



Terminal Drive/Voges Road - Broadway

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.

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.

= **Proposed Recommended Alternative**

*** = First Stage of Improvement**

*** * = Second Stage of Improvement**



Pflaum Road/Buckeye Road/Cottage Grove Road

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.

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.



= **Proposed Recommended Alternative**



Milwaukee Street – Lexington/Commercial Avenue

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 right 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 an additional 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.

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.



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**Proposed Recommended
Alternative**



East Washington Avenue – Amelia Earhart Drive

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.

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

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.

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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.



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Proposed Recommended Alternative

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Recommended Alternative to be finalized after comments from this meeting.



Hanson Road – WIS 19

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.

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 Alternative**