US 51, Madison – DeForest, Terminal Drive – WIS 19
Dane County
Project ID 5410-05-00

PROJECT LIMITS
Background of Study

• 2001 to 2003 - Needs Assessment Completed
  • Identified corridor deficiencies
  • Public meeting, public opinion surveys
  • Neighborhood, business, bicycle/pedestrian focus groups

• 2004 to 2012 – Traffic Safety Study Completed
  • Quantified corridor deficiencies
  • Identified range of potential solutions
  • Developed conceptual alternatives
  • Investigated potential impact areas
  • Public meetings, focus groups

• 2011 – Trans. Projects Commission (TPC) Study Approval
  • Corridor identified as a potential ‘major’
Project Purpose and Need

• Improve safety
• Reduce congestion
• Improve bicycle, pedestrian, and transit facilities
• Reduce diversion to neighborhood streets
• Support economic development
Traffic Safety and Operations

• Crashes from 2007 to 2011
  • 1,859 crashes (over 7 per week)
  • 606 crashes with injuries (over 2 per week)
  • 10 fatalities

• Current Traffic Operations Conditions
  • Peak hour delays increasing
  • Long backups at signalized intersections

• Operations by 2040
  • Failing throughout corridor
Improvement Alternatives

- **No Build**
  - Maintenance of existing roadway without expansion or reconfiguration

- **Alt A – Transportation System Management (TSM)**
  - Keeps most existing intersections at grade

- **Alt B – Enhanced Expressway**
  - Adds interchanges at intersections with high crash rates and major traffic delay

- **Alt C – Freeway Conversion**
  - Provides a free flow movement for traffic through the corridor

*Preferred alternative could be a Combination of alternatives*
Alternatives

Voges to Broadway
Voges to Broadway – Alt A
Beltline to Broadway – Alt A
Voges to Broadway – Alt C
Alternatives

Pflaum to Buckeye
Pflaum to Buckeye – Alt A
Pflaum to Buckeye – Alt B
Pflaum to Buckeye – Alt B
Pflaum to Buckeye - Alt C
Alternatives

Cottage Grove to Milwaukee
Cottage Grove to Milwaukee – Alt A
Cottage Grove to Milwaukee – Alt B
Alternatives

WIS 30 to Lexington/Commercial
WIS 30 to Lexington/Commercial – Alt A
WIS 30 to Lexington/Commercial – Alt B
WIS 30 to Lexington/Commercial – Alt C
Alternatives

East Washington to Pierstorff
E. Washington to Pierstorff – Alt A
E. Washington to Pierstorff – Alt A
E. Washington to Pierstorff – Alt B
E. Washington to Pierstorff – Alt C
Alternatives

Rieder to Hanson
Rieder to Hanson – Alt A
Rieder to Hanson – Alt B
Rieder to Hanson – Alt C
Alternatives

Hoepker to WIS 19
Hoepker to WIS 19 – Alt A
Hoepker to WIS 19 – Alt C
Recommended Alternative

- Combination of Alternatives
  - Terminal Drive – Alt A & B
    - Extend and add turn lanes, make frontage road connections
  - Beltline / Broadway – Alt A
    - DDI / Echelon (first stage)
    - Free Flow ramps when LOS deteriorates (second stage - Alt B)
  - Pflaum / Buckeye – Alt B
    - ‘Split Diamond’ interchange with access ramps
  - Cottage Grove Rd through Lexington/Commercial – Alt A
    - Reconstructed ramps at Cottage Grove Road
    - DDI at WIS 30
    - At-grade with improved turn lanes at Lexington/Commercial
Recommended Alternative

- Combination of Alternatives
  - East Washington Ave through Pierstorff – Alt B or C
    - ‘Split Diamond’ interchange East Washington and Anderson/Kinsman
    - Access ramps between E. Washington Ave and Anderson St
  - Three through traffic lanes each direction from Broadway to Milwaukee St and East Washington Ave to Rieder Rd
  - Rieder Road through Hanson Road – Alt B
    - Left in allowed until problematic at Rieder and Hanson, then left in removed
    - Amelia Earheart Drive extend turn lanes, accommodate U-turns from Rieder
  - Hoepker Road to WIS 19 – Alt B
    - Interchange at Hoepker, becomes County CV
    - Overpass at existing County CV/Anderson Road
    - Signalize I 39/90/94 ramps
    - Remove driveway accesses from US 51
Bicycle / Pedestrian Facilities

• On-road as appropriate for Alternatives A & B
• No on-road facilities on freeways
• Upgrade crossings and parallel roadways
• Overpasses
  • Tompkins Drive
  • Helgeson Drive
  • Walsh Road / Parkwood Drive (Over WIS 30)
  • Larson Court
  • East Washington Avenue
  • Anderson Road (Over I 39/90/94)

• Off Road Paths
  • Broadway – Pflaum Road
  • Pierstorff Street – County CV
Noise Impacts / Corridor Aesthetics

• Noise Impacts
  • Updating noise analysis
  • Determine areas of potential mitigation

• Aesthetics
  • Corridor themes
  • Bridges, Walls, Landscape Opportunities
Effects on Business

• Issues
  • Impacts to businesses in all alternatives
    • Relocations
    • Access changes

• Opportunities
  • Improved access to and from businesses
  • Safer and more efficient access
  • Improved corridor aesthetics
  • Developmental change and growth
Estimated Project Costs

• Year 2013 $ construction and real estate costs estimated
  • Alternative A $215 - $250 Million
  • Alternative B $595 - $685 Million
  • Alternative C $790 - $875 Million

• Recommended Alt could be a combination of A, B, and C
• Planning Level Estimates – More detailed costs for Draft EIS in Summer 2013
Funding and Scheduling

• Currently no funding allocated for final design or construction
• Funding would be from Majors Program (administered by TPC)
  • Statewide program
  • WisDOT prioritizes and submits to TPC
  • TPC recommends to Legislature and Governor
• If funding is approved, WisDOT can:
  • Begin final design
  • Prioritize phases or sections for most effective order of construction
  • Schedule project as appropriate
Next Steps …

• Finalize All Alternatives
• Prepare Draft Environmental Impact Statement
• Public Hearing (August 2013)
• Select Preferred Alternative (September 2013)
• Public Meeting #3 (Fall 2013)
• Final EIS (Winter 2013/2014)
• Record of Decision (Summer 2014)
QUESTIONS?