

## **Terminal Drive/Voges Road**

### **Alternative C**

- One additional travel lane each direction - 6 lanes total, 3 each direction from Terminal Drive/Voges Road to the Beltline.
- Construct tight urban diamond interchange – through movements on Stoughton Road continue on structure over existing Terminal Drive/Voges Road. Access to Voges Road/Terminal Drive, the Beltline and Broadway is provided via exit ramps and existing Stoughton Road.
- Relocate the northeast frontage road (South Dutch Mill Road) and restrict access to the southeast frontage road (Triangle Street) to right-in/right-out.
- 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 C**

- Four freeway lanes (2 lanes each direction) over the existing Beltline. Existing Stoughton Road remains for local access with one additional travel lane each direction from the Beltline to Broadway (7 lanes total, 4 southbound, 3 northbound).
- Convert Diamond Interchange to Diverging Diamond Interchange (DDI).
- Existing Beltline Overpass remains for US 12/18 Traffic.
- Construct free flow flyover ramps to/from eastbound Beltline to northbound Stoughton Road and from southbound Stoughton Road to westbound Beltline.
- Construct free flow for through movements on Stoughton Road via overpass of 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. 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**

### **Alternative C**

- One additional travel lane in each direction from Broadway to Pflaum Road (6 lanes total, 3 each direction). Construct auxiliary lanes northbound and southbound on Stoughton Road, connecting the Beltline flyover ramps and Pflaum Road interchange ramps.
- Reconstruct existing intersection for projected local traffic, same lane configuration as existing with one less eastbound right turn lane (1 right turn lane remains).
- 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 C**

- One additional travel lane each direction from Pflaum to Milwaukee Street (6 lanes total, 3 each direction).
- Full diamond interchanges at Pflaum Road and Buckeye Road. Stoughton Road sunken under, crossroads reconstructed at existing elevation.
- Construct vehicle crossing over Stoughton Road at Helgesen Drive (signalized).
- Relocate frontage road intersections to provide greater separation from Stoughton Road intersection.
- Reconstruct frontage roads between Pflaum Road and Buckeye Road. Frontage roads are two-way traffic and provide access to businesses.
- Reconstruct frontage roads south of Pflaum Road. West frontage road connects to Camden Road, east frontage road connects to Seiferth Road. Frontage roads are two-way traffic.
- Relocate Blossom Lane/Buckeye Road intersection to the east to align with frontage road intersection to the south.
- Provide bicycle/pedestrian facilities on Pflaum Road, Buckeye Road, frontage roads, and Helgesen Drive within the study-impacted area.
- Provide bicycle and pedestrian only connection across Stoughton Road at Tompkins Drive.

## **Cottage Grove Road**

### **Alternative C**

- One additional travel lane each direction from Pflaum Road 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.
- Extend the northbound Stoughton Road exit ramp, and reconstruct the exit ramp curves to meet 35 mph design speed.
- Reconstruct the northbound Stoughton Road on-ramp to extend the acceleration lane and flatten the ramp curves.
- Reconstruct/relocate frontage road east of interchange.

- 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 C**

- Four freeway lanes (2 lanes each direction) over the existing WIS 30 intersection. Existing Stoughton Road remains for local access with same lane configuration as existing (3 travel lanes each direction).
- Construct three-level overpass of WIS 30 and the Wisconsin & Southern Railroad. Lower level is existing Stoughton Road providing access Lexington/Commercial Avenue and the WIS 30 ramps. Second level is WIS 30 through traffic. Top level is an overpass to provide free flow for through movements on Stoughton Road.
- Construct a split interchange with the south ramps south of WIS 30 and the north ramps at Lexington Avenue/Commercial Avenue.
- 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 bicycle/pedestrian connections through WIS 30 interchange by sidewalk and multi-use path.

## **Lexington Avenue / Commercial Avenue**

### **Alternative C**

- Reconstruct the existing roadway pavement with the same number of lanes (6 lanes total, 3 each direction) from Lexington/Commercial to East Washington Avenue.
- Construct two-level overpass/interchange. Free flow for through movements on Stoughton Road are via overpass from Milwaukee Street through Lexington Avenue/Commercial Avenue including the Wisconsin & Southern Railroad crossing.
- North ramps of split interchange at Lexington/Commercial Avenue, south ramps south of WIS 30.
- 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 C**

- Construct one additional travel lane each direction (6 lanes total, 3 each direction) from East Washington Avenue to Rieder Road.
- Reconstruct East Washington Avenue intersection to a single point urban interchange (SPUI). East Washington overpasses sunken Stoughton Road. SPUI has ramps (northbound off-ramp from Stoughton Road and southbound on-ramp to Stoughton Road) on the south side of East Washington Avenue only.
- Construct split diamond interchange with ramps at the south side of Anderson Street and north side of Kinsman Boulevard. Stoughton Road overpasses Anderson Street and Kinsman Boulevard.
- Construct one-way collector-distributor (C-D) roads between East Washington Avenue and Kinsman Boulevard. 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.
- 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.
- Remove Pierstorff Street access from Stoughton Road.
- Extend Anderson Street to the east and connect to East Washington Avenue near Lien 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 C**

- Construct one additional travel lane each direction (6 lanes total, 3 each direction) from East Washington Avenue to Rieder Road.
- Reconstruct S-curves between Pierstorff Street and Rieder Road to meet current design standards.
- Provide split diamond interchange between Rieder Road and Amelia Earhart Drive with a two-way frontage road connection between. Amelia Earhart overpasses Stoughton Road. Northbound Stoughton Road traffic exits at Rieder Road, enters at Amelia Earhart Drive. Southbound Stoughton Road traffic enters and exits at Amelia Earhart Drive.
- 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 C**

- Reconstruct the existing roadway pavement with the same number of lanes from Hanson Road to I-39/90/94 (4 lanes total, 2 each direction).
- Remove Hanson Road intersection with Stoughton 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 four lane roadway 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 C**

- 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.
- Eliminate stop condition for westbound I-39/90/94 left turns to southbound Stoughton Road by constructing a cloverleaf exit ramp in northeast quadrant of interchange.
- Remove access points from I-39/90/94 ramps (Daentl Road, North American Lane and driveway).
- Connect East Metro Drive to Daentl Road with overpass of I-39/90/94.
- Remove eastbound I-39/90/94 left turn movement from interchange; can be made at WIS 19.
- Construct auxiliary lane on westbound I-39/90/94 between Stoughton Road and WIS 19.
- Remove East Metro Drive and Token Creek Lane intersections (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.

**Note:** After the March 19, 2013 public information meeting at which the above alternatives for the I-39/90/94 interchange were presented, WisDOT and FHWA determined that Alternative C and auxiliary lane construction between the US 51 and WIS 19 interchanges on I-39/90/94 are no longer under consideration as part of the Stoughton Road project. Alternative C would eliminate the stop condition for westbound I-39/90/94 left turns by converting the northbound exit ramp to a cloverleaf, remove the eastbound I-39/90/94 left turn movement from the interchange, and construct a connection between East Metro Drive and Daentl Road with overpass of I-39/90/94. An auxiliary lane connection on I-39/90/94 between the Stoughton Road and WIS 19 interchanges was proposed in all three alternatives. These improvements are no longer being considered as part of the Stoughton Road project for the following key reasons:

- WisDOT has initiated a study of I-39/90/94 from the US 12/18 Madison Beltline to the WIS 60 interchange near Arlington (WisDOT Project I.D. 1010-10-00). This is a TPC-authorized capacity expansion study of the existing corridor. It consists of an analysis of existing access and grade-separations to determine if any new interchanges or crossings should be considered, followed by an EIS. This study is expected to be completed in 2018.
- Alternative C would require acquisition of two additional businesses and necessitate auxiliary lanes on I-39/90/94 from US 51 to WIS 19 and include alterations to those interchanges.
- Alternatives A & B involve adding signals for the left-turn movement at the eastbound I-39/90/94 off-ramp. The westbound ramp terminal is already signalized. These alternatives address operational and safety issues in the area through the 2040 design year.
- WisDOT is scheduled to complete the US 51 Stoughton Road study by October 2014. The long-term plan for the I-39/90/94 study will not be determined by that time, so including Alternative C of the Stoughton Road study would require anticipating what the long-term plan for I-39/90/94 in the area would be in order to match in and assess impacts. Alternatives A and B are estimated to provide acceptable LOS through the design year and will likely compliment alternatives identified by the I-39/90/94 study with maximum reuse of the infrastructure constructed for the selected alternative. This will allow WisDOT to examine I-39 in the area as a whole and incorporate long-term improvements at the US 51 interchange as part of that study.