



# US 51 (Stoughton Road) Corridor Study

(Voges Road/Terminal Drive to WIS 19)

Dane County

Environmental Study

Public Information Meeting #2  
Review of Alternatives

March 19, 2013



WisDOT Project I.D. 5410-05-00

**Welcome** to today's public information meeting for the environmental study phase of the US 51 (Stoughton Road) Corridor Study. The purpose of the meeting is to:

- Provide an overview of the study
- Present the latest alternatives and WisDOT's Proposed Recommended Alternative
- Review upcoming activities and schedule
- Answer questions and obtain your comments on the proposed alternatives



The proposed project begins just south of the Beltline and ends at WIS 19, north of Interstate 39/90/94. The latest alternatives including WisDOT's Proposed Recommended Alternative are described on the following pages.

Representatives from the Wisconsin Department of Transportation (WisDOT) Madison regional office and the study team are here to listen to your thoughts the latest alternatives and other study aspects. Please review the exhibits, ask questions and share your ideas, suggestions, or concerns. If you would like to provide written comments, please fill out a comment sheet and leave it with us today or mail it after the meeting.

Thank you for participating in this important study.

Newsletters announcing the upcoming Public Information Meetings and the Public Hearing will be sent to the project's mailing list and posted on the project study web site:

<http://www1.wisconsindot.gov/Pages/projects/by-region/sw/51/default.aspx>

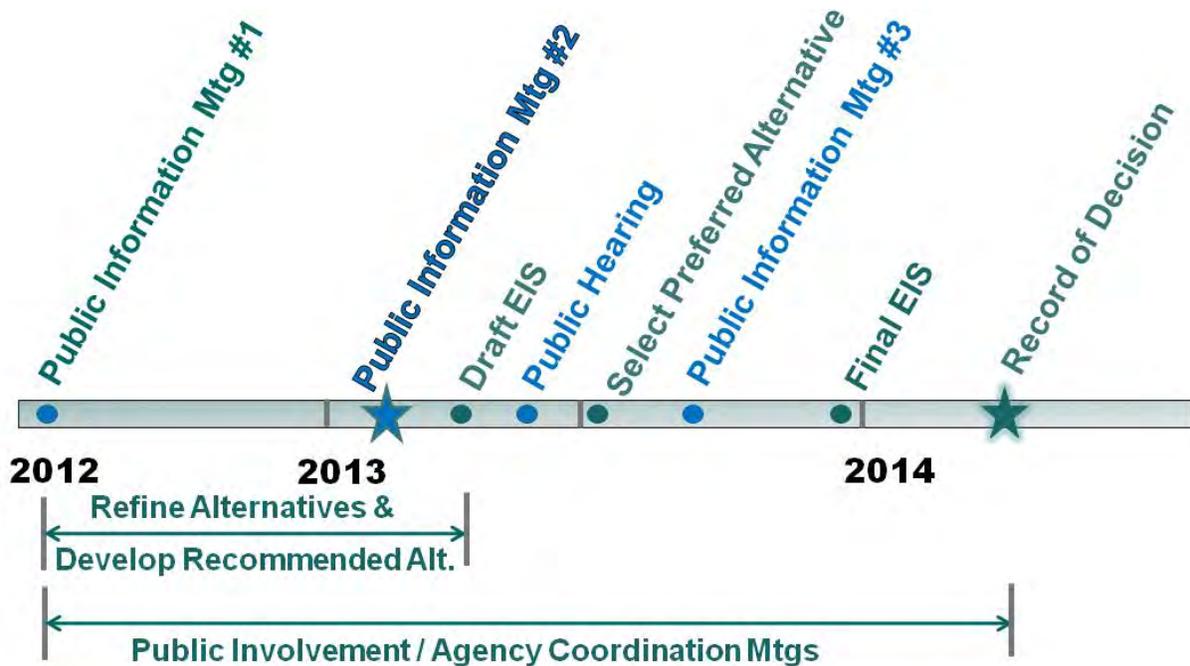


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**Project Schedule:**



- **Summer 2013** – Completion of Draft EIS and Public Hearing
- **Fall 2013** – Select a preferred alternative and Public Information Meeting #3
- **December 2013** – Final EIS
- **Summer 2014** – Record of Decision from FHWA approving Final EIS



## **US 51 (Stoughton Road) Corridor Study Environmental Study Summary Sheet**

### **Study Overview**

The Wisconsin Department of Transportation (WisDOT) Southwest Region and the Federal Highway Administration (FHWA) are conducting an Environmental Impact Statement (EIS) study on the US 51 (Stoughton Road) corridor. The project begins at the Terminal Drive/Voges Road intersection and continues north for 11 miles to the Highway 19 interchange. The purpose of the study is to develop long-term improvements to address safety, congestion, and bicycle and pedestrian issues along the corridor and determine the associated impacts.

The current environmental study builds on alternatives that were developed as part of the Traffic, Safety and Needs Identification Analysis (TSNIA) study conducted from 2004 -2012. The environmental study phase will conclude with a Final EIS and Record of Decision (ROD). The Final EIS will identify the Preferred Alternative, its impacts, reasons for its selection, and measures to minimize adverse impacts. The Final EIS will report the results of the public hearing, agency coordination, and other community involvement that played a role in developing and selecting the preferred alternative.

### **Improvement Objectives**

Improvements in the Stoughton Road corridor are being proposed to:

- Maintain a key link in the US 51 corridor that provides local, regional, and statewide mobility.
- Reduce congestion and accommodate future traffic at an acceptable level of service.
- Reduce traffic diversion from Stoughton Road to the local street system and I-39/90/94.
- Address roadway deficiencies and pavement deterioration.
- Address safety problems that contribute to the high crash rate.
- Enhance bicycle, pedestrian and transit travel.
- Minimize impacts to the natural and built environment to the extent feasible and practicable.

### **Alternatives**

A range of alternatives has been investigated to address the study's improvement objectives. The Draft EIS will evaluate the alternatives, identify reasonable alternatives retained for detailed study, and explain why other alternatives were eliminated from further consideration.

#### **No Build Alternative**

This alternative will be included in the EIS and serves as a baseline of comparison for the Build Alternatives. The No Build Alternative would maintain the existing Stoughton Road mainline, intersections and interchanges as they are today. There would be no capacity improvements on Stoughton Road and no substantive changes to existing geometry at the intersections and interchanges. Over time, minor improvements would be made to keep the driving surface in good condition, address safety concerns at spot locations, and repair structures.

#### **Build Alternatives**

The latest build alternatives are summarized on the next page. Proposed improvements for each alternative are shown on the displays at today's meeting. These alternatives have been refined and updated since the last public information meeting in August 2012 based on additional engineering and environmental analysis and community input through the project's Technical and Advisory Committees.

#### **Alternative A—Transportation Systems Management (TSM)**

This alternative is designed to improve mobility on Stoughton Road and increase safety at existing intersections through maximum use of the existing infrastructure. Improvements would focus primarily on



providing additional capacity at some intersections and interchange ramps. The additional capacity is provided by additional through lanes on Stoughton Road, at the intersections and at the interchange ramps where necessary. Also included are lengthening and adding turn lanes, and reconfiguring/closing some local road access points to improve traffic flow and safety. Broadway and East Washington Avenue are the only location identified for potential interchanges under Alternative A.

#### Alternative B—Enhanced Expressway

This alternative would convert at-grade some intersections to grade-separated interchanges or overpasses. The existing intersections at Pflaum Road, Buckeye Road, Lexington/Commercial Avenue, East Washington Avenue and Hoepker Road would be converted to interchanges. Intersections at Kinsman Boulevard and County CV would become overpasses. Alternative B would also upgrade existing interchanges, reconstruct portions of existing frontage roads, and reconfigure/restrict access for some local road traffic movements. Additional through traffic lanes are added as needed to improve operations within the corridor.

#### Alternative C—Freeway

This alternative provides free-flow traffic through the entire Stoughton Road corridor from Terminal Drive/Voges Road to WIS 19. It includes interchanges at the locations listed for Alternative B, and additional interchanges at Kinsman Boulevard and Rieder Road/Amelia Earhart Drive. Alternative C also provides express lanes over the US 12/18 Beltline, express lanes over WIS 30/railroad/Lexington Avenue, and overpasses at Anderson Street and County CV. There would also be overpasses to carry East Metro Drive and Anderson Road over I-39/90/94. Additional through traffic lanes are added as needed to improve operations within the corridor.

#### **Proposed Recommended Alternative**

At this time, WisDOT has identified a *Proposed Recommended Alternative* that may best address the current and long term needs in the Stoughton Road corridor. The Proposed Recommended Alternative is a combination of Alternatives A, B, and C, as shown on the displays at today's meeting. This recommendation may be revised based on input from today's meeting and further coordination with state and federal review agencies.

A *Preferred Alternative* will be selected by WisDOT and FHWA after the Draft EIS has been made available for public and agency review and the results of the public hearing have been evaluated. The Preferred Alternative will be identified in the Final EIS.

#### **Bicycle and Pedestrian Accommodations**

The study has identified several locations where bicycle and pedestrian facilities may be provided with the Build Alternatives. These are shown on the displays for Alternatives A, B, and C. Overpasses for bicycles and pedestrians at Tompkins Drive, Helgesen Drive, Walsh Road/Parkwood Drive (over WIS 30), Larson Court, East Washington Avenue and Anderson Road (over I-39/90/94) will greatly enhance safety for crossings in the corridor. Adjacent off-road paths and connections from Broadway to Pflaum Road and from Pierstorff Street to County CV will enhance mobility along the corridor. The selected alternative will include on-road bicycle facilities and sidewalks at sideroads. These opportunities have been identified in the corridor bicycle plan.

#### **Preliminary Impacts**

Preliminary impacts for the Build Alternatives are shown on displays at today's meeting and listed in the following table. The impact analysis is ongoing and there will likely be some changes to these impacts. The updated impacts will be reported in the Draft EIS. Other impacts such as noise, air quality, indirect and cumulative effects, and aesthetics will also be included in the EIS.



### Preliminary Impact Summary

	Alternative A	Alternative B	Alternative C
<b>Relocations</b>	25 Residential 42 Commercial	28 Residential 40 Commercial	56 Residential 56 Commercial
<b>Wetland Impacts</b>	6 Acres	46 Acres	61 Acres
<b>Farmland Impacts</b>	4 Acres	11 Acres	13 Acres
<b>Airport Land Impacts</b>	4 Acres	9 Acres	18 Acres
<b>Parkland Impacts</b>	0 Acres	0.2 Acres	0.1 Acres
<b>Total Costs for Construction and R/W</b>	\$215 - \$875 Million		

#### Noise impacts

A noise study is being completed for the EIS using the approved Federal Highway Administration noise modeling software. It is expected that noise will increase over the existing conditions even without roadway improvements due to the increase in traffic volumes on Stoughton Road. According to WisDOT noise policy the sound level at which noise impact occurs on a residential land use is 66 decibels (dBA). Using projected traffic volumes, preliminary results of the noise modeling software indicate that there are areas between Milwaukee Street and Buckeye Road that currently have noise levels at or greater than 66 dBA. The 2040 model shows an increase of 1 to 5 dBA along the corridor for all alternatives; however, there are areas where future noise levels would decrease due to the highway being lowered and retaining walls being constructed. The potential for noise barrier walls is being investigated as part of the Draft EIS.

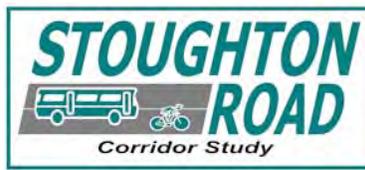
#### Aesthetics

Stoughton Road is a gateway to the City of Madison both from the north and the south. As such, a consistent decorative theme or aesthetic treatment would provide a greater sense of place for those entering the city. The Stoughton Road Revitalization Project (SRRP) supported a study of the area between the Beltline and WIS 30 which addresses aesthetics and land use in that portion of the corridor. Recommendations of the SRRP study will be considered as an aesthetic theme is developed.

#### What's Next

- The alternatives will be finalized based on input from today's public meeting and further coordination with state and federal review agencies.
- A Draft EIS comparing the impacts of each alternative will be prepared and made available for public and agency review.
- A Public Hearing will be held to obtain public and agency comments on the Draft EIS.
- A Preferred Alternative will be selected based on the results of the public hearing and comments on the Draft EIS.
- The Preferred Alternative will be presented at the next Public Information Meeting.
- A Final EIS will be prepared.

Construction of the selected alternative has not been scheduled, but will likely be phased over several years. No construction will begin before 2020. Funding for engineering design and construction has not been allocated at this time.



## **ALTERNATIVES SUMMARY BY SECTION**

### Terminal Drive/Voges Road

#### **Alternative A**

- Relocate the northeast frontage road (South Dutch Mill Road) and restrict access to the southeast frontage road (Triangle Street) to right in/out.
- City of Madison to extend US 51 southbound left-turn lane in 2013.
- Add a third through lane in each direction on US 51.
- Add a through lane on Terminal Drive and shared through lane/left turn lane on Voges Road at intersection.

#### **Alternative B**

- Same as Alternative A.

#### **Alternative C**

- Construct tight urban diamond interchange – through movements on US 51 continue on structure over existing Beltline. Access to Beltline and Broadway via exit ramps and existing US 51.

### US 12/18 Beltline

#### **Alternative A**

- Construct Diverging Diamond Interchange (DDI) for ramp terminals.
- Add a through lane on Stoughton Road northbound and southbound (four total in each direction).
- Provide bicycle and pedestrian connection through DDI.

#### **Alternative B**

- Construct DDI for ramp terminals.
- Add a through lane in each direction on Stoughton Road (four total in each direction).
- Free flow ramps to/from eastbound Beltline to northbound US 51 and from southbound US 51 to westbound Beltline.
- Provide bicycle and pedestrian connection through DDI.

#### **Alternative C**

- Free flow ramps to/from eastbound Beltline to northbound US 51 and from southbound US 51 to westbound Beltline.
- Free flow for through movements on Stoughton Road via overpass of Beltline.

### Broadway

#### **Alternative A**

- Construct Echelon interchange for westbound Broadway left turning and southbound US 51 traffic connecting to westbound Beltline ramp.
- Provide off-road bicycle/pedestrian path from Dutch Mill Road to Pflaum Rd on east side of US 51.
- Add a through traffic lane each direction on US 51 (four through lanes each direction total).
- Continue four through lanes each direction north of the Broadway intersection.

#### **Alternative B**

- Add a through traffic lane in each direction on US 51 (four through lanes in each direction total).
- Expand westbound left-turns to three lanes.
- Provide off-road bicycle/pedestrian path from Dutch Mill Road to Pflaum Road.



## **ALTERNATIVES SUMMARY BY SECTION**

### **Alternative C**

- Add a through traffic lane in each direction on US 51 (four through lanes in each direction total).
- Reconstruct existing intersection for projected local traffic.
- Provide off-road bicycle/pedestrian path from Dutch Mill Road to Pflaum Road.
- Provide bicycle and pedestrian connection across Stoughton Road near Femrite Drive.

Pflaum Road and Buckeye Road

### **Alternative A**

- Add two through lanes in each direction on US 51 (four through lanes in each direction total).
- Relocate frontage road intersections to provide greater separation from Stoughton Road intersection.
- Extend turn lanes on all approaches.
- Add second left turn lane on all approaches at both intersections.
- Add a second northbound right-turn lane for westbound Buckeye Road traffic.
- Provide bicycle/pedestrian facilities on Pflaum Road, Buckeye Road, frontage roads.
- Provide bicycle/pedestrian only structures and across Stoughton Road at Tompkins Drive and Helgesen Drive.

### **Alternative B**

- Add one through lane in each direction on US 51 (three lanes in each direction total).
- Construct split diamond interchanges – south ramps at Pflaum Road, north ramps at Buckeye Road.
- One-way frontage roads provide access to businesses between Pflaum Road and Buckeye Road.
- Construct southbound off-ramp from Stoughton Road to frontage road between Allis Avenue and Helgesen Drive.
- Construct northbound off-ramp from Stoughton Road to frontage road between Pflaum Road and Helgesen Drive.
- Construct northbound on-ramp from frontage road to Stoughton Road, between Helgesen Drive and Allis Avenue.
- Upgrade frontage roads for increased traffic volumes and include bicycle lanes.
- Reconstruct frontage roads south of Pflaum Road.
- Move Blossom Lane/Buckeye Road intersection 500 feet to the east.
- Construct roadway connections across Stoughton Road via structures at three locations: between Pflaum Road and Helgesen Drive, at Helgesen Drive, and at Allis Avenue,
- Provide bicycle/pedestrian facilities on Pflaum Road, Buckeye Road, and the three new crossings of Stoughton Road.
- Provide bicycle/pedestrian only structure across Stoughton Road at Tompkins Drive.

### **Alternative C**

- Add one through lane in each direction on US 51 (three lanes in each direction total).
- Full diamond interchanges at Pflaum Road and Buckeye Road.
- Relocate frontage road intersections to provide greater separation from Stoughton Road intersection.
- Reconstruct frontage roads south of Pflaum Road.
- Move Blossom Lane / Buckeye Road intersection 500 feet to the east.
- Provide bicycle/pedestrian facilities on Pflaum Road, Buckeye Road, and at Helgesen Drive.
- Provide bicycle and pedestrian only connection across Stoughton Road at Tompkins Drive.



## **ALTERNATIVES SUMMARY BY SECTION**

### Cottage Grove Road

#### **Alternative A**

- Add one through lane in each direction on US 51 (three lanes total in each direction).
- Extend acceleration and deceleration lanes on northbound Stoughton Road ramps.
- Project scheduled to begin construction in 2015 will extend southbound deceleration lane.

#### **Alternative B**

- Same as Alternative A.

#### **Alternative C**

- Add one through lane in each direction on US 51 (three lanes total in each direction).
- Extend acceleration and deceleration lanes on northbound Stoughton Road ramps.
- Reconstruct northbound interchange ramps to meet 35 mph design speed.
- Project scheduled to begin construction in 2015 will extend southbound deceleration lane.

### Milwaukee Street and WIS 30

#### **Alternative A**

- Construct Diverging Diamond Interchange (DDI) for ramp terminals.
- Add a through lane in each direction on US 51 (four lanes in each direction total).
- Reconstruct the eastbound off-ramp to eliminate free flow right-turn movement and add a second right turn lane.
- Reconstruct the westbound off-ramp to add a third left turn lane.
- Increase length of the off-ramps.
- Provide bicycle and pedestrian connection across WIS 30 at Walsh Road and through DDI.

#### **Alternative B**

- Same as Alternative A.

#### **Alternative C**

- Three-level interchange/overpass of WIS 30.
- Free flow for through movements on Stoughton Road via overpass from Milwaukee Street through Lexington Avenue/Commercial Avenue, including Wisconsin & Southern Railroad crossing.
- Reconstruct eastbound off-ramp to eliminate free flow right-turn movement and add second left turn lane and second right turn lane.
- Reconstruct westbound off-ramp to add a third left turn lane.
- Provide bicycle and pedestrian connection across WIS 30 at Walsh Road.
- Construct split diamond interchange with south ramps at WIS 30 and north ramps at Lexington/Commercial Avenue.



## ALTERNATIVES SUMMARY BY SECTION

### Lexington Avenue/Commercial Avenue

#### Alternative A

- Extend northbound and southbound left-turn lanes, and add a second westbound left turn lane.

#### Alternative B

- Construct Jughandle Interchange over Lexington / Commercial Avenue and Railroad with roundabouts at ramp terminals.

#### Alternative C

- Free flow for through movements on Stoughton Road via overpass from Milwaukee Street through Lexington Avenue/Commercial Avenue, including Wisconsin & Southern Railroad crossing.
- Existing roadway and signalized intersections stay in place to provide access.
- Construct split diamond interchange with south ramps at WIS 30 and north ramps at Lexington/Commercial Avenue.

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

#### Alternative A

- Construct echelon interchange (westbound and northbound movements on overpassing structure, southbound and eastbound movements below).
- Construct US 51 to three lanes each direction between East Washington Avenue and Rieder Road.
- Provide bicycle and pedestrian crossings at East Washington Avenue intersection.
- Provide bicycle and pedestrian underpass at Larson Court.
- Provide off-road, multi use path from Pierstorff Street to Anderson Road.
- Remove direct access to businesses east of Stoughton Road between East Washington Avenue and Anderson Street
- Add a right turn lane westbound and extend eastbound right and left turn lanes on Anderson Street.
- Extend existing northbound right turn lane at Kinsman Boulevard.
- Connect Macarthur Road to Mendota Street.
- Restrict left turns onto Mendota Street from eastbound East Washington Avenue.

#### Alternative B

- Reconstruct East Washington Avenue intersection to a single point urban interchange.
- Construct US 51 to three lanes each direction between East Washington Avenue and Rieder Road.
- Construct split diamond interchanges – south ramps at East Washington Avenue, north ramps at Anderson Street with one way, collector-distributor roads between.
- Construct southbound on-ramp from Anderson Street to Stoughton Road.
- Construct northbound off-ramp from Stoughton Road to Anderson Street
- Provide bicycle and pedestrian overpasses at East Washington Avenue intersection and underpass at Larson Court
- Kinsman Boulevard to overpass Stoughton Road without direct access. Access provided from right in/out at Pierstorff Street (jughandle type interchange).
- Add frontage road from Anderson Street to provide access to properties east of Stoughton Road between East Washington Avenue and Anderson Street
- Connect Macarthur Road to Mendota Street.
- Provide off-road, multi use path on east side of US 51 from Pierstorff Street to Anderson Road.

***POSSIBLE COMPONENT OF ALTERNATIVE B - Extend Anderson Street to the east and connect to East Washington Avenue near the Lien Road intersection.***



## **ALTERNATIVES SUMMARY BY SECTION**

### **Alternative C**

- Reconstruct East Washington Avenue intersection to a single point urban interchange.
- Construct US 51 to three lanes each direction between East Washington Avenue and Rieder Road.
- Construct split diamond interchanges – south ramps at East Washington Avenue, north ramps at Kinsman Boulevard with one way, collector-distributor roads between.
- Construct southbound on-ramp from Anderson Street to Stoughton Road.
- Construct northbound off-ramp from Stoughton Road to Anderson Street
- Add frontage road from Anderson Street to provide access to properties east of Stoughton Road between East Washington Avenue and Anderson Street.
- Provide bicycle and pedestrian overpasses at East Washington Avenue intersection and underpass at Larson Court.
- Remove Pierstorff Street access from Stoughton Road.
- Connect Macarthur Road to Mendota Street
- Provide off-road, multi use path on east side of US 51 from Pierstorff Street to Anderson Road.

***POSSIBLE COMPONENT OF ALTERNATIVE C - Extend Anderson Street to the east and connect to East Washington Avenue near the Lien Road intersection.***

### **Rieder Road and Amelia Earhart Drive**

#### **Alternative A**

- Extend turn lanes.

#### **Alternative B**

- Restrict Rieder Road to right-turn only (remove southbound Stoughton Road left-turns, move can be made using Bartillon Road connection to Kinsman Boulevard).

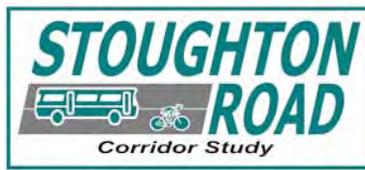
#### **Alternative C**

- Provide split interchange between Rieder Road and Amelia Earhart Drive with a frontage road connection between.
- Northbound Stoughton Road exits at Rieder Road, enters at Amelia Earhart Drive.
- Southbound Stoughton Road enters and exits at Amelia Earhart Drive.

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

#### **Alternative A**

- Construct additional through lane in each direction from Hoepker Road through County CV (three through lanes total in each direction).
- Construct Hoepker Road as a four lane road to Manufacturer's Drive.
- Construct second right turn lane for westbound Hoepker Road.
- Convert Acker Road to right in/out.
- Provide vehicular and bike/pedestrian connection across I-39/90/94 at Anderson Road.
- Restrict left turns from westbound Hanson Road.



## **ALTERNATIVES SUMMARY BY SECTION**

### **Alternative B**

- Restrict Hanson Road movements to right-in/right-out access.
- Construct diamond interchange at Hoepker Road.
- Construct auxiliary lane from Hanson Road RIGHT TURN to Hoepker Road exit ramp.
- Convert Hoepker Road to County CV west of the interchange.
- Construct County CV/Anderson Road overpass of Stoughton Road.
- Construct Hoepker Road as a four-lane road to Manufacturer's Drive.
- Connect local road from Manufacturer's Drive to Anderson Road east of US 51.
- Remove Acker Road intersection.
- Provide vehicular and bike/pedestrian connection across I-39/90/94 at Anderson Road.

### **Alternative C**

- Construct Hanson Road and Acker Road cul de sacs.
- Construct diamond interchange at Hoepker Road.
- Convert Hoepker Road to County CV west of the interchange.
- Construct County CV/Anderson Road overpass of Stoughton Road.
- Construct Hoepker Road as a four-lane road to Manufacturer's Drive.
- Connect local road from Manufacturer's Drive to Anderson Road east of US 51.
- Provide vehicular and bike/pedestrian connection across I-39/90/94 at Anderson Road.

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

### **Alternative A**

- Remove access points from I-39/90/94 ramps (Daentl Road, North American Lane and driveways).
- Construct auxiliary lane on westbound I-39/90/94 between US 51 and WIS 19.
- Construct signals at eastbound I-39/90/94 ramp terminal (westbound ramp terminal is signalized).
- Construct third through lane on northbound and southbound US 51.
- Restrict East Metro Drive and Token Creek Park Road to right in/right out access.
- Connect East Metro Drive to Pepsi Way.

### **Alternative B**

- Construct signals I-39/90/94 eastbound exit ramp.
- Construct auxiliary lane on westbound I-39/90/94 between US 51 and WIS 19.
- Remove access from I-39/90/94 ramps (Daentl Road, North American Lane and private driveway).
- Remove Token Creek Park Road intersection, restrict East Metro Drive to right-in/out.
- Construct third through lane on northbound and southbound US 51.
- Connect East Metro Drive to Pepsi Way.

### **Alternative C**

- Remove access points from I-39/90/94 ramps (Daentl Road, North American Lane and driveways).
- East Metro Drive overpass of I-39/90/94 to connect to Daentl Road.
- Eliminate stop condition for westbound I-39/90/94 left turns by converting to cloverleaf.
- Remove eastbound I-39/90/94 left turn movement from interchange; turn can be made at WIS 19.
- Construct third through lane on northbound and southbound US 51.
- Construct auxiliary lane on westbound I-39/90/94 between US 51 and WIS 19.
- Remove Token Creek Park Road and East Metro Drive intersection.
- Connect East Metro Drive to Pepsi Way.



## **PROPOSED RECOMMENDED ALTERNATIVES SUMMARY**

### **Terminal Drive – Alt A/B**

- Extend and add turn lanes, make frontage road connections

### **Beltline / Broadway – Alt A & B**

- DDI / Echelon first step
- Free Flow ramps when needed based on traffic operations
- Three through traffic lanes each direction from north of Broadway to Milwaukee St

### **Pflaum Road / Buckeye Road – Alt B**

- 'Split Diamond' interchange with access ramps

### **Cottage Grove Road through Lexington/Commercial Avenue – Alt A**

- Reconstructed ramps at Cottage Grove Road
- DDI at WIS 30
- At-grade with improved turn lanes at Lexington/Commercial

### **East Washington Avenue through Pierstorff Street – Alt B or Alt C**

- 'Split Diamond' interchange East Washington and Anderson St or Kinsman Blvd.
- Access ramps between E. Washington Ave and Anderson St
- Three through traffic lanes each direction from East Washington Ave to Rieder Rd

### **Rieder Road through Hanson Road – Alt B**

- Remove left in at Rieder Rd and Hanson Rd
- Amelia Earhart Drive extend turn lanes, accommodate U-turns from Rieder

### **Hoepker Road to WIS 19 – Alt B**

- Interchange at Hoepker, becomes County CV to the west
- Overpass at existing County CV/Anderson Road
- Signalize I 39/90/94 ramps
- Remove driveway accesses from US 51
- Right in/out at East Metro Drive, connect to Pepsi Way
- Remove Token Creek Park Road access