

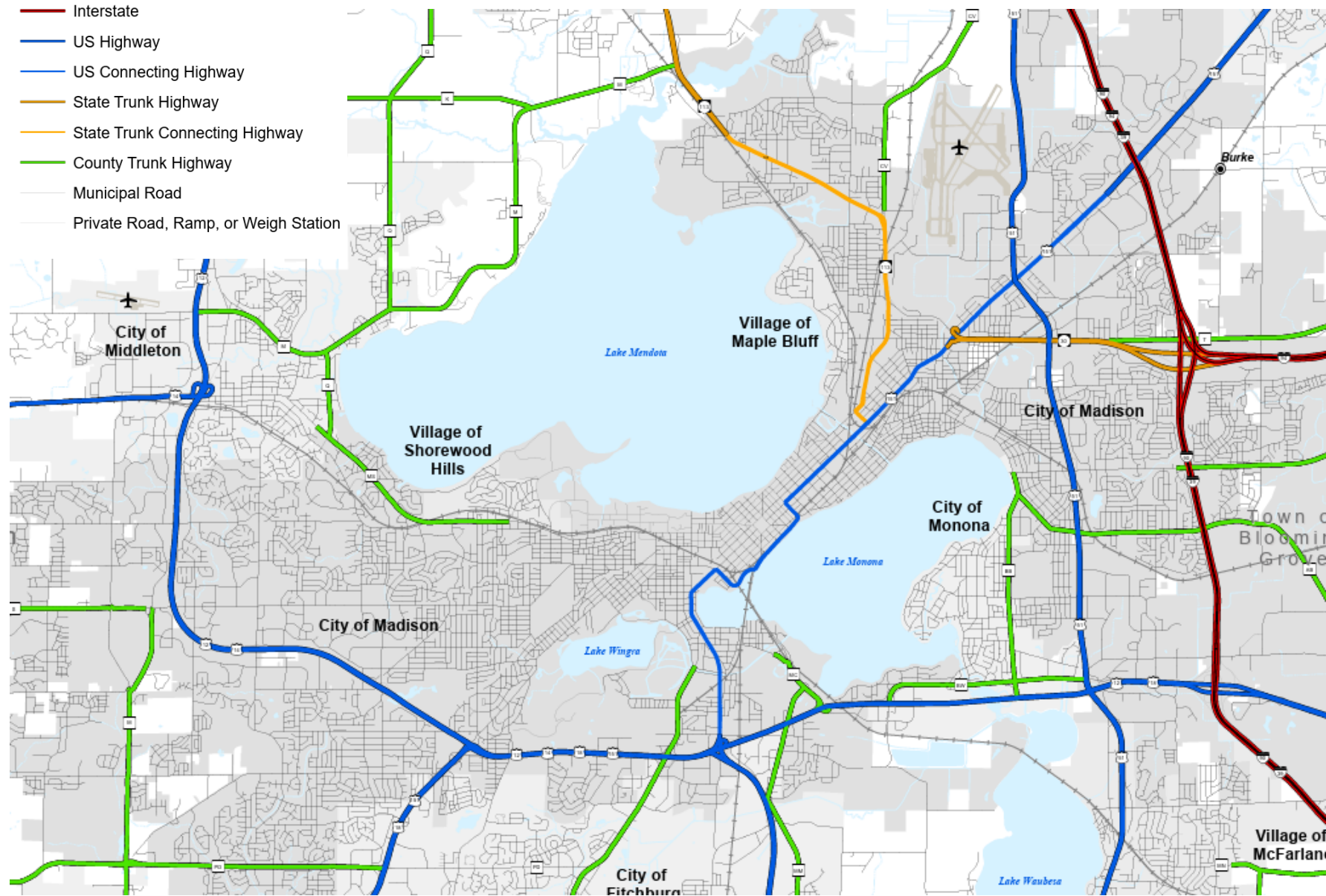


WisDOT Jurisdictional Transfer

Common Council

July 1, 2026

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



Street and Highway Jurisdiction

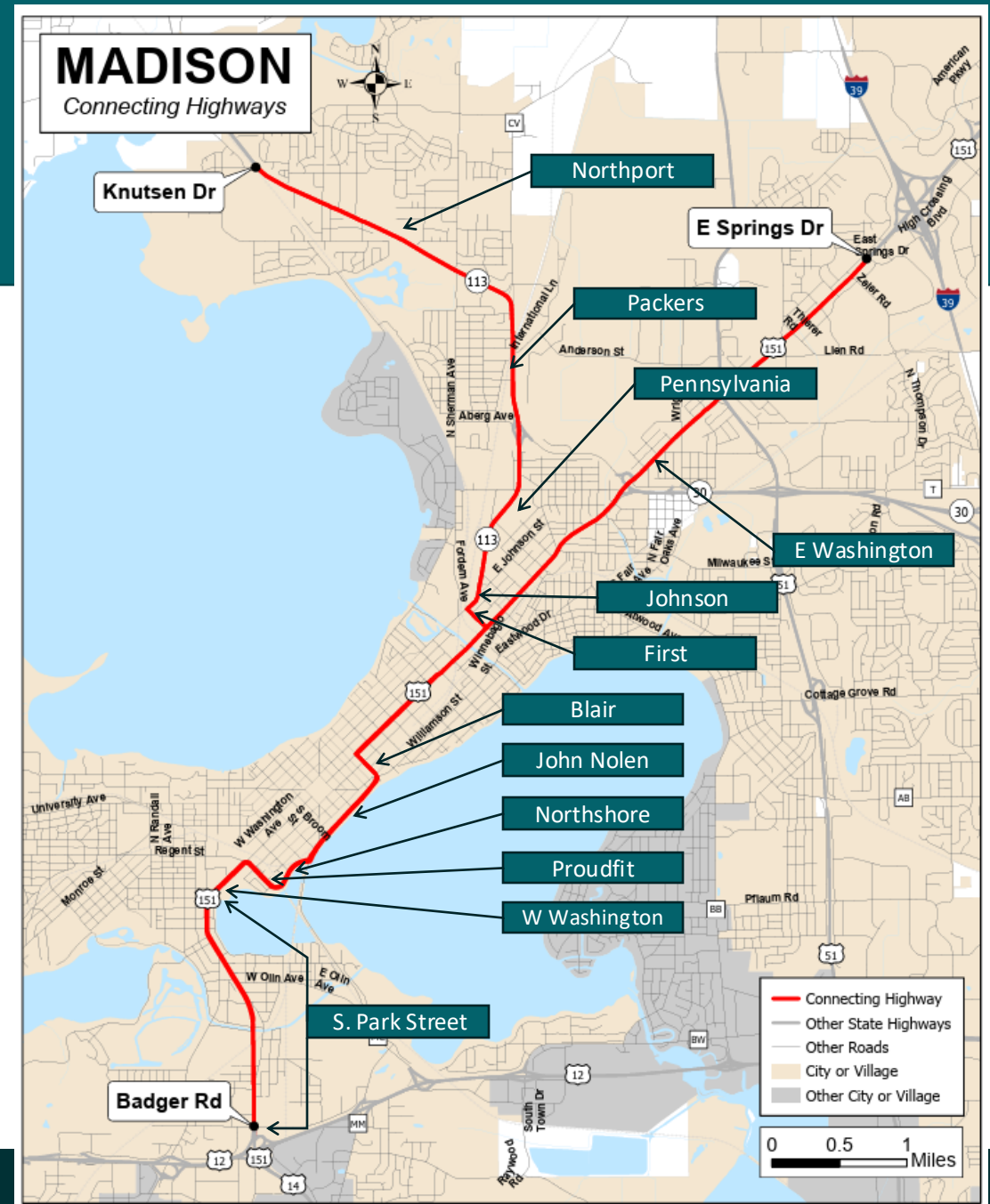
Street / Highway Type	Who is responsible for maintenance? (snow plowing, potholes, etc.)	Who designs it? (including signals, # of lanes, etc.)
Interstate	WisDOT	WisDOT (subject to Federal approvals)
US Highway	WisDOT	WisDOT (subject to Federal approvals)
US Connecting Highway	City of Madison (with WisDOT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

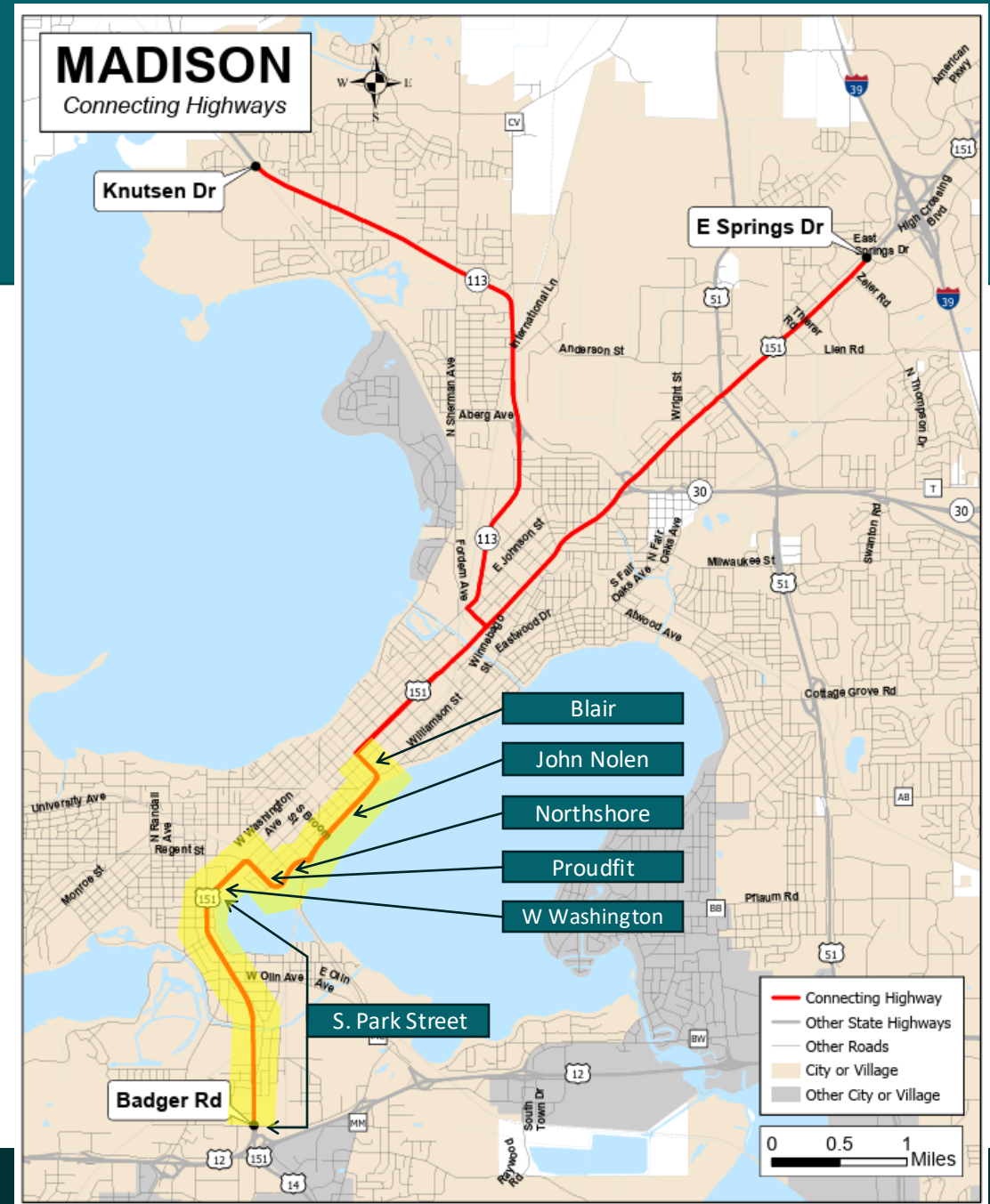
<https://wisconsindot.gov/Pages/projects/data-plan/plan-res/connecting.aspx>



Jurisdictional transfer

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

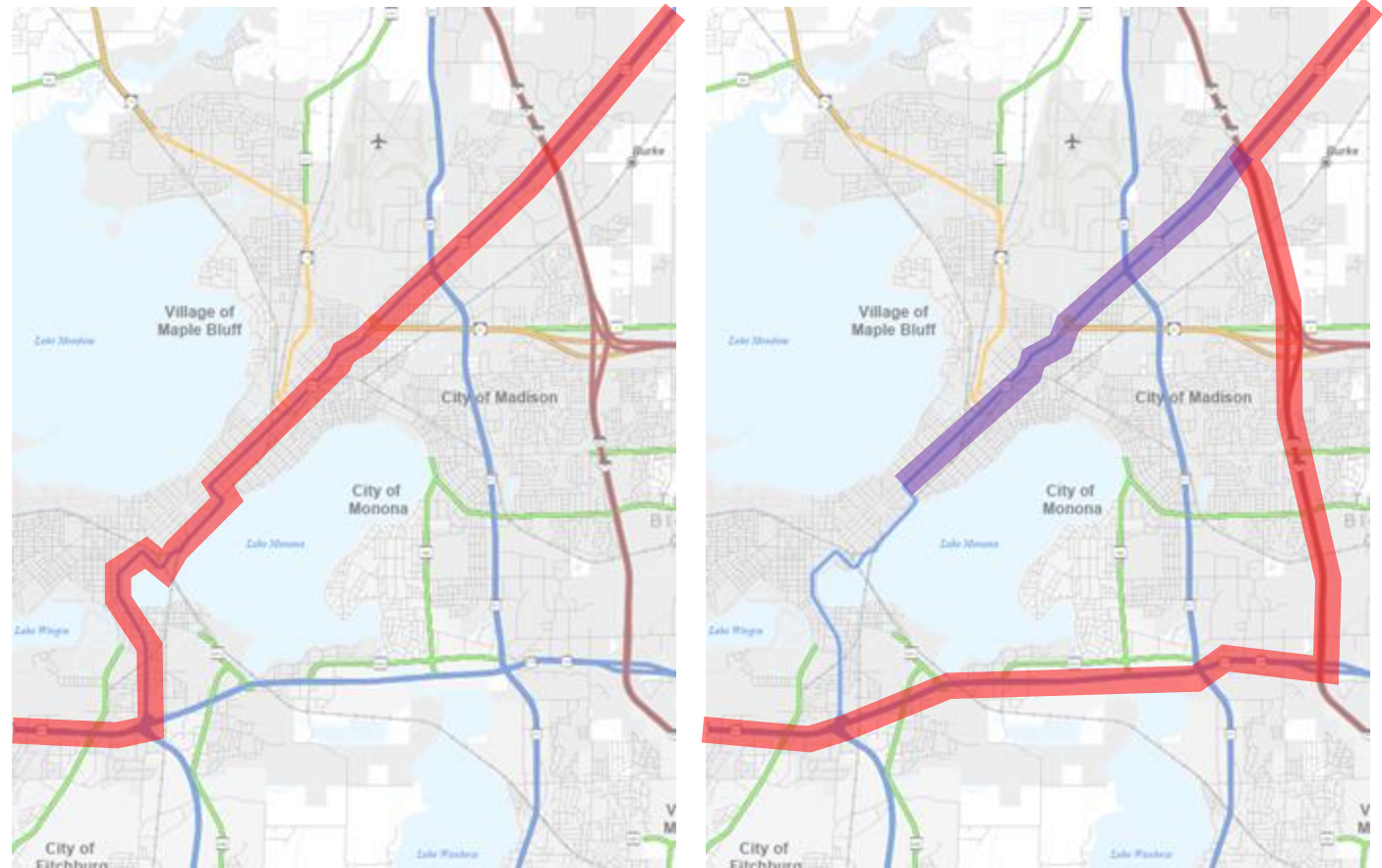
- US 151 extends from near Cedar Rapids, IA to Mantiowoc, WI
- New path follows Beltline, Interstate
- For through traffic: 0.8 miles longer but 8 minutes faster

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



Agreement structure

- First agreement
 - Rescinds state connecting highway status from Badger to East Springs
 - Reverts West Washington, Proudfit, Lakeshore, John Nolen, Blair to city
 - Jurisdictionally transfers Park Street to city
 - Adds East Washington back as connecting highway
 - Reroutes 151
 - Transfers maintenance responsibilities
 - Pays \$37m to city by Sept 30, 2026
 - Prohibits use of STP-Urban funds on roadways for 10 years
- Second agreement
 - Adds a connecting highway designation to East Washington

segment	roadway	Rescind connecting highway (sec 3)	Revert to local (sec 4)	Revert to state trunk (sec 4)	transfer to city (sec 5)	Add to state turnk (sec 6)	Reoute highway designation (sec 7)	Add connecting highway (second agreement)	Cost to cure	result	City access rights	City permitting	No state maintenance	City daily maintenance	
1	Park Street	x		x	x				\$9.5m 1-A \$5m 1-B \$8m 1-C	City roadway	x	x	x	x	Park/Badger signal ops unchanged
2	West Washington	x	x						none	City roadway	x	x	x	x	
3	Proudfit, Lakeshore	x	x						\$2m	City roadway	x	x	x	x	
4	John Nolen	x	x						\$12.5m	City roadway	x	x	x	x	
5	Blair	x	x						none	City roadway	x	x	x	x	E Wash /Blair signal ops unchanged
6	East Washington (Blair to East Springs)	x		x				x		Connecting Highway	x	x		x	
7 (overlaps 6)	East Washington (Blair to interchange)					x				New highway number					
8	Beltline/Interstate									New route for 151					

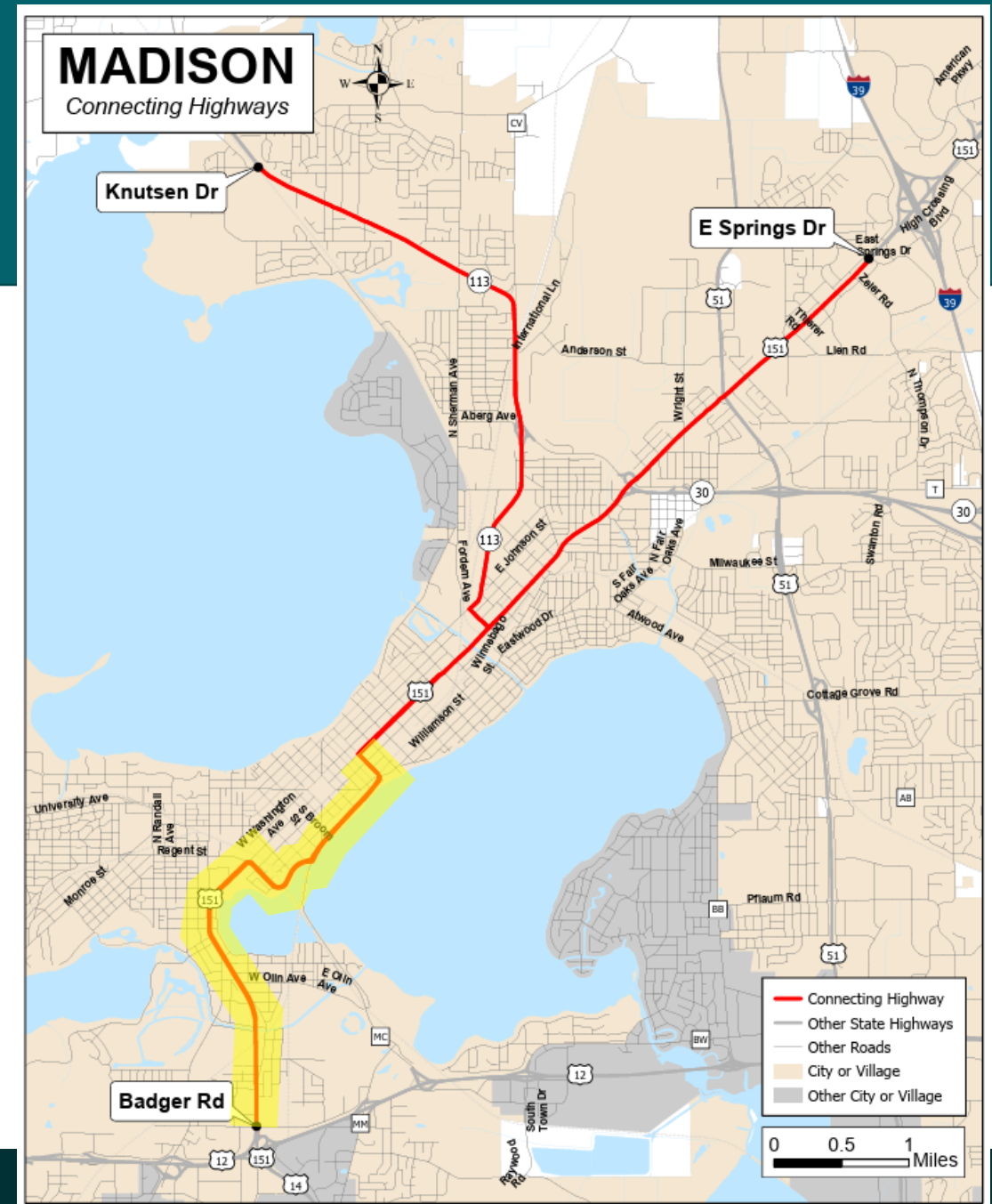
Financial considerations

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

- \$37 million from WisDOT to City of Madison
- Will be placed in a new fund for transportation projects
- Up to \$15 million of that allocated to Park Street reconstruction (replacing \$10 million in WisDOT reconstruction funding)
- Future reconstruction needs have been identified for the streets in the corridor.



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

Approval by City of Madison

- Common Council and committees
- Signature by mayor

Approval by WisDOT

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

Questions?