

Lamers, Brandon - DOT

From: Berens, Jeff - DOT
Sent: Wednesday, March 18, 2020 8:34 AM
To: Matt Schuenke; Brad Czebotar
Cc: Hoelker, Michael - DOT; Lamers, Brandon - DOT; DOT DTSD US 51 Stoughton to McFarland EA
Subject: 5845-06-03 US 51 Stoughton to McFarland: Correspondence - Village of McFarland Meeting Follow-up
Attachments: Roundabouts.pdf; Siggelkow ICE.pdf; McFarland Median Openings.pdf; Babcock Impacts.pdf

Matt and Brad,

Thank you and the other members of the village of McFarland staff for meeting with WisDOT on December 12, 2019 to discuss the US 51 Stoughton to McFarland corridor study. During that meeting the Village requested additional information regarding the proposed design at various locations in and around the McFarland area. This email addresses those action items.

- The Village asked about examples that could be referenced for the size of the US 51 and Exchange Street roundabout. I have attached a file (Roundabouts.pdf) that shows various roundabouts that WisDOT anticipates would be similar in size.
- The Village asked about the design options at the US 51 and Siggelkow Road ramp terminals. I have attached the Intersection Control Evaluation (Siggelkow ICE.pdf) that analyzes the traffic control options that have been investigated. It contains information on safety, operations, and costs for the various options. WisDOT is interested in any preference the Village may have at the ramp terminal locations so it can be factored into WisDOT's final decision.
- The Village asked if the US 51 bridge over the Yahara River could be widened to accommodate any future widening of the dam. WisDOT has been communicating with Dane County to determine what, if any, plans are in place to widen the dam in the area. WisDOT is willing to work with the County to investigate the potential for the bridge to be expanded further.
- The Village asked for information on the US 51 southbound left-turning traffic onto Farwell Street and why the median access is proposed to be closed on US 51 at Culver's and Kwik-Trip. See the McFarland Median Openings.pdf. These improvements are needed to accommodate McFarland's current and future growth. The numbering below follows the page #s of the document.
 1. FDM 11-25-20 guidance on median closures: Diagram from FDM 11-25 illustrates turn bay storage lengths and highlights the area where a median opening should not be allowed.
 2. Kwik Trip, Existing:
 - a. The existing full access to the US 51/Kwik Trip driveway is shown.
 - b. Crash history indicates there were 12 crashes related to this median opening along US 51 from 2014 to 2018.
 - c. The minimum criteria for the NB left-turn lane at Farwell Street is shown, indicating the median opening should be closed based on FDM guidance. Note that the NBL at Farwell St and SBL at Burma Rd (back-to-back left-turn lanes) each do not meet minimum storage length criteria due to the limited space available between intersections. However, based on traffic modeling it is not anticipated that future turning queues will reach the US 51 mainline. The preliminary design in Alt H splits the difference for storage.

3. Kwik Trip, Proposed: Proposed design with the median closure, showing that right-in/right-out access to the Kwik Trip and supper club driveways affected would remain.
4. Culver's, Existing:
 - a. The existing full access to the US 51/Culver's driveway is shown.
 - b. Crash history indicates there was only 1 crash related to this median opening along US 51 from 2014 to 2018.
5. Culver's, 2045 No-Build with Single SB Left: The US 51/Culver's driveway would be within the US 51/Farwell Street intersection's SB left-turn bay storage length and the upstream functional area, indicating the median opening should be closed based on FDM guidance.
6. Culver's, Proposed: Proposed Alternative H design with dual SB left-turn lanes and the median closure, showing that right-in/right-out access to the Culver's and strip mall driveways affected would remain.

In an effort to keep the project moving forward and meet schedules so that construction funding can be allocated, in regard to the environmental document WisDOT is proposing the option that would contain the fullest range of impacts. By doing this, if the alternative is reduced in the future, we would not need to revisit the environmental process in the same level of detail we are working through with preparation of the Environmental Assessment for the project. WisDOT is committed to continuing to work with the village in regard to the Farwell Street intersection design. The US 51 and Farwell Street intersection can be refined further in the design process and it very well may be determined to only include one southbound left-turn lane on US 51 and one receiving lane on Farwell Street to minimize impacts. WisDOT would factor any design preference the Village may have into the decision.

- The Village asked who the owner of the large retaining wall on the east side of US 51 across from the Babcock Park campground is. WisDOT is the owner of that wall.
- The Village asked for a summary of the impacts to Babcock Park. Alternative H, the WisDOT preferred alternative, requires an estimated 0.5 acres of fee right-of-way and 2.9 acres of temporary limited easement. I have attached a file (Babcock Impacts.pdf) which provides more detail on the anticipated impacts as well as the mitigation measures WisDOT is proposing to mitigate those impacts.

Please let me know if you have any questions. Thank you.

Jeff Berens, P.E.
Major Studies Project Manager
WisDOT SW Region - Madison Office
(608) 245-2656