Terminal Drive/Voges Road

Alternative A is recommended

- 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.

Alternative A is recommended to provide improved mobility and safety with the least construction impacts and costs. Additional travel lanes on Stoughton Road, expanded turn lanes at the intersection, and an expanded roadway on Voges Road will reduce traffic backups and rear-end collisions as the area continues to develop and traffic volumes increase.

US 12/18 Beltline Interchange and Broadway

Alternative A is recommended

- Additional travel lanes in each direction from Beltline to Broadway (8 lanes total, 4 each direction).
- Convert Diamond Interchange to Diverging Diamond Interchange (DDI).
- Construct Modified Echelon interchange. Westbound Broadway left turns meet southbound Stoughton Road traffic and connect to the westbound Beltline ramp via structures over the Broadway intersection.
- Construct traffic signals at echelon intersection of southbound Stoughton Road / westbound Broadway and intersection of southbound Stoughton Road and the westbound Beltline on ramp.
- 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.
- Provide bicycle/pedestrian facilities on Broadway within the 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.

Alternative A is recommended to provide improved mobility and safety with the least construction impacts and costs. Bicycle and pedestrian movements will be greatly improved by the connection of the multi-modal transportation path south of the Beltline to facilities on Broadway and the proposed multi-use transportation path from Broadway to Pflaum Road. As noted previously, the alternative provides adequate LOS to the year 2040 and is compatible with potential long-term plans. WisDOT has initiated a separate engineering and environmental study of the US 12/18 Beltline (Project I.D. 5304-02-01) that will further investigate this interchange as part of the improvements to the Beltline and therefore dismissed Alternatives B and C from further consideration. Further improvements may be recommended as part of the Beltline Study.

Pflaum Road and Buckeye Road

Alternative B is recommended

- One additional travel lane each direction from Broadway to Buckeye Road (6 lanes total, 3 each direction).
- Construct split diamond interchange – 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 from (off-ramp) 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/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 multimodal transportation path adjacent to frontage roads.

Alternative B is recommended to provide improved mobility and safety with the least impacts to the adjacent properties. Separating cross and turning traffic from the higher speed through movements on Stoughton Road with the construction of the split diamond interchanges should improve safety and reduce the number of rear-end crashes. Incorporation of the existing frontage roads in their current location as one-way frontage roads provides access to businesses and minimizes the number of relocations over the other alternatives. Vehicle, bicycle and pedestrian connectivity across and along Stoughton Road is promoted through this section of the project by the bridges crossing Stoughton road and the incorporation of bicycle and pedestrian facilities on the frontage roads.

Cottage Grove Road

Alternative A is recommended

- One additional travel lane each direction from Buckeye Road to Milwaukee Street (6 total lanes, 3 each direction) and construct an auxiliary lane northbound on Stoughton Road 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.

Alternative A is recommended to improve the safety and mobility of the interchange. The extended deceleration and acceleration lanes for the northbound exit and entrance ramps will allow traffic to exit and enter Stoughton Road at a higher speed, reducing braking on the mainline lanes. This alternative provides similar operations to Alternative C with reduced impacts and construction costs. The extension of the multi-use transportation path will remove Cottage Grove Road as a barrier to north-south bicycle and pedestrian traffic.

Milwaukee Street, WIS 30 and Lexington Avenue / Commercial Avenue

Alternative A is recommended

- Replace deficient areas of pavement from Milwaukee Street to East Washington Avenue.
- Convert the existing WIS 30 Diamond Interchange to a Diverging Diamond Interchange (DDI).
- Reconstruct the eastbound WIS 30 off-ramp to extend turn lanes, signalize the right-turn movement (currently free-flow movement), and add a second right turn lane.
- Reconstruct the westbound WIS 30 off-ramp to extend turn lanes and add a third left turn lane.
- Extend the Lexington Avenue and Commercial Avenue eastbound and westbound left-turn lanes, and add a second Commercial Avenue westbound left turn lane.
- Provide connection through DDI at WIS 30.
- 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 and pedestrian facilities and crossings on Lexington/Commercial Avenue and at intersection.
- 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 connection from Lexington/Commercial Avenue to Larson Court east of Stoughton Road.

Alternative A is recommended to provide improved traffic safety and mobility with the lowest construction impact and cost. The Diverging Diamond Interchange (DDI) will utilize the existing roadway and structure at WIS 30 while accommodating the increased traffic volumes with minimal traffic back-ups, thus reducing the rate of rear-end crashes. The additional turn lanes at the Lexington Avenue/Commercial Avenue Intersection will also increase the intersections capacity at a lower cost than the other build alternatives. The bicycle and pedestrian facilities constructed through the DDI, at Walsh Road across WIS 30 and across Stoughton Road at Lexington Avenue/Commercial Avenue and Larson Court will provide connectivity for north-south bicycle and pedestrian traffic.

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

Alternative B or Alternative C is recommended

Alternative B

- One additional travel lane each direction (6 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 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.

Alternative C

- One additional travel lane each direction (6 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 from Stoughton Road and southbound on to Stoughton Road) on the south side of East Washington Avenue only.
- Construct split 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 roads (C/D) 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.
- 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 Pierstorff Street to Anderson Road east of Stoughton Road.

Alternative B or C is the recommended alternative. Both improve safety and mobility through this area with the construction of the single point urban interchange (SPUI) at the East Washington Avenue intersection. Both provide access from Anderson Street to the technical college and commercial/industrial areas that border the corridor. The impacts of Alternative C are greater with the construction of a split diamond interchange at Kinsman Boulevard; however, it provides direct access to Kinsman Boulevard from US 51. Both alternatives greatly improve bicycle and pedestrian movement in the corridor by improving the crossings at the East Washington Avenue/Stoughton Road intersection and providing bicycle overpasses.

Rieder Road and Amelia Earhart Drive

Alternative B is recommended

- One additional travel lane each direction (6 total, 3 each direction) from East Washington Avenue to Rieder Road. Reconstruct the S-curves between Pierstorff Street and Rieder Road to meet current design standards.
- Reconstruct the existing roadway pavement to current cross section (4 lanes total, 2 lanes each direction) from Rieder Road to I-39/90/94.
- 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.

Alternative B is recommended to provide improved traffic safety and mobility. Additional travel lanes in each direction will accommodate increased traffic volumes. Reconstruction of the S-curves and removing left turns from Rieder Road will provide improved safety at the Rieder Road intersection. The off-road, multi-modal, transportation path will improve bicycle and pedestrian movements north and south along the corridor. The proposed typical section minimizes impacts to the adjacent wetlands and airport parcels by incorporating concrete barrier at the median and northbound shoulder. This alternative also has less impacts to the adjacent wetlands and airport properties than Alternative C.

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

Alternative B is recommended

- Reconstruct the existing roadway pavement to current cross section from Rieder Road to I-39/90/94 (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 and 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.
- Construct Anderson Road bicycle/pedestrian overpass of I-39/90/94.
- Provide off-road, multi-modal transportation path from Pierstorff Street to Anderson Road east of Stoughton Road.
- Provide bicycle and pedestrian facilities on Hoepker Road, County CV, Anderson Road and local road connections within the study-impacted area.
- Provide bike/pedestrian accommodations on structure crossing Stoughton Road at County CV.

Alternative B is recommended to provide improved traffic safety and mobility. As this area and the areas to the east continue to develop, the delays at the signalized intersections at County CV and Hoepker Road will be problematic. The Hoepker Road interchange will improve mobility by removing the turning volumes from the through traffic. County CV will be converted to an overpass further reducing conflicts on Stoughton Road. The impacts to the adjacent Dane County Regional Airport properties and wetlands are minimized by the propsed typical section (27-foot median barrier section). The off-road, multi-use, transportation path from Pierstorff Street to Anderson Road and the Anderson Road bicycle/pedestrian bridge over I-39/90/94 greatly improve mobility for bicyclists and pedestrians.

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

A recommended alternative has not been selected for the section between I-39/90/94 and WIS 19. The I-39/90/94 Corridor Study (Project ID 1010-10-00) will evaluate alternatives that impact this section of Stoughton Road. WisDOT will defer selection of a Preferred Alternative in this area to the I-39/90/94 study.