

# WisDOT Project Status

December 11 2024 TC

# Major Madison Area Projects

**North Stoughton Rd**  
**'28-'33**  
N-S BRT  
'27-?

**E-W BRT**  
**Completed**

**John Nolen Drive**  
**'25-'27**

**Interstate**  
**'30-'35?**

**Interstate**  
**'38-'45?**

**South Stoughton Rd**  
**'30-?**

NORTH

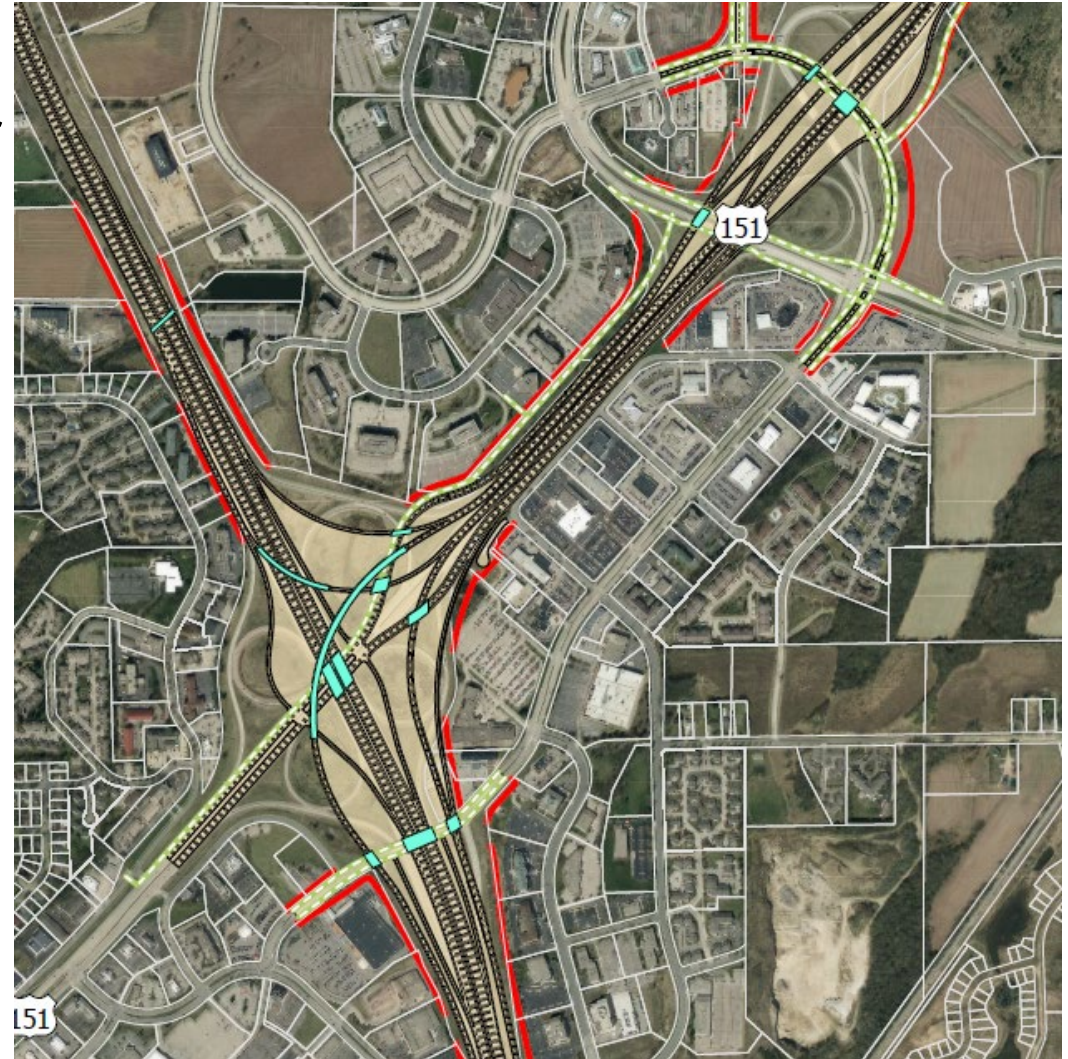
# I-39/90/94 Corridor Study

Transportation Projects Commission Recommended it for Approval Dec 9, 2024

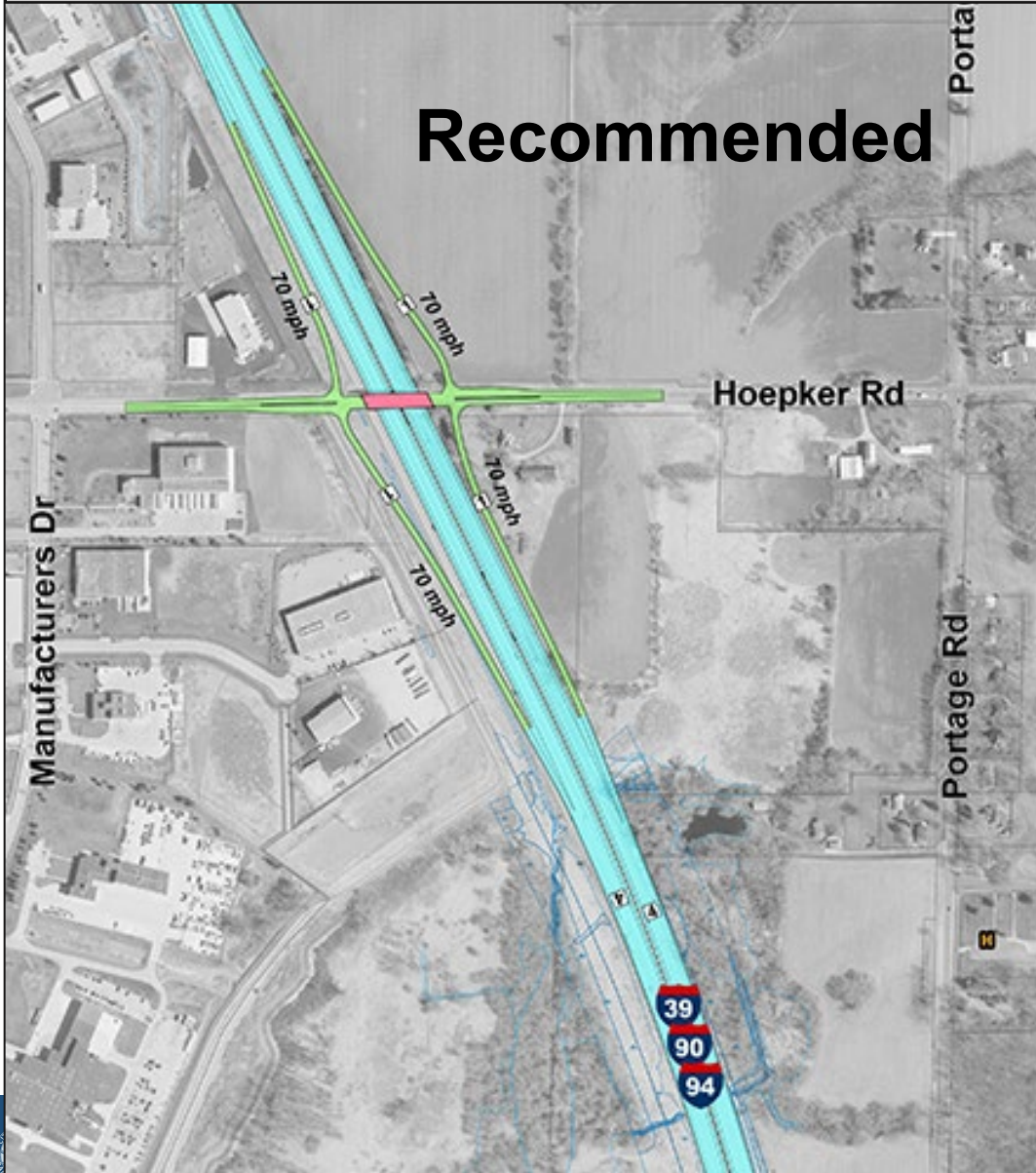
Key Madison area elements include:

- Hoepker Rd interchange (2030)
- Revised US 151 interchange (mid 2030s)
- Revised Badger Interchange (late 2030s)
- Milwaukee St Interchange (late 2030s early 2040s)

Would like a cost sharing agreement for Hoepker Rd interchange first quarter of 2025



# Hoepker Alternative 1: Shifted Diamond



# Stoughton Rd North Study

Environmental Assessment Signed Dec 6, 2024

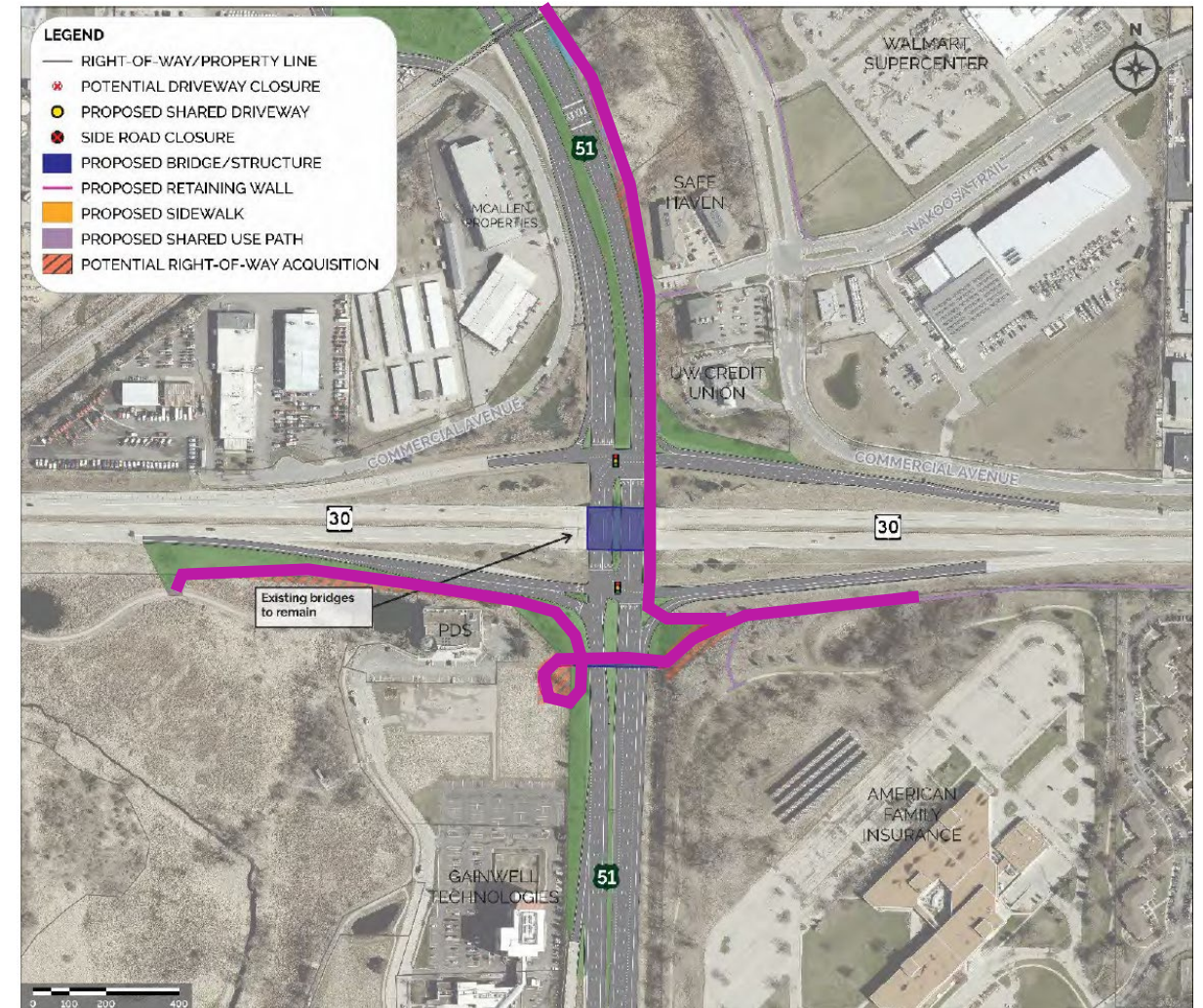
Transportation Projects Commission Recommended it for Approval Dec 9, 2024.

Scheduled for Construction early 2030s

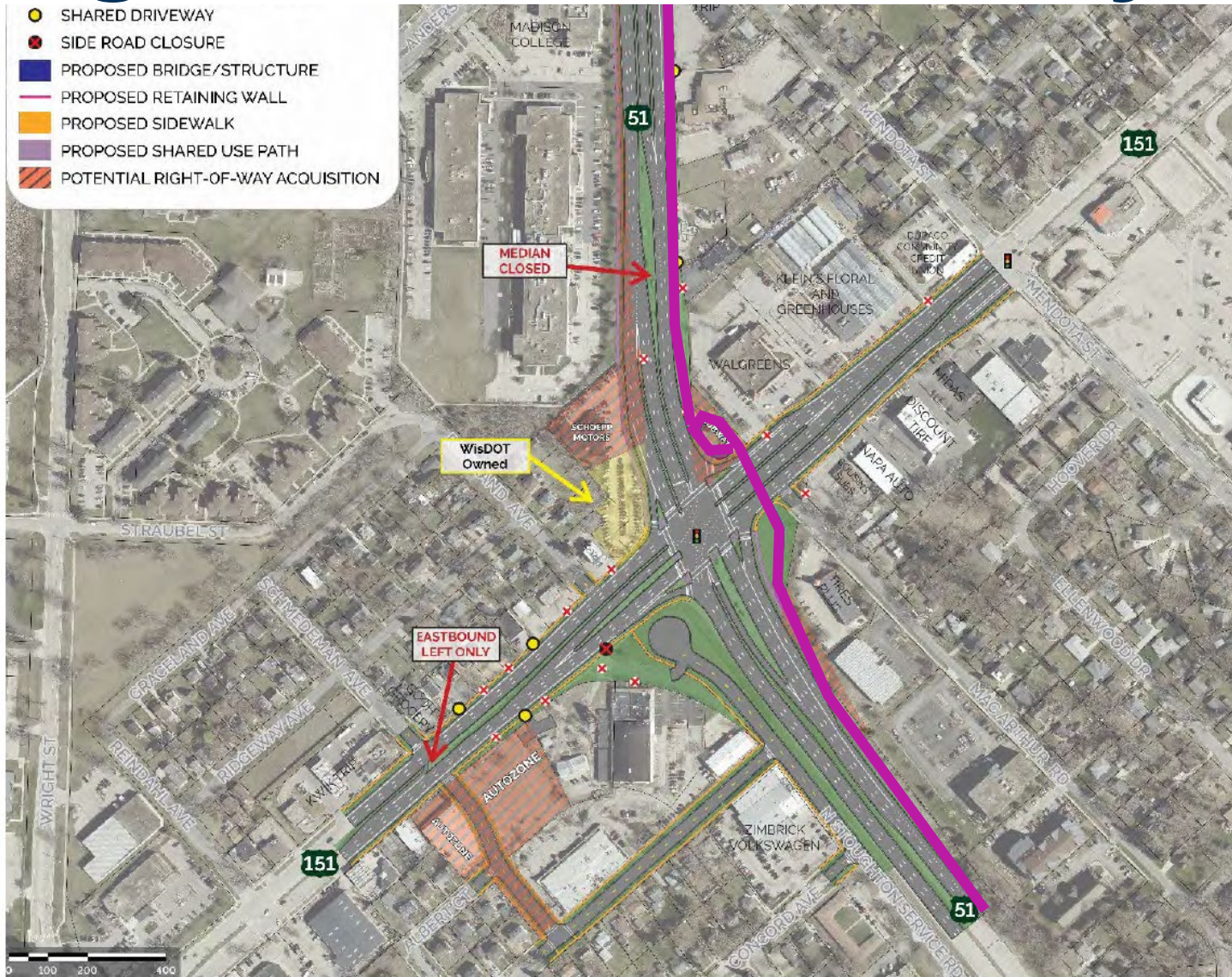
Key elements include:

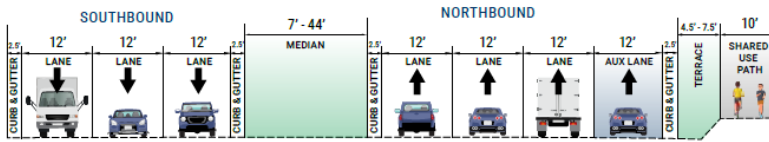
- One added lane each direction
- At-grade intersection Stoughton Rd/East Washington Ave
- Separated shared use path, east side of the corridor (except adjacent to airport)
- Grade separated ped bike overpass of East Washington

Would like a cost sharing agreement for Hoepker Rd interchange first quarter of 2025

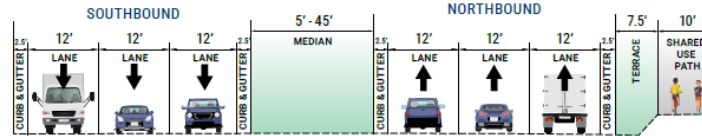


# Stoughton Rd North Study

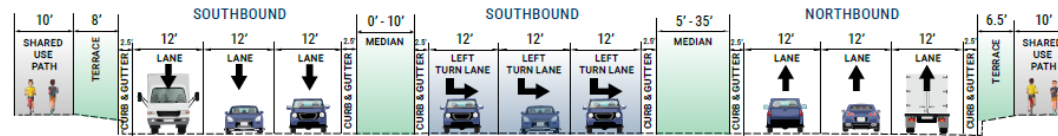




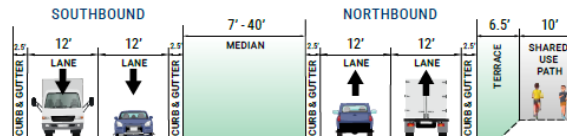
**South of WIS 30 to Commercial Avenue**  
South Section



**Commercial Avenue to US 151 (East Washington Avenue)**  
South Section

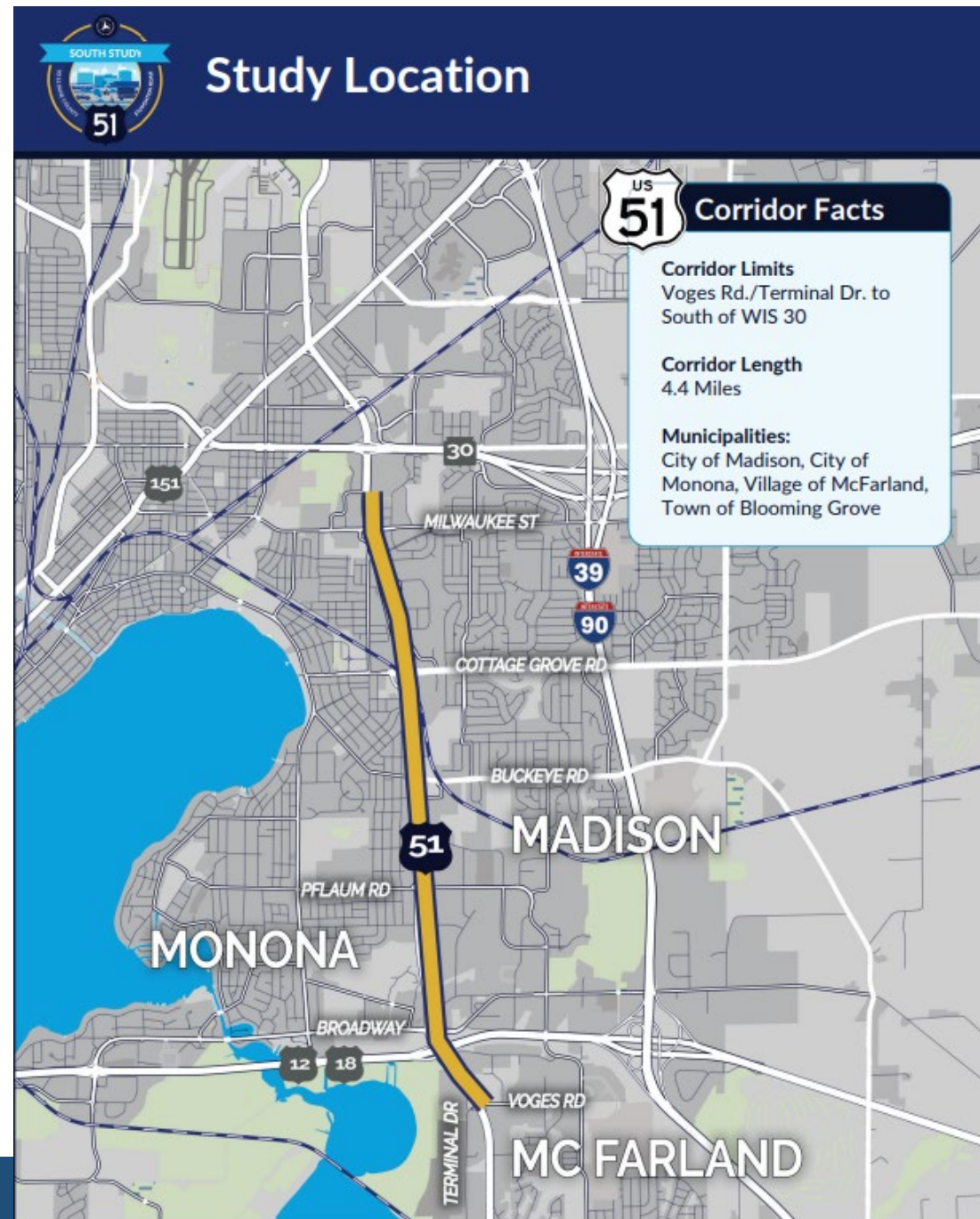


**US 151 (East Washington Avenue) to Anderson Street**  
Central Section



**Anderson Street to Kinsman Boulevard**  
Central Section

# South Stoughton Road

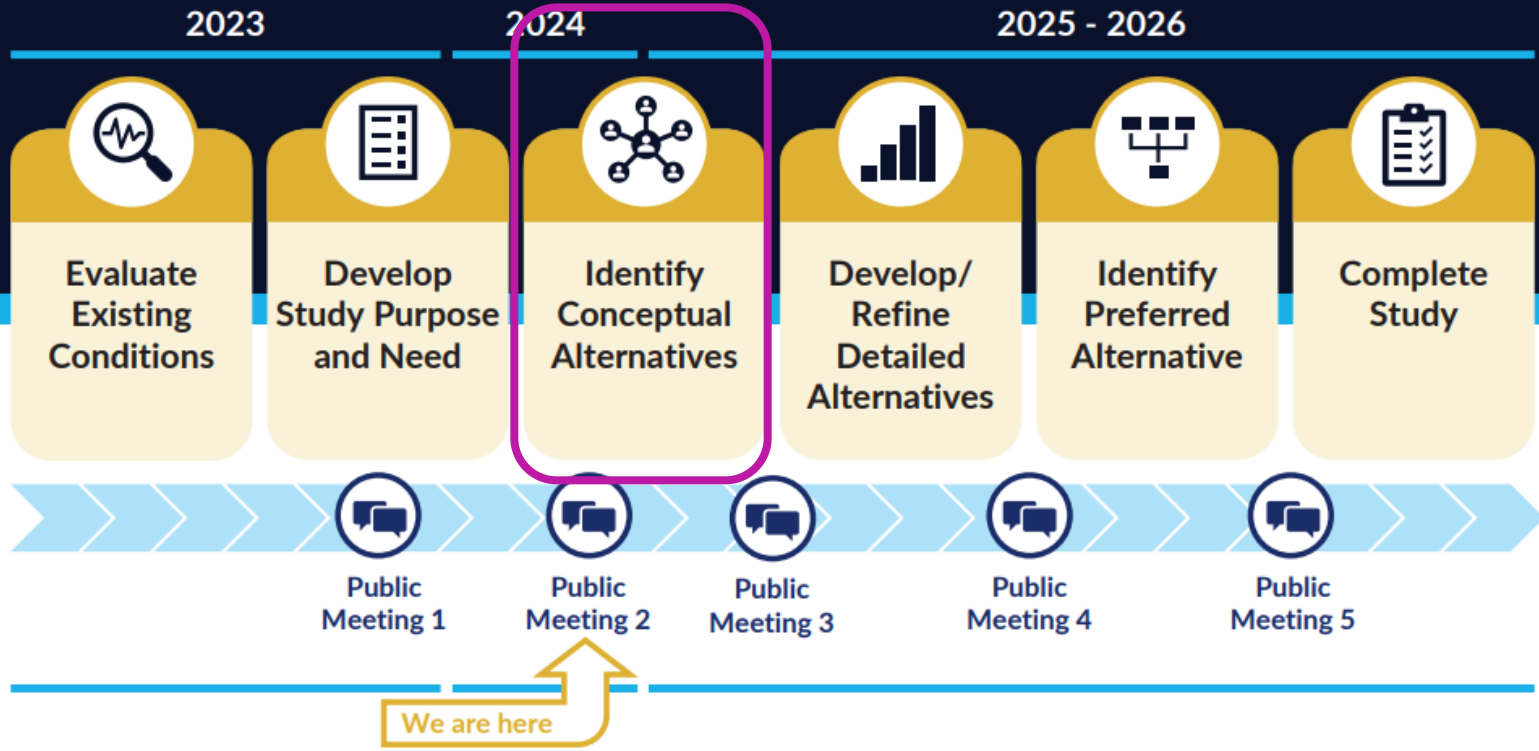






# Study Process

We are early in a multi-year process.  
Your input will steer the remainder of the study.



**WisDOT would like to:**

- Narrow Alts from 5 to 3 by March 2025
- Select Preferred Alternative by August 2025

# Purpose & Need Summary

Improve safety and mobility for all modes of travel and improve community connectivity, guided by local plans and goals.



# Alts 1-5

*All alternatives provide improved bicycle and pedestrian accommodations*

*All alternatives add one lane in each direction*

**Speed – 45 mph vs 35 mph**

**Access – Directly onto road, or continue via frontage roads**

**Connections – At-grade, or jug handle**

**Location of green space?**

WisDOT would like guidance

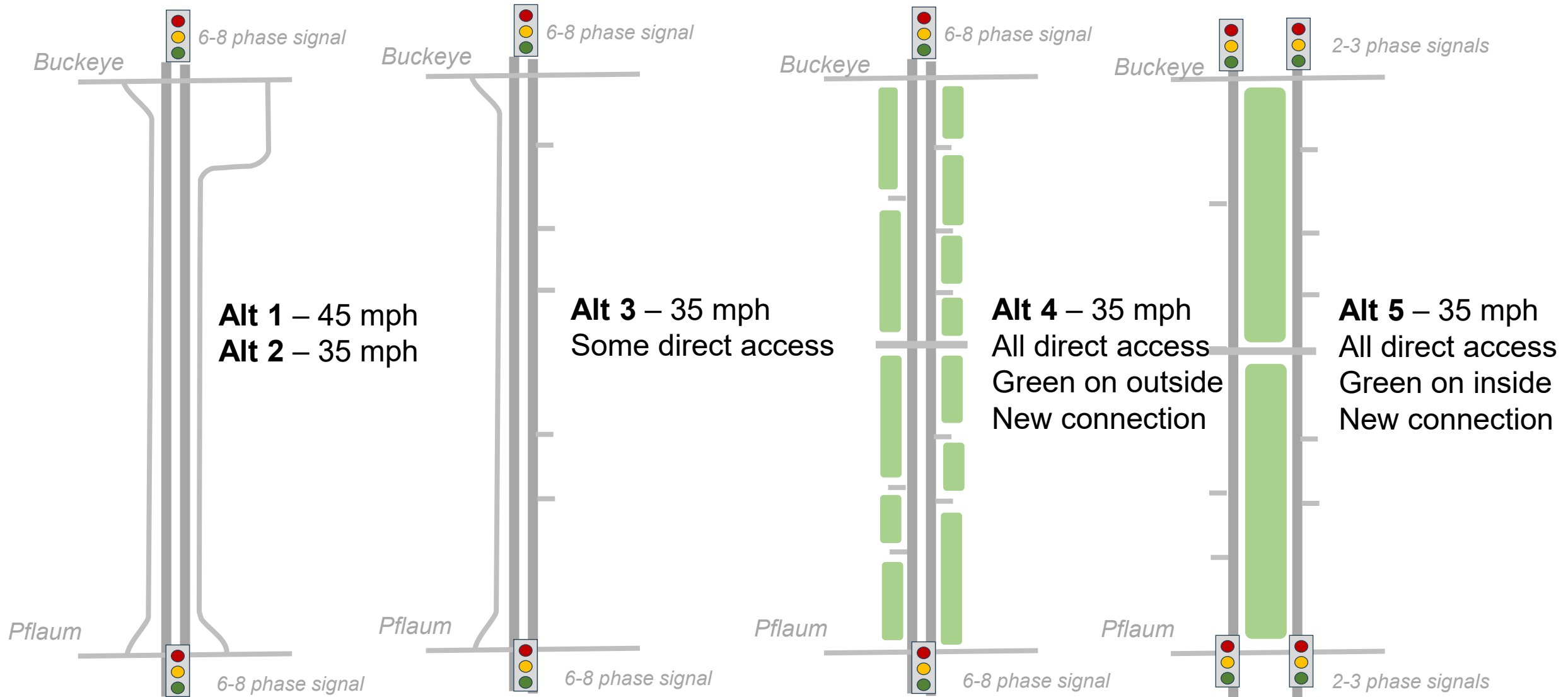
on:

1

2 or 3

4 or 5

# Schematics of Alternatives



## No Build Option

No improvements beyond routine maintenance.



Cross section from Pflaum Road to Buckeye Road

| SPEED LIMIT                      | FRONTAGE ROAD (IN AREA OF BUCKEYE & PFLAUM ROADS) | NEW INTERSECTIONS | DRIVEWAYS ONTO US 51 |
|----------------------------------|---|-------------------|----------------------|
| Varies between 45 mph and 55 mph | Both Sides  | None              | None                 |

## Alt 1: 45 mph

Maintains 45 mph speeds compatible with hybrid intersections that improve east/west crossing.



Cross section from Pflaum Road to Buckeye Road

| SPEED LIMIT | FRONTAGE ROAD (IN AREA OF BUCKEYE & PFLAUM ROADS) | NEW INTERSECTIONS | DRIVEWAYS ONTO US 51 |
|-------------|---|-------------------|----------------------|
| 45 mph      | Both Sides  | None              | None                 |

## Alt 2: Expanded Intersections

Intersection delay is reduced by adding turn lanes and spacing to frontage road improved, but the footprint is large.



Cross section from Pflaum Road to Buckeye Road

| SPEED LIMIT  | FRONTAGE ROAD (IN AREA OF BUCKEYE & PFLAUM ROADS) | NEW INTERSECTIONS | DRIVEWAYS ONTO US 51 |
|--|---|-------------------|----------------------|
| 35 mph north of Beltline, 45 mph south of Beltline | Both Sides  | None              | None                 |

## Alt 3: Improved Frontage

Hybrid intersections minimize the impact of keeping frontage roads.



Cross section from Pflaum Road to Buckeye Road

| SPEED LIMIT  | FRONTAGE ROAD (IN AREA OF BUCKEYE & PFLAUM ROADS) | NEW INTERSECTIONS | DRIVEWAYS ONTO US 51 |
|--|---|-------------------|----------------------|
| 35 mph north of Beltline, 45 mph south of Beltline | Both sides or west only                           | 1 Helgesen Drive  | 0-14                 |

## Alt 4: Direct Access

Driveways allowed directly onto US 51 improving access.



Cross section from Pflaum Road to Buckeye Road

| SPEED LIMIT | FRONTAGE ROAD (IN AREA OF BUCKEYE & PFLAUM ROADS) | NEW INTERSECTIONS                              | DRIVEWAYS ONTO US 51 |
|-------------|---|--|----------------------|
| 35 mph      | West only or none                                 | 3 Tompkins Drive Helgesen Drive Robertson Road | 14-73                |

## Alt 5: Wide Boulevard

Moves US 51 to replace the existing frontage road system and connects business driveways directly onto US 51.



Cross section from Pflaum Road to Buckeye Road

| SPEED LIMIT | FRONTAGE ROAD (IN AREA OF BUCKEYE & PFLAUM ROADS) | NEW INTERSECTIONS   | DRIVEWAYS ONTO US 51 |
|-------------|---|---|----------------------|
| 35 mph      | None  | 4 Tompkins Drive Helgesen Drive Allis Avenue Robertson Road | 41-73                |

80<sup>th</sup> Avenue @ 100<sup>th</sup> Street Pleasant Prairie

**Similar to Alt 4**  
Green on outside

80<sup>th</sup> Avenue @ 100<sup>th</sup> Street Pleasant Prairie

Similar to Alt 4  
Green on outside

STH 50 - Kenosha

Image NOAA  
Image Landsat / Copernicus

Google Earth

ON

# Similar to Alt 5 Green on Inside

*Miller Showers Pk  
Bloomington IN*





**Similar to Alt 5**  
Green on Inside

*Lick Run Greenway Cincinnati Ohio*

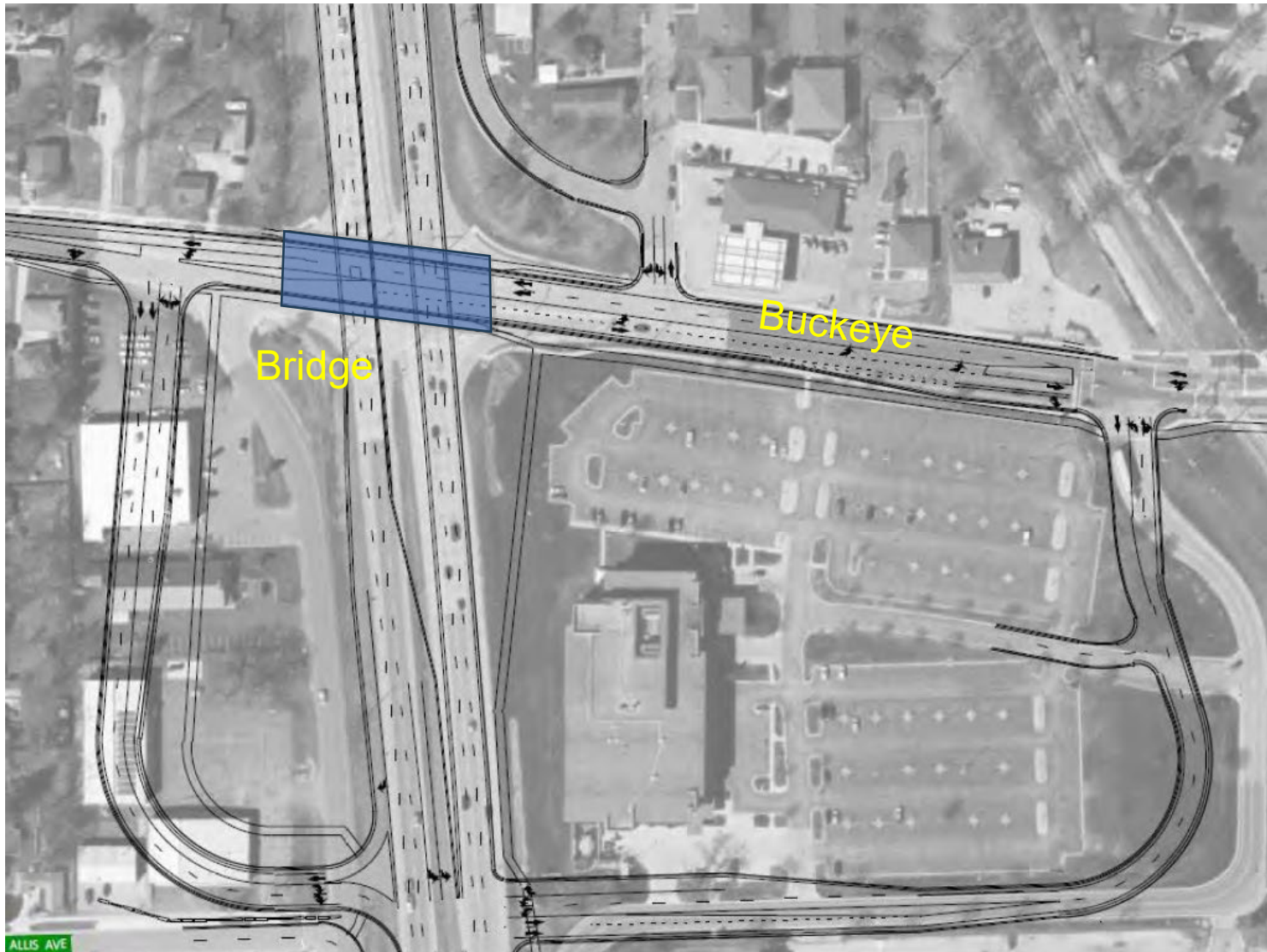


# Generally - Alternatives with frontage roads (Alt 1-3) relocate them near intersections



*Example Frontage Rd Relocation at Buckeye*

# Alternative 3 (4?) Include Jug-handles



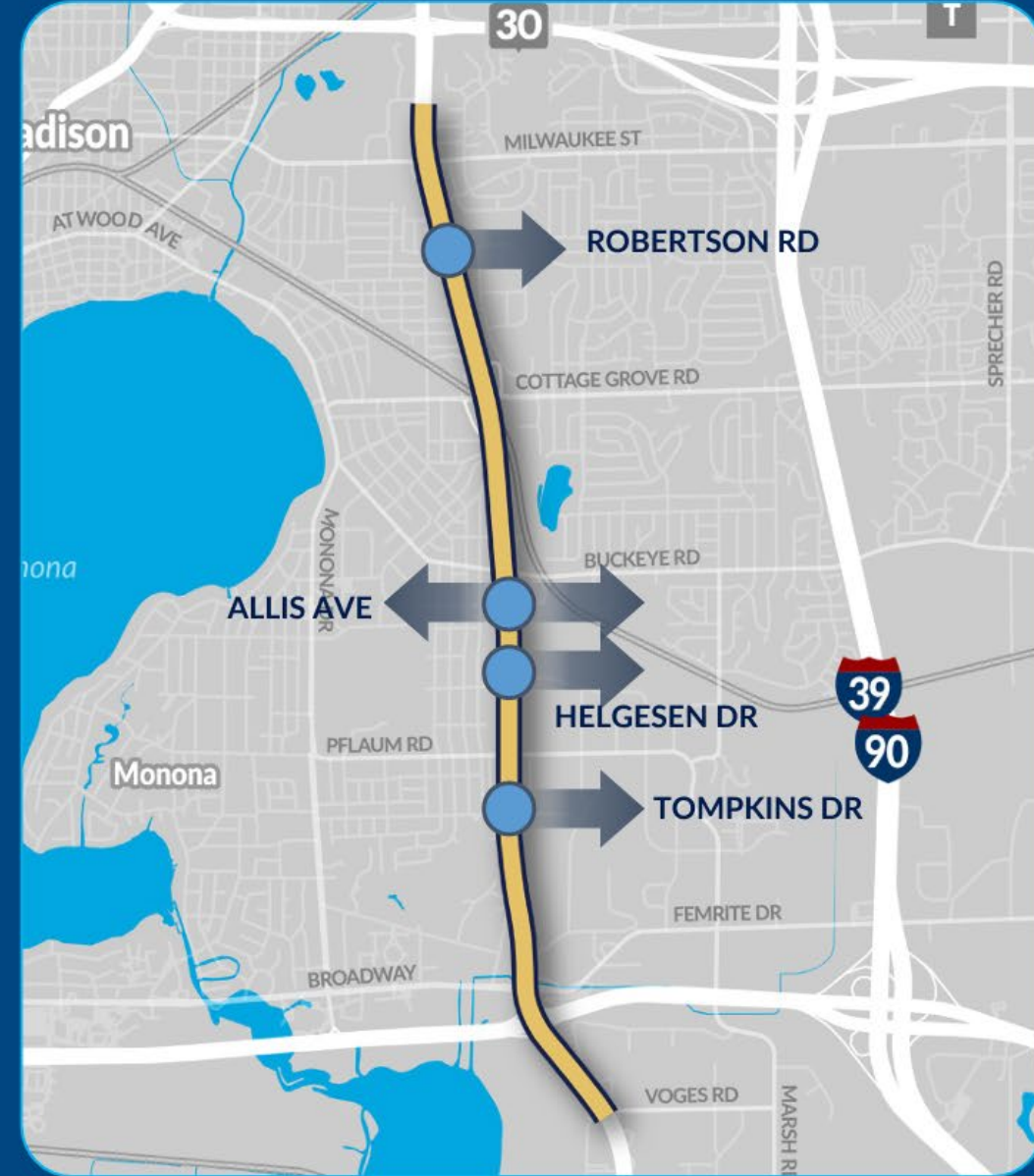
*Example Jug  
Handle at  
Buckeye*

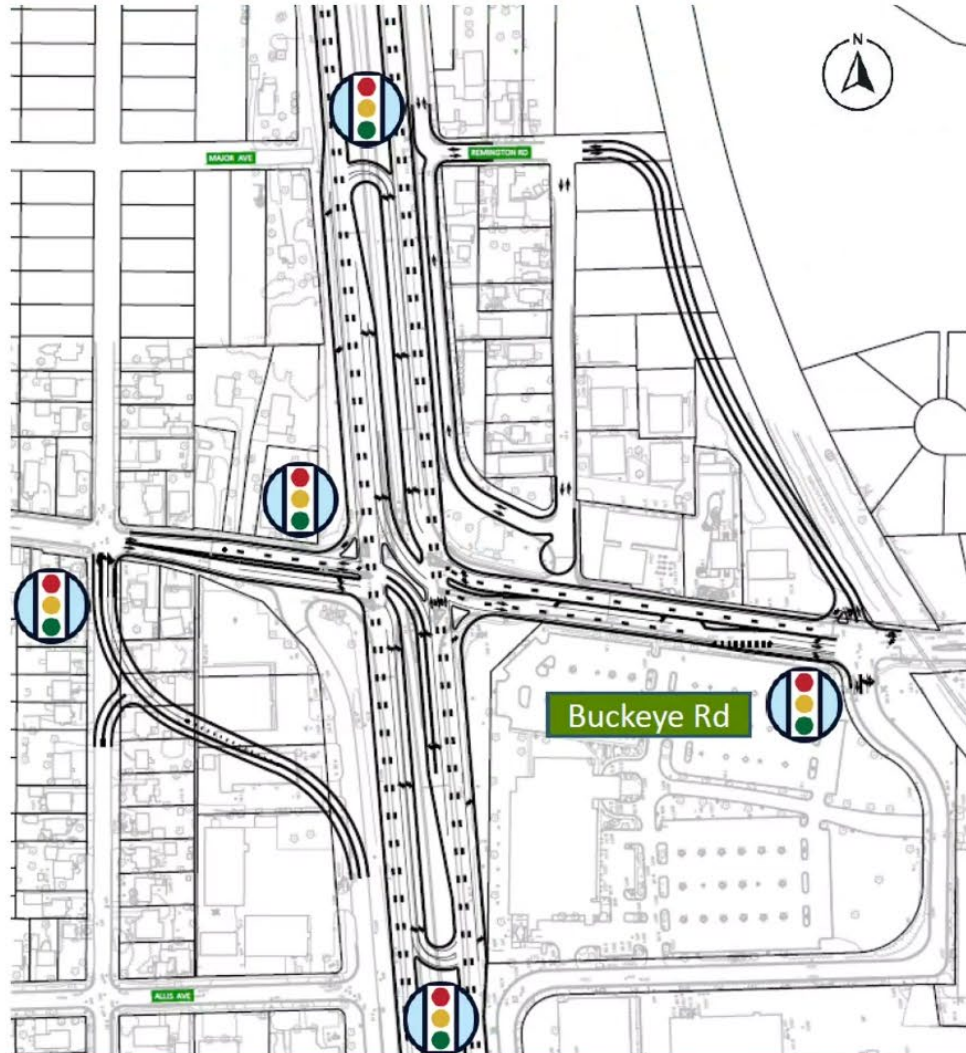
# New Street Connections

Some corridor concepts allow the possibility of new street connections with local roads to improve access and offer more crossing opportunities.

Potential connection at:

Robertson Rd, Allis Ave, Helgesen Dr, and Tompkins Dr



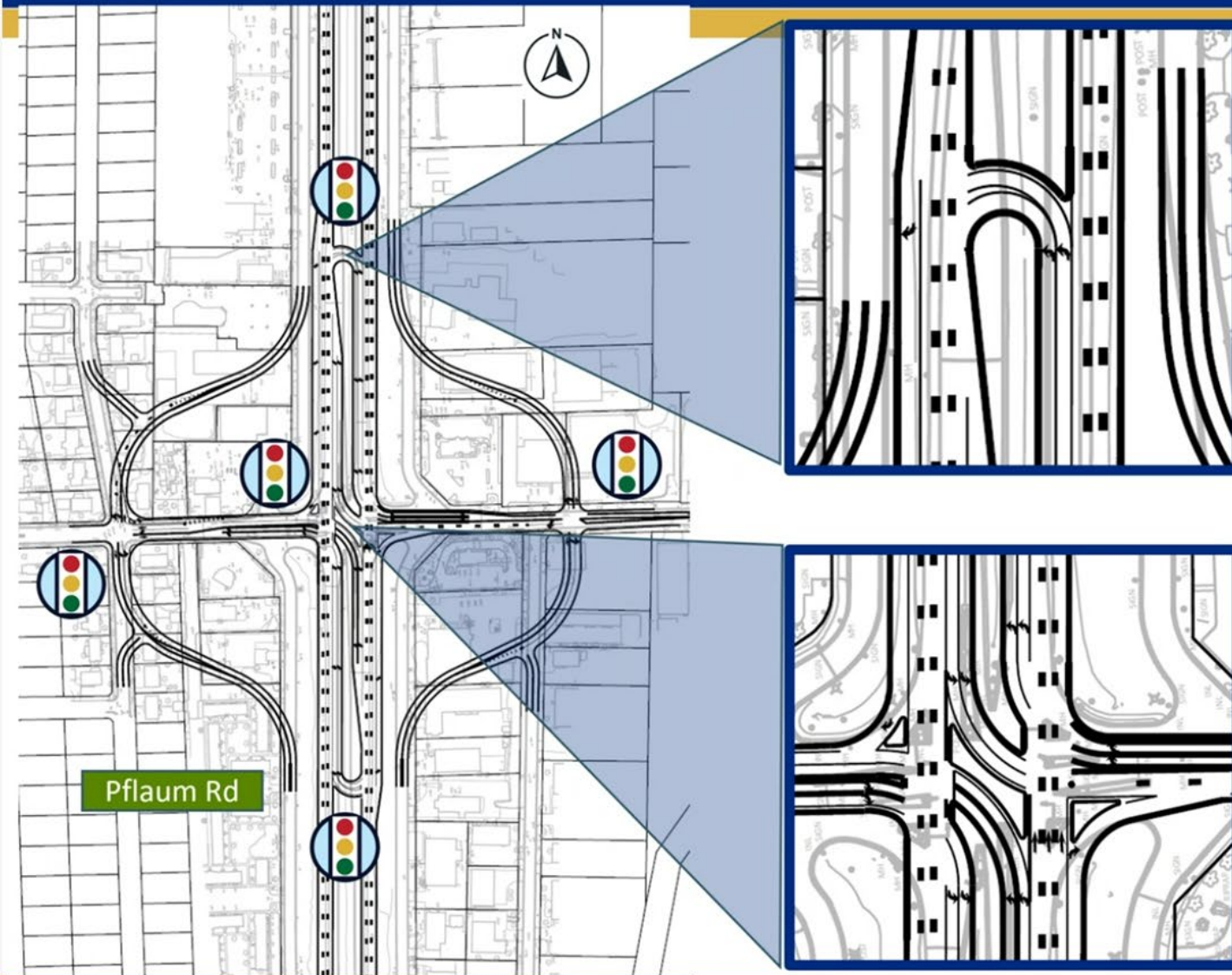


## Buckeye Superstreet Summary

- Main Intersection
  - LOS B in both AM and PM Peak Overall (HCM 2000)
  - SBL, WBR AM Peak = LOS D
- North Crossover
  - LOS C in both Peaks
  - AM SBT – v/c ratio of 1.00, 760' queue
- South Crossover
  - LOS B in both Peaks

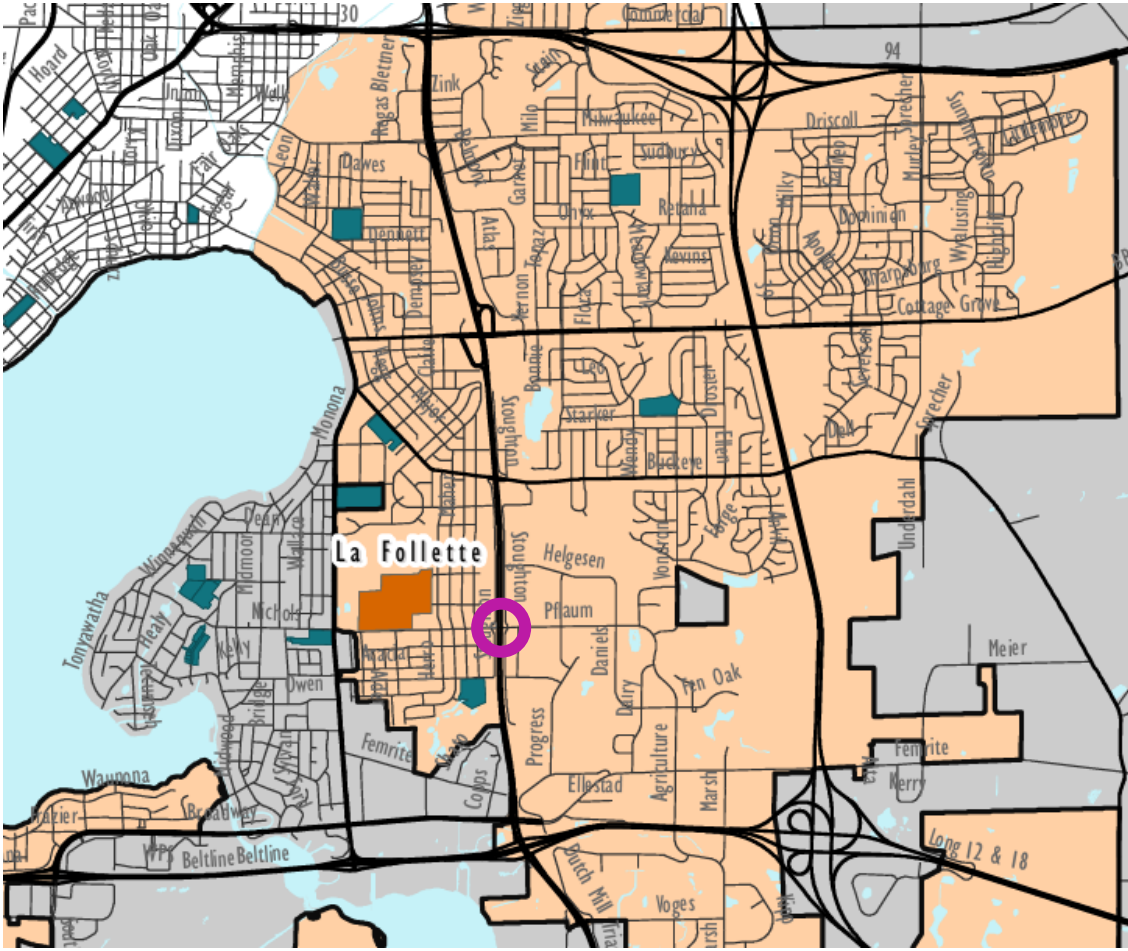
*Note: Model has 3 WBR turn lanes. An extra EBR and WBR may be needed due to lane utilization issues with right turns feeding to thru or U-turn crossovers (further testing with microsimulation would be needed)*

# Initial Draft of SuperStreet Concept



- SuperStreet intersection maintains frontage roads
- SuperStreet to go through intersection screening process
- Safety and operational improvements
- Bicycle and pedestrian crossing considerations

# Traveling to La Follette High School



# Super Street Ped Crossings





# WisDOT and Public Positions

Varied

Some can accept lower speed facility

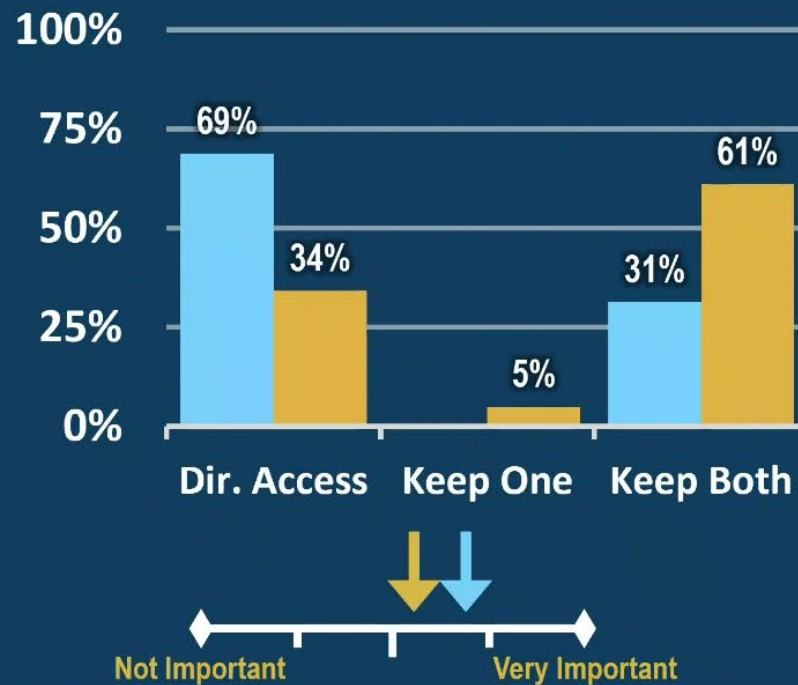
Some advocating for maintaining mobility

# Committees and PIM Survey: Evaluation Criteria

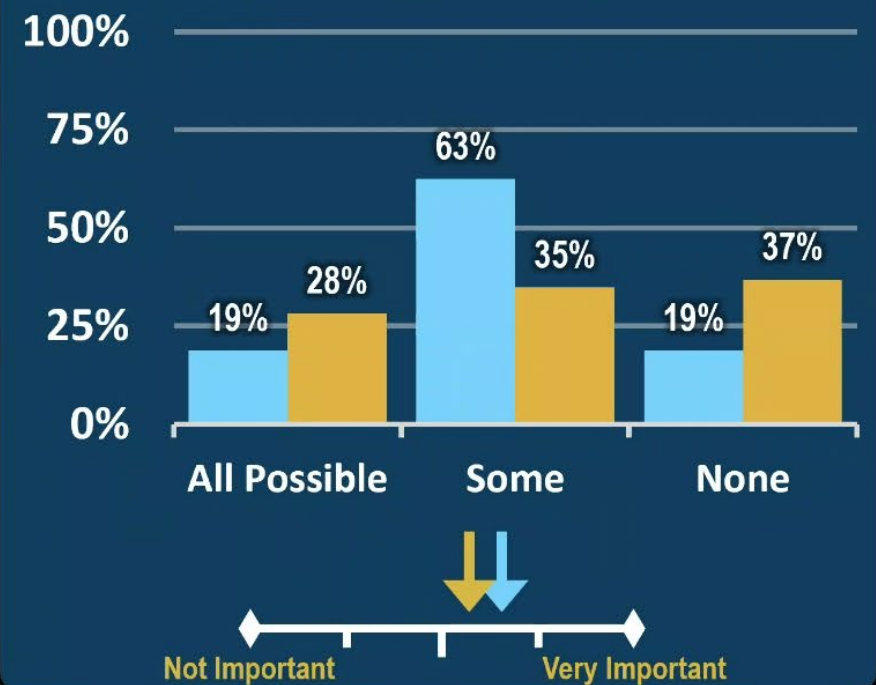
## Speed



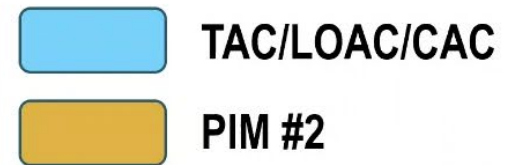
## Frontage Roads



## New Intersections



## Bike/Ped Facilities



PIM #2: n=307  
TAC/LOAC/CAC: n=16

# Survey Still Open



<https://www.surveymonkey.com/r/US51SPIM2>

# Staff Recommendations

Advocate for slower, more urban facility

Believe Alts 4 and 5 have greatest potential to meet this objective.

Preference for Alt 5

Strong reservations regarding SuperStreet

# Considerations

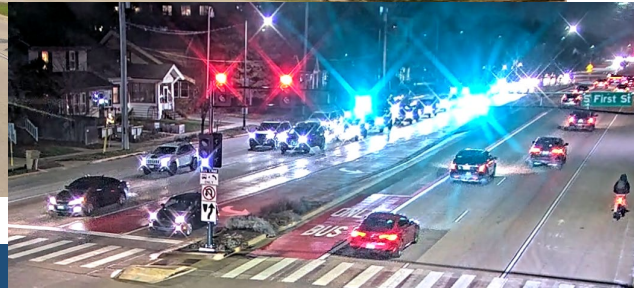
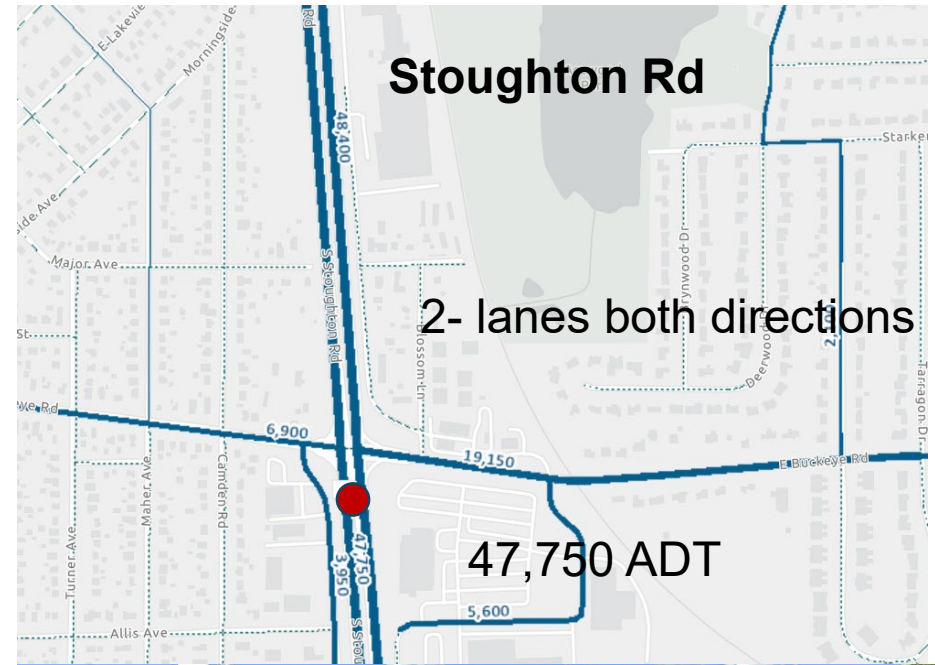
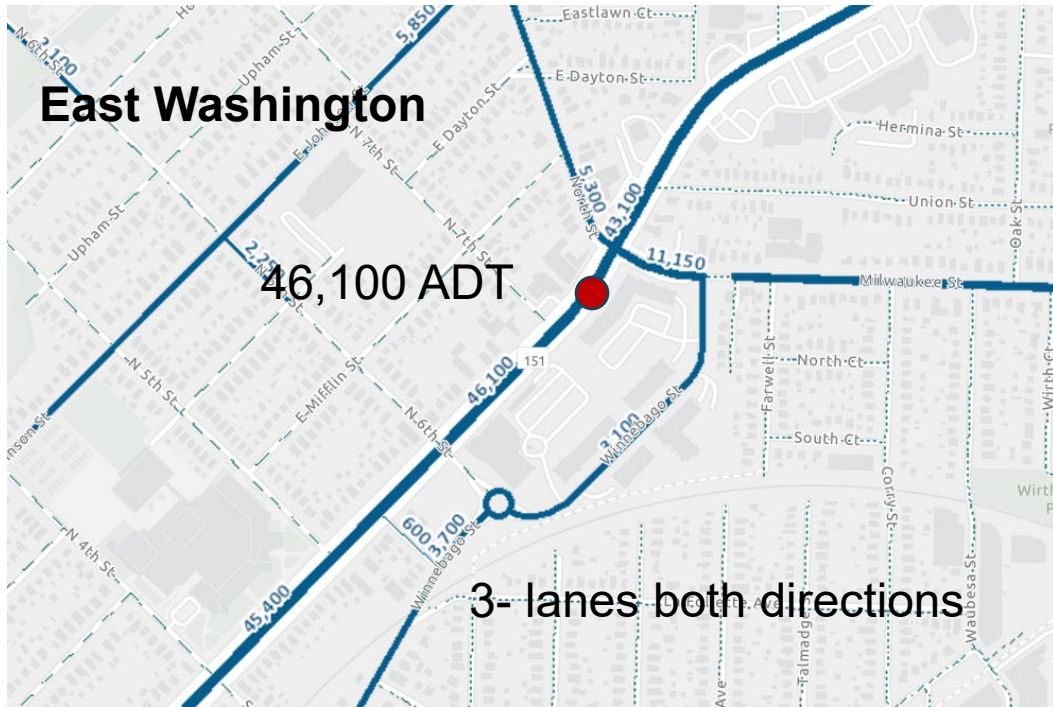
## Jurisdictional Transfer

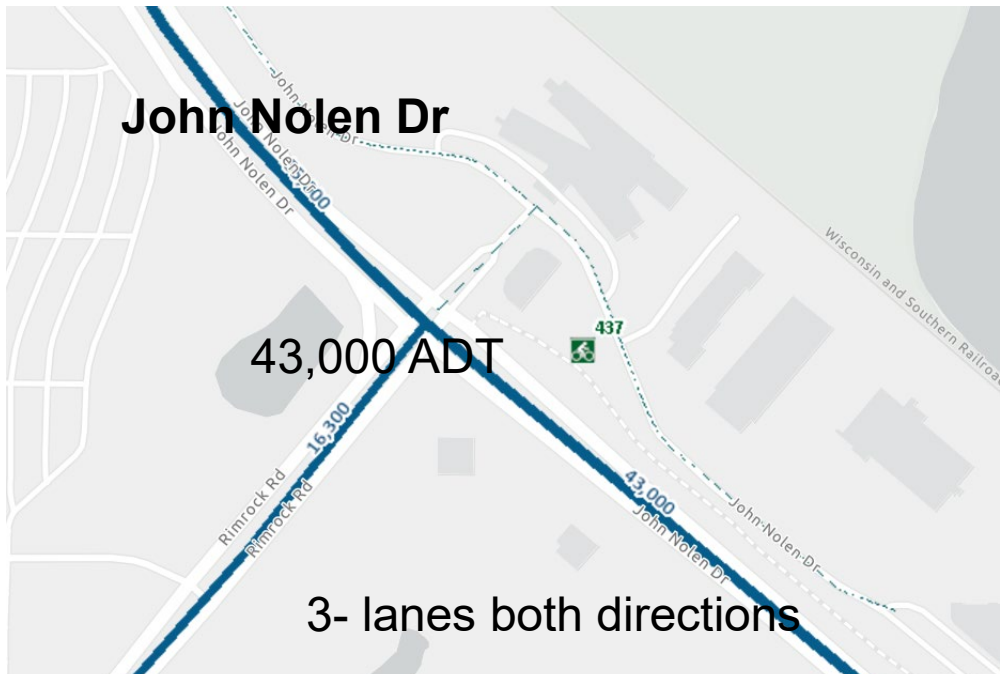
- In 2022 we informed WisDOT we did not want to pursue
  - ~\$0.5 million in annual operation expenditures
  - Up to \$5 million in annual maintenance expenditures
  - \$100 million in reconstruction costs in 2062. (2022 dollars)
- Madison jurisdiction of Stoughton Rd does not guarantee ability to reduce capacity - Still on the NHS – example John Nolen Drive

## WisDOT Vacating Right of Way

- Uncertain – WisDOT may view it as required for future needs
- Can be a 10+ year process
- Madison would have to purchase. (30+ acres)
  - Deed restriction – only for public purpose in perpetuity (?)

# Extra Slides







# Alternative 1

45 mph throughout

Existing interchanges remain

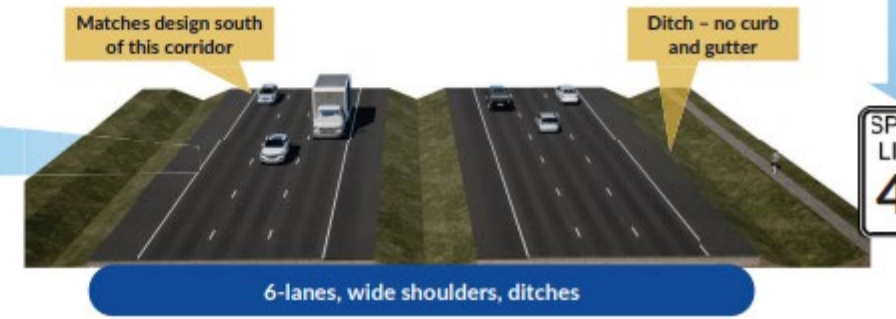
Traditional or hybrid intersection design options at other locations

No new street connections

Adds one lane in each direction

Frontage roads with driveway access remain

Shared-use path, sidewalks, bike lanes along frontage roads



# Alternative 2

35 mph north of Beltline; 45 mph south

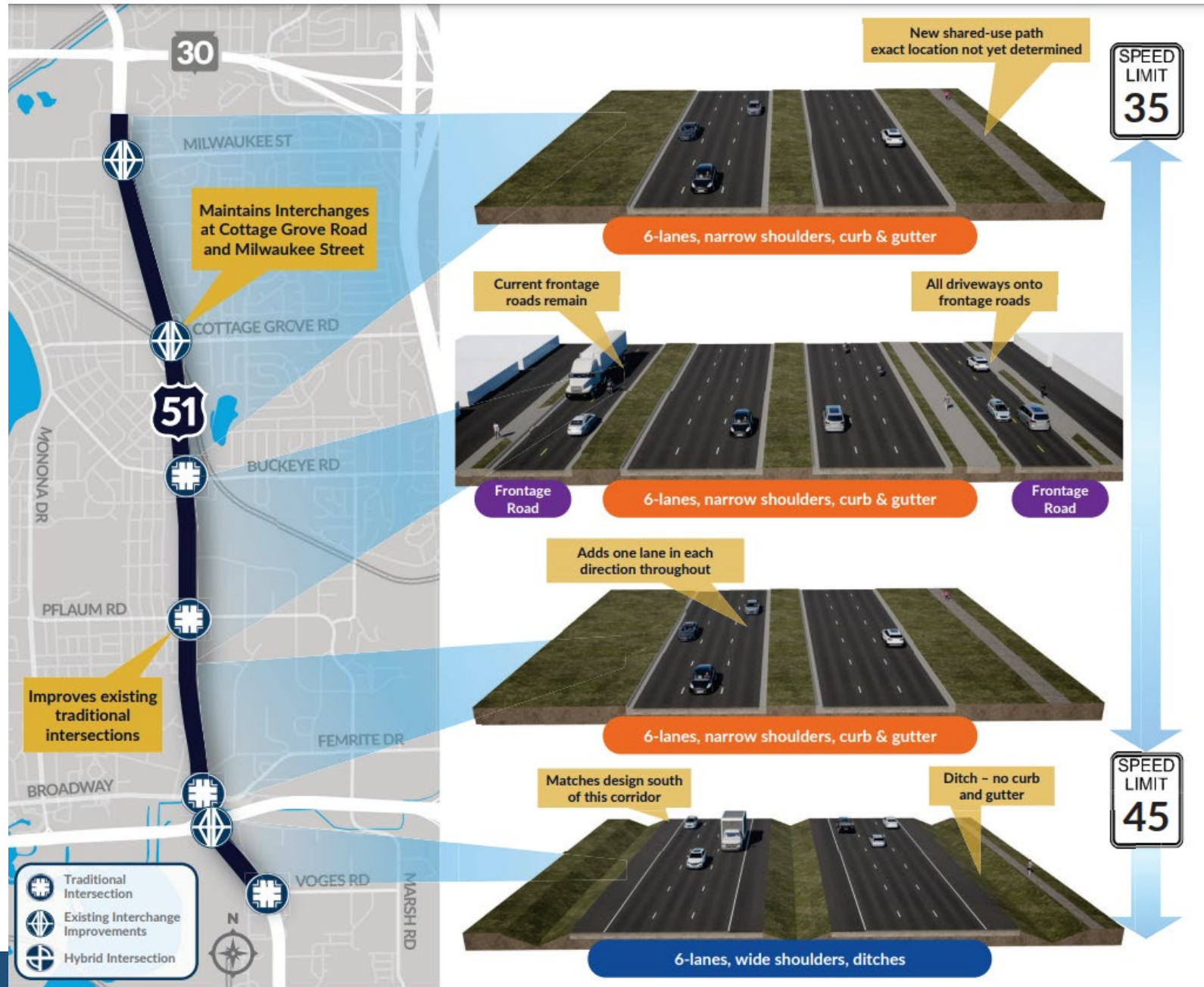
Existing interchanges remain – turn lanes added or lengthened

No new street connections

Adds one lane in each direction

Frontage roads with driveway access remain

Shared-use path, sidewalks, bike lanes along frontage roads



# Alternative 3

35 mph north of Beltline; 45 mph south

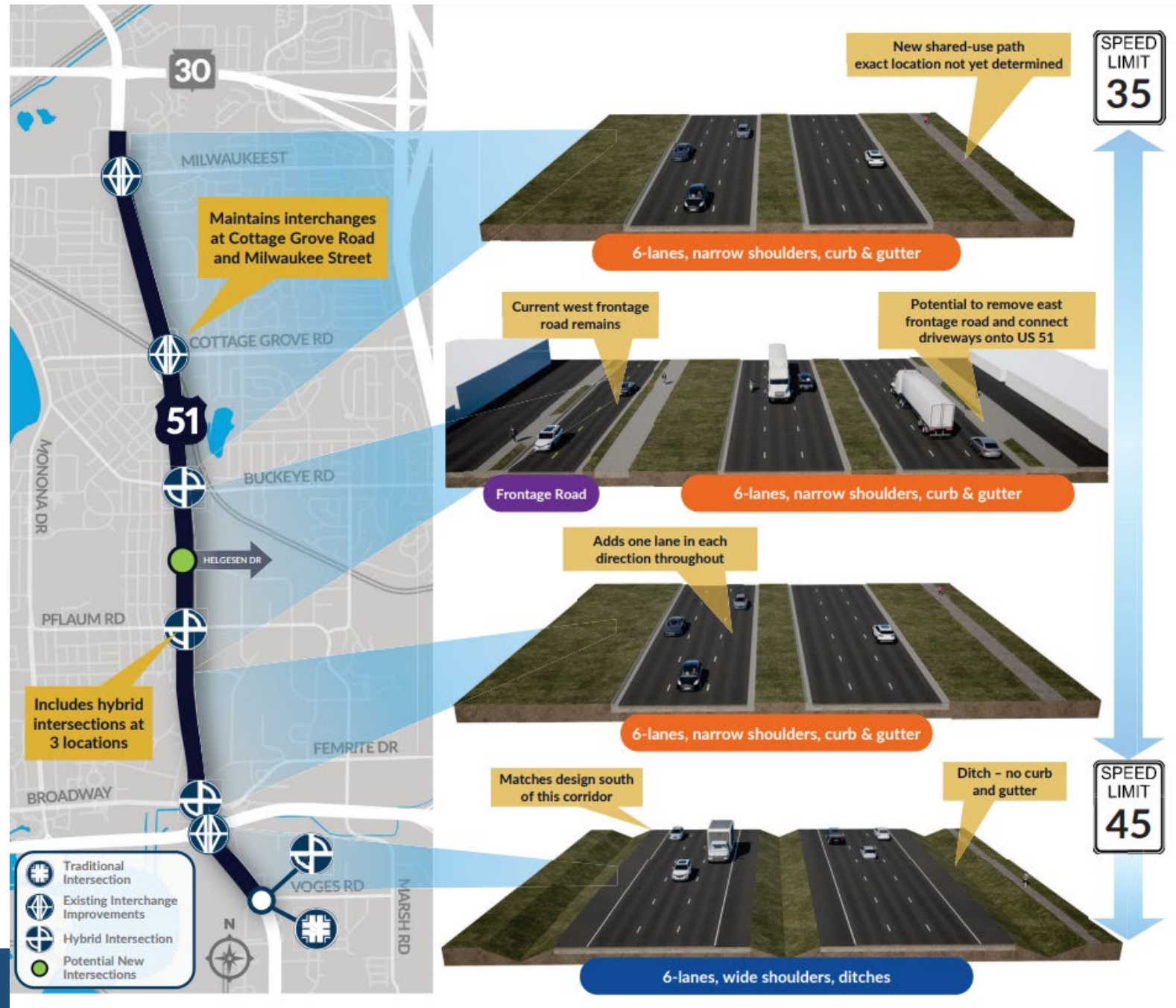
Some intersections converted to hybrid designs

New street connection:  
Helgeson Drive (to east only)

Adds one lane in each direction

Option to maintain both frontage roads or remove east frontage road

Shared-use path, sidewalks, bike lanes along frontage roads



# Alternative 4

## DIRECT ACCESS

35 mph throughout

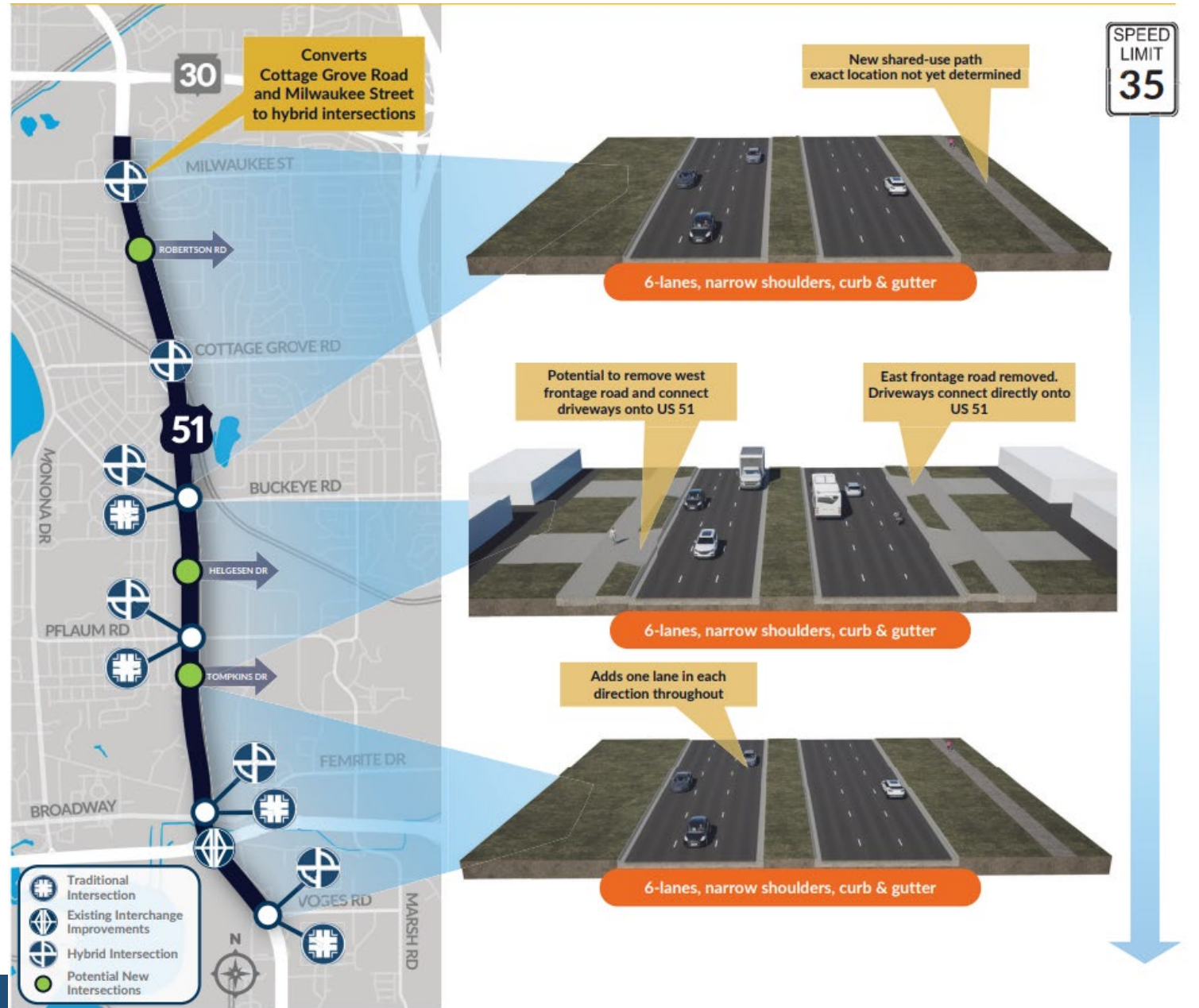
Some intersections converted to hybrid designs

New street connections (to east only) Robertson, Helgesen, Tompkins

Adds one lane in each direction

Option to remove both frontage roads or one

Shared-use path, sidewalks



# Alternative 5

## WIDE BOULEVARD

35 mph throughout

Some intersections converted to hybrid designs

New street connections include Allis (in both directions) and Robertson, Helgesen, Tompkins (to east only)

Adds one lane in each direction

Removes frontage roads

Shared-use path, sidewalks



Converts Cottage Grove Road and Milwaukee Street to hybrid intersections

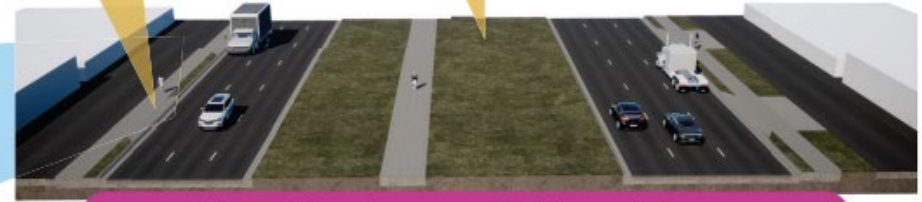


New shared-use path exact location not yet determined



Both frontage roads removed. Driveways connect directly onto US 51

Wide boulevard



Adds one lane in each direction throughout

