Today’s presentation given by:
Jeff Berens, P.E.
WisDOT Southwest Region

Business Meeting
May 22, 2013
Meeting Agenda

• Provide Background Information on the Study
• Present WisDOT Recommended Alternative
• Discuss Effects on Businesses
• Update the Study Schedule
• Gather Comments
US 51, Madison – DeForest, Terminal Drive – WIS 19
Dane County
Project ID 5410-05-00

STUDY LIMITS
Background of Study

• 2001 to 2003 - Needs Assessment Completed
  • Identified corridor deficiencies
  • Public meeting, public opinion surveys
  • Neighborhood, business, bicycle/pedestrian focus groups

• 2004 to 2012 – Traffic Safety Study Completed
  • Quantified corridor deficiencies
  • Identified range of potential solutions
  • Developed conceptual alternatives
  • Investigated potential impact areas
  • Public meetings, focus groups

• 2011 – Trans. Projects Commission (TPC) Study Approval
  • Corridor identified as a potential ‘major’
Project Purpose and Need

- Improve safety
- Reduce congestion
- Improve bicycle, pedestrian, and transit facilities
- Reduce diversion to neighborhood streets
- Support economic development
Traffic Safety and Operations

- Crashes from 2007 to 2011
  - 1,859 crashes (over 7 per week)
  - 606 crashes with injuries (over 2 per week)
  - 10 fatalities

- Current Traffic Operations Conditions
  - Peak hour delays increasing
  - Long backups at signalized intersections

- Operations by 2040
  - Failing throughout corridor
Improvement Alternatives

• No Build
  • Maintenance of existing roadway without expansion or reconfiguration

• Alt A – Transportation System Management (TSM)
  • Keeps most existing intersections at grade

• Alt B – Enhanced Expressway
  • Adds interchanges at intersections with high crash rates and major traffic delay

• Alt C – Freeway Conversion
  • Provides a free flow movement for traffic through the corridor

Preferred alternative could be a Combination of alternatives
Proposed Recommended Alt

- Combination of Alternatives A, B, & C
- Best addresses safety and congestion issues taking into accounts environmental impacts and projected cost
- May change based on input from the public, municipalities, and resource agencies
Proposed Recommended Alternative

Voges to Broadway
Voges Road – Alt A
DATE: 2012-11-26
PRELIMINARY

STOUGHTON ROAD
Environmental Study
Proposed Recommended Alternative

Pflaum to Buckeye
Pflaum to Buckeye – Alt B
Pflaum to Buckeye – Alt B
Pflaum to Buckeye – Alt B
Pflaum to Buckeye – Alt B
Pflaum to Buckeye – Alt B
Pflaum to Buckeye – Alt B
Proposed Recommended Alternative

Cottage Grove
Cottage Grove – Alt A
Bicycle / Pedestrian Facilities

• On-road as appropriate
• Upgrade crossings and parallel roadways
• Overpasses
  • Tompkins Drive (Bike/Ped only)
  • Between Pflaum and Helgesen
  • Helgesen Drive
  • Allis Ave

• Off Road Paths
  • Broadway – Pflaum Road
Funding and Scheduling

- Currently no funding allocated for final design or construction
- Funding would be from Majors Program (administered by TPC)
  - Statewide program
  - WisDOT prioritizes and submits to TPC
  - TPC recommends to Legislature and Governor
- If funding is approved, WisDOT can:
  - Begin final design
  - Prioritize phases or sections for most effective order of construction
  - Schedule project as appropriate
Next Steps …

• Finalize All Alternatives
• Business/Neighborhood Meetings
  • Voges Road to Cottage Grove Road – May 22, 2013
  • Pierstorff to WIS 19 - June 4, 2013
  • East Washington Area – June 12, 2013 (Tentative)
• Publish Draft Environmental Impact Statement - August 2013
• Public Hearing - September 2013
• Select Preferred Alternative - November/December 2013
• Public Meeting #3 - January 2014
• Final EIS - June 2014
• Record of Decision - September 2014
Opportunities to Provide Input

• Comment Form
  • Fill Out Here and Put in Comment Box
  • Take With and Mail

• Send Comments Via Email or Call -
  jeff.berens@dot.wi.gov or (608)245-2656

• Future Public Meeting and Public Hearing

• Request a presentation or meeting

• Website –