

APPENDIX E
CONCEPTUAL LAYOUT FOR IMPROVEMENT COMPONENTS

Madison Beltline PEL Components Preliminary Geometrics and Impacts Investigation April 2024

The preliminary geometrics investigation was substantially completed before 2017 when the PEL study was put on hold. Preliminary geometrics and impacts investigation resumed in 2020. Future NEPA studies will investigate changes to nearby land use or local road improvements since the development of the preliminary geometrics and impacts shown on the following pages.

The majority of components had at least a horizontal profile developed to determine the anticipated length of the roadway or path improvements. If the component included a grade separation, a rough profile was developed to determine length of the overpass, tunnel, and retaining walls that would be necessary. Development of a profile view was not necessary for every grade separation. Preliminary impacts for the roadway crossings/connections, bicycle and pedestrian components, and transit priority components included:

- R/W acquisition – Existing parcel lines and right of way as of 2023 were used and typically assumed an approximate 20-foot offset from the back of sidewalk, path, curb or retaining wall.
- Relocations - Potential commercial and residential relocations were identified when a building was directly impacted but also took into consideration whether access could still be achieved with the proposed profile. Commercial relocations anticipated are shown by a blue pentagon. Residential relocations are noted by an orange pentagon.
- Parking - Possible parking impacts were also reviewed as shown by a green symbol.
- Wetlands - Wetland impacts involved a simple yes or no as to whether impacts to wetlands were anticipated as part of a given component rather than a specific amount of wetland impacts calculated. Wetlands were identified using the Wisconsin DNR Wetland Inventory Mapped Wetlands as of 2023.

Please note that all component locations are preliminary and could change when evaluated in more detail during future NEPA analysis.

Mainline Components General Impacts Summary

	Preserve and Maintain	Extend Flex Lane	Add One General Purpose Lane	Weaving Improvements
Impacts Priority	NA – All Carried Forward	NA – All Carried Forward	NA – All Carried Forward	NA – All Carried Forward
Wetland Impacts?	No	No	Likely	Likely
Residential Relocations	0	0	0-5	10-25 (total all components)
Commercial Relocations	0	0	0-5	10-15 (total all components)

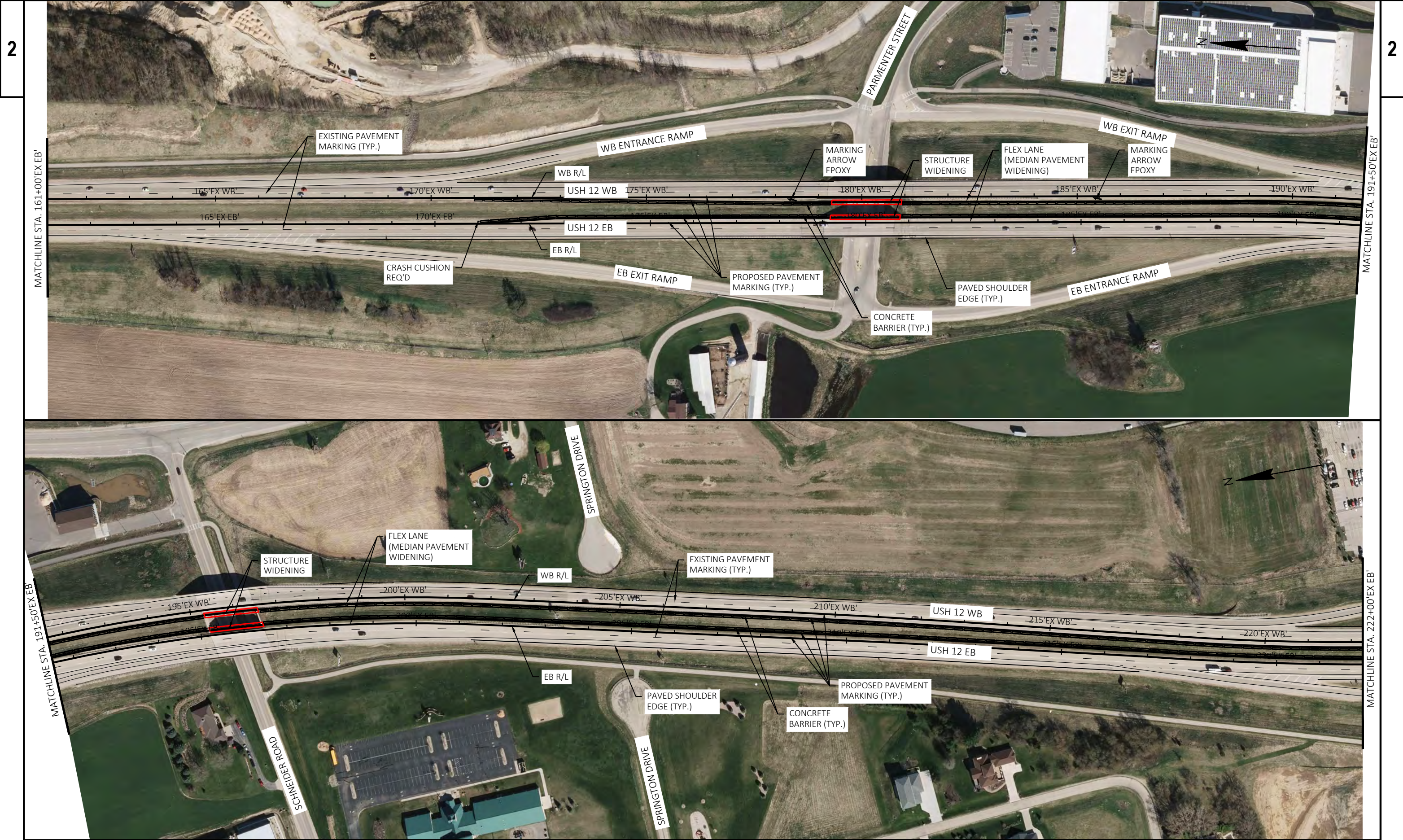
Beltline Mainline Component
Flex Lane Extension West

2

2



PROJECT NO: 5304-02-04	HWY: USH 12	COUNTY: DANE	PLAN LAYOUT DETAIL	SHEET	E
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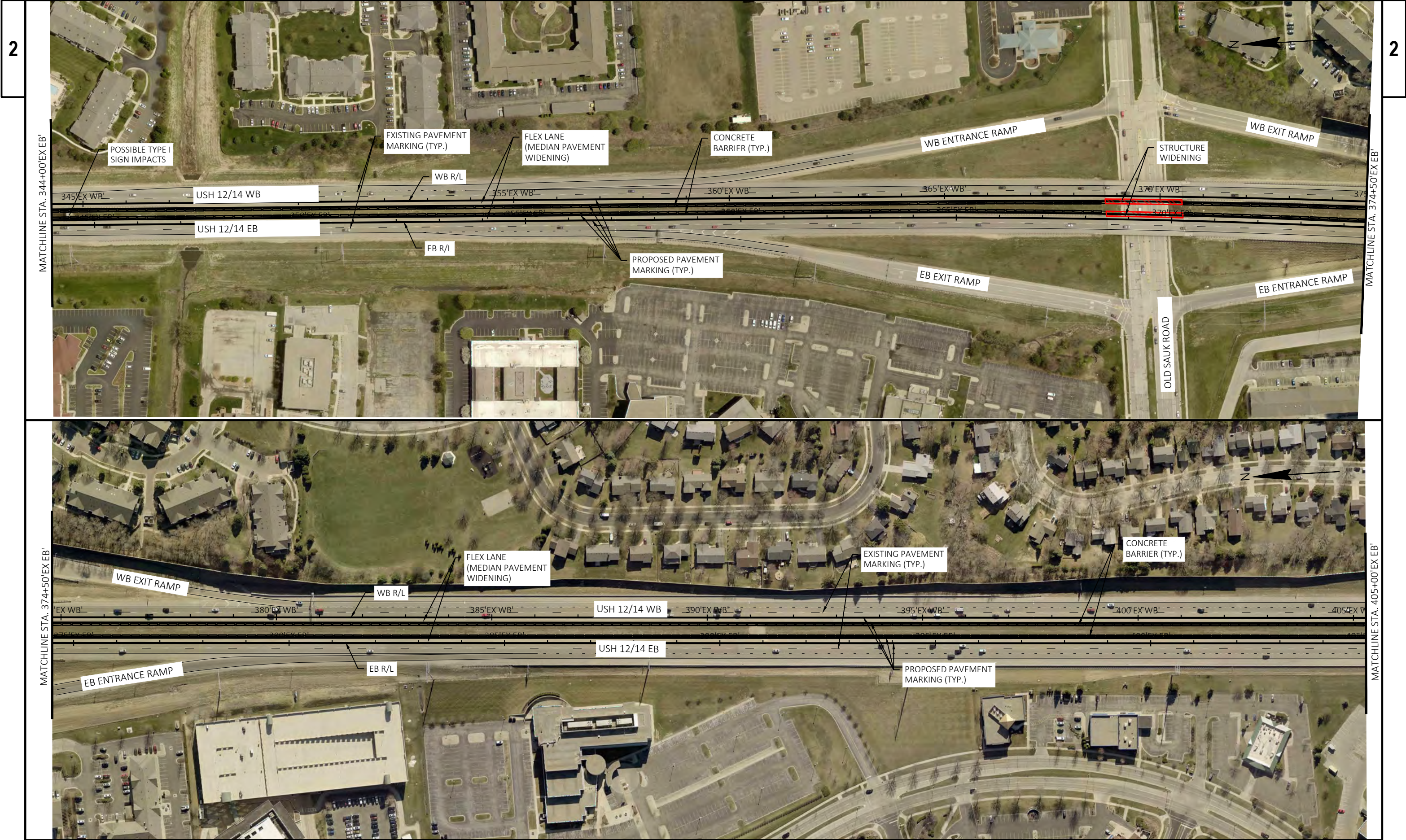


PROJECT NO: 5304-02-04	HWY: USH 12	COUNTY: DANE	PLAN LAYOUT DETAIL	SHEET	E
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PROJECT NO:	5304-02-04	HWY:	USH 12	COUNTY:	DANE	PLAN LAYOUT DETAIL	SHEET	E
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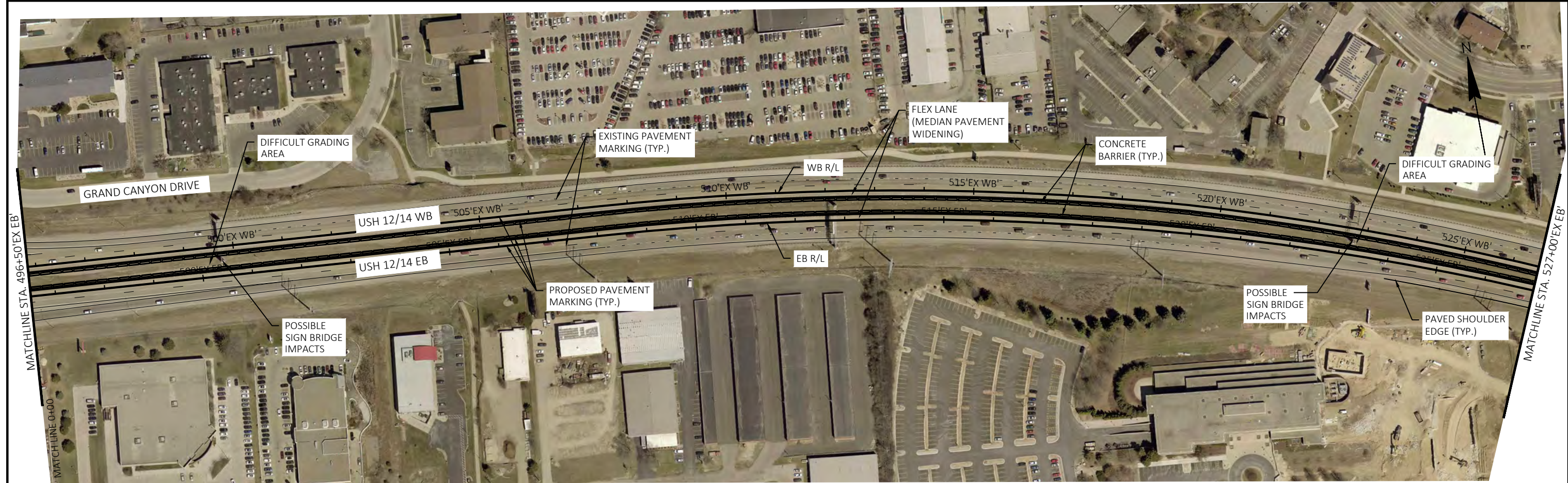
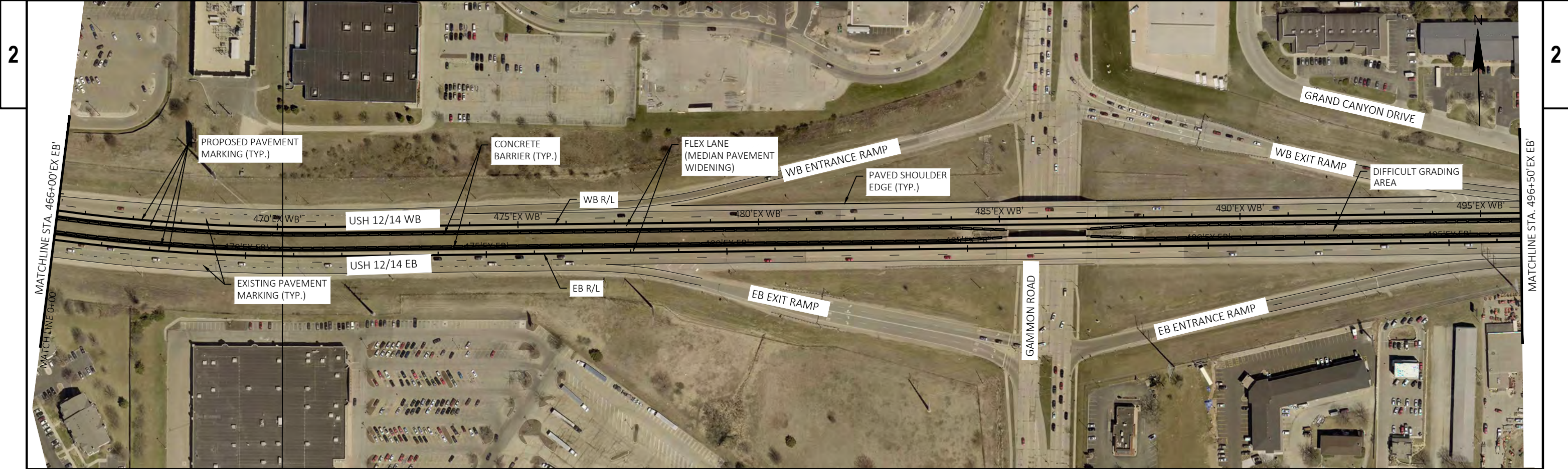




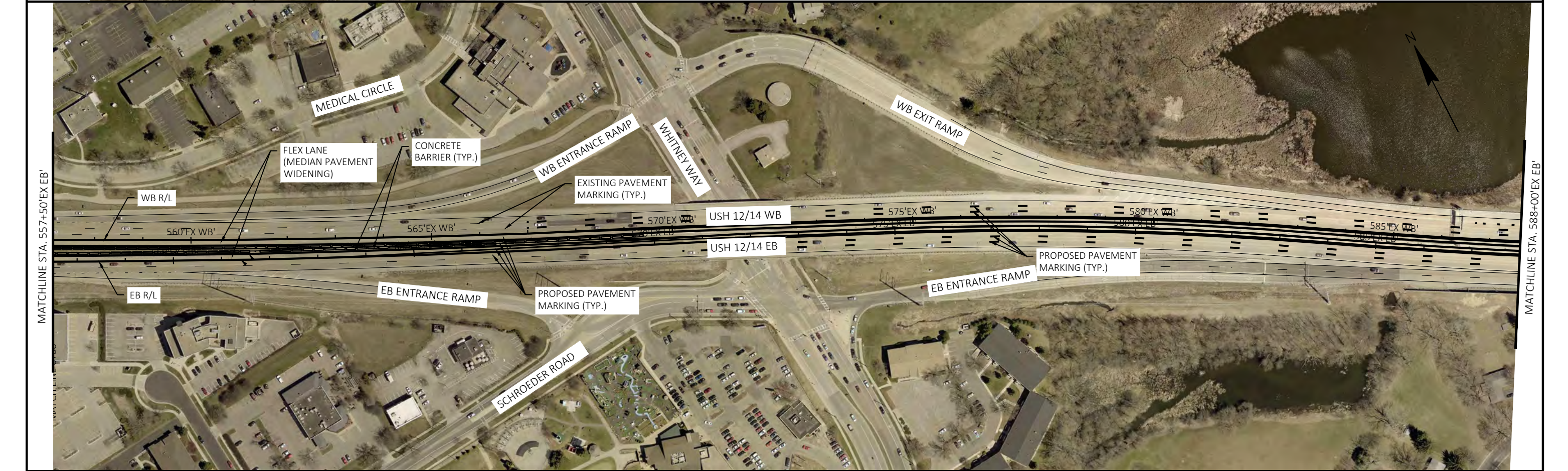
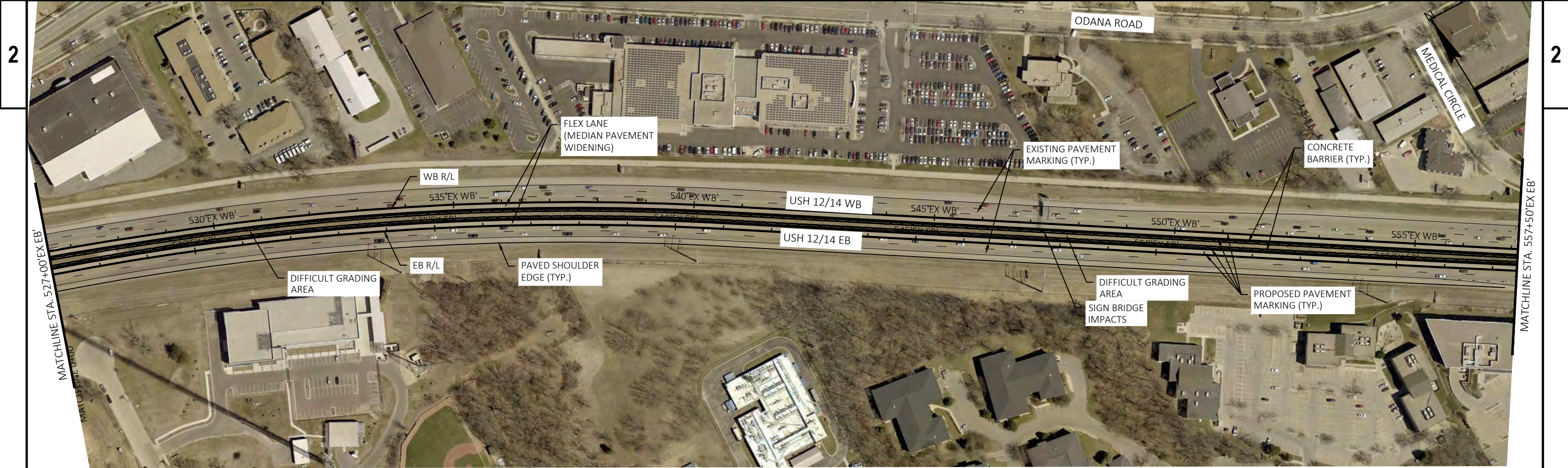
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PROJECT NO: 5304-02-04	HWY: USH 12	COUNTY: DANE	PLAN LAYOUT DETAIL	SHEET	E
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PROJECT NO: 5304-02-04	HWY: USH 12	COUNTY: DANE	PLAN LAYOUT DETAIL	SHEET	E
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PROJECT NO:	5304-02-04	HWY:	USH 12	COUNTY:	DANE	PLAN LAYOUT DETAIL	SHEET	E
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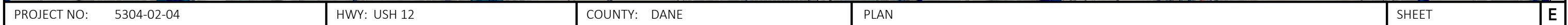
PROJECT NO: 5304-02-04	HWY: USH 12	COUNTY: DANE	PLAN LAYOUT DETAIL	SHEET	E
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Beltline Mainline Component
Add One Lane



PROJECT NO: 5304-02-04	HWY: USH 12	COUNTY: DANE	PLAN	SHEET	E
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2

- PROPOSED OVERPASS
- RETAINING WALL
- POSSIBLE UTILITY POLE IMPACT

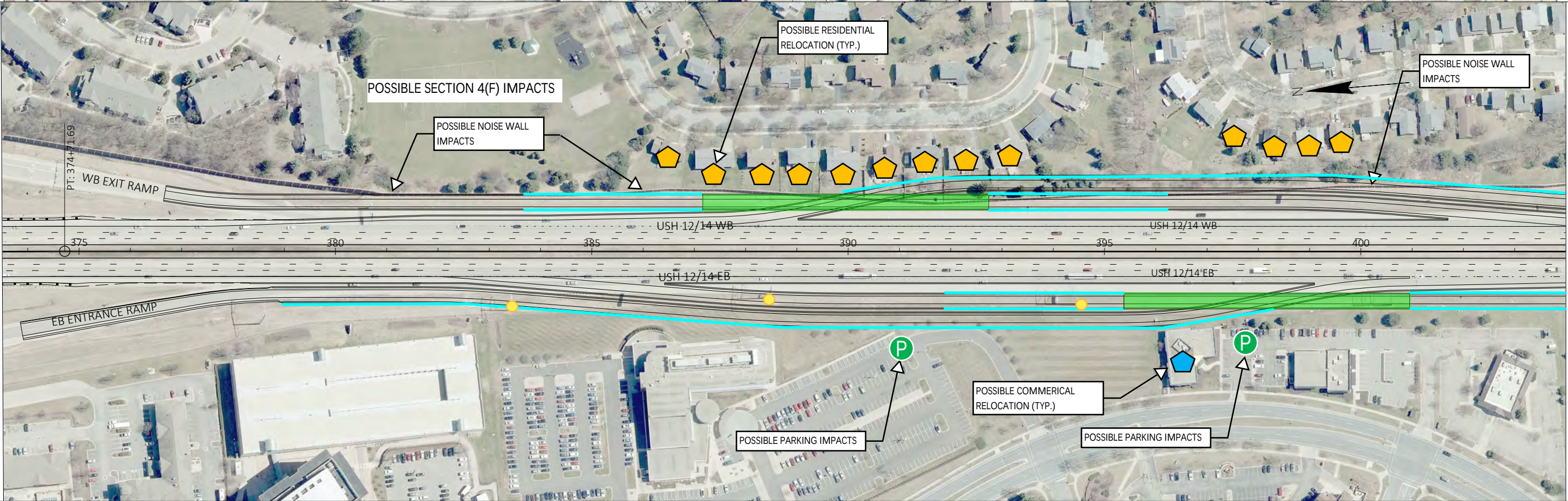
MATCH LINE 343+00



MATCH LINE 373+50

2

MATCH LINE 373+50



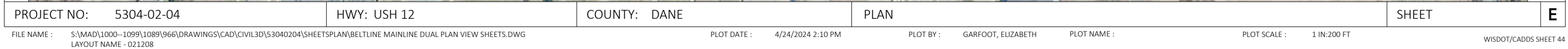
MATCH LINE 404+00

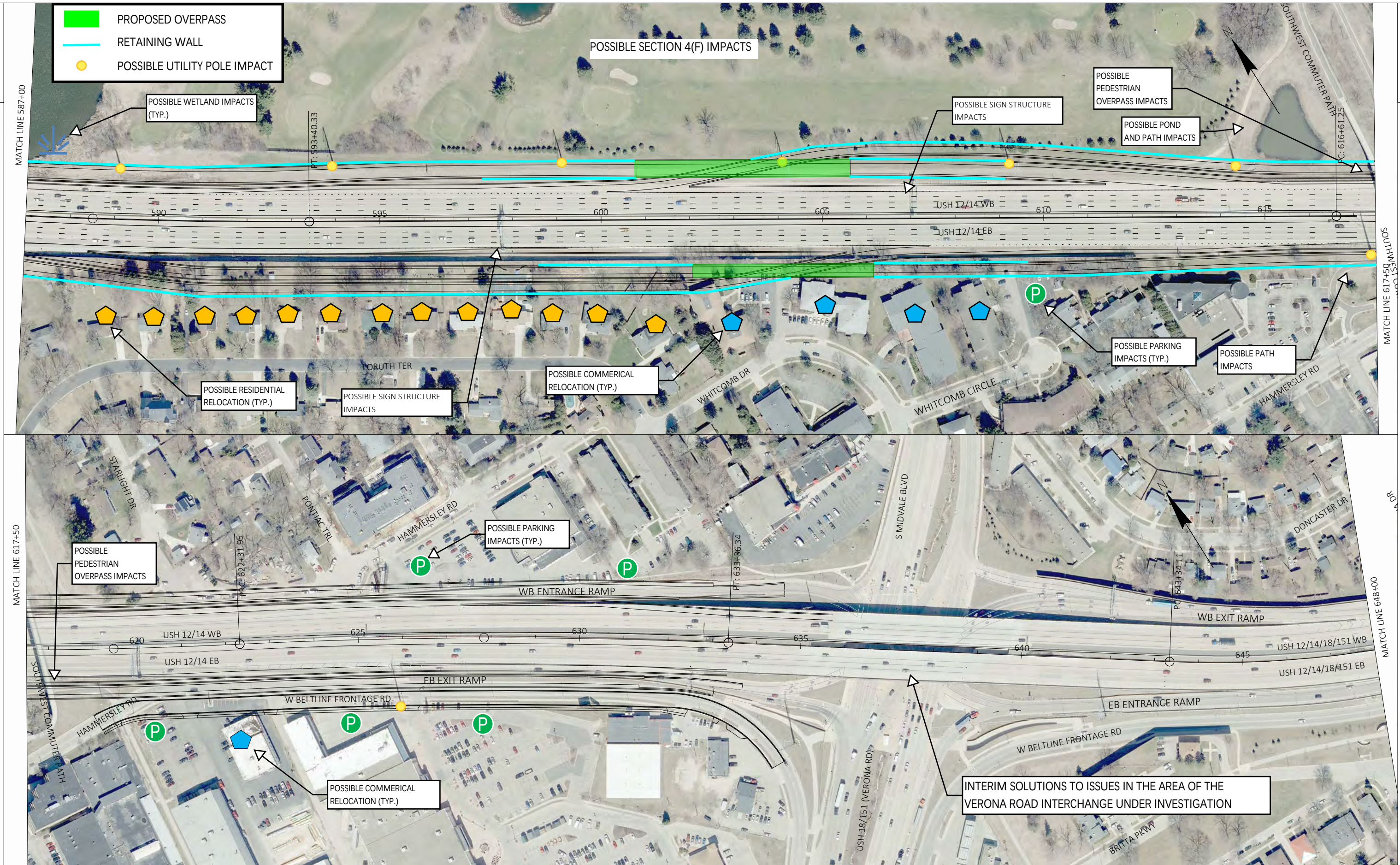
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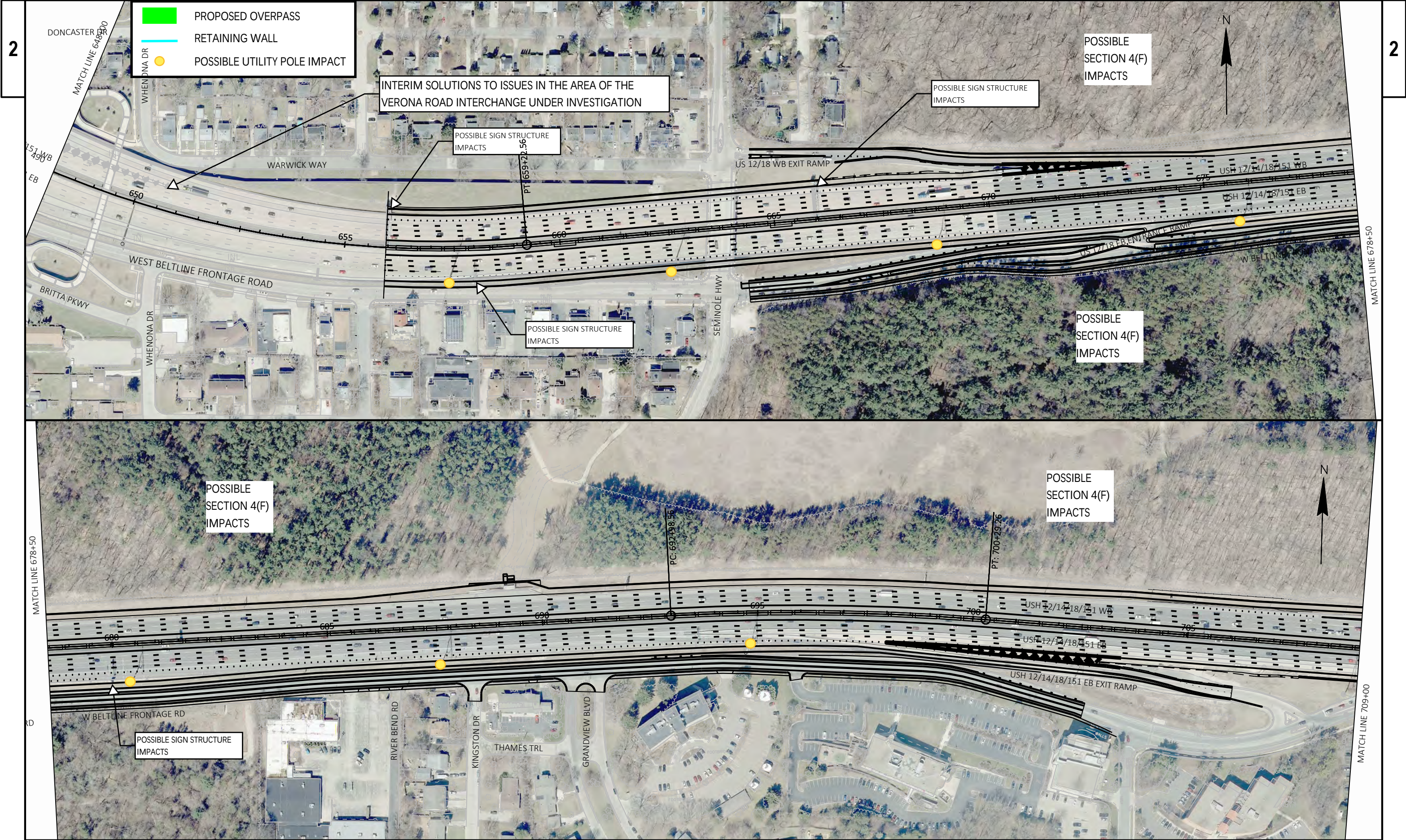


PROJECT NO: 5304-02-04	HWY: USH 12	COUNTY: DANE	PLAN	SHEET	E
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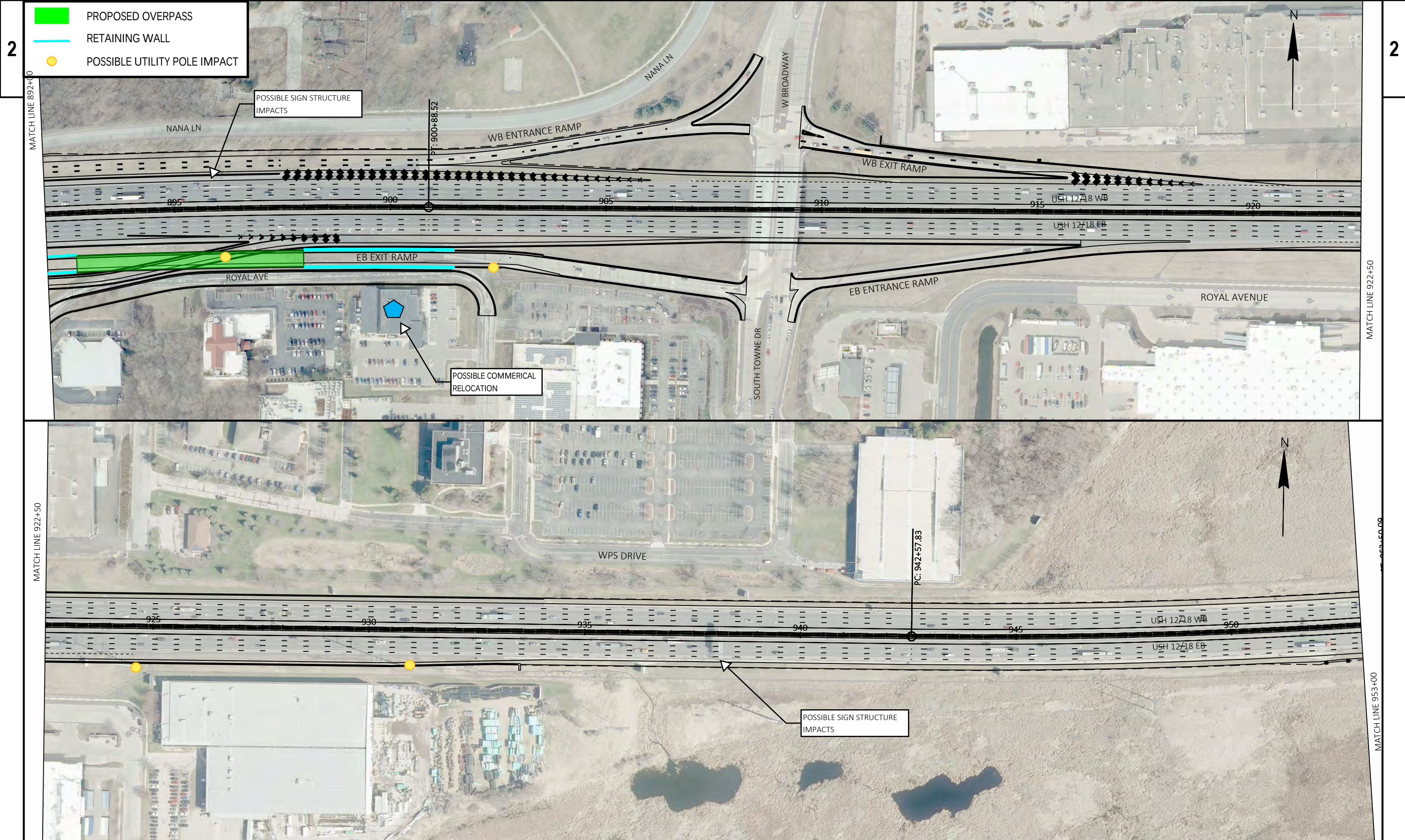




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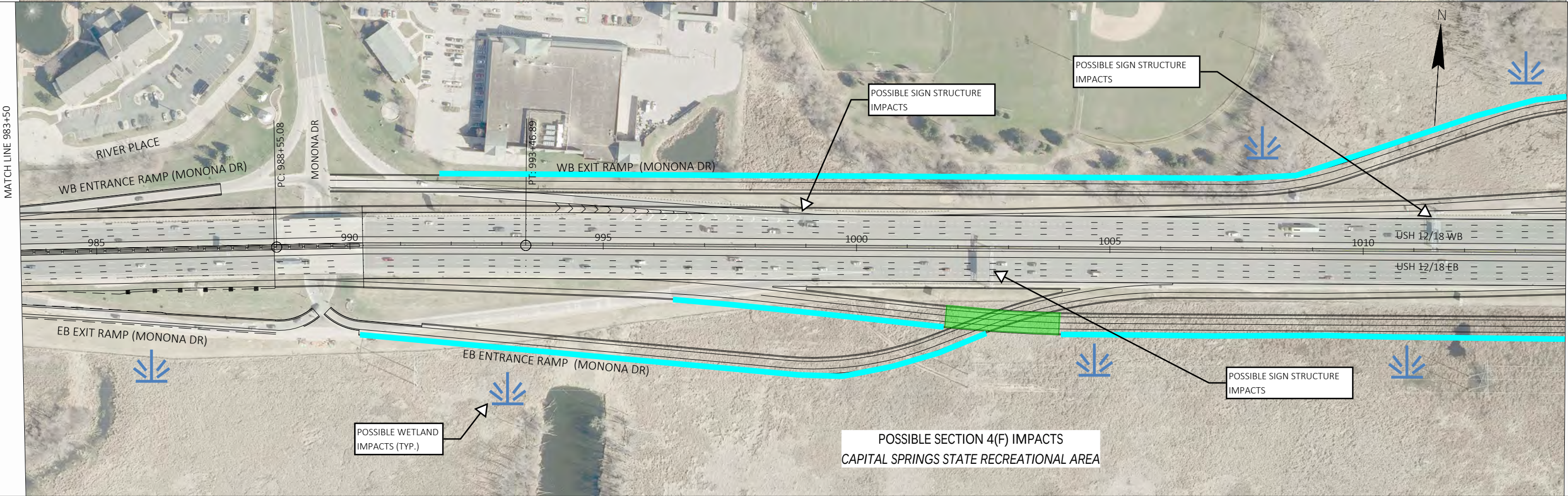
2

PROPOSED OVERPASS

RETAINING WALL

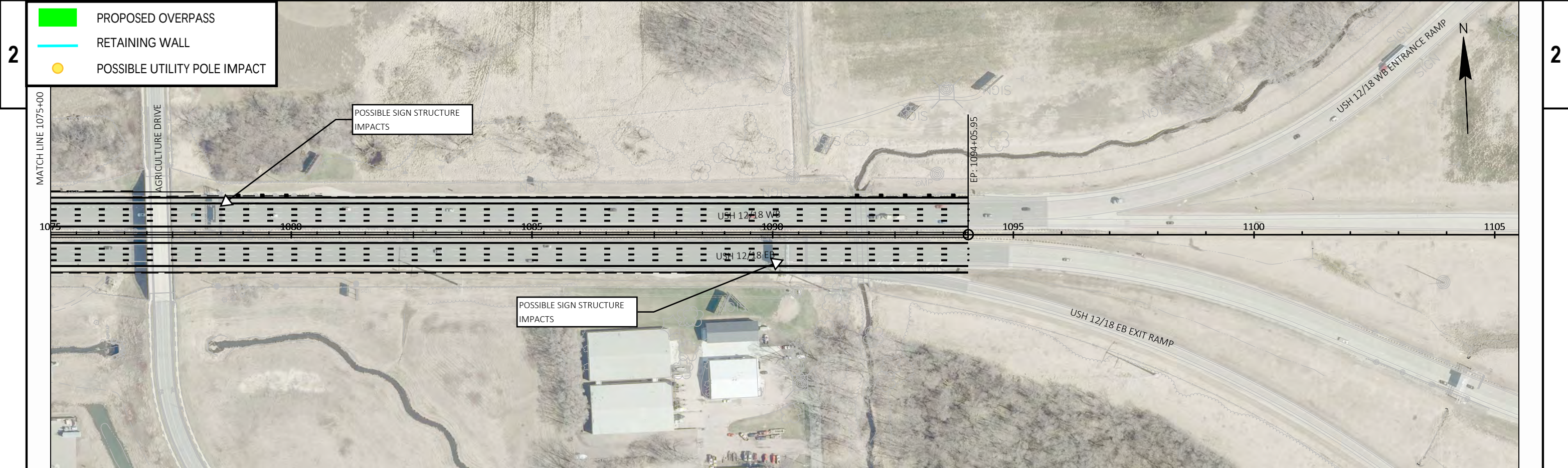
POSSIBLE UTILITY POLE IMPACT

2



PROJECT NO: 5304-02-04	HWY: USH 12	COUNTY: DANE	PLAN	SHEET	E
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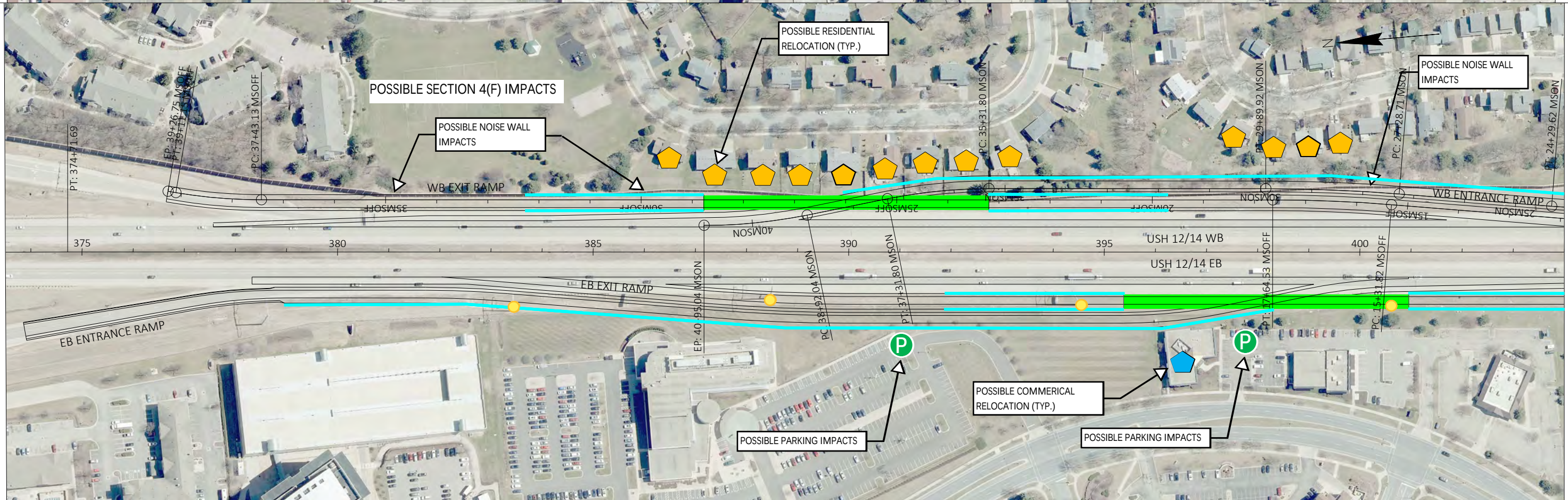
Beltline Mainline Component Weave Improvements

Note: Weave improvement geometrics were investigated assuming the Mainline Add One Lane condition on the Beltline mainline.

2

-  PROPOSED OVERPASS
 RETAINING WALL
 POSSIBLE UTILITY POLE IMPACT

2



PROJECT NO: 5304-02-04

HWY: USH 12

COUNTY: DANE

BASKETWEAVES

SHEET

E

2

PROPOSED OVERPASS
RETAINING WALL
POSSIBLE UTILITY POLE IMPACT

MATCH LINE 404+00

PC: 404+78

BP: 10+00.00 MSON

USH 12/14 WB

USH 12/14 EB

NOSW02

PCC: 42+2352 MSON

BP: 10+00.00 MSON

WB ENTRANCE RAMP

CTH S (MINERAL POINT ROAD)

PCC: 424+91.57

MATCH LINE 434+50

405

410

415

420

425

430

435

440

445

450

455

460

USH 12/14 WB

USH 12/14 EB

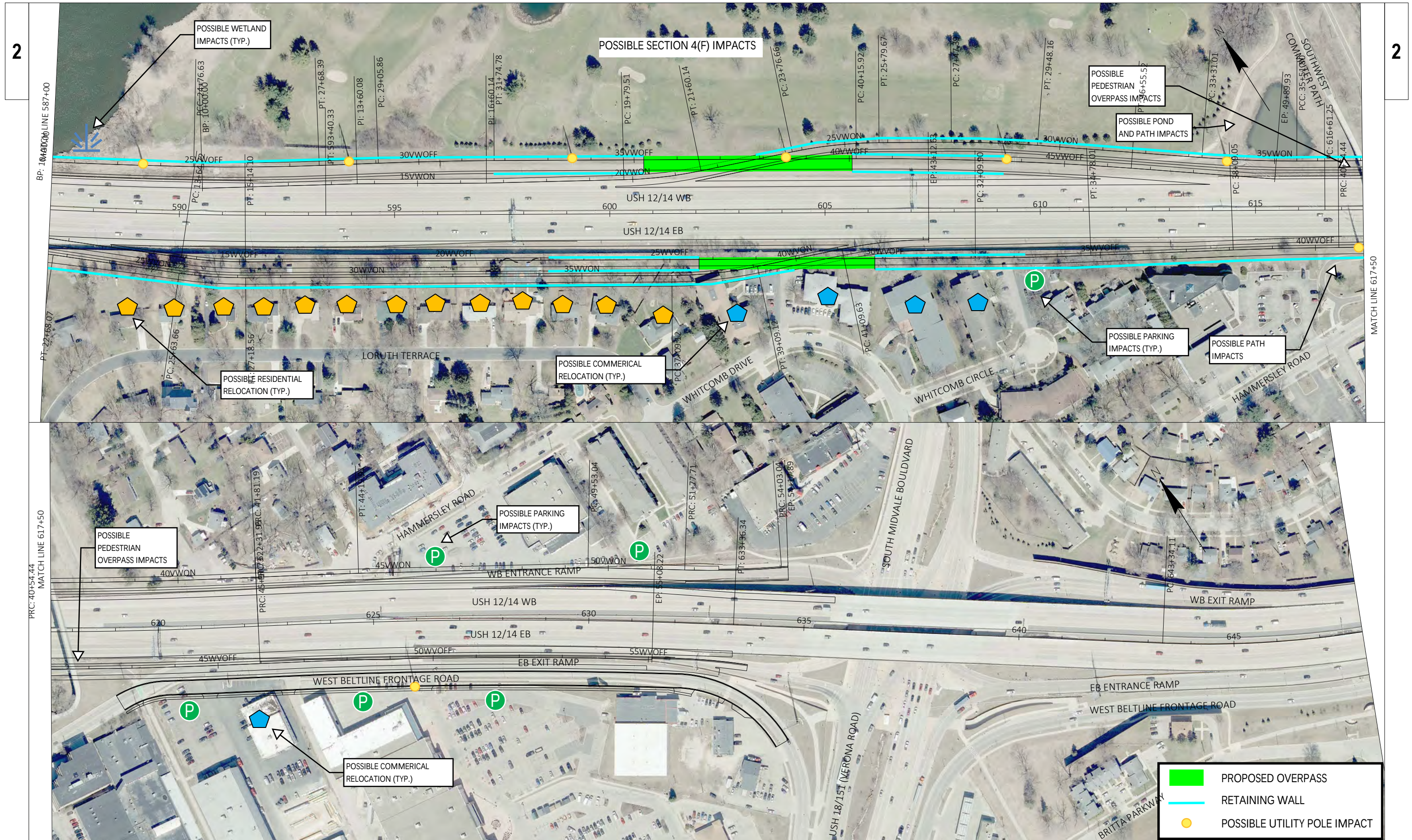
HIGH POINT ROAD

2

2

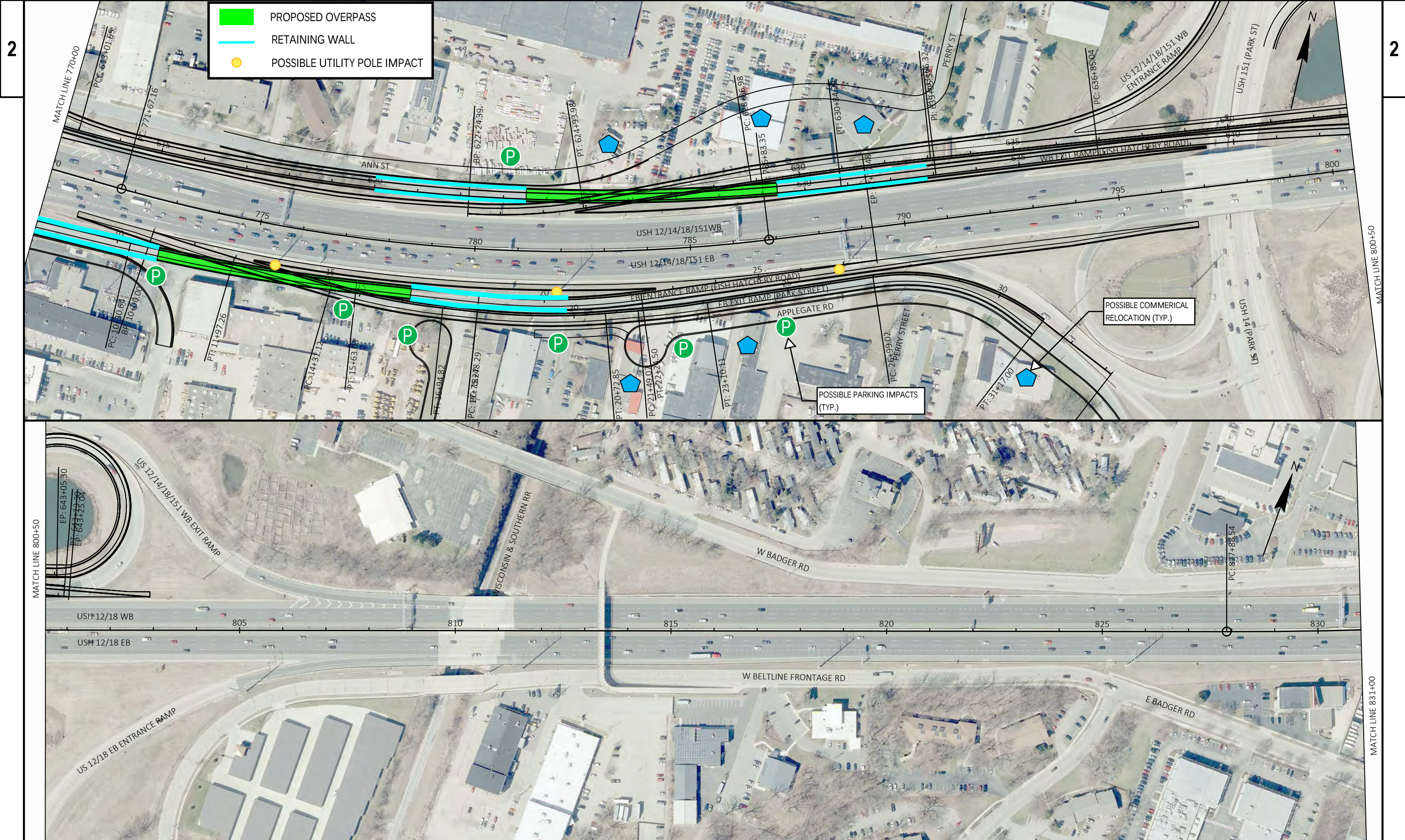


PROJECT NO: 5304-02-04	HWY: USH 12	COUNTY: DANE	BASKETWEAVES	SHEET	E
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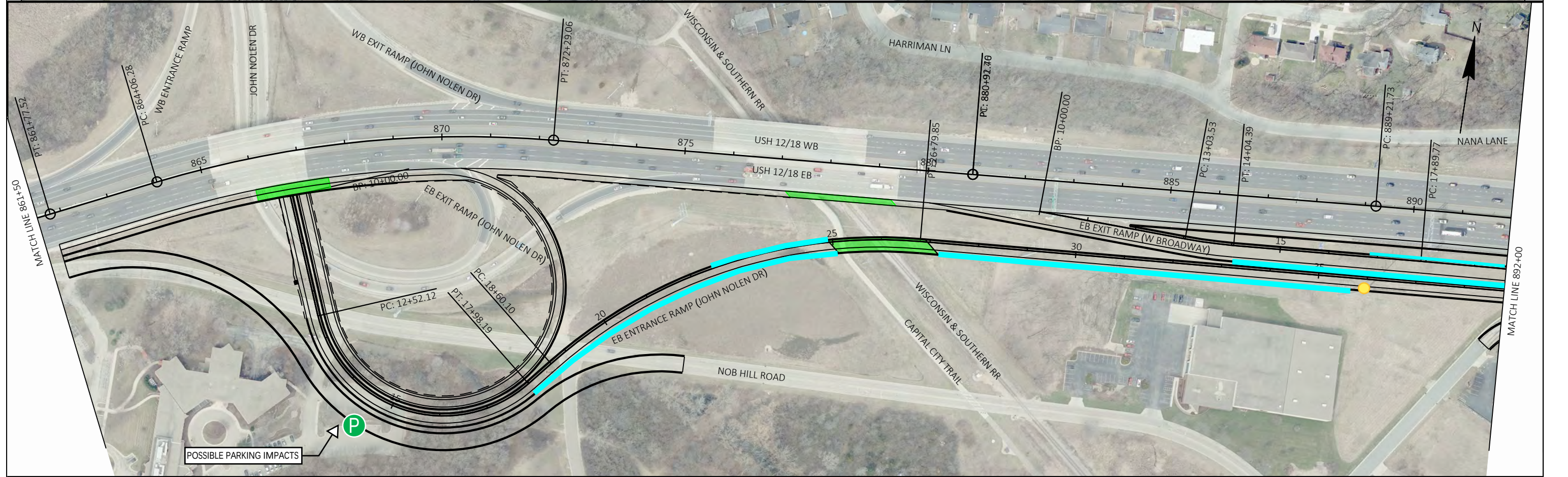


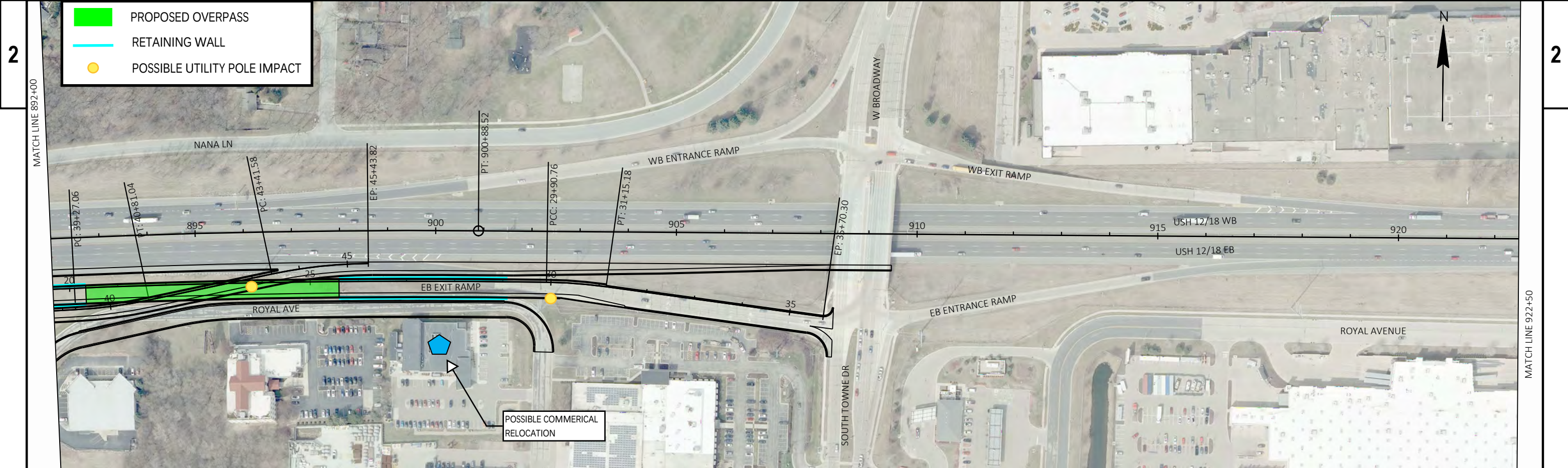


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PROJECT NO: 5304-02-04	HWY: USH 12	COUNTY: DANE	BASKETWEAVES	SHEET	E
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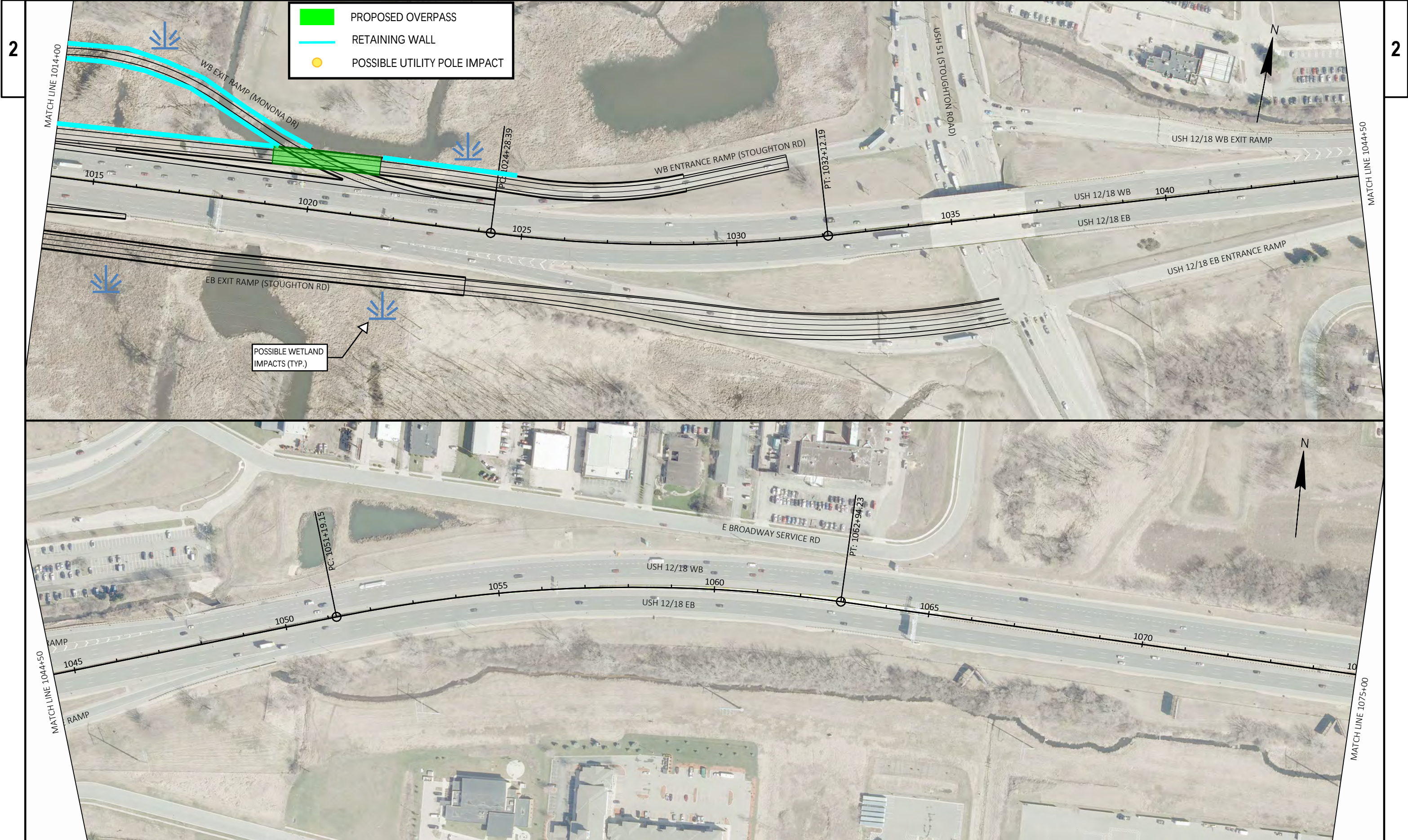
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11

WISDOT/CADDS SHEET 44



PROJECT NO: 5304-02-04	HWY: USH 12	COUNTY: DANE	BASKETWEAVES	SHEET	E
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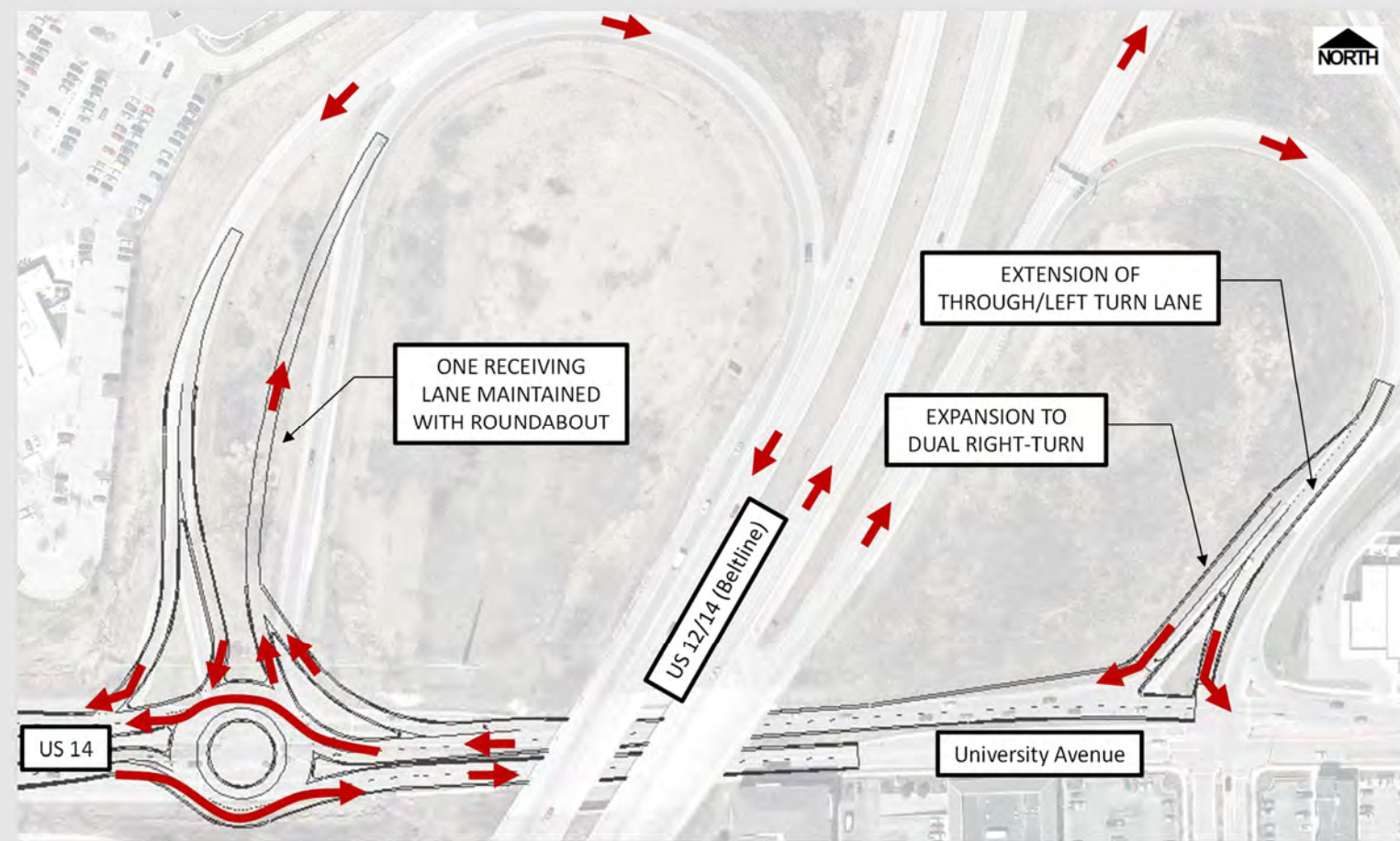
Beltline Interchange Components

Note: Local intersection improvements shown as part of the interchange components are not guaranteed to be included as part of a future WisDOT construction project. Coordination with local municipalities would be needed to incorporate these improvements in a future project.

Individual interchange components (also known as component concepts) were developed to varying levels of detail. Each was designed only to the point needed to narrow the field of alternatives to be carried forward into future NEPA studies.

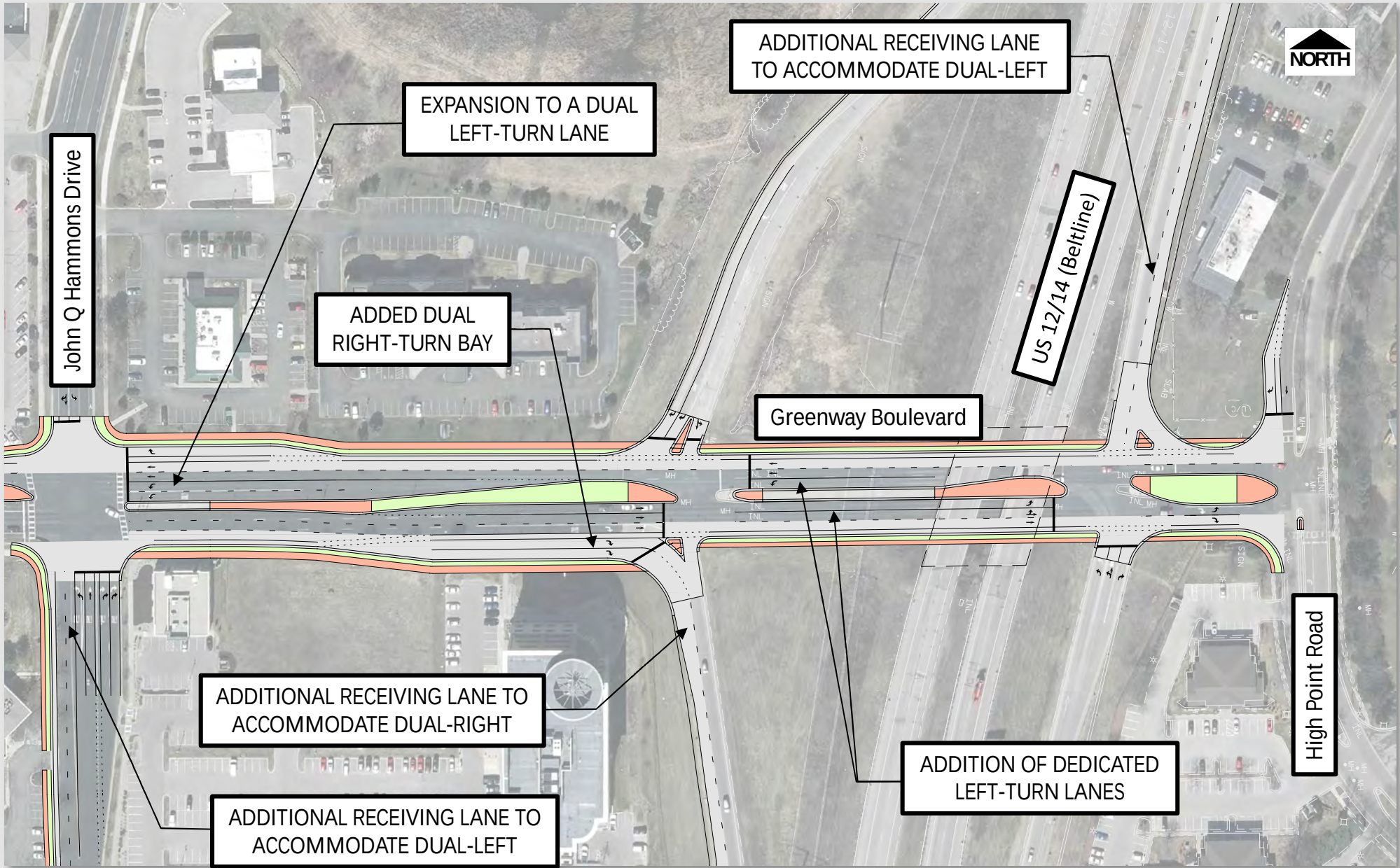
US 14/University Avenue Interchange

Component Concept 2 – Conventional Expansion with Roundabout



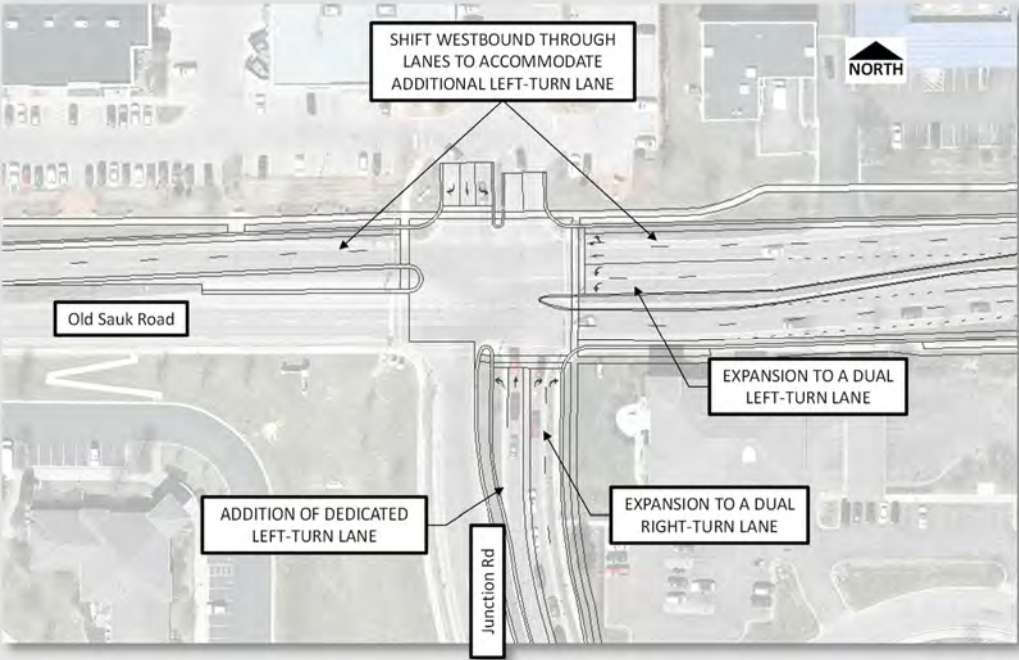
Greenway Boulevard Interchange

Component Concept 2 – Conventional Expansion

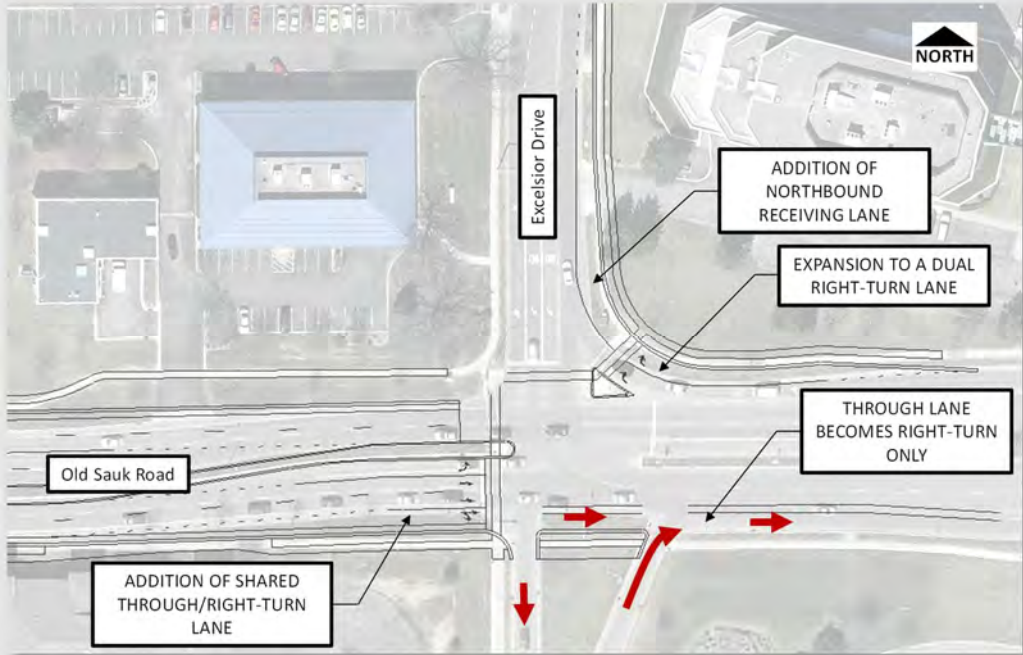


Old Sauk Road Interchange

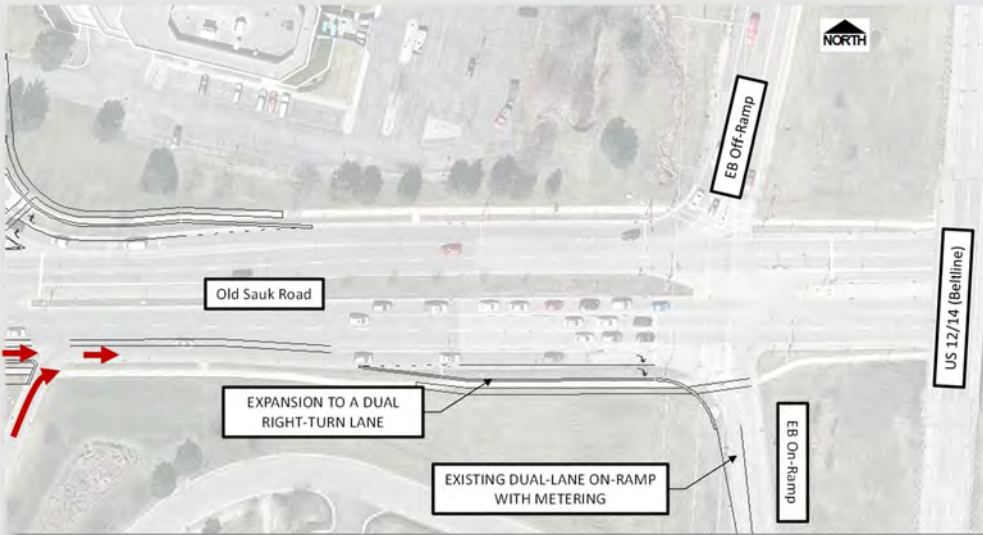
Component Concept 2 – Conventional Expansion



Location: Old Sauk Road and Junction Road Intersection



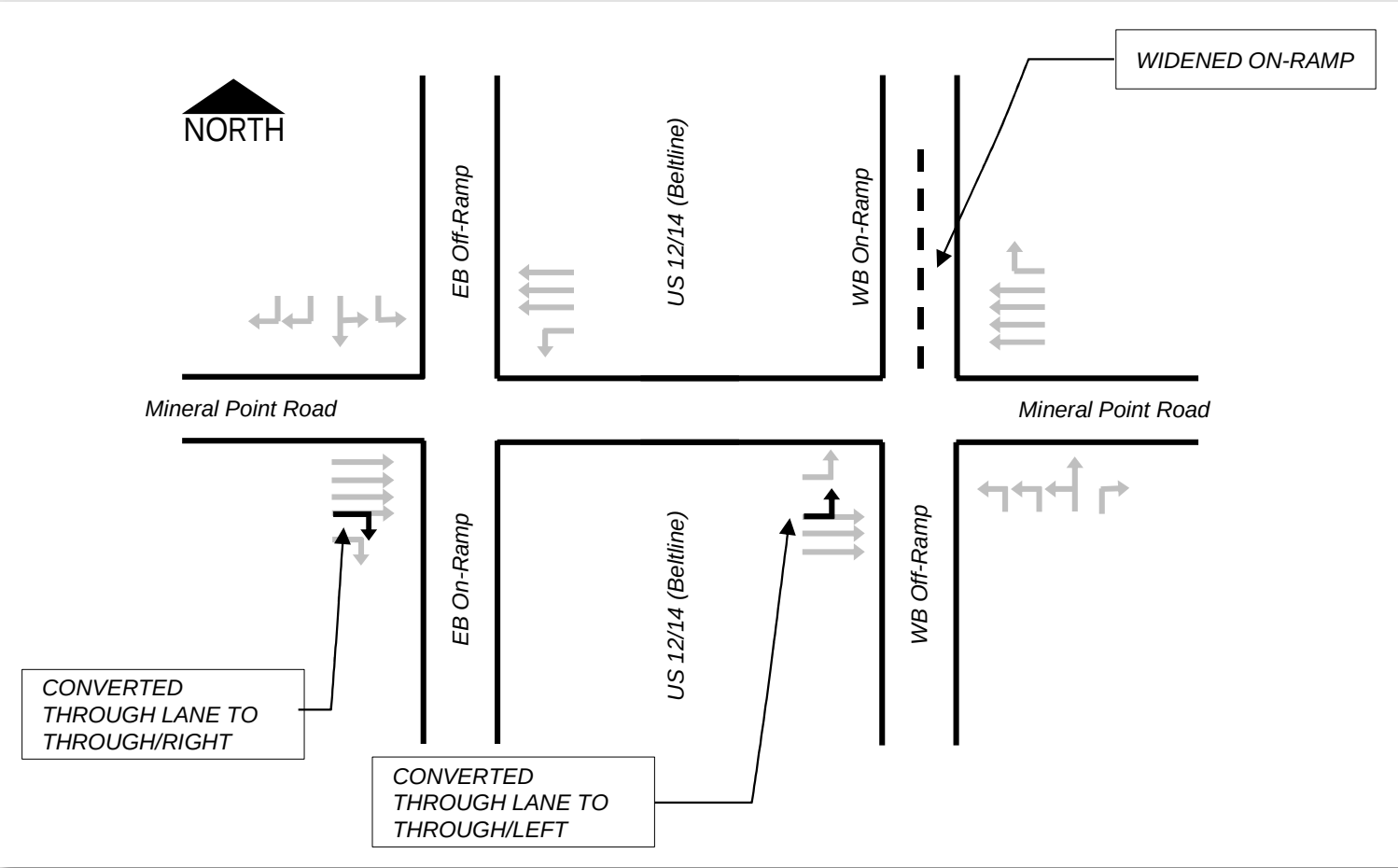
Location: Old Sauk Road and Excelsior Drive Intersection



Location: Old Sauk Road and EB Beltline Ramp Terminal

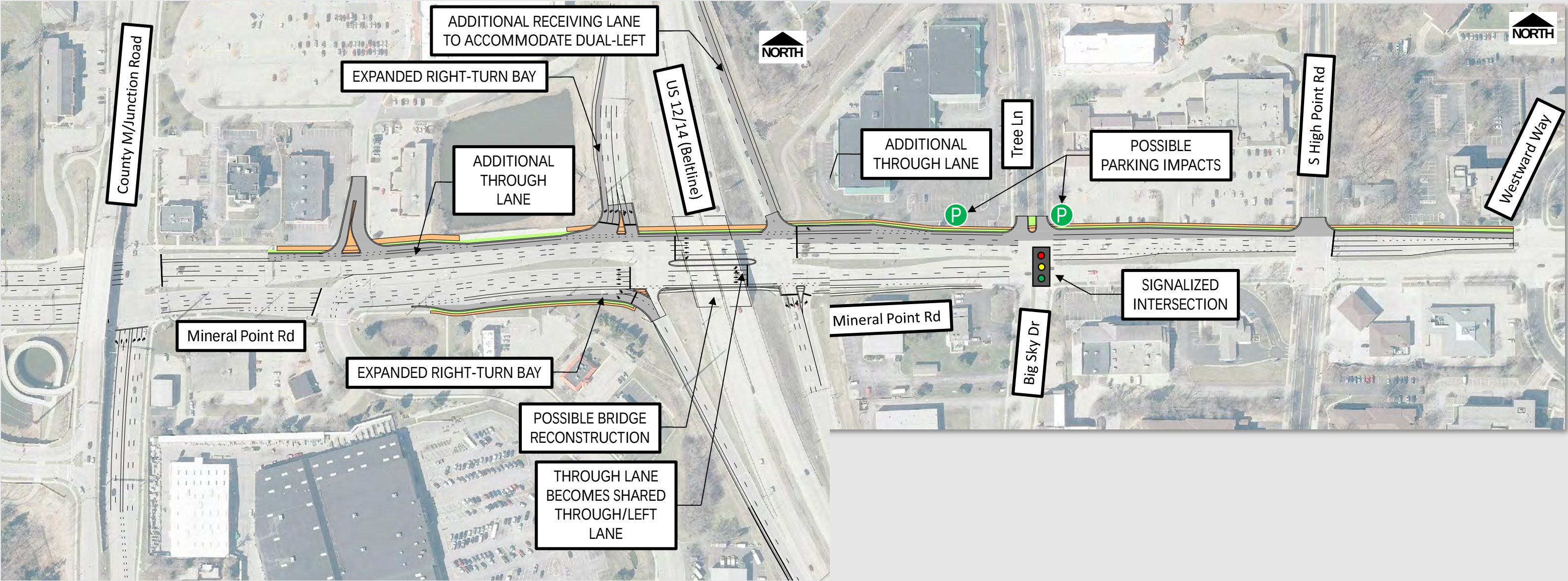
Mineral Point Road Interchange

Component Concept 2 – Conversion to Shared Lanes



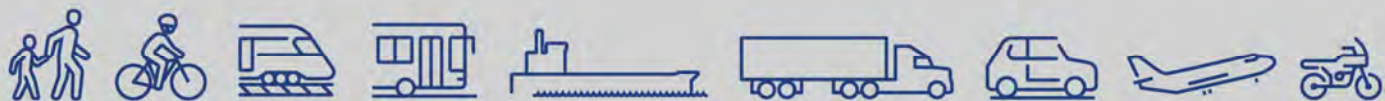
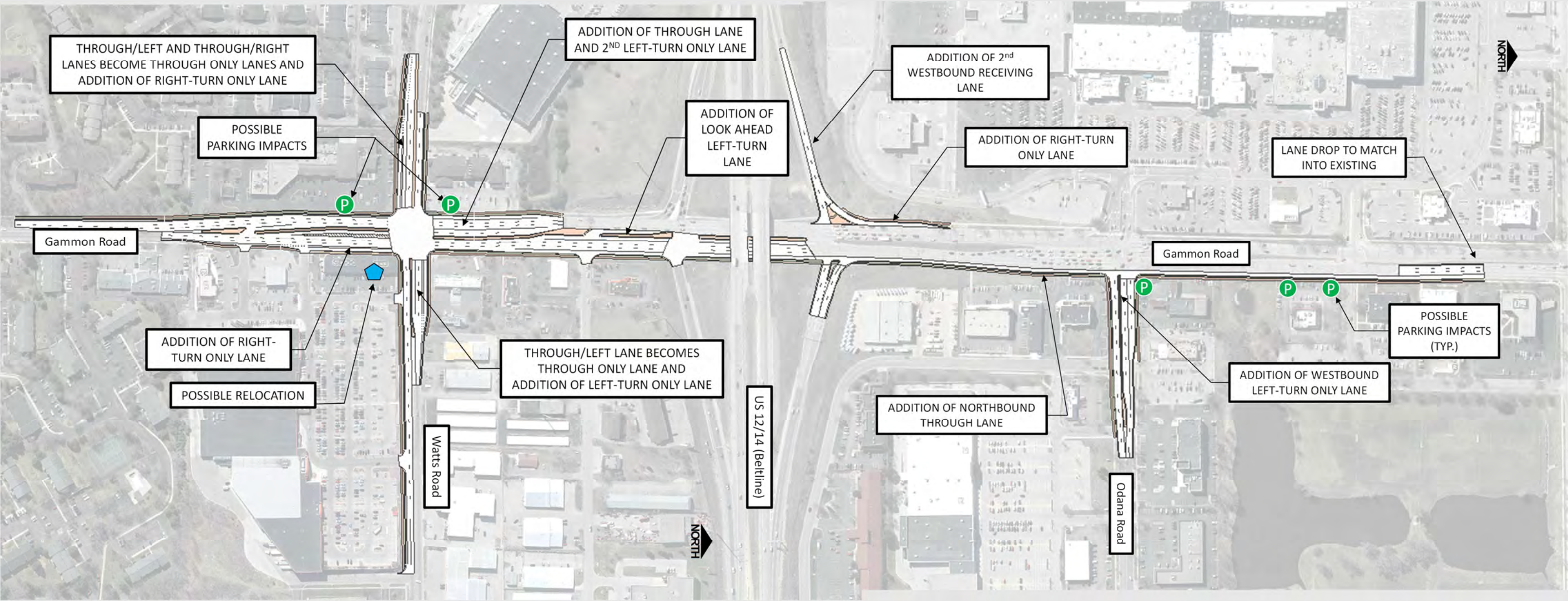
Mineral Point Road Interchange

Component Concept 3 – Conventional Expansion



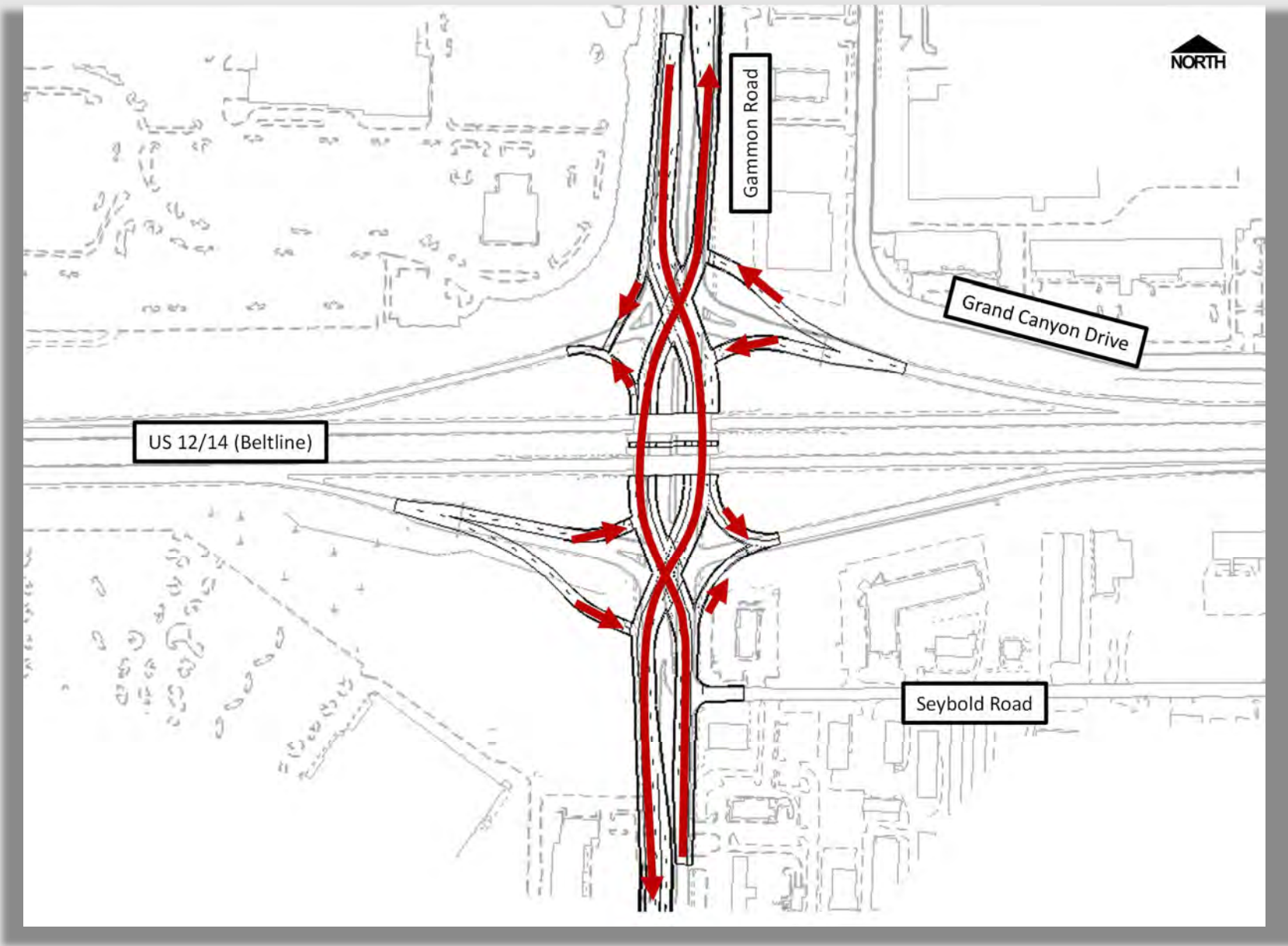
Gammon Road Interchange

Component Concept 2 – Conventional Expansion



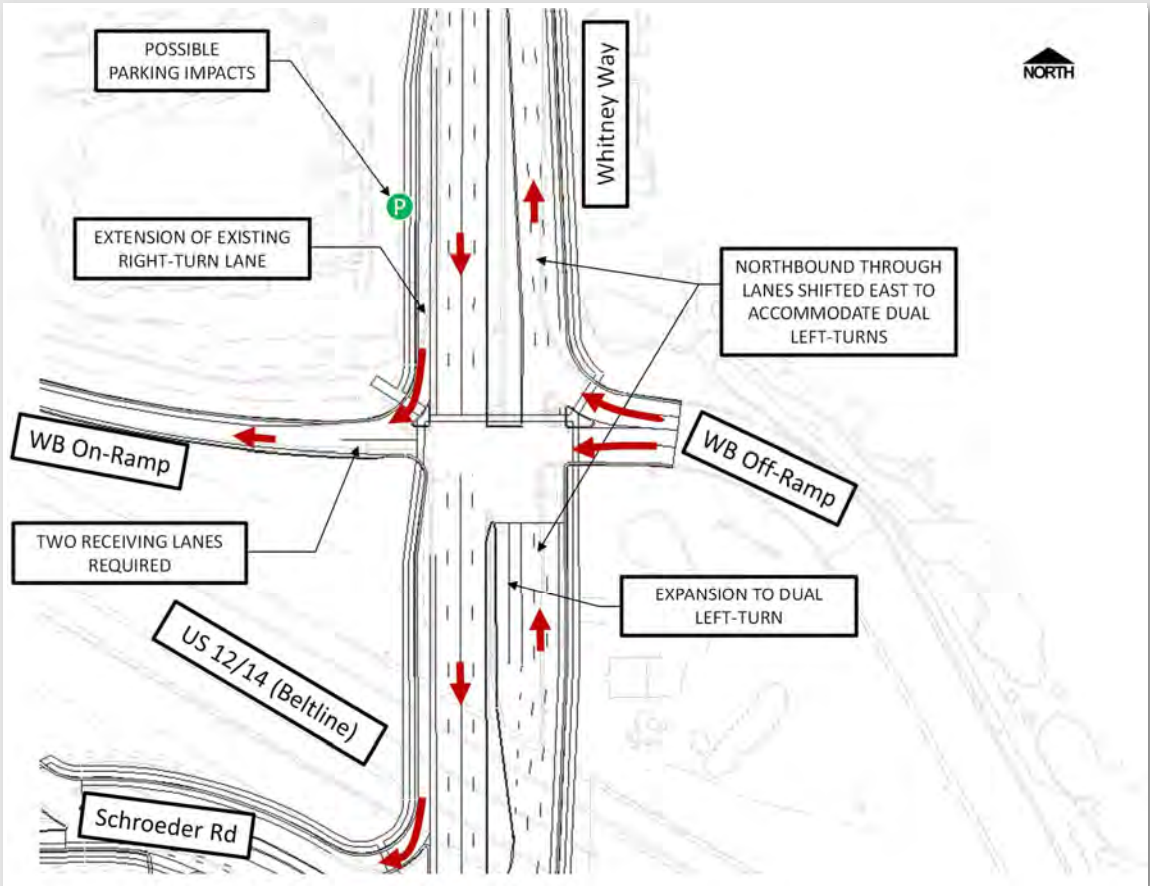
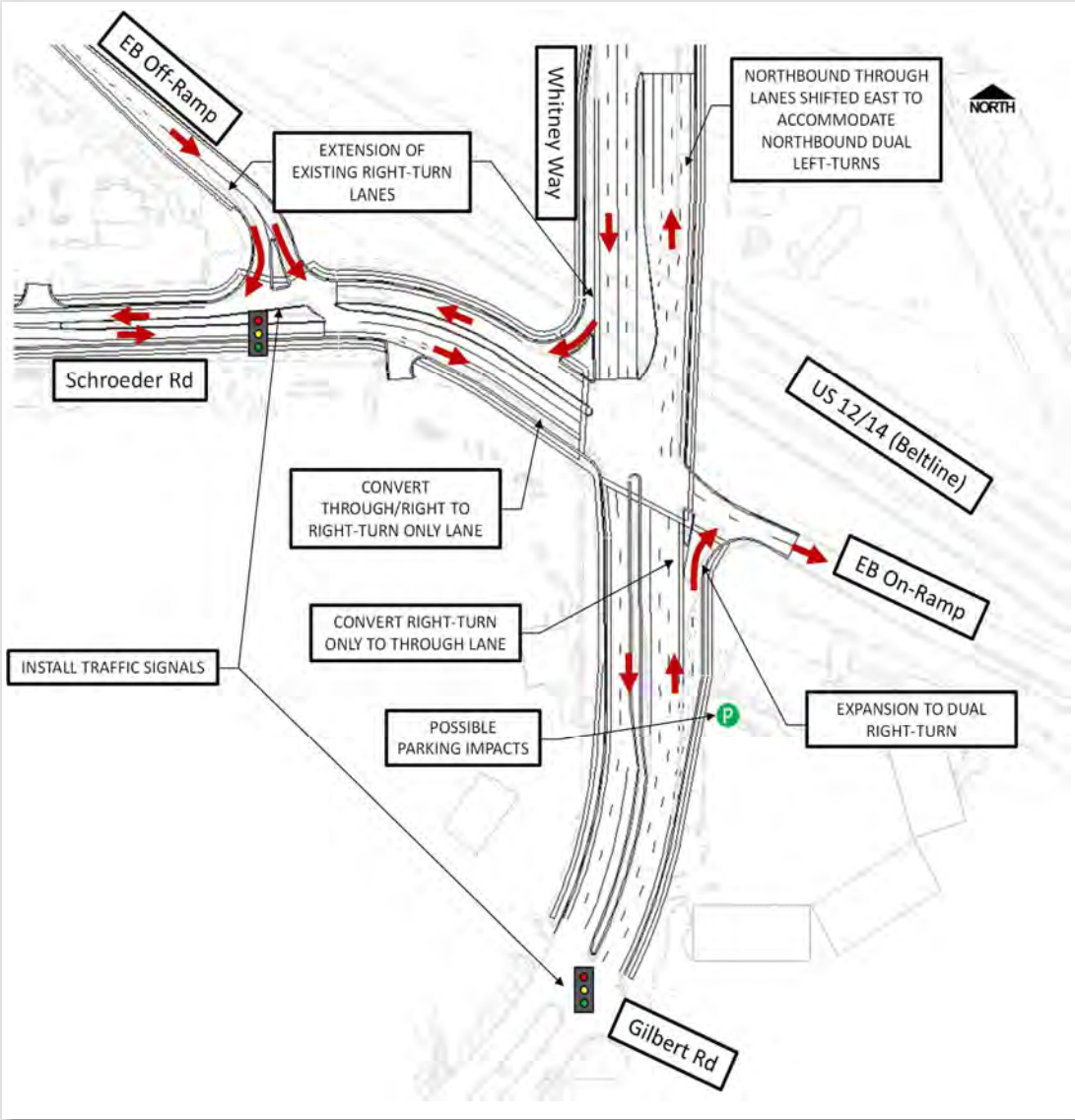
Gammon Road Interchange

Component Concept 3 – DDI



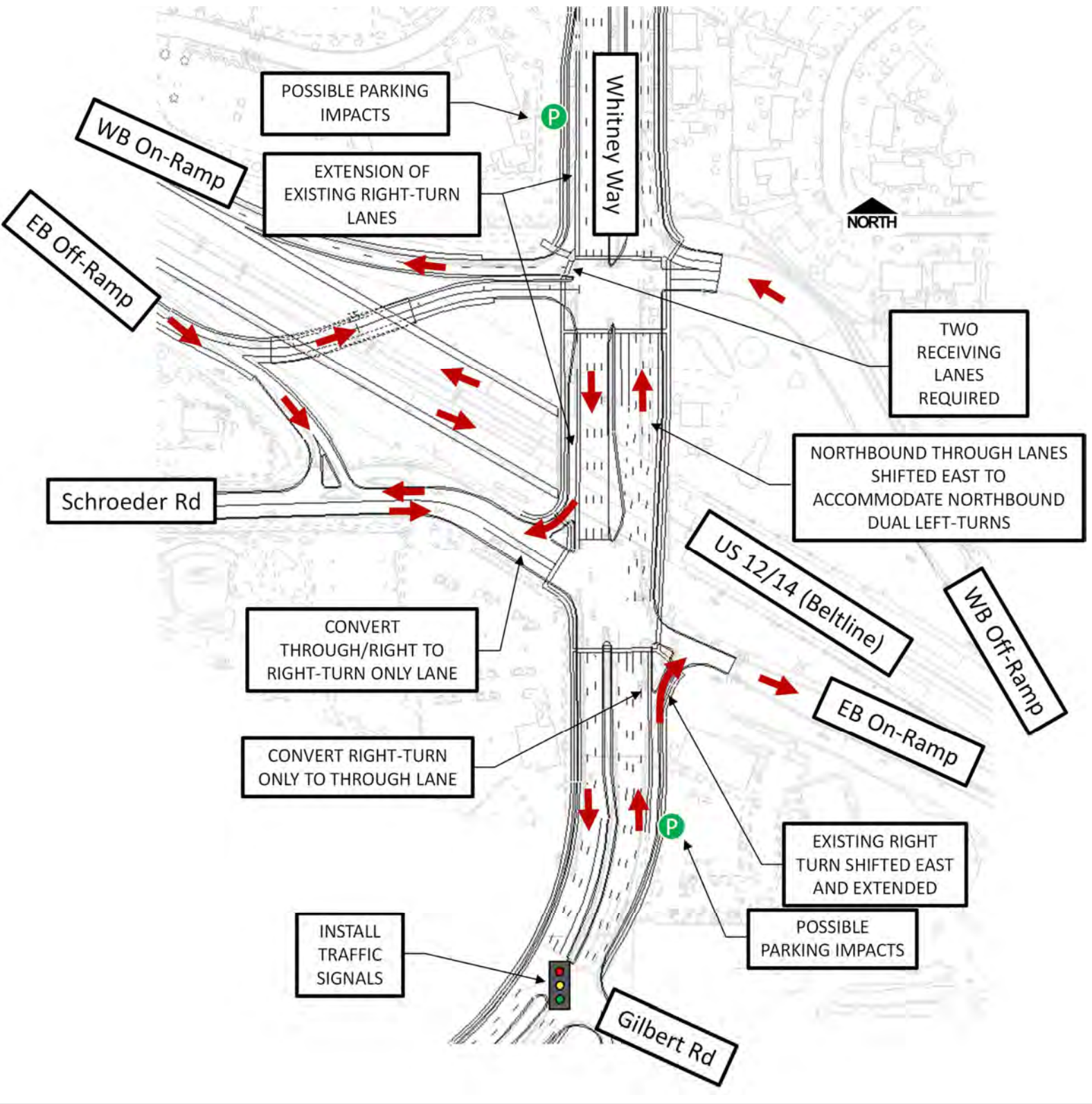
Whitney Way Interchange

Component Concept 2 – Conventional Expansion



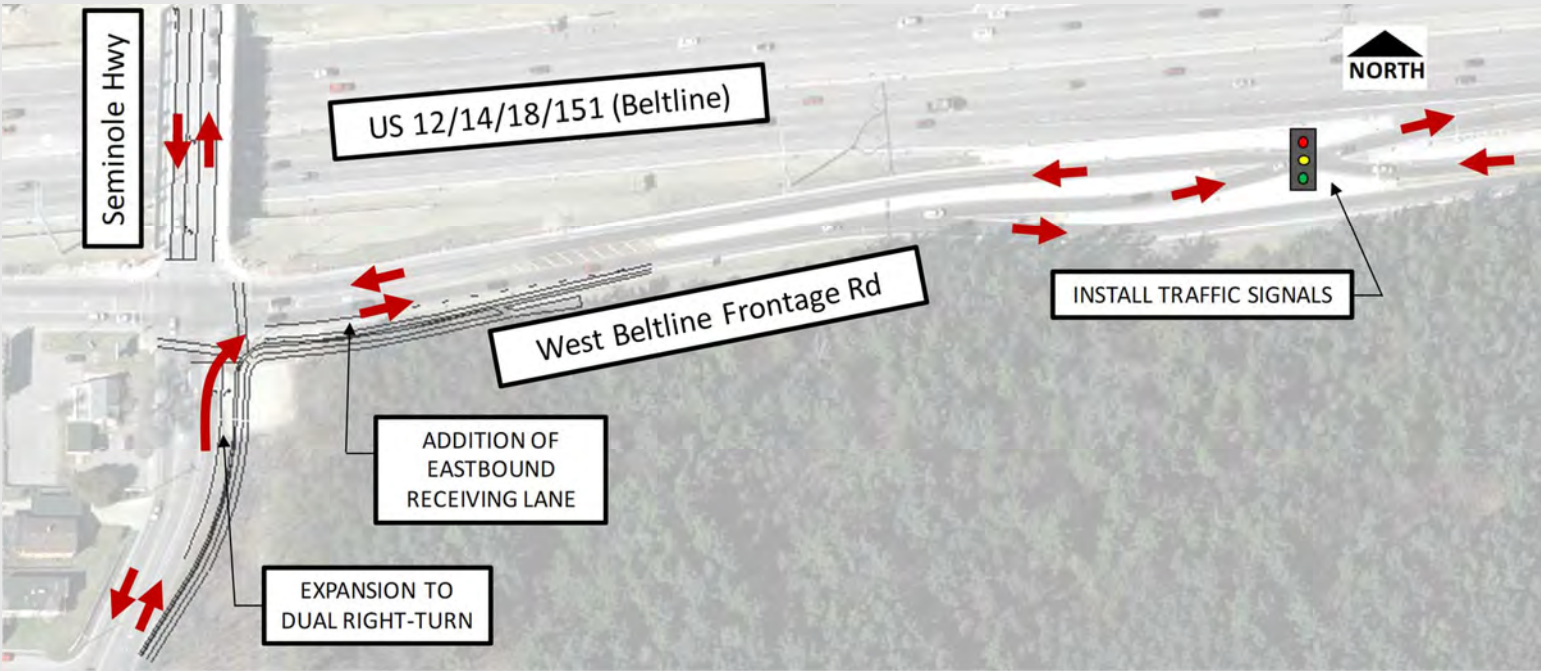
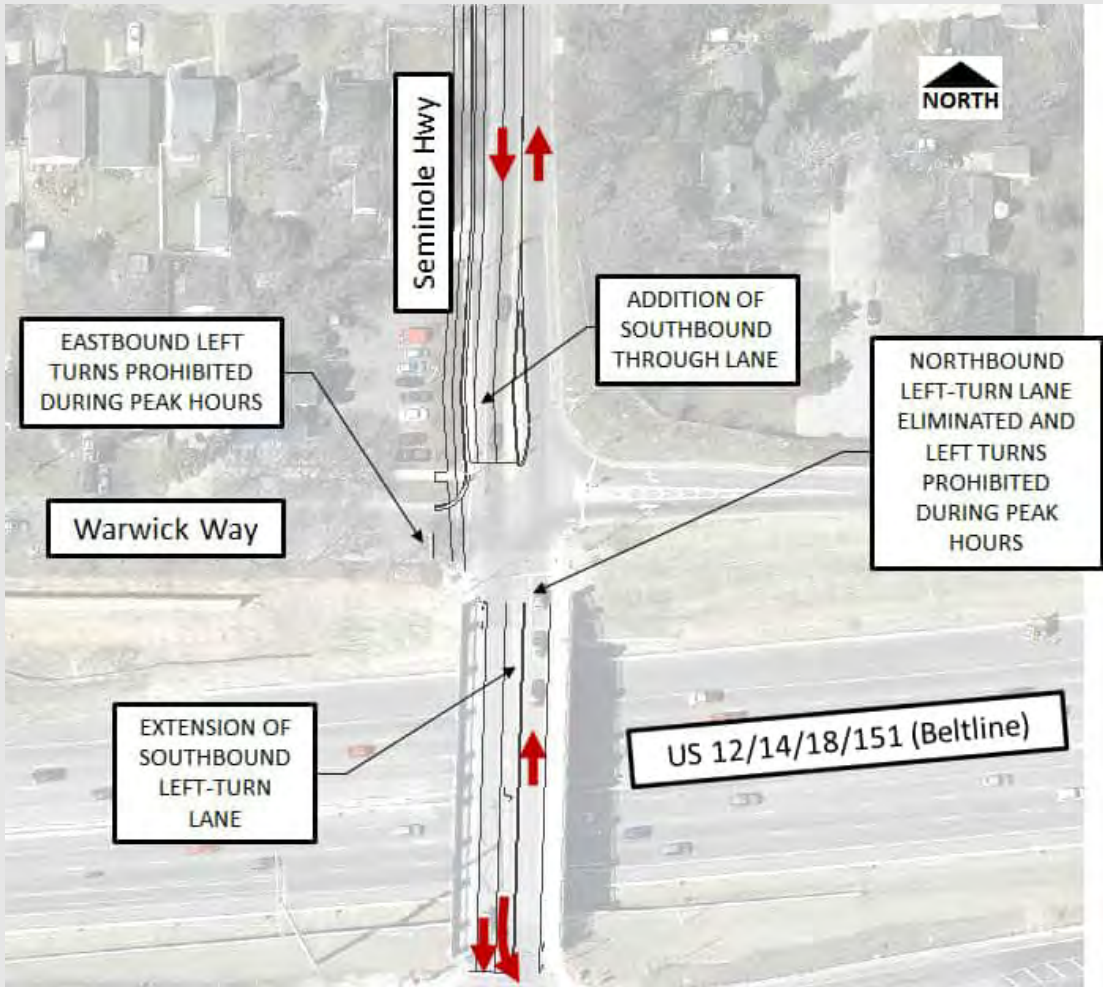
Whitney Way Interchange

Component Concept 6A – Relocated Eastbound Beltline Exit Ramp Only



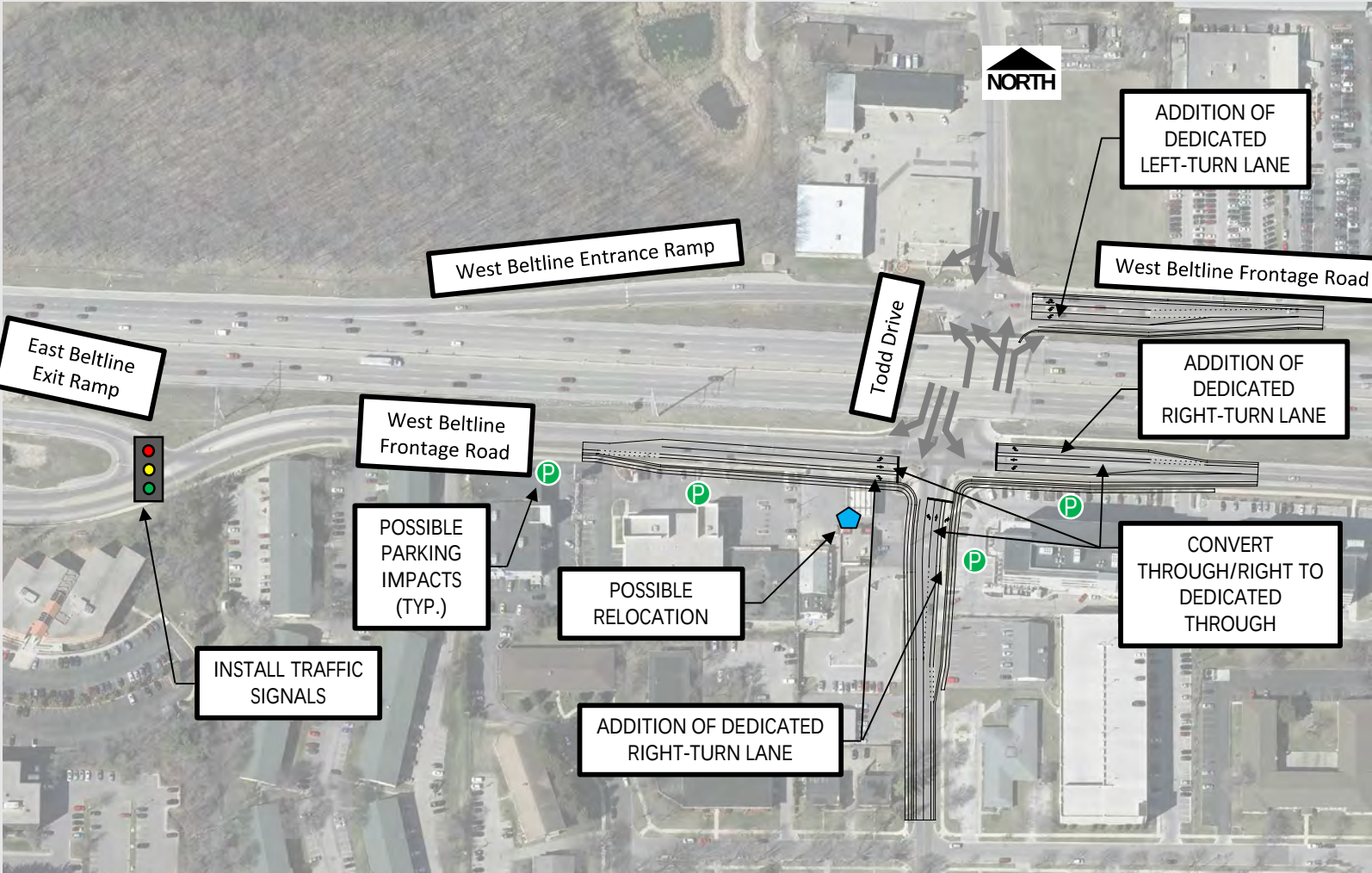
Seminole Highway Interchange

Component Concept 2 – Conventional Expansion



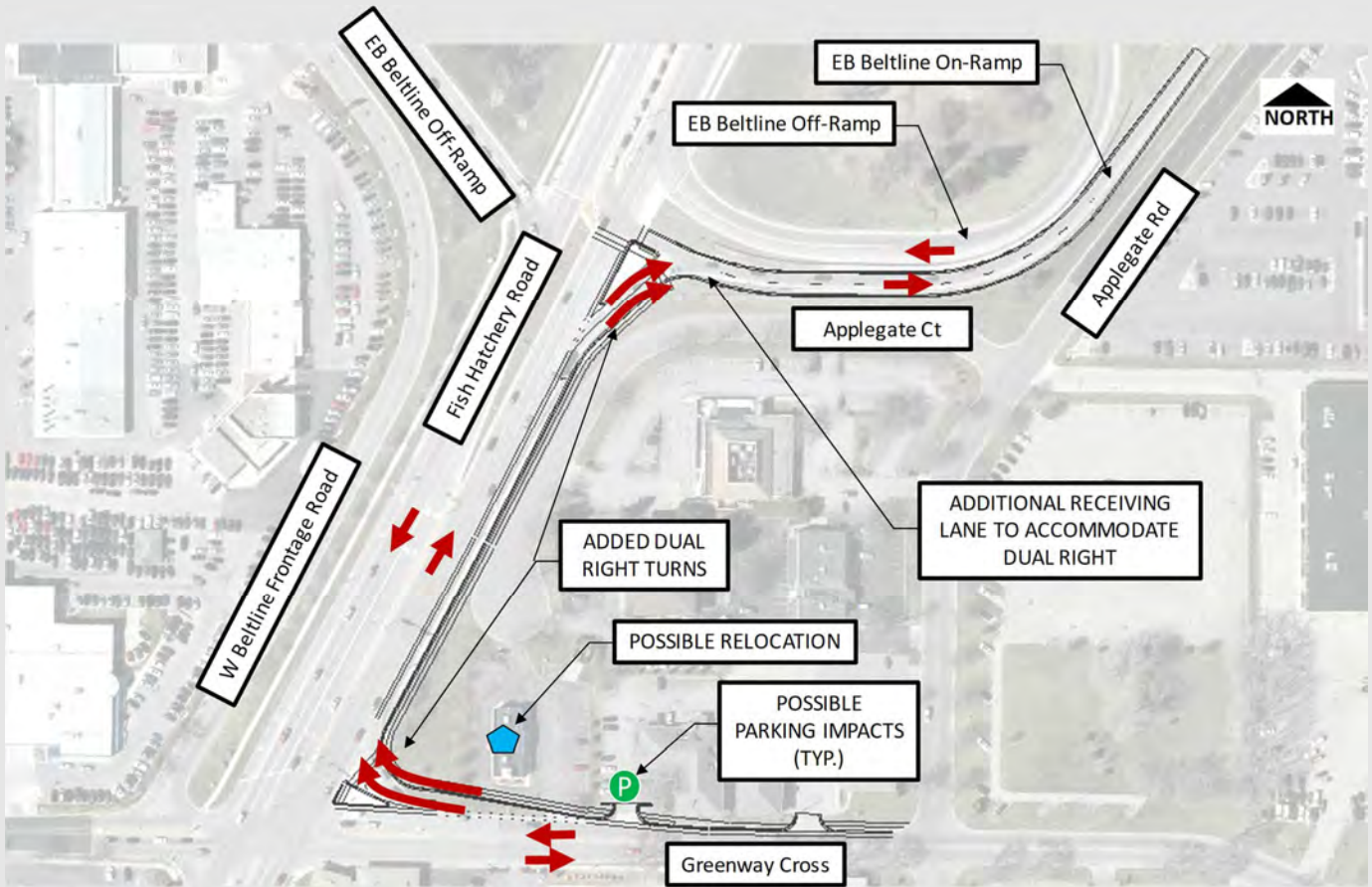
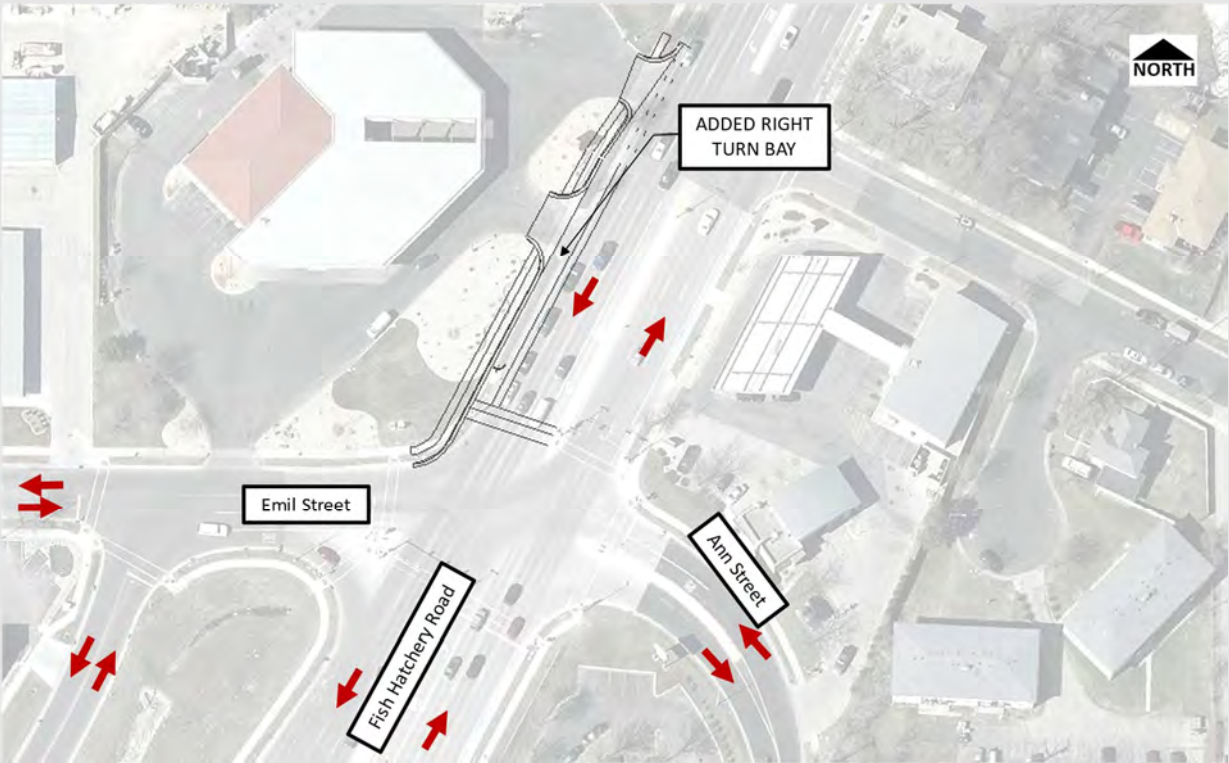
Todd Drive Interchange

Component Concept 2 – Conventional Expansion



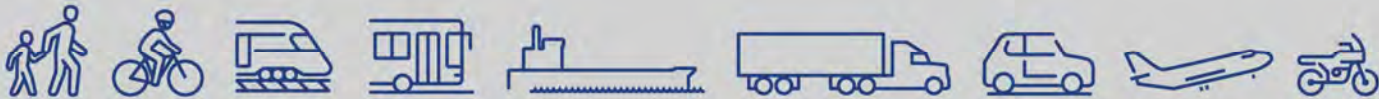
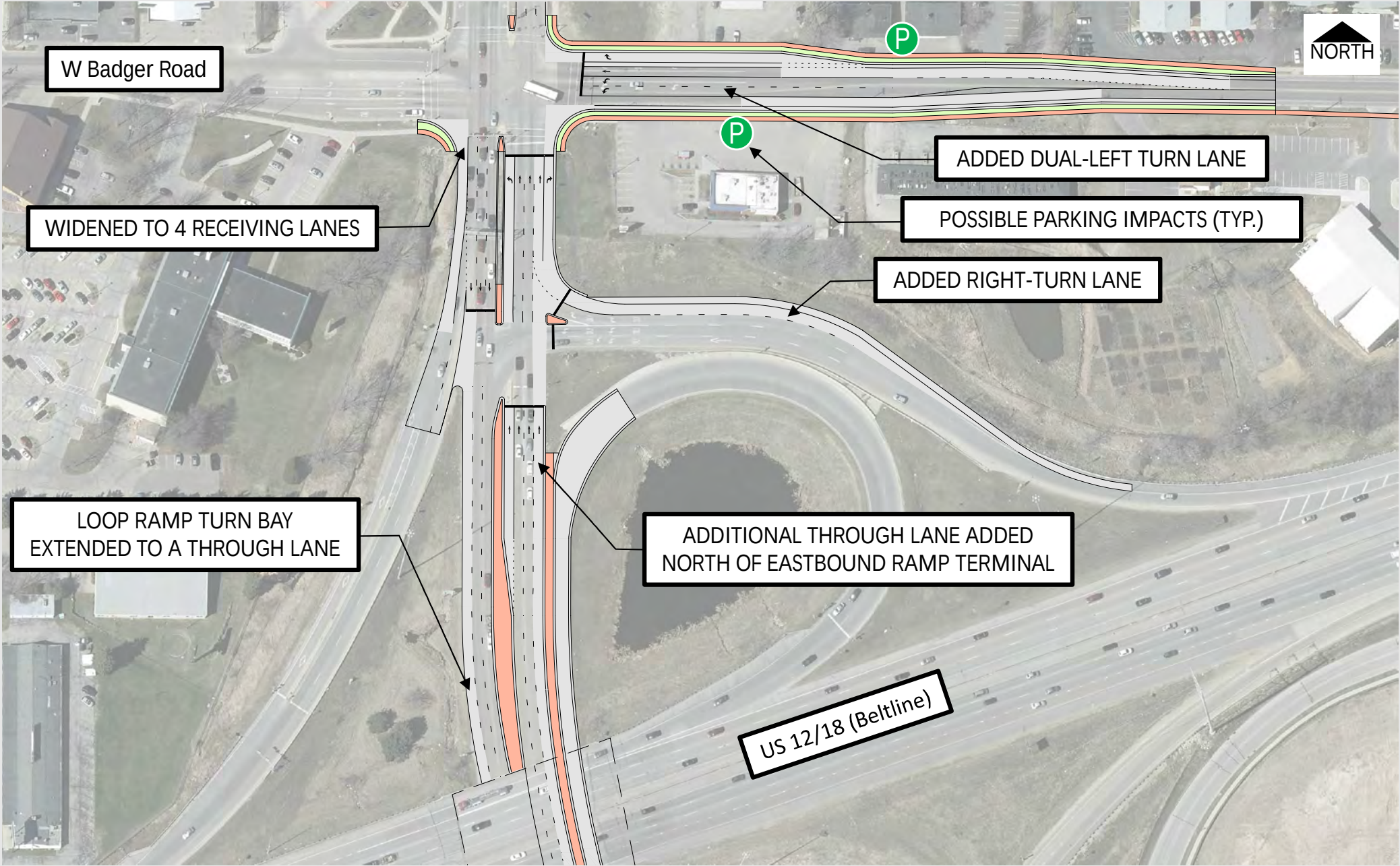
Fish Hatchery Road Interchange

Component Concept 2 – Conventional Expansion



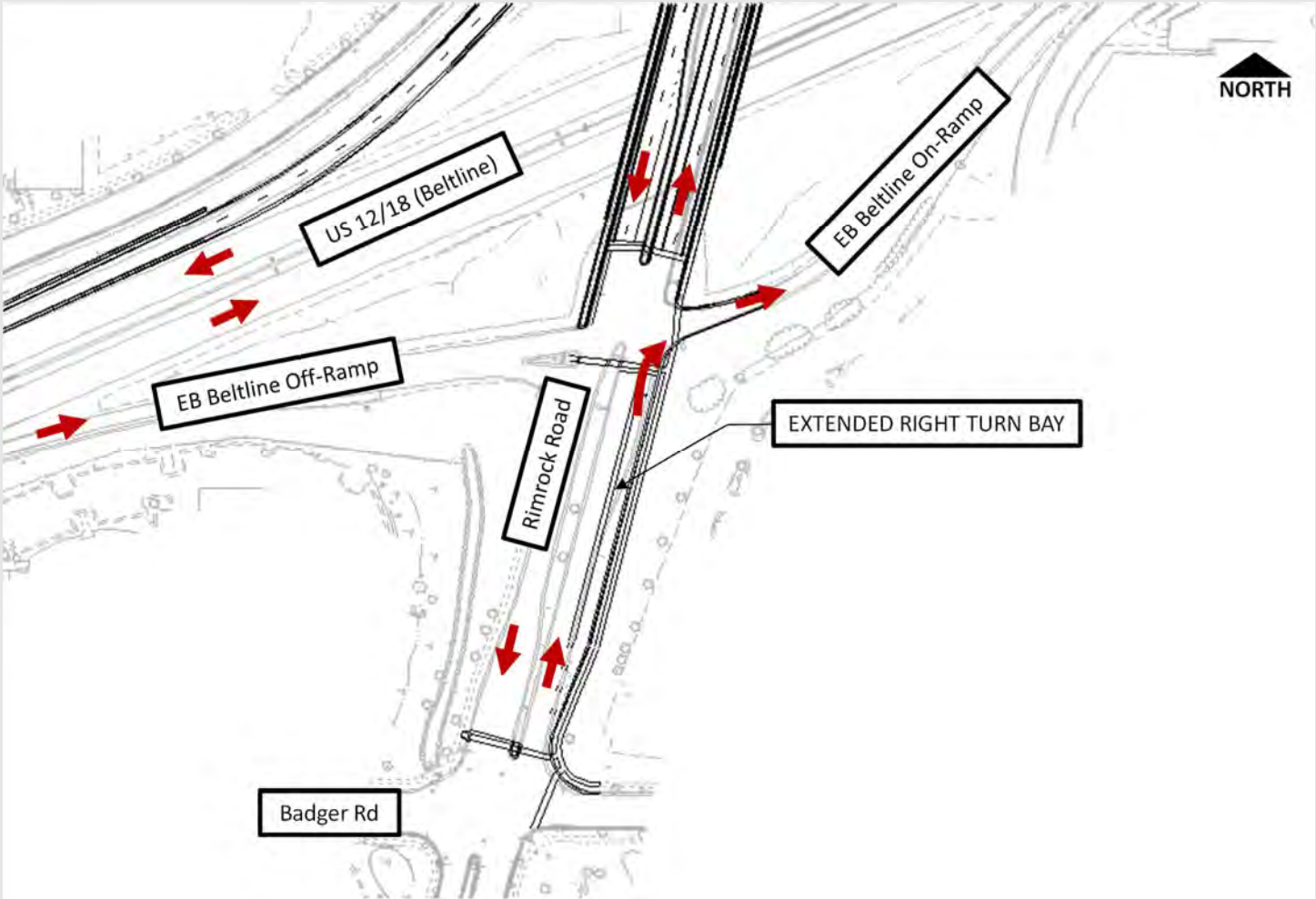
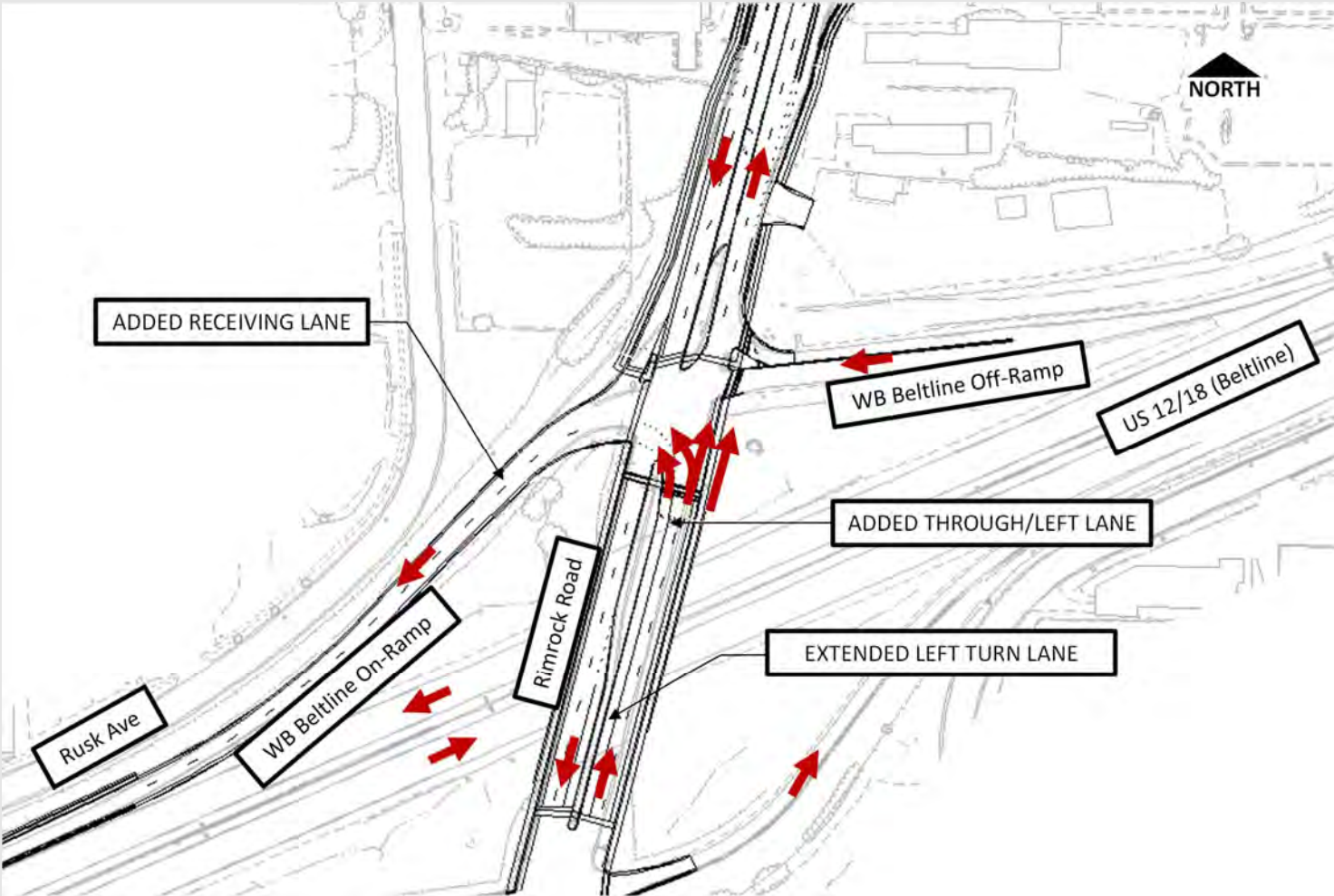
Park Street Interchange

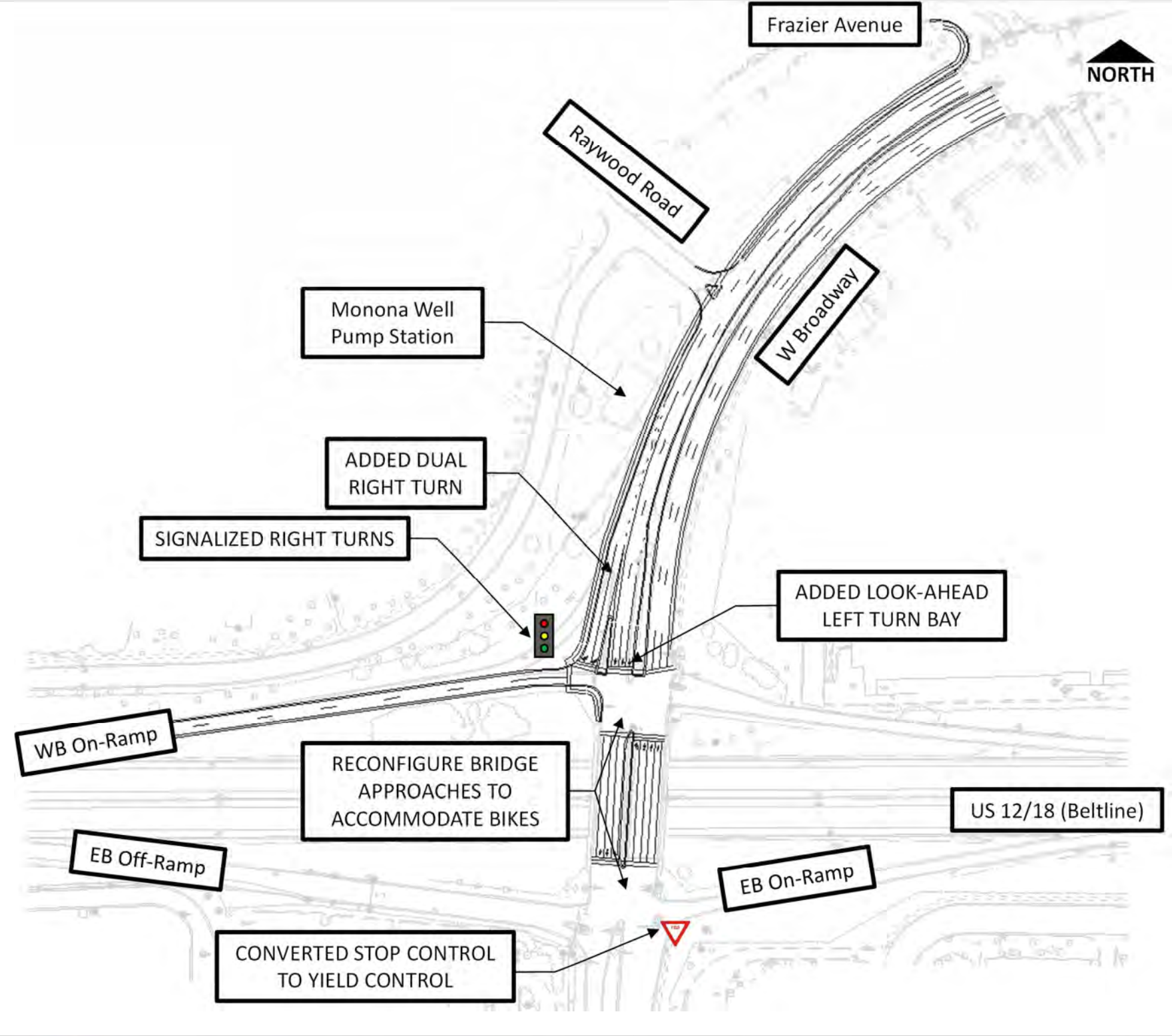
Component Concept 2 – Conventional Expansion



Rimrock Road Interchange

Component Concept 2 – Conventional Expansion





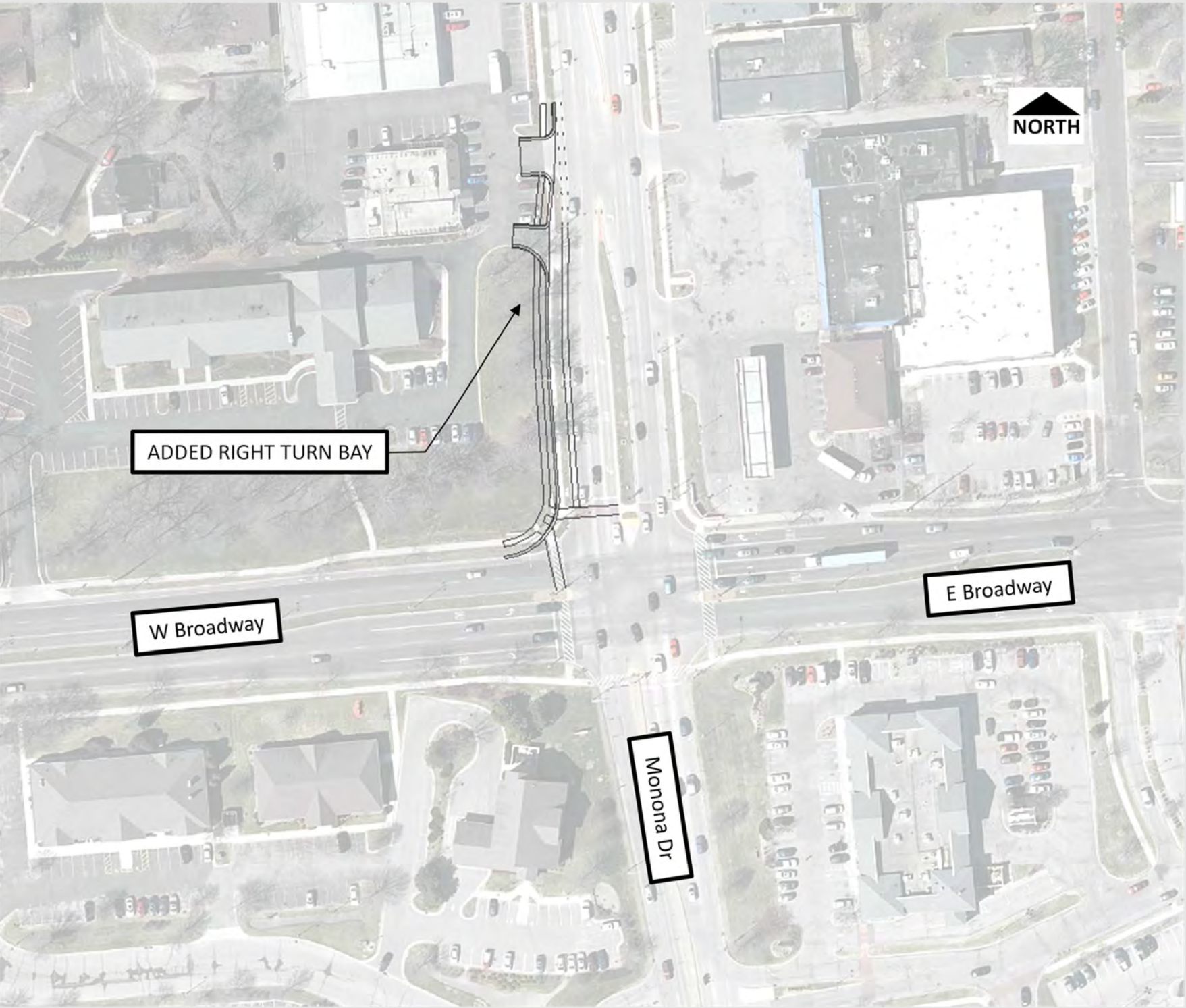
West Broadway Interchange

Component Concept 2 – Conventional Expansion



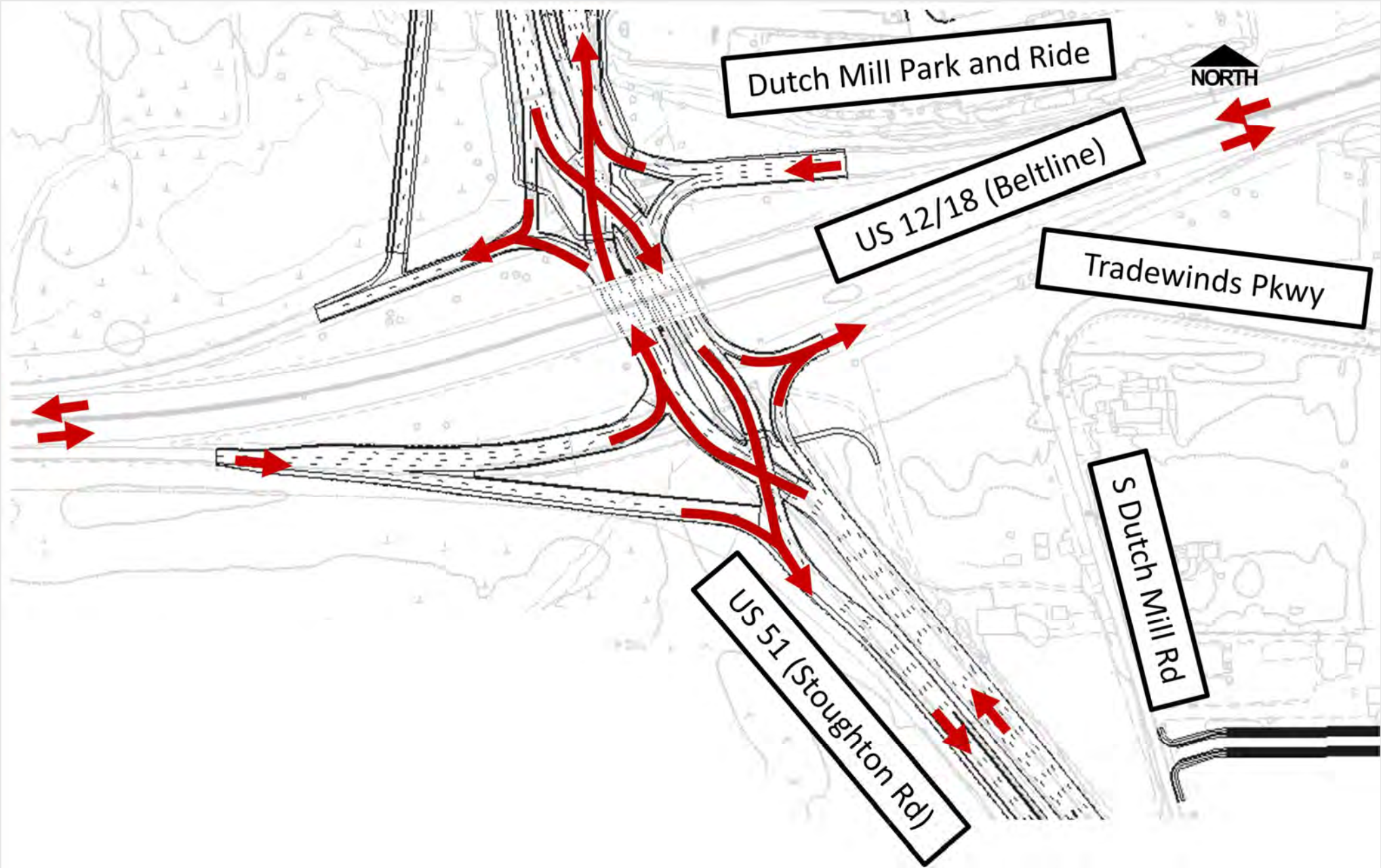
Monona Drive Interchange

Component Concept 2 – Conventional Expansion



US 51/Stoughton Road Interchange

Component Concept 2 – DDI

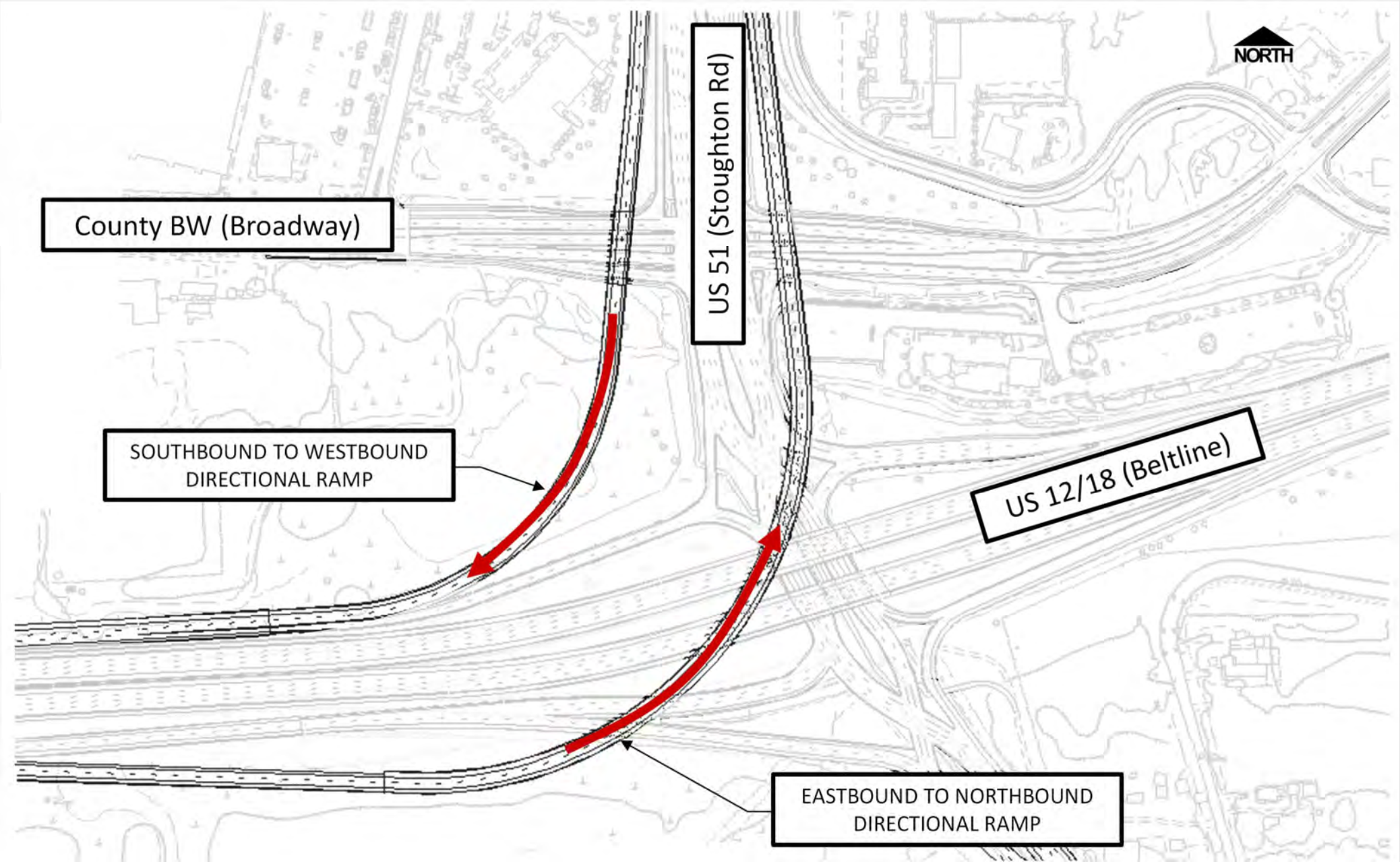


Note: The Preferred Stoughton Road Interchange alternative will be determined in the separate ongoing NEPA study.



US 51/Stoughton Road Interchange

Component Concept 3 – DDI with EB to NB and SB to WB Directional Ramps

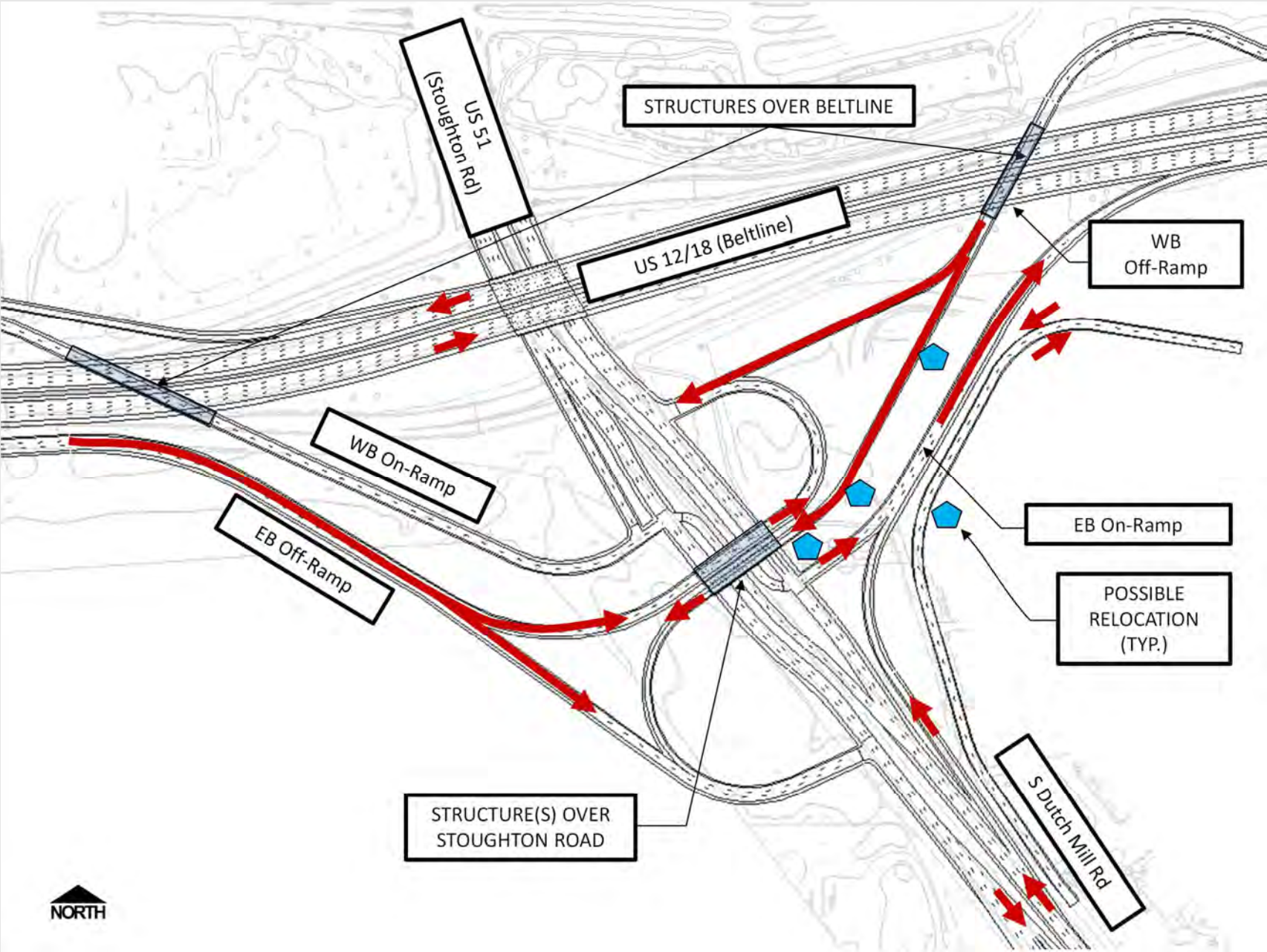


Note: The Preferred Stoughton Road Interchange alternative will be determined in the separate ongoing NEPA study.



US 51/Stoughton Road Interchange

Component Concept 4 – Relocated Interchange



Note: The Preferred Stoughton Road Interchange alternative will be determined in the separate ongoing NEPA study.

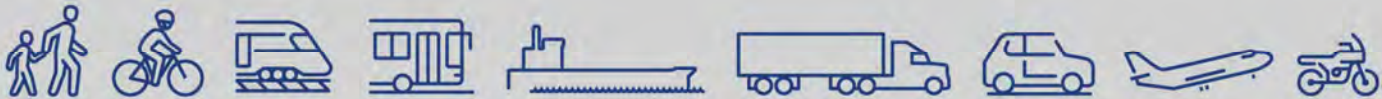


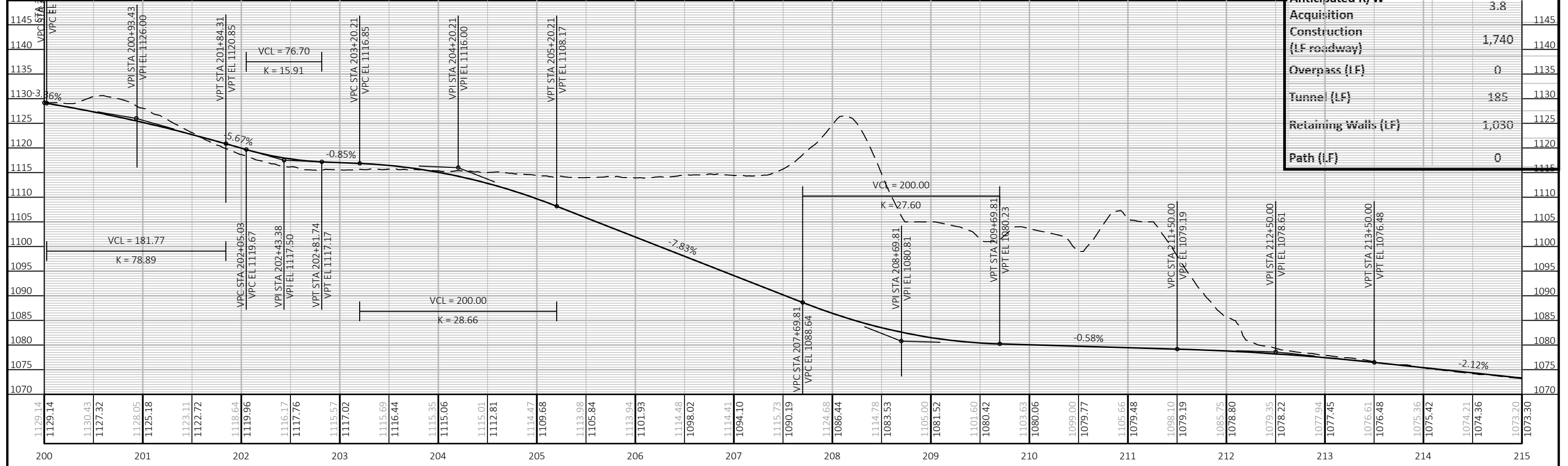
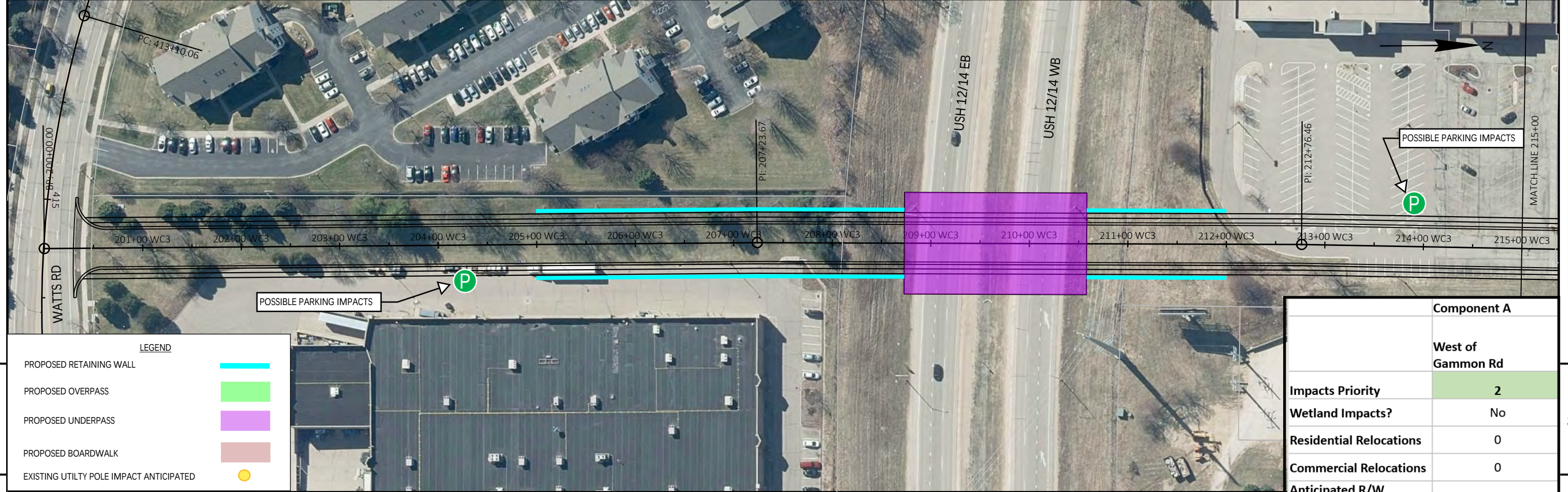
Beltline Roadway
Crossings and Connections Components

Preliminary Component Impacts: Roadway Crossings and Connections

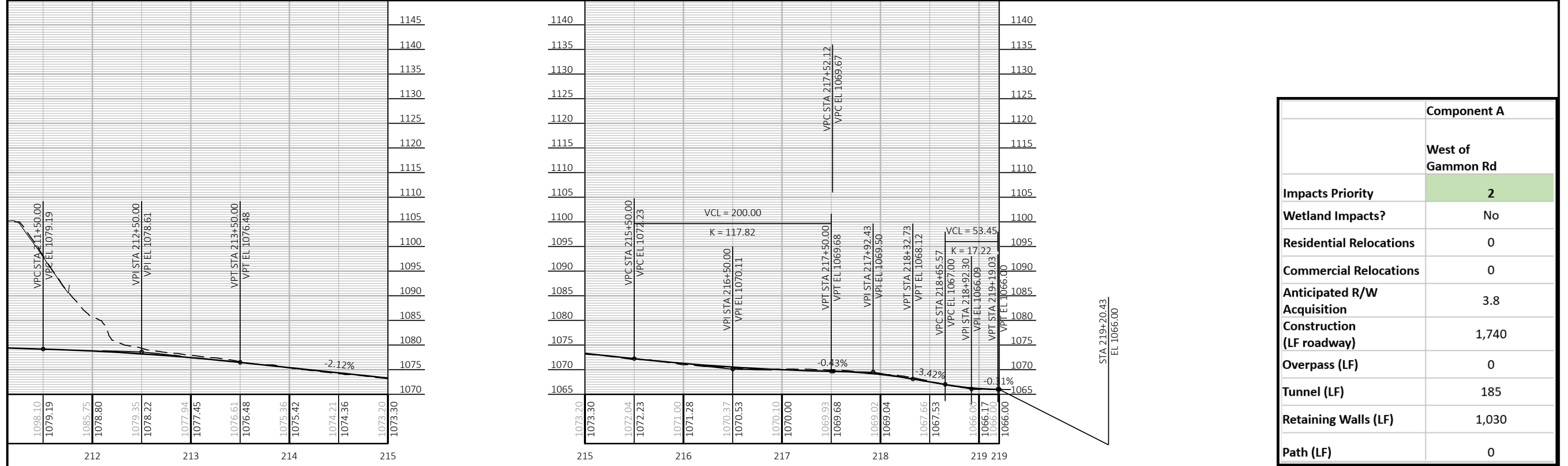
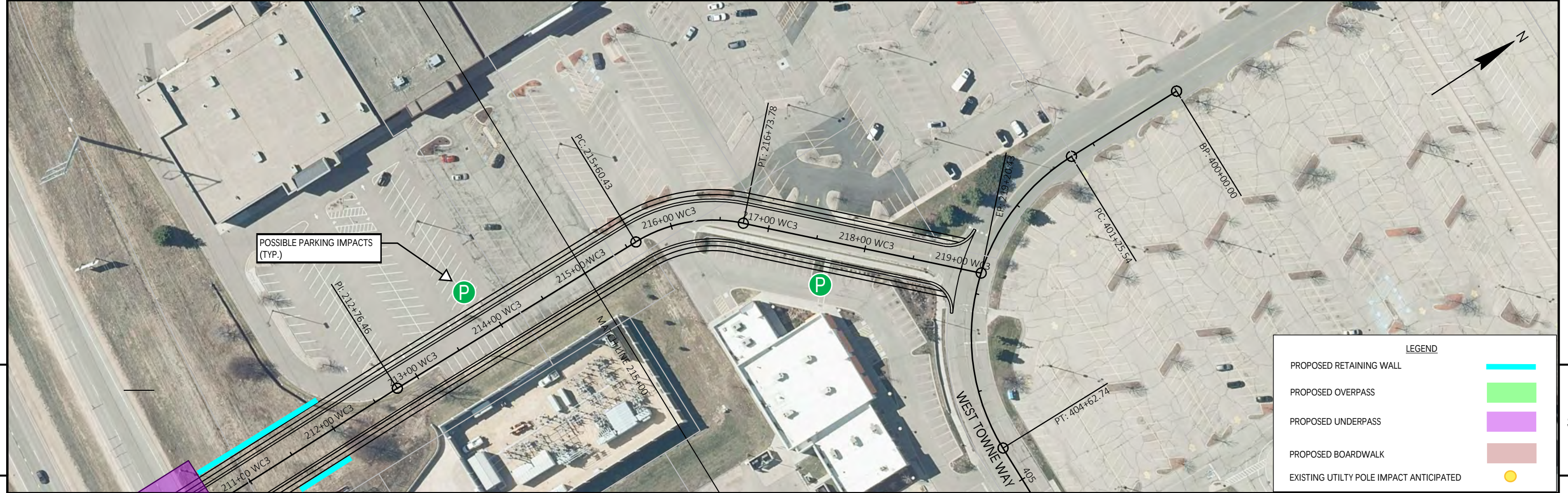


	Component A	Component B	Component C	Component D	Component E	Component F
	West of Gammon Rd	East of Gammon Rd	West of Whitney Way	West of US 14 (Park St)	Stewart St to Novation Pkwy	John Nolen Dr to W Broadway Local Connection
Impacts Priority	2	1	4	6	5	3
Wetland Impacts?	No	No	No	No	Yes	No
Residential Relocations	0	0	0	2	2	1
Commercial Relocations	0	1	6	7	3	0
Anticipated R/W Acquisition	3.8	1.8	4.2	10.1	9.6	1.1
Construction (LF roadway)	1,740	1,830	2,900	1,930	4,350	2,725
Overpass (LF)	0	0	244	610	500	200
Tunnel (LF)	185	175	0	0	0	0
Retaining Walls (LF)	1,030	750	1,160	2,540	1,900	1,523
Path (LF)	0	0	0	0	0	1,700

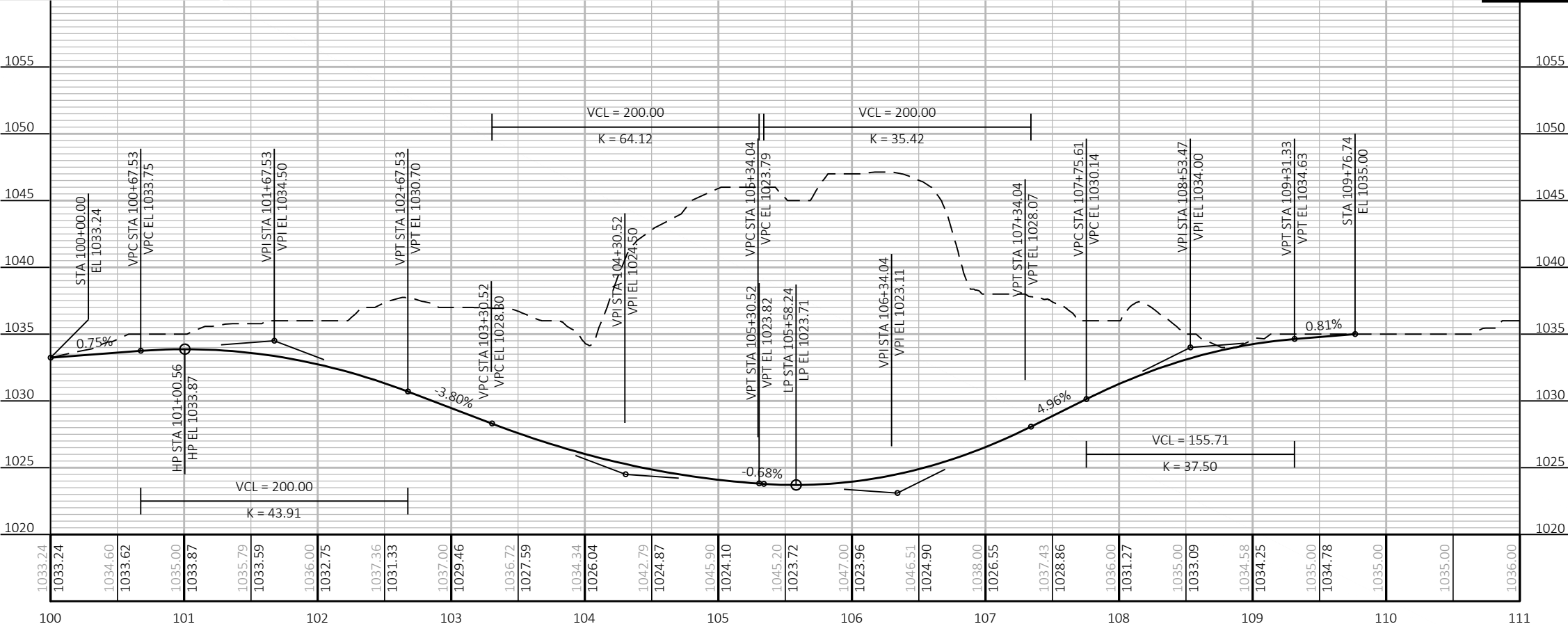
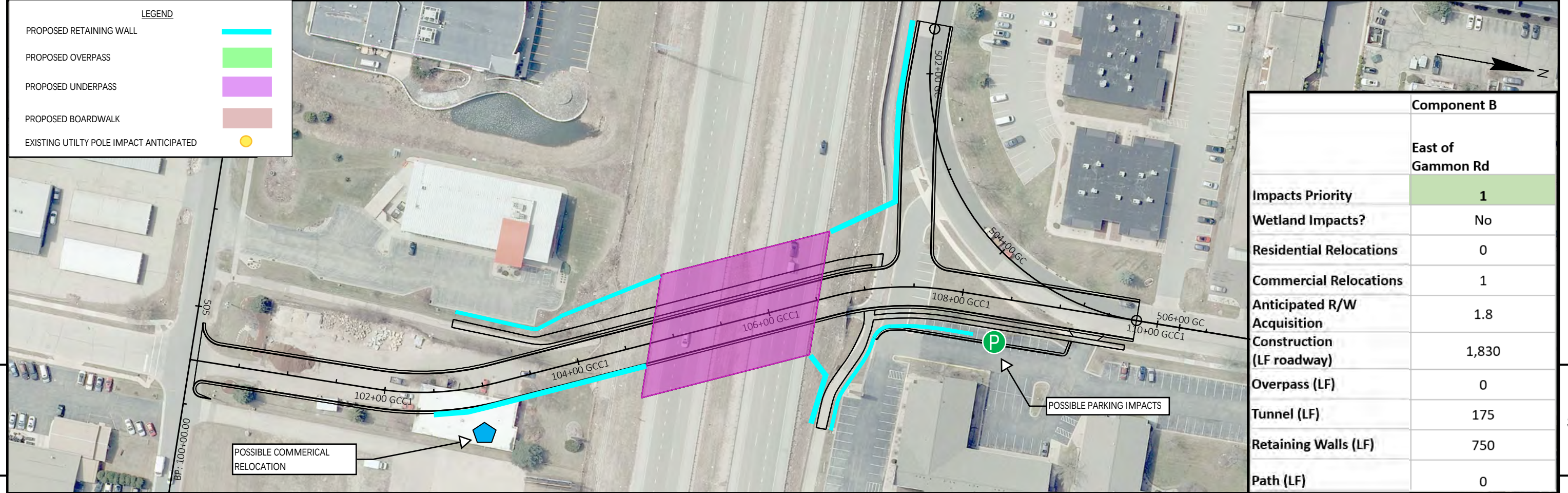


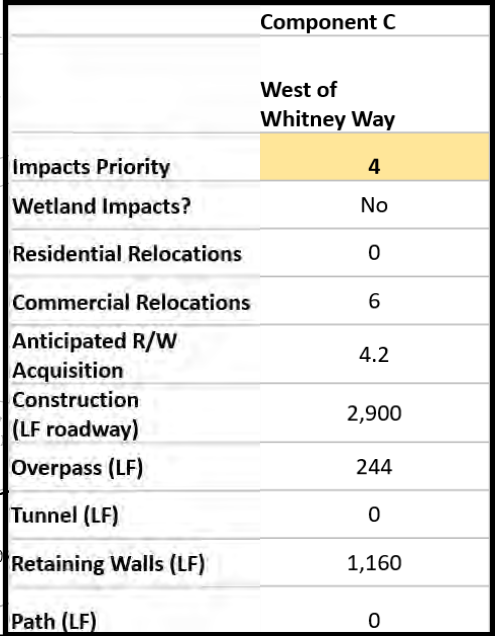


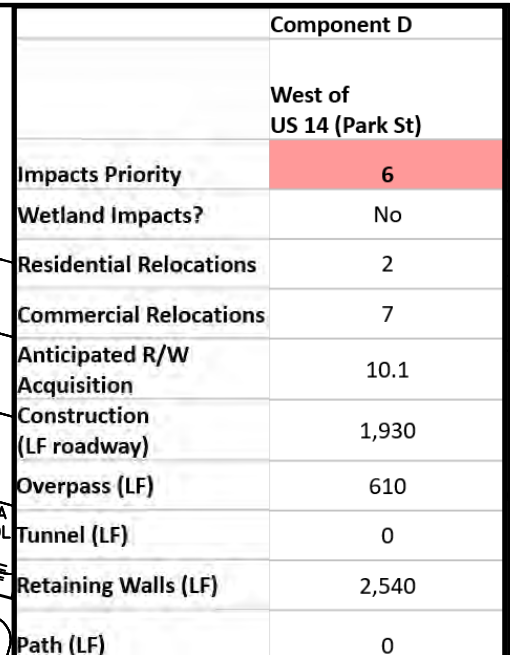
PROJECT NO:	5304-02-04	HWY:	BELTLINE	COUNTY:	DANE	PLAN AND PROFILE:	COMPONENT A - WEST OF GAMMON	SHEET	E
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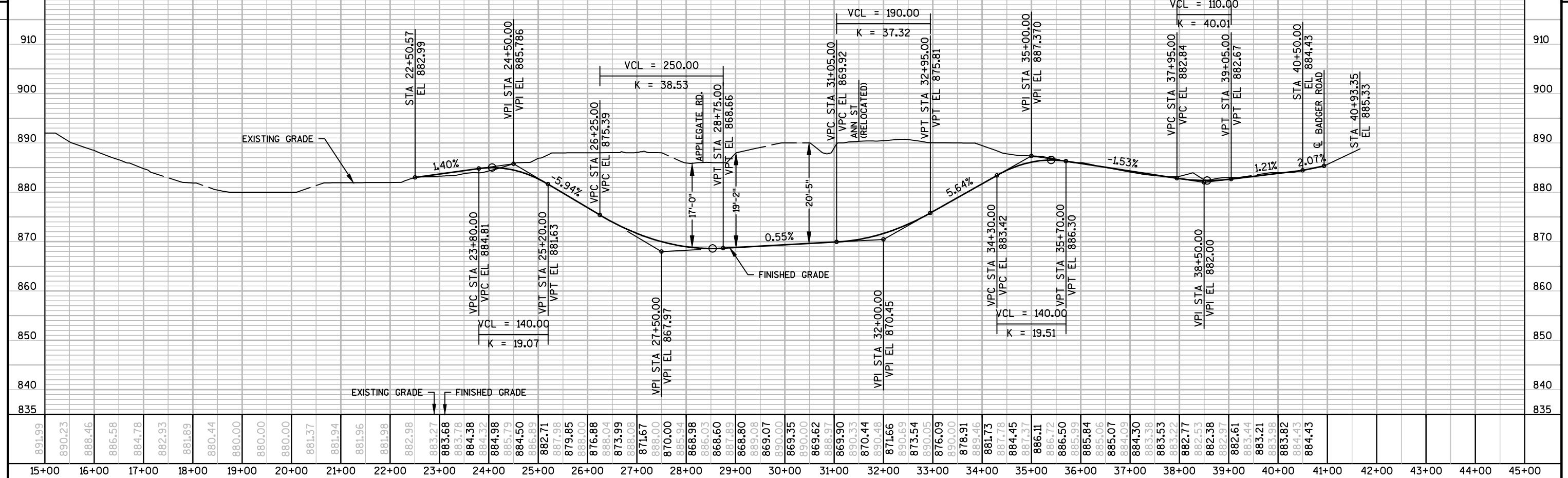
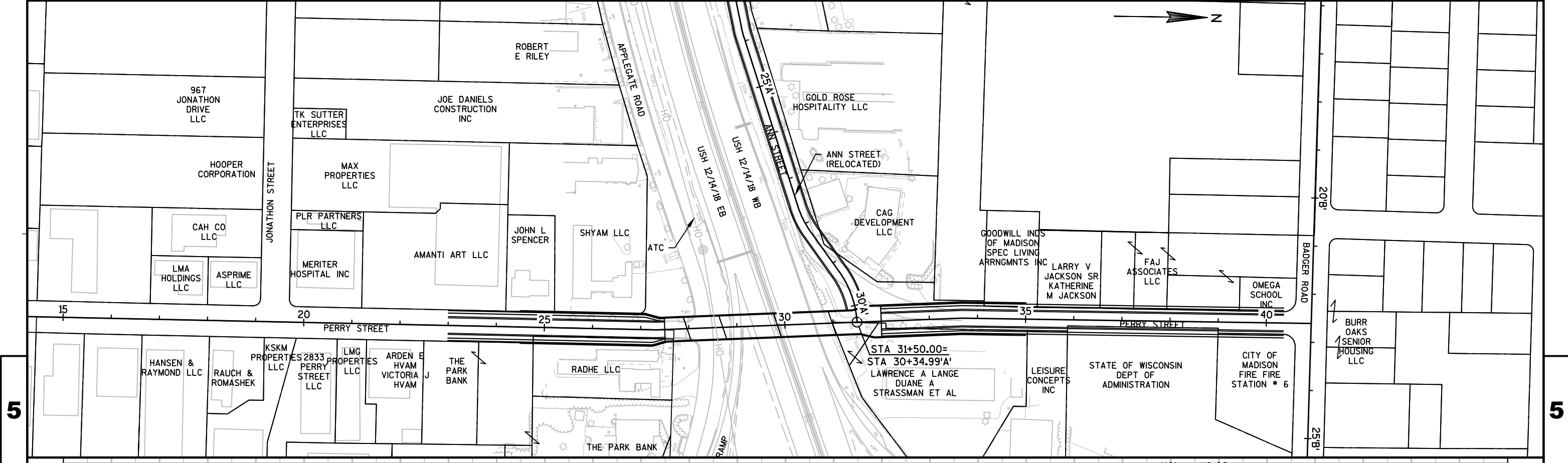


	Component A
	West of Gammon Rd
Impacts Priority	2
Wetland Impacts?	No
Residential Relocations	0
Commercial Relocations	0
Anticipated R/W Acquisition	3.8
Construction (LF roadway)	1,740
Overpass (LF)	0
Tunnel (LF)	185
Retaining Walls (LF)	1,030
Path (LF)	0





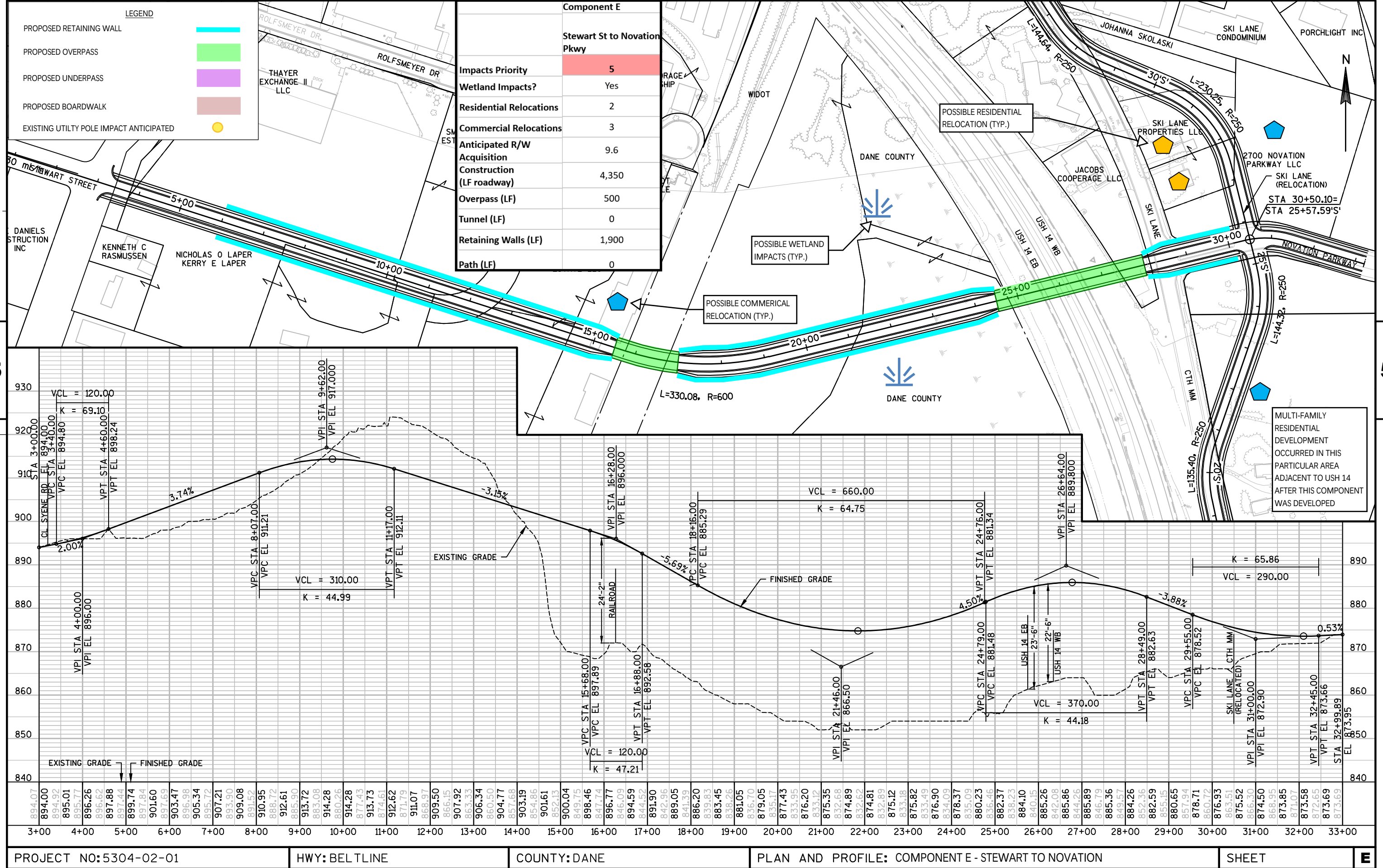




PROJECT NO:5304-02-01	HWY: BELTLINE	COUNTY: DANE	PLAN AND PROFILE: PERRY ST CROSSING (ALT 1B)	SHEET	E
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FILE NAME : P:\WI - SW REGION\5304-02-01 BELTLINE PEL STAGE 3\500_CADD\501_C3D\53040201\SHEETS\OTHER\STEWART-ST-ALT1A_200SCALE-PP.DWG PLOT DATE : 7/13/2016 9:38 AM PLOT BY : JESSICA LEWIS, PE PLOT NAME : LAYOUT NAME - USH 14 A1

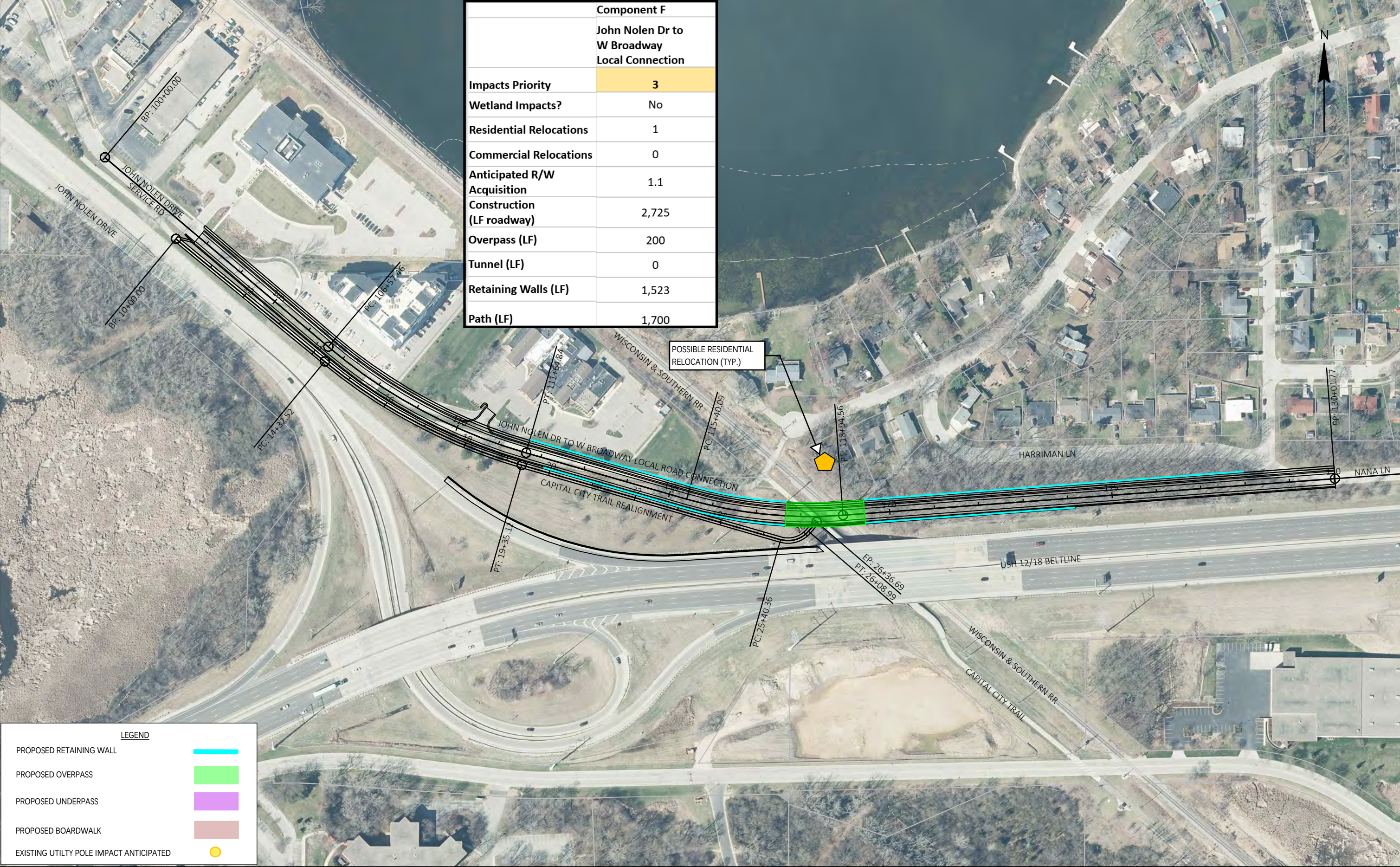
PLOT SCALE : 1:200_XREF

WISDOT/CADS SHEET 44

2

2

	Component F
	John Nolen Dr to W Broadway Local Connection
Impacts Priority	3
Wetland Impacts?	No
Residential Relocations	1
Commercial Relocations	0
Anticipated R/W Acquisition	1.1
Construction (LF roadway)	2,725
Overpass (LF)	200
Tunnel (LF)	0
Retaining Walls (LF)	1,523
Path (LF)	1,700



LEGEND

PROPOSED RETAINING WALL

PROPOSED OVERPASS

PROPOSED UNDERPASS

PROPOSED BOARDWALK

EXISTING UTILITY POLE IMPACT ANTICIPATED

**Beltline
Pedestrian & Bicycle Components**

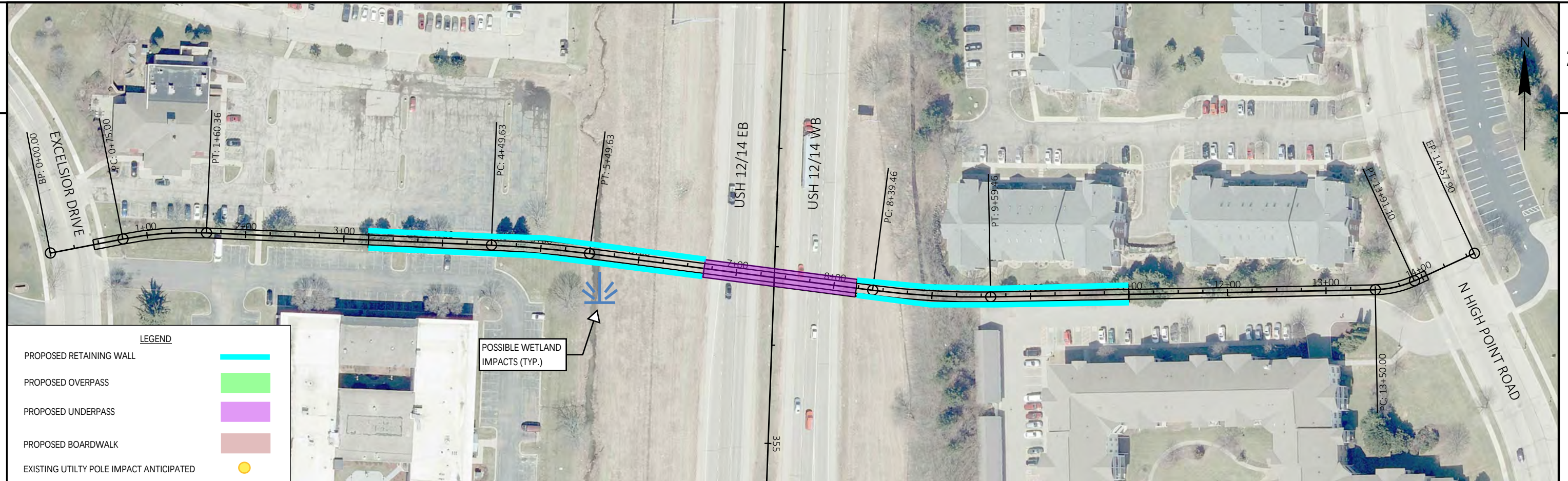
Preliminary Impacts: Pedestrian & Bicycle Components



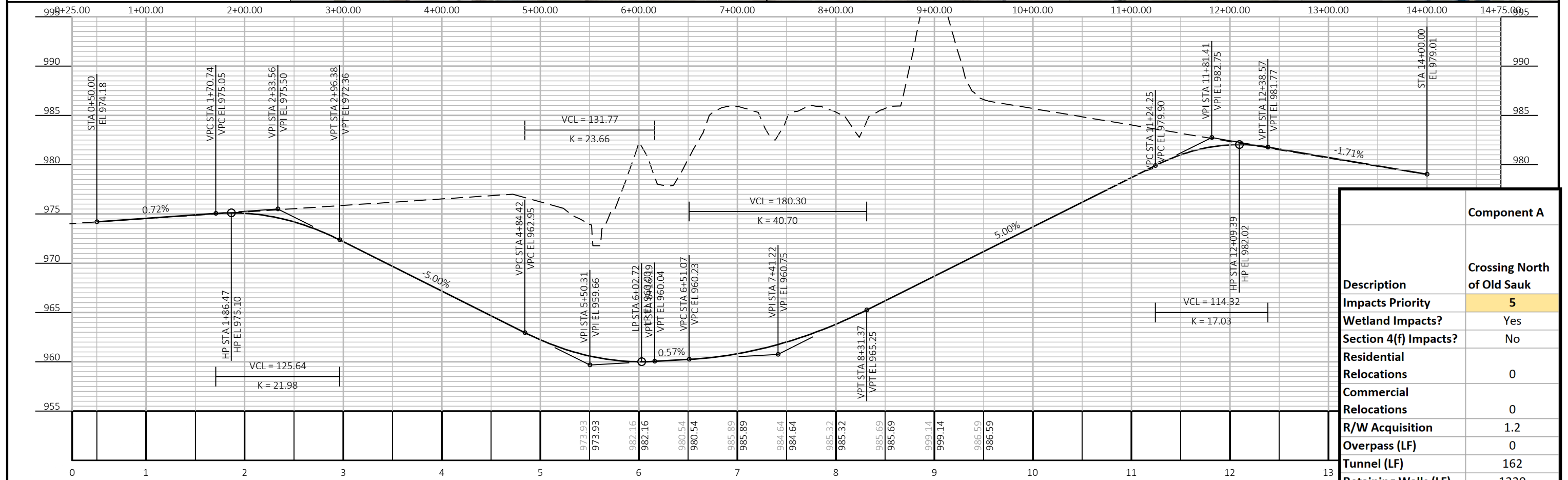
	Component A	Component B	Component C	Component D	Component E	Component F	Component G	Component H	Component I	Component J	Component K	Component X	Component Y
Description	Crossing North of Old Sauk	Crossing South of Old Sauk	Crossing West of Whitney Way	Crossing of Whitney Way	Beltline Path to SW Bike Path	Seminole Highway to Cannonball Path – North	Seminole Highway to Cannonball Path – South	Crossing West of US 14 (Park Street)	Crossing US 14 near Stewart Street	Monona Drive to Stoughton Road	Femrite Drive to County N	W Towne Path (High Pt to Gammon)	Connection through Cap Springs State Rec Area
Impacts Priority	5	4	7	2	10	13	12	3	8	11	6	1	9
Wetland Impacts?	Yes	No	No	No	Yes	No	No	No	Yes	Yes	Yes	No	Yes
Section 4(f) Impacts?	No	Yes	No	No	Yes	Yes	Yes	No	No	Yes	No	No	Yes
Residential Relocations	0	0	0	0	0	1	1	0	0	0	0	0	0
Commercial Relocations	0	0	6	0	0	2	8	3	0	0	1	0	0
R/W Acquisition	1.2	2.3	1.6	0.6	4.3	4.5	4.4	0.2	2.3	8.0	3.7	1.8	5.8
Overpass (LF)	0	0	0	0	0	0	0	1050	1050	0	0	0	0
Tunnel (LF)	162	170	230	165	192	0	0	0	0	0	0	0	0
Retaining Walls (LF)	1220	910	2150	1125	206	6075	3775	0	0	0	0	0	0
Path (LF)	1325	1125	1880	1350	5655	7640	6345	200	4350	7810	8000	3820	6335



2



2



Component A	
Crossing North of Old Sauk	
Description	
Impacts Priority	5
Wetland Impacts?	Yes
Section 4(f) Impacts?	No
Residential Relocations	0
Commercial Relocations	0
R/W Acquisition	1.2
Overpass (LF)	0
Tunnel (LF)	162
Retaining Walls (LF)	1220
Path (LF)	1325

2

2

LEGEND

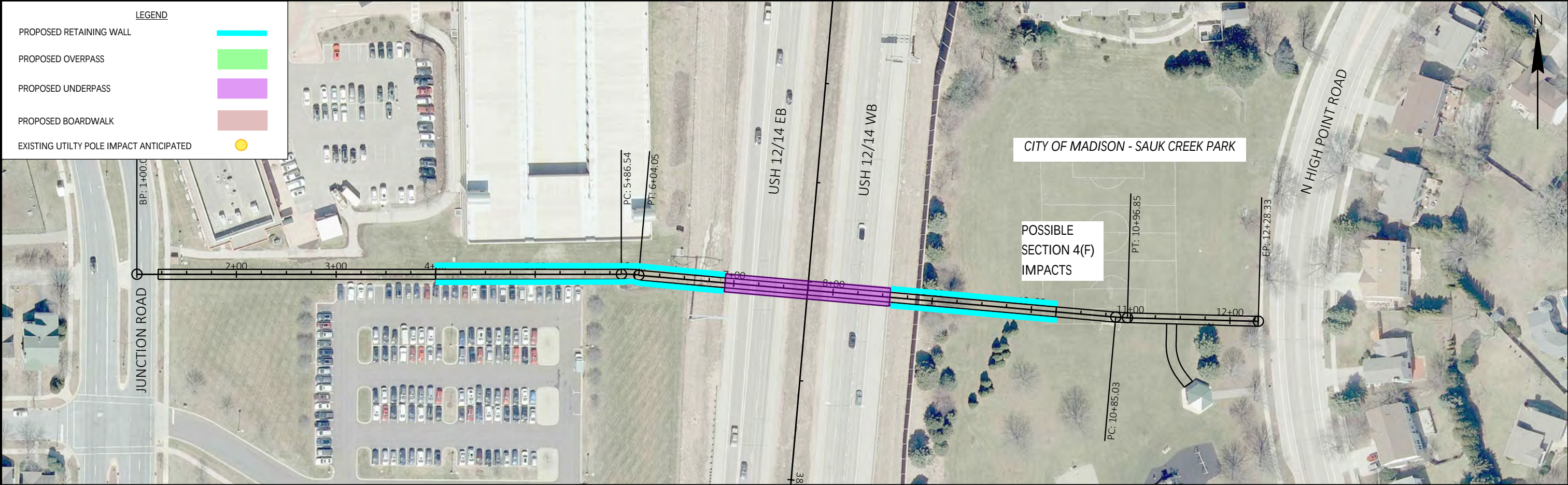
PROPOSED RETAINING WALL

PROPOSED OVERPASS

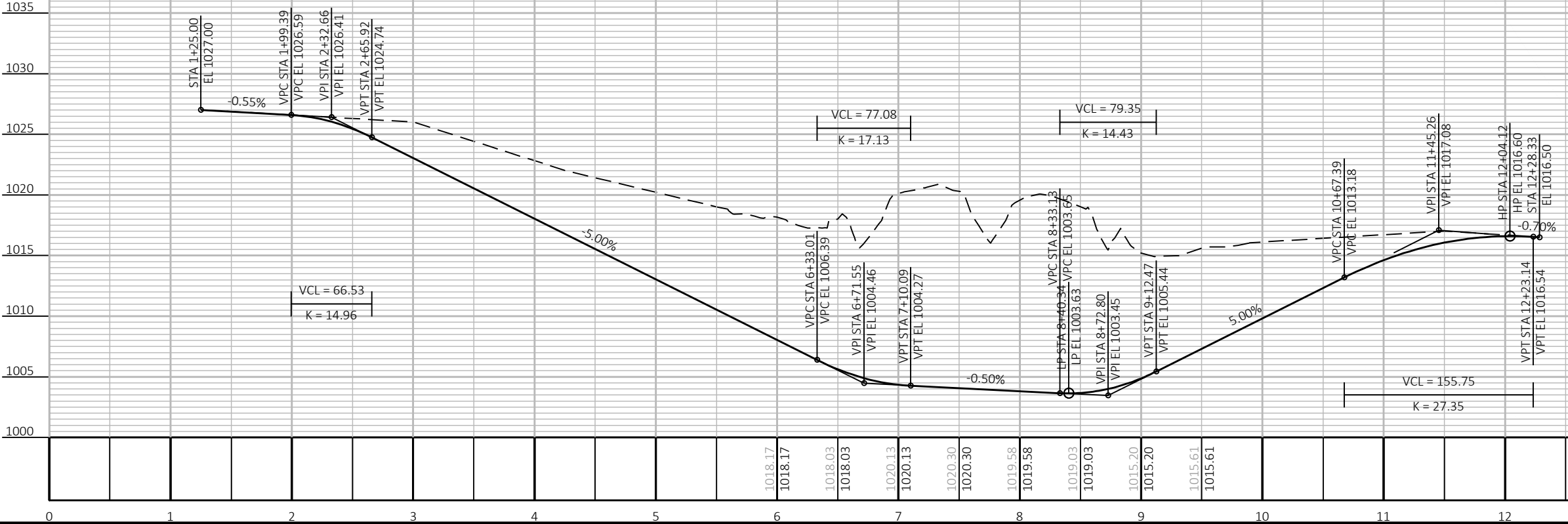
PROPOSED UNDERPASS

PROPOSED BOARDWALK

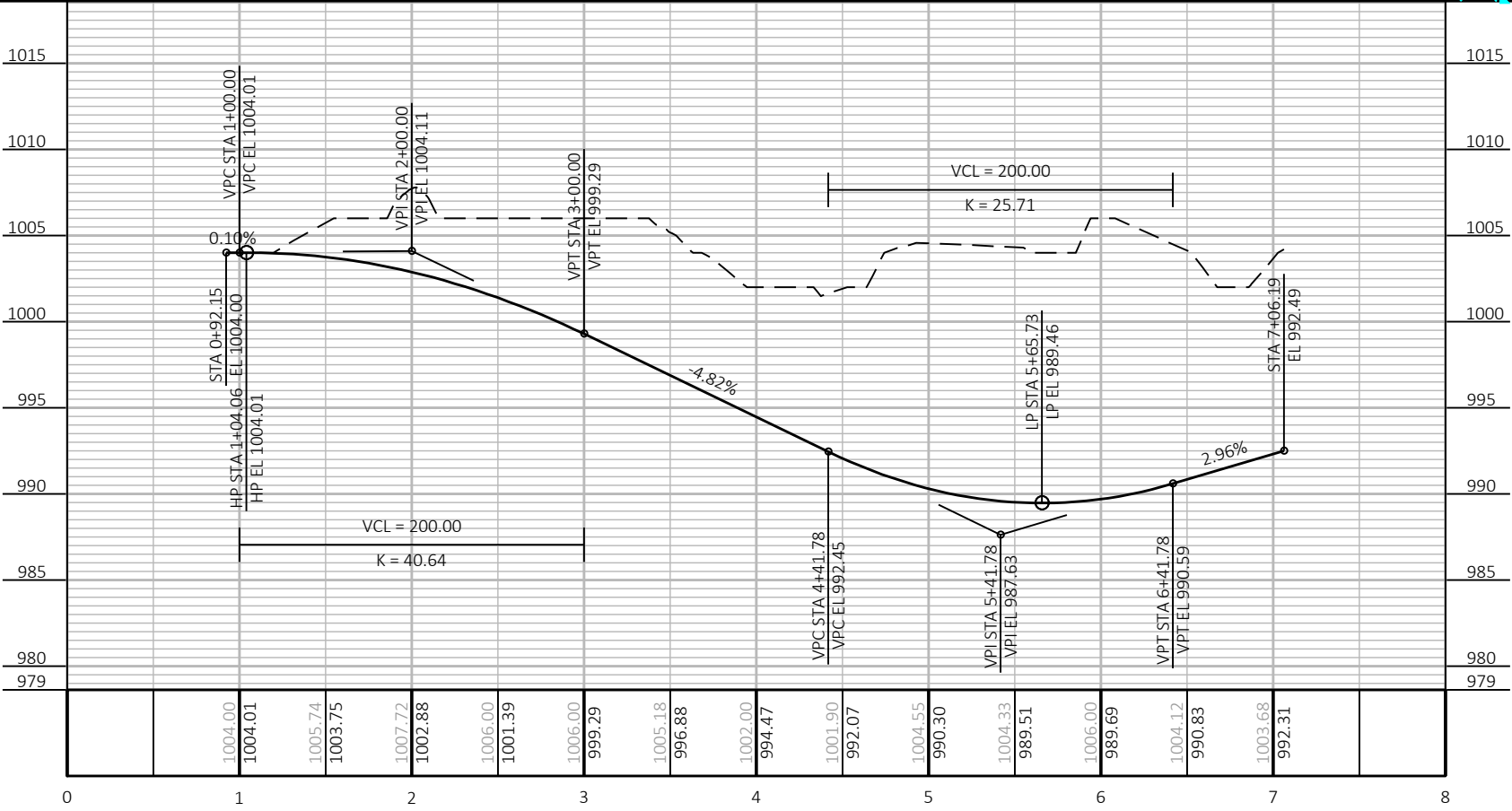
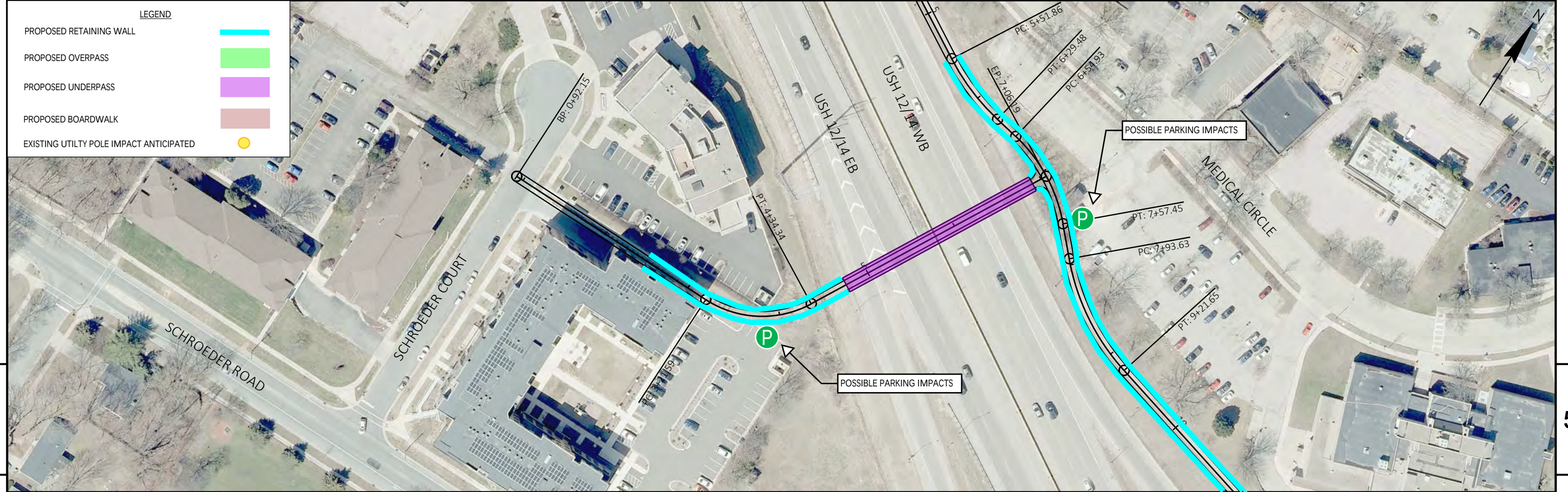
EXISTING UTILITY POLE IMPACT ANTICIPATED



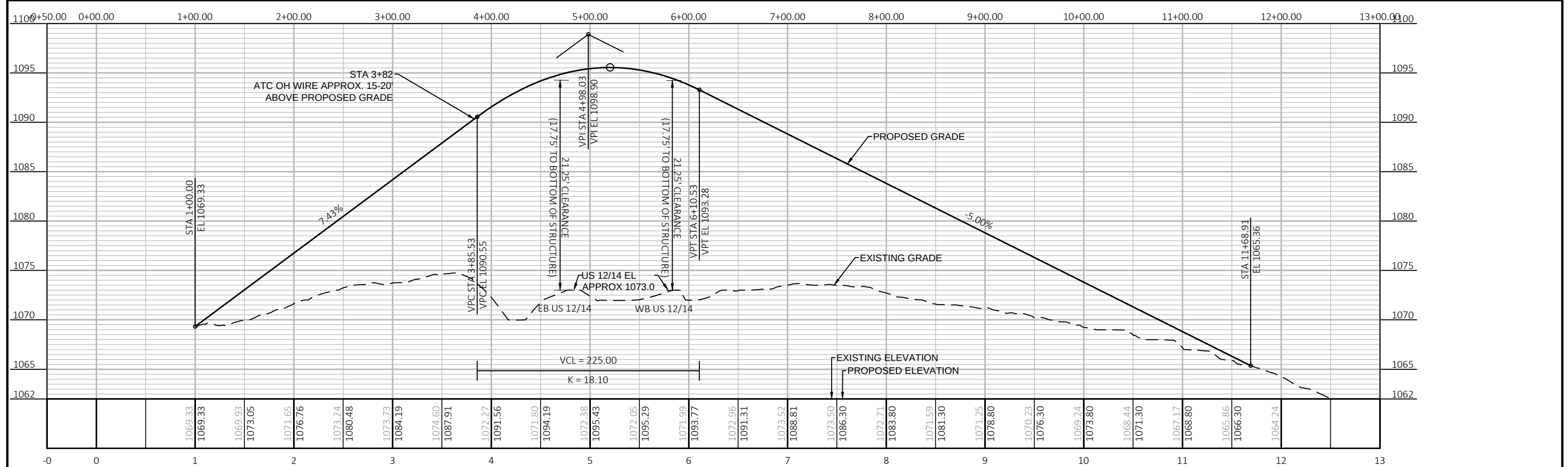
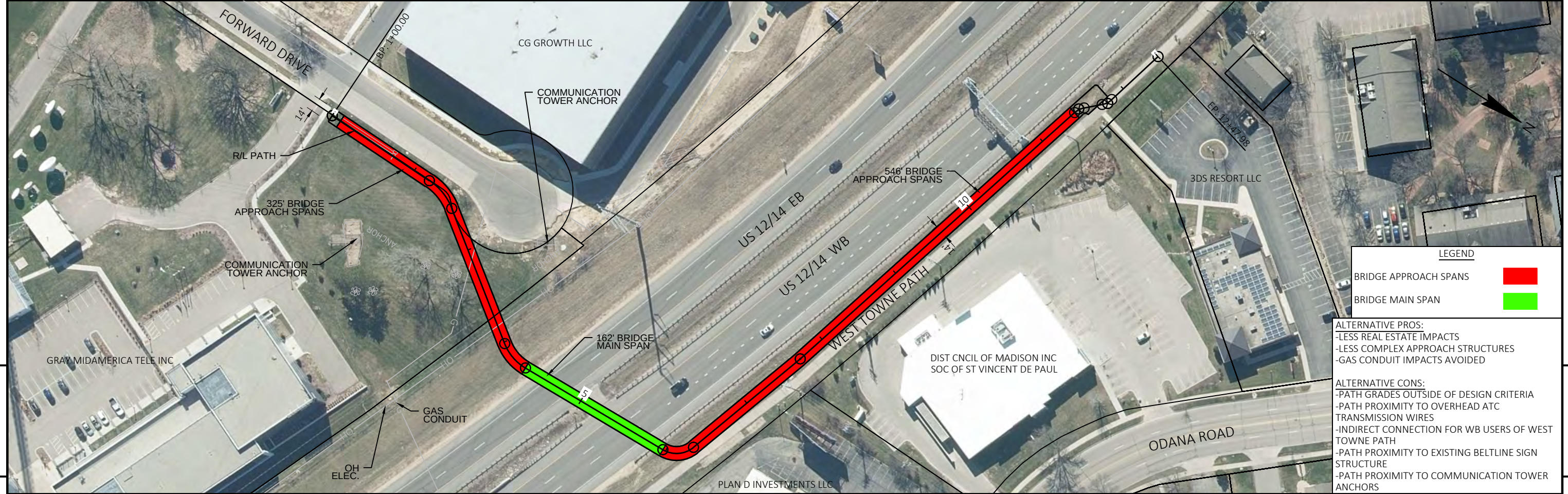
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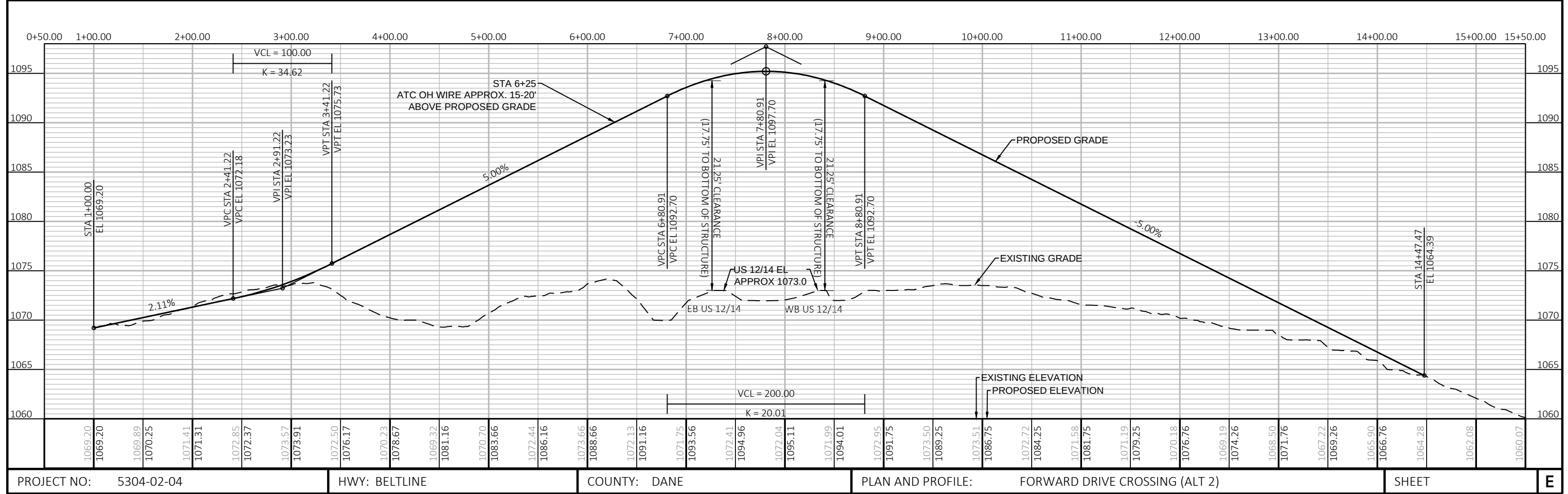
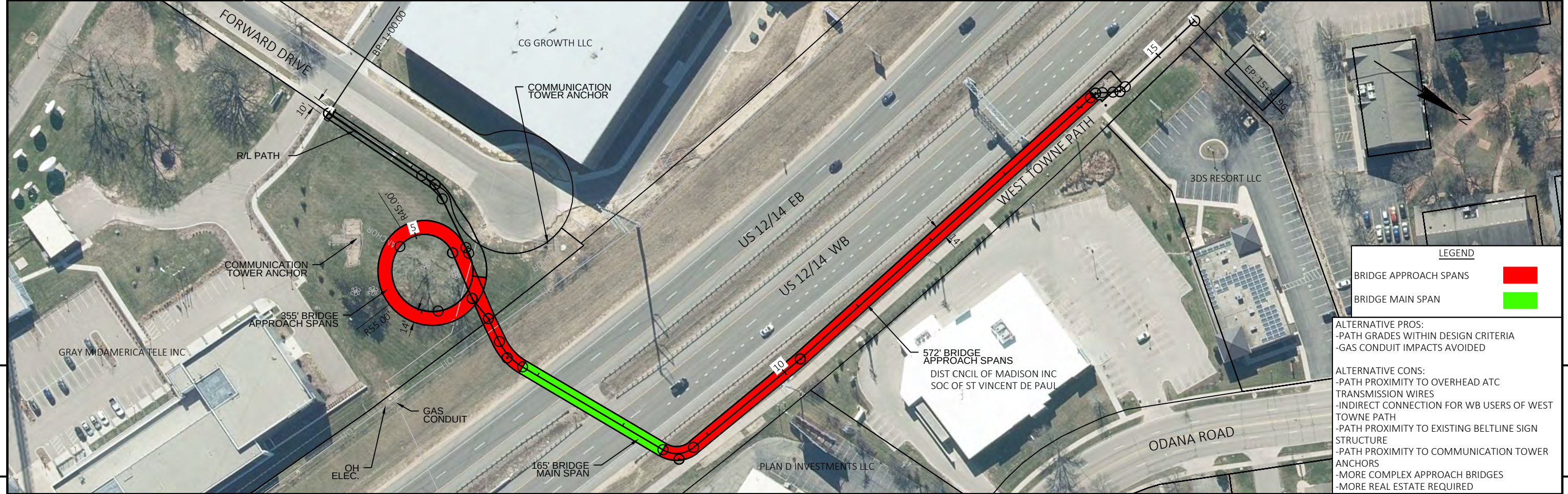


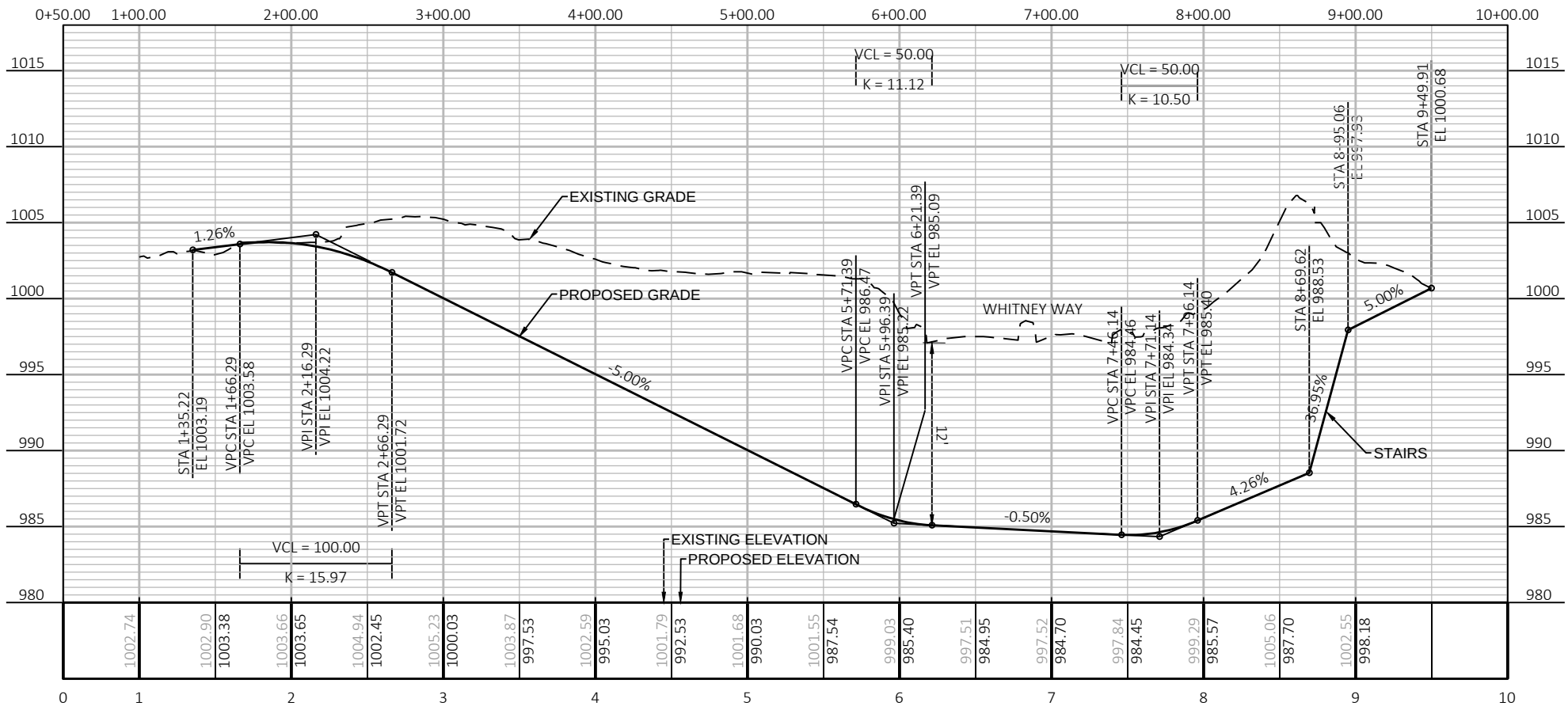
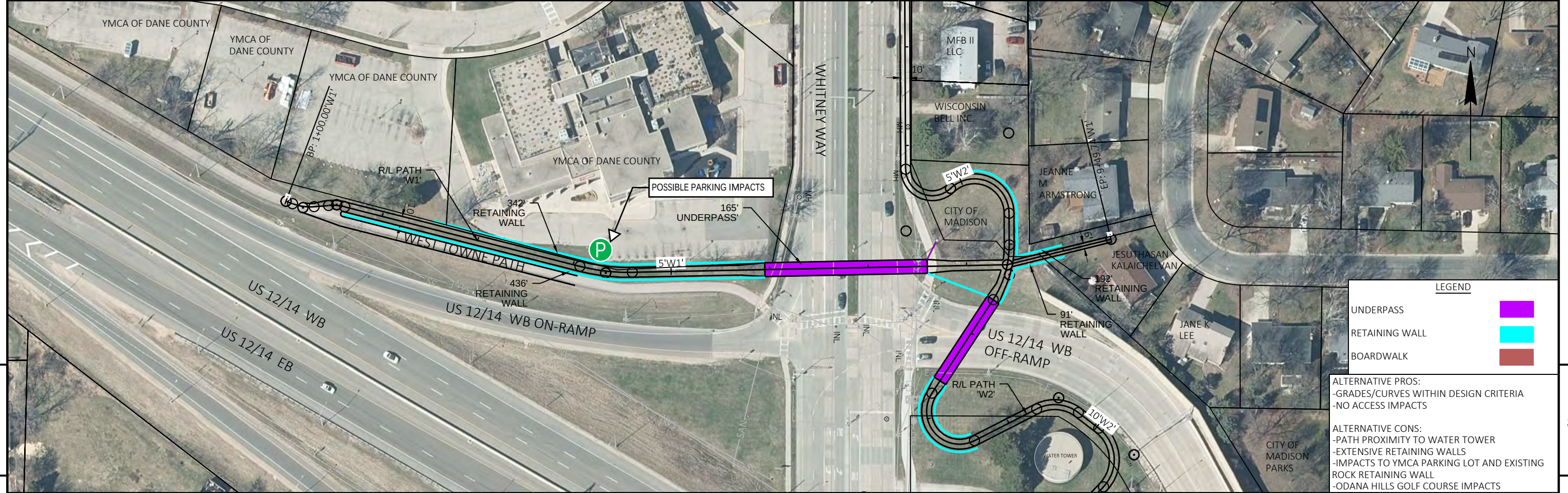
Component B	
Crossing South of Old Sauk	
Description	
Impacts Priority	4
Wetland Impacts?	No
Section 4(f) Impacts?	Yes
Residential Relocations	0
Commercial Relocations	0
R/W Acquisition	2.3
Overpass (LF)	0
Tunnel (LF)	170
Retaining Walls (LF)	910
Path (LF)	1125



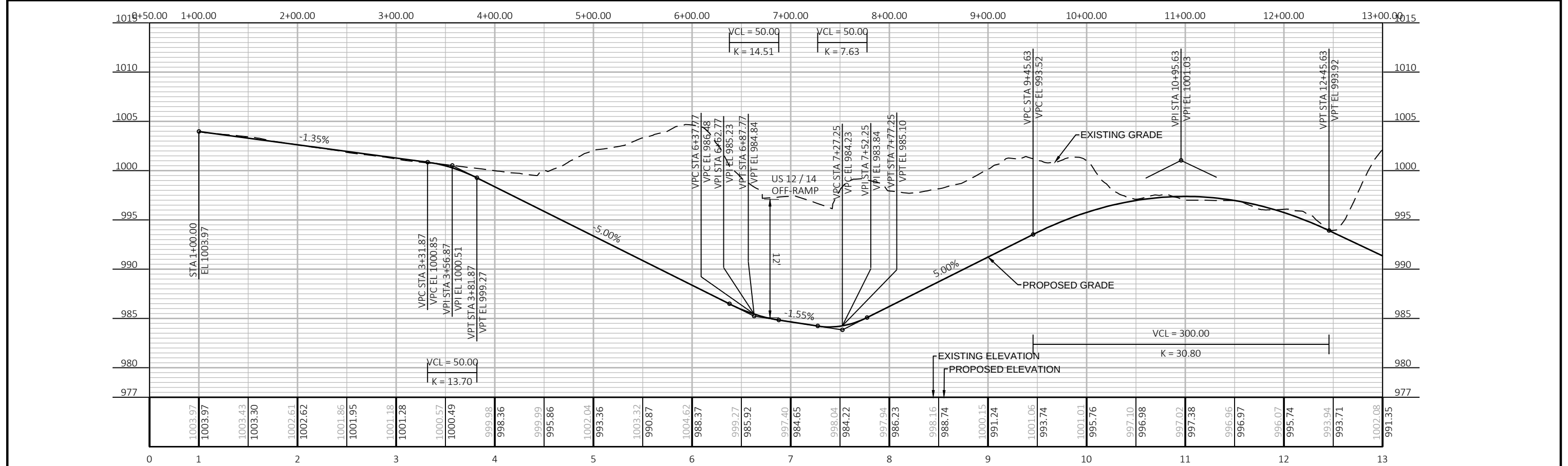
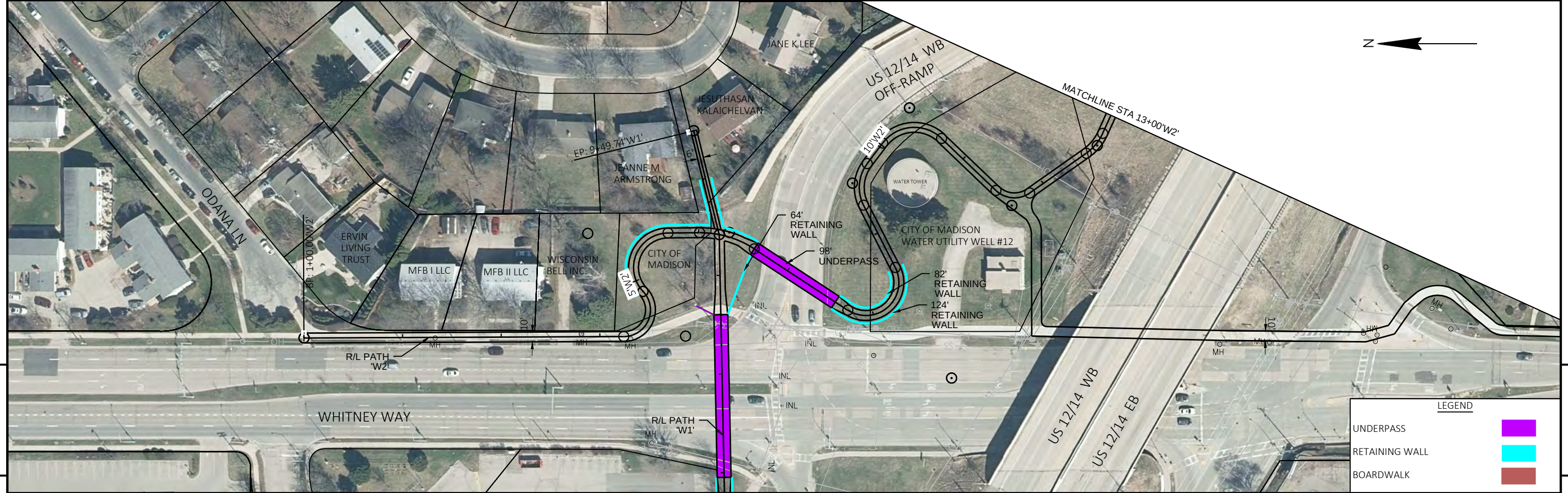
Component C	
Crossing West of Whitney Way	
Description	
Impacts Priority	7
Wetland Impacts?	No
Section 4(f) Impacts?	No
Residential Relocations	0
Commercial Relocations	6
R/W Acquisition	1.6
Overpass (LF)	0
Tunnel (LF)	230
Retaining Walls (LF)	2150
Path (LF)	1880

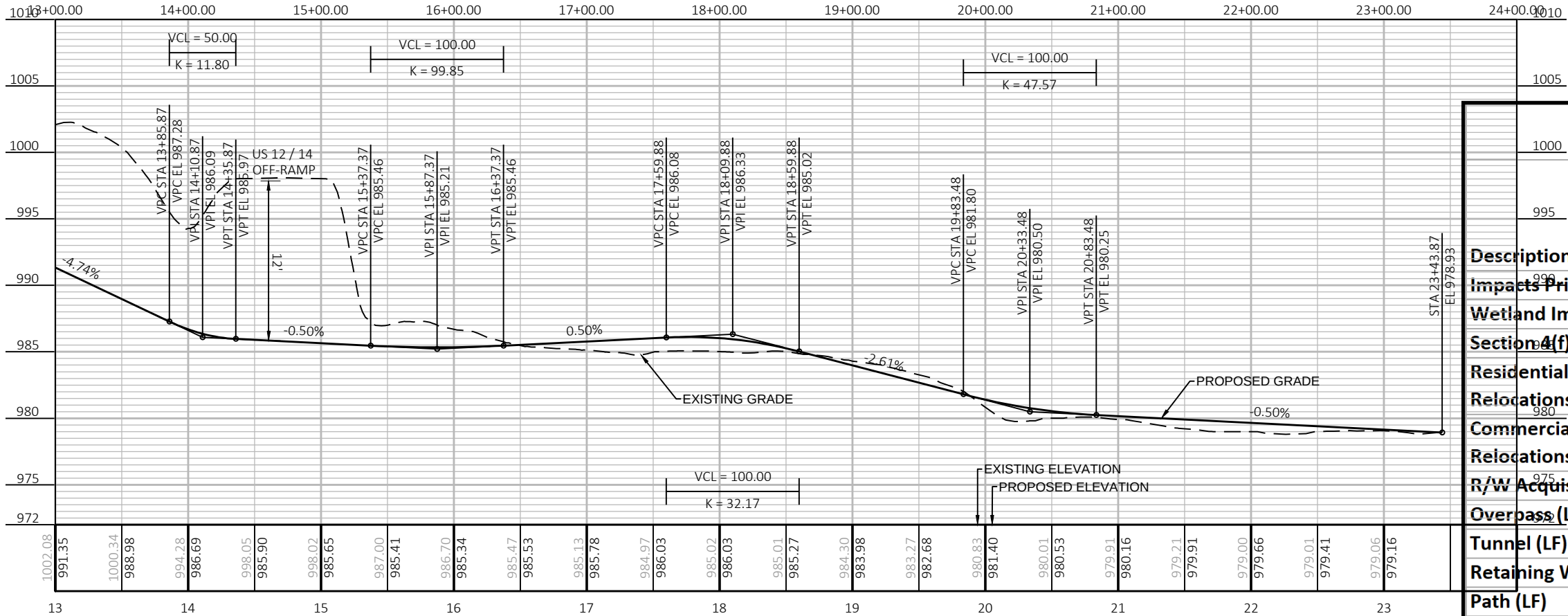






Component D	
Description	Crossing of Whitney Way
Impacts Priority	2
Wetland Impacts?	No
Section 4(f) Impacts?	No
Residential Relocations	0
Commercial Relocations	0
R/W Acquisition	0.6
Overpass (LF)	0
Tunnel (LF)	165
Retaining Walls (LF)	1125
Path (LF)	1350





Component E	
Beltline Path to SW Bike Path	
Description	Impacts
Priority	10
Wetland Impacts?	Yes
Section 4(f) Impacts?	Yes
Residential Relocations	0
Commercial Relocations	0
R/W Acquisition	4.3
Overpass (LF)	0
Tunnel (LF)	192
Retaining Walls (LF)	206
Path (LF)	5655



PROJECT NO: 5304-02-04	HWY: BELTLINE	COUNTY: DANE	COMPONENT D/E CROSSING OF WHITNEY WAY AND BELTLINE PATH TO SW BIKE PATH	SHEET	E
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Impacts?	Yes
4(f) Impacts?	Yes
Special Relocations	0
Commercial Relocations	0
R/W Acquisition	4.3
Overpass (LF)	0
Tunnel (LF)	192
Retaining Walls (LF)	206
Path (LF)	5655

LEGEND	
UNDERPASS	
RETAINING WALL	
BOARDWALK	



	Component E
Description	Beltline Path to SW Bike Path
Impacts Priority	10
Wetland Impacts?	Yes
Section 4(f) Impacts?	Yes
Residential Relocations	0
Commercial Relocations	0
R/W Acquisition	4.3
Overpass (LF)	0
Tunnel (LF)	192
Retaining Walls (LF)	206
Path (LF)	5655



2

2

LEGEND

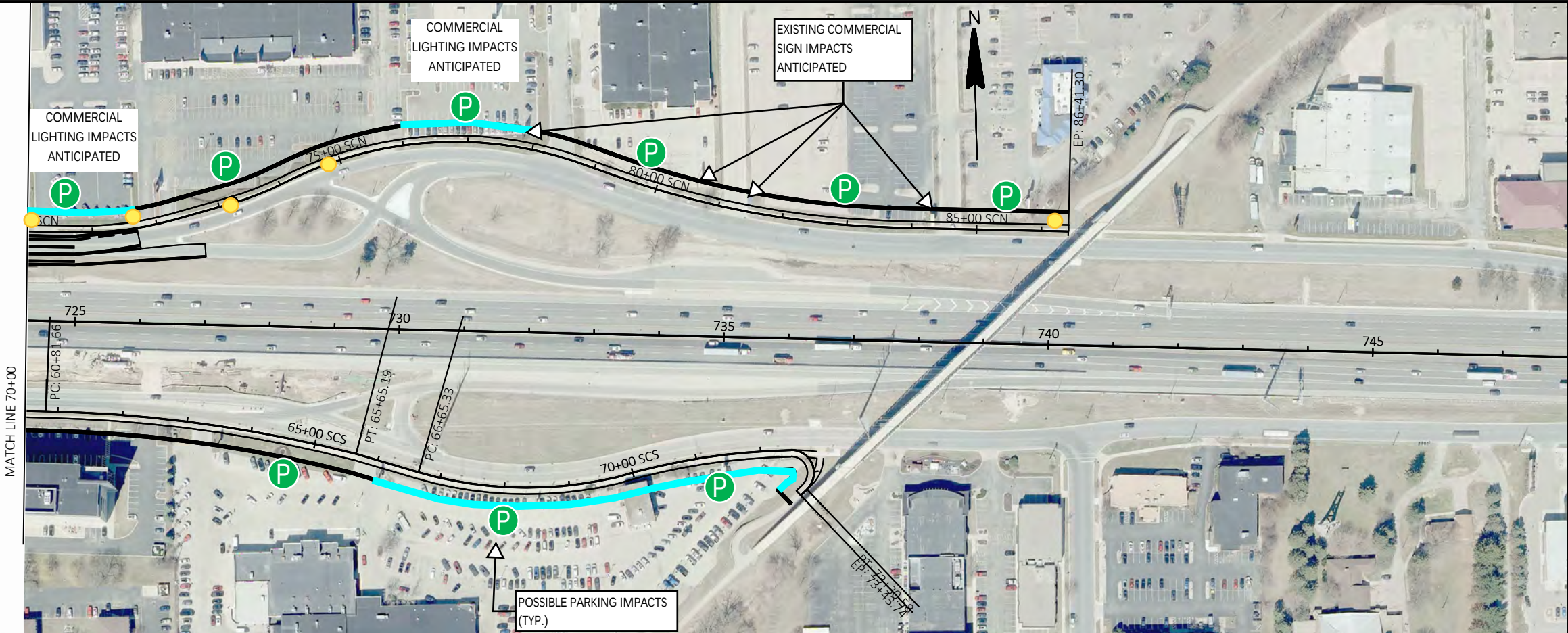
PROPOSED RETAINING WALL

PROPOSED OVERPASS

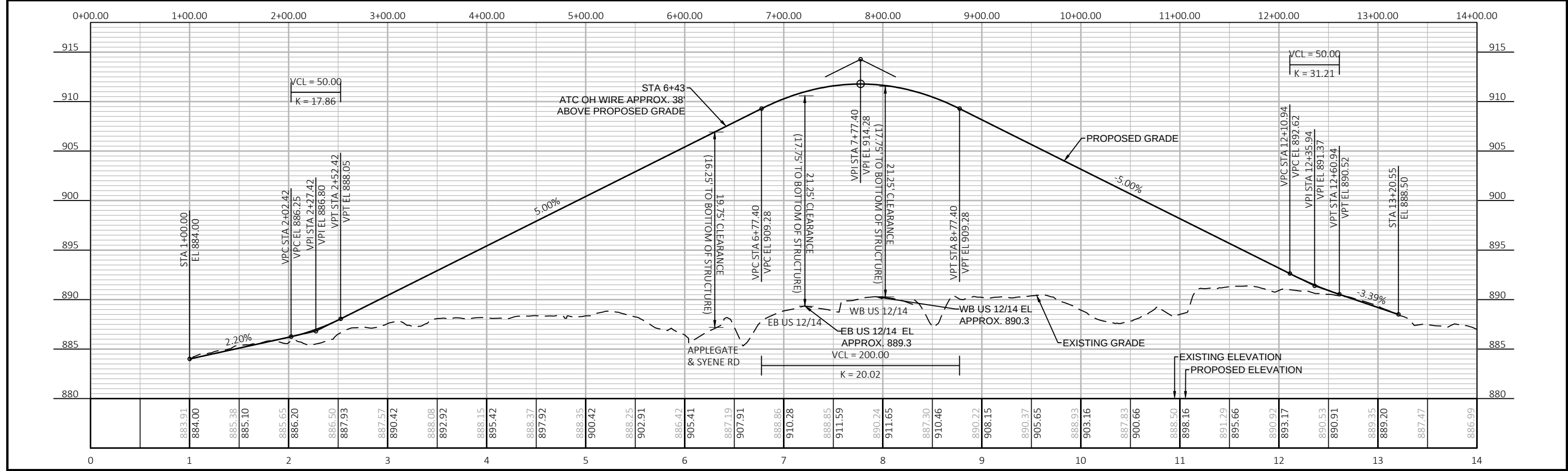
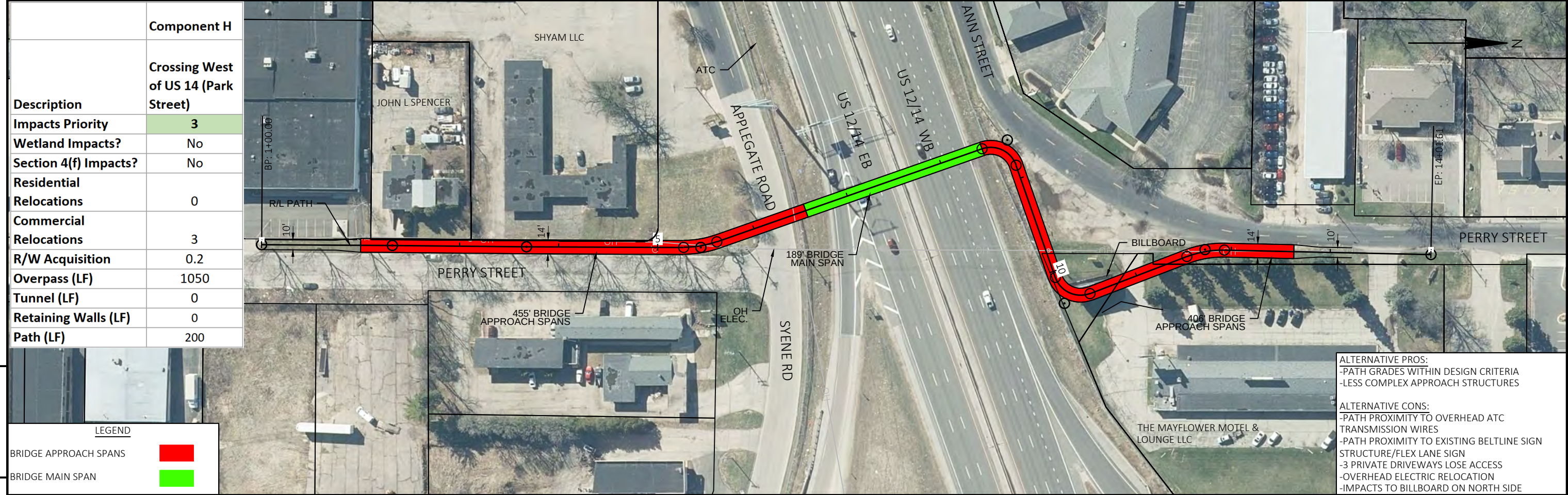
PROPOSED UNDERPASS

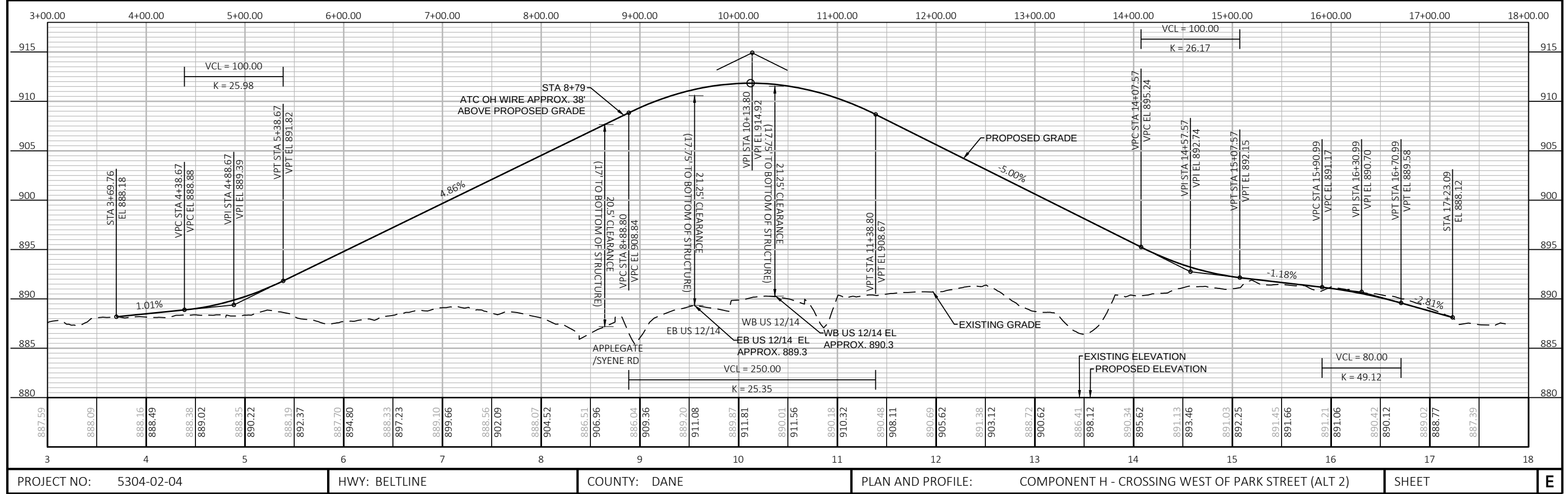
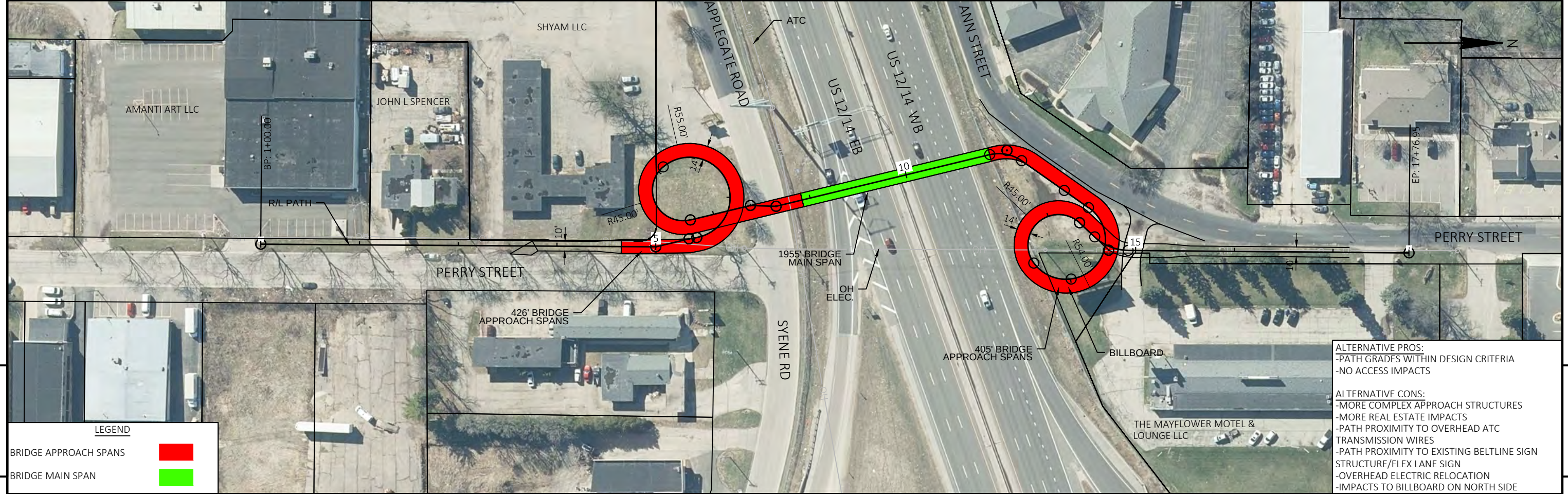
PROPOSED BOARDWALK

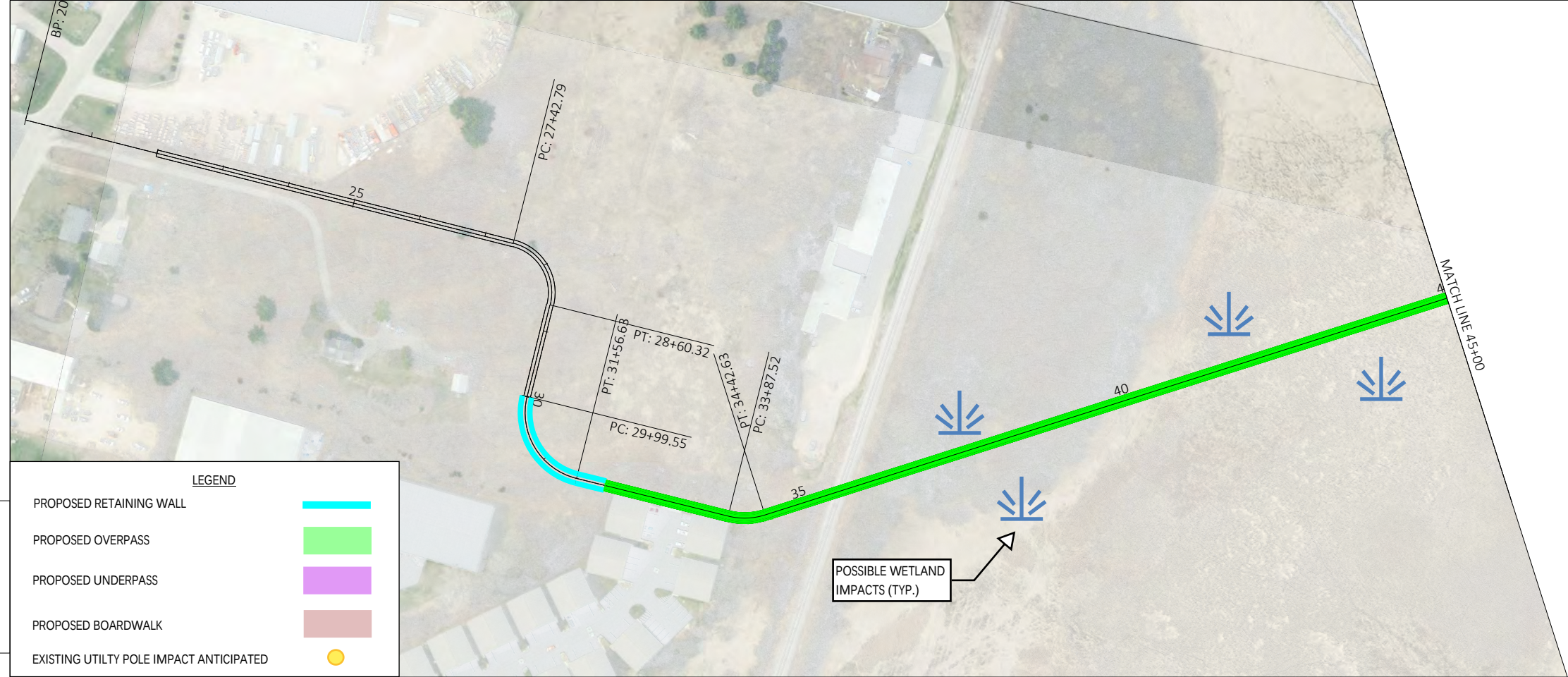
EXISTING UTILITY POLE IMPACT ANTICIPATED



	Component F	Component G
Description	Seminole Highway to Cannonball Path – North	Seminole Highway to Cannonball Path – South
Impacts Priority	13	12
Wetland Impacts?	No	No
Section 4(f) Impacts?	Yes	Yes
Residential Relocations	1	1
Commercial Relocations	2	8
R/W Acquisition	4.5	4.4
Overpass (LF)	0	0
Tunnel (LF)	0	0
Retaining Walls (LF)	6075	3775
Path (LF)	7640	6345







LEGEND

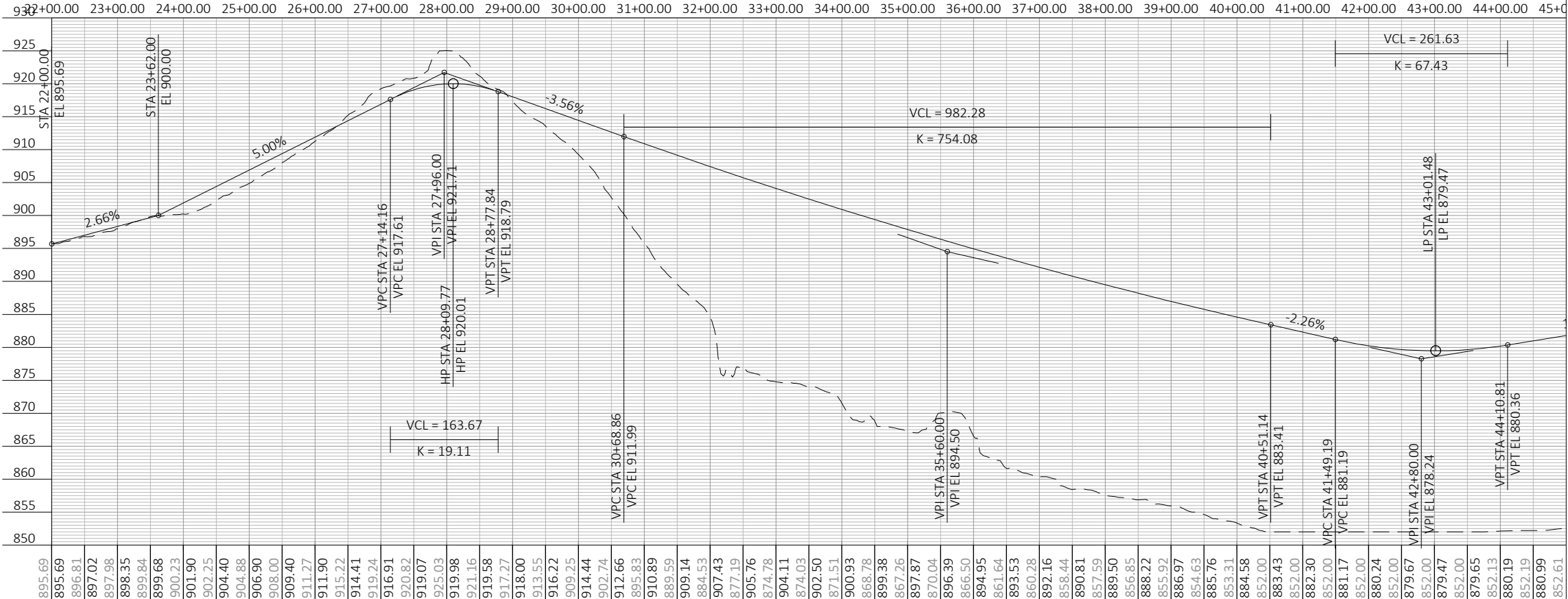
PROPOSED RETAINING WALL

PROPOSED OVERPASS

PROPOSED UNDERPASS

PROPOSED BOARDWALK

EXISTING UTILITY POLE IMPACT ANTICIPATED



	Component I
Description	Crossing US 14 near Stewart Street
Impacts Priority	8
Wetland Impacts?	Yes
Section 4(f) Impacts?	No
Residential Relocations	0
Commercial Relocations	0
R/W Acquisition	2.3
Overpass (LF)	1050
Tunnel (LF)	0
Retaining Walls (LF)	0
Path (LF)	4350

5

5

LEGEND

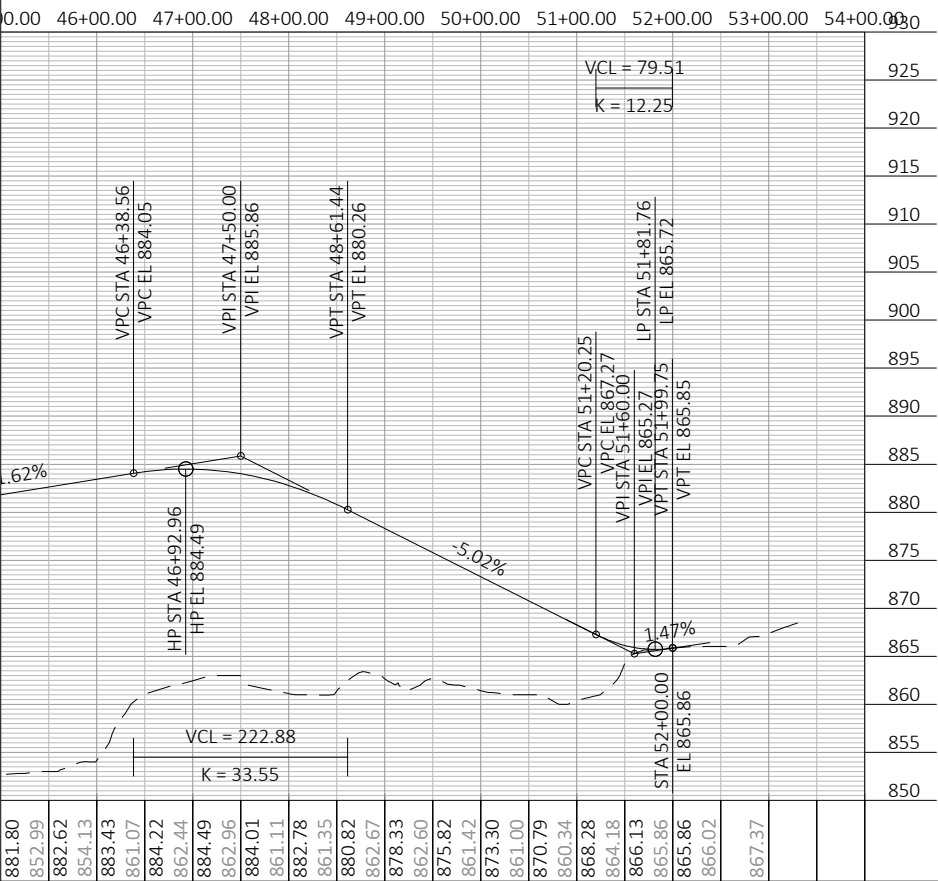
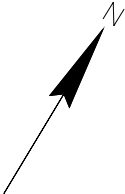
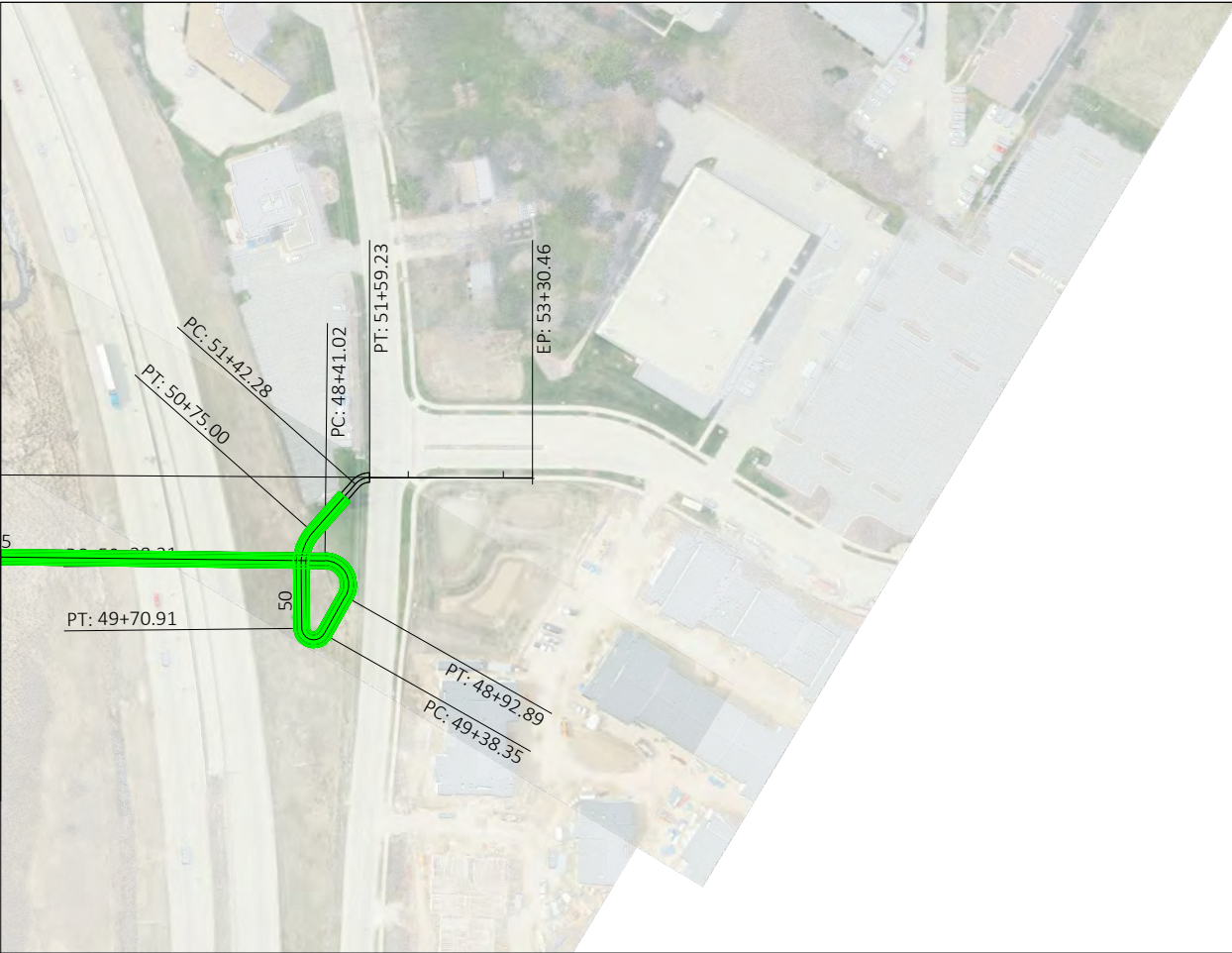
PROPOSED RETAINING WALL

PROPOSED OVERPASS

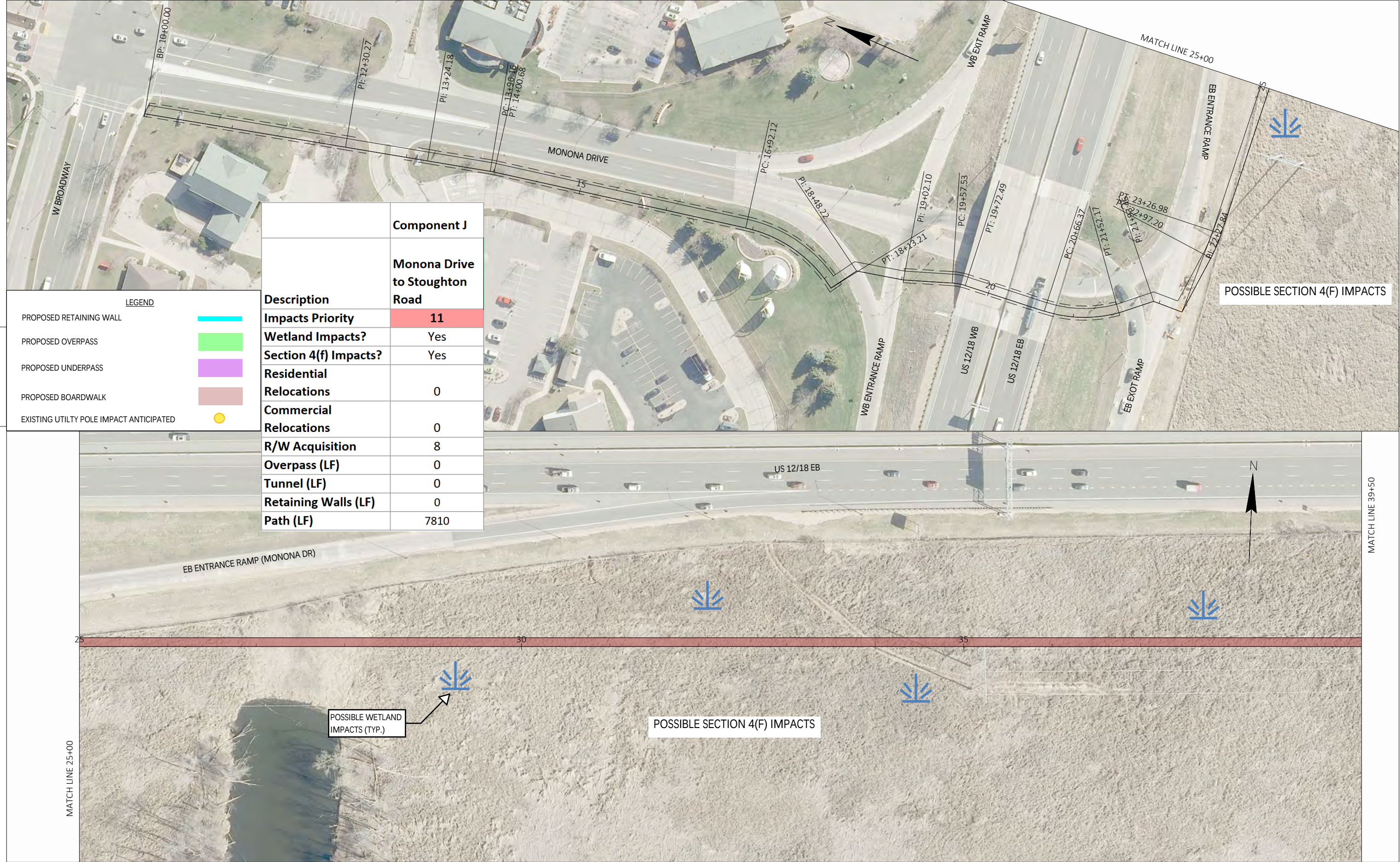
PROPOSED UNDERPASS

PROPOSED BOARDWALK

EXISTING UTILITY POLE IMPACT ANTICIPATED



	Component I
	Crossing US 14 near Stewart Street
Description	
Impacts Priority	8
Wetland Impacts?	Yes
Section 4(f) Impacts?	No
Residential Relocations	0
Commercial Relocations	0
R/W Acquisition	2.3
Overpass (LF)	1050
Tunnel (LF)	0
Retaining Walls (LF)	0
Path (LF)	4350



LEGEND

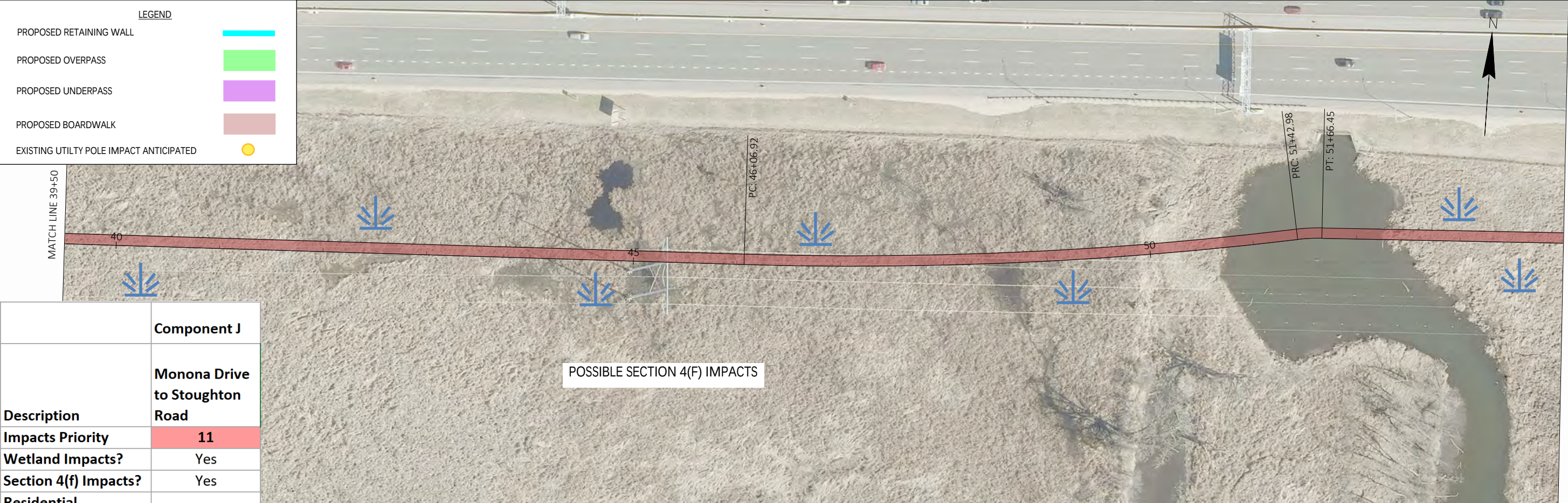
PROPOSED RETAINING WALL

PROPOSED OVERPASS

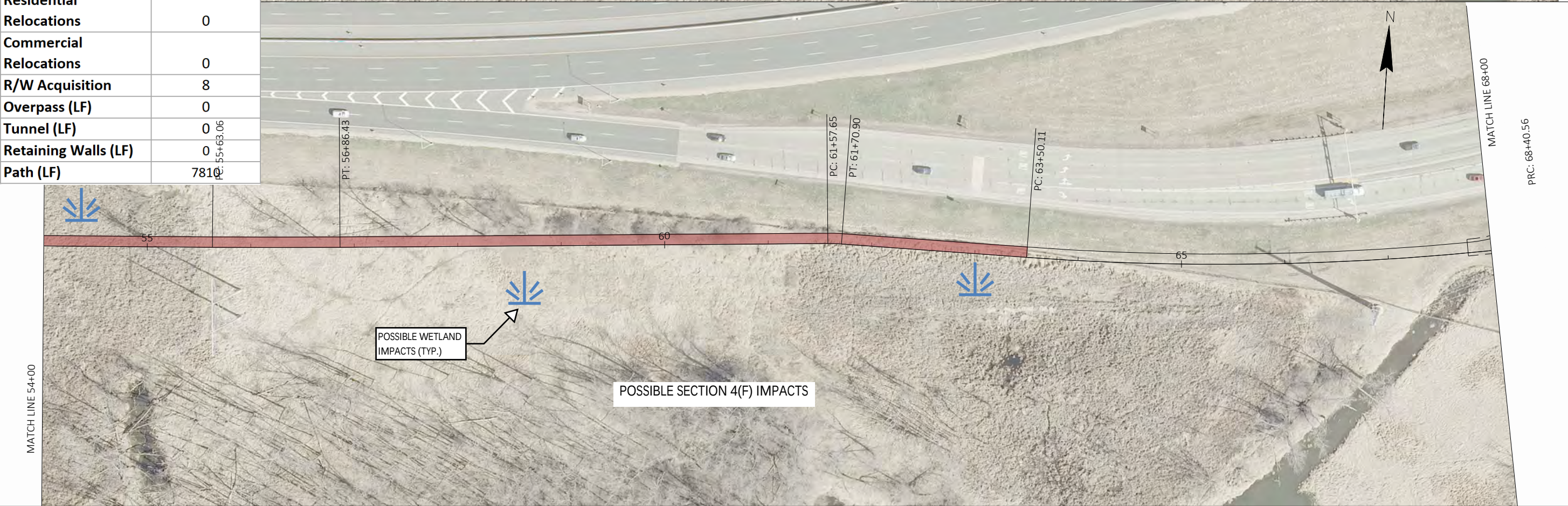
PROPOSED UNDERPASS

PROPOSED BOARDWALK

EXISTING UTILITY POLE IMPACT ANTICIPATED

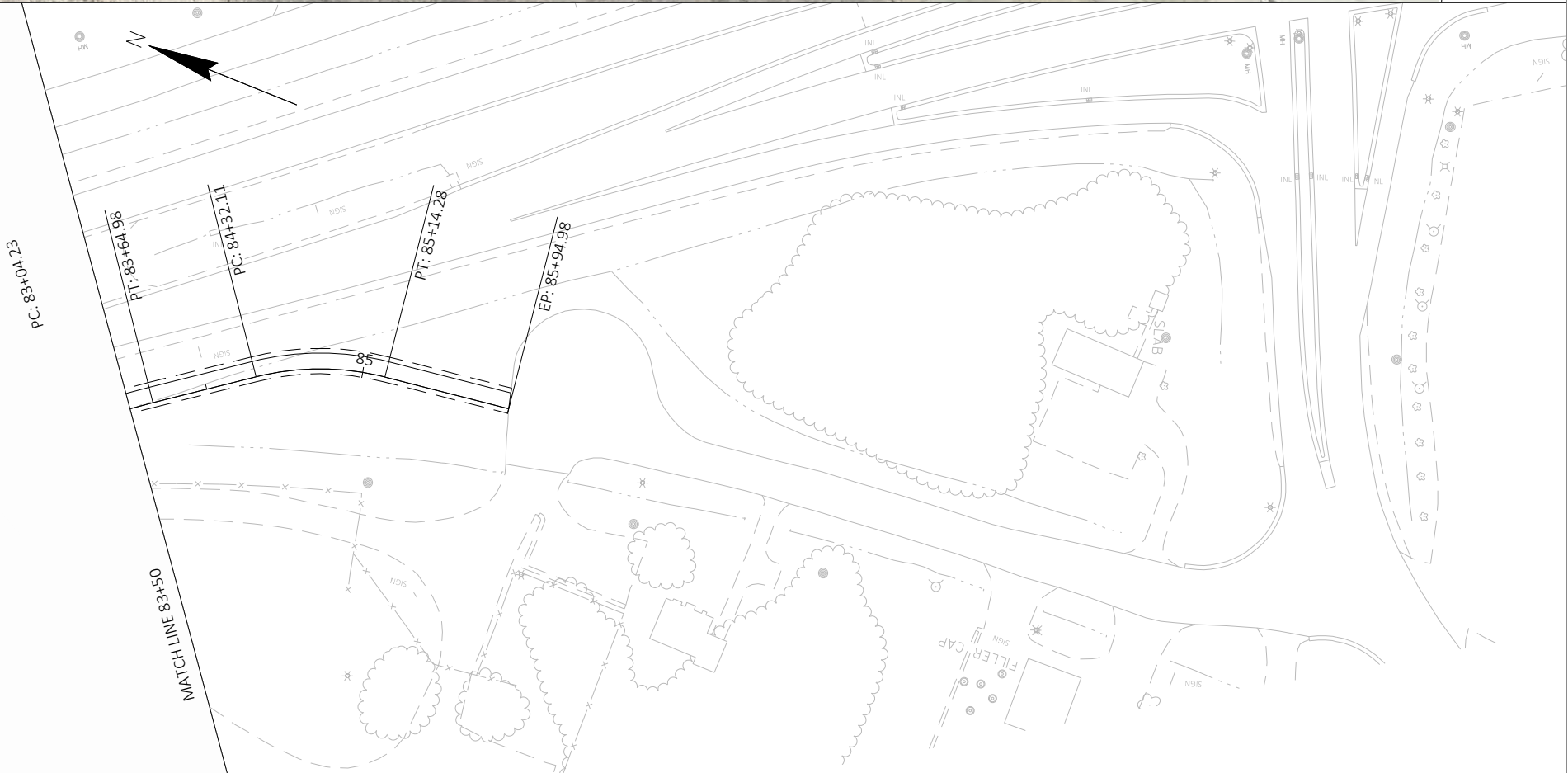


Component J	
Monona Drive to Stoughton Road	
Description	
Impacts Priority	11
Wetland Impacts?	Yes
Section 4(f) Impacts?	Yes
Residential Relocations	0
Commercial Relocations	0
R/W Acquisition	8
Overpass (LF)	0
Tunnel (LF)	0
Retaining Walls (LF)	0
Path (LF)	7810





	Component J
	Monona Drive to Stoughton Road
Description	
Impacts Priority	11
Wetland Impacts?	Yes
Section 4(f) Impacts?	Yes
Residential Relocations	0
Commercial Relocations	0
R/W Acquisition	8
Overpass (LF)	0
Tunnel (LF)	0
Retaining Walls (LF)	0
Path (LF)	7810



PROPOSED RETAINING WALL

PROPOSED OVERPASS

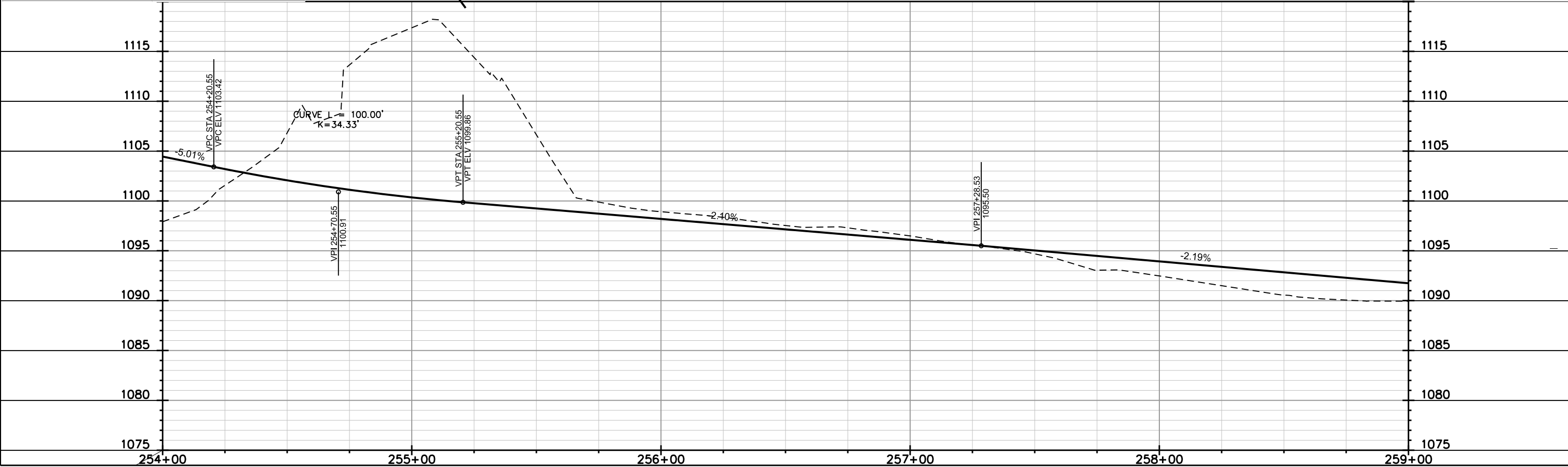
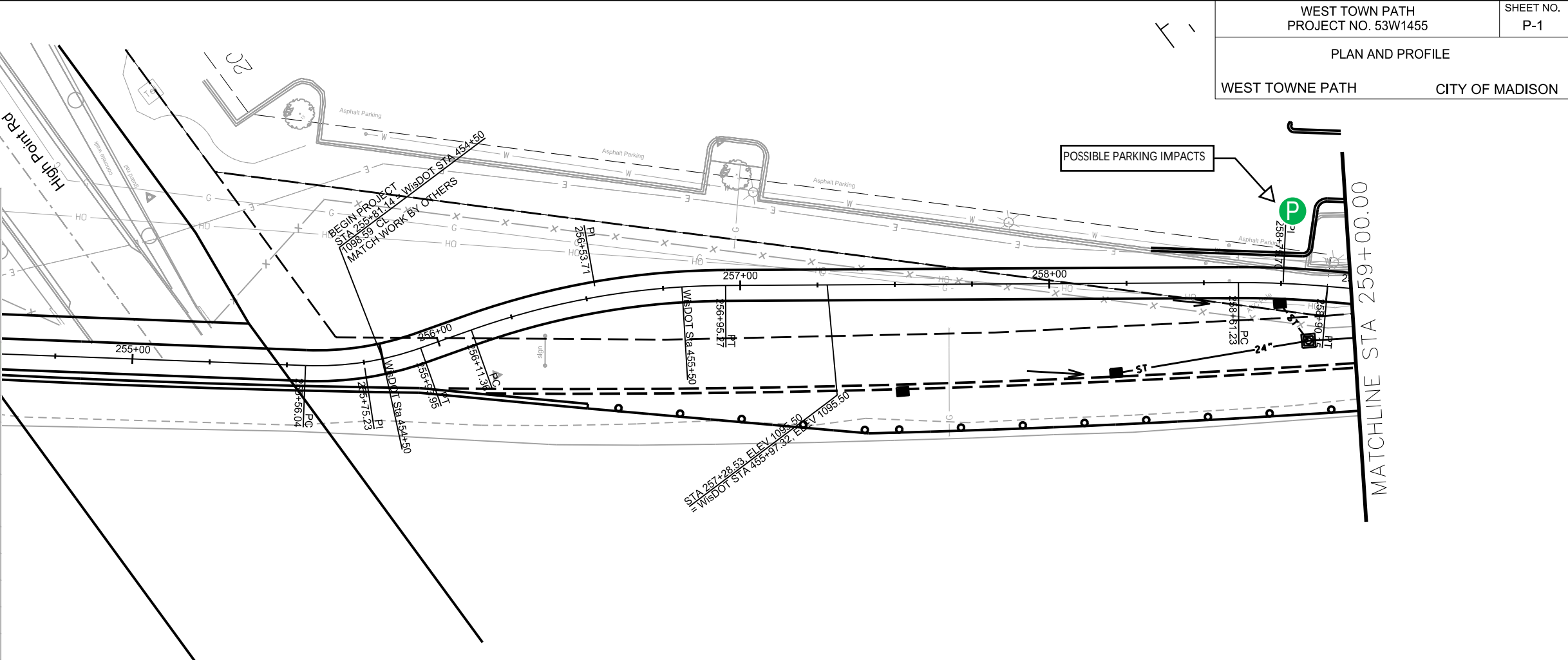
PROPOSED UNDERPASS

PROPOSED BOARDWALK

EXISTING UTILITY POLE IMPACT ANTICIPATED

LEGEND

	Component X
Description	W Towne Path (High Pt to Gammon)
Impacts Priority	1
Wetland Impacts?	No
Section 4(f) Impacts?	No
Residential Relocations	0
Commercial Relocations	0
R/W Acquisition	1.8
Overpass (LF)	0
Tunnel (LF)	0
Retaining Walls (LF)	0
Path (LF)	3820

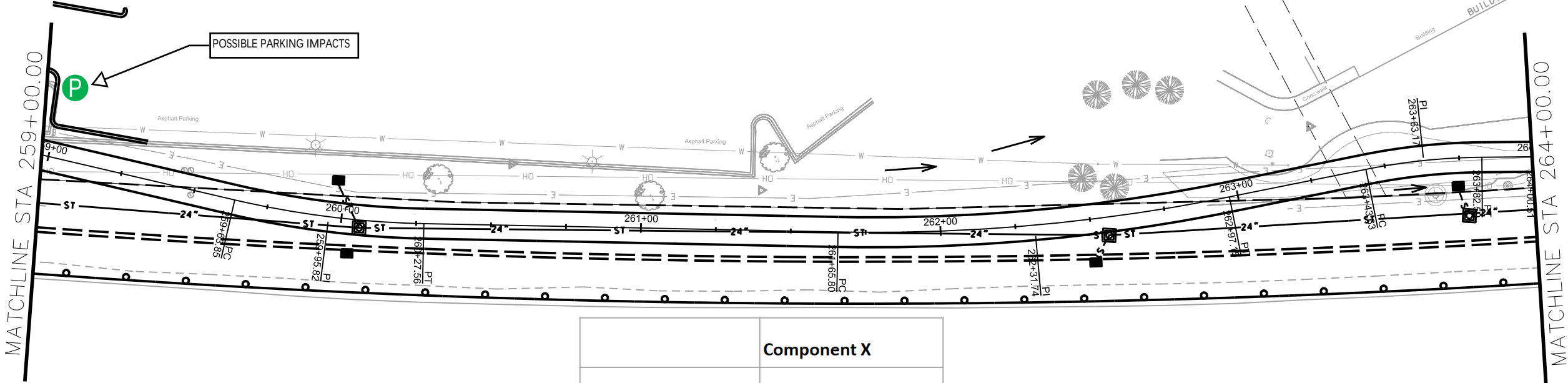


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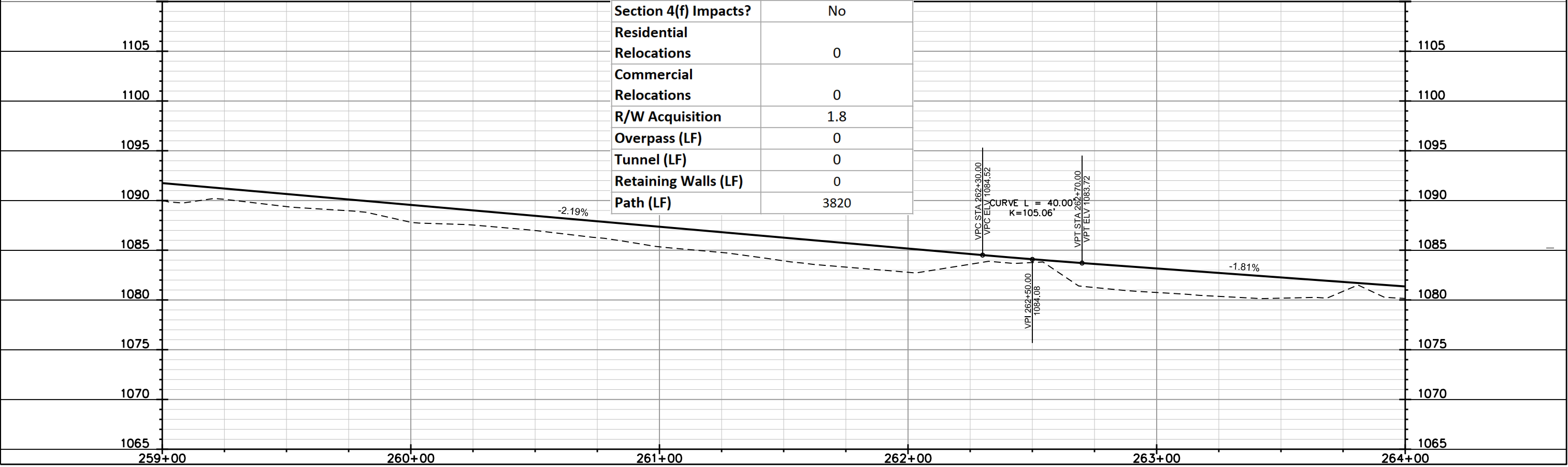
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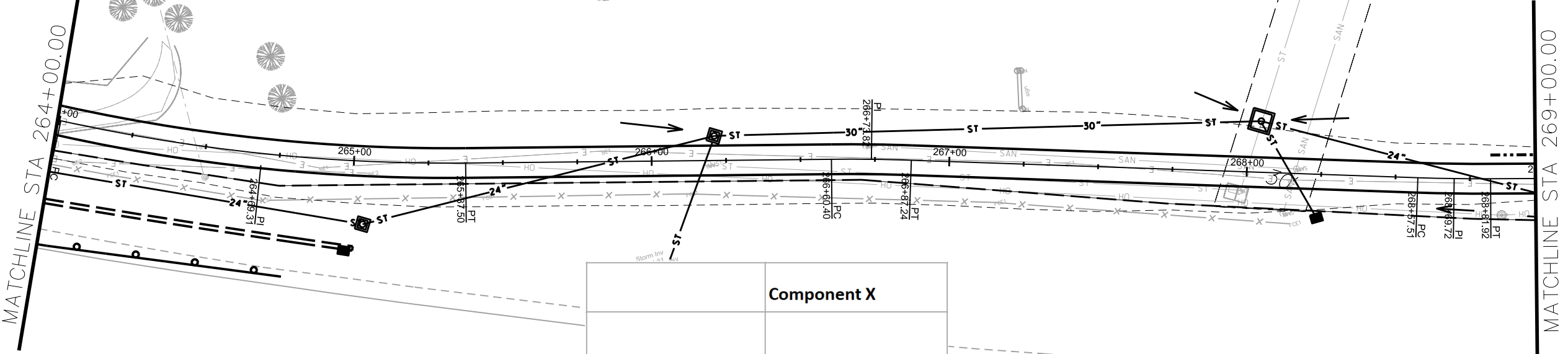
REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

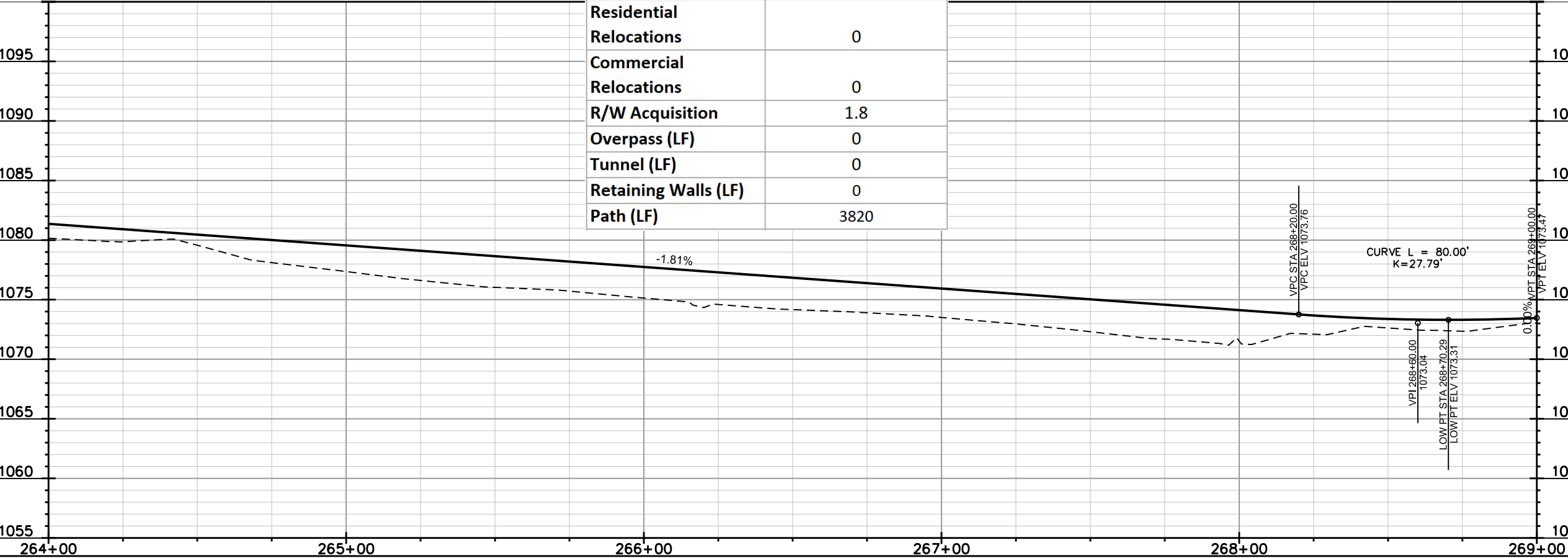


	Component X
	W Towne Path (High Pt to Gammon)
Description	
Impacts Priority	1
Wetland Impacts?	No
Section 4(f) Impacts?	No
Residential Relocations	0
Commercial Relocations	0
R/W Acquisition	1.8
Overpass (LF)	0
Tunnel (LF)	0
Retaining Walls (LF)	0
Path (LF)	3820





Component X	
Description	W Towne Path (High Pt to Gammon)
Impacts Priority	1
Wetland Impacts?	No
Section 4(f) Impacts?	No
Residential Relocations	0
Commercial Relocations	0
R/W Acquisition	1.8
Overpass (LF)	0
Tunnel (LF)	0
Retaining Walls (LF)	0
Path (LF)	3820



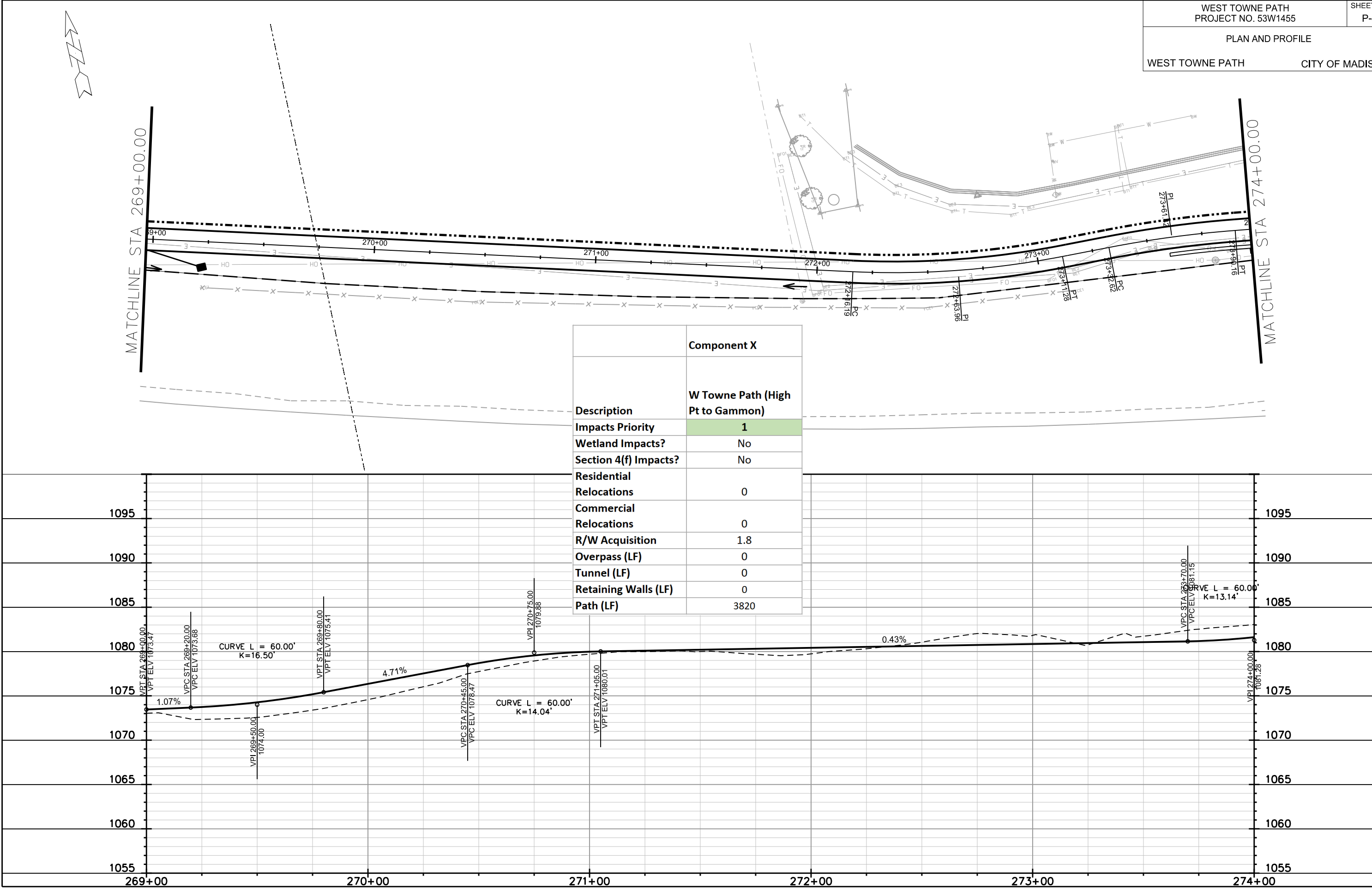
PLOT SCALE: _____
PLOT NAME: _____
REV. DATE: _____
ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

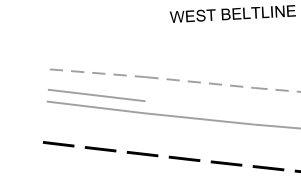
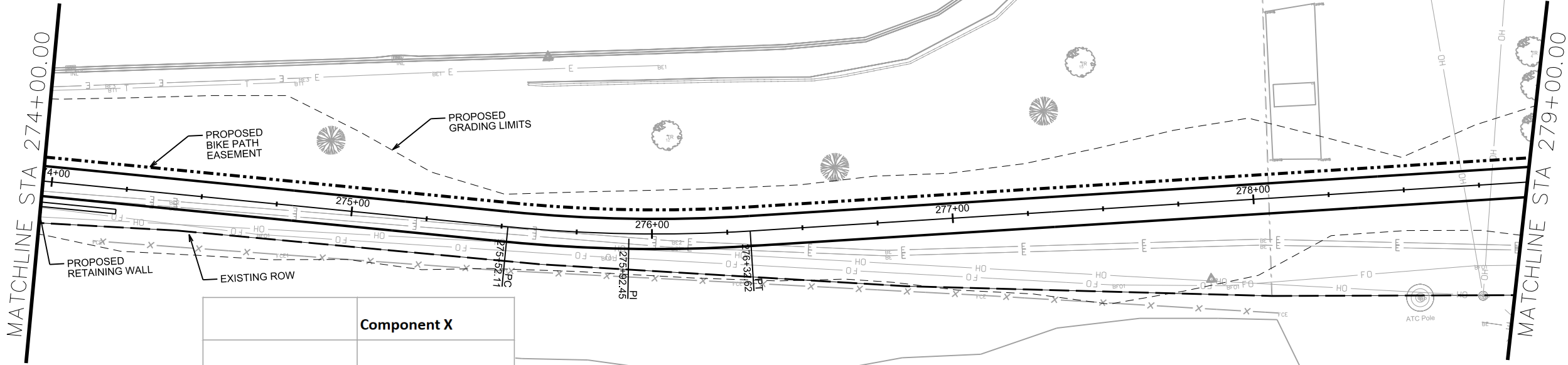


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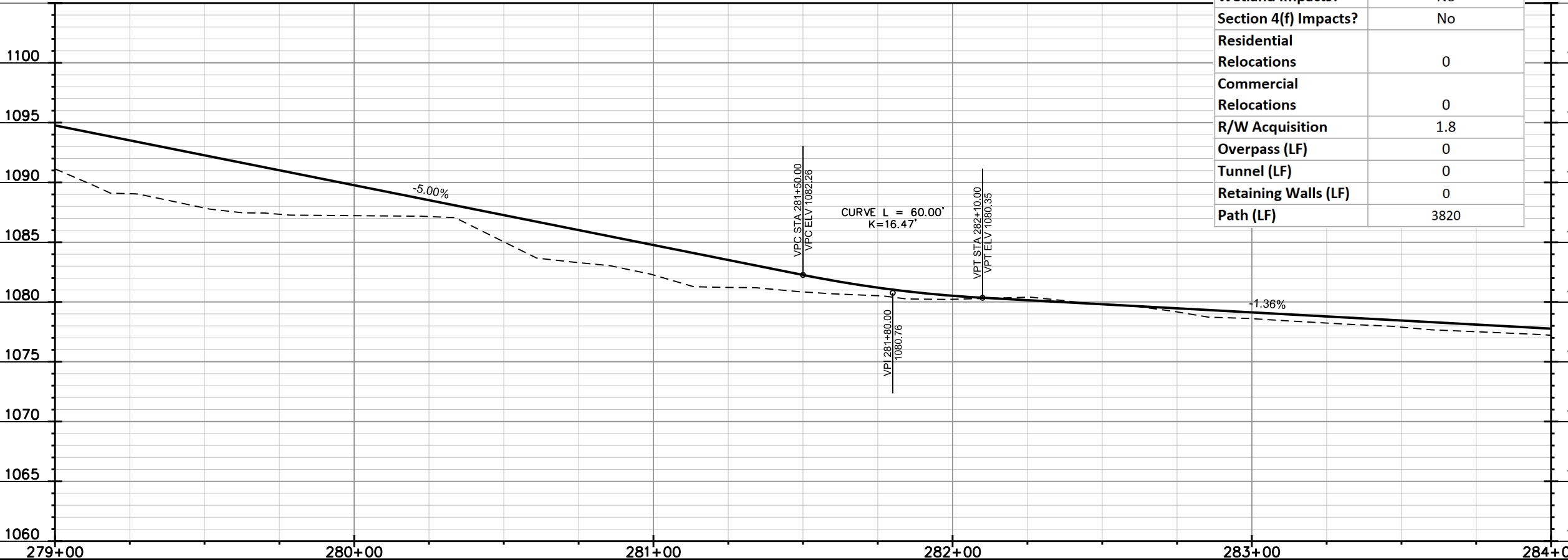
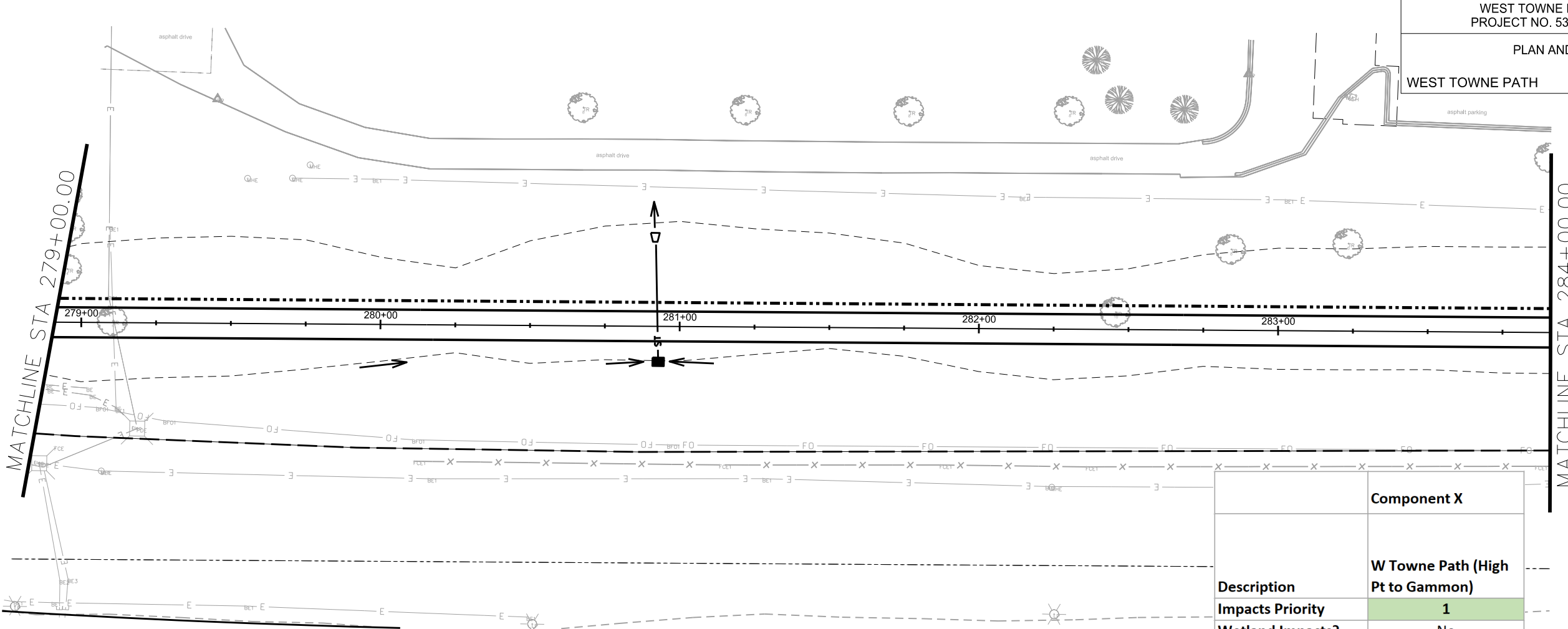
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



Component X	
Description	W Towne Path (High Pt to Gammon)
Impacts Priority	1
Wetland Impacts?	No
Section 4(f) Impacts?	No
Residential Relocations	0
Commercial Relocations	0
R/W Acquisition	1.8
Overpass (LF)	0
Tunnel (LF)	0
Retaining Walls (LF)	0
Path (LF)	3820

PLAN AND PROFILE

WEST TOWNE PATH
CITY OF MADISON



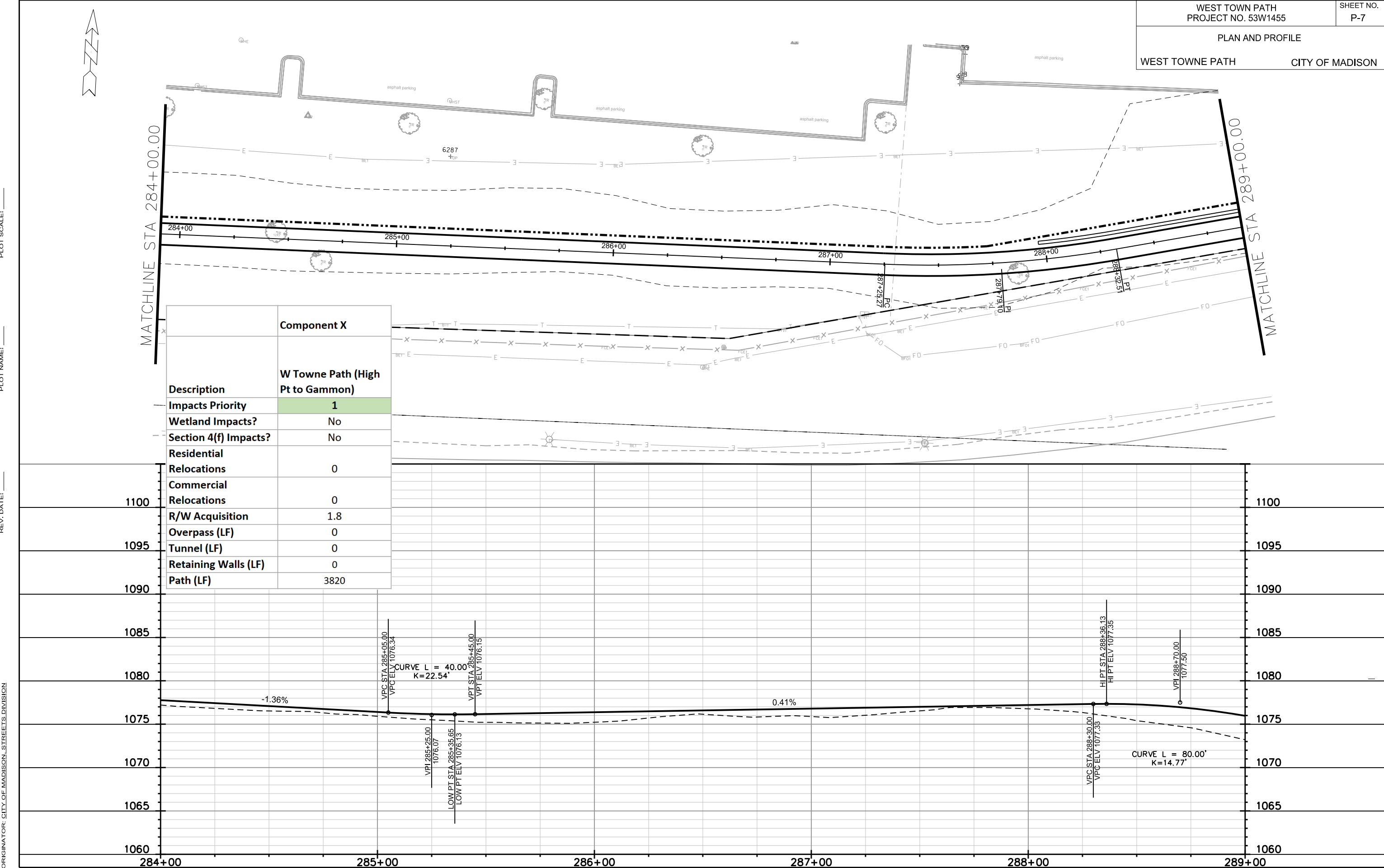
Component X	
W Towne Path (High Pt to Gammon)	
Description	
Impacts Priority	1
Wetland Impacts?	No
Section 4(f) Impacts?	No
Residential Relocations	0
Commercial Relocations	0
R/W Acquisition	1.8
Overpass (LF)	0
Tunnel (LF)	0
Retaining Walls (LF)	0
Path (LF)	3820

PLOT SCALE: _____

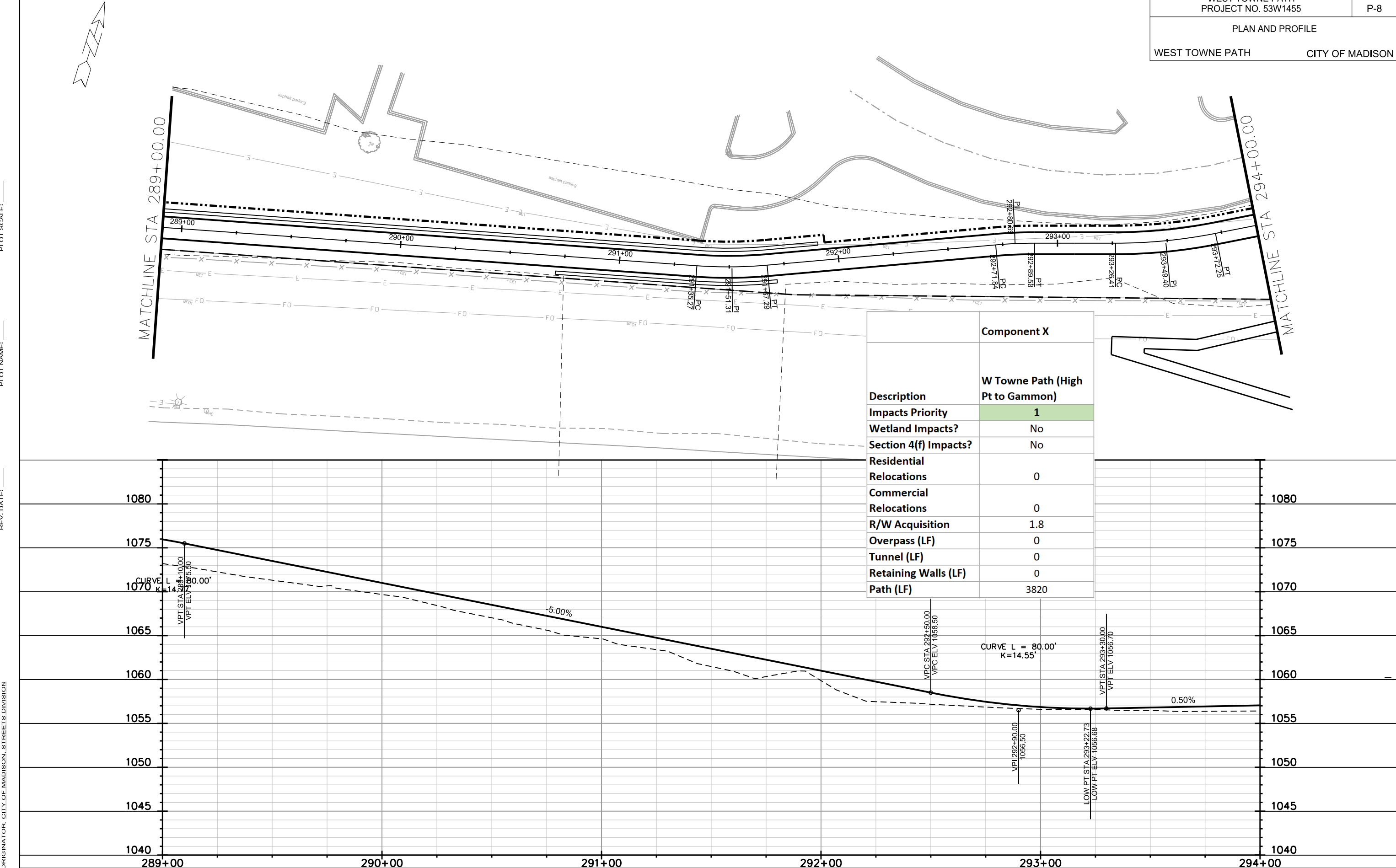
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REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



Component X	
W Towne Path (High Pt to Gammon)	
Description	
Impacts Priority	1
Wetland Impacts?	No
Section 4(f) Impacts?	No
Residential Relocations	0
Commercial Relocations	0
R/W Acquisition	1.8
Overpass (LF)	0
Tunnel (LF)	0
Retaining Walls (LF)	0
Path (LF)	3820



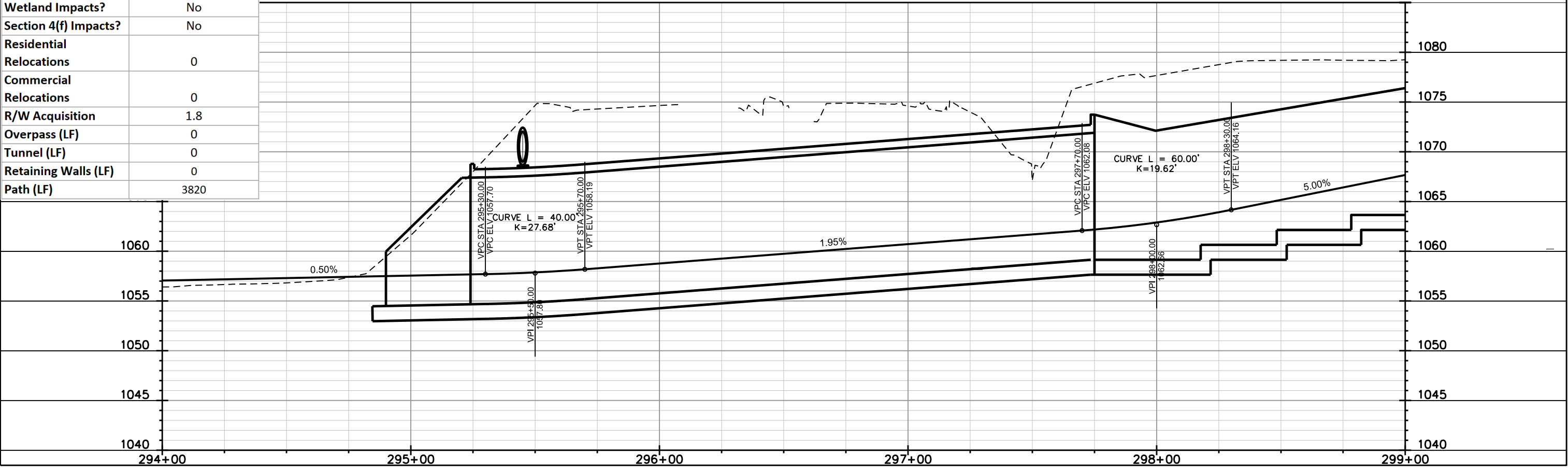
PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

	Component X
	W Towne Path (High Pt to Gammon)
Description	
Impacts Priority	1
Wetland Impacts?	No
Section 4(f) Impacts?	No
Residential Relocations	0
Commercial Relocations	0
R/W Acquisition	1.8
Overpass (LF)	0
Tunnel (LF)	0
Retaining Walls (LF)	0
Path (LF)	3820



DRAFT 10/09/2025

WEST TOWNE PATH
OVERVIEW
SHEET 1 OF 5



SCALE 1" = 100'



	Component X
Description	W Towne Path (High Pt to Gammon)
Impacts Priority	1
Wetland Impacts?	No
Section 4(f) Impacts?	No
Residential Relocations	0
Commercial Relocations	0
R/W Acquisition	1.8
Overpass (LF)	0
Tunnel (LF)	0
Retaining Walls (LF)	0
Path (LF)	3820

DRAFT 10/09/2025

WEST TOWNE PATH
OVERVIEW
SHEET 2 OF 5



SCALE 1" = 100'



	Component X
Description	W Towne Path (High Pt to Gammon)
Impacts Priority	1
Wetland Impacts?	No
Section 4(f) Impacts?	No
Residential Relocations	0
Commercial Relocations	0
R/W Acquisition	1.8
Overpass (LF)	0
Tunnel (LF)	0
Retaining Walls (LF)	0
Path (LF)	3820

DRAFT 10/09/2025

WEST TOWNE PATH
OVERVIEW
SHEET 3 OF 5



SCALE 1" = 100'



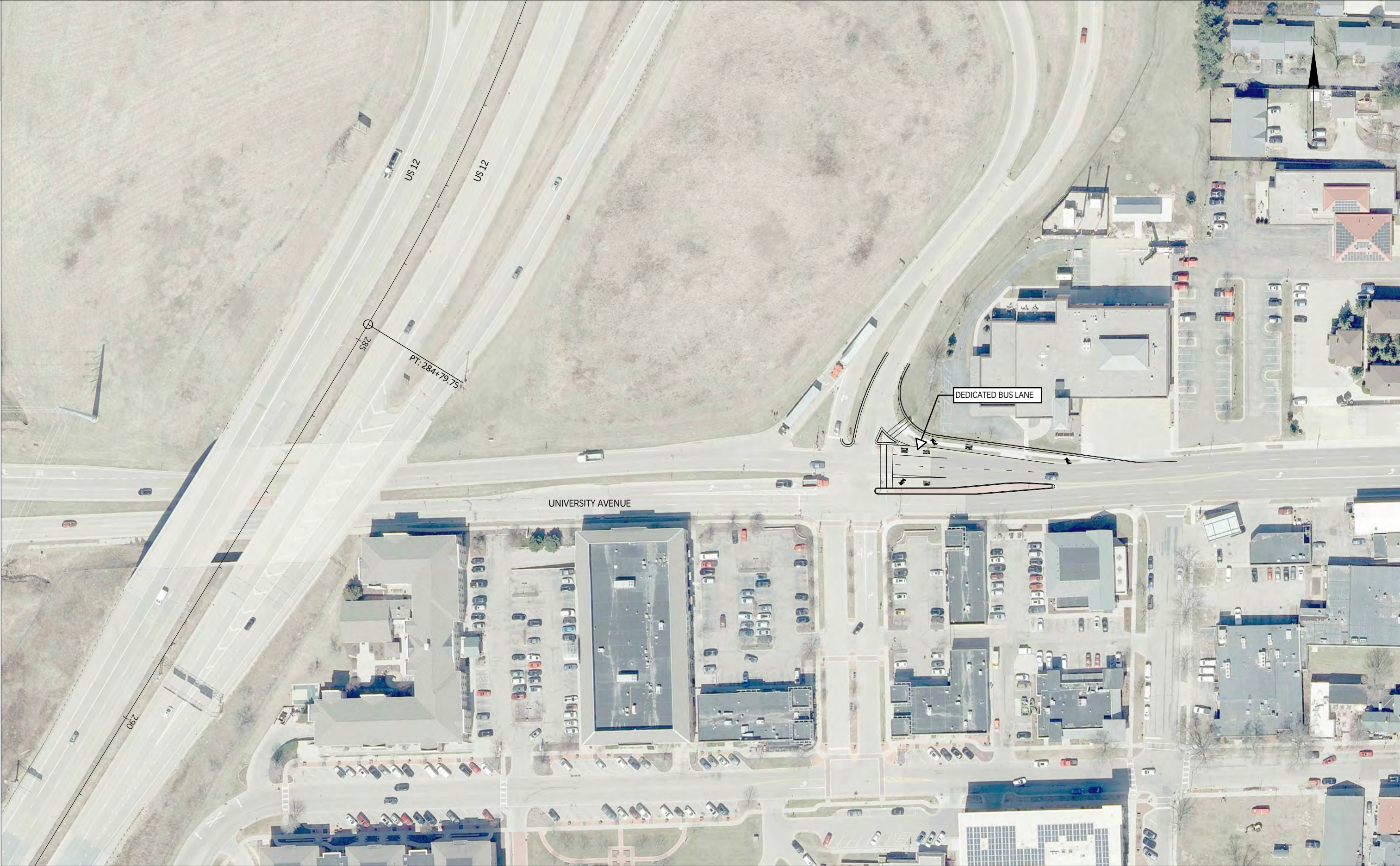
	Component X
Description	W Towne Path (High Pt to Gammon)
Impacts Priority	1
Wetland Impacts?	No
Section 4(f) Impacts?	No
Residential Relocations	0
Commercial Relocations	0
R/W Acquisition	1.8
Overpass (LF)	0
Tunnel (LF)	0
Retaining Walls (LF)	0
Path (LF)	3820

Beltline Transit Priority Components

Note: The Transit Priority Component geometrics are not included in the Interchange Component geometrics. For most locations, transit priority geometrics were developed twice - once using the existing interchange lane configuration and again using the conventional expansion Interchange Component considered at the interchange.

The team did not assess detailed impacts associated with the Transit Priority Components since each is at an existing interchange and will be carried forward into future NEPA studies for further evaluation.

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PROJECT NO: 5304-02-04	HWY: USH 12	COUNTY: DANE	TRANSIT PRIORITY WITH EXISTING CONDITIONS OR CONVENTIONAL EXPANSION	SHEET	E
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PROJECT NO: 5304-02-04	HWY: USH 12	COUNTY: DANE	TRANSIT PRIORITY WITH EXISTING CONDITIONS	SHEET	E
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NOTE: TRANSIT PRIORITY WITH CONVENTIONAL EXPANSION SHOWS ONLY THOSE ADJUSTMENTS NECESSARY TO LINEWORK TO INCLUDE A DEDICATED BUS LANE. SEE INTERCHANGE COMPONENTS FOR CONVENTIONAL EXPANSION LINEWORK IN OTHER AREAS OF THE INTERCHANGE.

PROJECT NO: 5304-02-04	HWY: USH 12	COUNTY: DANE	TRANSIT PRIORITY WITH CONVENTIONAL EXPANSION	SHEET	E
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PROJECT NO: 5304-02-04	HWY: USH 12	COUNTY: DANE	TRANSIT PRIORITY WITH CONVENTIONAL EXPANSION	SHEET	E
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