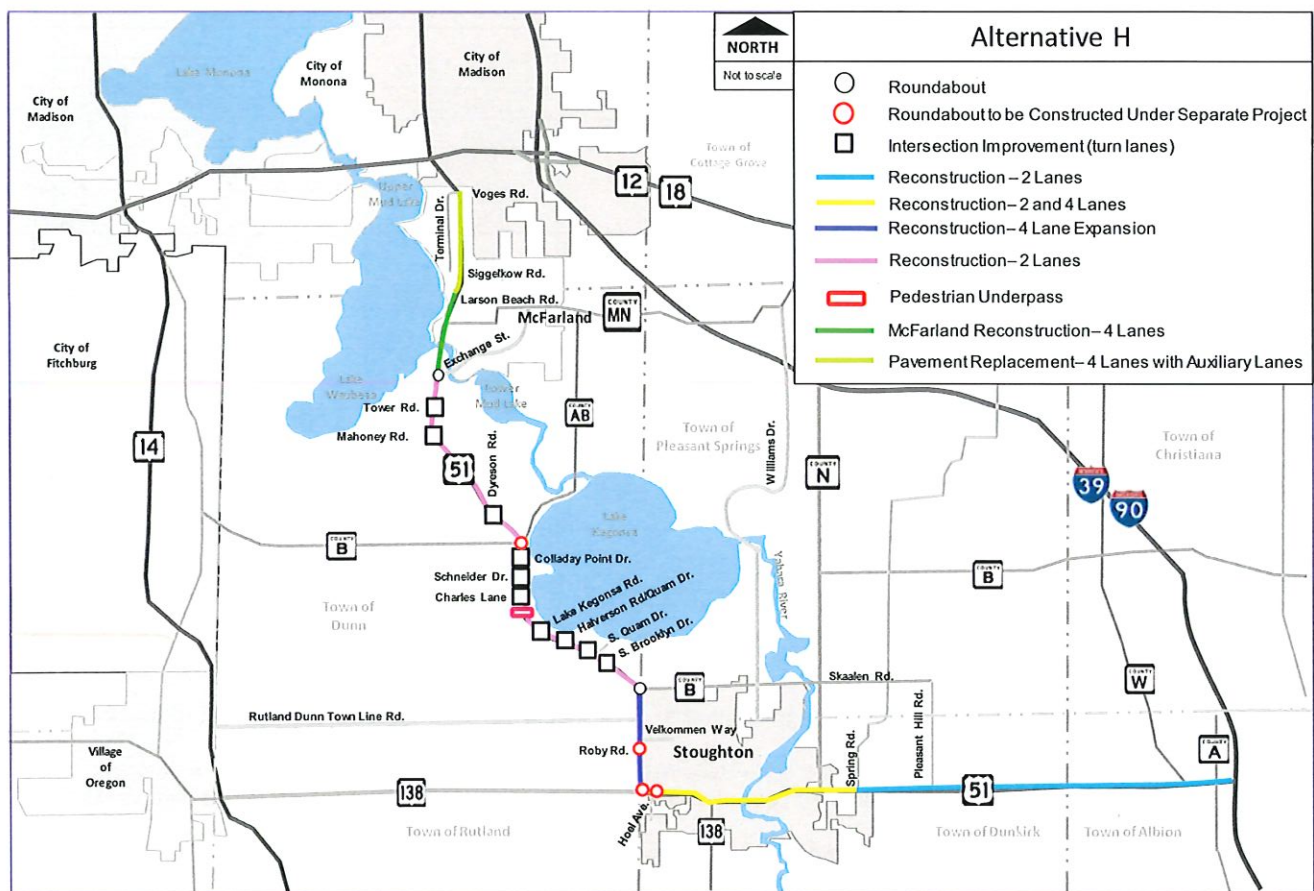
Exchange Street roundabout. In addition, a roundabout at County B/AB and US 51 is currently being designed under a separate project and is anticipated to be constructed in 2024.

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		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> 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		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Cumulative Effects		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Environmental Justice Populations		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> 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 (<i>authorization required</i>)		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
106 MOA Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Section 4(f) Evaluation Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Section 6(f) Land Conversion Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Floodplain		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Unique Upland Habitat Identified		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> 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		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Noise Analysis Required		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Receptors Impacted	Number			69 to 78 ³	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):



**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: _____



