



# WisDOT Beltline Planning and Environmental Linkages (PEL) Study

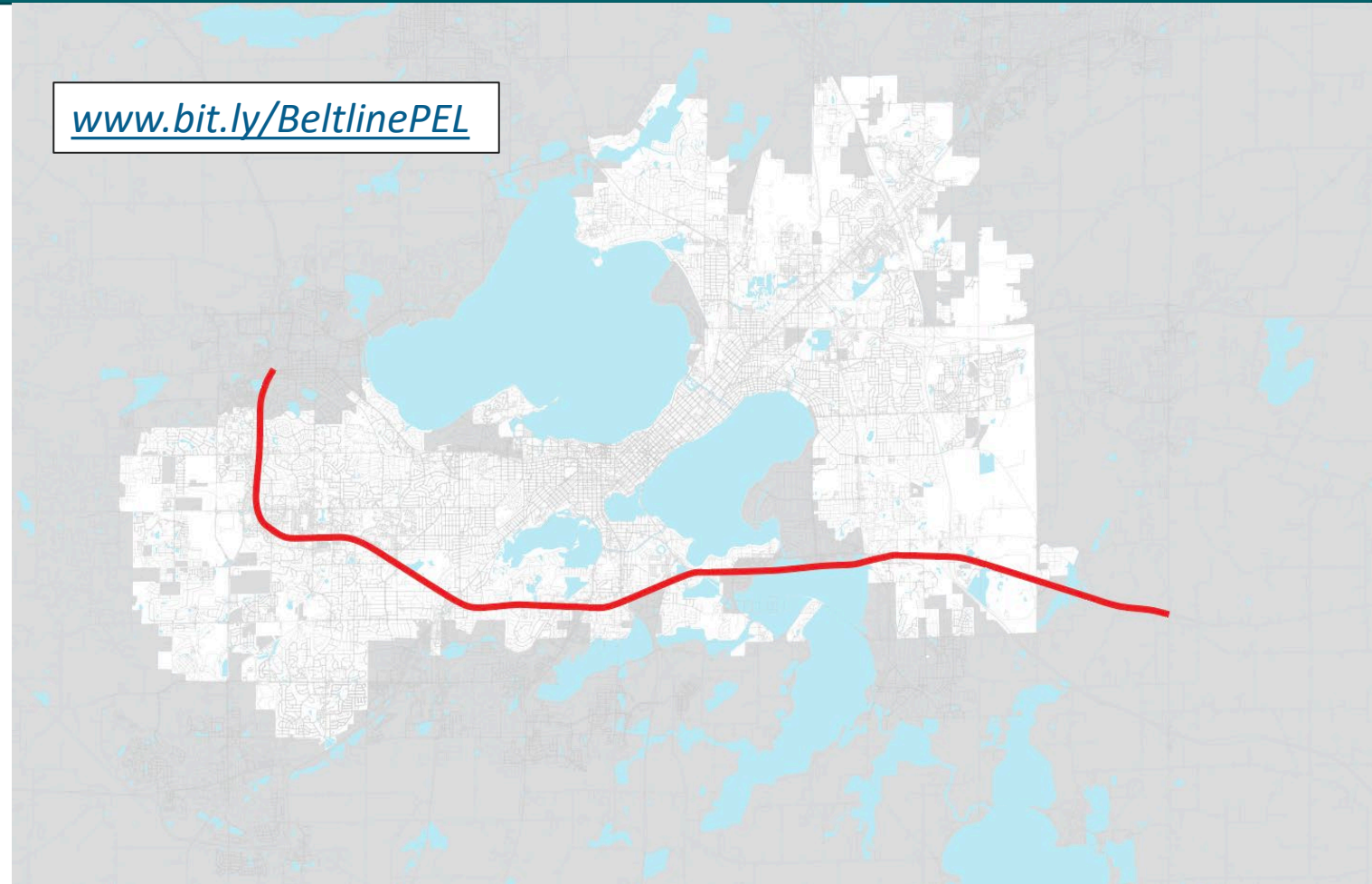
## Overview for Transportation Commission

January 7, 2026

updated with additional information for January 21, 2026

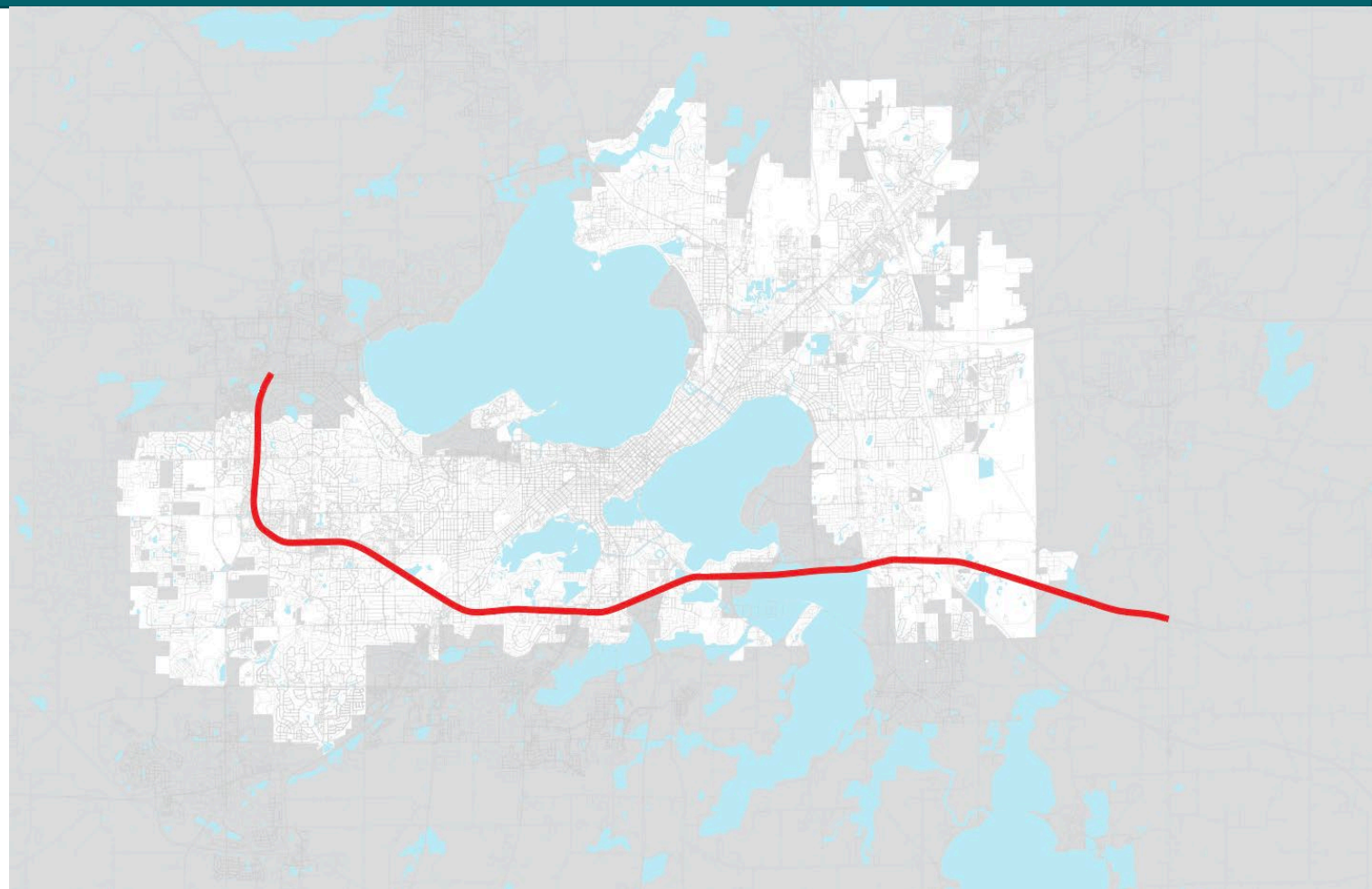
# What is WisDOT's PEL Study?

- First step in the federal process for a transportation project, intended to identify transportation issues, develop a clear project purpose, and evaluate alternatives. It comes before a NEPA process.
- Limits: USH 14 to CTH N



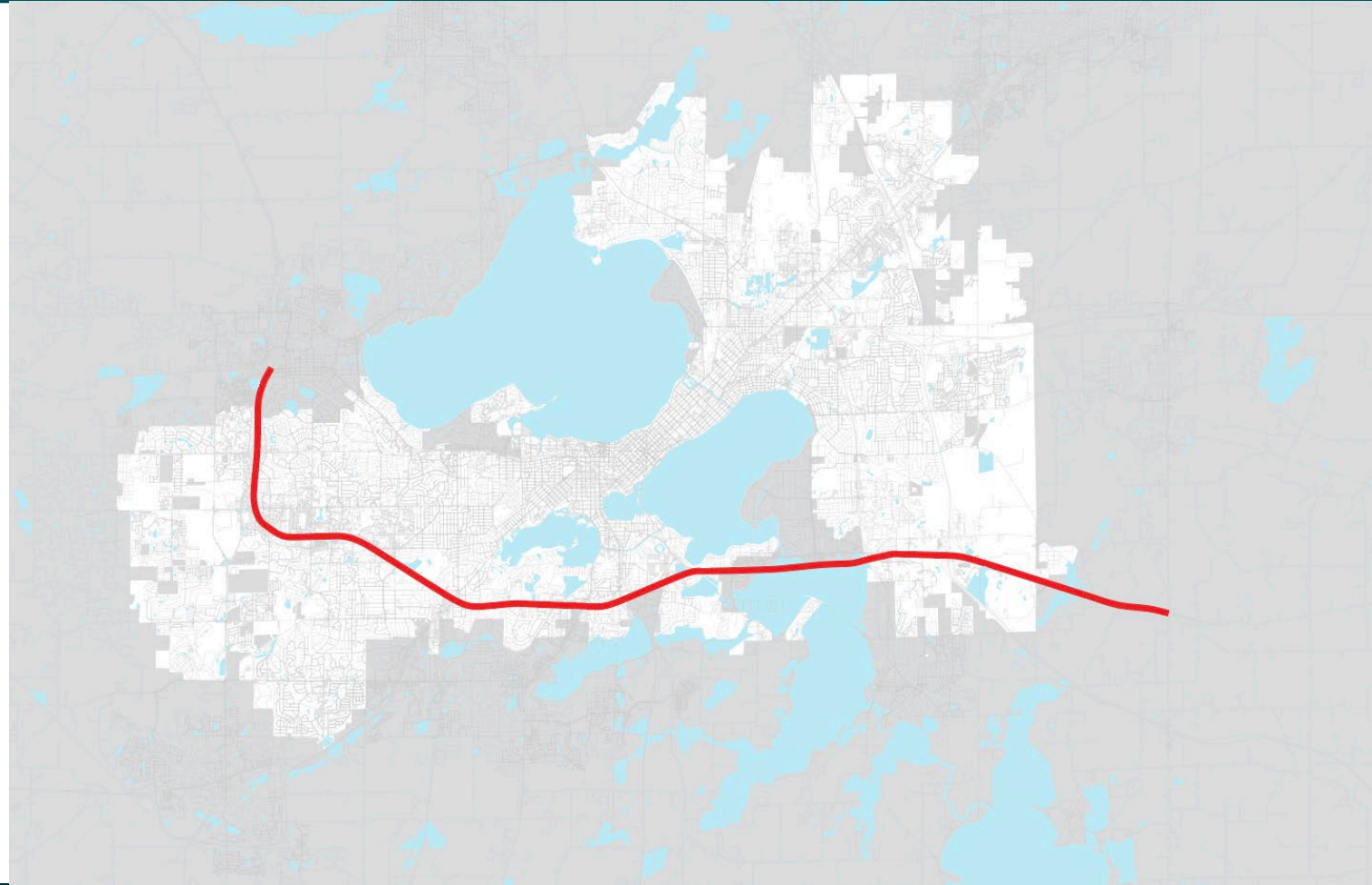
# The city's role

- This is a WisDOT study.
- The City will provide comments to WisDOT.
- Common Council could also choose to adopt a resolution.
- Any members of the public with comments should submit them to WisDOT by Jan 15.

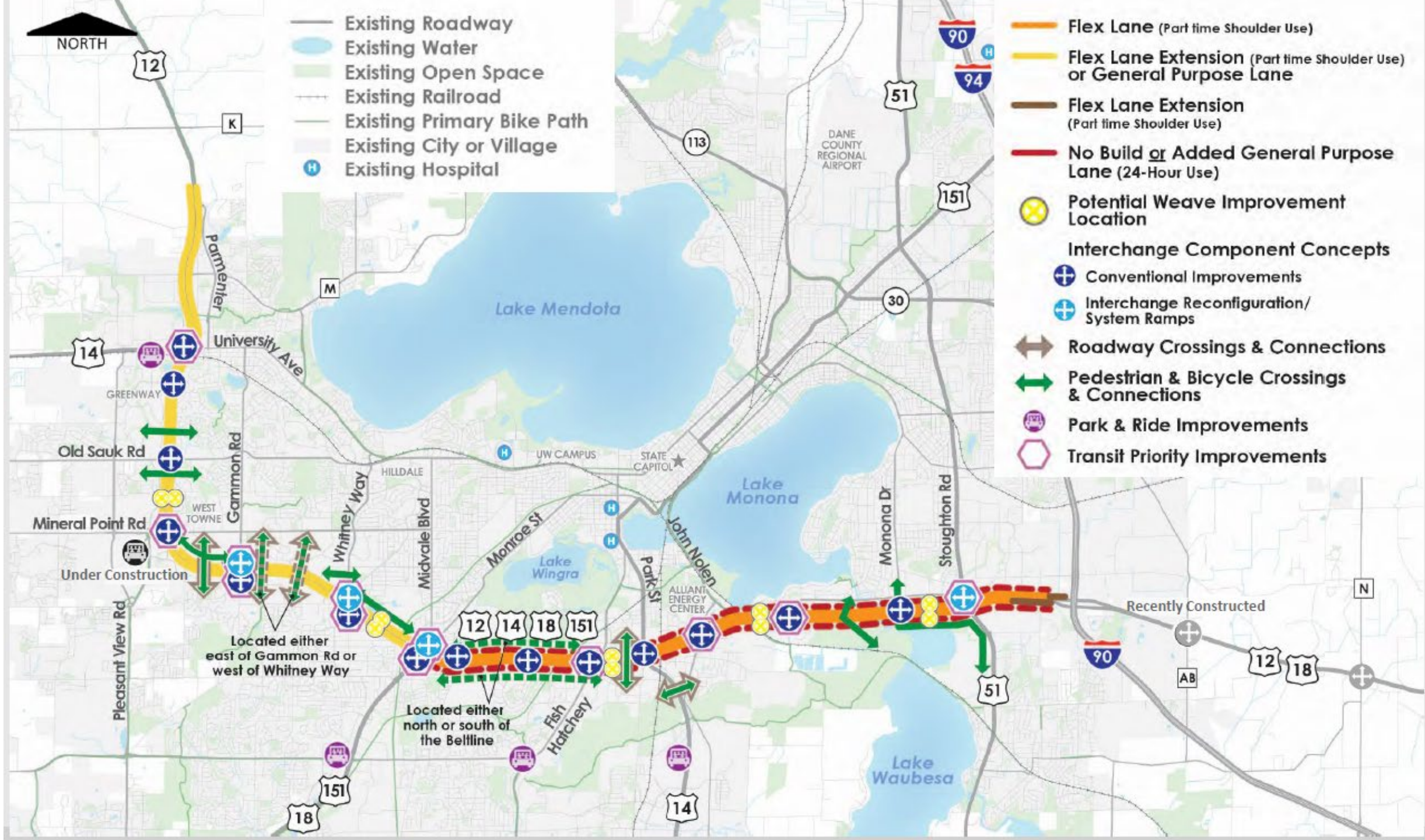


# What's being considered by WisDOT

- Travel lanes
- Interchanges
- Weaves
- Road crossings and connections
- Pedestrian & Bicycle
- Transit Priority
- Park & Ride









# General Purpose and/or Flex Lane Extensions

Possible addition of a general purpose lane along the length of the Beltline

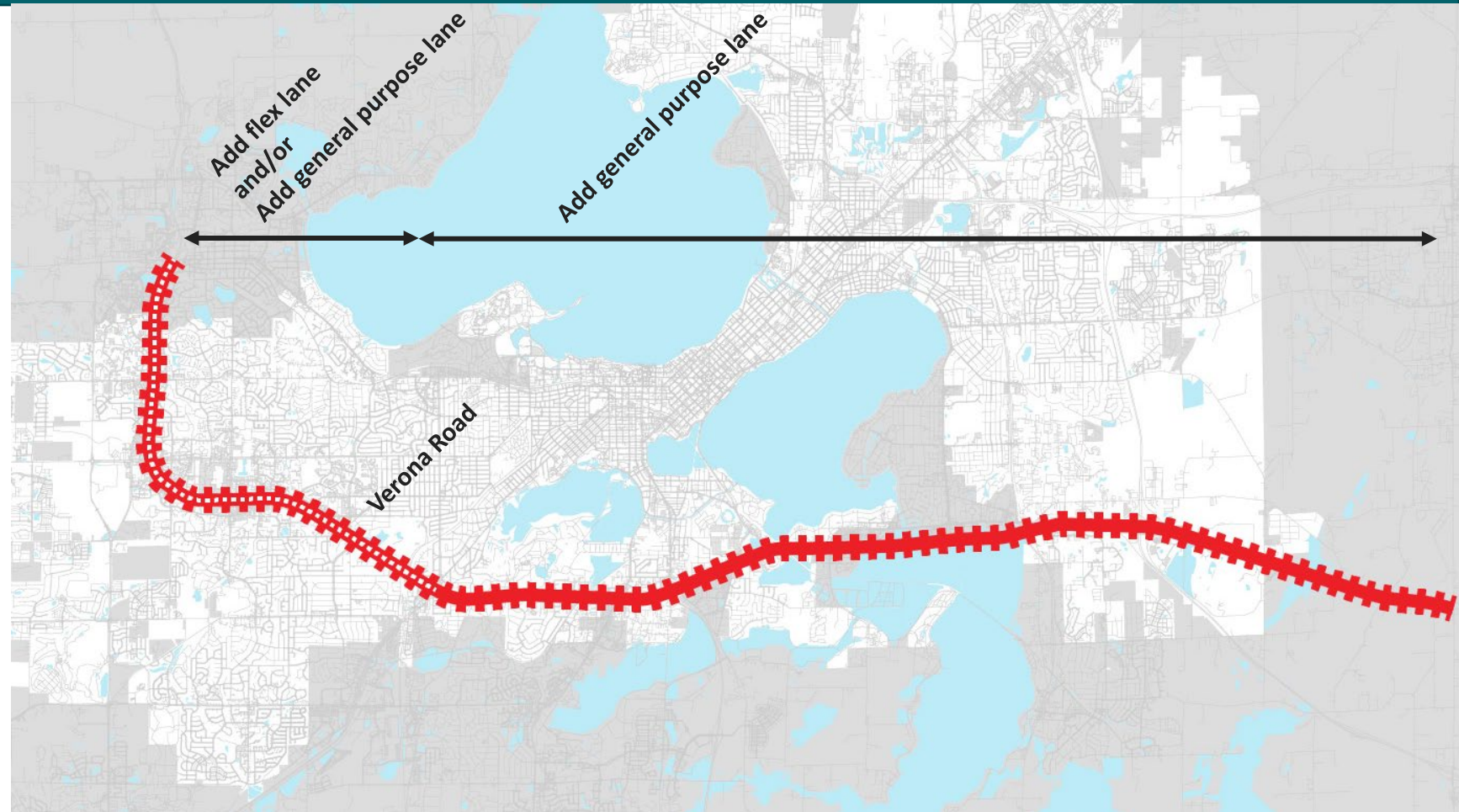
Anticipated Relocations:

 0-5  
 0-5

Extension of the flex lane west of Verona Road

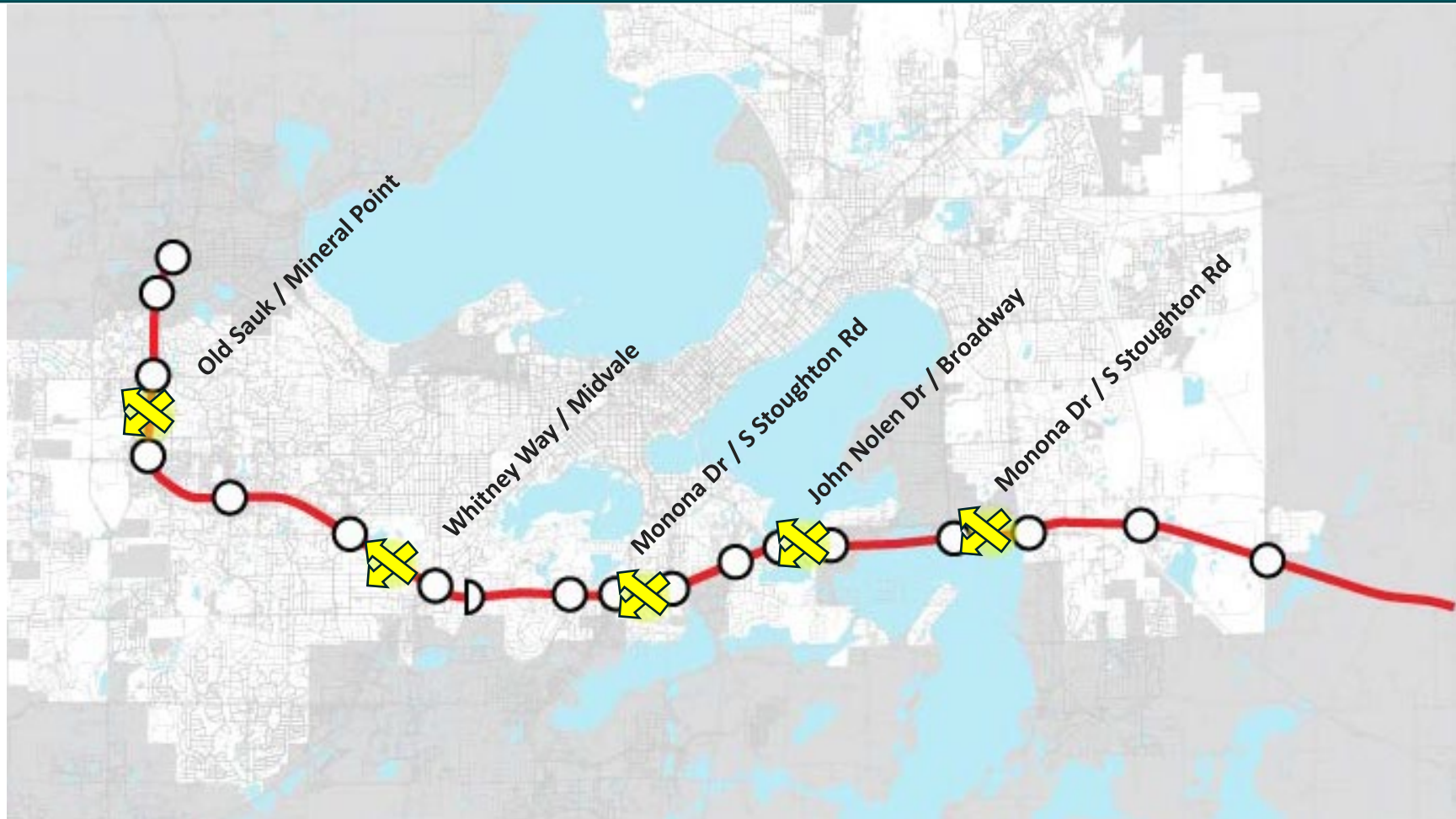
Anticipated Relocations:

 0  
 0



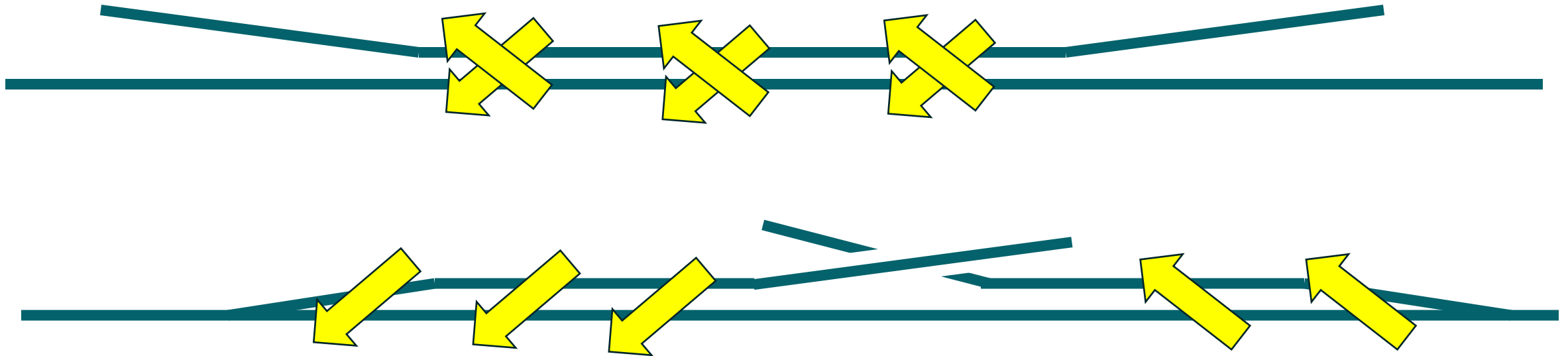
# Weaves

Five sets of weave structures proposed—most consisting of one new structure in each direction



# Weaves – Overview

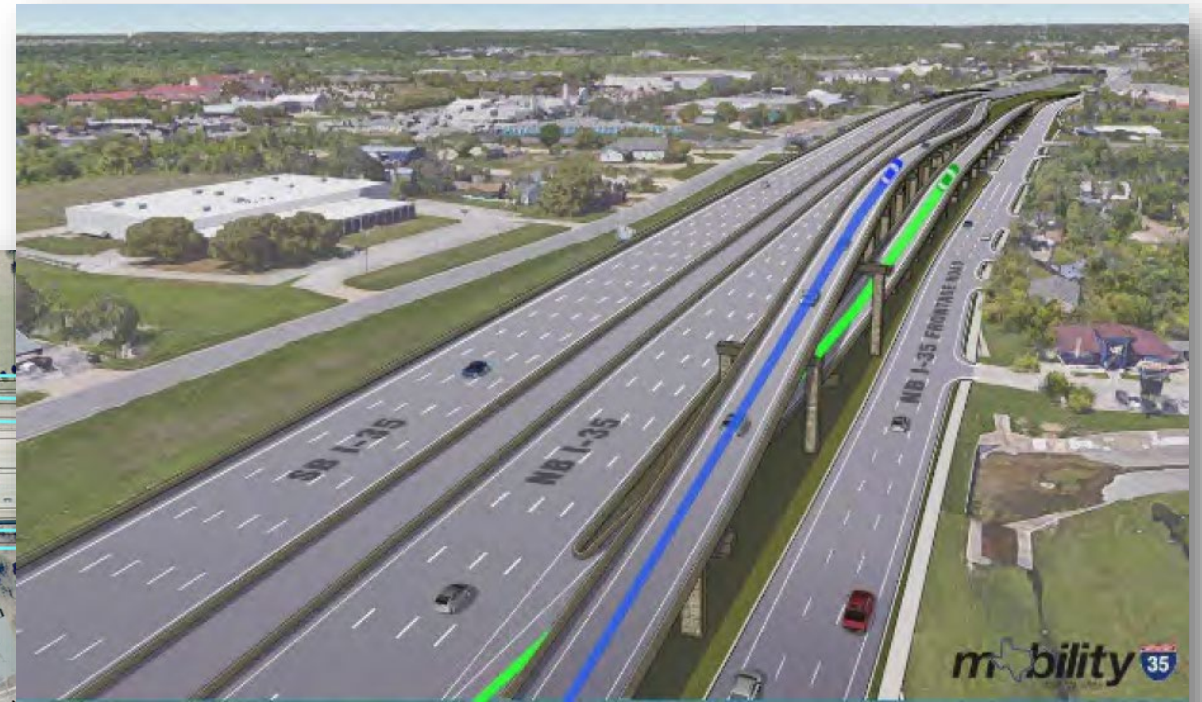
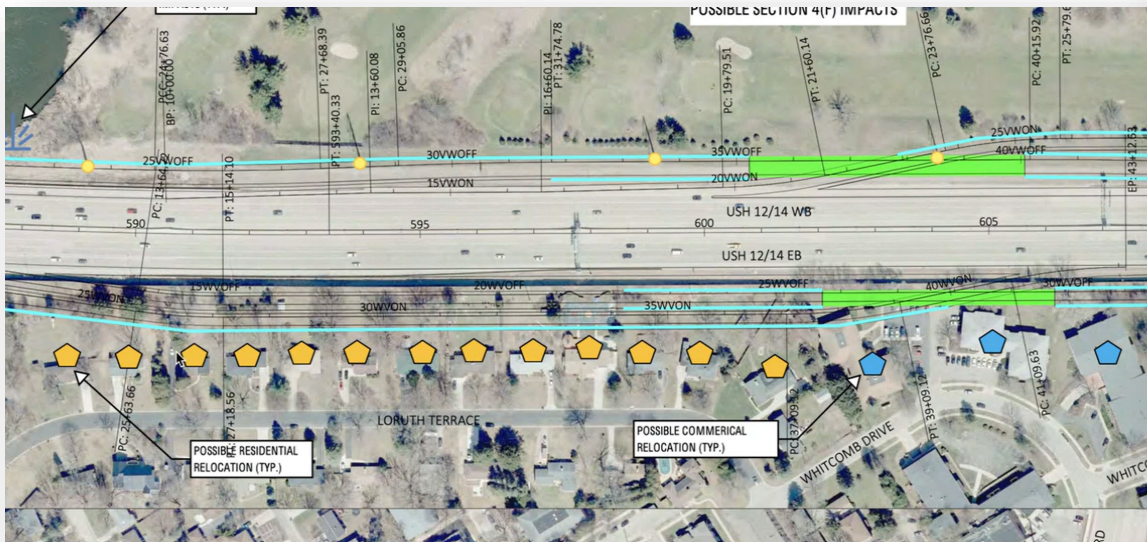
- Benefits – reduced conflicts between interchanges; improved merging geometry





# Weaves – Overview

- Concerns – Property impacts, visual, noise impacts, encourages higher vehicle speeds



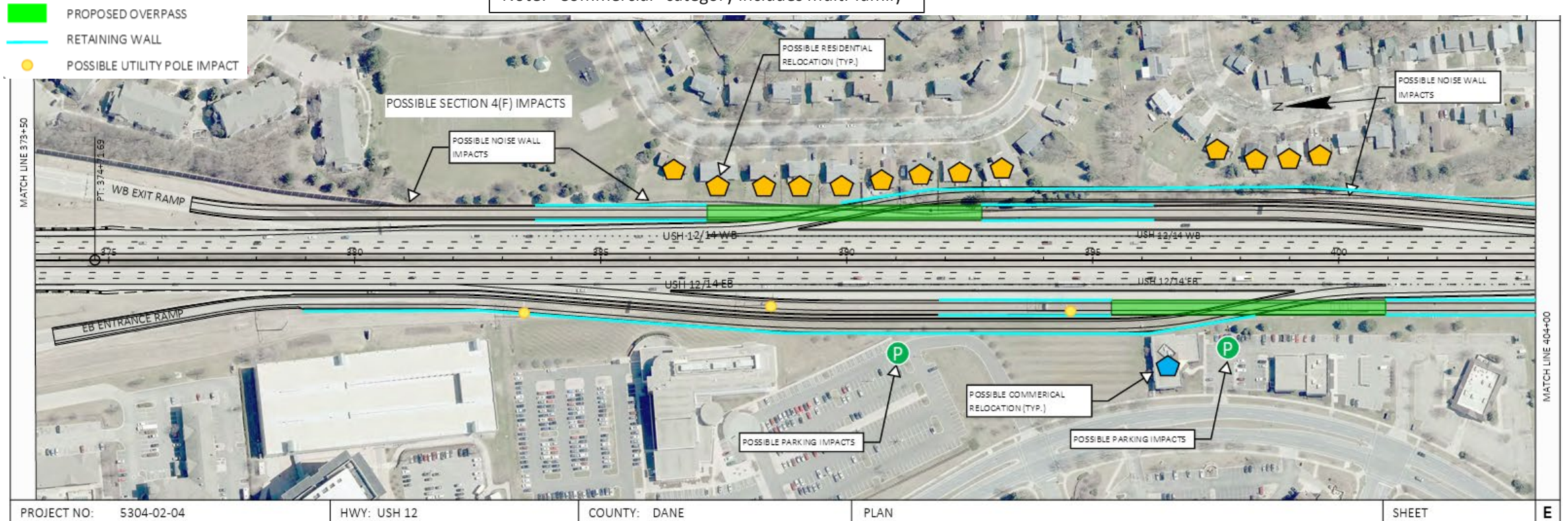
Source: Mobility 35, Texas Department of Transportation



# Old Sauk / Mineral Point Weave

**Possible impacts:** 13 residential relocations; 1 commercial relocation; 2 parking impacts; additional utility and sign impacts

Note: "Commercial" category includes multi-family

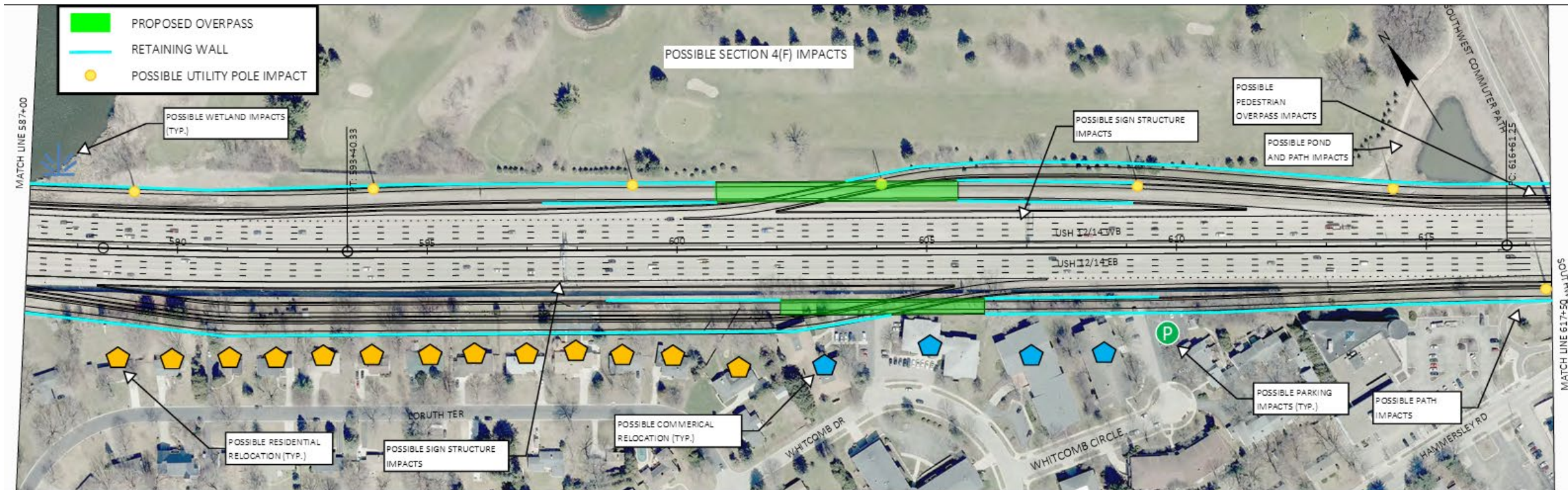




# Whitney Way / Midvale Weave

**Possible impacts:** **13** residential relocations; **5** commercial relocations; **6** parking impacts; path and ped overpass impacts; wetland and 4(f) impacts; additional utility and sign impacts

Note: "Commercial" category includes multi-family



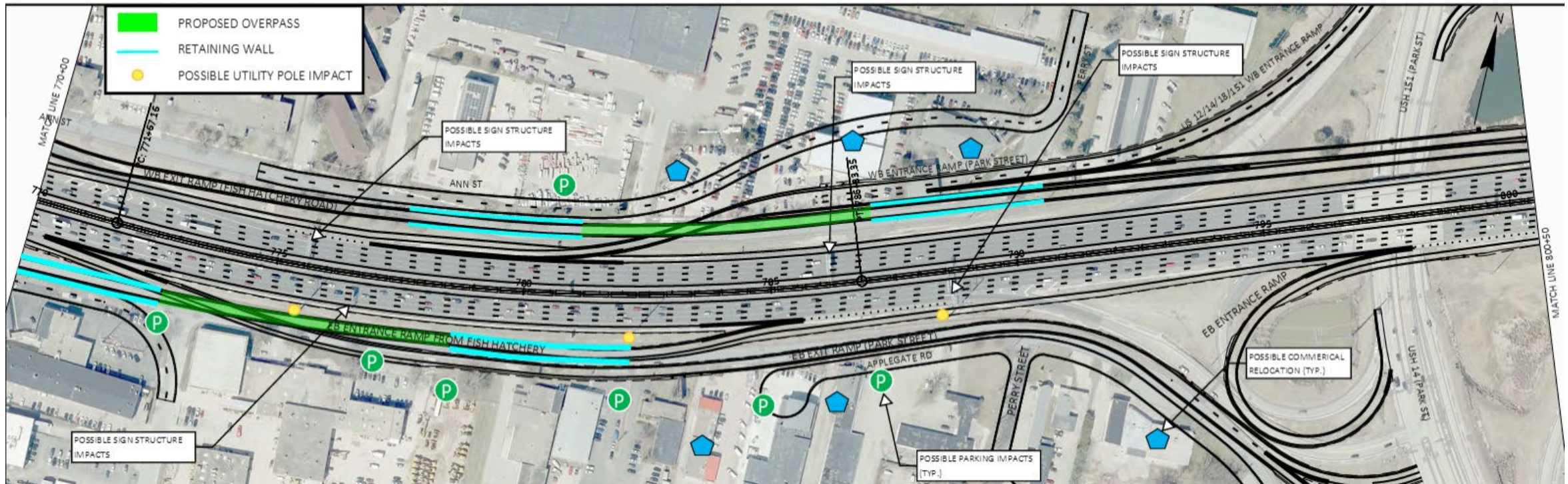


# Fish Hatchery Rd / Park Street Weave

**Possible impacts:** 0 residential relocations; 6 commercial relocations; 8 parking impacts; additional utility and sign impacts

Note: "Commercial" category includes multi-family

Note: "Commercial" category includes multi-family

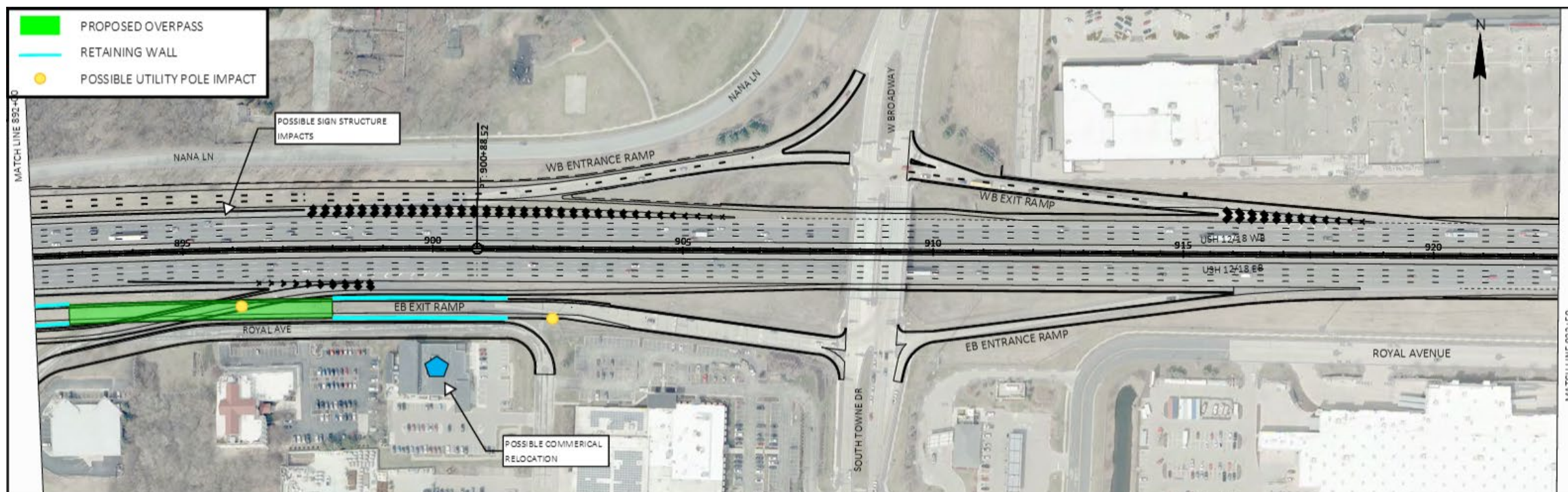




# John Nolen Dr / Broadway Weave (EB Only)

**Possible impacts: 0** residential relocations; **1** commercial relocation; additional utility and sign impacts

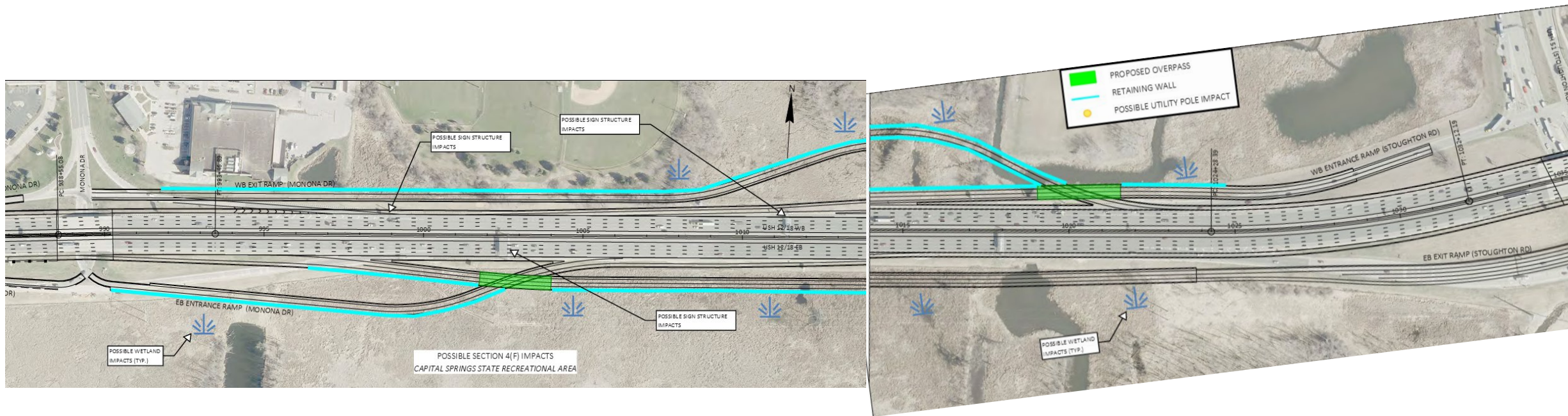
Note: "Commercial" category includes multi-family



# Monona Dr / S Stoughton Rd Weave

City of Monona

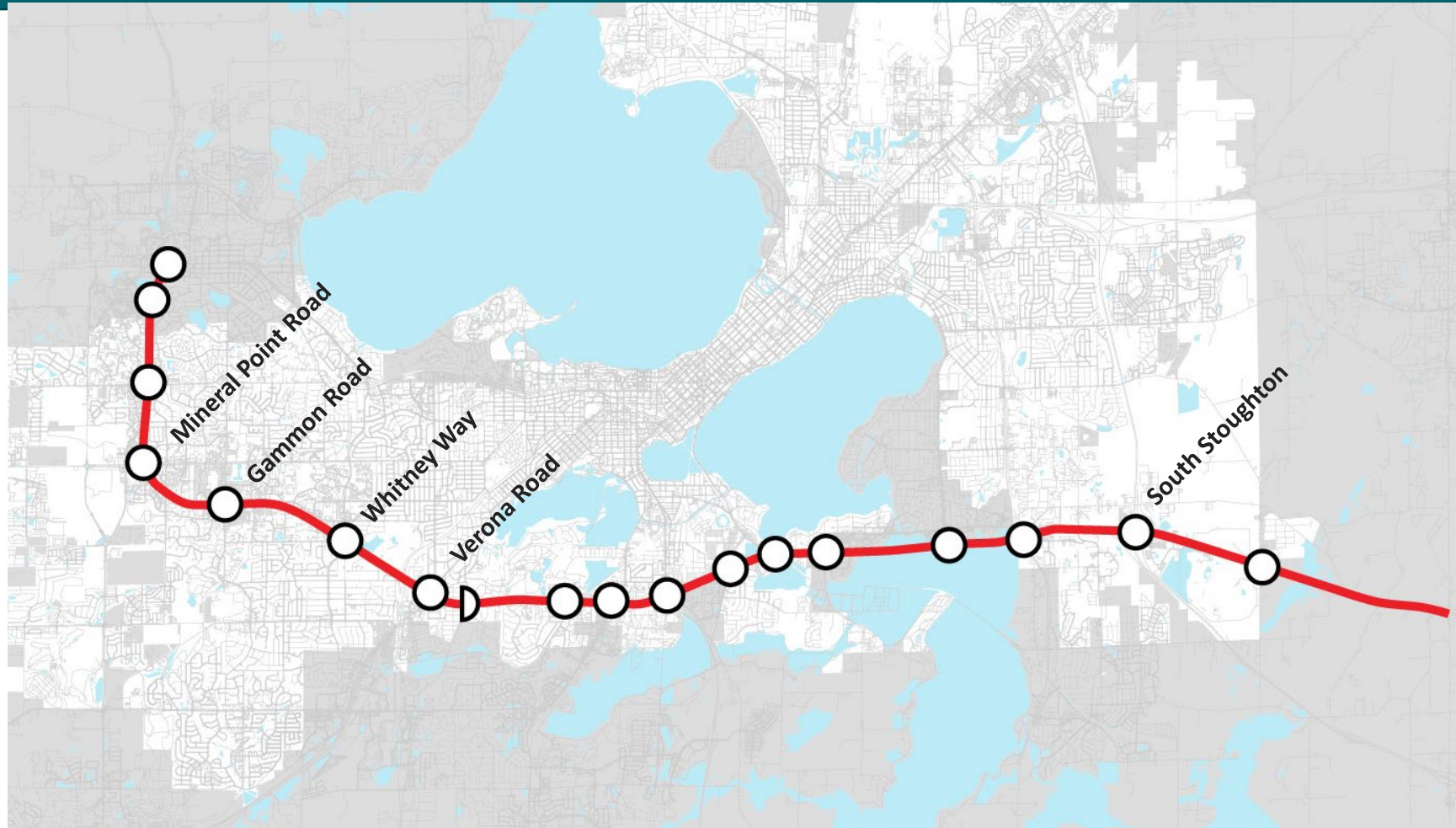
**Possible impacts:** 4(f) [park] and wetland impacts; additional utility and sign impacts





# Interchanges

- Study proposes reconfiguring 5 interchanges/ramps
- Also proposes “conventional expansion” at all interchanges



# Verona Road Interchange Redesign

## Four Options + No Build into NEPA

- WisDOT bringing four design improvements into NEPA evaluation
  - Free Flow System Interchange
  - Full Diverging Diamond Interchange (DDI) with Southern Crossover
  - Partial DDI with design refinements
  - Lower Speed / Lower Impact Free Flow System Interchange
- Could have significant property impacts - up to 21 business and 33 household relocations
- Potential opportunity to improve local street connections

Figure 3.11-2 shows Component Concept 3 at the Verona Road interchange.

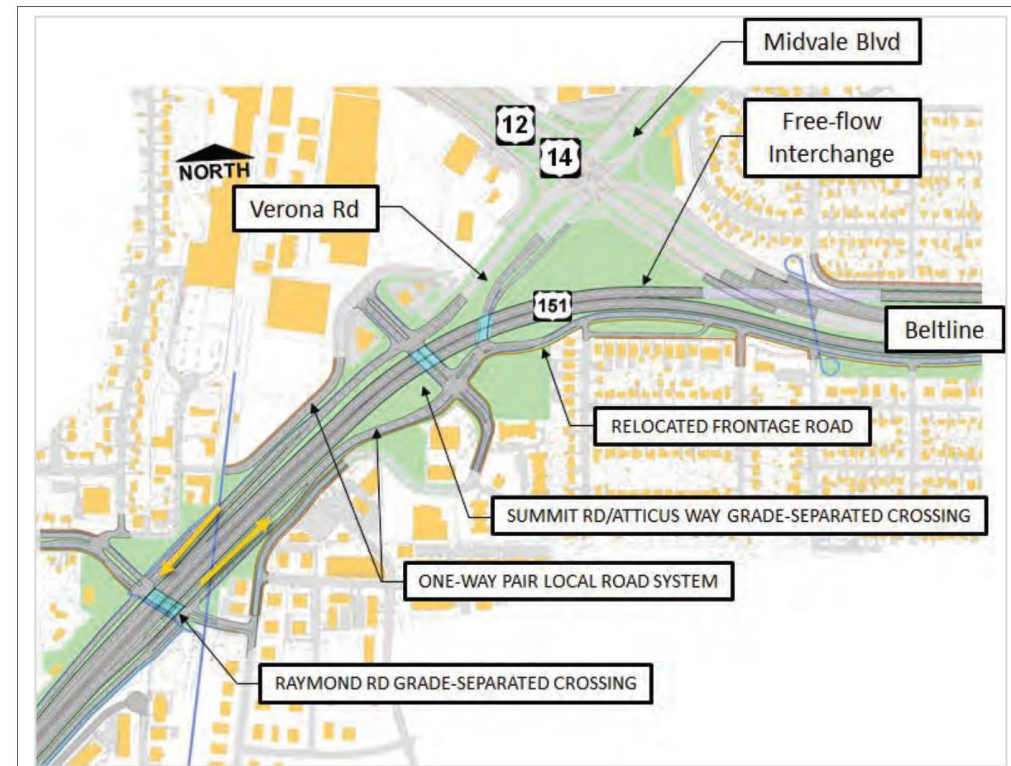
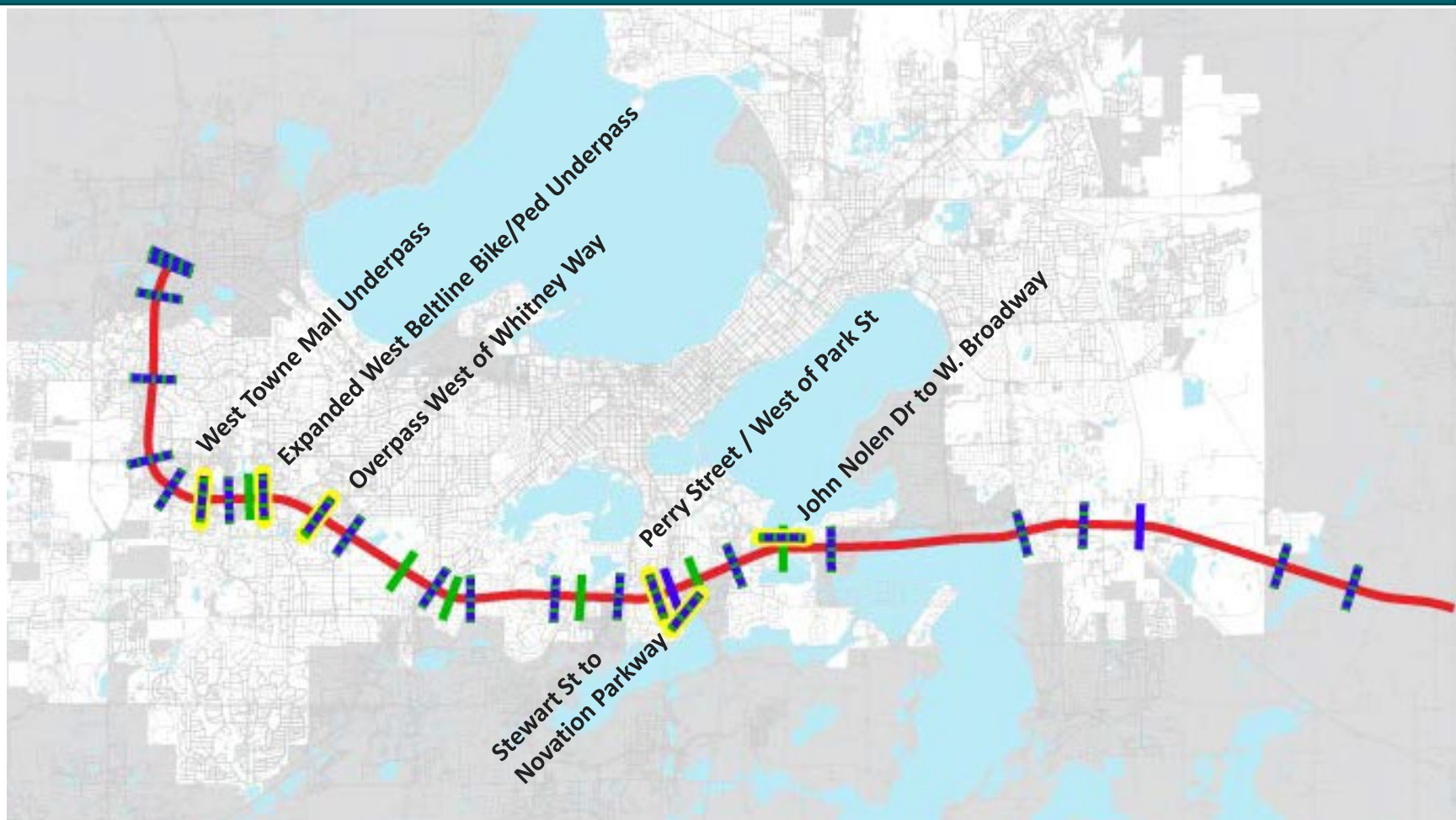


Figure 3.11-2 Component Concept 3—Free-flow System Interchange for US 18/151



# Roadway Connections

Study evaluates 5 new roadway connections that would include bike/ped facilities





# W of Gammon Roadway Underpass

(Watts Road to West Towne Mall)



Anticipated Relocations:



0



0



In Southwest Area Plan

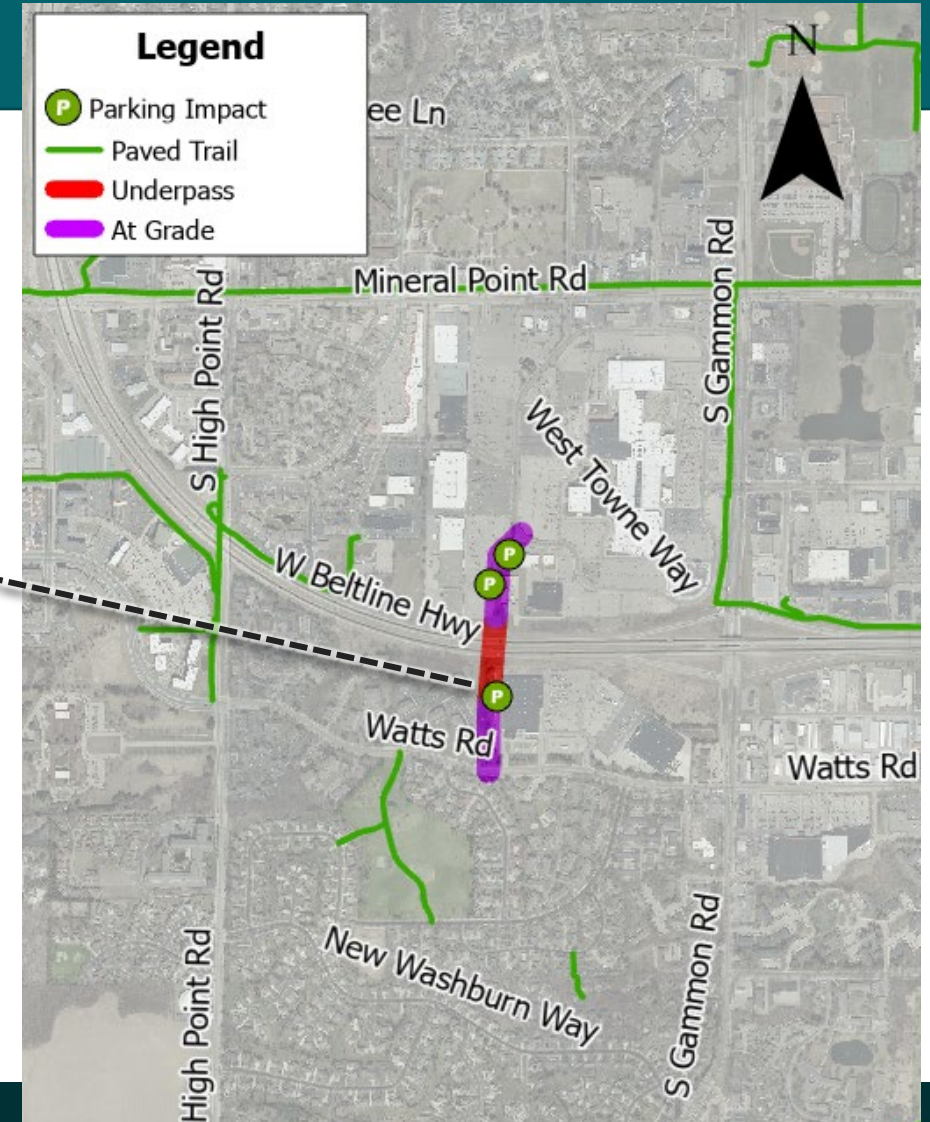


Improves Transit Access

## Nearest Crossings:

West: 0.5 mile (High Point)

East: 0.33 miles (Gammon)



MADISON DEPARTMENT  
OF TRANSPORTATION



# E of Gammon Roadway Underpass

(Seybold/Struck to Grand Canyon; replaces Bike/Ped)



Anticipated Relocations:

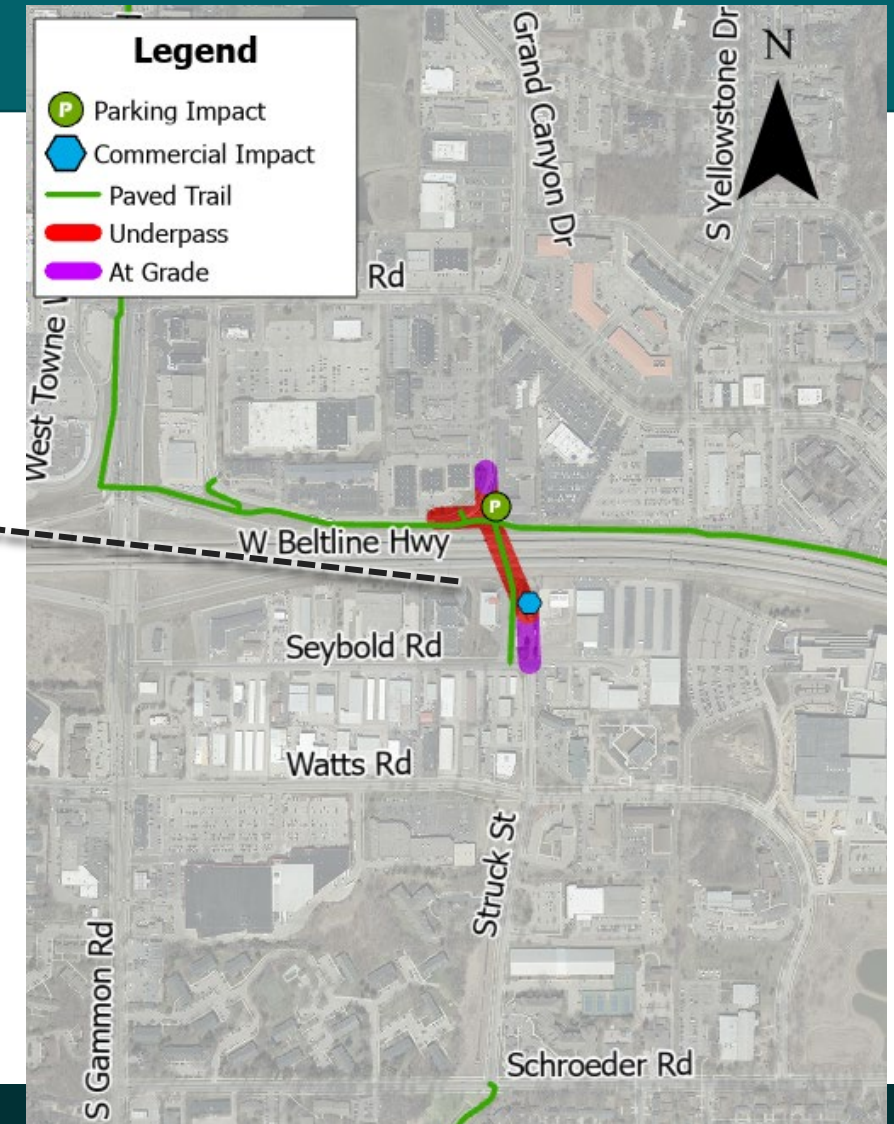


In Southwest Area Plan

## Nearest Crossings:

West: 0.33 mile (Gammon)

East: 1.25 miles (Whitney)









# W of Park St Roadway Overpass

(Perry Street)

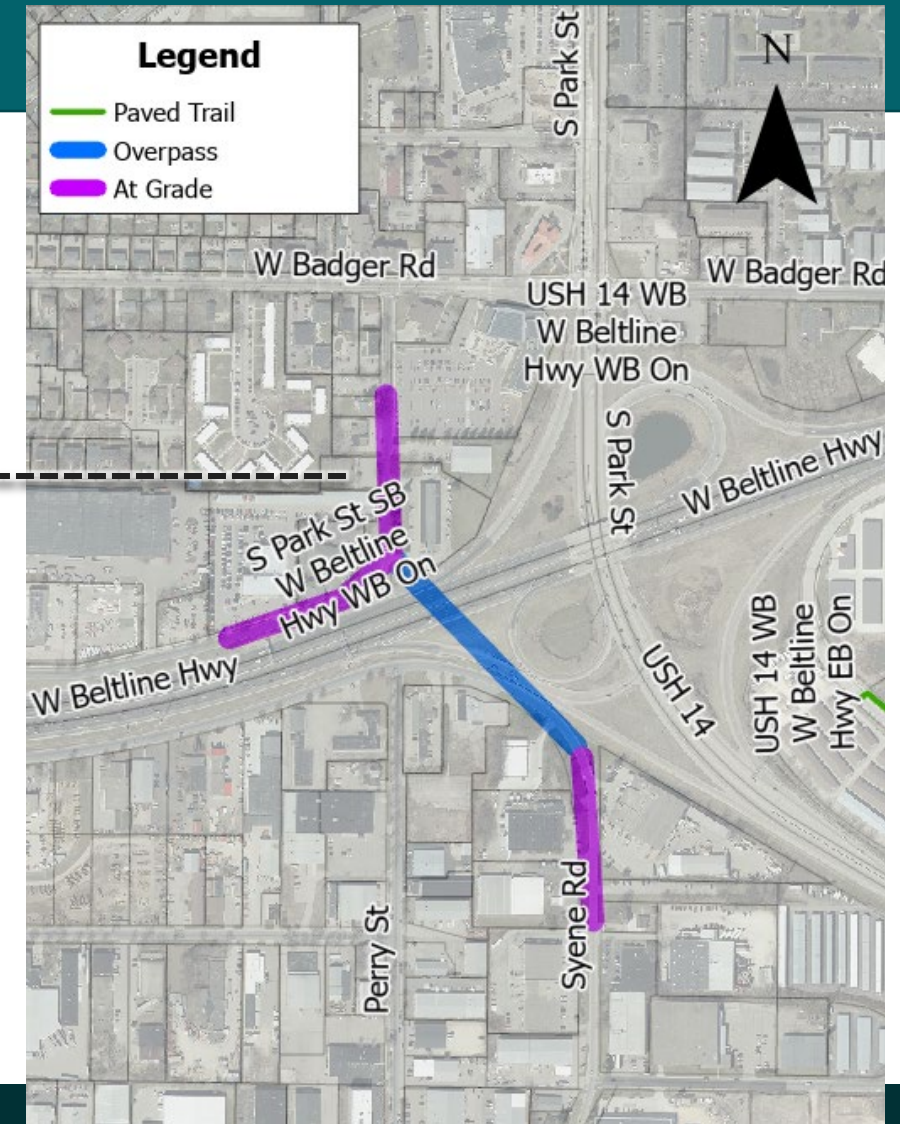


Anticipated Relocations:



Opportunity to  
Straighten Rt G or  
H

**Nearest Crossings:**  
South: Stewart Proposed  
0.25 miles





# Stewart St to Novation Parkway Roadway Overpass



Anticipated Relocations:



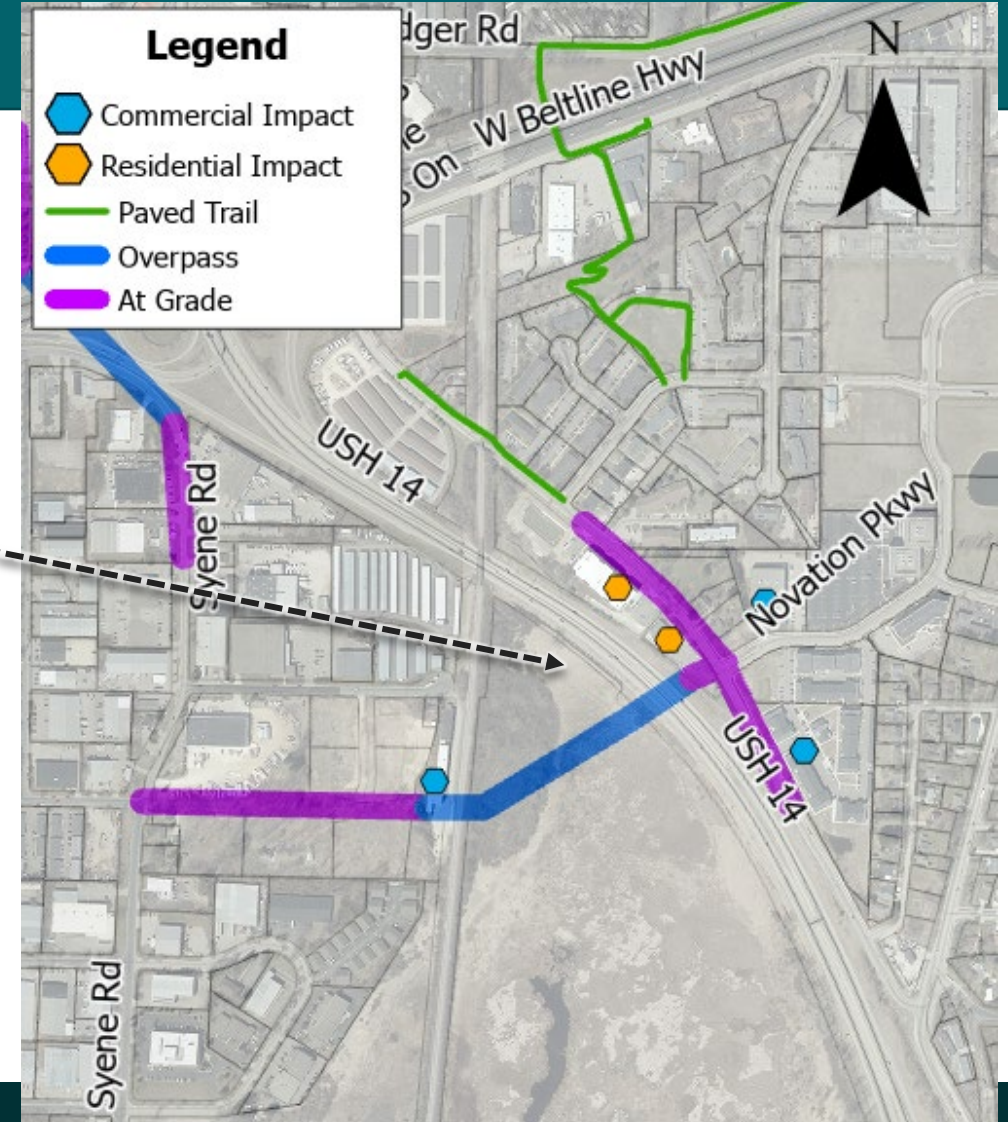
Opportunity to  
Straighten Rt G



2



3



MADISON DEPARTMENT  
OF TRANSPORTATION

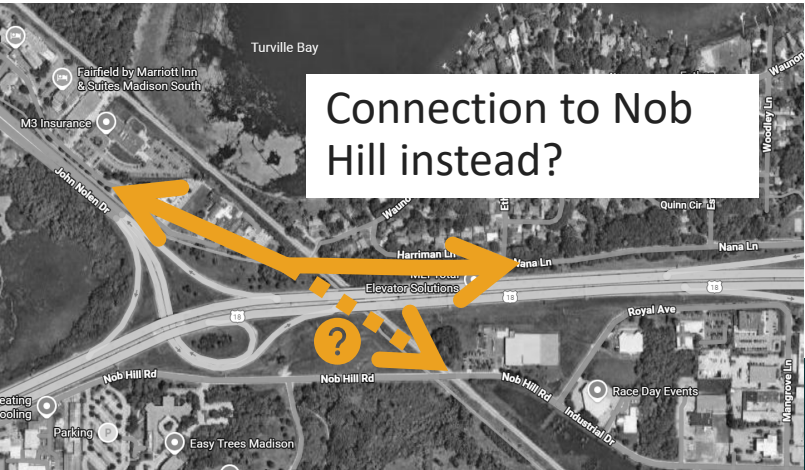


# John Nolen Dr to W. Broadway Roadway Connection



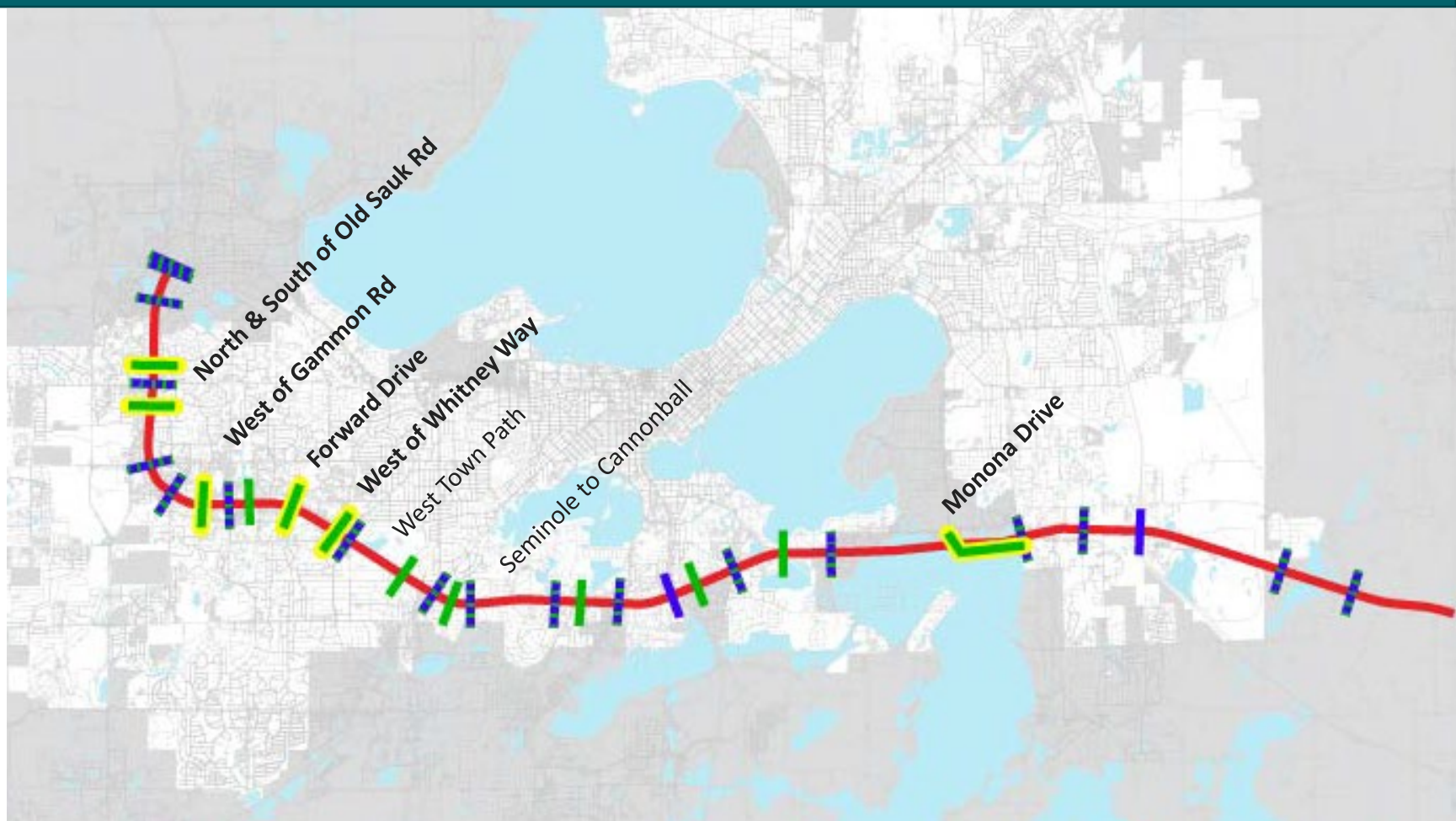
Anticipated Relocations:

1  
0



# New Bike/Ped Crossings + Components

Study evaluates  
8 new bike/ped  
connections




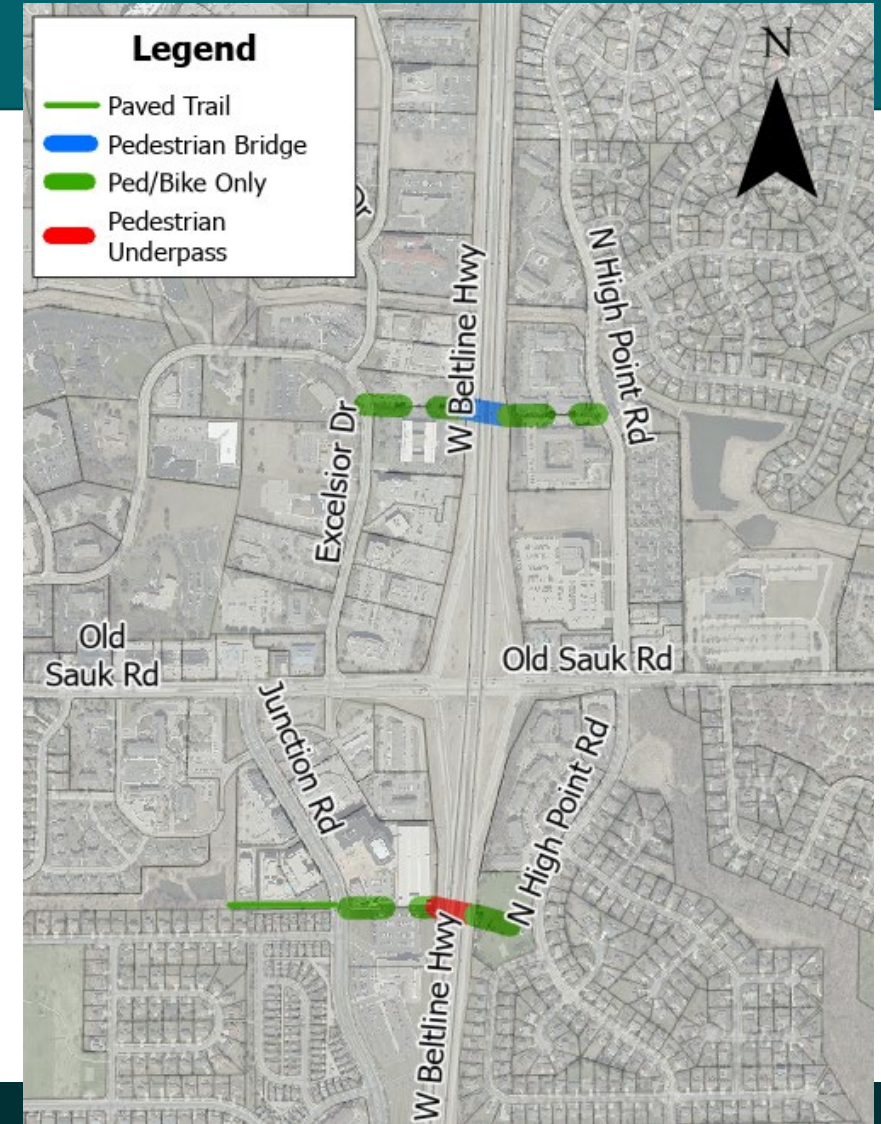


# North & South of Old Sauk Rd Ped/Bike connections

Anticipated Relocations:



 Improve transit access  
for underserved  
neighborhood



# West of Gammon Rd Ped/Bike connection

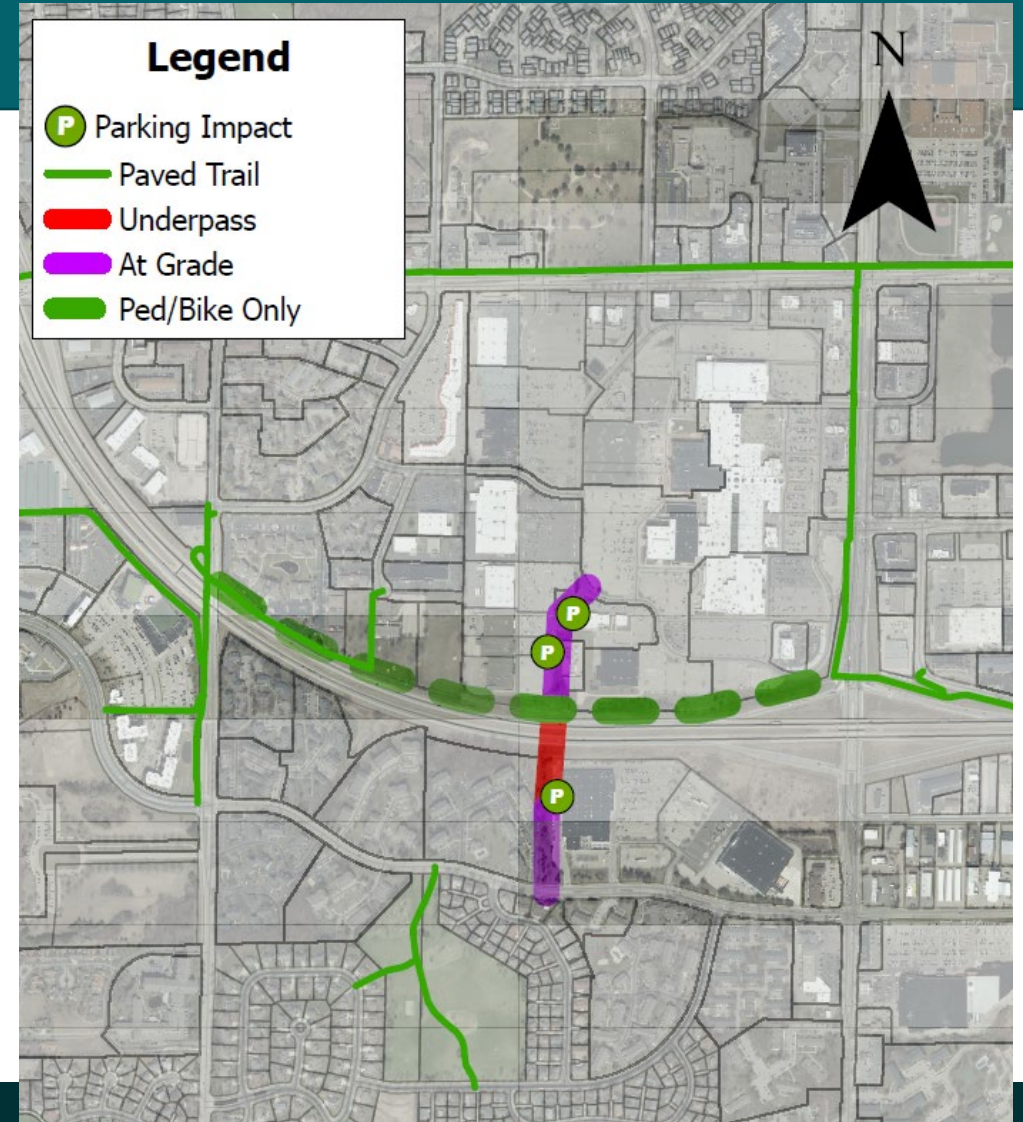
Anticipated Relocations:



0



0





# Forward Drive (West of Whitney Way) Ped/Bike connection

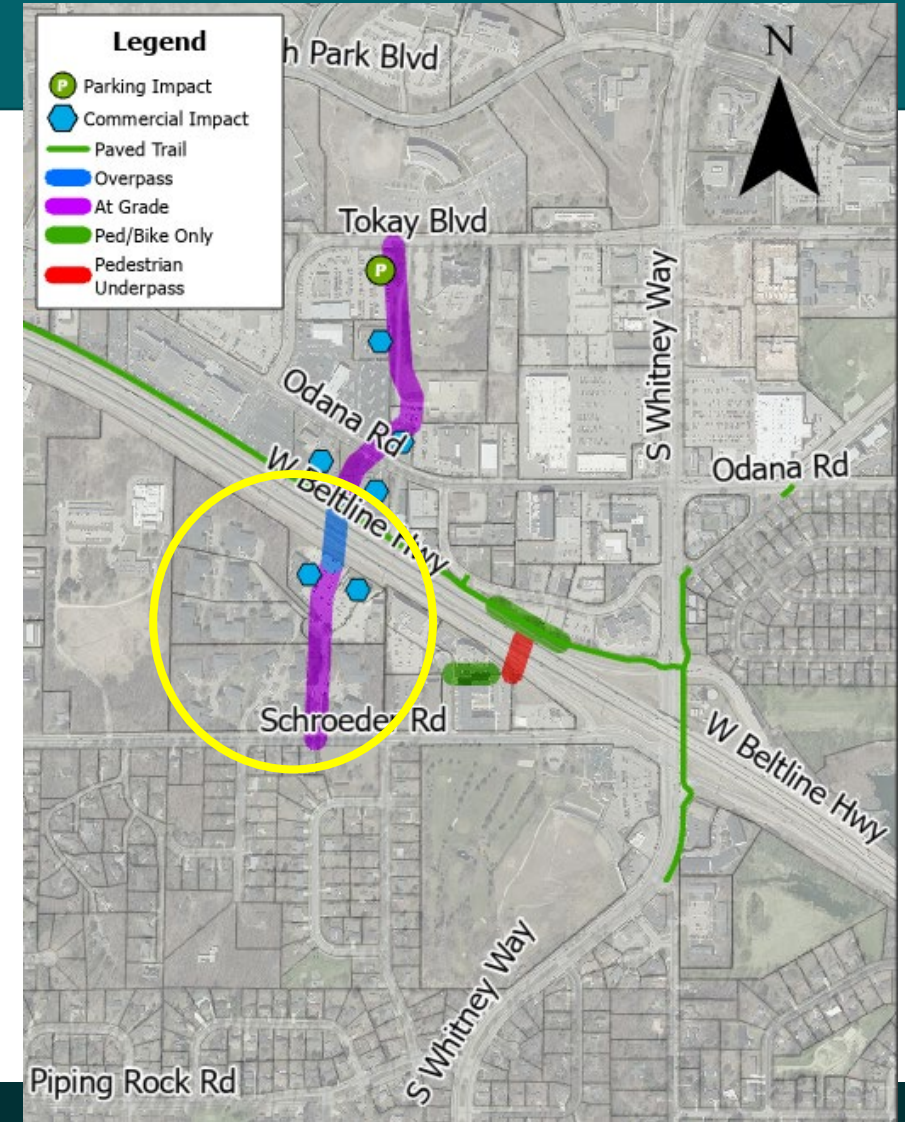
Anticipated Relocations:



In Southwest Area Plan



# West of Whitney Way Ped/Bike connections



Anticipated Relocations:

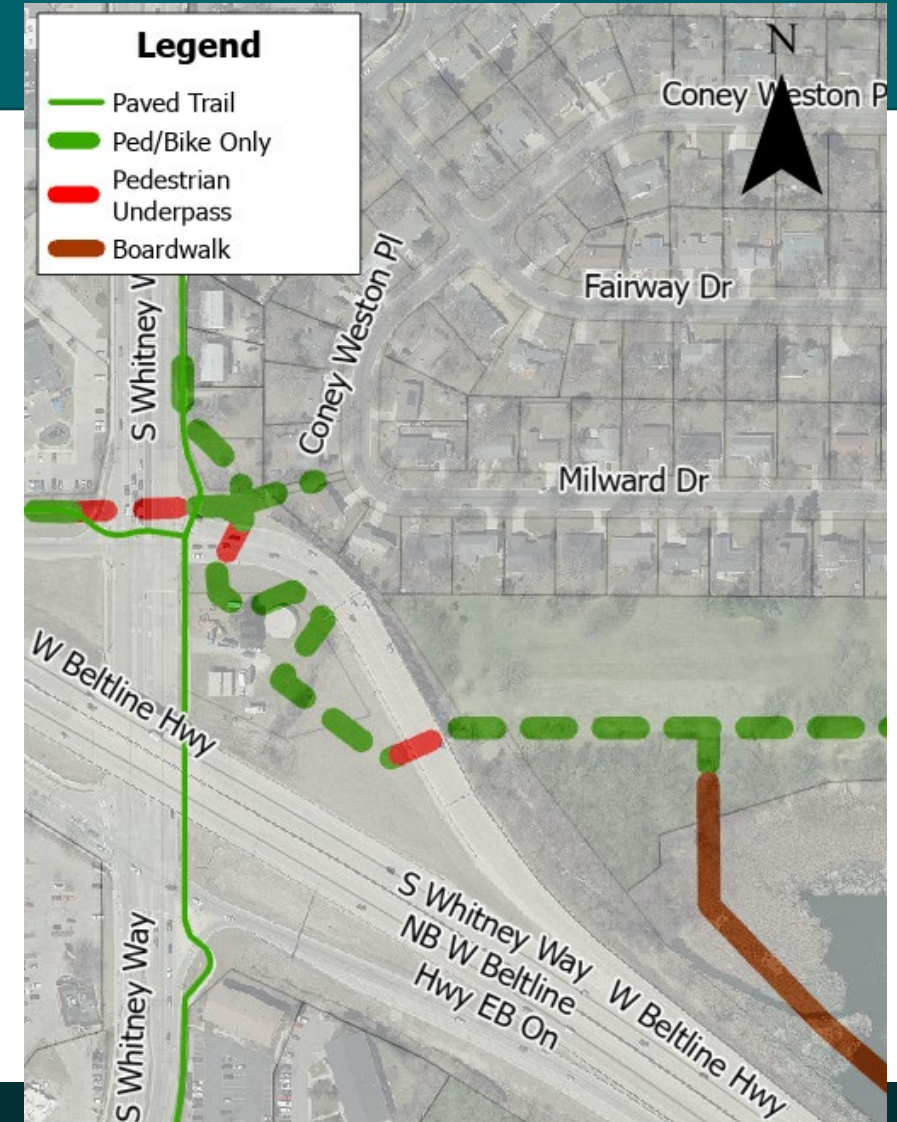
0  
6



# West Towne Path to Southwest Path (across Whitney) Ped/Bike connection

✓ Connecting West Towne Path to Southwest Commuter Path

Anticipated Relocations:

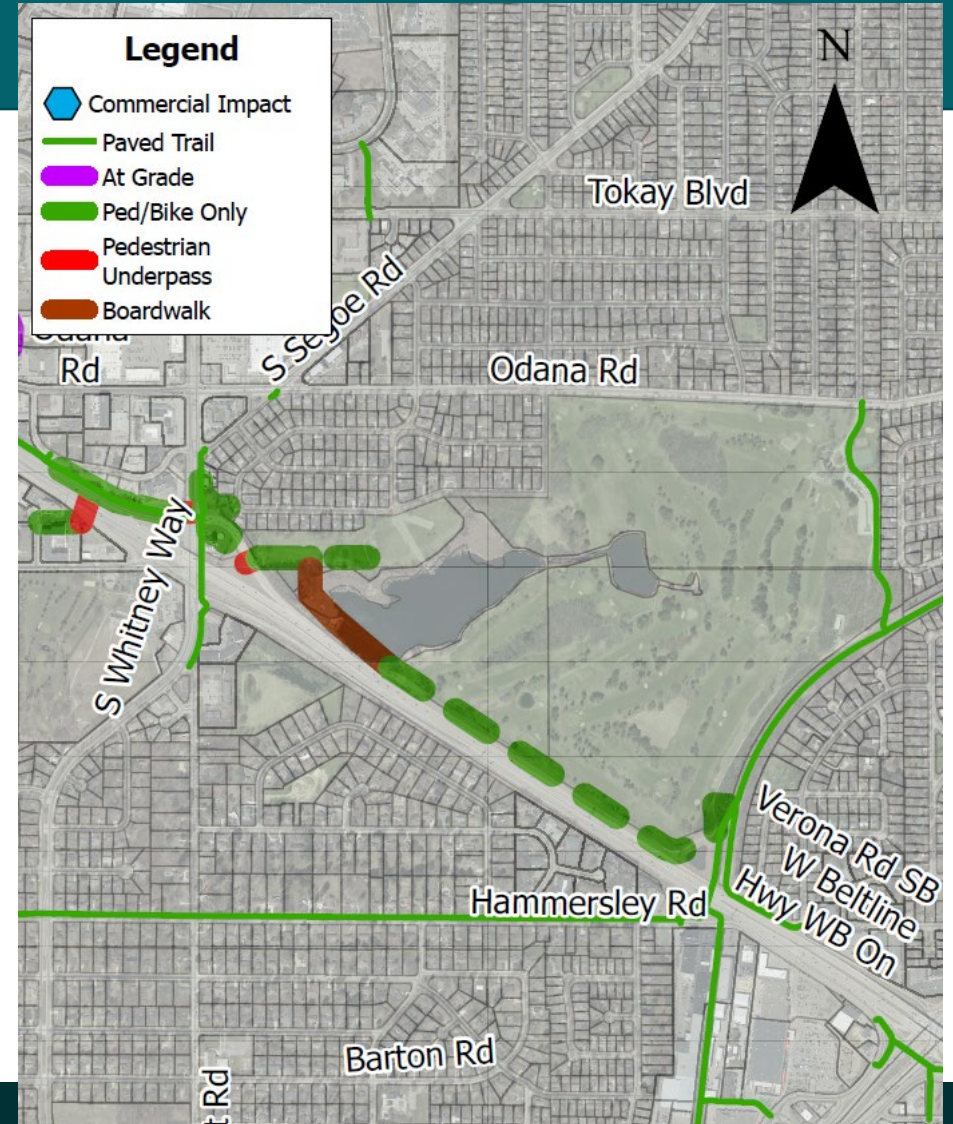


# West Towne Path to Southwest Path Ped/Bike connection

- ✓ West Towne Path connection  
(have built most of it except  
last segment)

Anticipated Relocations:

 0  
 0





# Seminole to Cannonball Path Ped/Bike connection

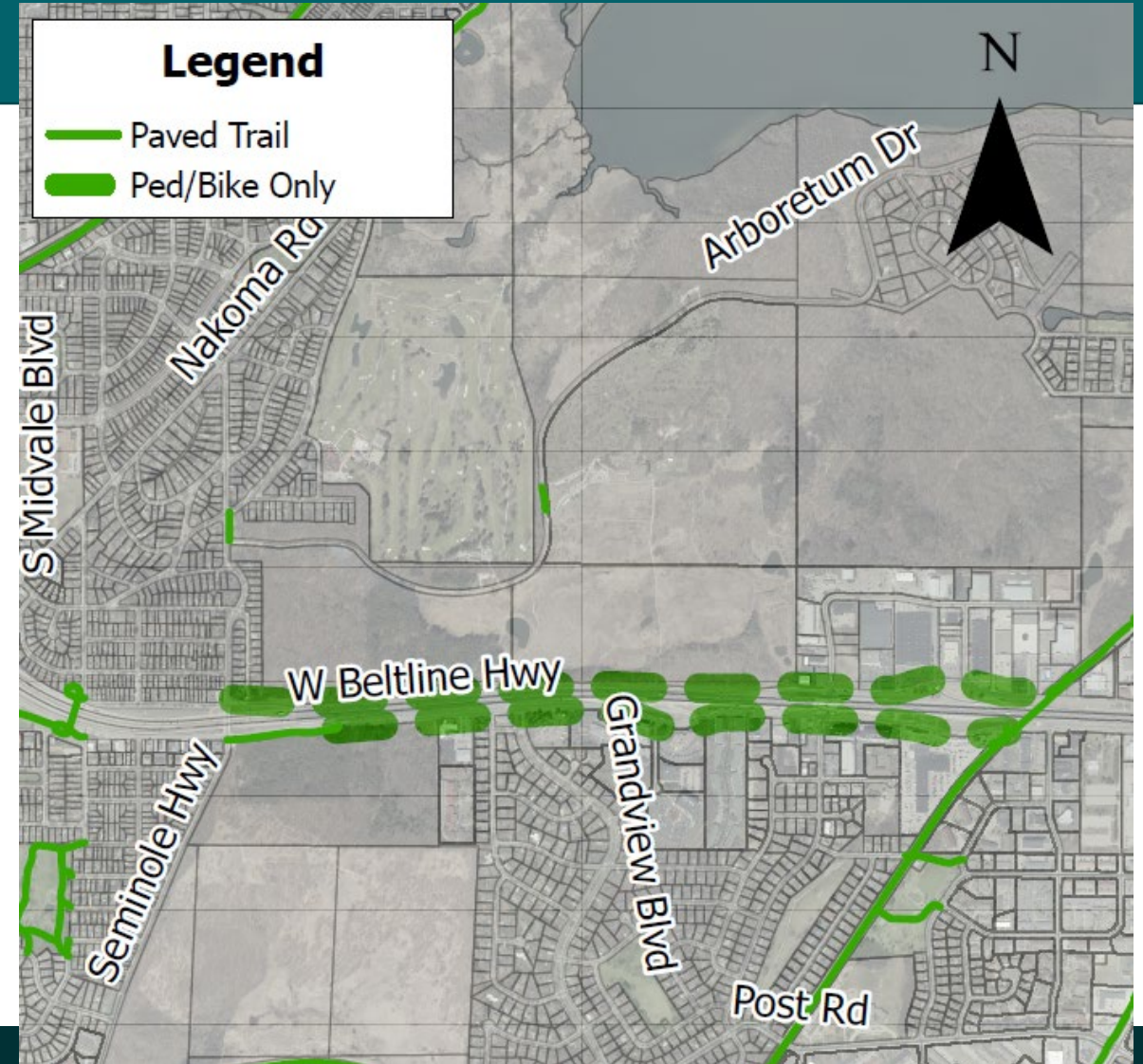
Anticipated Relocations:



2



10



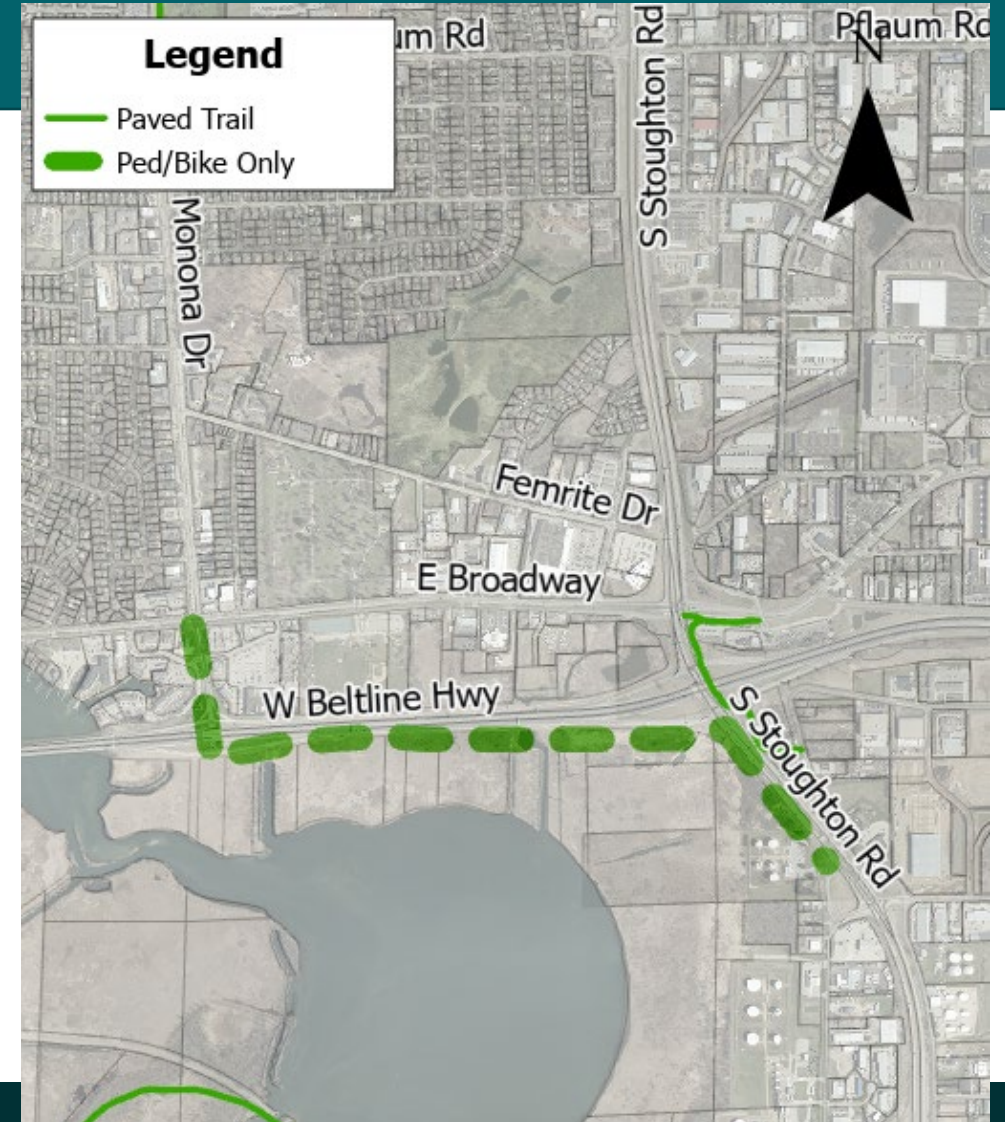
# Monona Dr Ped/Bike connection

Anticipated Relocations:



0

0

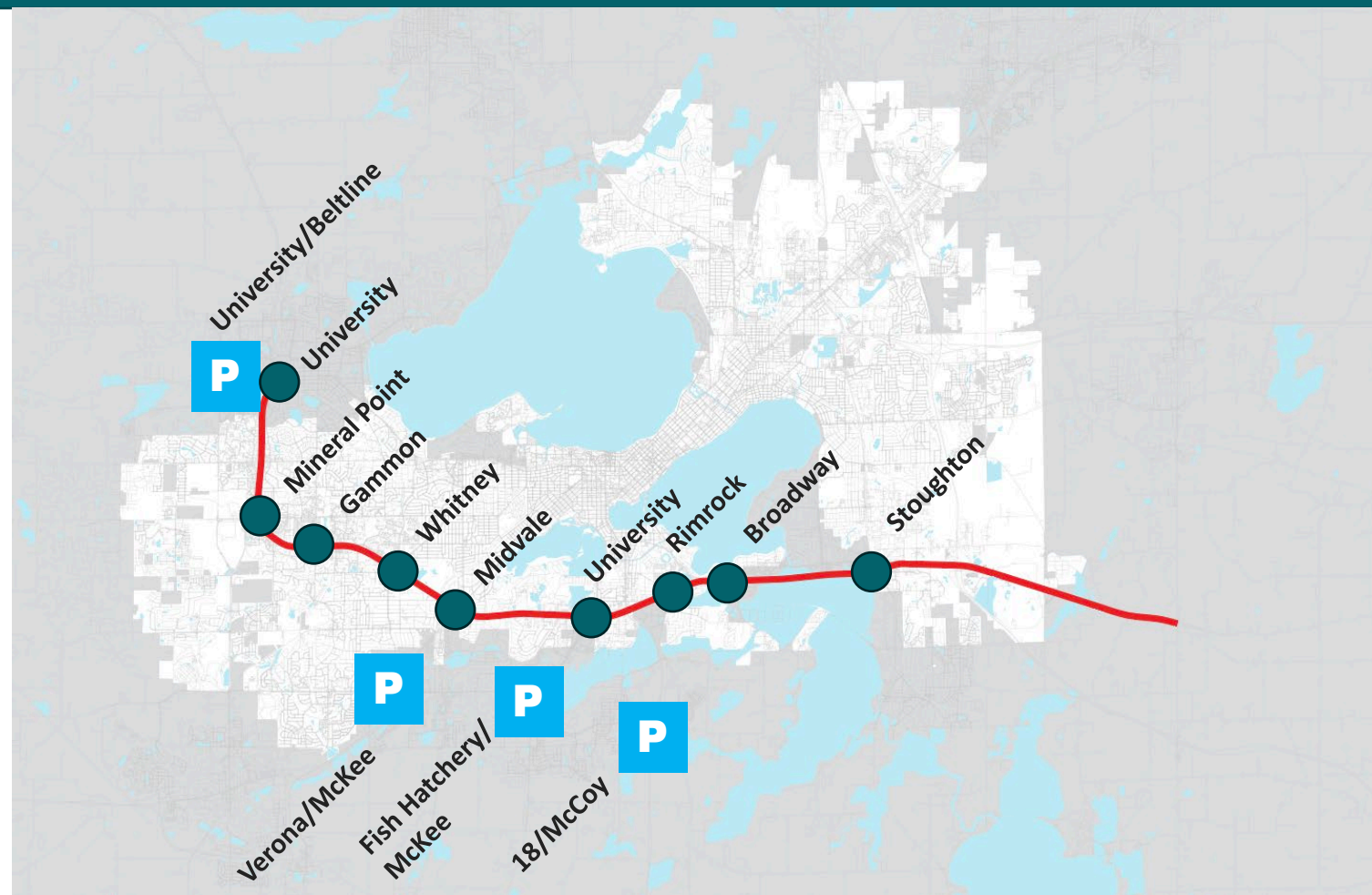






# Transit and Park & Ride

- Transit priority on roadways crossing the Beltline
- 4 park and rides





# Key questions

- Does the city support adding general purpose lanes?
- Does the city support extending the flex lane?
- Does the city support the weave structures?
- Does the city support interchange reconstructions?
- Does the city have any concerns about roadway and ped/bike connections?
- Should additional connections be considered?
- Should anything else be considered?