

2 US 51 and Commercial Ave: Existing Conditions Improved



RECOMMENDED ALTERNATIVE

Alternative Overview:

- Existing signalized configuration with improvements
- US 51 railroad crossing remains at-grade with gates

Geometry:

- Adds additional northbound and southbound left turn lanes
- Raises roadway network to improve known drainage issues
- Provides auxiliary lane between WIS 30 and Commercial Avenue, increasing capacity
- Realigns Lexington Avenue/N. Stoughton Service Road intersection to meet standards

Safety:

- Adds railroad signals and gates to improve safety
- Adds crosswalks to all legs of US 51 and Commercial Avenue
- Adds shared-use path to the roadway network

Traffic:

- Improves traffic operations
- Ability to accept additional capacity to accommodate fluctuations in future traffic volumes

Potential Impacts:

- Right-of-Way | 1.5 acres
- Wetlands | 0.9 acres
- Driveway Access | 1 potential driveway relocation
- Utilities | Low impacts
- Construction Costs | \$\$ \$\$\$

Public and Stakeholder Feedback:

- Public | Moderate Support
- Stakeholders | Moderate Support

Reasons for Recommendation Compared to the Three-Legged Alternative

- Similar improved safety and traffic operations
- Considerably less overall impacts
- Considerably less construction costs

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At-grade intersection, no new bridges required for this alternative. Railroad south of intersection is being investigated for potential high-speed rail. The design presented in this exhibit is preliminary and specific details may be refined in final design.