

**STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
CONNECTING HIGHWAY CHANGE NUMBER 329
And
STATE TRUNK HIGHWAY JURISDICTIONAL TRANSFER NUMBER 389
And
STATE TRUNK HIGHWAY SYSTEM CHANGE NUMBER 880
PERTAINING TO
UNITED STATES HIGHWAY 151 (USH 151) AND
STATE HIGHWAY X151 (STH X151)
DANE COUNTY**

1. Introduction

The Wisconsin Department of Transportation (DEPARTMENT) has proposed a change to a segment of the State Trunk Highway System in the city of Madison, city of Monona and town of Burke, in Dane County, whereby a segment of USH 151 will be rerouted to run concurrent with USH 12, USH 18, Interstate Highway 39 (IH 39), IH 90 and IH 94. Additionally, the DEPARTMENT has proposed a change to the State Trunk Highway System in the city of Madison, in Dane County, whereby the new highway numbered STH X151 will be established over existing local road system. These actions require the rescission of the existing Connecting Highway of USH 151 within the city of Madison (CITY) in addition to a jurisdictional transfer of a portion of USH 151 predating Connecting Highway and Connecting Street legislation. These actions require no new construction or the acquisition of real property to accommodate the relocation of USH 151.

2. Statutory Authority

All determinations and decisions herein and hereafter described are made in accordance with Section 86.32(1) of the Wisconsin State Statutes whereby the DEPARTMENT is proposing Connecting Highway Change Number 329 to rescind a segment of Connecting Highway in the CITY.

All determinations and decisions herein and hereafter described are made in accordance with Section 84.02(8)(a)(b)(c) of the Wisconsin State Statutes whereby the DEPARTMENT may make additions and deletions to the state trunk highway system by entering into a jurisdictional transfer agreement with any local unit of government, and may contain any terms and conditions that the department and the local unit of government may deem necessary regarding maintenance or rehabilitation of any highway transferred.

All determinations and decisions herein and hereafter described are made in accordance with Section 84.02(1) and (3) (a) of the Wisconsin State Statutes whereby the DEPARTMENT is proposing to lay out and establish a segment of state trunk highway by way of a new location and having a distance along the deviation from the existing location of greater than 5 miles.

3. Determination and Description of Highway Segment Where Connecting Highway Designation Is To Be Rescinded

The DEPARTMENT rescinds the Connecting Highway designation from the following segment of highway described as:

Segment 1 - USH 151

Beginning at the intersection of West Badger Road to the intersection of West Washington Avenue, depicted on **Attachment 1** as **Segment 1**.

Segment 1 is approximately 1.79 miles.

Segment 2 - USH 151

Beginning at a point on USH 151 starting at the intersection of West Washington and Park Street to the intersection of Regent Street, depicted on **Attachment 1** as **Segment 2**.

Segment 2 is approximately 0.4 miles.

Segment 3 - USH 151

Beginning at the intersection of West Washington Avenue to the intersection of John Nolen Drive, depicted on **Attachment 1** as **Segment 3**.

Segment 3 is approximately 0.63 miles

Segment 4 - USH 151

Beginning at the intersection of John Nolen Drive to the intersection of Blair Street, depicted on **Attachment 1** as **Segment 4**.

Segment 4 is approximately 0.83 miles

Segment 5 - USH 151

Beginning at the intersection of Blair Street to the intersection of East Washington Avenue, depicted on **Attachment 1** as **Segment 5**.

Segment 5 is approximately 0.21 miles

Segment 6 - USH 151

Beginning at a point on USH 151 starting at the intersection of Blair Street to the intersection of East Springs Drive, depicted on **Attachment 1** as **Segment 6**.

Segment 6 is approximately 5.30 miles.

4. Disposition of Highway Segment Where Connecting Highway Designation Was Rescinded

The Department has determined that upon rescission of the connecting highway designation the underlying highway of Segment 1 will revert to a state trunk highway under the sole jurisdictional authority of the Department. This action is executed concurrently with Jurisdictional Transfer Agreement 389.

The Department has determined that upon rescission of the connecting highway designation the underlying highway will revert to local jurisdiction as a city roadway for Segments 2, 3, 4, 5.

The Department has determined that upon rescission of the connecting highway designation the underlying highway of Segment 6 will revert to a state trunk highway under the sole jurisdictional authority of the Department. This action is executed concurrently with Connecting Highway Agreement 330 and State Highway Change 880.

5. **Determination and Description of State Highway Segment To Be Jurisdictionally Transferred by the Department to Local Jurisdiction**

The DEPARTMENT hereby finds that the public good will best be served by removing from the State Trunk Highway System, by jurisdictional transfer, the highway described as Segment 1.

6. **Determination and Description of State Highway Segment To Be Added To State Trunk Highway System**

The DEPARTMENT hereby finds that the public good will best be served by adding to the State Trunk Highway System the highway described as:

Segment 7- STH X151

Beginning at a point at the intersection of USH 151 and Blair Street, easterly through the interchange of IH 39/90/94 and East Washington Avenue depicted on **Attachment 2 as Segment 7.**

Segment 7 is approximately 6.1 miles.

7. **Determination and Description of State Highway Segment To Be Rerouted Over The Existing State Trunk Highway System**

The DEPARTMENT hereby finds that the public good will best be served by adding to the State Trunk Highway System, the highway described as:

Segment 8 – USH 151

Beginning at a point at the interchange of USH 12/18 and USH 14 in the city of Madison, easterly to the interchange of IH 39 and IH 90 and USH 12/18. Then northly through the interchange of IH 39/90 and IH 94 in the town of Burke, continuing northerly to the interchange of IH39/90/94 and East Washington Avenue in the city of Madison depicted as **Segment 8 on Attachment 3.**

Segment 8 is 12.9 miles.

8. **Physical and Effective Date of Change**

The physical date for the removal from the State Trunk Highway of the highway segments noted in Section 3 and 5 shall be the date #####

The effective date for the determination action for the removal from the State Trunk Highway system of the highway segments noted in Section 3 and 5, is the signature date shown on the bottom of this document.

The physical date for the addition to the State Trunk Highway of the highway segments noted in Section 6 and 7 shall be the date #####

The effective date for the determination action for the addition to the State Trunk Highway system of the highway segments noted in Section 6 and 7, is the signature date shown on the bottom of this document.

9. Other Considerations

The Department has determined that Other Considerations should be included with the state highway changes herein identified:

RIGHT-OF-WAY

- The DEPARTMENT will retain ownership of all highway right-of-way acquired by fee.

ACCESS

- The DEPARTMENT will convey access rights to the City along Segments 1, 2, 3, 4, and 5 except where the DEPARTMENT has access rights by fee.

UTILITIES AND OTHER NON-ACCESS PERMITS

- The City will be the permitting authority on Segments 1, 2, 3, 4, and 5.

HIGHWAY MAINTENANCE AGREEMENTS

- This Agreement relieves the DEPARTMENT from all maintenance responsibilities or other preexisting obligations on Segments 1, 2, 3, 4, and 5 of highway transferred to the City except those noted in Wisconsin Statute section 84.10255. WisDOT shall transfer maintenance responsibilities for Segment 6 under Connecting Highway Agreement 330.

DAILY MAINTENANCE RESPONSIBILITY

- The City will continue to perform daily maintenance on segments 1, 2, 3, 4, and 5.

FACILITIES TO BE JURISDICTIONALLY RETAINED BY THE DEPARTMENT

- No facilities will be retained by the Department on Segments 1, 2, 3, 4, and 5.

CAPITALIZATION OF MAINTENANCE COSTS FOR ADDITIONAL NET MILES ASSIGNED

- WisDOT shall make no payment for the Capitalization of Maintenance costs to the City.

SYSTEM ROUTING AND NAMING CONVENTIONS

- The following Segments will revert to their local names.
 - Segment 1 will be named "Park Street."
 - Segment 2 will be named "West Washington Avenue."
 - Segment 3 will be named "Proudfit Street" from the intersection of West Washington Ave to West Brittingham Place.
 - Segment 3 will be named "North Shore Drive" from West Brittingham Place to John Nolen Drive.
 - Segment 4 will be named "John Nolen Drive."
 - Segment 5 will be named "Blair Street."

TRAFFIC OPERATIONS

- Signal operations at West Badger and Park St will continue to follow the existing "Traffic Signal and Lighting Maintenance Agreement" between the DEPARTMENT and the City.
- Signal operations at the intersection of East Washington and Blair Street will continue to follow the "Cooperative Agreement for the East-West Bus Rapid Transit Project" signed by the City on May 24th 2022.

SYNCHRONIZING GENERAL TRANSPORTATION AID PAYMENTS

- No synchronization of General Transportation Aid will be done for this transfer.

HISTORICAL PRESERVATION

- Significant work for this transfer will be the removal of USH 151 highway signs by the DEPARTMENT on the segments transferred to the City. Any impacts to historical properties will be avoided for the work to complete the jurisdictional transfer.

REHABILITATION/RECONSTRUCTION TREATMENTS

Segment Designation

- Segment 1 is subdivided into three parts for the cost to cure payment.
 - Segment 1-A begins at the intersection of West Badger Road northerly to the Wisconsin & Southern Railroad crossing depicted as Segment 1-A in Attachment 4.
 - Segment 1-B begins at the Wisconsin & Southern Railroad crossing northerly to the intersection with Olin Avenue depicted as Segment 1-B in Attachment 4.
 - Segment 1-C begins at the intersection of Olin Avenue northerly to the intersection of West Washington Avenue depicted as Segment 1-C in Attachment 4.
- Segments 2 ,3 ,4 , and 5 are previously described in section 3.

Roadway Rehabilitation

Payment for each segment follows procedures dictated by the Wisconsin Department of Transportation Facility Development Manual chapter 4, section 5:

- The DEPARTMENT will provide a cost to cure payment in fiscal year 2027 for Segment 1-A of \$9,500,000. This payment is intended to represent pavement replacement scheduled between 2026 to 2035.
- The DEPARTMENT will provide a cost to cure payment in fiscal year 2027 for Segment 1-B of \$5,000,000. This payment is intended to represent pavement replacement.
- The DEPARTMENT will provide a cost to cure payment in fiscal year 2027 for Segment 1-C of \$8,000,000. This payment is intended to represent pavement replacement scheduled between 2026 and 2035.
- The DEPARTMENT will not provide a cost to cure payment for Segment 2
- The DEPARTMENT will provide a cost to cure payment in fiscal year 2027 for Segment 3 of \$2,000,000. This payment is intended to represent a 3.5" mill and overlay between 2026 and 2035
- The DEPARTMENT will provide a cost to cure payment in fiscal year 2027 for Segment 4 of \$12,500,000. This payment is intended to represent pavement replacement between 2028 and 2035.
- The DEPARTMENT will not provide a cost to cure payment for Segment 5.

The sum of payments to the CITY will be \$37,000,000.00 to be paid by September 30, 2026 ("Cost to Cure Payment").

Miscellaneous Items

- The City and its representatives of the Madison MPO may not apply for or use STP-Urban funds on segments transferred from the DEPARTMENT in this Agreement for a period of 10 years after WisDOT completes the Cost to Cure Payment to the CITY.

10. Signatures and Identification of Final Acceptance and Agreement to All Terms

Signatures in the places noted below hereby constitute final agreement to, and acceptance of, all items contained in this Agreement by the CITY and DEPARTMENT.

Approved for the Wisconsin Department of Transportation by:

Rebecca Burkel Administrator
Division of Transportation System Development
Wisconsin Department of Transportation

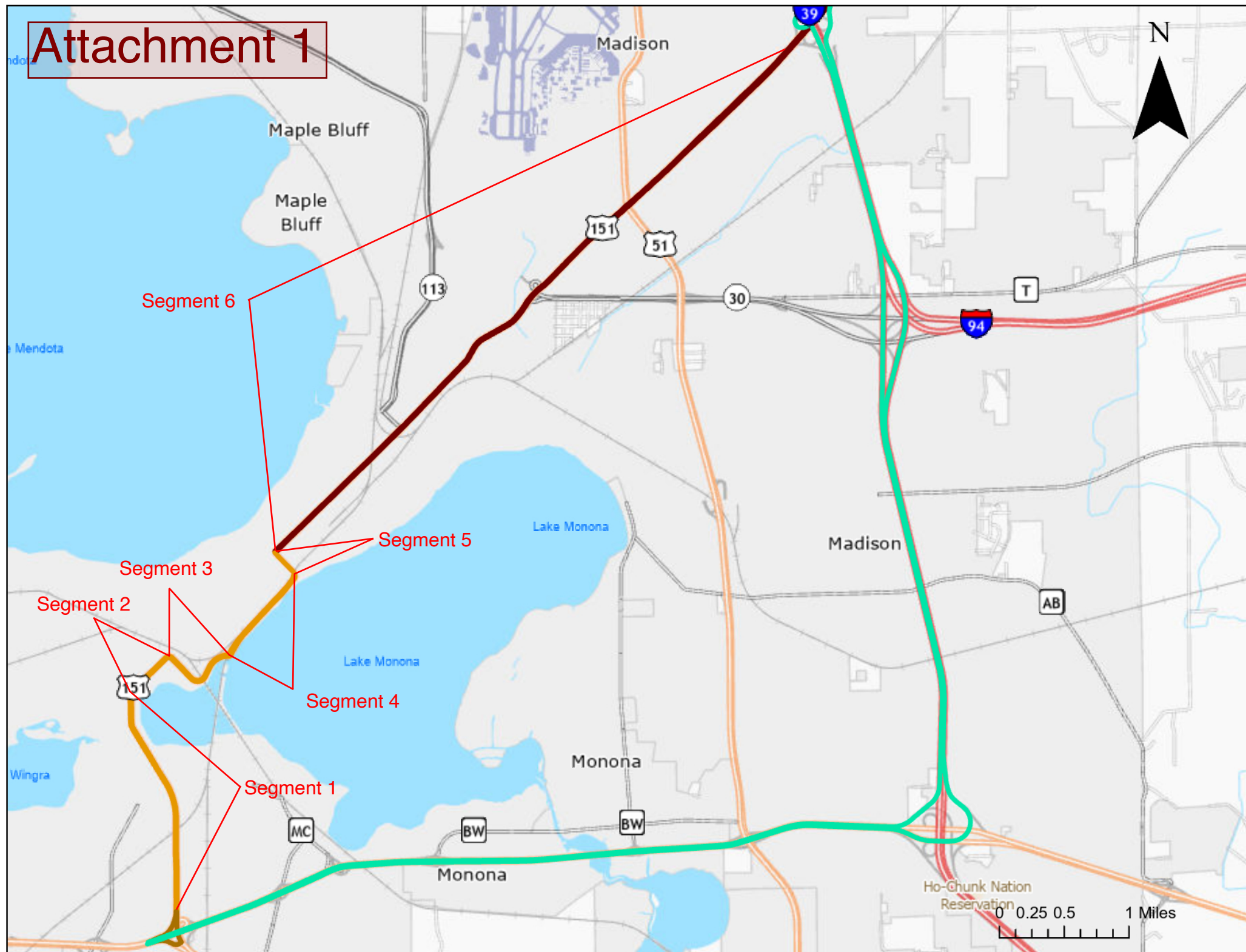
Date

Approved for the City

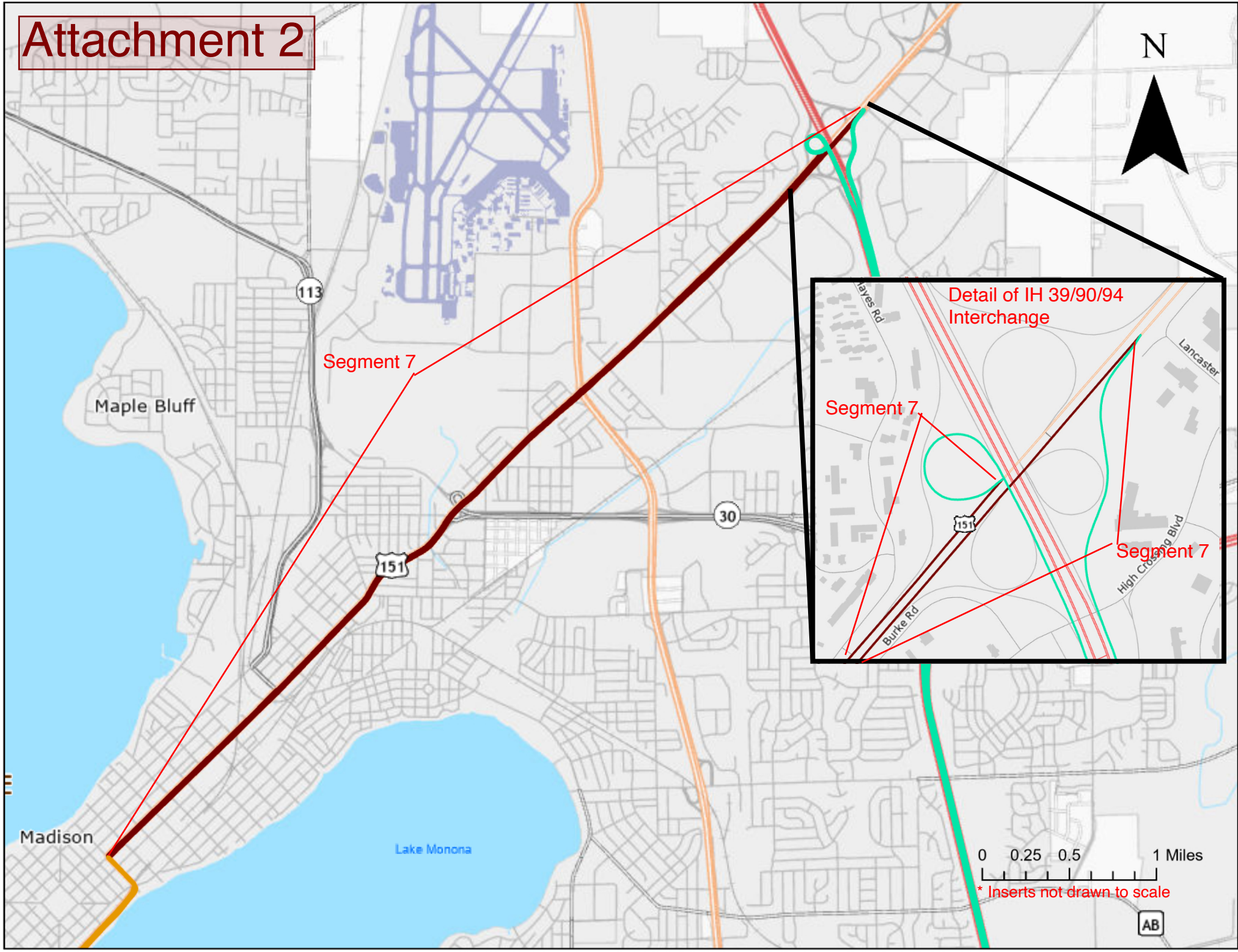
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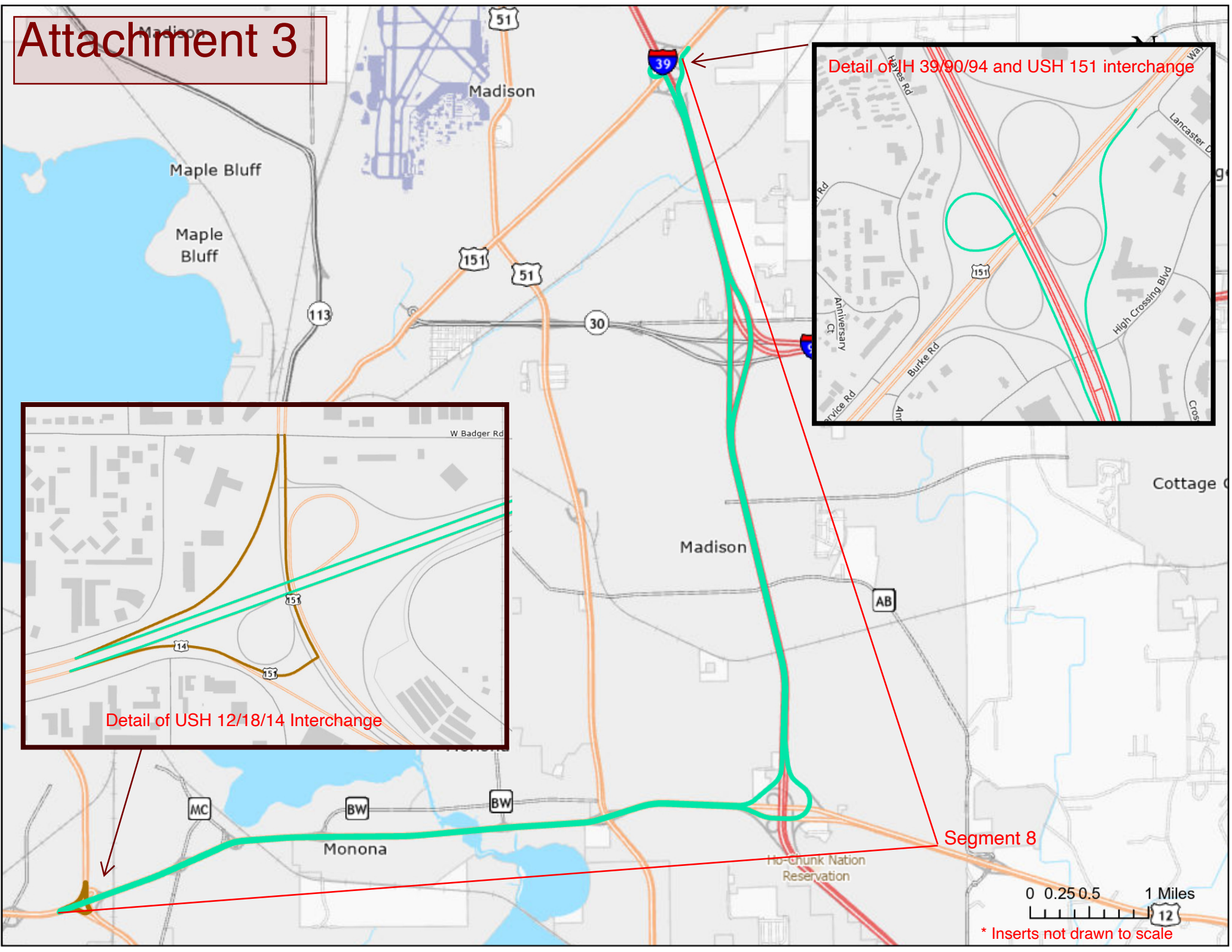
Attachment 1



Attachment 2



Attachment 3



Attachment 4

