

Terminal Drive/Voges Road

Alternative B

- One additional travel lane each direction from Terminal Drive/Voges Road to the Beltline (6 lanes total, 3 each direction).
- Relocate the northeast frontage road (South Dutch Mill Road) and restrict access to the southeast frontage road (Triangle Street) to right-in/right-out.
- Add a second left turn lane from southbound Stoughton Road to eastbound Voges Road.
- Add a travel lane on Terminal Drive and a shared through/left-turn lane on Voges Road at intersection.
- Reconstruct Voges Road to a four lane divided roadway from the Stoughton Road intersection to relocated South Dutch Mill Road with a possible roundabout or signals at the Voges Road/South Dutch Mill Road intersection.
- Provide bicycle and pedestrian facilities on Terminal Drive/Voges Road, local roads, and frontage roads.

US 12/18 Beltline

Alternative B

- Additional travel lane in each direction from the Beltline to Broadway (8 lanes total, 4 each direction).
- Convert Diamond Interchange to Diverging Diamond Interchange (DDI).
- Construct free flow flyover ramps to/from eastbound Beltline to northbound Stoughton Road and from southbound Stoughton Road to westbound Beltline.
- Accommodate possible additional travel lane (four lanes) each direction on the Beltline from South Towne Drive through the Stoughton Road interchange.
- Reconstruct the Monona Drive/Beltline interchange and the Yahara River Bridge to accommodate free flow flyover ramps.
- Provide bicycle and pedestrian connection through the Beltline Diverging Diamond Interchange from the existing, off-road, multi-modal transportation path at South Dutch Mill Road to Broadway.

Note: After the March 19, 2013 Public Information Meeting at which the above alternatives for the US 12/18 Beltline Interchange were presented, WisDOT and FHWA determined that Alternatives B and C between Stoughton Road and the Beltline are no longer under consideration as part of the Stoughton Road project. Constructing the free flow ramps would have required widening the Beltline between the Stoughton Road interchange and the South Towne Drive interchange, including reconstructing the Monona Drive/Beltline interchange and widening the Yahara River Bridge (see Figure 2-4; Exhibit 2-2, Sheet 1; and Exhibit 2-3, Sheet 1). The free flow flyover ramps are no longer being considered as part of the Stoughton Road project for the following key reasons:

- Improvements under Alternative A will provide sufficient mobility to the design year 2040.
- WisDOT has initiated a separate engineering and environmental study of the US 12/18 Beltline (Project I.D. 5304-02-01). The Planning and Environmental Linkages (PEL) study will look at long-term solutions on the Beltline including the Stoughton Road interchange area. Solutions are expected to be identified in 2015 and advanced to an EIS scheduled for completion before 2020. WisDOT is scheduled to complete the US 51 Stoughton Road Study by October 2014. The long-term plan for the Beltline will not be determined by that time, so including Alternatives B & C of the Stoughton Road Study would require anticipating the long-term plan for what the Beltline would be in order to match the roadway and assess impacts.
- Alternative A will compliment Alternatives B & C with maximum reuse of the infrastructure constructed for the improvements if either would be selected as the preferred alternative by the PEL study. Portions of the Broadway echelon interchange, including the overpass of Broadway and the diverging diamond interchange, can be included as part of the Beltline free-flow ramp from southbound US 51 to the westbound Beltline.

Broadway Intersection

Alternative B

- One additional travel lane each direction from Broadway to Milwaukee Street (6 lanes total, 3 each direction).
- Reconstruct existing intersection with an additional westbound left-turn lane (3 left turn lanes total).
- Provide bicycle/pedestrian facilities on Broadway within the study-impacted area.
- Provide off-road, multi-modal transportation path along the east side of Stoughton Road from Broadway to the frontage road. On-road accommodations provide connection to Pflaum Road.
- Provide on-street bicycle accommodations and sidewalk on the South Broadway Service Road within the study-impacted area.

Note: *The City of Madison has begun a redevelopment evaluation of the Broadway area east of Stoughton Road. The redevelopment plans may require changes to the local road system that may be included in the improvements for this project. If there are future design changes to the local road treatments/impacts as currently proposed and evaluated in the EIS for the Stoughton Road Corridor Study, re-evaluation of the Stoughton Road EIS would be required to account for such design changes and associated changes in environmental impacts.*

Pflaum Road and Buckeye Road

Alternative B

- One additional travel lane each direction from Broadway to Milwaukee Street (6 lanes total, 3 each direction).
- Construct split diamond interchanges – south ramps at Pflaum Road, north ramps at Buckeye Road. Stoughton Road sunken under, crossroads reconstructed at existing elevation.
- Construct two vehicle crossings over Stoughton Road that intersect with the frontage roads at the following locations - Helgesen Drive (signalized) and Allis Avenue (signalized).
- Reconstruct frontage roads between Pflaum Road and Buckeye Road to one-way frontage roads that provide access to businesses.
- Construct an interchange U-turn just north of Pflaum Road connecting the southbound frontage road to the northbound frontage road.
- Construct southbound slip ramp (off-ramp) from Stoughton Road to frontage road between Buckeye Road and Helgesen Drive.
- Construct southbound slip ramp (on-ramp) to Stoughton Road from frontage road between Helgesen Drive and Pflaum Road.
- Construct northbound slip ramp (off-ramp) from Stoughton Road to frontage road between Pflaum Road and Helgesen Drive.
- Construct northbound slip ramp (on-ramp) to Stoughton Road from frontage road between Helgesen Drive and Buckeye Road.
- Reconstruct frontage roads south of Pflaum Road. West frontage road connects to Camden Road, east frontage road connects to Seiferth Road. Frontage roads in these locations are two-way traffic.
- Signalize Pflaum Road and Seiferth Road intersection.
- Relocate Blossom Lane/Buckeye Road intersection to the east to align with frontage road intersection to the south.
- Provide bike/pedestrian facilities on roadway structures crossing Stoughton Road at Helgesen Drive and Allis Avenue.
- Provide bicycle/pedestrian facilities on Pflaum Road, Buckeye Road and frontage roads within the study-impacted area.
- Provide bicycle/pedestrian only structure across Stoughton Road at Tompkins Drive.
- Provide multi-modal transportation path adjacent to frontage roads.

Cottage Grove Road

Alternative B

- One additional travel lane each direction from Broadway to Milwaukee Street (6 lanes total, 3 each direction) and construct an auxiliary lane northbound on Stoughton Road between Buckeye Road and Cottage Grove Road and between Cottage Grove Road and Milwaukee Street.
- Expand the northbound roadway structure for additional travel lane and auxiliary lane between Buckeye Road and Cottage Grove Road.
- Reconstruct the northbound Stoughton Road on-ramp to extend the acceleration lane and flatten the ramp curves.
- WisDOT improvement project scheduled to begin construction in 2015 will expand southbound structure and extend deceleration lane.
- Provide Capital City Trail crossing of Cottage Grove Road and Stoughton Road underneath structures.

Milwaukee Street and WIS 30

Alternative B

- Replace deficient areas of pavement from Milwaukee Street to East Washington Avenue.
- Convert the existing WIS 30 Diamond Interchange to Diverging Diamond Interchange (DDI).
- Reconstruct the eastbound WIS 30 off-ramp to extend turn lanes, signalize the right-turn movement (currently free-flow movement), add a second right turn lane and a second left turn lane.
- Reconstruct the westbound WIS 30 off-ramp to extend turn lanes and add a third left turn lane.
- Reconstruct Portland Parkway overpass to current standards.
- Provide bicycle and pedestrian facilities connection between Milwaukee Street to WIS 30 on east and west side of Stoughton Road.
- Provide bicycle and pedestrian overpass of Stoughton Road south of WIS 30.
- Provide bicycle and pedestrian overpass of WIS 30 near Ziegler Road.
- Provide connection through DDI at WIS 30.

Lexington Avenue / Commercial Avenue

Alternative B

- Replace deficient areas of pavement from Milwaukee Street to East Washington Avenue.
- Construct Jughandle Interchange over Lexington Avenue/Commercial Avenue and Wisconsin & Southern Railroad crossing with roundabouts at ramp terminals.
- Provide bicycle and pedestrian facilities on Lexington/Commercial Avenue.
- Provide off-road bicycle/pedestrian path from WIS 30 to Lexington/Commercial Avenue on east and west side of Stoughton Road.
- Provide bicycle and pedestrian path connection to planned City of Madison Starkweather East Branch Path.
- Provide bicycle and pedestrian underpass at Larson Court.

East Washington Avenue, Anderson Street, Kinsman Boulevard and Pierstorff Street

Alternative B

- One additional travel lane each direction from East Washington Avenue to Reider Road (6 lanes total, 3 each direction).
- Reconstruct East Washington Avenue intersection to a single point urban interchange (SPUI). East Washington overpasses sunken Stoughton Road. SPUI has ramps (northbound off from Stoughton Road and southbound on to Stoughton Road) on the south side of East Washington Avenue only.
- Construct a diamond interchange at Anderson Street, south ramps near East Washington Avenue, north ramps at Anderson Street. Stoughton Road overpasses Anderson Street.
- Construct one-way collector-distributor (C-D) roads between East Washington Avenue and Anderson Street. No driveway access to C-D roads.
- Remove direct access (driveways) to Stoughton Road between East Washington Avenue and Anderson Street. Provide access road on east side of Stoughton Road from Anderson Street.
- Remove direct access (driveways) to East Washington Avenue between Schmedeman Avenue and Mendota Street. Provide access by frontage road connections on the southwest quadrant across from Schmedeman Avenue and on the southeast quadrant from Hoover Drive.
- Remove MacArthur Road intersection with East Washington Avenue.
- Connect MacArthur Road to Hoover Drive.
- Construct Stoughton Road overpass of Kinsman Boulevard. No direct access to Kinsman Boulevard from Stoughton Road. Access provided from right-in/right-out at Pierstorff Street (jughandle type interchange).
- Relocate the connection of Bartillon Road to Orin Road and connect Anderson Street to Lien Road to establish continuous frontage road east of Stoughton Road.
- Provide bicycle and pedestrian facilities on East Washington Avenue, Anderson Street, Kinsman Boulevard, frontage roads, and local road connections within the study-impacted area.
- Provide bicycle and pedestrian crossings of Stoughton Road on East Washington Avenue, Anderson Street, and Kinsman Boulevard roadway structures.
- Provide bicycle and pedestrian overpass structure across East Washington Avenue, east of Stoughton Road.
- Provide off-road, multi-modal transportation path from East Washington Avenue to Kinsman Boulevard east and west of Stoughton Road, and from Pierstorff Street to Anderson Road east of Stoughton Road.

Note: *The City of Madison, in cooperation with WisDOT, has begun a redevelopment evaluation of the East Washington Avenue area. The City will propose alternatives for the land use in the quadrants of the East Washington Avenue/Stoughton Road intersection. If there are future design changes to the local road treatments/impacts as currently proposed and evaluated in the EIS for the Stoughton Road Corridor Study, re-evaluation of the Stoughton Road EIS would be required to account for such design changes and associated changes in environmental impacts. Potential relocations in the southwest and southeast quadrants have been included in the impacts for the this EIS.*

Rieder Road and Amelia Earhart Drive

Alternative B

- One additional travel lane each direction from East Washington Avenue to Reider Road (6 lanes total, 3 each direction).
- Reconstruct the existing roadway pavement with the same number of lanes (4 lanes total, 2 lanes each direction) from Reider Road to Hanson Road.
- Reconstruct the S-curves between Pierstorff Street and Rieder Road to meet current design standards.
- Restrict Rieder Road to right-in/right-out only (remove southbound Stoughton Road left-turns; move can be made using Bartillon Road connection to Kinsman Boulevard).
- Provide off-road, multi-modal transportation path from Pierstorff Street to Anderson Road east of Stoughton Road.

Hanson Road, Hoepker Road, Acker Road and County CV / Anderson Road

Alternative B

- Reconstruct the existing roadway pavement with the same number of lanes (4 lanes total, 2 lanes each direction) with an auxiliary lane northbound between the Hanson Road intersection and the Hoepker Road interchange.
- Restrict Hanson Road movements to right-in/right-out access. Add a right turn lane for northbound Stoughton Road to eastbound Hanson Road.
- Construct diamond interchange at Hoepker Road. Stoughton Road overpasses sunken Hoepker Road.
- Convert Hoepker Road to County CV west of the interchange.
- Construct Hoepker Road to a four-lane road from west of the interchange to Manufacturers Drive.
- Construct local road connections from Hoepker Road to old County CV west of Stoughton Road and from Manufacturers Drive to Anderson Road east of Stoughton Road.
- Remove Acker Road intersection.
- Construct County CV/Anderson Road overpass of Stoughton Road.
- Provide off-road, multi-modal transportation path from Pierstorff Street to Anderson Road east of Stoughton Road.
- Provide bicycle/pedestrian structure across I-39/90/94 at Anderson Road.
- Provide bicycle and pedestrian facilities on all crossing routes, frontage roads, and local road connections within the study-impacted area.
- Provide bicycle/pedestrian accommodations on roadway structure crossing Stoughton Road at County CV.

I-39/90/94, East Metro Drive/Token Creek Lane and WIS 19

Alternative B

- Reconstruct the existing roadway pavement with the same number of lanes (4 lanes total, 2 each direction) and construct auxiliary lanes northbound and southbound on Stoughton Road, connecting on/off ramps between I-39/90/94 and WIS 19.
- Remove access points from I-39/90/94 ramps (Daentl Road, North American Lane and driveway).
- Construct auxiliary lane on westbound I-39/90/94 between Stoughton Road and WIS 19.
- Construct signals at I-39/90/94 eastbound exit ramp terminal for left turn to northbound Stoughton Road (westbound ramp terminal is signalized).
- Restrict East Metro Drive to right in/right out access.
- Remove Token Creek Lane intersection (Dane County Parks to relocate park access to Anderson Road).
- Connect Pepsi Way to East Metro Drive.
- Construct second left turn lane from northbound Stoughton Road to westbound WIS 19.