



# Park Street / WisDOT discussion

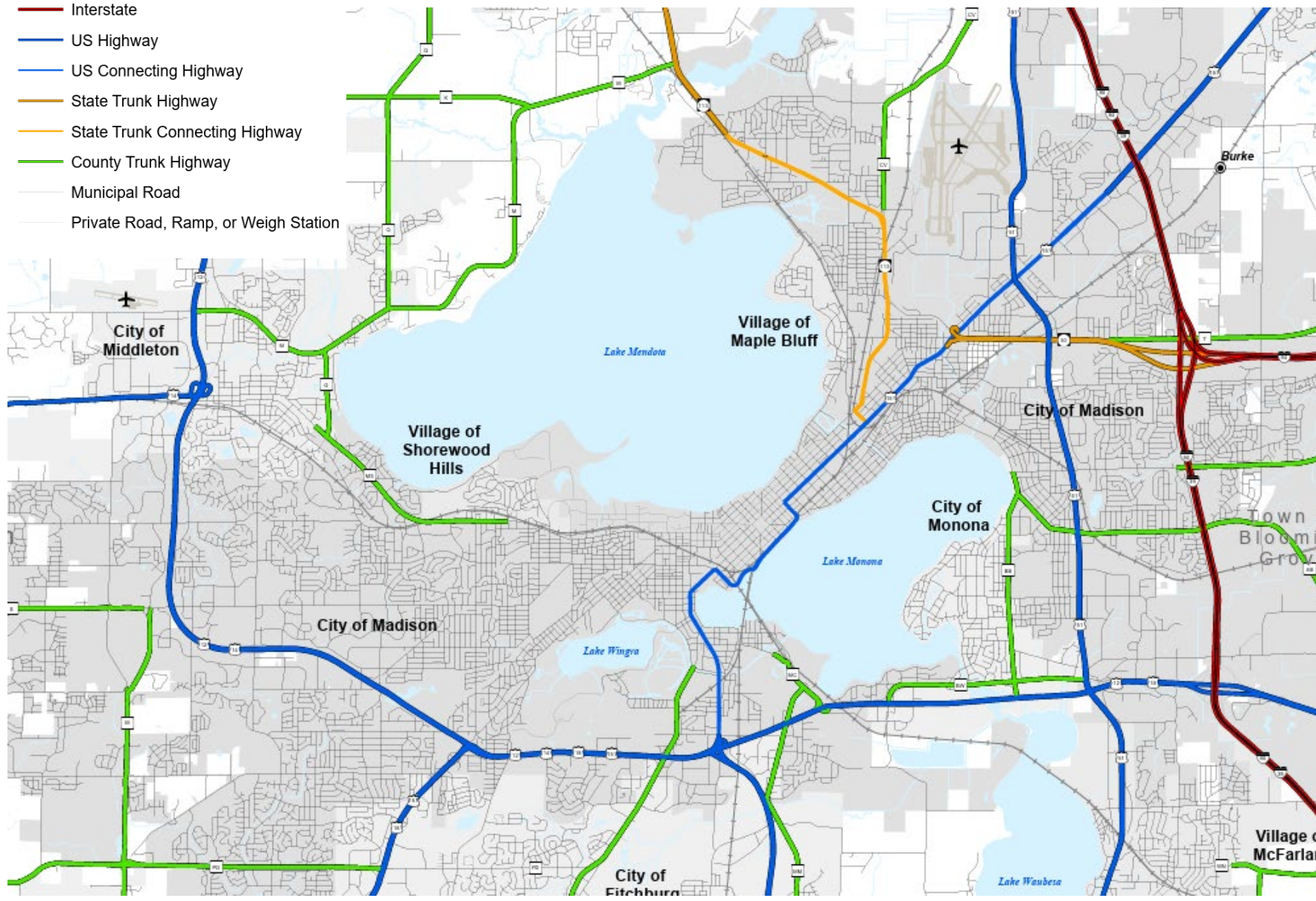
Transportation Commission Meeting

April 29, 2026

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# Street Jurisdiction: How it Works

# Street and Highway Jurisdiction: Who's in Charge of a Road?



# Street and Highway Jurisdiction

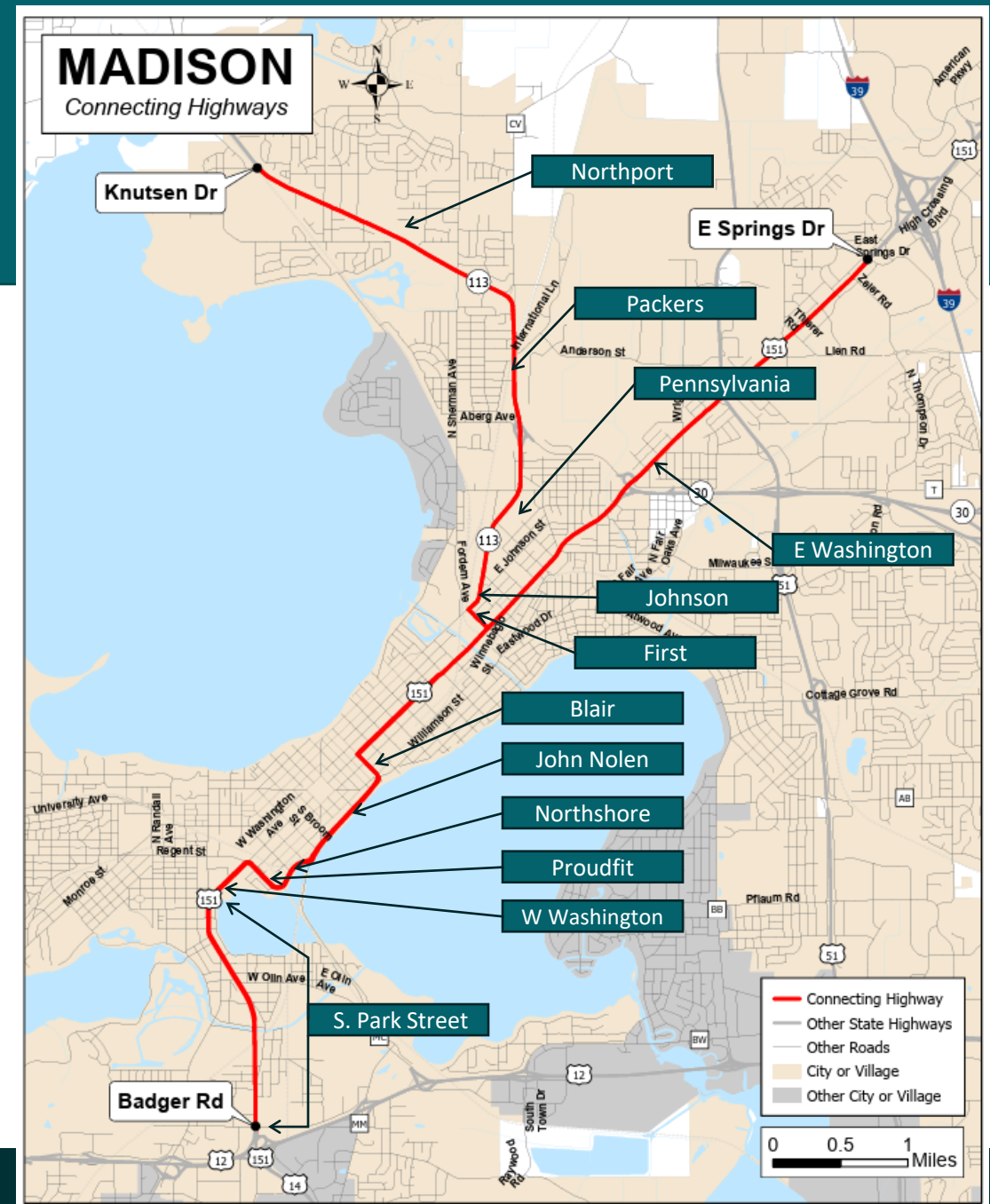
Street / Highway Type	Who effectively owns it?	Who is responsible for maintenance? (snow plowing, potholes, etc.)	Who designs it? (including signals, # of lanes, etc.)
Interstate	State of Wisconsin	WisDOT	WisDOT (subject to Federal approvals)
US Highway	State of Wisconsin	WisDOT	WisDOT (subject to Federal approvals)
US Connecting Highway	City of Madison	City of Madison (with WisDOT maintenance payments)	WisDOT w/City input or City of Madison w/ WisDOT approval
State Trunk Highway	State of Wisconsin	WisDOT	WisDOT
State Trunk Connecting Highway	City of Madison	City of Madison (with WisDOT maintenance payments) •	WisDOT w/City input or City of Madison w/ WisDOT approval
County Trunk Highway	Dane County	Dane County (unless City has agreement)	Dane County or City
Municipal Road (City Street)	City of Madison	City of Madison	City of Madison
Private Road	Private owner (HOA, business, etc.)	Private owner	Private owner (subject to City approvals)

# What are Connecting Highways?

Local streets that carry state highways through cities and villages

- The **City** maintains and operates them
- WisDOT reviews and approves major maintenance and traffic control changes
- The City receives annual **Connecting Highway Aids** to help maintain them to state standards
- Reconstruction projects are a **state–local partnership** (state funding + local cost share)
  - *State generally fully funds reconstruction of two thru lanes and related typical street infrastructure*

<https://wisconsindot.gov/Pages/projects/data-plan/plan-res/connecting.aspx>



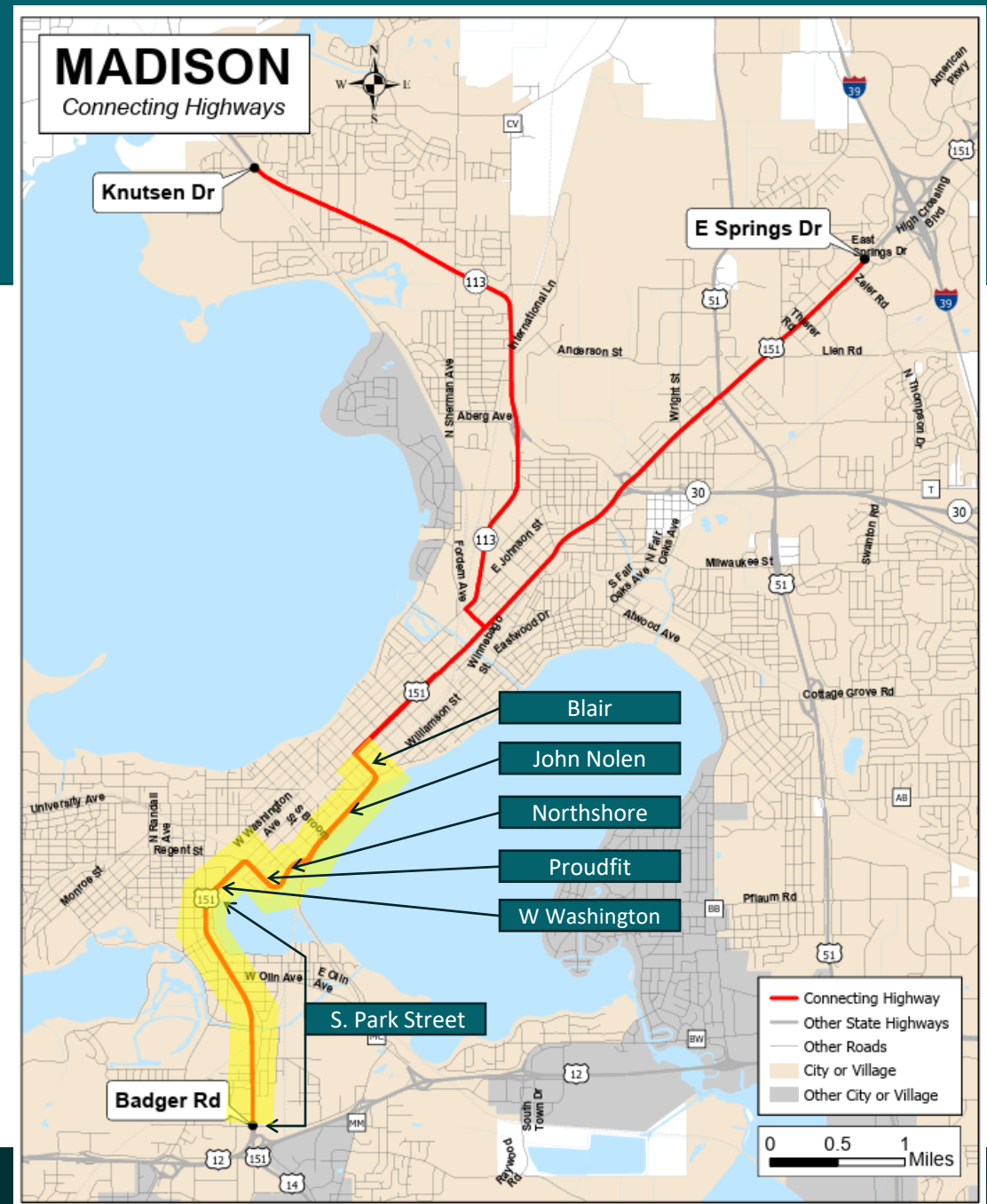
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# The proposal

# Roadways transferred

**Current US 151 from the Beltline to Blair/East Washington is fully transferred from WisDOT to the city**

- Park from Beltline to West Washington
- West Washington from Park to Proudfit
- Proudfit
- North Shore Drive
- John Nolen from North Shore Drive to Blair
- Blair from John Nolen to East Washington



# Redesignation of 151

## The US 151 designation is rerouted

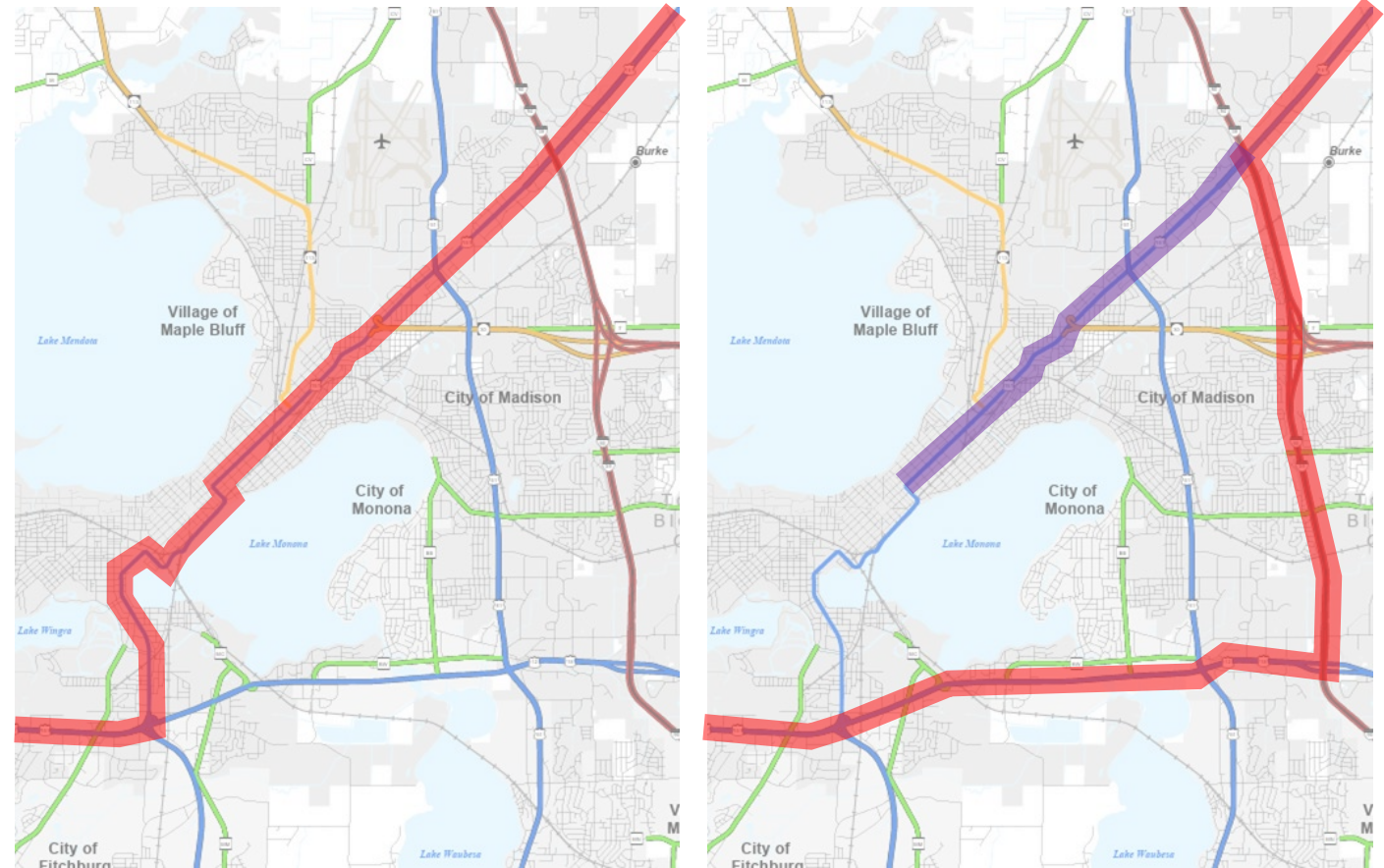
- US 151 extends from near Cedar Rapids, IA to Mantiowoc, WI
- New path follows Beltline, Interstate
- For through traffic: 0.8 miles longer but 8 minutes faster

## New designation for East Washington

- Spur route from Interstate/East Washington to Interstate/Blair
- Will not be a posted highway number

## Roadways remain part of the National Highway System

- Eligible for some federal funds
- Some design standards apply



# Financial considerations

## City of Madison no longer receives state connecting highway funding for portion transferred

- No **Connecting Highway Aids** (~\$300K per year)
- No state funding for future reconstruction

## City of Madison receives one time transfer

- ~\$36 million from WisDOT to City of Madison
  - Have yet to receive official offer
- \$10 million of that allocated to Park Street reconstruction (replacing \$10 million in WisDOT reconstruction funding)
- ~\$26 million net increase to city will be used for other projects
  - ~\$5M is tentatively planned for remaining pavement replacement on John Nolen



# Why do this?

## Benefits

- More logical route for 151 that matches travel patterns
- Full design control for City of Madison
- Up front payment for reconstruction

## Costs

- No state connecting highway aids
- No state funding for future reconstruction

## Does not change

- No change in roadway connectivity
- No change in maintenance responsibility

# Actions going forward

## **City reviews final draft from WisDOT**

- Meeting with WisDOT 4/30

## **Approval by City of Madison**

- Common Council
- Likely referred to Transportation Commission, Finance, Board of Public Works
- Signature by mayor

## **Approval by WisDOT**

- Signature by secretary
- Application AASHTO Special Committee on U.S. Route Numbering for final approval

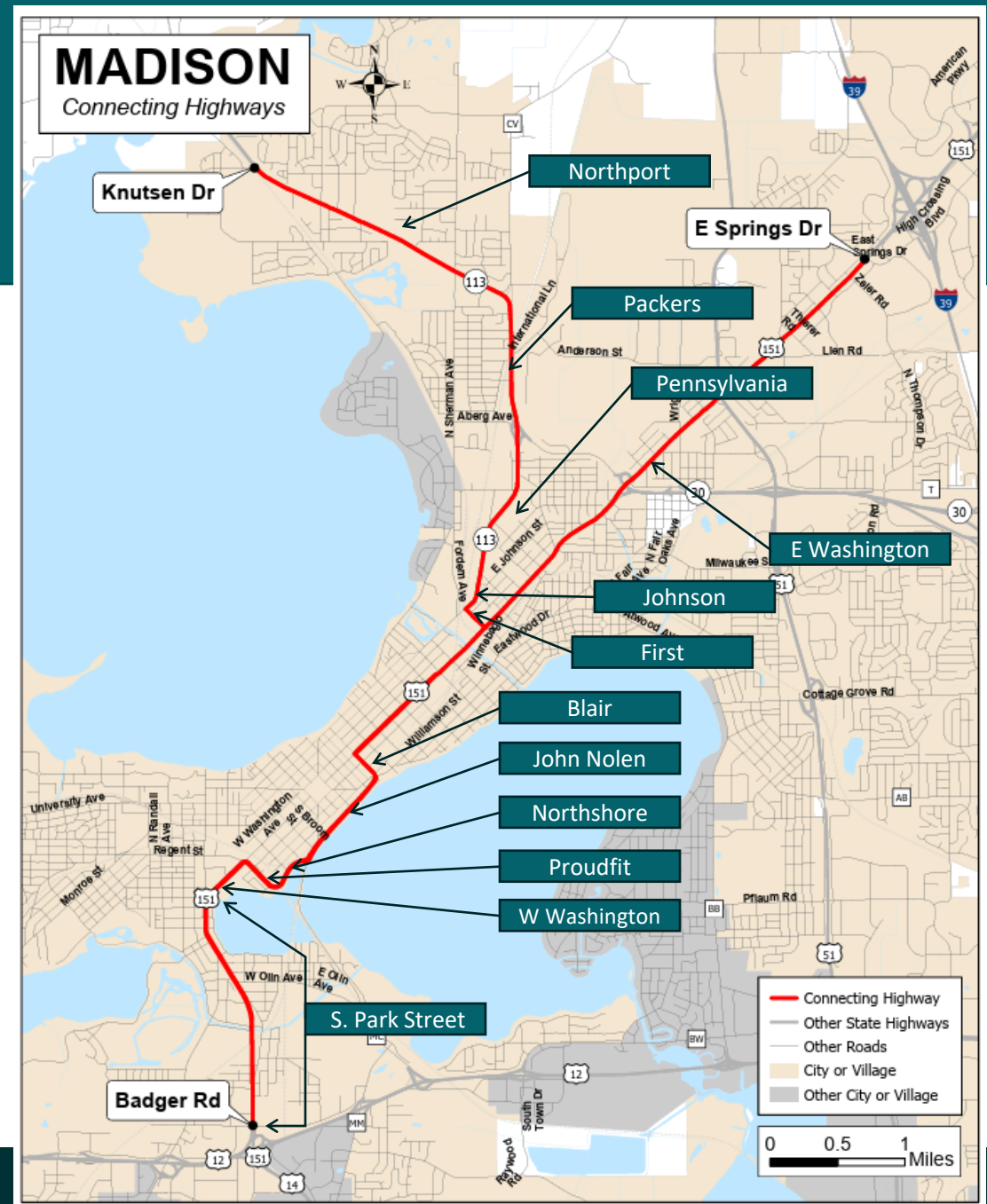
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# Other opportunities

# Should we consider other transfers?

## WisDOT has expressed openness to other jurisdictional transfers on connecting highways

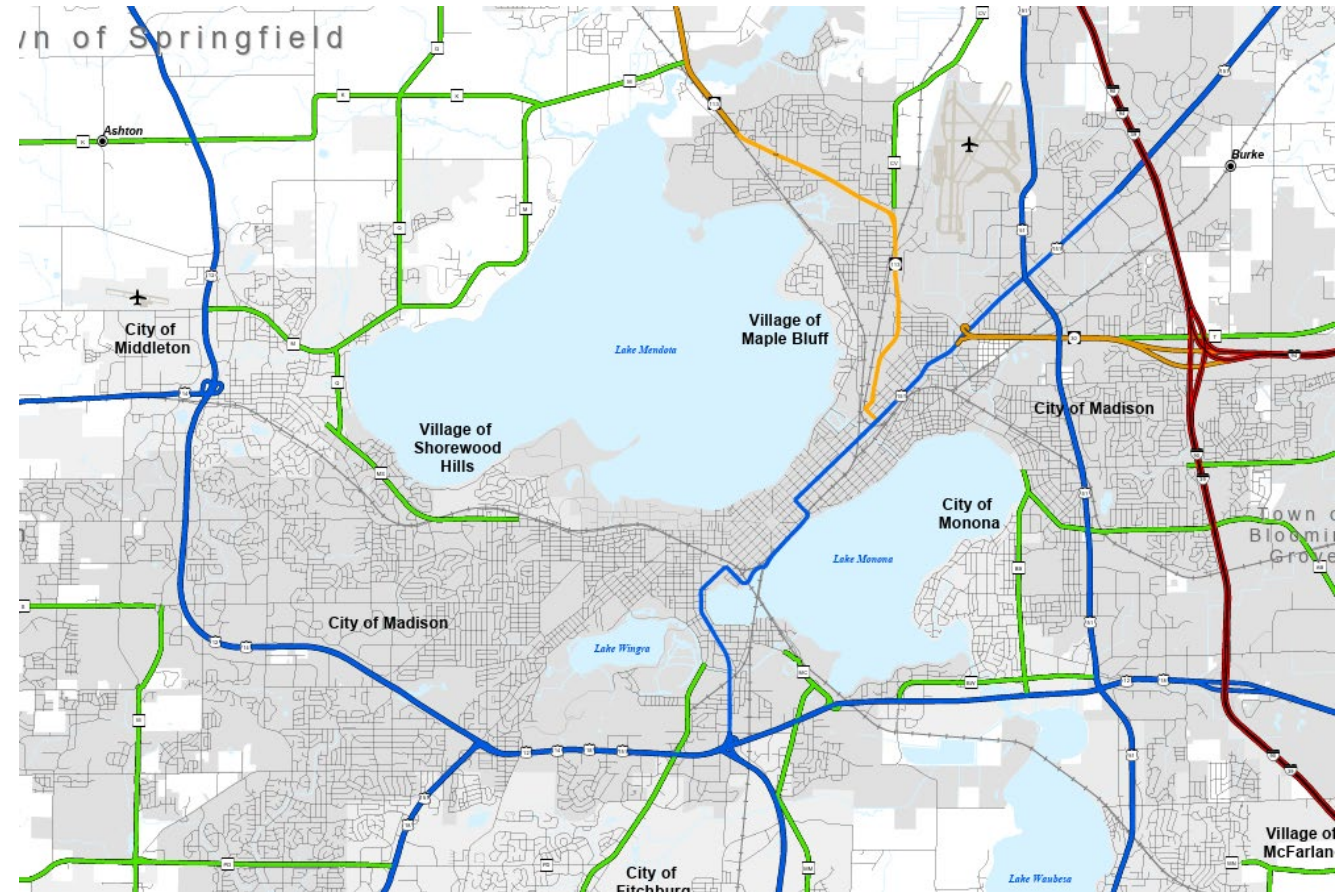
- Would involve a similar one time payment in exchange for state aides and future reconstruction funds
- Would require rerouting US or state highway numbers
- Future reconstructions can be costly in case of large roadways, especially those with bridges. With no state involvement the city bears that cost.



# Should we consider other transfers?

## Jurisdictional transfers on State Trunk and US highways are more complicated

- Only may make sense on spurs or on routes whose function has been replaced by a newer facility
- Transfers maintenance responsibility; requires additional funding and equipment for the city to handle signals, signs, striping, roadway repairs, signals, lights
- City fully responsible for costly reconstructions



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# Questions?