

Lamers, Brandon - DOT

From: Matt Schuenke <Matt.Schuenke@mcfarland.wi.us>
Sent: Monday, September 09, 2019 11:08 AM
To: Berens, Jeff - DOT
Cc: Grimes, Jennifer - DOT; Brown, Joel R - DOT; Petersen, Joan; DOT DTSD US 51 Stoughton to McFarland EA; Brad Czebota; Jim Hessling; 'brian@tcengineers.net'
Subject: RE: 5845-06-03 US 51 Stoughton to McFarland Corridor Study - Village of McFarland

Jeff,

Thank you for hosting the recent meetings. Having not been part of this before, it was helpful to see what previous progress had been made and what next steps are planned. We look forward to the public comment period coming up next month. When will this be confirmed?

That being said, as Staff representing the interests of the Village of McFarland we have several concerns that we want to see are accounted for in some fashion in the Environmental Assessment. I realize some of these issues require far more detail to resolve than can be determined at this time. However, it is imperative the Environmental Assessment include these issues to some extent in order for them to be considered as part of the final design. This is a summary of the issues we've raised internally thus far, some of which are things I wrote on the plans when the meeting was held. I apologize for the length but again, it's a large project and at the outset wanted to make sure we could put down everything we were thinking.

- Will a State/Municipal Agreement be required? If so, what will the proposed terms be? To what extent do the costs cover the work that is planned (i.e. – cost sharing)?
- Are there allowances as to what used to be called Community Sensitive Solutions? This would have been a program that formerly provided funds on a small percentage basis to the locals for streetscaping and/or related amenities.
- Outside of this project but on the same highway and as part of a different study, the Village would like to see additional turn lanes added on Terminal Drive and US 51. This would be a second left hand turn lane for traffic turning left off of Terminal in order to head north on US 51. I realize this is probably just a confirmation that you'll include the note in that study and understand its not necessarily inclusive in this study.
- The ingress and egress from the Highway onto Siggelkow will be a significant local discussion. We will need to discuss more the alternatives for traffic flow beyond just roundabouts. There are a lot of vehicles, large vehicles, coming through there at pretty decent numbers. I understand there are multiple options here and want to make sure all are on the table within the EA going forward.
- Siggelkow was repaved and in some areas reconstructed underneath the highway in 2018. This should have been the fiscal responsibility of WisDOT but it declined. This will need to be accounted for with the cost sharing for this project based on the funds we expended for WisDOT's responsibility.
- We are going to want to discuss potential pedestrian enhancements at certain key crossings within this corridor. Areas where we have had issues that have no treatments presently. We would want to make sure all options remain available in this discussion to maximize the ability to create safe crossings.
- Can you confirm to what level this project is being planned for? My understanding is that it is a complete urban reconstruction that would require sidewalks on both sides of the street including the complete removal and replacement of existing pavement.
- Sidewalks are going to be necessary for this project both from the standpoint of pedestrian relief created by the congestion of the highway and possibly as you said for bicycles given the constraints about painting the bike lanes on the road. But as I understand it there is a new policy about not paying for sidewalks. The Village is not agreeable to this as you might imagine and will require more discussion on this point.
- I also don't understand why you can't paint bike lanes on the road. I understand the condemnation powers lost but if you are not condemning for anything, not sure how that relates.

- To what extent has stormwater management been included in the planning thus far? What sorts of plans are in place for the highway to collect and convey its own stormwater? Any consideration for treatment?
- We would need to evaluate McFarland Utilities in the area. We have mostly crossings but would want to see what if any work is needed in association or in advance of this project. Also, MMSD should be consulted as they have a main line in the State right of way running from about Yahara Drive to the north project limits.
- The Village remains opposed to the current speed. This was brought to the attention to WisDOT a few years ago which lead to a meeting but no formal action to address it. This plan and project should better regulate speed through the Village.
- At some point we will want to discuss medians and how they interact with this project as well as what they are constructed with. I see them planned as grass now but would want to consider as hardscape as well through the EA.
- Street lighting would need to be considered as well. We began a designed concept on Farwell through that project last year and would likely want to continue that. We understand that could be cost shared but want to make sure it is also consistent through the corridor.
- Any thoughts yet on detours and/or constructing staging?
- We will need to talk further about access to Yahara Drive being limited through this project. We are not agreeable to limiting this access as its shown here.
- We talked a little bit about the bridge over the Yahara River. I would like to see more detail as its available on what is planned with this replacement. I know the County Parks has been consulted and again concur the opening needs to be wider to better regulate flow.
- I mentioned also that Farwell was repaved significantly in 2018 and was paid for by the Village. We would want to limit the impact on this work given what went into that project since its shown in the plans going deeper into the block than we were anticipating.
- At some point we should discuss the large retaining wall on Highway 51 across from Babcock Park. Also discuss new retaining walls that might be proposed (I think one was mentioned).

Are we able to setup a regular schedule for meetings going forward? If you are planning to complete this Environmental Assessment within the next year, it would seem to me we should be meeting more frequently to confer on these issues. Look forward to hearing back from you, let us know if you have any questions.

Thanks,
Matt

From: Berens, Jeff - DOT <Jeff.Berens@dot.wi.gov>

Sent: Wednesday, July 31, 2019 11:18 AM

To: Brad Czebotar <Brad.Czebotar@mcfarland.wi.us>

Cc: Matt Schuenke <Matt.Schuenke@mcfarland.wi.us>; Grimes, Jennifer - DOT <Jennifer.Grimes@dot.wi.gov>; Brown, Joel R - DOT <Joel.Brown@dot.wi.gov>; Petersen, Joan <Joan.Petersen@strand.com>; DOT DTSD US 51 Stoughton to McFarland EA <DOTDTSDUS51StoughtontoMcFarlandEA@dot.wi.gov>

Subject: 5845-06-03 US 51 Stoughton to McFarland Corridor Study - Village of McFarland

Mr. Czebotar,

The attached letter is to inform you that the Federal Highway Administration (FHWA) and the Wisconsin Department of Transportation (WisDOT) have recently resumed the US 51 Stoughton to McFarland corridor study after an approximate 3-year hiatus. We look forward to working with you as the study moves forward.

Sincerely,

Jeff Berens, P.E.

Major Studies Project Manager

WisDOT SW Region - Madison Office

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