

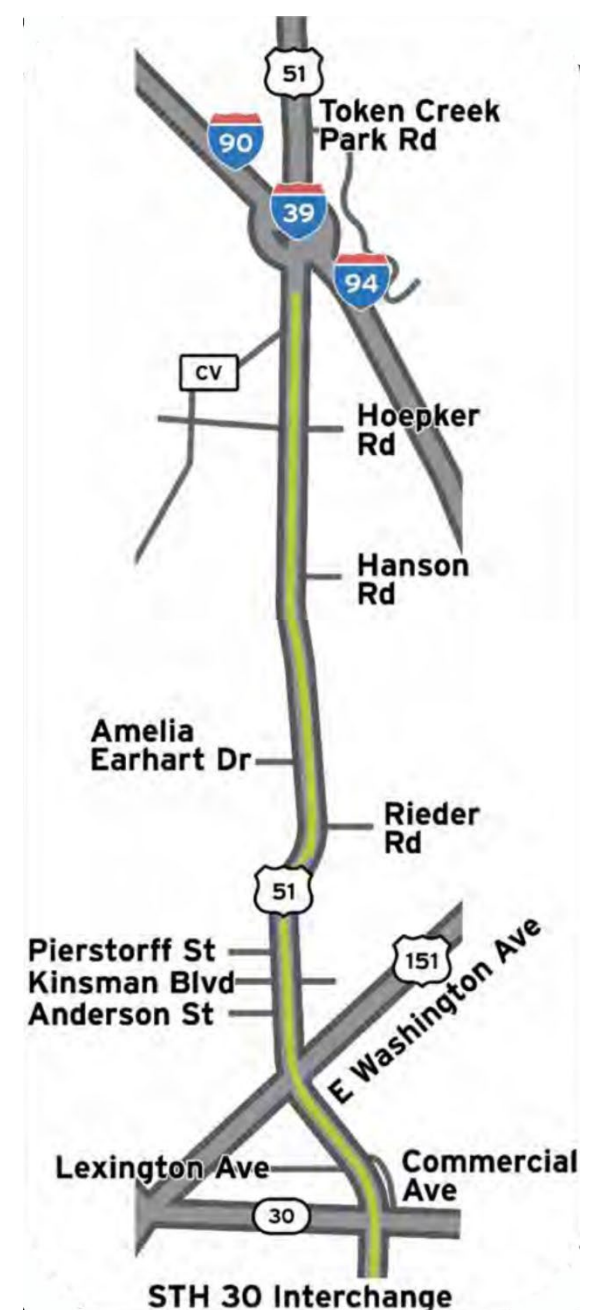
WisDOT North Stoughton Rd Project

Transportation Commission
July, 2023

North Stoughton Rd

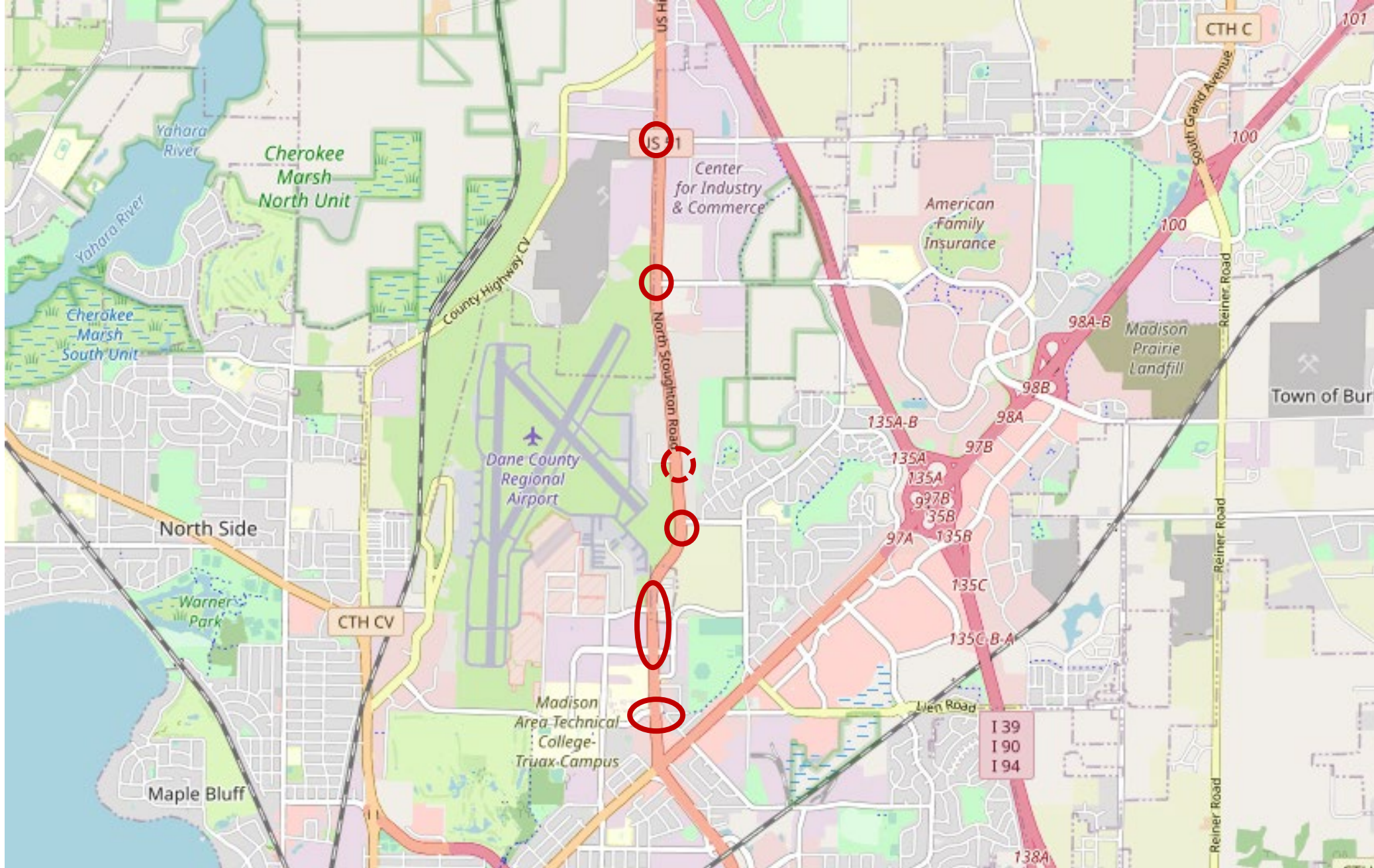
WisDOT is preparing Environmental Document – Spring 2024

- Preferred Alternative fall of 2023
- Transportation Projects Commission fall of 2024



Key Madison Interests

- Intersections north of East Washington Ave
- East Washington - Stoughton Road Intersection
- Lexington/Commercial Intersection
- Bicycle and pedestrian accommodations



3. *Work with Wisconsin DOT to ensure the future form of the Hwy 51 corridor aligns with the City's vision for transportation and land use. The design should address the following concerns:*

- *Utilize post-pandemic travel forecasts to avoid over-building and adding excess capacity.*
- *The design should be a human-scaled urban connection that minimizes pedestrian crossing distances and motor vehicle speeds.*
- *Ensure the intersection designs are comfortable, safe and convenient for bikes and pedestrians. Particular needs are at East Washington Avenue, Lexington Avenue, and Anderson Street.*
- *The design should not further divide communities and should maintain a strong visual connection across the corridor. If grade separation is needed, East Washington Avenue should remain at its current elevation and Hwy 51 should be sunk below.*
- *Maintain local street connections and property access from East Washington. If the design removes access from Hwy 51 for properties between East Washington Avenue and Anderson/ Mendota Streets, add a local street between Mendota Street and East Washington Avenue to facilitate redevelopment on a connected street network.*
- *The design should support existing and future redevelopment by limiting right-of-way expansion. If additional right-of-way is needed, the City should work with the WisDOT to acquire surplus parcel remnants and facilitate redevelopment through a request for proposal process.*

The following questions were developed to evaluate the concepts based on the Hawthorne Truax Plan:

1. *Does the concept provide a human scaled urban connection?*
2. *Does the concept provide an urban connection that provides comfortable, safe, and convenient pedestrian bicycle connections? This includes:*
 - a. *Minimize pedestrian crossing distances.*
 - b. *Provide direct, easy to follow pedestrian paths*
 - c. *Provide direct, easy to follow bicycle paths.*
3. *Does the concept minimize the loss of street access on East Washington Ave?*
4. *Does the concept minimize the loss of business and residential access?*
5. *Does the concept minimize relocations of important neighborhood businesses/destinations? Does it foster active land uses along East Washington Ave?*

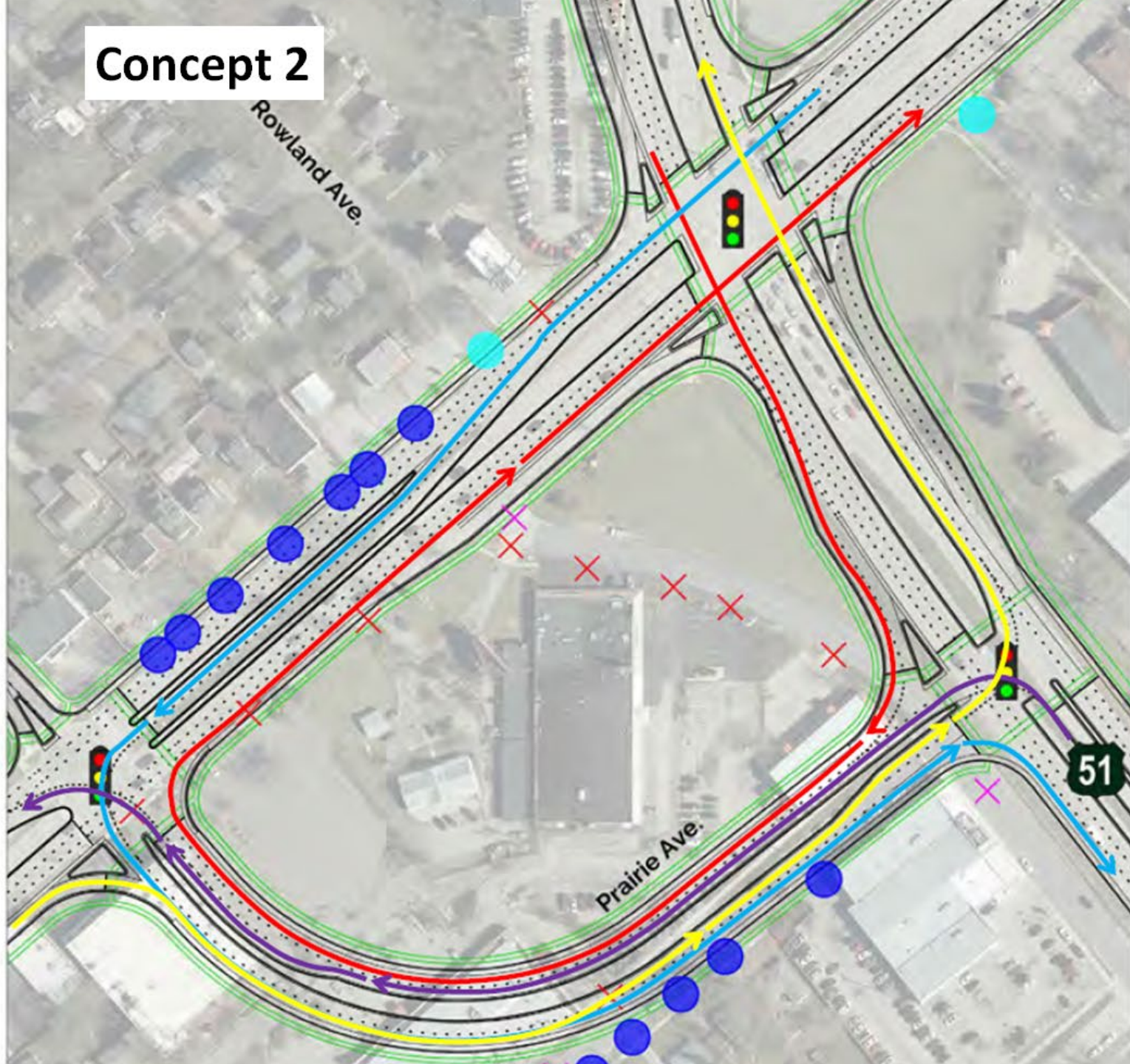
Concept 1

1"=50'

Pedestrian Movement	
Driveway Closure	✗
Potential Driveway Closure	●
Side Road Closure	✕
Potential Side Road Closure	●



Concept 2



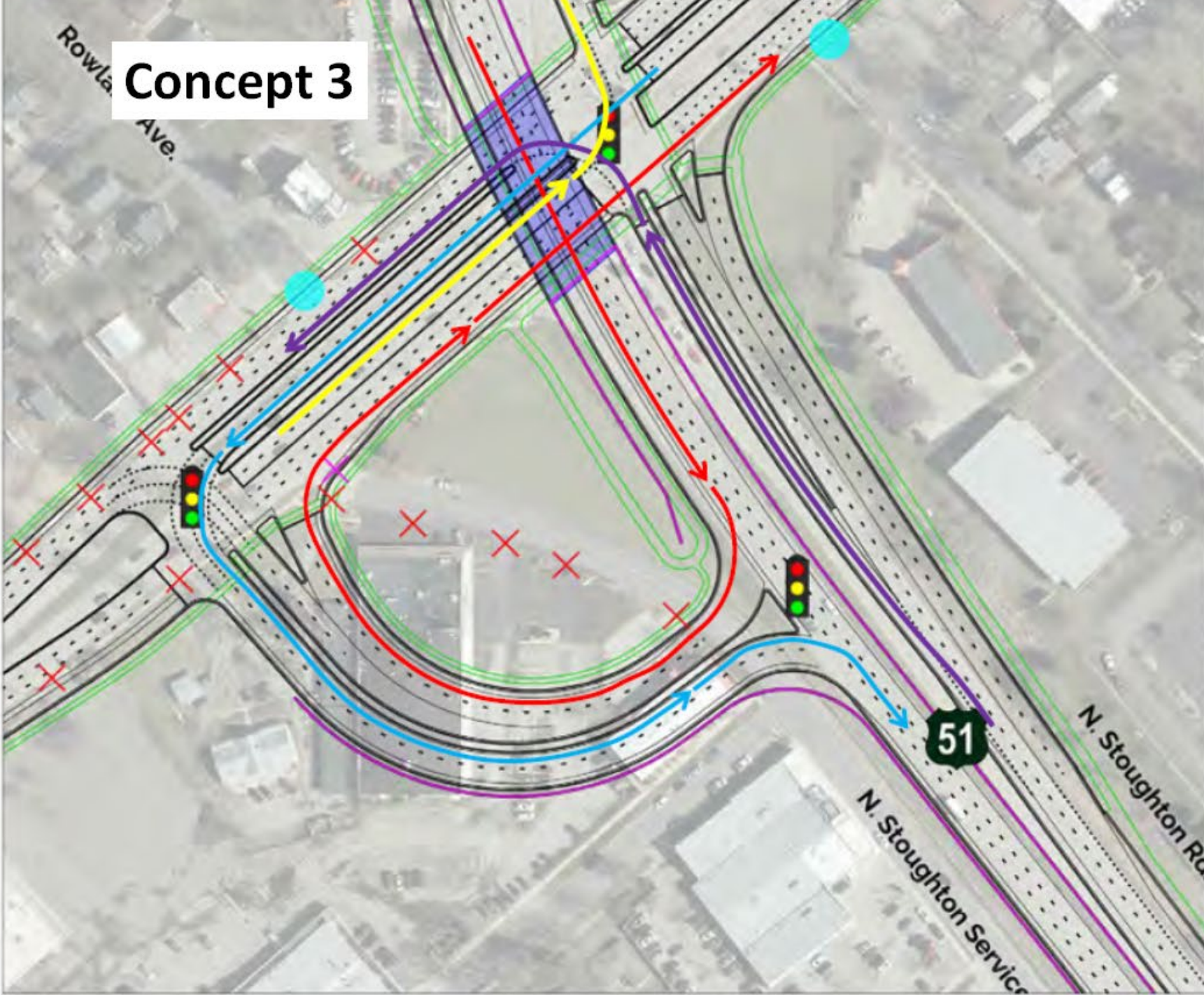


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DP CED

Concept 3





Google Earth

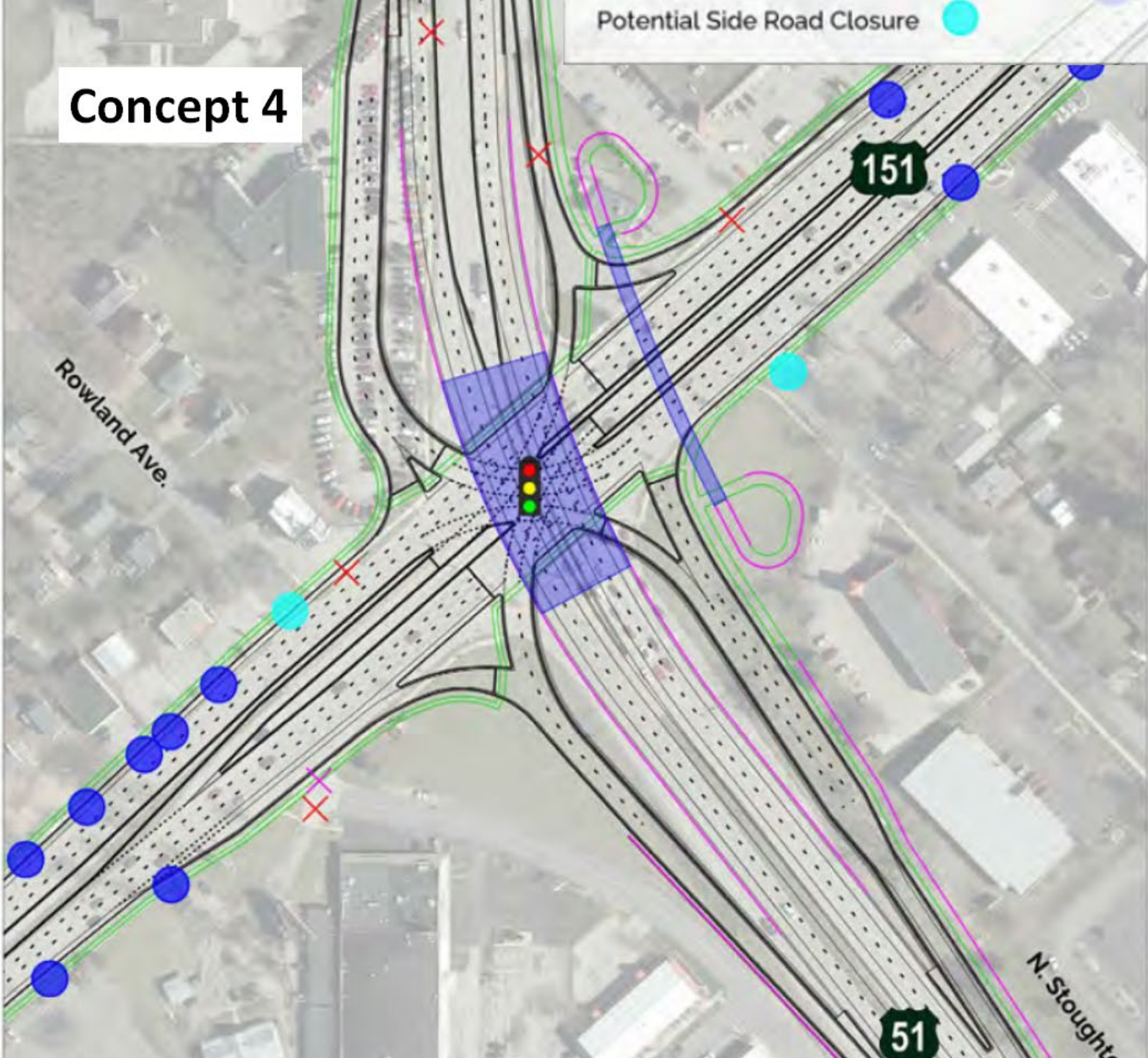


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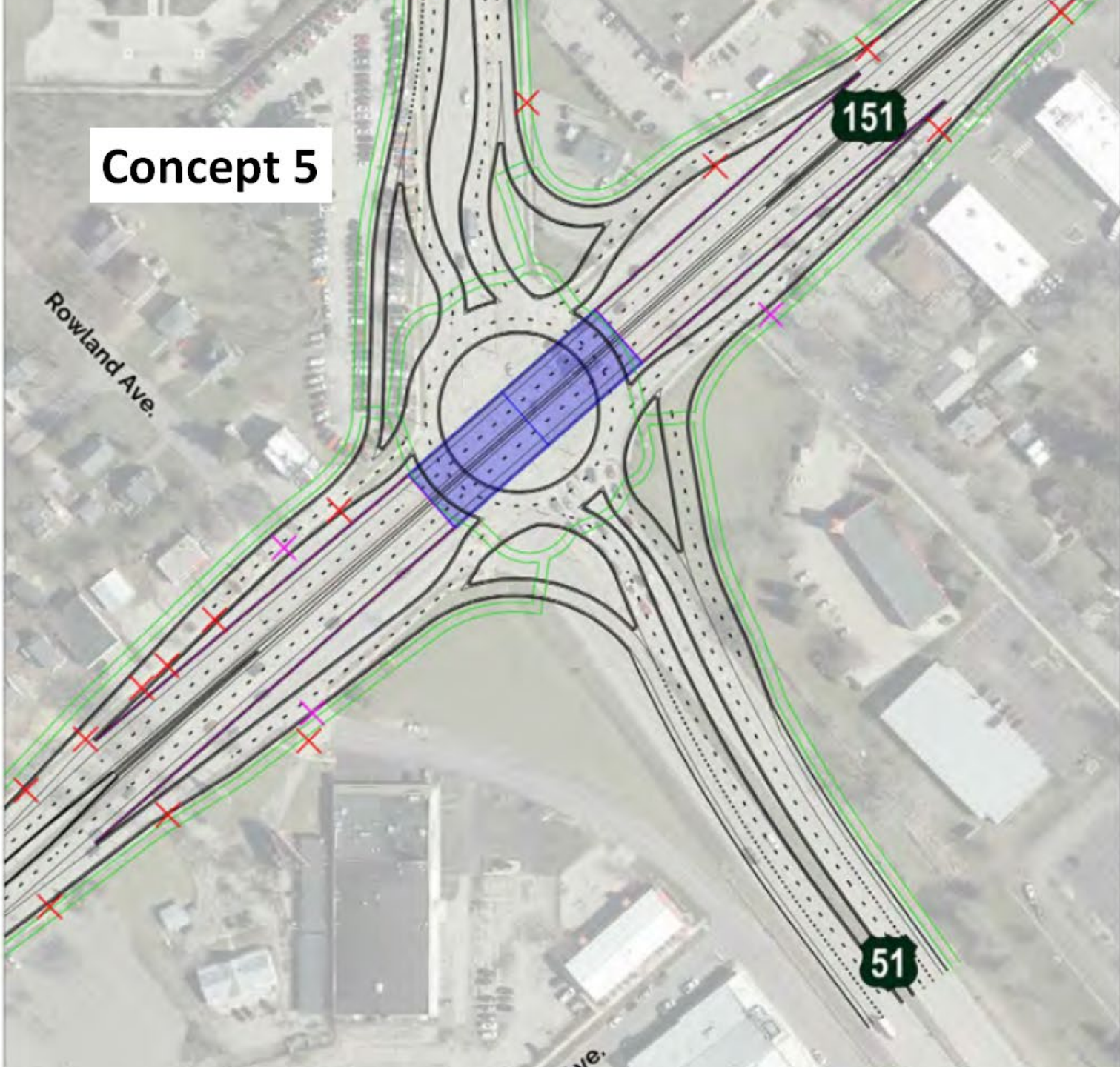
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Concept 4





Concept 5



Functionally





Google Earth Placemark

60k vpd

Image Landsat / Copernicus

Google Earth

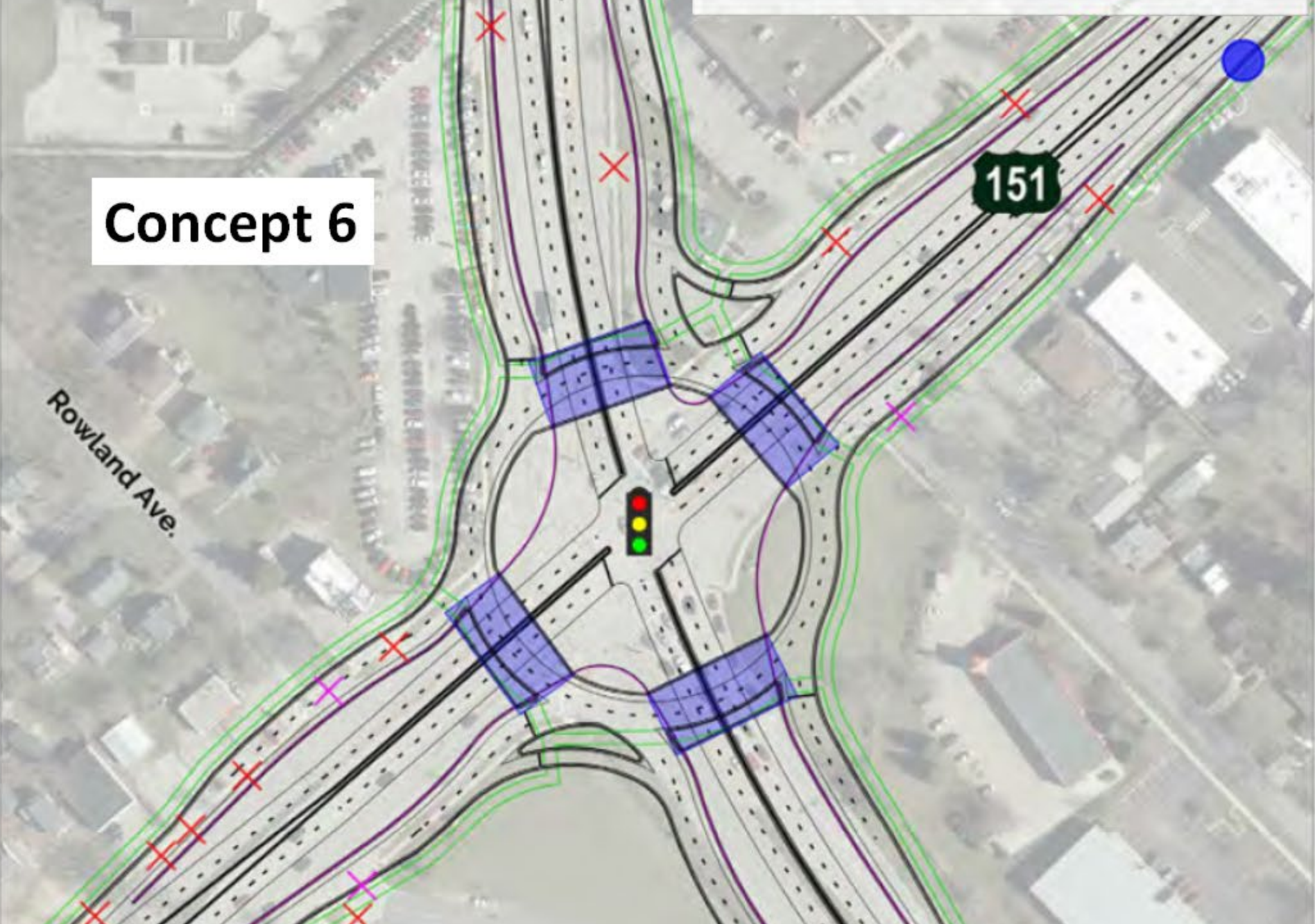
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Concept 6

Rowland Ave.

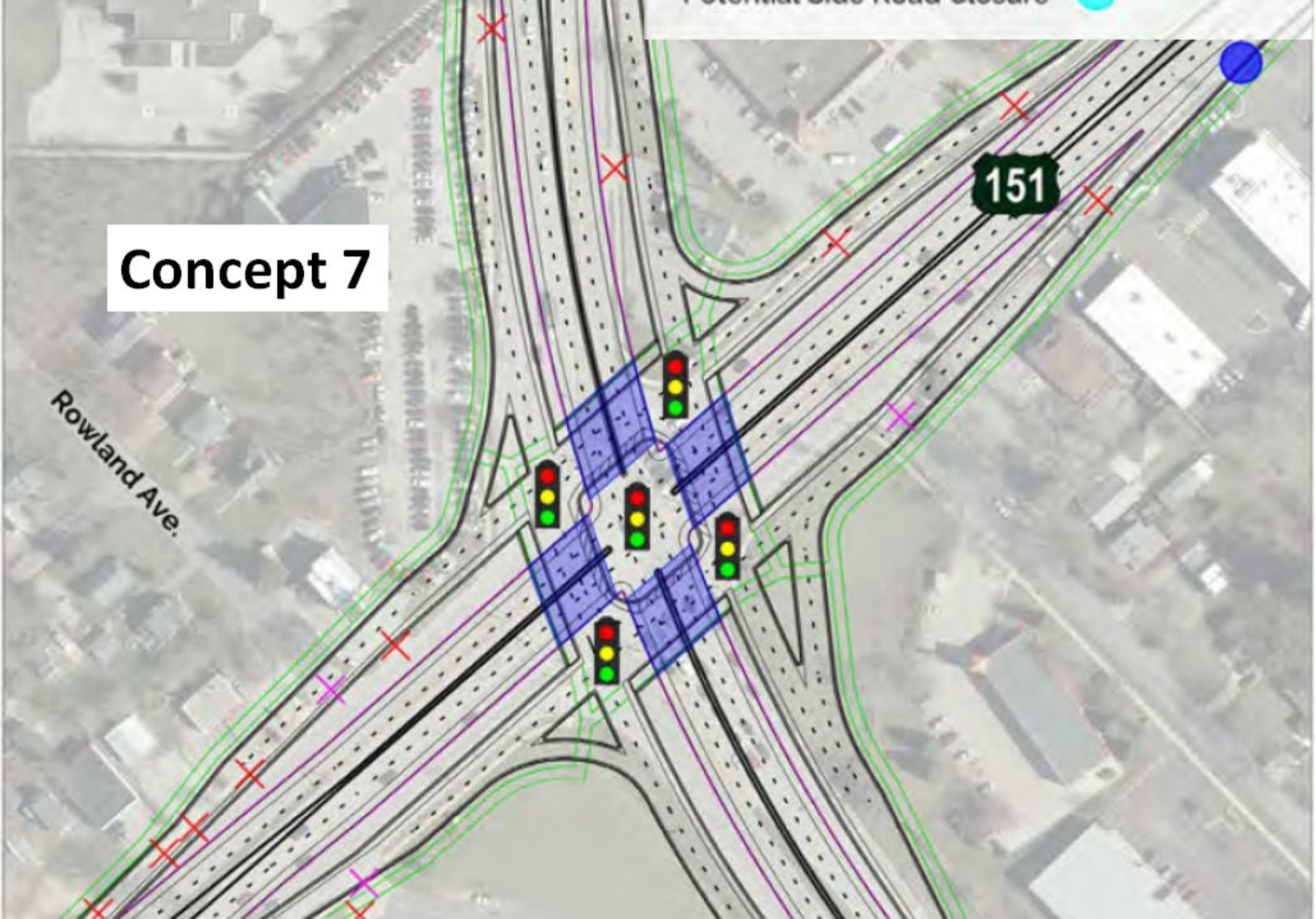
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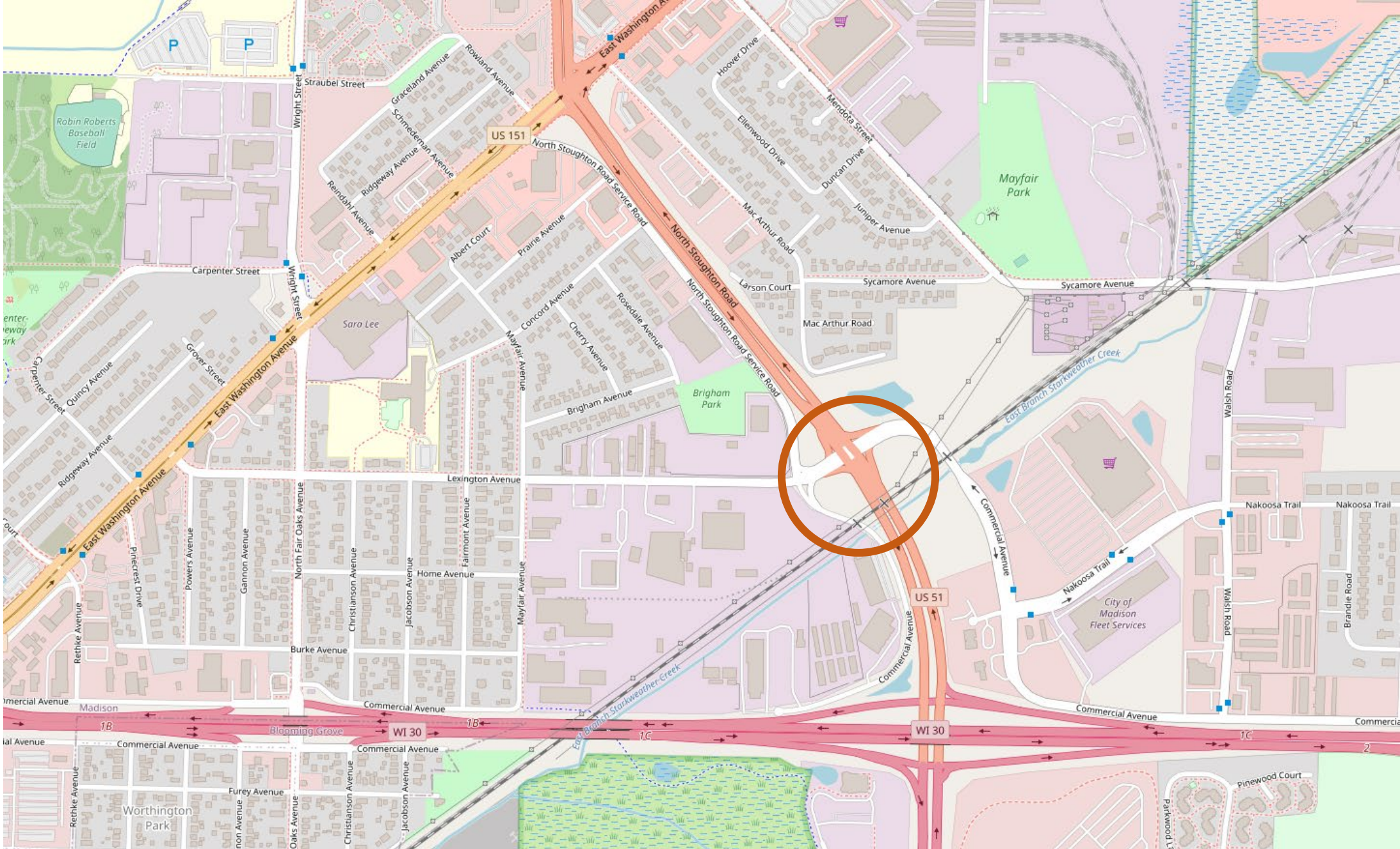
Concept 7

Rowland Ave.

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Concept	1	2	3	4	5	6	7
	At-grade	Quadrant	Jughandle SW	SPUI	Grade Sep Roundabout EW over	Grade Sep Roundabout Turning mvmts over	Grade Sep Square Turning mvmts over
Human Scale Intersection?							
Comfortable, Safe, Convenient Ped/Bike							
• Crossing distances							
• Directness							
• Crossing Volumes							
Maintain local street connections							
Support existing and future redevelopment							
• Minimize loss of business access							
• Minimize relocations							
Lower vehicle speeds							
Driver Expectation Safety							
Comments							
Further Investigation?	Yes	Yes	Yes				Possibly



Concept 1

51

Wisconsin
&
Southern
Railroad

US 51 at Commercial Ave. (Intersection Improvement)

Proposed Geometrics

Proposed Bridge

Proposed Retaining Wall



1"=50'



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CONCEPTUAL
(Not for public distribution)



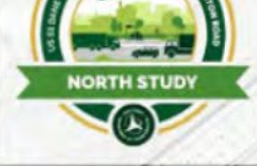
Concept 2



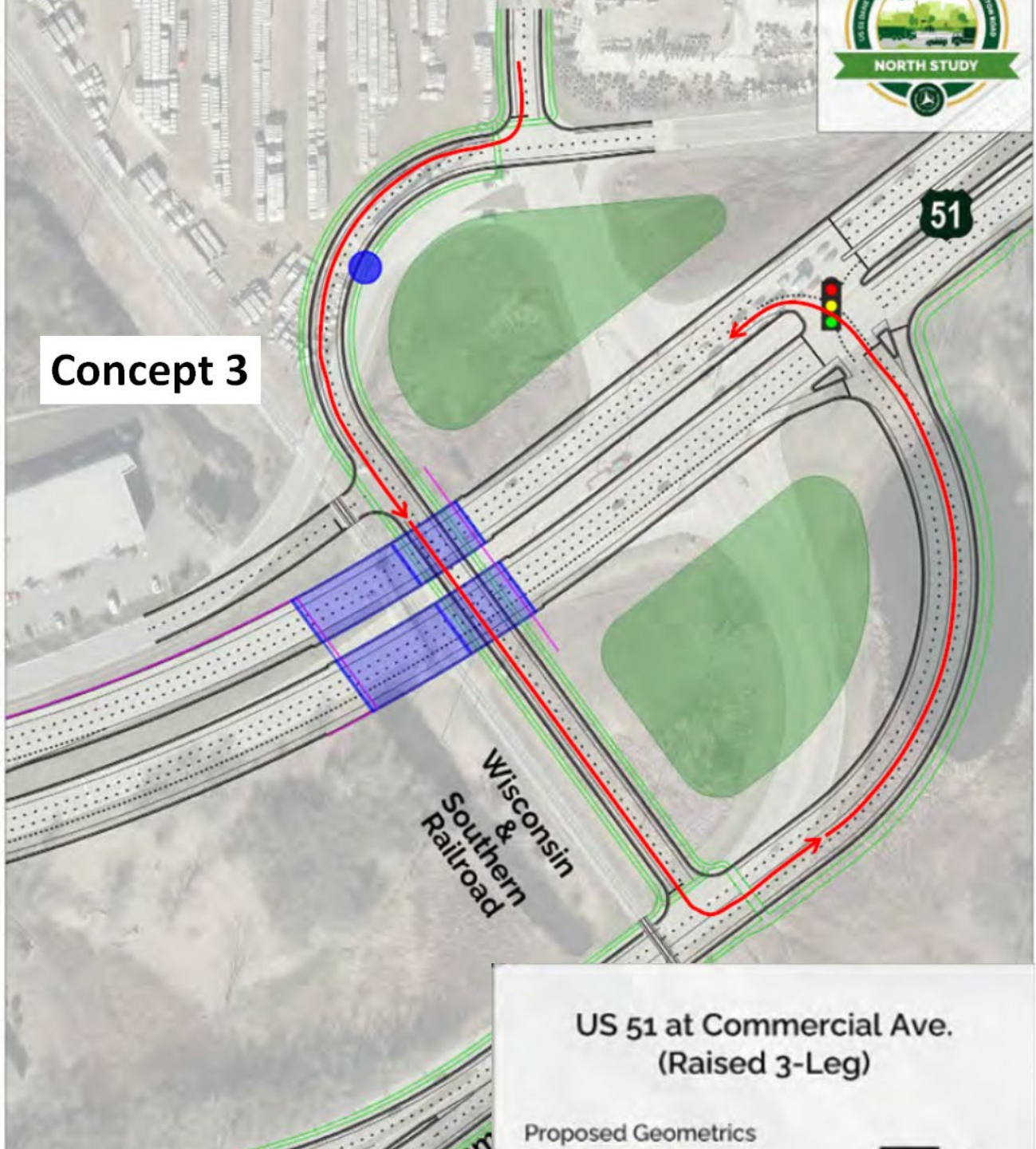
**US 51 at Commercial Ave.
(RIRO on US 51 NB & SB)**

- Proposed Geometrics
- Proposed Bridge
- Proposed Retaining Wall





Concept 3



**US 51 at Commercial Ave.
(Raised 3-Leg)**

Proposed Geometrics

