PROJECT I.D. 1206-07-03, SPES-F, NH 04 ( )
UNITED STATES HIGHWAY 18/151 (Verona Road)
CTH PD to USH 12/14 (Beltline)
UNITED STATES HIGHWAY 12/14 (Beltline)
Whitney Way to Todd Drive
Dane County, Wisconsin

FINAL ENVIRONMENTAL IMPACT STATEMENT
And FINAL Section 4(f) Determination

(SUBMITTED PURSUANT TO 42 U.S.C. 4332 (2)(C) AND 49 U.S.C. 303)

BY THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
AND
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
AND
COOPERATING AGENCIES

Wisconsin Department of Natural Resources (WDNR) - (Pursuant to 23 U.S.C. 139)

APPROVALS

6/21/2011
Date

[redacted]
For the Wisconsin Department of Transportation

6/28/11
Date

[redacted]
For the Federal Highway Administration

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ABSTRACT

US 18/151 (Verona Road) is a principle arterial that serves through movements to and from southwestern Wisconsin. It is classified as a Backbone Route in the Corridors 2030 state highway plan. This 2 mile section of US 151 is the only urbanized roadway portion of the Backbone corridor spanning from Fond du Lac, Wisconsin to Dubuque, Iowa. The growing Madison metropolitan area and associated traffic volumes are causing increasing congestion on US 18/151 and on US 12/14. This project seeks to:

- Enhance the mobility of motorized travel in the US 151 backbone corridor to operation levels that are consistent with a Corridors 2030 Backbone Route.
- Improve travel safety on the US 18/151 corridor to levels consistent with a Corridors 2030 Backbone Route.
- Preserve the mobility of motorized travel in the US 12/14 (Beltline) corridor near the US 18/151 interchange to levels that are consistent with a Corridors 2030 Connector Route.
- Enhance nonmotorized travel accommodations and connectivity in the US 18/151 and the US 12/14 corridors.

NATIONAL ENVIRONMENTAL POLICY ACT STATEMENT

The National Environmental Policy Act (NEPA), 42 USC 4321-4347, became effective January 1, 1970. This law requires that all federal agencies have prepared for every recommendation or report on proposals for legislation and other major federal actions significantly affecting the quality of the human environment a detailed Environmental Impact Statement (EIS). The Federal Highway Administration (FHWA) is therefore required to have prepared an EIS on proposals that are funded under its authority if the proposal is determined to be a major action significantly affecting the quality of the human environment.

EISs are required for many transportation projects as outlined in NEPA. The processing of an EIS is carried out in two stages. Draft EISs are first written and forwarded for review and comment to federal, state, and local agencies with jurisdiction by law or special expertise and are made available to the public. This availability to the public must occur at least 15 days before the public hearing and no later than the time of the first public hearing notice or notice of opportunity for a hearing. Normally, 45 days plus mailing time will be allowed for comments to be made on the Draft EIS unless a time extension is granted by the Director of the Bureau of Equity and Environmental Services (Wisconsin Department of Transportation). Supplemental Draft EISs are prepared whenever there are changes, new information, or further developments on a project that result in significant environmental impacts not identified in the most recently distributed version of the DEIS [40 CFR 1502.9(c)]. They have the same review period and hearing requirements as a Draft EIS. After this period has elapsed for a Draft EIS or Supplement Draft EIS, preparation of the Final EIS can begin.

Final EISs are prepared to reflect the distribution of the Draft Statement by including the following:

1. Basic content of the Draft Statement (or Supplemental Draft Statement), as amended, due to internal agency comments, editing, additional alternatives being considered, and changes due to the time lag between the Draft, Supplemental Draft, and Final EIS.
2. Summary of public hearing environmental comments.
3. Copies of comments received on the Draft Statement or Supplemental Draft Statement.
4. Evaluation and disposition of each substantive comment.

Administrative action cannot take place sooner than 90 days after circulation of the Draft Statement or Supplemental Draft Statement to the Environmental Protection Agency (EPA) or 30 days after submittal of the Final Statement to the EPA. The Draft, Supplemental Draft, and Final EIS are full-disclosure documents, which provide a full description of the proposed project, the existing environment, and an analysis of the anticipated beneficial or adverse environmental effects.

The name, address, and telephone number of the individual from whom additional information can be obtained is listed on the cover of this document.

GENERAL REVIEWER INFORMATION

New material in the Final EIS is either highlighted with shading or noted with a vertical line in the margin.

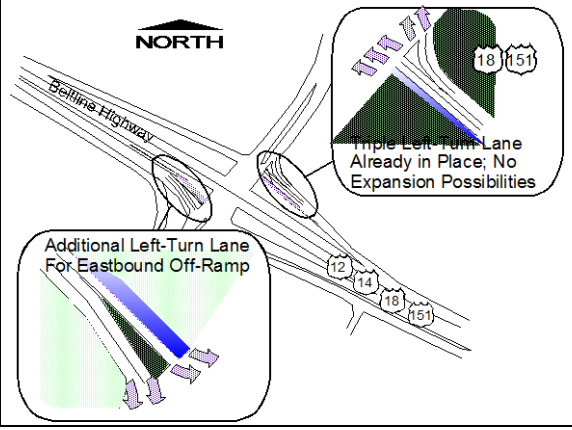
APPENDIX A
ALTERNATIVES' SCREENING PROCESS DESCRIPTION

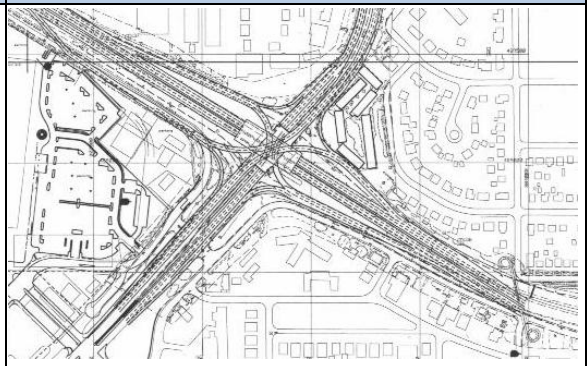
VERONA ROAD/BELTLINE INTERCHANGE

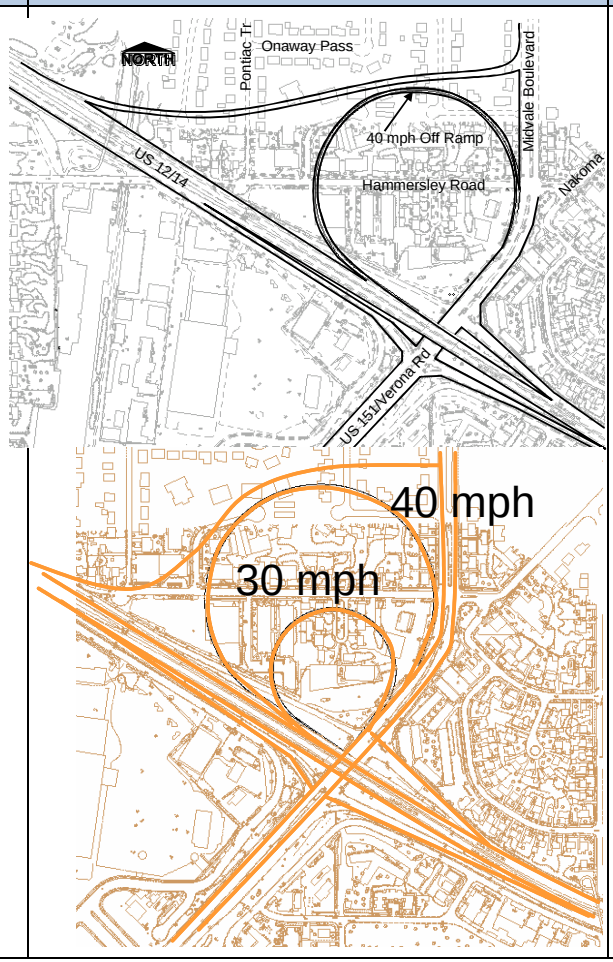
The Wisconsin Department of Transportation (WisDOT) has been identifying needs and developing alternatives for the Verona Road/West Beltline corridors since 1997. WisDOT initially looked at the two corridors with a Needs Assessment that spanned from 1997 to 1999. After the Needs Assessment, WisDOT performed an Alternatives Analysis study that developed short-, intermediate-, and long-term alternatives for the two corridors. At the end of the Alternatives Analysis process, the advisory committees stated the needs were great enough and the alternatives substantial enough that WisDOT should initiate the National Environmental Policy Act (NEPA) process that would result in an Environmental Impact Statement (EIS). This recommendation produced a resolution to that same end that was endorsed by the City Councils of Madison and Fitchburg in May 2000. EIS preparation has been ongoing since 2000. Alternatives continued to be formulated and analyzed throughout the EIS process with help from several advisory committees and extensive public involvement.

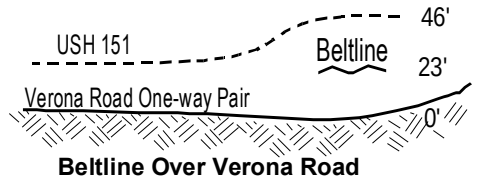
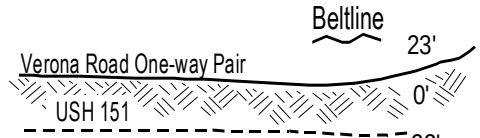
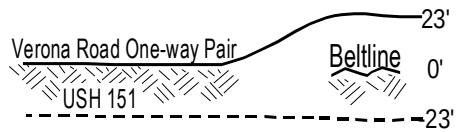
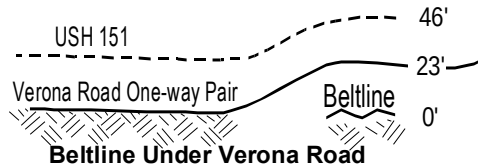
Ideas, concepts, and alternatives originated from within the project team, from members of the Technical Advisory Committee, from alders and neighborhood and business representatives on the Madison and Fitchburg Advisory Committees, and from comments, questions, and suggestions at various public involvement meetings. Some ideas helped improve the current alternatives to what they are today, while other ideas were dismissed for a wide variety of reasons. Some were not feasible or safe or had costs of extraordinary magnitude. Some alternatives resulted in substantial direct impacts while others did little to achieve the purpose and need.

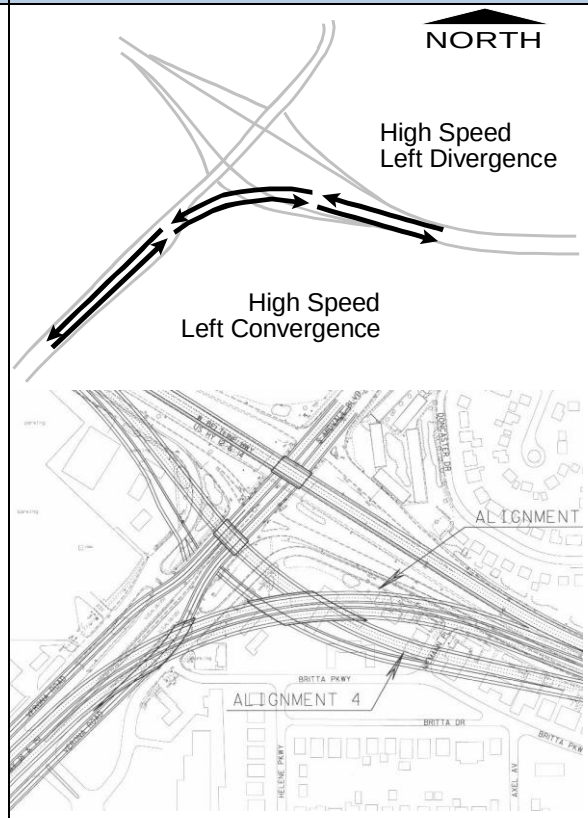
This appendix serves as a compendium of the various roadway concepts and alternatives reviewed for Verona Road and the West Beltline interchange during the study's history. This summary does not include all ideas that were considered, but it does include the major concepts. The summary also does not include Transportation Demand Management (TDM) or transit alternatives that were reviewed and analyzed.

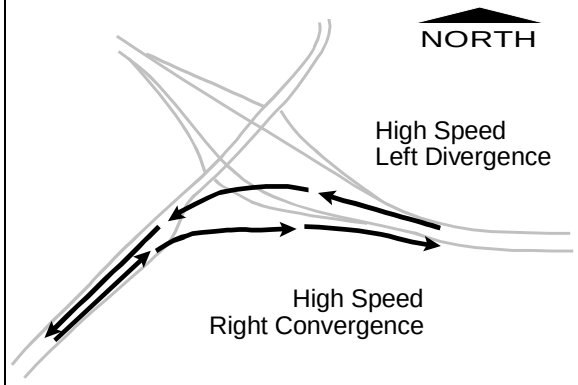
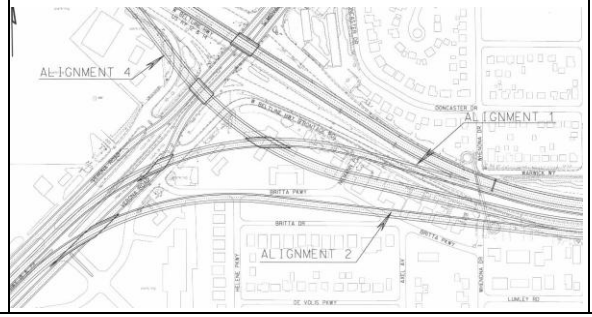
Concept/ Alternative	Description	Illustration	Impacts	Status
Expanded Conventional Interchange	The diamond interchange configuration would remain with additional turn lanes where possible. Key areas included a triple left on the WB to SB movement and a dual left on the EB to NB movement.		No additional R/W needed.	Triple Left-Turn Lane– constructed in 1999. Dual Left-Turn Lane– constructed in 2001. No other conventional expansion is possible at this location.

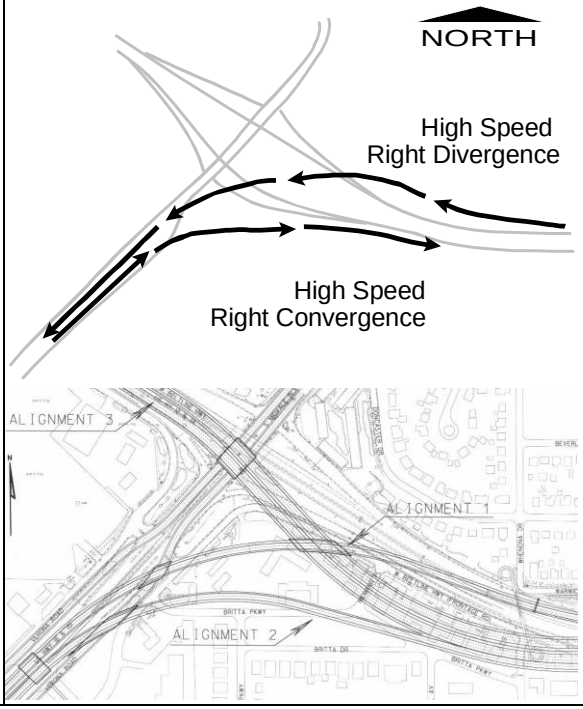
Concept/ Alternative	Description	Illustration	Impacts	Status
Single-Point Urban Interchange/ (Alt 1 in Alts Analysis and DEIS)	A “low-build” alternative–combines the two ramp intersections associated with a conventional diamond interchange into a single signalized intersection. Various iterations have pulled ramps tighter to minimize R/W impacts.		▪ Maintains an urban Verona Road with signals. ▪ Because ramp volumes are unbalanced, it only marginally improves interchange performance (10%-15%) ▪ $61-$66 M total cost ▪ 11 acres R/W needed ▪ 21 housing units ▪ 6 business units	Alternative first studied in the Alternatives Analysis. Brought forward as Alternative 1–Urban Roadway Alternative in the EIS.

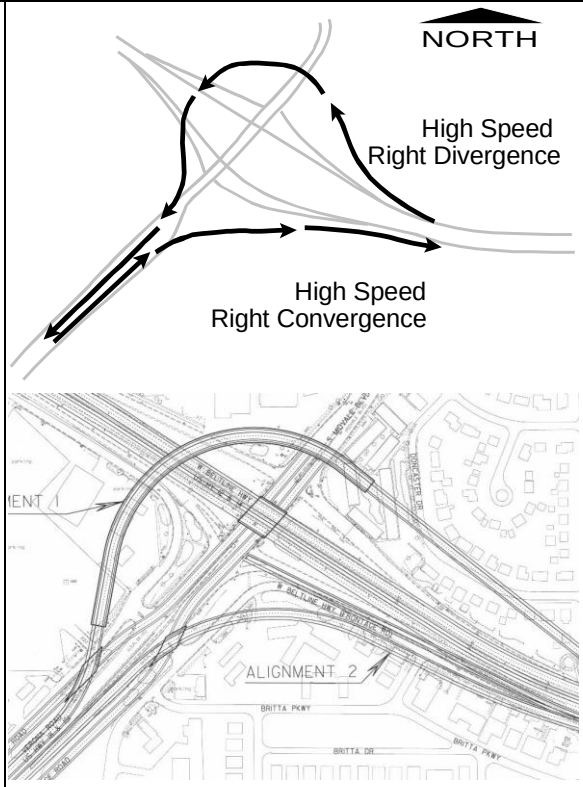
Concept/ Alternative	Description	Illustration	Impacts	Status
Partial Cloverleaf in NW Quadrant	Single-lane, in order to avoid collisions due to drifting vehicles that may occur with double-lane partial cloverleaf. Would address WB to SB movement.		Volumes too great for a single-lane loop ramp (loop ramps typically are not constructed with dual lanes). Loop ramp provides less than desired freeflow speeds. (greater than a 10 mph recommended by AASHTO) Impacts appear to be as great or greater than other alternatives. Whitney Way off-ramp could become problematic and may even need to be removed.	Dismissed because WB to SB movement already carries about 1600 vph during the PM peak hour and has the potential to increase substantially with local and regional development. A partial cloverleaf ramp would already be at capacity and soon would be over capacity. Also, this concept would have a large direct impact area.

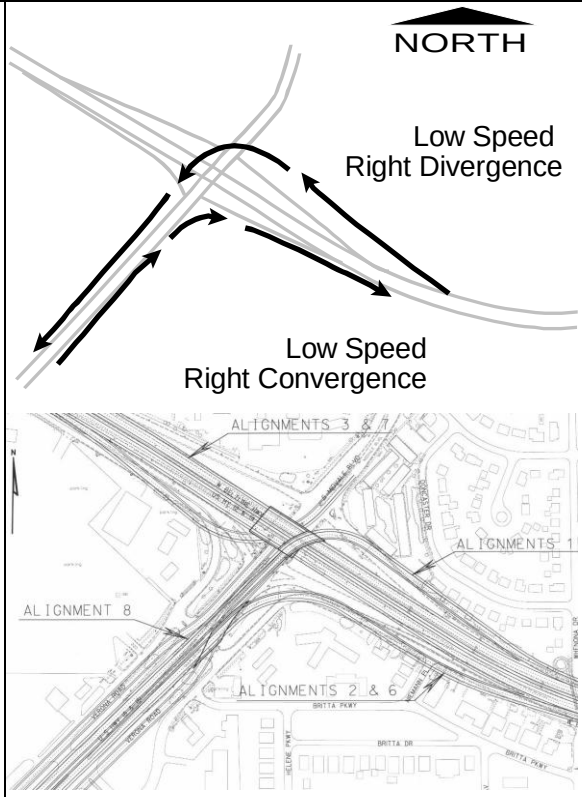
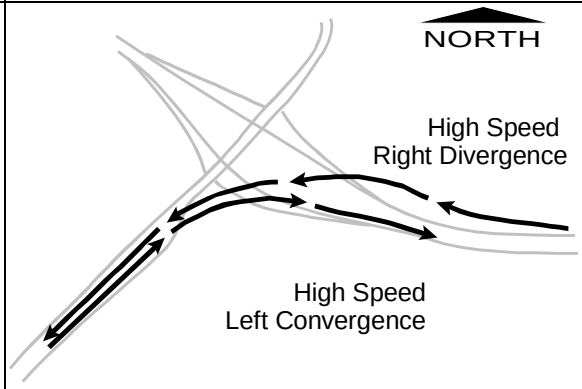
Concept/ Alternative	Description	Illustration	Impacts	Status
Elevation Options for Freeflow Interchange	Currently, the Verona Road interchange has two levels. The top level serves Beltline traffic and the bottom level serves local movements. Introducing a freeflow USH 151 movement into the interchange requires a third level.	 **Beltline Over Verona Road** **USH 151 Over the Beltline**  **Beltline Over Verona Road** **USH 151 Under Verona Road**  **Beltline Under Verona Road** **USH 151 Under the Beltline**  **Beltline Under Verona Road** **USH 151 Over Verona Road**	Connectivity and cost issues.	The freeflow alternative in the DEIS is represented by the second picture: Beltline Over Verona Road; USH 151 Under Verona Road. The primary reason this configuration was selected was to decrease isolation and increase neighborhood connectivity in the interchange area. (Environmental Justice issues.)

Concept/ Alternative	Description	Illustration	Impacts	Status
Freeflow Interchange, Southeast Quadrant, Left Divergence/ Left Convergence (Alt 3 in Alts Analysis)	Direct Flow Ramp, High-Speed (60 mph)		▪ WB to SB truck traffic must weave to the left and then weave to the right. ▪ WB to SB does not favor major volume movement; only 15 to 25 percent of WB Beltline traffic is destined to SB Verona Road. ▪ Favors backbone routing–Verona Road/USH 151 is a backbone route while USH 12/14 is a connector route in the state highway plan.	Dismissed through committee process.

Concept/ Alternative	Description	Illustration	Impacts	Status
Freeflow Interchange, Southeast Quadrant, Left Divergence/ Right Convergence (Alt 3B in Alts Analysis)	Direct Flow Ramp, High-Speed (60 mph)	 	▪ WB to SB truck traffic must weave to the left and then weave to the right. ▪ WB to SB does not favor major volume movement. ▪ WB to SB favors backbone routing. ▪ NB to EB movement easier to provide.	Dismissed through committee process.

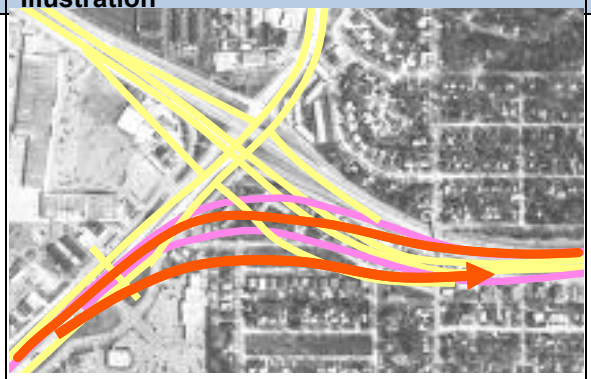
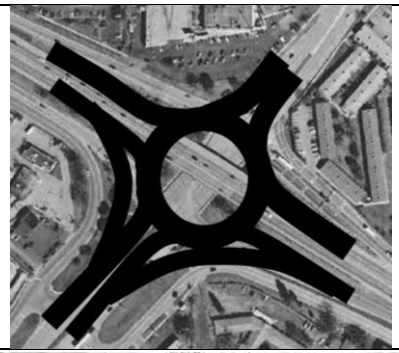
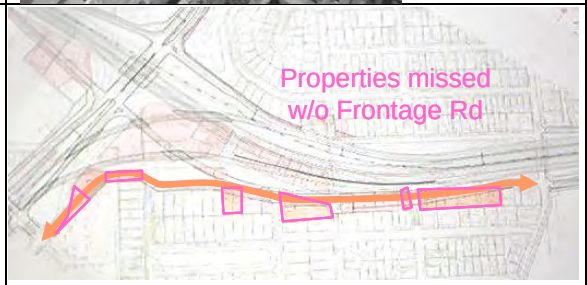
Concept/ Alternative	Description	Illustration	Impacts	Status
Freeflow Interchange, Southeast Quadrant, Right Divergence/ Right Convergence / (Alt 3A in Alts Analysis)	Direct Flow Ramp, High-Speed (60 mph)		▪ WB to SB truck traffic may remain in right lane. ▪ Possibly difficult to provide local westbound off-ramp. ▪ Favors major volume movement. ▪ Does not favor backbone routing (WB to SB). ▪ NB to EB movement easier to provide.	This divergence/convergence scheme is represented in the DEIS in the freeway alternative (Alternative 4 during the process).

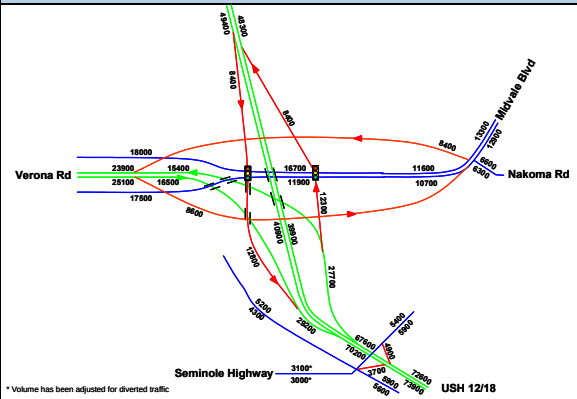
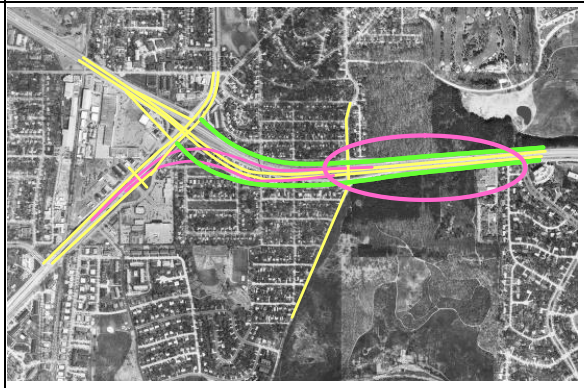
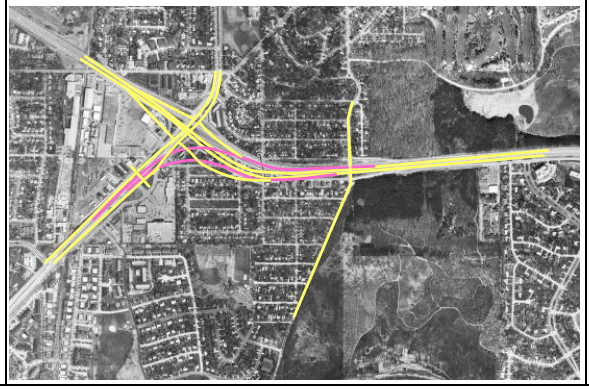
Concept/ Alternative	Description	Illustration	Impacts	Status
Freeflow Interchange, Northwest Quadrant, Right Divergence/ Right Convergence (Alt 2 in Alts Analysis)	Direct Flow Ramp, Higher Speed (40 mph)		▪ WB to SB have 40 mph curve. ▪ Trucks remain in right lane. ▪ Distribute R/W impacts to all quadrants.	Dismissed. Provides speeds that are less than desirable. Impacts appear to be as great or greater than other alternatives.

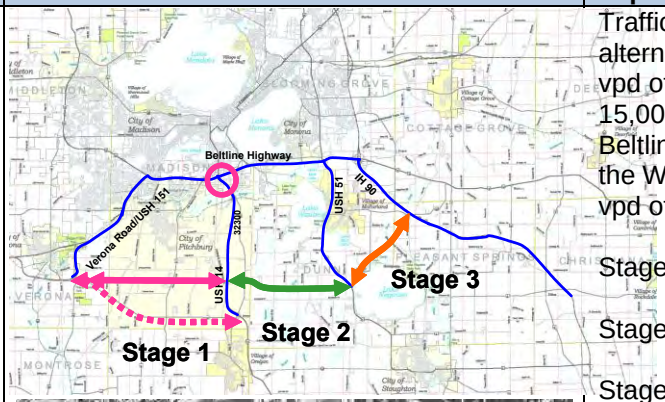
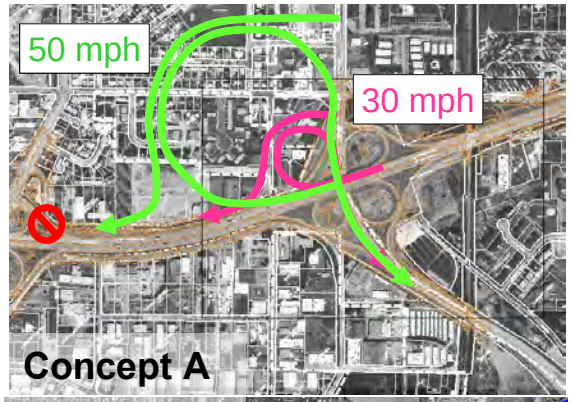
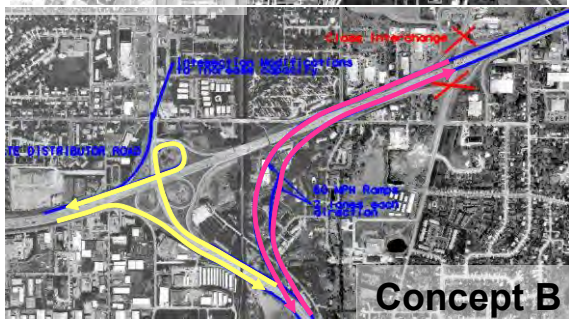
Concept/ Alternative	Description	Illustration	Impacts	Status
Low Speed Freeflow Interchange, Right Divergence/ Right Convergence (Alt 4 in Alts Analysis)	Direct Flow Ramp, Low Speed (35 mph)			Dismissed through committee process. The 20 mph decrease in speed would facilitate an increase in crashes. The impacts associated with the low speed ramp are almost as great as those associated with higher speed ramps, yet the benefits are not as great.
Direct Flow Ramp, Right Divergence/ Left Convergence			▪ WB to SB truck traffic may remain in right lane. ▪ Possibly difficult to provide local westbound off-ramp. ▪ Favors major volume movement WB ▪ Does not favor backbone routing (WB to SB) ▪ NB to EB movement difficult to provide.	Not brought forward as an alternative in the Alternatives Analysis because the "…configuration is an unlikely combination because it doesn't assign priority to USH 151 for westbound traffic, yet does assign priority to eastbound USH 151 traffic, which requires Beltline realignment and an additional grade-separation."

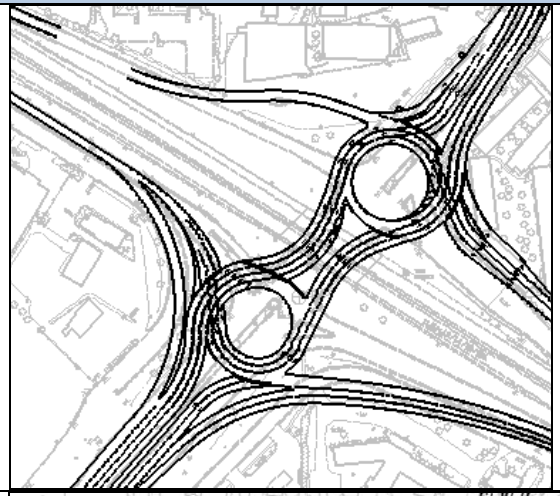
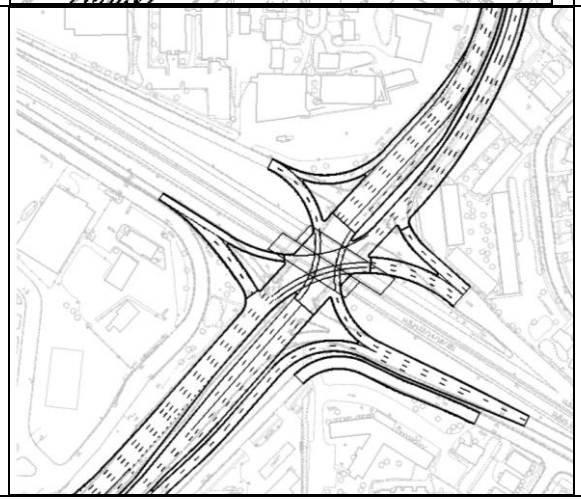
Concept/ Alternative	Description	Illustration	Impacts	Status
Freeflow to West Beltline Loop (Tech. Com. July 2001)	Inner loop: 25 mph Outer loop: 30 mph		Large direct impacts.	Dismissed through committee process. The benefits derived from providing a freeflow NB to WB movement don't appear to justify the impacts. The WB to SB freeflow ramps remove enough traffic from the regular service interchange intersection that it operates satisfactorily.

Concept/ Alternative	Description	Illustration	Impacts	Status
Freeflow to West Beltline Direct Flow (Tech Com. July 2001)				Dismissed through committee process. Broken back curve on the freeflow movements. Major impacts to SW quadrant. Just as many impacts to SE quadrant.

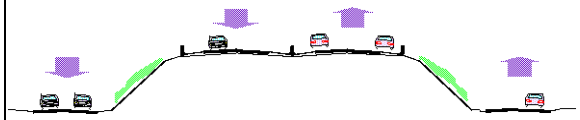
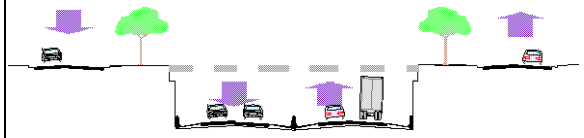
Concept/ Alternative	Description	Illustration	Impacts	Status
70 mph divergence vs. 60 mph divergence (Tech. Com. Jan 2002)			Similar direct impacts.	Went with 60 mph ramps. Acceptable difference in design speed (70-60 = 10 OK with AASHTO).
Roundabout	Provide a multilane roundabout with a 4 lane north entry, a 3 lane east entry a 2 lane west entry, a 2 lane south entry, and a NB to EB and EB to SB bypass lanes.			Dismissed. Produces LOS F in 2020 with max queues up to 86 vehicles. Madison residents would probably be intimidated by driving through a roundabout with a four-lane entry. Provides no capacity for the future.
Discontinued south frontage road in SE quadrant; with and without Seminole ramps.	TRANPLAN model created to analyze traffic impacts.		Fewer relocation impacts than with a continuous frontage road.	Dismissed through committee process. Members felt there should be a frontage road in this quadrant to provide connectivity.

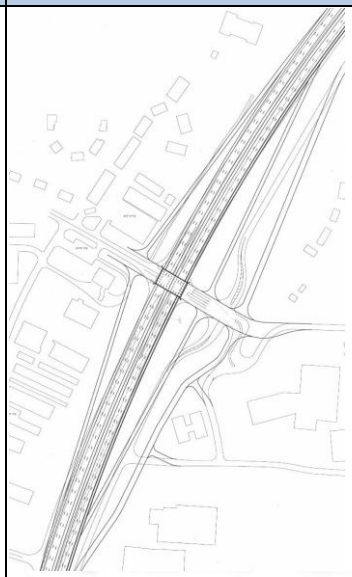
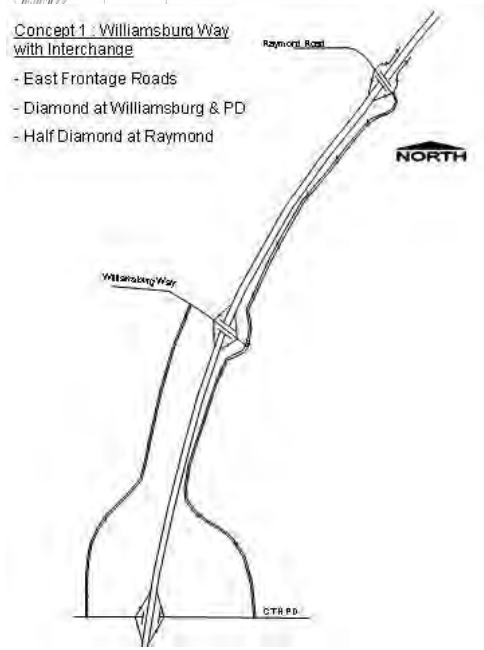
Concept/ Alternative	Description	Illustration	Impacts	Status
Direct connection– Midvale to USH 151 One-lane and two-lane options (March 2002)	TRANPLAN model created to analyze traffic impacts.		Profile worked but issues with meeting EB off-ramps at grade and then separating flows going to Verona Road and those going to USH 151.	Dismissed through committee process. Not possible to provide enough distance between the service interchange off-ramps and the ramps into the grade-separated roadway (400 feet or so, not enough decision distance and would present substantial weaving problems).
Seminole Interchange (TRANPLAN model Alt. 4A) (TOP) vs. No Seminole Interchange (BOTTOM) (Tech. Com. Jan. 2002) (TRANPLAN model Alt. 4)		 	Keeping the Seminole interchange requires about 1.4 acres of land from the Arboretum because freeflow ramps are pushed 1,200 feet to the east (CD road). May require one relocation north of the Beltline.	In DEIS, the freeway alternative includes removing the Seminole interchange due to committees' desires to prevent direct impacts to the Arboretum. Dismissing also reduces pass through traffic on Seminole. Also eliminates the need to bring collector distributor road (CD) essentially to Todd Drive interchange.

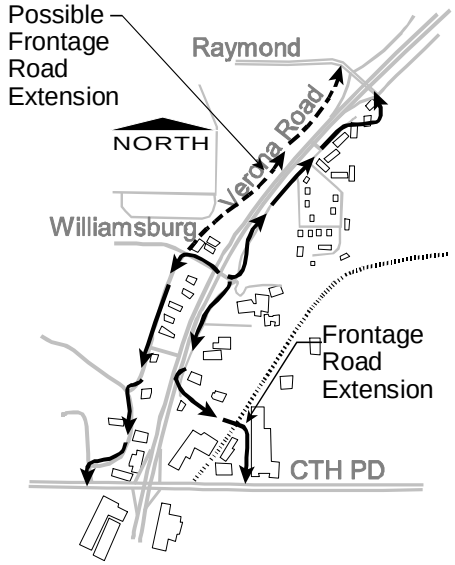
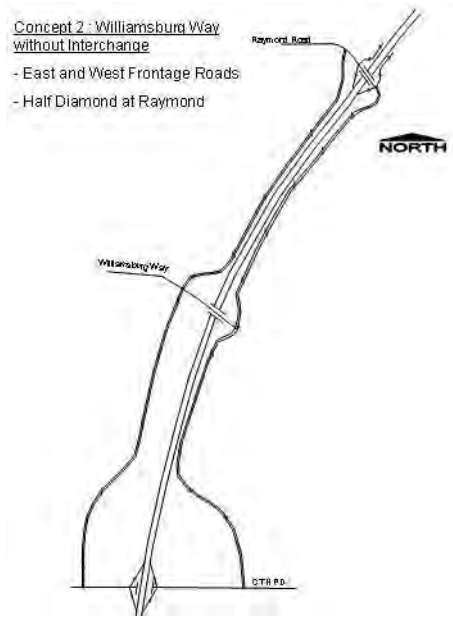
Concept/ Alternative	Description	Illustration	Impacts	Status
South Reliever (Outer Ring) July 2002	Suggested in both oral and written comments at May 2002 Public Information Meeting series. Originally investigated because ▪ Residents feel that neighborhood bears the brunt of the system improvements. ▪ Might avoid the numerous business and residential relocations by rerouting US 151. ▪ May decrease project costs. This alternative would create the need for interchange improvements at Park St. and possibly other locations. South Reliever Alternatives do not fulfill 3 of the 5 P&N objectives: metropolitan traffic movements, local access, and neighborhood connectivity.	  	Traffic modeling shows the alternative draws 1,000-5,000 vpd off Verona Road, 7,000-15,000 vpd off the South Beltline, 8,000-10,000 vpd off the West Beltline, and 7,000 vpd off the Interstate. Stage 1–475 acres R/W, 7 relocations. Stage 2–244 acres R/W, 10 relocations. Stage 3–215 acres R/W, 3 relocations. Park Street Concept A requires removal of east ramps of Fish Hatchery Interchange. Concept B requires elimination of Rimrock Road interchange. Both Concepts A and B probably require removal of north ramps of CTH M interchange. Concept A (30 mph)–4 commercial buildings. Concept A (50 mph)–17 commercial buildings. 550-650 residential units (~80 buildings) Concept B–13 commercial buildings. 150-200 residential units (16 buildings).	Dismissed by WisDOT in press release 12/03/02 because it does not remove enough traffic from Verona Road and does not address Beltline congestion at the Verona Road interchange. Substantial opposition from the Town of Dunn.

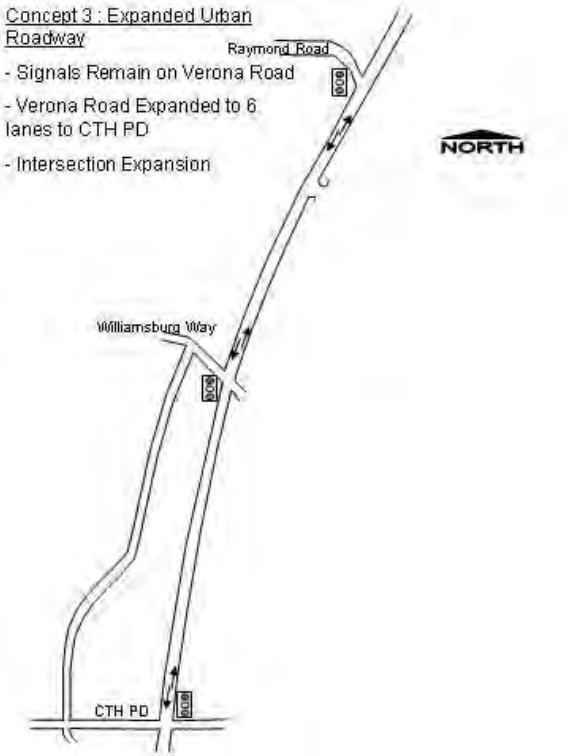
Concept/ Alternative	Description	Illustration	Impacts	Status
Roundabout Interchange Terminals	Multilane roundabouts are placed at the ramp terminals for the interchange. Multilane roundabouts are also placed at the Nakoma Road intersection as well as the Summit Road intersection		Modest right-of-way impacts, mostly in the northeast and southeast quadrants.	Dismissed because three-lane roundabout is almost at capacity with these volumes. Also, operation of minor movements (EB to NB) is quite poor.
Single Point Urban Interchange with four through lanes	Same concept as three lane single-point except capacity expansion is provided on Midvale Boulevard and Verona Road.		Impacts occur in all four quadrants. More occurs in southeast quadrant because of realignment of frontage road.	Brought forward in analysis for SDEIS.

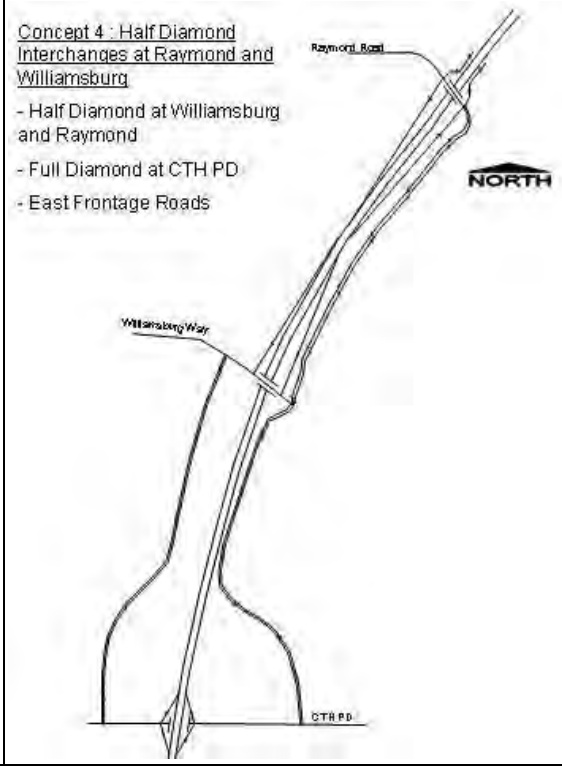
VERONA ROAD CONCEPTS AND ALTERNATIVES

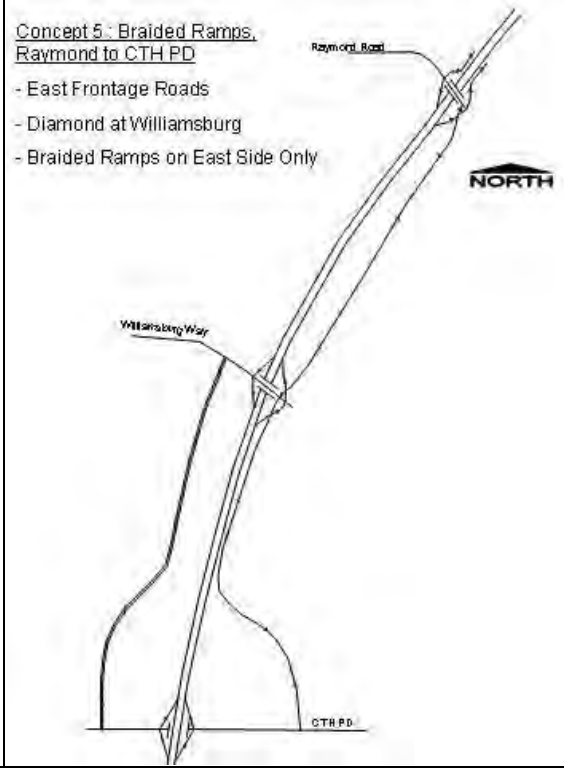
Concept/ Alternative	Description	Illustration	Impacts	Status
US 151 above Verona Road (freeflow options)	This concept was also recommended by the VE study team.		May increase the current barrier that isolates Allied-Dunn's Marsh neighborhood. Would likely have higher traffic noise than US 151 below Verona Road. Saves an estimated $17M (VE)	Dismissed primarily to decrease neighborhood isolation.–Environmental justice concerns. Cost savings would have to be verified. Retaining walls required on both above- and belowground alternatives.
US 151 below Verona Road (freeflow options)			Possibly higher construction cost than US 151 above Verona Road	Brought forward as alternative to address environmental justice concerns. Retaining wall technology would probably result in less cost than estimated by VE study.

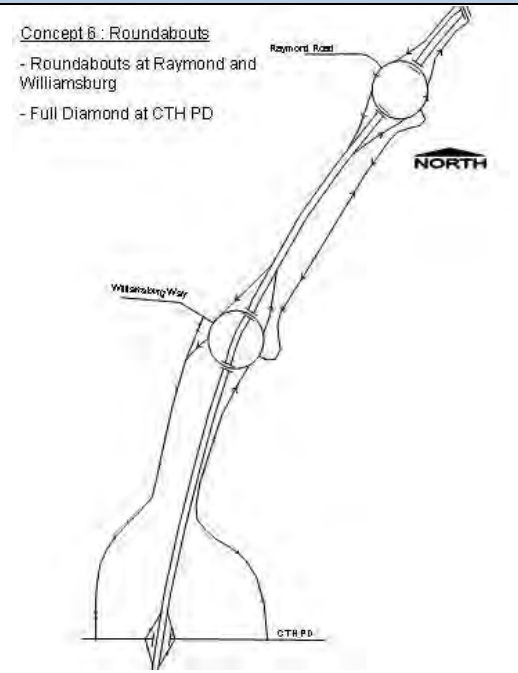
Concept/ Alternative	Description	Illustration	Impacts	Status
Williamsburg Way Interchange and Raymond Road Interchange (SVR Concept 1 from Tech. Com.–June 2001, July 2001)		 		Dismissed through committee process. Interchange spacing does not meet AASHTO standards. Not enough room to have on-ramp and off-ramp. Encourages use of US 151 as a local road.

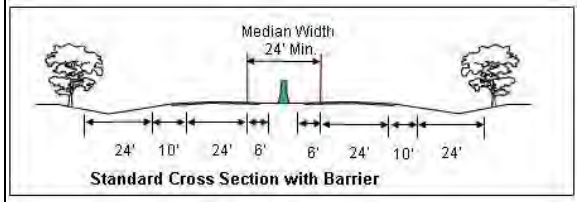
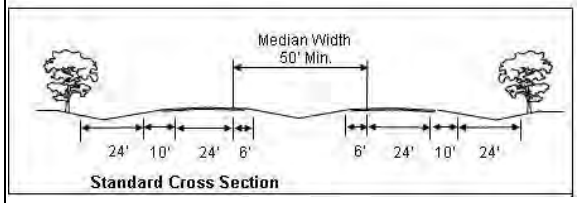
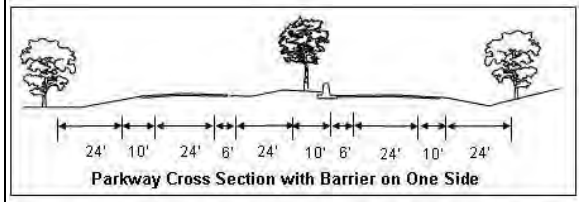
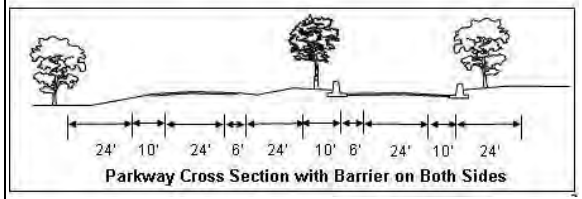
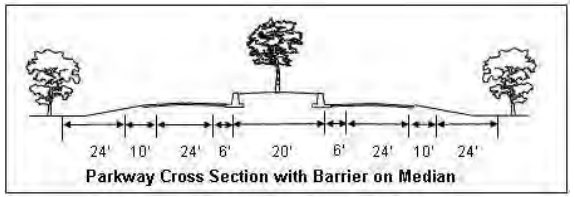
Concept/ Alternative	Description	Illustration	Impacts	Status
Williamsburg Way Grade-Separated and Enhance Local System with one-way pairs (SVR Concept 2 from Tech. Com.–June 2001, July 2001)		 		Concept further developed into DEIS alternatives.

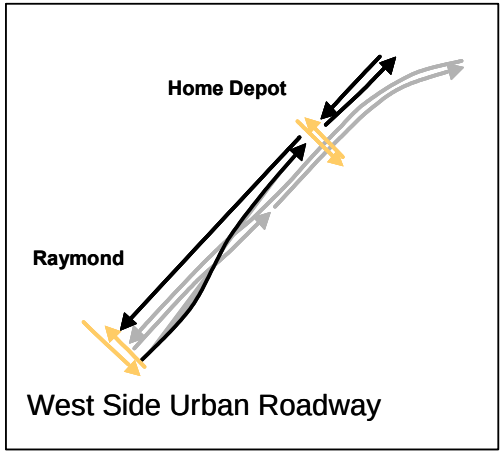
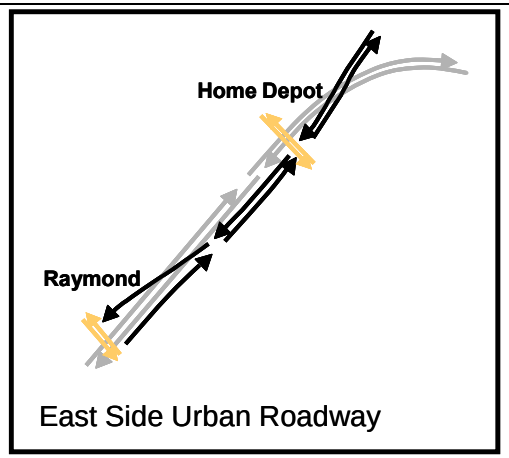
Concept/ Alternative	Description	Illustration	Impacts	Status
Expanded Urban Roadway with signalized intersections (SVR Concept 3 from Tech. Com.–June 2001)	July 2001 Tech. Com. Meeting added potential frontage road connection behind Certco in northeast quadrant of Verona Road and CTH PD intersection.			Concept represented in Urban Roadway Alternative in DEIS.

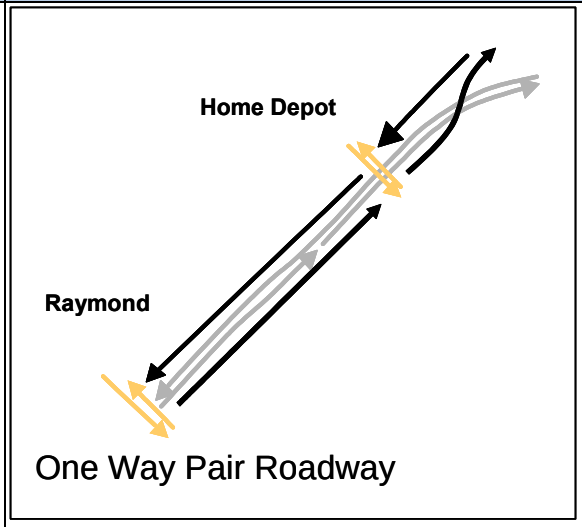
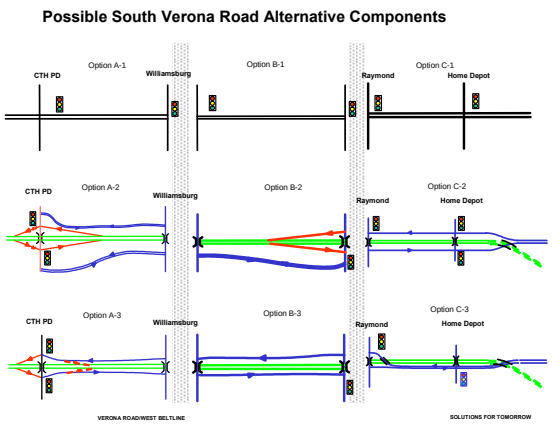
Concept/ Alternative	Description	Illustration	Impacts	Status
Half Diamond Interchanges at Raymond and Williamsburg (SVR Concept 4 from Tech. Com.–June 2001, Concept 1A from Tech. Com.–July 2001)			Ramps very close. Operational problems.	Dismissed through committee process. Does not meet AASHTO criteria for spacing.

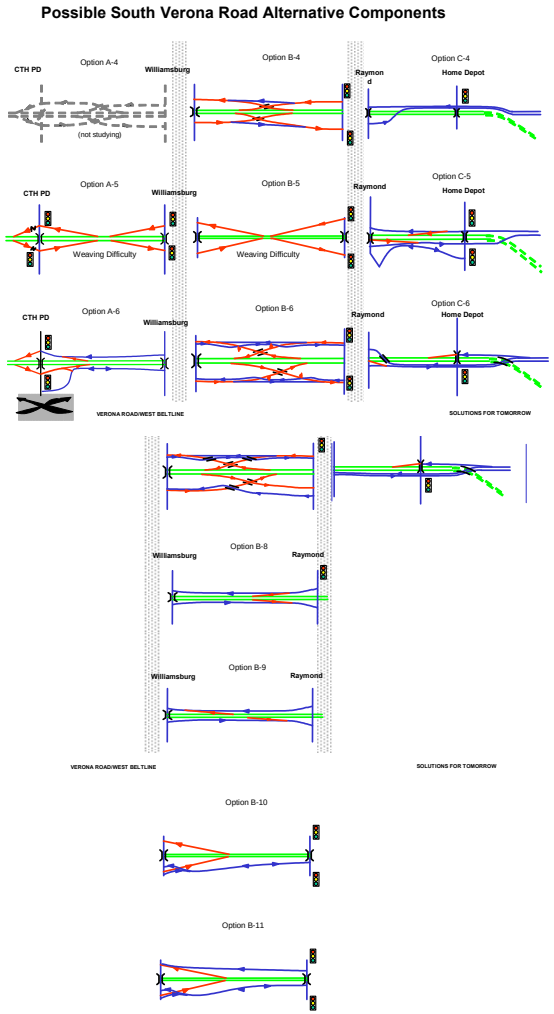
Concept/ Alternative	Description	Illustration	Impacts	Status
Braided Ramps, Raymond to CTH PD (SVR Concept 5 from Tech. Com.–June 2001)				Dismissed through committee process. Braided ramps present operational challenges when traffic volumes increase.

Concept/ Alternative	Description	Illustration	Impacts	Status
Roundabouts @ Raymond and Williamsburg (SVR Concept 6 from Tech. Com.–June 2001)	Larger roundabout–similar to those in Norway.			Dismissed through committee process. Alternative of teardrop roundabouts
Alternative 7	Braided ramps and CD roads.		Impacts to west side of Verona Road.	

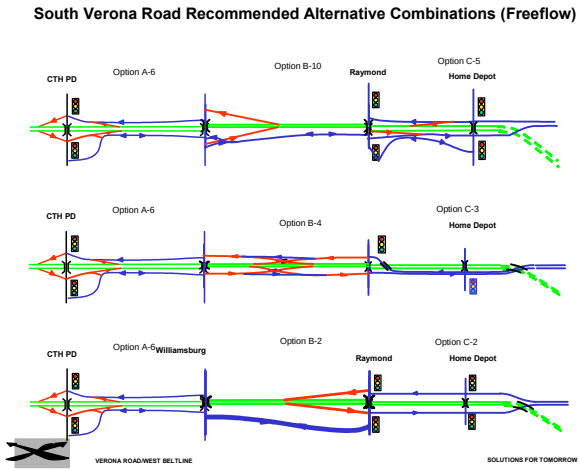
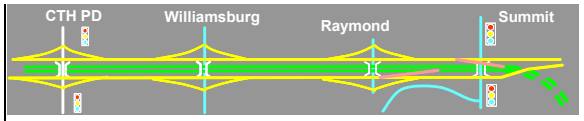
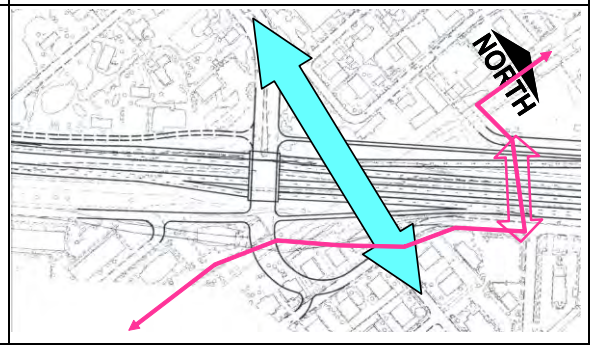
Concept/ Alternative	Description	Illustration	Impacts	Status
Expressway Concepts (Tech. Com. August 2001)		 		August 2001–Carry both cross sections through EIS process.
Parkway Concept–Low speed (SVR Concept 4 July 2001, August 2001)		  		August 2001–Britta Parkway carry through with barrier on median. When necessary in some areas, a barrier should be placed on the outside lane. Later in process, the median barrier was reduced to conserve costs.

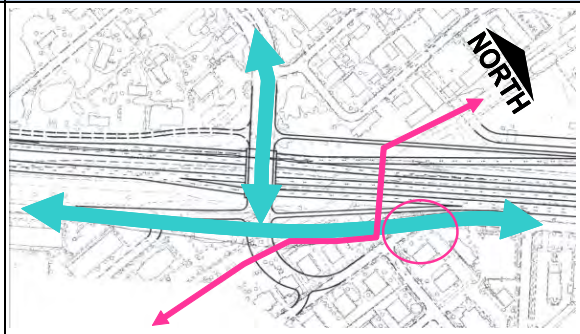
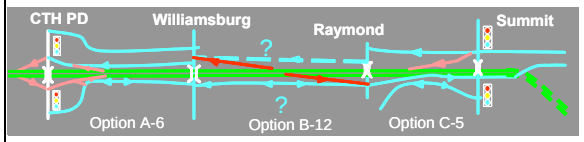
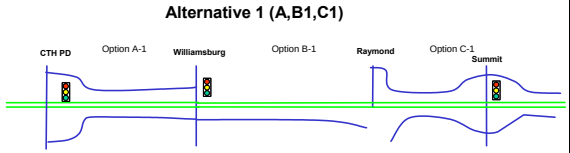
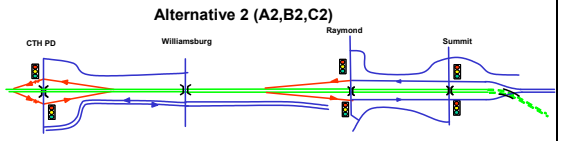
Concept/ Alternative	Description	Illustration	Impacts	Status
West Side Urban Roadway Frontage Road North of Raymond Road (Tech. Com. July 2001, Aug. 2001)			Favors west side visibility and access. Difficult to provide EB to SB movement to regional system.	August 2001–Decided not to carry west side urban roadway through in the EIS process. Reduces visibility and access for east side businesses that are already struggling. Works against Madison purchase of Super Saver Plaza.
East Side Urban Roadway North of Raymond Road (Tech. Com. July 2001, Aug 2001)			Favors east side visibility and access. Allows freeflow for EB to SB movement to regional system. Combines local and metro systems on east side (no frontage road system). Requires one additional grade separation.	August 2001–Carry forward. Since dismissed through committee process. Decreases visibility of the Home Depot Plaza without providing huge benefits to east side businesses.

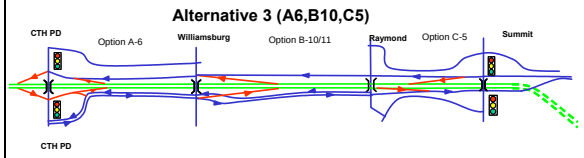
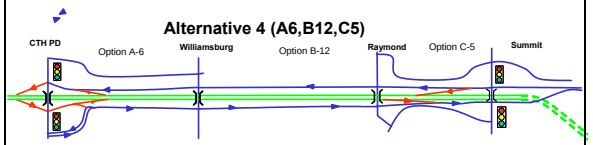
Concept/ Alternative	Description	Illustration	Impacts	Status
One-Way Pair Roadway (Tech Com. July 2001, Aug. 2001)			▪ Equally distributes access and visibility to both sides of Verona Road. ▪ One-way street sometimes are not favored by retailers. ▪ Difficult to provide EB to SB movement to regional system.	August 2001–Carry forward. In DEIS.
SVR Access Components Considered (Sept. 2001)	Options A-1 through A-6 Options B-1 through B-11 Options C-1 thrugh C-7			

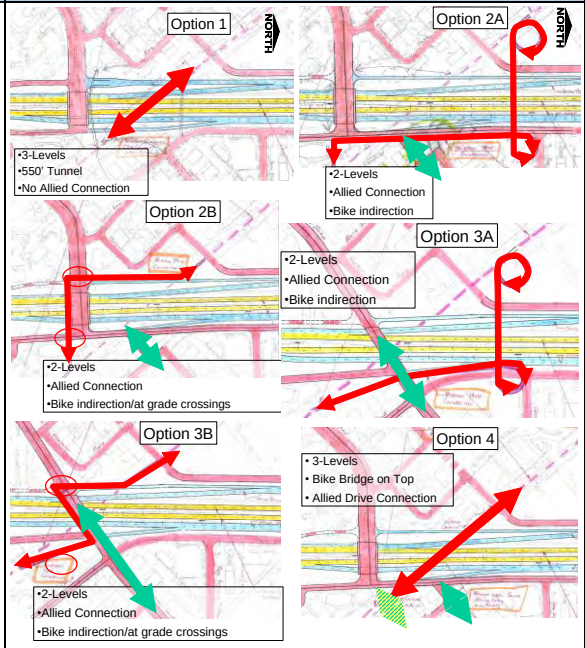
Concept/ Alternative	Description	Illustration	Impacts	Status
				

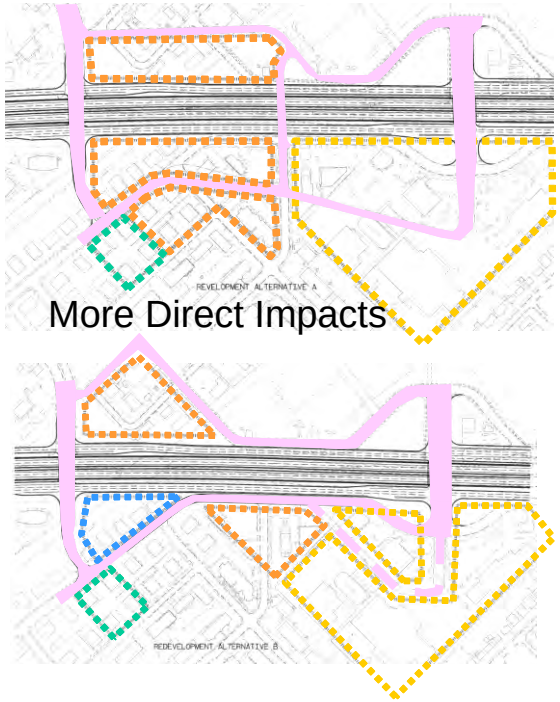
VERONA ROAD/WEST BELTLINE SOLUTIONS FOR TOMORROW

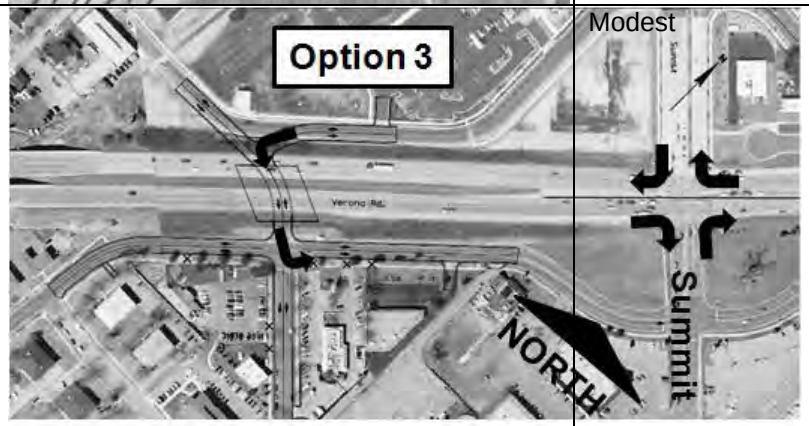
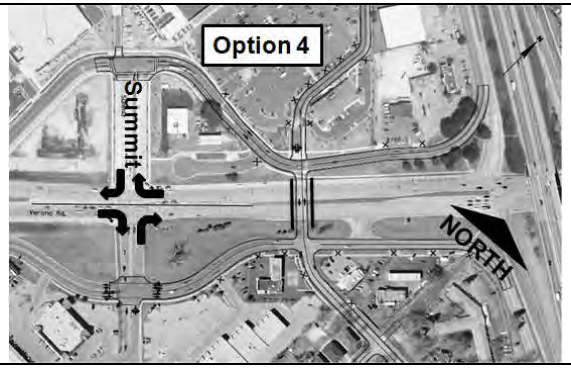
Concept/ Alternative	Description	Illustration	Impacts	Status
SVR Components Combinations (Tech. Com. Nov. 2001)	Over 70 component combinations were analyzed. These 3 showed the most promise.			After many meetings, the one-way pair option provided the greatest access possibilities and the least confusion. The one-way pair alternative was brought forward in the DEIS for the freeway alternative.
CD roads (suggested at Nov. 2001 Mad. Adv. Com. Meeting)				Dismissed through committee process. Does not allow driveways on CD roads, effectively landlocking businesses.
Raymond connection– directly to Thurston (suggested at Nov. 2001 Mad. Adv. Com. Mtg)			Increases residential relocations	City may request a realignment, but WisDOT wishes to minimize residential relocations.

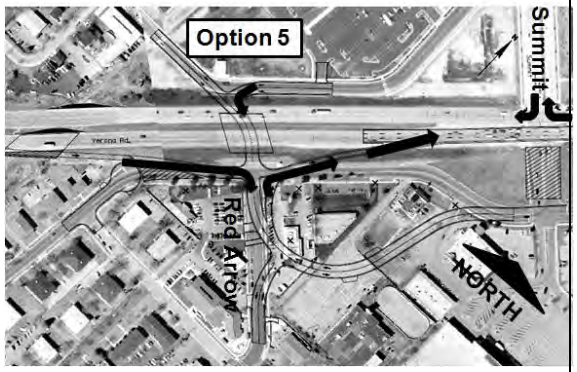
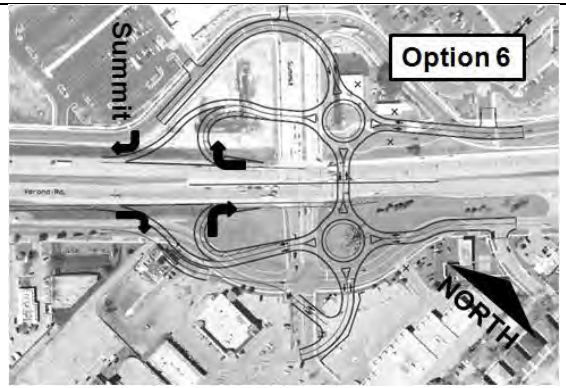
Concept/ Alternative	Description	Illustration	Impacts	Status
Connect frontage roads (suggested at Nov. 2001 Mad. Adv. Com. Mtg.)				Concept brought forward as part of the Freeway alternative in the DEIS.
Hybrid version in Section B (suggested at Nov. 2001 Mad. Adv. Com. Mtg.)				Dismissed through committee process.
SVR Alternative 1 (A1B1C1) (TRANPLAN model Alt. 1) Tech. Com. 2/21/02	Six-Lane Verona Road with at-grade intersections and signals. Frontage roads connected.		2.6 acres R/W $0.5M R/W costs $12.4M construction costs 0 relocations Noise unaddressed Connectivity issues	Brought forward since February 2002 as Alternative 1.
SVR Alternative 2 (A2B2C2) (TRANPLAN model Alt. 2) Tech. Com. 2/21/02	Four-Lane Verona Road Freeway with auxiliary lanes. Freeway placed below existing grades. Full-diamond interchange at CTH PD and half-diamond interchange at Raymond Road. Frontage roads connected.		6.8 acres R/W $6.1M R/W costs $44.1M construction costs ~58 residential tenant relocations in 5 buildings ~1 business relocation Noise–possibly attenuated by walls	Brought forward since February 2002 as Alternative 2

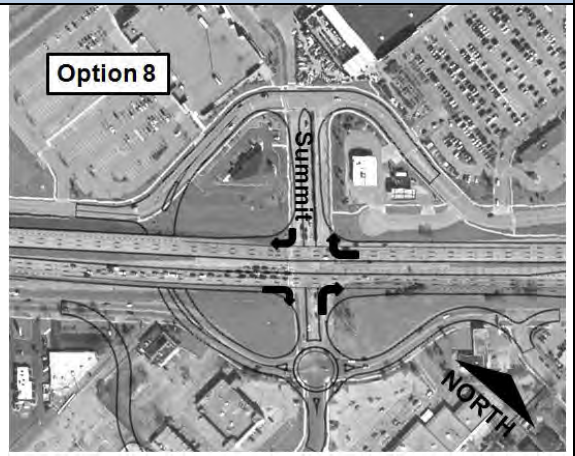
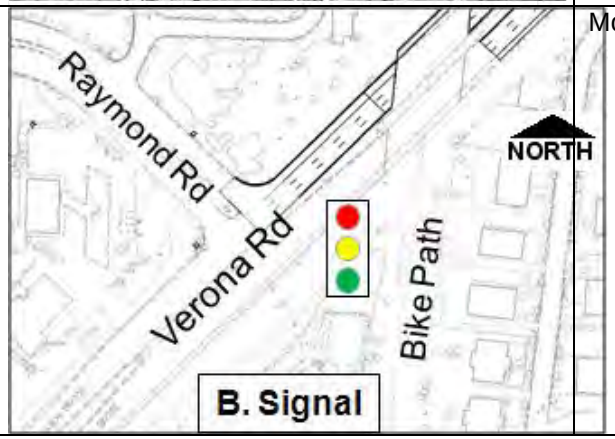
Concept/ Alternative	Description	Illustration	Impacts	Status
SVR Alternative 3 (A6B10C5) (TRANPLAN model Alt. 3) Tech. Com. 2/21/02	Four-Lane Verona Road Freeway with auxiliary lanes. Freeway placed below existing grades. Full-diamond interchange at CTH PD and half-diamond interchange at Summit. Two-way frontage road east side, one-way frontage road west side.		7.3 acres R/W $6.4M R/W costs $47.2M construction costs ~58 residential tenant relocations in 5 buildings ~1 business relocation Noise–possibly attenuated by walls	Brought forward since February 2002
SVR Alternative 4 (A6B12C5) (TRANPLAN model Alt. 4) Tech. Com. 2/21/02	Four-Lane Verona Road Freeway with auxiliary lanes. Freeway placed below existing grades. Full-diamond interchange at CTH PD and half-diamond interchange at Summit. One-way frontage arterial pair both sides.		7.4 acres R/W $6.7M R/W costs $47.4M construction costs ~58 residential tenant relocations in 5 buildings ~1 business relocation Noise–possibly attenuated by walls	Brought forward since February 2002

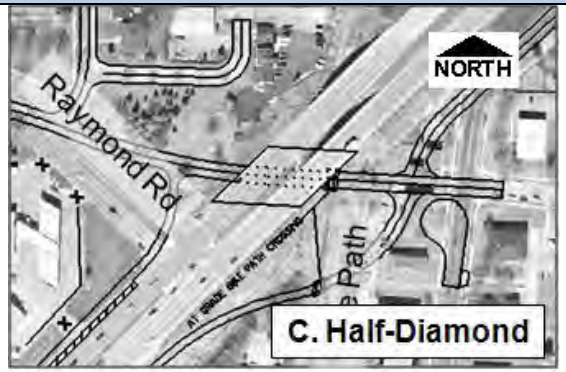
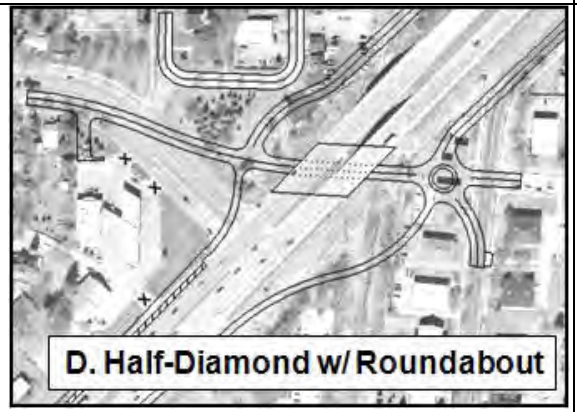
Concept/ Alternative	Description	Illustration	Impacts	Status
Raymond Road Options with Bike Path (Tech. Com. January. 2002)				Freeway alternative in DEIS includes a SW bike path overpass. As shown in Option 4.

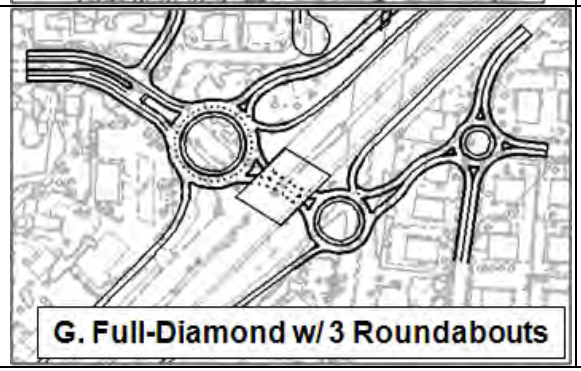
Concept/ Alternative	Description	Illustration	Impacts	Status
Frontage Road Options for Home Depot and Supersaver	Backage roads shown at TOP Frontage roads shown at BOTTOM	Backage Roads  	Backage roads have more direct impacts.	Frontage roads are represented in DEIS alternatives. Madison has requested backage roads.
Roundabouts at Raymond Road				Dismissed for DEIS through committee process. Still can be added as a refinement to alternatives.

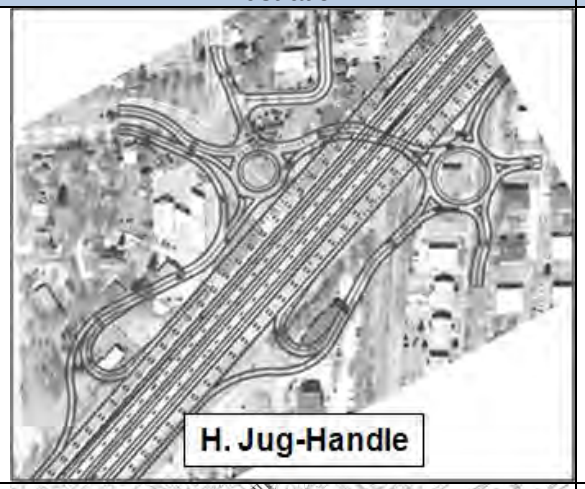
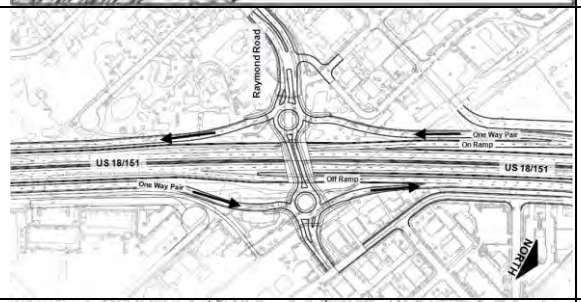
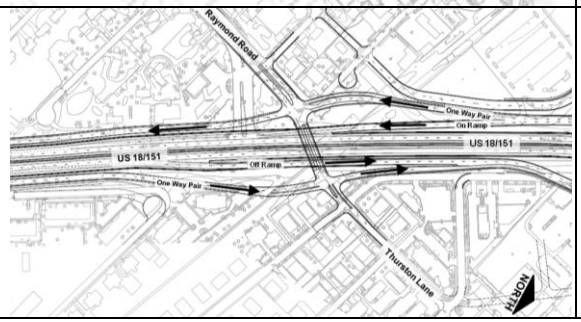
Concept/ Alternative	Description	Illustration	Impacts	Status
Roundabout at Summit Road	Three-lane entry roundabout provided at Summit in place of signals.		Modest to none	Dismissed because roundabout is near capacity. Minor movements (EB to NB) operate at extremely poor levels.
Jug-Handle at Summit, Option 3	Jug-handle at Summit with traffic routed under new Red Arrow underpass.		Modest	This alternative was dismissed primarily because of distance and indirection of the crossing of Verona Road.
Jug-Handle at Summit, Option 4	Jug-handle at Summit with traffic routed over US 151 with a new Britta Pkwy overpass.		Substantial business relocations because driveways cannot be maintained (grade challenges)	Dismissed because of business impacts and feasibility concerns.

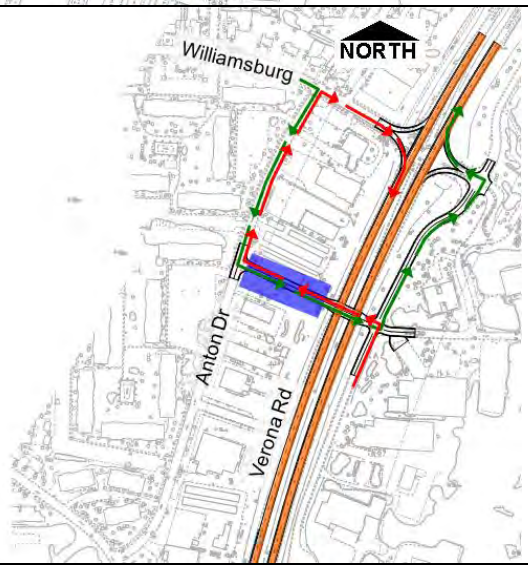
Concept/ Alternative	Description	Illustration	Impacts	Status
Jug-handle-Diamond Interchange Combination, Option 5	This alternative installed a jug-handle intersection on the west side of Verona Road for the southbound movements and diamond interchange ramps on the east side of Verona Road for northbound movements.		Business impacts in northeast quadrant of intersection.	This alternative was dismissed primarily because of the non-typical jug-handle–interchange ramp configuration. Having different connection types, (e.g., northbound movements by diamond interchange ramps; southbound movements by a right-in/right-out intersection) could lead to driver confusion. The relocation impacts associated with the northbound ramps were also a factor in the dismissal of this alternative.
Roundabout Jug-handle, Option 6	This option constructed the grade separation of Verona Road north of the existing Summit intersection, yet the connections to Verona Road are south of the existing intersection. This configuration allowed for more weaving room between the westbound to northbound turning movement and the Beltline interchange.		Three business relocations.	Despite the operational advantages associated with this configuration, it required the relocation of three businesses that did not need to be relocated in the long term. For this reason, this alternative was dismissed.
Jug-handle with Connection to Raymond Ramps, Option 7	This alternative has the southbound exit and northbound entrance close to Summit. The southbound entrance and northbound exit are close to and connect with Raymond Road. Essentially the alternative acts like a split diamond interchange.		Rather large business impacts.	This alternative was primarily dismissed because of its complexity. Every exit and entrance is handled in a slightly different way, which would likely lead to driver confusion.

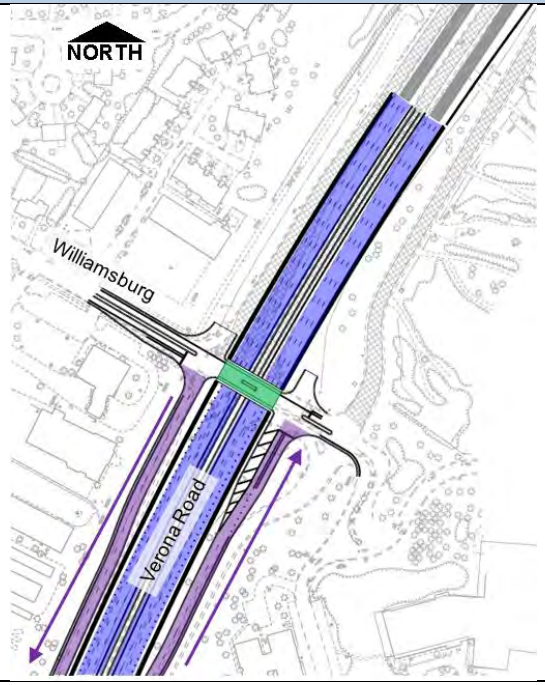
Concept/ Alternative	Description	Illustration	Impacts	Status
Jug-handle within Existing Footprint	This option positions the jug-handle mostly within right-of-way that already exists near the Summit intersection. It does not provide as much weaving room as other alternatives, yet the impacts associated with it are smaller.		Modest to none.	Brought forward in SDEIS because of modest impacts and improved traffic operation.
Signalized Raymond Road	Keeps Raymond Road as a signalized intersection.		Modest to none.	Brought forward in SDEIS as part of Stage 1.

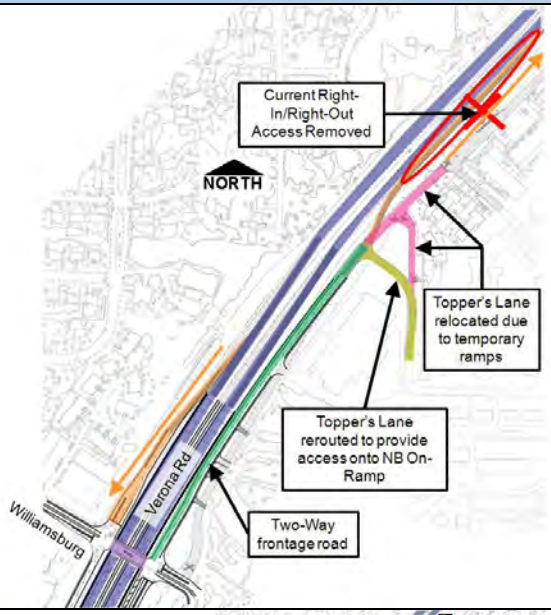
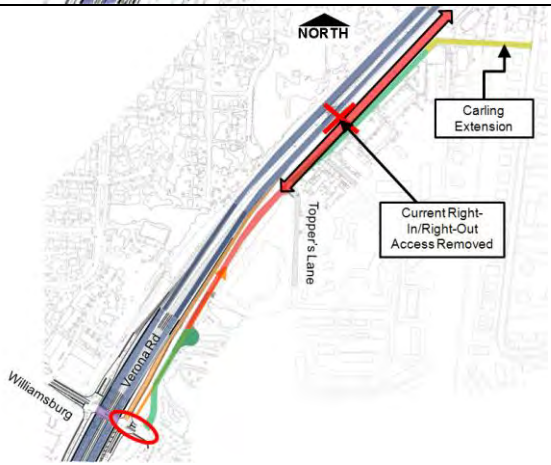
Concept/ Alternative	Description	Illustration	Impacts	Status
Half-Diamond Interchange at Raymond Road	The half-diamond interchange option extends Raymond Road into the Allied Drive neighborhood as it connects with Thurston Lane and Allied Drive becomes a cul-de-sac. The northbound off-ramp connects with Raymond Road and then travels north on the Verona Road frontage road. The southbound on-ramp connects with Raymond Road. Traffic traveling north will need to either use Reetz Road and Freeport Road on the west or travel over Verona Road and use the east frontage road.		Numerous residential and business relocations.	This option was dismissed because of the Allied Drive access loss and the infrastructure costs associated with the option.
Half-Diamond with Roundabout at Raymond Road	The half-diamond interchange with roundabout option addresses some of the deficiencies of the previous option. On the east side, a roundabout is installed to allow Allied Drive access to the east frontage road. On the west side, a frontage road is constructed north of the southbound ramp that provides access to the access road at Cub Foods and Home Depot.		Numerous residential and business relocations.	Although this option addresses some of the deficiencies of the previous option, it was dismissed because of the infrastructure costs associated with it and the inability of the design to be preserved with the ultimate improvements.

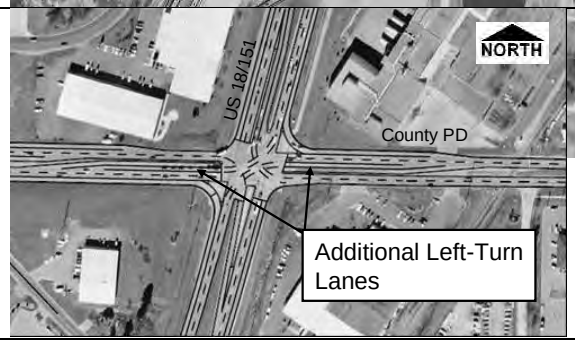
Concept/ Alternative	Description	Illustration	Impacts	Status
Quarter-Diamond Interchange at Raymond Road	This option is similar to the half-diamond interchange Option C, except that it only provides a southbound on-ramp; the northbound on-ramp is omitted. Carling Drive is instead extended to the east frontage road in the northbound off-ramp's place. Raymond Road is still extended into the neighborhood, and Allied Drive has its access removed so that it does not disrupt the Carling Drive intersection with Raymond Road and Thurston Lane.			This option was dismissed because of the very nonconventional application of a single on-ramp.
Half-Diamond Interchange with Roundabouts at Raymond Road	This option is similar to quarter-diamond alternative except that it provides a roundabout on the west ramp terminal as well as the east ramp terminal. All other aspects of the option are the same.			Similarly, this option was dismissed for the same reasons as the quarter diamond—the infrastructure costs associated with it and the inability of the design to be preserved with the ultimate improvements.
Full-Diamond Interchange with Three Roundabouts at Raymond Road	This option provides full access on and off Verona Road at Raymond Road. The ramps would have to be lower speed because they would not meet ramp spacing guidelines stated in the FDM.			Dismissed because at least half of the interchange would have to be removed when the ultimate improvements are initiated.

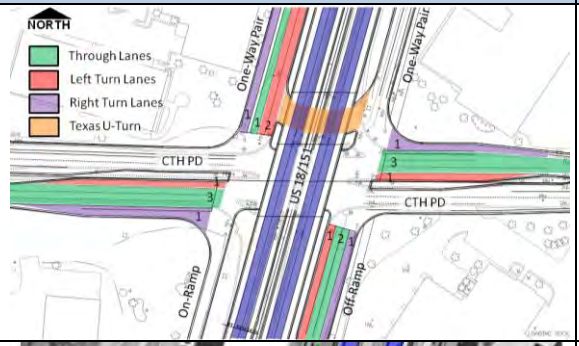
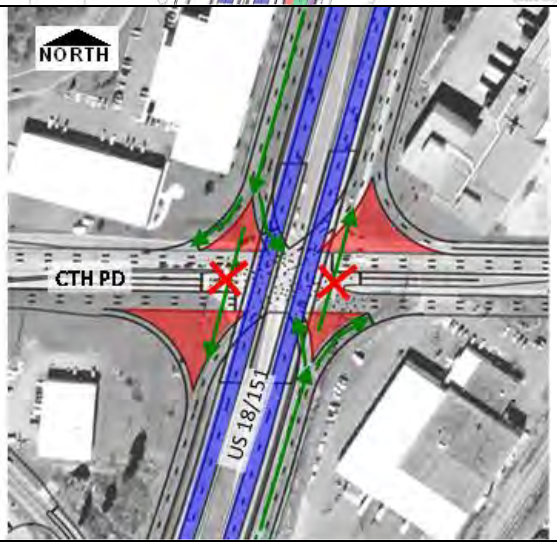
Concept/ Alternative	Description	Illustration	Impacts	Status
Jug-Handle at Raymond Road	This option constructs a jug-handle at Raymond Road that allows right-in/right-out access at Raymond Road, and the grade separation crosses Verona Road north of the intersection.			This option was dismissed for several reasons. One reason was that when coupled with the Summit jug-handle, it presented a motorist with a confusing access arrangement. Also, the jug-handle was not compatible with long-term freeway conversion, so the infrastructure investment devoted to the connection would be lost when ultimate improvements are implemented.
One-way pair with roundabouts at Raymond Road	Uses two roundabouts to connect one-way pair in ultimate configuration to Raymond Road.		Several residential and business relocations.	Brought forward for more detailed study in SDEIS.
One-way pair with signals at Raymond Road	Uses two signalized intersections to connect one-way pair in ultimate configuration to Raymond Road.		Several residential and business relocations.	Brought forward for more detailed study in SDEIS.

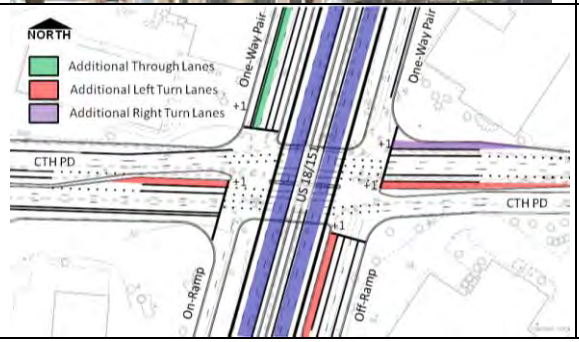
Concept/ Alternative	Description	Illustration	Impacts	Status
Jug-Handle with Grade Separation at Williamsburg Way	This alternative created a jug-handle intersection with a grade separation at the Williamsburg Way intersection. Two right-in/right-out intersections are created to allow for access to Williamsburg Way.			Disadvantages of this alternative included the indirection caused by the jug-handle layout, causing at least one relocation, and removal of private driveways. Traffic analysis also indicated that a stop controlled right-in/right-out intersection would not work. For these reasons, this alternative was dismissed.
Jug-Handle with Grade Separation South of Williamsburg Way	This alternative also created a jug-handle intersection, but with the grade separation south of Williamsburg Way. The Verona Road/Williamsburg Way intersection is converted to a right-in/right-out intersection with this alternative.			Disadvantages of this alternative included at least one relocation and indirection created by the intersection layout. Traffic analysis also indicated that a stop controlled right-in/right-out intersection would not work. For these reasons, this alternative was dismissed.

Concept/ Alternative	Description	Illustration	Impacts	Status
Partial Ultimate One-Way Pair County PD to Williamsburg Way	This alternative constructs a grade-separated crossing at Williamsburg Way and the one-way pair roadway between Williamsburg Way and County PD. The one-way pair roadways are dead ended north of Williamsburg Way. A Texas U at County PD is required to provide full access for vehicles wishing to go eastbound on Verona Road.			This alternative was rejected because it does not provide a good connection from Williamsburg Way to eastbound Verona Road and for the indirection this causes.

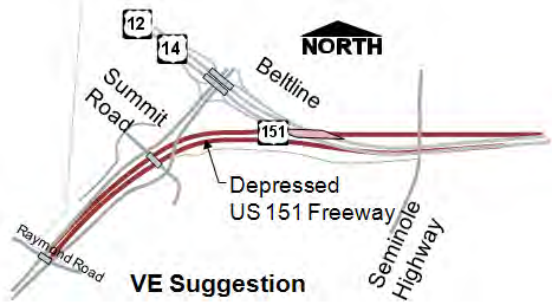
Concept/ Alternative	Description	Illustration	Impacts	Status
Partial Ultimate One-Way Pair County PD to Williamsburg Way with north ramps	The second partial ultimate solution provides temporary on and off-ramps to and from the north with the one way pair being constructed to the south. This alternative constructs the ultimate solution one-way pair roadway to the south of Williamsburg Way and temporary ramps to the north. This alternative provides a grade separation and full access for Williamsburg Way.			The northbound on-ramp merges in proximity to Raymond Road and limits the options for improvements at Raymond Road. The ramps will also serve to disrupt neighborhood connections. When the ultimate facility is constructed, the public may react negatively to the removal of the on- and off-ramps. For this reason, this option was dismissed.
Partial Ultimate One-Way Pair County PD to Williamsburg Way with north ramps	This alternative is similar to the partial ultimate solution previously described with some adjustments to the east side frontage road. Portions of the existing frontage road on the east side of Verona Road will be utilized. Carling Drive will be extended to connect to the frontage roads and the right-in right-out access at Chalet Gardens will be removed.			The temporary ramps may limit the options at Raymond Road. This alternative still will disrupt some neighborhood connections, but to a lesser extent than the previous alternative. There is a small throat distance between the frontage road and ramp at Williamsburg Way. When the ultimate facility is constructed, the public may react negatively to the removal of the on- and off-ramps.

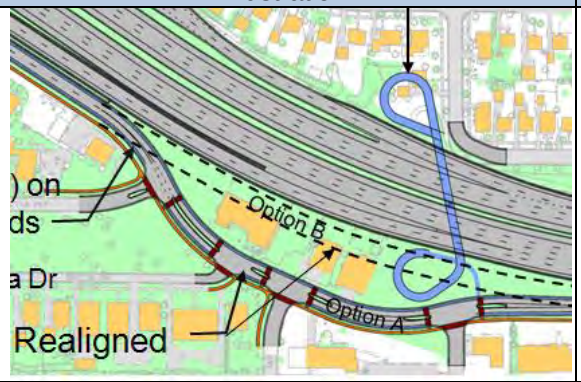
Concept/ Alternative	Description	Illustration	Impacts	Status
Partial cloverleaf at County PD	Constructs partial cloverleaf in NW and SE quadrants.		Considerable impacts in NW and SE quadrants.	Dismissed because: The footprint of the free-flows results in significant impacts to adjacent properties. This alternative has a very high construction cost associated with it. The alternative requires the rerouting of King James Way.
Dual lefts at County PD	Constructs dual left turn lanes on the east and west approaches at County PD.		Modest to none.	Brought forward as a possible traffic mitigation measure for Stage 1.

Concept/ Alternative	Description	Illustration	Impacts	Status
Interchange with Texas U at County PD	Constructs diamond interchange with slip ramps and Texas U.			Although presented in the DEIS, this option is currently being dismissed because of the low anticipated usage of the Texas U. This alternative could be reevaluated in the future without increasing project impacts.
Single Point interchange at County PD	Constructs Single Point interchange at County PD.			Dismissed because does not allow through movement at ramps which is necessary for one-way pair concept associated with ultimate improvements.

Concept/ Alternative	Description	Illustration	Impacts	Status
Single Point Interchange at County PD with through movements allowed	Constructs a Single Point interchange at County PD, but removes island prohibiting through movements. Requires additional signal phase to service through movements.			Considered but dismissed because of high cost. Could be reevaluated prior to Stage 2.
Conventional tight-diamond interchange at County PD	Constructs conventional tight-diamond interchange at County PD.			Brought forward in SDEIS because it provides satisfactory operations, is compatible with future freeway plans, and has reasonable costs.

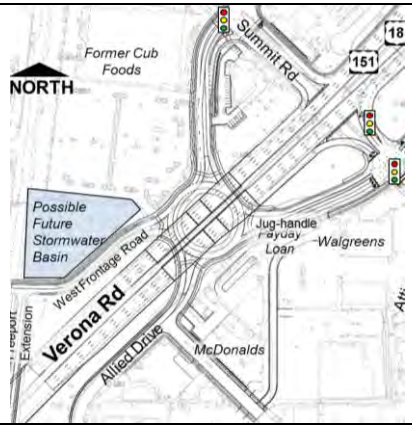
Concept/ Alternative	Description	Illustration	Impacts	Status
VE Proposal #1	Install a 2-Phase traffic signal at the intersection of Verona Road and the south leg of the jug-handle instead of building twin bridges over the south leg.		• Construct the proposed 2-lane roadway connection between Carling Drive and Freeport Road at the existing structure for Verona Road over the bike path. • Connect jug-handle frontage roads via new 2-lane road-way under existing bike path bridge, prior to Summit Road reconstruction. • Summit Road intersection at Verona Road is closed entirely during reconstruction. • Temporary connects for Frontage Road access north of Summit road will be right-in and right-out intersections without traffic signals. These are required to provide access to each side of Verona Road during closure of the Summit Road intersection for reconstruction.	This alternative will eliminate the cost of the following items of work: • Raising the Verona Road profile. • Two bridges carrying Verona Road over the south leg of the jug-handle. • And will add the cost of a new traffic signal at the proposed intersection. A comparative cost of the VE Proposal is $2.5 M.

Concept/ Alternative	Description	Illustration	Impacts	Status
VE Design Suggestion #1	Construction of the directional ramps be considered in Project Stage 1 and for the immediate future, the ramps intersect at-grade with Verona Road in the general vicinity of Summit Road.		Advantages of this Design Suggestion are that it would: • Eliminate the need to reconstruct the existing interchange • Eliminate the need to raise the profile of the Beltline by 6'. • Reduce the construction impacts to Beltline Traffic. • Reduce the construction impacts to Verona Road traffic. • Reduce the extent of "throw away" money. Disadvantages of this design Suggestion are that it would require: • Acquisition of more right-of-way in 2012. • Deviate from agreements with the City of Madison. Additional investigation would be needed to determine the feasibility of an at-grade connection for the directional backbone ramps.	
VE Design Suggestion #2	If Design Suggestion #1 is not adopted, the VE Team suggests that a single span structure be considered to carry the Beltline over Verona Road instead of a two-span structure.			

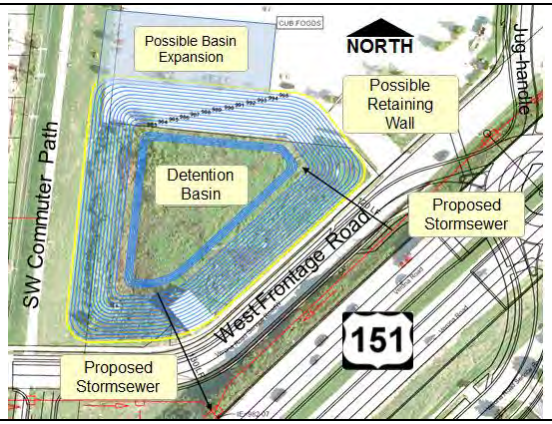
Concept/ Alternative	Description	Illustration	Impacts	Status
SE Frontage Road Options A & B	The frontage road in the SE quadrant could be bent to preserve three businesses (Option A) or remain parallel to the Beltline (Option B), which would require the relocation of these three businesses.		Option A preserves three businesses and helps shield the neighborhood from visual impacts of the noise. It does require moving the frontage road closer to Britta Park and substantial parking lot and building adjustments. Option B removes an additional three businesses, yet provides an opportunity for landscape screening.	Option B was selected as the preferred option.
Jug-handle Option 3 (signal)	Option 3 includes three signals in succession, one at Allied Drive and the jug-handle, one at the jug-handle and Atticus Way, and one between Atticus Way/Summit and Verona Road.		The Verona Road profile for Option 3 would be about 9 inches higher than the Verona Road profile presented in the SDEIS. Pedestrian crossings from one side of Verona Road to the other side could also be easier with a signalized option. Pedestrians would be able to cross Allied Drive at a signalized intersection before traveling underneath Verona Road. They would then cross a stop-controlled intersection at the West Frontage Road.	Considered but dismissed because of operational disadvantages.

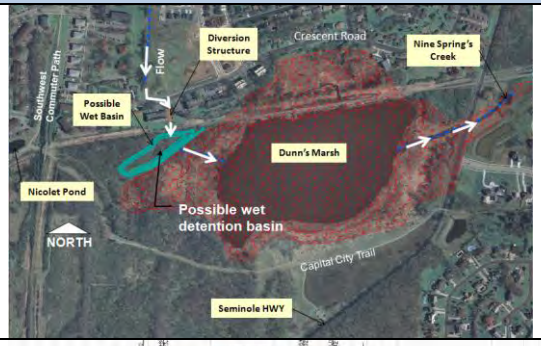
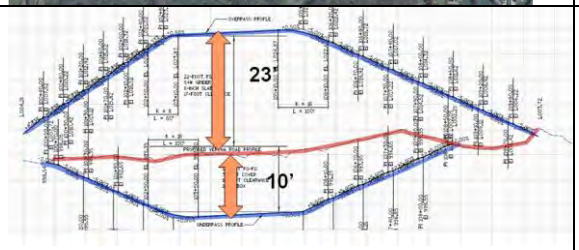
Concept/ Alternative	Description	Illustration	Impacts	Status
Jug-handle Option 4 (single)	Option 4 provides a single roundabout on the jug-handle roadway that includes approaches for both Allied Drive and the West Frontage Road.		Small amounts of right of way are required from Cub Foods, and the Payday Loan store would require relocation. The intersection is shifted south of the original jug-handle location to allow for increased intersection spacing with Summit Road and more clearance under the Verona Road structures. Because Option 4 moves the jug-handle underpass to the southwest, it actually increases the clearance available. With this option, Verona Road could be lowered up to 2 feet 9 inches from what was presented in the SDEIS. Whether Verona Road is lowered or the differential is used for flood prevention will be determined in design.	This option was selected as the preferred option because it provides the simplest and most intuitive traffic operations of the jug-handle options reviewed.

Concept/ Alternative	Description	Illustration	Impacts	Status
Jug-handle Option 4A (single w/bypassed lanes)	This option provides a single roundabout on the jug-handle roadway at the same location as Option 4, yet rearranges the approach angles of the roundabout to reduce the overall structure length.		Realigning the approaches to reduce structure length requires greater right of way impacts to the former Cub Foods parcel and the McDonalds parcel. The Payday Loan store continues to be a relocation with this option. This alternative provides slightly more complicated operation; the three-lane approach in the southbound direction adds some complexity to navigation through the jug-handle. Pedestrian crossings from the Allied Drive area to the west side of Verona Road could be slightly more complicated than the signalized options.	This alternative was dismissed from further consideration because it does not provide great cost benefits over Option 4 and has both more confusing traffic and pedestrian operations and greater right of way impacts.

Concept/ Alternative	Description	Illustration	Impacts	Status
Jug-handle Option 4B single to the west	This alternative provides a single roundabout on the jug-handle roadway shifted to the west of Verona Road. Both the West Frontage Road and Allied Drive are connected to the roundabout, but the West Frontage Road is rerouted through the southern part of the former Cub Foods parking lot to accommodate the approaching roadways to the roundabout.		The shifting of the roundabout and West Frontage Road leg increases the impacts to the former Cub Foods parking lot. As with Option 4, this alternative provides simple operation through the jug-handle. Except for the southbound approach, all approaches have single-lane entries without bypass lanes. Pedestrian crossings from the Allied Drive area to the west side of Verona Road could be slightly more complicated than the signalized options. Pedestrians would have to cross the Allied Drive and Freeport Road approaches to the roundabout without a signal.	Option B was dismissed from further consideration because of high bridge costs and it creates a separation between the Allied neighborhood and the commercial area which helps serve the neighborhood, which results in some motor vehicle, bicycle, and pedestrian indirection.
Jug-handle Option 4C large single	This alternative provides one large roundabout on the jug-handle with an inscribed circle of 250 feet.		Larger diameter roundabouts often provide more user comfort and slightly better operational characteristics. With this alternative, Allied Drive and the West Frontage Road would intersect at the roundabout. Right of way will be required from the former Cub Foods parcel and the Payday Loan store will need to be relocated.	Option 4C, while possibly presenting slightly better traffic operations, is the most expensive option that was reviewed. For this reason, Option 4C was dismissed from further consideration

Concept/ Alternative	Description	Illustration	Impacts	Status
Jug-handle Option 4D single to the east	This alternative provides a single roundabout on the jug-handle roadway to the east of Verona Road. This roundabout is a three-legged roundabout with only the jug-handle roadway and Allied Drive connected to it.		The West Frontage Road remains an unsignalized intersection connected to the jug-handle. The alternative does not connect the West Frontage Road to the roundabout because if it did, there would be significant impacts to the businesses on the east side of Verona Road. Option 4D would probably require raising the profile of Verona Road about 9 inches above the Verona Road elevation of the jug-handle presented in the SDEIS.	This option was dismissed because of the high impacts.
Jug-handle Option 8 Dual	This alternative provides two roundabouts on the jug-handle roadway. There is one roundabout each for Allied Drive and the West Frontage Road.		There will be some additional right of way required from the former Cub Foods parcel and the Payday Loan store will need to be relocated. Option 8 would require raising the profile of Verona Road about 1 foot 3 inches above the Verona Road elevation of the jug-handle presented in the SDEIS. This alternative may have added complexity through the jug-handle. The jug-handle already is an uncommon intersection type and introducing two roundabouts adds to the complexity.	This option was dismissed because it does not have a clear advantage over the other options and also has the greatest cost.

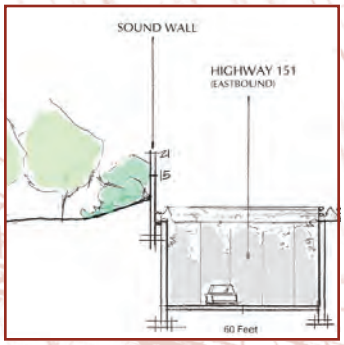
Concept/ Alternative	Description	Illustration	Impacts	Status
Jug-handle Option 8a Spread Dual	This alternative is similar to Option 8, but the roundabouts are constructed farther apart.		The increased intersection spacing of this alternative requires more right of way from the former Cub Foods parcel and will still require the relocation of the Payday Loan store. As with Option 8, this alternative may have added complexity through the jug-handle. It introduces two roundabouts into a jug-handle creating an uncommon configuration. Except for the southbound approach on the west roundabout and the eastbound approach on the east roundabout, all roundabout approaches have single-lane entries without bypass lanes.	This option was not selected as the preferred.
Cub Foods Detention Basin	A wet detention basin is being proposed south of the former Cub Foods.		The detention basin will provide both water quality and quantity treatment for portions of the Stage 1 roadway improvements. The basin will also help address flooding problems that have occurred on the west side of Verona Road near Summit Road.	The Cub Foods Detention basin was selected as the preferred option because it avoids both wetland and permitting challenges while meeting stormwater detention needs.

Concept/ Alternative	Description	Illustration	Impacts	Status
Possible wet detention basin adjacent to Dunn's Marsh	This alternative includes rerouting low flows from the existing 72-inch storm sewer into a potential wet detention pond located immediately west of Dunn's Marsh and immediately south of an abandoned rail line.		The potential stormwater detention basin would have a permanent pool surface area of approximately 1.3 acres and would have 4.5 acre-feet of detention storage volume.	This site was dismissed because of the presence of field-delineated wetlands and potential impacts to the adjacent residential neighborhood.
Grade-separated pedestrian crossing south of the SPUI	A pedestrian overpass and underpass were both investigated for a grade-separated crossing south of the SPUI.		The overpass investigated would have had a grade separation of 23 feet, it was safe, added one additional relocation, and was more indirect than the underpass. The underpass had a grade separation of 10 feet, had no additional relocations, was more direct, width could accommodate police of maintenance vehicles, and would be more direct than the overpass.	The pedestrian underpass was selected as the preferred alternative because it is more direct and less costly than the overpass.

APPENDIX B
ALLIED-DUNN'S MARSH PHYSICAL IMPROVEMENT PLAN REPORT

Allied - Dunn's Marsh Belmar Neighborhood's

Physical Improvement Plan



February, 2005

Acknowledgements

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Letter of Introduction

The Allied-Dunn's Marsh Neighborhood of Madison and the Belmar Neighborhood of Fitchburg have historically contained a diverse range of businesses, housing types, and residents. The neighborhoods are surrounded by regional open spaces and transportation corridors that isolate the neighborhoods from other parts of Madison and Fitchburg. This project identifies physical improvements within the Allied-Dunn's Marsh and Belmar neighborhoods that will improve neighborhood connectivity, functionality, safety, and appearance. These recommendations are directed toward improving residents' day to day quality of life and encourage a sense of community pride in their environment.

This project is partly in response to the Wisconsin Department of Transportation (WISDOT) Verona Road/West Beltline Study, which provides regional and local roadway improvement alternatives for the Beltline and Verona Road.

This project has the following planning objectives:

- Understand residents' concerns and wishes regarding their physical environment
- Determine existing site conditions through a thorough site analysis
- Design a traffic circulation system and physical improvement plan to reduce neighborhood isolation
- Mitigate the negative effects associated with the Verona Road/Beltline reconfiguration
- Recommend uses for under-utilized and undeveloped properties
- Recommend other physical infrastructure improvements
- Create an implementation timeline
- Estimate a project implementation budget

Design Process

- Background research
- Public survey
- Existing site conditions and inventory
- Public meetings
- Site and opportunity analysis
- Physical improvement recommendations

Vandewalle & Associates reviewed the following studies as part of this project:

- *Allied-Dunn's Marsh Neighborhood Plan, 1990*
- City of Fitchburg, Dane County BUILD Program
  Lots 12 and 13 Belmar – Better Urban Infill Development, 1999
- *Allied Drive Commercial Area Redevelopment Study, 2002*
- *Mayo/REDI Allied Drive Housing Study, 2003*

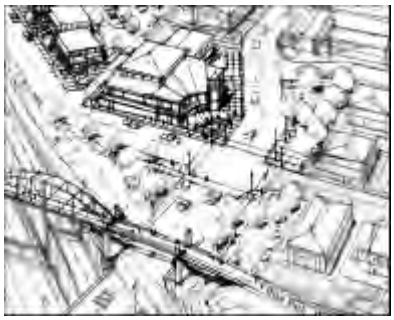
Summary of Recommendations

Neighborhood Commercial Center

Neighborhood commercial centers provide services within walking distance to residents. The existing commercial center is not suitable as a neighborhood center because of its large scale and orientation toward Verona Road. This area should be revitalized into a human-scale neighborhood center with a mix of uses that serve the neighborhood. Proposed buildings should be oriented toward the neighborhood. Summit Drive should extend into the site to allow residents to enter the site interior and break the site into smaller redevelopment parcels. Retail uses should serve the community.

Raymond Road Extension

Extending Raymond Road into the neighborhood will provide an important connection to other parts of Madison. Residents will have another path across Verona Road and will not need to rely only on Verona Road to travel locally.



Britta Parkway

The WISDOT Verona Road/West Beltline study will impact the existing parkway due to roadway expansion. A new frontage road should be constructed to the south of the Beltline to direct traffic away from residents. The neighborhood park should remain between the existing residential buildings and the proposed frontage road.

Physical Improvements Plan

Physical improvements should be made to improve safety, circulation, and quality of life for neighborhood residents. These improvements include traffic calming islands, sidewalks, lighting, park improvements, and trail enhancements.

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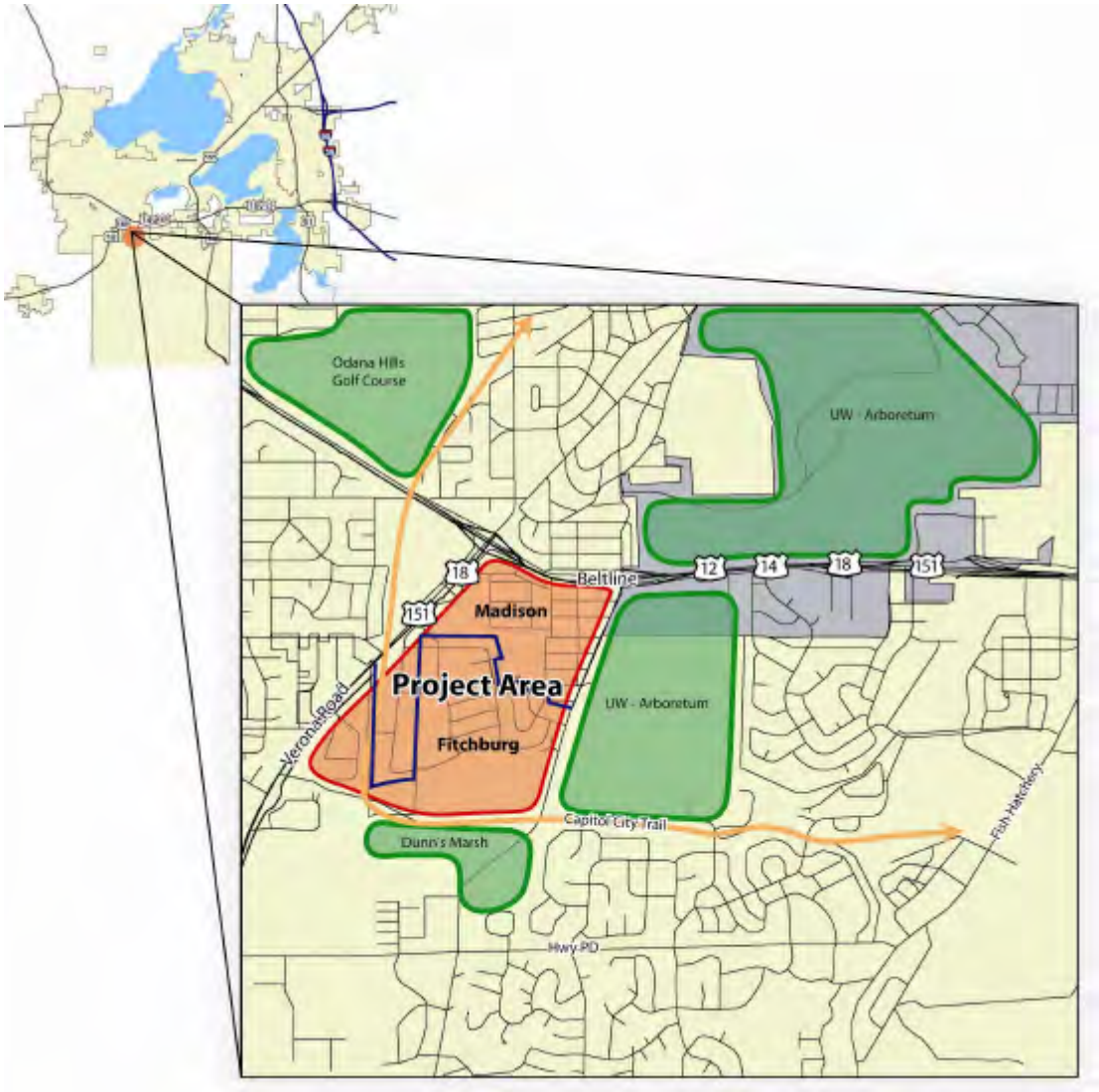
Echibit H: Adopting Resolution **60**

Introduction

The Allied-Dunn's Marsh Neighborhood of Madison and the Belmar Neighborhood of Fitchburg have historically contained a diverse range of housing types and residents. The unique housing mix includes 1950's era prefabricated homes in the Marlborough Park area, original Parade of Homes sites in the Crawford Heights area, large lot homes in the Belmar Neighborhood, duplexes throughout both neighborhoods, and apartments concentrated in the Allied Drive area. In addition to a mix of housing types, the neighborhood contains a mix of people with different backgrounds, incomes, and beliefs.



The neighborhoods are surrounded by regional amenities such as the University of Wisconsin Arboretum, Dunn's Marsh Conservancy Area, and the Southwest Bicycle Path, which is part of the Capitol City Trail. While beneficial to the neighborhoods, these amenities act as barriers to neighborhoods that surround the project area. Verona Road and the Beltline (Hwy 12/18) form other neighborhood edges, which further isolate these neighborhoods from other parts of the city.

Project Purpose

This project identifies physical improvements within the Allied-Dunn's Marsh and Belmar neighborhoods that will improve neighborhood connectivity and how residents live, work, and play within their neighborhood. This project was completed in response to the Wisconsin Department of Transportation (WISDOT) Verona Road/West Beltline study which examined alternatives to the existing roadways. The recommended alternatives will increase mobility and decrease congestion for both local and regional traffic. The WISDOT study also examined secondary impacts of roadway improvements as part of the Environmental Impact Statement. The roads project will have a significant impact on the quality of life for the residents of the Allied-Dunn's Marsh and Belmar Neighborhoods.

Planning Objectives

- Understand residents' concerns and wishes regarding their physical environment
- Determine existing site conditions through a thorough site analysis
- Design a traffic circulation system and physical improvement plan
- Mitigate the negative effects associated with the Verona Road/Beltline reconfiguration
- Recommend uses for under-utilized and undeveloped properties
- Recommend physical infrastructure improvements
- Create an implementation timeline
- Estimate a project implementation budget

Planning Process

- Background research
- Public survey
- Existing site conditions and inventory
- Public meetings
- Site and opportunity analysis
- Physical improvement recommendations

Inventory & Analysis

Background Research

Vandewalle & Associates reviewed the following studies as part of this project:

- *Allied-Dunn's Marsh Neighborhood Plan, 1990*
- City of Fitchburg, Dane County BUILD Program
  Lots 12 and 13 Belmar – Better Urban Infill Development, 1999
- *Allied Drive Commercial Area Redevelopment Study, 2002*
- *Mayo/REDI Allied Drive Housing Study, 2003*

The following summarizes the findings of the *Allied Drive Commercial Area Redevelopment Study* that are important to this study:

- Madison Plaza could likely support 60,000 to 70,000 square feet of retail space, as opposed to 128,000 square feet currently available.
- Existing major tenants visible from Verona Road including Walgreen's, McDonald's, Einstein's Bagels and Blockbuster Entertainment are successful.
- Physical design and layout of Madison Plaza contributes to its failure to function successfully as a neighborhood shopping center.
- There is no market support for a supermarket on the site.
- The most probable tenants of the former supermarket and smaller strip mall are 'back office' uses, service businesses, social service agencies, neighborhood-oriented services, and other businesses not dependent on high visibility or access.
- Market demand currently supports 40 to 50 housing units in the Allied Drive area, which could be located in portions of the Allied Drive Commercial Area.

The following summarizes the findings of the *Mayo/REDI Allied Drive Housing Study* that are important to this study:

- The area has 1,526 dwelling units, 1,101 of which are rental units.
- The City of Madison contains 105 rental buildings and 725 rental units in this area.
- Allied Drive contains 73 rental buildings, which house 344 rental units (5-8 units per building).
- Average vacancy is estimated at 3.25%.
- The area has market demand for 41 additional rental units and 46 owner-occupied units.
- Study recommends no net loss of housing.

At the time of this study no major capital improvements were scheduled in either the Allied-Dunn's Marsh or Belmar Neighborhoods.

Public Survey

Vandewalle & Associates created a survey to understand how residents view their neighborhood. The survey questions included topics such as neighborhood destinations, traffic routes, positive and negative neighborhood attributes, and desired physical improvements. A total of 2,600 surveys were distributed to the neighborhood residents, which included mailing 2,400 surveys. Two hundred additional surveys were available at neighborhood gathering spots. A total of 229 surveys were returned, which equals a 9% return rate. Madison residents returned 60% of the surveys, while 40% came from Fitchburg.

According to survey results, the neighborhood top destinations are stores such as Walgreens and Cub Foods. Residents do not heavily use the numerous neighborhood parks, though parks were recognized as the top positive neighborhood attribute. Residents are most concerned about crime and drugs. The overwhelming top physical improvement was streetscape enhancements, which includes lighting, sidewalk improvements and landscaping.

A copy of the survey can be found in Exhibit A at the end of this document. Complete survey results can be found in Exhibit B.

Public Meetings

The cities of Madison and Fitchburg hosted further public meetings as part of the planning process. The purpose of the meetings was to involve the public in the planning process by offering a forum for public input and opening communication between residents and the planning team.

The first meeting, which occurred on February 12, 2003, contained two parts. In the first half of the meeting, consultants updated the community on the status of the Verona Road/West Beltline Study. In the second half, planners facilitated a series of exercises to gain an understanding of how residents view their neighborhood, and to determine the study area issues and opportunities. Residents also had the opportunity to express their concerns regarding their physical environment. Specific topics discussed included streets and amenities, Verona Road/Beltline, transportation, business and retail development, and park and open space. A complete summary of this meeting can be found in Exhibit B.

The second public meeting occurred on October 8, 2003. Vandewalle & Associates presented the physical improvement recommendations. After the formal presentation, residents had the opportunity to respond to the recommendations. Approximately a dozen public meetings were conducted during the WISDOT planning process. At these meetings, residents discussed issues such as housing, quality of life, physical environment, safety, circulation and physical environment. A complete summary of this information can be found in Exhibit D.

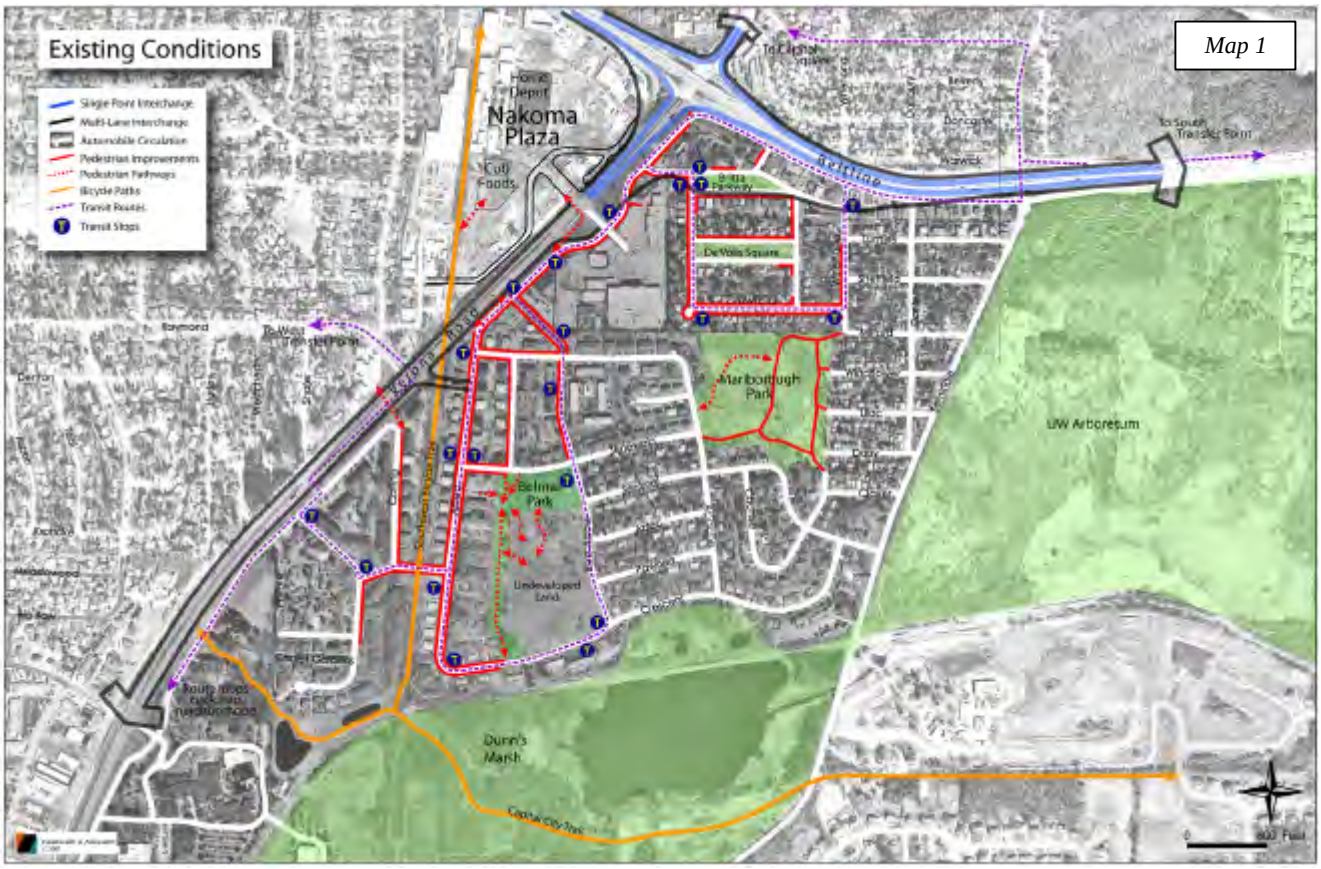
The third public meeting occurred on October 21, 2004. At this meeting neighborhood residents interacted with City staff and service providers who presented information on elements included in the Mayor's vision plan for Allied, including the Physical

Improvements Plan. The primary comments expressed by residents related to impacts associated with the WISDOT Project, redevelopment of the Super Saver site and the potential renovation/redevelopment of residential buildings by property owner Troy Hauk.

Existing Conditions & Site Inventory/Analysis

Existing Conditions

The Allied-Dunn's Marsh and Belmar Neighborhoods are located on south side of Madison and northwest side of Fitchburg. The neighborhoods are bounded by two highways, Verona Road (Hwy 151) to the west and the Beltline (Hwy 12/18) to the north. The U.W. Arboretum and Dunn's Marsh form the eastern and southern neighborhood edges. All of these features isolate the neighborhoods from other areas of Madison and Fitchburg.



Automotive circulation is fragmented because no roads traverse the entire neighborhood. Currently, two Madison Metro bus routes serve the neighborhood. Route 18 runs between the south and west transfer points, while Route 19 runs from the Capitol Square to the neighborhood. Bus stop locations are concentrated in the western half of the neighborhoods near apartment buildings.

The neighborhoods have limited sidewalks, forcing residents to walk in the street. Most sidewalks are located in the western half of the neighborhood near transit stops and are in

good physical condition. The dashed lines labeled "Pedestrian Pathways" on Map 1 are desired circulation routes where no sidewalks or trails currently exist. Residents have worn walking paths in the grass along these circulation routes. Pedestrian pathways are located near the Summit Drive neighborhood entrance, leading across Verona Road to the gas station at the Raymond Road intersection and through parks and open spaces.
The Southwest Bicycle Trail, which is part of the Capitol City Trail, runs through the western half of the neighborhood. Generally, neighborhood pedestrians use the path as a means to cross Verona Road to access Nakoma Plaza, while the path serves as a regional trail link for cyclists. Nakoma Plaza contains Home Depot and Cub Foods which are popular neighborhood destinations.

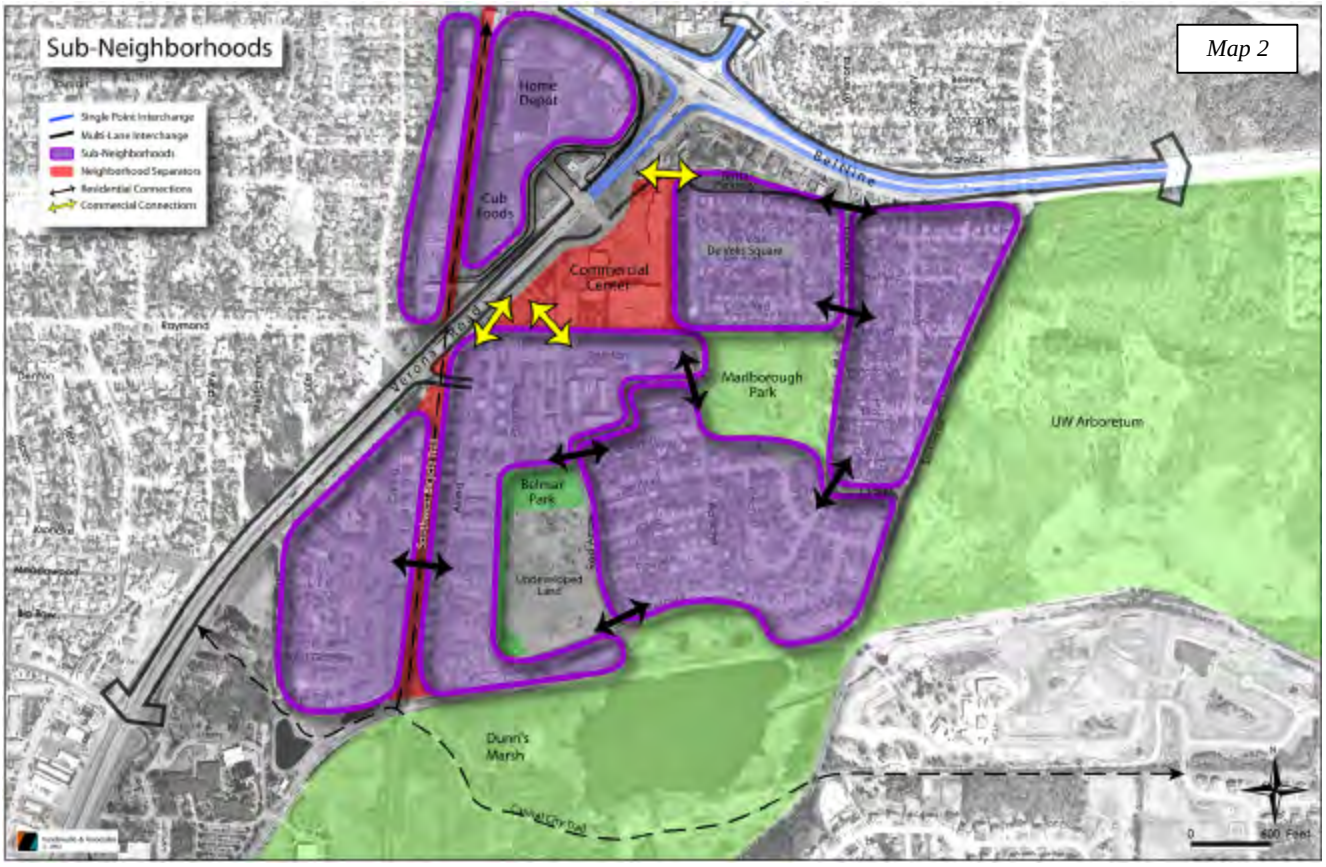
Neighborhood residents have access to numerous open spaces. The neighborhoods contain four parks and are adjacent to the UW Arboretum and Dunn's Marsh. Churches, community groups, and schools use the parks as gathering spaces. Amenities within the parks include playground equipment, basketball courts, and open play fields.

There are a variety of neighborhood recreation, education, and community service programs operating in the neighborhood. The Allied Community Center, run by the Boys and Girls Club, is adjacent to Belmar Park, and the MMSD Learning Center is across Jenewein Street. These programs, along with others, are actively pursuing the expansion of their facilities and programs.

Sub-Neighborhoods

Not only are the Allied-Dunn's Marsh and Belmar Neighborhoods isolated from other parts of the city, the neighborhoods are fragmented into smaller sub-neighborhoods. Map 2 shows the areas that are separated from each other by limited access points, large parks, and vacant parcels. The few connections between the sub-neighborhoods are identified with arrows.

Areas identified as neighborhood separators impede pedestrian and vehicular circulation. The Southwest Bicycle Trail and Commercial Center are the two major neighborhood separators. The bike trail is lined with private residential properties, and the only access point across or onto the bike path is at Lovell Street. A steep grade change and fence limits neighborhood access into the commercial center. Residents are required to walk around the entire center to get across the neighborhood as represented with yellow arrows.



Physical Neighborhood Analysis

The purpose of the Physical Neighborhood Analysis is to determine opportunities and constraints within the project area. Opportunities include redevelopment sites and a new access point into the neighborhood. Constraints include impacts from the proposed WISDOT freeway and the commercial center configuration.

The project area contains three possible redevelopment sites, including the Commercial Center, parcels near the proposed Raymond Road extension, and the undeveloped Belmar Lots 12 and 13.

Due to its orientation and building scale, the Commercial Center does not relate to the surrounding neighborhood. The store fronts are oriented toward Verona Road while surrounding homes are adjacent to store backs and loading areas. A grade change and fence between the Commercial Center and residential buildings further emphasizes the disjointed relationship between the two uses. The large, existing buildings are not at a human scale and impede pedestrian circulation through the center.

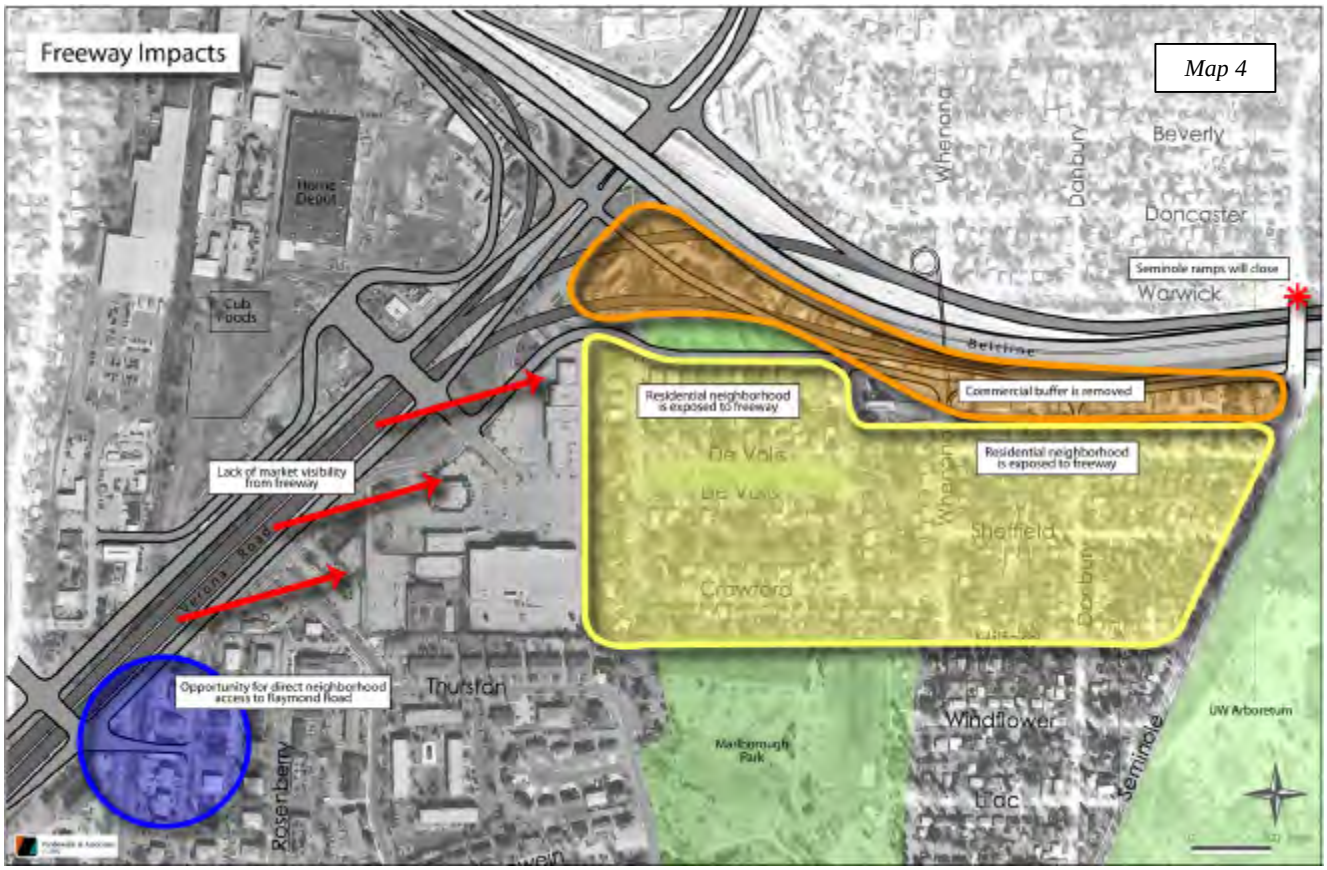
The *Allied Drive Commercial Area Redevelopment Study* indicates that the Madison Plaza can support roughly half of the current retail space. The tenants most likely to be interested in the available retail space would not require visual access or the large space available in the former grocery store.

Currently, two vehicular access points into the neighborhood exist. Summit Drive, which is located directly across from the entrance into Nakoma Plaza, is the main access point. Residents who live in the western half of the neighborhood primarily use this entrance. Seminole Highway provides the other access opportunity into the neighborhood and is used mainly by residents of the eastern half of the neighborhood. The WISDOT Verona Road/West Beltline Study has evaluated the potential to extend Raymond Road into the neighborhood to serve as a third access point.

The WISDOT freeway concept is a multi-lane roadway. Regional and local traffic are separate in this roadway alternative. Currently the regional traffic on Hwy 151 stops at the Verona Road/Beltline intersection. In this alternative, regional traffic would make a free flow movement through the intersection. The expanded footprint of this freeway alternative will affect the neighborhood; twenty-one retail buildings and five residential buildings will need to be relocated.

Freeway Impacts

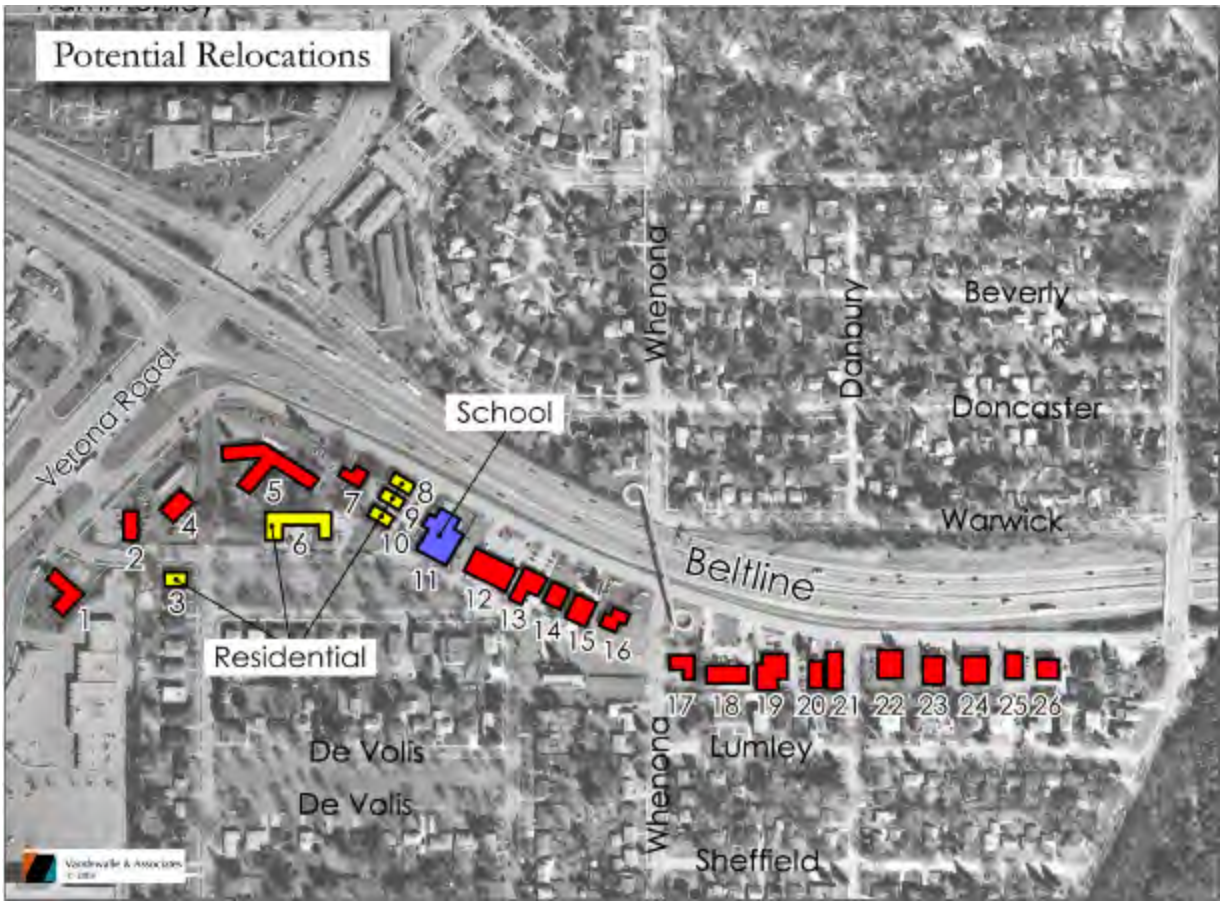
Two different interchange alternatives are proposed in the WISDOT Verona Road/West Beltline Study. The first interchange alternative has a single point configuration, and all traffic lanes meet at one controlled intersection. The second interchange alternative is a freeway concept, which separates regional and local traffic. This concept is shown in Map 4. In this alternative, Highway 151, primarily carrying regional traffic, is entrenched below grade and freely flows through the interchange. Local traffic remains at existing grade. The freeway concept manages traffic more efficiently than the single point interchange, but has a larger footprint and greater impacts on the neighborhood. Funding will not be available to begin construction until 2012 at the earliest.



The USH 151/USH12/14 (Verona Road/West Beltline) Environmental Impact Statement (EIS) explains free-flow freeway impacts in great detail. The following explains the major impacts of the interchange alternative as they relate to possible future physical improvements. These impacts are expanded on in Resolution I.D. 36137 and City staff comments provided in Exhibit E.

- Currently, commercial buildings line the Beltline edge of the neighborhood. These commercial buildings serve as a noise and visual buffer between the freeway and residential buildings. The construction of the highway access ramps on the free-flow interchange will require the relocation of 26 buildings containing 23 businesses, 28

apartments and a school. Map 5 shows the locations of these buildings. The space that once contained the commercial building buffer will now contain highway ramps, and the residential buildings will be adjacent to the proposed highway.



- The Seminole Highway ramps will be removed to allow for the construction of the Beltline access ramps. Removing the Seminole ramps eliminates a neighborhood access to the regional transportation system and further isolates this neighborhood from other parts of the city. Elimination of the Seminole ramps also impacts Metro Transit buses coming from the South Transfer Point along the Beltline from being able to directly serve the eastern parts of the neighborhood.

- The proposed Highway 151 will be entrenched below grade. This will limit or eliminate the highway visual access to the commercial center, which reduces the market for regional retail uses in the commercial center.

- Part of the WISDOT study involves the possible creation of a new access point by extending Raymond Road into the neighborhood. The new road will dead end into Allied Drive. The new connection across Verona Road is beneficial to the Allied-Dunn's Marsh and Belmar Neighborhoods because it provides better connectivity to surrounding neighborhoods. The new connection, however, will not connect to the Chalet Gardens area of Fitchburg and will further isolate this part of the neighborhood west of the bike path, including their access to direct transit service.

Improvement Concentration Areas

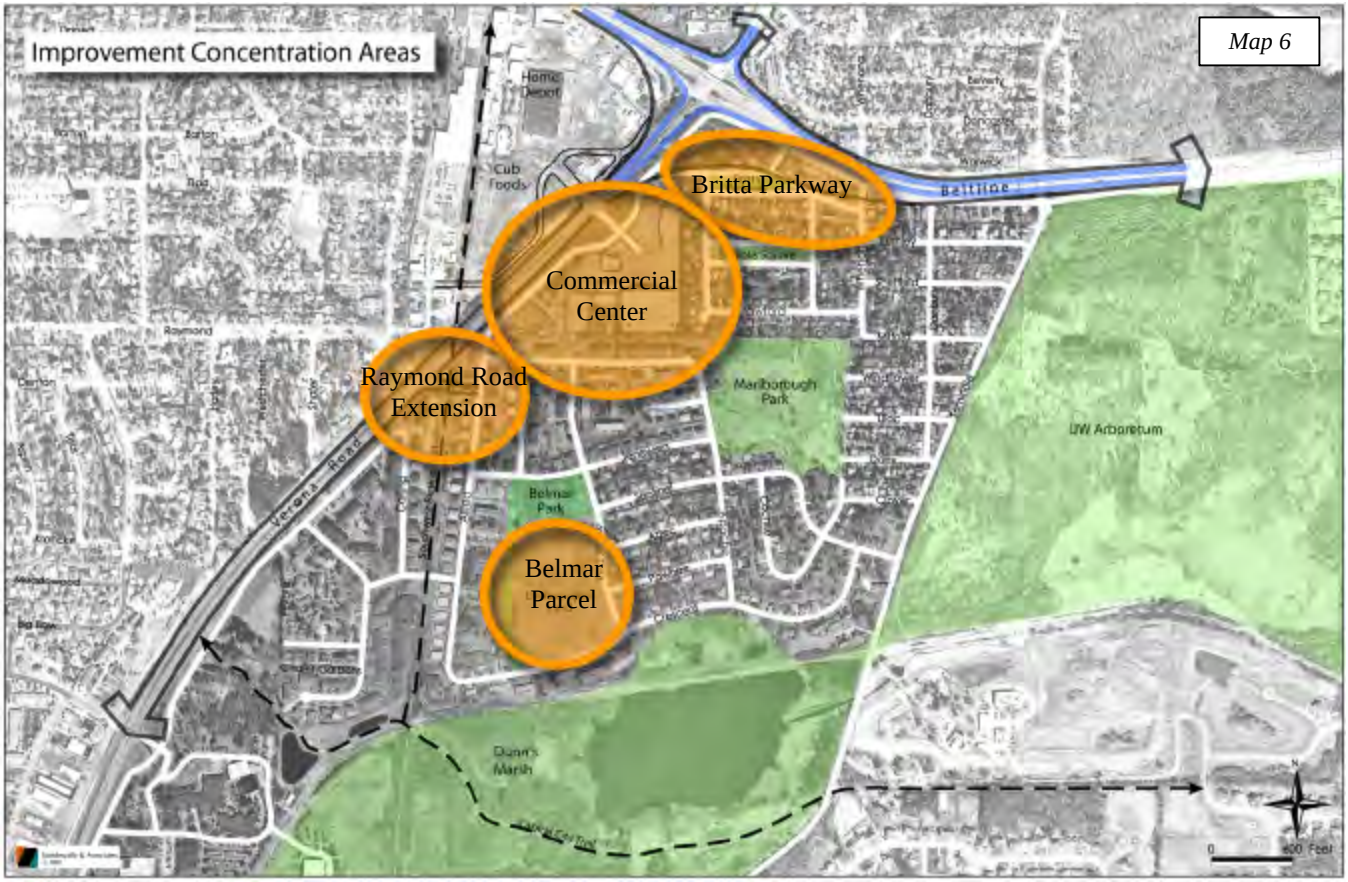
This Physical Improvements Plan focuses on four improvement areas.

1. Britta Parkway: The WISDOT freeway alternative will greatly impact this area and the park and frontage road will need to be redesigned.

2. Commercial Center: The large scale and orientation of this center is not consistent with a pedestrian-scale neighborhood commercial center. This area should be redesigned into a walkable center with a mix of beneficial neighborhood uses.

3. Raymond Road Extension: This study will further analyze alignments that better connect to the neighborhood.

4. Belmar Lots 12 and 13: Appropriate land uses and design guidelines are proposed for this area.



Physical Improvement Recommendations

Design recommendations were made for the four improvement concentration areas as well as physical improvements for the entire neighborhood.

Neighborhood Commercial Center

A neighborhood commercial center is a place where residents live, work, and shop. This mix of uses provides an opportunity to obtain daily needs within walking distance, thereby reducing the need to travel long distances by automobile.

The Madison Plaza shopping area is designed as a regional destination center. Businesses have not historically been successful in this area. The *Allied Drive Commercial Area Redevelopment Study* found that the physical design of Madison Plaza contributes to its failure to function as a neighborhood shopping center. The fronts of the buildings are located away from the neighborhood, toward Verona Road. The area can support approximately one-half of the existing retail space, and existing uses do not benefit the neighborhood. In addition, the regional/auto-oriented scale of the center is not suitable for a neighborhood commercial center. This area should be revitalized into a human-scale commercial center that serves the neighborhood and additional housing.

** See Exhibit D on p.43 for estimated development for sites 1-5.*

The following are the revitalization goals for the Neighborhood Commercial Center:

- Redesign the center to serve the community – not the region
- Provide pedestrian access into the site from all directions
- Orient the center toward the surrounding neighborhood
- Break up the scale of the site
- Explore home-ownership opportunities
- Supply rental units for those displaced by the Raymond Road extension
- Reduce the amount of retail space to a level the market can support
- Create an identifiable pedestrian-oriented neighborhood center

The following section represents the best redevelopment opportunities of those identified and evaluated. The timing of these projects will depend on the further discussions with property owners and potential developers.

- Summit Road extends into the site and curves to the west where it intersects with a realigned Red Arrow Trail. This new road network sets the framework for the site redevelopment. The street configuration allows pedestrians and vehicles to access the center of the site and breaks the site into smaller redevelopment parcels. The exact alignment of Summit Road has not yet been determined. Two possible alignments are shown on Map 7.

- The *Allied Drive Commercial Redevelopment Study* found that retail is viable close to the highway due to visual access from Verona Road. For this reason, Walgreens, McDonald's and the northern half of Madison Plaza all remain in the center revitalization. This plan provides two new retail areas that could house some of the businesses that may be relocated as part of the Verona Road/West Beltline Study.

- The area between the retail and existing residential neighborhoods is proposed to contain new owner-occupied condominium housing or new rental housing. The buildings should have front porches, shallow street setbacks and each unit should have its own entrance. This area also could contain a mixed-use area with limited retail or commercial space on the ground level and rental units above. The new center could have up to 100 additional new residential units.

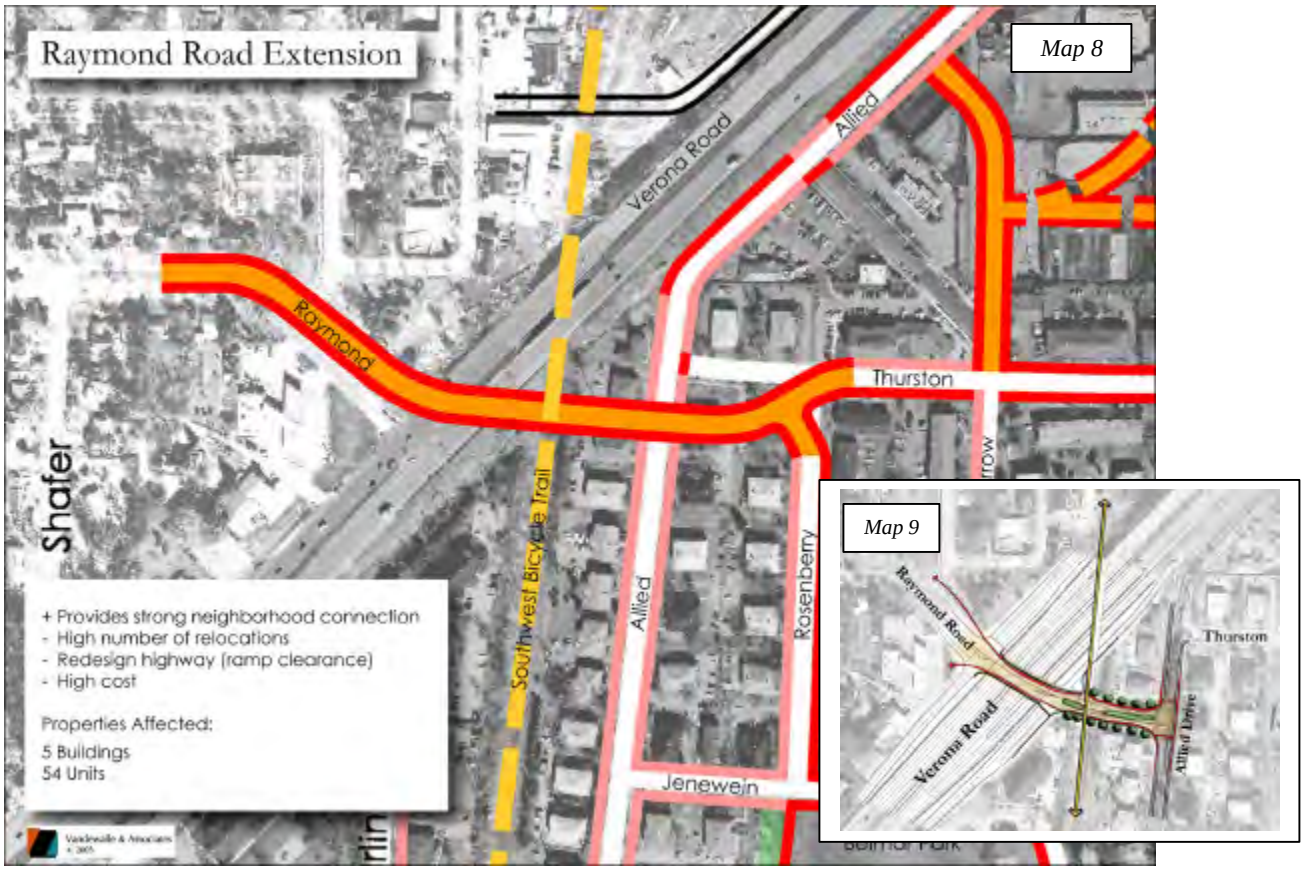
- Possible retail/commercial uses include those businesses relocated from the frontage road, day care, medical clinic, incubator offices, food pantry and community center. All uses should directly benefit the neighborhood.

- Other design alternatives can be found in Exhibit E. These alternatives were explored and discussed with City Staff, but did not satisfy the neighborhood center design goals. Exhibit E also contains general revenue and project cost projections for the alternatives considered.

Raymond Road Extension

One of the early WISDOT Raymond Road alternatives can be seen in Map 9. Raymond Road extends into Allied Drive to form a three-way intersection. Sidewalks provide residents the opportunity to safely walk across Verona Road. While this alignment provides the neighborhood with an important connection to other neighborhoods, the connection into the Allied Drive-Dunn's Marsh neighborhood could be further improved.

An improved alternative to this alignment is shown in Map 8. This alignment connects directly into Thurston Lane providing a stronger neighborhood connection between the Allied-Dunn's Marsh Neighborhood and the neighborhoods west of Verona Road.



Properties north of Raymond Extended could be redeveloped into land uses that serve the community. The newly formed intersection should contain entry features that identify the neighborhood including public displays and plantings.

Figure 1 depicts Raymond Road extending into the neighborhood. The bike path, which may become an overhead bridge, is accessible at the Raymond Road/Allied Drive intersection. The redevelopment site is illustrated to show a possible community, office, or retail use at the corner.

The proposed alignment affects five existing properties. New residential development in the neighborhood commercial center could mitigate the loss of these buildings.

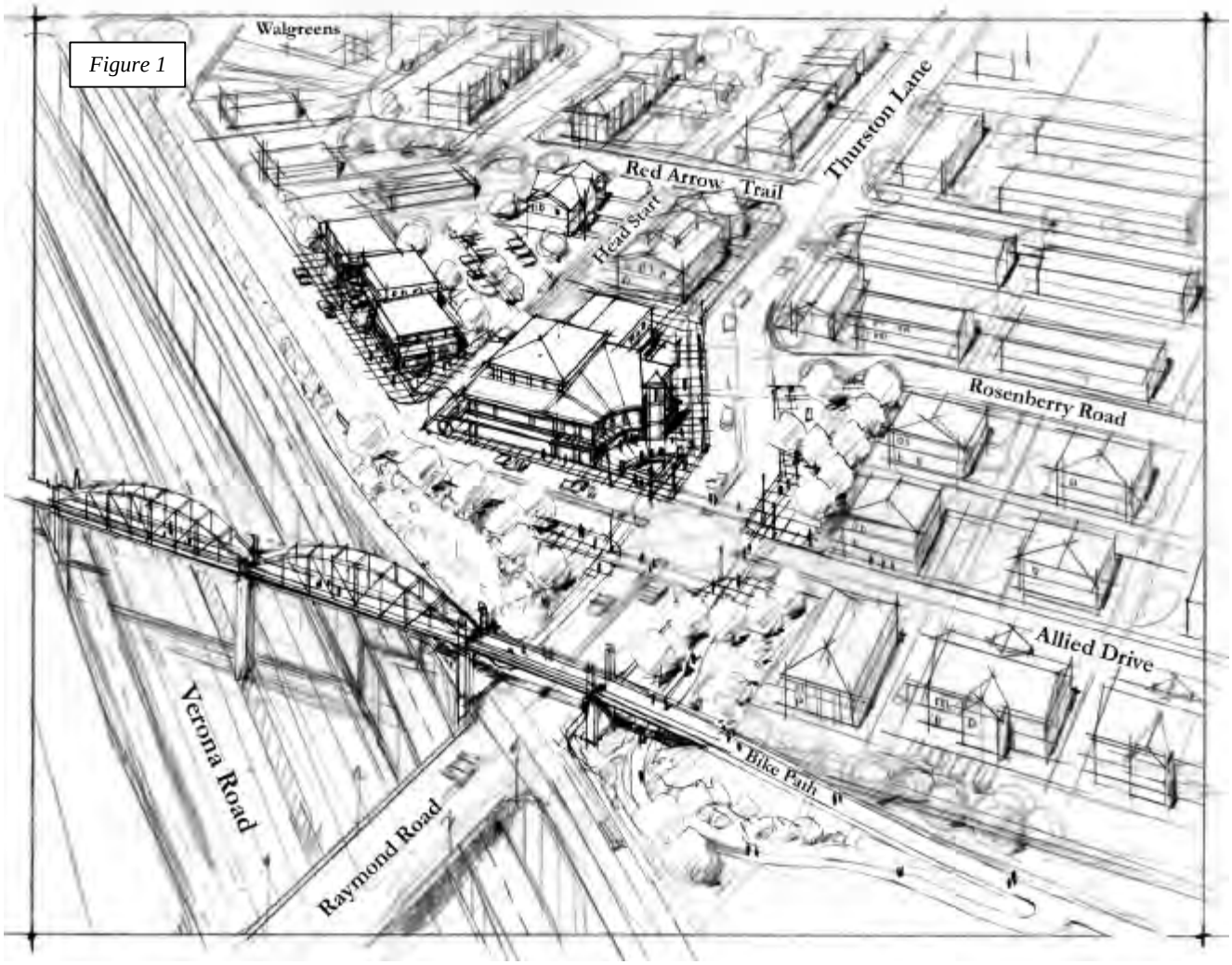


Figure 1

Other road alignment alternatives are found in Exhibit F. These alternatives were evaluated with City Staff and neighborhood residents during the design process.

Britta Parkway

The WISDOT Verona Road/West Beltline study proposes additional Beltline lanes, which will impact the Britta Parkway area. WISDOT has proposed a new configuration for the Britta Park area. The following describes an early configuration and another design alternative to the parkway.

Alternative 1

An early WISDOT alternative recommended shifting the frontage road into the current Britta Parkway alignment. The park would be located between the frontage road and the Beltline. The existing parkway roads would be eliminated.

The following alternatives to the earlier alternative are recommended:

- Install traffic calming at Helene and Axel
- Install a mid-block pedestrian crosswalk between the residential buildings and the park
- Build a sound wall between Highway 151 and the park
- Plant additional vegetation to screen the sound wall

Alternative 1 is not recommended for the following reasons:

- Park is dangerous to access – safety is a high neighborhood priority
- Current parkway becomes frontage road – traffic speed was identified as a negative neighborhood attribute in the public survey
- Residential parking is removed
- No sound mitigation is provided

Recommended Alternative

The recommended alternative presents a new design solution for the Britta Parkway area, which better integrates the park into the neighborhood. The frontage road is slightly south of its current location. The southern road in the parkway remains in its current location and serves as a local street. The park is between the frontage road and the existing residential buildings. As in the first design, a sound wall lined with plantings is proposed to mitigate highway noise.

This alternative is the recommended design for the following reasons:

- Frontage Road traffic remains in its current location away from the residential buildings – traffic was found to be top five concern in the public survey
- Park has a strong relationship to the neighborhood – community parks are the top positive neighborhood attribute identified in the public survey
- Park is safely accessible

Figure 3 on the next page shows cross sections of the two design alternatives. The first sketch shows Section A of Alternative 1. The relationship between the existing residential properties, frontage road and park is clearly illustrated. The second sketch shows Section A of the Recommended Alternative. This sketch shows the relationship between the residential buildings, park, frontage road and both Highway 151 (Beltline) lanes. The third sketch, an enlarged portion of Section A of the Recommended Alternative, illustrates the increased safety of crossing a narrow local street rather than a frontage road (as in Alternative 1). The fourth sketch shows Section B of both Alternatives.

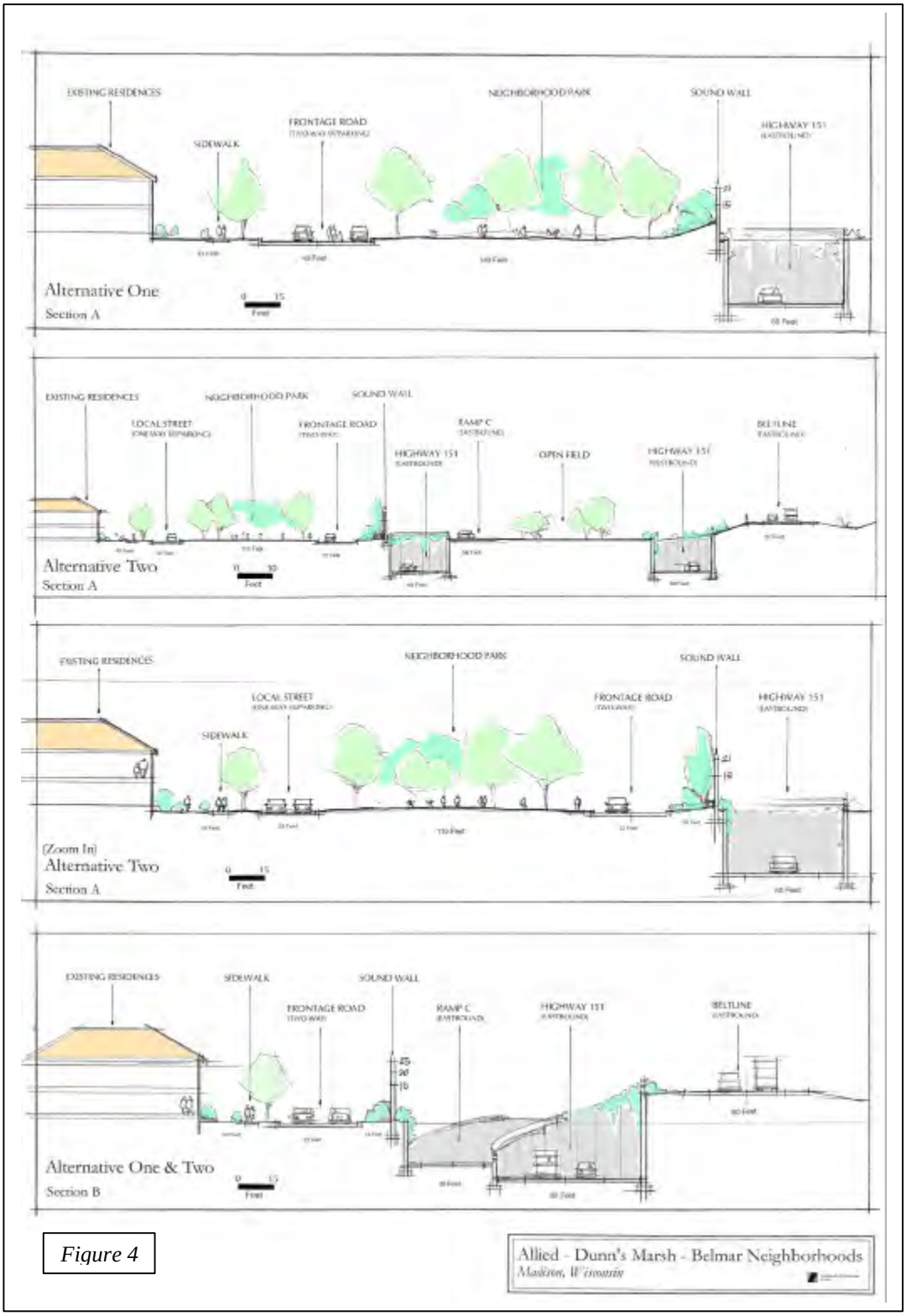


Figure 4

Allied - Dunn's Marsh - Belmar Neighborhoods
Madison, Wisconsin

Belmar Site Development

Vacant Belmar Lots 12 and 13 are currently zoned for multi-family development in the City of Fitchburg. The site is currently used as a pedestrian transportation corridor and a play field for children. The Dane County BUILD Program Study of 1999 recommends these lots be developed with single family housing. Goals of this study were to provide home ownership opportunities, reduce development intensity, and increase the livability of the neighborhood. The following are site development recommendations.

Belmar Park

Belmar Park should front on the extension of Sentinel Pass. Residential units on the south side of Sentinel Extended should face the park, thus making Belmar Park a central green with maximum public exposure, which should increase the public "eyes" on the park. Backing units up to the park will not benefit the new development and may create a less safe public park environment. The extension of Sentinel Pass will require some revisions to the park to keep adequate buffer space for all facilities. The development plan should preserve all the park functions and the uses it provides to the adjacent community center.

Belmar Park is adjacent to a City of Madison-owned stormwater drainageway as well as the Allied-Dunn's Marsh Community Center. Improvements to these three areas should be simultaneous, resulting in an inter-governmental effort that benefits both the City of Fitchburg and the City of Madison. The possible use of a portion of Belmar Park for a new neighborhood center, with replacement parkland provided adjacent to Belmar Park should be fully evaluated and supported if determined to be feasible.

Land Use

The site should be developed to provide affordable home ownership in an attached or detached configuration. The majority of the site should be single-family detached units. Creative design, housing options and lot layout should be explored to create the highest quality, pedestrian-oriented, affordable, residential neighborhood possible.

Design

New public streets that connect to Red Arrow Trail should align with existing streets (Sentinel, Aztec and Pawnee). Sidewalks and street trees should be placed on both sides of all streets. A public trail connection from Belmar Park to Crescent Road on the western property boundary should be explored.

Physical Improvements

This section highlights the physical features of the neighborhood that should be improved. Please refer to Map 11 on page 24.

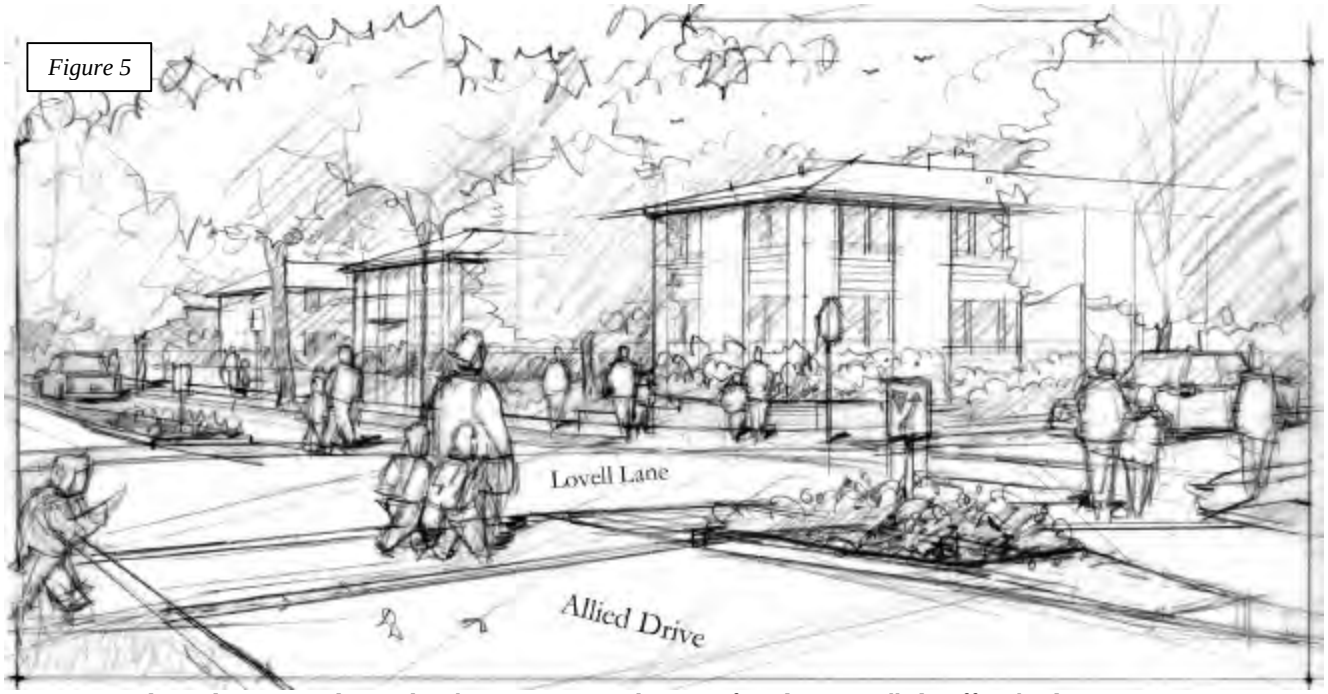
Below are the physical improvement recommendations followed by detailed descriptions.

- Install traffic calming islands at Allied Drive intersections*
- Install missing sidewalk segments
- Improve parks with plantings, paths and pedestrian lighting
- Create a Belmar Park master plan
- Install community identity signage at neighborhood entrances
- Install waste receptacles along the Southwest bike path
- Widen the bike path between Cub Foods and Verona Road
- Acquire land and construct a pedestrian/bike path connection between Allied Drive and the Southwest bike path just south of the Thurston/Allied intersection

Safety and Traffic Calming Enhancements

Traffic speed was identified as one of the top neighborhood concerns in both the public survey and meetings. For this reason, safety and traffic calming enhancements are recommended in six areas throughout the neighborhood. Four intersections along Allied Drive are proposed to contain traffic islands as seen in Figure 5. These islands narrow the road, which naturally slows vehicular traffic. The perceived distance across the street is also reduced, because pedestrian can cross one lane of traffic and wait in the protected median before crossing the other lane. These traffic calming areas contain plantings and designated cross walks.

Figure 5



* Based on advice given during the planning process, the City of Madison installed traffic islands in November of 2003.

Sidewalks

Sidewalks are proposed in areas that do not currently have them to increase neighborhood connectivity. These areas are mainly found on the western half of the neighborhood and include sidewalks along proposed Summit Drive and extended Raymond Road.

Park Improvements

Park improvements are recommended in Britta Parkway and De Volis Square. These improvements include additional tree plantings and pedestrian paths. Pedestrian-scale lighting should be installed in both parks to provide illuminated sidewalks and a safe night time environment. Lighting and safety were the top concerns found in the public survey.

A park master plan should be created for Belmar Park in conjunction with development plans for the remaining Belmar properties. The continued use of Marlborough and Belmar Parks for community center programs should be maintained or expanded. Further changes to the parks and vacant land in the neighborhood should not occur until decisions are made about community center facilities and programs.

Gateway Enhancement Zones

Three areas at neighborhood entrances have been designated as Gateway Enhancement Zones.

1. Summit Road and Allied Drive: This is by far the most used entrance into the neighborhood. The empty parcels near the entrance should contain neighborhood identification signage and plantings that represent the diverse population of the neighborhood. Neighborhood groups may be interested in maintaining entry display areas.
2. Raymond Road Extension: This newly formed intersection will become an important gateway into neighborhood due to its connectivity into the community and visibility from Verona Road. Entry signage should be incorporated into the redevelopment site on the north side of Raymond Road or on the new overhead bike/pedestrian bridge.
3. Seminole Highway and the Frontage Road: This is a popular entrance for residents who live in the eastern half of the neighborhood. This intersection should contain neighborhood signage and in the future may require street lights.

Trail Corridor Enhancements

Four waste receptacles should be installed at trail/street intersections along the Southwest Bike Path. This path is heavily traveled by pedestrians going to Cub Foods, which is the top neighborhood destination. People need a place to deposit garbage. The public survey showed litter was a major concern of the neighborhood. The City should acquire land for a pedestrian/bike path connection between Allied Drive and the Southwest bike path just south of Thurston Road. A new connection to the bike path should also be planned to connect to the potential Raymond/Thurston connection.

The chart on page 25 is a complete list of physical improvement recommendations and an approximate budget.

Allied / Dunn's Marsh
Physical Improvement Plan

MAP 11

- City Boundary
- Outline of DOT Freeway Alternative
- Existing Sidewalks
- Proposed Sidewalks / Improvements
- Proposed Public Street
- Safety & Traffic Calming Enhancements
- Existing Bicycle / Pedestrian Pathways
- Proposed Bicycle / Pedestrian Pathway
- Trail Corridor Enhancements
- Gateway Enhancement Zones
- Housing Revitalization Opportunities
- Potential Redevelopment Sites
- Park / Parkway Improvements
- Neighborhood Center Site

Home Depot
Cub Foods
Britta Parkway
De Volis Parkway
Helene
Axel
Whenona
Danbury
Lumley
Sheffield
Crawford
Milford
Potential Streetlights
City of Madison
City of Fitchburg
Thurston
Marlborough Park
Red Arrow
Windflower
Lilac
Daisy
Clover
Seminole
UW Arboretum
Verona Road
Southwest Bicycle Trail
Jenewein
Sentinel
Aztec
Pawnee
Crescent
Apache
Cochise
Neighborhood Center
Belmar Park
Allied Drive
Carling
Lovell
Chalet Gardens
City of Madison
City of Fitchburg
Future Development
City of Madison
City of Fitchburg
Dunn's Marsh
Capital City Trail

Date: February 2005

Prepared by:
City of Madison
Department of Planning and Development
Planning Unit

Allied-Dunn's Marsh-Belmar Neighborhoods

Physical Improvements

		Physical Improvement	Units	Quantity	Cost/Unit	*Estimated Cost	**Timing Priority	Priority I	Priority II	Priority III
Streetscape Improvements	Sidewalks	North side of Allied Drive b/w Thurston & Red Arrow	L.F.	700	$30	$21,000	I	$21,000		
		North side of Allied Drive b/w Red Arrow & Summit	L.F.	500	$30	$15,000	I	$15,000		
		East side of Helene b/w Britta Dr & De Volis Prkwy	L.F.	200	$35	$7,000	I	$7,000		
		East side of Helene b/w De Volis Prkwy & Crawford	L.F.	300	$35	$10,500	I	$10,500		
		South side of De Volis Prkwy b/w Helene & Axel	L.F.	600	$35	$21,000	I	$21,000		
		West side of Axel b/w De Volis Prkwy & Crawford	L.F.	150	$35	$5,250	I	$5,250		
		West side of Whenona b/w Crawford & Milford	L.F.	100	$35	$3,500	I	$3,500		
		Both sides of Thurston b/w Red Arrow & Jenewein	L.F.	2,900	$35	$101,500	I	$101,500		
		East side of Rosenberry b/w Thurston & Jenewein	L.F.	800	$35	$28,000	I	$28,000		
		North side of Jenewein b/w Rosenberry & Red Arrow	L.F.	400	$35	$14,000	I	$14,000		
		All sides of Belmar Park/Future Development Block	L.F.	3,750	$35	$131,250	I	$131,250		
		South side Crescent b/w existing sidewalk & Red Arrow	L.F.	900	$35	$31,500	I	$31,500		
	Gateway Feature (Summit)	Signage, Hardscape, Landscaping	L.S.	1	$50,000	$50,000	I	$50,000		
	Traffic Calming	Traffic island - intersection of Allied & Red Arrow	Ea	1	$4,000	$4,000	I	$4,000		
		Traffic island - intersection of Allied & Thurston	Ea	1	$4,000	$4,000	I	$4,000		
		Traffic island - intersection of Allied & Jenewein	Ea	1	$4,000	$4,000	I	$4,000		
		Traffic island - intersection of Allied & Lovell	Ea	1	$4,000	$4,000	I	$4,000		
Bike Path	Trash Receptacles	Trash receptacle at Lovell	Ea	1	$250	$250	I	$250		
		Trash receptacles at bicycle/pedestrian bridge entrances	Ea	2	$250	$500	I	$500		
		Trash receptacle at Frontage Road	Ea	1	$250	$250	I	$250		
		Trash receptacle at Cub Foods	Ea	0	$250	$0	I	$0		
	Connection @ Thurston Extended	Detailed estimate is in progress (Fernandez)	L.S.	1	$30,000	$30,000				
Park Improvements	Lighting	15' tall lights 200' o.c. in De Volis Park	Ea	8	$4,000	$32,000	I	$32,000		
	Site Features	Shelter in Belmar Park	Ea	1	$50,000	$50,000	I	$50,000		
	Other Park Improvements			--	$50,000	$50,000	I	$50,000		
Commercial Center Redevelopment	Public Streets (grading, pavement, curb, gutter & sidewalks)	Red Arrow Extension	L.F.	700	$400	$280,000	II		$280,000	
		Summit Extension	L.F.	900	$400	$360,000	II		$360,000	
	Lighting	15' tall lights 200' o.c. along Summit and Red Arrow	Ea	9	$5,000	$45,000	II		$45,000	
	***Acquisition, Relocation, Demolition	Neighborhood Redevelopment Zones		--	$6,200,000	$6,200,000	II		$6,200,000	
Freeway Related Improvements	Gateway Feature (Raymond)	Signage, Hardscape, Landscaping	L.S.	--	$150,000	$150,000	III			$150,000
	Britta Parkway Enhancements	Sidewalks spanning all edges of Britta Parkway	L.F.	1,500	$40	$60,000	III			$60,000
		Traffic island - intersection of new frontage (Britta) & Helene	Ea	1	$4,000	$4,000	III			$4,000
		Traffic island - intersection of new frontage (Britta) & Axel	Ea	1	$4,000	$4,000	III			$4,000
		15' tall lights 200' o.c.	Ea	4	$4,000	$16,000	III			$16,000
TOTALS						$7,737,500		$588,500	$6,885,000	$234,000

*All above cost estimates are for planning purposes only. Estimate refinement should be completed prior to final budgeting.

**Timing Priority
Phase I - As soon as budgeting allows, Traffic calming features installed Fall, 2003
Phase II - Before end of TIF, September 19, 2007, if possible. Implementation feasibility contingent on future discussions with property owners & potential developers.
Phase III - At time of DOT improvements

***Estimated cost based on assessed value total x 1.5

Exhibit A: Public Survey

Why Prepare a Physical Improvement Plan?

- The Cities of Madison and Fitchburg hired Vandewalle & Associates to prepare a physical improvement plan, which is anticipated to be completed in March 2003.
- The timing of the Physical Improvement Plan coincides with the selection of Verona Road/Beltline alternatives to take advantage of the new opportunities provided through this project.*
- The City of Madison has a funding source in place (a Tax Increment Financing District), which could fund some physical improvements to enhance your neighborhood within the next six years.

Purpose of Physical Improvement Plan

To identify physical improvements within the Allied-Dunn's Marsh Neighborhood that will enhance the physical environment of the neighborhood in order to improve how residents live, work, travel, and play within their neighborhood.

What are Physical Improvements?

Physical improvements help determine how you use your neighborhood. They affect how your neighborhood looks, how safe it feels, and how you are connected to surrounding areas.

What types of improvements <u>will</u> be addressed in this plan?

- Streets (new and old)
- Connections to Madison Plaza, Cub Foods, and surrounding neighborhoods
- Potential location for new development
- Type of new development, such as housing and shopping
- Sidewalks
- Lighting
- Landscaping
- Parks

What types of improvements <u>will not</u> be addressed by this plan?

- New programs (e.g., social services, youth recreation)
- New community center
- Neighborhood school issues

These issues will be addressed in future planning processes.

Purpose of the Survey

The survey is designed to help project planners understand how you use your neighborhood. Before making recommendations for your neighborhood, it is very important to determine how those who live within the neighborhood use the existing streets, sidewalks, and parks or how they would like to use those things.

All responses will remain anonymous. They will be compared to others to see if there are common issues, problems, or opportunities.

Please answer the questions below and indicate your answers (when appropriate) on the included map with the associated symbol.

What City do you live in? ? Madison or ? Fitchburg (check one)

What street do you live on? _____

How long have you lived in the neighborhood? _____

? Rent or ? Own (check one)

How old are you? _____

Are you currently employed? _____

Survey results are anonymous.

1. Where do you go in your neighborhood at least once every month? List those places in the space provided or circle them on the map.

   _____ _____

   _____ _____

   _____ _____

   _____ _____

   How do you get to those places from your home? (Draw lines on the map showing the routes you take.)

2. Where are the places you don't go in your neighborhood? List those places or mark them with an X on the map.

   _____ _____

   _____ _____

   _____ _____

   _____ _____

Why don't you go to these places? Please explain in the space provided below.

_____

_____

_____

_____

3. If you have children, where do they play in the neighborhood? List those places in the space provided or place a star (*) on the map.

_____ _____

_____ _____

_____ _____

_____ _____

		Trails
Community Center	Britta Parkway	Capital City Trail
MMSD Learning Center	De Volis Square	Southwest Trail
	Marlborough Park	
	Belmar Park	
	Allied Terrace	
	Playground	
	Dunn's Marsh	
	U.W. Arboretum	

4. List three words or short phrases that describe your neighborhood in a positive way.
   1. _____
   2. _____
   3. _____

What can be done to enhance this?

_____

_____

_____

5. List three words or short phrases that describe your neighborhood in a negative way.
   1. _____
   2. _____
   3. _____

   What can be done to improve these things?

6. Name up to five physical improvements you would like to see changed. Physical improvements may deal with things like streets, intersections, signs, sidewalks, paths, existing buildings, bus stops, lighting, landscaping, type and location of new development, and parks, to name a few.
   1. _____
   2. _____
   3. _____
   4. _____
   5. _____

To return the survey, flip the blue sheet of paper on the outside this packet to display the return address (Vandewalle & Associates), seal the bottom, and drop in a mailbox. If you have misplaced this sheet, please return your completed survey to:

Vandewalle & Associates
Attn: Allied-Dunn's Marsh Physical Improvement Plan
120 East Lakeside Street
Madison, WI 53715

Please note that survey results will be kept anonymous.

Thank you for taking the time to fill out this survey. Results will be presented in February. For further information, please contact Jamie Radel with Vandewalle & Associates at 255-3988.

Exhibit B: Survey Results

General Information	#	% of total respondents
Total Responses	229	
Madison	136	59.4%
Fitchburg	83	36.2%
Tenure		
average	8.8	
median	3.0	
Age		
average	38	
median	35	
Employed		
yes	145	63.3%
no	70	30.6%

Residence*:	
Allied	51
Crescent	26
Sentinel	12
Chalet Gardens	10
Carling	10
Thurston	9
Red Arrow	8
Cochise	8
Crawford	8
Helene	7
Clover	5
Seminole	5
De Volis	5
*all streets with at least 5 responses	

Neighborhood Draws	#	% of total respondents	west	east	north
Cub Foods	178	84.0%	178		
Walgreen's	146	68.9%		146	
McDonald's	85	40.1%		85	
Mobil	83	39.2%		83	
Home Depot	82	38.7%	82		
St. Vincent	49	23.1%			49
Marlborough Park	48	22.6%		48	
Goodwill	47	22.2%	47		
KFC	35	16.5%	35		
Community Center	34	16.0%		34	
Einstein's	32	15.1%		32	
Blockbuster	32	15.1%		32	
Head Start	30	14.2%		30	
Fast Forward	29	13.7%		29	
Mall (Madison Plaza)	29	13.7%		29	
Speedway	28	13.2%	28		
Area Trails	23	10.8%	23		
Gino's	23	10.8%	23		
Arboretum	21	9.9%			
Belmar	20	9.4%			
Staples	18	8.5%	18		
MMSD	15	7.1%		15	
Zimmer's	15	7.1%			15
Dunn's Marsh	14	6.6%			
MC Sports	11	5.2%	11		
Playground	6	2.8%			
JB Arts & Crafts	6	2.8%	5		
Allied Terrace	5	2.4%			
De Volis Square	4	1.9%			
Blarney Stone	3	1.4%			3
Britta Parkway	1	0.5%			
Montessori	0	0.0%			
			450	**563**	**67**

Neighborhood Non-Draws		% of total respondents	west	east	north
Belmar	44	24.0%		44	
Montessori	43	23.5%			43
Zimmer's	43	23.5%			43
Allied Drive	39	21.3%			
Head Start	38	20.8%		38	
Blarney Stone	36	19.7%			36
Community Center	34	18.6%			
Allied Terrace	32	17.5%			
MMSD	30	16.4%			
Goodwill	27	14.8%	27		
St. Vincent	22	12.0%			21
Marlborough	21	11.5%			
De Volis Square	21	11.5%			
Mall (Madison Plaza)	20	10.9%		20	
Speedway	20	10.9%	20		
Staples	20	10.9%	20		
Mobil	16	8.7%		16	
Britta Parkway	14	7.7%			
Home Depot	14	7.7%	14		
Playground	12	6.6%			
Chalet Gardens	9	4.9%			
Carling	7	3.8%			
Cub	5	2.7%	5		
Dunn's Marsh	3	1.6%			
McDonald's	3	1.6%		3	
Area Trails	2	1.1%	2		
Arboretum	2	1.1%			
			88	**121**	**143**

Physical Improvements		% of total respondents
Lighting	76	40.6%
Signage	43	23.0%
Sidewalks	35	18.7%
Landscaping	27	14.4%
Park Facilities	21	11.2%
Bus Routes/Stops	14	7.5%
Streets	13	7.0%
Speed Bumps/Street Narrowing	11	5.9%
Litter Reduction	11	5.9%
Stop Sign Issues	9	4.8%
Seminole/Frontage Road/Beltline Interchange	8	4.3%
Garbage/Recycling Recepticles	8	4.3%
Bus Shelters	7	3.7%
Path Facility Improvement	8	4.3%
Speed Limit Signs	7	3.7%
Verona Foot Bridge	8	4.3%
Community Center	6	3.2%
No Paking Signs (too many)	4	2.1%
Sound Reductin along Beltline	3	1.6%
Public Phones/Emergency Phone Stations	3	1.6%
Street Cameras	3	1.6%
Chain-Link Fence Removal	3	1.6%
Bike Tunnel on Trail	3	1.6%
Community Gardens	2	1.1%
Remove Billboards	1	0.5%
Curb paint for no parking	1	0.5%
Remove Exotic Vegetation	1	0.5%
Bury Electric Lines	1	0.5%
Neighborhood Signs	1	0.5%
Bat Houses	1	0.5%
Raymond/Verona/Thurston Extension	1	0.5%
Neigborhood Pedestrian Entrance to Arboretum	1	0.5%
Info./Educational Signs in Parks	1	0.5%

Business/Institution Development	#
TYPE	
Boys/Girls Club-type	9
School	5
Daycare	4
Grocery (east side of Verona)	3
Family Oriented	3
Church	3
Medical Facility	3
Not Fast Food	1
Nice Restaurant	1
Not Bar/Liquor	1
Corner/Drug Store	1
Food Court	1
Library	1
Bookstore	1
Coffee Shop	1
Health Club	1
Farmers' Market	1
Copy Store	1
Police Station	1
Assisted Living	1
LOCATION	
Madison Plaza	13
Sentry	3
Supersaver	3
Highlander	1
Pizza Hut	1

Play Areas	#	% of respondents
Marlborough	44	50.6%
Belmar	28	32.2%
Area Trails	23	26.4%
Community Center	19	21.8%
Playground	18	20.7%
MMSD	17	19.5%
Dunn's Marsh	15	17.2%
Allied Terrace	12	13.8%
Arboretum	13	14.9%
Britta Parkway	11	12.6%
De Volis Square	4	4.6%
Front Yard	4	4.6%
Head Start	3	3.4%
Don't Play in Neighb	1	1.1%

Positive Neighborhood Attributes	#	% of respondents
Parks and Neighborhood Vegetation	61	31.9%
Location/Access	46	24.1%
Quiet	41	21.5%
Convenient	35	18.3%
Friendly	26	13.6%
Neighbors	25	13.1%
Cost of Living/Affordable	23	12.0%
Neighborhood Centers/Resources	23	12.0%
Diverse	21	11.0%
Cleanliness, Well-Kept	19	9.9%
Area Trails	16	8.4%
Feeling of Community	13	6.8%
Rural Feeling/Scenic	11	5.8%
Bus Line	11	5.8%
Safe	8	4.2%
Age of Residents	7	3.7%
Schools	6	3.1%
Private	5	2.6%
Neighborhood Ownership	4	2.1%
Potential	3	1.6%
Infrastructure (Streets)	2	1.0%
Family-Oriented	2	1.0%
Low Traffic	2	1.0%
Nice Housing	2	1.0%
Good Apartment Management	2	1.0%
Unique	2	1.0%
No Sidewalks	1	0.5%
Low Crime	1	0.5%
Small Scale of Streets	1	0.5%
Lively	1	0.5%
Less Police Presence	1	0.5%
Police Presence	1	0.5%
Dense Population	1	0.5%

Negative Neighborh	#	% of respondents
Crime/Drugs	76	39.0%
Noise	37	19.0%
Litter/Graffiti/Junk	38	19.5%
Speeding	26	13.3%
Traffic	26	13.3%
Proximity to Allied	19	9.7%
Noisy Cars	18	9.2%
Loitering/Transients	19	9.7%
No Curb Appeal	15	7.7%
Low Income	14	7.2%
Reputation	14	7.2%
Too Dense	12	6.2%
Lighting	11	5.6%
Vacant Storefronts	11	5.6%
No Activities for You	11	5.6%
Not Connected	11	5.6%
Not Safe	11	5.6%
No Sidewalks	9	4.6%
Unsafe and Dirty Par	8	4.1%
Lack of Programs	8	4.1%
Used as Traffic Thou	7	3.6%
Infrastructure (streets	6	3.1%
Bus Problems	6	3.1%
Bad Housing and Ap	6	3.1%
No Community Pride	5	2.6%
Street Parking	4	2.1%
Unfriendly	4	2.1%
Disrespect	4	2.1%
Too Much Police Pre	6	3.1%
Too Much Rental	3	1.5%
Low Property Values	3	1.5%
No Community Gard	3	1.5%
No Library	3	1.5%
No Good Community	2	1.0%
Fear	2	1.0%
Landscaping	2	1.0%
Poor Security	1	0.5%
No Communication	1	0.5%
Dogs Unleashed in P	1	0.5%
No Recreation in Wi	1	0.5%
No Police Presence	1	0.5%
No Community Pride	1	0.5%
Short Tenure	1	0.5%
Lack of Good-Paying	1	0.5%
Racial Tension	1	0.5%

Exhibit C: Public Meeting Results

February 12, 2003 Public Meeting:

Streets and Amenities

- Concern about location of new (Britta frontage road) off the Beltline relative to housing.
- Location of noise barrier – which side of frontage road? Depends on how close barrier would be to housing units. Don't want it jammed up against housing.
- Would berms or landscaping be preferable to a wall?
- Problems of ease to get onto Beltline at Todd Drive. Todd Drive access would need improvement. Look at impact on Todd Drive if Seminole access to Beltline is closed.
- Increased neighborhood traffic/traffic control due to Seminole L/C closure (Danbury).
- Connect a local street (Crawford, De Volis) to Summit (by Walgreen's).
- Don't want sidewalks – Dunn's Marsh area. Short streets are not busy, don't need them.

Verona Road/Beltline and Transportation

- If coming up (north) Verona Road, how do you get on Beltline going west?
- Access! Isolated.
- Don't need a bigger highway.
- Existing access is good enough downtown.
- Traffic circulation patterns – feeding from existing frontage road.
- Two halves of neighborhood are separated
- Lumley south to Clover, not adequate bus system.
- Take buses to West Towne and downtown.
- Frequency and cost of buses.
- Expansion of turning lane on Seminole Hwy.
- Stop lights at Seminole Hwy and Beltline – eliminate 4-way stop.
- Lights off the Seminole Hwy bridge – why?
- Additional lighting on Allied Drive.
- Playground for southern Allied.
- Affordable housing is a newsletter controlled issue.

Business and Retail Development

- How do we keep current businesses and services (St. Vincent De Paul, child care, etc.) in the neighborhood?
- Is there state money to help do this?
- Neighborhood could use a copy store.
- Gas stations – area is sort of over served (4) but the ones in danger are most used by neighborhood.

- Long timeline is negative for businesses – they will vacate and stores will be empty & deteriorate.
- Move businesses into empty Super Saver area.
- Frontage Road businesses are hard to get to now – maybe move them into shopping center.
- Cities buy shopping center; rent to businesses?
- Draw people to shopping center with public services (i.e. library, health center).
- Must make shopping center accessible to whole quadrant – hook Marlborough Park paths to center.
- Lights in Marlborough Park.
- Policing issue, if you connect the center to neighborhood.
- Bus circulation; don't want it to suffer – have to go further into neighborhood.
- Closing Seminole ramps makes neighborhood more isolated.
    - Todd Drive – poor access.
    - Summit intersection; lots of traffic
- Improve viability of shopping center with rerouted streets.

Business and Retail Development

- Community center
    - Friendly
    - Gathering place
    - Classes
    - Gym
    - Sports, basketball
    - Programming activities
    - Support services
    - Day care
- Library – walkable
- Grocery need – Aldi
- Convenience of Walgreen's
- Dangerous crossing – bridge important to Cub Foods.
- Stores – walk to
- Restaurants – walk to
- Bagel – well used.
- Evening restaurants
- Bank
- Laundromat
- Walkable businesses – reorganize design
- Kid activities
- Jobs – need for more closer – childcare businesses
    - Cub
    - Subway
    - Home Depot
- Business Incubator
    - Start businesses

- Orientation services for starting businesses.
- English Language Services
- Ethnic business
  - Market wares
- Ethnic – multicultural center
  - Understand others
  - Library

Parks and Open Space

- Dogs – running off leash (Marlborough Park)
- Safety
- Cleanup litter – empty trash cans
  - Marlborough
  - Belmar
- Flatter surface for soccer
  - Belmar
- Shelters – need roof
  - No picnic tables
  - Benches
  - BBQ
- Snowplow bike paths
  - Access to transit to bus
- Litter and glass on bike path.
- Need more trees
- Shade for Summer
  - Trees around apartments and streets
- Community Gardens – more
  - Expand in Marlborough Park as amenity for apartments
- Lighting

<u>Hot Buttons</u>

- Vandalism
- PM drinking
- Trash/glass in the parks

<u>Where</u>

- Belmar – top priority
- Britta

Additional Comments

<u>Parks</u>

- Belmar Park – developed into greater family facility with grills, shelter, playground equipment, and soccer fields.
- Belmar – lots 12 & B maintained as green space/prairie park.
- Need a shelter house at Belmar Park – Allied Terrace Playground.

- Need a drinking fountain at Allied Terrace Playground with water (hose) connection for community garden.

Transportation

- Where will the first off/on ramps be on the freeway spur south?
- What about Beltline west connection given price tag and no mention whatsoever?
- What will happen to stormwater in the sunken roadway? Where will drainage go?
- We need bus services on Saturday and Sunday to go to Farmer's Market and other functions downtown at the University, Civics Center, etc. We need this service for the senior citizens and low income people.

Housing

- Besides this meeting, how can a resident or what a resident do to have an impact on the highway plan?
- Many houses behind Mobil Station are affordable – below median value for Madison. By eliminating them than many affordable houses are not available to Madisonians.
- Where will these 50-60 housing units be located?
- Who will decide where the location will be?
- How will this plan affect the neighborhood schools?
- How will this project affect neighborhood property taxes?
- Will this affect values of homes?

Business

- City should put a committee together of residents to study grocery store needs along with redevelopment and highway plan.
- Sentry building turned into recreation/family service center that all Allied-Dunn's Marsh residents could utilize.

Exhibit D: WISDOT Verona Road/West Beltline Study EIS Public Participation Results

The WISDOT study team summarized the following concerns from approximately one dozen public meetings:

Housing

- Bigger apartments needed to accommodate larger or extended families
- Need all the affordable housing there is; if it is removed, it must replace it with housing that is of comparable or better quality
- Residents need opportunities to own their homes—low interest loans, other programs to help

Quality of Life

- Too much noise from traffic
- Residents don't feel connected to community—try to get out of neighborhood as soon as they can

Physical Environment

- Poor appearance, some buildings not being maintained
- Lack of greenspace
- No neighborhood "entrance"

Safety

- Pedestrians and bike crossing is very dangerous across Verona Road and Beltline
- People don't feel safe in community—real and/or perceived crime, violence

Circulation

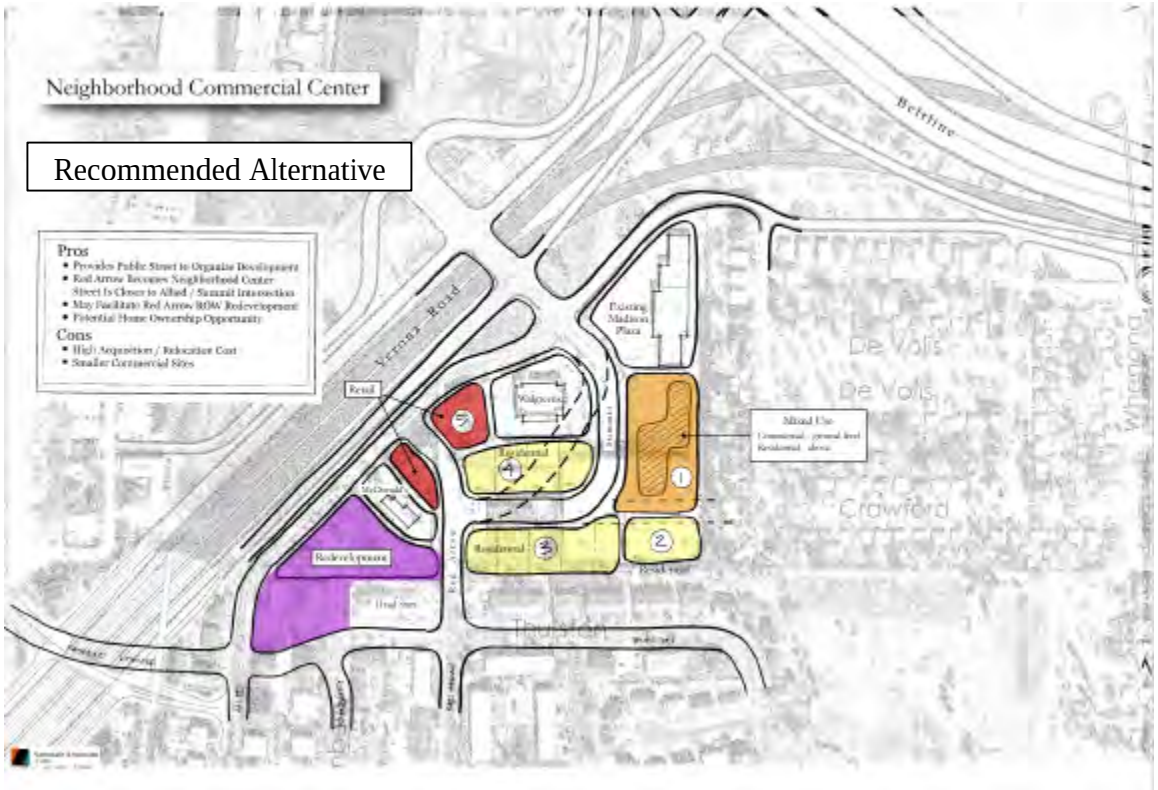
- Allied Drive area is isolated by busy roads and natural areas
- Shopping is across Verona Road, difficult to access
- Poor access to bike paths and bus stops
- Poor bus service
- Poor access for cars—only one entrance to neighborhood
- Car, ped. and bike circulation within neighborhood is poor
- Shopping center turns its back to neighborhood—is not oriented for neighborhood shopping

Economics

- Lack of neighborhood-serving businesses
- Existing businesses are leaving the neighborhood
- Successful businesses are across the road, hard to get to
- Many residents don't have access to education, jobs—leads to crime, "hanging out"
- Home Depot project was supposed to provide jobs and help neighborhood—that hasn't happened (I.e. Home Depot won't hire anyone with a record, TIF money hasn't done anything for neighborhood yet)

Exhibit E: Neighborhood Center Alternatives

De Valis
De Valis
Crawford
Thurston
Alternative Three
Allied - Dunn's Marsh - Belmar Neighborhoods
Pros
Cons


Neighborhood Commercial Center
Recommended Alternative
Pros
Cons
Beltline
Verona Road
Retail
Walgreens
Residential
Redevelopment
Existing Madison Plaza
Mixed Use
De Valis
De Valis
Crawford
Thurston

General Estimates for Commercial Redevelopment - Allied
Alternative One

Estimated Acquisition/Relocation/Demolition Cost

	Assessed Value				
Site	Land	Improvement	Total		Acquisition/ Relocation Cost
A*	$ 875,000	$ 1,250,000	$ 2,125,000	x 1.5 =	$ 3,187,500
B	$ 175,000	$ 265,000	$ 440,000	x 1.5 =	$ 660,000
C	$ 215,000	$ 125,000	$ 340,000	x 1.5 =	$ 510,000
D	$ 100,000	$ 270,000	$ 370,000	x 1.5 =	$ 555,000
E	$ 75,600	$ 374,000	$ 449,600	x 1.5 =	$ 674,400
TOTAL	**$ 1,440,600**	**$ 2,284,000**	**$ 3,724,600**		**$ 5,586,900**

* Big Box only; Land based on square foot value

Estimated Development

Site	Size (square feet)	Price/foot	Revenue	Use	Development	Cost	Value
1	100,000	$ 3.00	$ 300,000	retail	12,000	$85/foot	$ 1,020,000
				residential	30 du	$60,000/unit	$ 1,800,000
2	32,000	$ 2.00	$ 64,000	residential	8 du	$100,000/unit	$ 800,000
3	52,000	$ 2.00	$ 104,000	residential	16 du	$100,000/unit	$ 1,600,000
4	88,000	$ 2.00	$ 176,000	residential	24 du	$100,000/unit	$ 2,400,000
5	64,000	$ 5.00	$ 320,000	retail	14,000 sq.ft.	$85/foot	$ 1,190,000
TOTAL			**$ 964,000**				**$ 8,810,000**

Estimated Improvement Costs

1580 lf road x $400/foot		$ 632,000
Grading	+	$ 100,000
Enhancements/Improvements	+	$ 250,000
		$ 982,000
+ 10% design	+	$ 98,200
+ 10% contingency	+	$ 108,000
	TOTAL	**$ 1,188,200**

Alternative One - Cost/Value Summary

Costs		
Site Acquisition		$ 5,586,900
Improvement Cost	+	$ 1,188,200
	TOTAL	**$ 6,775,100**
Net Project Value		
Potential Project Value		
(Development Value + Land Sale Revenue)		$ 9,774,000
Loss of Assessed Improvement Value	**-**	$ 2,284,000
	TOTAL	**$ 7,490,000**

• All numbers are estimates. Development and costs are "order of magnitude" projections.
• Detailed development and tax increment projections should be run.

General Estimates for Commercial Redevelopment - Allied

Alternative Two

Estimated Acquisition/Relocation/Demolition Cost

	Assessed Value				
Site	Land	Improvement	Total		Acquisition/ Relocation Cost
A*	$ 875,000	$ 1,250,000	$ 2,125,000	x 1.5 =	$ 3,187,500
B	$ 175,000	$ 265,000	$ 440,000	x 1.5 =	$ 660,000
C	$ 215,000	$ 125,000	$ 340,000	x 1.5 =	$ 510,000
D	$ 100,000	$ 270,000	$ 370,000	x 1.5 =	$ 555,000
E	$ -	$ -	$ -	x 1.5 =	$ -
F (House)	$ 33,900	$ 92,600	$ 126,500	x 1.5 =	$ 189,750
TOTAL	**$ 1,398,900**	**$ 2,002,600**	**$ 3,401,500**		**$ 5,102,250**

* Big Box only; Land based on square foot value

Estimated Development

Site	Size (square feet)	Price/foot	Revenue	Use	Development	Cost	Value
1	100,000	$ 3.00	$ 300,000	retail	12,000	$85/foot	$ 1,020,000
				residential	30 du	$60,000/unit	$ 1,800,000
2	32,000	$ 2.00	$ 64,000	residential	10 du	$100,000/unit	$ 1,000,000
3	52,000	$ 2.00	$ 104,000	residential	20 du	$100,000/unit	$ 2,000,000
4	60,000	$ 2.00	$ 120,000	residential	12 du	$100,000/unit	$ 1,200,000
5	64,000	$ 5.00	$ 320,000	retail	14,000 sq.ft.	$85/foot	$ 1,190,000
6	60,000	$ 2.00	$ 120,000	residential	30 du	$60,000/unit	$ 1,800,000
TOTAL			**$ 1,028,000**				**$ 10,010,000**

Estimated Improvement Costs

2100 lf road x $400/foot		$ 840,000
Grading	+	$ 100,000
Enhancements/Improvements	+	$ 250,000
		$ 1,190,000
+ 10% design	+	$ 119,000
+ 10% contingency	+	$ 130,900
	TOTAL	**$ 1,439,900**

Alternative Two - Cost/Value Summary

Costs		
Site Acquisition		$ 5,102,250
Improvement Cost	+	$ 1,439,900
	TOTAL	**$ 6,542,150**
Net Project Value		
Potential Project Value		
(Development Value + Land Sale Revenue)		$ 11,038,000
Loss of Assessed Improvement Value	-	$ 2,002,600
	TOTAL	**$ 9,035,400**

• All numbers are estimates. Development and costs are "order of magnitude" projections.
• Detailed development and tax increment projections should be run.

General Estimates for Commercial Redevelopment - Allied
Alternative Three

Estimated Acquisition/Relocation/Demolition Cost

	Assessed Value					
Site	Land	Improvement	Total		Acquisition/ Relocation Cost	
A*	$ 875,000	$ 380,000***	$ 1,255,000		$ 580,000	**
B	$ 175,000	$ 265,000	$ 440,000	x 1.5 =	$ 660,000	
C	$ 215,000	$ 125,000	$ 340,000	x 1.5 =	$ 510,000	
D	$ 100,000	$ 270,000	$ 370,000	x 1.5 =	$ 555,000	
E	$ -	$ -	$ -	x 1.5 =	$ -	
TOTAL	**$ 1,365,000**	**$ 1,040,000**	**$ 2,405,000**		**$ 2,305,000**	

* Big Box only; Land based on square foot value

** $200,000 building improvement

*** Minus 19,000 square feet at $20/square foot

Estimated Development

Site	Size (square feet)	Price/foot	Revenue	Use	Development	Cost	Value
1			$ -				
2			$ -				
3	52,000	$ 2.00	$ 104,000	residential	24 du	$60,000/unit	$ 1,440,000
4	68,000	$ 2.00	$ 136,000	residential	24 du	$60,000/unit	$ 1,440,000
5	64,000	$ 5.00	$ 320,000	retail	14,000 sq.ft.	$85/foot	$ 1,190,000
TOTAL			**$ 560,000**				**$ 4,070,000**

Estimated Improvement Costs

1350 lf road x $400/foot		$ 540,000
Grading	+	$ 100,000
Enhancements/Improvements	+	$ 250,000
		$ 890,000
+ 10% design	+	$ 89,000
+ 10% contingency	+	$ 97,900
	TOTAL	**$ 1,076,900**

Alternative Three - Cost/Value Summary

Costs		
Site Acquisition		$ 2,305,000
Improvement Cost	+	$ 1,076,900
	TOTAL	**$ 3,381,900**
Net Project Value		
Potential Project Value		
(Development Value + Land Sale Revenue)		$ 4,630,000
Loss of Assessed Improvement Value	-	$ 1,040,000
	TOTAL	**$ 3,590,000**

• All numbers are estimates. Development and costs are "order of magnitude" projections.
• Detailed development and tax increment projections should be run.

General Estimates for Commercial Redevelopment - Allied

Alternative Four

Estimated Acquisition/Relocation/Demolition Cost

	Assessed Value				
Site	Land	Improvement	Total		Acquisition/ Relocation Cost
A*	$ 875,000	$ 1,250,000	$ 2,125,000	x 1.5 =	$ 3,187,500
B	$ 175,000	$ 265,000	$ 440,000	x 1.5 =	$ 660,000
C	$ 215,000	$ 125,000	$ 340,000	x 1.5 =	$ 510,000
D	$ 100,000	$ 270,000	$ 370,000	x 1.5 =	$ 555,000
E	$ -	$ -	$ -	x 1.5 =	$ -
F (House)	$ 33,900	$ 92,600	$ 126,500	x 1.5 =	$ 189,750
TOTAL	**$ 1,398,900**	**$ 2,002,600**	**$ 3,401,500**		**$ 5,102,250**

* Big Box only; Land based on square foot value

Estimated Development

Site	Size (square feet)	Price/foot	Revenue	Use	Development	Cost	Value
1	100,000	$ 3.00	$ 300,000	retail	12,000	$85/foot	$ 1,020,000
				residential	30 du	$60,000/unit	$ 1,800,000
2	32,000	$ 2.00	$ 64,000	residential	10 du	$100,000/unit	$ 1,000,000
3	52,000	$ 2.00	$ 104,000	residential	20 du	$100,000/unit	$ 2,000,000
4	60,000	$ 2.00	$ 120,000	residential	12 du	$100,000/unit	$ 1,200,000
5	64,000	$ 5.00	$ 320,000	retail	14,000 sq.ft.	$85/foot	$ 1,190,000
6	60,000	$ 2.00	$ 120,000	residential	30 du	$60,000/unit	$ 1,800,000
TOTAL			**$ 1,028,000**				**$ 10,010,000**

Estimated Improvement Costs

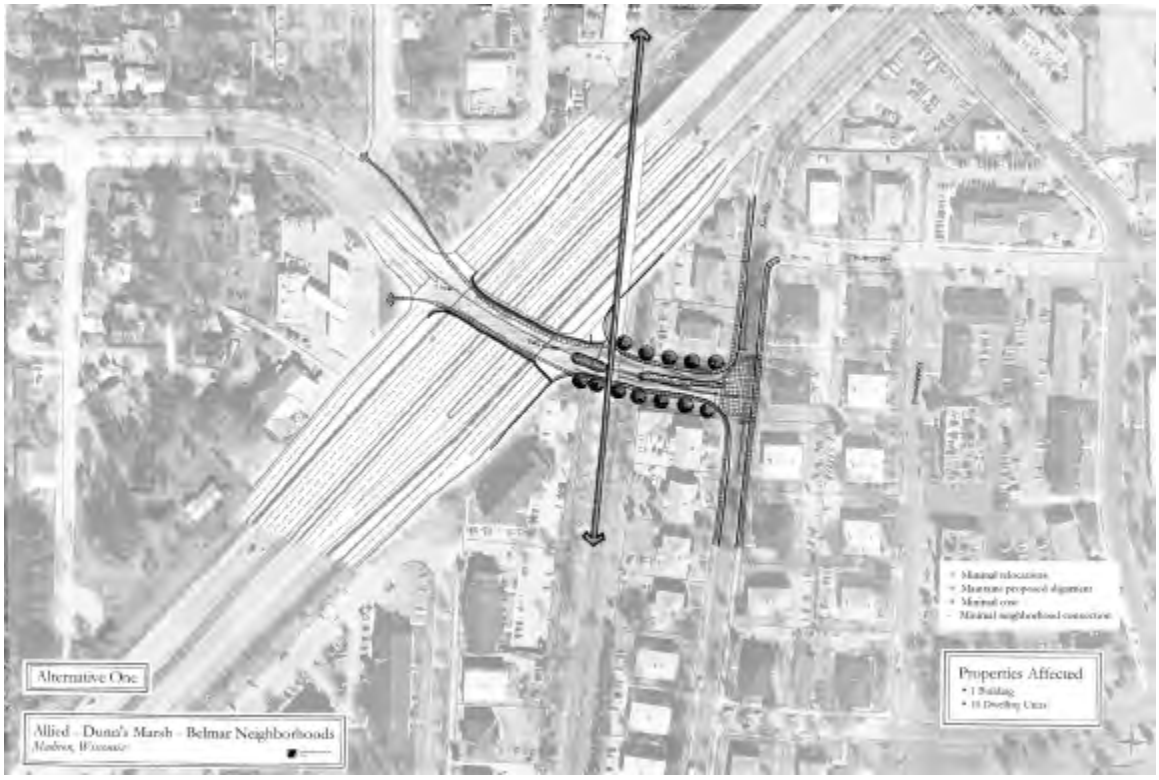
2450 lf road x $400/foot		$ 980,000
Grading	+	$ 100,000
Enhancements/Improvements	+	$ 250,000
Enhancements/Improvements	+	$ 150,000
		$ 1,480,000
+ 10% design	+	$ 148,000
+ 10% contingency	+	$ 162,800
	TOTAL	**$ 1,790,800**

Alternative Four - Cost/Value Summary

Costs		
Site Acquisition		$ 5,102,250
Improvement Cost	+	$ 1,790,800
	TOTAL	**$ 6,893,050**
Net Project Value		
Potential Project Value		
(Development Value + Land Sale Revenue)		$ 11,038,000
Loss of Assessed Improvement Value	-	$ 2,002,600
	TOTAL	**$ 9,035,400**

- *All numbers are estimates. Development and costs are "order of magnitude" projections.*
- *Detailed development and tax increment projections should be run.*

Exhibit F: Raymond Road Extension Alternatives



Alternative Three
Allied - Dunn's Marsh - Belmar Neighborhoods
Properties Affected

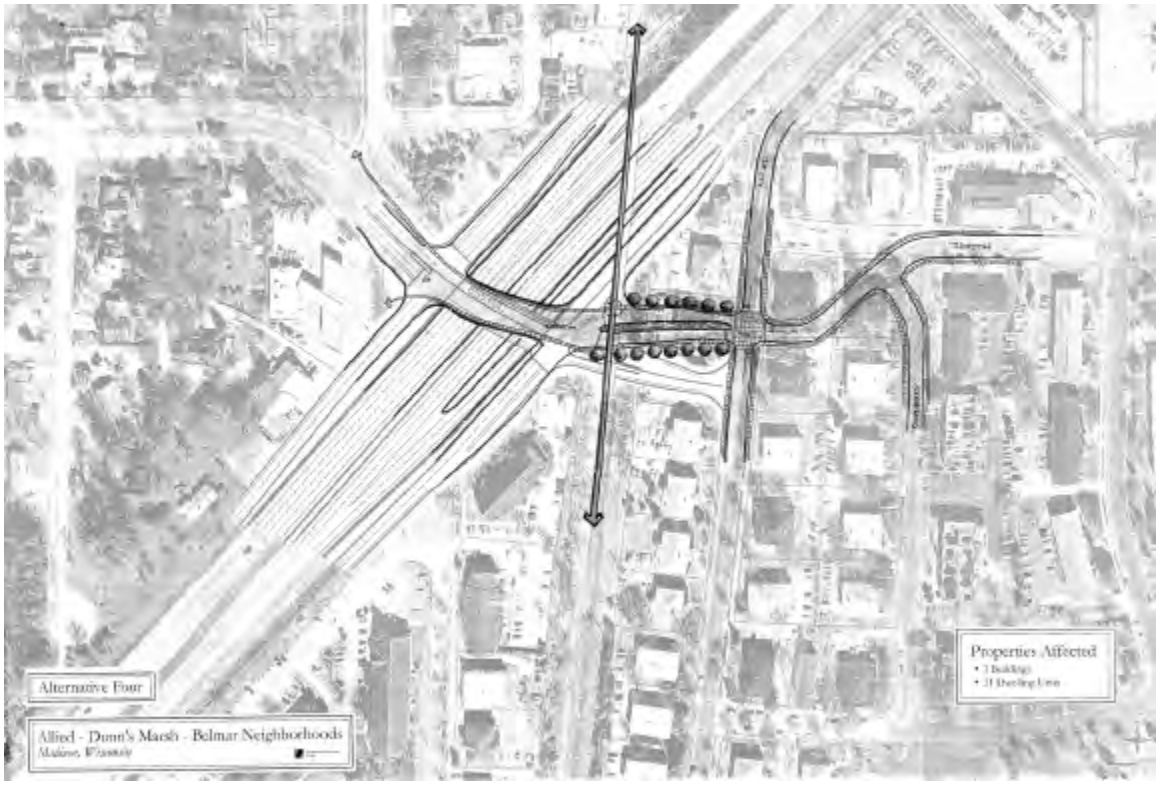

Alternative Four
Allied - Dunn's Marsh - Belmar Neighborhoods
Properties Affected

Exhibit G: Comments on EIS

AGENDA #_____

Copy Mailed to Alderperson_____

City of Madison, Wisconsin

AN AMENDED
SUBSTITUTE
RESOLUTION _____

Providing the Wisconsin Department of Transportation with the City of Madison's comments on the Draft Environmental Impact Statement (DEIS) for the Verona Road/West Beltline Highway Project.

Drafted By: Bradley J. Murphy, Planning Unit Director

Date: August 30, 2004

Fiscal Note: Although the project will have significant fiscal implications, no expenditure is required to convey the City comments on the Environmental Impact Statement via this Resolution.

Sponsors: Mayor David J. Cieslewicz
Ald. Ken Golden

PRESENTED 5-18-04
REFERRED Long-Range Transportation Planning Commission, Pedestrian, Bicycle, Motor Vehicle Commission, Transit and Parking Commission, Plan Commission, Board of Public Works
REREFERRED Above (7-6)

REPORTED BACK JUL 06 2004; SEP 07 2004

ADOPTED X POF _____
RULES SUSPENDED _____
PUBLIC HEARING _____

APPROVAL OF FISCAL NOTE IS NEEDED
BY THE COMPTROLLER'S OFFICE
Approved By

_____
Comptroller's Office

AMENDED SUBSTITUTE
RESOLUTION NUMBER 61822
ID NUMBER 36137

WHEREAS the Wisconsin Department of Transportation (WDOT) has prepared a Draft Environmental Impact Statement (DEIS) to address the long-term needs of the Madison area's West Beltline Highway and Verona Road as the first step in planning for long-term infrastructure investments within this area; and

WHEREAS the DEIS includes three major focus areas, including:

- The segment of the U.S. Highway 151 corridor centering on the Verona Road interchange and Verona Road south to County Trunk Highway PD;
- The U.S. Highway 12/14 (West Beltline Highway) corridor from the U.S. Highway 14 (University Avenue) interchange to the Todd Drive interchange; and
- The U.S. Highway 12/14 crossings (interchanges and grade-separated crossings) between U.S. Highway 14 and Todd Drive; and

WHEREAS the Wisconsin Department of Transportation has conducted a planning process which included a large technical committee comprised of representatives from the affected municipalities; formed an advisory committee comprised of elected officials and representatives from the affected neighborhoods; partially funded the preparation of a draft physical improvement plan for the Allied-Dunn's Marsh-Belmar Neighborhood; and

worked closely with City agencies and policy makers throughout the "needs assessment" process and DEIS process dating back to the beginning of the process in 1997.

WHEREAS the DEIS acknowledges that the Verona Road/West Beltline project will have several impacts on surrounding neighborhoods, and the DEIS outlines mitigation measures proposed to avoid, minimize or mitigate the negative impacts. The City appreciates the open and inclusive process used to prepare the DEIS, the financial participation of WisDOT in the preparation of the Draft Allied Dunn's Marsh Physical Improvements Plan, and the extensive outreach efforts made to engage the community during the development and evaluation of the alternatives. Furthermore, the City of Madison acknowledges the efforts that WisDOT has made toward minimizing and mitigating the negative impacts.

NOW THEREFORE BE IT RESOLVED that the Madison Common Council hereby endorses the submittal of the attached comments on the DEIS entitled "Summary Comments on the Draft Verona Road/West Beltline Highway Environmental Impact Statement" dated May 25, 2004 and further specifically requests the Wisconsin Department of Transportation to integrate ~~include~~ these comments in the Final Environmental Impact Statement (FEIS), commit to the implementation of ~~along with~~ the following specific recommendations, and where noted, enter into a formal agreement with the City to ensure adequate implementation.

- **U.S. Highway 151/Verona Road from U.S. Highway 12/14 (the West Beltline Highway) to County Trunk Highway PD.**

  The requirements of Executive Order 12898 (Environmental Justice) have not been adequately addressed by the current DEIS. **However, the requirements of Executive Order 12898 (Environmental Justice) can be adequately addressed if the final EIS, final project design, and final implementation plan (including improvements to the Allied/Dunn's Marsh neighborhood), includes all of the recommendations contained in this resolution.**
  The requirements of Executive Order 12898 state that federally funded projects shall identify and address, as appropriate, disproportionately high and adverse human health or environmental effects on minority populations or low-income populations, including the inter-related social and economic effects. The DEIS indicates that the project "results in several impacts having disproportionately high and adverse effects on minority or low-income populations in the Allied-Dunn's Marsh Neighborhood." "Disproportionately high and adverse effects include residential relocations, business relocations, neighborhood access changes, and parkland changes." The DEIS also states that "these changes will affect minority and low income populations more than the non minority and non low-income population because a large minority and low-income population resides in the neighborhood areas surrounding the corridor." The depressed freeway portion of the project - which at this time includes the construction of a 30-foot deep depressed freeway with walls, fencing and 55 mile-per-hour traffic - **~~will~~ could** significantly increase the psychological and physical isolation of neighborhoods separated by the freeway. The DEIS acknowledges the physical isolation of the Allied Dunn's Marsh neighborhood.

  The City of Madison does not support the free flow alternative concept as currently proposed. In particular, the City believes that the free flow alternative, as currently proposed, will have disproportionately high and adverse human health and environmental effects on minority and low-income populations - including the inter-related social and economic effects. The most significant negative impacts associated with the free flow alternative affect neighborhoods in the southeast quadrant of the interchange (Allied Drive, Dunn's Marsh, Belmar, Marlborough Heights, Crawford Heights and Chalet Gardens), an area which generally contains a much higher level of minority and low-income residents than the City as a whole.

The City staff "Summary of Comments on the DEIS" from May 25, 2004, and the recommendations outlined below, comment extensively on the impacts described within the DEIS and highlight those recommendations that the City believes the Wisconsin Department of Transportation must commit to in the Final Environmental Impact Statement (FEIS) in order to address these concerns. In particular, recommendations 1, 2, 4, 6, 7, 10, 11, 12 ~~and~~ 13 **and 17** all are intended to mitigate the negative effects of the free flow alternative on neighborhoods in the southeast quadrant of the interchange, an area the DEIS indicates contains much higher levels of minority and low-income residents than the City as a whole.

The City's specific recommendations, outlined below, will more adequately address the negative effects of the free flow alternative on the psychological and physical isolation of neighborhoods in the southeast quadrant, the reduced transit access to the neighborhood, reduced safety and emergency vehicular accessibility to and from the neighborhood, the loss of housing within the neighborhood and the loss of businesses serving and employing neighborhood residents. While the DEIS outlines some mitigation measures proposed to avoid, minimize or mitigate the negative impacts, the recommendations listed below - and commitments from the Department to implement them – are specifically intended to further mitigate negative effects on residents within the southeast quadrant, and would allow WisDOT to fully address the environmental justice requirements of Executive Order 12898, building upon their efforts to-date.

(previous #1) ~~The requirements of Executive Order 12898 (Environmental Justice) have not been adequately addressed; in particular, the disproportionately high and adverse human health and environmental effects directed toward minority and low-income populations, including the inter-related social and economic effects of the free flow alternative. The most significant negative impacts associated with the free flow alternative effect neighborhoods in the southeast quadrant of the interchange (Allied Drive, Dunn's Marsh, Belmar, Marlborough Heights, Crawford Heights and Chalet Gardens), an area which generally contains a much higher level of minority and low-income residents than the City as a whole.~~

~~The City of Madison does not support the freeway concept as currently proposed. The City requests the WDOT to cover the depressed freeway between Summit and Williamsburg Way. The DEIS contains no information which evaluates this alternative, its costs and the opportunities to mitigate the negative impacts associated with the construction of a 30-foot deep depressed freeway with walls, fencing and 55 mile an hour traffic which will significantly increase the psychological and physical isolation of neighborhoods separated by the freeway. The FEIS must include an evaluation of this alternative, including the consideration of covering portions of the depressed highway to further reduce noise impacts, to create additional land for development, to provide opportunities for additional landscaped open space and parklands above the tunnel, and to significantly improve the visual and physical connections between neighborhoods east and west of U.S. Highway 151.~~

*Note: Where indicated with ** below, the City of Madison requests that a formal implementation agreement be entered into with WisDOT, to ensure adequate implementation.*

1. ** The City requests WisDOT to cover the depressed freeway between Summit and Williamsburg Way. As part of the FEIS, the City requests that WisDOT fully evaluate the feasibility of covering this part of the depressed freeway, in order to further mitigate the negative impacts associated with the freeway alternative. The DEIS currently contains no information

pertaining to the evaluation of this alternative, including the costs and opportunities to mitigate the negative effects associated with the construction of a 30-foot deep depressed freeway with walls, fencing and 55 mile-per-hour traffic (which will increase the physical and psychological isolation of neighborhoods separated by the freeway).

The City of Madison requests that the FEIS include an evaluation of this alternative (including an evaluation of the covering of portions of the depressed freeway, if the depressed freeway is not completely covered). Covering significant portions of the depressed freeway is intended to further reduce noise impacts in the area, create additional land for development, provide opportunities for additional landscaped open space and parklands above the covered roadway, and to significantly improve the visual and physical connections between neighborhoods east and west of U.S. Highway 151.

(previous #2) ~~The City requests the FEIS to include an evaluation of the potential impacts of reducing the design speed of the curves to allow a ramp speed limit of 45 miles per hour.~~

2. The City requests that the FEIS include complete documentation of WisDOT's interchange design evaluation (including the full range of interchange design options considered and dismissed prior to the release of the DEIS), and the impacts of these options on the other quadrants. One of the options evaluated and documented should be reducing the design speed of the curves in the southeast quadrant of the interchange, to allow a ramp speed limit of 45 miles per hour.

3. ** The FEIS should include the construction of the Raymond Road crossing of U.S. Highway 151 on an alignment consistent with that shown in the Draft Allied-Dunn's Marsh-Belmar Physical Improvement Plan dated May 6, 2004, which aligns the crossing with Thurston Lane.

~~4. If the depressed freeway between Summit and Williamsburg Way is not completely covered, the width of the Raymond Road, Williamsburg Way and Summit Crossing must be a minimum of 175 feet in order to incorporate improvements which will result in attractive plaza-like connections between neighborhoods east and west of the freeway, incorporating wide pedestrian sidewalks, bicycle lanes, adequate areas for pedestrian amenities including pedestrian level lighting and landscaping, in addition to the travel lanes.~~

5. The City requests the FEIS to include an evaluation of the potential to eliminate the frontage road in the southeast quadrant extending from Raymond Road to Summit.

6. If the freeway facility is covered, the Southwest Bicycle Path should be integrated into that design in a manner that maintains the best access for users of the path. In addition, the City request that WisDOT evaluate all pertinent accessibility issues (including access to the Allied Drive and commercial districts in that area), design options, screening possibilities, or other features in order to minimize the feeling of isolation on the Southwest Bicycle Path facility.

7. The City requests WisDOT to investigate the pedestrian/bicycle crossing at its current Williamsburg Way location.

8. ** The FEIS should include a commitment by the WDOT to fully participate in the costs to redevelop the Madison plaza commercial center to transform this unsuccessful shopping center into a mixed-use commercial and residential area, including the extension of Summit Avenue to

Red Arrow Trail. These commitments should be incorporated into a development agreement which will be made part of the FEIS.

9. ** The City recommends that the WDOT commit to the redevelopment of the Madison Plaza commercial center, the early acquisition of some residential and commercial properties and the construction of replacement housing within the center. The FEIS should evaluate alternatives to the standard WDOT relocation process to include early acquisitions of properties and commit funding to provide replacement housing well in advance of the actual construction schedule. This commitment should be in the form of a development agreement between the City of Madison and WDOT which adequately mitigates these impacts and becomes a commitment in the FEIS.

10. ** The City requests the construction of noise barriers within the locations identified in the DEIS with the noise barrier in the southeast quadrant located in conformance with the Draft Allied Drive-Dunn's Marsh-Belmar Physical Improvement Plan dated May 6, 2004. The frontage road south of the noise barrier should also be constructed north of Britta Parkway (a City of Madison park).

11. ** The City supports the mitigation measures for area parks which are included in the DEIS, including the commitment to improve Belmar Park and Marlborough Park and the possible expansion of Doncaster Park.

12. ** The FEIS must commit to a high level of urban streetscape improvements along all reconstructed streets and a high level of landscaping between the freeway, and local arterial streets and between the local arterial streets and frontage roads. All fencing of the freeway must be of high aesthetic quality and adequately screened. Architectural/aesthetic treatments and textures should be applied to all concrete structures associated with bridges, crossings, walls of the depressed freeway, noise barriers and all above ground structures. Entrance features and public art should be incorporated into the project.

13. The FEIS should recognize and acknowledge the negative impact on market values and the appreciation of properties and structures scheduled for acquisition and demolition/relocation. The FEIS should acknowledge the negative economic effects of stagnating market values and appreciation resulting from the likely diminished property maintenance which will occur between the time the FEIS is approved and acquisition occurs.

12. The FEIS should evaluate the changes in response times for safety and emergency service agencies and Madison Metro which would result from the closing of the Seminole Highway ramps.

13. ** The FEIS should commit to mitigate the negative impacts associated with disruptions to the transit routing and potential loss of service in parts of the neighborhood east of Verona Road.

14. The DEIS does not adequately address the secondary impacts from the freeway alternative. These impacts will include additional development further from the urban core, additional vehicle miles of travel that otherwise would not occur, and increased reliance on the automobile. The DEIS also does not include enough information on the origins and destinations of travel trips south of Highway PD. Additional information must be provided to adequately consider the types of trips utilizing the Verona Road corridor, and the split between regional trips and local trips, and the external to external, external to internal and internal to internal trips along this corridor.

The City requests that WisDOT provide the definition/clarification of the three types of trips addressed, e.g., regional, metropolitan and local. This information should be provided to local units of government and the public participation process should consider this additional critical information prior to the FEIS being approved.

15. The City requests WisDOT to identify the transit alternatives that were considered in the Verona Road Corridor.

16. The City request WisDOT to provide to the Common Council and Long Range Transportation Commission available information as it related to emissions and pollution (specifically ozone impacts).

17. ** The FEIS should commit to improvements in the Allied Drive neighborhood area beyond the normal policy of one quarter mile from the corridor to help mitigate impacts to this neighborhood from the project and to help meet the Department's Environmental Justice obligations in the neighborhood.

- **U.S. Highway 12/14 (the West Beltline Highway) from Todd Drive to U.S. Highway 14**

1. The City of Madison supports Alternative A ~~B~~ (the ramp meters and auxiliary lanes ~~and a third lane added in each direction~~) provided that adequate right-of-way is maintained to accommodate future high capacity transit service along the corridor.

2. ** The City requests that the FEIS include an acknowledgement that the WDOT will construct noise barriers between Verona Road and Mineral Point Road if requested by the City of Madison.

3. The FEIS should include a complete listing of the plans considered during the preparation of the FEIS, including the City's Peripheral Area Development Plan and all adopted neighborhood development plans.

4. ** The FEIS must include a commitment to address aesthetic improvements along the U.S. Highway 12/14 corridor and include a high level of aesthetic treatment and context sensitive architectural design and landscaping for all investments made along the corridor.

5. ** The DEIS recognizes that the West Beltline Highway is both a major transportation facility serving the Madison Metropolitan Area and, at the same time, a major barrier which has prevented the construction of a fully-connected and integrated grid system of local collector and arterial urban streets to serve the greater west side. As such, additional crossings of the West Beltline Highway must be committed to as part of the FEIS and the Beltline itself will need to be fully utilized to accommodate metropolitan traffic. The DEIS indicates that the Mineral Point Road interchange will be reaching capacity and that improvements will be needed. The FEIS must provide a commitment by the Wisconsin Department of Transportation to participate in an area-wide long-range regional study of Beltline interchanges, in particular, the Mineral Point Road interchange and west side major arterial and collector streets to explore all options to meet the transportation needs of the area, including the consideration of grade separated intersections and additional Beltline crossings.

6. ** The City requests that the Junction Road Overpass be considered a part of this project vs. a stand-alone enhancement project.

7. The City requests WisDOT to conduct a traffic modeling evaluation of the freeway alternative, one modeling the removal of the Summit ramps and one model run leaving them in, and ensure that the traffic modeling effort includes a larger geographic area (which includes local streets in the vicinity).

8. The FEIS must fully analyze the impacts of the project on roadways connecting the Beltline Highway to the downtown Central Business District.

9. The City requests WisDOT to evaluate all of the traffic impacts caused by the freeway alternative and the additional lanes proposed for the West Beltline. In particular, the traffic impacts on the Beltline (between Rimrock Road and Mineral Point Road) and other roadways in the Mineral Point Road area should be evaluated.

10. ** The City notes in its review of the DEIS that USH 12/14 between Old Sauk Road and Mineral Point Road is proposed for auxiliary ramp lanes in both directions; however, noise issues related to this segment have not been addressed. The City requests WisDOT to expand the extent of its noise analysis and include noise mitigation in the FEIS Document. Specifically, any lane additions, including auxiliary ramp lane additions, be reviewed for noise impacts and mitigation measures provided and committed to.

- **U.S. Highway 12/14-Additional Crossings of the Beltline**

1. ** The City of Madison supports the additional grade separated crossings of the Beltline identified in the DEIS. The following priority should be placed on these projects:
   a. Watts Road extension under the Beltline connecting to Research Park Boulevard.
   b. Wal-Mart to West Towne crossing.
   c. Struck Street crossing.
   d. D'Onofrio Drive crossing.

   The FEIS must commit to undertake detailed follow-up studies of the Beltline crossings (including an evaluation of the traffic impacts the new crossings will have on area local streets), and should prioritize these crossings for construction prior to the Verona Road/West Beltline Highway interchange project. These crossings should be funded by the WDOT.

2. ** An additional study of the Mineral Point Road/West Beltline Highway interchange as part of the follow-up study mentioned under the previous section, should be committed to in the FEIS.

3. ** The FEIS should acknowledge the impacts on the Madison Metro transit system as outlined in the attached comments, and should commit to mitigating these impacts.

4. The City requests WisDOT to conduct an evaluation of reconnecting Hammersley as an east-west connector, including an evaluation of all the impacts on the Southwest Bicycle Path.

SUMMARY COMMENTS ON THE DRAFT VERONA ROAD/WEST BELTLINE HIGHWAY ENVIRONMENTAL IMPACT STATEMENT

Prepared by the Planning Unit based on comments from City Engineering, Traffic Engineering, Planning and Development staff, CDBG Office, Office of Business Resources, and Madison Metro. These summary comments are a compilation of the comments from all agencies. The comments from individual agencies are attached.

The Draft Environmental Impact Statement (DEIS) contains three major components:

- U.S. Highway 151/Verona Road from U.S. Highway 12/14 (the Beltline) to County Trunk Highway PD.
- U.S. Highway 12/14 (the Beltline) from U.S. Highway 14 to U.S. Highway 151.
- U.S. Highway 12/14 crossings (interchanges and grade-separated crossings) between U.S. Highway 14 and Todd Drive.

The City of Madison would like to recognize the efforts of the Wisconsin Department of Transportation to include City agencies and policy makers in the preparation of the draft Environmental Impact Statement. The Department of Transportation managed a process which included a large technical committee comprised of representatives from the affected municipalities, and formed an advisory committee comprised of elected officials and representatives from the affected neighborhoods. The Department of Transportation also partially funded the preparation of a draft Physical Improvement Plan for the Allied-Dunns Marsh-Belmar Neighborhood in response to a request from the City of Madison. City staff and policy makers have been working with the Wisconsin Department of Transportation including their lead consultants, Strand Associates, since 1997 throughout the preparation of the "needs assessment" for this area and throughout the process to identify and evaluate the alternatives which were the basis for the preparation of the DEIS.

U.S. Highway 151/Verona Road From U.S. Highway 12/14 (The West Beltline Highway) To County Trunk Highway PD

Of the alternatives considered, most City agencies commenting on the alternatives, support the freeway concept for the interchange between Verona Road (U.S. Highway 151) and the West Beltline Highway (U.S. Highway 12). These comments acknowledge the traffic flow benefits that this alternative provides to the metropolitan area, which continues to experience significant growth and development. The freeway alternative addresses regional mobility needs by separating regional from local traffic. It removes several signalized intersections from a highly congested high speed highway. The freeway alternative also addresses congestion at the Verona Road interchange, Summit Avenue (the Home Depot intersection), Raymond Road, and County Trunk Highway PD. All intersections are projected to experience significant traffic problems in the future. The depressed freeway alternative provides opportunities to address noise impacts and provide better pedestrian circulation than exists today. The freeway alternative also reduces traffic on some nearby Madison streets, such as Seminole Highway and Reetz Road. The alternative single point intersection (the urban roadway alternative) can accommodate only minimal traffic volume increases (7-15%) before falling to congested levels of service versus the freeway alternatives which accommodate traffic volumes 140% greater than existing volumes.

The City of Madison believes that the DEIS does not adequately address the requirements of Executive Order 12898 (Environmental Justice) in particular the disproportionately high and adverse human health and

environmental effects directed toward minority and low income populations, including the interrelated social and economic effects of the free flow alternative. While most City agencies commenting on the alternatives support the freeway concept, it is also recognized that this alternative results in significant negative impacts, most of which are concentrated in the southeast quadrant of the interchange (Allied Drive, Dunn's Marsh, Belmar, Marlboro Heights and Chalet Gardens). This area generally contains a much higher level of minority and low-income residents than the City as a whole. The following comments expand on the impacts described in the DEIS and highlight the impacts that the City believes have not been fully mitigated.

The City should be willing to work with the Wisconsin Department of Transportation to ensure a free-flow corridor's 2020 highway system, the highest-order roadway network which focuses on interstate mobility. However, the neighborhoods in the southeast quadrant should not bear the brunt of the negative effects of improving the State's corridor's 2020 network. The City should support the concept of separating local, regional and State traffic within this area, conditioned upon all adequate measures being implemented to mitigate negative effects on City neighborhoods. These negative effects are outlined extensively within the DEIS. If the City supports the freeflow concept outlined in the DEIS, the following commitments should be sought from the Wisconsin Department of Transportation and recognized as commitments in the Final Environmental Impact Statement (FEIS) and in an agreement between the City and WisDOT.

1. **Cover the depressed freeway between Summit and Williamsburg Way.** In a letter from Mark Olinger, Director of the Department of Planning and Development, dated May 16, 2002, the City requested that an additional alternative be studied as part of the EIS process. This alternative included the placement of the local road system serving the southeast and southwest quadrants of the interchange directly over the top of U.S. Highway 151 or covering portions of the depressed Highway. In other words, a portion of the freeway would be in a tunnel beneath the local road system. While this alternative would undoubtedly cost more, it would presumably reduce noise impacts further, possibly create additional land for development, provide additional opportunities to provide landscaped open space above the tunnel, and would significantly improve the visual and physical connections between the neighborhoods east and west of U.S. Highway 151.

   The DEIS indicates that the depressed freeway and the possibility of a Raymond Road connection to Allied Drive will reduce the isolation of the Allied Drive neighborhood. While everyone would agree that Verona Road (U.S. Highway 151) is a major barrier today and a safety issue for pedestrians trying to cross it, it is none-the-less, an at-grade urban arterial with urban arterial speeds. The construction of a 30-foot deep depressed freeway with walls and fencing to accommodate 55 mile per hour traffic, can only add to the psychological and physical barrier that exists today and will further contribute to the isolation of the neighborhoods in the southeast quadrant. Covering the depressed freeway between Summit and Williamsburg Way (or at least to Raymond Road) would significantly improve the connectivity between neighborhoods and would allow the Wisconsin Department of Transportation to address many of the negative effects associated with the construction of a freeway between neighborhoods on Madison's southwest side.

2. **Consider a slower design speed.** The City of Madison supports the concept of a freeflow movement between Verona Road and the West Beltline Highway for interstate and inter-city traffic. However, by reducing the design speed of the curves to something less than the current 60 or 65 mph (and considering a design speed that would allow for a free flow ramp speed limit of 45 mph), the amount of land needed to accommodate the free flow movement and the associated implications for land acquisition, residential and business relocations, and the need to close the Seminole Highway ramps may all be reduced. These are serious concerns for the City that warrant closer consideration.

3. **Raymond Road crossing of U.S. Highway 151.** The DEIS indicates that the Wisconsin Department of Transportation will construct a Raymond Road crossing of U.S. Highway 151 as part of the project if the City of Madison requests it. The City of Madison requests that the Department of Transportation construct the Raymond Road crossing of U.S. Highway 151 on an alignment consistent with that shown in the draft Allied-Dunn's Marsh-Belmar Physical Improvement Plan dated May 6, 2004. Raymond Road would cross Verona Road and align with Thurston Lane. The City believes that this crossing is critical to help to mitigate the negative effects of the freeway alternative. While the City's recommended alignment will require the acquisition of a few more residential buildings, the alternative shown in the DEIS has Raymond Road (a collector) dead ending in a "T" intersection at Allied Drive. This crossing isolates the two buildings to the north and significantly reduces the livability of these buildings.

4. **Appropriate width for the Summit, Williamsburg Way, and Raymond Road crossings.** If the depressed freeway between Summit and Williamsburg Way is not completely covered, the width of the Raymond Road, Williamsburg Way, and Summit crossing must be a minimum of _____ feet in order to incorporate travel lanes, bicycle lanes, pedestrian sidewalks, and adequate areas for pedestrian lighting, pedestrian amenities, and landscaping in order to provide an adequate plaza-like connection between the neighborhoods east and west of the freeway.

5. **Consider eliminating the frontage road between Raymond Road and Summit in the southeast quadrant.** The City believes that the frontage road in the southeast quadrant extending from Raymond Road to Summit is unnecessary. The City would prefer to utilize these lands to accommodate additional landscaping, infill development and possible redevelopment opportunities.

6. **The support for the redevelopment of the Madison Plaza as a Mixed-Use Commercial and Residential Center.** The City recommends that the Wisconsin Department of Transportation commit to fully participate in the cost to implement the redevelopment plan for the Commercial Center to transform this unsuccessful shopping center into a mixed-use commercial and residential center, including the extension of Summit Avenue to Red Arrow Trail. Several alternatives are included in the draft Allied-Dunn's Marsh-Belmar Physical Improvement Plan and are continuing to evolve through the follow-up design process. These commitments should be incorporated into a development agreement which will be made part of the FEIS.

7. **Acquisition of residential and commercial properties.** The timing or time-lapse between the approval of the FEIS and the actual right-of-way assembly will have an additional substantial negative effect on the Allied-Dunn's Marsh-Belmar neighborhoods. These are significant impacts which have not been fully acknowledged by the DEIS or mitigated. The City of Madison recommends that the Department of Transportation commit to the redevelopment of the Madison Plaza Commercial Center, the early acquisition of some residential and commercial properties, and the construction of some of the replacement housing in the center.

   The FEIS should evaluate measures that can incorporate relocation efforts, and the redevelopment plans of the City of Madison and City of Fitchburg to make the neighborhoods safer and more livable for its residents. The normal timeline for project development, funding approval, land assembly and relocation has the potential to further destabilize the Allied Drive-Dunn's Marsh-Belmar neighborhoods and adjoining neighborhoods, particularly those to the west.

   The residential and commercial structures slated for acquisition and demolition as a result of the construction, will not be acquired for many years Yet, the property owners will recognize that these

properties will eventually be acquired and will respond, as most property owners would, by discontinuing to invest the improvement and maintenance of their properties. Many of these residential structures and businesses are assets to the neighborhood. The City would expect these properties to deteriorate between the date the FEIS is approved and the time of acquisition, which we understand may be a decade or more in the future. These delays can only exacerbate the existing problems being experienced within these neighborhoods. This comes at a time when the leaders of the City of Madison, City of Fitchburg and Dane County along with the Verona and Madison Metropolitan School District are coming together to focus the community's resources to address the revitalization needs of these neighborhoods. The Wisconsin Department of Transportation needs to be a full partner in this revitalization effort. The City requests that the Wisconsin Department of Transportation enter into a development agreement with the City that mitigates these impacts and becomes a commitment in the FEIS.

8. **Noise abatement.** The DEIS indicates in the freeway alternative that noise barriers are feasible and reasonable for the northeast and southeast quadrants of the U.S. Highway 151/Verona Road interchange. WisDOT requires that the City of Madison supply a formal resolution supporting the proposed noise barriers before they will commit to build them. The City of Madison supports the construction of noise barriers within these locations provided that they occur in conformance with the recommendations included in the Draft Allied Drive-Dunn's Marsh-Belmar Physical Improvement Plan dated May 6, 2004. This plan calls for the frontage road south of the noise barrier to be constructed north Britta Parkway (a City of Madison park).

9. **Improvements to area parks.** The freeway alternative will negatively affect both Britta Parkway and Doncaster Park. The City of Madison supports the mitigation measures included in the DEIS, including the commitment to improve Belmar Park and Marlboro Park and the possible expansion of Doncaster Park.

10. **Aesthetics.** The DEIS must commit to a high level of urban streetscape improvements along all reconstructed streets and a high level of landscaping between the freeway, and local arterial streets and between the local arterial streets and frontage roads. All fencing of the freeway must be adequately screened. All fencing should be of high aesthetic quality. The DEIS provides a commitment to apply aesthetic treatments and textures to all structures associated with the depressed freeway. The DEIS should also commit to apply aesthetic treatments and textures to all noise barriers constructed and to all aboveground structures. The DEIS commits to reconstruct the southwest bike path to provide an entrance feature for the Madison metropolitan area. The DEIS should commit to apply a high level of aesthetic treatment to the Raymond Road Bridge and to consider incorporating the entrance feature treatments into both the bridge and the bike path. Context sensitive design principles and funding will be applied to the project. This commitment is so general that it is difficult to understand what is really being committed to. The DEIS should also commit to incorporating public art into the project.

11. **Economic Impacts.** The DEIS will have an impact on market values and appreciation of properties and structures scheduled for acquisition and demolition/relocation. Market value and appreciation will stagnate between the time the DEIS is approved and acquisition occurs. The Wisconsin Department of Transportation should not financially benefit from causing this market value stagnation without reimbursing property owners for their loss of investment. The DEIS does not mention the economic effects of the likely diminished property maintenance between the time the DEIS is approved and acquisition occurs.

The DEIS indicates that the freeway alternative will make the Madison Plaza Shopping Center more attractive by reducing congestion. It is difficult to understand how burying the regional traffic, which now travels right by the front door of the shopping centers on either side of Verona Road, will help these centers. The reduced visibility of these centers to the regional traffic will actually have a negative economic impact on both centers.

12. **Seminole Highway Ramps.** The City of Madison Police and Fire Departments and Madison Metro do not support the closing of the Seminole Highway ramps. Under the Freeway alternative, the proposed closure of the ramps at Seminole Highway would cause disruption to transit routing and potential loss of service hours in parts of the neighborhood south of Britta Parkway and east along the southern Beltline Frontage Road. The Urban Roadway alternative would maintain the Seminole Highway ramps with little impact to existing transit service delivery levels. The DEIS should evaluate changes in response times resulting from the closure versus the existing response times and the cost to maintain the current service levels.

13. **Madison Metro Impacts.**

- Under both alternatives, the proposed closure of the access at Chalet Gardens Road would cause significant disruption to transit routing and potential loss of service in parts of the neighborhood east of Verona Road. It is strongly recommended that the extension of Raymond Road, between Verona Road and Allied Drive, be pursued under both alternatives to mitigate impacts to transit service routing and bus stop accessibility to residents and businesses.
- Under the Freeway alternative, the proposed one-way conversion of the eastern Verona Road Frontage Road, between Chalet Gardens Road and Williamsburg Way, would cause significant disruption to transit routing and potential loss of service in parts of the neighborhood east of Verona Road.

U.S. Highway 12/14 (The Beltline) from Todd Drive to U.S. Highway 14

1. **The City of Madison supports Alternative B (ramp meters, auxiliary lanes and a third lane added in each direction.**

- The west side of Madison is poised for continued and significant growth in office, commercial and residential development. Alternative B with the additional capacity of the Beltline Highway will accommodate some of this growth.
- Right-of-way impacts for the third lane are minor.
- State action in the corridor must necessitate careful review and consideration of noise concerns and potential mitigation in existing neighborhoods.

2. **Noise barriers.** The City of Madison will need to request the construction of additional noise barriers between Verona Road and Mineral Point Road if it desires them.

3. **Consideration of Adopted Plans.** The DEIS includes a listing of adopted plans considered during the preparation of the environmental impact statement. Missing from this list are several significant City of Madison adopted plans, which we believe were considered but need to be listed. These include the City's Peripheral Area Development Plan, and all adopted neighborhood development plans including the seven plans covering the west side of the City of Madison.

4. **Aesthetic Commitments.** The DEIS includes no commitments to address aesthetic improvements along the US 12/14 Corridor between Verona Road and Mineral Point Road. This is an omission, which needs to be corrected.

5. **Follow-up Studies.** The DEIS recognizes that the Beltline is both a major transportation facility which accommodates significant amount of the travel demand within the metropolitan area and at the same time is a major barrier which prevents the construction of a fully-connected and integrated grid system of local collector and arterial urban streets to serve the greater west side. As such, additional crossings of the Beltline need to be actively pursued and the Beltline itself needs to be fully utilized to accommodate metropolitan traffic recognizing that it has prevented the construction of a fully-integrated local street system on the west side.

   The DEIS indicates that the Mineral Point Road interchange will be reaching capacity and that improvements will be needed. It suggests that the reconstruction as a single point interchange will be needed. The City of Madison recommends that the Final EIS provide a commitment by the Department of Transportation to participate in area-wide long-range regional study of beltline interchanges (in particular the Mineral Point Road interchange and west side major arterials and collectors to explore all options to meet the transportation needs of the area including the consideration of grade separated intersections and additional beltline crossings).

U.S. Highway 12/14 – Additional Crossings of the Beltline

1. **Beltline Freeway Crossings.** The City of Madison supports additional grade-separated crossings of the Beltline. New crossings would reduce traffic currently utilizing Beltline interchanges and would improve performance. Some traffic currently utilizing the Beltline for short trips and some future traffic could be diverted to these new crossings. The additional crossings would also benefit businesses within the area and potentially stimulate additional economic development. The additional beltline freeway crossings with the most near term potential include the Watts Road extension and the Wal-Mart Crossing. For both alternatives, further careful consideration needs to be made regarding the intersection of Watts Road and Gammon Road, specifically the intersection's capability to accommodate more redirected traffic.

   The DEIS should commit to undertake a detailed follow-up design study of possible beltline crossings. This design study should prioritize new crossings and should lead to a detailed design for each of the recommended crossings. The Department of Transportation should include the recommended new crossings in their designs and should fund the cost of these improvements in advance of the Verona Road/West Beltline Interchange project. The DEIS gives the impressions that additional crossings are mutually exclusive from existing interchange improvements. This should be clarified as even with alternative crossings, some of the existing interchanges will require expansion and can be easily modified to improve safety.

2. **Mineral Point Road.** The interchange at Mineral Point Road and the West Beltline Highway is anticipated to fail with the build out of all west side neighborhoods. The single point conversion of this interchange will need to be revisited with the University of Wisconsin Research Park II Traffic Review Study.

3. **Madison Metro Impacts.**

- The proposed interchange improvements at Greenway Boulevard, Old Sauk Road, Mineral Point Road, Gammon Road and Whitney Way would require maintaining or upgrading passenger access to existing bus stop locations with new sidewalks and boarding pads, as well as creating potential new bus stop locations.
- The proposed interchange improvements at Todd Drive would significantly impact current bus stop locations and would require further reaching infrastructure upgrades to maintain or relocate bus stops with accessible passenger amenities (i.e. sidewalks, boarding pads).
- The proposed interchange improvements at Mineral Point Road and Gammon Road have possible impacts to existing diamond/HOV lane facilities used by transit. It is strongly recommended that these lane designations be maintained and even expanded to facilitate transit routing in these major corridors.
- The proposed street crossing of Highway 14 at Research Park Boulevard-Watts Road-Forward Drive would provide the greatest potential benefit to alternative transit routings across the Beltline. The connection between West Towne Mall and Wal-Mart would also give some benefit to transit routing options between Watts Road and Gammon Road. The proposed crossing at D'Onofrio Drive would require a traffic signal at the intersection of West Towne Way and D'Onofrio Drive to be of any benefit for transit routing. The proposed connection between Struck Street and Grand Canyon Boulevard would have little impact to existing transit corridor

Exhibit H: Adopting Resolution

City of Madison

Master

City of Madison
Madison, WI 53703
www.cityofmadison.com

File Number: 00337

File Number: 00337 **File Type:** Resolution **Status:** Passed

Version: 2 **Reference:** 37326 **Controlling Body:** PLAN COMMISSION

Requester: PLAN COMMISSION **Cost:** **Introduced:** 01/20/2005

File Name: Adopting the Allied-Dunn's Marsh-Belmar Neighborhood's Physical Improvement Plan. **Final Action:** 04/19/2005

Title: SUBSTITUTE - Adopting the Allied-Dunn's Marsh-Belmar Neighborhood's Physical Improvement Plan. 10th Ald. Dist.

Notes: Refer: PC, BOE, Ped/Bike, Parking & Transit, LRTPC, Public Works

Code Sections: **Agenda Date:** 04/19/2005

Indexes: **Agenda Number:**

Sponsors: David J. Cieslewicz and Kenneth Golden **Enactment Date:** 04/25/2005

Attachments: AlliedPlan113004.pdf, LRTPC Comment.pdf, Map.pdf **Enactment Number:** RES-05-00401

History of Legislative File

Version:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
1	BOARD OF ESTIMATES	01/24/2005	Rerefer	BOARD OF ESTIMATES		02/14/2005	Pass
1	PEDESTRIAN/BICYCLE/ MOTOR VEHICLE COMMISSION	01/25/2005	Refer	PEDESTRIAN/ BICYCLE/MOTOR VEHICLE COMMISSION		02/22/2005	Pass
1	Planning Unit	01/25/2005	Rerefer	PLAN COMMISSION		02/07/2005	
1	PLAN COMMISSION	01/27/2005	Refer	COMMON COUNCIL		04/19/2005	
1	COMMON COUNCIL	02/01/2005	Refer	PLAN COMMISSION	05/03/2005	03/17/2005	Pass
1	COMMON COUNCIL	02/01/2005	Refer	BOARD OF ESTIMATES	05/03/2005	01/24/2005	
1	COMMON COUNCIL	02/01/2005	Refer	PEDESTRIAN/ BICYCLE/MOTOR VEHICLE COMMISSION	05/03/2005	02/22/2005	
1	COMMON COUNCIL	02/01/2005	Refer	TRANSIT AND PARKING COMMISSION	05/03/2005	02/08/2005	

1	COMMON COUNCIL	02/01/2005	Refer	LONG RANGE TRANSPORTATION PLANNING COMMISSION	05/03/2005	07/26/2005	
1	PLAN COMMISSION	02/07/2005	Refer	PLAN COMMISSION		03/17/2005	Pass
1	TRANSIT AND PARKING COMMISSION	02/08/2005	Return to Lead with the Recommendation for Approval	PLAN COMMISSION		03/17/2005	Pass
1	BOARD OF ESTIMATES	02/14/2005	Return to Lead with the Recommendation for Approval	PLAN COMMISSION		03/17/2005	Pass
1	PEDESTRIAN/BICYCLE/ MOTOR VEHICLE COMMISSION	02/23/2005	Return to Lead with the Recommendation to Approve as Substituted	PLAN COMMISSION		03/17/2005	Pass
1	PLAN COMMISSION	03/07/2005	Rerefer	PLAN COMMISSION		03/17/2005	Pass
2	PLAN COMMISSION	03/31/2005	Fiscal Note Required / Approval	Comptroller's Office/Approval Group	03/31/2005	04/04/2005	
2	Comptroller's Office/ Approval Group	04/04/2005	Approved Fiscal Note By The Comptroller's Office	PLAN COMMISSION		04/04/2005	
2	PLAN COMMISSION	04/04/2005	Refer	PLAN COMMISSION		04/04/2005	
2	PLAN COMMISSION	04/04/2005	RECOMMEND TO COUNCIL TO ADOPT - REPORT OF OFFICER				Pass
2	COMMON COUNCIL	04/19/2005	Adopt				Pass

Text of Legislative File 00337

..Fiscal Note
The adoption of the plan establishes recommendations to guide future investments in capital facilities and infrastructure within the neighborhood. As such, the adoption of the plan does not approve specific expenditures. Any additional capital expenditures to implement plan recommendations will require specific Common Council review and approval.
..Title
SUBSTITUTE - Adopting the Allied-Dunn's Marsh-Belmar Neighborhood's Physical Improvement Plan. 10th Ald. Dist.
..Body
WHEREAS the City of Madison, in cooperation with the City of Fitchburg and Wisconsin Department of Transportation jointly funded the preparation of a physical improvement plan for the Allied-Dunn's Marsh-Belmar Neighborhood focusing on physical infrastructure improvements within the neighborhood, redevelopment of underutilized and undeveloped properties, traffic circulation system improvements, and recommendations to address the negative effects associated with the Wisconsin Department of Transportation's Verona Road/West Beltline Highway reconfiguration; and

WHEREAS in order to inform the recommendations included in the plan, the City funded the preparation of the "Allied Drive Commercial Area Redevelopment Study", which produced findings and recommendations for the Madison Plaza (Super Saver) area and the "Allied Drive Housing Study" that provided findings related to

the demand for additional owner-occupied and rental housing within the area which are summarized in the Plan; and

WHEREAS the physical improvement plan recommendations informed the City's adoption of a resolution in September, 2004 commenting on the Draft Verona Road/West Beltline Highway Environmental Impact Statement; and

WHEREAS as part of the plan preparation, three public meetings were held to review findings and recommendations; and

WHEREAS the Draft Physical Improvements Plan has informed the preparation of the broader "vision for the Allied community" plan, which provides a statement of goals and strategies to guide City staff and policy bodies as they work to carry-out neighborhood improvement activities within the Allied Drive area; and

WHEREAS the Draft Physical Improvements Plan has served as a basis for ongoing discussions related to the development and implementation of neighborhood improvement activities; and

WHEREAS it is important to recognize that the recommendations included in the plan were developed with the cooperation and involvement of the City of Fitchburg as much of the area lies within the City of Fitchburg.

NOW THEREFORE BE IT RESOLVED that the Common Council hereby adopts the Allied-Dunn's Marsh-Belmar Neighborhood's Physical Improvement Plan as an element of the City's Master Plan to guide the City's future investment decisions related to physical infrastructure improvements, traffic circulation system improvements, ongoing efforts to work with the Wisconsin Department of Transportation on the Verona Road/ West Beltline Highway Reconfiguration Project, and the redevelopment of underutilized and undeveloped properties within the neighborhood.

BE IT FURTHER RESOLVED that the Common Council accepts the findings of the Allied Drive Commercial Area Redevelopment Study focused on the Madison Plaza (Super Saver) area and the Allied Drive Housing Study focused on the market for owner-occupied and rental housing within the area, as summarized in the Physical Improvements Plan.

BE IF FURTHER RESOLVED that the recommendations from the reviewing commissions are incorporated into the adopted plan and Planning staff are directed to make the necessary changes to the maps and text to incorporate the comments.

BE IT FINALLY RESOLVED that the Allied Drive Task Force should explore, with the assistance of the Police Department, returning parking to Allied Drive (and other streets) to further assist in traffic calming measures.

APPENDIX C
INDIRECT AND CUMULATIVE EFFECTS ANALYSIS

1.0 INTRODUCTION

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires lead agencies for proposed federally funded transportation projects to determine the most appropriate methodology and level of detail for analyzing impacts in collaboration with cooperating and participating agencies. Among the potential impacts to be considered are Indirect and Cumulative Effects (ICE).

Appendix C of the 2004 DEIS for FHWA-WIS-EIS-04-01-D (Project I.D. 1206-07-03) included a report on the secondary effects (indirect and cumulative) of project alternatives including alternatives for US 18/151 (Verona Road). The DEIS was completed on March 5, 2004, in accordance with previous federal guidance for analyzing Environmental Impact Statements but prior to enactment of SAFETEA-LU. [Note: Under previous pre-SAFETEA-LU requirements, indirect and cumulative effects were referred to as secondary effect. The portion of the study that took place prior to March 2004 still uses the older terminology].

The analysis for Section 5: Indirect and Cumulative Effects for this Supplementary DEIS was developed by the project team in accordance with Section 6002 SAFETEA-LU requirements to evaluate impacts of the final preferred alternative(s). This indirect and cumulative effects methodology is based upon two sets of guidance developed by the Wisconsin Department of Transportation: *Guidance for Conducting an Indirect Effects Analysis* and *Guidance for Conducting a Cumulative Effects Analysis*. These documents, prepared in 2007, are in turn based on National Environmental Policy Act (NEPA) and Wisconsin Environmental Policy Act (WEPA) requirements for analyzing indirect and cumulative effects. In spite of these changes to indirect and cumulative effects analysis under SAFETEA-LU, most of the federal and state regulatory considerations with regard to substantive issues and methods for assessing them remain unchanged from previous practice for consideration of indirect and cumulative effects.

In accordance with the 2008 SAFETEA-LU 6002 Impact Analysis Methodology for this project, this Supplement to Appendix C of the DEIS has the following purposes:

1. Verify and demonstrate that processes used to evaluate indirect and cumulative effects in the 2004 DEIS of the Verona Road project alternatives substantially conform to the prescribed methodologies for both ICE under the 2008 Section 6002 SAFETEA-LU Impact Analysis methodology. The project-specific methodology adopted in 2008 for assessing both indirect and cumulative effects–namely use of an expert panel following a modified Delphi process–is the same as that selected for the 2004 DEIS.
2. Present the findings of the indirect and cumulative effects analysis in a manner consistent with SAFETEA-LU requirements.
3. Synthesize and modify previous findings with current conditions from updated land use plans and recent development.
4. Provide the results and analysis in a framework consistent with current WisDOT guidance on indirect and cumulative effect analyses.

2.0 INDIRECT EFFECTS

The Council on Environmental Quality (CEQ) states the following:

> "indirect" effects are "caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects or other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems," (40 CFR 1508.8).

The study team utilized the analytic frameworks recommended in the WisDOT's *Guidance for Conducting an Indirect Effects Analysis* Technical Reference, which was developed on FWHA and CEQ guidance, to better analyze and document indirect effects of this project.

2.1 INDIRECT EFFECTS METHODOLOGY AND STUDY AREA

The specific methodology, used in accordance with the 2008 SAFETEA-LU 6002 Impact Analysis Methodology, approved for the SDEIS analyzing the preferred alternative for this project. The Project Specific Methodology selected for the ICE analysis was an expert panel using a modified two-step Delphi

process. This method was supplemented by surveying available local land use plans, local transportation plans, and public comment on the project gathered for both the 2004 DEIS and subsequent comments on the preferred alternative gathered for the SDEIS.

The selected ICE study area is defined as "the geographic area that *may* be affected by the highway project's indirect impact on land development." For this project, the maximum extent of the ICE study area includes all areas shown in Figure 2.1-1 below. The selected indirect effects study area lies primarily within southwest Dane County but could include portions of Green and Iowa counties. This selected area represents an auto commuting range of approximately 30 minutes from the Project Area following construction of Stage 3 Freeway improvements.

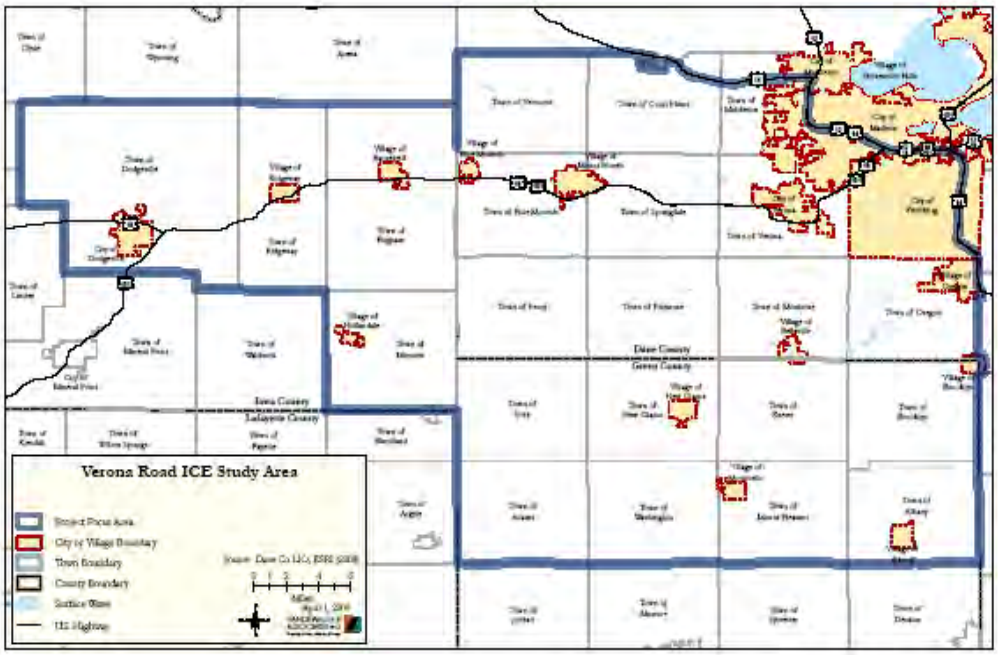


Figure 2.1-1 Map of ICE Study Area for Stage 3 of Preferred Alternative

2.2 INVENTORY THE STUDY AREA AND NOTABLE TRENDS

A. Local Regional Trend Data

When preparing the 2004 DEIS, the study team looked at then-recent trends in population, household, and other key demographic and development trends in the ICE study area. For the 2008 SDEIS, the study team obtained more recent (2005) Wisconsin Department of Administration population estimates and population growth projections through 2030 for the ICE study area to test and validate the assumptions about current trends made in the 2002 ICE analysis.

Name	Census 2000	2005 Estimate	2030 Projection	Change 2000-2005	Percent 2000-2005	Change 2000-2030	Percent 2000-2030
C Fitchburg	**20,501**	**22,677**	**34,448**	**2,176**	**11%**	**13,947**	**68.0%**
C Middleton	15,770	16,803	22,308	1,033	7%	6,538	41.5%
C Verona	**7,052**	**9,289**	**17,488**	**2,237**	**32%**	**10,436**	**148.0%**
V Belleville	1,795	1,890	2,628	95	5%	833	46.4%
V Blue Mounds	**708**	**751**	**1,135**	**43**	**6%**	**427**	**60.3%**
V Cross Plains	3,084	3,464	5,249	380	12%	2,165	70.2%
V Mount Horeb	**5,860**	**6,436**	**9,911**	**576**	**10%**	**4,051**	**69.1%**
V Oregon	7,514	8,343	13,604	829	11%	6,090	81.0%
T Blue Mounds	**842**	**876**	**1,150**	**34**	**4%**	**308**	**36.6%**
T Cross Plains	1,419	1,477	1,915	58	4%	496	35.0%
T Middleton	4,594	5,402	8,808	808	18%	4,214	91.7%
T Montrose	1,134	1,155	1,329	21	2%	195	17.2%
T Oregon	3,148	3,324	4,715	176	6%	1,567	49.8%

Name	Census 2000	2005 Estimate	2030 Projection	Change 2000-2005	Percent 2000-2005	Change 2000-2030	Percent 2000-2030
T Perry	670	693	793	23	3%	123	18.4%
T Primrose	682	718	885	36	5%	203	29.8%
T Springdale	**1,530**	**1,699**	**2,405**	**169**	**11%**	**875**	**57.2%**
T Vermont	839	879	1,162	40	5%	323	38.5%
T Verona	**2,153**	**2,041**	**1,801**	**-112**	**-5%**	**-352**	**-16.3%**
ICE AREA SUBTOTAL*	79,295	87,917	131,734	8,622	11%	52,439	60%
C Madison	**208,054**	**222,103**	**284,978**	**14,049**	**7%**	**76,924**	**37.0%**
DANE COUNTY	426,519	459,823	624,432	33,304	8%	197,913	43%

BOLD = Community Adjacent to US 151
*Excluding City of Madison
Source: Wisconsin Department of Administration 2008

Table 2.2-1 ICE Study Area Population Trends and Projections

Table 2.2-1 shows the estimated population growth for ICE study area communities between 2000 and 2005. The data indicates the rate of population growth in the Dane County ICE study areas (excluding the City of Madison) is higher than either the City of Madison or Dane County as a whole. Many of the communities immediately adjacent to US 151, particularly smaller incorporated cities and villages grew at an even faster rate. This finding was consistent with demographic and land use projections made by local and state agencies and the 2002 Secondary Effects expert panel as summarized in the 2002 DEIS. It also supports the conclusion in the 2004 DEIS Secondary Effects analysis that the pattern of continued rapid growth and dispersion of development throughout the project ICE study area has occurred and is likely to continue to occur regardless of final project alternative, particularly in smaller, incorporated municipalities along major highways such as US 151.

Name	Census 2000	2005 Estimate	2030 Projection	Change '00-'05	Percent '00-'05	Change '05-'30	Percent '05-'30
C Dodgeville	4,220	4,560	5,766	**340**	**8%**	**1,206**	**26.4%**
V. Barneveld	1,088	1,192	1,812	**104**	**10%**	**620**	**52.0%**
V Hollandale	283	281	289	-2	-1%	8	2.8%
V Ridgeway	689	692	807	**3**	**0%**	**115**	**16.6%**
T. Brigham	908	961	1,234	**53**	**6%**	**273**	**28.4%**
T. Dodgeville	1,407	1,617	2,278	**210**	**15%**	**661**	**40.9%**
T. Moscow	594	618	708	24	4%	90	14.6%
T. Ridgeway	581	623	734	**42**	**7%**	**111**	**17.8%**
Iowa County	**22,780**	**23,833**	**28,412**	**1,053**	**5%**	**4,579**	**19.2%**
V Albany	1,191	1,171	1,226	-20	-2%	55	4.7%
V Brooklyn	414	462	630	48	12%	168	36.4%
V Monticello	1,146	1,166	1,302	20	2%	136	11.7%
V New Glarus	2,111	2,103	2,378	-8	0%	275	13.1%
T Adams	464	493	582	29	6%	89	18.1%
T Albany	775	969	1,644	194	25%	675	69.7%
T Brooklyn	944	1,011	1,379	67	7%	368	36.4%
T Exter	1,261	1,646	3,109	385	31%	1463	88.9%
T Mount Pleasant	547	583	683	36	7%	100	17.2%
T New Glarus	943	1,260	2,379	317	34%	1119	88.8%
T Washington	627	734	1,081	107	17%	347	47.3%
T York	605	734	1,164	129	21%	430	58.6%
Green County	33,647	35,698	44,869	2,051	6%	9171	25.7%

BOLD = Community Adjacent to US 151
Source: Wisconsin Department of Administration 2008

Table 2.2-1 (continued) ICE Study Area Population Trends and Projections

Table 2.2-1 also shows that population growth for ICE study area communities is projected to increase significantly, particularly for incorporated smaller cities and villages adjacent to US 18/151. These projections indicate that significant land use and transportation changes will likely occur regardless of project alternative selected. The City of Madison was listed separately from the other Dane County ICE communities in part to show that ICE study areas outside of Madison and the immediate project area are expected to grow at substantially higher rates than for either of the cities (Madison and Fitchburg) where the Verona Road project area is located.

With regard to nonresidential development, similar trends in the growth could be indentified within the ICE study. Generally, nonresidential development and employment growth also increased throughout the ICE study area for most of the period since 2000. In general, most new commercial and industrial activity occurred in municipalities that provide public sanitary sewer, water, and other services. Like population growth rates, the rate of employment growth (measured in percentage terms) increased most rapidly in ICE study area communities nearest to but not including the City of Madison and in communities served by major arterial highways such as US 18/151 (Verona Road) and the US 12/14 (Beltline) Highway.

B. Summary of Local and State Plans Pertaining to US 18/151 (Verona Road) (ICE Study Area)

Locally developed comprehensive plans developed by ICE study area communities include summaries of both existing conditions and notable projected trends through at least 2030. Table 2.2-2 lists adopted local and state comprehensive, land use, and transportation plans for communities in the ICE project study area. For the Supplementary DEIS, this information was updated from the 2004 DEIS and includes plans developed by local communities that meet the requirements of Wisconsin's Comprehensive Planning Statutes. To comply with Wisconsin Comprehensive Planning Statutes, locally developed comprehensive plans must address existing and planned agricultural areas, natural resources, cultural resources, land uses (residential, commercial, industrial, and institutional), and transportation infrastructure. In addition, all local units of government are required to develop comprehensive plans, and, beginning in 2010, will be required to make governing decisions consistent with those plans. Because of these requirements, these plans serve as reasonably complete summaries of past and existing conditions and resources of interest to the ICE analysis and also provide the best available predictor of potential development outcomes through 2030.

Table 2.2-2 summarizes the adopted land use and transportation plans developed and adopted by various governmental units with authority over the project area. Generally, all the local community plans that abut US 151 recognize its role as a "backbone" arterial and include recommendations for access to this route and land uses near it. The major plan recommendations of local comprehensive plans as they pertain to Verona Road are summarized in the following paragraphs.

Plan Name	Author and Year
City of Madison Comprehensive Plan	City of Madison (2006)
Allied- Dunn's Marsh- Belmar Neighborhood's Physical Improvement Plan	City of Madison (2005)
City of Fitchburg Comprehensive Plan	City of Fitchburg (2009)
Dane County Comprehensive Plan	CARPC (2009)
Regional Transportation Plan 2030	Madison MPO (2006)
Transport 2020	City of Madison/WisDOT/Dane County (2002)
2009-2013 Transportation Improvement Plan	Madison MPO (2008)
Dane County Water Quality Control Plan	Dane County (2004)
City of Verona Comprehensive Plan	City of Verona (2008 Draft Only, Projected Adoption 2009)
Village of Mount Horeb	Vandewalle & Associates (2006)
Village of Blue Mounds	MSA, (2008)
Town of Verona Comprehensive Plan	MSA, (2004)
Town of Springdale Comprehensive Plan	Dane County, (2007)
Town of Blue Mounds 1980 Land Use Plan (amended 1998)	Town Recommendations included in 2008 Dane County Comprehensive Plan
Village of Bellville Comprehensive Plan	Dane County RPC 2004
Iowa County Comprehensive Plan	SWWRPC 2005
City of Dodgeville Comprehensive Plan	SWWRPC 2005
Village of Barneveld Comprehensive Plan	SWWRPC 2005
Village of Hollandale Comprehensive Plan	SWWRPC 2005

Plan Name	Author and Year
Village of Ridgeway Comprehensive Plan	SWWRPC 2005
Town of Brigham Comprehensive Plan	Schreiber/Anderson Associates, Inc. 2008
Town of Dodgeville Comprehensive Plan	SWWRPC 2005
Town of Moscow Comprehensive Plan	SWWRPC 2005
Town of Ridgeway Comprehensive Plan	SWWRPC 2005
Green County Comprehensive Plan	SWWRPC 2006
Village of Albany Comprehensive Plan	Foth Infrastructure & Environment, LLC, 2008
Village of Brooklyn Comprehensive Plan	Planned Progress, LLC 2003
Village of Monticello Comprehensive Plan	SWWRPC 2005
Village of New Glarus Comprehensive Plan	SWWRPC 2006
Town of Adams Comprehensive Plan	SWWRPC 2005
Town of Albany Comprehensive Plan	Vierbicher & Associates 2002
Town of Brooklyn Comprehensive Plan	SWWRPC 2006
Town of Exeter Comprehensive Plan	SWWRPC 2006
Town of Mount Pleasant Comprehensive Plan	SWWRPC 2005
Town of New Glarus Comprehensive Plan	SWWRPC 2006
Town of Washington Comprehensive Plan	SWWRPC 2006
Town of York Comprehensive Plan	SWWRPC 2005
Connections 2030	Wisconsin DOT (2009)

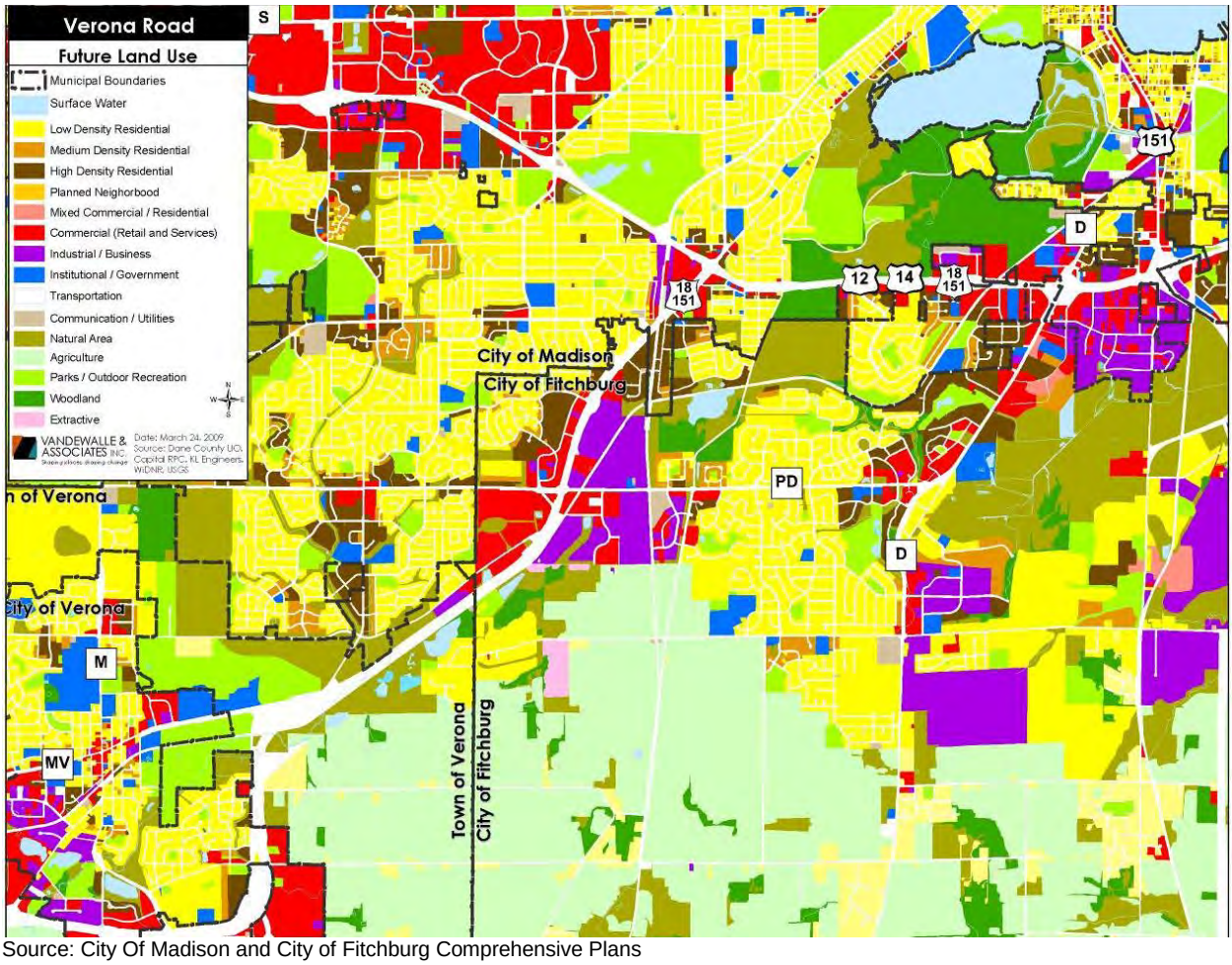
Table 2.2-2 Summary of Local Land Use and Related Plans in ICE Study Area

The two municipalities most potentially indirectly affected regardless of the specific project alternative are the City of Madison and the City of Fitchburg. The project area lies within and is completely surrounded by territory within these municipalities and the most likely to experience measurable indirect effects. The project area and both of these communities all located entirely within Dane County. The alignments of the Stage 1 Preferred alternative are generally compatible with the key land use recommendations of the City of Madison, City of Fitchburg, and Dane County Comprehensive Plans and land use regulations. The alignment of Stage 3 Preferred Alternative is acknowledged as a potential outcome in both the City of Madison and City of Fitchburg Comprehensive Plans, and both plans contain recommendations for at least some of the the Stage 3 improvements.

Summaries have also been provided for other ICE study area communities, particularly those adjacent to US 151. These communities could potentially experience indirect effects resulting from the project, but they would likely be more diffuse in both geographical terms and in terms of the relative importance of the project to local development through 2030 compared with other factors.

C. City of Madison Comprehensive Plan (2006)

The City of Madison's Comprehensive Plan was adopted in 2006. Figure 2.2-1 illustrates the recommended land uses for the area from the City of Madison's and City of Fitchburg's Comprehensive Plans. The City of Madison's Comprehensive Plan also indicates that the recommendations of the Plan are supplemented by more detailed recommendations of other adopted City plans. One of these other adopted plans is "The Allied-Dunn's Marsh-Belmar Neighborhood's Physical Improvement Plan (2005)", (City of Madison Resolution ID 00337) discussed in greater detail below) which was adopted then as an element of the Madison Master Plan (now the Comprehensive Plan). The Allied-Dunn's Marsh-Belmar Neighborhood's Physical Improvement Plan (2005) includes references to two different interchange alternatives (the single point interchange and the free flow freeway alternatives) considered in the 2004 Draft EIS.



Source: City Of Madison and City of Fitchburg Comprehensive Plans

FIGURE 2.2-1 RECOMMENDED FUTURE LAND USES IN THE VICINITY OF VERONA ROAD

The Madison neighborhoods surrounding the project area are completely urbanized. The plan generally calls for retention of the current mix of low density residential, medium density residential, park, conservancy, mixed use, and general commercial opportunities that currently exist in all four quadrants of the Verona Road/Beltline interchange. The adopted City of Madison Comprehensive Plan includes input from neighborhoods that would potentially be affected by the Verona Road project: Arbor Hills, Dunn's Marsh, Allied Drive, Orchard Ridge Meadowwood, Jamestown, Nakoma League, and Midvale Heights.

As noted above, the City of Madison Comprehensive Plan indicates that the recommendations of the Plan are supplemented by more detailed recommendations of other adopted City plans. These plans include neighborhood plans such as the *Allied-Dunn's Marsh Physical Improvement Plan, adopted in 2005*. This plan was developed and funded with participation from WisDOT and the City of Fitchburg, and was developed specifically to address local concerns and achieve greater compatibility between the Verona Road (CTH PD-USH 12) Study Team's Preferred Alternative and local plans (including the City's Comprehensive Plan and Allied Neighborhood redevelopment plans). The plan was intended to address several specific concerns voiced by City residents and officials. The City of Madison also provided official comments regarding community impacts of the Verona Road project in City of Madison Resolution 61822 (adopted September 7, 2004) and Summary Comments on the (2004) Draft Verona Road/West Beltline Highway Environmental Impact Statement (dated April 2004). The documents were generated by the City of Madison Planning Department with input from other City Departments. Compatibility of the Verona Road Preferred Alternative with the City of Madison Comprehensive Plan will depend on to what degree the final design can address the concerns expressed in these documents.

In general, Stage 1 and certain aspects of Stage 3 of the Verona Road Preferred Alternative are generally compatible with the street and transit transportation recommendations of the 2006 City of Madison

Comprehensive Plan, and the more detailed Allied-Dunn's Marsh-Belmar Neighborhoods Physical Improvement Plan, though some aspects are not. (Note: Stage 2 improvements are located outside of the City's jurisdiction). With regard to the general community goals and objectives, the City's Comprehensive Plan recognizes Verona Road and the Beltline as important segments of the city, state, and national transportation system. The plan recommends maintenance of the current system of arterial roads and collector streets and creation of new cross-corridor street connections to alleviate the current and projected isolating effects that Verona Road and the Beltline corridors have on adjacent neighborhoods.

All three stages of the preferred US 18/151 (Verona Road) project alternative are also generally compatible with the bicycle and pedestrian facility recommendations of the City of Madison Comprehensive Plan, depending on the final design of the Preferred Alternative. To improve pedestrian and bicycle transportation within and between neighborhoods, the City of Madison Comprehensive Plan emphasizes expanding the existing network of on- and off-street bicycle and pedestrian lanes and paths, including routes that preserve and enhance connectivity between the four quadrants of the Verona Road/Beltline Interchange. Specifically, the plan calls for retention of the Southwest Commuter Path and a new off-street bike trail called the "Cannonball Trail" that would link the Military Ridge State Recreation Trail in Fitchburg to the Southwest Commuter Path, the Badger State Trail, the Glacial Drumlin Trail, and various local routes. The plan also calls for a new bicycle route that would use a combination of off- and on-street bicycle paths along the north side of the Beltline Highway along Hammersely Road, across Nakoma Road at Mohawk Drive, and ultimately connect with existing routes across the Beltline Highway at the pedestrian bridge west of the Seminole Highway Overpass.

The City's plan includes retention of most existing parks and open space and acknowledges the need to maintain and improve stormwater management facilities to protect property and remaining open spaces such as the University of Wisconsin Arboretum and Dunn's Marsh. The loss of park land in Stage 3 is not consistent with City objectives, unless specific mitigation opportunities are identified and implemented. Given the potential loss of park land with the Stage 3 alternative, it will be important to explore opportunities to add parkland elsewhere in the neighborhood and/or improve other existing park areas, as potential mitigation measures. Figure 3 (p.19) of the Allied-Dunn's Marsh- Belmar Neighborhood's Physical Improvement Plan (2005), for example, shows a rendering of the Stage 3 improvement with minimal impact to Britta Park. Or mitigation measures may be the best option, as stated in City of Madison Resolution ID 61822. These mitigation measures could include berming and landscaping the remainder of Britta Park with screening elements to reduce neighborhood exposure to the beltline as well as extending a proposed noise wall easterly to shield the park and neighborhood. Other measures could include enhancing De Volis Park, located one block south, with play equipment and other amenities.

In contrast, the No Build Alternative would not require removal or relocation of existing development, community facilities, or open space, but increasing traffic congestion, noise, accidents, and air quality associated with the No Build Alternative are not consistent with plan goals for protecting the viability of nearby neighborhoods or facilitating redevelopment within them.

A more detailed analysis of the Preferred Alternative and the compatibility of its elements with City of Madison adopted plans in the Verona Road area is found in the following section, which discusses the Allied-Dunn's Marsh-Belmar Neighborhood's Physical Improvement Plan (2005).

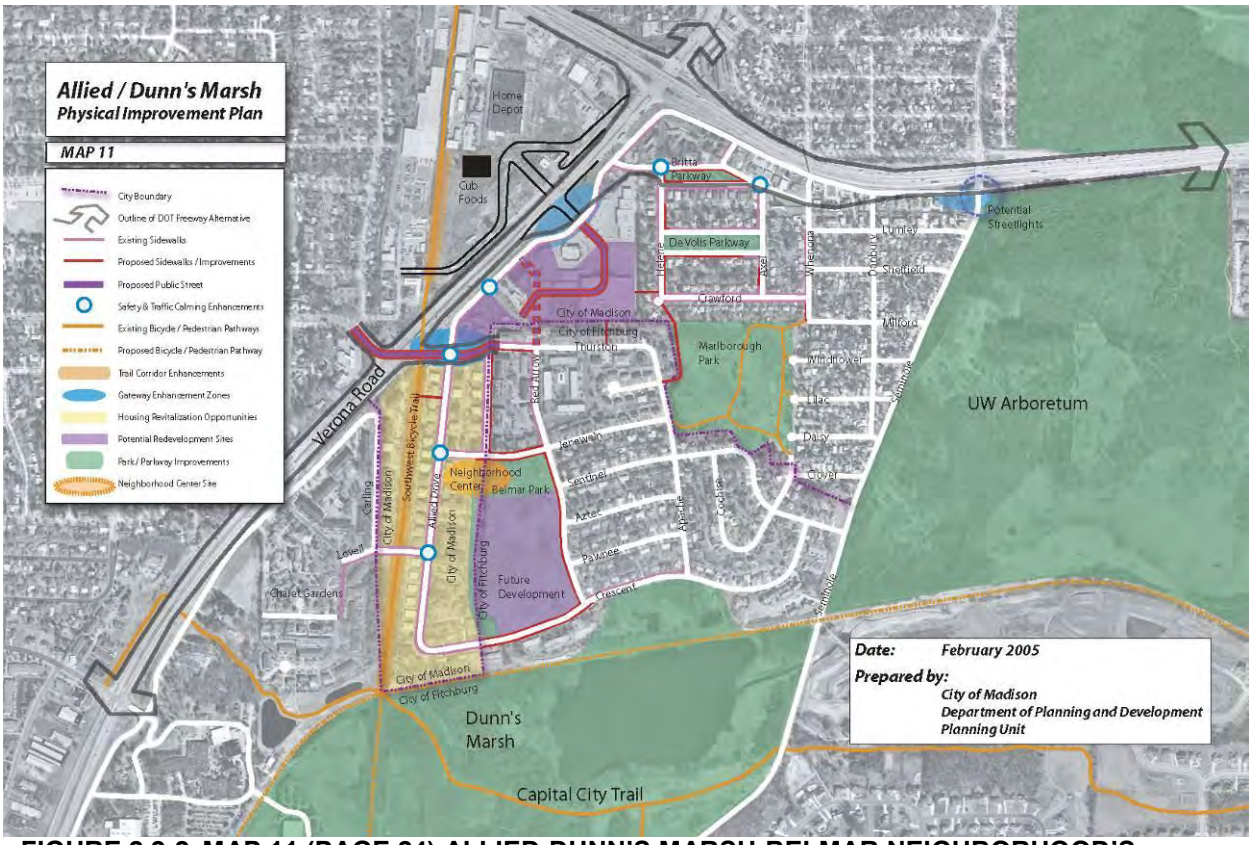


FIGURE 2.2-2 MAP 11 (PAGE 24) ALLIED-DUNN'S MARSH-BELMAR NEIGHBORHOOD'S PHYSICAL IMPROVEMENT PLAN (2005)

D. Allied- Dunn's Marsh- Belmar Neighborhood's Physical Improvement Plan (2005)

As noted above, the City of Madison 2030 Comprehensive Plan places special emphasis on redevelopment of the Summit Road area of the Allied Drive area as a transit-oriented, mixed-use center. The City of Madison, in cooperation with the affected neighborhoods, the City of Fitchburg, WisDOT, and other agencies, developed the *Allied-Dunn's Marsh-Belmar Neighborhood's Physical Improvement Plan* (2005) in part to analyze and address concerns associated with the Verona Road and Beltline projects. The WisDOT provided some of the funding for this planning process as part of Phase 1 of this transportation study.

The *2005 Physical Improvement Plan* identified and attempted to address four major impacts of the Stage 3 Freeway improvements of the Verona Road Preferred Alternative. The major impacts include loss of commercial buildings along the Beltline Highway; increased exposure of residential development from Britta Parkway south to the new freeway lanes; loss of visibility/market viability of corridor businesses owing to changing of corridor elevations in relation to surrounding uses; and changes to transit, pedestrian, and bicycle routes.

The Plan includes four broad categories of recommendation to address these concerns. These include creation of a new mixed commercial/residential center near Summit Road; design improvements to buffer Britta Parkway and residential areas south of the Beltline through sound walls, grade separations, and landscaping; an extension of Raymond Road eastward to create a new multimodal crossing of Verona Road (in combination with a new Southwest Commuter Path); and other internal street improvements. As noted in Section 3.1, the City has already taken a number of steps and made investments to achieve redevelopment in the form of a mixed use development in the Summit Road area. By design, all stages of the preferred alternative would be largely compatible with the *Allied-Dunn's Marsh-Belmar Neighborhoods Physical Improvement Plan*, assuming recommendations to mitigate against negative direct and indirect effects of the project are followed. More specifically, compatibility of Stage 3 improvements would depend on the final design including, for example, the design of the Raymond Road crossings, transit access to the Allied neighborhood, Community Sensitive Solutions (CSS) features north of Britta Parkway, and

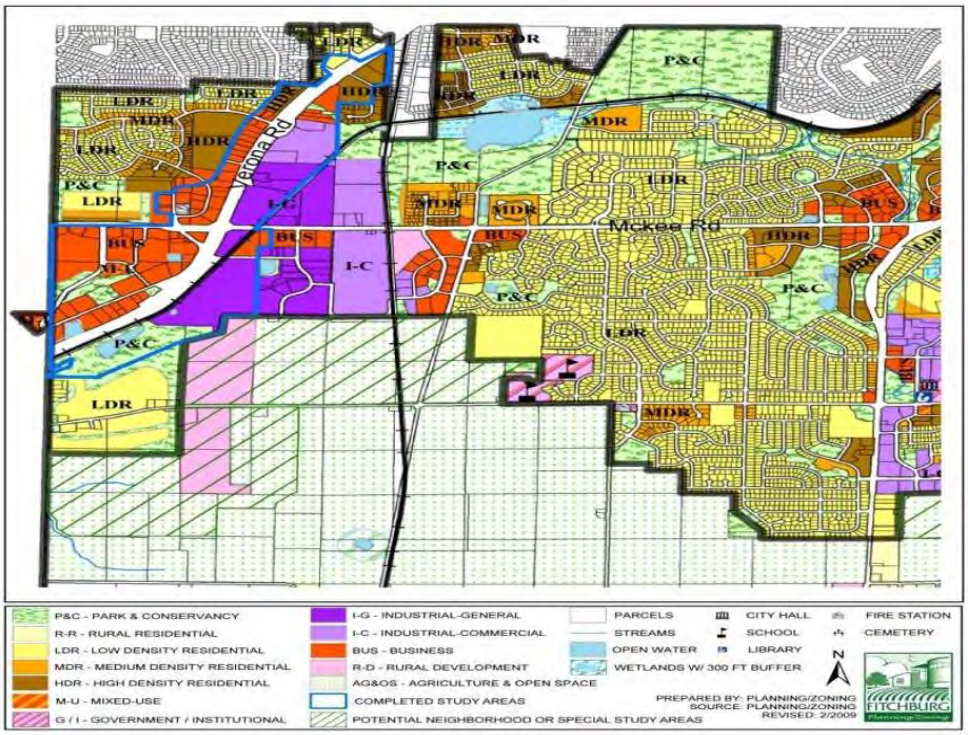
retention/replacement of at least one multimodal crossing (or equivalent in several structures) between the Verona Road/Beltline Highway SPUI and Seminole Highway

Map 11 of the *Allied-Dunn's Marsh-Belmar Neighborhood's Physical Improvement Plan* (shown in Figure 2.2-2) shows the interchange at the Verona Road/Beltline interchange and a "jug-handle" intersection at Summit Road similar to that proposed as part of Stage 1 of the Preferred project alternative. The plan also acknowledges the approximate location of the WisDOT proposed right-of-way reservation needed for Stage 3 of the Preferred Alternative. The City's adopted plans recommend a new crossing of Verona Road at Raymond Road similar to the crossing proposed as part of Stage 3 of the preferred Alternative, but unlike the configuration shown for Stage 3 of the Preferred Alternative, recommends extending Raymond Road across Allied Drive to form a align with the existing Thurston Avenue further to the east. In contrast, the Stage 3 of the Preferred Alternative shows a "T" intersection at Allied Drive. The plan also emphasizes retention and improvement of Madison Metro Bus Service within the project area neighborhoods and creation of a new express bus service that would link the City of Verona to planned City transit stops on Segoe Road via Verona Road and the Beltline (this plan is also reflected in the Transport 2020 plan).

Map 11 of the *Allied-Dunn's Marsh-Belmar Neighborhood's Physical Improvement Plan* (and by extension the City's adopted Comprehensive Plan) also differs in other details from the Preferred Alternative. The Plan endorses a new multimodal crossing of Verona Road at Raymond Road prior to 2030. Under the Preferred Alternative this would not occur until Stage 3. The Plan map also shows retention of the Southwest Commuter (Bicycle) Trail crossing of Verona Road, which would be retained under Stage 1 and Stage 2 of the Preferred Alternative, but eliminated in Stage 3 (though both the Plan and the Veronal Road Preferred Alternative indicate that pedestrian and bicycle connectivity between north and south segments of the Southwest Commuter (Bicycle) Trail could be maintained via the Stage 3 multimodal crossing of Verona Road at Raymond Road). Potentially more significant, the Comprehensive Plan acknowledges WisDOT's proposed right-of-way necessary for Stage 3 of the Preferred Alternative but does not explicitly endorse implementation of Stage 3, at least not prior to 2030. Because the timing of Stage 3 improvements has not been settled and may occur after 2030, the level of consistency between the plans will depend on future City amendments to the plan and/or the timing of Stage 3 improvements.

E. <u>City of Fitchburg Comprehensive Plan (2009)</u>

The City of Fitchburg's 2009 Comprehensive Plan addresses land use, transportation, park and recreation, economic development, housing, and community facilities, and implementation. With regard to land use, the plan basically recommends retention of the existing land use pattern, with some additional growth south of County PD and the project area. Figure 2.2-3 illustrates the plan's recommended land uses for the project area through 2030. The three stages of the Verona Road Preferred Alternative are generally consistent with the land use and transportation recommendations of this plan.



Source: City of Fitchburg Comprehensive Plan

Figure 2.2-3 City of Fitchburg Future Land Use Map Vicinity of US 151/Verona Road

Of the areas adjacent to Verona Road within the project area, the low density and high density residential development south of Raymond Road would likely be the most sensitive to changes resulting from the project. The city has established baseline architectural standards for any redevelopment occurring in the City's Nesbit Road/Verona Road Planning Study area.

The plan's transportation recommendations include retention of Verona Road as a Primary Arterial Route and Raymond Road and County PD as minor arterial routes. Seminole Highway would continue to function as a major collector route, and Williamsburg Way would be retained as a minor collector street crossing Verona Road. The City of Fitchburg's 2009 Comprehensive Plan also recommends continuing to participate in the Madison Metro Bus program and to work with Madison Metro to provide efficient services. The 2008 Bicycle and Pedestrian System Plan recommends completion of the Badger State Trail and Cannonball State Trail that will connect to other regional, Dane County, and City of Madison trails to form an interconnected network of trails. The plan also recommends a bicycle lane along County PD on both sides of Verona Road.

The No Build Alternative would not require any business or residential relocations, but problems associated with the noise, air quality, and local street congestion would likely increase with traffic counts through 2030. All phases of the preferred Verona Road alternative would be generally compatible with the City's comprehensive plan recommendations and provide an opportunity to forward the specific recommendations for improvements. Stage 1 would have little direct impact on Fitchburg, but all of Stage 2 and some of Stage 3 improvements would occur within the City and provide relief from traffic congestion. Compatibility with the City's bicycle facility, pedestrian, recreation, and transit recommendations will depend in part on the final design of the project.

As noted, the City of Fitchburg also worked with the City of Madison to develop the *Allied–Dunn's Marsh–Belmar Neighborhoods Physical Improvement Plan* (see "City of Madison" above).

F. <u>Dane County Comprehensive Plan (2008)</u>

This plan was developed to meet the State of Wisconsin's comprehensive planning requirements and is a successor to the Vision 2020 Dane County Transportation and Land Use Plan. The Plan draws largely

from constituent town comprehensive plans. The plan also incorporates recommendations of specialized Dane County and Madison Metropolitan Planning Plans such as the Regional Transportation Plan 2030, the Transport 2020 plan, the Dane County Comprehensive Outdoor Recreation Plan, and the Dane County Water Quality Plan. The Dane County Comprehensive Plan recommendations for future land uses within the Verona Road ICE study area are shown in Figure 2.2-4.

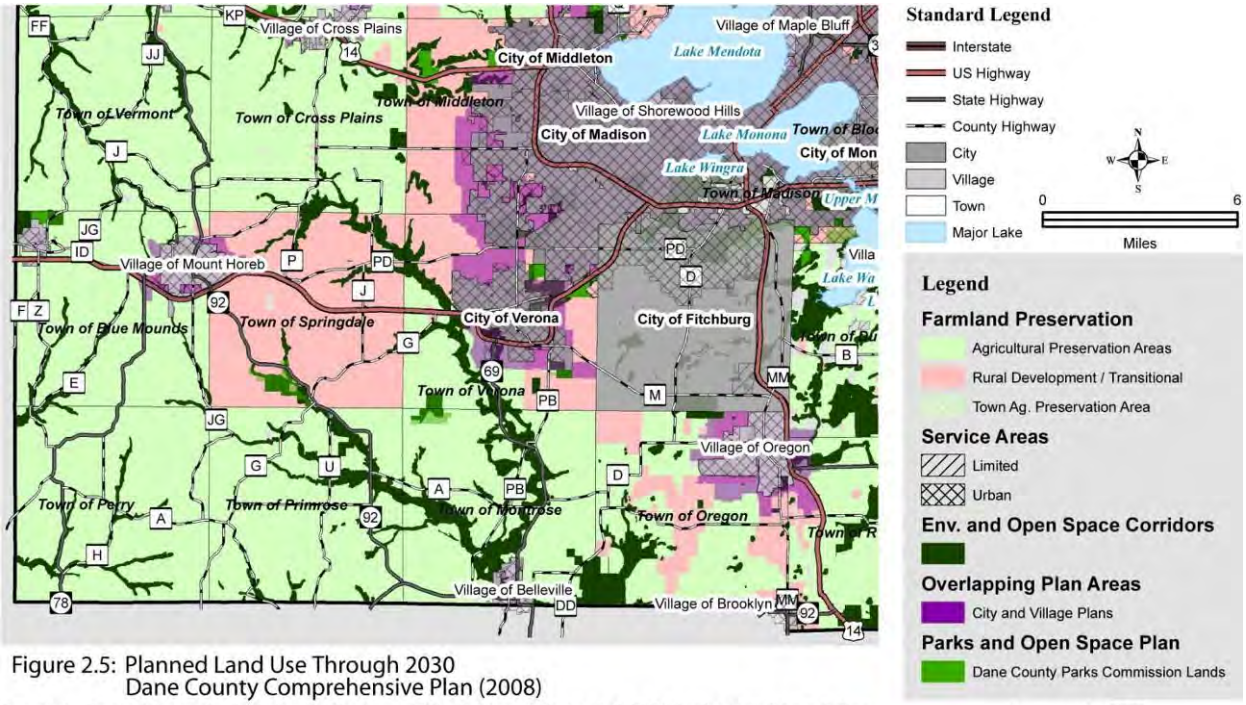


Figure 2.5: Planned Land Use Through 2030
Dane County Comprehensive Plan (2008)

Source Info: Farmland Preservation & Overlapping Plan Areas (DPD). Park Commission Lands (LWRD). Service Areas & Envr. & Open Space Corridors (CARPC) Road Network: 2006 (DCLIO). Municipal Boundaries & Water: 2006 (DCLIO). This map was prepared through the Department of Planning & Development in conjunction with the Dane County Land & Water REsources Department, Land Information Office, and the Dane County Regional Planning Commission.

January 1, 2008

Figure 2.2-4 Detail of Planned Land Uses in the ICE Study Area as Recommended by the Dane County Comprehensive Plan

With the exception of urban service areas and those areas where City and Village plans identify future urban growth areas, the Dane County plan recommends that most areas of the ICE remain as Agricultural Preservation areas with residential density not higher than one unit per 35 acres, though some nonagricultural commercial uses may be permitted. Few if any traffic generating land uses would be allowed within Environmental and Open Space corridors. The plan would however allow for somewhat more nonagricultural development of all types in some areas. For example, the Town of Springdale Plan would allow for a somewhat higher rural residential density than would be allowed in agricultural preservation areas.

As indicated in Figure 2.2-4, Stages 1, 2, and 3 of the preferred alternative for Verona Road are generally compatible with the Dane County Comprehensive Plan recommendations for land use and surface transportation. The plan recommends no change to the existing Verona Road alignment. The plan also acknowledged the increasing problems associated traffic congestion on Verona Road the Beltline and is therefore compatible with the purpose and need for the Preferred Alternative. However, the plan does not specifically comment on or endorse any specific aspect to the Preferred Alternative. Rather, the plan endorses multiple strategies to cope with current levels and projected increases in transportation demand. Plan recommendations include giving priority to maintaining and enhancing existing infrastructure before adding new facilities or capacity; encouraging use of Transportation Demand Management, System Management, and increased use of alternative modes such as transit, bicycling, and walking. Adding street and road capacity is proposed only after the preceding approaches prove insufficient. Therefore, those aspects of the Preferred Alternative that use the existing Verona Road and Beltline alignments that preserve and enhance safe and efficient transit, bicycle, and pedestrian options in addition to providing the improved function of the road network appear to be compatible with the Dane County Comprehensive Plan.

With regard to other elements of the Dane County Comprehensive plan such as "Agricultural Resources" and "Natural Resources," the Preferred Alternative may be viewed by some as contrary to the goal of limiting conversion of agricultural and natural resource lands to development. Some members of the 2002 ICE (Secondary Effects) expert panel predicted the Preferred Alternative, particularly Stage 3, would induce additional development outside of existing and planned urban service areas compared with the No Build Alternative. However, opinion amongst the expert panel differed with regard to the extent of this impact, and the Dane County Comprehensive Plan acknowledges that the amount of agricultural and natural resource lands converted to development can be controlled by means other than the Verona Road Preferred Alternative.

G. City of Verona

The City of Verona is adjacent to US 18/151 and is located 4 miles from the project area. The 2009 City of Verona Comprehensive Plan addresses land use, transportation, park and recreation, economic development, housing, and community facilities, and encompasses and updates previous City plans that specifically address these planning concerns. The plan anticipates continued growth and annexation through 2030. The comprehensive plan anticipates that the population will grow from 10,125 to 24,094 by 2030 and that employment in the City will grow by a similar ratio. While some growth will occur in existing areas of the City through redevelopment, most of this growth would occur in the "Perimeter Land Use" areas served by municipal sewer, water, and other services. The City has developed recommendations for the general location, character, and extent of growth for each of the perimeter growth areas and recommends that areas beyond the "perimeter" areas be preserved for agricultural and other low density rural or open space uses.

Stages 1, 2, and 3 of the Verona Road Preferred Alternative would be compatible with the City's land use and transportation plans. The City of Verona intends to allow land development to occur near the existing US 151 interchanges regardless of the final selected Verona Road Preferred Alternative. Business Park and other nonresidential land uses are planned for the east growth area near US 151, with some residential growth allowed to occur farther away. Additional nonresidential development would be allowed southwest of the City near the US 151/STH 69 interchange and outside of the environmental corridors.

H. Village of Mount Horeb

The Village of Mount Horeb is adjacent to US 18/151 and is located 16 miles from the project area. The 2006 Village of Mount Horeb Comprehensive Plan addresses land use, transportation, park and recreation, economic development, housing, and community facilities through 2030 and encompasses and updates previous City plans that specifically address these planning concerns. The plan anticipates population increasing from 6,244 to 10,073 by 2030, and the plan includes enough land to accommodate such growth at a density of five dwelling units per acre. The entire Village's growth is planned for areas north of US 151. The plan contains no specific recommendations regarding US 151 other than to work with WisDOT, Dane County, and surrounding jurisdictions to coordinate land use with future improvements to US 151.

I. Village of Blue Mounds

The Village of Blue Mounds is adjacent to US 18/151 and is located 22 miles from the project area. The Village of Blue Mounds Comprehensive Plan 2008-2030 addresses land use, transportation, park and recreation, economic development, housing, and community facilities through 2030. The plan projects population to increase from 750 to 1,086 by 2030. The Village plans to accommodate this growth primarily in areas contiguous with the existing Village and served by Village sanitary sewer and water. The plan contains no specific policy recommendations with regard to US 18/151, but it does recommend coordinating with WisDOT, Dane County, and other units of government as necessary on transportation projects.

J. Iowa County

Iowa County, which is to the west of Dane County, is 23 miles from the project area. US 18/151 runs through the center of the County. The ICE expert panel believed that Stage 3 freeway improvements

could indirectly affect portions of Iowa County including the Towns of Dodgeville, Ridgeway, Brigham, and Moscow and the following incorporated Iowa County communities: the Villages of Barneveld (25 miles west of the project area), Ridgeway (30 miles west of the project area), and Hollandale; and the City of Dodgeville (41 miles west of the project area). Iowa County and each of the affected municipalities has developed its own comprehensive plan in accordance with State of Wisconsin Planning Statutes and each addresses land use, transportation, park and recreation, economic development, housing, and community facilities.

The Iowa County plan generally emphasizes agricultural and open space preservation for most of the County, but the plan incorporates many of the specific policies and recommendations adopted by the individual constituent townships. The Towns of Dodgeville, Ridgeway, Moscow, and Brigham have each adopted somewhat different policies. The Town of Dodgeville seeks to limit new residential density to one dwelling per 35 acres in accordance with the farmland preservation policies, while the Town of Ridgeway has adopted a policy of one unit per 40 acres. The Town of Moscow, which allows a higher residential density and a minimum lot size of 5 acres, does state a specific policy with regard to agricultural development densities. The Town of Brigham comprehensive plan recommends allowing additional commercial development at the US 151 existing interchange.

The incorporated communities have also adopted comprehensive plans and enforce their plans though their own zoning, subdivision, and other regulations. All but the Village of Hollandale are adjacent to US 18/151 and all recognize the importance of this highway and the access it provides to surrounding communities. The preferred alternative would not directly or indirectly affect Iowa County community recommendations for US 18/151.

The Iowa County comprehensive plan and those of the constituent communities listed above generally recommend coordination with WisDOT, Iowa County, and other jurisdictions as needed to ensure coordination of land use and transportation goals, including improvements to US 18/151 for those communities through which it passes.

The ICE expert panel indicated the Stage 3 Freeway Alternative may result in slightly increased rates of population growth, residential development, and nonresidential development for Iowa County communities compared to current trends and Stage 1 improvements. The ICE expert panel indicated most of the increase in nonresidential development would occur in or near the incorporated municipalities, while increased residential development may occur in both incorporated and exurban community areas nearest existing highways. However, because the affected communities have plans and regulations in place that limit the intensity and extent of new development, the preferred alternative is not likely to have major impacts on development outcomes for Iowa County communities.

K. Green County

Green County is located 14 miles south of the project area via several north/south routes. US 151 does not pass through Green County, but the ICE expert panel believed that Stage 3 freeway improvements when considered along with improvements to the Beltline, could expand the commutershed farther and more strongly into the northern half of Green County and its constituent municipalities (see Figure 2.1-1).

Green County and each of the ICE study area accessed towns have developed their own comprehensive plan in accordance with State of Wisconsin Planning Statutes and each addresses land use, transportation, park and recreation, economic development, housing, and community facilities. The ICE study area also includes the following incorporated Green County communities: The Villages of New Glarus (22 miles southwest of the project area), Monticello (27 miles south of the project area), Albany (31 miles south of the project area), and Brooklyn (24 miles southwest of the project area). These communities have also adopted comprehensive plans and enforce their plans though their own zoning, subdivision, and other regulations.

Because US 151 does not run through Green County, none of the adopted community plans makes specific reference to it. The comprehensive plans generally recommend coordination with WisDOT, Green County, and other jurisdictions as needed to ensure coordination of land use and transportation goals.

The Green County plan generally emphasizes agricultural and open space preservation for most of the county but allows some residential, commercial, industrial, and institutional development in accordance with specific policies and recommendations adopted by the individual constituent townships.

The ICE expert panel indicated Stage 3 of the preferred alternative may result in slightly increased rates of population growth, residential development, and nonresidential development for the portions of Green County indicated in Figure 2.1-1 (see also Section 4 of Appendix C). The ICE expert panel indicated that most of the increase in nonresidential development would occur in or near the incorporated municipalities, while increased residential development may occur in both incorporated and exurban communities nearest existing highways leading to the City of Madison. However, because all the affected communities have plans and regulations in place that limit the intensity and extent of new development, the preferred alternative is not likely to have major impacts on development outcomes for Iowa County communities. The location and types of growth projected are generally compatible with that allowed by local plans.

L. Connections 2030 (2009)

Connections 2030 is Wisconsin's statewide, long-range multimodal transportation plan. The plan forecasts moderate to severe traffic congestion for the Verona Road segment of US 151 and for the City of Madison segments of the Beltline by 2030. The plan recognizes US 151 including the Beltline east of US 151 as a "back bone" route that connects the states major population and employment centers. The plan recommends upgrading this route to freeway standards. Specific recommendations include reconstruction of the Verona Road/Beltline interchange and construction of a new interchange at County PD. As many as four additional new interchanges are recommended at other points along US 151 within the ICE study Area. All three stages of the preferred alternative reflect and are compatible with these objectives. The No Build Alternative is not.

The plan also emphasizes ensuring that transportation projects are compatible with natural resource protection; other land uses; alternative modes of transportation such as transit, paratransit, bicycling, and walking; and issues of environmental justice. The designs for each stage of the preferred alternative are intended to address these issues, particularly for those urbanized neighborhoods nearest the project area.

2.3 IMPACT CAUSING ACTIVITIES OF THE PREFERRED ALTERNATIVE

Project-related impact causing activities of the three stages of the preferred alternative are summarized in detail in Section 4 of the SDEIS.

Stage 1 of the preferred alternative involves replacement of the existing interchange at Verona Road/Beltline with a Single Point Urban Interchange and converting the Summit Road intersection to a modified Jug-Handle with a new underpass. Construction impacts include purchase of right-of-way, addition of lane capacity along Verona Road and intersections, removal or relocation of five business and nine residential structures, reconfiguration of stormwater infrastructure, and realignment of existing frontage roads. Impacts include improved regional and local travel times, improved motorist and pedestrian safety at Summit Road intersection, and improved access to remaining businesses. Stage 1 could reduce visibility of remaining corridor businesses from adjacent highways, reduce parking for remaining corridor businesses, expose more residential areas to frontage road traffic, and increase stormwater runoff.

Stage 2 of the preferred alternative primarily relates to replacing the Verona Road/County PD intersection with a grade-separated diamond interchange. Construction impacts include purchase of additional right-of-way, and formation of bicycle/pedestrian crossings. Impacts include improved local and regional travel times and safety as well as altered access and parking for some businesses. Regional travel times and safety could improve and new development and redevelopment near project improvements could be attracted. Stage 2 would also increase stormwater runoff.

Stage 3 of the preferred alternative includes addition of free flow/freeway lanes connecting US 151 with the Beltline that will improve regional travel times and safety. Construction impacts include purchase of right-of-way; significant relocation of the Beltline corridor businesses and residences particularly in the

southeast quadrant of the Verona Road/Beltline interchange; new alignments for frontage roads on both sides of US 151; new US 151 overpasses at Williamsburg Way, Raymond Road, and Summit Road; relocated entrance ramps from frontage roads to US 151; relocation, replacement, or removal of pedestrian and bicycle crossings; closure of freeway access at Seminole Highway; and closure of existing bus access to Chalet Gardens Road from US 151. Stage 3 could improve regional travel times and safety, meeting project purpose and need. Improved traffic flows could provide incentive to redevelop remaining commercial areas. Grade separations could limit visibility and perceived access to remaining corridor businesses. Stage 3 could also disrupt or lengthen existing bus, bicycle, and pedestrian routes, particularly across and near US 151 and the Beltline; increase stormwater runoff; and increase exposure of remaining residences to noise.

2.4 POTENTIALLY SIGNIFICANT INDIRECT EFFECTS RESULTING FROM THE PREFERRED ALTERNATIVE

According to the 2008 SAFETEA-LU 6002 Impact Analysis Methodology for the preferred alternative and this SDEIS, the principal specific methodology for analyzing indirect effects is the expert panel conducted in 2002 for the DEIS.

As part of the 2004 DEIS, the study team used existing land use data and plans in existence in 2002 to identify and communicate resources that could experience significant indirect effects resulting form the No Build, Urban Roadway, and Freeway Alternatives. The Urban Roadway corresponds closely to Stage 1 of the preferred alternative. The Freeway Alternative corresponds to the combined improvements of Stage 2 and Stage 3 of the preferred alternative, with the majority of project improvements corresponding to Stage 3.

The ICE expert panel was specifically requested to analyze the indirect effects of the project on the following activities and resources:

1. Various types of development and redevelopment (residential, commercial, industrial, and institutional) within the indirect effects study area. Potential effects could include the extent, location, and specific type of various development categories and the effects on the continued viability of existing developments.
2. Specific resources within the ICE study area, including farmland, wetlands, historic sites, woodlands, community and neighborhood character, electric and natural gas utilities, rare and endangered species, noise, various modes of transportation, urban form, air quality, and housing.
3. Potential greenfield development versus the relative potential for redevelopment or infill development of urbanized areas regardless of development type.

A detailed summary of the 2002 Indirect (Secondary) and Cumulative Effects expert panel is found in Appendix C Section 4.

Identification and analysis of likely indirect effects by the 2002 ICE expert panel were supplemented by public input from various sources.

Potential indirect effects were also identified in City of Madison Comments on the 2004 DEIS as summarized the City of Madison's Resolution 61822 (Adopted September 7, 2007) and Summary Comments on the (2004) Draft Verona Road/West Beltline Highway Environmental Impact Statement (dated April 2004) generated by the City of Madison Planning Unit with input from other City Departments.

Public information meetings to review and discuss potential direct and indirect impacts of the preferred alternative (conducted on November 18 and December 4, 2008) provided opportunities for members of the general public, particularly those living within approximately 1 mile of Verona Road to comment on potential direct and indirect impacts of the preferred alternatives. Potential indirect effects of the preferred alternative identified through public participation generally fell within the categories considered by the expert panel in 2002 and provided more specific insights as to how a particular aspect of their environment might be affected as a result of the project.

2.5 ANALYSIS OF INDIRECT EFFECTS OF THE PREFERRED ALTERNATIVE

Table 2.5-1 summarizes potential indirect effects identified by the Secondary Effects (ICE) expert panel and through public input from neighborhood businesses, residents, the City of Madison, and the City of Fitchburg and a general assessment of the level of impact resulting from each stage of the Verona Road Preferred Alternative. More detailed explanations are provided below.

Potential Project Impacts	Verona Road Preferred Alternative		
	Stage 1	Stage 2	Stage 3
New Development	Slight increase in commercial; insignificant impact on other types.	Slight increase in commercial; insignificant impact on other types.	Substantial increase in commercial; slight increase in residential, industrial, and institutional.
Infill Development	Substantial increase.	N.A.	Substantial Increase.
Farmland	Low impact.	Very low impact.	Moderate impact.
Woodland	No or Very low impact .	Very low impact.	Very low to moderate impact.
Wetlands and other Water Resources	Low impact.	Low impact.	Low to Moderate Impact.
Rare/Endangered Species	Very low to Moderate Impact.	Very low to Moderate Impact.	Low Impact.
Historic Sites	No Impact. (None identified.)	No Impact. (None identified)	No Impact. (None identified)
Electric and Natural Gas	Local temporary impacts.	Local temporary impacts.	Local temporary impacts.
Noise [Note: Noise is considered a direct effect rather than an indirect effect. However, the 2002 ICE Expert Panel was asked to comment on Noise].	Low Impact (Moderate to High local direct impacts near project area). See Factor Sheet N.	Low Impact (Moderate local direct impact near project area). See Factor Sheet N.	Low Impact (Moderate to High local direct impact near project area). See Factor Sheet N.
Air Quality	No to Very Low Impact. (High for metro areas near project)	No to Very Low Impact. (High for metro areas near project)	No to Very Low Impact. (High for metro areas near project)
Affordable Housing	Low for whole ICE study area Low Low impact on Low-Income Housing near project area.	No Impact for whole ICE study area	Low for whole ICE study area (Moderate for Low- Income Housing near project.)
Neighborhood Business/Economy	(Low to Moderate Near Project Area) .	No to Very Low Impact.	Low to Moderate in whole ICE study area. (Moderate to High Impact near Project Area)
Neighborhood Access	Low Impact (Potential High Local)	Low Impact (Potential High Local).	Low to Moderate Impact. (Potential High Local)
Neighborhood/ Community Impacts	Low to Moderate Impact	Low to Moderate Impact	Low to Moderate Impact

Table 2.5-1 Summary of Potential Indirect Effects of the Verona Road Preferred Alternative

Notes on Rating System

For new and infill development, terminology was derived from Expert Panel (see Appendix C, Section 4. The specific geographic areas predicted to experience significant levels of change in development indirectly induced by the project are illustrated in Figures 4.2-1 through 4.2-8.

For other resources listed in Table 2.5-1, the rating is a composite of Expert Panel scoring (summarized in Appendix C Table 4.2-2), public input received since 2002 via public information meetings, and other sources. For resources rated by the Expert Panel (Farmland, Woodland, Wetlands, Species, Historic Sites, Community Character, Transportation Transit, Housing, Air Quality), the panel's average score (on 10-point scale) was taken and converted to a rating in accordance with the table below. As the study proceeded, input from other sources was incorporated into the analysis. As a result, more specific areas of geographic concern came to light. Therefore, "Transportation" and "Transit" have been combined and

discussed as "Neighborhood Access" in Table 2.5-1. Similarly, "Neighborhood /Community" impacts are a composite of "Urban Form", "Community Character" "Greenfield Development" and "Infill Development." In addition Table 2.5-1 takes into account input from other public input and expert sources since 2002, notably the addition of the "Neighborhood Business/Economy" category of resources. The expert panel discussed this category in the context of new and infill commercial and industrial development throughout the ICE study area (see Appendix C, Table 4.2-1). Subsequent public input and analysis focused mainly on the business and neighborhood economic impacts nearest the project area.

Conversion Schedule of Expert Panel Score (Table 4.2-2) to Indirect Effect Impact Rating in Appendix C, Table 2.5 – 1				
No to Very Low	**Low**	**Moderate**	**High**	**Very High**
0-2	**2.1 - 4**	**4.1 - 6**	**6.1 - 8**	**8.1 - 10**

A. New development

The majority of expert panel respondents predicted that Stage 1 of the preferred alternative would result in about the same amount of residential, industrial, and institutional development as the No Build Alternative, although somewhat more commercial development may occur (see Section 4, below). Most expert panel members believed the freeway improvements that would occur in Stage 2 and Stage 3 of the preferred alternative would result in incrementally more commercial development and somewhat more development of other types in the ICE study area.

B. Infill and Redevelopment

A majority of expert panel members (75 percent) predicted infill development would increase following all stages of the preferred alternative compared with the No-Build Alternative. A significant minority (19 percent) predicted infill development would be about the same following Stage 1 improvements, while a similar minority (22 percent believed that Stage 2 and Stage 3 would decrease infill development owing to competition for development from green field sites.

C. Development in Farmland and Woodland areas

The majority of the expert panel believed all stages of the preferred alternative would result in increased rate of farmland development within the ICE study area compared to current trends by reducing travel times and increasing commuter radius. Impacts of each stage would be cumulative, with the largest impact being felt following Stage 3. Most commercial, industrial, and institutional development would likely be concentrated in urban service areas (those areas that have local and state approval to extend municipal sanitary sewer and water services) and adjacent to existing development, so the indirect effects of these types of development on farming operations would be relatively small. Increased residential development would occur in both urban service areas and in rural areas. Indirect effects on woodlands would likely be proportionally smaller because there are relatively fewer wooded areas than agricultural areas in the ICE study area and many woodland areas coincide with soils, topography, or hydrology not suitable for building.

D. Stormwater Effects on Wetland and other Water Resources

The expert panel rated the likely indirect effects of the preferred project on ICE area wetlands as low. The preferred alternative would potentially alter the quantity and quality of stormwater runoff that could result in changes to surface and groundwater quality over time and throughout watersheds draining the project area. More specifically, the preferred alternative would potentially result in the following indirect effects:

1. Changes to the quantity of stormwater runoff reaching wetland and surface waters such as Dunn's Marsh and Nine Mile Creek resulting from net increases to impervious surface resulting from the capacity increases to US 18/151 (Verona Road), the US 12/14 (Beltline), project-related alterations to frontage road and crossing routes, and any new or infill development induced by the Preferred Alternative.
2. Potential degradation in the quality of stormwater runoff reaching wetlands and surface waters resulting from erosion during construction and increased pollution from development induced by the Preferred Alternative.

3. Reduced infiltration and recharge of groundwater owing to increased impervious surfaces resulting from development and redevelopment induced by the preferred alternative.

Stages 1, 2, and 3 of the preferred project would each result in a net increase in impervious surface compared to the No Build Alternative and stormwater impacts could affect wetland and other water resources in a manner proportional to that net increase. Watershed sub-basins adjacent to the project area would be most affected. Because the project is being constructed within an urbanized area and in some instances will merely displace existing impervious surfaces, the increase or decrease in total impervious surfaces will likely be minor compared with existing conditions.

In more remote areas of the ICE study area, particularly those outside of the project area watershed, indirect effects on wetlands, surface water, groundwater, and sensitive habits resulting from project-induced development may occur, but this would be more difficult to attribute to the project.

E. Rare and Endangered Species

The Preferred Alternative is predicted to have very low to low indirect effects on rare an endangered species throughout the ICE study area. The 2002 expert panel predicted a “High” indirect effects on endangered species, in part out of concern for the project’s proximity to the Arboretum and Dunn’s Marsh. In more remote areas of the ICE study outside of the project watersheds, all three stages of the preferred project may indirectly affect endangered species habitat resulting from project-induced greenfield development. Project impacts would be difficult to discern compared to current and projected development trends likely to occur without the Stages 1, 2, or 3 of the Verona Road Preferred Alternative.

For areas within the immediate vicinity of the Preferred Alternative improvements, potential impacts on rare and endangered species are predicted to be somewhat higher. Figure 3.5-1 shows survey sections near the project area and in the ICE study area in which endangered species have been identified by the WDNR. Expert panel members rated potential indirect effects on rare and endangered species as equally high for all three stages of the Preferred Alternative. Dunn’s Marsh and the University of Wisconsin Arboretum are located near the project area and constitute significant ecosystems in which aquatic and terrestrial species have been identified. Because these areas are surrounded by development, they have already been degraded and remain vulnerable to a range of human activities, of which the US 151 corridor is only one. Nevertheless, without mitigation, the three stages of the Verona Road Preferred Alternative would potentially put additional stress on these remaining habitats, potentially degrading water quality and shoreland environments, particularly those in the project area watersheds.

F. Electric and Natural Gas

The majority of the ICE expert panel members predicted moderate to high potential indirect project impacts on electric and natural gas utilities because of the potential need to reconfigure existing lines in the project area. Extension of these utilities to new development areas would also affect cost and efficiency of these utilities. However, beyond the direct effects associated with construction and the local indirect effects this may have on neighborhoods near the project, the extent of indirect effects on electric and natural gas utilities is difficult to discern.

G. Historic Sites

Expert panel members rated potential indirect effects on historic sites as low regardless of project alternative. No historic properties would be directly affected by any stage of the preferred alternative.

H. Noise

[Note: The effect of noise related to the Preferred Alternative is treated throughout the rest of this EIS document as direct rather than indirect effect of the Preferred Alternative. Noise is addressed in detail in Factor Sheet N. However, because the 2002 ICE Expert Panel considered noise impacts during its evaluation of “secondary” (both indirect and cumulative) effects and because both direct and indirect effects are considered in the evaluation of cumulative effects, the discussion of noise is included in Section 2 of this Appendix).

Expert panel members and public feedback rated potential project effects on noise as “high” for all stages of the preferred alternative.

All stages of the preferred alternative would result in features that would potentially have both adverse and beneficial impacts on noise. Traffic noise is expected to result in periods in which noise levels approach or exceed acceptable noise thresholds set forth in TRANS 405.

Potentially adverse project impacts include:

1. Facilitation of additional traffic through addition of travel lanes, turn lanes, and ramps.
2. Facilitation of higher traffic speeds.
3. Increased exposure of adjacent residential development near US 151 and the Beltline resulting from removal of commercial structures that currently "buffer" residential areas.
4. Increased exposure of adjacent residential development resulting from widening of public rights-of-way and realignments of frontage roads.

Potentially beneficial project impacts include:

1. Elimination of at-grade traffic controlled intersections that cause vehicles (especially large trucks) to brake and accelerate more frequently and intensely.
2. Lowering of US 151/Verona Road and (under Stage 3) free flow lanes connecting US 151 to the US 12/14 (Beltline) Highway to grades lower than surrounding development, which may serve to contain some high speed traffic noise.
3. Reduction in traffic on local neighborhood streets attributable to regional traffic diverting from Verona Road to avoid congestion.
4. Potential mitigation of noise through construction of sound barriers at locations in accordance with Wisconsin Administrative Code Chapter TRANS 405 and FHWA 23 CFR 772.
5. Any additional actions taken by local governments to reduce noise impacts

Traffic modeling indicated that Stages 1 and 3 of the preferred alternative would result in sound levels approaching or exceeding the established threshold for several residential areas, assuming traffic speeds and traffic volumes increase as projected.

I. Air Quality

Expert panel members and public feedback rated potential project effects on air quality as "high" for all stages of the preferred alternative. Concern over the project resulting in an increase in vehicle miles traveled (VMT) throughout the ICE area and increased vehicle volumes within the project area led to the panel's concern that overall air quality might be reduced in the immediate project area, the ICE area and Dane County. The area currently is in attainment for all criteria pollutants. Air pollution remains a particular concern for Dane County since monitoring data has put the area very close to violating the fine particulate matter standard set by the USEPA.

In addition to meeting air quality standards, there is growing concern over the direct and cumulative effect of other hazardous air pollutants, typically referred to as Mobile Source Air Toxics (MSATs). WisDOT and FHWA evaluated the risk of increased MSATs of the alternatives following FHWA's interim guidance for MSAT analysis. The qualitative analysis predicts a decrease in MSAT emissions despite an increase in vehicle miles traveled (VMT). When a highway is widened and, as a result moves closer to receptors, the localized level of MSAT emissions may increase. However, this could be offset by increases in speeds and reduction in congestion, which are associated with lower MSAT emissions.

J. Neighborhood/Community Impacts

The expert panel predicted moderate impacts to community character as a result of Stage 1 and Stage 2 improvements but higher levels of impacts on community character resulting from Stage 3. Figure 2.5-1 illustrates various aspects that may affect an individual household's or firm's decision to locate in a given neighborhood and therefore on the character of the neighborhood as a whole. Of those illustrated, the indirect effects of Stages 1, 2, and 3 of the preferred alternative include neighborhood and community access, neighborhood businesses, availability of affordable housing, and overall quality of the built environment as it affects neighborhood character.

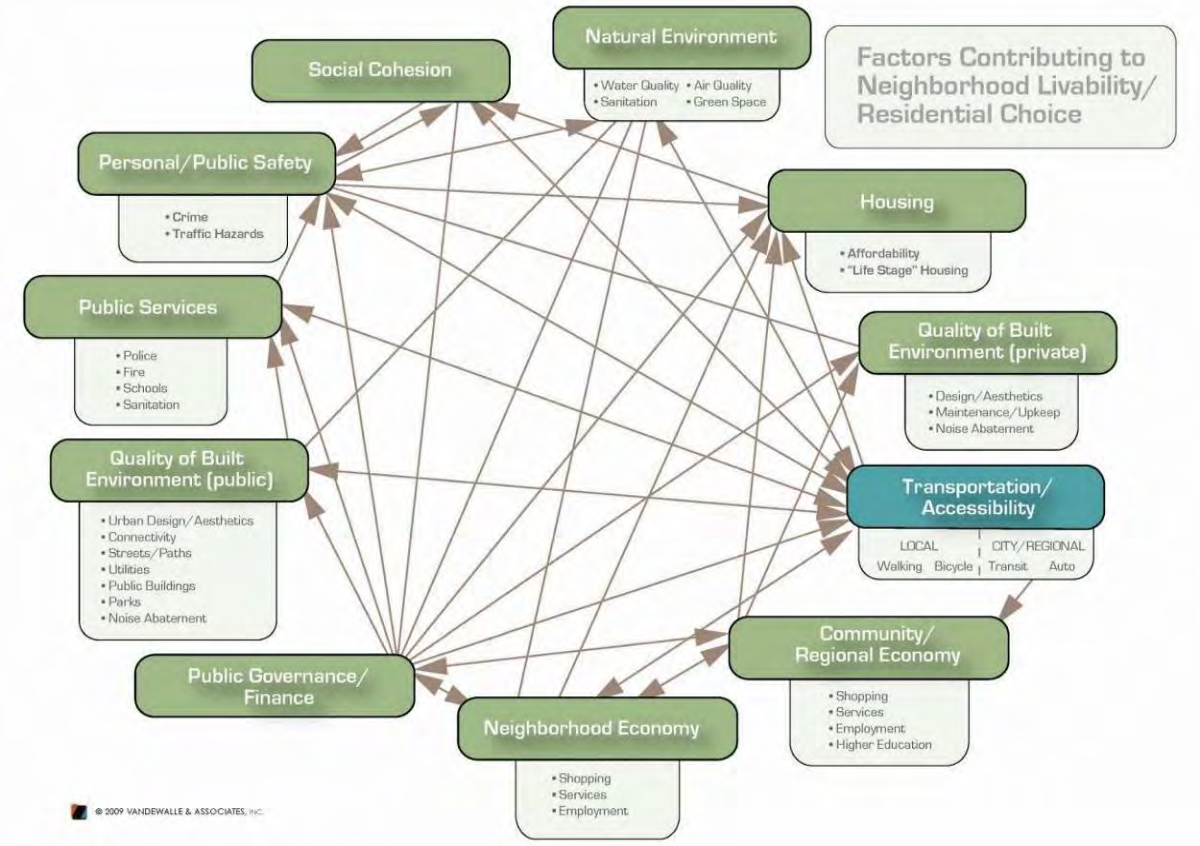
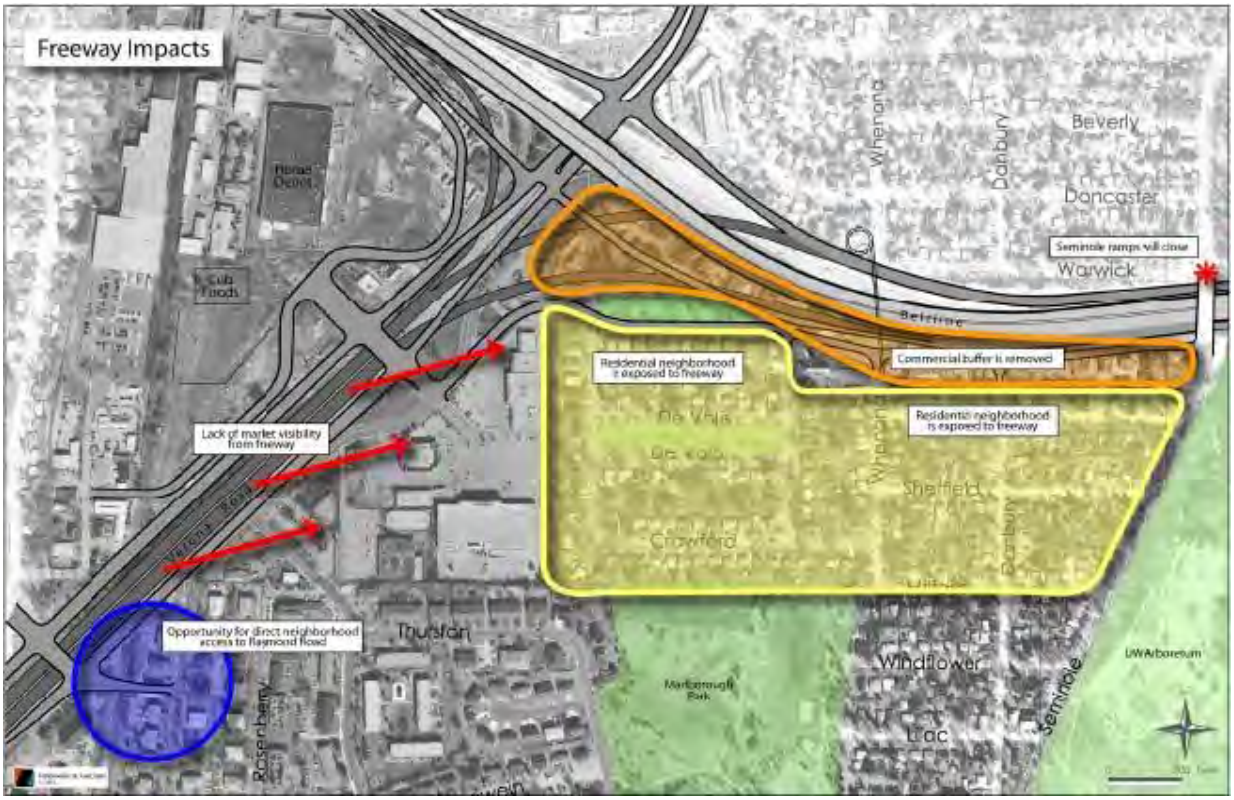


Figure 2.5-1 Factors Affecting Neighbor Livability

Analysis by the ICE expert panel (Appendix C, Section 4) and input from the City officials, residents, and property owners indicates that:

1. The preferred alternative potentially would have positive and negative indirect effects on neighborhoods adjacent to the project area.

2. Most but not all of the direct and indirect effects would be experienced locally (within approximately one-quarter mile to one mile of the Verona Road Corridor and the Beltline, though some other effects such a reduction in affordable housing may affect entire neighborhoods. Figure 2.5-2 illustrates conceptually the major indirect effects of Stage 3 on the southeast quadrant of the US 151/Beltline Highway interchange.



Source: Allied-Dunn's Marsh–Belmar Neighborhoods Physical Improvement Plan

Figure 2.5-2 Potential Neighborhood Impacts of Stage 3 Freeway Improvements on Southeast Quadrant of Verona Road/Beltline Interchange

3. In general, Stage 3 improvements would have the most potential adverse indirect effects on neighborhood character, access, transit, businesses, and affordable housing.

4. The potential indirect effects on neighborhood/community character resulting from Stage 3 of the preferred alternative will be most apparent and far-reaching geographically in the Allied and Dunn's Marsh neighborhoods in the southeast quadrant of the Verona Road/Beltline interchange owing to preexisting circumstances unrelated to the Verona Road Preferred Alternative, including the following:

    a. The existing geographic isolation from other neighborhoods and commercial areas because of the presence of the University of Wisconsin Arboretum, Dunn's Marsh, the Beltline and Verona Road.
    b. The scarcity of vacant developable land for businesses or residences that require relocation as a result of the project.
    c. A relatively high concentration of demographic groups defined as "disadvantaged groups" (low income and/or minority households that hinder mobility and access to employment opportunities in other parts of the City of Madison and general region).

5. Potential positive indirect effects (for all project stages unless otherwise noted) include:

    a. Increased likelihood of redevelopment of blighted/underutilized commercial and residential property near the project area. Seventy-five percent of expert panel members indicated this was likely following all three stages of the project and local plans include areas for new commercial development oriented toward neighborhood needs.
    b. Increased health and safety resulting from reduced regional traffic using local streets and design features such as lowering of US 151 traffic lanes, reducing truck braking, or adding sound barriers.

c. Improved access to shopping and jobs for neighborhood car and bus transit commuters who use Verona Road and the Beltline and the Summit Road, Raymond Road, and Williamsburg Way intersections.
d. Improved access to shopping and employment between Allied neighborhood and the commercial areas west of Verona Road (via new Verona Road crossings between Summit Road and Raymond Road) following Stage 1 and Stage 3 improvements.

6. Potential negative indirect effects (for all project stages unless otherwise noted) include:

a. Following Stage 1 and Stage 3 improvements, possible decrease in affordable housing, especially low-income housing. The total number of residential relocations compared with the overall supply of similar housing in the City of Madison and the ICE study area is small, but the supply of affordable housing is inadequate to meet demand and the economic and social impact on individual relocated households is potentially great, particularly if similar dwelling units are not found in the Allied neighborhood.
b. Following Stage 3 improvements, potential for decrease in business and residential redevelopment opportunities owing to reduction in readily available redevelopment sites and reduction in business visibility from the US 151 and Beltline Highway corridors. This was the minority opinion (22%) of the ICE expert panel.
c. Following Stage 3, decreased access/connectivity to neighborhood businesses resulting from relocation of neighborhood businesses, services, and employment opportunities. These effects would likely disproportionally affect disadvantaged and mobility impaired populations within the Allied Drive neighborhood.
d. Possible decreased viability of remaining neighborhood businesses resulting from grade separations and loss of visibility.
e. Following Stage 3 alternative improvements, interneighborhood access/connectivity for alternative modes of transportation. Madison Metro Bus service currently relies on Chalet Garden Road and the Seminole Highway ramps to the Beltline Highway to provide the most efficient bus routes, and these would be eliminated. However, alternate access will be provided near each of these locations, and future needs studies may demonstrate that viable alternatives exist. Pedestrian and bicycle connectivity across the Beltline Highway may be more difficult near the new Beltline Highway interchange, but inclusion of new or alternative crossings in the final design for each stage may mitigate these impacts.
f. Possible decline in the quality of the built environment resulting from disinvestment in properties that would not be removed until Stage 3, which won't occur until 2020 or after. This could lead to more blighted properties between 2010 and Stage 3 improvements, with associated negative affects on other nearby by property values.

K. <u>Parks</u>

Stage 1 would realign the West Beltline Highway frontage road in a manner that may affect the character and access to Britta Park. The park is currently a 0.75-acre "public" square surrounded on all four sides by low traffic local streets and structures. The realigned frontage road would increase traffic flow adjacent to the north side of park, possibly reducing the appeal of this park.

Stage 3 of the preferred alternative would further alter the character and, potentially, access to Britta Park. Relocation of all development north of the park to make room for freeway lanes would expose the park to traffic and traffic noise from both the freeway and frontage road. Noise and proximity to fast-moving traffic would make the park less accessible, though sound walls reduce noise and safety risks associated with the freeway lanes.

Stage 3 improvements would necessitate alterations of pedestrian and water tunnels under US 12/14/151 that connect the northern and southern halves of the University of Wisconsin Arboretum, but this modification would not substantially affect park function or access.

2.6 MITIGATION OF INDIRECT EFFECTS FOR THE PREFERRED ALTERNATIVE

FHWA has defined mitigation to include actions undertaken to avoid impacts, minimize effects, and compensate for impacts where technically and financially feasible.

Mitigation as defined in 40 CFR 1508.20 includes:

"1. Avoiding the impact together by not taking a certain action or parts of an action.
2. Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
3. Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.
4. Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
5. Compensating for the impact by replacing or providing substitute resources or environments."

FHWA guidance states that "mitigation includes avoidance and minimization of project impacts first, whereas replacement or compensation is the last of a sequence of consideration that constitutes the overall mitigation of the CEQ regulations" (40 CFR 1508.20). FHWA notes that "mitigation must be both reasonable and related to project impacts."

Mitigation measures are used to address direct project effects such as noise and stormwater runoff. Beyond mitigating identified direct effects of the project, FHWA and WisDOT are more limited by statute in their ability to address indirect effects occurring outside of the public right-of-way. The application of Community Sensitive Design principles (described below) provides a means in which project improvements in the right-of-way can contribute to land use and community character goals of adjacent communities.

A. Community Sensitive Solutions

In accordance with Section 11-3-1 of the Wisconsin Department of Transportation Facility Development Manual, it is WisDOT's policy to use a "Community Sensitive Solutions" (CSS) approach to enhance excellence in transportation project development.

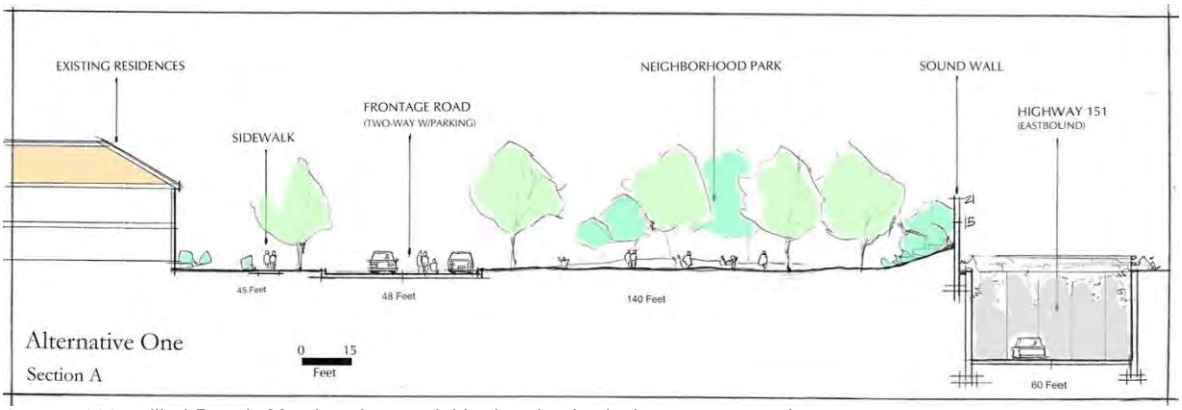
Desired outcomes of CSS include the following:

1. The project is a safe facility for the user and community.
2. The project satisfies the purpose and needs for a full range of stakeholders.
3. The project is in harmony with the community and preserves environmental, scenic, aesthetic, historic, and natural resource values of the area.
4. The project exceeds the expectations of designers and stakeholders and achieves a level of excellence in people's minds.
5. The project involves an efficient and effective use of resources (time, budget, community).
6. The project is designed and built with minimal disruption to the community.
7. The project adds lasting value to the community.

The Verona Road Study has attempted to identify community and individual stakeholder's needs, priorities, and expectations regarding environmental, scenic, aesthetic, historic, natural, and economic resources. Information regarding community needs have been gleaned from community plans, neighborhood plans, and other public input from the project area communities. To achieve desired outcomes and principles of "community sensitive design," selection of a preferred, final alternative for the project will attempt to harmonize the purpose and need of the Verona Road corridor project with the full range of community objectives including noise, aesthetics, environmental and open space protection, local street safety, and multimodal transportation.

Elements of the final design that would harmonize the Verona Road project with neighborhood and community concerns and plans include aesthetically pleasing designs and materials for such structures as bridges, retaining walls, noise barriers, and corridor lighting. They also include locating and designing corridor crossing and access points such as pedestrian and bicycle connections that facilitate rather than hinder their use and design treatments that mitigate natural resource impacts.

The diagram in Figure 2.6-1 illustrates recommendations to mitigate Stage 3 project impacts including noise, community aesthetics, and access to Britta Park at that location taken from the 2005 *Allied-Dunn's Marsh-Belmar Neighborhoods Physical Improvement Plan*. Application of similar design principles are recommended where appropriate and feasible elsewhere in the project area.



Source: 2005 Allied-Dunn's Marsh-Belmar Neighborhoods Physical Improvement Plan

Figure 2.6-1 Possible Britta Parkway Cross Section Following Stage 3 Improvements

B. Other Local, State, and Federal Mitigation Tools and Techniques

Table 2.6-1 summarizes various regulatory and other approaches available to mitigate the potential indirect effects associated with the preferred alternative.

The study team has determined that local, state, and federal agencies with jurisdiction in the Verona Road ICE study area already exercise and will continue to possess the various means to mitigate many of the negative impacts on specific resources regardless of the final design alternative chosen for this project. To achieve the most satisfactory results for all parties, WisDOT and FHWA will need to continue to coordinate with these other governmental and community entities when developing the final design for all stages of the preferred alternative.

In the case of the State of Wisconsin, incorporated municipalities (cities and villages) are granted authority to exercise these powers over their own territory and adjacent unincorporated towns within a specified radius. Though some incorporated municipalities sometimes chose not to exercise this authority, most ICE study area cities and villages exercise one or more of these powers, which gives their plans and policies relatively more weight when attempting to determine likely development outcomes. In unincorporated towns, most of these powers are typically exercised by one or more overlapping jurisdictions, typically the county. All local jurisdictions are subject to state and federal environmental regulations.

Possible Indirect Effect	Mitigating Activity or Program	Agencies Responsible
Farmland and Woodlands–accelerated development of farm and woodland areas.	Comprehensive Land Use Planning.	Local government.
	Zoning and Subdivision Regulations (including agricultural zoning).	Local government.
	Transportation/Road Improvement Plans, Programs.	Local, state, federal government.
	Provision of Municipal Sanitary Sewer and Water Services.	Local, regional, state government.
	Program supporting of farming, timber industries.	State, federal government.
	Other land conservation programs (conservation easements, land trusts, and public acquisition).	Private entities, local, state, and federal programs.
Wetland, Water, and Endangered Habitat/Species–increased stormwater runoff will result in more polluted water reaching wetland and surface water habitats and reduce capacity of existing water features to slow and filter runoff.	Local Planning, Zoning, Subdivision regulation: general and conservation zoning such as Shoreland/Wetland, floodplain, conservancy and similar zoning.	Local, county exercise general zoning authority; county, state, and/or federal government establish baseline floodplain, shoreland-wetland zoning requirements.
	Water Quality Regulations (stormwater Management, erosion control, point and nonpoint pollution regulations).	FHWA,USEPA, WisDOT, WDNR, county and local governments.
	Endangered Species/Habitat regulations, exotic species regulations, hunting regulations.	Federal, WDNR, local government.
	Construction of additional or expanded stormwater management facilities.	WisDOT, local governments.
Neighborhood/Community Character Effects	Comprehensive Planning, Zoning and Subdivision Regulations.	Local government.
Local Streets/corridor access	Transportation Facilities Planning.	Local government FHWA, WisDOT.
Alternative Transportation: Pedestrian/Bicycle Facilities Bus Transit Access/Routing	Transportation Facilities Planning.	Local government FHWA, WisDOT.
Historic Sites	Historic preservation zoning, building codes, tax incentives, public and private funding.	Federal, state, and local governments.
Economic and Community Development/Redevelopment.	Economic Development Programs (TIF, tax incentives, grants, and land assembly). Comprehensive Planning, Zoning and Subdivision Regulations.	Various local, state, federal programs. Local government.
Business Visibility/Accessibility	Corridor Design, Highway Signage.	FHWA, WisDOT, local government.
Affordable Housing	Comprehensive Planning, Zoning and Subdivision Regulations.	Local Government.
Low Income Housing	Section 8 housing vouchers, tax credits for construction of affordable housing, other subsidies.	Federal, state, local programs
Traffic Noise [Note: Noise is considered a direct effect rather than an indirect effect. However, the 2002 ICE Expert Panel was asked to comment on Noise (see Appendix C, Section 4].	[Note: Mitigation measures are addressed in greater detail in Section_____ of the EIS].	Local Government FHWA, WisDOT.
Air Quality	Point and nonpoint emissions regulations, alternative fuels programs, pollution taxes.	USEPA, WDNR, WDOA.
Aesthetics/Community Character	Community Sensitive Design.	FHWA, WisDOT, local government.

Table 2.6-1 Summary of Possible Indirect Effects, Mitigation Activities, and Agencies

3.0 CUMULATIVE EFFECTS

The National Environmental Policy Act (NEPA) and the Wisconsin Environmental Policy Act (WEPA) (which is consistent with NEPA) requires that direct impacts, indirect effects, and cumulative effects of the proposed actions be assessed and disclosed. The NEPA definition of a cumulative effect/impact comes from the Council on Environmental Quality (CEQ), which defines a cumulative impact as:

> *The impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time. (40 CFR 1508.7)*

From this definition, cumulative effects to natural, cultural, historic resources and/or human communities are not just the result of the transportation project itself but also other collective actions and projects that occur in a study area over time. For example, other actions may include other local or state transportation projects, sewer service extension or expansion projects; residential, commercial, and industrial development plans; and large-scale development such as a large subdivision or warehouse distribution center.

The study team utilized the analytic frameworks recommended in the WisDOT's *Guidance for Conducting a Cumulative Effects Analysis* Technical Reference to better understand and document cumulative effects of this project. Though the framework for analyzing the indirect effects (described below) differ in detail from that used for cumulative effects (as summarized in the following section), both the ICE analyses were conducted concurrently. This methodology was in accordance with the approved SAFETEA-LU 6002 Impact Analysis Methodology. The chosen methodology recognizes that the project's potential to affect land development patterns is but one of the many factors influencing outcomes in the project study area.

3.1 SIGNIFICANT ISSUES ASSOCIATED WITH THE PREFERRED ALTERNATIVE

Resources that have been identified as being directly or potentially indirectly affected by the preferred alternative have been further analyzed in a cumulative impacts analysis. Details on direct impacts associated with the Verona Road project are found Section 4 of the SDEIS for the project. Indirect effects are summarized in greater detail in Section 2.5 and Section 4.0 of Appendix C.

3.2 GEOGRAPHIC SCOPE OF CUMULATIVE IMPACTS ANALYSIS

The geographic scope selected for the cumulative effects analysis for farmland, woodlands, and open space effects is the same area used for indirect effects analysis. Figure 2.1-1 shows the maximum extent of the ICE study area for the Stage 3 Preferred Alternative (see also Appendix C Section 4).

For wetlands, water-related resources, and associated habitats and endangered species, the geographic scope for cumulative effects also includes watersheds that do not coincide precisely with the ICE study area boundaries. The Verona Road project area lies completely within the Yahara River–Lake Monona watershed which in turn lies within the Lower Rock River Basin, and most of the potential cumulative effects would be experienced in this basin. The western part of the ICE study area lies mostly within the Grant-Platte-Sugar-Pecatonica River Basin, which begins approximately one-half mile to the south and west of the Verona Road project study area, and would only be impacted if stormwater from the project area is diverted to it.

The geographic scope for air quality impacts includes the Madison Metropolitan Area and Dane County, which are the units of analysis used by the United States Environmental Protection Agency for monitoring and enforcement of clean air regulations.

For community and neighborhood resources such as affordable housing, neighborhood businesses, transportation/access alternatives, and community character, the geographic scope ranges from the neighborhood to the Madison Metropolitan Area.

3.3 TIME FRAME OF CUMULATIVE EFFECTS ANALYSIS

The time frame for analysis of past actions varies. Data analyzed has generally been collected within the last 5 to 10 years. The time frame into the future for the cumulative effects analysis is 2035. This time scale corresponds well with the planning horizons of the adopted local comprehensive plans within the project area and ICE study area. State of Wisconsin and other population projections are also available through 2035.

3.4 OTHER ACTIONS AFFECTING HUMAN COMMUNITIES, RESOURCES, AND ECOSYSTEMS OF CONCERN

A. Past Actions

Pre-urban activities have had an important impact on resources of concern in the US 151 Project Study area. Human settlement and agricultural practices in rural areas have impacted and continue to impact farmland, woodlands, remaining wetlands, surface water, groundwater, sensitive habitats, and air quality.

The project area lies completely within heavily urbanized areas within the Cities of Madison and Fitchburg. Areas immediately adjacent to the Verona Road corridor began to urbanize in the post-World War II era. The oldest remaining buildings near Verona Road date from this period. Areas near the Beltline area developed earliest, with more recent development occurring to the south. Some specific properties within and near the project area have been redeveloped, so the ages of structures vary.

Dane County communities within the larger ICE study area have experienced high rates of growth over the last 10 to 20 years. Between 2000 and 2005, ICE study area communities in Dane County matched the 8% growth rate for all of Dane County. If Madison is excluded, ICE study area communities greatly exceeded the growth rates for Dane County as a whole, led by the City of Verona which grew by 32%. Much of the population growth, residential development, and nonresidential development in the ICE study area has been largely concentrated in incorporated municipalities with municipal sanitary sewer and water. Incorporated municipalities along US 151, such as the Cities of Madison, Fitchburg, and Verona and the Villages of Mt. Horeb and Blue Mounds, have been among the fastest growing communities in the ICE study area in absolute numbers between 2000 and 2005 (although the fastest growing parts of Madison are between County M and County PD north of the Verona Road corridor). However, significant population and residential growth have also occurred in most unincorporated areas of the ICE study area, notably in the Town of Springdale. Communities adjacent to principal arterial roads generally grew faster than those farther away.

Post-2000) actions potentially affecting developments in nonresidential development very near or adjacent to the Verona Road project area (particularly since 2002) are the following:

1. The relocation and expansion of Epic Systems Corporation from the City of Madison to the City of Verona at the end of 2005. With total employment at the new campus estimated at 3,200 in 2008, this project has served as a catalyst for other development in the City of Verona and has caused an increase in intercity commuting between the Cities of Verona and Madison.

2. Substantial commercial development in the City of Fitchburg in the southwest quadrant of the Verona Road/County PD intersection, including a large retail center and a cluster of entertainment and lodging development near Nesbitt Road.

3. Some evidence of recent disinvestment in local commercial properties and businesses adjacent to the Verona Road, particularly near the Verona Road/Beltline interchange. Businesses closed since the beginning of the Verona Road project include a large grocery store, adjacent bank branch, and a craft outlet store in the southwest quadrant of the Beltline interchange.

4. Redevelopment in the Allied neighborhood in the southeast quadrant of Beltline interchange. The neighborhood has a higher percentage of lower income housing and a higher percentage of lower income and minority residents compared to the rest of the Cities of Madison and Fitchburg. To

improve socioeconomic and physical conditions in this area, the City of Madison has made revitalization of this neighborhood a priority and has invested heavily in redevelopment plans and implementation of several projects. City investments have taken the form of detailed tax incremental financing; land purchase and assembly; and application for, and matching funds for, state and federal development grants. Projects resulting directly or indirectly from these efforts include Avalon Village and its construction of 48 new housing units near the Summit Road intersection with Verona Road in 2008 and refurbishment of 48 existing multifamily housing units as condominiums in 2007.

B. Present and Future Actions

Present and future actions other than the Verona Road Preferred Alternative potentially affecting resources within the ICE study area include:

1. Continued population growth through at least 2030 within the ICE study area communities. ICE study area communities in Dane County other than Madison are expected to grow at a faster rate than Dane County as a whole (see Table 2.2-1). Communities adjacent to US 151 are projected to be among the fastest growing within both the ICE study area and Dane County, including extreme southwest Madison.

2. Adoption and implementation of comprehensive plans by local communities throughout the ICE study area that allow additional growth and land development within the ICE area, and enforcement of zoning and subdivision regulations that will implement the local comprehensive plans. Much of the projected nonresidential development will be directed toward urban service areas that can be efficiently served by municipal sanitary sewer and water utilities. Much of the residential growth will likewise be directed toward these areas owing to restrictions on new subdivisions and agricultural zoning outside of these areas, but substantial potential for additional residential development on private sewer systems remains in some ICE local study area plans. No stage of the Verona Road Preferred Alternative would dramatically affect the implementation or outcomes of locally adopted comprehensive plans, with the exception of City of Madison and its component neighborhood plans.

3. Continued implementation of the Allied-Dunn's Marsh-Belmar Neighborhoods Physical Improvement Plan. This plan includes several mixed use and residential projects that will not be directly affected by the Verona Road project.

4. Other transportation improvement projects within the ICE study area through 2035. The Verona project is one of several major transportation studies and implementation projects that WisDOT has identified in the Connections 2030 state transportation plan that will have impacts on the ICE study area. Others include capacity and efficiency upgrades to other segments of the Beltline Highway in and around the City of Madison, and as many as four new or improved interchanges and increased access control on US 18/151 between the City of Madison and Dubuque, Iowa. Multimodal projects or plans include completion of the "Cannonball" bicycle trail east of Verona Road, which will include connections between existing urban bicycle trails and the Military Ridge and Badger State recreation trails, a potential bus rapid transit system utilizing Verona Road, and a possible "Park and Ride" facility near US 18/151.

3.5 RESOURCES AND POPULATIONS IDENTIFIED AS DIRECTLY IMPACTED OR INDIRECTLY AFFECTED IN CAPACITY TO WITHSTAND STRESS

A. Farmland and Woodlands

The Verona Road Project is not expected to have any direct impacts on agricultural and woodlands because all project alternatives take place within an urbanized area.

Some local officials and ICE expert panel members predict incremental indirect project effects over current trends on farmland in the ICE study area because reduction in travel times through Verona Project resulting from the project would likely expand the effective commuting radius for some employees and customers. Much of the past and projected future population and employment growth in the ICE study area occurs at the expense of farmland and to a lesser extent woodlands.

The capacity of farmland to withstand stress in the ICE study area is largely a function of the economic viability of farming compared with competing land uses, the degree to which local governments support policies that protect farming and farmland threatened by conversion to other uses, and the viability of local agricultural infrastructure, which is generally stronger when farmland is less fragmented. Baseline conditions of farmland and woodlands in the ICE study area are discussed in greater detail in Section 3.7.

The capacity of woodlands to withstand stress can be defined in several ways such as sustainability of plant and animal populations that rely on the woodlands for habitat or the scale needed to sustain cost-effective timber harvesting.

B. Wetlands and other water resources

Roadways, bridges, walls, and other structures associated with Stages 1, 2, and 3 of the preferred alternative for the Verona Road will not encroach on wetlands, named waterways, floodplains, or other water resources. However, each of the stages of the preferred alternative will result in a net increase in impervious surface and include new storm sewers that would potentially affect the quantity and quality of stormwater runoff, potentially affecting water and water-related resources of the adjacent watersheds.

The immediate project area lies entirely within the greater Lower Rock River Watershed that includes the Yahara River-Lake Monona subwatershed including the restored wetlands within the University of Wisconsin Arboretum and all the larger Madison area lakes.

The wetland areas closest to, and potentially most affected by the Verona Road project, are the Dunn's Marsh and Nine Springs Creek. Generally, all waterways, wetlands, and natural habitats in the Yahara River-Lake Monona watershed have been impacted by past human activities. Wingra Creek, Lake Monona, and other downstream waterbodies are considered "Impaired." Many of the largest wetlands and surface water resources in this watershed are surrounded by urban development, and groundwater drawdown has been noted in several area public wells. Additional population growth is projected to occur in the watershed with or without the Verona Road project. The watershed will therefore remain susceptible to impairment by human activity.

Depending on the final design of the stormwater system, construction of the Verona Road/County PD interchange may also result in water resource impacts within the Upper Sugar River Watershed of the Grant-Platte-Sugar-Pecatonica River Basin that drains the southwest part of the Wisconsin River into the Mississippi River. This watershed begins just south of County PD. Lakes, river, stream, and wetland areas within this watershed are of generally good quality, though agricultural runoff and increasing amounts of urban runoff have been detected. The Sugar River, Mt. Vernon Creek, and Flynn Creek are rated as "Exceptional" by the WDNR and many of the streams in the Upper Sugar River watershed have been classified as "Cold Water Communities" with suitable temperature for sensitive species such as trout. These streams are more susceptible to thermal effects of runoff and development that can result from factory, power generation, or urban stormwater runoff.

Indirect project impacts on water and water-related resources may also occur from project-induced development in currently undeveloped portions of the ICE study area. The ICE expert panel and other public input indicated that Stage 1 and Stage 2 improvements would potentially have very slight indirect effects on these resources, while Stage 3 improvements could have moderate indirect effects. (Sources: City of Madison Comprehensive Plan, 2009; Dane County Comprehensive Plan, 2009; Dane County State of the Waters Report, December 2008)

C. Endangered Species

Figure 3.5-1 shows the general location (square mile survey section) in which terrestrial and aquatic endangered species have been identified. Sections with endangered species correlate closely with remaining wetland, woodland, prairie, and water resource areas such as Dunn's Marsh and the University of Wisconsin Arboretum. The WDNR maintains records as to which specific species have been identified. Because the identified areas are surrounded by urban development, these populations of endangered species are vulnerable to various pollutants, invasive species, and stresses.

The general location of endangered species and sensitive habitats in the remainder of the Verona Road ICE study area can be found in local, county, and regional comprehensive plans and the WDNR. These areas remain susceptible to human activities including agriculture. Aquatic species dependent on "cold water" habitats will remain particularly vulnerable to human activities. No "cold water" habitats or species communities would be directly impacted by the project.

Stages 1, 2, and 3 of the preferred alternative would not have a direct effect on any endangered species or sensitive habits. The expert panel indicated there may be indirect project effects on endangered species habitats resulting from changes to the quantity and quality of stormwater from the project and any induced development within the project area and ICE study area.

D. Natural Gas and Electricity

The expert panel predicted significant direct effects on natural gas and electricity provision resulting for all stages of the preferred alternative. Direct effects related to construction activities may occur. Potential indirect effects and cumulative effects may also occur but are more difficult to discern.

E. Noise

All stages of the preferred alternative were expected to have direct effects on construction and traffic noise.

Project activities adversely affecting noise levels include effectively moving road improvements closer to remaining occupied structures and activity areas, removal of some buildings that currently serve as noise barriers to other development, and facilitation of more US 151 traffic at increased speeds.

Beneficial project effects include grade changes that may redirect sound away from adjacent development, reduction in vehicular (particularly large truck) braking and accelerating resulting from removal of traffic control lights, reduction in local street traffic through improved efficiency of travel through US 151, and possible installation of sound walls for segments of Verona Road and the Beltline that qualify.

The geographic extent of the noise impacts was predicted to be local (within one-quarter to 1 mile of project improvements. Because traffic noise is the primary source of noise affecting the project area, the US 151 project may result in significant direct and indirect, but not cumulative, effects.

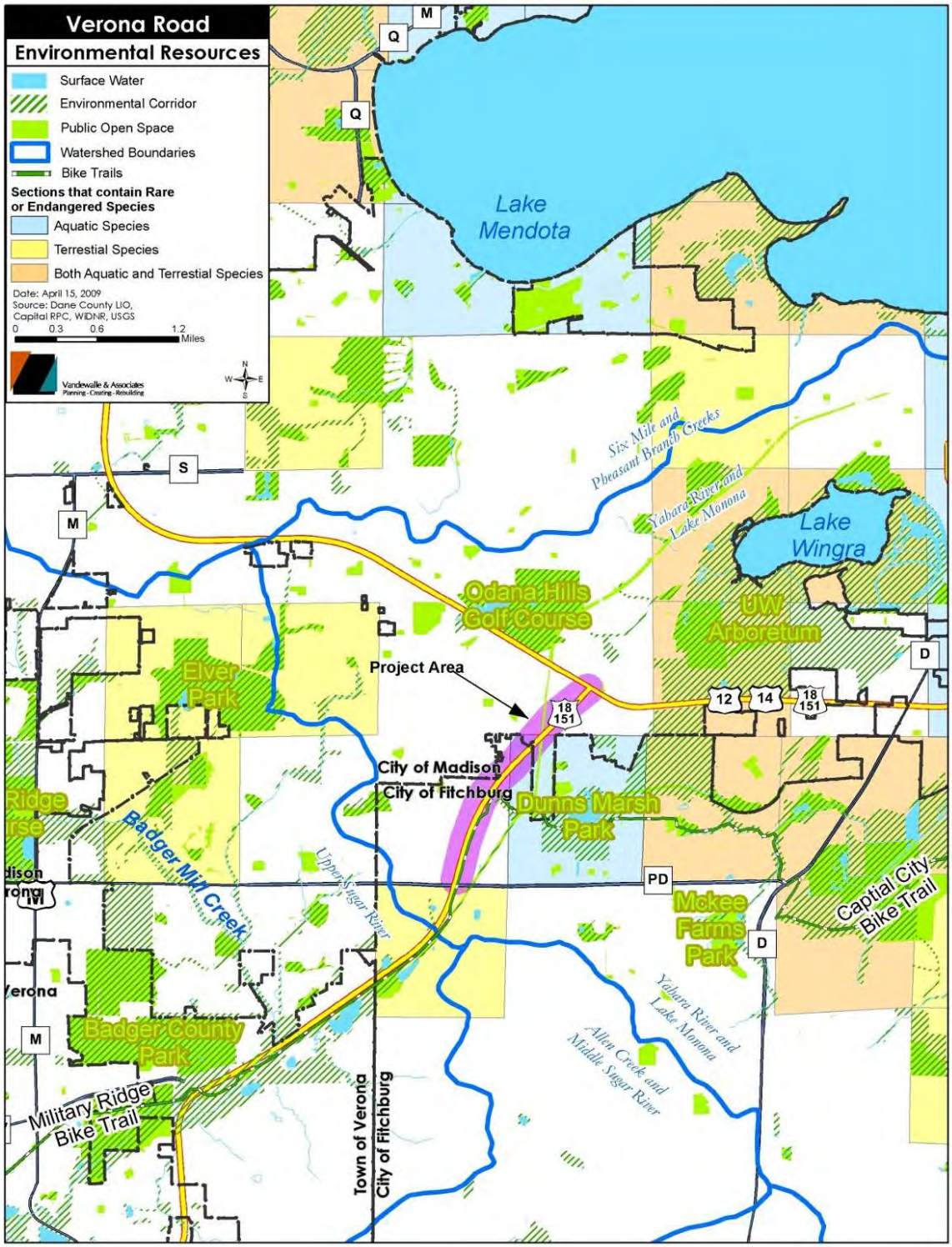


Figure 3.5-1 Waterways, Watersheds, Environmental Corridors, and Endangered Species in the Vicinity of the Verona Road Project Area

F. Air Quality

Air quality depends on local climate, population, technologies employed, and intensity of human activity. Expert panel members indicated the project may have significant indirect effects on air quality resulting from increased motorized vehicle traffic. Under the Clean Air Act, the United States Environmental Protection Agency (USEPA) has identified at least 188 air pollutants and has established standards for six of them: carbon monoxide, lead, nitrogen dioxide, ozone, particulate matter, and sulfur dioxide. Of these, the Verona Road project team assessed the project impacts on carbon monoxide, and MSAT including fine particle pollutants.

G. Affordable Housing

Affordable housing in a community is a function of effective supply and demand. Recent trends in the Cities of Madison and Fitchburg have resulted in the demand for affordable housing outpacing the supply. Over the last ten years, home values have increased more rapidly than median and lower household incomes, and relatively few new housing projects were affordable to these groups. Recent national decreases in housing prices and increases in unemployment have been less pronounced in the Cities of Madison and Fitchburg and have done little if anything to improve effective demand or supply.

Stage 1 of the preferred alternative would require relocation of 29 household units, most of which are relatively affordable compared to average housing costs in the Madison Metropolitan area. Stage 3 of the preferred Verona Road alternative would require relocation of 69 household units, 36 to 44 of which are low income residential units. These relocations would potentially have indirect effects on the supply of affordable housing and, together with other factors, cumulatively affect the supply of affordable housing for low income households in the neighborhoods within 1 mile of the Verona Road project and the Madison Metropolitan area.

H. Neighborhood Businesses Impacts

Stage 1 of the preferred alternative would directly result in the relocation of five businesses. Stage 3 would result in the relocation of at least 30 businesses. Other direct project impacts on some remaining local businesses include impaired access during construction, loss of visibility from new grade-separated roadways following construction, and altered parking or access. Potential indirect effects may include temporary or permanent loss of customers and revenue, loss of employees or customers who may not be able to commute to the relocated business location, loss of jobs or increased transit costs for low income and mobility impaired employees, and increased social and economic costs to local customers.

I. Neighborhood Isolation and Accessibility

The Verona Road project area is located at the junction of US Highways 12, 14, 18, and 151. These highways are currently significant physical and visual barriers to access between adjacent neighborhoods, and current levels of traffic congestion make crossing of these highways at the existing at-grade intersection increasingly inconvenient and hazardous to all modes of travel, particularly to pedestrians and bicyclists. The existing grade-separated bicycle and pedestrian crossings provided by the Southwest Commuter Path and the pedestrian bridge west of the Seminole Highway offer fairly convenient alternatives to at-grade crossings but elsewhere connectivity is limited. The Allied-Dunn's Marsh neighborhood in the southeast quadrant of the Verona Road/Beltline interchange is particularly isolated because of the additional geographic barrier imposed by the University of Wisconsin Arboretum conservancy lands to the east. Seminole Highway, Summit Road, and Williamsburg Way are currently the only direct roadway connections between these neighborhoods and adjacent neighborhoods. The relatively high concentration of disadvantaged populations in the Allied and Dunn's Marsh neighborhoods is exacerbated by this physical isolation.

Stage 1 of the preferred alternative would preserve existing roadway crossings while providing at least one new grade-separated crossing of Verona Road for motor vehicles, bicycles, and pedestrians.

Stage 2 would create a grade-separated interchange at US 151 and County PD that may include bicycle and pedestrian crossings that would provide access comparable to or better than the existing at-grade crossings vital to both local and regional (Military Ridge, Badger State, Cannonball) trails.

Stage 3 would include new depressed freeway lanes that would substantially increase the crossing distance and visual separation between the Allied neighborhood and neighborhoods to the west and north. Elimination of Seminole Highway ramps to the Beltline Highway would reduce options for auto and bus routes. New grade-separated crossings of Verona Road at Raymond Road and Williamsburg Way would retain and actually improve access between neighborhoods east and west of US 151 for all modes of travel, but new frontage roads with increased traffic may make bicycle and pedestrian crossings somewhat problematic for the younger and older population at these locations.

J. Parks

Stages 1 and 3 of the preferred alternative would have minor direct and indirect effects on three urban parks. The primary threats to urban parks are encroachment by development and loss of access.

Stage 1 would have minor effects on the character and access to Britta Park, a 0.75-acre play lot located in the southeast quadrant of the Verona Road/Beltline interchange, by realigning a portion of the Beltline Highway frontage road to coincide with Britta Parkway's current location.

Stage 3 would more directly impact the both the extent and character of Britta Park by removing the existing commercial structures and residential structures north of the park to make way for freeway lanes and by making all of Britta Parkway the new primary frontage road for that quadrant. Depending on the final design, Stage 3 would likely require acquisition of Britta Park land and the resulting realignment of the frontage road and changes to traffic pattern may indirectly impair access to the park from remaining residential areas to the south. The *Allied–Dunn's Marsh-Belmar Neighborhoods Physical Improvement Plan* proposes installing a safety/noise wall between the freeway and frontage road, but the character and function of the park would be nonetheless be markedly changed. Residents would still have convenient pedestrian access to the similarly sized DeVolis Park approximately one-eighth mile to the south of Britta Park and to the 20-acre Marlborough Neighborhood Park. Improvements to these parks have been proposed as a potential measure to mitigate impacts on Britta Park. Coordination with City of Madison Parks staff has led to a series of potential mitigation measures that are described in Factor Sheet O of this document.

K. Environmental Justice

In accordance with Executive Order 2898, disadvantaged populations are one or more of the following: ethnic and racial minorities, elderly, disabled, low income, and youth. 2000 Census and other data indicate that all these population groups reside in the census block groups adjacent to the project area and that several of these census block groups have high percentages of low-income and/or minority populations compared with the City of Madison, the City of Fitchburg, and Dane County.

The highest concentration of disadvantaged populations near the project area is in the southeast quadrant of the Verona Road and the Beltline Highway, particularly on or near Allied Drive and connecting streets south of Thurston Road. A higher percentage of elderly and low-income groups have few options for housing and lack access to personal automobiles that makes them more heavily reliant on transit and walking to access employment, shopping, and service destinations. Therefore a higher percentage of the population in the neighborhoods surrounding the project area would potentially be disproportionately affected by reduction in affordable housing, reduction in local shopping and employment, and/or less efficient transit, bicycle, and pedestrian routes.

In the southwest, northeast, and northwest quadrant of the Verona Road and Beltline Highway, the percentage of minority (nonwhite), elderly, poverty level, and lower income populations was more comparable to the averages for the City of Madison and Dane County generally. See Subsection 3.7 for a more detailed analysis of current conditions.

3.6 STRESSES AFFECTING DIRECTLY IMPACTED OR INDIRECTLY AFFECTED RESOURCES, INCLUDING REGULATORY THRESHOLDS

A. Farmlands and Woodlands

Factors affecting viable agriculture and retention of agriculturally productive land are summarized in the Wisconsin Department of Agriculture, Trade, and Consumer Protection's (DATCP) Farmland Preservation Program and other documents. Encroachment by and competition from other land uses represents the principle threat to farmlands. Over the last twenty years, residential development in unincorporated communities has accounted for 50% of the farmland lost to development in Dane County, but it has accommodated only one-sixth of the population growth. This rural development has also had a proportionally larger impact on fragmentation of farm holdings. In addition, agricultural land is also being converted at the fringe of rapidly growing Dane County cities and villages such as Madison, Fitchburg, and Verona, where rapid increases in population and relatively low-density, auto-dependent development patterns have accelerated conversion of farmlands in recent decades.

Other stresses on farmland include national global competition, barriers to careers in farming stemming from high start-up costs for land and equipment, lifestyle preferences, and volatility in agricultural markets. Public policies regarding growth, extension of roads and other public infrastructure, and development patterns also play a role in local farming and farmland preservation. Any combination of these factors can cumulatively affect economically viable farm operations necessary to sustain local agricultural economies.

B. Wetlands, Surface Water, and Groundwater

Pollutants and sources of pollution affecting project area and ICE study area water resources (both surface and ground) are detailed in the 2008 Dane County Land and Water Resource Management Plan. The federal USEPA, WDNR, and other agencies have established regulatory and advisory thresholds for various specific pollutants and other factors affecting water quality. The 2004 Dane County Water Quality Plan includes a summary of sources and measurements of the contaminants in the Yahara River-Lake Monona Watershed and other Dane County watersheds. The 2008 Dane County Land and Water Resource Management Plan provides a summary of mitigation measures to reduce impacts and possibly improve water quality in this watershed. An initiative is currently (2009) underway in Dane County to design and adopt more stringent water quality protection regulations.

C. Endangered Species

Human activities affecting endangered species include over hunting, harvesting, fishing, and accidents involving vehicles, machinery, or structures. Human activities indirectly affecting or potentially affecting endangered species include habitat destruction, degradation, and segmentation. Habitat destruction is essentially the loss of the entire habitat for development or other purpose. Habitat degradation can include introduction of pollutants and invasive species that impair the health and reproduction of species. Habitat segmentation is the reduction of otherwise healthy habitats to areas too small and disconnected to sustain healthy breeding populations of a given species. In the Verona Road project area and ICE study area, the major threats to endangered species are habitat loss and degradation. Regulation of hunting, fishing, and development in wetlands, floodplains, and shorelands has reduced but not eliminated threats to endangered species.

D. Noise

The predominant current source of noise in the Verona Road project area is existing regional and local traffic. Traffic noise is correlated to traffic volumes, speed of traffic, traffic proximity to affected populations, braking, acceleration, and the presence or absence of structures and other techniques to mitigate noise. Top noise complaints gleaned from local residents living near the US 151 corridor include braking and acceleration by large trucks at traffic-controlled intersections. High and increasing traffic volumes are also a concern. Other sources of noise such as industrial activity or airports are insignificant in the vicinity of the project area.

E. Air Quality

Air quality in the Verona Road project area and ICE study area is affected by a wide range of man-made and naturally occurring air pollutants. Air quality in the project study area and ICE study area is affected by burning of coal for electrical power, airborne dust and chemical particles from farms, MSAT from fossil fuel-using vehicles, land disturbances, and to a lesser extent other industrial activities.

Under the Clean Air Act, the USEPA has identified 188 air toxics, of which 93 have been classified as MSATs. Of the 93 MSATs identified, the USEPA has identified seven sources as priority: diesel particulate matter/diesel exhaust organic gases, benzene, formaldehyde, naphthalene, polycyclic organic matter, acrolein, and 1.3-butadiene. Diesel fuel from large trucks has been noted as a particular source of concern for residents of neighborhoods adjacent to Verona Road. In addition, the USEPA has also set national standards for six principal or "criteria" air pollutants including particulate matter, lead, carbon monoxide, sulfur dioxide, and nitrogen oxide

Average levels of fine particle air pollution measurements in Dane County are near the USEPA threshold in 2009. Projected increases in population and human activity such as motor vehicle traffic could lead to increases in fine particle air pollution from all sources in Dane County over the short, medium, and long term. Sources of fine particle pollution in the ICE study area and Dane County include coal and other fossil fuel power plants, industrial sources and MSATs.

Other air pollutants evaluated for this project include carbon monoxide. Greenhouse gases are discussed in the main portion of the document in the air quality section.

F. Affordable Housing

Housing affordability has typically been defined as housing that costs no more than 30% of gross household income. For owner-occupied houses a mortgage period of 30 years or less is also a standard threshold. Stresses affecting housing affordability in the Verona Road project area and the entire ICE study area include a rapid increase in real estate prices compared with median and lower incomes over the last ten years. Rapid population and economic growth in Dane County and policies that fueled a speculative bubble in residential real estate compounded stagnating or declining real incomes for many households. Recent (2008 to present) declines in real estate prices have improved affordability for owner-occupied houses, but the affects on rental units most affordable to lower income household are unclear. Furthermore, rising unemployment, downward pressure on wages for remaining jobs, and more expensive credit may offset any declines in housing costs that would improve affordability. Prospects for new construction of new housing affordable to households at or below the median income are low. City of Madison efforts to increase the supply of affordable housing through inclusionary zoning were deemed largely ineffective and recently repealed, though some affordable housing has been constructed with assistance from federal tax credits.

G. Neighborhood Businesses

Stresses affecting the viability of neighborhood businesses and economy within and near the Verona Road project area include access to local, regional, state, and in some cases national customers and suppliers; an appropriate work force; and appropriate locations for business operations. Neighborhood businesses within one-quarter mile of Verona Road and the Beltline Highway benefit from high visibility locations with good community and regional access, but increasing congestion has resulted in reduced customer access to local businesses during peak hours and the adverse impacts of congestion are likely to increase. Uncertainty over the configuration and timing of the Verona Road project may be influencing business and property owner decisions regarding location and reinvestment.

H. Neighborhood Isolation and Access

Primary factors affecting neighborhood access in the immediate vicinity of the Verona Road project area are the existing arterial road network and the high volumes of traffic traveling though these corridors.

While these corridors provide excellent access to the city and region, they also serve as physical, visual, and psychological barriers to motor vehicle, bicycle, and pedestrian traffic seeking to cross or enter these corridors, particularly at peak travel times. The Allied, Dunn's Marsh, and Belmar neighborhoods in the southeast quadrant of the Verona Road/Beltline interchange are particularly isolated from other neighborhoods because of additional geographic constraints to the east and south unrelated to the project.

Currently, motor vehicle crossing routes of Verona Road are located at Summit Road and Williamsburg Way. Traffic congestion has made these intersections and crossings more difficult and dangerous even for motor vehicle traffic. Raymond Road provides additional access to Verona Road for residents west of Verona Road and Chalet Gardens Road. This provides access to Verona Road for residents east of Verona Road, but neither of these roads provides connections across Verona Road, and traffic volumes on Verona Road make entering traffic flow at Chalet Gardens Road increasingly difficult. Elsewhere in the project area, the Seminole Highway provides access to the Beltline Highway and neighborhoods to the north of it as well as access to County PD to the south.

The Southwest Commuter Path provides a grade-separated bicycle and pedestrian crossing of Verona Road and another of the Beltline Highway west of Verona Road. These routes provide valuable access to the commercial area in the southwest quadrant of the Verona Road/Beltline interchange. Another grade-separated pedestrian bridge connects neighborhoods north and south of the Beltline Highway west of the Seminole Highway. There is also a bicycle underpass located between Williamsburg Way and County PD. However bicycle and pedestrian crossings elsewhere in the project area, including the at-grade street intersections, has become increasingly problematic and unsafe especially for the elderly, young, and disabled.

These physical barriers created by the arterial road network may be both a contributing factor to and a compounding factor of the sense of neighborhood isolation and separation caused by socioeconomic differences between the Allied Neighborhood and neighborhoods to the north, west, and south.

I. Disadvantaged Populations

Members of disadvantaged groups are more likely to be disadvantaged in one or more of the following areas:

1. Choice and availability of affordable housing
2. Access and connectivity to employment in the broader community
3. Access to essential goods and services
4. Access to public services and facilities
5. Access to policy and decision makers and process

As a result of these difficulties, disadvantaged populations are more likely to live in areas that are exposed to environmental hazards such as contaminated sites and areas with more exposure to noise and air quality problems.

Disadvantaged populations in neighborhoods of the Verona Road project area have been in the past and continue to be vulnerable to most of these factors. The City of Madison, City of Fitchburg, and Dane County have made efforts to address many of these challenges through investment in affordable housing, economic development, bus transit, community outreach, and neighborhood planning.

The preferred alternative for the Verona Road project has the potential for both beneficial and adverse impacts on all the resources noted above, especially those relating to access. The inclusion of City of Madison and City of Fitchburg planning, transportation, and transit staff in the development and analysis of project alternatives is intended to reduce adverse impacts and maintain or improve accessibility, particularly for disadvantaged populations.

3.7 BASELINE CONDITION OF RESOURCES DIRECTLY IMPACTED OR INDIRECTLY AFFECTED

A. Farmland and Woodlands

Data on remaining farmland and woodlands, including soil ratings for suitability for agriculture can be found in local community plans and the Dane County, Iowa County, and Green County Comprehensive Plans; the Wisconsin Department of Agriculture, Trade, and Consumer Protection (DATCP); and the United States Department of Agriculture.

Table 3.7-1 summarizes total farm acreage between 1992 and 1997 and the percentage of farmland in cropland/pasture versus woodlands in 2007.

County	Farmland Acres 1992	Farmland Acres 1997	Farmland Acres 2002	Farmland Acres 2007	Farmland in Crops and Pasture 2007(%)	Farmland in Woodlands 2007(%)
Dane	538,532	512,974	515,475	535,756	77%	10%
Iowa	361,918	366,709	367,373	364,970	75%	20%
Green	293,134	304,963	306,94	306,946	86%	7%
Source: USDA Census of Agriculture 1997, 2002, 2007						

Table 3.7-1 Land in Farmland and Woodlands in ICE Study Area Counties

DATCP and Dane County data indicate that the agricultural economy remains strong and growing in the ICE study area counties in total dollar terms and that dramatic and accelerating losses in farmlands experienced in southern Wisconsin counties in recent decades have appeared to slow and even reverse. Since 2002, the number of farms increased slightly and average farm size decreased.

Though some indicators show the value of agricultural products in ICE counties and the number of farms has actually increased since 2002, these numbers may mask trends that continue to make active farming in the ICE study area vulnerable to development. Farm operations are increasingly comprised of two general types: a shrinking number of large and expanding farms and an increasing number of small, part-time or specialty farms. Income from the numerous smaller farms is rarely the only or primary source of income for the farm household. This may make it more likely that owners would sell farmland for nonagricultural purposes. Furthermore, Wisconsin's "use value" method of assessing property values provides incentives for property owners to take the minimum actions necessary to be assessed as farmland but does not necessarily provide an indication of a healthy and sustainable farm economy. Given projected population growth and development, particularly in southwest Dane County, farmland preservation will continue to depend in part on local, state, and federal policies that protect farmland from development and increased viability of farming versus other sectors, particularly land speculation and rural residential development.

The predominant soil types in the ICE study area are Class V or lower (Class I and II soils are considered the most productive). A greater percentage of farmland in Iowa County and western Dane County are in pastureland instead of cropland. Nevertheless, USDA and DATCP data indicate that farmland and farming in general remain important land uses and economic activities in the ICE study area counties.

Woodlands and other upland natural open space areas are less prevalent in the ICE study area. Most remaining woodlands are areas that have historically been unsuitable for farming because of soils, poor drainage, and steep slopes. Nevertheless some significant and culturally valued natural areas remain. Within one mile of the Verona Road Project Area, the 1,200 plus-acre University of Wisconsin Arboretum includes restored upland as well as wetland resources. Farther from the project area, oak savannas and upland prairie areas are valued upland natural resource areas that currently are protected to varying degrees.

The capacity of woodlands to flourish with stress from human-induced activity depends somewhat on the nature of the activity and somewhat on the specific characteristics of the woodlands. Smaller isolated woodlands are more susceptible to invasive plant and tree species and provide suitable habitats for fewer species and smaller (and more vulnerable) populations. Local protection ranges from strongly protected

through public stewardship (the UW-Arboretum, Blue Mounds State Park) to moderate in the case of woodlands that coincide with areas zoned for conservancy (floodplains, shorelands, and wetlands) to weak in communities where zoning and subdivision regulations place a higher priority on preservation of productive cropland than on woodland areas.

B. Wetlands and Water Resources

Figure 3.5-1 shows remaining wetlands, environmental corridors (which are comprised of waterways, floodplains, wetlands, and shorelands) and the watersheds that encompass the Verona Road Project area. Local plans, including the Dane County Water Quality Plan, contain information about surface and groundwater resources in these watersheds.

As noted in Section 13–Stormwater Impacts, the Verona Road project area is located entirely within the Yahara River Monona subbasin of the Lower Rock River watershed. Much of the stormwater drainage from the project corridor currently flows through this watershed via the 30-acre Dunn's Marsh and Nine Springs Creek before reaching Mud Lake, Lake Waubesa, and the Yahara River. Most of the other stormwater flow associated with the project area flows north and northeast toward Lake Wingra, Wingra Creek, the 1,200-acre University of Wisconsin Arboretum, and Lake Monona before entering the lower Yahara River.

Wingra Creek, Lake Monona, and other downstream water bodies have been rated as "impaired" as defined in the 303(d) of the Federal USEPA Clean Water act. The main water quality issues are runoff of urban nutrients, solids, organics, heavy metals, oil, and grease. PCP contamination from power plants and industry is a concern in Lake Monona. Invasive aquatic plant species are also a problem for endangered habitats. The City of Madison and Dane County are implementing recommendations to improve impaired waters and protect remaining water resources.

Lake Wingra water quality is generally good, with some nutrient/nitrate pollution and invasive species. Surface water quality is generally good in remaining wetlands of the 1,200 + acre University of Wisconsin Arboretum, Dunn's Marsh, and Nine Springs Creek, though all show effects of pollutants and changes in water levels resulting from stormwater runoff and human activity.

Much of the ICE study area west of the project area lies within the Upper Sugar River watershed of the Grant-Platte-Sugar-Pecatonica River Basin that drains the southwest part of the Wisconsin River into the Mississippi River. Lakes, rivers, streams, wetlands, and groundwater in this watershed are of generally good quality, though trace amounts of agricultural runoff and increasing evidence of urban runoff have been detected in some shallow private wells and waterways. The water quality of Sugar River, Mt. Vernon Creek, and Flynn Creek is rated "exceptional" by the WDNR and many of the streams in the Upper Sugar River watershed have been classified as "cold water communities" suitable for game fish such as trout. These streams are more sensitive to thermal effects of runoff and development that can result from factory, power generation, or urban stormwater runoff. Nutrient and nitrate runoff from agriculture has been the largest pollutant of water resources in this basin, though rapid increases in population and development indicate that pollutants associated with urban development could be an increasing concern.

C. Endangered Species

The Endangered Species designation is derived from federal and WDNR definitions for endangered species. Aquatic and some terrestrial species habitats are vulnerable to degradation of water and wetland effects of the project. No critical habitats of species would be directly impacted by any stage of the Verona Road Preferred Alternative.

D. Noise

Current and projected levels of traffic noise are a concern for neighbors regardless of alternative. Public feedback has revealed a high level of dissatisfaction with traffic noise emanating from Verona Road and the Beltline Highway. Under the current or No Build condition, noise associated with large trucks braking and accelerating at the existing at-grade intersections controlled by traffic lights has been a particular

ongoing concern. Projected increases in traffic volume are expected to increase noise levels under all alternatives including the No-Build Alternative.

E. Air Quality

Under the Clean Air Act, the USEPA currently monitors and regulates six main air pollutants: nitrogen oxide, carbon monoxide, lead, sulfur dioxide, carbon monoxide, and particulate matter. Of these, the Verona Road project team analyzed ozone, carbon monoxide, and fine particle air pollution in accordance with USEPA, FHWA, and Wisconsin Administrative Code TRANS 411 requirements.
In 2009, Dane County was designated as "attainment" for "fine particle" air pollution. Fine particle air pollution above the USEPA maximum level of 35 micrograms per cubic meter correlates to higher rates of mortality and a number of health conditions such as asthma and heart disease. Average fine particle measurements in Dane County decreased from 37 to 34 micrograms per cubic meter between 2006 and 2008. The recent reduction in air pollution continued the downward trend in air pollution that was in evidence since 2004. Dane County nevertheless remains very close to the minimum USEPA air quality standards, and projected increases in population, development, and traffic in Dane County could result in future increases to fine particle and other air pollution.

The FHWA recently posted updated interim guidance for the regulation of MSATs (posted September 30, 2009). The guidance states that projects resulting in an increase of 140,000 to 150,000 Annual Average Daily Trips (AADT) would require more stringent analysis of air quality effects. The maximum AADT for the Verona Road project is projected to be 80,000 in 2030. Because none of the project alternatives would exceed this AADT threshold, it is not anticipated to have air quality impacts significant enough to warrant a more detailed analysis. Nevertheless, all the project alternatives, in combination with other regional sources of air pollution, may facilitate some albeit minor changes in air quality in Dane County.

F. Affordable Housing

Affordable housing is an ongoing concern of the City of Madison, City of Fitchburg, and Dane County generally. Between 1990 and 2007, real estate prices have increased at a faster rate than the incomes for low and middle income households. Little if any unsubsidized, market-rate affordable housing (defined as housing with monthly rents or mortgage payments equal to 30% or less of gross household income) for which median income and below households would be eligible has been constructed during this period.

The Census Bureau 2005-2007 Community Survey estimated the median household income in Madison at approximately $51,000 per year, which translates into a maximum monthly housing cost of $1,275 per month (assuming a 30-year mortgage, 6% interest rate, and 10% down payment). The median monthly rent for rental dwellings was $801.

For comparison purposes, Census Bureau data indicates the 2007 median value of an owner-occupied house in the City of Madison was approximately $210,000, which translates to a monthly mortgage payment of $1,334.77 (again assuming a 30-year mortgage, 6% interest rate, and 10% down payment). In 2007, approximately 27% of households with mortgages were paying more than 30% of gross household income on housing. Monthly rent exceeding 30% of household income was 49.6% of households, though this number is somewhat inflated by the large University of Wisconsin student population. For households making 20% or 40% of median household income, the proportion of households paying 30% or more of household income for housing is even higher.

Since 2007, new housing construction in the communities nearest the project area has slowed, and area unemployment has increased. Consequently, demand for lower income housing remains strong and availability of affordable housing continues to be low relative to demand.

To address the housing needs of low-income housing, the City of Madison Community Development Authority's Housing Unit manages a number of programs and administers funds from State of Wisconsin and federal housing initiatives. Affordable housing initiatives currently fall under three broad categories: public housing, housing vouchers, and privately owned affordable housing funded through tax incentives.

The City of Madison owns and manages a number of low-income housing developments and additional assistance is provided to low-income housing in the form of Section 8 housing vouchers. In 2007, the City of Madison Community Development Authority listed low-cost public housing in 40 locations throughout the City of Madison. At that time, there were 327 units for families and 530 units for households with people over the age of 50 or people with disabilities. Of these, several low-income, elderly, and/or handicap public housing units are in the Allied neighborhood east of Verona Road. The City of Madison intends to maintain ownership and management of public housing for the foreseeable future, but current Department of Housing and Urban Development (HUD) policies and the aging public housing stock raise doubts about the long-term viability of this supply of urban housing.

In 2007, The City of Madison informed the approximately 100 households applying for public housing to expect the following time periods for being placed on the waiting list:

1-Bedroom Unit (Disabled Designations) = 3 to 6 Months
1-Bedroom Unit (Age 62 or older Designations) = 3 to 6 Months
1-Bedroom Unit (Age 50-61, no disability) = 6 to 12 Months
1-Bedroom Unit (No Designation) = 12+ Months
2-Bedroom Unit = 6 to 12 Months
3-Bedroom Unit = 6 to 12 Months
4-Bedroom Unit = 3+Years
5-Bedroom Unit = 3+ Years

HUD also provides funds to eligible agencies such as the City of Madison Community Development Authority for the Section 8 voucher program. The number of eligible households in the Madison Metro area exceeds the number of vouchers that can be funded. HUD funding for the program has been capped at $6 million dollars with no cost-of-living adjustments since 2002, so the number of households receiving vouchers under Housing Assistance Payments (HAP) contracts has declined from 1,550 to 1,430 in 2009. In 2002, approximately 429 landlords participated in the program. According to the City of Madison Community Development Authority, insufficient funding of the program, rather than the availability of participating landlords and properties, has prevented this program from meeting current demand. In 2009, a new mixed-use development in which 36 of 48 dwelling units were under contract to accept Section 8 housing was being constructed near the Allied neighborhood.

To address existing shortages of affordable housing, private construction of affordable housing is being encouraged in the City of Madison and elsewhere through tax credits and other tax incentives. In the Allied Drive neighborhood, tax credits were used to fund construction of Avalon Village, which consists of 48 dwelling units reserved for households making 60% or less of median income.

G. Neighborhood Businesses/Economy

The commercial real estate and business climate within and near the Verona project area varies. The age and condition of commercial properties ranges from 1950 era to post-2000. Most are in fair to good condition. Commercial vacancy rates are generally low throughout the project area. However, in the commercial area in southwest quadrant of the Verona Road/Beltline interchange, a large grocery store, branch bank, and craft outlet have all recently closed and these large buildings were vacant in 2009. In the southeast quadrant of the Verona Road/Beltline interchange, a number of tenant spaces in the small commercial strip centers are vacant, but most commercial structures are occupied. Commercial and industrial properties located along Verona Road around Raymond Road and south to County PD are generally newer and occupied by a variety of businesses.

H. Environmental Justice/Disadvantage Populations

Minority populations, poverty rates, and unemployment levels in the neighborhoods immediately adjacent to the project area vary but are markedly higher in the Allied neighborhood in the southeast quadrant of the Verona Road/Beltline interchange than in most other areas of the City of Madison or City of Fitchburg

or the rest of the ICE study area. There are also significant populations of elderly people and children in this area.

By comparison purposes, Table 3.7-2 shows the percentage of minority (nonwhite), elderly, and low-income populations for the City of Madison and Dane County. It should be noted that City of Madison poverty levels are skewed by the large postsecondary school population.

	City of Madison	Dane County
Minority (nonwhite) population (% of total population)	16%	11%
Elderly/Aged 65 or older (% of total population	9.2%	9.3%
Individuals below poverty line (% of total population)	15%	9.4%

Table 3.7-2 Disadvantaged Populations in City of Madison and Dane County (Census 2000)

Figure 3.7-1 illustrates the distribution of racial minorities in the vicinity of the project area at the time of the 2000 census.

Figure 3.7-2 illustrates the geographic differences in median household income, incidence of poverty, and general location of Section 8 housing in the vicinity of the project area at the time of the 2000 census.

The 2000 Census data reveals that:

1. Minority, low income, elderly, disabled, and non-English-speaking populations are present in all census block groups adjacent to the project area.
2. Median household income and poverty rates in most census block groups abutting the project area are similar to the City of Madison averages for these groups, except for the census block groups located in the southeast quadrant of the Verona Road/Beltline interchange south of Thurston Avenue and Marlborough Park (which includes the Allied area).
3. The minority (nonwhite or mixed race) population was relatively higher in the southeast quadrant of the Verona Road/Beltline interchange than the City of Madison average of 16%, with minority (predominantly black) populations ranging from 23% near Summit Road and the Beltline Highway to as high as 63% in the Allied Drive neighborhood. Minority populations in the other quadrants of the Verona Road/Beltline interchange were closer to the City of Madison average.
4. The elderly population, as a percentage of the total population, was higher than City of Madison and Dane County averages of 9.3% in all four quadrants of the Verona Road/Beltline interchange (ranging from 11.4% to 20.5% of total population). The Dunn's Marsh neighborhood also had a slightly higher percentage of elderly (13%).

The 2005-2007 American Community Survey conducted by the Census Bureau indicates the percentage of minority and low income populations has increased in Dane County and in the City of Madison since 2000 while the percentage of elderly has remained nearly the same. The survey did not estimate changes at the census block group level.

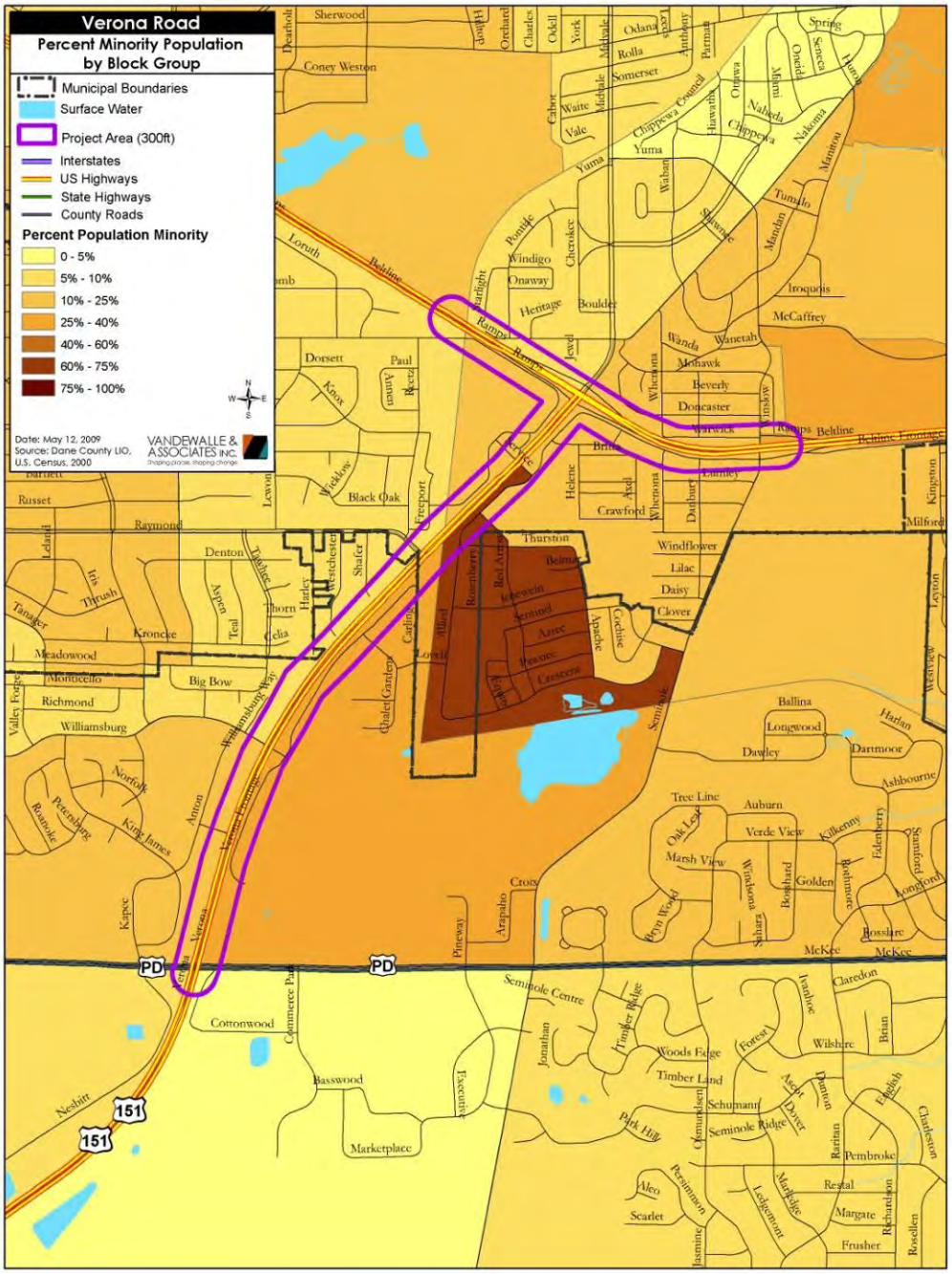


Figure 3.7-1 Minority Populations By 2000 Census Block Group

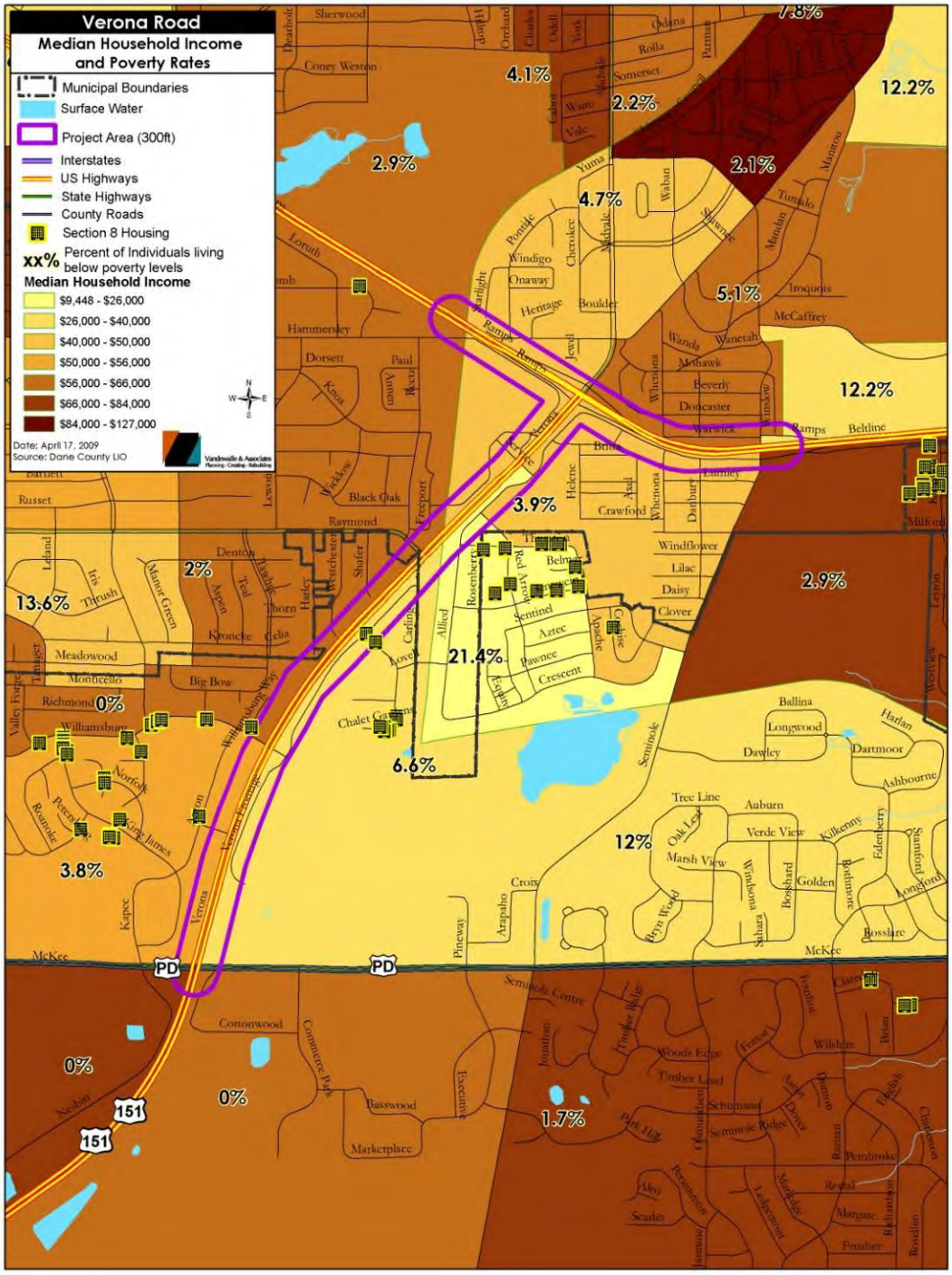


Figure 3.7-2 Median Household Income, Poverty Rates, and General Location of Section 8 Housing By 2000 Census Block Group

3.8 IMPORTANT CAUSE-AND-EFFECT RELATIONSHIPS BETWEEN HUMAN ACTIVITIES AND AFFECTED RESOURCES

A. Farmlands, Woodlands, and other Upland Open Space

Factors affecting the retention of farmland, woodlands, and other upland open lands such as prairie and savannas include:

1. Encroachment by, and competition from, other land uses.
2. Economic and institutional barriers to starting a farm or remaining in farming (land costs, capital costs, input costs, and education/training).
3. Access to markets, processors, and transportation.
4. Access to supporting businesses (implement dealers, suppliers, auction houses).
5. Absolute farm income and farm income relative to alternatives.
6. Regulatory policies.
7. Tax policy.
8. Other public policies.
9. Local, regional, state, national, and international business environment.

In Dane County, the physical, economic, and regulatory environments are highly conducive to both agriculture and competing land uses. Dane County has the largest agricultural economy in Wisconsin, and the county and most towns have enacted land use regulations to preserve farmland and, to a lesser extent, upland woodlands. Green County, Iowa County, and most of their constituent towns within the ICE study area have adopted similar regulations. Nevertheless, Dane County is the fastest growing county in the state by population, and the growth rates of small communities in Madison's urban fringe are experiencing the highest growth rates within the County. Residents and businesses are attracted to the urban fringe, the possibility of lower property taxes, lower land and building costs, less crowding, and decreased traffic congestion while remaining within relatively inexpensive and convenient commuting range of the City's amenities, employment, and customer base. As a result, urbanization and rural residential development are likely to continue at the expense of agricultural and woodland areas. The ICE expert panel indicated the three stages of the Verona Road Preferred Alternative would cumulatively improve regional access for both agricultural and nonagricultural activities and land uses but have little effect on the other factors.

B. Wetland and Water Resources

The primary factors affecting wetlands and other water-based resources include:

1. Groundwater depletion through overuse and loss of natural infiltration.
2. Loss of wetlands through intentional draining and filling, usually in connection to agriculture or land development.
3. Surface water and groundwater pollution from various point and nonpoint sources.

Figure 3.8-1 illustrates the general relationship between various sources of water pollution and impacts on water-based resources. All of the listed sources have had impacts on watersheds within the project area and ICE study area.

C. Endangered Species

Both plant and animal species are affected by a range of human activities that include:

1. Habitat destruction (conversion of habitat to agricultural, mining, and other land uses).
2. Habitat degradation (micro and macro climate changes; air, water, and solid pollutants; invasive species, and segmentation).
3. Over hunting, fishing, or harvesting.
4. Accidents (vehicular, mechanical, and structural).

All factors except over hunting and harvesting are in evidence within 1 mile of the project area. Endangered species nearest the project area are most threatened by habitat degradation and invasive species.

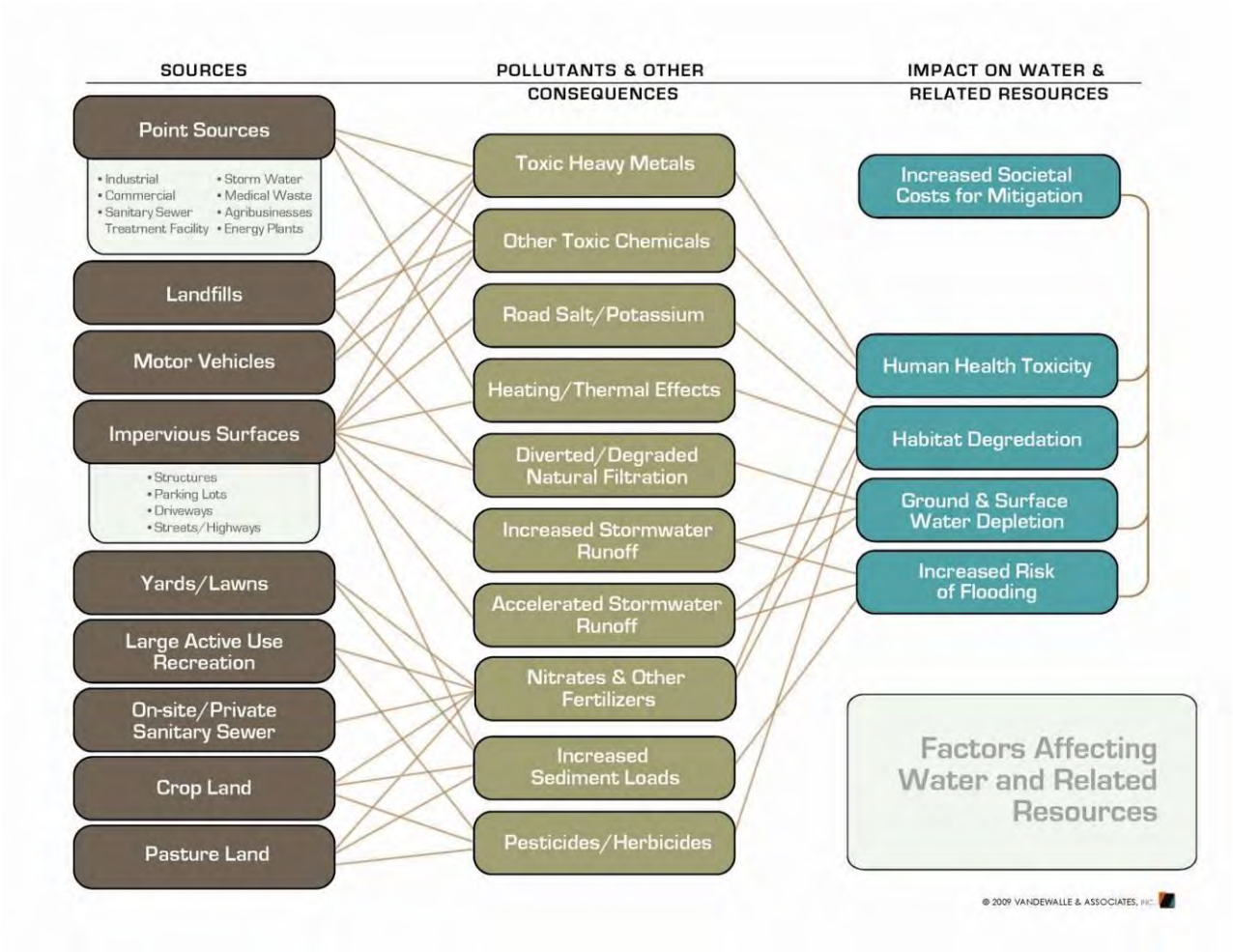


Figure 3.8-1 Sources and Impacts of Water Pollution

D. Noise

The major sources of sustained, harmful levels of noise include:

1. Noise from road traffic
2. Noise from industry
3. Noise from airports

Traffic noise is the principal contributor to noise in the project and ICE study area. Others sources of noise are insignificant.

E. Air Quality

Principal sources of particulate matter and other air pollution include:

1. Some chemicals from agriculture, industry, and other human activity.
2. Emissions from coal and other fossil fuel-burning power plants.
3. Mobile Source Air Toxics (MSAT) from motor vehicles.
4. Naturally occurring dust, pollen, and smoke from fires.

All the above contribute to fine particle air pollution in the project and ICE study area. In the urbanized areas of Dane County, burning of coal and fossil fuels for electrical power, particulates from agricultural areas and construction activities, and MSATs are the principal sources of air pollution.

F. Affordable Housing

Affordable housing is a function of the supply and demand.

Factors affecting supply of housing in neighborhoods adjacent to the project area include:

1. Number, type, and cost of existing housing.
2. Availability of vacant or redevelopment sites to increase supply of housing.
3. Market and government incentives to construct housing suitable and affordable for current residents.
4. General economic conditions.

Factors affecting demand include:

1. Income and household composition.
2. Locations accessible to employment and essential shopping and services.

As noted in Section 3.7, affordable housing for most income groups in the Verona Road ICE study area, the City of Madison, City of Fitchburg, and Dane County as a whole has been, and is projected to remain, a challenge because of the increasing demands placed by a rapidly growing population relative to effective supply. Stage 1 and Stage 3 of the preferred alternative will directly have small and localized effects on the number of total housing units available and the availability of potential redevelopment sites for new housing, but they may also have cumulative effects on the availability of affordable housing, particularly lower income housing, throughout the community. All three stages will affect connectivity between housing and essential shopping and services, mostly in a positive manner.

G. Neighborhood Businesses/Economy

A number of factors have, and will continue to, affect the viability of various types of businesses in the Verona Road project area and ICE study area:

1. Availability of suitable sites.
2. Availability of appropriate labor skills.
3. Affordable wages and benefits.
4. Physical access to intended customers and suppliers.
5. Virtual access via advertising, the internet and other media.

The three stages of the preferred alternative may affect one or more of these factors to a varying degree, depending on the business, with physical access to intended customers and suppliers being the most significant under all three alternatives. These local impacts may cumulatively affect the general business climate, particularly for businesses that serve or rely on local neighborhood residents.

H. Neighborhood Isolation and Access

Proximity, interconnectivity, topography, and transportation affect neighborhood identity and connections with the larger community. Socioeconomic factors such as income, culture, and race can increase or decrease the sense of connectivity to the larger community. In neighborhoods adjacent to the project area, particularly in the southeastern quadrant of the Verona Road/Beltline interchange, long-established physical isolation resulting from these highway corridors and the University of Wisconsin-Arboretum has been a contributing factor in isolation of disadvantaged groups living in this area. Increasing traffic congestion associated with the No-Build Alternative will increase the sense of physical isolation. The preferred alternative will have direct and indirect effects on physical and perceptual connectivity with the larger community.

I. Disadvantaged Populations

Disadvantaged populations can find their race, languages, customs, ages, and physical limitations to be a barrier to economic and social advancement. These factors both result in and contribute to physical barriers to housing; employment; essential shopping, services, and amenities; and possibly increased exposure to environmental hazards such as excessive noise or poor air quality. Low income, elderly, and disabled populations often do not have access to personal automobiles, which can disproportionately reduce their ability to overcome physical barriers to necessities.

The preferred alternative may have impacts on a number of local resources (affordable housing, neighborhood businesses, neighborhood access, noise, and air quality) that may cumulatively have a disproportionate effect on disadvantaged populations living in adjacent neighborhoods.

3.9 SIGNIFICANCE OF CUMULATIVE EFFECTS

Table 3.9-1 provides a summary of those resources in which the various stages of the preferred alternative mostly likely to have identifiable cumulative effects when considered with other past, present, and future actions. The table also includes a basic assessment of the likely relative significance on each resource. Resources that may be directly or indirectly affected by the Verona Road project but were unlikely to have cumulative impacts on other resources or attributes are not listed in this table. Resources falling into this category include parks, noise levels, neighborhood businesses, neighborhood attributes, and utilities. The analysis found that while direct or indirect effects on these resources may be likely, the resources are not likely to be subject to other factors that would cumulatively affect the broader resource. More detailed analysis of the magnitude or significance of each project alternative on a given resource is provided in the following paragraphs.

Potential Project Impacts	Verona Road Preferred Alternatives		
	Stage 1	Stage 2	Stage 3
Farmland and Woodlands	Very Minor Significance	Very Minor Significance	Minor Significance
Wetlands and other Water Resources	Very Minor Significance	Very Minor to Minor Significance	Minor Significance
Air Quality	No or Very Minor Significance	No or Very Minor Significance	No or Very Minor Significance
Affordable Housing	Minor Significance	No Significance	Minor to Moderate Significance
Disadvantaged Populations	Minor Significance	No Significance	Moderate Significance

Table 3.9-1 Summary of Significance of Potential Adverse Cumulative Effects on Resources Resulting from the Verona Road Preferred Alternative

A. Farmland, Woodlands, and other Upland Open Space

The likely cumulative impact of the preferred alternative on development or loss of farmlands, woodlands and other upland open space resource areas in the ICE study area is potentially noteworthy but proportionally minor when considered alongside past, present, and future actions in the ICE study area. Other factors such as regional population growth; real estate markets; energy and transportation costs; housing preferences; proximity to employment, employees, and other necessities; local policies concerning growth; and the existing highway system will have proportionally much larger influences on residential and business location choices. Stage 3 improvements would likely have the most notable cumulative effects on remaining farmland and woodlands within the ICE study area.

B. Wetland and Water Resources

The likely cumulative impacts of all three stages of the preferred alternative on wetlands, water resources and sensitive water habitats within the project area watersheds would be measurable within the immediate drainage basins adjacent to the Verona Road corridor, but proportionally small and localized compared to past, present, and other projected future actions, especially in more remote areas of the

affected watersheds. Other factors affecting these resources such as population growth and land development will continue with or without the project, and the No Build Alternative may contribute indirectly and cumulatively to water resource degradation if increasing traffic congestion facilitates residential and nonresidential development in currently undeveloped areas. Local, state, and federal policies governing land development, stormwater management, groundwater resource management, habitat protection, and pollution will also play major roles in determining water quality outcomes.

Each stage of the preferred Verona Road would make use of existing paved areas and incremental expansion of the total impervious surface footprint. Stage 1 improvements would result in a net increase of 7.3 acres of impervious surface. Stage 2 would result in a net increase of 7.6 acres of impervious surface. Stage 3 would result in a net increase of 8.06 acres of impervious surface. The general direction and distribution of stormwater drainage would be similar to the existing patterns but would require new storm sewer and other structures to accomplish this.

As noted in Section 13-Stormwater Impacts, several recommendations have been made to mitigate against increased stormwater runoff resulting from the various project phases. These improved stormwater facilities are projected to partially but not fully offset the net increase in stormwater volume, the rate of runoff, the water pollutants, and the loss of groundwater infiltration or recharge.

Therefore, the projected increase in stormwater flows may have small but measurable adverse ICE on flood management, surface and groundwater quality and quantity, and water-related habits.

Affected communities may need to consider additional mitigation techniques that will impose extra costs on the City of Madison and City of Fitchburg. Given the scarcity of open land to create new wetlands or other stormwater facilities, additional mitigation costs may ultimately include additional relocation of existing properties (with the potential for additional indirect and cumulative impacts) or acceptance of the degraded conditions.

C. Endangered Species and Habitats

The likely cumulative impacts of the preferred alternative on endangered species and habitats within the project area and ICE study area are difficult to discern and would likely be proportionally very small compared to past, present, and other projected future actions. Other factors such as existing and projected urbanization, agriculture, population increases, development practices, and other point and nonpoint pollution sources including stormwater runoff will continue to stress endangered species near the project area under either the No-Build Alternative or any of the stages of the preferred alternative. No endangered species habitat including wetlands would be directly destroyed by actions associated with any stage of the preferred alternative. All stages of the preferred alternative would increase traffic capacity and impervious surfaces that may result in increased exposure to road pollutants, MSATs, and more dramatic variations to water levels following rain events.

D. Noise Levels

Because traffic noise is overwhelmingly the primary contributor to noise levels in the project area, and because noise from human activity is relatively localized, the preferred alternative will have localized direct effects on noise levels, but no cumulative effects on noise levels.

E. Air Quality

The likely cumulative impacts of the preferred alternative on air quality within the project area and ICE study area watersheds would be proportionally negligible or very small compared to other past, present, and likely future actions in the project area and ICE study area.

Other existing and projected sources of air pollution include large and growing regional population; existing and projected increases in traffic volumes in other parts of Dane County and the region; erosion and other emissions resulting from regional agricultural, industrial, and construction activities; and coal-burning power plants. Changes in vehicle efficiency and vehicle emission standards may reduce or

offset air pollution from these sources. All these factors will play a proportionally much larger role than the Verona Road project in determining Dane County and regional air quality.

With all other factors being equal, Stages 1, 2, and 3 of the preferred alternative would result in cumulative increases in VMT and traffic speeds which may result in cumulative effects on air quality. However, the USEPA has adopted a number of regulations requiring cleaner fuels and cleaner burning engines that are projected to dramatically decrease the levels of these pollutants between 2000 and 2020. The air quality improvements are projected to be dramatic enough to yield a net decrease in MSAT levels, even if VMTs in a given location increase dramatically.

All three stages of the preferred alternative would result in increased lane capacity and are intended to accommodate more motor vehicle traffic traveling at higher speeds through the addition of ramps, turn lanes, and (in Stages 1 and 3 only) travel lanes. However, a number of factors indicate that the extent of Verona Road contributions to regional air quality would be relatively small if present. These include the following:

1. FHWA interim guidance on air quality analysis states that highway projects that are not projected to reach 150,000 AADT by the project year (2035) are considered to have low potential for adverse MSAT effects. The maximum projected AADT of 80,000 is not projected to occur until completion of Stage 3 and is well below this FHWA threshold for major air quality effects.
2. New USEPA regulations on permissible emissions from diesel and other vehicle fuels are projected to result in a dramatic decrease in MSAT emissions between 2010 and 2020. The air quality improvements are projected to yield a net decrease in MSAT levels equivalent to a reduction of approximately 60% or more in Vehicle Miles Traveled.
3. Stages 1, 2, and 3 of the preferred alternative may cumulatively reduce vehicular idling at traffic control intersections and during peak-hour congestion; and the need for vehicles to accelerate dramatically compared with the existing Verona Road configuration, potentially proving further offsets in vehicular air emissions.

Therefore, all three stages of the Verona Road Preferred Alternative would likely have negligible adverse cumulative effects on air quality within the project and ICE study area.

F. Affordable Housing

The number of dwelling units affordable to low-income households requiring relocation under Stage 1 and particularly Stage 3 of the Verona Road Preferred Alternative will have a relatively minor but measurable adverse impact on quantity of available housing affordable to low income households. Provision of affordable housing for low-income households remains a challenge throughout the City of Madison, City of Fitchburg, and Dane County and any loss of such housing may have cumulative impacts for the affected communities. Nevertheless, other factors affecting the supply of affordable housing in the City of Madison, City of Fitchburg, and Dane County will reduce the relative significance of project impacts.

G. Neighborhood and Businesses

Stage 1 and particularly Stage 3 will have significant local direct and indirect effects on businesses within 1 mile of the project area. Each will result in relocations of businesses and each will affect access to and visibility of remaining businesses. However, the project is unlikely to have broader, cumulative adverse effects on the neighborhood or community economy. The remaining mix and number of businesses will adapt to local conditions over time.

On a wider community and regional scale, Stages 1, 2, and 3 may work cumulatively with other factors to both facilitate and hinder economic development. At the national and regional level, project improvements are intended to provide more cost-effective access to potentially productive locations and resources, which may benefit all communities adjacent to US 151 and the Beltline Highway. However, more efficient traffic flows may benefit existing urbanized areas like the City of Madison relatively less than related benefits to communities at the urban fringe. Project-related improvements to US 151 and the Beltline Highway, together with other factors such as large tracts of relatively inexpensive land, lower (initial) labor

costs, and property taxes at the urban fringe, may cumulatively benefit fringe communities relatively more than older more developed ones. However, it is not possible to make a prediction as to if or whether the project will contribute substantially to this dynamic.

H. Neighborhood Isolation and Access

Stages 1, 2, and 3 of the preferred alternative make up one of several major transportation projects being considered to improve the efficiency and safety of US, state, and county surface transportation system, particularly in and around the City of Madison's Beltline Highway. All three stages of the preferred alternative are intended to result in cumulative improvements to this multimodal system when the benefits of the project are considered with other neighborhood, community, and regional transportation plans and projects such as the US 12/14 Beltline improvement study, Madison Metro and regional bus transit system plans, and regional recreation trail initiatives.

Stages 1, 2, and 3 are expected to contribute incrementally to the efficiency of the Madison Metro bus transit and paratransit system and to maintain or expand the network of bicycle/pedestrian trails located within the project area in accordance with locally adopted plans. Though Stages 1, 2, and 3 may also have some local adverse direct and indirect effects on bus transit routes in the southeast quadrant of the Verona Road/Beltline interchange, and may alter the specific location of some existing pedestrian and bicycle crossings of major arterial roads, the net cumulative effects on multimodal transportation alternatives are likely to be small but positive.

I. Parks

Stage 1 would have some minor and Stage 3 would have significant localized direct and indirect effects on Britta Park. However, the Preferred Alternative would not have significant adverse cumulative impacts on the net provision of adequate parks and recreation trails in individual neighborhoods, the City of Madison, the City of Fitchburg, or Dane County. Therefore, the Preferred Alternative are consistent with the various park, open space, recreation, and bicycle facility objectives of adopted by local communities and Dane County.

J. Disadvantaged Populations

The project may have direct and indirect impacts within 1 mile of the project area that considered with past actions, existing conditions, and possible future trends may have disproportionate cumulative effects on adjacent neighborhoods and the disadvantaged populations living within them. However, disadvantaged populations would not necessarily experience each adverse project impact disproportionately. Analysis of neighborhood demographics and project impacts has resulted in the following general conclusions:

1. Disadvantaged populations within one-quarter to one mile of the project area may experience both positive and negative cumulative effects as a result of this project.

2. Adverse direct and indirect effects on housing relocations and the supply of housing would disproportionately affect lower income housing on which disadvantaged populations more heavily rely.

3. The census block groups adjacent to the project area and proposed transportation improvements have significant populations of disadvantaged groups. However, potential adverse direct and indirect project effects on noise, air quality, businesses, and business relocation would be less acute on the census block group with the highest concentrations of minorities and low income individuals (i.e., the Allied Neighborhood area south of Thurston Lane).

4. Direct and indirect adverse effects on business relocations, business climate, neighborhood access, and neighborhood character would be felt most acutely in the southeast quadrant of the Verona Road/Beltline interchange but would likely affect disadvantaged populations in this

geographic area in a manner proportionate to the general population living within this geographic area.

5. Any adverse direct and indirect effects on open space, water resources, and air quality would affect disadvantaged groups in a manner proportional to the general population.

Stage 1 of the preferred alternative would result in direct improvements to cross corridor access for motor vehicles, pedestrians, and bicycle facilities at Summit Road and Raymond Road, and sound walls would mitigate increased noise. The cumulative impact of these Stage 1 improvements together with local redevelopment initiatives may have cumulative beneficial impacts for disadvantaged populations within the affected neighborhoods. Census block groups with the highest concentration of minority and low-income populations will be closest to these beneficial improvements.

Stage 1 would result in grade separations, relocations of affordable housing and businesses, and possible exposure to traffic and traffic noise that may–in combination with the existing conditions–have minor and local adverse cumulative effects on the physical and social well being of neighborhoods with a disproportionately high percentage of disadvantaged populations, particularly in the southeast quadrant of the Verona Road/Beltline interchange. However, the census block groups with the highest concentrations of minority and low-income populations (those associated with the Allied Drive area) do not coincide with areas having the greatest potential for cumulative adverse effects on noise, air quality, park access, and physical character resulting from new interchange ramps and realigned local streets.

Stage 2 of the preferred alternative would have no or negligible cumulative adverse effects on disadvantaged populations.

Stage 3 of the preferred alternative would result in net improvements for modes of travel on which disadvantaged populations rely on disproportionately (mass transit, paratransit, bicycles, and pedestrian service), though some bus, bicycle, and pedestrian routes would be altered. Stage 3 of the project will adversely affect affordable housing and decrease the number of neighborhood businesses and the number of sites available for new neighborhood shopping and employment.

Adverse direct and indirect effects of Stage 3 of the preferred alternative may also include slight local increases in noise, slight decreases to local air quality, some decrease in neighborhood employment, and pronounced alterations to the character of Britta Park. Each of these individual impacts would likely be relatively very small, and relatively localized effects and design aspects of the preferred alternatives may reduce or even completely offset these adverse effects. However, taken together, the cumulative adverse effects on the overall character of the adjacent neighborhoods would also affect minority and low-income populations living in these areas. However, as with Stage 1, the census block groups within a mile of the project with the highest concentrations of minority and low-income populations do not coincide with areas most adversely affected by new project structures, changes to local streets, increased exposure to US 151 or beltline traffic noise, or relocations of businesses. Furthermore, the census block groups with the highest percentage of minority and low-income populations will be closest to beneficial improvements in local transportation and not adjacent to the areas with the greatest number of business relocations or increased exposure to noise or air quality impacts.

3.10 FEATURES OR MODIFICATIONS TO THE PREFERRED ALTERNATIVE THAT COULD MITIGATE SIGNIFICANT CUMULATIVE EFFECTS

Features or modifications of the preferred alternative that are designed to mitigate the potentially significant cumulative effects include the following:

A. <u>Farmland and Woodland Development</u>

All stages of the preferred alternative minimize the impact on existing urban areas within the context of fulfilling the project's purpose and need by making maximum use of existing right-of-ways, thereby maximizing retention of existing development and minimizing negative impacts on potential urban infill development and redevelopment opportunities. This may somewhat improve the viability of redevelopment compared with greenfield development in undeveloped rural areas.

B. Wetlands and other Water Resources

1. All stages of the preferred alternatives do not encroach on remaining natural wetland and water flow systems.

2. All stages of the preferred alternative must meet FHWA requirements relating to the quantity and quality of stormwater runoff.

3. All stages of the preferred alternative must meet erosion control plans during and after construction to limit sedimentation and contamination of surface waters, remaining habitats, and subsurface water resources.

4. All stages of the preferred alternative would minimize disturbances to contaminated sites and provide remediation where such disturbances cannot be avoided.

5. To accommodate increased stormwater runoff from Stage 1 improvements, a new infiltration basin located upstream of Dunn's Marsh would improve the quality of stormwater before it enters the marsh and greater watershed.

6. Additional small stormwater facilities are proposed in pockets of green space resulting from State 1 improvements such as the area near Dunn's Marsh.

7. Expansion of existing stormwater basins in accordance with Section 13 Stormwater would help address stormwater quality and quantity issues associated with Stages 1, 2, and 3 of the project.

8. The City of Madison, City of Fitchburg, the Madison MPO, CARPC, and Dane County may need to consider a more comprehensive basin and watershed approach to improving stormwater management that would address stormwater quality, quantity, and infiltration issues associated with all development within their jurisdictions, including the Verona Road project. This may require creation or expansion of additional stormwater facilities.

C. Air Quality

1. All stages of the preferred alternative improve the potential efficiency of bus transit for services using the Verona corridor and the Beltline Highway. Attempts would be made to minimize negative impacts on existing bus routes (such as the closure of Seminole Highway ramps to the Beltline as part of Stage 3) and to provide alternative neighborhood bus access within the context of the project purpose and need.

2. All stages of the preferred alternative provides facilities for bicycle and pedestrian travel within and between neighborhoods.

3. All stages of the preferred alternative are projected to reduce traffic congestion with subsequent reductions in vehicle idling and acceleration from stop lights.

D. Affordable Housing

1. All stages of the preferred alternative minimize the number of housing relocations necessary to fulfill the project purpose and need.

2. All stages of the preferred alternative were designed in close consultation with neighborhood and community representatives to ensure maximum practical compatibility with local housing and other redevelopment objectives in the context of fulfilling the project purpose and need.

3. The final design of the project will minimize negative impact of noise on remaining affordable housing by including aesthetic enhancements and noise barriers.

4. Relocation assistance will be provided to displace households in accordance with FHWA Guidance and standards.

E. Disadvantaged Populations/Environmental Justice

1. WisDOT will provide relocation assistance to all affected households, including Special Relocation Assistance to disadvantaged populations.
2. All stages of the preferred alternative are intended to reduce traffic diversions through local streets in neighborhoods adjacent to US 151 and the US 12/14/Beltline Highway.
3. Stage 1 improvements allow Madison Metro Bus routes to function in a manner similar to existing conditions and provide an improved grade-separated pedestrian crossing under Verona Road to provide safer access to commercial areas.
4. Stage 2 improvements preserve existing bus transit routes and pedestrian and bicycle crossings near the US 151/County PD interchange.
5. Stage 3 improvements preserve or provide alternatives to existing bicycle and pedestrian routes and add new ones at Raymond Road and Williamsburg Way.

F. Noise

1. WisDOT will construct sound walls at eligible location in which project induced noise levels exceed USEPA and FHWA regulations.

3.11 POSSIBLE OR RECOMMENDED METHODS OF MONITORING THE CUMULATIVE EFFECTS OF THE PREFERRED ALTERNATIVES

1. The USDA, Wisconsin DATCP, Wisconsin DOA, Wisconsin Farm Bureau, Dane County, and local governments all collect data on changes in farming or farmland in their respective jurisdictions.
2. The USEPA, the WDNR, and the Dane County Land and Water Resources Department regularly monitor water quantity and quality in the watersheds that are potentially affected by the project.
3. The WDNR, Dane County Land and Water Resources Department, and municipal utilities regularly monitor groundwater quality and levels within the ICE study area.
4. The WDNR, Dane County Parks, and various nonprofit groups regularly monitor sensitive habitats including wetlands and endangered species within the ICE study area.
5. The USEPA and WDNR monitor air quality in the Madison Metropolitan Area, Dane County, and the ICE study area.
6. Local governments in the ICE study area are required to update comprehensive plans a minimum of once every ten years. These plans must include inventories of existing land uses including farmland and other natural resources and projections of future land use demand for residential, commercial, industrial, and institutional uses.
7. The Madison Community Development Authority monitors economic and housing conditions in the City and administers the City's public housing and housing voucher programs in the City of Madison.

4.0 INTRODUCTION

The following is the summary of the Expert Panel Analysis conducted in 2002 for the West Beltline/South Verona Road Environmental Impact Study (EIS) ((FHWA-WIS-EIS-04-01-D (Project I.D. 1206-07-03). The study team determined that both the geographic scope and results from the 2002 Secondary Effects Expert Panel were still appropriate and applicable to the Verona Road Indirect and Cumulative Effects Analysis required under the approved 2008 Impact Analysis Methodology for Section 5: Indirect and Cumulative Effects of the Supplementary DEIS. The 2002 Expert Panel considered two alternatives: an Alternative 1 Urban Roadway and an Alternative 2 Freeway. Alternative 1 is similar to Stage 1 of the Verona Road Preferred Alternative considered for this SDEIS, while Alternative 2 is essentially similar to Stages 2 and 3 of the preferred project alternative. Recognizing that these earlier alternatives differ in detail from the various stages of the preferred project alternative, the project team supplemented the results of 2002 Expert Panel summarized below with more recent specific public input and feedback on the preferred project alternative and other more current sources. (The full analysis of Indirect and Cumulative Effects is found in Sections 1-3 of this Appendix.)

4.1 INTRODUCTION OF DEIS EFFORTS

An analysis of secondary (cumulative and indirect) effects for the West Beltline/South Verona Road Draft Environmental Impact Study (DEIS) was been completed in 2002. The goals for this analysis were:

1. Identify resource areas.
2. Identify areas that may experience indirect and/or cumulative effects.
3. Communicate the possible effects.
4. Identify preservation or other measures to offset the effects.

These goals were accomplished by using an Expert Panel Analysis. The Expert Panel followed a two-step, modified Delphi process. First, the seventeen-member Panel received project-specific information on development trends, natural, cultural, and agricultural resources, and land use controls in the project study area. Based on this information, members were asked to identify what they saw as potential changes to the project study area as a result of the two main US 151 alternatives in the DEIS. Their opinions were returned in both written and map form. Sixteen surveys were returned.

The second part of the analysis was a meeting of the Expert Panel on December 9, 2002. Thirteen Panel members attended this meeting. Members discussed the combined results of the surveys and mapping exercise and reached consensus on key issues. These consensus points included the following:

1. Neither alternative will alter growth and development in the study area to a degree that is significantly greater than what is already occurring.

2. Growth and development is occurring throughout the study area. In some cases, the pace of this growth and development is very fast. These changes are due to a wide variety of factors, such as zoning and land use controls, labor markets, crime, and rural character. Transportation access is but one of the factors contributing to new resident's decision to locate in the study area.

3. Of the two alternatives proposed, the freeway alternative would probably stimulate growth and development in the project study area to a greater extent than the urban roadway alternative.

Though the effects of the alternatives were not seen as changing the amount of growth and development in the study area, the Panel nevertheless had several suggestions for "mitigation" in the study area (for growth and development, whether related to the alternatives or not):

1. Educational efforts for local communities to describe the benefits of smart growth planning and zoning updates.

2. Encouraging the study of regional growth and development control measures.

4.2 SUMMARY OF DEIS RESULTS

In gathering the opinions of the Expert Panel, members were asked five questions about potential changes to the project study area as a result of the two main Verona Road alternatives. Panel members returned their opinions in written and map form. The following text states the question and summarizes the results for each question.

Question 1: What changes do you anticipate in the study area regarding these types of development?

Summarized Responses:

	Urban Roadway		Freeway	
	#1 Response	*#2 Response*	*#1 Response*	*#2 Response*
Residential Development	About the same amount (53.1%)	Somewhat more (31.3%)	Somewhat more (56.3%)	Significantly more (37.5%)
Commercial Development	Somewhat more (62.5%)	About the Same (18.8% each)	Significantly more (43.8%)	Somewhat more (37.5%)
Industrial Development	About the same (68.8%)	Somewhat more (18.8%)	Somewhat more (81.3%)	About the same (9.4%)
Institutional Development	About the same (78.6%)	Somewhat less (14.3%)	Somewhat more (63.3%)	About the same (36.7%)

Table 4.2-1 Question 1 Summarized Responses

Question 2: What do you feel will be the impact on the following resources?

Summarized Responses:

	Average of Responses (scale of 0 to 10)	
	Alt. 1	Alt. 2
Farmland	3.2	5.7
Wetlands	2.4	3.3
Historic Sites	2.4	3.1
Woodlands	3.4	4.2
Community Character	4.1	5.9
Electric	7.0	8.0
Natural Gas	6.0	7.0
Rare and Endangered Species	8.0	8.0
Noise	8.0	7.0
Transportation	7.0	3.0
Transit	8.0	8.0
Urban Form	4.0	5.0
Air Quality	7.4	7.4
Housing	3.0	-

The following scale was used: 0 = No Impact
10 = High Impact

Table 4.2-2 Question 2 Summarized Responses

Question 3: Do you feel that greenfield development will increase or decrease as a result of the project?

Summarized Responses:

	Alt. 1	Alt 2
Increase	62.5%	87.5%
Decrease	6.3%	12.5%
Stay the same	31.3%	

Table 4.2-3 Question 3 Summarized Responses

Question 4: Do you feel that infill and redevelopment will increase or decrease as a result of the project?

Summarized Responses:

	Alt. 1	Alt. 2
Increase	75.0%	75.0%
Decrease	6.3%	21.9%
Stay the same	18.8%	3.1%

Table 4.2-4 Question 4 Summarized Responses

Question 5

a. **Please indicate on the jurisdiction maps where you feel the alternative will generate impacts, and where you believe that new residential, commercial, industrial, and institutional development will occur.**

b. **Please indicate on the maps the location and name of any natural, cultural, or community resource you have special knowledge of that may be impacted by the alternatives.**

The following maps summarized results for the US 151 alternatives. One set of maps is presented for the Urban Roadway Alternative (which is similar to Stage 1 in this SDEIS) and another set for the Freeway Alternative overlays (which is similar to Stage 3 in this SDEIS). In each set, the first map shows anticipated residential development. The second overlays anticipated commercial development over residential. The third map overlays anticipated industrial over commercial and residential. The fourth institutional over industrial, commercial, and residential. Institutional development includes medical centers like hospitals and clinics, schools, churches, government offices like city offices or wastewater treatment, power generation, police or fire stations, and cemeteries.

The first set of maps shows development anticipated by the Panel in the US 151 Urban Roadway (Stage 1) scenario. Figures 4.2-1 through 4.2-4 show the majority of growth is anticipated along the US 151 corridor between Blue Mounds and Madison and along the US 14 corridor between Cross Plains and Oregon. The maps show spot development is anticipated in other areas as well.

The following natural, cultural, or community resources were identified as potentially being affected by the US 151 Urban Roadway (Stage 1) Alternative:

1. Mineral resource quarries near the County PD/US 151 intersection.
2. Sugar River, trout streams, and wetlands near anticipated development.

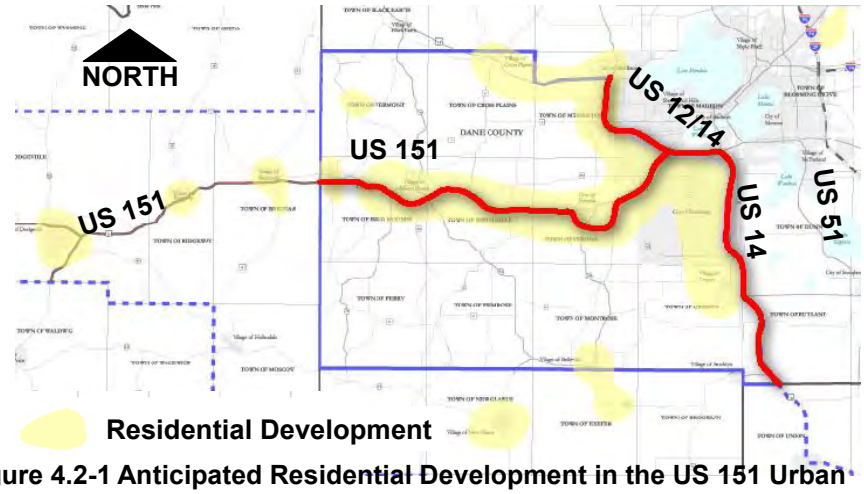


Figure 4.2-1 Anticipated Residential Development in the US 151 Urban Roadway Scenario (Stage 1)

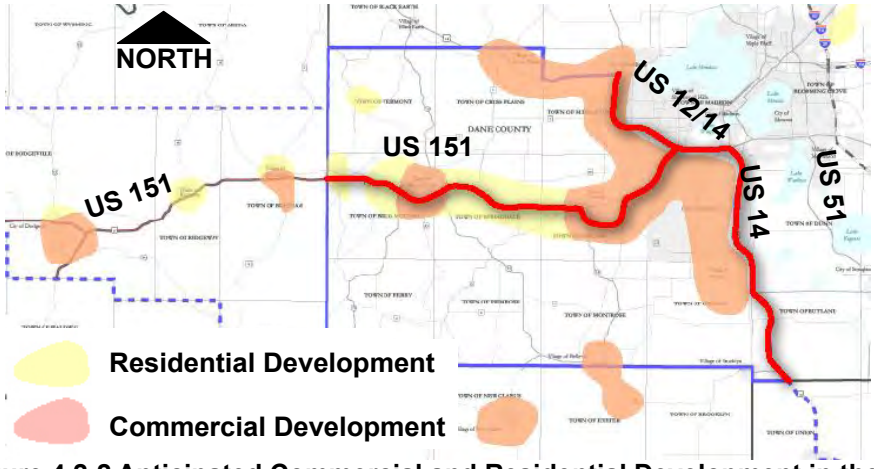


Figure 4.2-2 Anticipated Commercial and Residential Development in the US 151 Urban Roadway Scenario (Stage 1)

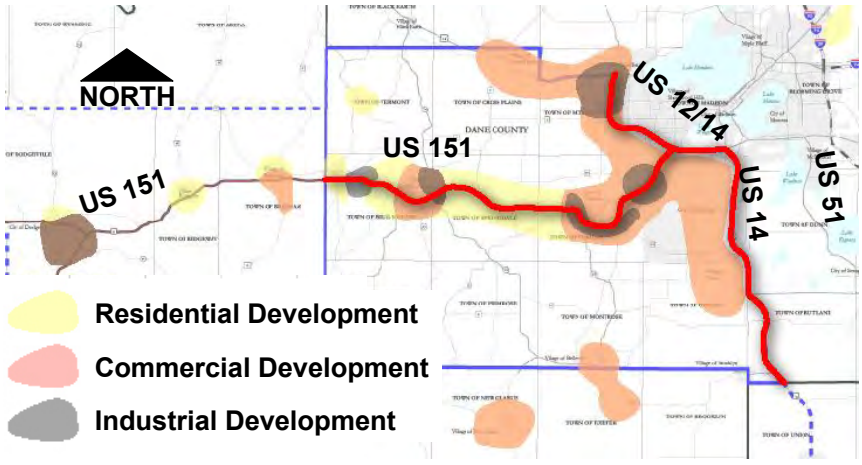


Figure 4.2-3 Anticipated Industrial, Commercial, and Residential Development in the US 151 Urban Roadway Scenario (Stage 1)

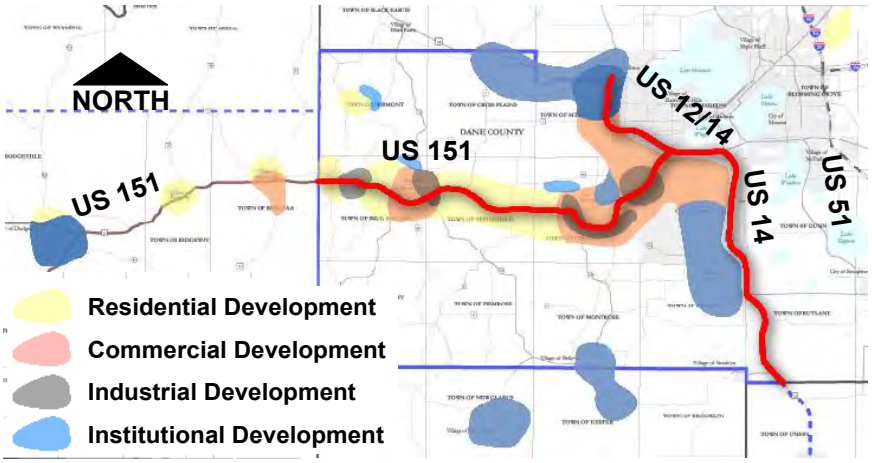


Figure 4.2-4 Anticipated Institutional, Industrial, Commercial, and Residential

The second set of maps for the US 151 Freeway Alternative (Stage 3) follows.

The US 151 Freeway Alternative (Stage 3) scenario maps, Figures 4.2-5 through 4.2-8, show the Panel anticipating a swath of development along the following corridors:

1. US 151 between Dodgeville and Madison.
2. WIS 92 between Mt. Horeb and WIS 69.
3. WIS 69 between Verona and Monroe.
4. US 14 between Cross Plains and Oregon.
5. Dane County P and S between Cross Plains and Madison.

The maps also show some spot development is anticipated in other areas as well.

The following natural, cultural, or community resources were identified as potentially being affected by the US 151 Freeway Alternative (Stage 3):

1. Mineral resource quarries near the County PD/US 151 intersection.
2. Sugar River.
3. Farming in the areas under development pressure.

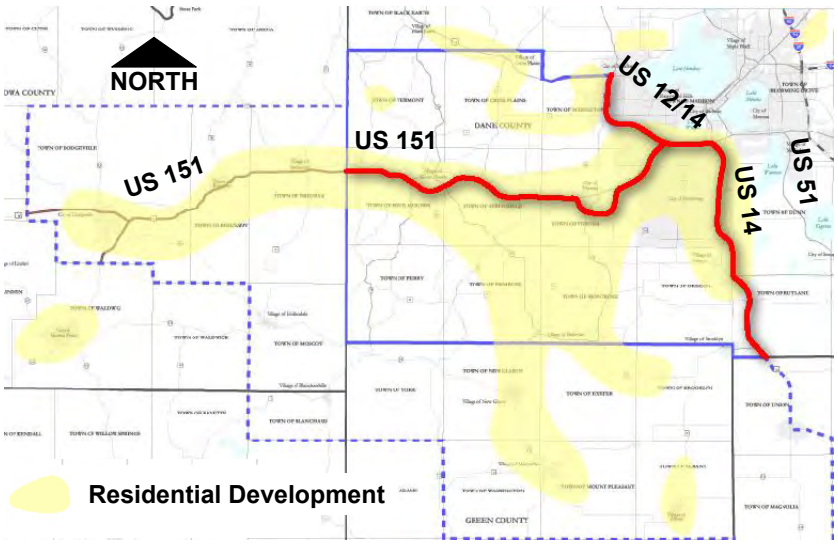


Figure 4.2-5 Anticipated Residential Development in the US 151 Freeway Alternative Scenario (Stage 3)

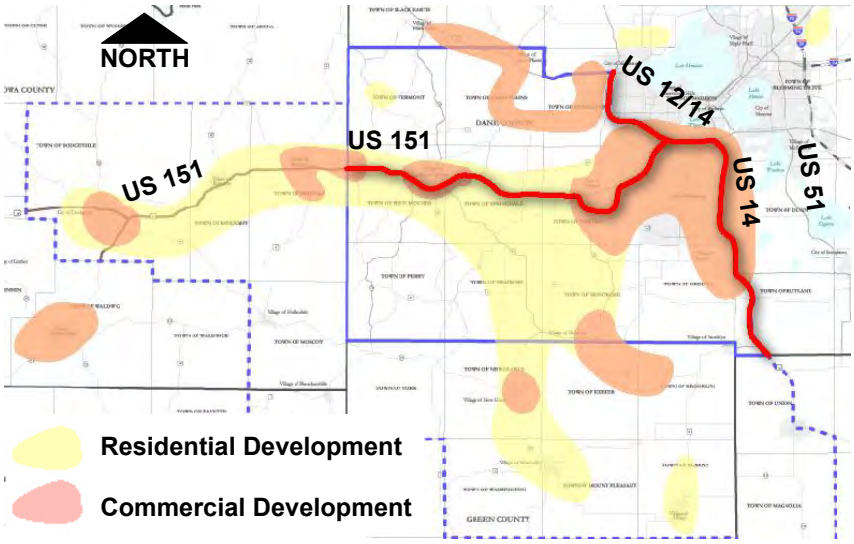


Figure 4.2-6 Anticipated Commercial and Residential Development in the US 151 Freeway Alternative Scenario (Stage 3)

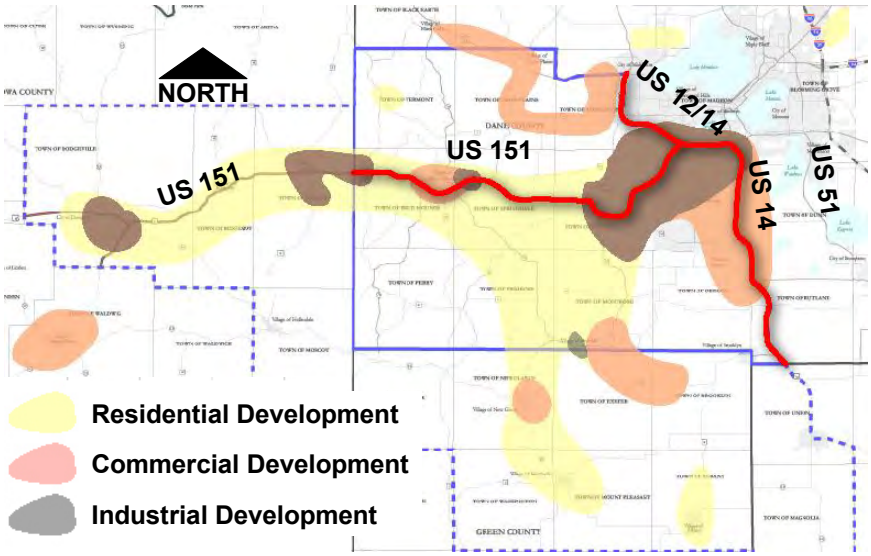


Figure 4.2-7 Anticipated Industrial, Commercial, and Residential Development in the US 151 Freeway Alternative Scenario (Stage 3)

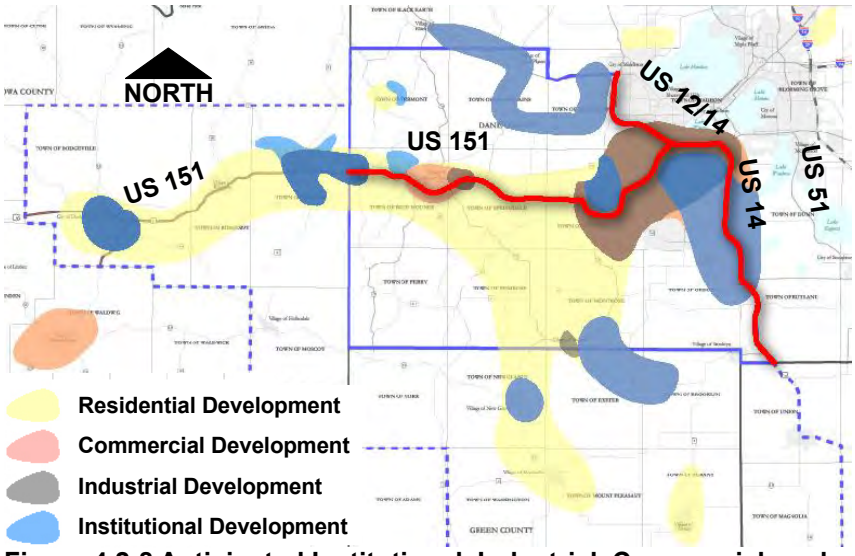


Figure 4.2-8 Anticipated Institutional, Industrial, Commercial, and Residential Development in the US 151 Freeway Alternative Scenario (Stage 3)

4.3 CONCLUSION

Through this process, the expert panel produced three main conclusions:

1. Neither alternative will alter growth and development in the study area to a degree that is significantly greater than what is already occurring.

2. Growth and development is occurring throughout the study area. In some cases, the pace of this growth and development is very fast. These changes are due to a wide variety of factors, such as zoning and land use controls, labor markets, crime, and rural character. Transportation access is but one of the factors contributing to new resident's decision to locate in the study area.

3. Of the two alternatives proposed, the freeway alternative would probably stimulate growth and development in the project study area to a greater extent than the urban roadway alternative.

4.4 ACKNOWLEDGEMENTS

The project team thanks each member of the Panel for their time and valued input. Panel members included:

- William Winter–Area Development Manager, US Department of Commerce (Iowa and Lafayette Counties)
- Bob McDonald–Madison Metropolitan Planning Organization
- Tom Smiley–Director of Community and Regional Planning, Dane County Regional Planning Commission (RPC)
- Todd Violante–Senior Planner, Dane County Planning
- Ken Lucht–Transportation Planner, Southwest RPC
- David Marcouiller–Professor, University of Wisconsin (UW)–Madison Department of Urban and Regional Planning
- Bill Rizzo–Community Resource Development Coordinator, UW-Extension Dane County
- Paul Ohlrogge–Community Resource Development Coordinator, UW-Extension Iowa County
- Sarah Bugert–Community Resource Development Coordinator, UW-Extension Green County
- Scott Godfrey–Director of Planning & Development, Iowa County Zoning
- Tom Hovel–Zoning Administrator/City Planner, City of Fitchburg
- Roger Lane–Building and Zoning Administrator, City of Verona
- Kathleen McCormick–Park and Open Space Commission, Town of Verona
- Brett Hulsey–Dane County Board
- Tony Heinrichs–Developer/Builder
- Denny Caneff–Regional Director, American Farmland Trust

APPENDIX D
CONCEPTUAL STAGE RELOCATION PLAN
(AS OF JANUARY 2010)

Note: This Conceptual Stage Relocation Plan was prepared in January 2010. Since that time, design refinements have modified the right of way and relocation requirements to a small degree. This Conceptual Stage Relocation Plan provides a reasonable representation of the type and number of available replacement housing in the Madison area.

1.01 PURPOSE

This report has been prepared in accordance with the requirements of the U.S. Department of Transportation, Federal Highway Administration (FHWA) *Environmental Impact and Related Procedures Final Rule* (23 CFR 771), the FHWA Technical Advisory for environmental document preparation (T 6640.8A, October 30, 1987), and the State of Wisconsin Department of Transportation (WisDOT)–Division of Highways and Transportation Services *Relocation Assistance Manual*.

This report provides details about the potential impacts and relocations that may occur as a result of improvements to the project study area. The report will be included in the project's Environmental Impact Statement (EIS).

The Conceptual Stage Relocation Plan is written in the form of an estimate to determine:

1. The approximate number of households and businesses that may be relocated by the project.
2. The probable availability of decent, safe, and sanitary replacement housing and comparable commercial facilities within the financial means of the households and businesses that may be affected by the project.
3. An estimate of the possible total relocation assistance costs.

1.02 PROJECT DESCRIPTION

This 2-mile study portion of US 151 (Verona Road) extends from the Beltline (US 12/14) to County PD. It is classified as a backbone corridor in the Connections 2030 State Highway Plan. This roadway section is one of the few nonexpressway segments of the US 151 corridor from Dubuque, Iowa, to Fond du Lac, Wisconsin. The corridor experiences traffic volumes that exceed 55,000 vehicles per day (vpd) and regularly experiences extreme traffic congestion associated with the five sets of traffic signals on the corridor. The corridor also experiences high crash rates associated with this congestion and urban setting.

In 2004, a draft EIS (DEIS) was released that examined both the US 151 corridor and a segment of the USH 12/14 Beltline Corridor from the Whitney Way interchange to the USH 12/14 interchange in Middleton. The proposed USH 151 (Verona Road) project has independent utility from the proposed USH 12/14 Beltline Corridor project and an urgent need for capacity improvements. Therefore, the US 151 corridor has been separated and will be the subject of its own Supplementary DEIS (SDEIS) and Final EIS (FEIS).

Currently the study is investigating interim and long-term improvements. The interim alternatives focus on alleviating congestion and safety problems for 10 to 15 years. These interim improvements are likely to be constructed in 2014 and 2015. The long-term improvements will address congestion and safety problems for 20 or more years and focus on freeway conversion of the Verona Road corridor. It is likely the right-of-way needed for the long-term improvements will be mapped when the interim improvements are constructed. The impacts associated with the interim and long-term improvements will be addressed in the SDEIS and FEIS for this project.

1.03 ALTERNATIVES

There are two alternatives for this project, No Build Alternative and the Preferred Alternative. The Preferred Alternative has three stages: Stage 1, Stage 2, and Stage 3:

A. No-Build Alternative

The No Build Alternative does not improve the Verona Road corridor except for spot improvements and pavement repairs as necessary. Most of the available spot improvements that would help traffic operations have already been exhausted for this corridor. This alternative would not require any relocations.

B. Preferred Alternative Stage 1 (Construction Estimated to Begin in 2013)

1. Verona Road/Beltline–Single-Point Interchange

Stage 1 entails reconstructing the current Verona Road/Beltline interchange into a single-point urban interchange, replacing the Summit Road signalized intersection with a jug-handle, and extending the 6-lane Beltline section west to the Whitney Way interchange. The single-point interchange aligns the beltline ramps to meet at a single point, which allows more efficient signal operation. Because of the long span associated with a single-point interchange, it is likely a nontypical single- or double-span bridge will be needed on the Beltline. The project is currently evaluating arch bridges, cable-stayed bridges, box girders, and high tensile strength steel bridges.

Four through lanes in each direction are provided on Verona Road from Nakoma Road on Midvale Boulevard to Summit Road to increase capacity. On the Beltline, the three through lanes in each direction are carried through the Verona Road Interchange to the Whitney Way interchange to minimize congestion and safety problems associated with merging and diverging. Auxiliary lanes are installed to the east through Seminole Highway to accommodate ramp movements associated with the Verona Road interchange.

The Nakoma Road/Midvale Boulevard intersection is directly north of the interchange and will also be reconstructed. The configuration of the intersection will remain essentially the same, but street parking will be removed and turn lanes will be extended to increase capacity.

Pedestrian and bicycle accommodations will be enhanced across and along both sides of Verona Road within Stage 1 limits. Marked crossing of all legs at the new interchange and the Nakoma Road/Midvale Boulevard intersection are included, and a new grade-separated crossing is added as part of the Summit Road jug-handle. Bike lanes are added on the frontage roads in the southeast and southwest quadrants of the interchange and extended to and from the two existing Beltline pedestrian/bicycle overpasses.

Figure 2.5-1 illustrates the single-point interchange configuration as well as the Nakoma Road/Midvale Boulevard intersection.

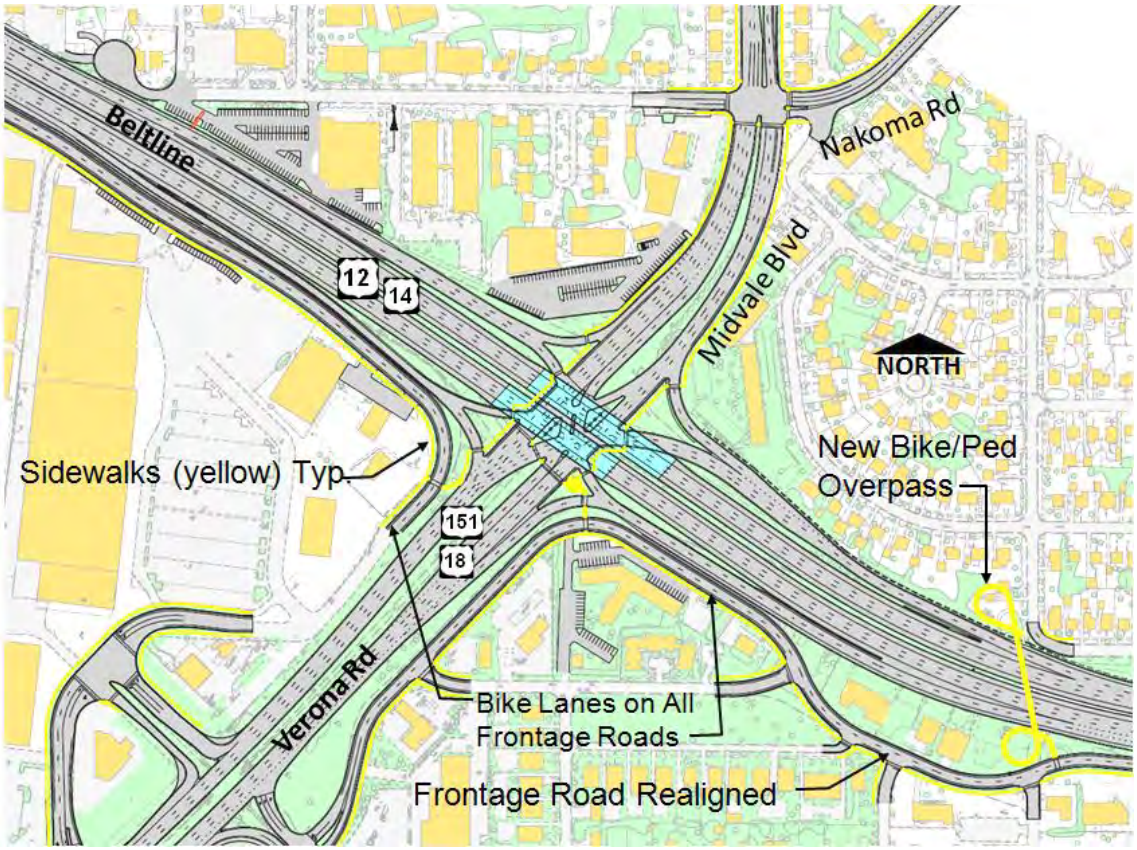


Figure 2.5-1 Stage 1 Single-Point Interchange

2. Summit Road Intersection Jug-handle

It is very difficult to maintain satisfactory traffic operations on Verona Road and keep Summit Road as an at-grade intersection. Even with doubling the lanes at Summit Road, the traffic operations would be at a Level of Service (LOS) F. Queues from the intersection extending into the interchange cause operational problems. Therefore a jug-handle grade-separated intersection will be constructed within the existing right-of-way of the current Summit Road intersection. A jug-handle intersection only allows right turns in and right turns out. Vehicles that need to cross Verona Road or turn left from Summit Road would travel underneath a Verona Road bridge to the other side of the roadway. This movement is schematically shown in Figure 2.5-2. In most cases a jug-handle intersection eliminates the need for a signal. With this Summit Road jug-handle, a signal will be placed for northbound Verona Road traffic to allow vehicles turning right out of Summit Road's east approach an opportunity to weave to their desired lane.

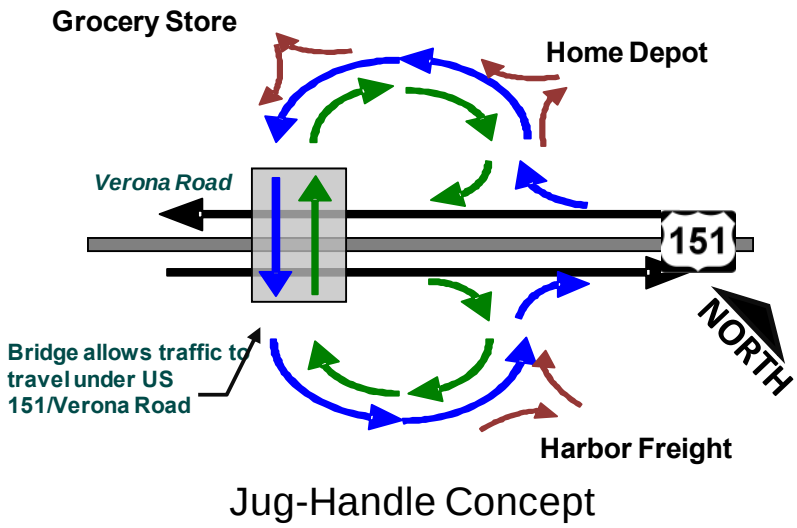


Figure 2.5-2 Schematic Diagram of Summit Jug-Handle Concept

With the Summit Road jug-handle, the northernmost 650 feet of Allied Drive is realigned to approach the Summit Road/Verona Road intersection from the east. Bicycle lanes and sidewalks will be provided through the jug-handle. Figure 2.5-3 illustrates the Summit Road jug-handle intersection being proposed.

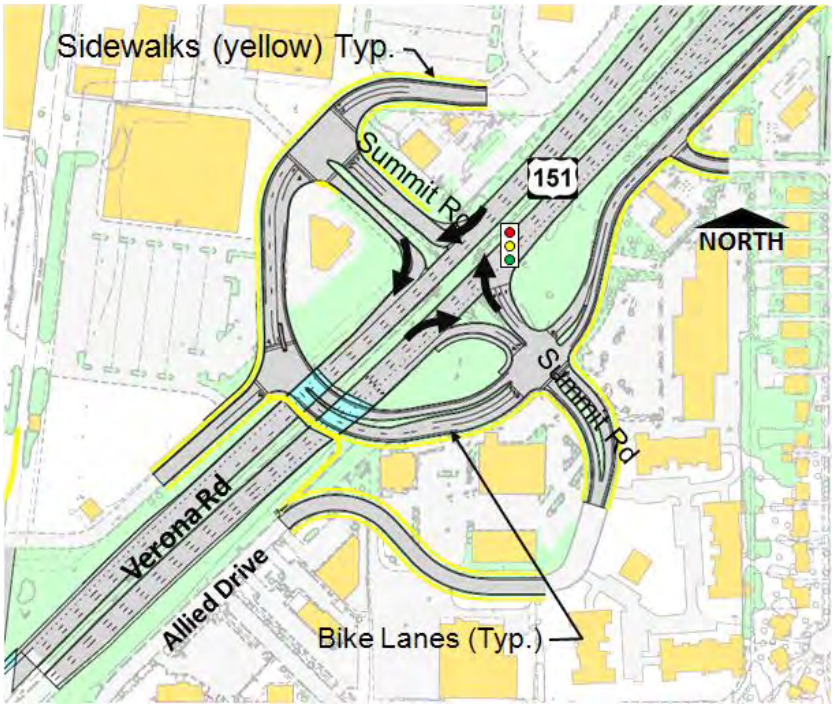


Figure 2.5-3 Stage 1 Summit Road Jug-Handle

3. Beltline Frontage Roads

The reconstruction of the Verona Road interchange will require expansion of the interchange footprint. This will require relocating the frontage roads in the southwest and southeast quadrants of the interchange. The frontage road in the southwest quadrant will be shifted slightly to the southwest and can be seen in Figure 2.5-4. The frontage road in the southeast quadrant requires a more substantial realignment to reduce relocations and maintain the viability of more businesses.

Figure 2.5-5 shows two alignment options being considered. The Option A alignment would shift the frontage road and bend it south near Britta Park's east end. From there, Option A returns to the original frontage road alignment near Danbury Street. One motel would have its main parking lot moved from the front of the building to the side of the building. Final design efforts may indicate that this motel may need to be relocated. Up to seven other business buildings will be relocated with this shift. Reconfiguration of access and parking will be investigated to allow up to three businesses between Neiman Place and Whenona Drive to remain in operation after Verona Road improvements are completed. Frontage Road Option B is also shown in Figure 2.5-5 in dashed lines. This frontage road option remains parallel to the Beltline and requires three additional business relocations.

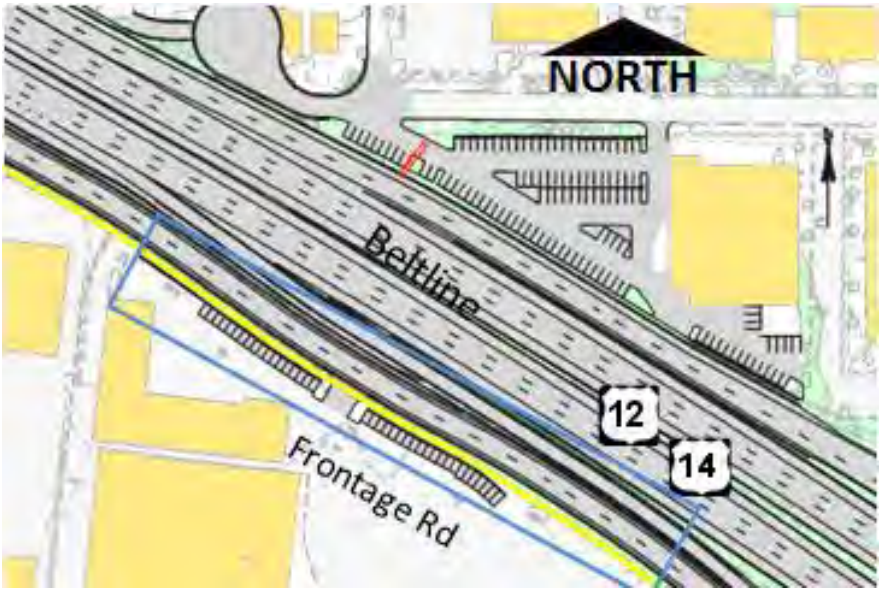


Figure 2.5-4 Stage 1 Frontage Road Southwest Interchange Quadrant

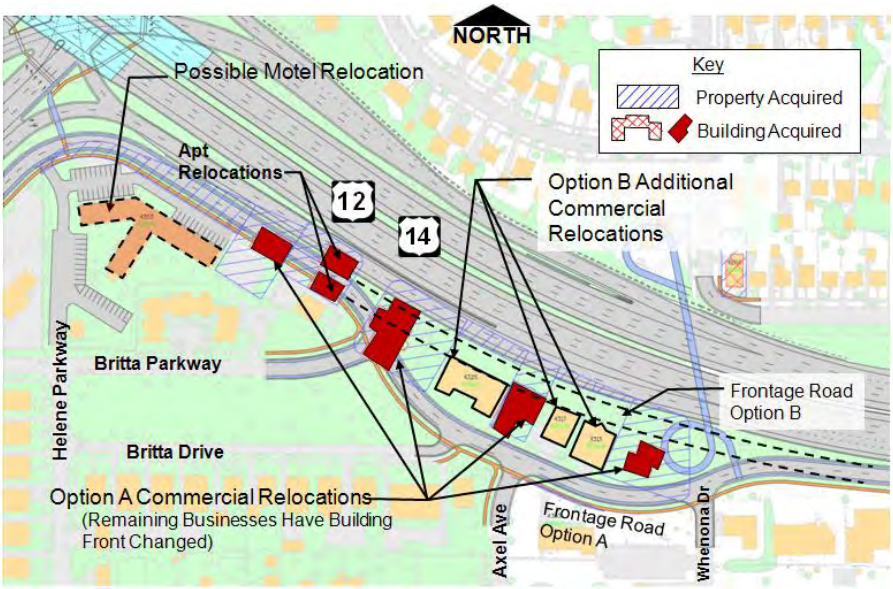


Figure 2.5-5 Stage 1 Frontage Road Southeast Interchange Quadrant

4. Relocation of Chalet Gardens Road

The Nakoma Heights neighborhood has a full access driveway intersection just south of Raymond Road called Chalet Gardens Road. This intersection will be relocated to the south to ease traffic flow for transit buses as shown in Figure 2.5-6. The intersection will also be reconfigured to only allow right-in, right-out, and left-in movements. Left-out movements, the movement that poses the greatest safety concerns, will be prohibited. The intersection may continue with the access arrangement until safety, operation, or mobility concerns require additional modification.

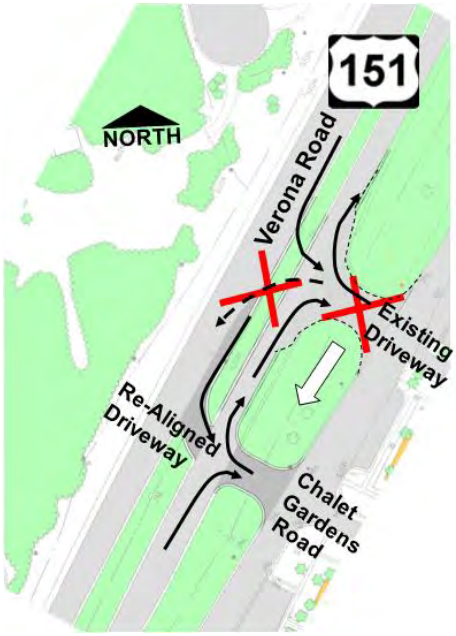


Figure 2.5-6 Relocation of Chalet Gardens Road

5. Carling Drive Extension and Connection to Freeport Road

The Allied Neighborhood and the Nakoma Heights area have few connections to adjacent arterials and adjacent residential areas. The isolation and access to these neighborhoods would deteriorate during construction on Verona Road as the Summit Road intersection is reconstructed and the Nakoma Heights intersection is relocated and modified. To help mitigate the potential reduction in access during construction, Carling Drive will be extended to the north and connect with Allied Drive. This will add one additional connection into the Nakoma Heights area. Additionally, a connection will be provided underneath Verona Road that connects the Carling Drive extension to Freeport Road. This connection will use the Verona Road's existing railroad bridge to travel underneath Verona Road. The Southwest Commuter Path, which also travels under Verona Road at this bridge, will be shifted about 20 feet west to accommodate this connection.

The Carling Drive-Freeport Road connection allows residents of the Allied Neighborhood and Nakoma Heights area to travel across Verona Road and access other neighborhoods without going through the Summit Road and Verona Road roadway construction. Figure 2.5-7 illustrates the Carling Drive extension and Freeport Road connection. Figure 2.5-8 shows a schematic profile of how the connection and Southwest Commuter Path will travel underneath Verona Road using the existing railroad bridge.

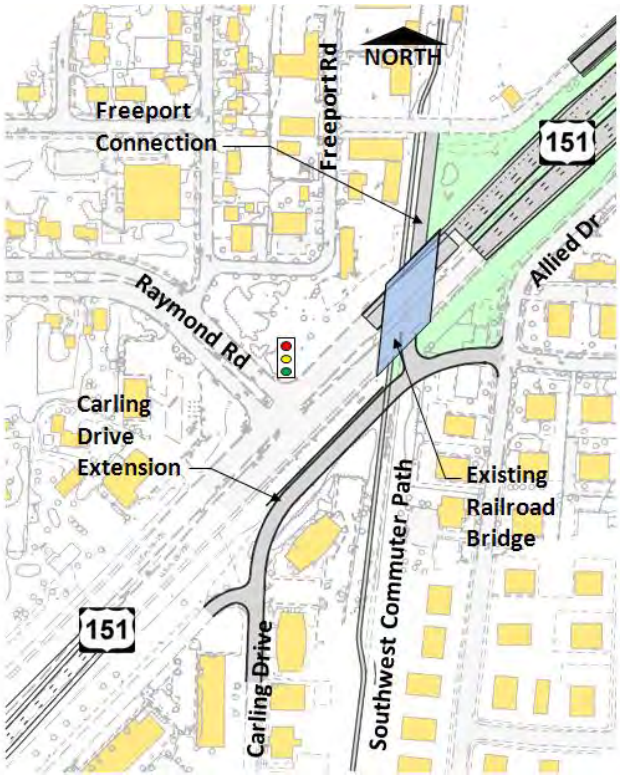


Figure 2.5-7 Stage 1 Carling Drive Extension and Freeport Road Connection

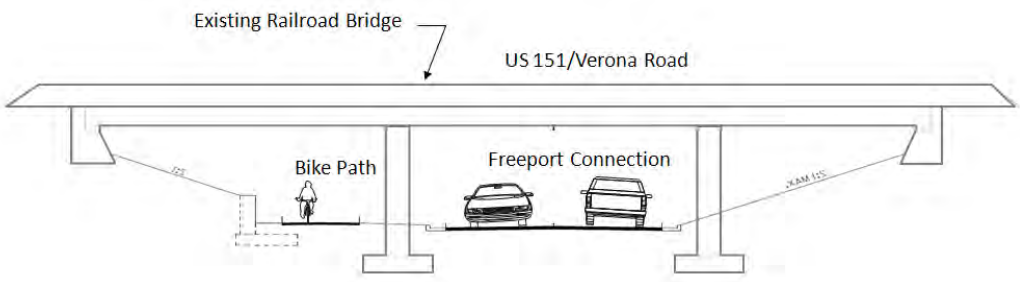


Figure 2.5-8 Stage 1 Schematic Cross Section of Carling Drive Extension and Freeport Road Connection (Looking North)

6. Raymond Road

Under Stage 1, Raymond Road will continue as a signalized intersection. Traffic modeling indicates the intersection can operate satisfactorily for several years into the future. The Verona Road southbound right-turn lane will be lengthened with this project.

7. Williamsburg Way

Under Stage 1, Williamsburg Way will remain a signalized intersection. While traffic modeling indicates the intersection needs capacity expansion to experience satisfactory operation levels, this expansion is better accomplished with Stage 2 improvements.

8. County PD Intersection

County PD will have dual left-turn lanes installed on the west and east approaches in anticipation of Stage 1 work. This measure will help reduce congestion at this intersection during Stage 1 construction activities and until Stage 2 addresses the intersection's problems more fully.

9. Bicycle and Pedestrian Accommodations.

Figures 2.5-1, 2.5-3, 2.5-4, and 2.5-5 have the pedestrian accommodations highlighted in yellow. Generally, all frontage roads that are reconstructed and new connection roads will have bicycle lanes. Sides of the roadway that serve private property will also have sidewalks. The Southwest Commuter Path will be shifted slightly to the west but will maintain through continuity. Also, the grade-separated crossing of the Beltline, located east of the Verona Road interchange, will be reconstructed to meet current standards.

C. <u>Preferred Alternative Stage 2 (Construction ~ 2017)</u>

1. County PD Interchange

Under Stage 2, the County PD intersection will be converted to a diamond interchange. Verona Road will travel over County PD. North of the interchange, the off- and on-ramps will be constructed in a way that accommodates the Stage 3 one-way pair system of local roads. Figure 2.5-9 illustrates the County PD interchange configuration.

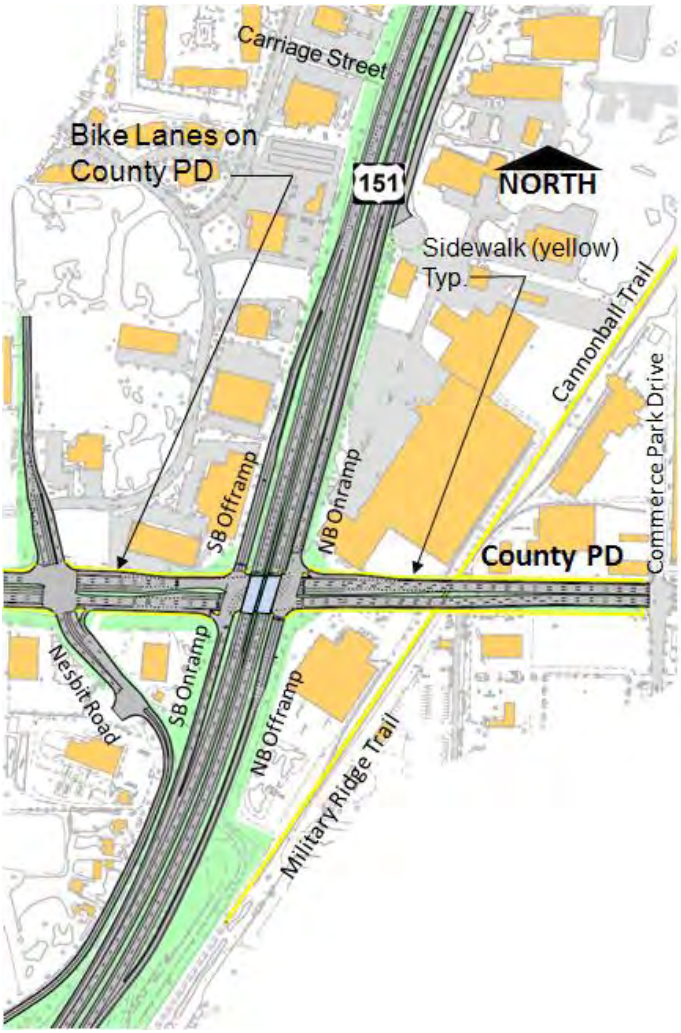


Figure 2.5-9 Stage 2 County PD Interchange

2. Third Lane (County PD to Williamsburg Way)

Stage 2 will include a third lane in both directions on Verona Road from the County PD interchange through the Williamsburg Way intersection to the Raymond Road intersection. This third lane is necessary to maintain satisfactory operations at the Williamsburg Way signalized intersection.

3. Carriage Street (Between Williamsburg Way and County PD)

With the Stage 2 work, Carriage Street will have its access to Verona Road removed. Its access to Anton Drive will remain.

4. Bicycle Pedestrian Accommodations

Bicycle lanes will be constructed on County PD through the interchange. Additionally, sidewalks will be constructed on the north and south sides of County PD.

The Military Ridge Trail (south of County PD and east of Verona Road) will be relocated to the east to match the Cannonball Trail. Initially this will be an at-grade crossing. A grade-separated crossing will be investigated once the Cannonball Trail opens. A multiuse trail will travel east to the signalized Commerce Park Drive intersection on the north and south sides of County PD.

D. Preferred Alternative Stage 3

Stage 3 will be constructed when operation and safety needs warrant the infrastructure investment. It is anticipated this will not occur until 2030 or later.

1. Freeway Alternative

Stage 3 of the Preferred Alternative will separate local traffic from metropolitan and regional traffic by providing a depressed freeway down the center of Verona Road. A US 151 freeflow system interchange with depressed US 151 ramps would be constructed east of the Verona Road single-point interchange. The design speed of the freeflow ramps will be at freeway speeds (60 mph). This interchange is illustrated in Figure 2.5-10.

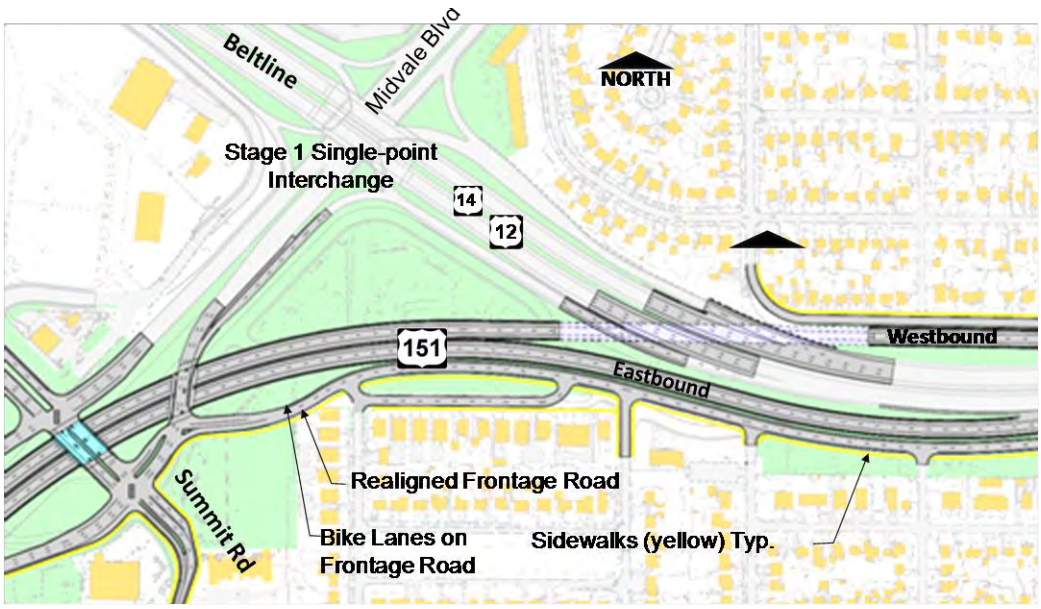


Figure 2.5-10 Stage 3 Freeflow Interchange

Local traffic will be accommodated by a pair of one-way frontage roads on each side of the depressed freeway. Local traffic will travel on the one-way pair system acting as an arterial (essentially the same as the current Verona Road except with a wider median) while metropolitan and regional traffic will travel on the freeway system.

This alternative provides unhindered flow for regional traffic for the US 151 backbone in the depressed freeway. Local access and circulation are accommodated by the adjacent Verona Road urban arterial. Local access and travel patterns on the frontage roads will be very similar to what exists today on Verona Road.

2. Seminole Highway Interchange Ramps

With Stage 3 of the Preferred Alternative, the Beltline interchange ramps at Seminole Highway will be closed and removed to decrease weaving these ramps cause on the Beltline. The distance between the Verona Road interchange and the Seminole interchange is half of the 1-mile interchange spacing current standards dictate. Seminole Highway will continue to be a grade-separated crossing of the Beltline, but there would be no access to or from the Beltline via ramps. Traffic that currently uses the Seminole Highway interchange to access the Beltline will be redirected to the Todd Drive interchange 1 mile to the east and the Verona Road/Beltline Interchange to the west.

3. Verona Road/Midvale Boulevard Single-Point Interchange

The single-point interchange built with Stage 1 will remain, but it will no longer serve US 151 regional movements, just Verona Road local movements. Travelers destined for Verona Road businesses, such as Home Depot, will use this interchange. Regional travelers will use the freeflow ramps.

4. Summit Road Intersection

The Summit Road jug-handle, built in Stage 1, will be reconstructed to provide a grade-separated crossing over the US 151 freeway. With this configuration, Summit Road will intersect with the two one-way pair roadways that border the US 151 depressed freeway. Figure 2.5-11 illustrates this reconfiguration of Summit Road and the Verona Road one-way pair.

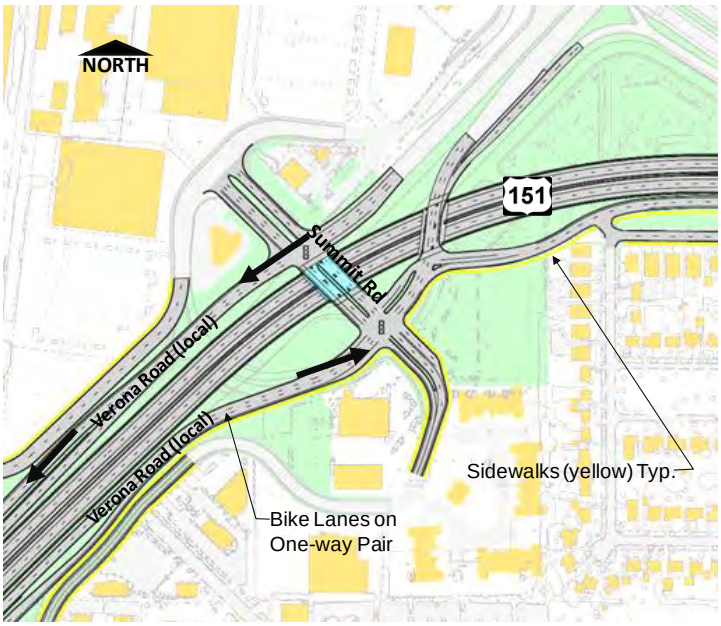


Figure 2.5-11 Stage 3 Summit Road Overpass

South of the intersection, a set of interchange ramps will be added to provide access to southbound US 151 from southbound Verona Road and from northbound US 151 to northbound Verona Road.

5. Raymond Road Intersection and Extension

With Stage 3 of the Preferred Alternative, Raymond Road will be extended over US 151 into the Allied Drive neighborhood. Two intersections will be constructed on either side of the US 151 freeway to connect Raymond Road with the Verona Road one-way pair. Figure 2.5-12 illustrates the Stage 3 Raymond Road extension into Allied Drive.

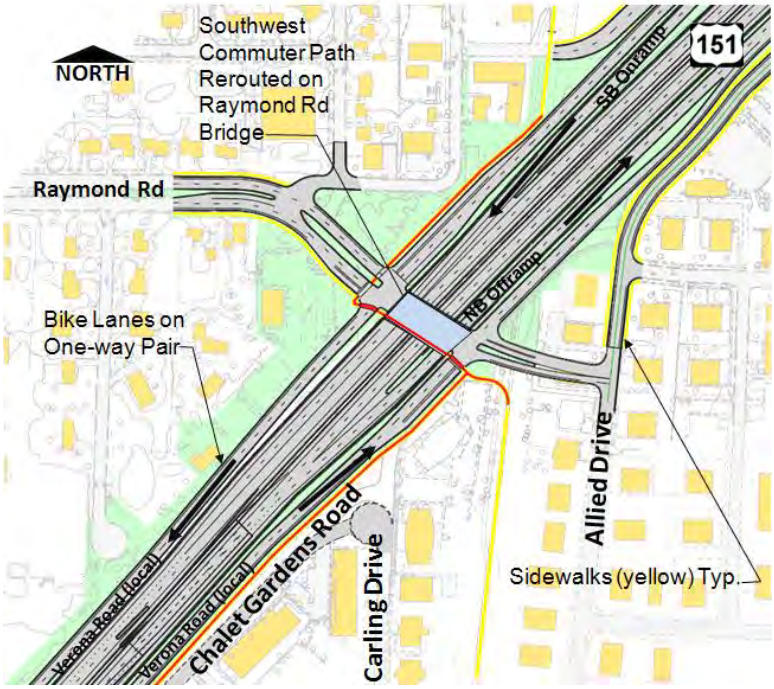


Figure 2.5-12 Stage 3 Raymond Road Extension

During Stage 3, if the Chalet Gardens intersection has not previously been closed, access will be removed and Chalet Gardens Road will be rerouted to Raymond Road.

6. Williamsburg Way

The intersection of Williamsburg Way with Verona Road will be changed by adding a bridge for Williamsburg Way that will cross over the depressed US 151 freeway. Williamsburg Way will have direct access to the Verona Road one-way pair, but it will not have direct access to the US 151 depressed freeway. Figure 2.5-13 illustrates this option.

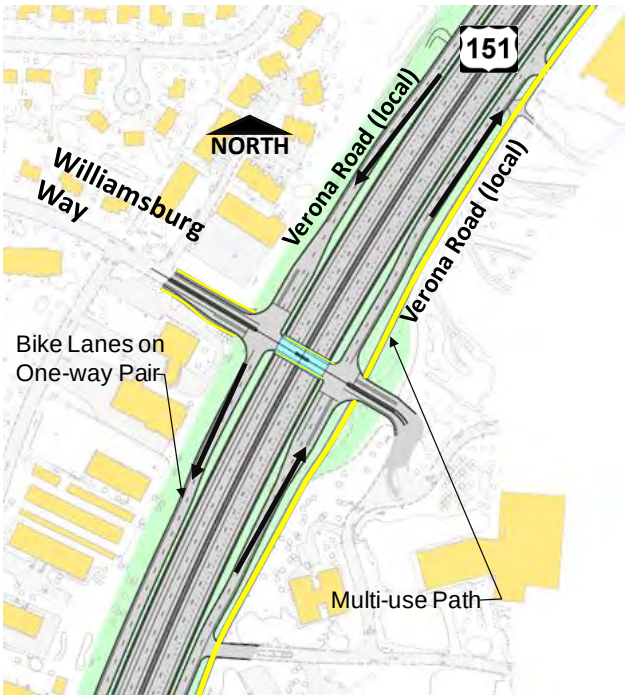


Figure 2.5-13 Stage 3 Williamsburg Way

7. Bicycle and Pedestrian Accommodations

The one-way-pair local road system will have bicycle lanes. Additionally, there will be a bicycle path on the east side of Verona Road that connects the Southwest Commuter Path with County PD. The Capital City Trail extension underpass will be eliminated, and path users will be redirected to the new Williamsburg Way overpass that crosses the US 151 freeway. Also, the Southwest Commuter Path underpass (near Raymond Road) will be eliminated, and path users will be routed to the Raymond Road overpass. The bicycle/pedestrian bridge west of the Verona Road/Beltline interchange will remain as it is today. The eastern bridge, between the Verona Road interchange and Seminole Highway, will be extended. Bicycle and pedestrian accommodations are described in more detail in Section 4.8 in the Community and Residential factor sheet.

2.01 NEIGHBORHOOD IMPACTS

No Build

Congestion will continue to make it difficult for residents and emergency services to access neighborhoods adjacent to the Verona Road corridor. Growing traffic volumes on the Verona Road corridor will make neighborhood isolation more pronounced. Verona Road congestion will also continue to encourage traffic diversion into adjacent neighborhoods.

Stage 1

Two new grade-separated crossings of Verona Road should decrease neighborhood isolation and increase connectivity. The Carling Drive extension will help join the Nakoma Heights and Allied neighborhoods. Stage 1 will require several residential relocations. About 31 residential households (5 single-family homes, 1 duplex, and 4 apartment buildings) will be relocated. Of these, 8 are two-bedroom rental apartments renting for $601 to 700 per month (1 building) and 3 are one bedroom rental apartments renting for $501 to 600 per month (1 building). The residents and property owners are each eligible for relocation assistance according to the Federal Uniform Relocation Act. Benefits include moving expenses, relocation help, rent differential payments, and other aids.

Stage 2

Residential relocations are not needed in Stage 2. To accommodate the construction of interchange on-and off-ramps from Verona Road to County PD, 13 businesses, 3 manufacturing, 1 city-owned property and 1 public service building will require right-of-way acquisition.

Stage 3

The Raymond Road extension and Summit Road grade separation will decrease neighborhood isolation and increase connectivity. In particular, the Raymond Road extension will connect the Allied Drive neighborhood with neighborhoods to the west. Stage 3 will require numerous residential relocations, particularly in the southeast quadrant of the interchange. About 34 households (7 buildings) will be relocated by Stage 3 of the Preferred Alternative. Of the residential relocations, there will be 12 Community Development Authority (CDA) housing units (1 building) renting at $859 per month each. Each community facility, resident, and property owner will be eligible for relocation assistance according to the Federal Uniform Relocation Act. Benefits include moving expenses, relocation help, rent differential payments, and other aids.

2.02 FAMILY CHARACTERISTICS

The Verona Road improvement alternatives affect five neighborhood areas as shown in the figure below: South Nakoma, Crawford-Marlboro-Rosedale, Allied-Belmar, Chalet Gardens, and West Verona Road.

Demographic data was collected for these areas (see Figure 2.02-1) (2000 US Census) and compared to the City averages. The following conclusions can be drawn from the statistics:

1. In each of the affected neighborhood areas, the residency rate for people with disabilities is 15 to 22 percent higher than in the Madison-Fitchburg area. Disabilities include sensory, physical, mental, or self-care. Statistics are from noninstitutionalized population 5 years and over.

2. Slightly more elderly (ages 65 and older) reside in the South Nakoma (11 percent) and West Verona Road (16 percent) areas than Madison-Fitchburg as a whole (9 percent).

3. Considerably more minorities reside in the Crawford-Marlboro-Rosedale (24 percent), Allied-Belmar (61 percent), and Chalet Gardens (40 percent) areas than the Madison-Fitchburg average (17 percent). For this study, a minority is defined as Hispanic/Latino and all non-Hispanic/Latino races other than “white alone” as stated in US Census Bureau statistics.

4. Slightly more individuals with low incomes reside in the Chalet Gardens area (9 percent) and considerably more individuals with low incomes reside in the Allied-Belmar area (26 percent) versus the Madison-Fitchburg average (14 percent).Slightly more large families reside in the Crawford-Marlboro-Rosedale (14 percent) and West Verona Road (12 percent) areas. For this study, a large family is defined as a family of five or more people. This does not include nonfamily households of five or more.

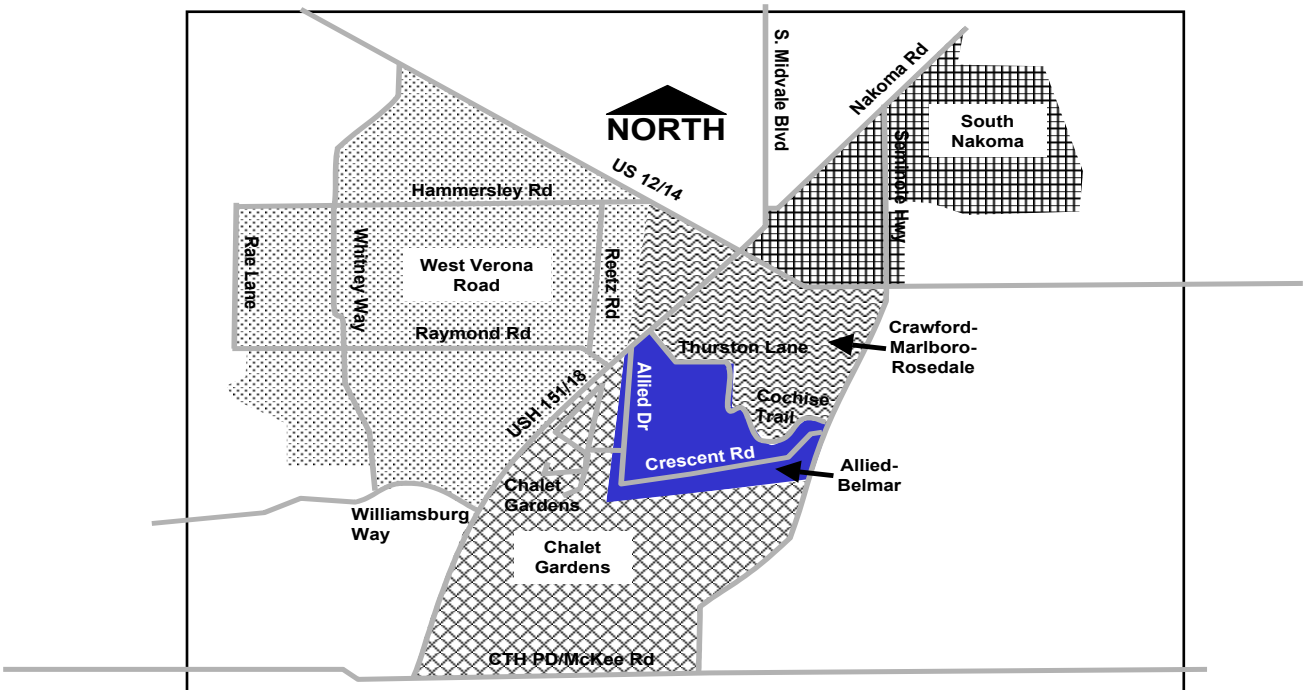


Figure 2.02-1 Verona Road Interchange Areas

2.03 DIVISIVE OR DISRUPTIVE EFFECTS

Relocations are necessary with Stage 1 and Stage 3 of the project Preferred Alternative.

All three stages of the Preferred Alternative permit more traffic to travel through the interchange and corridor. The corridor in Stage 3 will be slightly wider than today. Access to Verona Road from Chalet Gardens Road will be modified in Stage 1 and eliminated in Stage 3. In Stage 1, the access will be moved slightly south to align with Chalet Gardens Road. Right-in, right-out, and left-in movements will be allowed until the intersection becomes unsafe. In Stage 3, Chalet Gardens will access US 151 through the one-way pair. A new connection under Verona Road will mitigate construction traffic and provide a neighborhood connection. This connection will travel under Verona Road on the existing Southwest Commuter Bike Trail. The bike trail will be shifted slightly to the right.

Corresponding to the bike routes and lanes, there are two bicycle/pedestrian bridges over the Beltline within 0.4 miles (0.6 km) to the east and west of the Verona Road/Beltline interchange. Seminole Highway also bridges the Beltline, has a designated bicycle lane, and is located approximately 0.5 miles (0.8 km) east of the Verona Road/Beltline interchange. The Southwest Bike Path crosses Verona Road through a bicycle/pedestrian tunnel 0.5 miles (0.8 km) south of the interchange, and the Capital City Trail extension crosses US 18/151 (Verona Road) through a tunnel 1.1 miles (1.7 km) south of the interchange. There are two new bicycle trails proposed.

The proposed Cannon Ball Trail is in the planning stages and will be surfaced with aggregate in 2009. This trail uses a railroad corridor that crosses County PD 200 feet east of the Verona Road/County PD intersection. The trail will then travel northerly until it reaches the Capital City Trail, where it will veer to the east and travel about one-quarter to one-half mile north of the Capital City Trail. The Badger State Trail is planned for construction in 2009 or 2010. It uses a rail corridor that starts about 900 feet east of the Verona Road/County PD corridor. It will then travel due north until it joins the Southwest Commuter Trail.

With these proposed trails constructed, there will be three bicycle trail crossings of County PD east of the Verona Road/County PD intersection, the Military Ridge Trail on the east side of the intersection, the Cannon Ball Trail crossing 200 feet east of the intersection, and the Badger State Trail crossing 900 feet east of the intersection.

In terms of pedestrian facilities, the two bicycle bridges crossing the Beltline and two tunnels beneath Verona Road will also accommodate pedestrians. On the west side of Verona Road, sidewalks are located from the Midvale Boulevard/Nakoma Road intersection south onto Summit Road and along the west side of the Home Depot frontage road. There is a crosswalk at the Summit Road intersection for pedestrians to cross Verona Road, and there is sidewalk on the east side of the frontage road on the east side of Verona Road. There is also a crosswalk on the south side of the Raymond Road intersection leading to a Chalet Gardens Frontage Road-Southwest Path connection. Farther down US 18/151 (Verona Road), the Capital City Trail connects to sidewalk on both sides of Williamsburg Way, and there is a crosswalk on County PD where the Military Ridge Trail crosses. Sidewalks are also located along many of the minor streets within the affected neighborhood areas.

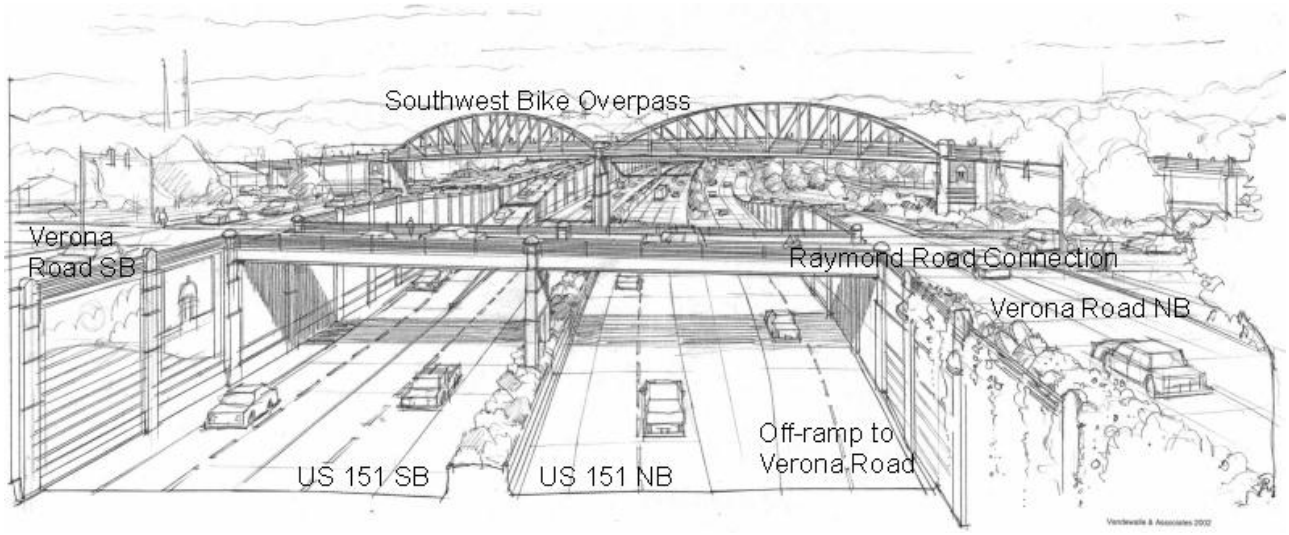


Figure 2.03-1 US 151 Freeway Alternative–Raymond Road Connection (Looking Northbound)

In Stage 3 of the Preferred Alternative, Verona Road access to and from the Chalet Gardens area will change. Chalet Gardens Road traffic still has access to and from northbound Verona Road. The following Chalet Gardens/Verona Road access will change:

1. The apartment buildings immediately adjacent to the existing Chalet Gardens/Verona Road frontage road will no longer have direct access to or from US 18/151 (Verona Road).

2. Chalet Gardens Road traffic will no longer have access to or from southbound Verona Road.

3. The Chalet Gardens Road area will not have access to the depressed US 151 freeway.

Direct access would be removed to improve the safety and mobility of US 151 and Verona Road. This change would affect access for residents, transit, and emergency and public services.

Stage 3 of the Preferred Alternative plans closes and removes the Seminole Highway interchange ramps. Seminole Highway will continue to bridge the Beltline and have sidewalks and bicycle lanes, but the highway interchange ramps to/from the Beltline will be removed. This, combined with the traffic the new US 151 Freeway draws, is projected to result in a substantial traffic decrease on Seminole Highway, creating potentially safer conditions for bicyclists and pedestrians on this popular route.

During construction of the Preferred Alternative, there will be disruptive effects as with any highway project. Final design of the Preferred Alternative will attempt to minimize this disruption with efficient construction staging. It is anticipated construction in the area will last two to three years for each stage.

2.04 RELOCATION ASSISTANCE INFORMATION

The acquisition and relocation procedures WisDOT must follow are established by the Federal Uniform Relocation Assistance and Real Property Act of 1970. These statutes are in place to ensure landowners and tenants are treated fairly when the public interest requires purchase of their property and relocation.

All landowners will be compensated the fair market value of their property. WisDOT will enlist the services of an appraiser who will prepare a value appraisal based on comparable recent sales in the area. The owner will be presented with an offer based on that appraisal. If the owner feels the offer does not reflect the value of his property, the owner may enlist the services of another appraiser with reasonable cost of that appraisal being paid by WisDOT. Once that appraisal is received by WisDOT, the offer may be adjusted based on new information and valuations. If an agreement still cannot be negotiated between WisDOT and the owner, WisDOT will issue a jurisdictional offer. The owner has 20 days to accept the offer or WisDOT will begin condemnation proceedings. If the owner still feels that he has not been appropriately compensated for his property, he may initiate an appeals process. If he wins the appeal and meets certain requirements, WisDOT will pay legal fees as well as the difference in valuation. While the process seems long, the great majority of WisDOT land acquisitions result in a negotiated settlement rather than condemnation or an appeals process.

For those occupying buildings, whether tenants or owners, relocation assistance is also available. The Uniform Act provides uniform and equitable treatment of all persons displaced from their homes and businesses and provides payment for certain increased costs associated with the replacement of homes and businesses.

Payments for residential relocations include:

1. Differential payment in purchasing or renting a replacement facility. Payments for owner occupants range from $0 to $25,000 and payments for tenant occupants range from $0 to $8,000.

2. Moving of personal property. Moving payment may be determined by the lower of two bids with a paid receipt or a fixed room count as identified in the Relocation Rights brochure for residential properties.

Payments for business relocations include:

1. Differential payment in purchasing or renting a replacement facility. Payments for owner occupants range from $0 to $50,000 and payments for tenant occupants range from $0 to $30,000.

2. Reestablishment of the business at a replacement site. The payment is capped at $10,000 and includes such items as signage and advertising the replacement business site.

3. Searching for a replacement site. The payment is capped at $2,500 and includes time and mileage for the business to search for a replacement site.

4. Moving of business personal property and equipment to a new site. There is no cap for this payment. Payment is usually based on the lower of two bids along with a paid receipt. Costs associated with reprinting of obsolete business stationary are also part of moving.

5. Tangible loss for property that cannot be moved and must be replaced at the new site. The payment is determined by the cost to move the item or the replacement cost of the new equipment minus the salvage value of the old equipment. It is the lower of these two costs that would be reimbursed to the business.

6. A business may also elect to be reimbursed an In Lieu of Moving Payment. The range of this payment is $1,000 to $20,000 and is determined by the net income of the business for the two taxable years preceding displacement. Should the business elect to be reimbursed this payment, they are ineligible for the reestablishment, searching, moving, and tangible loss payments outlined above.

In addition, for those residential and commercial properties where the occupants are tenants, the owners of the properties are considered absentee owners. As such, they are eligible for the following payments:

1. Reestablishment of the rental property. The payment is capped at $10,000 and includes modifications that need to be made to the replacement property.

2. Moving of personal property. There is no cap for this payment. Payment is usually based on the lower of two bids for moving.

An agency will have relocation agents available at various stages of design, and entirely through the acquisition process, to answer questions about the relocation program, to assist relocatees in their searches for a replacement property, and also to provide assistance in filing claims and/or appeals. They will have brochures summarizing the services and payments available for residential situations and business and nonprofit organizations. The relocation agents will provide advisory assistance services to relocatees and other interested parties as well as compute and explain payments that are available and what the conditions are for reimbursement of these payments. The payments available normally are based upon the length of time the relocatee has occupied the site needed for the public project.

Before the initiation of any property acquisition, relocation agent(s) for the agency will contact the property owners and tenants to explain the details of the acquisition process and Wisconsin's Eminent Domain Law under Wisconsin Statutes 32.05 and 32.19. Each relocatee will be interviewed by the relocation agents for the purpose of determining their needs, desires, and possible problems. One or more professional appraisers will inspect any properties to be acquired. Property owners may accompany the appraiser during the inspection. Provisions for independent property owner appraisals are also provided. Based on the appraisal(s) made, the value of the property will be determined and that amount offered to the owner.

WisDOT has begun to notify property owners and tenants who could potentially be relocated with this project's alternatives. At the request of the City, WisDOT held meetings with potential residential and business displacees to explain the project background and schedule and their rights under state and federal law.

It is emphasized that under the federal law, no person will be displaced unless a comparable replacement dwelling is provided. Also, under state law, no business will be displaced unless one comparable replacement location is provided. This plan has been developed in accordance with the Civil Rights Act of 1964 as amended by the Civil Rights Act of 1968.

2.05 SPECIAL RELOCATION ADVISORY SERVICES

Because much of the housing required for the alternatives is affordable housing, difficulties may arise when trying to relocate tenants to affordable, suitable housing elsewhere in the city. Normally, replacement housing payments are capped at $8,000 for residential tenants and $25,000 for residential owner-occupants. There are federal provisions, however, to exceed these capped amounts to ensure that low-income residential occupants are not made to pay more than 30 percent of their income for housing. If residents are not able to find housing within their affordable means, WisDOT will make up the differential payment between the 30 percent of monthly income and the replacement housing rent or payments for a period of up to four years. This amount can exceed the state caps. The determination to exceed state caps can be justified either by case-by-case determinations or by a determination that there is little comparable replacement housing available to displaced persons within an entire program or project area. For more information see Wisconsin Chapter Comm 202.01 (20) and Comm 202.68 (9) and U.S. Code of Federal Regulations 49 CFR 24.404–Replacement Housing of Last Resort.

The City of Madison has expressed a desire to replace all units of the 12-unit CDA public housing building at a one-to-one ratio should it be necessary to relocate. Because any potential improvements are many years in the future, the City has not yet discussed any relocation requirements with the U.S. Department of Housing and Urban Development (HUD), but the City does have some buildings and/or property that it feels could be used for replacement.

As part of this project, WisDOT helped to fund a Physical Improvements Plan for the Allied/Dunn's Marsh Neighborhood. One of the objectives of this Plan was to expand opportunities for and the quality of affordable housing. The displacement of affordable housing resulting from this project was taken into account; however, this Plan will provide a framework for future affordable housing in this neighborhood regardless of whether the highway improvement occurs. A portion of the Plan focuses on new locations for lower density affordable housing within the neighborhood. This Plan will be included in the appendices of the EIS.

2.06 RESULTS OF CONSULTATION WITH LOCAL OFFICIALS, SOCIAL AGENCIES, AND COMMUNITY GROUPS

Local officials, social agencies, and community groups have all expressed concern for the loss of affordable housing as a result of the project's Preferred Alternative. Generally, these groups approve of the efforts the project has already made at reducing neighborhood barriers and increasing community connectivity. Some officials and community groups have requested minimizing the direct impacts to existing low-income housing, while others have expressed a desire to reduce housing density in this neighborhood area and provide low-income housing elsewhere throughout the city. Many have expressed concern over the loss of businesses that serve the neighborhood community. There are several businesses that may serve the neighborhood directly. These include two fast-food establishments, three gas stations/convenience stores, and a strip mall with mobile services. Though not all of these establishments may be able to relocate within the same neighborhood, attempts will be

made through the planning process to provide an optimal location for these types of services within the area in the future. The planning process will also attempt to provide new employment opportunities within the local neighborhood area to replace some of those relocated to other parts of the city under the various project alternatives.

No Build

Congestion makes it difficult to travel on or across Verona Road and make it less attractive to patronize businesses. The congestion also affects the mobility of this part of the Corridors 2020/Connections 2030 Backbone System. This increases the shipment costs for goods and services in Southwest Wisconsin. No businesses need relocation with this alternative.

Stage 1

Congestion around the Verona Road/Beltline interchange is reduced with Stage 1 and should provide better access to area businesses. This traffic relief will likely last 10 to 15 years. However, the service interchange connection is not consistent with a Corridors 2020/Connections 2030 backbone interchange. Additionally, the signal-controlled intersections on US 151 do not provide full mobility and will eventually fail. As congestion increases, shipment costs for goods and services will increase in Southwest Wisconsin. Stage 1 also relocates up to 7 local businesses, negatively affecting the local business climate. Each business and property owner is eligible for relocation assistance according to the Federal Uniform Relocation Act. Access to the 4 businesses remaining on the W. Beltline Frontage Road will be changed and parking lots joined. Property owners in the southeast quadrant may reduce investment in properties within the mapped area for Stage 3 improvements (official mapping is performed during Stage 1). Congestion relief increases accessibility to the four quadrants of the interchange. Better access surrounding the Summit Road intersection may encourage development and investment.

Stage 2

Stage 2 provides substantial congestion relief for the saturated Verona Road/County PD intersection. Coupled with Stage 1 improvements, the congestion at the two ends of the corridor is substantially reduced, providing better access to local businesses and easing the movement of goods and services on Verona Road. This creates economic benefits throughout Southwest Wisconsin. Two signalized intersections remain on the US 151 corridor, which compromises mobility and is not consistent with the Corridors 2020/Connections 2030 Backbone designation. Eventually these intersections will fail, creating substantial congestion on this Backbone corridor. Access to businesses adjacent to County PD will not change substantially.

Stage 2 requires the acquisition of small amounts of property from 13 businesses and 3 manufacturing companies and 2 city properties. There are no relocations necessary in Stage 2. The substantial congestion relief provided by Stage 2 should encourage current development efforts surrounding the Verona Road/County PD intersection. The access road that will be installed behind Certco that connects County PD with Williamsburg Way will provide additional routes for local industry to access the state transportation system.

Stage 3

Congestion on the US 151 Backbone route is removed. The high mobility corridor provides excellent regional access for the shipment of goods and services, providing economic benefits throughout Southwest Wisconsin. Local business patronage needs are met with the one-way local road system. Access to remaining businesses will change.

The Raymond Road extension and Summit Road grade separation associated with Stage 3 would decreases neighborhood isolation and increase connectivity.

Stage 3 will relocate up to an additional 30 businesses. Each business and property owner is eligible for relocation assistance according to the Federal Uniform Relocation Act. Traffic operation on US 151 will be free of congestion, increasing the mobility of the corridor. The local one-way pair system will provide access to business and industry adjacent to US 151. Some business access (such as Carriage Street) will have access to one direction of travel. A neighborhood physical improvement plan that includes components being proposed in Stage 3 may help improve the economic viability of existing retail centers in the southeast quadrant of the interchange.

To summarize economic effects of the Verona Road alternatives, Stages 1 and 2 have fewer direct, short-term economic impacts on the Allied and Dunn's Marsh neighborhood but a greater long-term adverse economic impact on the entire area. The number of jobs potentially relocated outside of the neighborhood is fewer, but the number of jobs potentially created is also fewer because of the severe traffic congestion the area will likely experience with these stages. In contrast, Stage 3 will potentially relocate a greater number of jobs outside the Allied and Dunn's Marsh neighborhoods, but the number of jobs potentially created will also be much higher. This is primarily due to the beneficial economic effects that will result from efficient traffic flows and improved access to businesses in the area.

In spite of Stage 3's beneficial long-term economic effects, the short-term relocation of jobs and services outside the neighborhood is particularly concerning for the Allied and Dunn's Marsh and South Nakoma areas. Substantial percentages of residents in both areas have low incomes and/or no access to personal vehicles. Because of low incomes, the opportunity for employment is very important to these residents. Limited access to personal vehicles makes the opportunity for employment within the immediate area very important. These residents depend heavily on transit, bicycles, and walking to transport themselves to and from work and their children to and from school or childcare. Limited access to personal vehicles also makes access to services like those offered by the organization in the immediate area very important.

3.01 ESTIMATE OF DISPLACED RESIDENTIAL HOUSEHOLDS

There are 31 households in 10 buildings in Stage 1 and 34 households in 7 buildings in Stage 3 that could potentially be affected by the project. This table describes relocation payments that will be available to tenants and occupants of these households. Additionally, but not listed in this table, owners will receive fair market value for their property.

Stage[1]	No. of Bedrooms	Occupant Type	Type of Structure/ Size	Replacement Housing Payment	Incidental (Closing Cost, Refinancing, Inspections)	Moving Cost
1	2	Tenant	2 Town Homes, 17 total units 1 unit, 1,257 sf	$8,000	$2,000	$2,000
	2	Tenant	1 unit, 1,257 sf	$8,000	$2,000	$2,000
	2	Tenant	1 unit, 1,257 sf	$8,000	$2,000	$2,000
	2	Tenant	1 unit, 1,257 sf	$8,000	$2,000	$2,000
	2	Tenant	1 unit, 1,257 sf	$8,000	$2,000	$2,000
	2	Tenant	1 unit, 1,257 sf	$8,000	$2,000	$2,000
	2	Tenant	1 unit, 1,257 sf	$8,000	$2,000	$2,000
	2	Tenant	1 unit, 1,280 sf	$8,000	$2,000	$2,000
	2	Tenant	1 unit, 1,280 sf	$8,000	$2,000	$2,000
	2	Tenant	1 unit, 1,280 sf	$8,000	$2,000	$2,000
	2	Tenant	1 unit, 1,280 sf	$8,000	$2,000	$2,000
	2	Tenant	1 unit, 1,280 sf	$8,000	$2,000	$2,000
	2	Tenant	1 unit, 1,280 sf	$8,000	$2,000	$2,000
	2	Tenant	1 unit, 1,280 sf	$8,000	$2,000	$2,000
	2	Tenant	1 unit, 1,280 sf	$8,000	$2,000	$2,000
	2	Tenant	1 unit, 1,280 sf	$8,000	$2,000	$2,000
1	3	Owner	SF 1.5 story, 1,202 sf 2 detached garages	$25,000	$5,000	$4,000
1	1	Tenant	1.5 story duplex Lower unit, 1,026 sf	$8,000	$2,000	$900
	1	Tenant	Upper unit, 630 sf	$8,000	$2,000	$900
1	3	Owner	SF 1 story, 1064 sf 1 car det. Garage	$25,000	$5,000	$3,500
1	3	Tenant	SF 1.5 story, 1 car att. Garage 1323 sf	$8,000	$2,000	$1,500
1	4	Owner	SF 1.5 story, 1190 sf 2 car att. garage	$25,000	$5,000	$4,000
1	1	Tenant	2 story Four Plex 1 unit, 842 sf	$8,000	$2,000	$900
	1	Tenant	1 unit, 842 sf	$8,000	$2,000	$900
	1	Tenant	1 unit, 842 sf	$8,000	$2,000	$900
	1	Tenant	1 unit, 842 sf	$8,000	$2,000	$900
1	1	Tenant	2 story Four Plex 1 unit, 710 sf	$8,000	$2,000	$900
	1	Tenant	1 unit, 710 sf	$8,000	$2,000	$900

Stage[1]	No. of Bedrooms	Occupant Type	Type of Structure/ Size	Replacement Housing Payment	Incidental (Closing Cost, Refinancing, Inspections)	Moving Cost
	1	Tenant	1 unit, 710 sf	$8,000	$2,000	$900
	1	Tenant	1 unit, 710 sf	$8,000	$2,000	$900
3	2	Tenant	2 story building 2nd floor – apartments 1,000 sf apartment	$8,000	$2,000	$1,100
	2	Tenant	1,000 sf apartment	$8,000	$2,000	$1,100
3	2*	Tenant	2 story duplex Lower unit, 1,400 sf*	$8,000	$2,000	$1,100
	2*	Tenant	Upper unit, 1,400sf*	$8,000	$2,000	$1,100
3	1	Tenant	2 story Four Plex 1 unit, 710 sf	$8,000	$2,000	$900
	1	Tenant	1 unit, 710 sf	$8,000	$2,000	$900
	1	Tenant	1 unit, 710 sf	$8,000	$2,000	$900
	1	Tenant	1 unit, 710 sf	$8,000	$2,000	$900
3	2*	Tenant†	12 unit Apt. Bldg. 2 story unit, 2,400 sf*	$15,000	$2,000	$1,100
	2*	Tenant†	2 story unit, 2,400 sf*	$15,000	$2,000	$1,100
	2*	Tenant†	2 story unit, 2,400 sf*	$15,000	$2,000	$1,100
	2*	Tenant†	2 story unit, 2,400 sf*	$15,000	$2,000	$1,100
	2*	Tenant†	2 story unit, 2,400 sf*	$15,000	$2,000	$1,100
	2*	Tenant†	2 story unit, 2,400 sf*	$15,000	$2,000	$1,100
	2*	Tenant†	2 story unit, 2,400 sf*	$15,000	$2,000	$1,100
	2*	Tenant†	2 story unit, 2,400 sf*	$15,000	$2,000	$1,100
	2*	Tenant†	2 story unit, 2,400 sf*	$15,000	$2,000	$1,100
	2*	Tenant†	2 story unit, 2,400 sf*	$15,000	$2,000	$1,100
	2*	Tenant†	1 story unit, 1,050 sf*	$15,000	$2,000	$1,100
	2*	Tenant†	1 story unit, 1,050 sf	$15,000	$2,000	$1,100
3	2	Tenant	2 story Four Plex 1 unit, 768 sf	$8,000	$2,000	$1,100
	2	Tenant	1 unit, 768 sf	$8,000	$2,000	$1,100
	2	Tenant	1 unit, 768 sf	$8,000	$2,000	$1,100
	2	Tenant	1 unit, 768 sf	$8,000	$2,000	$1,100
3	2	Tenant	2 story Four Plex 1 unit, 926 sf	$8,000	$2,000	$1,100
	2	Tenant	1 unit, 926 sf	$8,000	$2,000	$1,100
	2	Tenant	1 unit, 926 sf	$8,000	$2,000	$1,100
	2	Tenant	1 unit, 926 sf	$8,000	$2,000	$1,100
	1	Tenant††	30 unit Apt. Bldg. 1 unit, 650 sf	$15,000	$2,000	$900
	1	Tenant††	1 unit, 650 sf	$15,000	$2,000	$900
	1	Tenant††	1 unit, 650 sf	$15,000	$2,000	$900
	1	Tenant††	1 unit, 650 sf	$15,000	$2,000	$900
	1	Tenant††	1 unit, 650 sf	$15,000	$2,000	$900
	1	Tenant††	1 unit, 650 sf	$15,000	$2,000	$900

Stage[1]	No. of Bedrooms	Occupant Type	Type of Structure/ Size	Replacement Housing Payment	Incidental (Closing Cost, Refinancing, Inspections)	Moving Cost
	1	Tenant††	1 unit, 650 sf	$15,000	$2,000	$900
	1	Tenant††	1 unit, 650 sf	$15,000	$2,000	$900
	1	Tenant††	1 unit, 650 sf	$15,000	$2,000	$900
	1	Tenant††	1 unit, 650 sf	$15,000	$2,000	$900
	1	Tenant††	1 unit, 650 sf	$15,000	$2,000	$900
	1	Tenant††	1 unit, 650 sf	$15,000	$2,000	$900
	1	Tenant††	1 unit, 650 sf	$15,000	$2,000	$900
	1	Tenant††	1 unit, 650 sf	$15,000	$2,000	$900
	1	Tenant††	1 unit, 650 sf	$15,000	$2,000	$900
	1	Tenant††	1 unit, 650 sf	$15,000	$2,000	$900
	1	Tenant††	1 unit, 650 sf	$15,000	$2,000	$900
	1	Tenant††	1 unit, 650 sf	$15,000	$2,000	$900
	1	Tenant††	1 unit, 650 sf	$15,000	$2,000	$900
	1	Tenant††	1 unit, 650 sf	$15,000	$2,000	$900
	1	Tenant††	1 unit, 650 sf	$15,000	$2,000	$900
	1	Tenant††	1 unit, 650 sf	$15,000	$2,000	$900
	1	Tenant††	1 unit, 650 sf	$15,000	$2,000	$900
	1	Tenant††	1 unit, 650 sf	$15,000	$2,000	$900
	1	Tenant††	1 unit, 650 sf	$15,000	$2,000	$900
	1	Tenant††	1 unit, 650 sf	$15,000	$2,000	$900
	1	Tenant††	1 unit, 650 sf	$15,000	$2,000	$900
	1	Tenant††	1 unit, 650 sf	$15,000	$2,000	$900
	1	Tenant††	1 unit, 650 sf	$15,000	$2,000	$900
3			8 unit Apt. Bldg.			
	2	Tenant††	1 unit, 750 sf	$15,000	$2,000	$1,100
	2	Tenant††	1 unit, 750 sf	$15,000	$2,000	$1,100
	2	Tenant††	1 unit, 750 sf	$15,000	$2,000	$1,100
	2	Tenant††	1 unit, 750 sf	$15,000	$2,000	$1,100
	2	Tenant††	1 unit, 750 sf	$15,000	$2,000	$1,100
	2	Tenant††	1 unit, 750 sf	$15,000	$2,000	$1,100
	2	Tenant††	1 unit, 750 sf	$15,000	$2,000	$1,100
	2	Tenant††	1 unit, 750 sf	$15,000	$2,000	$1,100

* Estimate or approximation.

† See 30 Percent Rule explanation in Section 2.05. These tenants are currently low-income and qualify for the 30 Percent Rule. $15,000 represents an average amount of a replacement housing cost exceeding the $8,000 cap because of affordability requirements.

†† See 30 Percent Rule explanation in Section 2.05. Estimated that these tenants are currently low-income and might qualify for the 30 Percent Rule. $15,000 represents an average amount of a replacement housing cost exceeding the $8,000 cap because of affordability requirements.

[1] One of the residential buildings was previously purchased by WisDOT and therefore is not included in the table.

3.02 SUMMARY OF RESIDENTIAL DISPLACEMENTS

This table summarizes and totals the relocation payments to residential displacees listed in the previous table.

Stage	# of Units in South Nakoma	# of Units in Crawford/ Marlboro/ Rosedale	# of Units in Allied/ Belmar	Total # of Units	Replacement Housing Payment	Incidental (Closing, Refinance, Inspections)	Moving Costs	Total Cost
No Build	0	0	0	0	$0	$0	$0	$0
1	23	8	0	31	$299,000	$67,000	$45,200	$411,200
2	0	0	0	0	$0	$0	$0	$0
3	1	29	4	34	$112,000	$68,000	$38,800	$218,800

3.03 RESIDENTIAL RENTAL ANALYSIS

The availability of rental housing in the project area neighborhoods was studied using the Web sites rentalhomesplus.com, craigslist, madisonapartments.com, madisonrent.com, and apartments.com. Two days in September 2009 were analyzed to make predictions on the availability of rental units during the projected acquisition period. This review seems to indicate that, generally, there will be suitable rental replacement facilities for residential tenants. Because this review only analyzed rental availability in the project area over a few days' time, ample residential rental supply should be found over the course of several years when tenants are being relocated. Additional rental units would be available in neighborhoods outside of the project area. As mentioned in Section 2.05, the Physical Improvements Plan is recommending the construction of additional lower density affordable housing within the neighborhood. In cases where a comparable replacement is not available and a resident may need to be relocated to more expensive housing, replacement housing payments can help by paying for the rent differential for up to four years.

Availability of Rental Housing–Homes, Apartments, Duplexes, and Condominiums								
Monthly Rent	Number of Bedrooms							
	1		2		3		4+	
	D	A	D	A	D	A	D	A
30% of income	0	0	12	12*	0	0	0	0
<$401	0	0	0	0	0	0	0	0
$401-500	0	0	0	0	0	0	0	0
$501-600	15	11	0	0	0	0	0	0
$601-700	19	20	8	6	0	0	0	0
$701-800	10	10	12	15	0	2	0	0
$801-900	0	3	17	11	0	2	0	0
$901-1,000	0	0	0	6	0	1	0	0
$1,001-1,100	0	0	0	1	0	4	0	0
$1,101-1,200	0	0	0	2	1	4	0	0
$1,201-1,300	0	0	0	2	0	2	0	0
$1,301-1,400	0	0	0	0	0	1	0	1
>$1,400	0	0	0	0	0	2	0	0

D = Number of displacements from rental housing.
A = Number of available units.
* The City of Madison has indicated a desire to replace all 12 units of this public housing building (where rent is paid at 30 percent of a tenant's income) at a one-to-one ratio should it be necessary to relocate. Therefore, 12 available units are listed at the 30 percent income level in anticipation of this replacement. Because any potential improvements are many years in the future, the City has not yet discussed any relocation requirements with the U.S. Department of Housing and Urban Development (HUD), but the City does have some buildings and/or property that it feels could be used for replacement.

3.04 RESIDENTIAL MARKET AVAILABILITY ANALYSIS

The availability of replacement housing for purchase was studied using Realtor.Com for September 28 to 29, 2009. This review seems to indicate that, generally, there will be suitable replacement homes for residential owner-occupants.

Availability of Homes (Project area neighborhoods in Madison and Fitchburg)						
Market Price (in 1000s)	Number of Bedrooms					
	3		4		5	
	D	A	D	A	D	A
$170-179	1	5	0	1	0	0
$180-189	0	13	1	5	0	0
$190-199	0	13	0	3	0	0
$200-209	0	7	0	4	0	0
$210-219	1	10	0	7	0	0
$220-$229	0	24	0	4	0	1
$230-$239	0	14	0	3	0	0
$240-249	0	12	0	9	0	0
$250-$259	0	10	0	4	0	0
$260-269	0	9	0	13	0	1
$270-$279	0	6	0	11	0	0
$280-$289	0	3	0	6	0	1
$290-$299	0	5	0	6	0	2

D = Number of home displacements.
A = Number of available homes.

4.01 ESTIMATE OF BUSINESS DISPLACEMENTS

For the Preferred Alternative, there are 8-9 businesses in 5-6 buildings that could potentially be affected by Stage 1, Frontage Road Option A. An additional 3 businesses and buildings would be required if Frontage Road Option B were selected. There are 3 storage buildings that could potentially be affected by Stage 2. There are 30 businesses in 22-23 buildings and 1 storage building that could potentially be affected by Stage 3. This table describes relocation payments that will be available to tenants and occupants of these business properties. Additionally, but not listed in this table, owners will receive fair market value for their property.

Stage	Business Type	Occupant Type	Size (square feet)	Full Time Employees	Replacement Business Payment	Interest/ Closing Cost	Moving Cost
1	Service (restaurant)	Tenant	3,600	10	$30,000	$0	$150,000
1 & 3	Service (motel)	Owner	14,500*	3	$50,000	$0	$250,000
1a	Retail/Service	Tenant	2,700	3	$30,000	$0	$20,000
1a	Service (School)	Owner	12,000*	21	$50,000	$0	$100,000
1a	Retail/Service	Tenant	2,700*	3	$30,000	$0	$20,000
1a	Office**	Tenant	3,000	1	$30,000	$0	$20,000
2	Warehouse-storage	Owner	7,200	0	$0	$0	$10,000
2	Garage–storage	Owner	2,300	0	$0	$0	$2,500
2	Warehouse–storage	Owner	5,000	0	$0	$0	$5,000
3	Office**	Tenant	4,100	1	$30,000	$0	$20,000
3	Service	Tenant	5,100	5	$30,000	$0	$20,000
3	Retail	Tenant	2,000	5	$30,000	$0	$30,000
3	Office	Owner	2,600	10	$50,000	$0	$30,000
3	Service (tavern)**	Tenant	3,500	3	$30,000	$0	$75,000
3	Retail/Service	Tenant	2,800	2	$30,000	$0	$50,000
3	Service	Tenant	2,800	1	$30,000	$0	$20,000
3	Office**	Tenant	2,800	1	$30,000	$0	$20,000
3	Retail	Tenant	2,550	2	$30,000	$0	$30,000
3	Office	Tenant	2,550	5	$30,000	$0	$20,000
3	Retail/Service	Tenant	1,600	2	$30,000	$0	$20,000
3	Retail/Service	Tenant	5,400	5	$30,000	$0	$50,000
3	Service (Daycare)	Tenant	5,000	8	$30,000	$0	$25,000
3	Office	Tenant	2,200	4	$30,000	$0	$25,000
3 or 1b	Retail/Service	Tenant	4,200	10	$30,000	$0	$30,000
3 or 1b	Retail	Tenant	3,000	10	$30,000	$0	$40,000
3 or 1b	Retail	Tenant	7,500*	4	$30,000	$0	$20,000
3	Service (gas station)	Tenant	2,900	6	$30,000	$0	$200,000
3	Service (restaurant)	Tenant	4,100	6	$30,000	$0	$75,000
3	Storage Building	Owner	750	0	$0	$0	$500
3	Service (gas station)	Tenant	2,100	6	$30,000	$0	$200,000
3	Service (restaurant)	Tenant	560	2	$30,000	$0	$50,000
3	Retail	Tenant	7,000	10	$30,000	$0	$50,000
3	Retail	Tenant	14,375	8	$30,000	$0	$50,000
3	Retail/Service	Tenant	4,000	10	$30,000	$0	$35,000
3	Retail	Tenant	2,800	3	$30,000	$0	$25,000

Stage	Business Type	Occupant Type	Size (square feet)	Full Time Employees	Replacement Business Payment	Interest/ Closing Cost	Moving Cost
3	Retail	Tenant	2,800	6	$30,000	$0	$30,000
3	Office	Tenant	7,200	4	$30,000	$0	$20,000
3	Service (tavern)	Tenant	1,900	2	$30,000	$0	$75,000
3	Service (gas station)	Tenant	4,500	6	$30,000	$0	$200,000
3	Service (repair)	Owner	7,800	2	$50,000	$0	$30,000

* Estimate or assumption.
** Currently unoccupied; for purposes of plan anticipate that will be occupied at time of project.

4.02 SUMMARY OF EMPLOYEE DISPLACEMENTS

This table summarizes employee displacements that would be seen with each alternative. These jobs will likely be available at the relocated business location but may be removed from the neighborhood area.

Alternative	Office	Retail	Retail/Service	Service	Storage	**Total**
No Build	0	0	0	0	0	0
Stage 1	3	3	6	29	0	41
Stage 2	0	0	0	0	0	0
Stage 3	28	33	14	48	0	123

Construction associated with the Preferred Alternative will create an estimated 46 to 96 new jobs over a 6-year period. This should ultimately lead to job increases in the area.

4.03 SUMMARY OF BUSINESS DISPLACEMENTS

This table summarizes and totals the relocation payments to business displacees listed in the table in Section 4.01.

Alternative	Number of Businesses	Employees	Replacement Business Payment	Interest/ Closing Costs	Moving Payments	**Total Cost**
No Build	0	0	$0	$0	$0	$0
Stage 1	7	41	$250,000	$0	$580,000	$830,000
Stage 2	3*	0	$0	$0	$17,500	$17,500
Stage 3	31	123	$990,000	$0	$1,815,500	$2,805,500

* Storage Buildings; therefore no employees.

In addition to these payments, owners of the properties will be compensated fair market value for their property.

4.04 REESTABLISHMENT PAYMENTS

In contrast to *occupants* of relocated buildings, whether owners or tenants, property owners who do not occupy but rather lease space within a building for residential or commercial uses (landlords) are not considered a displaced business and are not entitled to replacement business payments. However, they could be eligible to receive up to $10,000 in *reestablishment payments* and moving payments for any personal property stored on-site (i.e., custodial equipment). The following table summarizes estimated costs of this type. These landlords will also be compensated for the fair market value of their property along with these reestablishment payments and any moving costs.

Alternative	Number of Landlords	Reestablishment Payments	Moving Costs for Personal Property	**Total**
No Build	0	$0	$0	$0
Stage 1	8-9	$90,000	$2,400	$92,400
Stage 2	0	$0	$0	$0
Stage 3	27-28	$270,000	$6,600	$276,600

4.05 OUTDOOR ADVERTISING SIGNS

There are two outdoor advertising signs (billboards) that potentially will be impacted by Stage 1 of the Preferred Alternative. These three signs are located between various buildings on the frontage roads of the Verona Road/Beltline Interchange. Moving payments for the two signs is estimated to be about $40,000 based on an agreement signed between the Outdoor Advertising Association of America (OAAA) and WisDOT that established a schedule of moving payments. The relocation of other outdoor advertising signs associated with the business on the property (on-premise) could be considered as part of the acquisition payment or be paid for as part of the business moving expense payment.

There are two outdoor advertising signs (billboards) that potentially will be impacted by Stage 3 of the Preferred Alternative. These two signs are located between various buildings on the frontage roads of the Beltline. Moving payments for the two signs is estimated to be about $40,000 based on an agreement signed between the Outdoor Advertising Association of America (OAAA) and WisDOT that established a schedule of moving payments. The relocation of other outdoor advertising signs associated with the business on the property (on-premise) could be considered as part of the acquisition payment or would be paid for as part of the business moving expense payment.

4.06 COMMERCIAL RENTAL ANALYSIS

The availability of replacement business property for rent was studied using the Web sites Madison Commercial Data Exchange, LoopNet, BizBuySell, and Wisconsin Motel Realty. Two days in September 2009 were analyzed to make predictions on the availability of rental units during the projected acquisition period. This review seems to indicate that, generally, there will be suitable rental replacement facilities for commercial tenants. Because this review only analyzed rental availability over a few days' time, ample commercial rental supply should be found over the course of several years when tenants are being relocated.

Availability† of Commercial Rental Property (Retail, Service, Office)										
Monthly Gross Rent*	Square Footage									
	<1000		1,000-2,999		3,000-4,999		5,000-9,999		>10,000	
	D	A	D	A	D	A	D	A	D	A
<$1,000	1	4	0	1	0	0	0	0	0	0
$1,000-1,999	0	5	3	15	0	4	0	1	0	0
$2,000-2,999	0	0	9	11	0	4	0	4	0	1
$3,000-3,999	0	0	0	11	3	2	0	0	0	1
$4,000-4,999	0	0	0	0	2	2	0	1	0	1
$5,000-5,999	0	0	2	1	0	3	3	7	0	1
$6,000-6,999	0	0	0	0	2	3	0	2	0	0
$7,000-7,999	0	0	0	0	0	1	1	2	0	0
$8,000-8,999	0	0	2	0	1	2	0	3	0	1
$9,000-9,999	0	0	0	0	1	1	1	5	0	1
$10,000-14,999	0	0	0	0	0	1	1	5	0	2
$15,000-20,000	0	0	0	0	0	3	0	1	0	1
>$20,000	0	0	0	0	0	0	0	0	1	7

D = Number of business displacements.
A = Number of available business locations.

4.07 COMMERCIAL MARKET AVAILABILITY ANALYSIS

The availability of replacement business property for sale was studied using LoopNet. Two days in September 2009 were analyzed to make predictions on the availability of units during the projected acquisition period. This review seems to indicate that, generally, there will be suitable replacement facilities for commercial owners. Because this review only analyzed availability over a few days' time, ample commercial rental supply should be found over the course of several years when owners are being relocated.

Availability of Commercial Property (Office, Retail, Service)										
Market Price † (in 1000s)	Square Footage									
	<1000		1,000-2,999		3,000-4,999		5,000-9,999		>10,000	
	D	A	D	A	D	A	D	A	D	A
< $100	0	0	0	0	0	0	0	0	0	0
$100-199	0	0	0	0	0	0	0	0	0	0
$200-299	0	0	0	0	0	0	0	0	0	0
$300-399	0	0	0	2	0	1	0	1	0	0
$400-499	0	0	1	2	0	1	0	0	0	0
$500-599	0	0	0	0	0	0	1	0	0	0
$600-699	0	0	0	0	0	0	0	2	0	0
$700-799	0	0	0	0	0	0	0	0	0	0
$800-899	0	0	0	0	0	0	0	0	0	0
$900-999	0	0	0	0	0	1	0	0	1	1
>1,000,000	0	0	0	0	0	0	0	0	1	5

D = Number of business displacements.
A = Number of available business locations.

5.01 SUMMARY OF RELOCATION COSTS

The following table summarizes relocation costs for this project. Please note these costs do not include acquisition payments for the properties.

Alternative	Residential Relocation Costs	Business Relocation Costs	Absentee Owner Reestablishment and Moving Payments	Outdoor Advertising Signs Costs	**Total Costs**
No Build	$0	$0	$0	$0	$0
Stage 1	$426,000	$830,000	$92,400	$40,000	$1,388,400
Stage 2	$0	$17,500	$0	$0	$17,500
Stage 3	$1,075,800	$2,805,500	$276,600	$40,000	$4,197,900

APPENDIX E
STORMWATER REPORT

13.01 INTRODUCTION

This section describes existing stormwater and drainage facilities near the US 12/14 (Beltline) and US 18/151 (Verona Road) Interchange and provides a summary of the Preliminary Stormwater Management Study as presented in the Draft Environmental Impact Statement (DEIS). Potential stormwater impacts to adjacent waterways and stormwater facilities that are associated with Stages 1, 2, and 3 of the Preferred Alternative are summarized in the following narrative. Conceptual plans for postconstruction stormwater best management practices (BMP) to meet stormwater management goals and objectives within the project corridor are also evaluated and discussed in this section.

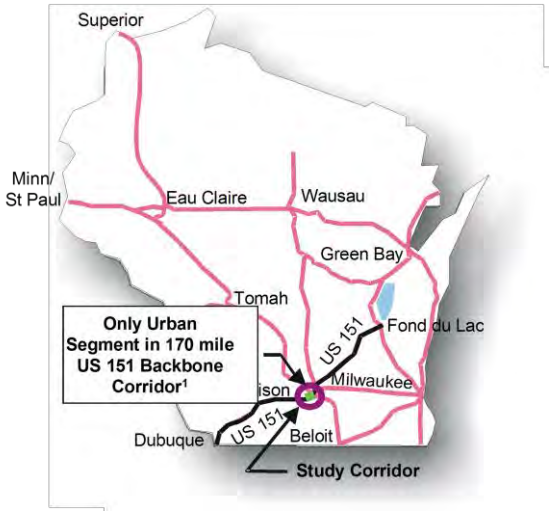


Figure 13.01-1 Study Corridor Location

13.02 EXISTING DRAINAGE CHARACTERISTICS

A. General

The majority of the drainage within the Project Corridor (Verona Road south of the Beltline interchange) is ultimately directed in a southerly direction to Dunn's Marsh (see Figure 13.02-1). Dunn's Marsh is a 30-acre deep-water wetland that drains approximately 1,000 acres of primarily urban lands and it serves as the headwaters of Nine Springs Creek. Nine Springs Creek generally drains to the east and enters the Yahara River upstream of Mud Lake and ultimately discharges into Lake Waubesa. Existing slopes within the Nine Springs Creek watershed are moderately steep and erosive. As a result, significant sediment accumulation has occurred within Dunn's Marsh.

B. Watershed Subbasin NS01

Watershed Subbasin NS01 (see Figure 13.02-1) west of Verona Road and generally south of Raymond Road currently drains to an existing riprap ditch located downstream of twin 29-inch by 45-inch horizontal elliptical reinforced concrete pipe (HERCP) cross culverts under Verona Road at the bike underpass near Williamsburg Way. The existing HERCP cross culverts are located adjacent to the Capital City Bike Path. The slope of the existing ditch is moderately steep (6 to 8 percent) and erosive and has experienced frequent washouts as a result. The City of Fitchburg has maintained this ditch in the past by placing additional stone riprap to stabilize the channel; however, additional channel improvements may be required.

Two existing wet detention stormwater ponds are located downstream of the ditch within Arrowhead Park east of Williamsburg Way. These ponds were constructed to serve existing development within the City of Fitchburg including Arrowhead Park. The ponds were designed to provide 80 percent removal efficiencies for total suspended solids (TSS) of size 5 micron or larger for these developed areas within the City. To provide additional sediment removal, retrofitting of the existing ponds may be necessary.

C. Watershed Subbasin NS02 and NS03

Watershed Subbasin NS02 generally west of Verona Road and north of Raymond Road and Subbasin NS03 west of Verona Road and south of Raymond Road (see Figure 13.02-1) drain approximately 270 acres of primarily residential and commercial developed lands including the Home Depot and former Cub Foods developments. This subbasin is drained by an existing 72-inch-diameter storm sewer system owned by the City of Madison. This storm sewer outlets into a depressional area located north of an abandoned railroad bed along the north side of Dunn's Marsh. The portion of Verona Road that is drained by this storm sewer system is located within a kettle that does not have a positive overland flow route. Minor flooding during extreme storm events within Verona Road near the intersection of Summit Road has been experienced in the past.

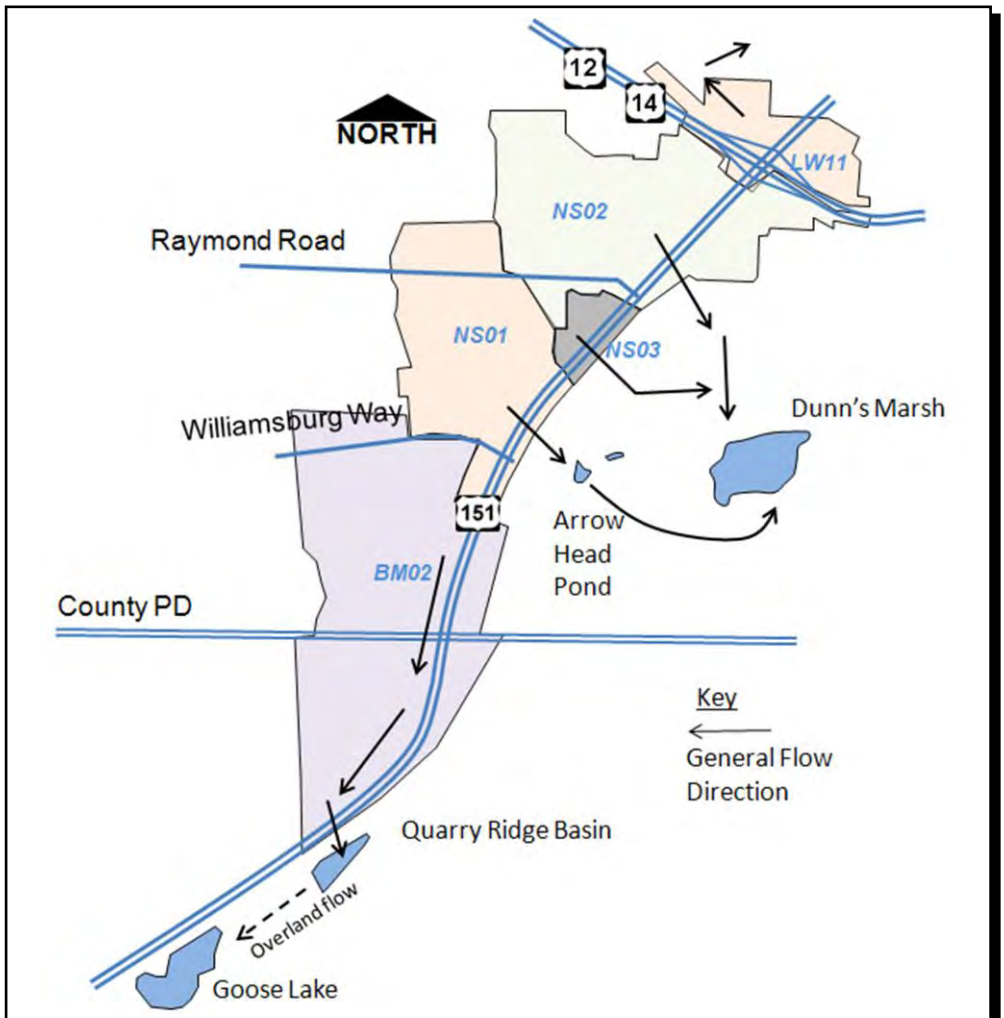


Figure 13.02-1 Watershed Subbasins

D. Watershed Subbasin LW11

The majority of the US 12/14 (Beltline) and US 18/151 (Verona Road) Interchange is located within Subbasin LW11, generally north of the Beltline and south of Hammersley Road (see Figure 13.02-2), and drains via storm sewer to the northwest into an existing ditch located along the Southwest Bike Path. Ultimately this drainage is directed via a series of open channels and enclosed storm sewer systems to UW-Arboretum Secret Pond wet detention pond and Lake Wingra. There are no waterways present in this basin.

Figure 13.02-2 Watershed Subbasin LW11

E. Watershed Subbasin BM02

The southwesterly portions of the South Verona Road Corridor are located within the Badger Mill Creek Watershed, which is located within the Upper Sugar River Watershed. Subbasin BM02, located south of Williamsburg Way and west of Verona Road (see Figure 13.02-3), generally drains via open grassed channels to an existing 6-foot by 4-foot box culvert under Verona Road. This culvert drains through a series of existing retention ponds (Quarry Ridge Stormwater Facilities) owned by the City of Fitchburg. This series of ponds ultimately drain to Goose Lake, a closed system prairie-pothole, which is located south of Verona Road and west of Fitchrona Road in the Town of Verona.

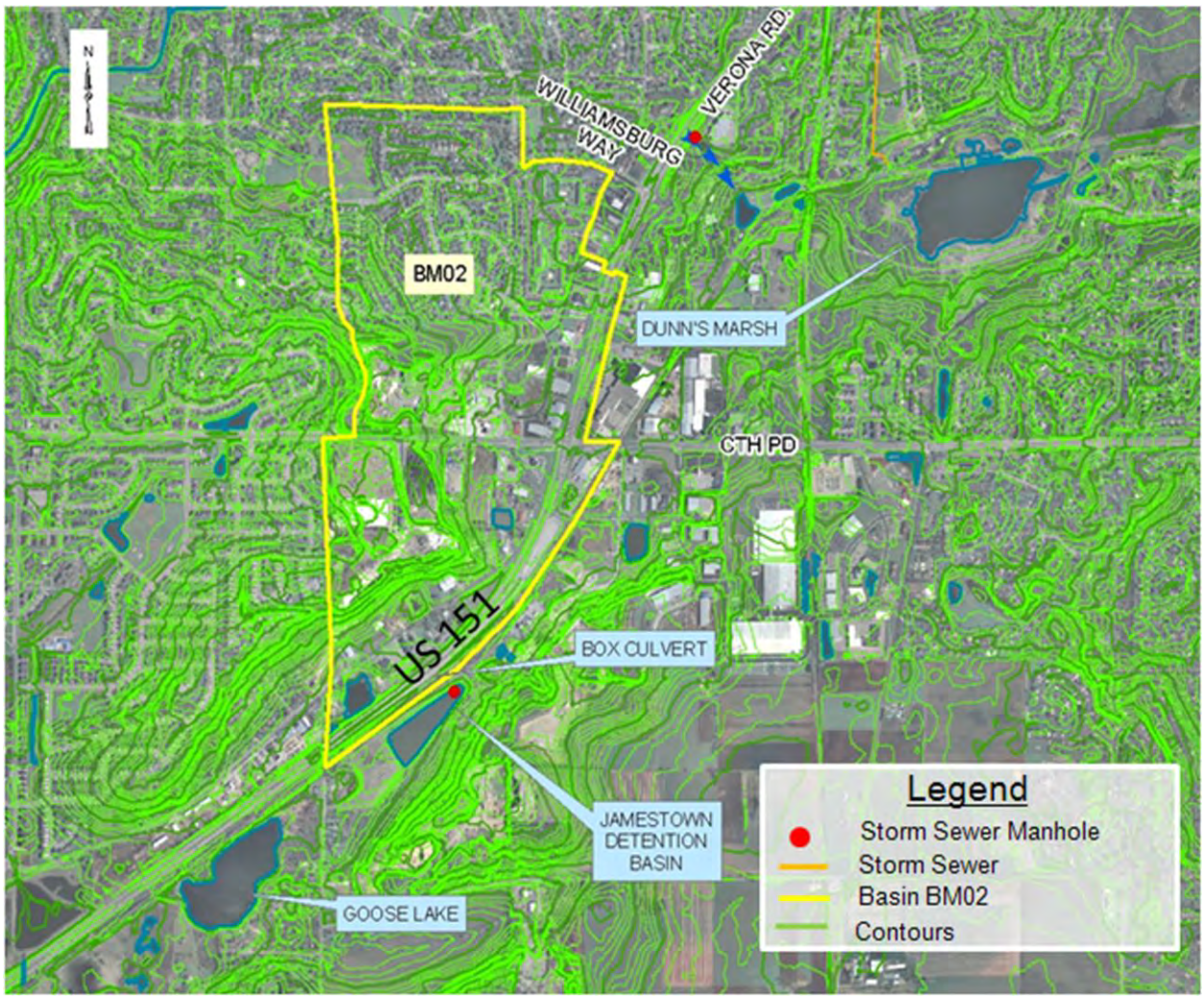


Figure 13.02-3 Watershed Subbasin BM02

13.03 DESIGN CRITERIA

By definition, Stages 1, 2, and 3 of the project may be classified as highway "reconstruction" projects under WI Admin Code Trans 401. As stated in the Trans 401.03 (Applicability) section, this project is not a "minor reconstruction of a highway" and therefore Trans 401 fully applies.[1]

Stage	Maximum Amount Roadbed Widened (feet)	Total Length of Added Through Lanes (miles)
1	36	2.30
2	90	2.01
3	140	4.58

Table 13.03-1 Trans 401 Reconstruction Determination

Since this project is classified as a reconstruction project, Trans 401.106 requires that "the department shall develop and implement a written plan that includes the requirements of subs. (3) to (10) for each transportation facility." Agreements and regulations will be followed with this document. Requirements of 401 are listed below in a summary of subs. (3) through (10) that applies to Stages 1, 2, and 3 of this project.

(3) Total Suspended Solids (TSS)–Best management practices (BMP) shall be designed, installed, and maintained to control TSS carried in runoff from the transportation facility as follows:

a. For highway reconstruction and nonhighway redevelopment, by design, reduce to the maximum extent practicable the TSS load by at least 40 percent, based on an average annual rainfall, as compared to no runoff management controls.

(4) Peak Discharge–By design, BMP shall be employed to maintain or reduce the runoff discharge rates, to the maximum extent practicable, as compared to predevelopment site conditions for the 2-year, 24-hour design storm or to the 2-year design storm with a duration equal to the time of concentration applicable to the transportation facility. Trans 401.106(4)(b)(2) states that peak discharge requirements do not apply to highway reconstruction sites. However, the stormwater plan for the project will be developed to attempt to meet peak discharge requirements to the maximum extent practicable.

(5) Infiltration–Section Trans 401.106 (5)(e) states that projects undertaken in the following areas are not required to meet the infiltration requirements outlined in Trans 401:

[1]"Minor reconstruction" means reconstruction, as defined in section 84.013(1)(c), Stats., of any length of highway that does not widen the roadbed by more than 100 feet, and for which the total length of relocated highway and any added through travel lane does not exceed 1.5 miles. Based on the potential roadway improvements being proposed, Stages 1, 2, and 3 each have added through travel lanes that exceed 1.5 miles (see Table 13.03-1) and are therefore not classified as "minor reconstruction" projects.

a. Highways. Generally speaking, the majority of the potential roadway improvements can be classified as a "highway."

b. Roads in commercial, industrial, and institutional land uses and arterial residential roads. Potential frontage roads not classified as a "highway" are generally located within commercial land uses.

Consequently, infiltration requirements outlined in Trans 401.106(5) do not need to be met for this project. However, the stormwater plan for the project will be developed to implement infiltration measures by providing pretreatment BMP.

(6) Buffer Areas–A "buffer area" means an area of land that commences at the ordinary high-water mark of lakes, streams, and rivers or at the delineated boundary of wetlands. No lakes, streams, rivers, or delineated wetlands have been identified within the potential roadway corridor that would be impacted. Consequently, no buffer areas will be required.

(7) Fueling and Vehicle Maintenance Areas–The potential project does not involve construction of any fueling and vehicle maintenance areas.

(8) Location and Regional Treatment Exclusion–The potential project does not qualify for any of the location and regional treatment exclusions stated in this section. Consequently, postconstruction runoff from a transportation facility first constructed after January 1, 2003, shall meet the requirements of Trans 401.106 before entering a navigable surface water.

(9) Swale Treatment–Transportation facilities that use swales for runoff conveyance and pollutant removal satisfy all the requirements of Trans 401.106 if the swales are designed to the maximum extent practicable to do all the following:

a. Be vegetated. However, where appropriate, nonvegetative measures may be employed to prevent erosion or provide for runoff treatment such as rock riprap stabilization or check dams.

b. Carry runoff through a swale for 200 feet or more in length that is designed with a flow velocity no greater than 1.5 feet per second based on a 2-year, 24-hour design storm or on a 2-year design storm with duration equal to the time of concentration. If a swale of 200 feet length cannot be designed with a flow velocity of 1.5 feet per second or less, the flow velocity shall be reduced to the maximum extent practicable.

Generally speaking, the majority of the potential roadway improvements will not utilize swales for runoff conveyance and pollutant removal. Consequently, this section of Trans 401.106 does not apply. In lieu of swale treatment, potential stormwater facilities will be proposed to provide sediment and pollutant removal.

In addition to meeting minimum Trans 401 postconstruction stormwater requirements, the stormwater management plan for each stage of the project, WisDOT will work with the City of Fitchburg, City of

Madison, and Dane County stormwater management design standards to the maximum extent practicable. The City of Fitchburg has developed plans for several urban stormwater quality improvement projects that are located in areas adjacent to the project corridor (the Nicolet Detention Basin Retrofit and the Dunn's Marsh Management). The potential postconstruction stormwater BMP for this project does not appear to conflict with the City's potential projects. However, coordination will occur with WisDOT BMP projects that are described in this report with City of Fitchburg, City of Madison, and Dane County staff to confirm that mutual stormwater management goals and objectives will be met.

13.04 STAGE 1 STORMWATER IMPACTS

Stage 1 will result in roadway construction primarily associated with the US 12/14 (Beltline) and US 18/151 (Verona Road) Interchange improvements and the potential jug-handle at the intersection of Verona Road and Summit. Land disturbance from Stage 1 roadway construction is estimated to be approximately 51 acres. The increase in impervious area will result in peak stormwater flows and increases in suspended solids. Stormwater runoff associated with Stage 1 roadway construction will be drained by two primary stormwater conveyance systems. Roadway improvements to the southeast portion of the US 12/14 (Beltline) and US 18/151 (Verona Road) Interchange and the Verona Road and Summit intersection are planned within Watershed Subbasin NS02 and will result in approximately 33 acres of land disturbance and a net increase of 5.7 percent in the 10-year peak discharges (Table 13.04-1). As previously mentioned, stormwater runoff from this area will drain to an existing 72-inch-diameter storm sewer owned by the City of Madison that ultimately outlets to Dunn's Marsh.

Stage 1: Peak Flow Analysis									
Basin ID	2-Year			5-Year			10-Year		
	Exist. (cfs)	Prop. (cfs)	% Inc.	Exist. (cfs)	Prop. (cfs)	% Inc.	Exist. (cfs)	Prop. (cfs)	% Inc.
LW11	45.9	49.1	7.0	60.4	63.6	5.3	72.8	75.9	4.3
NS02	69.3	75.5	8.9	94.7	101.3	7.0	116.8	123.5	5.7

Table 13.04-1 Stage 1 Stormwater Impacts

Because of the highly urban nature of the existing roadway corridor where Stage 1 improvements are proposed, there is little available open space and therefore, very few opportunities for providing permanent stormwater facilities within the right-of-way. A wet detention basin is being proposed south of the former Cub Foods parking lot. The detention basin will provide both water quality and quantity treatment for portions of the Stage 1 roadway improvements. The basin will also help address flooding problems that have occurred on the west side of Verona Road near Summit Road. See Figure 13.04-1.

Two alternative sites were considered for regional stormwater detention facilities, one immediately northwest of Dunn's Marsh and one immediately north of the railroad bed on the north side of Dunn's Marsh. The site northwest of Dunn's Marsh was dismissed because of the presence of field-delineated wetlands and potential impacts to the adjacent residential neighborhood. The site north of the railroad bed was dismissed because of the substantial wetland impacts and permitting challenges. The

currently proposed basin south of the former Cub Foods site avoids both wetland and permitting challenges.

Figure 13.04-1 Stage 1 Proposed Stormwater Basin

Some possibilities for stormwater treatment may include locating smaller bioretention basins or bioswales within the potential southeast and northeast infield areas of the jug-handle interchange.

Stage 1 roadway improvements in the northwest portion of the US 12/14 (Beltline) and US 18/151 (Verona Road) Interchange are planned within Watershed Subbasin LW11 and will result in approximately 18.3 acres of land disturbance and a 4.3 percent increase in the 10-year peak discharge. Stage 1 improvements will require the reconstruction of various elements of the existing series of open channels and enclosed storm sewer systems to accommodate the new interchange. However, drainage patterns should generally remain similar to the existing condition.

Stormwater runoff from this area is drained via a storm sewer system that ultimately discharges into an existing drainage ditch located along the Southwest Bike Trail located north of the Beltline. At the ultimate outfall into Lake Wingra (located immediately east of the intersection of Manitou Way and Nakoma Road), the University of Wisconsin and City of Madison intend to rehabilitate a stormwater detention basin (Secret Pond) primarily for water quality purposes. Implementation of the Secret Pond

project is expected to occur within the next year, so there is potential for WisDOT to participate in cost-sharing with the UW Arboretum to account for the additional 1.4 acres of Stage 1 impervious surface being added in the Secret Pond watershed. This funding would be through an existing intergovernmental agreement for construction of stormwater management facilities at the UW-Arboretum between the UW-Arboretum and WisDOT. Furthermore, it may be possible for WisDOT to implement BMP such as a bioswale or bioretention adjacent to the Southwest Bike Path (see Figure 13.04-2).

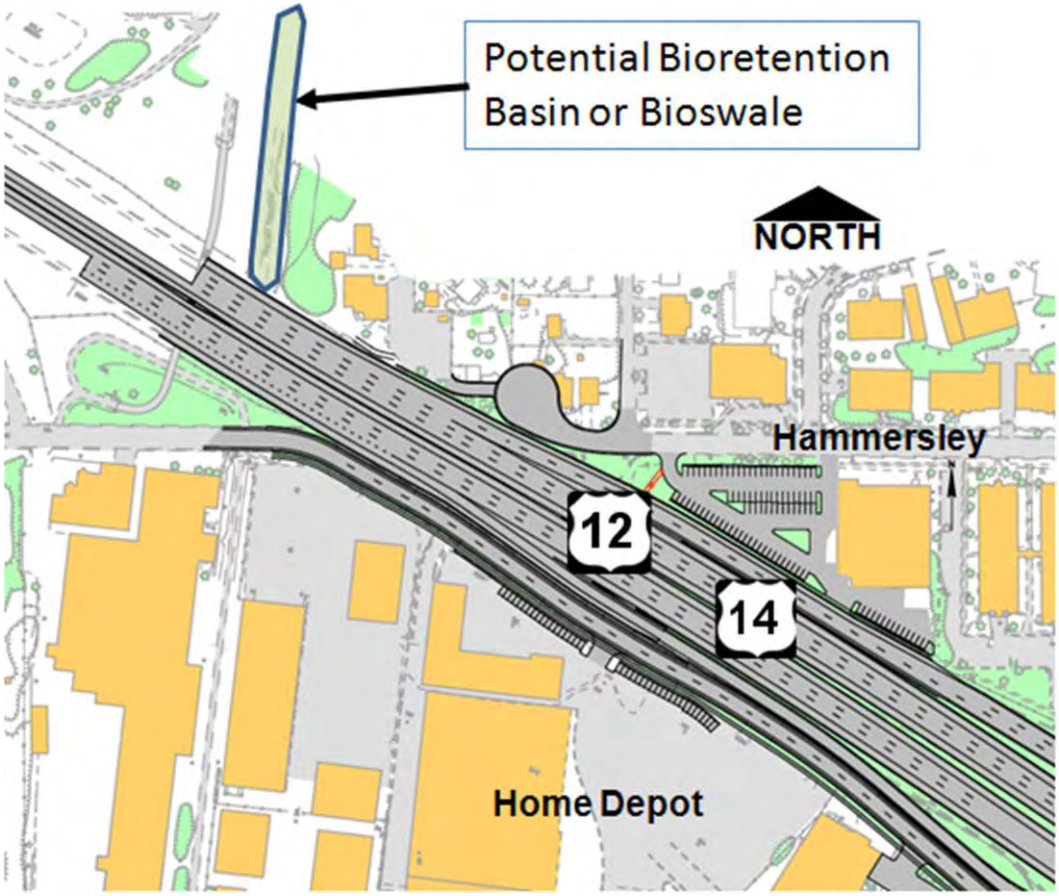


Figure 13.04-2 Stage 1: Potential Bioretention or Bioswale Along Southwest Bike Path

13.05 STAGE 2 STORMWATER IMPACTS

Stage 2 roadway construction includes the Verona Road and County PD interchange. Land disturbance from the Stage 2 roadway construction is estimated to be approximately 38.4 acres. The project is expected to increase the 10-year peak discharge to Subbasin BM02 by 13 percent (Table 13.05-1). Furthermore, the Stage 2 improvements will entail conversion from a rural-type drainage system consisting of open ditches and cross culverts to an urban drainage system consisting of curb and gutter and storm sewer. Potential storm sewer draining the South Verona Road and County PD interchange will most likely be directed to the southwest into existing roadside ditches along South Verona Road. Stormwater runoff from this area would ultimately be directed to an existing 6-foot by 4-foot box culvert under Verona Road that drains to a 7-acre wet stormwater detention pond that was constructed and is maintained by the City of Fitchburg (Quarry Ridge Basin, see Figure 13.02-3). The Quarry Ridge Basin ultimately overflows to the south to Goose Lake at an elevation that is approximately 5 feet above the normal operating water surface elevation.

Stage 2: Peak Flow Analysis									
Basin ID	2-Year			5-Year			10-Year		
	Exist. (cfs)	Prop. (cfs)	% Inc.	Exist. (cfs)	Prop. (cfs)	% Inc.	Exist. (cfs)	Prop. (cfs)	% Inc.
BM02	49.8	60.1	20.7	69.9	81.0	15.9	87.6	99.0	13.0

Table 13.05-1 Stage 2 Stormwater Impacts

Based on review of available information, there are concerns regarding the current performance of the Quarry Ridge Basin and Goose Lake. The potential impacts from future development in the watershed, particularly with respect to increases in runoff volume increase these concerns. Because the Quarry Ridge Basin primarily relies on infiltration and evaporation to draw down basin levels below the overflow, the basin frequently overtops following extreme rainfall events. Consequently, additional runoff volume resulting from the Stage 2 improvements should be addressed. We have estimated the increase in runoff volume for Stage 2 for a 2-year and 100-year storm event is approximately 1.7 and 4.4 acre-feet, respectively. A possible measure to mitigate the increase in runoff volume would be to enlarge the Quarry Ridge Basin to the south. Based on preliminary calculations, the surface area of the basin would need to be enlarged by approximately 1 acre to the southwest (see Figure 13.05-1).

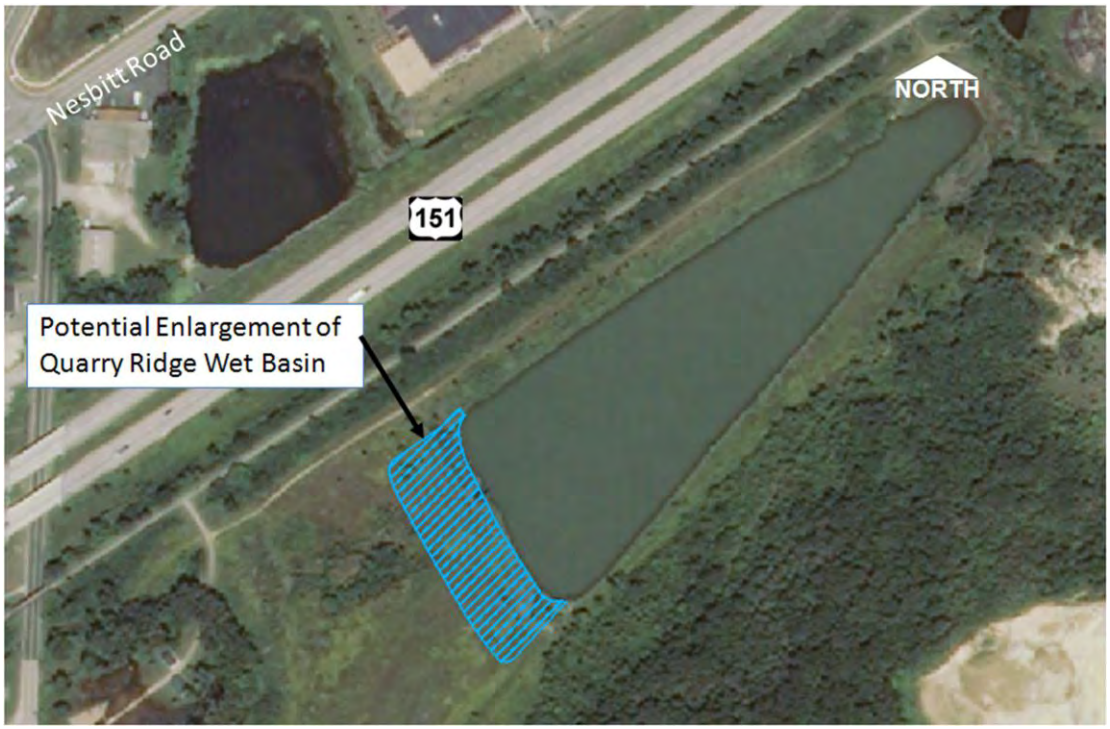


Figure 13.05-1 Stage 2: Potential Expansion of Quarry Ridge Basin

Few opportunities exist to provide permanent BMP within WisDOT right-of-way. However, it may be possible to expand or retrofit the existing dry detention basin located between Nesbitt Road and eastbound South Verona Road (see Figure 13.05-2). Both the Quarry Ridge Basin and the existing dry basin are owned and maintained by the City of Fitchburg. Coordination with City of Fitchburg engineering and public works staff for potential modifications to these stormwater facilities will be needed.

Figure 13.05-2 Stage 2: Potential Retrofit of Existing Dry Detention Basin

13.06 STAGE 3 STORMWATER IMPACTS

Stage 3 roadway construction includes the freeway conversion of US 151 between County PD and the US 12/14 (Beltline) and US 18/151 (Verona Road) Interchange. Land disturbance from the Stage 3 roadway construction occurring within Watershed Subbasins NS02 and NS03 is estimated to be approximately 65.7 acres. The improvements will result in a net flow increase of 12 percent in the 10-year peak discharge for Subbasins NS01, NS02, and NS03 (Table 13.06-1). Stormwater runoff associated with Stage 3 roadway construction is drained by two primary stormwater conveyance systems. Roadway improvements occurring between the Westchester Road cul-de-sac located north of Verona Road and the US 12/14 (Beltline) and US 18/151 (Verona Road) Interchange will result in approximately 46.4 acres of land disturbance. Stormwater runoff from this area is currently drained by an existing 72-inch-diameter storm sewer that outlets into Dunn's Marsh (see Figure 13.06-1). Note that the potential roadway profile of the depressed freeway lanes has been developed to accommodate the existing 72-inch storm sewer so that adequate pipe cover is provided and the hydraulic performance of the storm sewer system is maintained. Because approximately 25 acres of drainage area are being removed from the existing 72-inch storm sewer system, hydraulic capacity will not be impacted.

Stage 3: Peak Flow Analysis									
Basin ID	2-Year			5-Year			10-Year		
	Exist. (cfs)	Prop. (cfs)	% Inc.	Exist. (cfs)	Prop. (cfs)	% Inc.	Exist. (cfs)	Prop. (cfs)	% Inc.
NS01	28.7	44.5	55.1	42.4	59.7	40.8	54.7	72.8	33.1
NS02	72.5	72.5	0	99.2	99.2	0	122.4	122.4	0
NS03	20.2	27	33.7	29.2	36.6	25.3	37.1	44.8	20.8

Table 13.06-1 Stage 3 Stormwater Impacts

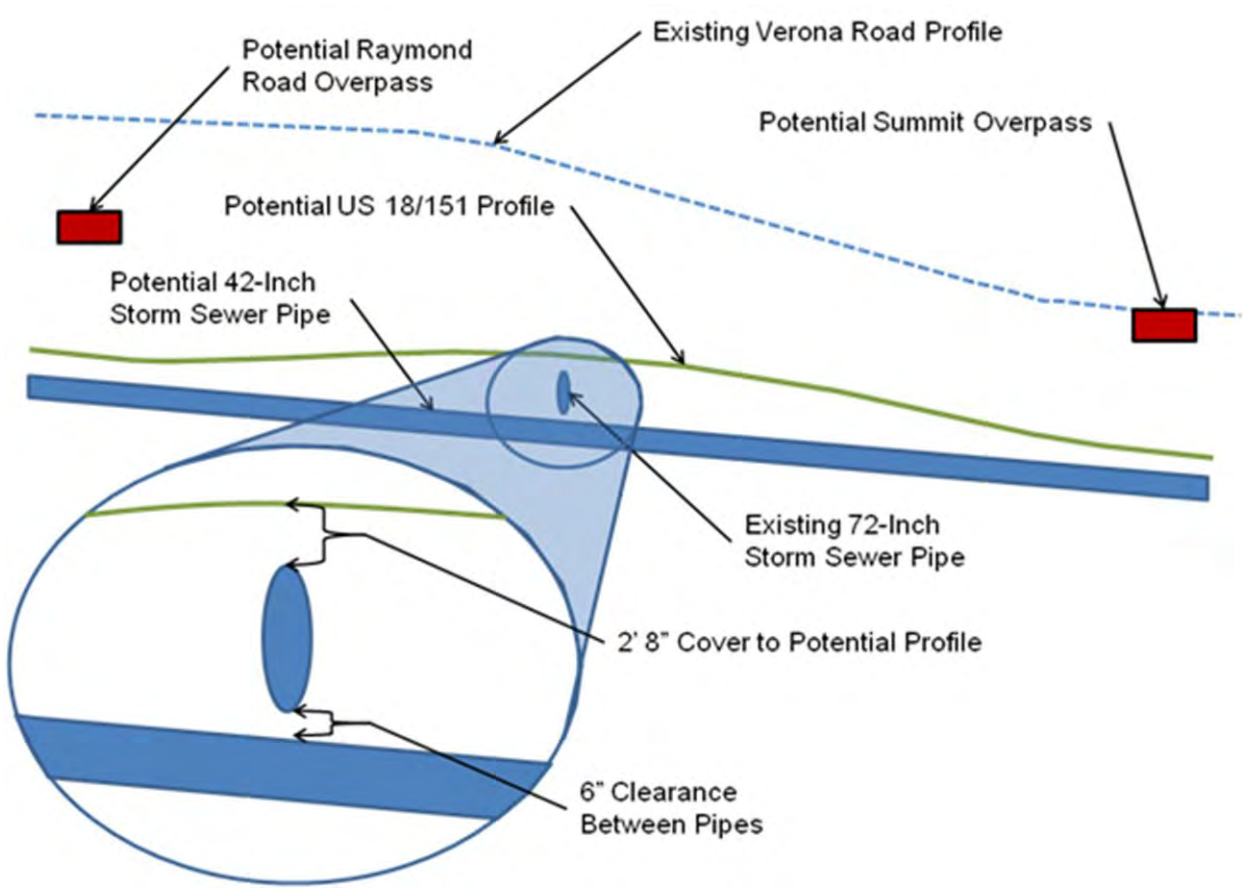


Figure 13.06-1 Stage 3: Potential Freeway Profile Versus Existing 72-Inch Storm Sewer

The elevation of the existing 72-inch storm sewer is not low enough to drain the low point of the converted freeway lanes. Consequently, a new gravity storm sewer system will be required to drain the 25-acre depressed freeway portion of US 151. Based on preliminary calculations, at its largest point, a 60-inch-diameter storm sewer pipe would be required to convey the peak runoff discharge for a 100-year storm event. Note that because of the depth of the potential storm sewer and natural topography, it is not feasible to construct the new storm sewer system via open trenching. A trenchless technology such as microtunneling will need to be implemented. A possible alignment for the

4,300-lineal-foot tunneled storm sewer would generally be from the low point of the freeway to the potential detention basin west of Dunn's Marsh (see Figure 13.06-2). The approximate cost of the trenchless installation of the storm sewer is approximately $3,700,000. Note that as part of the Stage 1 improvements, a wet detention basin with approximately 4.5 acre-feet of detention volume was recommended. To account for the additional 3.0 acres of impervious surface for Stage 3, we have estimated that approximately 1.0 acre-feet of additional storage volume would need to be provided in Dunn's Marsh. This could be done by enlarging the Stage 1 wet detention pond to the west.

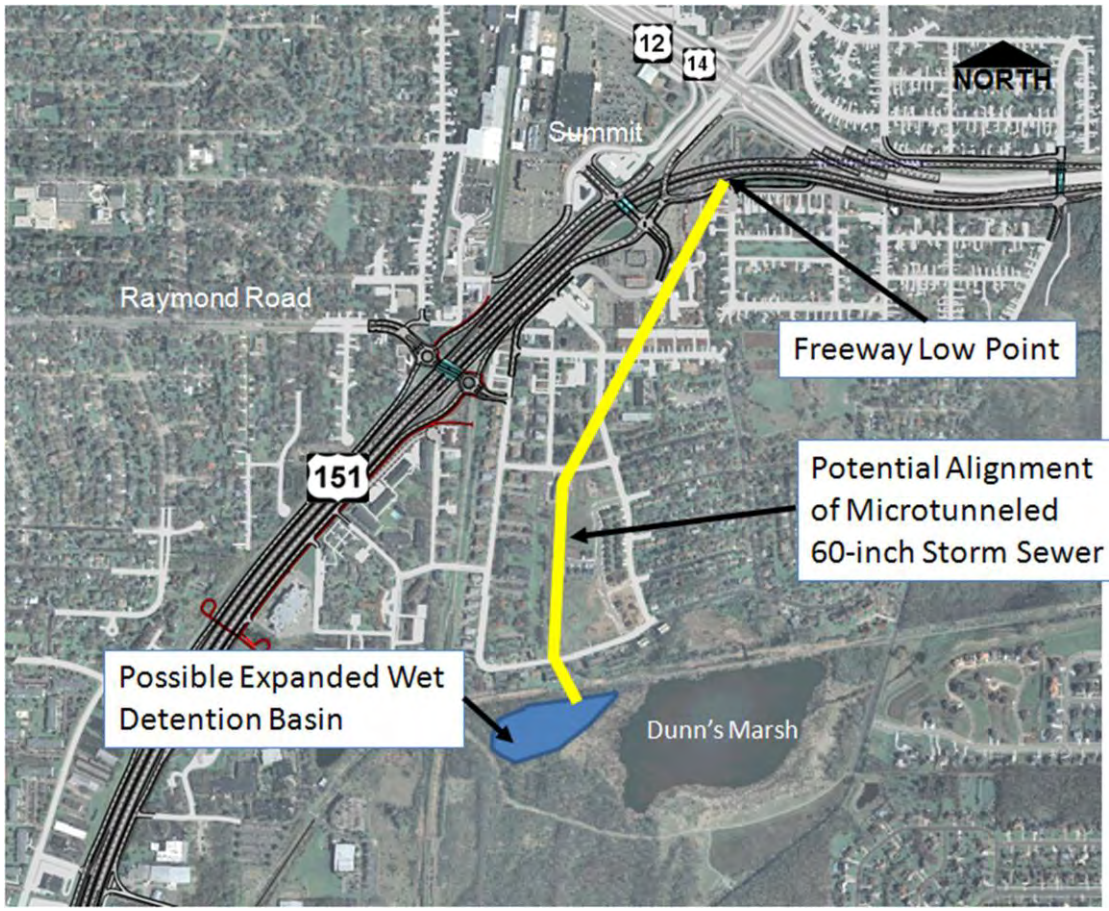


Figure 13.06-2 Stage 3: Alignment of Microtunneled Storm Sewer

Roadway improvements occurring between the Westchester Road cul-de-sac, located west of Verona Road, and County PD are within Watershed Subbasin NS01 (see Figure 13.02-1) and will result in approximately 19.3 acres of land disturbance. Stormwater runoff from this area is directed to an existing riprap ditch that is located adjacent to the Capital City Bike Trail (see Figure 13.06-3). The slope of the existing ditch is moderately steep and erosive and has experienced frequent washouts in the past. Additional measures may need to be incorporated to adequately stabilize the channel that may include the placement of very large riprap (2- to 4-foot-diameter boulders, gabion mattresses, or cabled cellular blocks). The existing riprapped channel outlets into the westerly Arrowhead Pond, a wet detention facility that has an approximate surface area of 1.5 acres. To account for higher peak runoff discharges,

increases in runoff volume, and higher TSS loadings, it is suggested that opportunities be evaluated to rehabilitate and/or enlarge the existing pond. If sufficient detention volume to account for a 100-year event is provided, we have estimated that approximately 1.7 acre-feet of storage volume would need to be added. The existing pond is owned and maintained by the City of Fitchburg, so coordination with City of Fitchburg engineering staff will be needed.

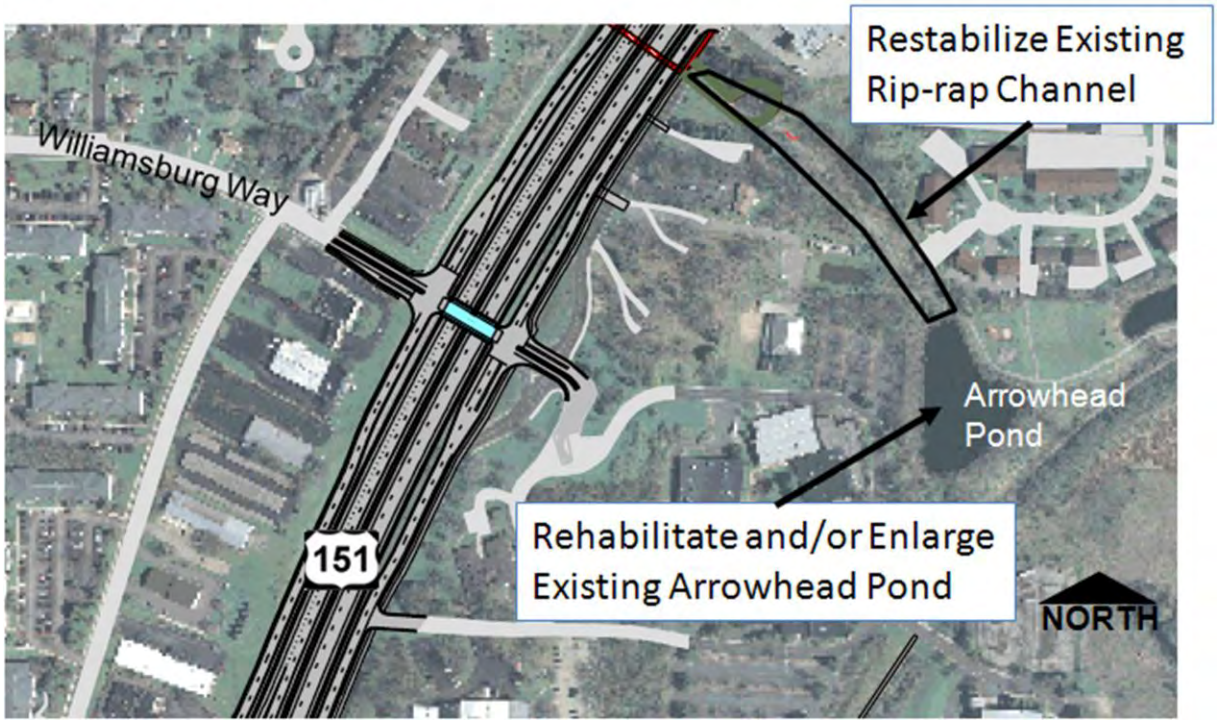


Figure 13.06-3 Stage 3: Potential Improvements to Existing Riprap Channel and Arrowhead Pond

13.07 OVERALL STORMWATER MANAGEMENT STRATEGY

Current WisDOT guidelines for soil erosion control measures and stormwater runoff and Wis. Admn Code Trans 401 standards for postconstruction stormwater runoff measures will be incorporated into the stormwater management strategy. Additionally, coordination with the City of Madison, City of Fitchburg, and Dane County for stormwater management and soil erosion control will occur.

The Preferred Alternative of the US 18/151 (Verona Road) project consists of Stages 1, 2, and 3. The stormwater impacts from these stages including basin ID and increased peak discharges are summarized in Tables 13.04-1, 13.05-1, and 13.06-1. The stormwater strategy for the Preferred Alternative would include implementation of permanent BMP that include either new, enlarged, or retrofitted wet detention basins that may provide runoff treatment prior to discharge to the surrounding waters or wetlands. BMP including bioretention basins or bioswales would be designed, installed, and maintained to infiltrate runoff to the MEP. The receiving ditch located immediately adjacent to the Capital City Bike Path is very steep and has experienced significant erosion and washouts in the past. Stabilization and energy dissipation measures may need to be incorporated to mitigate further negative impacts associated with increased runoff volumes and rates.

APPENDIX F
DEIS AND SDEIS PREPARATION AGENCY CORRESPONDENCE

For Response to Comments, See Section 5.5.

1000 FRIENDS OF WISCONSIN
16 North Carroll Street Suite 810 Madison, WI 53703 phone:608.259.1000 fax:608.259.1621
email:friends@1kfriends.org www.1kfriends.org www.PictureSmartGrowth.org

September 28, 2004

Ms. Rose Phetteplace, District Director
Attn: John Steiner
Wisconsin Department of Transportation – District One
2101 Wright Street
Madison, WI 53704-2583

Dear Ms. Phetteplace:

RE: Draft Environmental Impact Statement for the Verona Road/West Beltline Project Between Todd Drive and USH 14 (Middleton) and Between Nakoma Road and CTH PD in Madison, Wisconsin

1000 Friends of Wisconsin has received and reviewed the Draft Environmental Impact Statement (DEIS) for the project referenced above. 1000 Friends of Wisconsin is a statewide not-for-profit organization with 2,700 members, based in Madison. Our work focuses on promoting sound land use planning, more balanced transportation planning and budgeting and sustainable development and redevelopment that discourages sprawling development patterns. In relation to our mission and work, we have serious concerns regarding this DEIS.

Regarding the US 151/Verona Road Interchange segment of the project, we do not support the depressed freeway option and do not feel that sufficient alternatives have been considered. We present the following comments, concerns, and recommendations: FOW 1

1. Fundamental Principles: On the first page of the Executive Summary of the DEIS, in point A, it is stated that by 2008 all of USH 151 will be at 4-lane expressway-freeway standards except these two miles in Madison. By implication, these two miles of roadway are the choke-point for the whole system and not up to standard. In contrast, Greater Madison is the only major metropolitan area along the route. The suggestion that one size fits all – i.e. freeways – fails to recognize the value of our urban communities and promotes the same type of thinking that scarred cities across the nation over the course of the second half of the 20th century. Wisconsin's transportation system is a means to providing mobility within and between our communities. It should accomplish that goal and enhance sustainable economic development, conserve natural resources, and promote social equity. Highways identified in Connections 2020 that conflict with the needs and desires of communities, should not be treated as an end unto themselves, as appears to be the case with this project. Instead, they should be modified to meet the needs of the communities they serve and affect most directly. FOW 2

2. Traffic Analysis: The selection of CTH PD as the southern border for traffic modeling presents a problem. Given that the first reason cited in the DEIS for conducting this study is ensuring Connections 2020 standards for inter-regional traffic are met, this study should clearly delineate how much traffic is local within the cities of Madison and Fitchburg, how much is intra-regional, and how much is inter-regional (ES.2 A; I-1.1.) By not distinguishing FOW 3

between an *intra-regional* trip from Verona or Mount Horeb to Home Depot to buy a gallon of paint and an *inter-regional* freight trip from Dubuque to Fond du Lac, this selective analysis appears to skew the data towards the need for a freeway interchange. If roughly 50% of the traffic is local (56,000 vehicles at the interchange and 30,000 vehicles south of CTH PD), that means that the other 50% is considered inter-regional traffic. In the DEIS this inter-regional appears to be used to justify capacity expansion to expedite the fastest flow of inter-regional traffic through Madison (1-4). However, given that the inter-regional traffic (the other 50%) is not parsed, it is impossible to tell if, in fact, the other 50% consists wholly of inter-regional trips or, more likely, a combination of inter-regional and intra-regional trips.

For practical purposes, Dane County functions as a region unto itself, with 84% of its workforce living within the county and 95% of its residents working within the county. Given the rapid population growth of suburbs and exurbs like Verona, which was the second-fastest growing municipality in the state between 2000 and 2003, and Mount Horeb, which grew 5.5% between 2000 and 2003, the intra-regional traffic must be substantial. It is not advisable to spend $100 million extra on freeway-standard capacity expansion on one interchange when many of the trips that the construction is planned to address could be addressed by more cost-effective, less contentious, and less damaging improvements to other connections within the region. FOW 4

The Final Environmental Impact Statement (FEIS) should fully address the various types of trips in the study area. This analysis should allow for a clear evaluation of what quantity and percentage of trips are local, what quantity and percentage of trips are intra-regional, and what quantity and percentage of trips are regional. Using the findings of such analysis, WisDOT should restate why the limited access, grade-separated highway, which is a transportation facility fundamentally designed for inter-city travel, is the best facility for this urban environment FOW 5

3. Transit Options: It appears that since the Transport 2020 study did not specifically address the USH 151/Verona Road corridor, it was decided that there was no need to consider a transit alternative or transit alternatives combined with local road improvement options in the DEIS (ES-4.) Given that such a large portion of the traffic in the interchange is local traffic – and that another large portion may in fact be intra-regional traffic – it seems prudent to consider that expanded transit service, including expansion of service on existing local routes, express bus service, and even fixed-route service, may be a vital, cost-effective component in meeting the goals of this project. Madison Metro is currently in discussions with Verona to extend service there – a positive development that should be encouraged and serve as a factor in these considerations. The importance of a fixed guide-way system to the Greater Madison area over the next 50 to 100 years should not be underestimated; while short-term benefits may seem comparable to those of highways, in the long-term the land use, economic development, social equity and environmental benefits are superior. FOW 6 FOW 7

The FEIS should fully detail the degree to which existing service provided by Madison Metro will be disrupted by both the construction process and the fully constructed facility. The FEIS should detail all transit alternatives that were considered for the corridor, and should include a transit-only option. The FEIS should address right-of-way along the USH 18/151 corridor for future fixed guide-way transit service, as well as along other potential corridors in the area. The FEIS should also address increased Transportation Demand Management (TDM) strategies that can be encouraged in both the public and private sectors in the Madison Urban Area. Any action by WisDOT should absolutely include an enhancement of transit options. FOW 8 FOW 9 FOW 10 FOW 11 FOW 12

4. Land Use Impacts: Land use patterns and transportation are linked inextricably. However, since the magnitude of intra-regional traffic and transit alternatives do not appear to be sufficiently addressed, it is unclear how it can possibly be stated that growth patterns will not be altered to a significant degree in southwestern Dane County (ES-16.) There is no apparent quantitative analysis associated with points 'a,' 'b,' or 'c' that the expert group reached consensus upon, which for an issue as important as land use and induced travel is insufficient. Even if point 'c' – essentially that this project will not have a major effect – is supported by data, that in no way precludes WisDOT from reviewing ways in which this project can be modified to reduce pressures to developing in sprawling patterns that exact high environmental, social, and economic costs. FOW 13 FOW 14

   The FEIS should include more study and explanation of the land use impacts, with a particular emphasis on recent population growth trends in southwestern Dane County municipalities, induced traffic and the impact on land uses along the entire US 151 corridor beyond CTH PD, and recent commercial locations and relocations to southwestern Dane County municipalities. The FEIS should require that WisDOT promote Comprehensive Planning throughout the area, as well as assist Dane County in implementing regional growth management as it relates to this region. Otherwise, there is little to prevent the increased capacity of a project such as this from inducing growth. Induced growth leads to induced traffic that will fill up the added capacity in just a few years and essentially leave the region where it started – only with more sprawling development and longer commutes. FOW 15 FOW 16

5. Environmental Justice: As indicated by the City of Madison in its comments, the free flow alternative in the DEIS will have "disproportionately high adverse human health and environmental impacts on minority and low-income populations – including the inter-related social and economic effects." FOW 17

   In order to minimize these adverse effects, the FEIS should include evaluation of a cover for the depressed freeway as an alternative. The FEIS should also include improvements to the Allied Drive Neighborhood in an area larger than the typical ¼ mile from the corridor to mitigate the anticipated adverse impacts. FOW 18 FOW 19

Regarding the US 12/14 portion of the project, 1000 Friends of Wisconsin does not support additional lanes on the west beltline, but it does support increased connectivity over the beltline. FOW 20 FOW 21

Improved connections across the beltline from southwestern Madison and outlying areas to the core of the city will develop better connectivity between adjacent neighborhoods and commercial centers with each other, as well as other parts of the city. It should also reduce pressure on existing crossings and allow for expected growth on the west side of Madison. On the other hand, capacity expansion on the west beltline will result in induced travel and sprawling land use development. Additionally, the DEIS does not present sufficient data to understand what impact that capacity expansion will have on the east beltline or arterials such as Mineral Point Road. FOW 22 FOW 23

Conclusion: Plain and simple, until WisDOT provides better assessment of the traffic patterns that this project seeks to address, the secondary land use impacts it will cause, the extent of transit options available as alternatives, the real nature of what a depressed freeway does to the urban environment, and the magnitude of the disproportionate negative impacts on the adjacent low-income and minority populations, it should not ask the public to accept the rationale that $130-145 million needs to be spent on a freeway alternative, instead of $60-65 million urban roadway alternative, or even better an urban roadway-transit combination, to move inter-regional traffic through Madison.

Thank you for the opportunity to comment. I am happy to answer any questions you have in regard to 1000 Friends' comments. I can be reached at 608-259-1000 or ward@1kfriends.org.

Sincerely,

Ward Lyles
Transportation Policy Director

SIERRA CLUB
FOUNDED 1892

Rose Phetteplace, District Director
Attn: John Steiner
Wisconsin Department of Transportation District 1
2101 Wright Street
Madison, WI 53704-2583

Dear Mr. Steiner,

The Sierra Club is concerned that the Draft Environmental Impact Statement (DEIS) for the proposed US 151/Verona Road plan (Plan) fails to adequately address three serious impact areas that may result from the project if initiated: negative impacts on alternative modes of transit which can have an exacerbating effect on congestion, environmental justice problems and increased air and water pollution.

I. Introduction

Although these comments reflect our concerns regarding how the DEIS addresses certain issues that arise from the selected project alternatives, we must initially state that we disagree with some of the basic assumptions underlying the need for this project. Vehicular traffic will not be substantially alleviated by more road construction. In fact it could be increased in the long run, along with noise, water and air pollution. SC1

According to the Surface Transportation Policy Project (STPP), between 1982 and 1996 cities that focused heavily on road construction did not improve their traffic congestion any better than cities that did not focus on construction as the solution to congestion. *Available at* http://www.transact.org/report.asp. STPP divided 70 metro areas from across the country into two groups: those that pursued a high growth in road capacity (47% average increase in highway lane-miles) and those that pursued a lower growth in road capacity (22% average increase in highway lane-miles). They found no significant differences between the two groups in the following congestion measures:

- the yearly delay or extra travel time per person (delay per capita in hours)
- the delay in commuting on an area-wide basis when in bumper-to-bumper traffic (Roadway Congestion Index)
- the value of each hour of travel time and the cost of each gallon of fuel wasted in traffic congestion per person (congestion cost per capita)
- extra fuel spent from traffic congestion per person (excess fuel per capita).

Although the STPP analysis did not account for other factors that could affect congestion levels, such as changes in population, the economy, or land use, trends can be determined in relationships between road building efforts and congestion levels with such a large sample size and a long study period.

Several other studies have also documented the fact that new roads encourage more cars and more trips made by drivers. Robert Noland of the U.S. Environmental Protection Agency (EPA) found that 50-80% of new additional highway capacity is occupied by generated traffic. Robert B. Noland and Lewison L. Lem, *A Review of the Evidence for Induced Travel and Changes in Transportation and Environmental Policy in the United States and the United Kingdom*, Transportation Research D, 7(1), 1-26 (2002). Mark Hansen and Yuanlin Huang of the University of California at Berkeley also determined in a study of 30 urban counties in California over a 17-year period that traffic grew by close to 1% with every 1% increase in new lane-miles. Mark Hansen and Yuanlin Huang, *Road Supply and Traffic in California Urban Areas*, Transportation Research A, 31: 205-218 (1997).

Building roads to such results is not only a waste of taxpayer money, it is also a detriment to health due to increased air pollution. According to the EPA, the gains made in producing more efficient cars and reducing exhaust emissions by 60% to 80% have been virtually canceled by the doubling of vehicle miles traveled (VMT) over the past two decades. As a result, we have had little to no progress in cleaning up our air pollution from automobiles. *See also* Lenin Williams and Lei Yu, *A Conceptual Examination of the Impact of Traffic Control Strategies on Vehicle Emission and Fuel Consumption.* Report

No. SWUTC/01/467203-1, Center for Transportation Training and Research, Texas Southern University (2001). (Contact: Mr. Dock Burke; d-burke@tamu.edu ; (979) 845-5815).

If alternatives to vehicular traffic were seriously explored and invested in, local traffic within the regional flow could be greatly decreased, thus reducing the level of improvements identified as essential by this Plan. Less taxpayer money would need to be expended, air and water pollution would be decreased – not increased, the Allied-Dunn's Marsh area could be connected and invigorated without displacing as many persons thus disproportionately affecting them in violation of Title VI, and local businesses would not have to suffer through years of lost and slow business resulting from the construction. SC 2

Our suggestions are to reexamine the bus routes, as well as the transfer routes. As suggested by the Bicycle Federation (DEIS Appendix I), bus transit should follow the same general lines as auto traffic, as it is most efficient and time-effective. Similarly, bicycle routes should be greatly expanded to promote biking to work and neighborhood shopping centers, rather than auto traffic. Local traffic can be separated from regional traffic with the combined use of park and rides, bus routes and bicycle routes on Verona Rd., coupled with routes by which each of these alternatives can quickly, efficiently and safely cross to the north side of the Beltline. Especially in regards to bicycling and busing, infrequent crossing points equate to longer trip distances, a fact that may "drive" potential "users" to use autos instead. The proposed plan would make it easier for auto traffic, but does little to address the linkage problem for bikes. Although some construction may be required to alleviate congestion, this Plan fails in that it focuses almost entirely on construction alone, and not construction in combination with other alternatives. SC 3

That being said, the Sierra Club believes the Freeway Option is better than the Urban Roadway Option, so long as the following concerns are adequately addressed and remedied, something the DEIS failed to do. SC 4

II. Pollution

A. Air

Although the DEIS says projected carbon monoxide pollution is within NAAQS limits, and that Dane County is currently in SIP compliance for nitrogen oxides and VOCs, thus making these factors irrelevant, the DEIS is inadequate. SC 5

As reported at www.scorecard.org., Dane County ranked among the dirtiest/worst 10% of all counties in the U.S. in terms of nitrogen oxides and VOCs emissions in 1999. Additionally, based on the EPA's most current data, Dane County ranked among the dirtiest/worst 10% of all counties in the US in terms of the number of people living in areas where cancer risk from hazardous air pollutants exceeds 1 in 10,000. For example, 414,496 people in Dane County face a cancer risk more than 100 times the goal set by the Clean Air Act and 85% of the air cancer risk is from mobile sources such as trucks and cars, the use of which are promoted by this Plan. SC 6

Increased motorized traffic also creates elevated levels of soot and smog. A recent study published in Journal of the American Medical Association shows an 8% increase in lung cancer, 6% increase in heart attacks, and 4% increase in all cancers for each 10-microgram/cubic meter in PM 2.5. According to the American Lung Association's State of the Air: 2003 report, three-quarters of Wisconsin's population—more than 4.0 million people—continue to breathe unhealthy amounts of the toxic air pollutant ozone (smog). *Available at* www.lungusa.org/wisconsin/news_050503.html. This includes 50,000 people with asthma and other breathing problems at risk in Dane County. SC 7

Additionally, according to a recent study at the John Hopkins Bloomberg School of Public Health, there is a "significant association between vehicle traffic and curbside concentrations of the carcinogens benzene 1, 3-butadiene, and particle-bound polycyclic aromatic hydrocarbons (PAH)." *Available at* www.eurekalert.org/pub_releases/2003-06/jhub-vta060903.php. According to the EPA NATA database, on-road vehicles in Dane County produce 2.19 million pounds of the cancer causing pollutants, benzene 1, 3- SC 8

butadiene, formaldehyde and diesel PM, with total dosages for each chemical of five pounds per person per year.

Therefore, it makes sense that a recent study in the Journal of the Air and Waste Management Association shows that children living near roads with 20,000 vehicles per day (VPD) have a 6-8 time higher risk of cancer. *See* Wachtel Pearson, et al., *Distance-weighted traffic density in proximity to a home is a risk factor for leukemia and other childhood cancers*, Journal of Air and Waste Management Association (2000). The projected number of VPD are much greater than that for this project, especially in the vicinity of Allied-Dunn's Marsh, an area which the DEIS reports has a disproportionate population of Title VI protected persons, minorities and children.

Considering these facts and clear health risks, we make the following suggestions:

1. The Plan should address emissions of soot, smog, benzene 1, 3-butadiene and PAHs for the general population even though the Plan may technically be in "compliance". SC 9
2. Because of the abnormally disproportionate effects of these pollutants on Title VI persons affected by the plan, especially since traffic is slated to increase or decrease in various neighborhoods depending on the Concept selected, the DEIS must consider and adequately discuss the above pollutants in regards to the health of those persons. SC 10
3. The DEIS has failed to adequately determine the number of people, and other public establishments such as schools, which will be affected by the increase in cancer-causing pollution. SC 11
4. Whether or not the Plan is technically in compliance, it is bad planning in light of the likelihood of future NAAQS and SIP compliance problems to not consider incorporating mitigation techniques such as local carbon sinks (parkland) and air filters in enclosed roadways. SC 12
5. Similarly, the DEIS fails to identify the degree to which VOCs and NO_X resulting from the Plan will increase and thus endanger Dane County's future compliance with its SIP and NAAQS standards. SC 13

B. Stormwater management

1. The DEIS fails to consider community parklands as a mitigation technique. Although the Plan is committed to keeping or replacing parks affected by construction, the Plan should recognize the value of parkland for stormwater management. Thus any parkland created to replace lost parkland should be created in the general area from which parkland was lost or within the same runoff area. SC 14
2. The impact on wetlands, particularly Dunn's Marsh, is problematic. It is good the DEIS recognizes the problem, but the FEIS should contain a specific remedial / mitigation plan rather than general statements of concern and potential mitigation techniques. SC 15

<u>III. Impacts on Alternative Modes of Transit</u>

A. Verona Road area SC 16

1. In order to promote pedestrian and bicycle safety and use, the Plan should construct sidewalks, wide curb lanes and dedicated bike lanes along the frontage roads in the Verona Road Arterial in both the north and south-bound directions for its entire length. These lanes should extend through the Beltline interchange.
2. In addition to dedicated and safe bike paths, traffic lights along Verona Rd. intersections must be timed to allow inexperienced bike riders time to cross.
3. The Plan should set aside space along the southern portion of Verona Road for park & ride lots.
4. Any bike route constructed should be a direct route that follows auto traffic.
5. All bicycle/pedestrian routes should be accompanied by traffic signals/crossings designed for pedestrian and bicycle use, even though it may create longer waits for vehicles at those traffic signals.

B. Allied-Dunn's Marsh neighborhood

1. If Raymond Road is extended to Allied Drive, non-motorized connections to the neighborhood (i.e., pedestrian and bike) of Alternative 1 should be included in addition to the motorized connections, and the connections should extend through each intersection. SC 17

C. Elsewhere

2. Although the Urban Roadway Concept is preferable in that it is "low-build" and the accompanying impending congestion forces local drivers to consider other transportation options, it is problematic because it diverts increased future traffic to Seminole Highway, Fish Hatchery Road and CTH PD, all of which are designated bicycle routes and are some of the area's only bicycle routes in and out of Madison. If this option is chosen, the Plan must provide alternative, safe, direct routes for bicycle and pedestrian traffic lest it decrease, thus creating even more auto congestion. SC 18
3. Although the Freeway Concept is acceptable for biking as it removes high volume traffic from urban streets that also have a high density of bike traffic, the Concept should also take advantage of this opportunity to create dedicated bike lanes on urban streets that have none, as it is our opinion that traffic demands over time will respond to the availability of uncongested urban roads, at which point the roads will once again become unsafe for biking. SC 19
4. The Freeway Concept may also be beneficial for bicycle transportation in that the east ramps of the Seminole Hwy. interchange would not be constructed, thereby still allowing access across the Beltline via Seminole Hwy, but not access to the Beltline. However, the Madison Metro Transit System has said that the closure of the ramps at Seminole Hwy. would cause disruption to transit routing and potential loss of service hours in parts of the neighborhood south of Britta Parkway and east along the southern Beltline Frontage Rd. Before a project option is chosen this conflict should be studied and potential solutions proposed so as to best promote mass transit and non-motorized travel, both of which decrease traffic congestion. SC 20

5. Any improvements to connector roads/local traffic reliever roads like Raymond, Summit and Seminole Hwy. should include improvements for dedicated bike paths along those roads as well, with connections to larger paths such as the Southwest Bike Path, Capital City Trail and Military Ridge, the point of which is to decrease auto traffic by increasing bike traffic. This includes Verona Rd. SC 21

III. Environmental Justice

The DEIS fails to adequately address the requirements of Executive Order 12898, in particular the disproportionately high and adverse human health and environmental effects directed toward minority and low income populations in the Allied Drive, Dunn's Marsh, Belmar, Marlboro Heights and Chalet Gardens areas, areas that generally contain a much higher level of minority and low-income residents and children than the City as a whole. SC 22

1. Raymond Road should be extended to Thurston Lane, accompanied by mitigating actions, between Verona Road and Allied Drive to mitigate impacts to mass transit service routing and bus stop accessibility for Allied-Dunn's residents and businesses. SC 23
2. The Plan needs to more adequately address traffic stops and safe pedestrian and bicycle routes in conjunction with the Raymond Road extension plan. SC 24
3. In order to mitigate the physical and psychological effects of the Verona Road 30-foot deep depressed urban arterial with walls and fencing, the Plan should consider covering the depressed freeway between Summit and Williamsburg Way (or at least to Raymond Rd.) This would significantly improve the connectivity between area neighborhoods, would reduce noise, would possibly create additional land for development and or open landscaped space above the tunnel and would mitigate some of the adverse effects on the neighborhoods as required by Title VI. SC 25

4. If the design speed of the curves is reduced from the current planned 60 or 65 mph, the amount of land needed to accommodate the free flow movement and the associated implications for land acquisition, residential and business relocations and the need to close the Seminole Hwy. ramps may all be reduced. A reduced speed would also result in less air pollution and increased energy conservation. SC 26

5. The loss of community parks, such as Britta Parkway Park, must be avoided as it hurts community cohesiveness, moves road closer to residences and the parks users, and decreases green space that helps to mitigate air pollution and stormwater runoff. Generally the DEIS's mitigation measures, such as improving Belmar Park and Marlboro Park and expanding Doncaster Park are acceptable. However, in order to prevent environmental and community connectivity problems, the Plan should attempt to replace parkland in the vicinity from which it was taken. Land currently a part of the Madison Plaza should be considered as a park option if necessary. SC 27

6. The Plan should commit to fully participate in the cost to implement the Madison Plaza's redevelopment plan to convert it to a mixed-use commercial and residential center, including the extension of Summit Avenue to Red Arrow Trail. Developing a community center with new housing would help mitigate the negative effects caused by the new construction and its housing relocations. SC 28

7. In order to prevent decreasing property values due to the pending acquisitions by the DOT over the long period of time between Plan approval and implementation, the DOT should commit to acquire residential and commercial properties in these areas before construction begins. Otherwise, the DOT could enjoy a financial windfall at the expense of local property owners in violation of Title VI. SC 29

8. Generally, the FEIS should commit the Plan to conforming with the recommendations included in the Draft Allied Drive-Dunn's Marsh-Belmar Physical Improvement Plan dated May 6, 2004 from the City of Madison's Planning Department. SC 30

Thank you for considering these comments and we look forward to your response.

Should you have additional questions, you may contact me at 608-628-3594

Sincerely,

[redacted]

Mark Dahlby

John Muir Chapter of the Sierra Club – Four Lakes Group

CC: Tom Lynch - Strand Associates,

Jackie Lawton - Environmental Program Engineer

CITY OF FITCHBURG

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STRAND ASSOCIATES, INC.®
MADISON, WI

May 6, 2004

Ms. Rose Phetteplace, District Director
Mr. John J. Steiner, P.E., Project Manager
District #1 Office
Wisconsin Department of Transportation
2101 Wright Street
Madison, WI 53704-2583

RE: Draft Environmental Impact Statement
Project ID - 1206-07-03

Dear Ms. Phetteplace:

The Public Works Department of the City of Fitchburg has received the draft, Environmental Impact Statement and have the following comments.

In the statement in Part 2, Section 1 on page 1-23 (7) there is reference to the Capital City Trail underpass. The underpass is not considered part of the trail, but rather is an extension of the trail. It provides local access to the west side of Verona Road. If the underpass is replaced with a bridge structure over the free flow movement of USH 18/151, how does it relate it to the one way frontage roads? We would assume it would have to be an at grade crossing. If this is the case, it may be preferable to have the bicycles and pedestrians cross at Williamsburg Way. Fitch 1 FITCH 2

We would like to see more details on the bicycle/pedestrian route along the east side of USH 151 & Verona Road. Fitch 3

In Section 2.04, Appendix E, Environmental Features (C)"Wetlands", it states that there are no mapped wetlands that would be directly disturbed as result of new construction being considered. However, there are DNR mapped wetlands west of Dunn's Marsh. These wetlands are in the location of the potential alternative for detention basins shown on figure 2.02-1. Also on this same figure, the Arrowhead Park ponds arrow is shown in the wrong location along with the Middle A pond. Enclosed is a copy showing the correct arrows for these ponds. Similarly, figure 2.02-2, does not show all of the Jamestown detention basins. A corrected copy is enclosed for your review. Fitch 4 Fitch 5

In section 2.06, existing drainage patterns and problem areas, under (A) South Verona Corridor, the second paragraph states the City of Fitchburg has recently placed additional stone and rip-rap to stabilize the channel. We also re-graded the channel as well. The third paragraph in this section states the Arrowhead Park ponds were designed to provide 90% removal efficiencies. It should be 80%. Further in this paragraph it talks about enlargements of the existing ponds may be possible. The design of these ponds were maximized as much as possible at the original time of construction. We are very doubtful that they can be enlarged without seriously impacting the useable park space that remains in that park after the pond is reconstructed. If any of the park land is removed, we would expect the parklands to be replaced at some other nearby location to serve the same neighborhood.

Fitch 6

Fitch 7

Fitch 8

In Section 3.02, Potential Stormwater Impacts-South Verona Road Improvements, under (B) Alternative 4/Freeflow concept. The second paragraph talks about the proposed pond west of Dunn's Marsh. As noted earlier in this letter, there are wetlands that will need to be addressed with this issue. The third paragraph, we also have the same comment regarding the work that was recently completed on this channel. Also in this same section it refers to the existing Jamestown detention basins that outlet to Goose Lake. The design of the facilities is only for storm events over a 100 year event and are to overflow to Goose Lake. Storm events less than 100 years are to be contained within the basins. If the road project adds more impervious area draining to these basins, they will need to be enlarged to accommodate that design guideline. We will expect the Department of Transportation to reimburse the City for lands taken for this enlargement. Most likely the pond located in the Quarry Ridge Natural Area will be the basin to increase. This will result in a loss of park open space.

Fitch 9

Fitch 10

Fitch 11

If you have any questions regarding this letter, please let me know.

Sincerely,

[redacted]

Paul Q. Woodard, P.E.
Director of Public Works

Enclosure

cc: Tom Lynch, Strand Associates

P:\ADMIN\LETTER\Phetteplace ltr

CITY OF FITCHBURG

5520 Lacy Road
Fitchburg, WI 53711-5318
Phone: (608) 270-4200 ■ Fax: (608) 270-4275
www.city.fitchburg.wi.us

September 9, 2004

Ms. Rose Phetteplace, District Director
Mr. John J. Steiner, P.E., Project Manager
District #1 Office
Wisconsin Department of Transportation
2101 Wright Street
Madison, WI 53704-2583

RE: Verona Road/West Beltline Draft Environmental Impact Statement
Project ID - 1206-07-03

Dear Mr. Steiner:

On May 6th we sent out technical comments regarding the Draft Environmental Impact Statement. Enclosed is Resolution R-54-04 Endorsing Submittal of Comments for the Draft Environmental Impact Statement for Verona Road/West Beltline improvements. This resolution was approved unanimously by the Common Council of the City of Fitchburg on August 24, 2004. As you will note in the resolution, the City of Fitchburg supports the freeway alternative for this project with some conditions. We do not support the cover that has been proposed by the City of Madison through the City of Fitchburg portion of the project.

We look forward to working with the Department of Transportation on moving this project forward. If you have any questions regarding any of the comments in our Resolution, please let me know.

Sincerely,

[redacted]

Paul Q. Woodard, P.E.
Director of Public Works

Enclosure

cc: Terese Berceau, State Representative

P:\Engineering\Projects\Verona Rd.W Beltline\steiner ltr

Thomas Clauder, Mayor
Introduced By

Public Works
Drafted By

Board of Public Works & Plan Commission
Referred to

July 20, 2004
Date

Resolution R-54-04

ENDORSING SUBMITTAL OF COMMENTS FOR THE DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR VERONA ROAD/WEST BELTLINE IMPROVEMENTS

WHEREAS, the Wisconsin Department of Transportation (WDOT) has prepared a Draft Environmental Impact Statement (DEIS) to address the long-term needs of the Madison area's West Beltline Highway and Verona Road as the first step in planning for long-term infrastructure investments within this area; and

WHEREAS, the DEIS includes three major focus areas, including:

- The segment of the U.S. Highway 151 corridor centering on the Verona Road interchange and Verona Road south to CTH "PD"; and
- The U.S. Highway 12/14 (West Beltline Highway) corridor from the U.S. Highway 14 (University Avenue) interchange to the Todd Drive interchange; and
- The U.S. Highway 12/14 crossings (interchanges and grade-separated crossings) between U.S. Highway 14 and Todd Drive; and

WHEREAS, the Wisconsin Department of Transportation has conducted a planning process which included a large technical committee comprised of representatives from the affected municipalities; formed an advisory committee comprised of elected officials and representatives from the affected neighborhoods and adjoining property owners; partially funded the preparation of a draft physical improvement plan fro the Allied-Dunn's Marsh-Belmar Neighborhood; and worked closely with City departments and policy makers throughout the "needs assessment" process and DEIS process dating back to the beginning of the process in 1997.

NOW THEREFORE BE IT RESOLVED, that the Fitchburg Common Council hereby endorses the submittal of the attached comments on the DEIS entitled "Summary Comments on the Draft Verona Road/West Beltline Highway Environmental Impact Statement" dated May 25, 2004 and further specifically requests the Wisconsin Department of Transportation to include these comments in the Final Environmental Impact Statement (FEIS), along with the following specific recommendations.

- U.S. Highway 151/Verona Road from U.S. Highway 12/14 (the West Beltline Highway) to CTH "PD".

  1. Of the three alternatives considered for this segment (No Build, Urban Roadway, and Freeway), the City of Fitchburg believes that, while the freeway alternative has the greater number of direct impacts compared to the other alternatives analyzed, the freeway alternative is supported by the City because:

Fitch 12

a. It addresses regional mobility needs to the greatest extent possible by: a) separating regional traffic from local traffic; b) providing sufficient capacity to accommodate existing traffic volumes and a significant amount of future traffic; and c) meeting the mobility needs of a Backbone Corridor route in the state highway system.

b. It removes diverted traffic from nearby Fitchburg and Madison streets (e.g. Seminole Highway, Whitney Way, Williamsburg Way, and CTH PD).

c. Although the freeway alternative creates some indirection for transit, this alternative maintains and improves local access for bicyclists, pedestrians, and motorists along the corridor. Access into the isolated Allied Drive neighborhood area is also significantly improved with the extension of the Raymond Road crossing to align with Thurston Lane. This extension also improves transit routing possibilities.

d. The depressed feature of the freeway alternative provides for opportunities to improve aesthetics both in and across the corridor with urban streetscape improvements and landscaping as well as reduced noise generation.

2. The City requests the FEIS to show the City in favor of maintaining a design speed of the ramp curves connecting Verona Road and the Beltline that are consistent with the design speed of the highways. Fitch 13

3. The FEIS should include the construction of the Raymond Road crossing of U.S. Highway 151 on an alignment consistent with that shown in the Draft Allied-Dunn's Marsh-Belmar Physical Improvement Plan dated May 6, 2004, which aligns the crossing with Thurston Lane. Fitch 14

4. The width of the Raymond Road, Williamsburg Way and Summit Crossing should be wide enough to incorporate improvements which will result in attractive plaza-like connections between neighborhoods east and west of the freeway, incorporating wide pedestrian sidewalks, bicycle lanes, adequate areas for pedestrian amenities including pedestrian level lighting and landscaping, in addition to the travel lanes. The City of Fitchburg does not support a covered expressway within the limits of the City of Fitchburg (Raymond Road south to Fitchrona Road). Fitch 15

5. The FEIS must commit to a high level of urban streetscape improvements along all constructed streets and a high level of landscaping between the freeway, and local arterial streets and between the local arterial streets and frontage roads. All fencing of the freeway must be of high aesthetic quality and adequately screened. Architectural/aesthetic treatments and textures should be applied to all concrete structures associated with bridges, crossings, walls of the depressed freeway, noise barriers and all above ground structures. Fitch 16

6. The City of Fitchburg requests the FEIS to evaluate other alignments of the proposed Commerce Park Drive connection to the existing frontage road to minimize impacts to existing business desiring area for expansion. Fitch 17

7. The City of Fitchburg requests that the FEIS evaluate the interchange at McKee Road to determine if the interchange has the capacity necessary to accommodate growth in Fitchburg and Madison to the west along the McKee Road corridor. Fitch 18

8. ***A grade separated crossing for the Capital City Trail extension north of Williamsburg Way should be maintained.*** Fitch 19

- U.S. Highway 12/14 (the West Beltline Highway) from Todd Drive to U.S. Highway 14

1. For safety and environmental benefits, the City of Fitchburg supports Alternative B (the ramp meters, auxiliary lanes and a third lane added in each direction). Improvement of traffic flow will improve safety and reduce smog from standing vehicles. The third lane will reduce the diversion of traffic through Fitchburg and Madison streets. Fitch 20

Adopted by the Common Council of the City of Fitchburg this 24 day of August, 2004.

Approved By: [redacted]
Thomas Clauder, Mayor

Attested By: [redacted]
Karen A. Peters, City Clerk

As Amended by the Board of Public Works on 8/2/04

FITCHBURG
get to know us!

CITY OF FITCHBURG

Administrative Offices
5520 Lacy Road
Fitchburg, WI 53711-5318
Phone: (608) 270-4200 ■ Fax: (608) 270-4212
www.city.fitchburg.wi.us

December 4, 2008

Larry Barta
WisDOT SW Region
2101 Wright Street
Madison, WI 53704-2583

Re: Draft SAFETEA-LU 6002 Documents
Coordination Plan and Impact Analysis
WisDOT Project ID 1206-07-03
US 151/18 Corridor Study

Dear Mr. Barta,

Thank you for your November 19 letter regarding this project. We have reviewed the material you sent with your letter. We would ask that WisDOT continue to work with the affected business and residents in our city that are impacted by this project. Consideration needs to be given not only to the properties along the project but also for properties along any of the proposed detour routes.

The one known resource we have identified at this point is around the McKee Road intersection with Verona Road. The Military Ridge Trail crossing on CTH'PD'(McKee Rd) east of Verona Road is a concern. This crossing will be impacted by the potential interchange. The City is in the process of acquiring the Union Pacific Railroad corridor to the east 500 feet. This may present opportunities to improve the crossing. Also the bike and pedestrian movement across Verona Road at McKee Road will need to be considered in the interchange design. In addition we have a sewer crossing at the McKee Road/Verona intersection that could be an issue if it is decided to depress McKee Road at the interchange.

As we identify any other resources of concern we will let you know. We look forward to continue working with WisDOT on this project.

Sincerely,

[redacted]

Paul Q. Woodard, P.E.
Director of Public Works/ City Engineer

P:\Engineering\Trans\PROJ\Verona Rd.W Beltline\Correspondence\WisDOT Letter.DOC

State of Wisconsin
Jim Doyle, Governor

Department of Agriculture, Trade and Consumer Protection
Rod Nilsestuen, Secretary

December 5, 2008

Larry Barta
Wisconsin Department of Transportation
SW Region
2101 Wright Street
Madison, WI 53704-2583

Re: **Draft SAFETEA-LU 6002 Coordination Plan and Impacts Analysis**
Project I.D. 1206-07-03
USH 151/18 Corridor Study
Dane County, Wisconsin

Dear Mr. Barta:

Thank you for offering DATCP the opportunity to be a participating agency in **the Draft SAFETEA-LU 6002 Coordination Plan and Impacts Analysis** for the USH 151/18 Corridor Study in Dane County. Because the project will not directly affect agricultural resources, DATCP has decided to not be a participating agency.

If you have any questions regarding this matter, please call me at 608.224.4650.

Sincerely,

[redacted]

Peter Nauth
Agricultural Impact Program

CITY OF FITCHBURG

5520 Lacy Road
Fitchburg, WI 53711-5318
Phone: (608) 270-4200 ■ Fax: (608) 270-4275
www.city.fitchburg.wi.us

2/7/2008

Larry J. Barta, P.E.
Wisconsin Department of Transportation
2101 Wright Street
Madison, WI 53704-2583

RE: Project ID 1206-07-03 and 1206-07-04
US 151/Verona Road Corridor Study

Dear Mr. Barta,

Thank you for your January 25, 2008 letter inviting the City of Fitchburg to become a participating agency in development of the Environmental Impact statement for the referenced project. We concur with the purpose and need for this important project. The traffic volumes continue to increase on Verona Road. Along with this increase in traffic there is an increase in the number of accidents.

Furthermore, this road serves as a barrier between the Jamestown neighborhood and the rest of the City. The City has participated in the draft environmental impact statement for this project and will continue to be involved as requested. We look forward to working with the DOT on this important transportation project.

Sincerely,

[redacted]

Paul Q. Woodard, P.E.
Public Works Director

P:\ADMIN\LETTER\LarryBarta.DOC

Madison

Office of the Mayor

David J. Cieslewicz, Mayor

City-County Building, Room 403
210 Martin Luther King, Jr. Boulevard
Madison, Wisconsin 53703-3345
PH 608 266 4611
FAX 608 267 8671
TTY 866 704 2340
mayor@cityofmadison.com

February 1, 2008

Larry J. Barta
Wisconsin Department of Transportation
Southwest Region
2101 Wright Street
Madison, WI 53704-2583

Dear Mr. Barta:

In your letter of January 25, 2008, you invited the City of Madison to formally participate in the environmental review process for the U.S. 151/Verona Road Corridor Study (U.S.H. 12/18 interchange/C.T.H. PD), i.e., Project I.D. 1206-07-03 and 1206-07-04. I accept your invitation to be involved in the project as a participating agency.

We appreciate the efforts that you and your consultants have already made to keep the City of Madison's staff and policy makers informed as you make progress on this study. Please continue to keep my office and the City's Engineering Division, Planning Division, Traffic Engineering Division, and the Office of Business Resources informed as the project proceeds.

We look forward to continuing to work with you on the project.

Sincerely,

[redacted]

David J. Cieslewicz
Mayor

DJC/lll

cc: David Dryer, Traffic Engineer
Matt Mikolajewski, Office of Business Resources
Bradley J. Murphy, Planning Division Director
Larry Nelson, City Engineer

Madison Area
T • P • B
Transportation Planning Board
A Metropolitan Planning Organization (MPO)

January 7, 2009

Larry Barta
WisDOT SW Region
2101 Wright Street
Madison, WI 53704-2583

Re: **Draft SAFETEA-LU 6002 Documents-**
Coordination Plan and Impact Analysis Methodology
Project I.D. 1206-07-03
US 151/18 (Verona Road) Corridor Study
(Todd Drive to County PD)
Dane County, Wisconsin

Dear Mr. Barta:

In response to your letter of November 19, 2008, the Madison Area Transportation Planning Board, a Metropolitan Planning Organization (MPO), has reviewed the Draft SAFETEA-LU 6002 Documents (Coordination Plan and Impact Analysis Methodology) for the US 151/18 (Verona Road) Corridor Study (Todd Drive to County PD) and offers the following comments.

As noted in the MPO's comments on the two US 51 corridor studies in Dane County, the MPO Board believes that it is a good approach to: (1) provide a document that identifies the plan to be used to facilitate and document the lead agencies' structured interaction with the public and other agencies: and (2) to inform the public and other agencies on how the coordination plan will be accomplished. The Coordination Plan should help to streamline the EIS process and provide good project management through coordination, scheduling, and early resolution of issues. The same can be said of the Impact Analysis Methodology document. The Board found both documents to be relatively complete and does not have any significant comments to make at this time. However, the Board may wish to comment more extensively in the near future following the review of the application of the methodologies and the quality of the results.

The MPO appreciates the presentation that was made on this project before the full Board, at its November 2008 meeting, as part of your coordination plan with local officials. Although this project was presented to the MPO back in May of 2002, the scope of the project has changed and due to a restructuring of the Board in 2007, many new members were unfamiliar with the project.

The MPO Board also appreciates that WisDOT will conduct a qualitative Mobile Source Air Toxics analysis on this project as part of your air quality impact methodology in accord with FHWA interim guidance. The MPO requested this analysis be included as part of the impact air quality impact methodology for US 51 (Stoughton Road) corridor study.

121 S. Pinckney St., Suite 400, Madison, WI 53703 608-266-4336 fax 608-261-9967 www.madisonareampo.org

Madison Area
T • P • B
Transportation Planning Board
A Metropolitan Planning Organization (MPO)

April 2, 2008

Mr. Larry Barta
Division of Transportation System Development
Southwest Region
2101 Wright Street
Madison, WI 53704-2583

Re; Invitation to Become a Participating Agency
Project I.D. 1206-07-03 and 1206-07-04
US 151/Verona Road Corridor Study
(USH 12/18 Interchange-CTH PD)
Dane County, Wisconsin

Dear Mr. Barta:

In response to your letter of March 6, 2008, the Madison Area Transportation Planning Board, a Metropolitan Planning Organization (MPO) accepts the invitation to be a participating agency in the development of the Environmental Impact Statement (EIS) for the project referenced above. In accepting this invitation, the Board recognizes that this designation does not imply that the MPO either supports the proposal or has any special expertise with respect to evaluation of the project. Further, the Board understands its role in the development of this project to include the following:

- Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis.
- Participate in coordination meetings and joint field reviews as appropriate.
- Provide timely review and comment on the pre-draft or pre-final environmental documents to reflect the view and concerns of our agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation

In accord with your request and as a participating agency, the MPO Board will review the purpose and need statement from the Draft EIS and look forward to a meeting with you and others in WisDOT to discuss it this Spring.

A copy of this letter is being forwarded to Johnny Gerbitz, FHWA Wisconsin Division Office acknowledging our acceptance of the invitation.

Sincerely,

Al Matano
Chair, Madison Area Transportation Planning Board

cc: Johnny Gerbitz, FHWA Wisconsin Division Office

121 S. Pinckney St., Suite 400, Madison, WI 53703 608-266-4336 fax 608-261-9967 www.madisonareampo.org

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Green Bay ES Field Office
2661 Scott Tower Drive
New Franken, Wisconsin 54229-9565
Telephone 920/866-1717
FAX 920/866-1710

February 26, 2008

Mr. Larry Barta
Wisconsin Department of Transportation
2101 Wright Street
Madison, Wisconsin 53704-2583

re: Participating Agency Status
Supplemental DEIS
U.S. 151/Verona Road Corridor Study
I.D. 1206-07-03 and 1206-07-04

Dear Mr. Barta:

This letter is in response to your January 24, 2008, letter inviting the U.S. Fish and Wildlife Service (Service) to serve as a participating agency in the development of a Supplemental Draft Environmental Impact Statement for the proposed U.S. 151/Verona Road Corridor Study in Dane County, Wisconsin.

We agree that the Service has jurisdiction and special expertise with respect to potential impacts to wetlands and wildlife habitat that may be affected by the project. However, reductions in funding for the Service's Ecological Services programs have resulted in a greatly reduced staff at this office and we will be unable to provide the requested review of this project. Therefore, we must decline the invitation to be a participating agency.

We appreciate your commitment to conducting a thorough review of the proposed project under the National Environmental Policy Act. If you have further questions you may contact me at 920-866-1725.

Sincerely,

[redacted]

for Louise Clemency
Field Supervisor

State of Wisconsin \ DEPARTMENT OF NATURAL RESOURCES

WISCONSIN
DEPT. OF NATURAL RESOURCES

Jim Doyle, Governor
Scott Hassett, Secretary

101 S. Webster St.
Box 7921
Madison, Wisconsin 53707-7921
Telephone 608-266-2621
FAX 608-267-3579
TTY 608-267-6897

RECEIVED
STRAND ASSOCIATES, INC.®
MADISON, WI

September 27, 2004

John Steiner
Project Manager
WisDOT – District 1
2101 Wright Street
Madison, 53704

Subject: Verona Road/West Beltline Corridor – Additional Air Quality Comments

Thank you for the opportunity of commenting on the proposed improvements to the Verona Road (US151)/West Beltline (US12/14) Arterial Corridor in Madison. The WDNR determined the construction of the Verona Road (US 151) expansion alternatives and the West Beltline (US 12/14) Expansion in Madison would not cause an exceedance of CO ambient air quality standards. However, the CO analysis does not adequately evaluate the effect of diesel engines, and we anticipate a large percentage of total vehicle-miles-traveled (VMT) along the USH 151 corridor to be heavy-duty diesel trucks.

The hazardous mixture that comprises diesel exhaust contains hundreds of different chemical compounds that can negatively impact air quality in a variety of ways, such as playing a role in ozone formation, particulate matter, regional haze, acid rain and global warming. Perhaps the greatest threat posed by diesels comes from their toxic emissions. Diesel exhaust contains over 40 chemicals that are listed by EPA and California as toxic air contaminants, known human carcinogens, probable human carcinogens, reproductive toxicants or endocrine disrupters. In 1998, California declared particulate emissions from diesel-fueled engines a toxic air contaminant, based on data that supported links between diesel exposure and cancer. Dozens of other studies, including EPA's own draft health assessment document for diesel emissions, have also demonstrated a link between diesel exhaust and cancer.

An ever-growing body of research demonstrates excessive morbidity and mortality in populations that are in close proximity to heavily trafficked roadways. Brunekreef and colleagues (1997) show that adverse health outcomes, including premature mortality and increased morbidity from increased respiratory and cardiovascular effects, are associated with the increase in ambient fine particulate matter. In fact, the Diesel EXHAUST Report by the Health Effects Institute (1995) reported that a 20% to 40% greater incidence in lung cancer was found in certain occupations, such as railroad workers and truck drivers, that involved repeated exposures to diesel exhaust. The MATES II Study by the South Coast Air Quality Management District (SCAQMD) assigns 70% of the cumulative risk from air toxics to diesel PM.
To provide a more comprehensive review of the environmental impacts of the proposed improvements to the Verona Road (US151)/West Beltline (US12/14) Arterial Corridor in Madison, the Bureau of Air Management requests that the following additional analysis be performed prior to the completion of the Environmental Impact Statement (EIS):

1) Air Dispersion Analysis for PM 2.5

2) Inhalation Risk Screening for Diesel Particulate Emissions

Berg, Stephanie

From: Lynch, Tom
Sent: Friday, July 11, 2008 1:14 PM
To: Berg, Stephanie
Subject: FW: Project ID 1206-07-03 and 1206-07-04, , US 151/Verona Road, CTH PD-USH12, C of Madison, Dane Co ; Invitations to be a Participating/Cooperating Agency

Please log in and file under COE

-----Original Message-----
From: Barta, Larry [mailto:larry.barta@dot.state.wi.us]
Sent: Thursday, July 10, 2008 1:41 PM
To: Gerbitz, Johnny
Cc: Lynch, Tom; Grimes, Jennifer; TeBeest, Sharlene
Subject: FW: Project ID 1206-07-03 and 1206-07-04, , US 151/Verona Road, CTH PD-USH12, C of Madison, Dane Co ; Invitations to be a Participating/Cooperating Agency

Hi, Johnny: Stacy previously declined in February (see attachment). This reaffirms that response, but also looks like confirmation that Tamara also agrees with that assessment.

for your records.....

-----Original Message-----
From: Barta, Larry
Sent: Wednesday, July 09, 2008 4:03 PM
To: Grimes, Jennifer; TeBeest, Sharlene
Subject: FW: Project ID 1206-07-03 and 1206-07-04, , US 151/Verona Road, CTH PD-USH12, C of Madison, Dane Co ; Invitations to be a Participating/Cooperating Agency

FYI, I attached the 2/5/08 response from Stacy also declining further participation. Both e-mail strings start with the same note from Stacey through several back and forths between her and Johnny. Not sure why she again sent - what do you think?

-----Original Message-----
From: Marshall, Stacy L MVP [mailto:Stacy.L.Marshall@usace.army.mil]
Sent: Wednesday, July 09, 2008 1:54 PM
To: Barta, Larry
Subject: FW: Project ID 1206-07-03 and 1206-07-04, , US 151/Verona Road, CTH PD-USH12, C of Madison, Dane Co ; Invitations to be a Participating/Cooperating Agency

Dear Mr. Barta,

Since there are no Waters of the United States or wetlands that will be impacted by this project, the Corps of Engineers will be declining the invitation to become a participating agency for the US 151/Verona Road Corridor Study.

The Corps would have no jurisdiction or authority with respect to the project
and does not intend to submit comments on the project.

This is valid only for the project referenced above. If any change in design, location, or purpose is contemplated, contact this office to avoid doing work that may be in violation of Federal law.

Thank you,

Stacy L. Marshall

Biologist/Project Manager - St. Paul District
United States Army Corps of Engineers
1617 E. Racine Avenue, Suite 101
Waukesha, WI 53186

phone: 262-547-3064, option #5
fax: 262-547-7869

Customer survey
http://per2.nwp.usace.army.mil/survey.html

P.S. Mr. Barta, please be advised that correspondence to Tamara Cameron should be sent to:

U.S. Army Corps of Engineers
St. Paul District
190 Fifth Street East
St. Paul, MN 55101-1638

Thank you.

-----Original Message-----
From: Cameron, Tamara E MVP
Sent: Tuesday, February 05, 2008 9:44 AM
To: Marshall, Stacy L MVP
Subject: RE: Project ID 1206-07-03 and 1206-07-04, , US 151/Verona Road, CTH PD-USH12, C of Madison, Dane Co ; Invitations to be a Participating/Cooperating Agency

yes, if there are no WOUS impacts, then no need for us to be involved.

Tamara.

-----Original Message-----
From: Marshall, Stacy L MVP
Sent: Tuesday, February 05, 2008 8:11 AM
To: Cameron, Tamara E MVP
Subject: FW: Project ID 1206-07-03 and 1206-07-04, , US 151/Verona Road, CTH PD-USH12, C of Madison, Dane Co ; Invitations to be a Participating/Cooperating Agency

Hi Tamara,

So, it appears that we don't have to be involved for the US 151/Verona Road project?

Stacy

Stacy L. Marshall
Biologist/Project Manager
United States Army Corps of Engineers
1617 E. Racine Avenue, Suite 101
Waukesha, WI 53186

phone: 262-547-3064, option #5
fax: 262-547-7869

-----Original Message-----
From: Gerbitz, Johnny [mailto:johnny.gerbitz@fhwa.dot.gov]

Sent: Monday, February 04, 2008 5:36 PM
To: Marshall, Stacy L MVP
Cc: Cameron, Tamara E MVP; Barta, Larry; Jennifer, Grimes,; TeBeest, Sharlene; Berg, Stephanie; Lynch, Tom; Hickman, Stephanie; McKenney, Tracey
Subject: RE: Project ID 1206-07-03 and 1206-07-04, , US 151/Verona Road, CTH PD-USH12, C of Madison, Dane Co ; Invitations to be a Participating/Cooperating Agency

Hello Stacy;

I'm not sure the form letter developed for this project, that was sent inviting the Corps of Engineers to be a Cooperating/Participating Agency, which is required as part of the new 2005 Sec 6002 SAFETEA-LU environmental process for projects requiring an EISs or complex EA/FONSIs, was appropriate for your agency. Your agency may not have been involved in the development of
the original DEIS or commented on the document because there were on wetlands
impacted by the proposed alternatives of this urban highway expansion project. The Corps of Engineers was NOT a Cooperating Agency in the DEIS

The DEIS was issued in March 2004, but development was initiated in early 2001. The process followed in the development of the DEIS was before the NEPA/404 Merger Process was implemented, and obviously before the new 2005 Sec 6002 SAFETEA-LU Environmental Process. However, we will be following the Sec 6002 SAFETEA-LU Environmental Process for the Supplemental DEIS (SDEIS) and FEIS. The DEIS indicates the Corps was invited to participate in the June
5 2001 Agency Scoping Meeting and October 2 2001 Secondary Effect Assessment meeting, but no representative attended the meetings. Also, the DEIS indicates a copy of the document was NOT SENT to the USACE.

To our knowledge, the revised alternatives being considered for the SDEIS are
currently not anticipated to impact any wetland or require a USACE Sec 404 permit. Therefore, the Corps of Engineers may or may not wish to be a Cooperating or Participating Agency in the additional environmental studies for the proposed USH 151/Verona Road project.

There are several other proposed projects in the Madison Wisconsin area with wetland impacts which will require EIS or major EA/FONSI environmental documents. For these project, we/WisDOT either have or will be contacting the
USACE to be a cooperating/participating agency.

If you have additional questions, or wish to discuss the scope of this project in further detail, please contact either me or the WisDOT Project Manager, Larry Barta. We would also be pleased to meet with you at our mutual
convenience.

I look forward to meeting you again, and working with you on environmental studies for Federal-aid projects in the SW section of Wisconsin.

Best regards

/s/ Johnny M Gerbitz

Field Operations Engineer, HAT-WI
Fed Hwy Admin, Wis Div
525 Junction Rd, Suite 8000
Madison, WI 53717-2157
(City Center West, Johnson Bank Bldg)
Tel 608-829-7500, FAX 829-7526
johnny.gerbitz@fhwa.dot.gov
*****

-----Original Message-----
From: Marshall, Stacy L MVP [mailto:Stacy.L.Marshall@usace.army.mil]
Sent: Wednesday, January 30, 2008 2:06 PM
To: Gerbitz, Johnny
Cc: larry.barta@dot.state.wi.us
Subject: FW: Project ID 1206-07-03 and 1206-07-04

Dear Mr. Gerbitz,

I sent the email below to Mr. Larry Barta, in regard to his statement in the Jan. 28 invitation letter, that the Army Corps had previously sent comments.

I wanted to find out if the comments we sent previously included a Corps Regulatory File number. Typically, the letters we send include this piece of
information.

In order to locate the file on this project, I will need to get the reg number from either you or Larry Barta.

After locating this file, I will be able to respond to the invitation letter.

Thank you,

Stacy L. Marshall
Biologist/Project Manager
United States Army Corps of Engineers
1617 E. Racine Avenue, Suite 101
Waukesha, WI 53186

phone: 262-547-3064, option #5
fax: 262-547-7869

-----Original Message-----
From: Marshall, Stacy L MVP
Sent: Tuesday, January 29, 2008 10:49 AM
To: 'larry.barta@dot.state.wi.us'
Subject: Project ID 1206-07-03 and 1206-07-04

Hi Larry,

I received the copy of your letter to Tamara Cameron regarding the invitation
for the Corps to become a participating agency.

In this letter you stated that we have already provided comments. In the comments the Corps provided, was a regulatory number given to you?

If so, could you please provide this to me.

Thank you,
Stacy

Stacy L. Marshall
Biologist/Project Manager
United States Army Corps of Engineers
1617 E. Racine Avenue, Suite 101
Waukesha, WI 53186

phone: 262-547-3064, option #5
fax: 262-547-7869

State of Wisconsin
Jim Doyle, Governor

Department of Agriculture, Trade and Consumer Protection
Rod Nilsestuen, Secretary

December 5, 2008

Larry Barta
Wisconsin Department of Transportation
SW Region
2101 Wright Street
Madison, WI 53704-2583

Re: **Draft SAFETEA-LU 6002 Coordination Plan and Impacts Analysis**
Project I.D. 1206-07-03
USH 151/18 Corridor Study
Dane County, Wisconsin

Dear Mr. Barta:

Thank you for offering DATCP the opportunity to be a participating agency in **the Draft SAFETEA-LU 6002 Coordination Plan and Impacts Analysis** for the USH 151/18 Corridor Study in Dane County. Because the project will not directly affect agricultural resources, DATCP has decided to not be a participating agency.

If you have any questions regarding this matter, please call me at 608.224.4650.

Sincerely,

[redacted]

Peter Nauth
Agricultural Impact Program

Madison

Office of the Common Council

City-County Building, Room 417
210 Martin Luther King, Jr. Blvd.
Madison, Wisconsin 53703-3445
Office: 608 266 4071
FAX: 608 267 8669
TTY: 608 267 8670
council@ci.madison.wi.us

August 16, 2004

Ms. Rose Phetteplace, District Director
Attn: John Steiner
Wisconsin Department of Transportation – District One
2101 Wright Street
Madison, WI 53704-2583

Re: Project ID 1206-07-03
Verona Road/West Beltline Highway
Draft Environmental Impact Statement

Dear Ms. Phetteplace:

Thank you for the opportunity to comment on the Draft EPI for this project. Along with representatives from various community agencies and neighborhoods, I served on the committee reviewing this project with Strand Associates. I also represent the 1st District as alderperson on the Madison Common Council, however I will resign on August 16th as I am moving from the district.

There is widespread concern among neighbors in the Greentree Neighborhood that the committee and subsequent recommendations provided in the above-named draft do not adequately address pass-through traffic in the Greentree area if the overpass/underpasses are built. The proposed overpass on Watts Road as it links to Forward Drive is of particular concern. The committee reviewed extensive modeling studies about the amount of traffic each of the four proposed overpasses might generate, and the Forward Drive overpass created the highest volume. While concerns were raised regarding the impact on neighborhood streets, the committee was assured the increases would be minimal. The objective was to route traffic to the overpass via South Gammon Road or South Whitney Way with limited traffic on neighborhood streets such as Chapel Hill and Frisch Road. The complete impact has not been properly evaluated.

BELL 1

BELL 2

BELL 3

The Draft EPI lists four possible overpass/underpasses, some of which the committee was told were not feasible from a fiscal perspective. Clearly, further evaluation is necessary to determine the possibility of increasing the number of overpasses from one recommended by our committee to a second alterative west of the Gammon Road/Watts Road intersection which is already heavily traveled. This is increasingly apparent as plans proceed to build Pioneer Village west of Highway M.

BELL 4

The Verona Road proposals were emphasized throughout the committee meetings and in public meetings held to educate and discuss plans with neighboring groups. Consequently, neighbors do not feel that their concerns about the potential crossover locations were adequately heard and addressed. They are, however, an integral part of planning for future traffic growth on the far west side of

BELL 5

Madison. I ask that a public hearing geared to concerns expressed by this area be scheduled before the end of the extension for public comment. BELL 6

While the Greentree area understands and accepts the need for additional Beltline crossings, it is essential that their concerns about traffic increases be heard and efforts incorporated into the plans, minimizing the impact on children at Falk School and neighborhood streets. And, others have addressed concerns about the Little League ballpark. BELL 7 BELL 8

Thank you for your consideration.

Sincerely,

[redacted]

Linda Bellman
1st District Alderwoman

cc: Mayor Dave Cieslewicz
Charles Vaughn, President, Greentree Neighborhood Association
David Dryer, Traffic Engineer,
David Trowbridge, Planning Unit

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014-12

STATE REPRESENTATIVE
TERESE BERCEAU
WISCONSIN STATE ASSEMBLY
76TH DISTRICT

DATE: September 25, 2004

TO: Ms. Rose Phetteplace, District Director
Attn: John Steiner
Wisconsin Department of Transportation, District One

FROM: State Representative Terese Berceau, Assembly District 76

RE: Verona Road/West Beltline Draft Environmental Impact Statement

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I strongly concur with the statement that 1000 Friends of Wisconsin submitted during the public comment period and do not feel it necessary to reiterate every point that document already made. However, I wanted to share some additional thoughts regarding the Verona Road Corridor project. BERC 1

Perhaps my biggest concern is the lack of interest and planning for future mass transit. While conventional analysis says that mass transit will not relieve a significant amount of congestion at this time, I believe there will come a point where we have no alternative but to provide some mass transit choices. At the very least, land should be set aside in reserve for a mass transportation corridor for future rail or express bus lanes. BERC 2 BERC 3

Has DOT looked at bus systems that people might actually like and use, or rail from Verona to Madison? Given that just this summer Verona was listed as one of the fastest growing areas in the state, it makes sense to look toward the future, rather than simply address the needs of the present. It is my understanding, for instance, that DOT expected the expanded west beltline to be adequate until the year 2020. I am told that we are, in the year 2004, already at the point DOT expected us to be at 16 years from now. Consequently, I have great difficulty approving a project that does not show significant planning for mass transit alternatives. BERC 4

I also believe that the process to determine the need for a freeway, although it followed standard procedure, was flawed. For instance, all car trips were included in the car count. Trips from nearby neighborhoods to stores along Verona Road are given the same weight as car or truck trips from other locations in the state that use Highway 51 simply to pass through or around Madison. Consequently, I believe there is insufficient evidence to justify expansion to a freeway at this time. BERC 5

If car trips do justify the need—and if the freeway concept genuinely separates local from regional traffic—then DOT should subtract car trips from local neighborhoods to neighborhood-area businesses from the regional traffic equation. Also, if regional is to be separated, then there

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E-MAIL: rep.berceau@legis.state.wi.us • WEB PAGE: //www.legis.state.wi.us/assembly/asmhomepages.html
LEGISLATIVE HOTLINE: 1-888-362-9472

PRINTED ON RECYCLED PAPER

should be no need for exits off the regional road to businesses, as traffic aimed for those businesses would use the local access road. If the argument is that some of this is truck traffic coming from outside the area, that truck traffic will soon learn to exit to the local access road rather than stay on the regional road. BERC 6

Next, There is no differentiation between types and severity of crashes. The analysis indicates that accidents result from congestion. You also state that "55% of these crashes are rear-end" in nature. Since congestion on Verona Road is generally limited to morning and late afternoon rush hours, it appears that these crashes are happening at limited times of day when there is congestion, yet are being used to advance the idea that the road is dangerous at all times. Perhaps if other measures are implemented to relieve congestion at rush hour, these crash statistics would be reduced. Does rush hour traffic really justify a $135 million dollar investment, or can it be dealt with in other ways? BERC 7

I am worried about the impact increased traffic will have on existing neighborhoods. People living in Meadowood, Nakoma, Allied Drive, and other adjacent neighborhoods are already experiencing significant noise and air quality issues. This will not improve with either the freeway or urban roadway alternatives. BERC 8

I am also troubled by the semantics of the "no build" alternative. Could it not be referred to as a "staged" alternative? I am wary of the politics of setting this up semantically as "no build" versus "expansion". In this day of tight budgets, why not first try the smaller improvements, such as upgrading other interchanges and increased connectivity over the beltline from neighborhoods to commercial centers, before jumping into major, high price tag improvements? BERC 9

We also need to take into account the matter of environmental justice. The Allied Drive neighborhood will be significantly impacted in a negative manner. Madison Metro stated that bus service will be affected for a population that is very dependent on mass transit. In addition, the city would like to make certain investments in that neighborhood that would most likely not go forward while we await the final project for Verona Road and determine its impact on the neighborhood. This is quite troubling for a neighborhood that is in need of community assistance to improve the quality of life for its very vulnerable residents. BERC 10 BERC 11

Finally, I am not unsympathetic to the needs of residents from new Madison and Fitchburg neighborhoods off Highway PD. However, I do not see any major initiative to address what is basically a rush-hour situation for those residents or determine if there is a way to alleviate their stress that does not call for a freeway. For instance, I am researching the feasibility of Wisconsin State Government instituting a transportation demand management program. BERC 12

It is my hope that we can more thoroughly investigate some of the issues that have been brought up before moving ahead. I look forward to working with you as these discussions continue.

Madison

Office of the Mayor

David J. Cieslewicz, Mayor

City-County Building, Room 403
210 Martin Luther King, Jr. Boulevard
Madison, Wisconsin 53703-3345
PH 608 266 4611
TTY 608 266 4443
FAX 608 267 8671
mayor@cityofmadison.com

September 15, 2004

Rose Phetteplace, District 1 Director
John J. Steiner, P.E., Project Manager
Wisconsin Department of Transportation
2101 Wright Street
Madison, WI 53704-2583

Dear Ms. Phetteplace and Mr. Steiner:

On September 7, 2004 the Madison Common Council approved the attached resolution commenting on the Draft Environmental Impact Statement for the Verona Road/West Beltline Highway project.

We look forward to working with you on the projects included in the DEIS and to address the City's comments.

If you have any specific questions regarding the resolution or the City's comments, please feel free to contact my office.

Sincerely,

[redacted]

David J. Cieslewicz
Mayor

DJC/lll

Attachment

cc: Rep. Terese Berceau

AGENDA #

Copy Mailed to Alderperson

City of Madison, Wisconsin

AN AMENDED SUBSTITUTE RESOLUTION

Providing the Wisconsin Department of Transportation with the City of Madison's comments on the Draft Environmental Impact Statement (DEIS) for the Verona Road/West Beltline Highway Project.

PRESENTED 5-18-04

REFERRED Long-Range Transportation Planning Commission, Pedestrian, Bicycle, Motor Vehicle Commission, Transit and Parking Commission, Plan Commission, Board of Public Works

REREFERRED Above (7-6)

REPORTED BACK JUL 06 2004; SEP 07 2004

ADOPTED X POF

RULES SUSPENDED

PUBLIC HEARING

APPROVAL OF FISCAL NOTE IS NEEDED
BY THE COMPTROLLER'S OFFICE
Approved By

Comptroller's Office

Drafted By: Bradley J. Murphy, Planning Unit Director

Date: August 30, 2004

Fiscal Note: Although the project will have significant fiscal implications, no expenditure is required to convey the City comments on the Environmental Impact Statement via this Resolution.

Sponsors: Mayor David J. Cieslewicz
Ald. Ken Golden

AMENDED SUBSTITUTE RESOLUTION NUMBER 61822

ID NUMBER 36137

WHEREAS the Wisconsin Department of Transportation (WDOT) has prepared a Draft Environmental Impact Statement (DEIS) to address the long-term needs of the Madison area's West Beltline Highway and Verona Road as the first step in planning for long-term infrastructure investments within this area; and

WHEREAS the DEIS includes three major focus areas, including:

- The segment of the U.S. Highway 151 corridor centering on the Verona Road interchange and Verona Road south to County Trunk Highway PD;
- The U.S. Highway 12/14 (West Beltline Highway) corridor from the U.S. Highway 14 (University Avenue) interchange to the Todd Drive interchange; and
- The U.S. Highway 12/14 crossings (interchanges and grade-separated crossings) between U.S. Highway 14 and Todd Drive; and

WHEREAS the Wisconsin Department of Transportation has conducted a planning process which included a large technical committee comprised of representatives from the affected municipalities; formed an advisory committee comprised of elected officials and representatives from the affected neighborhoods; partially funded the preparation of a draft physical improvement plan for the Allied-Dunn's Marsh-Belmar Neighborhood; and

worked closely with City agencies and policy makers throughout the "needs assessment" process and DEIS process dating back to the beginning of the process in 1997.

WHEREAS the DEIS acknowledges that the Verona Road/West Beltline project will have several impacts on surrounding neighborhoods, and the DEIS outlines mitigation measures proposed to avoid, minimize or mitigate the negative impacts. The City appreciates the open and inclusive process used to prepare the DEIS, the financial participation of WisDOT in the preparation of the Draft Allied Dunn's Marsh Physical Improvements Plan, and the extensive outreach efforts made to engage the community during the development and evaluation of the alternatives. Furthermore, the City of Madison acknowledges the efforts that WisDOT has made toward minimizing and mitigating the negative impacts.

NOW THEREFORE BE IT RESOLVED that the Madison Common Council hereby endorses the submittal of the attached comments on the DEIS entitled "Summary Comments on the Draft Verona Road/West Beltline Highway Environmental Impact Statement" dated May 25, 2004 and further specifically requests the Wisconsin Department of Transportation to integrate ~~include~~ these comments in the Final Environmental Impact Statement (FEIS), commit to the implementation of ~~along with~~ the following specific recommendations, and where noted, enter into a formal agreement with the City to ensure adequate implementation.

- **U.S. Highway 151/Verona Road from U.S. Highway 12/14 (the West Beltline Highway) to County Trunk Highway PD.**

MAD 1

The requirements of Executive Order 12898 (Environmental Justice) have not been adequately addressed by the current DEIS. **However, the requirements of Executive Order 12898 (Environmental Justice) can be adequately addressed if the final EIS, final project design, and final implementation plan (including improvements to the Allied/Dunn's Marsh neighborhood), includes all of the recommendations contained in this resolution.**
The requirements of Executive Order 12898 state that federally funded projects shall identify and address, as appropriate, disproportionately high and adverse human health or environmental effects on minority populations or low-income populations, including the inter-related social and economic effects. The DEIS indicates that the project "results in several impacts having disproportionately high and adverse effects on minority or low-income populations in the Allied-Dunn's Marsh Neighborhood." "Disproportionately high and adverse effects include residential relocations, business relocations, neighborhood access changes, and parkland changes." The DEIS also states that "these changes will affect minority and low income populations more than the non minority and non low-income population because a large minority and low-income population resides in the neighborhood areas surrounding the corridor." The depressed freeway portion of the project - which at this time includes the construction of a 30-foot deep depressed freeway with walls, fencing and 55 mile-per-hour traffic - ~~will~~ **could** significantly increase the psychological and physical isolation of neighborhoods separated by the freeway. The DEIS acknowledges the physical isolation of the Allied Dunn's Marsh neighborhood.

MAD 2

The City of Madison does not support the free flow alternative concept as currently proposed. In particular, the City believes that the free flow alternative, as currently proposed, will have disproportionately high and adverse human health and environmental effects on minority and low-income populations - including the inter-related social and economic effects. The most significant negative impacts associated with the free flow alternative affect neighborhoods in the southeast quadrant of the interchange (Allied Drive, Dunn's Marsh, Belmar, Marlborough Heights, Crawford Heights and Chalet Gardens), an area which generally contains a much higher level of minority and low-income residents than the City as a whole.

MAD 3

The City staff "Summary of Comments on the DEIS" from May 25, 2004, and the recommendations outlined below, comment extensively on the impacts described within the DEIS and highlight those recommendations that the City believes the Wisconsin Department of Transportation must commit to in the Final Environmental Impact Statement (FEIS) in order to address these concerns. In particular, recommendations 1, 2, 4, 6, 7, 10, 11, 12 ~~and~~ 13 **and 17** all are intended to mitigate the negative effects of the free flow alternative on neighborhoods in the southeast quadrant of the interchange, an area the DEIS indicates contains much higher levels of minority and low-income residents than the City as a whole.

MAD 4

The City's specific recommendations, outlined below, will more adequately address the negative effects of the free flow alternative on the psychological and physical isolation of neighborhoods in the southeast quadrant, the reduced transit access to the neighborhood, reduced safety and emergency vehicular accessibility to and from the neighborhood, the loss of housing within the neighborhood and the loss of businesses serving and employing neighborhood residents. While the DEIS outlines some mitigation measures proposed to avoid, minimize or mitigate the negative impacts, the recommendations listed below - and commitments from the Department to implement them – are specifically intended to further mitigate negative effects on residents within the southeast quadrant, and would allow WisDOT to fully address the environmental justice requirements of Executive Order 12898, building upon their efforts to-date.

(previous #1) ~~The requirements of Executive Order 12898 (Environmental Justice) have not been adequately addressed; in particular, the disproportionately high and adverse human health and environmental effects directed toward minority and low income populations, including the inter-related social and economic effects of the free flow alternative. The most significant negative impacts associated with the free flow alternative effect neighborhoods in the southeast quadrant of the interchange (Allied Drive, Dunn's Marsh, Belmar, Marlborough Heights, Crawford Heights and Chalet Gardens), an area which generally contains a much higher level of minority and low-income residents than the City as a whole.~~

~~The City of Madison does not support the freeway concept as currently proposed. The City requests the WDOT to cover the depressed freeway between Summit and Williamsburg Way. The DEIS contains no information which evaluates this alternative, its costs and the opportunities to mitigate the negative impacts associated with the construction of a 30-foot deep depressed freeway with walls, fencing and 55 mile an hour traffic which will significantly increase the psychological and physical isolation of neighborhoods separated by the freeway. The FEIS must include an evaluation of this alternative, including the consideration of covering portions of the depressed highway to further reduce noise impacts, to create additional land for development, to provide opportunities for additional landscaped open space and parklands above the tunnel, and to significantly improve the visual and physical connections between neighborhoods east and west of U.S. Highway 151.~~

MAD 5

*Note: Where indicated with ** below, the City of Madison requests that a formal implementation agreement be entered into with WisDOT, to ensure adequate implementation.*

MAD 6

1. ** The City requests WisDOT to cover the depressed freeway between Summit and Williamsburg Way. As part of the FEIS, the City requests that WisDOT fully evaluate the feasibility of covering this part of the depressed freeway, in order to further mitigate the negative impacts associated with the freeway alternative. The DEIS currently contains no information pertaining to the evaluation of this alternative, including the costs and opportunities to mitigate

the negative effects associated with the construction of a 30-foot deep depressed freeway with walls, fencing and 55 mile-per-hour traffic (which will increase the physical and psychological isolation of neighborhoods separated by the freeway).

The City of Madison requests that the FEIS include an evaluation of this alternative (including an evaluation of the covering of portions of the depressed freeway, if the depressed freeway is not completely covered). Covering significant portions of the depressed freeway is intended to further reduce noise impacts in the area, create additional land for development, provide opportunities for additional landscaped open space and parklands above the covered roadway, and to significantly improve the visual and physical connections between neighborhoods east and west of U.S. Highway 151.

(previous #2) ~~The City requests the FEIS to include an evaluation of the potential impacts of reducing the design speed of the curves to allow a ramp speed limit of 45 miles per hour.~~

MAD 7

2. The City requests that the FEIS include complete documentation of WisDOT's interchange design evaluation (including the full range of interchange design options considered and dismissed prior to the release of the DEIS), and the impacts of these options on the other quadrants. One of the options evaluated and documented should be reducing the design speed of the curves in the southeast quadrant of the interchange, to allow a ramp speed limit of 45 miles per hour.

MAD 8

3. ** The FEIS should include the construction of the Raymond Road crossing of U.S. Highway 151 on an alignment consistent with that shown in the Draft Allied-Dunn's Marsh-Belmar Physical Improvement Plan dated May 6, 2004, which aligns the crossing with Thurston Lane.

~~4. If the depressed freeway between Summit and Williamsburg Way is not completely covered, the width of the Raymond Road, Williamsburg Way and Summit Crossing must be a minimum of 175 feet in order to incorporate improvements which will result in attractive plaza-like connections between neighborhoods east and west of the freeway, incorporating wide pedestrian sidewalks, bicycle lanes, adequate areas for pedestrian amenities including pedestrian level lighting and landscaping, in addition to the travel lanes.~~

MAD 9

5. The City requests the FEIS to include an evaluation of the potential to eliminate the frontage road in the southeast quadrant extending from Raymond Road to Summit.

MAD 10

6. If the freeway facility is covered, the Southwest Bicycle Path should be integrated into that design in a manner that maintains the best access for users of the path. In addition, the City request that WisDOT evaluate all pertinent accessibility issues (including access to the Allied Drive and commercial districts in that area), design options, screening possibilities, or other features in order to minimize the feeling of isolation on the Southwest Bicycle Path facility.

MAD 11

7. The City requests WisDOT to investigate the pedestrian/bicycle crossing at its current Williamsburg Way location.

MAD 12

8. ** The FEIS should include a commitment by the WDOT to fully participate in the costs to redevelop the Madison plaza commercial center to transform this unsuccessful shopping center into a mixed-use commercial and residential area, including the extension of Summit Avenue to Red Arrow Trail. These commitments should be incorporated into a development agreement which will be made part of the FEIS.

MAD 13

9. ** The City recommends that the WDOT commit to the redevelopment of the Madison Plaza commercial center, the early acquisition of some residential and commercial properties and the construction of replacement housing within the center. The FEIS should evaluate alternatives to the standard WDOT relocation process to include early acquisitions of properties and commit funding to provide replacement housing well in advance of the actual construction schedule. This commitment should be in the form of a development agreement between the City of Madison and WDOT which adequately mitigates these impacts and becomes a commitment in the FEIS.

MAD 14

10. ** The City requests the construction of noise barriers within the locations identified in the DEIS with the noise barrier in the southeast quadrant located in conformance with the Draft Allied Drive-Dunn's Marsh-Belmar Physical Improvement Plan dated May 6, 2004. The frontage road south of the noise barrier should also be constructed north of Britta Parkway (a City of Madison park).

MAD 15

11. ** The City supports the mitigation measures for area parks which are included in the DEIS, including the commitment to improve Belmar Park and Marlborough Park and the possible expansion of Doncaster Park.

MAD 16

12. ** The FEIS must commit to a high level of urban streetscape improvements along all reconstructed streets and a high level of landscaping between the freeway, and local arterial streets and between the local arterial streets and frontage roads. All fencing of the freeway must be of high aesthetic quality and adequately screened. Architectural/aesthetic treatments and textures should be applied to all concrete structures associated with bridges, crossings, walls of the depressed freeway, noise barriers and all above ground structures. Entrance features and public art should be incorporated into the project.

MAD 17

13. The FEIS should recognize and acknowledge the negative impact on market values and the appreciation of properties and structures scheduled for acquisition and demolition/relocation. The FEIS should acknowledge the negative economic effects of stagnating market values and appreciation resulting from the likely diminished property maintenance which will occur between the time the FEIS is approved and acquisition occurs.

MAD 18

12. The FEIS should evaluate the changes in response times for safety and emergency service agencies and Madison Metro which would result from the closing of the Seminole Highway ramps.

MAD 19

13. ** The FEIS should commit to mitigate the negative impacts associated with disruptions to the transit routing and potential loss of service in parts of the neighborhood east of Verona Road.

MAD 20

MAD 21

14. The DEIS does not adequately address the secondary impacts from the freeway alternative. These impacts will include additional development further from the urban core, additional vehicle miles of travel that otherwise would not occur, and increased reliance on the automobile. The DEIS also does not include enough information on the origins and destinations of travel trips south of Highway PD. Additional information must be provided to adequately consider the types of trips utilizing the Verona Road corridor, and the split between regional trips and local trips, and the external to external, external to internal and internal to internal trips along this corridor. The City requests that WisDOT provide the definition/clarification of the three types of trips addressed, e.g., regional, metropolitan and local. This information should be provided to local

units of government and the public participation process should consider this additional critical information prior to the FEIS being approved.

MAD 22

15. The City requests WisDOT to identify the transit alternatives that were considered in the Verona Road Corridor.

MAD 23

16. The City request WisDOT to provide to the Common Council and Long Range Transportation Commission available information as it related to emissions and pollution (specifically ozone impacts).

MAD 24

17. ** The FEIS should commit to improvements in the Allied Drive neighborhood area beyond the normal policy of one quarter mile from the corridor to help mitigate impacts to this neighborhood from the project and to help meet the Department's Environmental Justice obligations in the neighborhood.

- **U.S. Highway 12/14 (the West Beltline Highway) from Todd Drive to U.S. Highway 14**

MAD 25

1. The City of Madison supports Alternative A ~~B~~ (the ramp meters and auxiliary lanes ~~and a third lane added in each direction~~) provided that adequate right-of-way is maintained to accommodate future high capacity transit service along the corridor.

MAD 26

2. ** The City requests that the FEIS include an acknowledgement that the WDOT will construct noise barriers between Verona Road and Mineral Point Road if requested by the City of Madison.

MAD 27

3. The FEIS should include a complete listing of the plans considered during the preparation of the FEIS, including the City's Peripheral Area Development Plan and all adopted neighborhood development plans.

MAD 28

4. ** The FEIS must include a commitment to address aesthetic improvements along the U.S. Highway 12/14 corridor and include a high level of aesthetic treatment and context sensitive architectural design and landscaping for all investments made along the corridor.

MAD 29

MAD 30

5. ** The DEIS recognizes that the West Beltline Highway is both a major transportation facility serving the Madison Metropolitan Area and, at the same time, a major barrier which has prevented the construction of a fully-connected and integrated grid system of local collector and arterial urban streets to serve the greater west side. As such, additional crossings of the West Beltline Highway must be committed to as part of the FEIS and the Beltline itself will need to be fully utilized to accommodate metropolitan traffic. The DEIS indicates that the Mineral Point Road interchange will be reaching capacity and that improvements will be needed. The FEIS must provide a commitment by the Wisconsin Department of Transportation to participate in an area-wide long-range regional study of Beltline interchanges, in particular, the Mineral Point Road interchange and west side major arterial and collector streets to explore all options to meet the transportation needs of the area, including the consideration of grade separated intersections and additional Beltline crossings.

MAD 31

6. ** The City requests that the Junction Road Overpass be considered a part of this project vs. a stand-alone enhancement project.

MAD 32

7. The City requests WisDOT to conduct a traffic modeling evaluation of the freeway alternative, one modeling the removal of the Summit ramps and one model run leaving them in, and ensure that the traffic modeling effort includes a larger geographic area (which includes local streets in the vicinity).

MAD 33

8. The FEIS must fully analyze the impacts of the project on roadways connecting the Beltline Highway to the downtown Central Business District.

MAD 34

9. The City requests WisDOT to evaluate all of the traffic impacts caused by the freeway alternative and the additional lanes proposed for the West Beltline. In particular, the traffic impacts on the Beltline (between Rimrock Road and Mineral Point Road) and other roadways in the Mineral Point Road area should be evaluated.

MAD 35

10. ** The City notes in its review of the DEIS that USH 12/14 between Old Sauk Road and Mineral Point Road is proposed for auxiliary ramp lanes in both directions; however, noise issues related to this segment have not been addressed. The City requests WisDOT to expand the extent of its noise analysis and include noise mitigation in the FEIS Document. Specifically, any lane additions, including auxiliary ramp lane additions, be reviewed for noise impacts and mitigation measures provided and committed to.

- **U.S. Highway 12/14-Additional Crossings of the Beltline**

MAD 36

1. ** The City of Madison supports the additional grade separated crossings of the Beltline identified in the DEIS. The following priority should be placed on these projects:
   a. Watts Road extension under the Beltline connecting to Research Park Boulevard.
   b. Wal-Mart to West Towne crossing.
   c. Struck Street crossing.
   d. D'Onofrio Drive crossing.

MAD 37

The FEIS must commit to undertake detailed follow-up studies of the Beltline crossings (including an evaluation of the traffic impacts the new crossings will have on area local streets), and should prioritize these crossings for construction prior to the Verona Road/West Beltline Highway interchange project. These crossings should be funded by the WDOT.

MAD 38

2. ** An additional study of the Mineral Point Road/West Beltline Highway interchange as part of the follow-up study mentioned under the previous section, should be committed to in the FEIS.

MAD 39

3. ** The FEIS should acknowledge the impacts on the Madison Metro transit system as outlined in the attached comments, and should commit to mitigating these impacts.

MAD 40

4. The City requests WisDOT to conduct an evaluation of reconnecting Hammersley as an east-west connector, including an evaluation of all the impacts on the Southwest Bicycle Path.

- DRAFT -
5/25/04

SUMMARY COMMENTS ON THE DRAFT VERONA ROAD/WEST BELTLINE HIGHWAY ENVIRONMENTAL IMPACT STATEMENT

Prepared by the Planning Unit based on comments from City Engineering, Traffic Engineering, Planning and Development staff, CDBG Office, Office of Business Resources, and Madison Metro. These summary comments are a compilation of the comments from all agencies. The comments from individual agencies are attached.

The Draft Environmental Impact Statement (DEIS) contains three major components:

- U.S. Highway 151/Verona Road from U.S. Highway 12/14 (the Beltline) to County Trunk Highway PD.
- U.S. Highway 12/14 (the Beltline) from U.S. Highway 14 to U.S. Highway 151.
- U.S. Highway 12/14 crossings (interchanges and grade-separated crossings) between U.S. Highway 14 and Todd Drive.

The City of Madison would like to recognize the efforts of the Wisconsin Department of Transportation to include City agencies and policy makers in the preparation of the draft Environmental Impact Statement. The Department of Transportation managed a process which included a large technical committee comprised of representatives from the affected municipalities, and formed an advisory committee comprised of elected officials and representatives from the affected neighborhoods. The Department of Transportation also partially funded the preparation of a draft Physical Improvement Plan for the Allied-Dunns Marsh-Belmar Neighborhood in response to a request from the City of Madison. City staff and policy makers have been working with the Wisconsin Department of Transportation including their lead consultants, Strand Associates, since 1997 throughout the preparation of the "needs assessment" for this area and throughout the process to identify and evaluate the alternatives which were the basis for the preparation of the DEIS.

U.S. Highway 151/Verona Road From U.S. Highway 12/14 (The West Beltline Highway) To County Trunk Highway PD

PLAN 1

Of the alternatives considered, most City agencies commenting on the alternatives, support the freeway concept for the interchange between Verona Road (U.S. Highway 151) and the West Beltline Highway (U.S. Highway 12). These comments acknowledge the traffic flow benefits that this alternative provides to the metropolitan area, which continues to experience significant growth and development. The freeway alternative addresses regional mobility needs by separating regional from local traffic. It removes several signalized intersections from a highly congested high speed highway. The freeway alternative also addresses congestion at the Verona Road interchange, Summit Avenue (the Home Depot intersection), Raymond Road, and County Trunk Highway PD. All intersections are projected to experience significant traffic problems in the future. The depressed freeway alternative provides opportunities to address noise impacts and provide better pedestrian circulation than exists today. The freeway alternative also reduces

traffic on some nearby Madison streets, such as Seminole Highway and Reetz Road. The alternative single point intersection (the urban roadway alternative) can accommodate only minimal traffic volume increases (7-15%) before falling to congested levels of service versus the freeway alternatives which accommodate traffic volumes 140% greater than existing volumes.

The City of Madison believes that the DEIS does not adequately address the requirements of Executive Order 12898 (Environmental Justice) in particular the disproportionately high and adverse human health and environmental effects directed toward minority and low income populations, including the interrelated social and economic effects of the free flow alternative. While most City agencies commenting on the alternatives support the freeway concept, it is also recognized that this alternative results in significant negative impacts, most of which are concentrated in the southeast quadrant of the interchange (Allied Drive, Dunn's Marsh, Belmar, Marlboro Heights and Chalet Gardens). This area generally contains a much higher level of minority and low-income residents than the City as a whole. The following comments expand on the impacts described in the DEIS and highlight the impacts that the City believes have not been fully mitigated. PLAN 2

The City should be willing to work with the Wisconsin Department of Transportation to ensure a free-flow corridor's 2020 highway system, the highest-order roadway network which focuses on interstate mobility. However, the neighborhoods in the southeast quadrant should not bear the brunt of the negative effects of improving the State's corridor's 2020 network. The City should support the concept of separating local, regional and State traffic within this area, conditioned upon all adequate measures being implemented to mitigate negative effects on City neighborhoods. These negative effects are outlined extensively within the DEIS. If the City supports the freeflow concept outlined in the DEIS, the following commitments should be sought from the Wisconsin Department of Transportation and recognized as commitments in the Final Environmental Impact Statement (FEIS) and in an agreement between the City and WisDOT. PLAN 3

1. **Cover the depressed freeway between Summit and Williamsburg Way.** In a letter from Mark Olinger, Director of the Department of Planning and Development, dated May 16, 2002, the City requested that an additional alternative be studied as part of the EIS process. This alternative included the placement of the local road system serving the southeast and southwest quadrants of the interchange directly over the top of U.S. Highway 151 or covering portions of the depressed Highway. In other words, a portion of the freeway would be in a tunnel beneath the local road system. While this alternative would undoubtedly cost more, it would presumably reduce noise impacts further, possibly create additional land for development, provide additional opportunities to provide landscaped open space above the tunnel, and would significantly improve the visual and physical connections between the neighborhoods east and west of U.S. Highway 151. PLAN 4

   The DEIS indicates that the depressed freeway and the possibility of a Raymond Road connection to Allied Drive will reduce the isolation of the Allied Drive neighborhood. While everyone would agree that Verona Road (U.S. Highway 151) is a major barrier today and a safety issue for pedestrians trying to cross it, it is none-the-less, an at-grade urban arterial with urban arterial speeds. The construction of a 30-foot deep depressed freeway with walls and fencing to accommodate 55 mile per hour traffic, can only add to the psychological and physical barrier that exists today

and will further contribute to the isolation of the neighborhoods in the southeast quadrant. Covering the depressed freeway between Summit and Williamsburg Way (or at least to Raymond Road) would significantly improve the connectivity between neighborhoods and would allow the Wisconsin Department of Transportation to address many of the negative effects associated with the construction of a freeway between neighborhoods on Madison's southwest side.

2. **Consider a slower design speed.** The City of Madison supports the concept of a freeflow movement between Verona Road and the West Beltline Highway for interstate and inter-city traffic. However, by reducing the design speed of the curves to something less than the current 60 or 65 mph (and considering a design speed that would allow for a free flow ramp speed limit of 45 mph), the amount of land needed to accommodate the free flow movement and the associated implications for land acquisition, residential and business relocations, and the need to close the Seminole Highway ramps may all be reduced. These are serious concerns for the City that warrant closer consideration. PLAN 5

3. **Raymond Road crossing of U.S. Highway 151.** The DEIS indicates that the Wisconsin Department of Transportation will construct a Raymond Road crossing of U.S. Highway 151 as part of the project if the City of Madison requests it. The City of Madison requests that the Department of Transportation construct the Raymond Road crossing of U.S. Highway 151 on an alignment consistent with that shown in the draft Allied-Dunn's Marsh-Belmar Physical Improvement Plan dated May 6, 2004. Raymond Road would cross Verona Road and align with Thurston Lane. The City believes that this crossing is critical to help to mitigate the negative effects of the freeway alternative. While the City's recommended alignment will require the acquisition of a few more residential buildings, the alternative shown in the DEIS has Raymond Road (a collector) dead ending in a "T" intersection at Allied Drive. This crossing isolates the two buildings to the north and significantly reduces the livability of these buildings. PLAN 6

4. **Appropriate width for the Summit, Williamsburg Way, and Raymond Road crossings.** If the depressed freeway between Summit and Williamsburg Way is not completely covered, the width of the Raymond Road, Williamsburg Way, and Summit crossing must be a minimum of _____ feet in order to incorporate travel lanes, bicycle lanes, pedestrian sidewalks, and adequate areas for pedestrian lighting, pedestrian amenities, and landscaping in order to provide an adequate plaza-like connection between the neighborhoods east and west of the freeway. PLAN 7

5. **Consider eliminating the frontage road between Raymond Road and Summit in the southeast quadrant.** The City believes that the frontage road in the southeast quadrant extending from Raymond Road to Summit is unnecessary. The City would prefer to utilize these lands to accommodate additional landscaping, infill development and possible redevelopment opportunities. PLAN 8

6. **The support for the redevelopment of the Madison Plaza as a Mixed-Use Commercial and Residential Center.** The City recommends that the Wisconsin Department of Transportation commit to fully participate in the cost to implement the PLAN 9

redevelopment plan for the Commercial Center to transform this unsuccessful shopping center into a mixed-use commercial and residential center, including the extension of Summit Avenue to Red Arrow Trail. Several alternatives are included in the draft Allied-Dunn's Marsh-Belmar Physical Improvement Plan and are continuing to evolve through the follow-up design process. These commitments should be incorporated into a development agreement which will be made part of the FEIS.

7. **Acquisition of residential and commercial properties.** The timing or time-lapse between the approval of the FEIS and the actual right-of-way assembly will have an additional substantial negative effect on the Allied-Dunn's Marsh-Belmar neighborhoods. These are significant impacts which have not been fully acknowledged by the DEIS or mitigated. The City of Madison recommends that the Department of Transportation commit to the redevelopment of the Madison Plaza Commercial Center, the early acquisition of some residential and commercial properties, and the construction of some of the replacement housing in the center. PLAN 10

The FEIS should evaluate measures that can incorporate relocation efforts, and the redevelopment plans of the City of Madison and City of Fitchburg to make the neighborhoods safer and more livable for its residents. The normal timeline for project development, funding approval, land assembly and relocation has the potential to further destabilize the Allied Drive-Dunn's Marsh-Belmar neighborhoods and adjoining neighborhoods, particularly those to the west. PLAN 11

The residential and commercial structures slated for acquisition and demolition as a result of the construction, will not be acquired for many years Yet, the property owners will recognize that these properties will eventually be acquired and will respond, as most property owners would, by discontinuing to invest the improvement and maintenance of their properties. Many of these residential structures and businesses are assets to the neighborhood. The City would expect these properties to deteriorate between the date the FEIS is approved and the time of acquisition, which we understand may be a decade or more in the future. These delays can only exacerbate the existing problems being experienced within these neighborhoods. This comes at a time when the leaders of the City of Madison, City of Fitchburg and Dane County along with the Verona and Madison Metropolitan School District are coming together to focus the community's resources to address the revitalization needs of these neighborhoods. The Wisconsin Department of Transportation needs to be a full partner in this revitalization effort. The City requests that the Wisconsin Department of Transportation enter into a development agreement with the City that mitigates these impacts and becomes a commitment in the FEIS. PLAN 12

8. **Noise abatement.** The DEIS indicates in the freeway alternative that noise barriers are feasible and reasonable for the northeast and southeast quadrants of the U.S. Highway 151/Verona Road interchange. WisDOT requires that the City of Madison supply a formal resolution supporting the proposed noise barriers before they will commit to build them. The City of Madison supports the construction of noise barriers within these locations provided that they occur in conformance with the recommendations included in the Draft Allied Drive-Dunn's Marsh-Belmar Physical PLAN 13

Improvement Plan dated May 6, 2004. This plan calls for the frontage road south of the noise barrier to be constructed north Britta Parkway (a City of Madison park).

9. **Improvements to area parks.** The freeway alternative will negatively affect both Britta Parkway and Doncaster Park. The City of Madison supports the mitigation measures included in the DEIS, including the commitment to improve Belmar Park and Marlboro Park and the possible expansion of Doncaster Park. PLAN 14

10. **Aesthetics.** The DEIS must commit to a high level of urban streetscape improvements along all reconstructed streets and a high level of landscaping between the freeway, and local arterial streets and between the local arterial streets and frontage roads. All fencing of the freeway must be adequately screened. All fencing should be of high aesthetic quality. The DEIS provides a commitment to apply aesthetic treatments and textures to all structures associated with the depressed freeway. The DEIS should also commit to apply aesthetic treatments and textures to all noise barriers constructed and to all aboveground structures. The DEIS commits to reconstruct the southwest bike path to provide an entrance feature for the Madison metropolitan area. The DEIS should commit to apply a high level of aesthetic treatment to the Raymond Road Bridge and to consider incorporating the entrance feature treatments into both the bridge and the bike path. Context sensitive design principles and funding will be applied to the project. This commitment is so general that it is difficult to understand what is really being committed to. The DEIS should also commit to incorporating public art into the project. PLAN 15

11. **Economic Impacts.** The DEIS will have an impact on market values and appreciation of properties and structures scheduled for acquisition and demolition/relocation. Market value and appreciation will stagnate between the time the DEIS is approved and acquisition occurs. The Wisconsin Department of Transportation should not financially benefit from causing this market value stagnation without reimbursing property owners for their loss of investment. The DEIS does not mention the economic effects of the likely diminished property maintenance between the time the DEIS is approved and acquisition occurs. PLAN 16

The DEIS indicates that the freeway alternative will make the Madison Plaza Shopping Center more attractive by reducing congestion. It is difficult to understand how burying the regional traffic, which now travels right by the front door of the shopping centers on either side of Verona Road, will help these centers. The reduced visibility of these centers to the regional traffic will actually have a negative economic impact on both centers. PLAN 17

12. **Seminole Highway Ramps.** The City of Madison Police and Fire Departments and Madison Metro do not support the closing of the Seminole Highway ramps. Under the Freeway alternative, the proposed closure of the ramps at Seminole Highway would cause disruption to transit routing and potential loss of service hours in parts of the neighborhood south of Britta Parkway and east along the southern Beltline Frontage Road. The Urban Roadway alternative would maintain the Seminole Highway ramps with little impact to existing transit service delivery levels. The DEIS should evaluate PLAN 18

changes in response times resulting from the closure versus the existing response times and the cost to maintain the current service levels. PLAN 19

13. **Madison Metro Impacts.**

- Under both alternatives, the proposed closure of the access at Chalet Gardens Road would cause significant disruption to transit routing and potential loss of service in parts of the neighborhood east of Verona Road. It is strongly recommended that the extension of Raymond Road, between Verona Road and Allied Drive, be pursued under both alternatives to mitigate impacts to transit service routing and bus stop accessibility to residents and businesses. PLAN 20
- Under the Freeway alternative, the proposed one-way conversion of the eastern Verona Road Frontage Road, between Chalet Gardens Road and Williamsburg Way, would cause significant disruption to transit routing and potential loss of service in parts of the neighborhood east of Verona Road. PLAN 21

U.S. Highway 12/14 (The Beltline) from Todd Drive to U.S. Highway 14

1. **The City of Madison supports Alternative B (ramp meters, auxiliary lanes and a third lane added in each direction.** PLAN 22

- The west side of Madison is poised for continued and significant growth in office, commercial and residential development. Alternative B with the additional capacity of the Beltline Highway will accommodate some of this growth.
- Right-of-way impacts for the third lane are minor.
- State action in the corridor must necessitate careful review and consideration of noise concerns and potential mitigation in existing neighborhoods.

2. **Noise barriers.** The City of Madison will need to request the construction of additional noise barriers between Verona Road and Mineral Point Road if it desires them. PLAN 23

3. **Consideration of Adopted Plans.** The DEIS includes a listing of adopted plans considered during the preparation of the environmental impact statement. Missing from this list are several significant City of Madison adopted plans, which we believe were considered but need to be listed. These include the City's Peripheral Area Development Plan, and all adopted neighborhood development plans including the seven plans covering the west side of the City of Madison. PLAN 24

4. **Aesthetic Commitments.** The DEIS includes no commitments to address aesthetic improvements along the US 12/14 Corridor between Verona Road and Mineral Point Road. This is an omission, which needs to be corrected. PLAN 25

5. **Follow-up Studies.** The DEIS recognizes that the Beltline is both a major transportation facility which accommodates significant amount of the travel demand

within the metropolitan area and at the same time is a major barrier which prevents the construction of a fully-connected and integrated grid system of local collector and arterial urban streets to serve the greater west side. As such, additional crossings of the Beltline need to be actively pursued and the Beltline itself needs to be fully utilized to accommodate metropolitan traffic recognizing that it has prevented the construction of a fully-integrated local street system on the west side. PLAN 26

The DEIS indicates that the Mineral Point Road interchange will be reaching capacity and that improvements will be needed. It suggests that the reconstruction as a single point interchange will be needed. The City of Madison recommends that the Final EIS provide a commitment by the Department of Transportation to participate in area-wide long-range regional study of beltline interchanges (in particular the Mineral Point Road interchange and west side major arterials and collectors to explore all options to meet the transportation needs of the area including the consideration of grade separated intersections and additional beltline crossings). PLAN 27

U.S. Highway 12/14 – Additional Crossings of the Beltline

1. **Beltline Freeway Crossings.** The City of Madison supports additional grade-separated crossings of the Beltline. New crossings would reduce traffic currently utilizing Beltline interchanges and would improve performance. Some traffic currently utilizing the Beltline for short trips and some future traffic could be diverted to these new crossings. The additional crossings would also benefit businesses within the area and potentially stimulate additional economic development. The additional beltline freeway crossings with the most near term potential include the Watts Road extension and the Wal-Mart Crossing. For both alternatives, further careful consideration needs to be made regarding the intersection of Watts Road and Gammon Road, specifically the intersection's capability to accommodate more redirected traffic. PLAN 28 PLAN 29

   The DEIS should commit to undertake a detailed follow-up design study of possible beltline crossings. This design study should prioritize new crossings and should lead to a detailed design for each of the recommended crossings. The Department of Transportation should include the recommended new crossings in their designs and should fund the cost of these improvements in advance of the Verona Road/West Beltline Interchange project. The DEIS gives the impressions that additional crossings are mutually exclusive from existing interchange improvements. This should be clarified as even with alternative crossings, some of the existing interchanges will require expansion and can be easily modified to improve safety. PLAN 30 PLAN 31

2. **Mineral Point Road.** The interchange at Mineral Point Road and the West Beltline Highway is anticipated to fail with the build out of all west side neighborhoods. The single point conversion of this interchange will need to be revisited with the University of Wisconsin Research Park II Traffic Review Study. PLAN 32

3. **Madison Metro Impacts.**

- The proposed interchange improvements at Greenway Boulevard, Old Sauk Road, Mineral Point Road, Gammon Road and Whitney Way would require maintaining or upgrading passenger access to existing bus stop locations with new sidewalks and boarding pads, as well as creating potential new bus stop locations. PLAN 33

- The proposed interchange improvements at Todd Drive would significantly impact current bus stop locations and would require further reaching infrastructure upgrades to maintain or relocate bus stops with accessible passenger amenities (i.e. sidewalks, boarding pads). PLAN 34

- The proposed interchange improvements at Mineral Point Road and Gammon Road have possible impacts to existing diamond/HOV lane facilities used by transit. It is strongly recommended that these lane designations be maintained and even expanded to facilitate transit routing in these major corridors. PLAN 35

- The proposed street crossing of Highway 14 at Research Park Boulevard-Watts Road-Forward Drive would provide the greatest potential benefit to alternative transit routings across the Beltline. The connection between West Towne Mall and Wal-Mart would also give some benefit to transit routing options between Watts Road and Gammon Road. The proposed crossing at D'Onofrio Drive would require a traffic signal at the intersection of West Towne Way and D'Onofrio Drive to be of any benefit for transit routing. The proposed connection between Struck Street and Grand Canyon Boulevard would have little impact to existing transit corridor PLAN 36

CITY OF MADISON
ENGINEERING DIVISION
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Date: May 15, 2004

To: Bradley Murphy, Planning Director

From: Larry D. Nelson, P.E., City Engineer

Subject: Draft Environmental Impact Statement (DEIS): USH 151, CTH PD to USH 12 and USH 12, Todd Drive to USH 14

The Engineering Division has been closely associated with the Wisconsin Department of Transportation's efforts to address the needs of the Beltline (USH 12) and Verona Road (USH 151) since 1997. During that period, we were pleased to participate in the selection of Strand Engineers and staff the Madison-Fitchburg Committee that served in an oversight capacity through the needs assessment.

We support the salient elements of the proposal including:

- The Freeway Concept for Verona Road (USH 151) and the Beltline Highway (USH 12). ENG 1
- The addition of additional Beltline Crossings, particularly the "East Watts" and "Wal-Mart/West Town". ENG 2

  The extension of Watts Road over the Beltline to connect to Research Park Boulevard and Odana Road would link to the UW Research Park and offer an opportunity to expand this land use to the area around the Rayovac Corporate Headquarters.

  The Wal-Mart/West Towne connection has the potential to link two existing retail centers and relieve traffic on Gammon Road.

  Both connections divert measurable amounts of traffic from Gammon Road and Whitney Way.
- The addition of auxiliary lanes and ramp meters on the Beltline from Verona Road to the corporate limits and the programming of the third lane. ENG 3

We suggest that the DEIS should address the following issues:

- That the location of the Raymond Road be in accordance with the Allied-Dunns Marsh - Belmar Neighborhood Plan, dated March 3, 2004. ENG 4
- City of Madison Police and Fire do not support the closure of the Seminole Highway Ramps (Part 2, Section 1, Page 1-103.) The DEIS should indicate the response times resulting from the closure vs. the existing response times. ENG 5 ENG 6
- We submit that the timing or timing lapse between the approval of the DEIS and the actual right of way assembly is a significant consideration and has not been fully evaluated. For example, if a residential or commercial structure is slated to be demolished as a result of this construction, the property owner(s) should not be expected to maintain that structure to the degree that the structure remains an asset to the neighborhood. Normally, it takes two to four years between the approval of a DEIS and the start of construction. In this case, however, it may be a decade before work begins. Such a delay can only ENG 7

exacerbate existing problems of the area.

We submit that the DEIS should evaluate measures that can incorporate efforts to include the necessary relocation efforts, the redevelopment by the City's of Madison and Fitchburg, and measures to make the Allied Drive neighborhood safer and more livable for its residents. The normal timeline for project development, funding approval, land assembly, and relocation has the potential of further destabilizing the Allied Drive Neighborhood and adjoining neighborhoods, particularly on Raymond Road to the West. ENG 8

While this type of impact may not be generally evaluated by a DEIS and does not follow the usual project development procedures and timelines, we believe that it is serious obstacle to addressing the WDOT concerns for environmental justice.

- The mitigation efforts suggested in Appendix C regarding the Secondary Effects have not proved effective and should not be considered to be so. ENG 9

- Wetlands and Stormwater Management (Part 2, Section 1, F, and K.) The DEIS proposes to install a stormwater detention basin on City of Madison owned lands, which are within the City of Fitchburg corporate limits. We believe that the location is in existing wetlands and within an environmental corridor. Subject to further review, we also believe that these lands are already used for stormwater detention and may not serve the intended purpose of reducing downstream flooding. The University Arboretum has long expressed a concern for damage to the Green Prairie, which is downstream of Duns Marsh. ENG 10 ENG 11 ENG 12

- The issue regarding the surcharge of the storm sewer on Struck Street (Appendix E, Page 2-5) is actually the intended operational concept for drainage during extreme rainfall events. ENG 13

In response to issues raised in the DEIS, Engineering would be interested in exploring methods to clean and deepening the Odana Ponds (Appendix E, Page 3-9). The UW Arboretum as requested that the City consider increasing the stormwater detention with the Odana Ponds to mitigate existing problems at the Arboretum. ENG 14

[redacted]

Larry D. Nelson, P.E.
City Engineer

CITY OF MADISON

INTER-DEPARTMENTAL

CORRESPONDENCE

DATE: May 17, 2004

TO: Brad Murphy, Planning Unit Director

FROM: David C. Dryer, City Traffic Engineer

SUBJECT: DEIS for USH 18/151 CTH PD to USH 12 and USH 12, Todd Drive to USH 14

The Traffic Engineering Division has completed its review of the three components of the DEIS. These three components include USH 151 from CTH PD to USH 12, USH 12/14 from Todd Drive to USH 14 and USH 12/14 additional crossings of the Beltline.

The Traffic Engineering Division has the following comments:

USH 18/151 (CTH PD to USH 12)

- Considering the following, the Traffic Engineering Division supports the Freeway Alternative. TRAF 1
  - The freeway alternative addresses Regional mobility needs to the largest extent by separating regional from local traffic.
  - Removes several signalized intersections from a highly congested high speed highway.
  - Addresses congestion at Verona Road Interchange, Home Depot Service Road Intersection, Raymond Road and CTH PD. All intersections projected to experience significant traffic problems.
  - The depressed Verona Road is a significant improvement over an at-grade or elevated freeway/high volume State Highway. A depressed roadway provides for better opportunities to improve aesthetics and reduced noise generation. This fact in and of itself should be considered advantageous to nearby neighborhoods.
  - The freeway alternative maintains local access via bike, pedestrian, transit and automobile. The freeway alternative provides better pedestrian circulation than the current at-grade roadway and is superior in this regard than the urban roadway (single point interchange).
  - The freeway alternative provides for a reduction in traffic on nearby Madison streets—for example, Seminole Highway, Reetz Road.
  - Finally it is important that access and circulation be improved to nearby neighborhoods and that these be leveraged as part of the State's project consistent with Madison's plans.

USH 12/14 from Todd Drive to USH 14

- Considering the following, the Traffic Engineering Division supports Alternate B "Ramp meters, auxiliary lanes and third lane added in each direction." TRAF 2
  - The West side of Madison is poised for continuing and significant growth in office, and residential development. Alternative B with the additional capacity of the Beltline Highway will accommodate some of this growth.
  - Right-of-way impacts for the third lane are minor.
  - State action in the corridor must necessitate careful review and consideration of noise concerns and potential amelioration in existing neighborhoods.

USH 12/14 Additional Crossings of the Beltline

- Traffic Engineering Division supports the additional crossing of the Beltline Highway. TRAF 3
  - The current crossing of the Beltline Highway, excluding High Point Road are also complicated with freeway interchanges. This mixing of freeway destined traffic with more local traffic creates bottlenecks and recurring congestion. Providing alternative means of crossing the Beltline without access to the Beltline is desirable.
  - Additional crossings will improve pedestrian/bike circulation through the area.
  - Additional crossings will relieve traffic related problems at existing interchanges.
  - The EIS gives the impression that additional crossings are mutually exclusive from existing interchange improvements. This should be clarified as even with alternative crossings, some of the existing interchanges will require expansion and can be easily modified to improve safety. TRAF 4
  - The interchange of CTH S (Mineral Point Road) and the Beltline Highway is anticipated to fail with the build out of West Side neighborhoods. The single point conversion of this interchange will need to be revisited with the University of Wisconsin Research Park II traffic review study. TRAF 5
  - The additional Beltline freeway crossings with the most potential are the Watts Road extension and the Walmart crossing(s). For both alternatives further careful consideration needs to be made regarding the intersection of Watts and Gammon, specifically the intersection's ability to accommodate more redirected traffic. TRAF 6 TRAF 7

If you have questions, please give me a call.

DCD:ef

Madison

Metro

Madison Metro Transit System

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Madison, Wisconsin 53703
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May 19, 2004

Comment Summary regarding Draft Environmental Impact Statement for Project I.D. 1206-07-03, SPES-F, NH 04 (Verona Road/West Beltline and US 14).

Proposed changes as presented in the Draft Environmental Impact Statement would have major impacts on the current provision of transit service to the area around the study corridor. The timed-transfer system places significant constraints on the ability to adjust bus routings around proposed highway ramp or street closures, as any lengthening of travel time would result in the loss of the coordinated arrival and departure times of all buses at the transfer point facility. See full eleven-page comment document for more details. METRO 1

US 151/Verona Road

1. Under both alternatives, the proposed closure of the access at Chalet Gardens Road would cause significant disruption to transit routing and potential loss of service in parts of the neighborhood east of Verona Road. It is strongly recommended that the extension of Raymond Road, between Verona Road and Allied Drive, be pursued under both alternatives to mitigate impacts to transit service routing and bus stop accessibility to residents and businesses. METRO 2
2. Under the Freeway alternative, the proposed closure of the ramps at Seminole Highway would cause disruption to transit routing and potential loss of service hours in parts of the neighborhood south of Britta Parkway and east along the southern Beltline Frontage Road. The Urban Roadway alternative would maintain the Seminole Highway ramps with little impact to existing transit service delivery levels. METRO 3
3. Under the Freeway alternative, the proposed one-way conversion of the eastern Verona Road Frontage Road, between Chalet Gardens Road and Williamsburg Way, would cause significant disruption to transit routing and potential loss of service in parts of the neighborhood east of Verona Road. METRO 4

US 14 Crossings

1. The proposed interchange improvements at Greenway Boulevard, Old Sauk Road, Mineral Point Road, Gammon Road and Whitney Way would require maintaining or upgrading passenger access to existing bus stop locations with new sidewalks and boarding pads, as well as creating potential new bus stop locations. METRO 5
2. The proposed interchange improvements at Todd Drive would significantly impact current bus stop locations and would require further reaching infrastructure upgrades to maintain or relocate bus stops with accessible passenger amenities (i.e. sidewalks, boarding pads). METRO 6
3. The proposed interchange improvements at Mineral Point Road and Gammon Road have possible impacts to existing diamond/HOV lane facilities used by transit. It is strongly recommended that these lane designations be maintained and even expanded to facilitate transit routing in these major corridors. METRO 7
4. The proposed street crossing of Highway 14 at Research Park Way-Watts Road-Forward Drive would provide the greatest potential benefit to alternative transit routings across the Beltline. The connection between West Towne Mall and Wal-Mart would also give some benefit to transit routing options between Watts Road and Gammon Road. The proposed crossing at D'Onofrio Drive would require a traffic signal at the intersection of West Towne Way and D'Onofrio Drive to be of any benefit for transit routing. The proposed connection between Struck Street and Grand Canyon Boulevard would have little impact to existing transit corridors. METRO 8

Submitted by Tim Sobota, Transit Planner
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Catherine Debo, Transit General Manager

5/11/04

Office of Business Resources Comments on Draft Environmental Impact Statement Project # 1206-07-03, US Hwy 18/151 (Verona Rd and Todd Dr)

1. Lack of specific information overall

OBR 1

- There does not seem to be a complete list of the businesses that would be affected by any of the alternatives (although some of the bigger businesses, Home Depot, Walgreens were mentioned.)
- Job information such as full time positions, part time and seasonal positions is missing.
- Type of job was mentioned by sector (retail, service and manufacturing) but whether these are management, stockroom, sales type, etc is missing.
- Lack of data on sites before and after construction. How is land area (by acre and zoning classification and use) changed by each design alternative?

2. Relocation

- Costs and procedures for relocating businesses were outlined but there is no mention of what happens to existing remaining businesses during the lengthy construction phase of any of the alternatives plans. How will these businesses be affected? OBR 2
- There is no guarantee that City of Madison businesses will remain in the City if they need to be relocated. In addition to loss of jobs this is also loss of current and future City of Madison real estate and personal property tax base. Does the City get reimbursed for this? Is there any incentive offered to these businesses to stay in the City? OBR 3

3. Economic Development Potential

- In section 1-A General Economics Impact Evaluation part of the area is characterized as a "distressed retail area" (page 1-70) and "repeated business failures" in the area are noted as an issue on page 1-209. On page 2-49 Economic Development Potential these issues are totally ignored and not addressed. While the entire Madison Metropolitan area is described as a " dynamic and competitive business climate" this area is unique. Market factors and policy and programs to change it are not mentioned other than conjecting approval processes will be eased if traffic is less congested! OBR 4 OBR 5

4. Madison Tax base Impact

- There is no mention of the value of the land that is currently on the City of Madison property tax base and how much of it will become tax-exempt when its use changes to street right of way. OBR 6

- If only a part of a property is purchased for street right of way how viable is the remaining land? Will it be able to remain at its current use? Will a new parcel size require a change of zoning to make it viable? How will this affect its assessment and future taxes? OBR 7
- There is no mention of the economic effect of diminished property maintenance from now until the construction actually begins years from now. Any property owner, particularly the businesses along the Beltline that wishes to sell their property will be encumbered by the short- and long-term effects of the EIS. Market values and appreciation will stagnate during the next 10 to 15 years before the project construction and acquisition costs may be greatly reduced in the future. Assessments and taxes could go down. Why would property owners want to put any money into their properties, which will be purchased from them in the years to come? Might this have a blighting influence on the area? WisDOT should not be able to financially benefit from these negative impacts without reimbursing the property owners for their loss of investment. This situation occurred during the planning of Campus Drive. Many of the companies along the Beltline see the equity in their real estate as a mayor part of their exit/retirement strategy. OBR 8

5. Commercial Site Viability

- There is mention of some sites loss of parking (page 3-97, 3-98). Again the specific numbers of stalls to be lost is missing. Will the lose of parking contribute to the loss of customers? A potential change of use of the site if parking is less available? A loss of revenue for the landowner if the property cannot be leased at a high rental rate? A loss of tax base for the City of Madison? OBR 9

INTER-OFFICE MEMORANDUM

STATE OF WISCONSIN
DEPARTMENT OF AGRICULTURE, TRADE AND CONSUMER PROTECTION
Agricultural Resource Management Division

DATE: September 27, 2004

TO: Ms. Rose Phetteplace, District Director
Wisconsin Department of Transportation, District 1
2101 Wright Street
Madison, WI 53704-2583

FROM: Mike Wyatt, Agricultural Impact Program, DATCP MW

CC: Peter Nauth, Agricultural Impact Program, DATCP

Subject: Comments on Draft Environmental Impact Statement for Project 1206-07-03, U.S. Highway 18/151: CTH PD to USH 12; US Highway 12/14: USH 14 to Todd Drive

Introduction

Thank you for the opportunity to comment on the Draft Environmental Impact Statement (DEIS) for Project 1206-07-03, which includes the potential expansion of a segment of Verona Road and the West Beltline.

In the case of the U.S.151/Verona Road project segment, the "build" options include a 50 percent increase in capacity for the Urban Roadway option, on the two-mile Verona Road segment, plus additional turn lane and interchange improvements. ("In the Urban Roadway Alternative, Verona Road would be expanded to three lanes in both directions from the Verona Road interchange to County PD." - DEIS, p.ES-5) Under the Freeway option, there would be a 100 percent increase in basic lane capacity on this segment (from four lanes currently to four local lanes plus four regional lanes) plus additional turn lanes and interchange improvements. (Email from Tom Lynch of Strand & Associates to Mike Wyatt, DATCP, dated May 17, 2004. Subject: Re: Question about U.S. 151 Verona Rd. project.) In addition, the capacity on the Beltline between Verona Road and University Avenue would increase 50 percent. These appear a priori to be significant increases which could generate significant secondary effects. DATCP 1

The DEIS for this project is based exclusively on an "expert survey" using the Delphi method. DATCP 2
Moreover, the map estimates of future land use by the expert panel appear only in the Verona Rd./US.H.151 section of the DEIS, implying their deliberations did not encompass the potential impacts of the increase in West Beltline capacity. At least, no documentation is provided to show that their deliberations encompassed West Beltline capacity increase. DATCP 3

The need for data analysis had been discussed by the Interagency Committee at their July 8, 2002 meeting. Much of that discussion is not reflected in the DEIS. At that time, the Committee agreed that secondary effects analysis was to include the following goals:

1) Identify areas likely to be affected, including resource areas. (Note: This was noted to include working farms, and prime or productive farmland.)
2) Understand the rate of the effect (phasing/evolution)
3) Communicate the likely secondary effects of the project
4) Identify preservation or other measures that offset effects.

(See July 22, 2002 Notes from July 8 , 2002 Verona Road/West Beltline EIS-Secondary Effects Meeting by Tory Keyzer, incorporating corrections by Mike Wyatt)

It does not appear that 1) and 2) have been implemented in the current DEIS. There is specifically no implementation in terms of estimating potential impacts on significant agricultural resources in the study area. As a result, it is impossible to see how 3) or 4) could be effectively implemented for preservation of agricultural land and mitigation of secondary effects to farmland, since 3) and 4) are contingent on the meaningful completion of goals 1) and 2). DATCP 4

The cumulative and induced costs of investing in additional highway capacity are not adequately addressed in the DEIS, quite apart from the issue of secondary land use impacts, and their effects on agriculture. There is not adequate consideration given to the overall greater external costs to society generated by greater auto dependence, as well as induced trip making leading to increased accidents and increased fuel use. DATCP 5

Secondary Impact Analysis in DEIS

Background: The Interagency Working Group

A considerable amount of time was spent by the interagency group discussing how to do the secondary effect analysis. Although there was a consensus that the analysis should not be primarily quantitative, in the sense of applying some kind of commercial software modeling package, there was no consensus decision made to rule out all quantitative analysis. II asked for and received clarification at the time that was acknowledged in the minutes that this did not mean ruling out all use of quantitative tools at various stages of the secondary impact analysis. A detailed case study approach and analysis of different scenarios were suggested by various participants. The study area boundary was agreed to be larger than Dane County, although it was accepted that most of the data collection effort would focus on Dane County because of the ready availability of data there. Although the focus was agreed to be to rely primarily on existing data, it was acknowledged that additional selected data might be collected depending on the outcome of the initial environmental scan of baseline data.

At the July 8, 2002 interagency meeting on secondary impacts at Vandewalle and Associates, there was continued discussion of the various approaches to doing secondary impact analysis for the project. No consensus was achieved on specifics. However, there was consensus that there would be an analysis of the effects of project alternatives on the rate of development and the phasing of development as one of the four goals agreed upon. (See Minutes of July 8 2002

meeting, including my revisions, dated August 13, 2002, from Tory Keyzer, Strand Associates) At that time, it was agreed that secondary effects analysis was to include the following goals:

1) Identify areas likely to be affected, including resource areas. (Note: This was noted to include working farms, and prime or productive farmland.)
2) Understand the rate of the effect (phasing/evolution)
3) Communicate the likely secondary effects of the project
4) Identify preservation or other measures that offset effects.

Subsequently, information was collected from participants as to data types to be collected for the data analysis. (Letter to Mike Wyatt from Tory Keyzer, Strand Associates, July 18, 2002).

A letter was received by DATCP dated Sept.26, 2002 from Vandewalle & Associates stating four goals in a way that removes the secondary effects analysis entirely, and substitutes "identify areas that may experience indirect and /or cumulative effects" for previous language of "understanding the rate of the effect (phasing/evolution), the 2nd of the four goals referred to above. It states that based on "meetings with local agencies and recommendations in the WisDOT technical reference document "Indirect and Cumulative Effects Analysis for Project-Induced Land Development", they will: 1) collect pertinent , project-specific information on development trends for the study area, as well as an inventory of the community land use controls in place." Then they will use "an expert panel to evaluate the potential effects of the proposed project alternatives using a modified Delphi method." No input was allowed for from DATCP. The decision was presented as a fait accompli. Nevertheless, it did not necessarily imply that the secondary impact analysis would be limited to the deliberations of the expert panel. Other secondary analysis did not appear clearly to be ruled out in the letter. At least this was DATCP's interpretation given the previous extensive discussion of data to be analyzed and methods of approach to the analysis.

On April 29, 2003, DATCP received a project update by project manager, John J. Steiner, titled "Preliminary Effect Summary" for the project. In the cover letter it said,

> "Because of the extent of the alternatives and their effects, this letter is only able to provide a brief summary and description. The DEIS and FEIS will explain the alternatives and their effects in more detail." (April 29, 2003 letter to Peter Nauth from John J. Steiner, WisDOT District 1)

This letter suggests that the substantive analysis for the project, including any secondary effects analysis, would be in the DEIS, and that agencies should wait until receiving the complete DEIS document before responding. The "Preliminary Effect Summary" included only two short paragraphs (on p.15) that discussed secondary effects. These paragraphs contained no project-specific data or analysis. They made only general unsupported conclusion statements that: 1) secondary effects outside of the urban area "are anticipated to be small since a freeway facility already exists" and that congestion levels would affect locational choices via commuting times; 2) the Beltline crossings might change the highest and best uses of adjacent properties, likely increasing density of commercial use.

Why the Decision to Rely Exclusively on Expert Panel?

Based on the Interagency meetings and the April 2003 letter, I was anticipating a significant secondary impact analysis of the project would be included in the DEIS. Therefore, I was surprised that the summary of secondary impacts on p.ES-18 of the DEIS added no project-specific application or analysis. In effect there was no secondary impact analysis of the expansion of the capacity of the West Beltline corridor portion of the project by 50 percent. I would argue that a 50 percent expansion in basic capacity is far from "incremental" in potential secondary impacts. DATCP 6 DATCP 7

The DEIS treatment of the Verona Road Build options is limited to an Expert Panel Analysis using a modified Delphi method. Maps are presented (Figure ES. 4-1 and Figures 1 thru 8 of Appendix C) showing clear and substantial differences in the amount of different kinds of development anticipated by the panel under the Urban Roadway versus the Freeway options. Nowhere in the DEIS is there an explanation of how these maps were derived in terms of the individual inputs of the 17-member panel. Nor is there any documentation for how the panel, individually or collectively, arrived at any reasoned conclusions on mapping their estimate of anticipated development impacts for each option. Nor is there any quantification of the estimated amount of farmland in the parcels showing anticipated development under the two options, though it would have been relatively easy to obtain such information using overlay maps.. Above all, there is no mapping of the baseline alternative for comparison, i.e. the "no build" option. DATCP 8 DATCP 9

Reliance on Delphi Process for this Project, and Inconsistencies in the Report of Expert Panel

No explanation is provided as to why the secondary impact analysis was limited to the Delphi method (in the case of the Verona Rd./U.S.H.151 segment of the project) or apparently ignored completely (in the case of the U.S. 12/14 corridor portion of the project). This approach might be defensible in some rural projects where inadequate data would greatly limit the utility of impact analysis based on quantitative data, or where the preconditions for potential acceleration of development due to road improvements are absent. But this is not the case in Dane County, one of the fastest growing counties in Wisconsin. Moreover the decision to limit the secondary effects section of the DEIS was made without consulting or notifying DATCP. This decision was made after the last meeting of the interagency technical team. DATCP expected that some substantive data analysis would be done as to secondary impacts. DATCP 10

Despite the lack of any project-specific data analysis of secondary impacts, the DEIS makes the following general statements:

> "Having a corridor that is relatively free of congestion can, over time, affect peoples' choices of home location and work destination. US 151 improvements can make southwest Dane County more attractive for both home and employment choice. Over time, this effect can increase commute and reverse commute traffic volumes on U.S. 151." (DEIS, p.1-60)

"Both the general public and the expert panel on secondary effects have noted that the reduction in travel time related to the freeflow interchange and the addition of the freeway section between the interchange and existing U.S.151 freeway will affect the residential location choices of some Dane County residents. This may increase exurban residential development pressure within the U.S. 151 commutershed. This could then push the outer limit of the commutershed farther from the employment centers of central Dane County." (DEIS, p.1-64)

On their face, these general statements don't show why a detailed secondary impact analysis is unnecessary, or obviate the need for such an analysis. In fact, the admission of such impacts in general suggests a more detailed analysis would be useful.

Given this, how does the DEIS defend the decision to limit the secondary impact analysis so severely? The DEIS claims that "the **full** range of secondary impacts associated with highway projects is already occurring throughout the commutershed." (p.1-64) It continues saying "The freeway alternative will have an incremental effect, because the primary impact has already occurred as a result of the already constructed Verona Bypass of U.S.151 and the under-construction two-lane to four-lane conversion of U.S.151 between Verona and Dubuque." (Ibid.)

It bases its view on the conclusions it attributes to the expert panel from using the Delphi method, in particular, to the following statement it refers to as a consensus point:

"Neither alternative will alter growth and development in the study area to a degree that is significantly greater than what is already occurring." (Appendix C, p.1)

However, there is no substantive evidence presented to support this statement. This conclusion is contradicted by the other information presented in Appendix C. In particular, on the maps showing comparative development anticipated under the two "build" options for USH.151/Verona Rd.- the Freeway and Urban Roadway options - , we see there **are** substantial differences between the two maps. In particular, the amount of residential development shown for the Freeway option is probably between two to three times greater than for the Urban Roadway option, although no quantification is provided. (Note: Quantitative comparison could probably have been readily done using Dane County's GIS capability applied to the parcel layer of their cadastral database.) Such differences cannot be explained away as "incremental." They would be statistically significant under any conceivable test that was used. Moreover, no map was included showing the panels' expectation of the baseline growth without either "build" alternative. Comparison of such a baseline map to the Freeway alternative would arguably show an even greater difference than the comparison between the Freeway and Urban Roadway options. This directly contradicts the vaguely stated conclusion quoted above. DATCP 11

There is no indication of the time horizon used by the expert panel in arriving at the map of future land uses included in Appendix C. But for purposes of comparison between transportation investment options, it doesn't really matter: to have any validity, the same horizon would have to be applied to all options compared. DATCP 12

One reasonable interpretation of the expert panel's conclusion quoted above - that says that development under the "build" options is not significantly greater than the baseline, i.e. "what is already occurring" - is in terms of ultimate build-out. There is some confirmation that "ultimate build-out" is what was being conceptualized when the panel refers to the fact that the "full" range of highway effects was already being felt. The Final EIS should clarify the intent. But such ultimate build-out might not occur for 50 to 100 years, or may never occur, depending on how broadly the study impact area is defined, and on a range of mediating factors that are operative. It is not clear why this is relevant to estimating differential secondary impacts between a "build" and "no-build" project over the next 20 years. Moreover, this interpretation is supported by the confused language used in the DEIS Environmental Summary Sheet. Here, the DEIS admits that

> "The panel indicated that in general the alternatives would increase the amount of indirect and cumulative effects, meaning that growth and **development would occur at an increased rate because of the project**. [my use of bold for emphasis] " (DEIS, p.1-59)

This statement in itself directly contradicts the DEIS attempt elsewhere to minimize a priori the potential secondary impacts of the highway expansions, by describing them as "incremental". This reflects a pre-conceived conclusion, rather than an empirically argued hypothesis. It also directly contradicts the very next sentence of the DEIS: DATCP 13

> "The panel also indicated that **this rate would not be substantially higher than is already occurring** [my use of bold for emphasis] and will occur in the future as a result of the popularity of Dane County and the increasing popularity of Green and Lafayette Counties as places to live." (DEIS, p.1-59)

The DEIS cannot have it both ways. Either two rates are equal or they are not. They cannot be both simultaneously. This confusion may be built into the deliberations of the panel, or it may be attributable to the misleading interpretation of the panel's findings by the DEIS to try to justify an "incrementalist" conclusion that requires no deeper analysis than the subjective approach of the Delphi method. But it is not defensible in either case.

The DEIS states that there will be only an incremental secondary effect "because the primary impact has already occurred as a result of the already constructed Verona Bypass of U.S.151 and the under-construction two-lane to four-lane conversion of U.S.151 between Verona and Dubuque." (p.1-64) This ignores the fact that secondary effects always depend on the dynamic interaction with past actions and investments. The Council on Environmental Quality definition of the potential "cumulative impacts" relevant here is "the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions." (C40 CFR 1508.7, cited in Secondary Land Use Impact Methodology Workshop (desk reference) prepared for WisDOT and U.S. EPA by Louis Berger Group, Inc. May 2002, p.1-5) The Louis Berger group adds that: "many indirect effects, including induced development effects, fall within the definition of cumulative impacts." (ibid., p.1-5) DATCP 14

I would add that induced (or indirect or cumulative) impacts imply impacts which by definition are a result of dynamic interaction over time with other variables besides the direct project impacts. They generally depend for their magnitude and character on the presence or absence of a variety of other contextual, mediating factors, which may vary greatly from case to case. **The degree of accuracy and utility of any quantitative and qualitative secondary land use impact estimates depends on the quality and extent to which these contextual factors are incorporated as fully as possible, and precisely applied in their full historic and geographic specificity**. It is precisely this contextual specificity which needs to be provided by the secondary effects analysis for the project. And it is precisely this contextual specificity which is lacking. One cannot simply cannot cite conclusions that impacts will be incremental or minimal without documenting the role of these contextual factors to back this up. Secondary land use impacts represent interactive, potentially nonlinear changes in induced land use resulting from a complex interplay of factors, not merely travel times. There is considerable reason to doubt that a simple linear extrapolation of current land use trends, reflecting the assumption that land use impacts are a constant function of time, could accurately measure these impacts. For a more detailed critique of incrementalist assumptions, and their incorporation in typical "gravity models", see Comments on Supplemental Draft Environmental Impact Statement (SDEIS) : USH 12: IH-90/94 at Lake Delton to Ski Hi Road , Sauk County, FHWA-WI-EIS-96-02-SDEIS, Wisconsin Project SPES-F, NH 04: ID 1674-00-00, sent to Johnny Gerbitz, FHWA, from DATCP, dated March 8, 2002.

Failure to Look at Market Conditions and Historical Degree of Enforcement of Land Use Plans

At one meeting of the Interagency Committee for this project, Bob McDonald noted that since the Vision 2020 planning process was completed in 1997, "there are entire neighborhood plans and neighborhoods being developed that weren't even conceived of back then", i.e. they are totally inconsistent with the Vision 2020 plans. As a result, the Regional Planning Commission is now looking at entire corridors rather than individual neighborhoods to develop population and land use projections. (Notes by Mike Wyatt , July 8,2002 , Interagency Meeting on Verona Rd./West Beltline Project DEIS Secondary Impacts, at Vandewalle & Associates) However, the consultants from the Louis Berger group at a workshop they gave in Madison sponsored by WisDOT and EPA stated that 1) they always look at the extent to which land use plans are being followed; and that 2) where there is little history of their being followed, market factors should be examined in detail rather than relying on plans in projecting secondary land uses. There is no evidence that this was done in the DEIS in general, that is, no comprehensive review of the land use plans in the study area and the extent to which they have been enforced or ignored over time. There is also no evidence as to how this issue was handled by the Expert Panel engaged to look at secondary impacts. DATCP 15

In the July 22, 2002 meeting of the Interagency Committee, DATCP staff raised the need for looking in a detailed way at the factors affecting how location decisions got made by residents and businesses in the project study area, disaggregated by demographic characteristics and business sector. (Notes by Tory Keyzer, July 22,2002, Verona Road/West Beltline EIS Secondary Effects Meeting, Strand & Associates) However, it does not appear that this was done. As noted by Parsons Brinckerhoff in a report on use of expert panels, "They are not a DATCP 16

replacement for quantitative data". They specifically note that expert panels are likely to be less useful when the affected area has numerous proposed transportation projects, or where the affected area is large, as is the case with the Dane County metro area affected by this project. (Samuel Seskin, et.al., The Use of Expert Panels in Analyzing Transportation and Land Use Alternatives. Prepared to AASHTO Standing Committee on Planning, Parsons Brinckerhoff, Quade & Douglas, Inc., April 2002, p.2-3) DATCP 17

On July 18, 2002, Strand Associates, Inc. sent out a request for list of potential types of data - available types of data that might be useful for conducting a secondary effects analysis. Attached as an Appendix is a list of such data types sent by DATCP to Strand on June 6, 2002. It appears none of this data was used for doing a baseline environmental scan or a secondary effects analysis. The interagency technical committee was not consulted about the decision to forego use of various types of data for doing a secondary effects analysis. DATCP 18

Questioning the Greater Economic Efficiency of Auto Dependency

The Corridors 2020 Plan, relied upon for the standards being applied to justify the current project, was rationalized in large part by considerations of presumed greater economic efficiency to be achieved through transportation improvements. "Fostering economic development" through "increased efficiencies in freight and passenger movements" remained one of the five major goals in the Wisconsin State Highway Plan 2020. (Technical Report, Oct.25, 1999, WisDOT Bureau of Planning, p.4)

DATCP 19

There is research suggesting that beyond a certain threshold, which present U.S. society has probably far exceeded, greater automobile use can be a drag on economic efficiency. This would appear to contradict the stated claim in the DEIS that the Corridors 2020 goal of greater efficiency is supported by the Build alternatives.

> "Many countries experience their greatest economic growth when per capita automobile use is relatively low, and economic growth rates decline as households become wealthy enough to afford more consumer goods such as private cars.... International studies ... indicate that automobile dependency reduces regional economic development. High levels of per capita automobile use are found to increase the portion of regional wealth devoted to roads and commuting, increase per capita accidents, and reduce the efficiency of transit service...Regions with balanced transportation systems appear to be most economically productive and competitive." (Todd Litman, and Felix Laube, 1999, Automobile Dependency and Economic Development, Victoria Transport Policy Instititue, 7)

> "there are no obvious gains in economic efficiency from developing car dependence in cities.... There are on the other hand significant losses in external costs due to car dependence." (Peter Newman and Jeff Kenworthy, Sustainability and Cities: Overcoming Automobile Dependency, 1998)

"This research indicates that automobile dependency reduces economic development and competitiveness by increasing transportation costs, particularly since such expenditures tend to divert large amounts of capital from more economically productive uses, and increase the consumption of imported goods (vehicles and fuel).... Expenditures on automobiles and fuel provide little regional economic activity because they are capital intensive and mostly imported from other regions.... This analysis shows that expenditures on automobile travel provide much less economic development and employment than most other consumer goods, and far less than public transit expenditures." (Litman and Laube, op.cit., p.8, 10, 11; Walter Hook "The Evolution of Japanese Urban Transportation and Non-Motorized Transport." Transportation Research Board Annual Meeting, 1994)

"Automobile use provides enormous benefits, but this does not demonstrate the existence of marginal external net benefits which offset the external costs demonstrated by recent transportation cost studies. It is uneconomic to argue that simply because something provides benefits, it should be underpriced. Underpricing increases driving to the point of diminishing returns. Each dollar of underpriced driving means that a dollar of benefit is unavailable for other goods and services, including food, housing, education, and public safety programs." (Todd Litman, Reply to Critics of Transportation Costing. Victoria Transport Policy Insititute, Jan., 1998, p.20)

The low, because subsidized, costs of auto travel and highways contributes to a largely unconscious level of concern about travel time or cost tradeoffs in residential location decisions under normative U.S. conditions. The role of travel time perceptually can take on added importance at a conscious level in times of rapidly rising gas prices, as shown by a study of attitudes before and after the 1981 energy crisis. (Mitchelson, Ronald L. and James S. Fisher (1981) "Commuting Cost Visibility: A Contemporary Case Study." Southeastern Geographer. Vol. 21 November: 130-147)

It is likely that any increased commercial expenditures or valuations within the U.S. 12/14 corridor resulting from improved access will be at the expense of foregone consumer expenditures either outside the corridor in other businesses, or of other business sectors besides those which will benefit most from proximity to traffic. Any increases in residential values near the corridor (indicating increased consumer demand for housing within the area) will be at the expense of lower property values in areas where these new homeowners relocate from, due to decreased demand in those existing areas. The re-distributional effects of highways in shifting economic and housing property valuation patterns is well documented.

DATCP 20

"Haughwout (1999a) finds that increases in state highway stocks reduce house values in both the city and suburbs of large metropolitan areas. Since (by definition) the majority of an urban area's housing units are located in its most densely developed areas, this means that new highways tends to reduce the accessibility premium that central locations enjoy. In Haughwout (1999b), state highway investments are shown to foster the decentralization of employment growth from dense to less dense counties." (Boarnet, 2000, 8)

“”Recent evidence suggests that, at the margin, highway infrastructure contributes little to state or national productivity.” (Boarnet, Marlon G. (1997) “Highways and Economic Productivity: Interpreting Recent Evidence.” Journal of Planning Literature. Vol.11, No.4).

However, this raises the issue of what secondary redistributional land use impacts might occur in a long-term capacity constrained context for the U.S. 12/14 corridor of the West Beltline. This issue is not examined in the DEIS.

The potential secondary fiscal effects of the proposed project in fostering more scattered and difficult to serve development patterns is not considered in the DEIS. Yet expansion of highway capacity may contribute to inefficient and dispersed development and so may increase public service costs. This can make a region or parts of it less competitive on the whole. The Center for Urban Studies at Rutgers University found that sprawling development patterns cost New Jersey taxpayers $65 million a year in additional infrastructure capital costs and $400 million extra a year in additional operating costs. At borrowing rates prevalent at the time, this represented a net present value of extra cost burden to the region over 20 years estimated at over $7 billion that could have gone to alternative productive investment. (Center for Urban Studies, 1992, Impact Assessment of the New Jersey Interim State Development and Redevelopment Plan. Rutgers University.) DATCP 21

Consistency of "Build" Options with Other Transportation and Land Use Plans

The DEIS admits that the Vision 2020 Dane County Land Use and Transportation Plan and other plans for the area do not include mention of major improvements to Verona Road and Highway 151, or increases in capacity on Verona Rd. from CTH "PD" to U.S. H.151. "None of the adopted plans explicitly mention changes to the U.S. 151/Verona Road corridor." (DEIS, p.1-28) Vision 2020 notes that "All roadways which this plan recommends be considered for potential capacity improvements by 2020 are shown in Table 4-5." (p.59) No Verona Road capacity increases are listed in Table 4-5. DATCP 22

The increase of capacity on USH 12/14 from Verona Rd. to Mineral Point Rd. from four lanes to six lanes is listed in Table 4.5 of the Vision 2020 plan. (p.63) However, Vision 2020 is quite clear that such improvements "are not recommended in this plan until a facility is operating at Level of Service "D" or higher." (p.59)

> "Further, in order to make the most efficient use of the existing transportation system, somewhat greater peak-hour traffic congestion (Level of Service D) is used before giving consideration to building new or expanded facilities." (Ibid., p.59, Dane County Land Use and Transportation Plan, June 1997)

The DEIS claims that the U.S. H.151 Interchange is operating at Level of Service (LOS) F during the evening and morning peak hour rush hours. (DEIS, p. 1-2). It also claims that U.S. 12/14 operates at LOS F during rush hour periods and that "Traffic speeds regularly decrease to between 20 and 30 mph "with stop and go conditions occurring on several sections of the Beltline."

It would be useful to know how LOS assignments are made. What percentage of the time does a roadway need to be operating at LOS E or F before it is assigned to that level? The West Beltline might operate at LOS C or better for 18 or 22 hours a day. What is the justification for assigning any given LOS classification, given the variation over the course of a day or week in LOS conditions on the roadway? Does it make sense in terms of public policy to make major capacity investments for the sake of the convenience of the generally small share constituted by peak hour users of the roadway? No information is provided about the peak hour share of users as a share of all users on the West Beltline. It appears that LOS measures are typically based on peak 15-minute ADT figures and then extrapolated to 24-hour figures based on a formula. Based on a few peak 15-minute intervals a road may be assigned LOS "D", yet be at LOS "A", "B" or "C" the remaining majority of hours of the day.

DATCP 23

The very notion of "congestion" referenced in the DEIS to make the argument for the 'Build" options is subjective. As the Federal Highway Administration notes:

> ""Congestion" is a term often used to describe poor highway performance. However, there is no widely accepted specific definition. It results from the inability of an individual highway section or system to accommodate adequately the volume of traffic that attempts to use the facility or system. ...The perception of what constitutes congestion varies from place to place. What may be perceived as congestion in a city of 300,000 population may not be considered congestion in a city of 3 million. For that reason, this report does not attempt to specifically define congestion." (USDOT, FHWA, 1995 Status of the Nation's Surface Transportation System: Condition & Performance. Report to Congress: A Summary. p.20)

The LOS designations described in the above passage points out the subjectivity of the perceptually-oriented standards used. This subjectivity is also evident in suggestions for the expansion of the LOS gradation system beyond LOS F, which had been previously considered the lowest classification, associated with total failure of the roadway. As one expert proposes:

> "Expanding the level-of-service criteria by adding additional levels is needed to quantify existing conditions....Intersection, arterial and freeway service LOS F does not quantify congestion for existing or future conditions. Increased congestion beyond LOS F is accepted in certain situations but not quantified. The technical ability to measure LOS in terms of modeling and making field measurements has increased dramatically, providing the capacity to quantify additional levels.... LOS F doesn't play the significant part that our measuring system should in choosing where major improvements are needed... or major corridor improvements." (Ron Cameron, (1996) "G3 F7 – An Expanded LOS Gradation System" ITE Journal, January, p.41)

> "Congestion tolerance has increased as the public has come to expect higher congestion. Thirty years ago, exceeding 60 seconds of delay generally would result in agencies making a capacity improvement. Now it is common to wait three minutes at a congested urban

intersection. Average delays often exceed two minutes and occur for eight or more hours a day. Arterial and freeway average travel speeds have decreased as well." (Ibid., p.41)

According to the Federal Highway Administration,

> "The 1985 HCM was revised in 1995 to reflect the increased volumes of traffic that are now being accommodated by freeways and, to a lesser extent, by other roads. Current research shows that more traffic can move through a freeway lane per hour than ever before because drivers have become willing to travel at closer headways (less than 2-second intervals) and at higher speeds at higher rates of flow than previously. The new HCM suggests a capacity increase of 10 percent to 15 percent on freeways and means that less highway mileage and travel will be reported as occurring under congested conditions than is currently reported using the old procedure." (USDOT, FHWA, 1995 Status of the Nation's Surface Transportation System: Condition & Performance. Report to Congress: A Summary. p.21)

This shift demonstrates again the subjective nature of the driver expectations, around which these categories are designed. This should be addressed in the Final EIS.

In particular, given the overwhelming fact that 82 percent of trips on the US 12/14 section of the West Beltline results from those traveling from one westside interchange to another (DEIS, p.2-5), i.e. are local trips the Beltline was not intended to service, accommodating the subjective driver perceptions of congestion in this case amounts to rewarding behavior that is counter to the goals of taking local traffic off the Beltline. It is therefore counterproductive in such a case to accommodate the majority driver perception of congestion, even if this procedure were justified in other situations.

One may also expect that driver behavior and speed limits/enforcement could account for major differences between areas or roads. This is elaborated in the next section.

Comments on Project Need: Other Options Not Seriously Considered

The no-build alternatives as considered in the DEIS does not consider seriously any methods for limiting local traffic on the Beltline or taking steps other than capacity increases to limit crashes there or improve level of service. (DEIS, Appendix A, p.13) In particular, there is no serious discussion of lowering speed limits; committing funds to greater enforcement against speeders; using local toll systems to cut down on use of interchanges for local traffic; or closing selected interchanges. DATCP 24

Capacity Increases and Level of Service Criteria

The Wisconsin State Highway Plan 2020 states:

> "Driver behavior (such as excessive speed; alcohol or other drug impairment; failure to yield or obey traffic signals; and aggressive driving) accounts for 75% to 85% of all highway crashes. Roadway factors, such as design and condition, account for 10% to 20%

of crashes; and vehicle factors account for 5% of crashes." (Summary Report, WisDOT, 1999)

Nevertheless, 75% to 85% of the WisDOT budget is not spent on education and enforcement, as compared to investment in road improvements. Why this discrepancy? Why the continued policy, represented by the current DEIS, of accommodating peak hour drivers? DATCP 25

The Wisconsin State Highway Plan 2020 states: "Congestion often leads to more crashes resulting from stop and go traffic, and conditions that foster unsafe driving actions due to increased driver frustration.. In certain cases, accepting some congestion will be necessary because of social and environmental costs, financial limitations, and other constraints." (Wisconsin State Highway Plan 2020: Technical Report, WisDOT, 2/3/99), p.8-1) The lack of objective basis to determining "acceptable" levels of congestion is clear even in the Wisconsin State Highway Plan: DATCP 26

> "In determining the recommended mobility targets, WisDOT had to balance the social, environmental, and dollar costs that would be incurred by using the traditional performance target of LOS 4.0 (moderate congestion) [LOS C] against the costs of accepting more congestion on some portions of the State Trunk Highway system. The performance targets recommended in the Draft Plan allow higher levels of congestion on some routes than has been WisDOT's policy in the past. Using past definitions of congestion (LOS greater than 4.0 on all routes) would produce about 610 (36%) more miles of deficient highways than result from using the performance targets adopted for the Draft Plan. These recommended targets could be considered a "conservative" approach when contrasted with traditional congestion thresholds because they result in fewer improvements to the system, thereby reducing the overall cost of the Draft Plan." (pp. 8-11 to 8-12, Ibid.)

This indicates that rather than being determined by technical or objective criteria, "acceptable" LOS levels are determined by political expediency and political cost/benefit strategizing by key actors. This is an argument against accepting LOS levels uncritically as a basis for capacity expansions on the West Beltline and Verona Road.

As Anthony Downs, Senior Fellow of the Brookings Institution stated in testimony before the U.S. Senate on peak-hour traffic congestion:

> "Most people regard peak-hour traffic congestion as an unmitigated evil, but that viewpoint is incorrect. Congestion is a vital de facto device we use to ration the scarce space on our roads during periods when too many people want to use that space at once. In effect, congestion is a balancing mechanism that enables us to pursue many other goals beside3s rapid movement - goals American society values highly. Those goals include having a wide variety of choices about where to live and where to work, working during similar hours so we can interact with each other efficiently, living in low-density settlement patterns, and enjoying highly flexible means of movement - that is, private vehicles. " (Testimony before the Committee on the Environment and Public Works, U.S. Senate, March 19, 2002)

Speed Limits and Enforcement

Setting the speed limit too high for congested conditions and lack of enforcement against speeders are policy factors that systematically encourage unrealistic driver expectations of mobility that themselves encourage crashes and unsafe driver behavior. Those who set such unrealistic parameters are partly responsible for traffic accidents that result. DATCP 27

Speed plays an important role in accidents. For example, in the first 9 months of 1993 alone there were 17,326 speed-related car crashes in Wisconsin, an increase of 8.6 % over the previous five years. WisDOT notes that "speeding still seems to be socially acceptable." (Wis. State Journal, 1/3/94, p.3C) But arguably the obsession with speed is connected to public policy that goes out of its way to accommodate drivers seeking ever greater speeds by inadequate enforcement of speed limits and intolerance of congestion conditions that constrain speeds. It was reported that 78 percent of cars on the Beltline drive over the speed limit. (Wis. State Journal, 9/3/91)

The DEIS claims that "As traffic volumes on the U.S. 12/14 corridor grows, congestion-related crashes are increasing." (p.2-2) But no evidence is provided to link the crash rate specifically to increased congestion. A 1997 study shows evidence that injuries and fatalities exhibit no significant upward trend change between 50 percent and 90 percent of the volume to capacity ratio on a major interstate freeway over a two-year period in a metropolitan area. (Min Zhou and Virginia P. Sisiopiku, (1997) "Relationship Between Volume-to-Capacity Ratios and Accident Rates." Transportation Research Record, Vol.1581, p.52) DATCP 28

The DEIS notes that the US 12/14 section from Gammon Road to Mineral Point Road has a crash rate almost double the state average for an urban freeway, while the US 12/14 section between Seminole Highway and the Verona Road has a crash rate more than three times normal. (DEIS, p.2-2) Expanding the capacity on the West Beltline is not necessarily a recipe for lowering the crash rate. Given that 75 to 85 percent of crashes are caused by driver behavior according to SHP2020, the comparison of crash statistics for various road segments may lead to flawed conclusions unless the relative role of "driver behavior" crashes on different road segments are first factored out from road samples.

There is evidence that safety decreases as speeds increase; therefore capacity increases that allow travel above the speed limit of 55 mph may increase accidents. Three national studies indicate that raising of the speed limit to 65 mph has increased fatalities on rural interstates 20 to 30 percent. (J. Raloff. (1989) "The Deadly Cost of 65 MPH". Science News. Vol.13 November 4. p.294; Freedman, Mark and Allan F. Williams. (1992) "Speeds Associated with 55-mph and 65-mph Speed Limits in Northeastern States." ITE Journal. February.) But highway capacity improvements may have a similar effect, especially on road sections where a majority are driving over the speed limit, or where there is limited enforcement. Consideration ought to be given to lowering the speed limit on the Beltline and investing in greater enforcement against traffic violators there.

Consistency with State and Local Plans

The DEIS claims that "In general, the "build" alternatives are more consistent with the local plans, as they provide improvements in traffic circulation and pedestrian and bicyclist safety, which most plans recommend." (DEIS, p.1-28) This conclusion is disingenuous, because it is based on artificially defining the "no build" highway alternative as including no bicycle or pedestrian improvements, and no other ways of improving traffic circulation other than major increases in road capacity. It is essentially holding bicycle and pedestrian improvements hostage to major expansions of highway capacity that induce greater auto dependency and work against benefits to non-auto users in a more general sense. DATCP 29

Although the "Build" alternatives would incorporate some improvements of bicycle safety, the primary and long-term effect on bicycle safety from the major road capacity investments anticipated in this project may be a negative one. It is arguable that the "Build" alternatives contribute to greater auto dependency and auto trip making, with further marginalization of potential competitiveness of non-auto modes in a large sector of the metro area. Thus despite some efforts made under both the Urban Arterial and Freeway options to accommodate bicyclists, the impact analysis of the project from the Bicycle Federation also notes that any diversion of traffic from auto routes paralleling bike routes may be more than nullified by highway induced increases in auto trips:

> "Creation of a new segment of freeway represents a major infrastructure improvement for the region that would greatly increase general ease of use and necessity for driving. Increased auto-oriented development will continue to make it more and more difficult for people to effectively use transportation alternatives. Diverting traffic volumes from parallel area bike routes would be a benefit, but might be negated by overall increases in system-wide traffic volumes....
>
> "As in Alternative 1, planned trail additions in the project area will offer alternatives to riding on road, but may not get users to desired destinations and often result in less direct routes of travel unless frequent connections to the surrounding street system are provided." (DEIS, Appendix, I, Bicycle Federation meeting Discussion Summary, p.5)

Yet the DEIS has only the most cursory mention of potential induced traffic impacts. (DEIS, pp.1-59 to 1-60) There is no attempt to estimate the extent of induced travel - short term, medium term, or long term - for this project. DATCP 30

To be balanced, any projection of traffic impacts should include the effect of a different set of expectations on the part of developers and local governments based on the equilibrium assumption of a No Build alternative, and the constraint this would impose on development allowed. For example, on p.ES-23, the SDEIS for USH 12 from Lake Delton to Sauk City states that: "It is acknowledged that the No Build Alternative may realize smaller traffic volumes than shown because of facility constraints and traffic diversion." However, no attempt was made to quantify the impacts in their modeling done for that project. In the current project, there is not even any mention made of the long-term effect of constraining highway capacity on traffic volumes. (Note: On p.1-4

of the DEIS, there is a projection of traffic volume under "constrained", i.e. congested, conditions. But there is no analysis of the larger effect that recognition of constrained capacity on the Beltline would have on local land use /transportation planning and regulation, as well as on attitudes toward allowing development projects.

The DEIS similarly concludes that the Urban Roadway and Freeway Alternatives are consistent with the City of Fitchburg General Land Use Plan because it calls for "upgrading existing transportation facilities to facilitate more efficient transportation for all vehicles." But while the options for creating Beltline crossings clearly meet this standard, it is questionable if the West Beltline expansion and Interchange improvement "Build" alternatives actually are truly more efficient. It is pointed out in the DEIS that:

> "the Beltline carries a large proportion of local traffic moving from interchange to interchange rather than regional through-movements. Traffic modeling indicates that 82 percent of the traffic entering U.S. 12/14 in the study area is destined for one of these westside interchanges. This statistic illustrates how the West Madison area has come to rely on U.S. 12/14 as a primary arterial and access point source." (DEIS, p.2-5)
>
> "Short commuter and service trips make up the majority of traffic using the corridor. Many travelers using the corridor enter and exit at two points (interchanges or intersections) within the corridor, rather than at one of the end points. The Beltline carries a majority of east-west traffic flow that would otherwise be on urban streets." (Ibid.)

Given that the Beltline was designed primarily as a through route, and that the primary criterion for Corridors 2020 Connector routes focuses on regional mobility rather than local connectivity and access, it appears that the original function of the road has been subverted into a dominant use as a major local rather than regional arterial. Increasing capacity on the West Beltline and Verona Road without limiting interchange access will only encourage further use of the Beltline for local trips between interchanges. It is self-defeating, and arguably not consistent with the State of Wisconsin's own transportation plans like Corridors 2020. DATCP 31

Concluding Comments

The Build Alternatives will have a significant adverse effect on the long-term investment in and preservation of the agricultural sector in southwest Dane County because of the secondary impacts on land use likely to occur. As Al Racciatti from the Louis Berger Group pointed out at the May 21, 2002 workshop on Secondary Land Use Impacts, co-sponsored by EPA and WisDOT, indirect effects can occur for 25 to 50 years out from project construction. At the same workshop, Bob McDonald, transportation planner for the Dane County Regional Planning Commission, agreed that the local impacts can go at least 30 years out. None of this potential impact to agriculture is addressed in the DEIS. DATCP 32

The DEIS states that:

"The No Build Alternative "does not address the purpose and need identified for the US 12/14 corridor. In particular, the No Build Alternative would not provide measures to address regional, metropolitan, or local mobility in the U.S. 12/14 corridor at levels correlating to anticipated population and traffic growth in the Madison metropolitan area." (DEIS, Appendix A, p.19)

However, one could argue that by setting long-term equilibrium conditions for the local area, local governments would find other methods to address mobility needs. The No Build alternative would sets constraints on land use development and/or encourage alternatives to auto travel. Without setting major caps on highway capacity that sends a clear message to local governments, local land use planning is often inadequate to manage new development. DATCP 33

The No Build alternative would lead to an equilibrium condition in which that portion of the peak period rush hour traffic stream in the U.S. 12/14 corridor of local origin and destination will seek alternative routes. Local trips, which represent 82% of total trips, have alternative routes to their destinations, whereas the through trips do not. Such a change in local trip routes is precisely the effect desired, since it would take pressure off the regional connector function of the West Beltline.

To return the Beltline to its primary regional use for through-trips, additional steps could be considered to reduce use of the Beltline for local trips: a) closing of selected interchanges; b) lowering speed limits on the Beltline; c) significantly increasing traffic enforcement on the Beltline; d) ramp metering; e) selective use of tolls. For example, a study of ramp metering in the Twin Cities area in Fall, 2000 showed that :

"for discretionary trips (non-work trips), the presence of ramp meters encourages people to defer short non-work trips, which then take place during unmetered times." (Lei Zhang and David Levinson, Estimation of the Demand Response to Ramp Metering. Dept of Civil Engineering, Univ. of Minnesota, 2001)

The ramp metering system "significantly reduces travel times for long-distance travelers while at the same time short-distance travelers are hurt." (D. Levinson, et.al., 2001, "Evaluating Ramp Meter: Evidence from the twin Cities ramp Meter Shut-Off. " Presented at the 81st Transportation Research Board Annual Conference. Wash.D.C.)

These alternatives may eventually entail that improvements be made to other arterials within southwest Madison to take up the slack. This may be problematic if there has been overbuilding of some residential areas without sufficient arterials to serve them, conditioned upon parallel overdependence on the Beltline for use as a local westside arterial. This would need to be rectified over time through phased improvements. As the DEIS says:

"These characteristics clearly show the role of the Beltline has shifted from a western bypass of the central urban area to the west side's "Main Street" - in terms of commerce, travel, and the concentration of new development. As traffic growth uses up the capacity of the Beltline, traffic will be diverted to local arterials and collectors." (DEIS, p.2-5)

"The Beltline, Mineral Pint Road, and University Avenue are the only through east-west roadways that connect western Madison with the Isthmus and East Madison, with the Beltline being the only freeflowing roadway." (DEIS, p.2-1)

Such diversion of local traffic would force more serious consideration of transit, bicycle and HOV lanes as real alternatives for travel cross-town. Up till now, the Beltline's excessive use for local trips has probably contributed to lower transit system use in cross-town trips and in many sectoral trips. DATCP 34

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September 27, 2004

John Steiner
Project Manager
WisDOT – District 1
2101 Wright Street
Madison, 53704

Subject: Verona Road/West Beltline Corridor – Additional Air Quality Comments

Thank you for the opportunity of commenting on the proposed improvements to the Verona Road (US151)/West Beltline (US12/14) Arterial Corridor in Madison. The WDNR determined the construction of the Verona Road (US 151) expansion alternatives and the West Beltline (US 12/14) Expansion in Madison would not cause an exceedance of CO ambient air quality standards. However, the CO analysis does not adequately evaluate the effect of diesel engines, and we anticipate a large percentage of total vehicle-miles-traveled (VMT) along the USH 151 corridor to be heavy-duty diesel trucks. BAM 1 BAM 2

The hazardous mixture that comprises diesel exhaust contains hundreds of different chemical compounds that can negatively impact air quality in a variety of ways, such as playing a role in ozone formation, particulate matter, regional haze, acid rain and global warming. Perhaps the greatest threat posed by diesels comes from their toxic emissions. Diesel exhaust contains over 40 chemicals that are listed by EPA and California as toxic air contaminants, known human carcinogens, probable human carcinogens, reproductive toxicants or endocrine disrupters. In 1998, California declared particulate emissions from diesel-fueled engines a toxic air contaminant, based on data that supported links between diesel exposure and cancer. Dozens of other studies, including EPA's own draft health assessment document for diesel emissions, have also demonstrated a link between diesel exhaust and cancer. BAM 3

An ever-growing body of research demonstrates excessive morbidity and mortality in populations that are in close proximity to heavily trafficked roadways. Brunekreef and colleagues (1997) show that adverse health outcomes, including premature mortality and increased morbidity from increased respiratory and cardiovascular effects, are associated with the increase in ambient fine particulate matter. In fact, the Diesel EXHAUST Report by the Health Effects Institute (1995) reported that a 20% to 40% greater incidence in lung cancer was found in certain occupations, such as railroad workers and truck drivers, that involved repeated exposures to diesel exhaust. The MATES II Study by the South Coast Air Quality Management District (SCAQMD) assigns 70% of the cumulative risk from air toxics to diesel PM. BAM 4

To provide a more comprehensive review of the environmental impacts of the proposed improvements to the Verona Road (US151)/West Beltline (US12/14) Arterial Corridor in Madison, the Bureau of Air Management requests that the following additional analysis be performed prior to the completion of the Environmental Impact Statement (EIS): BAM 5

1) Air Dispersion Analysis for PM 2.5

2) Inhalation Risk Screening for Diesel Particulate Emissions

We are very interested in meeting to further discuss the modeling procedures, modeling inputs, and toxicological assumptions associated with this request. Air management staff is available to support the development of the MOBILE 6.2 emission factors for the build and build plus 10 analysis years. While we acknowledge that the universe of knowledge on this subject is rather small at this time, we feel that the NEPA provision s of 23 USC § 109(h), are sufficiently broad enough to justify our modeling request.

BAM 6

Thank you for your consideration in dealing with these important air quality concerns.

Sincerely,

[redacted]

Lloyd L. Eagan,
Director Bureau of Air Management

Cc: Al Shea – AD/5, Larry Bruss – AM/7, Russ Anderson - DNR-SCR, Cathy Bleser - DNR-SCR, Tom Roushar - DNR-SCR, Carolyn Garber - AM/7, Jeff Meyers - AM/7, John Roth – AM/7, Rose Phetteplace - WisDOT-D1, Jennifer Grimes WisDOT-D1, Tory Keyzer - Strand Associates

State of Wisconsin \ DEPARTMENT OF NATURAL RESOURCES

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August 11, 2004

Ms. Rose Phetteplace
Director, Wisconsin DOT Dist. 1
2101 Wright St.
Madison, WI 53704

SUBJECT: Project ID 1206-07-03, Draft Environmental Impact Statement, USH 18/151 CTH PD to USH 12, and USH 12/14 USH 14 to Todd Drive

Dear Ms. Phetteplace: Rose

We have reviewed the Draft Environmental Impact Statement (DEIS) for the proposed USH 18/151 Verona Road and USH 12/14 West Beltline improvements in the Madison metropolitan area. Thank you for the extension on our deadline for comments. We have been involved in several technical committee meetings on this project, as well as agency discussions on the secondary impacts analysis during the past 2-3years. We appreciate having had the opportunity for a more significant level of involvement with this project throughout preparation of the DEIS.

The study examines three areas: 1) USH 18/151 Verona Road from the beltline interchange to CTH PD, 2) The USH 12/14 West Beltline from University Avenue to Todd Drive, and 3) West Beltline crossings. The purpose of the proposed project is to improve regional mobility on these congested urban sections of U.S. highway.

The primary study area is heavily developed and urbanized. Our main natural resource concern within the primary study area is stormwater management. We also have comments on the Secondary Impacts Analysis, presented in Appendix C of the DEIS.

Stormwater Management

The Madison-area lakes and streams have serious water quality issues, and surrounding development has also caused problems with rising water levels. Planned development in the areas surrounding this project should be taken into account when analyzing long-term stormwater impacts. This includes the Nesbitt Road project and surrounding residential development, the USH 12 Middleton Bypass, and extensive development underway in Fitchburg, Town of Verona and Middleton. We encourage WDOT to cooperate with the municipalities to develop measures that accommodate full build-out of the affected sub-watersheds and ensure their long-term maintenance. DNR 1

USH 151/Verona Road: We expect that the Freeflow Interchange concept would likely be chosen as the preferred alternative, as the Urban concept appears to do little to improve the current traffic congestion. According to the DEIS, the Freeflow interchange alternative would create 26 acres of impervious surface (vs. 1.3 acres for the Urban alternative). It would require a new large-diameter storm sewer to convey runoff to Dunn's Marsh, and about 7 acre-feet of storage volume, at a minimum, to meet Trans401

standards. A 3.5-acre detention basin west of Dunn's Marsh is proposed. As noted, additional storage volume would be required to meet the City of Fitchburg's 100-year design storm requirement.

Dunn's Marsh and wetland complex supports several natural wetland community types that already are compromised by surrounding urbanization and runoff. It is the headwaters of Nine Springs Creek, which drains into the Yahara River system. We agree that protection of Dunn's Marsh and downstream resources must be a primary goal in developing a stormwater management plan in the Verona Road corridor, as stated on p. 2-2 of Appendix E. We will want to be closely involved in the siting and development of any detention basin in this area. Provisions for long-term maintenance of detention basins will also be necesary. DNR 2

Goose Lake, at the southern end of the Verona Road project, also is experiencing water-level problems. It is our understanding that the Jamestown Basin east of Fitchrona Road has silted in and is no longer functioning well. The DEIS discusses the possibility of enlarging this basin. Additional measures may be needed. This low area along Fitchrona Road has had ongoing problems with stormwater runoff. Again, we will want to work closely with design engineers in this area. DNR 3

Summary Sheet 4, Environmental Consequences, indicates that for both the Urban and Freeflow alternatives an overall benefit in stormwater management is expected when compared with the current situation. Given this commitment, we would expect that stormwater management measures above-and-beyond the minimum standards of Trans 401 will be needed. DNR 4

West Beltline: Alternative A would include ramp extensions (auxillary lanes) at select locations and additional ramp meters. An estimated 8 acres of impervious surface would be created. Alternative B includes these measures plus adds an entire third lane in the median from Verona Road to Mineral Point Road. This would result in 25 acres of new impervious surface from elimination of the open ditch along the center median. Stormwater runoff into Lake Wingra and Lake Mendota, Curtis Pond in the Arboretum, and Pheasant Branch Creek will be a significant concern, particularly with Alternative B. DNR 5

Beltline Crossings: Minimal stormwater impacts would be expected from proposed beltline crossings. We support the development of additional local road crossings if this could relieve the beltline of local traffic to the extent that it would not require additional third lanes and elimination of the open median. DNR 6

Air Management

The DEIS neglected to include the letter from DNR Air Management in Section I (should be inserted as Figure I-L.3-1). This letter indicates DNR's concurrence with your air quality impacts analysis and states that no air pollution control permit is required. However, because of new standards to measure particulate emissions from heavy duty diesel trucks, additional analysis is needed. Our air management staff therefore will be working with Strand, the consultant, to request additional modeling along the corridor and at the Verona Road intersection. The DNR will generate the emissions factors, and meet with Strand engineers to determine the appropriate placement of receptors and data collection. DNR 7 DNR 8

Secondary Impacts

The DNR participated in two meetings with DOT on how to approach a secondary impacts analysis for this project: one on July 8, 2002 and another on May 11, 2004. Secondary impacts from decreased commuter time and associated outlying development are not a preeminent concern with this particular project. However, some incremental impact, especially from the Freeflow Interchange alternative, is DNR 9

expected. According to the DEIS, the expert panel evaluation indicated that the alternatives would increase the rate of outlying growth and development, though not at a substantially higher rate than is already occurring due to a number of other factors (Section 1-4.6.3.1). This is the extent and conclusion of the analysis as presented in the DEIS.

The Expert Panel Analysis was an acceptable method of analysis for this project. Based upon our review of panel materials, the panel in fact did predict some quite significant secondary impacts, especially from the Freeflow interchange alternative, as presented in the maps and tables of Appendix C. This becomes even more apparent when reviewing the summary of their responses, which we have reviewed but was not included in the DEIS. The conclusion presented in the Introduction of Appendix C, however, contradicts their findings when it says that the "effects of the alternatives were not seen as changing the amount of growth and development in the study area." DNR 10 DNR 11

As a general point regarding secondary impacts for this and future projects: we understand that transportation is certainly not the sole cause of development of outlying areas. We accept that the precise degree to which increased mobility contributes to secondary land use impacts may be unknown. However, it is entirely reasonable to expect that transportation improvements will play a role. In most cases, it seems evident that transportation and development interact in a positive-feedback loop, with the respective role each plays varying from project to project. DNR 12

At our 2002 agency meeting, the group agreed that for this project, we would do a qualitative vs. a quantitative analysis. We agreed to identify a larger secondary-impacts study boundary, the significant resources in that area, the possible effects of the project, and a summary of what the affected jurisdictions are doing to control growth. We also discussed the need to provide these outlying municipalities and townships with information on significant resources in their areas, and land use tools and measures they could use to help control growth. The DNR concurred with this approach. We supported the larger study area boundary because of the heavy development pressure south and west of Madison and the significance of the natural resources in western Dane and eastern Iowa counties. DNR 13

The Introduction in Appendix C states that the expert panel suggested "mitigation" in the study area in the form of educational efforts for local communities on Smart Growth planning and zoning, and encouraging the study of regional growth and development control measures. The DEIS does not present any intention of doing such outreach/education, however, which needs to be addressed. DNR 14

In our recent May 2004 meeting we discussed this issue and agreed that WDOT would conduct a workshop for outlying jurisdictions where we could provide some of this resource and land use planning information. WDOT has indicated since then that it would consider such a workshop upon completion of the Final EIS. We agree to wait until after the Final EIS is published, however we would like a commitment in the FEIS that this outreach effort will indeed occur. The DNR will do all it can to assist in such a workshop. We are not asking for compensatory "mitigation" of secondary impacts. We are asking that WDOT recognize that transportation is one of the factors influencing land use and help lead an integrated approach to planning. DNR 15

We believe the following additions to Appendix C are needed for a complete discussion of the secondary impacts: DNR 16

1. A clearer presentation of the findings of the Expert Panel and more on how DOT will address them

2. A commitment in the Final EIS to outreach/education on significant resource areas and land use tools in the secondary impact study area.

3. The summary table dated 5/21/03 of panel members responses to various impact-related questions

4. Information presented to members of the panel including the list of Parks and Natural Areas, and maps of the following: Percentage of commuters to Madison (more recent than 1990 if available), Significant Lands and Ecological Areas, Hydrology, and percent population increase from 1990 to 2000 by township.

5. More information significant natural resources in the study area to include: The Military Ridge Prairie Heritage Area (MRPHA), other grassland areas beyond the boundaries of the MRPHA, the Sugar River corridor, a number of trout streams and Outstanding/Exceptional Resource Waters, and concentrations of rare species/natural communities.

6. The DNR will provide additional information from our Land Legacy Study, which identifies priority landscapes for conservation and protection out to 2050. The Blue Mounds-Blanchardville Prairie and Savanna", which includes the MRPHA, is among our highest priorities and includes much of eastern Iowa County and far western Dane County. This grassland area is of statewide significance, and is experiencing considerable residential/commuter development pressure.

Thank you for the opportunity to comment on this document. Please feel free to contact Cathy Bleser at 275-3308, or Russ Anderson at 275-3467 if you have any questions.

Sincerely,

Ruthe Badger
Director, South Central Region
Department of Natural Resources

Cc: Russ Anderson – SCR
Cathy Bleser – SCR
Jennifer Grimes – DOT Dist 1
Mike Friedlander – AM/7

U.S. Department of Transportation
Federal Highway Administration

Wisconsin Division

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FAX TRANSMISSION COVER SHEET

Date:	February 1, 2005
To:	Tory Kress, Strand Assoc
Fax:	251-8655
Re:	Per your Tele Request, EPA Comments on DEIS (May 25, 2005) 1206-07-03, USH 18/151 (Verona Rd) & USH 12/14 (W Beltline), C of Madison, Dane Co
Sender:	Johnny Gerbitz, Field Ops Eng

YOU SHOULD RECEIVE 6 PAGE(S), INCLUDING THIS COVER SHEET. IF YOU DO NOT RECEIVE ALL THE PAGES, PLEASE CALL. 829-7511

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

MAY 25 2004

REPLY TO THE ATTENTION OF:

B-19J

Johnny Gerbitz, Field Operations Engineer
Federal Highway Administration
567 D'Onofrio Drive
Madison, Wisconsin 53719-2814

Re: Comments on the DEIS for U.S. Route 151 (County Route PD to U.S. Route 12) and U.S. Route 12/14 (U.S. Route 14 to Todd Drive) in Dane County, Wisconsin - EIS No. 040139

Dear Mr. Gerbitz:

In accordance with the U.S. Environmental Protection Agency's (U.S. EPA's) responsibilities under both the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, we have reviewed the Draft Environmental Impact Statement (DEIS) for the proposal to enhance motorized and non-motorized mobility for the Verona Road (U.S. Route 151) and Beltline (U.S. Route 12/14) corridors in Dane County, Wisconsin. The DEIS states that the purpose of the project is to:

1. Enhance the mobility of motorized travel in the Verona Road backbone corridor to operation levels that are consistent with a Corridors 2020 Backbone Route,
2. Preserve the mobility of motorized travel in the Beltline corridor to levels that are consistent with a Corridors 2020 Connector Route, and
3. Enhance non-motorized travel accommodations and connectivity in both the Verona Road and Beltline corridors.

According to the DEIS, the proposed project would address the following primary needs:

1. Verona Road system continuity and consistency with the corridors 2020 State Highway Plan,
2. Regional mobility,
3. Safety,
4. Neighborhood connectivity for transit and non-motorized travel, and
5. Metropolitan traffic movements and local access.

The DEIS details a screening process used by the project proponents to produce transportation alternatives. A summary of this screening process follows.

Three screening levels were considered: transportation strategies, preliminary alternative

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concepts, and detailed alternatives. The first screening level, transportation strategies, evaluated four general solutions: transportation demand management (TDM), transit, building off the existing roadway alignment, and building on the existing roadway alignment. Only the strategy which builds on the existing roadway alignment survived the screening level, because the other strategies did not satisfy the purpose and need of the project.

The second screening level, preliminary alternative concepts, considers on-alignment concepts for three sub-areas in the project area:

1. The Verona Road corridor,
2. The Beltline corridor, and
3. The Beltline crossings.

All of the preliminary alternative concepts survived the second screen. Following is a description of the preliminary alternative concepts for each sub-area:

For the Verona Road corridor, the screening level evaluated two concepts, Urban Roadway and Freeway. The Urban Roadway concept maintains the current Verona Road character with mixed traffic signals and mixed local, metropolitan, and regional traffic for the two-mile stretch from the Beltline interchange to County Route PD. The Freeway concept separates local traffic from metropolitan and regional traffic by providing a depressed freeway down the center of Verona Road.

For the Beltline corridor, the screening level evaluated two concepts, Auxiliary Lanes with Ramp Meters (Auxiliary), and Capacity Expansion. Under the Auxiliary concept, auxiliary lanes (ramp extensions) would be added at select locations on the Beltline between Greenway Boulevard and Gammon Road. Additionally, ramp meters (signals at ramp entrances) would be installed at select Beltline on-ramps. Under the Capacity Expansion concept, all of the improvements in the Auxiliary concept would be included; in addition, a third lane would be added to the inside median in each direction, between Mineral Point Road and Verona Road.

For the Beltline crossings, the screening level evaluated two concepts, Interchange Improvements, and Grade-Separated Crossings. The Interchange Improvements concept involves expansions for five Beltline interchanges: Greenway Boulevard, Old Sauk Road, Mineral Point Road, Gammon Road, and Todd Drive. Under the Grade-Separated Crossing concept, the following non-interchange crossings would be built over the Beltline: D'Onofrio Drive extension, West Towne/Wal-Mart crossing, Grand Canyon crossing, and the East Watts Road extension.

For the final screening level (detailed alternatives), the preliminary alternative concepts are further refined. None of the preliminary alternative concepts are eliminated in the detailed alternatives screen. Therefore, the remaining detailed alternatives evaluated under the NEPA process are detailed versions of these preliminary alternative concepts.

After reviewing the DEIS, we are responding with a comment about secondary impacts. The project proponents used an expert panel analysis to determine secondary impacts from the two Verona Road build alternatives. We are pleased with the use of an expert panel, a result of our Agency's collaboration with the Federal Highway Administration and the Wisconsin Department of Transportation in the U.S. Route 12 Memorandum of Understanding. The expert panel used project-specific information on development trends, natural, cultural, and agricultural resources, and land use controls in the study area. The expert panel ultimately found that growth and development is already occurring in the study area, and each of the Verona Road build alternatives would only incrementally increase this growth. (Despite the expert panel's finding, such secondary impacts should be evaluated for their cumulative effect.) The expert panel determined that the Verona Road Urban Roadway Alternative could impact the following resources:

EPA 1

EPA 2

1. Mineral resource quarries near the County PD/Verona Road intersection, and
2. Sugar River, trout streams, and wetlands near anticipated development.

The expert panel determined that the Verona Road Freeway Alternative could impact the following resources:

1. Mineral resource quarries near the County PD/Verona Road intersection,
2. Sugar River, and
3. Farming in the areas under development pressure.

The expert panel gave the following suggestions for mitigation of growth and development:

1. Educational efforts for local communities to describe the benefits of smart growth planning and zoning updates, and
2. Encouraging the study of regional growth and development control measures.

The project proponents have taken significant steps in determining secondary impacts from the Verona Road Alternatives. However, the DEIS does not show whether local governments within the project corridor anticipated this type of growth and subsequently adopted appropriate land use plans. This is important, since land use plans facilitate growth and development, which in turn affect the degree of impact on resources in the study area. Therefore, the final environmental impact statement should include information regarding growth management and resource protection measures taken by local administrations governing the study area.

EPA 3

EPA 4

Based upon our review of this project and its DEIS, **we have assigned a rating of "EC-2" (environmental concerns, insufficient information). This rating applies to each of the alternatives still under active consideration in the DEIS, and to the DEIS as a whole.** Please refer to the enclosed Summary of Rating Definitions Sheet. This rating will be published in the Federal Register. If you have any questions or comments, please feel free to contact Newton Ellens of my staff at (312) 353-5562.

Sincerely yours,

[redacted]

Kenneth A. Westlake
Chief, Environmental Planning and Evaluation Branch
Office of Strategic Environmental Analysis

Enclosure

cc: Rose Phetteplace, District Director
Wisconsin Department of Transportation, District 1

SUMMARY OF RATING DEFINITIONS AND FOLLOW UP ACTION*

Environmental Impact of the Action

LO-Lack of Objections
The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

EC-Environmental Concerns
The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impacts. EPA would like to work with the lead agency to reduce these impacts.

EO-Environmental Objections
The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

EU-Environmentally Unsatisfactory
The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS sate, this proposal will be recommended for referral to the CEQ.

Adequacy of the Impact Statement

Category 1-Adequate
The EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alterative and those of the alternatives reasonably available to the project or action. No further analysis or data collecting is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2-Insufficient Information
The draft EIS does not contain sufficient information for the EPA to fully assess the environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

Category 3-Inadequate
EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

*From EPA Manual 1640 Policy and Procedures for the Review of the Federal Actions Impacting the Environment

GREENTREE

Neighborhood Association

September 1, 2004

Alder, District
210 Martin Luther King, Jr. Blvd.
Room 417 City-County Building
Madison, WI 53703-0001

Dear Members of the Common Council:

The Greentree Neighborhood Association (GTNA) wishes to alert the council to concerns the Association has about the **Verona Road/West Beltline Draft Environmental Impact Statement (DEIS).** The Greentree subdivision, in the 1st Aldermanic District, is bounded east to west by Whitney Way and Saalsaa Road – and north to south by Schroeder Road and Hammersley Road. Since 1962 GTNA has been an active community group and has provided a collective voice for the Greentree neighborhood. The following comments do not presume to reflect the exact opinions of all 700+ households in the Greentree subdivision; however, they do underscore a number of issues that concern the neighborhood.

Our comments and requests focus on Part 2: "Detailed Project Descriptions and Effect Evaluations," Section III: "US 12/14 (Beltline) Crossings" of the DEIS. Our concerns are the following:

1. The **DEIS fails to fulfill the promise of "full description" and "full disclosure" and is therefore inadequate as both a public information document and a Federal Highway Administration (FHWA) decision document.** Specifically: GTNA 1

   a. The DEIS does not **adequately explain the role of the City of Madison** in the preparation and processing of the environmental study for construction and reconfiguration of predominantly City-controlled roadways adjacent to the Beltline project. GTNA 2
   b. There is **no specific proposed action** with respect to the beltline crossing alternatives; rather, multiple stand-alone improvements are listed with no clear proposed project direction. Additionally, the alternatives in their current form do not provide adequate descriptions for public evaluation. GTNA 3
   c. **Inadequate and outdated information** is used for describing and evaluating existing neighborhood and environmental conditions, and finally; GTNA 4
   d. **The level of study of impact analysis is inconsistent with the scale of the project.** The DEIS attempts, all in the same report, to analyze 1) a major $100+M freeway-to-expressway improvement at the intersection of Verona Road and the Beltline, 2) a substantial $20+M Hwy 12/14 corridor improvement, and 3) several small <$10M West Beltline interchange improvements and beltline crossing alternatives. As a result, the level of significance associated with the crossing alternatives appears inconsequential in comparison. We feel this combining of disparately-scaled projects in one report is inappropriate and does not adequately analyze the very real, significant impact these crossings will have on adjacent neighborhoods. GTNA 5

(continued)

2. We are extremely concerned with the potential for increased cut-through traffic in Greentree if the "East Watts Extension" underpass alternative is built in its current configuration. Traffic on already over-burdened Frisch and Chapel Hill roads will increase, and there is real likelihood for high-volume, high-speed morning rush hour traffic on Woodington Way: traffic that will coincide with Falk Elementary School's start time and result in serious safety issues for young children. GTNA 6
We feel current traffic models do not reflect the actual traffic patterns and volumes that will occur if Forward Drive and Rayovac Drive are connected to an East Watts Extension underpass. We urge a **new, appropriately modeled traffic assessment** for the Greentree neighborhood as a part of the DEIS. GTNA 7

3. Our neighborhood needs to be adequately informed, and adequately heard. **We are hopeful that the upcoming informational meeting on September 22 with the DOT, Strand & Associates and others will specifically discuss the beltline crossing and western beltline interchange improvement alternatives.** GTNA 8

4. We want to be involved. GTNA pledges to work closely with WisDOT and the City to conduct **an adequate impact assessment** for the beltline crossing elements of the DEIS. We call on WisDOT and the City to commit to a study of this nature, and produce it with a true set of alternatives, with updated and appropriately detailed information. GTNA 9

In closing, we reiterate our desire to see an analysis that fully addresses all the potentially significant impacts, including a meaningful micro-scale analysis of the local traffic impacts, to the Greentree neighborhood. We plan to provide a formal letter of public comment to the DOT with the above concerns before the September 30 deadline.

Cordially, the Board Members of the Greentree Neighborhood Association:

[redacted]

Charles Vaughan, President
6318 Woodington Way

[redacted]

Barbara Chase
1005 Saybrook Rd.

[redacted]

Denise Clearwood
1009 Greenwich Dr.

[redacted]

Earl Gritton
6334 Shoreham Dr.

[redacted]

Robin Kite
1125 Chapel Hill Rd.

[redacted]

Jack Sherman
6001 Piping Rock Rd.

[redacted]

Anne Strauss
6322 Romford Rd.

[redacted]

Tom Sullivan
6602 Montclair Lane

[redacted]

Tracie Tsiamis
1202 Frisch Rd.

cc: Office of the Mayor, City of Madison
David Dryer, Traffic Engineer, City of Madison
David Trowbridge, Planning Engineer, City of Madison
Larry Nelson, City Engineer, City of Madison
Bradley Murphy, Planning Unit Director, City of Madison
John Steiner, District 1, DOT

GREENTREE

Neighborhood Association

9-23-2004

TO: John Steiner, DOT

The Greentree Neighborhood Association (GTNA) herewith provides formal comment on the Verona Road/West Beltline Draft Environmental Impact Statement (DEIS). The Greentree subdivision, in the 1st Aldermanic District, is bounded east to west by Whitney Way and Saalsaa Road – and north to south by Schroeder Road and Hammersley Road. Since 1962 GTNA has been an active community group and has provided a collective voice for the Greentree neighborhood. The following comments do not presume to reflect the exact opinions of all 700+ households in the Greentree Neighborhood; however, they do underscore a number of issues that concern our neighborhood.

1. The DEIS fails to fulfill the promise of "full description" and "full disclosure" and is therefore inadequate as both a public information document and a Federal Highway Administration (FHWA) decision document. Specifically: GTNA 10

   a. There is no specific proposed action or alternative with respect to the beltline crossing options. While four alternatives are presented, there is no provision for a combination of the projects. Additionally, the maps and descriptions of these stand-alone improvements do not provide sufficient information for public evaluation of the impact on adjacent neighborhood traffic. GTNA 11
   b. Inadequate and outdated information is used for describing and evaluating existing neighborhood and environmental conditions, and finally; GTNA 12
   c. The level of study of impact analysis is inconsistent with the scale of the project. The DEIS attempts, all in the same report, to analyze 1) a major $100+M freeway-to-expressway improvement at the intersection of Verona Road and the Beltline, 2) a substantial $20+M Hwy 12/14 corridor improvement, and 3) several small <$10M West Beltline interchange improvements and beltline crossing alternatives. As a result, the level of significance associated with the crossing alternatives appears inconsequential in comparison. We feel the combining of disparately scaled projects in one report is inappropriate and does not adequately analyze the very real, significant impact these crossings will have on adjacent neighborhoods. GTNA 13

2. We are extremely concerned with the potential for increased cut-through traffic in the Greentree Neighborhood if the "East Watts Extension" underpass alternative is built in its current configuration. Traffic on already over-burdened Frisch and Chapel Hill roads will increase, and there is a real likelihood for high-volume, high-speed morning rush hour traffic on Hathaway Drive and Woodington Way: traffic that will coincide with Falk Elementary School's start time and result in serious safety issues for young children. The regional traffic model used in the DEIS is not capable of predicting local street volumes and does not reflect the actual traffic patterns and volumes that will occur if Forward Drive and Rayovac Drive are connected to an East Watts Extension underpass. Therefore, we urge a new, appropriately modeled traffic assessment for the Greentree neighborhood. GTNA 14 GTNA 15

3. The DEIS makes no provision for the impact on the Rayovac Conservancy Area or the West Madison Little League Fields. These areas would be significantly affected by the "East Watts Extension" through increased traffic, loss of green space and future development. GTNA 16 GTNA 17

4. In addition, the DEIS traffic analysis should be redone with updated information including neighborhood streets, arterials and connectors reflecting data from the Madison Area MPO, existing ADT and 2020 projections for all roadway segments impacted by the proposed connectors. GTNA 18

Our neighborhood needs to be adequately informed, and adequately heard. We were grateful for the opportunity to co-host an informational meeting on September 22 with the DOT and Strand & Associates to specifically discuss the beltline crossing and western beltline interchange improvement alternatives. We wish to see the minutes from this meeting, as well as a DOT response to the issues that were raised by Greentree neighbors at this meeting, incorporated into the DEIS. In closing, we reiterate our desire to see an analysis that fully addresses all the potentially significant impacts, including a meaningful micro-scale analysis of the local traffic impacts, to the Greentree neighborhood. GTNA 19 GTNA 20

Cordially, the Board Members of the Greentree Neighborhood Association:

[redacted]

Charles Vaughan, President
6318 Woodington Way

[redacted]

Barbara Chase
1005 Saybrook Rd.

[redacted]

Denise Clearwood
1009 Greenwich Dr.

[redacted]

Earl Gritton
6334 Shoreham Dr.

[redacted]

Robin Kite
1125 Chapel Hill Rd.

[redacted]

Jack Sherman
6001 Piping Rock Rd.

[redacted]

Anne Strauss
6322 Romford Rd.

[redacted]

Tom Sullivan
6602 Montclair Lane

[redacted]

Tracie Tsiamis
1202 Frisch Rd.

cc: Office of the Mayor, City of Madison
Members of the City of Madison Common Council
David Dryer, Traffic Engineer, City of Madison
David Trowbridge, Planning Engineer, City of Madison
Larry Nelson, City Engineer, City of Madison
Bradley Murphy, Planning Unit Director, City of Madison

014-08

August 7, 2004

2107 Commonwealth Av.
Madison, WI 53726

Rose Phetteplace, District Director
Attn: John Steiner
Wisconsin Dept. of Transportation
District 1
2101 Wright St.
Madison, WI 53704-2583

Dear Ms. Phetteplace:

I am writing on behalf of West Madison Little League (WMLL) in regard the beltline crossing proposals described in the July 12 Wisconsin State Journal and in more detail at www.dot.wisconsin.gov/projects/d1/verona/index.htm. For over forty years WMLL has occupied land at 705 Forward Dr., leased from WMTV Channel 15. The property lies adjacent to the Channel 15 studios and includes 275 ft. of frontage on Forward Dr. On the property are three ball fields, batting cages, concession stand and storage buildings.

First, I must also express our concern that WMLL has received no earlier notice of this project or opportunity to comment. Despite the fact that our organization has occupied this property for decades, and that the 900 children it serves would be seriously impacted by one of the proposals, our organization learned of the project only through the Wisconsin State Journal article. WMLL 1

Although we are operating from only sketchy information, it is our understanding that one option, the East Watts Rd. option, would involve extending Watts Rd through the current Rayovac Conservancy and linking it to Forward Dr. which would then cross the beltline via an underpass. We assume that the work would greatly increase traffic on Forward Dr., and probably also involve widening Forward Dr. and eliminating street parking adjacent to our facility. WMLL 2

WMLL runs a baseball and girls softball program on the property from April to October. At the height of our schedule 200 to 300 children use our facility daily. We have only a very small parking lot, not nearly large enough to accommodate all to visit. Consequently we rely on street parking and on the use of the Rayovac parking log across Forward Dr. from our field. WMLL 3

An increase in traffic would pose a serious safety hazard for children arriving and departing our site, crossing Forward Dr. from parking areas, and playing within just a few yards of Forward Dr. Any widening of Forward on the East would also subtract from the green space on our facility which is used by teams to warm up, and by spectators for game viewing, and by player friends and siblings for play. It would further reduce the size of our parking lot and probably also result in the WMLL 4 WMLL 5

elimination of our batting cages. Consequently the option would have dire consequences for our organization and its membership.

I respectfully request that you consider the interests of WMLL and the safety of the children who play ball at our facility, and eliminate the East Watts Rd. option from further consideration. I also request that our organization be kept informed of project developments and be given the opportunity to comment at appropriate stages of consideration. In future contacts please use the address in the letterhead as we received no mail service at the Forward Dr. address.

WMLL 6

WMLL 7

Sincerely,

[redacted]

Harry Miller
WMLL President

cc Linda Bellman
Dave Cieslewicz
Jason Effinger
Johnny Gerbitz
Tom Keeler
Kenneth Westlake

September 29, 2004

2107 Commonwealth Av.
Madison, WI 53726

Ms. Rose Phetteplace, District Director
Attn: John Steiner
Wisconsin Department of Transportation
District 1
2101 Wright St.
Madison, WI 53704-2583

Dear Ms. Phetteplace:

On August 7 I wrote you outlining West Madison Little League's serious concerns about the East Watts Rd. Beltline crossing now under consideration. In the intervening weeks we have learned more the details of the East Watts Rd. option and those details make our organization all the more fearful of this proposal's impact on our organization and on the safety of the children we serve.

We have seen two versions of route plans. One places the very busy Forward Dr./East Watts Rd. intersection literally at the entrance of our 15 vehicle parking lot. The other places that intersection a very short distance south of our driveway. In either event our facility and the hundreds of children who come and go from it daily will be subject to the full force of the 15,400 vehicles per day projected to travel the East Watts Rd. crossing. WMLL 8

The plans seem to indicate that our structures will be left intact but they clearly show a widening of the existing road way. This means children will be at play very close to an extremely busy road way. It also seems to eliminate the street parking on which we depend and make the walk to the Rayovac parking lot, on which we also depend, a very dangerous passage. WMLL 9 WMLL 10

WMLL's facility is a very special place, regarded by many as the best all around youth baseball facility in the area. It is a place parents feel comfortable dropping off their kids without worry. For generations of Madison children it has been their "field of dreams." The parents, coaches, and players of WMLL are very concerned that the East Watts Rd. crossing threatens both our safety and the continued viability of our organization. WMLL 11

Sincerely,

[redacted]

Harry Miller
WMLL President

cc Linda Bellman
David J. Chieslewics
Johnny Gerbitz
Kenneth Westlake

Madison Metropolitan School District

Doyle Administration Building
545 West Dayton Street
Madison, WI 53703-1995

Jerry Tollefson,
Principal

Philip H. Falk
Elementary School

6323 Woodington Way
Madison, WI 53711-3162
Telephone: (608) 204-2180
Fax: (608) 204-0479

July 19, 2004

Ms. Rose Phetteplace, District Director
ATTN: Mr. John Steiner, Project Manager
District #1 Office
Wisconsin Department of Transportation
2101 Wright Street
Madison, WI 53704

David Dryer
City Traffic Engineer
Room 100, Municipal Building
215 Martin Luther King Jr. Blvd.
Madison, WI 53703-3352

John Steiner and David Dryer:

It has come to my attention that the Wisconsin State Department of Transportation and the City of Madison are proposing a new road to cross the Beltline near the Falk Elementary School attendance area. Alternative "X4: East Watts Extension" presents a concern in that traffic near Falk School would increase.

I would urge you to carefully consider our school location when finalizing plans. Increased traffic around our school, specifically during arrival and departure raises important safety issues for our students, families, and staff.

MMSD 1

Sincerely,

[redacted]

Jerald L. Tollefson, Principal
Falk Elementary School

MIDDLETON FIRE DISTRICT
7600 University Ave.
Middleton, Wisconsin 53562
Phone (608) 827-1090 Fax (608) 831-1527

September 30, 2004

Ms Rose Phetteplace, District Director
Wisconsin Department of Transportation-District One
2101 Wright Street
Madison, WI 53704-2583

RE: Closure of Seybold Road, Town of Middleton.

Ms. Phetteplace:

The Middleton Fire District will be taking a stance opposing the closure of Seybold Road at Gammon Road presently located in the City of Madison. The closure of this intersection will severely restrict the access and increases our department's response times to this roadway and building served by our agency. MID FD 1

The access in the Watts Road and Gammon Road intersection has become increasingly difficult to navigate because of the large volumes of traffic in this area. This not only subjects us to a greater response time but it even subjects our apparatus to needless accident potentials in this extremely busy intersection. MID FD 2

If you have a question or comment please feel free to contact our agency at 608-827-1090.

Respectfully,

[redacted]

Thomas Weber, Fire Marshal
Middleton Fire District

Madison Area
M • P • O
Metropolitan Planning Organization
Transportation Planning Services

September 3, 2004

Ms. Rose Phetteplace, District Director
Attn: John Steiner
Wisconsin Department of Transportation – District One
2101 Wright Street
Madison, WI 53704-2583

Re: Draft Environmental Impact Statement for the Verona Road/West Beltline Project Between Todd Drive and USH 14 (Middleton) and Between Nakoma Road and CTH PD in Madison, Wisconsin

Dear Ms. Phetteplace:

The Madison Area Metropolitan Planning Organization (MPO) has received and reviewed the Draft Environmental Impact Statement (DEIS) for the project referenced above. The purpose of the preparation of the DEIS by the Wisconsin Department of Transportation (WisDOT) is to assess impacts of options that are intended to address the long-term travel needs of the Verona Road and West Beltline Highway corridors. This represents the first step in planning for long-term infrastructure investments for these two corridors. This study and planning process conducted by the Department is recommended in the long-range Regional Transportation Plan for the Madison Urban Area and has been closely monitored by the Madison Area MPO. This process dates back to 1997 when the Department initiated a needs assessment to look at all modes of travel in these two corridors. The process included a large technical committee comprised of staff representatives from the affected municipalities; an advisory committee comprised of elected officials and representatives from the affected neighborhoods; participation in funding a draft physical improvement plan for the Allied-Dunn's Marsh-Belmar Neighborhood; and working closely with City of Madison and City of Fitchburg agencies and policymakers. MPO 1

According to the DEIS, USH 151 (Verona Road) is a principal arterial that serves through movements to and from southwestern Wisconsin. It is classified as a Backbone Route in the Corridors 2020 state highway plan, and the 2-mile section of USH 151 in this project area is the only urbanized roadway portion of the Backbone corridor spanning from Fond du Lac, Wisconsin, to Dubuque, Iowa. The Beltline, or USH 12/14, is a circumferential primary arterial that serves the expanding Madison Metropolitan area. USH 12/14 is classified as a Connector Route in the state highway plan. The growing metropolitan area and associated traffic volumes are causing increasing congestion on USH 151 and on USH 12/14. This project seeks to:

- Enhance the mobility of motorized travel in the USH 151 backbone corridor to operation levels that are consistent with a Corridors 2020 Backbone Route.
- Preserve the mobility of motorized travel in the USH 12/14 corridor to levels that are consistent with a Corridors 2020 Connector Route.
- Enhance non-motorized travel accommodations and connectivity in both the USH 151 and the USH 12/14 corridors.

121 S. Pinckney St. Suite 400, Madison, WI 53703 608-266-4336 fax 608-261-9967

The alternatives presented in the document address three components of the project: USH 151/Verona Road from CTH PD to USH 12/14 (the Beltline); USH 12/14 (the Beltline) from Todd Drive to USH 14; and USH 12/14 additional crossings (interchanges and grade-separated crossings) of the Beltline from Todd Drive to USH 14.

The comments that follow are presented in relationship to these three components.

USH 151/Verona Road (CTH PD to USH 12/14)
Although the freeway alternative has certain benefits over the other alternatives, it also has several shortcomings. The Madison Area MPO recommends the Department address the following in the preparation of the Final Environmental Impact Statement (FEIS):

1. Make improvements in the Allied Drive/Dunn's Marsh Neighborhood area beyond the normal policy of ¼ mile from the corridor to help mitigate the anticipated significant impacts to this neighborhood from the project and to meet and/or exceed the Department's Environmental Justice obligations in this neighborhood. MPO 2

2. Make the crossings of the Verona Road corridor (Williamsburg Way, Raymond Road, and Summit) wider with a commitment to incorporating attractive urban streetscape and landscaping in addition to improved sidewalk and bike lanes. MPO 3

3. Pursue the construction of noise barriers in the locations identified in the DEIS and in the area between Mineral Point Road and Old Sauk Road (east of the Beltline), if supported by the City of Madison, and utilize aesthetic treatments and textures in the design of the barriers. MPO 4 MPO 5

4. Evaluate the removal of the frontage road in the southeast quadrant extending from Raymond Road to Summit. MPO 6

5. Provide sufficient right-of-way in the corridor to accommodate fixed guide way transit for future use or identify and maintain adequate right-of-way for other potential corridors for fixed guide way transit in the area. A transit only alternative should be analyzed specific to this corridor. It is insufficient for the DEIS to address the issue only by referring to the results of another study (Transport 2020) that may not have fully explored the transit potential of this corridor. MPO 7 MPO 8

6. Work with other state agencies as employers of workers in the Madison Urban Area and with DOA as the implementing agency to create and implement an aggressive state TDM program. MPO 9

7. Clarify the definitions used to define local, regional, and through traffic in the corridor. These terms have been used inconsistently during the public outreach process and the public appears to be confused about the use of these terms in relationship to the purpose and need of the project. MPO 10

8. Work with private sector employers to implement TDM. MPO 11

USH 12/14 (Todd Drive to USH 14)
The Madison Area MPO recognizes the benefits associated with ramp extensions/auxiliary lanes and ramp meters for their regional traffic management and capacity enhancement capabilities as described below.

1. Current auxiliary lanes on the Beltline where there are short distances between interchanges (e.g. between Whitney Way and Verona Road) help with traffic weaves for traffic that is entering and exiting the freeway. The proposed auxiliary lanes between the interchanges from Gammon Road to Greenway Boulevard are needed to address safety problems with weaving. MPO 12

2. The current ramp meters on the Beltline are working well to help to manage traffic flow onto the facility during peak periods. Installation of additional ramp meters at select locations will better manage traffic flow. MPO 13

It is unclear if the addition of a third lane to the inside median of the Beltline from Verona Road to Mineral Point Road described in Alternative B will have the intended benefits without some analysis of the traffic impacts to other parts of the system beyond this corridor. The MPO recommends that WisDOT conduct a study to examine the downstream traffic impacts of such a capacity expansion. MPO 14

Additional Beltline Crossings (Todd Drive to USH 14)
The Madison Area MPO recognizes the importance of additional grade-separated crossings of the Beltline:

1. New crossings would reduce traffic currently using the Beltline interchanges; would improve performance of the interchanges; and would divert some future traffic to the crossings. MPO 15

2. New crossings provide better connectivity between neighborhoods separated by the Beltline and would provide additional and more direct routes for pedestrians, bicyclists, and transit. MPO 16

3. New crossings would enhance the local street system by providing an east-west route parallel to the Beltline. MPO 17

The Madison Area MPO believes that incorporating the following could strengthen this section of the Draft EIS:

1. Assigning a priority sequence to the additional grade-separated crossings of the Beltline. The following order is suggested: MPO 18

    a. Watts Road extension under the Beltline connecting to Research Park Boulevard
    b. Wal-Mart to West Towne crossing
    c. Struck Street crossing
    d. D'Onofrio Drive crossing

2. Identifying the need for an area wide long-range regional study of the Mineral Point Road/West Beltline interchange to address future growth needs in this area. MPO 19

3. Including a pedestrian/bicycle overpass to be constructed at Junction Ridge, just south of Old Sauk Road, as part of the improvements to the Beltline. MPO 20

Thank you for the opportunity to comment on this draft EIS.

Sincerely,

[redacted]

Robert McDonald
Transportation Planning Manager

ddd

MEETING ANNOUNCEMENT
Madison Area Metropolitan Planning Organization (MPO)
210 ML King Jr. Blvd, Room 2-D
September 1, 2004 @ 6 p.m.

AGENDA

1. Roll Call

2. Approval of August 4, 2004 Meeting Minutes

3. Communications

4. Public Comment (for items **not** on MPO Agenda)

5. Public Hearing on Draft 2005-2009 Transportation Improvement Program (TIP) for the Dane County Area

   Note: Action on the 2005-2009 TIP by the MPO is anticipated Wednesday, October 6, at 6:00 p.m. in Room 2-D of the City-County Building, 210 ML King Jr., Blvd. Written comments on the TIP are invited through Wednesday, September 22, and should be sent to the MPO offices at 121 S. Pinckney St., Suite 400, Madison, WI 53703 or e-mailed to ddedecker@cityofmadison.com

6. Consideration of Draft Letter of Comment on Draft Environmental Impact Statement (DEIS) for the Verona Road/West Beltline Project between Todd Drive and USH 14 (Middleton) and between Nakoma Road and CTH PD (Madison/Fitchburg)

7. Review and Recommendation of Proposed Draft 2005 MPO Budget

8. Status Report by MPO Board Members on Projects Potentially Involving the MPO
   - Transport 2020 Implementation Task Force
   - USH 51

9. Discussion of Future Work Items
   - Possible Alternative Structures of MPO Board
   - RTP Update Materials
   - 2005 Unified Planning Work Program
   - Roadway Functional Class Update

10. Adjournment

Next MPO Meeting:

Wednesday, October 6, 2004, 6 p.m.
City-County Building, Court Room 2-D

If you need an interpreter, materials in alternate formats, or other accommodations to access this meeting, contact the Planning & Development Dept. at (608) 266-4635 or TDD (608) 266-4747. Please do so at least 48 hours prior to the meeting so that proper arrangements can be made.

DRAFT

Madison Area Metropolitan Planning Organization (MPO)
August 4, 2004 Meeting Minutes

1. **Roll Call**

Members present:	Bob Dye, Kris Euclide, Eileen Bruskewitz, Al Matano, Robbie Webber Ken Golden, Lisa MacKinnon, John Volker, Rose Phetteplace
Members absent:	Laura Rose
Staff present:	Bob McDonald, Bill Schaefer, Bob Pike, Deb DeDecker

2. **Approval of July 7, 2004 Meeting Minutes**
Moved by Webber, seconded by Dye, to approve July 7, 2004 meeting minutes. Motion carried.

3. **Communications**
   - Letter from Governor Jim Doyle to Sun Prairie Mayor David D. Hanneman regarding the expansion of the MPO planning area and possibility for board membership changes.
   - Letter from Sandy Beaupre, WisDOT Bureau of Planning Director to McDonald, indicating approval of the 2004 MPO work program and authorizing work to proceed with the transit activities designated for FTA Section 5303 and 5307 funding.
   - Letter from Mark J. Wolfgram, WisDOT Division of Transportation Investment Management Administrator, to McDonald notifying the MPO that WisDOT's Division of Transportation Investment Management is changing staff responsibilities for developing the annual State Transportation Improvement Program (STIP) and approving amendments to it. Effective August 1, primary responsibilities will be moved from the Bureau of Transit and Local Roads to the Bureau of Planning-Urban Planning Section.
   - Memo from Michael P. May, City of Madison Attorney to Alder Brenda Konkel, Common Council President regarding Negative Quorums, E-mail, and the Open Meetings Law.

4. **Public Comment (for items not on MPO Agenda)**
None

5. **Election of Officers**
Moved by Bruskewitz, seconded by Webber, to nominate Golden as Chair and Euclide as Vice Chair. Moved by Bruskewitz, seconded by Webber, to close nominations and cast a unanimous ballet for Golden as Chair and Euclide as Vice Chair of the MPO Board. Motion carried.

6. **Consideration of Resolution MPO No. 40 Regarding Amendment #3 to the 2004-2008 Transportation Improvement Program (TIP) for the Dane Co. Area**
   - **Design Work on USH 18/151 Verona Bypass Bridge Replacement Project**

Schaefer said the purpose of the TIP amendment was to allow design work to proceed this year on a project to replace the USH 18/151 Verona Bypass bridge over the Badger Mill Creek tributary. The project is scheduled for construction in 2005 with NHS funds.

Matano moved, Bruskewitz seconded, to approve Resolution MPO No. 40 Regarding Amendment #3 to the 2004-2008 Transportation Improvement Program (TIP) for the Dane Co. Area. Motion carried.

7. **Review of Preliminary Listing and Ranking of Candidate Projects for STP-Urban Funding for 2005-2009**
Schaefer reviewed the draft listings. He said a lower than estimated cost and a $2 million federal earmark of funds for Segment 1 of East Washington Avenue resulted in the city not having to contribute additional local funds beyond the local match for enhancement portion of the project. Along with a lower cost for the Nesbitt Road/Cross Country Road project, this provides a $1.4 million carryover to 2005, which provides sufficient funds to cover the non-state share of Segment 5

of East Washington Avenue. The two major projects in 2006 are Segment 2 of the East Washington Avenue project and CTH CV (Tennyson to the CP Rail Line). The first project below the funding cutoff line is South Park Street (Regent to West Washington). There is enough funding in 2007 to cover Park Street and Segment 3 of East Washington Avenue. The first project below the funding line is CTH M North Phase 3 (CTH Q to Signature Drive). The scope of the CTH M project was changed to eliminate the expansion to four lanes. Median islands will be constructed at the intersections to improve safety. There is a break in the East Washington Avenue project in 2008, which allows funding of Segment 1 of Monona Drive (Broadway to Pflaum) and CTH M. For the first segment of Monona Drive, there is sufficient right-of-way to add a median between the four lanes to improve safety. The City of Monona is also receiving safety funds to supplement the STP-Urban funds. With the $1.9 million carryover, there is almost enough funding to cover the non-state share of the last segment of East Washington Avenue. As the costs come in for the East Washington Avenue segments, the funding picture may change. An additional earmark of $7 million has been requested for the East Washington Avenue project as part of the TEA-21 reauthorization bill. If additional funding were approved, the first priority for use of the funds is ped/bike enhancements for the last two segments (3 and 4), including the Starkweather Creek overpass. State enhancement funding is being used for the first three segments, but there is no more funding for that program. In response to a question from Bruskewitz, McDonald explained that the rideshare funding covers part of the cost for the MPO's rideshare coordinator and the increases in funding were to cover cost of living increases. In response to a follow-up question, McDonald indicated 2000 Census data showed a reduction in commuters carpooling to work over the last ten years.

8. **Consideration of Release of Draft 2005-2009 Transportation Improvement Program (TIP) for the Dane Co. Area for Public Review and Comment**
Bruskewitz moved, Volker seconded, to approve the release of Draft 2005-2009 Transportation Improvement Program (TIP) for the Dane Co. Area for public review and comment. Motion carried.

9. **Consideration of Process and Alternative Scenarios for Receiving Public Comment Regarding Possible Changes to Representation on the Madison Area MPO Board.**
McDonald presented the letter and attachment that was sent to chief elected officials in the MPO planning area and others regarding the issue. The only community that has responded to date is the Town of Westport, which requested the packet of information distributed to the board last month. MacKinnon said it appeared as though the process was initiated in response to a complaint by Sun Prairie and was concerned about this setting a precedent. Golden responded that Stoughton also raised the issue, but that it has been on the table ever since the MPO boundaries changed. Golden then discussed the origins of the MPO and the representation based upon the City of Madison, other cities and villages, the towns, and the county. The City of Madison initiated the redesignation of the MPO because the city's representation on the RPC did not reflect its population share within the MPO planning area. McDonald said that the Federal Highway Administration (FHWA) also directed the MPO to consider changes to Policy Board and technical committee representation to reflect the new planning area during the last certification review, and has indicated it will follow up to see that the issue has been considered. Bruskewitz said that Village of Waunakee officials and others had previously contacted her regarding the issue. Euclide said she had procedural and substantive concerns about the issue. She mentioned her involvement in negotiating the current agreement with the Governor, and said there aren't any specific rules regarding the composition of the board. She said the board needed to think carefully about setting up a process for reviewing the representation issue and standards for when the issue will be revisited again before we start doing it. She said that while population is a consideration, the MPO is a regional entity and other aspects should also be considered. These include the major transit operator and minority population, because of the need to address environmental justice issues. She asked McDonald to share with the board what FHWA said about the issue as part of the recertification review. Golden said Euclide's comments enlarged the framework for thinking about the issue versus focusing strictly on population percentages. He said he didn't think we were too far in the process to address the issue from a broader perspective, but

thought the board might want to communicate again to everyone so that it doesn't look like the rules have been changed or the board is stalling. It was discussed that one of the standards would be to review the representation issue following the census if there was a significant expansion of the MPO planning area.

Volker said the MPO Board representation issue had been on the agenda of the Dane County Cities & Villages Association for some time. He said it was important to have fair representation for all communities because of the regional nature of transportation issues. Golden pointed out that who appoints the representative and who gets appointed are two different issues, and we had not been thinking about the latter issue. For example, it might be required that one of Madison's appointments reside in a low-income neighborhood. Volker said the Cities & Villages Association has been saying that representatives should be elected officials, so there is accountability. Euclide said she wanted to look at the regulations again and get a legal opinion, because she feared that changing the board representation might necessitate a redesignation, which could complicate things. Golden suggested creation of a subcommittee to investigate the issue and report back to the board, and it was agreed to do so. Golden, Euclide, Bruskewitiz, and Volker were appointed to the subcommittee, representing the four board appointment groups. McDonald suggested starting in September and having noon meetings. Bruskewitz suggested McDonald e-mail everyone to work out a date. Euclide suggested background information be pulled together in the interim.

10. Consideration of Draft Letter of Comment on Draft Environmental Impact Statement (DEIS) for the Verona Road/West Beltline Project between Todd Drive and USH 14 (Middleton) and between Nakoma Road and CTH PD (Madison/Fitchburg)

McDonald said he had made revisions to the draft letter in response to the discussion at the last meeting. In the meantime, the technical coordinating committee discussed the DEIS and supported staff's letter of comment, including putting the additional lanes on the inside of the Beltline. However, they tied that recommendation with one to study the "downstream" impacts. It was their feeling that with all of the West side development and efforts to direct more traffic onto the Beltline to address congestion on Mineral Point Road, additional capacity would be needed in the future. The revised letter still reflects the comments made at the last meeting that the board does not support the inside lanes to the Beltline at this time until a study is done to look at the downstream impacts. Other changes include the addition of a request to construct a ped/bike overpass of the Beltline just south of Old Sauk Road and a recommendation that WisDOT participate in and fund an area-wide long-range regional study of the Mineral Point/West Beltline interchange area, which could be included as part of the larger study to look at the downstream impacts of adding capacity to the Beltline.

Golden suggested possibly adding a recommendation that WisDOT and other state agencies initiate an aggressive transportation demand management program. It was agreed that this was a good idea to include in the comments. Webber said she didn't think transit and TDM alternatives had been adequately considered and therefore couldn't support recommending the freeway alternative. She said the project is primarily addressing traffic within the metro area, not regional through traffic, and therefore we should be looking at local alternatives. Discussion followed on the issue of local vs. metropolitan vs. regional traffic. McDonald said the O/D survey data showed that 23% of the traffic coming into the county from the southwest was traveling through the metro area and county, while 77% was destined for the metro area and rest of the county. Euclide said she thought it was premature for the board to be recommending particular alternatives presented in the DEIS. Generally, decision-making doesn't occur until after the final EIS when all of the information has been presented and the issues fleshed out. She said the EIS needed to look at other alternatives and better explain where the traffic is coming from and going. Golden said Euclide provided an alternative perspective, saying we should just be critiquing the DEIS. However, he said the board could still comment on things it liked without recommending particular alternatives. Matano agreed with Euclide, saying that he wanted to take out the preference statement for the freeway alternative. MacKinnon also agreed and wants to just make the letter a series of comments, noting the issues that have been raised regarding TDM,

definitions of traffic, and preservation of transit corridors. She said the benefits of the freeway alternative could still be recognized. Golden said the comments should mention the things we do and don't like about the alternatives and the DEIS, which are two different things. Euclide said she thought the DEIS needs to further discuss the impact of the project on transit in a broader sense. Volker said a transit corridor should be preserved in the corridor. Following some further discussion, it was decided that McDonald would prepare a revised draft based on the comments and then board members could submit comments via e-mail on the revised draft for consideration at the next meeting.

11. **Consideration of Resolution MPO No. 41 Adopting the Recommendations of the 2004-2008 Transit Development Program for the Madison Urban Area**
It was agreed that a staff presentation on the recommendations wasn't needed. Webber commented that she felt the points she raised in her memo were not fully covered by recommendation #3 under Fixed Routes. She said the recommendation mentions service penetrating the central UW campus, but her point was a connection was needed between the south and west sides that didn't use the Beltline. Schaefer responded that the recommendation does call for such service, which would run between the South and West Transfer Points through campus. McDonald said the issue could be further addressed as the recommendations are implemented.

Volker moved, Matano seconded, to approve Resolution MPO No. 41 Adopting the Recommendations of the 2004-2008 Transit Development Program for the Madison Urban Area. Motion carried.

12. **Status Report by MPO Board Members on Projects Potentially Involving the MPO**
    - **Transport 2020 Implementation Task Force**

Item deferred.

13. **Discussion of Future Work Items**
    - **Possible Alternative Structures of MPO Board**
    - **RTP Update Materials**
    - **TIP Update Status**
    - **Dane County Clean Air Coalition**

Item deferred.

14. **Adjournment**
Golden adjourned the meeting at 7:50 p.m.

TO Bob McDonald
FYI –
For NXT Agenda

CITY OF STOUGHTON
381 East Main Street
Stoughton, WI 53589

(608) 873-6677

Ken.

June 2, 2004

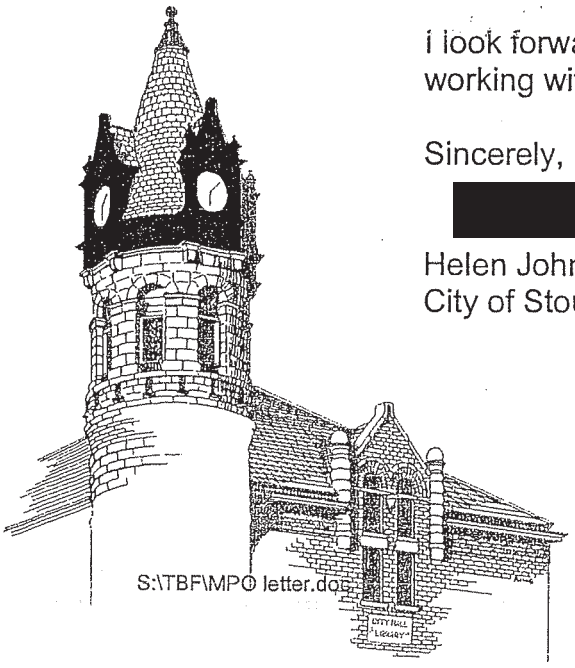
Madison Area Metropolitan Planning Organization
Attn: Ken Golden
121 S. Pinckney St. Suite 400
Madison, WI 53703

Dear Mr. Golden: Hi Ken

According to federal law, whenever the metropolitan area boundaries for a previously designated MPO need to be expanded, the membership on the MPO policy body and other committees is to be reviewed to ensure that added area has appropriate representation. 23 C.F.R. 450.306(j). Federal law further provides that the addition of membership of major modes or systems of transportation, or representatives of newly urbanized area to the policy body or expansion of the metropolitan planning area does not automatically require redesignation of the MPO. 23 C.F.R. 450.306(k).

It is my understanding that on October 20, the United States Department of Transportation formally approved an amendment to the metropolitan planning area of the Madison Area Metropolitan Planning Organization and that for the first time this amendment brought into the MPO the Village of Cottage Grove, the City of Sun Prairie, the City of Stoughton, the City of Verona and the Village of Waunakee. I was told that this modification area expansion took approximately 12 months to work itself through the various bureaucracies who must approve of such an expansion. However, at no time was the membership of the MPO reexamined or altered.

I am offering to participate in any meetings you feel appropriate to schedule between the five newly added communities and representatives of the Governor's office and Madison Area MPO that will discuss a change in membership to give theses new communities input into how federal dollars are used for transportation planning in Dane County.



I look forward to hearing from you shortly and look forward to working with you on addressing this important issue.

Sincerely,

[redacted]

Helen Johnson, Mayor
City of Stoughton

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UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
PROGRAM PLANNING AND INTEGRATION
Silver Spring, Maryland 20910

May 13, 2004

Ms. Rose Phetteplace, Director
Attn: John P. Steiner, P.E.
Wisconsin Dept. of Transportation - District One
2101 Wright Street
Madison, WI 53704-2583

Dear Ms. Phetteplace:

Enclosed are comments on the Draft Environmental Impact Statement for Project ID 1206-07-03, SPES-F, NH 04 ( ) US Highway 18/151 CTH PD to US Highway 12 US Highway 12/14 USH 15 to Todd Drive Dane County, Wisconsin. We hope our comments will assist you. Thank you for giving the opportunity to review this document.

Sincerely,

[redacted]

Susan A. Kennedy
Acting NEPA Coordinator

Enclosure

Printed on Recycled Paper

MEMORANDUM FOR: Susan A. Kennedy
Acting NEPA Coordinator

FROM: Charles W. Challstrom
Director, National Geodetic Survey

SUBJECT: Project ID 1206-07-03, SPES-F, NH 04 () US Highway 18/151 CTH PD to US Highway 12 US Highway 12/14 USH 15 to Todd Drive, Dane County, Wisconsin

The subject statement has been reviewed within the areas of the National Ocean Service (NOS) responsibility and expertise and in terms of the impact of the proposed actions on NOS activities and projects.

All available geodetic control information about horizontal and vertical geodetic control monuments in the subject area is contained on the National Geodetic Survey's home page at the following Internet World Wide Web address: http://www.ngs.noaa.gov After entering the this home page, please access the topic "Products and Services" and then access the menu item "Data Sheet." This menu item will allow you to directly access geodetic control monument information from the National Geodetic Survey data base for the subject area project. This information should be reviewed for identifying the location and designation of any geodetic control monuments that may be affected by the proposed project. NOAA 1

If there are any planned activities which will disturb or destroy these monuments, NOS requires not less than 90 days' notification in advance of such activities in order to plan for their relocation. NOS recommends that funding for this project includes the cost of any relocation(s) required. NOAA 2

For further information about geodetic control monuments, please contact:

Galen Scott
SSMC3 8620, NOAA, N/NGS
1315 East West Highway
Silver Spring, Maryland 20910

Voice: (301) 713-3234 x139
Fax: (301) 713-4175
Email: Galen.Scott@noaa.gov.

VIERBICHER ASSOCIATES, INC.

September 30, 2004

John Steiner, PE, Project Manager
Wisconsin Department of Transportation, District 1
2101 Wright Street
Madison, WI 53704-2583

VIA FACSIMILE
608-246-7996

Re: Intersection of Gammon Road and Seybold Road

Dear Mr. Steiner:

I am writing to you in the capacity of the Town of Middleton Engineer/Planner. On July 19, 2004, after reviewing the proposed improvements to the Gammon/Seybold Road interchange, the Town Board publicly went on record "opposing the portion of the Draft Environmental Impact Statement that calls for ending the access of Seybold Road to Gammon Road." MID 1

It is the Town's desire to maintain, at a minimum, the right in, right out, and left in at Seybold Road. MID 2 The Town has been in contact with the City of Madison regarding this issue and will continue to work with them in an effort to maintain the viability of businesses on Seybold Road. MID 3 (A letter from Larry Nelson, City of Madison Engineer is attached.)

As the Town Engineer/Planner, we are of the opinion that, for the following reasons, it is in the best interest of the Town of Middleton and City of Madison to provide, at a minimum, the existing access to Seybold Road. MID 4

- This would preserve the economic viability of existing businesses.
- The existing configuration disperses traffic adequately.
- A signal at this intersection creates only a minimal delay.

Sincerely,
VIERBICHER ASSOCIATES, INC.

[redacted]

Rod Zubella, PE
President/CEO

RZ/lfl

cc: Jim Mueller, Administrator, Town of Middleton
Tom Voss, Town of Middleton Attorney, Erbach & Voss, SC

400 VIKING DRIVE
P.O. BOX 379
REEDSBURG, WI 53959
(608) 524-6468
Fax (608) 524-8218

999 FOURIER DRIVE, SUITE 201
MADISON, WI 53717
P.O. BOX 44010
MADISON, WI 53744-4010
(608) 826-0532
Fax (608) 826-0530

1521 METRO DRIVE, SUITE 205
P.O. BOX 650
SCHOFIELD, WI 54476-0650
(715) 359-2003
Fax (715) 359-4753

114 WEST BLACKHAWK AVENUE
P.O. BOX 542
PRAIRIE DU CHIEN, WI 53821-0542
(608) 326-1051
Fax (608) 326-1052

www.vierbicher.com

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Department of Public Works
City Engineering Division
608 266 4751

Larry D. Nelson, P.E.
City Engineer

City-County Building, Room 115
210 Martin Luther King, Jr. Boulevard
Madison, Wisconsin 53703
608 264 9275 FAX
608 267 8677 TDD

Deputy City Engineer
Robert F. Phillips, P.E.

Principal Engineers
Michael R. Dailey, P.E.
David L. Benzschawel, P.E.
Christina M. Bachmann, P.E.
John S. Fahrney, P.E.

Operations Supervisor
Kathleen M. Cryan

Hydrogeologist
Joseph L. DeMorett, P.G.

GIS Manager
David A. Davis, R.L.S.

September 30, 2004

Milo Breunig, Chairman, Town of Middleton
Town of Middleton Town Hall
7555 W. Old Sauk Road
Verona, WI 53593

Re: Intersection of Gammon Road and Seybold Road

Dear Mr. Breunig,

The Town of Middleton has requested our position on the future configuration of the intersection of Gammon Road and Seybold Road. The City of Madison's position on the intersection is that it should remain configured as it is until traffic congestion or safety issues require a change to be made. This position is in conformance with the Agreement of May 9, 1988 between the City of Madison and the Town of Middleton regarding this intersection.

I have reviewed the traffic situation on Gammon Road from Watts Road through the Beltline Highway ramp intersections with the City Traffic Engineering Department. The presence of the traffic signal at Seybold Road is not contributing to significant additional delay for north bound traffic at this time. In addition, the removal of the left turn onto Seybold Road for south bound Gammon Road traffic would force additional traffic to Watts Road. Queue lengths for south bound Gammon Road traffic turning left onto Watts Road are already quite long at certain times and extra left turning traffic may not be desirable.

The City of Madison has an interest in keeping businesses on Seybold Road viable and will continue to work with the Town of Middleton on issues that effect both municipalities. If you have any questions, please feel free to give me a call.

Sincerely,

[redacted]

for Larry D. Nelson, P. E.
City Engineer

cc: Rob Phillips, Deputy City Engineer
David Dryer, City Traffic Engineer
Dan Dettmann, Traffic Engineering
Brad Murphy, Planning and Development
Jeanne Hoffman, Mayor's Assistant
Aaron Otto, Vierbicher Associates, Inc (fax 608-826-0530)
John Steiner, Wisconsin Department of Transportation District One

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http://www.town.middleton.wi.us/minutes/town_board/04.7.19%20Minutes.doc

TOWN BOARD MINUTES
TOWN OF MIDDLETON

July 19, 2004

Chair Breunig called the meeting to order at 7:05 p.m. In attendance were Supervisors Irvine, Acker, Shaw, and Oberle, Engineer Zubella, Attorney Voss, Administrator Mueller and several citizens and property owners.

1. Proof of Posting
Administrator/Clerk Mueller informed the Board that on a timely basis the meeting notice was published, posted at the three official locations, placed on the web site, e-mailed to the Town list and distributed to all members.

2. Approve the Minutes of the Committee Meeting of June 10th and the Board Meetings of June 21 and July 8, 2004
Moved and seconded by Oberle and Shaw to **approve the minutes of June 10, 2004. Motion carried.**

Moved and seconded by Oberle and Shaw **to approve the minutes of June 21 and July 8, 2004. Motion carried** with Breunig abstaining due to his absence from the meeting of July 8th.

3. Public Input-None

4. 7:00 p.m. Public Hearing and Action on Preliminary Plat of the Karls Subdivision and Rezoning from R3-A to A-1
The public hearing was convened at 7:10 p.m. Joe Karls presented the request for approval. There were no other appearances.
Moved and seconded by Breunig and Irvine to **close the public hearing. Motion carried at 7:13 p.m.** Action was then deferred to allow the large number of people present to express their views on item 5.

5. The US 151 (Verona Road) and US Highway 12/14 (from US 14 to Todd Drive) Project and its affect on the Seybold Road Area
Speaking against the closing of Seybold Road at Gammon Road were Henry Gempler, Kevin (the owner of the Arby's), Jane Saunders, Renee Farley, Larry Lanham, Kurt Jacobsen, Scott McDermott, Steve Welch, Al Freitag, Dick Burdett, and Mary Jones.

Moved and seconded by Breunig and Oberle to **go on record as opposing the portion of the Draft Environmental Impact Statement that calls for ending the access of Seybold Road to Gammon Road and to direct staff to meet with the DOT and with the City of Madison in an effort to keep Seybold Road open. Motion carried.**

MID 5

Mueller was directed to see if the Dane County Towns Association could assist the Town in keeping Seybold Road open.

Discussion Recommenced on Item Number 4
Karls offered to provide the recreational easements that the Town would want. Mueller indicated that he asked for and the Park Commission recommended that appraisals be done on the value of existing easements and proposed easements on lots 4 and/or 5 of Cherrywood Acres.

Moved and seconded by Acker and Irvine to **direct Mueller to contact the owners of lots 4 & 5 to determine if they would consent to a recreational trail easement appraisal being done so**

the Town could make them an offer. Motion carried.

Moved and seconded by Oberle and Shaw to **table the Karls plat until after the Board takes action on Ordinance changes at the August 2nd meeting. Motion carried.**

Moved and seconded by Oberle and Breunig to **approve the rezoning from R3-A to A-1 contingent on the plat being approved. Motion carried.**

6. Final Approval of Highwood Circle Estates

Moved and seconded by Breunig and Acker to **conditionally approve the final plat of Highwood Circle Estates subject to the conditions of the Engineer's letters of June 30 and July 14th, subject to the signing of Covenants and Restrictions for the lots and outlots and a Developer's Agreement approved by the Town Attorney and the Town Engineer, subject to the developer paying to the Town the sum of $75,738.40, at plat signing, for the Town to repave Highwood Circle two to three years after the recording of the plat, subject to the dedication of parkland and the payment of parks fees, subject to the Town Engineer and Town Attorney approving the final plat, stormwater plan and construction plans, subject to agreement on the future maintenance of the road segment that may be vacated and attached to an abutting outlot. The Town is specifically interpreting the Ordinances to allow up to the center line of abutting (non-divided highway) roads to be counted as open space provided that the space has not previously been counted for open space purposes and that the developer agrees pay to have the abutting roads brought up to present standards. Motion carried** with Oberle dissenting because he does not agree with the concept of roads counting toward open space.

7.Avigational Easement over Part of Tallard Conservancy for Middleton Airport
Bob Herold informed the Board that the Board of Aeronautics is prepared to offer $10,300 for the easement plus $15,000 towards the cost to the Town of removing the trees from the easement area (exception for the group of burr oaks which are not to be cut or trimmed). Herold indicated that some trees could remain in the easement area to provide a curved line along the south side of the easement. The Board of Aeronautics has paid or will pay the expenses of the Town for reports from Allison Tree Service and Biologic Resources, Inc. The Board of Aeronautics will set lot maker pipes at the corners of the easement.

Moved and seconded by Oberle and Irvine to **provide the requested easement for a price of $10,300 provided that the Town receives an additional payment of $15,000 when the trees are removed by the Town on or before June 30, 2005, provided that the burr oak stand is exempted from cutting or trimming, that the Board of Aeronautics places lot marker pipes at the corners of the easement and pays the Town's cost for reports from Allison Tree Service and Biologic Resources, Inc. and that the Town will have permission to periodically burn off vegetation in the easement area. Motion carried** with Breunig dissenting due to the easement price being too low considering the restrictions being placed on the Conservancy.

8. Vacation of a portion of W. Old Sauk Road Abutting 7360-Requested by Ed Tallard
Ed Tallard chose not to attend the meeting. There was a discussion regarding the issues regarding vacating a portion of Old Sauk Road. No motion was made. No action taken.

9. Engineer's Report and Action on Recommendations

a. Drainage Problems in Cardinal Point Estates

Zubella reported that the road ditch in front of lots 14, 15 and 16 does not drain correctly because of the filling of the road ditch that occurred with the construction of the home on lot 13.
Moved and seconded by Irvine and Oberle to **allow the issuance of citations if the owners and/or contractors who worked on Lot 13 do not restore the road ditch to proper grades. Motion carried.**

b. Road Improvement Program

Sweeping has not been completed. Mueller was authorized to send letter to contractor indicating that if the work is not completed by Thursday, the Town will hire it done and reduce the payment under the contract.

10. Siltation of Ditch and Improper Installation of Culvert-3863 Cardinal Point Road

Zubella informed the Board that the culvert and driveway for Lot 10 had been incorrectly installed resulting in wash outs along the shoulder of the road and the depositing of silt in the road ditch.

Moved and seconded by Breunig and Irvine to **give the homeowners until August 15th to agree and until September 1st to correct the problems per the Engineer's letter. Motion carried.**

11. Attorney's Report and Action on Recommendations

Acknowledgement and Consent to Johnson Bank Re: Summit Pass (Soleil Dev)

Moved and seconded by Irvine and Oberle to **direct Mueller to sign document as requested. Motion carried.**

12. Park Commission Report and Action on Recommendations

Mueller reviewed the report. The Board had considered the Karls recreational easement earlier in the meeting.

13. Plan Commission Report and Action on Recommendations

The Plan Commission had recommend that the Board approve the Land Division Ordinance Committee's recommendation regarding revising the rules for the creation of CSM. The recommendations have been incorporated into the proposed Recodification document.

The Plan Commission offered to develop information regarding the advantages and disadvantages of changing the Town's name and asked that the issue be put on the November ballot.
Moved and seconded by Irvine and Acker to have the Plan Commission develop information for the Board's review and approval and to place an advisory referendum be put on the November ballot. Motion carried.

14. Board Member's Issues and Reports

Shaw asked that Deputy Miller be informed about the discussions regarding moving the backstop in Hickory Woods Park and he mentioned receiving complaints about excessive noise from ATV use at a residence along Airport Road.

Irvine reported on the planning for the Pope Farm park and informed the Board that as a prank someone had cover the photo sensors for the dusk to dawn light controls in Pheasant Point.

Oberle indicated that the controlled weed should be nettles rather than wood nettles.

15. Towns Association Resolutions
Moved and seconded by Breunig and Shaw to **approve the resolution requested by the Dane County Towns Association via memo of July 1, 2004. Motion carried.**

16.Ordinance Recodification
Public Hearing is set for August 2, 2004.

17. Administrator / Clerk Report and Action Requests/ Check and Voucher Approval
Moved and seconded by Breunig and Oberle to **approve the checks as presented. Motion carried.**

18. Adjourn
Moved and seconded by Irvine and Shaw **to adjourn. Motion carried at 12:43 a.m. Tuesday, July 20.**

These minutes were amended and approved at the meeting held August 2, 2004.

THE UNIVERSITY of WISCONSIN MADISON

July 2, 2004

Ms. Rose Phetteplace, District Director
Wisconsin Department of Transportation - District One
2101 Wright Street
Madison, Wisconsin 53704-2583

RE: WisDOT Project I.D. 1206-07-03, SPES-F, NH 04 ( )
DEIS for: USH 18/151: CTH PD to USH 12
and USH 12/14: USH 14 to Todd Drive
Dane County, Wisconsin

Dear Ms. Phetteplace,

Thank you for your recent extension of the deadline for submitting comments. The University of Wisconsin-Madison has reviewed the Draft Environmental Impact Statement (DEIS) for the Verona Road/Beltline Study Project (1206-07-03) primarily for potential impacts to the UW Arboretum—especially from stormwater runoff—and the travel needs of the campus community.

1. UW Arboretum: Based on the DEIS, the University expects no significant direct impacts on the Arboretum resulting from either of the build alternatives relative to the no-build option. However, we are very interested in any opportunities for further collaboration that may present themselves in the future for reducing impacts from stormwater runoff that now originates from the Beltline. UW 1

Stormwater Runoff Impacts: The University's major concern with this project is the potential for an increase in the quantity of stormwater runoff from either the Beltline or Seminole Highway and an increase in the concentration of mobile source pollutants and any invasive, non-native species such as Reed Canary Grass (Phalaris). Two outfalls from the Beltline lead to ultimate outfalls at Curtis Pond and Johanssen Pond in the Arboretum in the Lake Wingra water shed. In addition, significant amounts of the runoff from the southern side of the Seminole Highway interchange ends up in the Green Prairie wetlands area of the Arboretum. Similarly, some of the runoff from the northern side of the interchange eventually moves east to Curtis Prairie. In all cases, this runoff is especially problematical since the Curtis Prairie represents the first prairie restoration in the world and a rich teaching and research resource for the University. UW 2

No increase in negative impacts at these outfall locations is expected because no capacity increase or increase in right of way is planned for this portion of the highway facility—that is, from roughly the Seminole Highway interchange to points east. In addition, traffic on the Beltline at this location is expected to remain the same or to decline slightly, while traffic on Seminole UW 3

Facilities Planning & Management
9th Floor WARF Building 610 Walnut Street Madison, Wisconsin 53726-2397
(608) 263-3000 FAX (608) 265-3139 TTY (608) 265-5147

Highway is expected to decline significantly under both build scenarios. In the case of Roadway Alternative 1, traffic volumes are expected to fall by 23% south of the Beltline and by 9% north of the Beltline on Seminole Highway. With the interchange ramps removed for Freeway Alternative 4, traffic volumes are projected to fall by 63% to the south and 25% to the north of the Beltline.

The University appreciates efforts already made by Strand and Associates and WisDOT to accommodate the University's concerns in the design of its alternatives. It would also appreciate any opportunities that develop in the future for further cooperation in increasing the infiltration of runoff outside the Arboretum and otherwise reducing runoff to Curtis Pond and Curtis Prairie and Johansen Pond. UW 4

Traffic Noise Impacts: No significant change in impacts from the two build alternatives are anticipated regarding noise from traffic. However, traffic noise does now significantly impact the Arboretum. Traffic noise is so loud that it is difficult to effectively use the Curtis Prairie and Leopold Pines and Noe Woods for teaching and research work. Any effort to reduce traffic noise in the Arboretum from the Beltline or Seminole Highway would be greatly appreciated. UW 5

Construction Erosion and Runoff: The potential exists for significant negative impacts to Curtis Pond, Curtis Prairie, and Johannsen Pond due to erosion and runoff during construction of either of the build alternatives. As noted above, the Arboretum's prairies, woodlands and wetlands constitute a prized preserve of native species and habitat. We urge WisDOT to take every possible step to prevent erosion and construction-based runoff, including careful daily monitoring of erosion control measures. UW 6

Other Arboretum Impacts: Since no significant increase in capacity or right-of-way is planned for the segment of the Beltline adjacent to the Arboretum, no other direct effects to University property, including to the parking lot south of the Beltline at Seminole Highway, are expected. In addition, if Freeway Alternative #4 is constructed, the removal of the current Seminole Highway interchange ramps should result in a decrease in noise and other indirect impacts to the Arboretum to the north of the Beltline where there is no frontage road. To the south, overall traffic volumes would change little on the existing frontage road despite the removal of an on-ramp and thus impacts would continue at no-build levels. We also continue to be concerned about the viewshed impacts the beltline creates for the arboretum. Additional landscape screening should be included in any plans for upgrading the highway. UW 7 UW 8

2. Impacts on members of the campus traveling to and from the campus: The University notes that under either of the build alternatives, traffic will decrease significantly on Seminole Highway, a designated bicycle route and regional approach for motorists traveling from the south to and from the campus. In addition, improvements to the Verona Rd. interchange should make it easier for campus-bound motorists. The University supports any efforts to improve bicycle accommodations at the Verona Rd. interchange and elsewhere that would preserve and/or increase the safety and convenience of its bicycle travelers. UW 9

3. Access to the Arboretum: The removal of the ramps to Seminole Highway for Freeway Alternative #4 would make it more difficult for visitors to access the Arboretum from the Beltline. In that case, visitors would need to use the Verona Rd. interchange and various frontage roads. The same situation is likely to be the case at times during the construction phase of Roadway Alternative #1. The University requests that, in either case, WisDOT provide adequate signage for visitors to reach the Arboretum's entrances, both to the south and north of the Beltline at Seminole Highway. UW 10

Thank you for the opportunity to provide the Department with these comments. Please continue to keep us informed of any developments pertinent to the University's concerns, including while the final EIS is written. Please contact Rob Kennedy, Senior Transportation Planner (608/263-3027 or rkennedy@fpm.wisc.edu) concerning these comments or the University's participation in the planning process as needed.

Sincerely,

[redacted]

Gary A. Brown, ASLA
Director, Planning and Landscape Architecture

Xc: Greg Armstrong, UW Arboretum
Rob Kennedy, UW-Madison FP&M
Terri Reda, UW System Administration

Verona DEIS Letter 063004-rev.doc

Adopted by Fby Res. R-142-91 Nov 12, 1991

STATE OF WISCONSIN/DEPARTMENT OF TRANSPORTATION

PROJECT AGREEMENT

I.D. 1201-05-00
Verona - Madison Road
(Bikeway Improvements)
USH 18
Dane County

This agreement, by and between the State of Wisconsin, Department of Transportation, Division of Highways and Transportation Services, hereinafter referred to as the "Department of Transportation", the State of Wisconsin, Department of Natural Resources, hereinafter referred to as the "Department of Natural Resources", the Federal Highway Administration, the City of Madison, and the City of Fitchburg, provides for the funding, bike designation, engineering, real estate acquisition, construction and maintenance for that part of the above noted project as described below.

WITNESSETH

WHEREAS, the Department of Transportation plans a project to relocate and reconstruct the road surfaces of U.S. Highways 18-151 for the purpose of improving the roadway surface and adding frontage roads; and

WHEREAS, the Department of Natural Resources desires a bikeway connection between the Military Ridge Trail and the Glacial Drumlin Trail; and

WHEREAS, the Department of Natural Resources requests a new bikeway be constructed from the Weigh Scale No. 15 to Chalet Gardens Road, as part of the said U.S. Highways 18-151 project; and

WHEREAS, the City of Madison and the City of Fitchburg have jurisdiction to designate the appropriate bikeway type; and

WHEREAS, the Federal Highway Administration has approval authority over the determination of the bikeway designation relative to the applicability of Section 4(f) of the Federal Department of Transportation Act of 1966, and subsequently amended in the Federal-Aid Highway Act of 1968,

NOW, THEREFORE, in consideration of the above, the Department of Transportation, the Department of Natural Resources, the City of Madison, the City of Fitchburg, and the Federal Highway Administration hereby agree as follows:

Terms and Conditions:

1. The Department of Transportation's responsibilities will include the following:

   a) Perform the preconstruction engineering and preparation of plans and specifications to include the construction of a new bikeway between Weigh Station No. 15 and Chalet Gardens Road, involving

separate trail from Weigh Station No. 15 to the Frontage Rd. and a trail using paved shoulders along the Frontage Rd., as part of the planned said USH 18-151 project.

b) Perform the acquisition function and all other right-of-way activities needed for the new bikeway described in 1(a) above.

c) Construct the new bikeway in accordance with the plans and specifications as described in 1(a) above.

d) Fund the bikeway paved shoulder constructed along the Frontage Road.

2. The Department of Natural Resources' responsibilities will include the following:

a) Review and approve the plans and specifications for said new bikeway from the Weigh Scale to the Frontage Road as described in 1(a) above.

b) Reimburse the Department of Transportation on a lump sum basis for the right-of-way acquired to accommodate the new 10' trail surfaced with limestone screenings, estimated at $18,000, to be paid by December 1, 1992.

c) Reimburse the Department of Transportation on a lump sum basis the cost to construct the 10' trail surfaced with limestone screenings, from the Weigh Scale to the Frontage Road, estimated at $23,000, to be paid by December 1, 1993.

d) In the case of a litigation with regards to 2(b) above, we would expect to adjust the cost after settlement.

3. The construction of the new bikeway described in 1(a) above will be performed under a contract let and administered by the Department of Transportation and under its supervision.

4. The Department of Natural Resources further agrees that it will maintain at its own cost and expense, the portion of the bikeway from Weigh Scale to Frontage Road described in 1(a) above, in a manner satisfactory to the Department of Transportation, or their authorized representatives, and will make ample provision for such maintenance each year.

5. The City of Fitchburg will assume maintenance responsibility on Frontage Road including the portion of the bike trail described in 1(a) above, along the Frontage Road.

6. The City of Madison and the City of Fitchburg both agree that the new bikeway described in 1(a) above is primarily for transportation and is an integral part of their respective transportation systems.

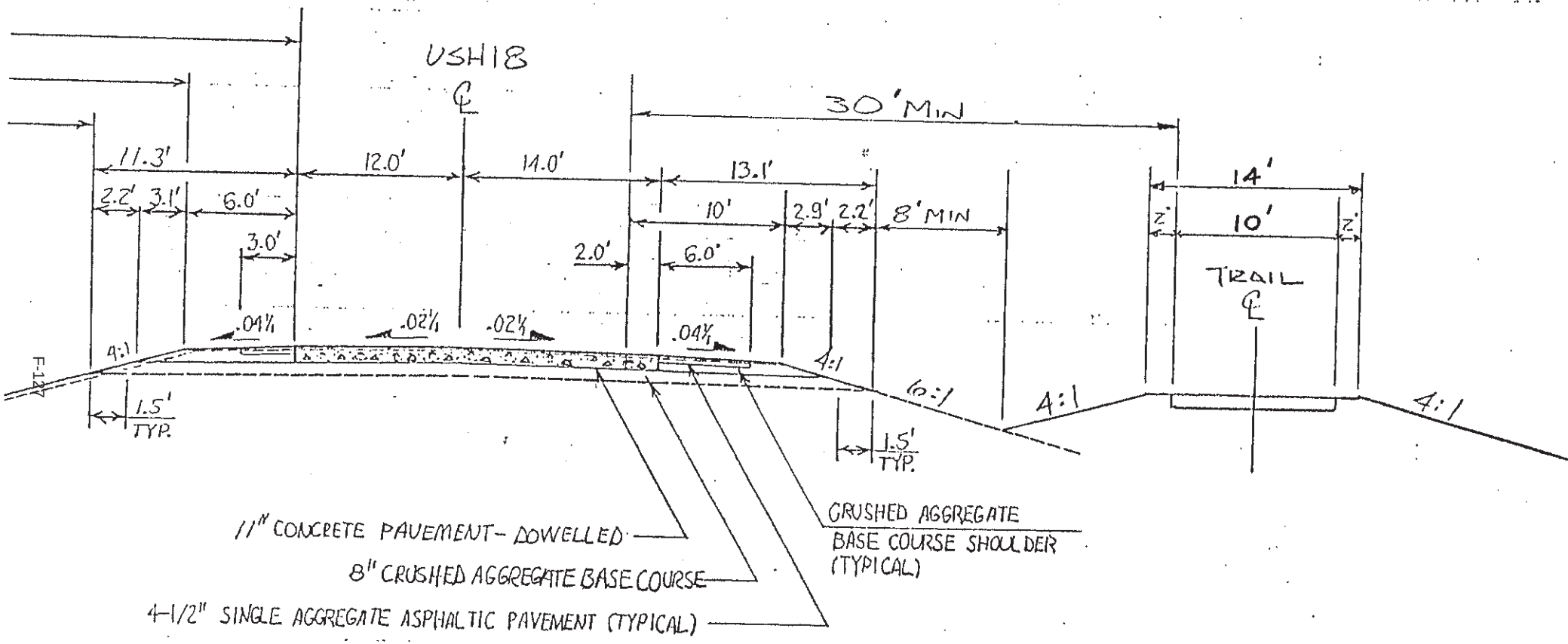
7. Given the City of Madison's and the City of Fitchburg's bikeway designation described in 6. above, the FHWA agrees that the requirements of Section 4(f) of the Federal Department of Transportation Act of 1966, and subsequently amended in the Federal-Aid Highway Act of 1968, do <u>not</u> apply to the bikeway described in 1(a) above.

8. The Department of Transportation recognizes that US Code Title 23, Section 109(n) precludes the approval of any future project which will result in the severance or destruction of an existing major route for non-motorized transportation traffic unless such project provides a reasonable alternative route or such a route exists.

This agreement is made by the undersigned:

		TITLE	DATE
SIGNED:	City of Madison		
	City of Fitchburg		
for	[redacted] Federal Highway Admin.		8-23-91
	[redacted] Dept. of Natural Resources	, Director Southern District	8-21-91
for	[redacted] Dept. of Transportation	, Director District 1	7-18-91

JZ:dm/1882w



SEPARATE BIKEWAY
ALONG USH18
STA 702 TO 809

PRELIMINARY
7/8/90

1201-05-00
VERONA - MADISON
USH18
DANE Co

F-12

AMENDED 2-5-10

SECTION 106 REVIEW
ARCHAEOLOGICAL/HISTORICAL INFORMATION

Wisconsin Department of Transportation
DT1635 11/2006

SHPO RECEIVED
MAR 18 2010
DIV HIST PRES

For instructions, see FDM Chapter 26

I. PROJECT INFORMATION

Project ID 1206-07-03	Highway - Street Verona Road (US 18/151)	County Dane
Project Termini Verona Road: US 12/14 to County PD Madison Beltline: Whitney Way to Todd Drive		Region - Office SW Region Madison Office
Regional Project Engineer - Project Manager Larry Barta, P.E. WisDOT		Area Code - Telephone Number (608) 246-3884
Consultant Project Engineer - Project Manager Tom Lynch, P.E. Strand Associates		Area Code - Telephone Number (608) 251-4843
Archaeological Consultant Great Lakes Archaeological Research Center (GLARC)		Area Code - Telephone Number (414) 276-9791
Architecture/History Consultant Elizabeth L. Miller and GLARC		Area Code - Telephone Number (608) 233-5942
Date of Need January 29, 2010		SHSW # 01-0904/DA
Return a signed copy of this form to:		

II. PROJECT DESCRIPTION

Project Length 0.037-0.056 miles	Land to be Acquired: Fee Simple 0.44 acres	Land to be Acquired: Easement acres

Distance as measured from existing centerline	Existing	Proposed	Other Factors	Existing	Proposed
Right-of-Way Width	200-300 ft	200-300 ft	Terrace Width	N/A	N/A
Shoulder	3-8 feet	8-14 feet	Sidewalk Width	varies	5-8 feet
Slope Intercept	Varies	Varies	Number of Lanes	4-6	4-8
Edge of Pavement	20-85 ft	20-100 ft	Grade Separated Crossing	0	2
Back of Curb Line	varies	varies	Vision Triangle acres	N/A	N/A
Realignment	N/A	N/A	Temporary Bypass acres	N/A	N/A
Other - List:	N/A	N/A	Stream Channel Change	☐ Yes	☒ No
Attach Map(s) that depict "maximum" impacts.	☒ Yes	☐ No	Tree topping and/or grubbing	☐ Yes	☒ No

Brief Narrative Project Description - Include all ground disturbing activities. For archaeology, include plan view map indicating the maximum area of ground disturbance and/or new right-of-way, whichever is greater. Include all temporary, limited and permanent easements.

The Verona Road/Beltline Corridor involves: Verona Road (US 12/14-CTH PD) and the Beltline (Whitney Way-Todd Drive). Improvements focus on the reconstruction of the US 151/US 12/14 interchange and the Verona Road corridor south to County PD. Beltline improvements outside the interchange have been removed from the project. This 106 form supplements the 106 form signed on 4/8/03. See Attached Sheet The Area of Potential Effect has increased for both roadway improvements and stormwater management measures. The Single Point Interchange ramps at the US 151/US 12/14 may impact three homes on Hammersley Road, northwest of the interchange, that previously were outside the previous APE. Additionally, six areas are being considered for stormwater management and storage that were outside the previous APE (Note - Attached Map shows new areas).

☒ Add continuation sheet, if needed.

III. CONSULTATION

How has notification of the project been provided to:

☒ Property Owners
- ☒ Public Information Meeting Notice
- ☒ Letter - Required for Archaeology
- ☐ Telephone Call
- ☐ Other:

☒ Historical Societies/Organizations
- ☐ Public Information Meeting Notice
- ☒ Letter
- ☐ Telephone Call
- ☒ Other: Meeting

☒ Native American Tribes
- ☐ Public Info. Mtg. Notice
- ☒ Letter
- ☐ Telephone Call
- ☐ Other:

*Attach one copy of the base letter, list of addresses and comments received. For history include telephone memos as appropriate.

IV. AREA OF POTENTIAL EFFECTS - APE

ARCHAEOLOGY: Area of potential effect for archaeology is the existing and proposed ROW, temporary and permanent easements. Agricultural practices do not constitute a ground disturbance exemption.

HISTORY: Describe the area of potential effects for buildings/structures.

All three houses are in the City of Madison, most likely, none are eligible for the National Register of Historic Places: 4702 Hammersley, 4706 Hammersley, 4714 Hammersley.

V. PHASE I ARCHEOLOGICAL OR RECONNAISSANCE HISTORY SURVEY NEEDED

ARCHAEOLOGY

☒ Archaeological survey is needed

☐ Archaeological survey is not needed - Provide justification
- ☐ Screening list (date).

HISTORY

☒ Architecture/History survey is needed

☐ Architecture/History survey is not needed
- ☐ No structures or buildings of any kind within APE
- ☐ Screening list (date).

VI. SURVEY COMPLETED

ARCHAEOLOGY

☒ NO archaeological sites(s) identified - ASFR attached

☒ NO potentially eligible site(s) in project area - Phase I Report attached

☐ Potentially eligible site(s) identified-Phase I Report attached
- ☐ Avoided through redesign
- ☐ Phase II conducted – go to VII (Evaluation).

☐ Phase I Report attached - Cemetery/cataloged burial documentation

HISTORY

☐ NO buildings/structures identified - A/HSF attached

☐ Potentially eligible buildings/structures identified in the APE - A/HSF attached

☐ Potentially eligible buildings/structures avoided – documentation attached

☒ No potentially eligible properties located in the amended APE. See Attached letter reports.

VII. DETERMINATION OF ELIGIBILITY (EVALUATION) COMPLETED

☐ No arch site(s) eligible for NRHP - Phase II Report attached

☐ Arch site(s) eligible for NRHP - Phase II Report attached

☐ Site(s) eligible for NRHP - DOE attached

☐ No buildings/structure(s) eligible for NRHP - DOE attached

☐ Building/structure(s) eligible for NRHP - DOE attached

VIII. COMMITMENTS/SPECIAL PROVISIONS – must be included with special provisions language

None

IX. PROJECT DECISION

☐ No historic properties (historical or archaeological) in the APE.

☒ No historic properties (historical or archaeological) affected.

☐ Historic properties (historical and/or archaeological) may be affected by project;
- ☐ Go to Step 4: Assess affects and begin consultation on affects
- ☐ Documentation for Determination of No Adverse Effects is included with this form. WIDOT has concluded that this project will have No Adverse Effect on historic properties. Signature by SHPO below indicates SHPO concurrence in the DNAE and concludes the Section 106 Review process for this project.

[redacted]	[redacted]	[redacted]
(Regional Project Manager)	(WIDOT Historic Preservation Officer)	(State Historic Preservation Officer)
(Date)	3/9/10 (Date)	4/20/10 (Date)
[redacted]		
(Consultant Project Manager)		
2/2/10		

Stockbridge-Munsee Tribal Historic Preservation Office

Sherry White - Tribal Historic Preservation Officer
W13447 Camp 14 Road
P.O. Box 70
Bowler, WI 54416

December 15, 2009

Larry Barta
Project Manager
WisDOT
2101 Wright Street
Madison. WI 53704

RE: US 18/151 (Verona Road) corridor study
Project I.D. 1206-07-03

Dear Mr. Barta:

Thank you for contacting the Stockbridge-Munsee Tribe regarding the above referenced project. The Tribe is committed to protecting archaeological sites that are important to tribal heritage, culture and religion. Furthermore, the Tribe is particularly concerned with archaeological sites that may contain human burial remains and associated funerary objects.

As described in your correspondence, the proposed ground disturbing activity of this project does not appear to be in a region of archaeological interest to the Stockbridge-Munsee Tribe.

We appreciate your cooperation in notifying the Historic Preservation Office. Should you have any questions, feel free to contact me.

Sincerely,

[redacted]

Sherry White,
Tribal Historic Preservation Officer

(715) 793-3970

Email: sherry.white@mohican-nsn.gov

Madison

Parks Division

Kevin Briski, Parks Superintendent

Room 104
210 Martin Luther King, Jr. Boulevard
Madison, Wisconsin 53703-3345
PH 608 266 4711
FAX 608 267 1162
TTY/Textnet 866 704 2315
www.cityofmadison.com/parks

October 30, 2009

Mr. Larry J. Barta
WisDOT – System Development
Southwest Region
2101 Wright Street
Madison, WI 53704-2583

Re: US 18 / 151 (Verona Road)
Project ID 1206-07-03
Britta Park Impacts

Thank you for giving us the opportunity to review impacts to parkland under the current proposed design for the Verona Road corridor. As part of the Supplemental Draft Environmental Impact Statement that WisDOT is preparing for this project, the project is proposed to be constructed in three stages. Stage 1 improvements, which do not impact parkland, are to be constructed in 2013 through 2015. Stage 2 improvements are scheduled for 2017, and Stage 3 in 2030 or so, depending on the nature and extent of worsening safety and congestion issues. The long-term improvements (Stage 3), will address congestion and safety problems for 20 or more years by converting the corridor to a freeway. It is likely that the Stage 3 improvements will be mapped when the Stage 1 improvements are constructed. Stage 3 will require R/W from Britta Parkway.

Currently Britta Parkway serves as open space to the Dunn's Marsh neighborhood which is comprised of multi-family and modest single-family homes with minimal commercial development on the periphery. The Britta Parkway area provides for spontaneous, passive or active recreation by residents and nearby employees. The parcel area is bounded by a mature canopy of deciduous trees which provide some visual and noise separation from the existing highway.

Shifting the frontage road south of Britta Parkway as noted in the information you sent would adversely affect the ability for park users, especially children, to access the open space for park purposes. This option was not preferred, as it would segregate the park from its potential users. As in the second option to "eliminate the frontage road continuity", this would increase traffic on an existing residential street as it would become a heavily used cut through route, thereby cutting off park access from its users once again. This would also decrease connectivity between the neighborhood to the east and the neighborhood to the west. Therefore, your preferred option does appear to be the most prudent, despite the impacts to Britta Parkway.

The frontage road relocation leaves little remaining land area for a functional park or to create the necessary surface berm and planting area to provide a sufficient noise/visual barrier for the remaining neighborhood. A screening wall separating the relocated frontage road may be an acceptable option; this wall could be planted with vertical species, such as columnar trees/shrubs, vines, etc. to soften its appearance, and the surface face of the wall should be specified as a coarse surface, not conducive to graffiti. The proposed wall could also present a 'canvas' for public art; the Madison Arts Commission has long been searching for such a project as this. It is suggested that an opportunity be provided for the neighborhood and city staff to commission an art project that could provide a signature 'wall' and supporting design elements for this trafficway.

Following are a list of requirements and options to provide some form of mitigation for the impacts from this project to Britta Parkway:

- Approval of the mitigation required for the impacts to Britta Parkway is contingent on the approval of the Parks Commission as well as the City Council. A presentation regarding this project should be scheduled with the Parks Commission as soon as possible to further refine the mitigation required.

- Compensation for the fair market value of the land taken will be negotiated at the appropriate time. Any opportunities for a one-to-one replacement of land that will help to maintain our inventory of parkland are preferred; potential exchange properties will be reviewed by the Madison Parks Division staff with final approval contingent on concurrence by the Parks Commission and City Council.

- With the Dunn's Marsh neighborhood deficient in 'Neighborhood' park facilities (Marlborough Park is an Area Park located a ¼ mile away and Belmar Park is a City of Fitchburg Park located more than a ½ mile away), some neighborhood park amenities such as ¾-court basketball, volleyball, and playground equipment could be included as mitigation for these impacts and sited in De Volis Parkway, located a block to the south of Britta Parkway. Layout, design, and equipment selection should be at the discretion of the Madison Parks Division staff with purchase and installation as per City of Madison Standard Specifications.

- Add quality deciduous and evergreen trees to the existing understory to supplement the canopy lost to construction and potential Emerald Ash Borer infestation. Layout, design, and species selection should be at the discretion of the Madison Parks Division staff and installed as per City of Madison Standard Specifications. Phased planting should occur early in the project to ensure a maximum canopy by completion of the project.

These are some potential ideas for mitigation of the impacts to Britta Parkway. During your presentation regarding this project to the Parks Commission, mitigation requirements may be further refined. Please contact me at 703-266-4714 or krutledge@cityofmadison.com to schedule a time to discuss this project with the Parks Commission.

Sincerely,

[redacted]

Kay H. Rutledge, P.E.
Parks Planning and Development Manager

cc: Kevin Briski, Parks Superintendent
Bill Bauer, Project Manager

Division of Transportation
System Development
Southwest Region
2101 Wright Street
Madison, WI 53704-2583

Jim Doyle, Governor
Frank J. Busalacchi, Secretary
Internet: www.dot.wisconsin.gov

Telephone: (608) 246-3800
Teletypewriter (TTY): (608) 246-5385
Facsimile (Fax): (608) 246-7996
E-mail: madison.dtd@dot.state.wi.us

April 29, 2010

Ms. Kay Rutledge, P.E.
City of Madison Parks Division – Room 104
210 Martin Luther King, Jr. Boulevard
Madison, WI 53703-3345

Re: US 18/151 (Verona Road)
Project I.D 1206-07-03
Britta Parks Impacts

Dear Ms. Rutledge,

Thank you for your October 2009 letter responding to information presented at the September 28, 2009 agency coordination meeting. With this letter, we hope to address the items mentioned in your letter. We also plan to include the basic content of those responses in the SDEIS. We have numbered the topic of your letter and address them, by number, in the following paragraphs. A copy of your letter, with numbers is attached.

Park 1 *As in the second option to "eliminate the frontage road continuity", this would increase traffic on an existing residential street as it would become a heavily used cut through route, thereby cutting off park access from its users once again. This would also decrease connectivity between the neighborhood to the east and the neighborhood to the west. Therefore, your preferred option does appear to be the most prudent, despite the impacts to Britta Parkway.*

Concurrence Acknowledged.

Park 2 *A screening wall separating the relocated frontage road may be an acceptable option; this wall could be planted with vertical species, such as columnar trees/shrubs, vines, etc. to soften its appearance, and the surface face of the wall should be specified as a coarse surface, not conducive to graffiti. The proposed wall could also present a 'canvas' for public art; the Madison Arts Commission has long been searching for such a project as this. It is suggested that an opportunity be provided for the neighborhood and city staff to commission an art project hat could provide a signature 'wall' and supporting design elements for this trafficway.*

WisDOT will work with the City of Madison's Parks Division and the local neighborhood to provide a suitable wall for the neighborhood.

Park 3 *Approval of the mitigation required for the impacts to Britta Parkway is contingent on the approval of the Parks Commission as well as the City Council. A presentation regarding this project should be scheduled with the Parks Commission as soon as possible to further refine the mitigation required.*

Comment Acknowledged. WisDOT presented to the Parks Commission on Feb. 10, 2010 WisDOT and appeared a second time on April 14, 2010. If desired, a presentation to the City Council will be scheduled as soon as the mitigation language is finalized.

Park 4 *Any opportunities for a one-to-one replacement of land that will help maintain our inventory of parkland are preferred; potential exchange properties will be reviewed by the Madison Parks Division staff with final approval contingent on concurrence by the Parks Commission and City Council.*

Comment Acknowledged.

Park 5 *With the Dunn's Marsh neighborhood deficient in 'Neighborhood' park facilities (Marlborough Park is an Area Park located a ¼ mile away and Belmar Park is a City of Fitchburg Park located more than a ½ mile away), some neighborhood park amenities such as ¾-court basketball, volleyball, and playground equipment could be included as mitigation for these impacts and sited in De Volis Parkway, located a block to the south of Britta Parkway. Layout, design, and equipment selection should be at the discretion of the Madison Parks Division staff with purchase and installation as per City of Madison Standard Specifications.*

Comment Acknowledged. WisDOT will work with the City of Madison Park Division, and the neighborhood to develop a park plan suitable to everyone's needs and interests.

Park 6 *Add quality deciduous and evergreen trees to the existing understory to supplement the canopy lost to construction and potential Emerald Ash Borer infestation. Layout, design, and species selection should be at the discretion of the Madison Parks Division staff and installed as per City of Madison Standard Specifications. Phased planting should occur early in the project to ensure a maximum canopy by completion of the project.*

WisDOT is committed to continued coordination with the Park Commission and the City of Madison Parks Division regarding Britta Park to arrive at a solution that is suitable to the neighborhood, the City of Madison and WisDOT. Per the discussion at the end of the April 14 Parks Commission Meeting, we will contact you soon to arrange a meeting to develop mitigation options in more detail. If you have any further questions or comments prior to that, please contact me at (608) 246-3884, Larry.Barta@dot.wi.gov.

Sincerely,

WisDOT

[redacted]

Larry J. Barta

c: Johnny Gerbitz, FHWA

Enclosures:

[redacted]

CLOSING STATEMENT

No. 20
Town of Fitchburg Parcel
Nos. 1-15-68.1 and
1-15-78

SELLER: Gene R. Dawley, Individually and as Trustee Under the Last Will and Testament of Robert W. Dawley, Deceased

BUYER: City of Madison

RECEIVED
MAY 25 1970
CITY ENGINEERING DEPT.
CITY OF MADISON

PURPOSE: Dunn's Marsh. 50.59 Acres in the Town of Fitchburg

DATE OF CLOSING: May 22, 1970.

DATE AND NUMBER OF RESOLUTION: Resolution No. 20595
Adopted April 14, 1970
File No. 5613-70

ATTORNEY RESPONSIBLE: Robert T. Semrad, Principal Assistant City Attorney

PURCHASE PRICE:	$26,500.00
Interest on Purchase Price at 7% from January 1, 1970 to estimated date of closing, May 20, 1970:	716.24
Check as Above:	$27,216.24

DESCRIPTION:

A parcel of land located in Section 5, Town 6 North, Range 9 East, Town of Fitchburg, Dane County, Wisconsin, more fully described as follows:

Beginning at the Southeast corner of First Addition to Allied Terrace, a recorded Plat located in the Northwest quarter of Section 5, Town 6 North, Range 9 East, Town of Fitchburg, Dane County, Wisconsin; thence North 1°-29' East along the East line of said Plat, 551.25 feet to the Southerly right-of-way line of the C. & NW. RR.; thence North 80°-49' East along the Southerly right-of-way line of said Railroad, 2667.51 feet to the centerline of Seminole Highway; thence South 16°-09' West along the centerline of Seminole Highway 1042.13 feet to a point of curve; thence continuing on the centerline of Seminole Highway along a 626.68 foot radius curve to the right, measured along a chord which bears South 25°-17' West for a distance of 200.00 feet; thence North 46°-31' West, 160.00 feet; thence South 76°-17' West, 1324.32 feet to the North/South quarter line of Section 5; thence North 1°-52' East along said North/South quarter line 138.42 feet to a meander corner for the center of Section 5 as monumented by the City of Madison; thence continuing North 1°-52' East along said North/South quarter line 321.70 feet to the center of said Section 5 (center of Section inaccessible - under water); thence South 86°-43' West, 886.45 feet to the point of beginning, and containing 50.59 acres, more or less.

Subject to the Easterly 33 feet thereof being used for public roadway (Seminole Highway) purposes.

The conveyance of the foregoing property is subject to the following condition and covenant:

SPECIAL CONDITIONS: The conveyance of the foregoing property will be subject to the following condition and covenant:

(a) The premises hereinbefore described consist of a pond and marsh. The party of the second part shall be entitled to use such pond and marsh as a settling basin in connection with area storm sewers and surface water drainage, provided however, that such pond shall not be drained and the entire property shall be maintained substantially in its present condition and used for wild life habitat and as a bird sanctuary. No buildings or similar improvements shall be constructed upon the said property for a period of twenty-five years except with the written approval of the grantor or its successors or assigns, and except that the area may be enclosed by a wire fence.

(b) This condition and covenant is intended for the benefit of the grantor as the owner of other lands adjacent to or in the vicinity of the property conveyed and for the benefit of the public, and shall be enforceable by the grantor or its successors and assigns as the owner of such lands and by any member of the public.

RESOLVED:

1. The Mayor and City Clerk are hereby authorized to exercise the foregoing option in behalf of the City.

2. The sum of $26,500 plus interest at 7% from January 1, 1970 to the date of closing is hereby allocated from the 1970 Capital Improvement Budget, Account No. 548-00000-500.

FISCAL NOTE:

Funds are available in the Greenway Lands Acquisition Account cited above.

Current Balance:	$63,198.00
Estimated Amount this Resolution:	27,125.00
New Balance:	$36,073.00

APPROVED
COMPTROLLER'S OFFICE
BY [redacted]

Drafted by Mr. Semrad

City of Madison, Wisconsin

A RESOLUTION
exercising an option to purchase 50.59 acres known as "Dunn's Marsh" from the estate of Robert W. Dawley, deceased. Land in Section 5, Town 6 North, Range 9 East, Town of Fitchburg, Dane County, Wisconsin. The option is in the amount of $26,500 plus interest at 7% from January 1, 1970 to date of closing. The option expires on April 30, 1970.

Presented March ~~17~~ 24, 1970
Referred to BPW & Plan Comm.
Reported Back April 14, 1970
Adopted ✓
Rules Suspended
Re-Referred to
Placed on File

Resolution No. 20,595
File Number 5613-70

RESOLUTION

By Mayor Dyke: (Request of the Real Estate Officer)

PREAMBLE

On November 17, 1969 Gene R. Dawley, Testamentary Trustee Under Last Will and Testament of Robert W. Dawley gave the City an option to purchase land described as follows:

A parcel of land located in Section 5, Town 6 North, Range 9 East, Town of Fitchburg, Dane County, Wisconsin, more fully described as follows:

Beginning at the Southeast corner of First Addition to Allied Terrace, a recorded Plat located in the Northwest quarter of Section 5, Town 6 North, Range 9 East, Town of Fitchburg, Dane County, Wisconsin; thence North 1°-29' East along the East line of said Plat, 551.25 feet to the Southerly right-of-way line of the C. & NW. RR.; thence North 80°-49' East along the Southerly right-of-way line of said Railroad, 2667.51 feet to the centerline of Seminole Highway; thence South 16°-09' West along the centerline of Seminole Highway 1042.13 feet to a point of curve; thence continuing on the center line of Seminole Highway along a 626.68 foot radius curve to the right, measured along a chord which bears South 25°-17' West for a distance of 200.00 feet; thence North 46°-31' West, 160.00 feet; thence South 76°-17' West, 1324.32 feet to the North/South quarter line of Section 5; thence North 1°-52' East along said North/South quarter line 138.42 feet to a meander corner for the center line of Section 5 as monumented by the City of Madison; thence continuing North 1°-52' East along said North/South quarter line 321.70 feet to the center of said Section 5 (center of Section inaccessible - under water); thence South 86°-43' West, 886.45 feet to the point of beginning, and containing 50.59 acres, more or less.

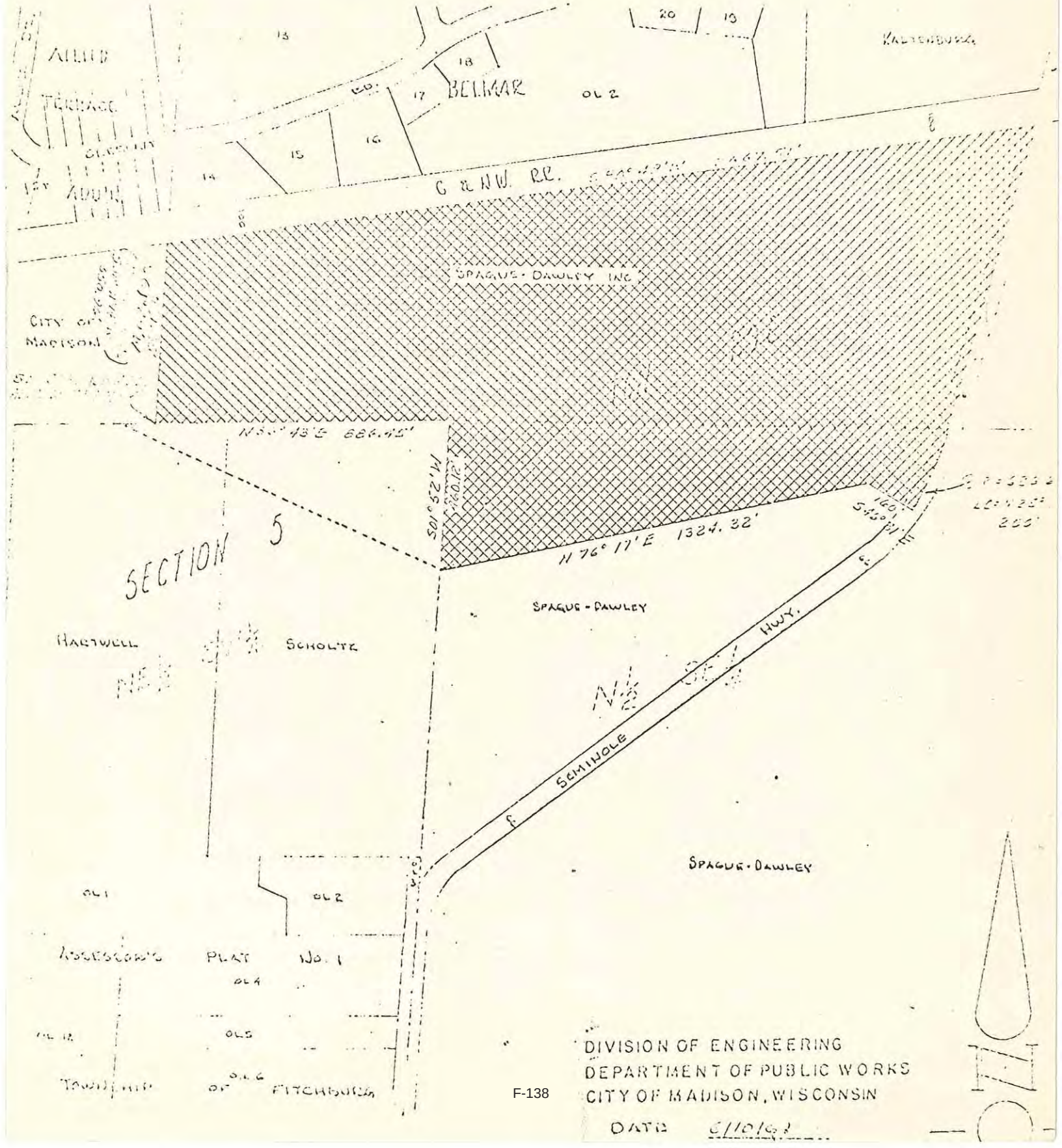
Subject to the Easterly 33 feet thereof being used for public roadway (Seminole Highway) purposes.

PRICE: $26,500 plus interest at 7% from January 1, 1970 to date of closing. Terms to be determined prior to the closing.

G-73-67

PROPERTY TO BE ACQUIRED FOR RETENTION BASIN
DUNN'S MARSH

DENOTES PROPERTY TO BE ACQUIRED



DIVISION OF ENGINEERING
DEPARTMENT OF PUBLIC WORKS
CITY OF MADISON, WISCONSIN

DATE 6/10/63

1. The premises hereinbefore described consist of a pond and marsh. The grantee, its successors and assigns shall be entitled to use such pond and marsh as a settling basin in connection with area storm sewers and surface water drainage, provided however, that such pond shall not be drained and the entire property shall be maintained substantially in its present condition and used for wild life habitat and as a bird sanctuary. No buildings or similar improvements shall be constructed upon the said property for a period of twenty-five years except with the written approval of the grantor or its successors or assigns, and except that the area may be enclosed by a wire fence.

2. This condition and covenant is intended for the benefit of the grantor as the owner of other lands adjacent to or in the vicinity of the property conveyed and for the benefit of the public, and shall be enforceable by the grantor or its successors and assigns as the owner of such lands and by any member of the public.

NOTES:

General taxes and interest shall be prorated as of January 1, 1970 and the optionee shall assume general taxes for the year 1970 and there shall be added to the purchase price interest at seven (7%) per cent on the purchase price from January 1, 1970 to the date of closing.

FOR CITY:

[redacted]

FOR SELLER:

[redacted]

File 2
Sprague-Dawley
Bob

DIARY NOTE

FIELD TRIP WITH PROFESSOR COTTAM TO DUNN'S MARSH

On Wednesday, March 19, 1969, Professor Grant Cottam from the University of Wisconsin, and I made a field trip to Dunn's marsh exploring its perimeter and investigating drainageways leading to the marsh. We observed the development of the Belmar Plat and some of the erosion action that had taken place as recently as the past several days. Professor Cottam and I concur that the Dunn's marsh area, lying south of the Chicago and North Western Railway, must be retained in public ownership either by the City of Madison or the University Arboretum. We further concurred that it would be beneficial in the maintenance of Dunn's marsh to acquire public ownership of the entire Sprague-Dawley holdings, west of Seminole Highway. This ownership would prevent unsatisfactory commercial or industrial developments on the Sprague-Dawley "high ground" abutting Seminole Highway and south of the marsh.

Professor Cottam indicated that, as Chairman of the Board of Directors for the Arboretum, he did not want to be in competition with the City for the acquisition of the marsh but that he felt strongly that it should become a part of the Arboretum. He intends to contact Mrs. Dawley's Attorneys and request that the marsh be dedicated for Arboretum use. I indicated to Professor Cottam that our main interest was retention of the marsh and that if we could make satisfactory arrangements for accepting and discharging storm water runoff in the marsh area, I would be happy to see the Arboretum acquire the subject property. We both agreed that it would be neither feasible nor practical to eliminate urban runoff from the marsh. We agreed there would be many ways of treating the construction of drainage inlets to the marsh so as to cause the least amount of harm to its natural state. Professor Cottam will keep me informed of the Arboretum's activities on this matter.

We also visited the easterly side of the Arboretum lands in the vicinity of Lake Forest. The Arboretum has recently acquired the Keepman property lying north of Badger Road extended. Professor Cottam is hopeful that the Keepman property may be used for a water retention and drainage study area in a cooperative program between the University, the City of Madison, the Town of Madison, and the State Department of Resource Development. I informed him that I, as City Engineer, would support this concept. It would provide a wonderful laboratory for the City to experiment with new ideas of hydraulic applications.

[redacted]

Donald E. Theobald

DET:lmc
cc: Mayor Festge
Mr. Edwin Duszynski
Mr. Ken Clark
Mr. John Bunch
Mr. John Prescott
Professor Grant Cottam

State of Wisconsin \ DEPARTMENT OF NATURAL RESOURCES

Jim Doyle, Governor
Matthew J, Frank, Secretary
Lloyd L. Eagan, Regional Director

South Central Region Headquarters
3911 Fish Hatchery Road
Fitchburg, Wisconsin 53711-5397
Telephone 608-275-3266
FAX 608-275-3338
TTY Access via relay - 711

November 20, 2009

Larry Barta, P.E.
Division of Transportation Systems Development
WisDOT Southwest Region
2101 Wright Street
Madison, Wisconsin 53704

SUBJECT: Project ID 1206-07-03, USH 18/151 (Verona Road) Coordination Point 9 in SAFETEA-LU Process for the Supplemental Draft Environmental Impact Statement (SDEIS)

Dear Mr. Barta,

We have reviewed the information received at the September 28, 2009, Interagency Coordination Meeting regarding the USH 18/151, Verona Road project. This meeting was held in accordance with Coordination Point 9 in the SAFETEA-LU 6002 Coordination Plan. USH 18/151 is a Connections 2030 Backbone Route in the State Highway Plan. At this meeting, the purpose and need for the project was revisited; preferred alternatives for each stage of the project and updated impacts were presented.

We understand that there is three stages for the proposed project;

- Stage 1 constructs a Single Point Interchange (SPUI) at the intersection of USH 12/18 Beltline, and USH 151, Verona Road. Stage 1 also includes construction of a Summit Jug-Handle and relocation of Chalet Drive. Bike and pedestrian accommodations will be constructed, including two grade-separated underpasses, bike lanes on frontage roads and a new overpass on the beltline.
- Stage 2 impacts the intersection of Verona Road and CTH PD. It will be converted to a diamond interchange with USH 151 lanes over CTH PD. In addition, a third lane will be added from CTH PD through the Williamsburg Way intersection to Raymond Road. Military Ridge State Trail will be re-routed in Stage 2 to join the newly developed Cannonball Trail.
- Stage 3 includes free flow lanes from Verona Road to the beltline, and adding a one-way pair for local traffic movement. The SPUI built in Stage 1 will remain, although the rest of the improvements will be re-built; and Stage 2 improvements north of CTH PD will be reconstructed to accommodate the new freeway movement and one-way pairs. Stage 3 is currently not funded in the WisDOT highway program and would need to be environmentally re-evaluated at a latter date.

All three stages contain elements of storm water mitigation measures, which are needed to address increases in impervious surface and total suspended solids (TSS) levels in runoff. A 40% TSS control standard applies to the highway reconstruction project in accordance with s. Trans 401.106 (3) (b), Wis. Adm. Code. However, note that the Department is in the process of proposing a revised TSS standard of 50% for highway reconstruction projects in ch. NR 151, Wis. Adm. Code.

There are different drainage basins affected by each stage of the USH 151, Verona Road project. In Stage 1, Lake Wingra (LW11) and Nine Springs (NS02) Drainage Basins will be affected by proposed activities. The increase in impervious surface area will result in an increase in peak storm water flows, and in suspended solids.

The Nine Springs Drainage Basin is part of the larger Rock River Watershed. In 2010, a Total Maximum Daily Loads (TMDL) for the Rock River Basin is expected to be made available to the public for comment. The TMDL may call for more stringent storm water standards for sediment and phosphorus than currently required. Wisconsin Department of Natural Resources (WDNR) will implement these standards through Chapter NR 216, Storm Water Discharge Permits, and thus higher standards would be expect to apply to this project covered under Chapter Trans 401 as well. Eric Rortvedt, WDNR Water Resource Engineer, will provide language for inclusion into the SDEIS, as the Rock River Basin TMDL is available. DNR 1 DNR 2

Drainage patterns need to remain virtually the same as existing conditions at the end of each stage of the project. The current proposed wet pond adjacent to Dunn's Marsh needs to be further explored to assure it will account for the additional volume and needed TSS reduction. A wetland delineation is still needed. This should be conducted for the location of the wet pond for both Stage 1 and Stage 3, as Dunn's Marsh is already a mapped wetland; the proposed location of the pond may be wetland, as well. Property acquisition and maintenance agreements need to be rectified prior to declaring this the storm water mitigation measure for Stage 1 of the project. DNR 3 DNR 4

Section 13, Storm water Impacts, documentation identifies a possible conflict with the existing 54-inch storm sewer and the profile of the Summit Jug-Handle underpass. To assure no storm water surges from the storm sewer into the underpass, a check valve will need to be within the storm sewer lateral. Due to lack of above ground storage space, sufficient underground storage will be an important aspect of this part of project development. Due to the lack of open space and very urban nature of the Stage 1 project boundaries, every opportunity for storm water treatment within existing right-of-way should be utilized to its fullest extent. The jug-handle option provides the opportunity for infiltration in the eastern portion of the infield area. DNR 5

U.W. Arboretum intends to construct a storm water detention basin (Secret Pond) within a three-year timeframe. Stage 1 of the Verona Road project will result in 1.4 acres of additional impervious surface area; this decreased infiltration should be mitigated for. There is potential for WisDOT to participate in cost-sharing with the U.W. to account for the increased impervious surface in this basin. This cost-sharing option will play a very important role in the future of storm water management. WDNR supports collaboration with local municipalities and other agencies to find creative solutions to offset storm water impacts for the improvement of multiple roadway facilities within urban areas. DNR 6

Stage 2 of the roadway project is the construction of the interchange at CTH PD, and addition of a lane along Verona Road. Section 13 does not identify the quantity of increased impervious surface for this segment of the project. Although, it does acknowledge that the peak flow will be increased 13 percent during a 10-year event. This is a significant increase for the Badger Mill Creek Drainage Basin. Your current proposal to enlarge the existing Jamestown/Quarry Ridge Site by one acre should be further developed. According to the City of Fitchburg, there is adequate sediment storage left at the Jamestown/Quarry Ridge Site. It should be noted that the groundwater table is mounded in this area and the water is infiltrating laterally. Opportunities to infiltrate storm water higher up in the watershed should be giving priority over the Jamestown/Quarry Ridge Site; or consider expanding the facility on-site, increasing capacity and infiltration potential. DNR 7

Stage 3 roadway construction includes freeway conversion of USH 51 between CTH PD, the beltline, and the USH 18/151 Interchange. In addition, the Seminole Ramps will be permanently closed during this stage of the project. The increased impervious surface during the third stage is an additional three acres and an added 12% net flow increase to Nine Springs Watershed. The existing 72-inch storm sewer will adequately address the increased capacity: but, it will not be at a low enough elevation to drain the depressed freeway portion of USH 151. A new 60-inch-diameter gravity storm pipe would be required to convey water from the freeway. Due to the topography and necessary depth of this new system, open trenching would not be an option. Micro tunneling would need to be implemented at estimated cost of $3.7 million dollars.

The proposed wet pond near Dunn's Marsh that is to be constructed as part of Stage 1 would need to be expanded again, by an additional acre during Stage 3. A comprehensive look at cost of storm water mitigation measures may shed light on the best options to mitigate for this and future storm water increases in the urban area. Johnny Gerbitz, Federal Highway Administration stated, "The Environmental Analysis (EA) Process has to look at what the anticipated impacts are for the full facility, not segments". WDNR concurs with this statement and suggests the storm water impacts be re-evaluated in this manner. Flooding has already been a significant issue within the City of Fitchburg. It should be a goal for WisDOT projects to not contribute to this problem with additional runoff from impervious surface increases. DNR 8

The opportunity may exist for a new storm water facility in the location of the current weigh station near the intersection of CTH PD. We would like to see this option explored within **Section 13-Storm water Impacts**. With the limited amount of open space in the urbanized area, the unused weigh station may provide an opportunity for a new WisDOT storm water facility. There have been multiple increases in impervious surfaces, due to WisDOT improvement projects over many years, with very little mitigation for the increases. This could be the solution to meeting some of WisDOT's storm water obligations. DNR 9

Stage 2 will involve relocation of a portion of the Military Ridge Trail near the weigh station and CTH PD Intersection. The current proposal involves re-routing the trail down a section of CTH PD and north up Commerce Drive before rejoining Cannonball Trail. We do not believe this is the best solution for the trail. At the meeting held on September 29, 2009, we discussed our concerns with safety and trail logistics. These concerns include trail user / vehicle collisions, the amount of time it would take to cross CTH PD and the indirectness of the proposed route. DNR 10

In addition at this meeting, WisDOT requested trail user counts for the Military Ridge Trail. Currently, the time of year does not support collecting trail user data. We do have attendance records from January to September, 2009, which reflects 146,500 trail passes sold. In 2008, the trail passes sold totaled 135,000 users. The number of users is growing every year. We believe this information supports placing an overpass at the CTH PD and Verona Road Intersection. Also, placing an overpass at this location would consolidate multiple trails to this location further adding to the trail user counts for the overpass. DNR 11

Strand and Associates has brought a project agreement to our attention, which was signed in 1991 by both agencies and the City of Fitchburg. The agreement was made for funding, bike designation, engineering, real estate acquisition, construction, and maintenance for Project Number 1201-05-00 USH 18 (Bikeway Improvements). This agreement was not signed by the National Park Service. So, we checked to see if 6(f) applies to the trail, and it does. There is a property that had Land and Water Conservation (LAWCON) monies used, which then means the whole trail is 6(f). This means that the National Park Service, with WDNR assistance, needs to approve of replacement land, as the use of money to mitigate impacts is not allowed. We will need to work together to come to an agreement about the new crossing at CTH PD, and the connector route north of CTH PD.

In summary, storm water mitigation measures for the Verona Road project need to be better addressed in each stage of the project and further developed to ensure viability into the future. With each stage of the Verona Road project, a minimum goal of 40% TSS removal should be met if this cannot be accomplished, reasonable justification should be explained in the SDEIS document. The relocation of the Military Ridge Trail is a 6(f) impact and will need further coordination to reach an agreement by all agencies involved. DNR 12 DNR 13

We look forward to working with you in the future, and appreciate the opportunity to comment on this project in its planning stages. Please contact me if you have any further questions.

Sincerely,

[redacted]

Amanda A. Cushman
Environmental Analysis and Review Specialist
608-275-3485

Cc: Lloyd Eagan, SCR
Russ Anderson, SCR
Eric Rortvedt, SCR
Dana White-Quam, SCR
Cindy Delkamp, SCR
Tom Lynch, Strand and Associates
Jennifer Grimes, WisDOT Southwest
Johnny Gerbitz, FHWA

State of Wisconsin \ DEPARTMENT OF NATURAL RESOURCES

Jim Doyle, Governor
Matthew J. Frank, Secretary

101 S. Webster St.
Box 7921
Madison, Wisconsin 53707-7921
Telephone 608-266-2621
FAX 608-267-3579
TTY Access via relay - 711

FILE REF: 4509
Permit # 09-MF-198

January 14, 2009

Lance M. Williston, P.E.
KL Engineering
5950 Seminole Centre Court
Suite200
Madison, WI 53711

Subject: Verona Road (US151) and West Beltline (US 12/14) Indirect Source Permit Exemption

Dear Mr. Williston:

The Bureau of Air Management has completed a screening review of the Verona Road (US151) Alternatives and West Beltline (US 12/14) Expansion projects in Madison (DNR Air Permit # 03-MF-253). The review was completed using the CAL3QHC dispersion model with MOBILE6.2 emission rates.

Based upon review of your analysis and additional modeling, we agree that the maximum predicted carbon monoxide concentrations would not exceed 75% of the ambient carbon monoxide standards. Therefore, under section NR 411.04(2) (c) of the Wisconsin Administrative Code, no air pollution control permit is required for this project.

Despite the indirect source permit exemption, we believe the Verona Road/West beltline interchange is a project of significant air quality concern and requires additional analysis. Since the project is in close proximity to a number of sensitive receptors and has a high percentage of heavy diesel truck traffic, DOT should conduct a particulate matter (PM 2.5) hot spot analysis and NO_2 analysis for the project.

The Bureau of Air Management has a wide range of technical experts that can render assistance with the additional analysis. Our mobile source emission modeler is available to provide the emission factors for PM 2.5 and NO_2 and our modeling team leader can provide limited support relative to either CAL3QHCR or CALINE models.

A copy of the Bureau of Air Management modeling report is attached. If you have any comments or questions about this project, or about Wisconsin's indirect source permit program, please contact me at (608) 267-0806 or via e-mail: Michael.friedlander@wisconsin.gov

I look forward to working with you on these important air quality matters

Sincerely,

[redacted]

Mike Friedlander, Transportation and Air Quality Planner
Regional Pollutants and Mobile Sources Section
Bureau of Air Management

Cc: Tom Lynch, Strand Associates
Russell Anderson, DNR-SCR
Tom Roushar, DNR-SCR

RECEIVED
JAN 15 2010
STRAND ASSOCIATES, INC.®
MADISON, WI

Thomsen, Stephanie

From: Thomsen, Stephanie
Sent: Tuesday, August 17, 2010 10:39 AM
To: Thomsen, Stephanie
Subject: FW: Stormwater effects of verona Road project 089.594
Attachments: COM_DUNNS_DISCHARGE_2-09.xls; ATT00001.txt

From: David S Liebl [mailto:liebl@epd.engr.wisc.edu]
Sent: Monday, August 02, 2010 12:17 PM
To: Barta, Larry - DOT; Koprowski, Thomas - DOT
Cc: Lynch, Tom; Shubak, Mark
Subject: RE: Stormwater effects of verona Road project

Larry;

Tom lynch has forwarded to me draft copies of:

US 18/151 Verona Road Environmental Impacts Study, Section 13-Stormwater Impacts, and
Section 4-US18/151(Verona Road), Detailed Evaluation Sheet K _ Stormwater Management

1) Having reviewed both I have a few comments that I will reference to Section 13 (although they may apply to both documents).

1.a) Please revise section 13.01 D. Watershed Subbasin LW11 (pg.13-3) as noted in *italics* below:

"The majority of the US 12/14 (Beltline) and US 18/151 (Verona Road) Interchange is located within subbasin LW11, generally north of the Beltline and south of Hammersley Road (refer to Figure 13.02-2), and drains via storm sewer to the northwest into an existing ditch located along the Southwest Bike Path. Ultimately this drainage is directed via a series of open channels and enclosed storm sewer systems to ***UW-Arboretum Secret Pond wet detention pond*** and Lake Wingra.
There are no waterways present in this basin.

1.b) Please revise section 13.04 Stage 1 Stormwater Impacts (pg.13-10, para 2) as noted in *italics* below:

"Stormwater runoff from this area is drained via a storm sewer system that ultimately discharges into an existing drainage ditch located along the Southwest Bike Trail located north of the Beltline. At the ultimate outfall into Lake Wingra (located immediately east of the intersection of Manitou Way and Nakoma Road), the ***University of Wisconsin and City of Madison intend to rehabilitate*** a stormwater detention basin (Secret Pond)
primarily for water quality purposes. Implementation of the Secret Pond project is expected to occur within the ***next year,*** so there is potential for WisDOT to participate in cost-sharing with the UW Arboretum to account the additional 1.4 acres of Stage 1 impervious surface is being added in the Secret Pond watershed. Furthermore, it may be possible to implement best management practices (BMPs) such as a bioswale or bioretention adjacent to the Southwest Bike Path (refer to Figure 13.04-4).

2) Any commitment for contribution of DOT funding to the Secret Pond rehabilitation project would need to acknowledge the existing inter-governmental agreement for construction of stormwater management facilities at the UW-Arboretum. This agreement has been reviewed by Joe Olson WisDOT Director -Southwest Region, but has not been signed by WisDOT. As an alternative, up-gradient BMPs to reduce water quality impacts (e.g. bio-

retention basins) could be implemented by DOT.

3) The documents forwarded to me do not explicitly address the potential impact of the re-constructed highway on wetlands downstream of Dunn's Marsh. Of primary concern to the UW-Arboretum are changes in peak discharge rate, discharge flow duration and water quality at the Seminole Highway outfall from Dunn's Marsh, where Nine Springs Creek crosses the Arboretum Greene Prairie wetland before flowing into the Knollwood Conservancy. Both the City of Madison (Greg Fries) and City of Fitchburg (Rick Eilertson) have performed preliminary calculations of flows under existing conditions (see attached). While the proposed improvements in stormwater management up-gradient of Dunn's Marsh would appear to mitigate increased flows and TSS from the reconstructed highway, modeled values are needed.

Let me know if you have any questions about the above.

Sincerely,

David S. Liebl, Chair
UW-Arboretum Stormwater Committee

CITY OF FITCHBURG

Administrative Offices
5520 Lacy Road
Fitchburg, WI 53711-5318
Phone: (608) 270-4200 ■ Fax: (608) 270-4212
www.city.fitchburg.wi.us

December 4, 2008

Larry Barta
WisDOT SW Region
2101 Wright Street
Madison, WI 53704-2583

Re: Draft SAFETEA-LU 6002 Documents
Coordination Plan and Impact Analysis
WisDOT Project ID 1206-07-03
US 151/18 Corridor Study

Dear Mr. Barta,

Thank you for your November 19 letter regarding this project. We have reviewed the material you sent with your letter. We would ask that WisDOT continue to work with the affected business and residents in our city that are impacted by this project. Consideration needs to be given not only to the properties along the project but also for properties along any of the proposed detour routes.

The one known resource we have identified at this point is around the McKee Road intersection with Verona Road. The Military Ridge Trail crossing on CTH "PD" (McKee Rd) east of Verona Road is a concern. This crossing will be impacted by the potential interchange. The City is in the process of acquiring the Union Pacific Railroad corridor to the east 500 feet. This may present opportunities to improve the crossing. Also the bike and pedestrian movement across Verona Road at McKee Road will need to be considered in the interchange design. In addition we have a sewer crossing at the McKee Road/Verona intersection that could be an issue if it is decided to depress McKee Road at the interchange.

As we identify any other resources of concern we will let you know. We look forward to continue working with WisDOT on this project.

Sincerely,

[redacted]

Paul Q. Woodard, P.E.
Director of Public Works/ City Engineer

P:\Engineering\Trans\PROJ\Verona Rd.W Beltline\Correspondence\WisDOT Letter.DOC

APPENDIX G
AGENCY CORRESPONDENCE AND COMMENTS ON SDEIS

004-15

[redacted]

From: Linda Yazzie [mailto:LindaY@pbpnation.org]
Sent: Tuesday, November 02, 2010 10:06 AM
To: Barta, Larry - DOT
Subject: Project: 1206-07-03, SPES-F, NH 04, US Hwy 18/151 (Verona Rd), Cty PD to USH 12/14 (Beltline), US Hwy 12/14 (Beltlline), Whitney Wy to Todd Dr, Dane Cty, WI

SD PBPN 1

On behalf of our National Historic Preservation Act (NHPA) Representative, Chairman Steve Ortiz, with the Prairie Band Potawatomi Nation, I would like to thank you for your recent correspondence regarding the NHPA Sections 106 and 110. This correspondence is for the following proposed development area:

Project: 1206-07-03, SPES-F, NH 04, US Hwy 18/151 (Verona Rd), Cty PD to USH 12/14 (Beltline), US Hwy 12/14 (Beltlline), Whitney Wy to Todd Dr, Dane Cty, WI

We have no objections to this proposed development area, and at this time, unaware of any historical cultural resources in this area as well. However, we would like to request to be immediately notified of any inadvertent discoveries are uncovered at anytime throughout the various phases of the project.

We look forward to working with you and please contact our office if we can be of further assistance. You can reach Chairman Ortiz at (785) 966-4007, or myself, Linda Yazzie, Legislative Assistant, at (785) 966-4008. Also, our fax # is (785) 966-4009.

Thank you.

[redacted]
Prairie Band Potawatomi Nation
Legislative Assistant
Office of Tribal Chairman
16281 Q Rd
Mayetta, KS 66509
(785) 966-4008
Email: linday@pbpnation.org

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

OCT 20 2010

REPLY TO THE ATTENTION OF:

E-19J

Mr. Johnny Gerbitz
FHWA – Wisconsin Division
525 Junction Road, Suite 8000
Madison, Wisconsin 53717-2157

Re: Comments on USH 18/151 (Verona Road) Supplemental Draft Environmental Impact Statement (SDEIS) from CTH PD to USH 12/14 (Beltline), Dane County, Wisconsin, EIS No. 20100349

Dear Mr. Gerbitz:

The U.S. Environmental Protection Agency – Region 5 (U.S. EPA) has received the document listed above. We are providing our comments to you pursuant to our authorities under the National Environmental Policy Act (NEPA), the Council on Enviornmental Quality regulations, and Section 309 of the Clean Air Act.

The Draft Environmental Impact Statement (DEIS) for this project was issued in 2004. The DEIS considered on-alignment concepts for three sub-areas in the project area, including the Verona Road corridor, the Beltline corridor and the Beltline crossings. We provided comments on the DEIS on May 25, 2004. Our comments focused on mitigation for secondary land use impacts.

The Supplemental DEIS presents a preferred alternative that is a staged implementation of two of the alternatives presented in the DEIS. Stage 1 entails reconstructing the current Verona Road/Beltline diamond interchange into a single-point urban interchange and extending the six-lane Beltine section west to the Whitney Way interchange. Under Stage 2, the intersection at County PD and Verona Road will be converted to a diamond interchange. Stage 3 will separate local traffic from metropolitan and regional traffic by providing a depressed freeway down the center of Verona Road and a freeflow interchange from USH 18/151 to USH 12/14 (the Beltline).

SD USEPA 1

We have no objections to the project and thus concur with the selection of the preferred alternative. We have rated the Supplemental DEIS as Lack of Objections. We encourage the Wisconsin Department of Transporation (WisDOT) to implement best management practices in three areas: (1) Outreach to communities in the secondary impact study area, (2) Stormwater, and (3) Air Quality During Construction.

SD USEPA 2

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SD USEPA 3

We note that WisDOT has stated that they will consider scheduling a workshop to conduct outreach/education for outlying jurisdictions that are within the secondary impact study area. We believe that this is a good idea and the FEIS should address the timing and scope of such a workshop.

We note the concern expressed by the Wisconsin Department of Natural Resources (WDNR) about stormwater in the project area. The increased amount of impervious surface that this project will add will aggravate the existing condition. Each phase of the project presents an opportunity to enhance stormwater management practices. We know that this an issue that will continue to get more attention as the design process moves forward. We encourage WisDOT to work closely with the WDNR in a proactive fashion to improve stormwater management to the maximim extent possible.

SD USEPA 4

Additional BMP suggestions Air Quality (" Diesel Emissions Reductions During Construction") are attached to this letter. These air quality mitigation measures for construction should be considered by WisDOT to the maximum extent possible.

SD USEPA 5

Thank you for providing us this opportunity. If you have any questions, please call Sherry Kamke of my staff at 312-353-5794.

Sincerely,

[redacted]

Kenneth A. Westlake, Chief
NEPA Implementation Section
Office of Enforcement and Compliance Assurance

Cc: Joe Olson, WisDOT – Southwest Region

Diesel Emissions Reductions During Construction

Exposure to diesel exhaust by construction workers and those nearby a construction site can have serious health implications. For this reason, EPA recommends Best Available Diesel Retrofit Control Technology (BACT) on all significant construction projects. We believe this project is a significant construction project because of the size and duration of the project, the proximity to some residential areas, and the use of diesel equipment during construction.

Typically BACT requirements can be met through the retrofit of all diesel-powered equipment with diesel oxidation catalysts or diesel particulate filters, in addition to other strategies or technologies (for example, cleaner burning fuels or anti-idling policies). The statement below is reflective of a study EPA completed on diesel exhaust health effects:

> Long-term (i.e., chronic) inhalation exposure to diesel exhaust is likely to pose a lung cancer hazard to humans, as well as damage the lung in other ways depending on exposure. Diesel exhaust is listed as a human carcinogen by the State of California and a likely human carcinogen by EPA. Short-term (i.e., acute) exposures can cause irritation and inflammatory symptoms of a transient nature, these being highly variable across the population. The assessment also indicates that evidence for exacerbation of existing allergies and asthma symptoms is emerging. EPA recognizes that diesel exhaust, as a mixture of many constituents, also contributes to ambient concentrations of several criteria air pollutants including nitrogen oxides and fine particulates, as well as other air toxics.[1]

In addition, we recommend that the Final EIS contain a description of efforts to minimize the impact of idling vehicles and construction equipment, and how such anti-idling measures will be enforced. We recommend that the idling of all engines not exceed 5 minutes, and that proper enforcement is in place to ensure compliance. Shutting down gasoline and diesel vehicles and equipment when engine power is not required will reduce emissions of carbon monoxide, carbon dioxide, particulate matter, volatile organic compounds, oxides of nitrogen, and mobile source air toxics. These emissions can adversely affect local air quality, adversely affect human health through exposure, and can seep into nearby buildings and adversely affect indoor air quality.

These air quality mitigation measures for construction should be considered by WisDOT. We recommend that WisDOT formalize their actions for the Verona Road project by developing and implementing a construction emissions reduction plan.

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[1] U.S. Environmental Protection Agency (EPA). (2002) Health assessment document for diesel engine exhaust. Prepared by the National Center for Environmental Assessment, Washington, DC, for the Office of Transportation and Air Quality; EPA/600/8-90/057F. Available from: National Technical Information Service, Springfield, VA; PB2002-107661, and <http://www.epa.gov/ncea>.

Although not required by EPA regulations, similar contract specifications have been established for large construction projects, including the O'Hare Airport Modernization Project and the Dan Ryan highway project in Chicago. Residents near the project and the construction workers will benefit from exposure to less air pollution.

Options to include in such a plan include:

(a) retrofitting off-road construction equipment, including repower or engine upgrades,
(b) using ultra-low-sulfur fuels for all equipment,
(c) limiting the age of on-road vehicles in construction projects to 1998 and newer, and 1996 and newer for off-road equipment,
(d) fugitive dust control plans,
(e) diesel particulate traps and oxidation catalysts,
(f) using existing power sources or clean fuel generators rather than temporary power generators, and
(g) encouraging the use of off-road equipment that meets the Tier 3 standards.

EPA is available to assist in efforts to select mitigation strategies that would be included in the final project. EPA has developed a compendium of contract specifications and language to assist State DOTs and other proponents of construction projects. Please see the following link for the specifications and language: http://www.epa.gov/midwestcleandiesel/projects/index.html

United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, DC 20240

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Mr. George Poirier
Division Administrator
Federal Highway Administration
525 Junction Road, Suite 8000
Madison, Wisconsin 53717

Dear Mr. Poirier:

As requested, the Department of the Interior (Department) has reviewed the Supplemental Draft Environmental Impact Statement (SDEIS) and Section 4(f) Evaluation for Improvements to **USH-18/151 (Verona Road), CTH PD to USH-12/14 (Beltline Highway), Whitney Way to Todd Drive, Dane County, Wisconsin.** The Department offers the following comments and recommendations for your consideration.

Section 4(f) Comments

This document considers effects to identified properties in the project study area eligible to be considered under Section 4(f) of the Department of Transportation Act of 1966 (48 U.S.C. 1653(f)) associated with improvements to the Verona Road corridor (U.S. Highway 18/151). The corridor stretches from County Trunk Highway-PD to the Beltline Highway (USH-12/14) in the southwestern portion of the Madison metropolitan area. The evaluation, prepared by the Wisconsin Department of Transportation (WisDOT) and Federal Highway Administration (FHWA), considered the impacts to Britta Park, a neighborhood park owned and managed by the City of Madison. The park would be impacted by the third phase of the project by rerouting the frontage road into the neighborhood. The proposed action would remove more than half the park. The Madison Parks Division determined the significance of the park and is working with the WisDOT and FHWA to develop agreeable mitigation.

The Department would likely concur with the FHWA and the WisDOT on a determination of no feasible or prudent alternative to the proposed project, if built as proposed, which would result in significant impacts to an eligible property. The Preferred Alternative has the least impacts to the property and less community disruption than other alternatives. The Department would not concur with the measures to minimize harm to the property until the parties come to some agreement on the mitigation measures.

SD DOI 1

SD DOI 2

SD DOI 3

The Department has a continuing interest in working with the FHWA and the WisDOT to ensure impacts to resources of concern to the Department are adequately addressed. For issues concerning Section 4(f) resources, please contact Regional Environmental Coordinator Nick Chevance, Midwest Regional Office, National Park Service, 601 Riverfront Drive, Omaha, Nebraska 68102; telephone 402-661-1844.

We appreciate the opportunity to provide these comments.

Sincerely,

[redacted]

Willie R. Taylor
Director, Office of Environmental Policy
and Compliance

State of Wisconsin \ DEPARTMENT OF NATURAL RESOURCES

Jim Doyle, Governor
Matthew J. Frank, Secretary
Lloyd L. Eagan, Regional Director

South Central Region Headquarters
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December 28, 2010

Larry Barta, P.E.
WisDOT Southwest Region
2101 Wright Street
Madison, WI 53701

SUBJECT: Project ID 1206-07-03 USH 18/151 (Verona Road) CTH PD to USH 12/18 (Beltline) and USH 12/18 (Beltline) Whitney Way to Todd Drive Dane County, Wisconsin Supplemental Draft Environmental Impact Statement (SDEIS)

Dear Mr. Barta:

This letter is in reference to the Supplemental Draft Environmental Impact Statement (SDEIS) for the USH 18/151 Verona Road Corridor. This SDEIS reduces the scope of the project from the original Draft Environmental Impact Statement (DEIS) issued March 5, 2004. In addition, the SDEIS introduces new alternatives and evaluates a three stage improvement to the corridor. USH 18/151 (Verona Road) is part of the backbone route in Corridors 2020/Connections 2030 state highway planning. This two-mile section of USH 151 is the only urbanized section from Dubuque, Iowa to Fond du Lac, Wisconsin. This corridor is experiencing increased pressure from the growing Madison area and increased traffic congestion from regional travelers. It is also placing pressure on the USH 12/18 (Beltline) corridor. This project will also improve non-motorized travel accommodations and connectivity on Verona Road and the Beltline.

Stage 1 of the project involves the reconstruction of the Verona Road/Beltline diamond interchange into a single-point interchange. This stage also extends the six-lane Beltline section west, to the Whitney Way interchange. At the Summit Road intersection, a new jug-handle grade-separated intersection will be constructed and the frontage road will need to be relocated in the southwest and southeast quadrants. Stage 1 is estimated to begin in 2013.

Stage 2 focuses on the CTH PD area. CTH PD's intersection with Verona Road will be converted to a diamond interchange. During this stage, a third lane will be added to both directions of Verona Road. Bike lanes will be added to CTH PD through the interchange. Military Ridge State Trail (MRT) will be reconstructed within the interchange as well. Stage 2 is estimated to begin construction in 2017.

Stage 3 is planned to be a free flow interchange at the connection with the Beltline. The main goal of this stage is to separate USH 18/151 regional traffic from local travelers. This stage will be constructed when operation and safety improvements warrant the investment. This portion of the SDEIS will be re-evaluated closer to the actual implementation of this portion of the project. This is not projected to occur until 2030 or beyond. We will do an additional evaluation of this stage when the document is re-opened and requires more detailed assessment.

STAGE 1 Storm water

Stage 1 storm water from the Verona Road/Beltline interchange and Summit Road jug-handle intersection will be conveyed by two primary systems; drainage to the southeast and northwest. The southeast portion of the project will be drained to the Nine Springs watershed. The northwest portion drains to the Lake Wingra sub basin. This stage will result in a total 32.7 acres of land disturbance and a net increase of 5.9 acres impervious surface.

To address the southeast storm water concerns, the Dunn's Marsh storm water basin will be expanded. The plan is to add an additional pond west of the existing pond. A wetland delineation will be necessary to establish the boundary of the wetland at Dunn's Marsh. The delineation should be completed during the growing season when vegetation and hydrology will be easily distinguished. Storm water facilities cannot be placed in an area with existing wetland. The new storm water detention basin would require a permanent pool surface area of approximately 1.3 acres and provide 4.5-acre-feet of detention storage volume. An on-site review of this proposal was completed with consultation of our Dane County Forester, Steve Holiday (see e-mail dated December 1, 2010). It was our recommendation to retain a buffer zone between the new pond and the neighboring houses (located to the north of the abandoned rail-bed). In this area there were a significant number of large Oak and Cherry trees. We suggest allowing approximately 50 to 80 feet from the fence line to the edge of the new storm water facility. This buffer zone would create a visual barrier and allow enough root space for the existing trees to remain undamaged. It appeared the forest is receiving a significant amount of management at this time. Public outreach is recommended to educate the citizens regarding the regulations mandating storm water mitigation for this project. Some forest thinning could be conducted in the buffer area to remove invasive species and help to create a healthy habitat strip around the new pond.

SD WDNR 1

SD WDNR 2

SD WDNR 3

SD WDNR 4

SD WDNR 5

The SDEIS states that there is a potential conflict with the existing 54-inch-diameter storm sewer pipe and the proposed profile of the Summit Road jug-handle. It should be noted that the first paragraph on page 4-159 has a reference to an existing 72-inch-diameter storm sewer. The document needs further clarification to indicate whether this pipe is 54-inches or 72-inches in size. This area of the document was a little hard to interpret and may need revision to clarify the size of the pipes and in which location they exist. To address this conflict, one possible option is to relay an 880-lineral-foot pipe segment at a flatter slope. The jug-handle can be drained by a gravity system tied into the adjacent 54-inch storm sewer. To prevent storm water from surcharging into the underpass, a check valve may be necessary in the storm sewer lateral. If this method is used, sufficient underground storage will need to be provided to store run-off from an approximately 4-acre area, which drains to this system.

SD WDNR 6

There are few opportunities to incorporate permanent storm water facilities within the existing right-of-way of this project corridor due to very urban nature of this location. The study is still investigating possibilities for placing smaller bio-retention basins or bio-swales within the southeast and northeast infield areas of the jug-handle interchange. Any opportunity available to mitigate for storm water runoff should be pursued in order to meet the maximum extent practicable standard set in TRANS 401. The north drainage will result in 18.3 acres of land disturbance and a net increase of 1.4 acres of impervious surface area. This will require the reconstruction of a series of open channels and enclosed storm sewer systems to accommodate the new interchange. The current drainage flows into an existing ditch along the Southwest Commuter Path, located north of the Beltline. The U.W. Arboretum will be constructing a 1.4 acre wet detention basin named "Secret Pond" to address some of the runoff from the north part of this project. This pond is primarily for water quality purposes and will collect approximately 40% of the total sediment entering the Arboretum. This facility is partially funded by WisDOT and will address some of the drainage coming from the Verona Road project. WisDOT intends to install a bio-swale or bio-retention adjacent to the Southwest Commuter Path.

SD WDNR 7

In my letter from November 2009, I mention the Nine Springs Drainage Basin may be subject to stricter Total Maximum Daily Load (TMDL) regulations than were currently required. As of the date of this letter, these more stringent standards for sediment and phosphorus have not been made statute. SD WDNR 8

STAGE 2 Storm water

Stage 2 includes the CTH PD/Verona Road interchange construction. Land disturbance from this construction is estimated to be about 38.4 acres. The project is expected to increase the 10-year peak discharge to the Badger Mill sub-basin by 13 percent. This stage of the project involves conversion of the storm sewer configuration from a rural-type to an urban-type system with curb, gutter and storm sewer. Storm water run off will be conveyed to an existing 6-by-4 foot box culvert under Verona Road, which drains to Quarry Ridge Basin. This is a 7-acre wet storm water detention basin owned by the City of Fitchburg. Quarry Ridge overflows to the south into Goose Lake. There are current concerns about the performance of both Goose Lake and Quarry Ridge. Quarry Ridge relies primarily on infiltration and evaporation to lower its levels. WisDOT is exploring the potential of expanding Quarry Ridge to the south. Estimates indicate the basin would need to be enlarged by approximately an acre. Due to the limited availability of permanent best management practices within WisDOT right-of-way, all opportunities should be explored to adequately address storm water from the CTH PD interchange. In addition, any partnerships that can be furthered to best implement storm water practices are also encouraged. One additional mitigation option is retrofitting, and/or expanding an existing dry detention basin located near Nesbitt Road and eastbound South Verona Road. It is our position that it may be necessary to move both of these options forward to meet storm water requirements. SD WDNR 9 SD WDNR 10

STAGE 3 Storm water

This stage involves creating a depressed freeway between CTH PD and the Beltline. Land disturbance is anticipated to be approximately 66 acres. The changes will increase net flow in the 10-year peak discharge about 12 percent to all three Nine Springs sub basins. There are two primary storm water conveyance systems associated with this stage of the project; Raymond Road north to the Beltline and Raymond Road south to CTH PD. Roadway improvements just north of Raymond Road and Beltline interchange are drained by an existing 72-inch-diameter storm sewer into Dunn's Marsh. The depressed freeway is being developed to maintain hydraulic performance of this pipe. About 25 acres of drainage area is removed from this existing storm sewer during stage 3 so capacity of this pipe will still be adequate. Although, the elevation of the pipe will no longer be low enough to drain the lowest point within the depressed freeway. Therefore, either a pump station or new gravity storm sewer will be required to drain the depressed portion of the road. Either option would be drained to Dunn's Marsh, which would require additional expansion at this location. This expansion should be developed further to address whether space and conditions will allow for expansion at the Dunn's Marsh location beyond the Stage 1 improvements. SD WDNR 11

Raymond Road south to CTH PD drains to Arrowhead and Nicolet ponds via an existing rip rapped ditch located adjacent to the Capital City Bike Trail. Improvements in this area will result in approximately 19 acres of land disturbance and an increase in 5 acres of impervious surface area. Currently this ditch experiences wash-outs and is extremely steep and eroded. If additional volume is routed to this channel, measures will need to be taken to address these issues. The existing channel outlets into the western most pond in Arrowhead Park. If there is an increase in volume and total suspended solids (TSS) routed to the existing pond, it will need rehabilitation and possible expansion to accommodate these changes. It is estimated that the pond would need about 1.7 acres of additional storage volume. There is another pond location east of Verona Road just south of Topper Lane, which will be explored further as well. Stage 3 is very preliminary in concept and will be evaluated in further detail at a later date. The environmental document will be reopened and we reassess our comments at that time. SD WDNR 12 SD WDNR 13

SD WDNR 14

Military Ridge State Trail Impacts

Stage 2 will impact Military Ridge State Trail (MRT) when the CTH PD interchange is constructed. It is WisDOT's intention to reconstruct the trail within the existing Verona Road right-of-way thus, avoiding any Section 6(f) impacts. Military Ridge State Trail, in its entirety, is considered a Land and Water Conservation Funds property because portions of it were purchased with this allocation. The current stage 2 plan includes an at-grade crossing of CTH PD alongside the proposed northbound on and off ramps. We have serious concerns about the trail remaining in this location with an at-grade crossing. The additional lanes within the interchange will allow less visibility for vehicles to see trail users. Safety is a serious concern in this area. We formally request that the trail be rerouted to the east, where it can share a crossing with the Cannonball Trail (City of Fitchburg). We believe these trails warrant a grade-separated crossing in this location. The SDEIS states that WisDOT will evaluate path usage and determine if a grade-separated crossing is warranted. Please keep us informed regarding this effort. We look forward to working with you to develop a crossing that is acceptable to both agencies. SD WDNR 15 SD WDNR 16

Storm water mitigation is extremely important for urban reconstruction projects such as the Verona Road project. Meeting the 40% TSS reduction standard will require some creative solutions to the lack of available land and minimal right-of-way these projects present. Expanding partnership opportunities with local entities, such as the Arboretum, City of Madison and the City of Fitchburg are strongly encouraged to reach the intended goal of water quality improvement. As our land use changes, these partnerships will become increasingly important in developing storm water strategies that address management needs from a landscape based perspective. Please contact me if you have any questions. SD WDNR 17

Thank you for the chance to comment on this SDEIS. I look forward to working with you.

Sincerely,

[redacted]

Amanda A. Cushman
Environmental Analysis & Review Specialist
608-275-3485

CC: Russ Anderson, SCR DNR
Dane Co. Zoning Administrator
Jennifer Grimes, WisDOT Southwest
Simone Kolb USCOE, First Federal Savings Bank Bldg., 1617 E Racine Ave., Waukesha, WI 53186
Johnny Gerbitz, FHWA

UNIVERSITY OF WISCONSIN-MADISON
Arboretum

December 16, 2010

Mr. Joe Olson, SW Region Director
Wisconsin Department of Transportation
Southwest Region
2101 Wright Street
Madison, WI 53704 2583

Dear Mr. Olson;

Following are the UW-Arboretum comments on the US 18/151 Verona Road Environmental Impacts Study, Section 13-Stormwater Impacts; and Section 4-US18/151(Verona Road), Detailed Evaluation Sheet K _ Stormwater Management:

SD ARB 1

The EIS documents do not explicitly address the potential impact of the re-constructed highway on wetlands downstream of Dunn's Marsh. Of primary concern to the UW-Arboretum are changes in peak discharge rate, discharge flow duration and water quality at the Seminole Highway outfall from Dunn's Marsh, where Nine Springs Creek crosses the Arboretum Greene Prairie wetland before flowing into the Knollwood Conservancy. Both the City of Madison and City of Fitchburg have performed preliminary calculations of flows under existing conditions. While the proposed improvements in stormwater management up-gradient of Dunn's Marsh would appear to mitigate increased flows and TSS from the reconstructed highway, modeled values are needed.

SD ARB 2

SD ARB 3

The bulk of the additional runoff from the proposed Verona road project will flow across Green Prairie, which is already degraded by stormwater runoff, especially by the establishment of reed canary grass *Phalaris arundinacea* (RCG). RCG is a cool season, clonal perennial that is one of the worst wetland invaders, dominating close to half a million acres throughout Wisconsin; approximately 10% of the total wetland acreage in the state (Hatch and Bernthal, 2008). RCG has been found to readily out-compete native vegetation, thus reducing biodiversity (Kercher et al. 2004). It is well documented that RCG can establish and spread under altered hydrological conditions (ex. Lindig-Cisneros and Zedler 2002a, Kercher et al. 2004), nutrient enrichment (Green and Galatowitsch 2002, Maurer and Zedler 2002) and sediment accumulation (Lindig-Cisneros and Zedler 2002a, 2002b, Maurer and Zedler 2002).

SD ARB 4

While efforts to control flows and TSS are essential to minimizing stormwater impacts upon the Arboretum, dissolved chloride from road de-icing will continue to affect both soil and biological systems, and should be minimized to the extent possible. For example, Stiles et al. (2008) investigated the condition of an area of Curtis Prairie downstream of a stormwater retention pond invaded by RCG. This pond receives stormwater from the South Beltline right-of-way. They found that the RCG soils had the largest concentration of sodium compared with the downstream sedge meadow and adjacent restored prairie. Sodium in excess can promote the loss of soil structure (Stiles et al. 2008). The loss of structure relates to a loss of infiltration capacity as pores and fractures are filled with clay particles (Caron et al. 1992, Keren 2000). Excess sodium may have contributed to the weak to nonexistent soil

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structure found in the RCG area (Stiles 2008). In turn this likely contributed to enhanced flooding conditions, thereby suppressing native prairie plants and creating canopy gaps favoring RCG (Stiles 2008).

While monitoring the effect of stormwater runoff on the UW-Arboretum is ongoing, field observations have already documented impacts from discharge flows, sediment and contaminants. Increased impervious surface resulting from the Verona Rd. expansion project will likely affect the UW Arboretum's Greene Prairie through increase runoff, with associated sediments and nutrients, as well as increased sodium (Na) from additional lane-miles salted. There is an opportunity for DOT to fund the diversion of runoff around the south border of Greene Prairie to minimize these impacts. Additionally, up-gradient BMPs to reduce water quality impacts (e.g. bio-retention basins, or proprietary devices) should be implemented by DOT. Any commitment of DOT funding to UW-Arboretum stormwater projects should acknowledge the existing inter-governmental agreement for construction of stormwater management facilities at the UW-Arboretum. SD ARB 5 SD ARB 6

Sincerely,

[redacted]

Brad Herrick
Arboretum Ecologist

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References

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Madison

Department of Planning & Community & Economic Development
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December 15, 2010

Mr. Larry J. Barta, Project Manager
Wisconsin Department of Transportation
Division of Transportation System Development
Southwest Region
2101 Wright Street
Madison, WI 53704-2583

RE: Project I.D. 1206-07-03, SPES-F, NH 04
U.S. Highway 18/151 (Verona Road)
County Trunk PD to U.S.H. 12/14 (Beltline)
U.S.H. 12/14 (Beltline)
Whitney Way to Todd Drive
Dane County, Wisconsin

Dear Mr. Barta:

At its meeting of December 14, 2010 the City of Madison Common Council approved the attached Substitute Resolution: Providing the Wisconsin Department of Transportation with the City of Madison's comments on the Supplemental Draft Environmental Impact Statement (SDEIS) for the Verona Road/U.S. Highway 18/151 project. Attached to the resolution are the approved comments from the City of Madison.

The City has formally requested that the comments be incorporated into the final Environmental Impact Statement, that the Department commit to the implementation of the specific recommendations and, where noted, enter into formal agreements with the City to assure adequate implementation. The City of Madison looks forward to working with the Department of Transportation to finalize the Environmental Impact Statement and the design of Stage 1.

If you have any questions about the resolution and the City's comments please let me know.

Sincerely,

[redacted]

Bradley J. Murphy, Planning Division Director

c: Mayor Dave J. Cieslewicz
Rob Phillips, City Engineer
David Dryer, Traffic Engineer
Charles Camp, Madison Metro Manager
Kevin Briski, Parks Superintendent
David Trowbridge, Transportation Planner

Substitute Resolution: Providing the Wisconsin Department of Transportation with the City of Madison's comments on the Supplemental Draft Environmental Impact Statement (SDEIS) for the Verona Road/USH 18/151 Project.

WHEREAS in March of 2004 the Wisconsin Department of Transportation (WisDOT) released a Draft Environmental Impact Statement (DEIS) to address the long-term needs of the Madison area's West Beltline Highway and USH 18/151 (Verona Road) as the first step in planning for long-term infrastructure investments within this area; and

WHEREAS in August 2010, WisDOT released a Supplemental Draft Environmental Impact Statement (SDEIS) that reduced the scope of the original DEIS to the Verona Road corridor; and

WHEREAS, the SDEIS, dated August 19, 2010, introduces new alternatives and evaluates a staged improvement; and,

NOW THEREFORE BE IT RESOLVED that the Madison Common Council hereby endorses the submittal of comments on the SDEIS (please see attached document, entitled *"WisDOT Project I.D. 1206-07-03, SPES-F NH 04 U.S. Highway 18/151 Verona Road/Beltline: City of Madison Comments"* for more detailed project comments, submitted by City agency staff). The City of Madison specifically requests that WisDOT integrate these comments into the Supplemental Final Environmental Impact Statement, commit to the implementation of the specific recommendations (to be finalized during the final design process), and where noted, enter into formal agreements with the City to ensure adequate implementation. SD MAD 1

WisDOT Project I.D. 1206-07-03, SPES-F NH 04 U.S. Highway 18/151 Verona Road/Beltline: City of Madison Comments

Note: SECOND REVISION per Dunn's Marsh Neighborhood Association (DMNA) comments of 12-8-10 and 12-11-10, and comments provided by Transit and Parking Commission, Pedestrian-Bicycle-Motor Vehicle Commission, Parks Commission and Long Range Transportation Planning Committee. It should be noted that the Allied-Dunn's Marsh Neighborhood Association (ADMNA) concurs with the DMNA comments. The following comments were initially compiled by the City of Madison, Planning Division, City Engineering Division, Traffic Engineering Division, and Metro Transit.

Differences Between Verona Road DEIS (2004) and SDEIS (2010)

The major difference between the 2004 and 2010 documents pertains to the staging of roadway improvements in the Verona Road/West Beltline corridor, and the impacts on neighborhoods in the Verona Road/West Beltline vicinity. The most significant difference between the SDEIS and the original DEIS is that WisDOT has now identified near-term construction projects – including the single-point interchange at the intersection of Verona Road and the West Beltline – that should forestall the need for Stage 3 improvements for 20 years or more after completion of the Stage 1 improvements. The current SDEIS includes the depressed freeway within the Stage 3 portion of the project. WisDOT has indicated that it will re-evaluate impacts and mitigation measures at that time. The WisDOT should work closely with the City of Madison in completing this evaluation at that time and should formally commit to this re-evaluation in the Final Environmental Impact Statement for the project.

SD MAD 2

A concern of the City of Madison regarding the Verona Road project (expressed in 2004, as part of the original DEIS) were the requirements of Executive Order 12898, which state that federally funded projects shall identify and address, as appropriate, disproportionately high and adverse human health or environmental effects on minority populations or low-income populations, including the inter-related social and economic effects. At that time, WisDOT proposed the construction of a depressed freeway (with walls, fencing and 55 mile-per-hour traffic) as part of the first phase of construction. At that time, the original Draft EIS indicated that this portion of the project "results in several impacts having disproportionately high and adverse effects on minority or low-income populations in the Allied-Dunn's Marsh Neighborhood" (which include residential relocations, business relocations, neighborhood access changes, parkland changes, and increased psychological and physical isolation of neighborhoods separated by the freeway).

SD MAD 3

WisDOT is now proposing a staging of the preferred alternative to address current needs and to put off the need for the Stage 3 improvements. The SDEIS indicates on page ES-8 that property acquisitions, for example that are not needed until the full freeway conversion can remain so that existing businesses and residents not needed for stages 1 and 2 can remain and continue to serve the residing business or residence.

The Dunn's Marsh Neighborhood Association and Allied-Dunn's Marsh Neighborhood Association have expressed strong concerns about the proposed improvements in Stage 1, and subsequent stages. Concerns have also been expressed about the health impacts of living in close proximity to transportation corridors like Verona Road. The DMNA/ADMNA has asked for a re-evaluation of the roadway improvements and a consideration of all alternatives to address the transportation needs of the area, including means to bypass intercity traffic around the urban area (such as south and north reliever facilities). Facilities and services to improve mass transit – including park-and-ride lots, bus rapid transit/BRT facilities (including a BRT transit corridor or easement, shared lanes, bus pullout areas, etc.) should also be evaluated. Express bus service and future passenger rail service should be components of the alternative approaches to be evaluated.

SD MAD 3

SD MAD 4

The City acknowledges the process used to prepare the SDEIS and to respond to City of Madison concerns. The City of Madison also acknowledges the extensive efforts made to engage the community during the development and evaluation of the alternatives, and the efforts that WisDOT has made toward minimizing and mitigating the negative impacts. At the same time, WisDOT should understand that the Verona Road SDEIS is a very complicated project that requires individuals to put out extraordinary effort to become highly informed (and be able to question and comment in a meaningful way). The DMNA/ADMNA has commented that, in some cases, the public participation process did not allow adequate time to comment, and the process used at the Public Hearing made some residents feel disrespected.

SD MAD 5

As has been indicated by WisDOT, prior to the implementation of the Stage 3 improvements, additional information will be developed as part of a future environmental evaluation process for the Stage 3 alternative. It is important that such potential impacts be carefully reviewed at that time, which could be 20 years or more after the completion of Stage 1 improvements. As noted above, the City of Madison is not making many specific, detailed recommendations on the Stage 3 improvements proposed at this time.

SD MAD 6

In the interim, the City of Madison would like to provide some comments on the Stage 3 alternative as information to help guide the future evaluation of Stage 3 improvements in future planning activities. These comments are provided on page 10, under the heading "Stage 3 Improvements in the SDEIS". The City of Madison looks forward to working with WisDOT and fully participating in these future planning activities.

Street System

SD MAD 7

General Comments: The City would like to point out that, although access to businesses and residences along Verona Road may become more circuitous (primarily due to the design of the new jug handle intersection and grade separations), the roadway design elements have numerous positive impacts as well. Traffic safety and traffic flow are greatly improved with the new design, and connectivity is improved between the east and west sides of Verona Road. Bicycle and pedestrian travel are also enhanced with the connectivity improvements provided in the roadway design.

SD MAD 8

At the same time, it should be noted that the jug handle design – which is needed to extend the life of the single-point interchange – causes some indirection and may make the crossing of Verona Road (to access businesses and the neighborhoods) less direct. In particular, the project's final design process should address concerns about the design of the Atticus Way frontage road and the ability of pedestrians to cross the street (to access businesses). Issues to be addressed in the final design process should include sight lines, additional and faster automobile traffic in the area and the placement of pedestrian crosswalks.

SD MAD 9

1. Page ES-2 recognizes the need to enhance non-motorized transportation in the project's Purpose and Need, which the City of Madison fully supports.

SD MAD 10

2. Page ES-3, para. D, Neighborhood Connectivity (Transit/Non-motorized Travel). This paragraph includes a little about vehicular connectivity but nothing about either transit or non-motorized travel. The City of Madison strongly supports the need for connectivity among transit and non-motorized transportation modes, and urges WisDOT to integrate such connectivity into the final design of the project and include some mention of the improvements that are being included in this section.

SD MAD 11

Pedestrian and Bicycle Connectivity

General Comment: Careful attention needs to be paid to the directness and safety of pedestrian facilities across Verona Road in the Verona Road/Beltline interchange area and the jug handle area including signal timing,

SD MAD 12

SD MAD 12

pedestrian island design, and conflicts with motor vehicle movements. Proper bike lane design and placement needs special attention in the jug handle area as well. Wherever the plan shows a pedestrian crosswalk, if a staged crossing is anticipated for pedestrians, it is important that the median refuge island be sufficiently wide for pedestrian safety and comfort.

SD MAD 13

3. ES-5, Stage 1: WisDOT should work closely with the City of Madison during the final design process to ensure that pedestrian and bicycle access is safely accommodated in the area near the new jug handle underpass of Verona Road. There will be heavy vehicular traffic using the underpass and on the jug handle roads, since these facilities replace the left turns onto Verona Road. There needs to be (a) a separate, two-way bicycle path located in the jug handle underpass, (b) good, safe connections to the streets and sidewalks, and (c) well-designed on-street bike facilities to make this intersection workable – and to ensure safe access to Walgreen's and other area businesses. Given the changes in access - which will preclude left turns from Verona Road/USH 151 to Summit - it will be important that guide and directional signage be developed, to help facilitate wayfinding for local streets and businesses located in the vicinity of (and adjacent to) Verona Road.

SD MAD 14

4. ES-5, Stage 2: WisDOT should work with the City of Madison and the City of Fitchburg, during the final design process, on the design of the bicycle facilities in the area of CTH PD and Verona Road. The existing bike path along Verona Road should be maintained south to CTH PD. The main route, however, should be rerouted to the rail corridor to the east of Verona Rd and a new crossing of CTH PD should be created. Maintain the underpass of Verona Road near Williamsburg Way. Consider connecting the frontage road cul-de-sac south of Williamsburg Way on the east side of Verona Road to the Cannonball Trail as a last resort, if the current Military Ridge crossing of CTH PD is not feasible. The connection between the Military Ridge Bicycle Trail and Cannonball Path across CTH PD should also be accommodated, not as an alternative to, but in addition to the path along Verona Road. The crossing of CTH PD, if at-grade, should have actuated signals. If the crossing is grade-separated, it should include connections to the bicycle lanes on CTH PD. The DMNA/ADMNA prefers grade-separated bicycle crossings of CTH PD/McKee Road for all trail crossings: Military Ridge, Cannonball, and the Badger State Trail (Southwest Commuter Path). The final design process should carefully evaluate grade-separated crossings, as well as a grade-separated bicycle/pedestrian crossing of Verona Road and its frontage roads (located at the Beltline interchange area). An additional grade-separated crossing of Verona Road south of CTH PD should also be considered to make a safer connection to the bike trails east of Verona Road. In addition, consider providing a direct bicycle connection from Nesbitt Road to the CTH PD intersection with Verona Road (in Stage 2).

<u>Carling Drive/Freeport Road Underpass Connection</u>

SD MAD 15

5. ES-4 and Figure 2.5-18 for Stage 1: WisDOT should work closely with the City of Madison to carefully design the potential connection of Carling Drive and Allied Drive north to Freeport Road. The additional street crossing would provide for better east/west connectivity across Verona Road while maintaining adequate routing options for Metro Transit Buses. However, the new street crossing has a number of design challenges, including relocating the adjacent bike path, directing traffic toward streets with poor vertical geometry, and safety challenges for connecting to the Southwest Bicycle Path. This connection will result in additional points of conflict between motorists and bicyclists, which do not exist today. The City of Madison and WisDOT should work carefully to design the intersection in a manner that minimizes these impacts, but does not eclipse the benefits of improved connectivity that this street would provide to the neighborhood. The new Freeport Road street connection has also encountered opposition from some of the neighborhoods in the area. The City of Madison looks forward to working with WisDOT during the final design process to resolve these issues and provide the safest crossing opportunity possible in that area, for all modes of transportation. It is acknowledged that this crossing may be necessary during Stage 1 construction. The City looks forward to working with WisDOT and affected neighborhoods to evaluate the

impacts of this temporary crossing, and determine whether or not the crossing should become permanent or be removed.

SD MAD 16

6. ES-4 and Figure 2.5-18 for Stage 1: The extension of Carling Drive to Allied Drive appears to remove the existing pedestrian connection from Carling Drive to the Raymond Road intersection, and it is essential that this connection be maintained. If WisDOT intends to have the proposed section of Carling Drive serve as the bike connection replacing the existing off road path, than it is essential that a sidewalk be constructed on the easterly side of Carling Drive to serve pedestrians. As an alternative, the existing bike path could be relocated. The City also urges WisDOT to also maintain the existing intra-block pedestrian connection from the bike path to Allied Drive.

Frontage Roads

7. The City of Madison supports the accommodation of bicycle lanes along all frontage roads. SD MAD 17

8. The City of Madison recommends the selection of Option B, as the frontage road redesign alternative in the southeast quadrant of the Beltline/Verona Road intersection. This option does not re-route the frontage road to Britta Parkway. The City also supports to use of landscaping, vegetation, green space and architectural treatments, in order to mitigate the impacts of building relocations in the area. SD MAD 18

9. With the elimination of the existing traffic signal at the intersection of USH 151 and Summit (except for providing a signal for inbound 151 at the Avalon Village right turn lane), three new signalized intersections are created (noted below). The City feels that it is important that the State operate and maintain these signals, and they not become a local expense. SD MAD 19
   - Summit and the south frontage road;
   - Summit and Freeport Road; and,
   - Summit and the north frontage road.

Midvale/Beltline/single-point urban interchange (SPUI)/Seminole Highway area SD MAD 20

10. The City of Madison prefers to have a direct sidewalk connection between the ramps under the SPUI, and urges WisDOT to consider this type of crossing option as part of the final design process. At this time, the Stage 1 exhibit shows some misdirection. As also noted under "Pedestrian and Bicycle Connectivity", WisDOT should (as part of the final design process) evaluate and strongly consider a grade-separated bicycle/pedestrian crossing of Verona Road and its frontage roads (located at the Beltline interchange area). Note: One option to be considered would be to construct an overpass of Verona Road north of the Beltline to function as a pedestrian crossing on the northern leg of the single point intersection. Connect the overpass on the west side to the mall and possibly to Hammersley Road. On the east side, connect the overpass to a sidewalk extending from Doncaster Drive through property vacated for the reconstruction. Doncaster could then be signed as a bike route to the Whenona Drive overpass of the Beltline. The idea would be to create a continuous ped/bike connection from the Hammersley connector of the Southwest Path to the Whenona Drive overpass of the Beltline. In addition, tighter curve radii should be considered at the SPUI, to help slow traffic (and improve pedestrian safety).

11. Detailed plans for lighting under the Beltline bridge need to be finalized and formalized, and the City looks forward to working with WisDOT and affected neighborhoods on the development of these plans. SD MAD 21

12. A median opening is shown, between the SPUI and the intersection of Nakoma Road and Midvale Boulevard. The City would like to ensure that this median opening is intended to serve a remaining driveway to the Dorn Hardware site. It is important that traffic not queue back from the SPUI and create a

SD MAD 22

multiple threat crash condition where northbound left-turn traffic crosses queued southbound vehicles and is struck by southbound right-turn traffic in the outside lane. In addition, there are currently two driveways to the Dorn Hardware/Strip mall from Hammersley Road. WisDOT should work with the City of Madison to clearly identify how these accesses will be affected, as part of the Stage 1 improvements. SD MAD 22

13. The project's final design process needs to carefully consider the traffic operations along Midvale Boulevard. The City is particularly interested to review the operations at the intersection of Nakoma Road and Midvale Boulevard, given the anticipated increases in turning volumes (which may result from the closure of the Dorn Hardware driveway from the westbound Beltline on-ramp). In addition, given that Verona Road north of the SPUI is being widened, the potential impacts on the closely-spaced intersections of Nakoma Road/Midvale Boulevard and Nakoma Road/Doncaster Drive need to be fully understood, and mitigation measures identified. WisDOT should work closely with the City of Madison to conduct detailed traffic operations planning for that area. SD MAD 23

Property Acquisitions

General Comment: The proposed property acquisitions, although regrettable, appear necessary to accommodate the preferred alternative. The City acknowledges WisDOT's efforts with business and residential relocations and the development of mitigation measures. SD MAD 24

Aesthetic Treatments, Landscaping and Green Space

1. The City appreciates WisDOT's commitment to providing aesthetic treatments throughout the project area, including vegetation, green space and architectural treatments. Specifically, the Supplemental Final Environmental Impact Statement must commit to a high level of urban streetscape improvements along all reconstructed streets. All fencing must be of high aesthetic quality and adequately screened. Architectural/aesthetic/artistic treatments and textures should be applied to all concrete structures associated with bridges, crossings, noise barriers and all above ground structures. Entrance features and public art should be incorporated into the project, where appropriate. The City of Madison urges WisDOT to hire an architect, landscape architect, and to include a public artist on the project's final design team. In addition, WisDOT should consult with affected neighborhood associations, as part of this design process. SD MAD 25

2. The City feels that it is important that WisDOT expand the green space between the frontage roads and the Beltline, and between the frontage roads and Verona Road (where possible). The City of Madison is hopeful that the additional property acquisition will make this possible. In addition, the City requests that WisDOT consider, in the southwest quadrant, measures to improve the aesthetics between the frontage road and Beltline - such as a narrow planter or specific architectural treatments. In general, terraces should provide for a minimum of 8 feet of grass between the sidewalk and the curb and gutter (and more is desirable). In addition to improving the overall appearance, these measures will provide adequate space for healthy trees and separation for pedestrians. The final design process should evaluate frontage road aesthetic design. In particular, the DMNA/ADMNA has stated that moving the frontage roads further into the neighborhood to expand green space between them and the Beltline should be accompanied – on the neighborhood side of the Beltline frontage road – by attractive vegetation, and berms or sound walls to block traffic noise. Native plants should be considered in the green spaces between the frontage roads and the Beltline, and the frontage roads and Verona Road. Besides providing aesthetic enhancements (as demonstrated along the Southwest Path), native plants can help with stormwater infiltration. SD MAD 26

3. In the SDEIS, WisDOT has indicated its intent to involve adjacent residents to a considerable degree in developing context sensitive features, aesthetic treatments, and landscaping during the design phase of the project. The City supports that commitment and looks forward to refining these important project elements as the final design process moves forward. Furthermore, the City proposes that a formal agreement between WisDOT and the City of Madison to ensure the integration of aesthetic treatments into the design of the roadway facility and the proper maintenance of aesthetic features and landscaped green space. The DMNA/ADMNA suggests that the City and WisDOT work with various neighborhood organizations together (at the same time) so as to minimize any differences or friction that could occur if separate meetings are held with the different entities.

SD MAD 27

Storm and Sanitary Sewer

1. Page 4-159 shows proposed bio-retention basins in the jug-handle. Public sanitary sewer and water main reside in these areas, as well as possible other utilities.

SD MAD 28

2. Sanitary facilities on the frontage roads may need to be relocated, depending on which option is selected. At a minimum, the City of Madison will need to evaluate the condition of sewer mains to determine rehabilitation strategies prior to the interchange work being completed. There will be varying degrees of sewer work required, depending on the degree of improvements.

SD MAD 29

3. Page 4-160 discusses the potential for a wet detention basin in Dunn's Marsh. The document states that "Further coordination with officials from the City of Fitchburg and the WDNR is being pursued." The lands for the proposed wet detention basin are owned by the City of Madison Storm Water Utility, and as such coordination with the City of Madison will be necessary. The proposed pond shown in Figure K. 3-2 needs to be coordinated with the City of Madison (not the City of Fitchburg) as Madison are the owners of this piece of land.

SD MAD 30

4. The proposed wet detention basin in Dunn's Marsh will need to be designed such that it does not interfere with the conveyance channel that carries the runoff discharging from the west. The proposed basin will need maintenance access and an agreement with WisDOT (to maintain the facility, monitor water quality, and ensure that negative impacts on water quality are fully addressed). It should be noted that the DMNA (and Allied-Dunn's March Neighborhood Association) oppose a wet detention basin in Dunn's Marsh, as well as using wooded land for detention. Furthermore, the neighborhood associations request WisDOT to (as part of the final design process) evaluate and comment on the feasibility of storing water under the right-of-way – where it can percolate into the soil naturally. Such a plan would address issues of both quantity and quality of water entering Dunn's Marsh and the entire downstream waterway that flows into the UW Arboretum, and eventually lake Waubesa and beyond.

SD MAD 31

5. Page 4-161 shows a proposed bio-swale or bio-retention area north of the Beltline and adjacent to the bike path. This area has been prone to periodic flooding, including (less frequently) on the Beltline. The flooding should be reviewed and any design should improve the situation to the extent practical.

SD MAD 32

Traffic Management Planning: Project Construction

1. The City of Madison urges WisDOT to implement traffic mitigation measures, in order to minimize the amount of traffic that cuts through neighborhoods (both during and after construction. Special attention should be given to the safe flow of traffic along Verona Road, Midvale Boulevard, Seminole Highway and Whitney Way. Specifically, a detailed traffic management and wayfinding plan should be prepared (for use during the construction project) - to help minimize neighborhood cut-through traffic on local streets,

SD MAD 33

accommodate safe traffic flow, ensure safe and convenient access to area businesses and residents, ensure accessibility for ambulance and other public safety vehicles and access to local bus service. Traffic calming measures should be considered in select areas (on local streets) where cut-through traffic is a concern, and could be temporary (during construction) or permanent. WisDOT should consider hiring off-duty law enforcement personnel to provide speed limit enforcement on Whitney Way and Seminole Highway. In addition, WisDOT should evaluate a traffic signal at Sentinel Pass and Seminole Highway, in order to create traffic gaps (for neighborhood traffic access).

SD MAD 33

Air Quality and Noise Mitigation

1. The document notes that sound walls are a noise mitigation option at several locations. The City would like to confirm that if these sound walls are included in the Final EIS that they will be built. If there is some additional process which is needed to decide if sound walls should be built in these areas WisDOT should work with the City of Madison and State of Wisconsin to identify and carryout this process. WisDOT should also work with the City to identify alternatives for the future use of the Highlander Motel – recognizing that, if the Highlander remains, it will eliminate the potential for sound walls in that area of the southeast quadrant of the Beltline/Verona Road intersection. Both Madison and Fitchburg residents (and the neighborhood associations) desire more sound mitigation than the SDEIS contemplates during Stage 1 and Stage 2 construction. Creative efforts to provide sound mitigation should be pursued by WisDOT in conjunction with the neighborhoods and local governments.

SD MAD 34

2. The City of Madison urges WisDOT to monitor air quality in adjacent neighborhoods, which should include regular reporting and possibly a monitoring station. The DMNA/ADMNA request that baseline monitoring of air quality be conducted at this time, as well as during and after construction (with regular reporting to the neighborhood).

SD MAD 35

3. WisDOT should work with the City of Madison to support the weatherization of homes in the area, to help reduce the impacts of noise and air pollution. WisDOT should work with the City of Madison to support the facilitate the use of grants to low-income homeowners, information sharing, and other mechanisms.

SD MAD 36

4. WisDOT is urged to support the City of Madison and DMNA/ADMNA, to help secure a grant for Health Impact Assessment for the Verona Road project, and work to implement recommendations.

SD MAD 37

Transit System

1. ES-15 (Efforts to Minimize and Mitigate Impacts j. Installing bike lanes and sidewalks on all frontage road and neighborhood roads being constructed in Stages 1): The City of Madison would like to ensure that all frontage roads have sidewalk connections to all bus stops, which may result in additional sidewalks at various locations throughout the study area. At a minimum, where continuous sidewalk is not provided, sufficient right of way should be available on both sides of the roadway at intersections and other pedestrian access points to allow for concrete boarding surfaces and a curb ramp/crosswalk connection from one side of the street to the other.

SD MAD 38

2. 2-1: Include some mention of the creation of the Regional Transit Authority under the list of coordinating agencies, alternatives and broad transportation strategies.

SD MAD 39

3. 2-17, Figure 2.5-12: The complete street network north of McKee Road opposite Nesbitt Road is not shown (Kapec Road extends north and intersects Williamsburg and Anton). Kapec Road is incorrectly shown as a dead-end roadway, and Williamsburg/Anton is shown as a T-intersection.

SD MAD 40

4. 4-78 (B.2 Existing Transportation Modes and Traffic)
   - Note that, effective May 24 of 2009, five distinct route numbers operated within the Beltline/Verona Road area.

SD MAD 41

   - Route 18 operates all day long seven days a week (530a-1200a weekdays, 630a-1100p weekends).
   - Route 19 operates all day long on weekdays (530a-1130p); Route 55 operates during weekday peak hours only (630a-930a and 430p-730p); Route 56 operates during weekday peak hours only (530a-930a and 330p-630p); Route 59 operates weekends only (700a-1100p)

5. 4-79 & 4-80, Figures B.2-3 & B.2-5: There is an inaccurate portrayal of Routes 18 using the Midvale-Beltline pattern and Route 56.

SD MAD 42

6. 4-87, Figure B.4.2-6: Metro Transit notes the existing bus stop zone on the east side of Midvale Boulevard, north of the signalized intersection at Hammersley/Nakoma, would appear to occupy the through traffic lane due to expansion of the intersection. This bus stop zone is presently out of the traffic flow of the two adjacent travel lanes and serves as a time stop where buses await their scheduled departure time. The City recommends that this bus stop zone be maintained as distinct from the through travel lanes to avoid conflicts between the parked bus and through traffic.

SD MAD 43

Stage 3 Project Improvements in the SDEIS

Property Acquisitions

SD MAD 44

1. The Supplemental Final Environmental Impact Statement should recognize and acknowledge the negative impact on market values and the depreciation of properties and structures scheduled for acquisition and demolition/relocation as part of the Stage 3 improvements. Furthermore, the City of Madison proposes - as a component of the property acquisitions for the project – that a "real estate/corridor management plan" process be developed, and a formal agreement be entered into with WisDOT. This is necessary to ensure that, certain properties do not fall into disrepair and create additional problems in this sensitive neighborhood. The real estate/corridor management plan should also allow for WisDOT to acquire (and potentially demolish) certain properties early in the project development process.

SD MAD 45

Stage 3 Bicycle Facilities

1. ES-7 Stage 3: Figure ES 3-4 should show the existing Badger State Trail, that extends south from the Southwest Path at the Capital City Trail, as this facility is a major bicycle path that extends to the State of Illinois.

SD MAD 46

2. In the Stage 3 design, there is an option to bring the Southwest Bicycle Path up to Raymond Road and cross 151 on the Raymond Road bridge. The City recommends maintaining the grade separation for bikes (using a facility that travels up and over Verona Road), This will help minimize the conflicts that are inherent when cycle paths cross arterials at-grade.

SD MAD 47

3. In the Stage 3 design, there is an option to bring the Southwest Bicycle Path up and over the depressed freeway. Given the significant vertical height of this bridge, it is important that it be designed and treated carefully – in order to reduce cyclist and pedestrian discomfort.

SD MAD 47

Stage 3 Traffic Circulation

SD MAD 48

4. WisDOT proposes to eliminate the on- and off-ramps from the Beltline to Seminole Highway, as part of Stage 3 improvements. It is important that redirected traffic be considered in the operation of the signals at Midvale Boulevard and Nakoma Road, and Todd Drive and the frontage roads. The elimination of the ramps should be re-evaluated as part of the Stage 3 planning process. The DMNA/ADMNA has stated that closing the off-ramp to Seminole Highway would be a severe hardship to the Dunn's Marsh neighborhood, and closing the on-ramp to the Beltline (just east of Seminole) would cause congestion at Todd Drive.

Stage 3 Transit

SD MAD 49

5. (ES-13, 2. Bicycle/Pedestrian Impacts, Stage 3): WisDOT should carefully re-evaluate pedestrian and bicycle access to transit routes under the one-way pair scenario. Southbound buses between Summit Road and McKee Road would only be able to serve stop locations along the western frontage road, inaccessible to those east of the depressed freeway - except at the widely spaced roadway crossings of Summit, Raymond and Williamsburg.

SD MAD 50

6. (2-18, Figure 2.5-13): WisDOT should re-evaluate Stage 3 traffic circulation in the Summit intersection area, as part of the Stage 3 planning activities. There could be a possible alternative for westbound traffic on the south frontage road, approaching the Summit intersection from Seminole Highway: Rather than have this westbound traffic (wanting to head south along Summit/Atticus towards Allied) needing to twice cross the one-way northbound traffic flow (first prior to reaching Summit intersection, then again turning left onto Summit/Atticus towards Allied) - instead route this frontage road from Seminole directly into the Summit/Atticus area. This concept would create a T-intersection of Summit at Atticus and the realigned Frontage Road - similar to the geometry on the opposite side of Verona Road by Home Depot. However, the DMNA/ADMNA is opposed to any new thoroughfare through the neighborhood (from Seminole Highway to the Summit intersection).

SD MAD 51

7. (4-50 & 4-51; 4.6.3.1 Indirect Effect-Evaluation Methodology and Results): The City of Madison would characterize the impacts for Stage 3 as a "moderate impact" to "Transit" for (Table 4.6.3.1), as opposed to "low impact". Metro anticipates greater impacts under Stage 3 with the simultaneous elimination of both access to the Chalet Gardens neighborhood from the west (closure of median break at Verona Road) and the Dunn's Marsh neighborhood from the east (closure of Seminole Highway ramps). In general, the elimination of the ramps at Seminole Highway – including impacts to bus routing and traffic circulation - should be re-evaluated as part of the Stage 3 planning activities.

SD MAD 52

8. (C. Preferred Alternative Stage 3; d. Physical Isolation of Allied and Dunn's Marsh Neighborhoods): WisDOT should evaluate the isolation of the Chalet Gardens neighborhood, generally between Allied Drive and Verona Road, as part of the Stage 3 planning activities. Only limited access would be available from the west (via the northbound one-way frontage road), leaving the only full access from the east via Lovell, Allied and Atticus.

SD MAD 53

9. (4-97; B.5.3 Stage 3): The City of Madison notes that Stage 3 (regardless of potential route network changes between now and 2030) would significantly impact access from the west into Chalet Gardens neighborhood, as well as pedestrian connectivity to southbound buses - that would be on the opposite side of the depressed freeway between Summit and McKee Road on the one-way frontage road heading that direction. In addition, the possible routing pattern portrayed in Figure B.5.3-1 would increase the average travel distance of the current Route 18 pattern from roughly 7.4 miles to 9.3 miles - implying an infeasible 22 mph average speed over the current 26 minute cycle time between the transfer point locations. Not noted are potential changes on Nakoma at Mohawk just east of the Midvale intersection (identified 4-117, 2. Northeast

Quadrant). Metro Transit also currently accesses eastbound Mohawk Road by this service station via southbound Nakoma and making the left turn onto Mohawk just prior to Midvale.

10. Extending Raymond Road into the Allied Neighborhood in Stage 3 would work to address concerns about the isolation of the neighborhood while maintaining routing options for Metro Transit buses. The DMNA/ADMNA opinion is mixed about extending Raymond Road across Verona Road. SD MAD 54

Parks Division and Parks Commission Comments

SD MAD 18

As the SDEIS states, under Stage 1 of the project, the frontage road along the southeast quadrant of the interchange will be relocated. Option A appears to have minor impacts to Britta Park; Option B would allow Britta Park to remain untouched, so it is the preferred option from a parks perspective. If WisDOT's Frontage Road Option B is selected and the buildings abutting the existing frontage road between Whenona Drive and Niemann Place that currently provide noise and visual screening for Britta Park are removed, it is also recommended that a noise wall between the new frontage road and Britta Park be constructed to reestablish the existing screening. If this is not statutorily possible, it is recommended that a visual barrier be created (potentially earth mound and plantings). SD MAD 6

According to WisDOT, Stage 3 of this project will be constructed when operation and safety needs warrant the infrastructure investment; it is anticipated that this will occur near the year 2030. It is recommended that the need for Stage 3 of this project, which would potentially require WisDOT to acquire more than ½ of Britta Park, be reevaluated before its implementation. The loss of any parkland is detrimental to the health and well-being of the citizens of the City of Madison, particularly in this area of the City where there is a lack of neighborhood park facilities. Both Britta Park and DeVolis Park help to fill that gap. At the April meeting where the three options for Stage 3 were presented, Park Commissioners felt that while they would prefer there would be no loss of parkland, the other alternatives identified (rerouting the frontage road on Britta Drive (essentially cutting off the park from the neighborhood), or discontinuing the frontage road which would require traffic to route through the neighborhood) could not be supported. SD MAD 55

Mitigation recommendations include, in addition to paying fair market value for parkland and seeking replacement parkland opportunities, adding recreational facilities to DeVolis Park. These will be based on community input and subject to Park Commission approval. These may include, but are not limited to playground equipment and sport court (basketball and volleyball, etc.) facilities. More details regarding these improvements will be provided after community input has been obtained and evaluated, which would occur closer to the implementation of Stage 3 given the projected timing for this stage. SD MAD 56

These recommendations are subject to Park Commission approval, both now as well as in the future.

Jay Allen, Mayor
Referred By

Public Works
Drafted By

Transportation and Transit Commission
Board of Public Works & Plan Commission
Referred To

September 28, 2010
Date

RESOLUTION R-95-10
ENDORSING SUBMITTAL OF COMMENTS FOR THE SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR VERONA ROAD IMPROVEMENTS

WHEREAS, in March of 2004 the Wisconsin Department of Transportation (WisDOT) released a Draft Environmental Impact Statement (DEIS) to address the long-term needs of the Madison area's West Beltline Highway and USH 18/151 (Verona Road) as the first step in planning for long-term infrastructure investments within this area; and

WHEREAS, in August 2010, WisDOT released a Supplemental Draft Environmental Impact Statement (SDEIS) that reduced the scope of the original DEIS to the Verona Road corridor; and

WHEREAS, the SDEIS, dated August 19, 2010, introduces new alternatives and evaluates a staged improvement; and

***WHEREAS**, in March 2010, the US DOT released a new policy statement that states "DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide – including health, safety, environmental, transportation, and quality of life – transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes (U.S. DOT, 2010)".*

NOW THEREFORE BE IT HEREBY RESOLVED, that the Fitchburg Common Council hereby supports the three stages of the preferred alternative (project) identified in the SDEIS dated August 19, 2010 and further specifically requests WisDOT to incorporate the following improvements in the project: SD FITCH 1

a) A high level of streetscape improvements appropriate to the surrounding development along all reconstructed streets and a high level of landscaping along fencing of the USH18/151 to ensure aesthetic quality and adequate screening. Architectural/aesthetic treatments and textures should be applied to all concrete structures associated with bridges, crossings, walls, noise barriers and all above ground structures SD FITCH 2

b) *The DOT has recognized the need for interim improvements at the CTH "PD" (McKee Road) and Verona Road intersection to accommodate the official detour route of McKee Road and Fish Hatchery Road. Turn lanes will be added and capacity will be increased on McKee Road at the intersection of Verona Road. Other improvements will be needed along the McKee Road corridor as a result of this detour route. The DOT should also provide the following improvements prior to the detour being implemented;*

1. *A grade separated crossing of McKee Road for the Badger State Trail, located approximately 2000' east of Verona Road.* SD FITCH 3

2. *A traffic signal on McKee Road at the Osmundsen Road intersection.* SD FITCH 4

3. *Modifications to the traffic signal on McKee Road at the Richardson Street/Longford Terrace intersection to accommodate protected/permissive left turn movements off of McKee Road.* SD FITCH 5

c) A grade separated crossing of McKee Road shall be provided for the Cannonball Trail, located approximately 500' east of Verona Road. This grade separated structure shall be built in conjunction with the McKee Road interchange. SD FITCH 6

d) Installation of noise walls should be constructed with Stage 2 Construction on both sides of Verona Road between Williamsburg Way and Raymond Road. Noise walls shall be constructed in accord with the principles of item A above, and impact of the walls minimized. SD FITCH 7

e) In the design of the McKee Road interchange, the state should examine a grade separated bicycle and pedestrian crossing of Verona Road south of McKee Road that would connect the Military Ridge Trail to Nesbitt Road. SD FITCH 8

f) All proposed improvements draining into the City Limits of Fitchburg should be required to meet the Erosion Control and Stormwater Management Performance Standards set forth in Chapter 27 (Erosion Control & Stormwater Management Ordinance) of the Fitchburg Municipal Code. WisDOT shall undertake a watershed level Hydroecological Integrity Assessment process and develop and implement specific solutions for effective prevention and mitigation of hydrologic impacts on water and ecological resources. Additionally, WisDOT will need to prepare a hydrodynamic stormwater model using XP-SWMM of the Jamestown and Dunn's Marsh subwatersheds and implement any necessary stormwater measures to ensure the proposed improvements do not negatively affect properties upstream or downstream of the improvements. WisDOT will need to compensate Fitchburg for the land costs and long-term maintenance costs of all City of Fitchburg-owned properties used to meet stormwater management performance standards for the proposed improvements. SD FITCH 9 SD FITCH 10 SD FITCH 11

Adopted this 26th day of October, 2010.

By: [redacted]
Mayor Jay Allen

Attest: [redacted]
Linda J. Cory, City Clerk

RES. 190, 10-11

ACCEPTING THE DONATION OF A CONSERVATION EASEMENT AT DONALD COUNTY PARK

Donald County Park is located in the Town of Springdale along USH 92 south of Mount Horeb. The Park was established in 1993 through the donation of 105 acres from the Donald/Woodburn family. Since then the Park has grown to over 500 acres and is an outstanding destination for equestrian trail riding, hiking, trout fishing and picnicking.

The Donald County Park Master Plan recommends the acquisition of conservation easements in areas surrounding the Park in order to preserve the Park's rural character and views. As such, the Woodburn Family Trust has offered to donate a conservation easement on the property known as the Sweet Farm. The Sweet Farm is approximately 30 acres and is adjacent to the western boundary of the Park. The easement will prohibit non-agricultural development and will include public fishing access along Deer Creek.

NOW, THEREFORE, BE IT RESOLVED that the County of Dane does hereby thank the Woodburn Family Trust for their generous and thoughtful donation, and

BE IT FURTHER RESOLVED that the County of Dane does hereby approve and authorize the acceptance of a conservation easement on approximately 30 acres owned by the Woodburn Family Trust in the Town of Springdale according to Wisc. Stats. Chapter 27.05(3) and that the land rights be managed under the jurisdiction of the Dane County Park Commission, and

BE IT FURTHER RESOLVED that the Dane County Clerk and Dane County Executive are authorized to execute on behalf of the County of Dane the documents, including the conservation and access easements, necessary to expedite the donation, and

BE IT FINALLY RESOLVED that the Dane County Real Estate Officer or Conservation Fund Manager are authorized to administer the closing, the baseline report and the transfer of the above-mentioned rights to Dane County.

Submitted by Supervisors Downing, Ripp and Richmond, November 4, 2010.
Referred to PERSONNEL/FINANCE, PUBLIC WORKS & TRANSPORTATION, ENVIRONMENT, AGRICULTURE & NATURAL RESOURCES and PARKS.

RES. 191, 10-11

URGING THE WISCONSIN DEPARTMENT OF TRANSPORTATION
TO ADDRESS IMPACTS OF VERONA ROAD PLAN

The Wisconsin Department of Transportation (WisDOT) has prepared a Supplemental Draft Environmental Impact Statement (SDEIS) to address the long-term needs of Verona Road and United States Highway 12/14/18/151 (the beltline) as the first step in planning for long-term infrastructure investments in this area.

WisDOT has a detailed planning process to address the long term needs of Verona Road, including forming technical and advisory committees comprised of representatives from the affected neighborhoods, including Dane County staff and Dane County Supervisors. Throughout the planning process, which began in 1997, WisDOT has made numerous efforts to engage the people who live in the area, concluding with two recent

public hearings held on October 13, 2010 where it received public comments. The department has held numerous neighborhood meetings and workshops throughout Dane County Supervisory districts 7 and 8, including the Dunn's Marsh Neighborhood, the Allied Dunn's Marsh Neighborhood, Nakoma Neighborhood, Summit Woods Neighborhood, Orchard Ridge Neighborhood, Meadowood Neighborhood, Jamestown Neighborhood, Western Hills Neighborhood, and Viroqua Neighborhood.

The SDEIS acknowledges that the Verona Road project will have several impacts on surrounding neighborhoods and local businesses, and the document outlines mitigation measures proposed to avoid, minimize, or mitigate negative impact. As part of the formal comments on the SDEIS, there are several points Dane County believes should be underscored, particularly regarding the need for noise barriers, monitoring air quality, preservation of commercial areas, minimizing impacts on established neighborhoods, storm water management that would steer water away from Dunn's Marsh, and the need for bike lanes, pedestrian/bicycle bridges and sidewalks on frontage and neighborhood roads.

NOW, THEREFORE, BE IT RESOLVED that the Dane County Board of Supervisors requests WisDOT integrate the following comments into the Supplemental Final Environmental Impact Statement for the Verona Road/USH 18/151 Project and commit to the implementation of the specific recommendations:

- Construct noise barriers on the northeast, southeast, and northwest corners of the beltline / Verona Road interchange. While WisDOT has indicated support for building noise barriers in northeast and southeast corners, it has not addressed this need in the northwest corner. SD DANE 1
- Commit to monitoring the air quality impact of the upgraded road. WisDOT has indicated that the air quality may improve due to streamlining the flow of traffic on Verona Road and on and off the beltline, thereby reducing the need for vehicles to frequently alternate between breaking and accelerating. Air quality monitoring could confirm this improvement. SD DANE 2
- Commit to monitoring the noise quality impact. WisDOT has indicated the noise quality may also improve due to decreased traffic congestion. SD DANE 3
- Commit to monitoring storm water runoff impacts on Dunn's Marsh. SD DANE 4
- Preserve a commercial frontage road on the south side of the beltline between the Verona Road and Seminole Highway exits. SD DANE 5
- Install bike lanes and sidewalks on all frontage road and neighborhood roads being constructed and the possibility of building pedestrian/bicycle bridges connecting the Military Ridge Trail and the newly-constructed Cannonball Trail, which both cross County Highway PD. SD DANE 6
- Work directly with the City of Madison, City of Fitchburg and Dane County on controlling anticipated increases in traffic flowing into affected neighborhoods. SD DANE 7

BE IT FINALLY RESOLVED that a copy of this resolution be sent to the Secretary of the Wisconsin Department of Transportation, State Senator Fred Risser and State Representative Terese Berceau, the mayors of Madison and Fitchburg, and Madison alders Brian Solomon and Thuy Pham-Remmele.

Submitted by Supervisors Bayrd, Veldran, Martz, Schmidt and Erickson, November 4, 2010. Fiscal and Policy Notes not required.

Referred to EXECUTIVE and PUBLIC WORKS & TRANSPORTATION.

RES. 192, 10-11

AUTHORIZING EXTENSION OF AGREEMENT WITH CORRECT CARE SOLUTIONS FOR THE PROVISION OF INMATE HEALTH CARE SERVICES

APPENDIX H
LIST OF MEETINGS

APPENDIX H LIST OF PROJECT MEETINGS

Following is a list of project meetings held to date with agencies, local governments, and the public during the US 151/Verona Road Needs Assessment phase, the EA, and the current EIS Corridor Study phase.

Date	Meeting	Remarks
2/26/2001	Presentation at Madison Area Transportation Planning Board	Present update on project, business access was a critical concern, particularly the closing of Carriage Way. Board preferred frontage roads to backage roads.
2/27/2001	Presentation at Pedestrian, Bike, and Motor Vehicle Commission	Present update on project; committee would like to receive monthly or bimonthly project updates and agendas and minutes from Mayoral Committee meetings. Committee is interested in outcomes from bike workshops. Committee would prefer interaction with the project at key decision points in a joint committee meeting with other Madison committees.
3/13/2001	Presentation at Transit/Parking	Present update on project; the committee recommended bimonthly project updates and wants to receive the outcome of public involvement functions that are transit-related. Committee would prefer interaction with the project at key decision points in a joint committee meeting with other Madison committees.
3/15/2001	Presentation at Long-Range Transportation Planning Control (LRTPC)	Present update on project; committee identified itself as the main Madison committee contact on the project. Committee would like to receive a bimonthly project update, and copies of Mayoral meeting minutes. Committee would prefer interaction with the project at key decision points in a joint committee meeting with other Madison committees.
3/21/2001	Bike Workshop	Present update on project; member of the biking community shared concerns about bike transportation in the project area (See Bike Workshop Summary).
4/3/2001	Technical Committee No. 1	Present update on project; committee brainstormed on possible traffic configurations for South Verona Road. Six Verona Road concepts were developed including a half diamond at Williamsburg Way and braided ramps at frontage roads.
4/11/2001	Allied Drive Terrace Meeting	Present update on project, let them know that we would like their participation. Talked about going to their Saturday meetings.
4/24/2001	Environmental Justice Training	Learn about how WisDOT considers environmental justice in its processes.
4/24/2001	South Verona Road (SVR) Westside Businesses Meeting	Present update on project; representatives of local businesses shared their views on their transportation needs regarding South Verona Road and discussed possible changes to SVR and how it would affect them. Business access was a critical concern, particularly the closing of Carriage Way. They stated they prefer frontage roads to backage roads.
4/24/2001	Presentation to Middleton	Present update on project; council would like to be kept informed about project by Mayoral committee agenda and minutes, bimonthly update.

Date	Meeting	Remarks
4/30/2001	Meeting with Alderman Robert Fyrst	Present project update; discuss Allied Drive involvement; Robert would like to be kept up to date via e-mail.
5/2/2001	South Verona Road (SVR) Neighborhood Meeting	Present update on project; gather opinions from residents regarding problems with South Verona Road and brainstorm on possible solutions.
5/3/2001	Meeting with Alderman Gary Poulson	Present project update; discuss Allied Drive involvement Gary would like to be kept up to date via e-mail.
5/3/2001	South Verona Road (SVR) Eastside Businesses Meeting	Present update on project; representatives of local businesses shared their views on their transportation needs regarding South Verona Road and discussed possible changes to SVR and how it would affect them. They seemed open to connecting frontage roads to CTH PD, yet wary of the R/W that might be needed. CERTCO, in particular, had concerns.
5/4/2001	State Historic Preservation Offices (SHPO) Meeting	Meeting to discuss initial area of potential effects. SHPO thought initial Area of Potential Effects (APE) is large enough.
5/8/2001	Meeting with Mayor's Office representatives.	Present project update; discuss Allied Drive involvement; staff offered their help to Leotha and us in dealing with issues in the Allied Drive area.
5/8/2001	Meeting with Madison planning, housing, and community and economic development.	Present project update; discuss Allied Drive involvement; staff interested in possible coordination between our project and TIF funding in Allied; discussed possibility of FHWA funds used for local transportation improvements efforts in Allied; possibility of study of shopping center viability and other economic factors.
5/9/2001	Meeting with Alderman Paul Skidmore	Present update on project; discuss relations with neighborhoods; Paul looks forward to keeping up with project via e-mail updates, will work with us regarding Middleton interaction and several neighborhoods in his district.
5/24/2001	Meeting with Mary Kirkendoll, director of Allied/Dunn's Marsh Community Center	Discuss issues with facilitator, discuss ways to coordinate with Community Center and develop public participation ideas.
6/5/2001	Agency Scoping Meeting	Give thorough background on project; discuss concerns agencies have with project process. The agencies would like to be kept up to date on the project with monthly or bimonthly short newsletters, as for the elected officials.
6/6/2001	Technical Committee No. 2	Present update on project. Committee considered the six possible configurations of South Verona Road and eliminated two, but also brought up one new configuration to consider. Committee brought up questions to ask regarding configurations and other aspects of configurations to consider.
6/12/2001	Interchange Business Meeting	Presented background on project. Local business owners/managers gave their impression of problems in the area.
6/13/2001	Interchange Business Meeting	Presented background on project. Local business owners/managers gave their impression of problems in the area. Poor access to Madison Plaza was cited,

Date	Meeting	Remarks
		as well as traffic backups interfering with business and safety in the area and confusing signage. Ideas for improvement included better traffic light timing and investigating alternative routes for regional traffic (get them off SVR).
6/14/2001	South Verona Road (SVR) Advisory Committee No. 1	Presented background on project to bring committee up to speed. Presented general concept ideas for the future of both the Verona Road interchange and South Verona Road corridor.
6/20/2001	Interchange Community Meeting at Cherokee Middle School	Present update on project; gather opinions from residents regarding problems with the Verona Road interchange and brainstorm on possible solutions (See Meeting Summary).
6/27/2001	Interchange/Allied Drive Neighborhood Community Meeting at Head Start	Presented background on project; obtained opinions from residents regarding problems with Verona Road interchange and SVR and possible solutions to these problems.
7/10/2001	Interchange/Allied Drive Neighborhood Community Meeting at Allied/Dunn's Marsh Community Center	Presented background on project; obtained opinions from residents regarding problems with Verona Road interchange and SVR and possible solutions to these problems.
7/11/2001	Technical Committee No. 3	Discussed SVR concepts that have been refined since last meeting. Entered lively discussion on parkway concept and how it may apply to the SVR corridor (speed, safety issues). Decided that "parkway" was a concept that could apply to any of the alternatives being discussed (low speed, medium speed, high speed).
7/19/2001	SVR Advisory Committee No. 2	Answered questions raised at first meeting regarding details of traffic counts and intersection possibilities. Discussed preliminary concepts regarding Verona Road interchange and SVR corridor. Committee would like to see data on how both the free-flow and stop-and-go concepts would perform for next meeting as well as discussing the pros and cons of access from the corridor (i.e., if they give up access (no interchange) what do they gain; if they keep it, what do they lose?)
7/26/2001	Allied Drive Public Outreach Work session	Brainstormed about ways to get in touch with Allied Drive residents to get their input on the problems they see in the area and possible solutions.
8/3/2001	Technical Committee No. 4	Review parkway cross sections, urban roadway sections, interchange alternatives, and identify four interchange alternatives that should move forward.
8/16/2001	South Verona Road (SVR) Advisory Committee No. 3	Explain alternatives for SVR corridor and Verona Road interchange. Provide data on free-flow and stop-and-go concepts. Discuss alternatives for corridor and interchange; investigate pros and cons to each; and decide which to support for further exploration.
9/19/2001	Madison Advisory Comm. No. 1	Give background on project, select chairperson.
9/20/2001	South Verona Road (SVR) Advisory Comm. No. 4	Did not have a quorum, so meeting was tabled until next meeting date.

Date	Meeting	Remarks
9/25/2001	Technical Committee No. 5	Discuss SVR refined alternatives; identify SVR preferred concepts that should move forward.
9/25/2001	Beltline Workshop	Get public input on problems and possible solutions for traffic problems on Beltline and associated interchanges.
10/2/2001	Secondary Effects Meeting No. 1	Discussed how the different departments would like to handle secondary effects analysis.
10/16/2001	Allied Drive Coordination Meeting	Discuss ways to ensure that efforts in the Allied Community are coordinated and that all team members are aware of what's being done. Discussed ways to be effective in getting representation at public participation meetings.
10/17/2001	Meet with Joining Forces for Families	Gave Joining Forces for Families representative and other "team" members working in the community a brief overview of project and a sense of the timeline; asked for advice for getting the community interested and involved. The general sense of the group was that it is hard to get residents of the neighborhood to care about something that is happening many years in the future, because many residents don't see themselves staying in the area. Also, many are too tied up with "real life" problems to worry about roads. It was also mentioned that residents are jaded from previous efforts to "get their opinions" where they feel they were not listened to. Several attendees agreed to attend a meeting to discuss further. The best advice of the group was to hold our open houses at a regularly held event with food.
10/18/2001	SVR Advisory Committee No. 5	Continue looking at options for SVR.
10/26/2001	Talent Show	The purpose of the talent show was to reach out to the Allied community to obtain input.
10/30/2001	Allied "walking" tour	Discussed the way the TIF actions and the EIS are interrelated and the need for coordination between the teams doing these things.
11/1/2001	Technical Committee No. 6	Discussed South Verona Road Committee's reaction to SVR concepts; prioritized importance of SVR movements; reviewed models of SVR concepts.
11/7/2001	Meet with CHANGE group	Discussed focus groups and roles of the different parties.
11/7/2001	Madison Advisory Comm. No. 2	Present, discuss, evaluate and modify SVR access concepts; decided which three SVR concepts should move forward.
11/15/2001	Meet with CHANGE group	Discussed CHANGE group’s efforts, clarified roles of parties.
11/15/2001	SVR Advisory Comm. No. 6	Committee viewed models of SVR corridor options.
11/27/2001	Secondary Effects Meeting No. 2	Discussed means of secondary effects analysis.
12/5/2001	Joint SVR/Madison Advisory Committee Meeting (Mad. Adv. Comm. No. 3)	Consider alternatives for SVR corridor; choose three options to move forward; committees chose 3 and proposed a fourth.
1/17/2002	Technical Committee No. 7	Reviewed South Verona Road concepts, Raymond Road options, Bike Path options, and freeflow interchange issues.

Date	Meeting	Remarks
2/21/2002	Technical Committee No. 8	Discussed cost, right-of-way impacts, and presentation exhibits for South Verona Road alternatives. Discussed presentation strategies for advisory committees. Discussed frontage road options for Home Depot/Super Saver Plazas.
2/21/2002	SVR Adv. Comm. No. 7	Reviewed long-term planning objectives for Hwy 151 corridor and its regional importance. Reviewed alternatives and modifications and the right-of-way impacts and costs of alternatives. Discussed public involvement strategies. Committee recommended waiting on public involvement until traffic details were worked out.
2/26/2002	NEPA Workshop	Learn about NEPA process and document writing.
2/27/2002	NEPA Workshop	Learn about NEPA process and document writing.
2/28/2002	NEPA Workshop	Learn about NEPA process and document writing.
3/6/2002	Madison Adv. Comm. No. 4	Reviewed long-term planning objectives, reviewed alternatives and modifications, cost and right-of-way impacts of alternatives, and discussed potential public involvement strategies.
3/21/2002	Technical Committee	Reviewed revised costs for Verona Road options, presentation rendering, Verona Road interchange footprint with and without Seminole interchange, and preliminary noise modeling findings. Discussed traffic diversion and routing volumes for Verona Road alternatives with and without Seminole interchange.
3/21/2002	Joint SVR/Madison Advisory Committee Meeting (SVR Adv. Comm. No. 8)	Reviewed South Verona Road alternatives with members of both advisory committees and area businesses. Received feedback on alternatives.
4/3/2002	Madison Adv. Comm. No. 5	Reviewed comments from “joint” meeting with SVR Advisory Committee and local businesses. Discussed need to offset the “taking” of businesses for the project with opportunities for redevelopment, need to have public interaction meetings before school is out. Ken Golden suggests a Seminole neighborhood meeting. Joint Long Range Transportation Planning Commission/Pedestrian Bike Motor Vehicle Commission Meeting suggested.
4/8/2002	Meeting with CHANGE group	Discuss visual aids for focus groups.
4/18/2002	Technical Committee No. 9	Meeting was cancelled.
4/18/2002	SVR Adv. Comm. No. 9	Reviewed comments from “joint” meeting with SVR Advisory Committee and local businesses. Reviewed factors affecting the Verona Road interchange design. Presented and discussed traffic modeling and traffic diversion.
4/22/2002	Opp. analysis work session No. 1	Develop issues bubble map for opportunity analysis.
4/30/2002	Meeting with Madison planning staff	Discussed possible neighborhood plan and how opportunity analysis, area development plan may fit with. Consultants will prepare budget amendment including this neighborhood plan component and submit to WisDOT.

Date	Meeting	Remarks
5/1/2002	Madison Adv. Comm. No. 6	Reviewed Verona Road interchange concepts, impacts, costs, and traffic modeling. Reviewed questions about traffic modeling and diversion from last meeting. Reviewed communication plan for presenting alternatives to the public and committees.
5/9/2002	Opp. analysis/neighborhood plan work session No. 2	Discuss the impacts of the alternatives currently under consideration, and how that impact could be mitigated to provide benefits for the community.
5/16/2002	LRTPC/PBMVC joint Meeting	Update Committees on project alternatives.
5/16/2002	Meeting with Wisconsin Journal	Give information on project to press.
5/20/2002	MPO Meeting	Present overview and update on project--there was not a quorum, so the meeting was informational only.
5/21/02, 5/22/02	FHWA Secondary Effects Workshop	Discuss methods of secondary effect information gathering and ways of applying to this project.
5/28/2002	Public Informational Meeting, Cherokee Middle School	Presented overview of project, including impacts and costs. At least 110 people attended. Received feedback through question and answer period, individual discussions with attendees, comment sheets and “swots” sheets.
5/29/2002	“Neighborhood Plan” intergovernmental coordination meeting	Discussed coordination of efforts in the southeast Verona Road interchange quadrant. Issues included cooperation between Fitchburg, Madison, and the WisDOT, coordination of the EIS with the commercial area and housing studies being undertaken by Madison, and using the neighborhood plan as an “umbrella” plan to coordinate all these efforts. DOT, Fitchburg and Madison all have agreed on the amount of money to contribute to the effort.
5/29/2002	Public Informational Meeting, Head Start	Presented overview of project, including impacts and costs. At least 71 people attended. Received feedback through question and answer period, individual discussions with attendees, comment sheets and “swots” sheets.
5/30/2002	Business Informational Meeting, Fitchburg City Hall	Presented overview of project, including impacts and costs. At least 30 people attended. Received feedback through question and answer period, individual discussions with attendees, comment sheets and “swots” sheets.
5/30/2002	Public Informational Meeting, Fitchburg City Hall	Presented overview of project, including impacts and costs. At least 90 people attended. Received feedback through question and answer period, individual discussions with attendees, comment sheets and “swots” sheets.
6/6/2002	Meeting with Business owner	Met with Consolidated Nutrition/ADM concerning changes to frontage road and frontage road connections.
6/11/2002	Meeting with Arboretum	Met with representatives of UW Arboretum.
6/18/2002	Weekly Coordination Meeting	Project coordination.
6/26/2002	Meeting with Allied-Dunn's Marsh staff	Met to discuss progress of project. Staff asked to be kept informed.
6/27/2002	Downtown Madison Inc. Presentation	Present project to Downtown Madison Inc. breakfast.

Date	Meeting	Remarks
7/8/2002	Secondary Effects Meeting No. 3	Discussed secondary effects analysis. Developed goals of analysis.
7/9/2002	EIS Factor Sheet coordination meeting	Develop method for completing basic and factor sheets.
7/17/2002	SW Quadrant Businesses Meeting	Met with representatives of several SW quadrant intersection businesses to discuss potential frontage road alignment and access.
7/18/2002	Technical Comm. Meeting No. 10	Discussion of South Reliever Concept, project needs, alternative hierarchy, description of alternatives, preliminary traffic modeling observations, comparison of south reliever concept versus needs, level of analysis.
8/14/2002	Meeting with Allied Drive Owner's Association	Give overview of project and update on project progress.
8/29/2002	Meeting with CHANGE group	Discussed method for engaging Allied residents in neighborhood plan process and contract issues.
9/3/2002	Presentation to Verona Plan Commission	Give overview of project and update on project progress; describe “south reliever” concept. PC didn't have too many questions. General concern with plans for commercial development in the southeast area and how the south reliever intersection could affect it.
9/3/2002	Meeting with concerned business	Met with representative of Grubb&Ellis regarding a parcel near Home Depot.
9/3/2002	Meeting with CHANGE group	Discussed method for engaging Allied residents in neighborhood plan process.
9/4/2002	Allied Neighborhood Plan Kickoff Meeting	Met with City of Madison to discuss plans for neighborhood plan.
9/4/2002	Madison Advisory Committee Meeting No. 7	Discussed project progress; updated committee on “south reliever” concept and timeframe.
9/13/2002	Meeting with WDNR Bureau of Air Management	Met with John Roth to talk about air modeling.
9/26/2002	Technical Committee Meeting No. 11	Review of Beltline Alternative concepts, crossover alternatives, south reliever route selection, and interchange alternatives.
10/2/2002	Madison Advisory Committee Meeting No. 8	Review South Reliever impacts, crossovers, proposed secondary effects approach, and neighborhood planning status.
10/14/2002	Noise and Frontage Road Location Meeting	Discussion of noise walls and frontage roads with staff of Neighborhood Plan and EIS.
10/22/2002	ITE Conference	Presented project overview at conference.
10/23/2002	ITE Dinner/Presentation	Presented project overview at conference.
10/28/2002	Beltline Crossover Business Owners Meeting	Presented crossover options and gathered input from potentially affected businesses.
10/28/2002	Meeting with Madison and Fitchburg Police, Fire, and Emergency Departments	Discuss Beltline crossover options and get an idea for how these departments evaluated them.
10/30/2002	Technical Committee Meeting No. 12	Finish review of crossover alternatives, review interchange alternatives, review south reliever.

Date	Meeting	Remarks
10/30/2002	South Reliever Public Official's Meeting	Presented South Reliever option to representatives of potentially affected municipalities and member of public. Received feedback from those present, which was virtually completely against the option.
11/7/2002	Meeting with Linda Bellman, District 1 Alder	Discuss “Watts Road” extension crossover of Beltline and its potential transportation impacts for Linda's district.
11/12/2002	South Reliever Public Meeting	Present South Reliever option to public, well over 350 in attendance. Overwhelming lack of support for idea.
11/13/2002	Meeting with Arboretum staff	Present project update to Arboretum staff.
11/18/2002	Verona/Beltline Interchange Relocation Meeting	Gave short presentation on potential project impacts to interchange area and information regarding DOT policies on acquisition and relocation. Answered questions from concerned business and residential property owners and renters.
11/20/2002	Beltline Crossover Presentation in Linda Bellman's Aldermanic District No. 1	Discussed Beltline crossover options; received feedback from area residents.
12/9/2002	Expert Panel Meeting	Discuss results of Expert Panel individual responses. Overall outcome was that Panel agreed that no significant secondary effects would be generated from this project.
12/9/2002	Beltline Crossover Presentation in Linda Bellman's Aldermanic District No. 2	Discussed Beltline crossover options; received feedback from area residents.
12/10/2002	Meeting with Rayovac	Discussed Beltline crossover options, particularly the East Watts extension. Rayovac seem willing to consider the option further.
12/13/2002	Madison Technical Club Meeting	Present general project overview.
1/8/2003	Paul Skidmore, Ken Golden, and Gary Pousen district meeting	Discussed Beltline crossover options; received feedback from area residents.
1/22/2003	Madison Advisory Committee Charette	Obtain input from Committee on issues of importance that were not addressed or not adequately addressed in EIS process. The Committee generally felt that a more holistic approach to transportation planning is needed, particularly addressing alternatives to cars and impacts to neighborhoods caused by transportation changes/improvements.
2/12/2003	Allied Neighborhood Plan Public Meeting/Workshop	Described analysis of neighborhood plan process to date. Obtained input from neighborhood residents on area issues.
2/14/2003	Meeting with Madison and Fitchburg Traffic Depts.	Discuss options for interchange improvements and obtain feedback from city traffic departments.
2/21/2003	Meeting with Wal-Mart	Presented Beltline crossing options, focusing on the option that would connect Wal-Mart with West Towne. Wal-Mart staff preliminarily liked the idea.
2/28/2003	Meeting with Change Group	Review changes in scope of CHANGE group's work, receive update on outreach progress. Scheduled to have work completed by end of April.
2/28/2003	Factor Sheet Work session	Discuss factor sheet organization and filling out factor matrices.

Date	Meeting	Remarks
4/3/2003	Wisconsin Office Interiors	D'Onofrio Drive Extension: Likelihood of construction, potential right-of-way acquisition and relocation process.
5/5/2003	Meeting with WisDOT and City of Madison	Todd Drive off-ramp and on-ramp configurations and neighborhood discussion.
5/7/2003	Meeting with John Opolka of Diamondback Management (Tumbleweed Restaurants)	Gammon Road Interchange Improvements: Effects on right-of-way and Seybold Road access.
5/20/2003	Meeting with WisDOT and City of Madison	Todd Drive off-ramp and on-ramp configurations and neighborhood discussion.
9/11/2007	Meeting with US 151/Verona Road Technical Committee	Discuss the status of the US 151/Verona Road project, EIS proposal, interim solution review, and remaining challenges; discuss technical committee topics; and prepare for the upcoming public information meeting on September 20.
9/20/2007	Public Information Meeting	The purpose of the meeting was to inform the public that the Verona Road/West Beltline study was moving forward again and that the West Beltline components would be moved to a different study looking at the entire Beltline from US 14 in Middleton to County N near Cottage Grove. The focal point of this study will be the US 151 (Verona Road) Corridor from PD to Nakoma Road and from Whitney Way to Seminole Highway on the Beltline. Interim improvements at intersections will be added to the study scope, which was originally only focusing on the long-term solutions.
10/31/2007	Meeting with US 151/Verona Road Technical Committee	Discuss the challenges, solutions, and alternatives for the US 151/Verona Road reconstruction.
11/26/2007	Meeting with US 151/Verona Road Policy/Advisory Committee	Kickoff Meeting for the Policy Committee. WisDOT introduced the committee to the project and recent scope change.
12/11/07	Meeting with US 151/Verona Road Technical Committee	Discuss the challenges, solutions, and alternatives for the US 151/Verona Road reconstruction.
1/14/08	Meeting with US 151/Verona Road Policy/Advisory Committee	Discuss the US 151/Verona Road reconstruction project and receive input from neighborhoods.
2/12/08	Meeting with US 151/Verona Road Technical Committee	Discuss the challenges, solutions, and alternatives for the US 151/Verona Road reconstruction.
2/18/08	Meeting with US 151/Verona Road Policy/Advisory Committee	Discuss the US 151/Verona Road reconstruction project and receive input from neighborhoods.
3/13/08	Meeting with US 151/Verona Road Technical Committee	Discuss the challenges, solutions, and alternatives for the US 151/Verona Road reconstruction.
3/24/08	Meeting with US 151/Verona Road Policy/Advisory Committee	Discuss the US 151/Verona Road reconstruction project and receive input from neighborhoods.
3/26/08	Meeting with WisDOT Structures and FHWA	Discussed structural bridges for US 151/Verona Road.
4/10/08	Meeting with the US 151/Verona Road Technical Committee	Discussed changes to Summit Road options. Introduced Over/Under options at Raymond and PD.
5/19/08	Meeting with the US 151/Verona Road Policy/Advisory Committee	Gave the group an introduction to Noise Analysis.
5/30/08	Meeting with the Madison Mayor	Gave the mayor an update of the US 151/Verona Road project.

Date	Meeting	Remarks
6/12/08	Meeting with the US 151/Verona Road Technical Committee	Provided TAC with a Policy Committee Update and reviewed tentative interim and ultimate alternatives.
6/30/08	Meeting with the US 151/Verona Road Policy/Advisory Committee	Updated the Policy committee on the Technical Advisory Committee and Tentative Interim and Ultimate alternatives.
9/11/08	Meeting with the US 151/Verona Road Technical Committee	Discuss the traffic volumes and results from modeling.
10/21/08	Meeting with Local Verona Road Businesses	Invited businesses within 1/2 mile of the corridor to an Information Meeting to discuss the Verona Road project and potential impacts. The meeting was held at the local Boys and Girls club.
10/23/08	Meeting with Allied Drive Task Force	Presented the Verona Road project at the Monthly Allied Drive Task Force meeting at the Boys and Girls Club.
10/27/08	Meeting with the US 151/Verona Road Policy/Advisory Committee	Discuss the traffic volumes and results from modeling and upcoming November Public Information meeting.
10/29/08	Meeting with the US 151/Verona Road Technical Committee	Discuss the traffic volumes and results from modeling and upcoming November Public Information meeting.
12/2/08	Property Owner Meeting with Brunsell Lumber, UW Bookstore, and WisDOT	Discuss access to the Brunsell Lumber site and how the Stage 1 Verona Road improvements might affect it.
01/29/09	Meeting with SE/SW Quadrant US 18/151 (Verona Road) Property Owners	Discussed the frontage road options along the Beltline with potentially impacted south west and south east frontage road property owners.
2/10/09	Meeting with KFC and WisDOT	Discussed the options of the southwest frontage road with KFC property owners.
2/12/09	Meeting with Adams Outdoor Advertising LTD and WisDOT	Discussed the options for the southwest and southeast frontage road and potential impacts to its advertising signs.
2/12/09	Meeting with the US 18/151 (Verona Road) Technical Advisory Committee	Discussed bridge width decisions, frontage road options, Summit Road intersection modeling, Carling Drive, Ped/Bike accommodations, and capacity lane traveling south from Raymond Road to CTH PD.
5/5/09	Agency Meeting	NEPA/404 Coordination Point 2 Discussion of Proposed Alternative with preliminary impacts.
5/20/09	Emergency Services Meeting	Meeting with Dane County, City of Madison, and City of Fitchburg Emergency Services Agencies. Discussed Proposed Alternative and potential impacts to emergency service routes.
6/22/09	Brad Murphy – Madison Planning Bill Bauer – Madison Parks	Stage 3 impacts to Britta Park. Generally both agreed that there was not a practical alternative that eliminates impacts to the park. WisDOT said that we would send a letter specifically detailing the impacts and asking for a response.
6/25/09	City of Fitchburg Businesses	Met with businesses located in the northeast quadrant of the County PD/US 151 intersection to discuss possible access road.
7/1/09	NE/NW Quadrant Property Owner/Business Owners Meeting with WisDOT	Discussed potential impacts to properties and businesses from Stage 1 improvements.
8/11/09	Stormwater Meeting with WDNR, WisDOT, and City of Fitchburg	Review Stormwater Management Measures for Stages 1 through 3.
8/26/09	Stormwater Meeting with City of	Review Stormwater Management Measures for

Date	Meeting	Remarks
	Madison and WisDOT	Stages 1 through 3.
9/28/09	Agency Meeting	NEPA/404 Coordination Point 9. Agency Meeting to Present the Preferred Alternative.
9/30/09	Military Ridge Trail Meeting with WDNR, City of Fitchburg, and WisDOT	Discuss the Military Ridge/County PD crossing.
11/18/09	Policy Advisory Committee Meeting	Meeting with PAC to discuss Preferred Alternative and impacts.
11/19/09	Joint Committee Meeting with PBMVC/LRTPC	Provided update on Bike/Ped accommodations for the three stages of the Preferred Alternative.
12/14/09	Bike/Ped meeting with City of Fitchburg, City of Madison, WDNR, WisDOT, and Bike/Walk Madison	Discussed key components of the three stages of the Preferred Alternative and accommodations to bikes and pedestrians.
1/21/10	Environmental Justice Outreach Meeting – Resident Focused	Provided an update on the project to the Allied-Dunn's Marsh and Belmar neighborhood residence.
2/4/10	Environmental Justice Outreach Meeting – Business Focused	Provided an update on the project to the Allied-Dunn's Marsh and Belmar area businesses.
2/18/10	Environmental Justice Outreach Meeting – Neighborhood Focused	Provided an update on the project to the Allied-Dunn's Marsh and Belmar area neighborhood.
3/4/10	Environmental Justice Outreach Meeting – Neighborhood Focused	
4/7/10	Policy Advisory and Technical Advisory Committee Joint Meeting	Meeting with PAC and TAC to discuss project updates and public hearing.
4/12/10	City of Madison and City of Fitchburg Alders Meeting	Provided Alders representing the project area an update on the project.
4/14/10	Parks Commission Meeting	Provided the Parks commission an update on the project and affects on Britta Park.
5/11/10	Allied and Dunn's Marsh Landlord Meeting	Provided an update on the project to the Landlord association.
5/12/10	Meeting with Ho-Chunk Nation Representatives	Provided an update on the project.
5/26/10	Parks Commission Meeting	Provided the Parks commission an update on the project and affects on Britta Park.
6/2/10	Dunn's Marsh Neighborhood Association (DMNA) Meeting	Provided the neighborhood an update and answered their questions about the project.
6/28/10	Summit Woods Neighborhood Meeting	Provided the neighborhood an update and answered their questions about the project.
7/13/10	Allied Stakeholders Meeting	Provided the stakeholders an update and answered their questions about the project.
10/13/10	SDEIS Public Hearings	WisDOT summarized proposed improvements and obtained testimony from community members.
2/10/11	Policy Advisory Committee Meeting	Provide an update on design refinements to the SDEIS.
4/6/11	Public Involvement Meeting	WisDOT summarized ramp improvements and interchange weaving areas being proposed for the Whitney Way interchange area.

APPENDIX I
BICYCLE FEDERATION MEETING DISCUSSION SUMMARY

VERONA ROAD/WEST BELTLINE
SOLUTIONS FOR TOMORROW

Bicycle/Pedestrian Impact Analysis Summary

Draft: August 20, 2002

This memorandum is a summary of input from the bicycling community, based upon an August 8, 2002 meeting (see Attachment A for list of attendees), with subsequent consultant recommendations for better accommodating bicyclists and pedestrians throughout the study corridor. The meeting agenda focused discussion on four areas:

1. Desired policy changes that could impact the need for and design of improvements to the Verona/Beltline corridors.
2. Access needs and infrastructure improvements for proposed Alternative 1.
3. Access needs and infrastructure improvements for proposed Alternative 4.
4. Priorities for re-establishing a grid system of roadways with Beltline crossings at non-interchange locations

Desired Policy Changes

Madison's bicycling advocates challenge some of the basic assumptions that are driving the need for examining various Verona Road and West Beltline improvements. They would like to see a shift in policy at the state, regional and local levels to better consider and accommodate the following:

<u>Greater Focus on Alternative Modes</u>

1) Auto-based systems are not sustainable.
   - They do not serve children and elderly.
   - You can't build out of congestion.
   - More roadways need more maintenance - fix it first.
2) Look at rail within this corridor.
3) Re-examine bus routing.
   - Why take people to the West Bus Transfer point vs. the South Bus Transfer point? Transit should follow same desire lines as auto traffic. Don't route users to an indirect point with no destinations.
   - Instead of dedicating the money to build the proposed roadways, how long would it pay for transit service?
4) Create more inviting bicycle/pedestrian environments.
   - Infrequent crossing points lengthen trip distances.
   - Multi-lane roadways create long distances to cross on foot or bike.
   - Bridges over high-speed roadways are very noisy.
   - Air quality decreases with increased auto use.

<u>Consider Transportation Demand Management</u>

1) Show the impact of peak hour travel.

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- Would like to see a numerical breakout of system excess for peak vs. non-peak traffic - current and projected.
- Planning new facilities to accommodate peak hour travel will increase travel at other times.

2) Strive to shift habits during the peak hours.
   - If don't design for the peak, peak will disperse.
   - Congestion leads to using alternatives. TDM won't work until congestion forces other decisions.

Analyze whether a State or Local Problem

1) Show the impact of local trips.
   - Would like to see a numerical breakout of regional/state through traffic vs. locally generated Dane County traffic.
   - Would also like to see statewide vs. local function by time of day (peak vs. non-peak).
   - Also correlation between traffic counts and census counts for outlying parts of Dane County.
2) Is the state subsidizing local sprawl?
   - Road building leads to easier and faster suburban and ex-urban growth.
   - Road building creates no practical alternative to auto use.
   - Conversely, suburban growth patterns and land use create rush hour problems.
3) Establish regional government.
   - Address linked land use and transportation problems.
   - Cannot pit cities against each other.

Don't Continue to Make it Easier to Drive

1) Roads drive future land use policy.
   - Decrease road builders' influence.
   - Raise gas taxes.
   - Provide alternatives.

Impact Analysis

The Verona Road/West Beltline Environmental Impact Statement (EIS) is examining the needs of both automobile traffic and non-motorized modes, proposing solutions, and analyzing the potential impacts of two primary design alternatives that evolved out of the earlier Needs Assessment and Alternatives Analysis phases of the study.

Key design elements of each alternative and their associated impacts to bicycle and pedestrian travel are summarized following:

Urban Roadway Concept (Alternative 1)

1) The Urban Roadway Concept increases number of travel lanes on Verona Road/US 151 to three in each direction, and adds more turn lanes to expand intersection capacity.

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Impact: *Bicycle use on Verona Road will be discouraged for all but the most experienced bicyclists. Those cyclists will need to share the road with more vehicles, and pedestrians will need to move through even busier automobile environments.*

2) Verona Road remains a signalized urban roadway, with five at-grade intersections.

Impacts: *Locations where bicyclists and pedestrians can cross Verona Road are limited to the signals at CTH PD, Williamsburg Way, Raymond Road, and Summit (Home Depot), plus two grade-separated non-motorized crossings being provided for the Southwest Corridor and E-Way connection.*

At-grade intersections mean long, unprotected crossing distances of the multi-lane Verona Road/US 151, plus turn lanes. Accommodating such may mean signal timing delays.

3) The design is very similar to what exists today, as it is a "Low Build" alternative which strives to increase efficiency of the existing intersections, traffic signals and frontage road system.

Impact: *Increased automobile efficiency often results in decreased bicycle and pedestrian mobility, comfort level, and safety.*

4) The existing Beltline/Verona Road interchange would be reconstructed into a configuration that is similar to what exists today, except that there would be a single set of traffic signals at the interchange.

Impact: *The single point interchange will become more difficult to travel through on foot or on bike.*

5) On the south portion of the corridor, the east and west frontage roads would be connected directly to CTH PD to provide an alternate route for local traffic.

Impact: *More vehicles would be using a designated bicycle route, thus decreasing the east frontage road's attractiveness as a bike route.*

6) The Urban Roadway design is able to handle 8 to 15 percent more traffic than the roadway is currently experiencing. With future congestion, rush hour traffic diverts to other corridors such as Seminole Highway, Fish Hatchery Road, and CTH PD.

Impacts: *By not greatly increasing the future motor vehicle capacity of Verona Road/U.S. 151, there is less of an incentive for all trips to be made by automobile. Congestion will force other decisions and may encourage more people to bike, walk, and take transit.*

All three of the area roadways projected to see increased traffic volumes are designated bicycle routes and include some of the area bicyclists' few remaining two-lane "escape routes" from Madison. Increased vehicular traffic will decrease the attractiveness of bicycling in these corridors.

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7) Bicycle and pedestrian accommodations through the corridor would remain similar to what exists today.

Impacts: This corridor is not currently bicycle or pedestrian-friendly. Increasing roadway volumes and intersection speeds will make it even less so. Adding sidewalks, wide curb lanes, and frontage road bike lanes are thus marginal improvements.

A major new infrastructure construction project provides opportunity to also accommodate several regional trail connections. Planned off-road trail additions in the project area will benefit non-motorized users, although their utility is limited to travel along specific desire lines, is less direct than using the Verona corridor itself, and often does not get users to desired destinations.

Freeway Concept (Alternative 4)

1) The Freeway Concept proposes placing regional traffic on US 151 as a depressed freeway constructed in the median of Verona Road. There would be two through lanes of traffic in either direction, with additional on- and off-ramp merging lanes.

Impact: This design is projected to remove 40 percent or more of the traffic from the urban arterial system, meaning fewer cars on the roadways to be shared with bicycles. A high percentage of the existing truck traffic would also use the freeway facility. Vehicular speeds on the urban arterial would be more compatible with non-motorized uses since the high-speed traffic would be grade-separated.

2) Verona Road would become an urban arterial comprised of two one-way streets built at-grade on either side of 151.

Impact: On-street bicycle lanes will assist cyclists in traveling on the urban arterials. However, the one-way design increases travel distance and may be enough of a disincentive to encourage wrong-way riding, which can be a major cause of serious bicycle/motor vehicle crashes.

3) The five existing at-grade signals would be reconstructed as bridges over US 151, with signalized intersections for the Verona Road traffic.

Impact: Impacts on bicycle and pedestrian travel are similar for both alternatives in that locations where users can cross US 151 are limited to CTH PD, Williamsburg Way, Raymond Road and Summit (Home Depot), plus two grade-separated non-motorized crossings for the Southwest Corridor and E-Way.

However, in this alternative, bicyclists and pedestrians would much shorter distances to traverse through at-grade intersections since there would be sidewalks and bike lanes on bridges over the multi-lane US 151. Noise levels on all bridges may be rather high.

4) The Beltline/Verona Road interchange would remain in a diamond configuration to provide access to Verona Road, but would add higher speed free-flow ramps beneath for the US 151 traffic.

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Impact: The number of cars and trucks moving through this interchange would be decreased and the turning radii for entrance and exit ramps would be smaller, making the interchange easier to navigate on foot or bike. An added benefit would be that bike lanes could be provided on Verona through the interchange.

5) Raymond Road would be extended and connected to Allied Drive, providing another entrance to the Allied/Dunns Marsh neighborhood.

Impact: This benefit would be primarily for auto traffic, since Alternative 1 provides for a similar non-motorized-only connection.

6) To help Beltline operation, the east ramps of the Seminole Highway interchange would not be constructed. Seminole Highway access across the Beltline would remain, but access to the Beltline would be removed.

Impact: This would preserve Seminole Highway as a desirable bicyclist escape route and help to restore a grid pattern of secondary streets that cross the Beltline in locations without interchanges.

7) The Freeway Concept design is able to carry up to 140 percent more traffic than what is currently experienced. Volumes on adjacent corridors decrease as traffic is redirected to Verona Road. Regional traffic routes on the depressed freeway unaffected by rush hour congestion, with any delays occurring on Verona Road, which handles the local traffic.

Impacts: Creation of a new segment of freeway represents a major infrastructure improvement for the region that would greatly increase general ease of use and necessity for driving. Increased auto-oriented development will continue to make it more and more difficult for people to effectively use transportation alternatives.

Diverting traffic volumes from parallel area bike routes would be a benefit, but might be negated by overall increases in system-wide traffic volumes.

8) Bicycle and pedestrian movement will be improved as a result of depressing the high-speed traffic, and wider, better crossings at intersections.

Impacts: Lowering volumes, slowing speeds, adding bike lanes, providing sidewalks, and shortening intersection crossing distances would all help to make the local arterial portion of this corridor more bicycle- and pedestrian-friendly. Noise and air pollution from the adjacent high-speed facility could be deterrents to biking and walking.

Major infrastructure construction in this corridor will provide opportunity to complete missing pieces of the regional off-road trail system. As in Alternative 1, planned trail additions in the project area will offer alternatives to riding on road, but may not get users to desired destinations and often result in less direct routes of travel unless frequent connections to the surrounding street system are provided.

Draft

Alternative 1: Urban Roadway Concept

Given the potential positive and negative impacts of the two alternatives under consideration, the preliminary designs have been reviewed by both bicycle users and the consultant to help ensure that bicycle and pedestrian travel works within each alternative to the best extent possible.

Specific design issues and bicycle/pedestrian access needs to be addressed in Alternative 1 include:

CTH PD

1) Easier at-grade crossing for the Military Ridge Path.
   Problem: Difficult for trail users to cross all lanes of traffic.
   - Provide large center median refuge island (big enough to accommodate a bike with trailer or a family on bikes)

   Problems: Too long of wait to get a green light.
   Safety issues with vehicular free right turn on red.
   - Explore using pedestrian actuated LED sign stating "No Right Turn on Red" for traffic turning onto Verona northbound
   - Loops in path pavement in advance of intersection to trip the pedestrian LED light
2) Bike lane configuration through intersection.
   - Westbound bike lane on CTH PD to resume right curb position (not between travel lanes) west of STH 151
3) Existing trail maintenance needed north of CTH PD.

East Side Frontage Road (Commerce Drive - Carling Drive)

1) Trail users will want a continuous off-road facility to connect the three major trails in vicinity.
   Problem: Trail will need to be a sidepath type of facility.
   - Locating a path on the east side of Frontage Road has inherent problems with frequent streets and drives since motorists are not looking for traffic off of the roadway, and cyclists tend not to stop at driveways.
   - One possibility may be to look at using an alternate road at the rear of properties for business access to minimize driveway conflicts.
   - Otherwise, shift frontage road and sidepath location, beginning at Commerce Drive. Continue Military Ridge trail on the east side of Frontage Road until just prior to Commerce Drive, then cross street and place path between Frontage Road and 151.
   - Locate the trail crossing of Williamsburg Way immediately at back of the curb of Commercial/Frontage Road. Consider a raised crossing treatment for the sidepath.
   - Sign the connection to the E-Way path.
2) Commuters will want to use the Frontage Road.
   - Provide bike lanes or shoulders for the entire stretch.
   - Provide transitions from on-road to off-road facility at either end.
   - Concerns with increased traffic if roadway is to connect through to Commerce Drive.

Williamsburg Way

1) Transition needed between on- and off-road facilities.
   - Trail needs to be accessible from both east- and westbound bike lanes.
   - Place crossing at intersection for greatest visibility.

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- Consider a raised crosswalk (speed table) on the 151 free-flow right turn lane, with refuge island in intersection.
- Alternative would be to pull trail crossing further west of intersection and treat as a midblock pedestrian crossing with a center median refuge.

2) Maintenance needed in culvert underpass.
   - Ice creates a hazardous condition within tunnel. Consider hazard signing for such.
   - Preference would be for an overpass in this location, if possible.

Raymond Road

1) Intersection design.
   Problem: Diagonal bicycle and pedestrian movements within intersection.
   - Provide bike/ped accommodation along east shoulder of STH 151 for width of the intersection.
2) Connection to Allied Drive.
   Problem: Break in north/south facilities immediately north of the Southwest Corridor.
   - Examine topography for best location of missing link.

East Side Service Road (Allied Drive - northern terminus)

1) On-street bike lanes entire length.
2) Sidewalks entire length.
   - Sidewalks on east side of street.
   - Bus stop accommodations on both sides.
3) Continue trail north of Southwest path to connect to Service Road.

West Side Frontage Road (Hammersley - Freeport Road)

1) On-street bike lanes and sidewalks.
2) Trail spur to link Summit to the Southwest Corridor.
3) Trail spur to link the Freeport Road cul-de-sac to the Southwest Corridor.

Verona Road / Beltline Interchange

1) Bicycle accommodation needed.
   Problem: Single point interchange with heavy traffic and multiple turning movements complicates through bicycle travel.
   - Many bicyclists not comfortable riding in heavy traffic will elect to use either the Southwest Corridor or Whenona crossings instead.
   - Experienced commuter cyclists can share the road through the Beltline interchange area.
   - Provide wide curb lanes from Summit to Nakoma.
   - Do not designate wide curb lanes as bicycle facility.
2) Pedestrian accommodation needed.
   Problem: No good way to get through intersection on foot due to high-speed free flow entrance and exit ramp traffic.
   - Southwest Corridor and Whenona crossings are too indirect for pedestrian use.
   - On west side, link Service Road cul-de-sac to sidewalks on Midvale.
   - On east side, add sidewalks through entire area.
   - Place entrance and exit ramp crossings in locations with highest visibility.

draft

Alternative 4: Freeway Concept

Specific design issues and bicycle/pedestrian access needs associated with Alternative 4 include:

CTH PD

1) Military Ridge at-grade crossing of CTH PD - same issues as Alternative 1.
   Problem: Difficult for trail users to cross all lanes of traffic.
   - Provide large center median refuge island (big enough to accommodate a bike with trailer or a family on bikes)

   Problems: Too long of wait to get a green light.
   Safety issues with vehicular free right turn on red.
   - Explore using pedestrian actuated LED sign stating "No Right Turn on Red" for traffic turning onto Verona northbound
   - Loops in path pavement in advance of intersection to trip the pedestrian LED light
2) Bike lane configurations through intersection.
   - Continue eastbound bike lane on south side of CTH PD under bridge.
   - East- and westbound bicycle lanes to be placed to the left of all right-turn lanes.
   - At the intersection, the southbound Verona bike lane (which must turn west onto PD and then continue on the Military Ridge trail) to be placed between the left turn lane and on-ramp lane.
   - Bicycles may use the Texas loop by sharing the roadway; no bike lane designation on loop.

Williamsburg Way

1) Trail street crossings.
   Problem: Motorists aren't looking for travel off of roadway, especially wrong-way sidepath travel along a one-way street.
   - Consider raised speed table-type design treatments for all sidepath crossings.
   - On east side of bridge, locate sidepath crossing at sidewalk location, back-of-curb, for highest visibility.
   - Sign intersecting vehicular traffic for one-way street but two-way bike traffic.
   - On west side, treat as in Alternative 1 -- Trail needs to be accessible from both east- and westbound bike lanes. Place crossing at intersection for greatest visibility, with a raised crosswalk across the free-flow right turn lane. Alternative midblock pedestrian crossing with a center median refuge further west of intersection.

Northbound Verona Road (CTH PD - Raymond / Southwest Path)

1) Trail users will want a continuous off-road facility to connect the three major trails in vicinity. One-way traffic means southbound commuter cyclists will also need an off-road option.
   Problem: Trail will need to be a sidepath type of facility - same issues as Alternative 1.
   - Locating a path on the east side of Verona Road has inherent problems with frequent streets and drives since motorists are not looking for traffic off of the roadway, and cyclists tend not to stop at driveways.
   - Place Military Ridge extension path on the east side of Verona Road until just prior to Commerce Drive.
   - Cross to the west side (between northbound Verona and STH 151) and continue until vicinity of Carling Drive cul-de-sac.

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2) Connection to E-Way.
   Problem: North/south sidepath will be located on west side of Verona Road.
   - How can E-Way culvert/bridge link to this path?
3) Williamsburg Way intersection.
   - Sign/signal timing for left- and right-turning vehicles to yield to bikes on path.

Vicinity of Raymond Road / Southwest Path / Allied Drive

1) Minimize the number of housing units needing to be removed/relocated.
   - Shift Raymond Road location to save one building.
   - Explore options for shared parking lots and use of Allied Drive on-street parking.
2) Connect sidepath to the Southwest Corridor.
   - Cross Verona at the Raymond intersection.
   - Continue west along the south side of Raymond Road, looping under and around for trail access.
3) Connect sidepath and Southwest Corridor to Allied Drive.
   - Add spur to make connection.

Northbound Verona Road (Raymond - Nakoma)

1) Single northbound bike lane throughout.

Allied Drive / Service Road / Britta Drive

1) Bike lanes from Raymond/Southwest Corridor connection to Whenona overpass.
2) Sidewalks from Raymond/Southwest Corridor connection to Whenona overpass.

Verona Road / Beltline Interchange

1) Bicycle accommodation needed.
   - On-street bike lanes on Verona Road +through interchange/intersection.
2) Pedestrian accommodation needed.
   - Sidewalks on both sides of Verona Road from Nakoma Road to Summit, with connections to sidewalks along frontage roads as applicable.
   - Place entrance and exit ramp crossings in locations with highest visibility.

Southbound Verona Road (Nakoma - CTH PD)

1) Single southbound bike lane throughout.

West Side Commercial Area (Hammersley - Freeport)

1) On-street bike lanes and sidewalks.
2) Trail spur to link Summit to the Southwest Corridor.
3) Trail spur to link the Freeport Road cul-de-sac to the Southwest Corridor.

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Re-Establishing a Grid Network

There is a desire to provide more closely spaced crossings of the Beltline for use by both local auto traffic and bicycles, especially on secondary streets without interchange access. Currently, the Beltline creates a barrier to both north-south and east-west travel, leaving a large gap in Madison's Bikeway System in the southwest part of town.

Stated priorities of the advocacy group for re-establishing street connections across the Beltline where there will not be interchange movements include the following:

1) Forward -- There is a gap of over two miles between the Grand Canyon/ Struck underpass and the Southwest Corridor crossings of the Beltline. Linking Forward Drive with Research Park Boulevard is thus viewed as a highest priority to provide an alternative route through this area.

2) High Point -- If the S. High Point Road bridge is to be reconstructed, on-street bike lanes could serve bicycle travel south and west. If bike lanes cannot be provided across the Beltline on High Point, then an extension of D'Onofrio Drive to the west, striped with bicycle lanes, is desired.

3) Walmart – Could connect two retail centers and allow bicyclists to avoid traveling through the Gammon interchange. Bike lanes should be placed on Watts Road with this alternative.

4) Grand Canyon -- The existing Grand Canyon/Struck underpass may be expanded to also accommodate automobile traffic.

5) Others -- There is also a stated need to maintain the Southwest Corridor, Whenona overpass, and Seminole Highway crossings for bicycle/pedestrian use.

In addition to increased crossing opportunities, there is opportunity to develop a bicycle path parallel to the Beltline on the American Transmission Company line, from Grand Canyon to Medical Circle. MG& E is constructing the right-of-way path, to which the following connections are desired:

1) Tokay -- This link could re-create the east-west bike route that was removed from Odana Road. Curently the only east-west alternatives are Regent Street or Hammersley Road, a mile away in either direction.

2) Medical Circle -- At this point, users will need to route on-road. A smooth transition between facilities is needed.

3) Rear access to Odana businesses -- Restoring bicycle lanes onto Odana Road would be ideal to provide business access for cyclists. However, examining opportunities for creating access to the MG&E right-of-way trail may help bicycle users reach destinations along this corridor.

4) Whitney Way -- Bicyclists and pedestrians would like to cross Whitney Way at Medical Circle, but it has limited right-in/right-out access. A signal is not feasible in this location. A proposed alternative design solution would be to provide a narrow, slightly raised break in the median for bicyclist-only access.

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Attachment A

08/08/2002 Workshop Participants

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Harry Reed	2545 Van Hise Avenue, Madison	238-7911	read@danenet.wicip.org
Jeff Gust	WisDOT District #1	246-3862	jeffrey.gust@dot.state.wi.us
Tom Lynch	Strand Associates	251-4843	tom.lynch@strand.com
Cathi Wielgus	Vandewalle and Associates	255-3988	cwielgus@vandewalle.com
Terri Musser	Bicycles &	(303)682-5950	terri@musser.org

draft

APPENDIX J
SAFETEA-LU 6002 COORDINATION PLAN

US 18/151
(VERONA ROAD)

SAFETEA-LU 6002 COORDINATION PLAN

For Supplemental Draft Environmental Impact Statement (SDEIS) and Final EIS (FEIS)

US 18/151 (Verona Road)
Todd Drive to County PD
Dane County, WI
WisDOT Project I.D. 1206-07-03

U.S. Department of Transportation
Federal Highway Administration

Wisconsin Department of
Transportation

April 2009

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Revision History

This section of the Coordination Plan is reserved for documenting any substantive changes that might occur during the EIS Corridor Study phase (such as schedule revisions) and how the changes were communicated to cooperating/participating agencies and the public.

Version	Date	Document Name	Revision Description and Why it Was Needed
1	4/2/09	SAFETEA-LU Coordination Plan	FHWA and BEES comments and schedule changes.

Section 1 Introduction

1.1 PURPOSE OF COORDINATION PLAN

Section 6002 of the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU 6002) requires lead agencies for proposed federally funded transportation projects to establish a plan for coordinating public and agency participation during the environmental review process. SAFETEA-LU 6002 applies to projects for which an Environmental Impact Statement (EIS) is prepared and is not optional for such projects. SAFETEA-LU 6002 may be applied to projects being advanced through Environmental Assessments (EAs) or Categorical Exclusions (CEs) at the discretion of the project's lead agencies.

The purpose of the SAFETEA-LU 6002 coordination plan is to facilitate and document the lead agencies' structured interaction with the public and other agencies and to inform the public and other agencies how the coordination plan will be accomplished. The coordination plan is meant to promote an efficient and streamlined process and good project management through coordination, scheduling, and early resolution of issues.

SAFETEA-LU 6002 coordination plan outlines how the lead agencies have divided responsibilities for compliance with various aspects of the environmental review process, such as the issuance of invitation letters, and how the lead agencies will provide the opportunities for input from the public and other agencies. The coordination plan also identifies coordination points and project milestones and establishes a schedule of meetings and identifies timeframes for input and review by the participating and cooperating agencies, as well as by the public.

This project was initiated before the requirements of SAFETEA-LU 6002 became applicable. A Draft EIS (DEIS) was issued in March 2004. However, a Supplemental Draft EIS (SDEIS) is now anticipated because of proposed changes in the scope of the project. Therefore, the requirements of Section 6002 are now being applied.

This coordination plan will be shared with the Federal, State, and Local Agencies, Local Units of Government, and American Indian Tribes who have been identified and expressed an interest in the proposed project. Copies of the Draft Coordination Plan will be sent to the interested parties for review, comment, and follow-up as deemed appropriate to resolve any issues raised. A copy of the Final Coordination Plan and any significant changes in the plan will also be sent. The Draft and Final Coordination Plan will be shared with the public by newspaper notices that the plan is available on the project Web site or by request and at Public Information Meetings and Public Hearings.

1.2 PROJECT BACKGROUND

This two mile study portion of US 151 (Verona Road) extends from the Beltline (US 12/14) to County PD. It is classified as a backbone corridor in the Connections 2030 State Highway Plan. This roadway section is one of the few non-expressway segments of the US 151 corridor from Dubuque to Fond du Lac. The corridor experiences traffic volumes which exceed 55,000 vpd and regularly experiences extreme traffic congestion associated with the five sets of traffic signals on the corridor. The corridor also experiences high crash rates associated with this congestion and urban setting.

In 2004, a DEIS was released that examined both the US 151 corridor and a segment of the USH 12/14 Beltline Corridor from the Whitney Way interchange to the USH 12/14 interchange in Middleton. The proposed USH 151 (Verona Road) project has independent utility from the proposed USH 12/14 Beltline Corridor project and an urgent need for capacity improvements. Therefore, the US 151 corridor has been separated and will be the subject of its own SDEIS and Final EIS (FEIS).

Currently the study is investigating both interim and long-term improvements. The interim alternatives focus on alleviating congestion and safety problems for 10 to 15 years into the future. These interim improvements are likely to be constructed in 2014 and 2015. The long-term improvements will address congestion and safety problems for 20 or more years into the future and focus on freeway conversion of the US 151 corridor. It is likely that the right-of-way needed for the long-term improvements will be mapped when the interim improvements are constructed. The impacts associated with both the interim and long term improvements will be addressed in the SDEIS and FEIS for this project.

1.3 PREVIOUS AGENCY COORDINATION PRIOR TO THE COORDINATION PLAN

Agency coordination for the US 151/Verona Road Corridor Study was underway when the requirement for a more formalized coordination plan was established under SAFETEA-LU 6002, and before the project was separated from the proposed USH 12/14 Beltline corridor project. Actions to date involving key state and federal review agencies including the Department of Natural Resources (DNR), USEPA, United States Army Corps of Engineers (USACE), and United States Fish and Wildlife Service (USFWS) are listed as follows:

August 21, 2001–Notice of Intent published in the Federal Register.

June 5, 2001–Agency scoping meeting to acquaint agencies with the project, review project purpose and need, review results of preliminary alternatives screening process leading to development of draft initial alternatives, and review potentially affected resources.

October 2, 2001–Indirect and Cumulative Effects planning meeting to discuss appropriate methodologies for this corridor.

March 5, 2004–Release of the DEIS for both the US 18/151 and US 12/14 corridors.

April 2, 2004–Notice of the DEIS published in Federal Register.

May 17 and 18, 2004–Public Hearing for the DEIS.

1.4 PROJECT VICINITY MAP

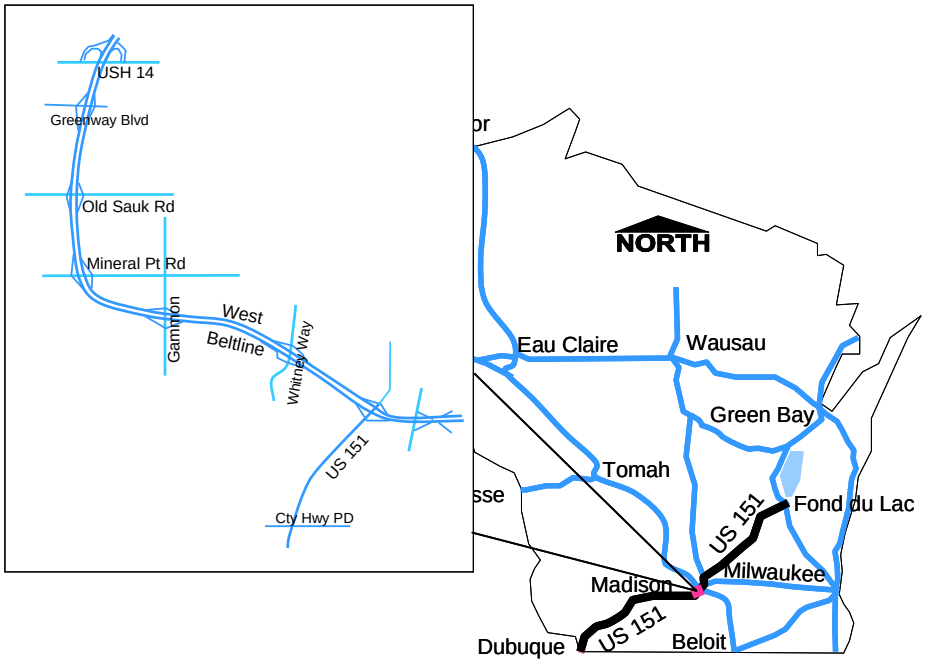

Figure 1 Study Limits for DEIS

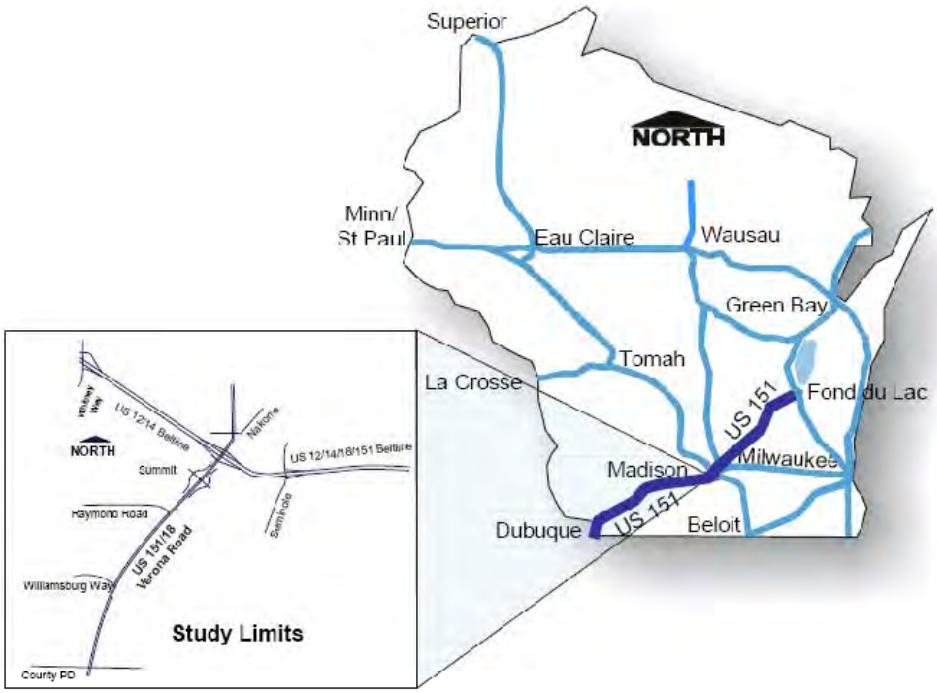

Figure 2 Study Limits for this SDEIS

Section 2 Lead/Cooperating/Participating Agencies

2.1 AGENCY DEFINITIONS AND ROLES

The standard responsibilities for each Lead, Cooperating, and Participating Agency invited to participate in the environmental review process for this project are as follows:

Federal Lead Agency: Manage SAFETEA-LU 6002 process; prepare EIS; provide opportunity for public and participating/cooperating agency involvement. For the US 151/18 (Verona Road) project the Federal Lead Agency is the Federal Highway Administration (FHWA).

Joint Lead Agency: A project sponsor that is a state or local government receiving SAFETEA-LU 6002 funds. For US 151/18 (Verona Road), this is the Wisconsin Department of Transportation (WisDOT).

Cooperating Agency: Federal agencies other than the Federal Lead Agency who have jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) for legislation or other major Federal action significantly affecting the quality of the human environment. For the US 151/18 (Verona Road) project no cooperating agencies were identified.

Participating Agency: Participating agencies include federal, state or local agencies who may have interest in the project. These agencies participate in the National Environment Protection Agency (NEPA) process, identify issues of concern regarding the project's potential impacts, and provide meaningful and timely input on unresolved issues. Provide comments on the purpose and need, methodologies, and range of alternatives. For the US 151/18 (Verona Road) project several agencies were invited to participate. The status of those invited is included in Section 2.3.

2.2 LIST OF AGENCIES, ROLES, AND RESPONSIBILITIES

The intent of coordination with federal, state, and local review agencies is to cooperatively identify and resolve issues that could delay the environmental process or that could result in denial of any approvals required to implement the proposed project. The agencies listed in the following table have been identified as preliminary affected agencies based on the natural, cultural, and socioeconomic resources in the project area and agency jurisdiction and expertise.

Those agencies noted in the following table (and possibly others yet to be identified) have been invited by FHWA and WisDOT to be cooperating or participating agencies[1] for the Verona Road Corridor Study. Agency responses to the invitation are indicated in Section 2.3.

[1] FHWA's NEPA regulations (23 CFR 771) require that those federal agencies with jurisdiction by law (permitting or land transfer authority) be invited to be Cooperating Agencies for an EIS. SAFETEA-LU created a new Participating Agency category for the EIS process. Participating Agencies are federal, state, tribal, regional, and local government agencies that have permitting authority, special expertise or interest in transportation projects.

A. Agencies, Roles and Responsibilities

Agency Name	Role	Notes, Responsibilities, Further Coordination
Federal Agencies		
Federal Highway Administration (FHWA)	Federal Lead Agency	Manage SAFETEA-LU 6002 process, prepare EIS, provide opportunity for public and cooperating/participating agency involvement.
U.S. Army Corps of Engineers (USACOE)	Participating Agency Declined July 9, 2008	Clean Water Act Section 404 permit jurisdiction. Provide comments on purpose and need, range of alternatives, selected alternative, impact methodologies, and mitigation measures.
U.S. Fish and Wildlife Service (US Fish and Wildlife)	Participating Agency Declined February, 26, 2008	Endangered Species Act, Fish and Wildlife Coordination Act jurisdiction. Provide comments on purpose and need, range of alternatives, selected alternative, impact methodologies, and mitigation measures.
U.S. Environmental Protection Agency (USEPA)	Participating Agency	NEPA and Clean Water Act jurisdiction. Provide comments on purpose and need, range of alternatives, selected alternative, impact methodologies and mitigation measures.
U.S. Department of Agriculture, Natural Resources Conservation Service (NRCS)	Participating Agency	Farmland Protection Policy Act and Food Security Act jurisdiction. Provide comments on farmland impact rating and Conservation Reserve Program (CRP).
US Department of Housing and Urban Development (HUD)	Participating Agency Declined July 17, 2008	Housing and Economic Recovery Act jurisdiction. Provide comments on government owned low income housing.
State Agencies		
Wisconsin Department of Transportation (WisDOT)	State Lead Agency	Manage SAFETEA-LU 6002 process, prepare EIS, provide opportunity for public and cooperating/participating agency involvement.
Wisconsin Department of Natural Resources (DNR)	Cooperating/Participating Agency	Clean Water Act and WisDOT/DNR Cooperative Agreement authority. Provide comments on purpose and need, range of alternatives, selected alternative, impact methodologies, and mitigation measures.
State Historic Preservation Office (SHPO)	Participating Agency	National Historic Preservation Act Section 106 jurisdiction. Review and approve cultural resource investigation reports/materials.
Wisconsin Department of Agriculture, Trade and Consumer Protection (DATCP)	Participating Agency	Authority under Section 32.035, Wisconsin Statutes to prepare an Agricultural Impact Statement if needed. Provide comments on alternatives and its impacts on agricultural resources.

Local Agencies/Other Interests		
Dane County	Participating Agency	Local government stakeholder. Provide comments on purpose and need, range of alternatives, selected alternative, impact methodologies, and mitigation measures.
City of Madison	Participating Agency	Local government stakeholder. Provide comments on purpose and need, range of alternatives, selected alternative, impact methodologies, and mitigation measures.
City of Fitchburg	Participating Agency	Local government stakeholder. Provide comments on purpose and need, range of alternatives, selected alternative, impact methodologies, and mitigation measures.
Madison Area Transportation Planning Board	Participating Agency	Local government stakeholder. Provide comments on purpose and need, range of alternatives, selected alternative, impact methodologies, and mitigation measures.
University of Wisconsin (UW) Arboretum	Participating Agency	Local stakeholder of public lands possibly affected. Provide comments on purpose and need, range of alternatives, selected alternative, impact methodologies, and mitigation measures.
Great Lakes Intertribal Council	Participating Agency	National Historic Preservation Act Section 106. Provide comments on cultural resource aspects.
Bad River Band of Lake Superior Chippewa Indians of Wisconsin	Participating Agencies	Provide comments and consultation on tribal cultural resources and National Historic Preservation Act Section 106 impacts.
Forest County Potawatomi Community of Wisconsin	Participating Agencies	Provide comments and consultation on tribal cultural resources and National Historic Preservation Act Section 106 impacts.
Ho-Chunk Nation	Participating Agencies	Provide comments and consultation on tribal cultural resources and National Historic Preservation Act Section 106 impacts.
Lac Vieux Bank - Lake Superior Chippewa Indians of Wisconsin	Participating Agencies	Provide comments and consultation on tribal cultural resources and National Historic Preservation Act Section 106 impacts.
Menominee Indian Tribe of Wisconsin	Participating Agencies	Provide comments and consultation on tribal cultural resources and National Historic Preservation Act Section 106 impacts.
Prairie Band Potawatomi Nation	Participating Agencies	Provide comments and consultation on tribal cultural resources and National Historic Preservation Act Section 106 impacts.
Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin	Participating Agencies	Provide comments and consultation on tribal cultural resources and National Historic Preservation Act Section 106 impacts.
Sac and Fox Nation of Mississippi in Iowa	Participating Agencies	Provide comments and consultation on tribal cultural resources and National Historic Preservation Act Section 106 impacts.

Sac and Fox Nation of Missouri in Kansas and Nebraska	Participating Agencies	Provide comments and consultation on tribal cultural resources and National Historic Preservation Act Section 106 impacts.
Sac and Fox Nation of Oklahoma	Participating Agencies	Provide comments and consultation on tribal cultural resources and National Historic Preservation Act Section 106 impacts.

B. Summary of Agency Activities as Included in the DEIS

Contact with various Federal, State, and Local Agencies, Local Units of Government, and Native American Tribes was considered and initiated prior to and during the development of the DEIS. No areas of interest were identified for some entities and information was sent to other entities who expressed on further interest in the project. Therefore, these entities were not invited to be participating agencies in the Section SAFETEA-LU 6002 process for this SDEIS and FEIS.

AGENCY/ Participation Status	COMMENTS
Agriculture-DATCP Invited to Participate	DATCP was contacted during the early part of the project with regard to the June 5, 2001, agency scoping meeting and the October 2, 2001 secondary effects assessment planning. A representative attended the secondary effects meeting. DATCP was interested in the assessment of secondary effects. In response, an expert panel was formed to assess the project's secondary effects. A report summarizing the alternatives being considered and their effects was sent for its review and information in the spring of 2003. Because there are no direct effects to agricultural land, DATCP has not expressed interest in other parts of the project.
Department of Administration Division of Energy and Inter-governmental Relations (DIADOEAIR) Not Invited to Participate	Department of Administration (DOA)–Department of Energy and Intergovernmental Relations was contacted during the early part of the project with regard to the June 5, 2001, agency scoping meeting and October 2, 2001, secondary effects assessment. A representative did not attend these meetings. A report summarizing the alternatives being considered and their effects was sent for review and information in the spring of 2003. No further interest expressed.
Legislative Fiscal Bureau (LFB) Not Invited to Participate	The Legislative Fiscal Bureau was contacted during the early part of the project with regard to the June 5, 2001, agency scoping meeting and October 2, 2001, secondary effects assessment planning. A representative did not attend these meetings. A report summarizing the alternatives being considered and their effects was sent for review and information in the spring of 2003. No further interest expressed.
Department of Natural Resources (DNR) Invited to Participate	The DNR was contacted during the early part of the project with regard to the June 5, 2001, agency scoping meeting and October 2, 2001, secondary effects assessment planning. Several representatives attended the agency scoping meeting. A representative of the DNR was also invited to participate on the project's technical steering committee. The DNR has said that stormwater and erosion control will be the main project concerns. In response, a conceptual stormwater and erosion control plan will be developed for the US 151 alternatives. Correspondence is attached in Appendix F of the DEIS. DNR representatives were also invited to monthly technical meetings over the past year, and representatives have attended sessions of interest. Additionally, a report summarizing the alternatives being considered and their effects was sent for review and information in the spring of 2003.

AGENCY/ Participation Status	COMMENTS
Wisconsin State Historical Society (WSHS) Invited to Participate	Correspondence is attached in Appendix F of the DEIS for a May 4, 2001, meeting held with Jim Draeger of SHS. SHS was also contacted during the early part of the project with regard to the June 5, 2001, agency scoping meeting and October 2, 2001, secondary effects assessment planning. A representative did not attend these meetings. Coordination for the submittal of a Section 106 form was also completed with SHS and the completed form submitted in regard to project effects on Vitense Golf Course and the UW Arboretum. Additionally, a report summarizing the alternatives being considered and their effects was sent for review and information in the spring of 2003.
UW Arboretum Invited to Participate	Initial contact with the UW Arboretum was made in late 2001 regarding its historical significance. On February 22, 2002, the project team met with UW Arboretum to familiarize the director with the Verona Road/West Beltline project and possible alternatives. The UW Arboretum was also invited to send a representative to participate on the technical advisory committee. A representative did not attend. On June 12, 2002, the project team met with the Arboretum and UW Facilities Planning to discuss possible project effects. A presentation was given to Arboretum staff on November 13, 2002, to familiarize them with the project and possible alternatives. Throughout the process, the UW Arboretum has expressed concern about noise, stormwater management, and road salting. The project team assessed possible noise and stormwater effects to the Arboretum in response. Correspondence is attached in Appendix F of the DEIS.
Corps of Engineers (COE) **No Wetland Impacts Anticipated.** Invited to Participate	The COE was contacted during the early part of the project with regard to the June 5, 2001, agency scoping meeting and October 2, 2001, secondary effects assessment. A COE representative did not attend the meeting. The conclusion was that COE was likely not concerned with the project because it did not directly affect waterways or wetlands. Correspondence is attached in Appendix F of the DEIS. A report summarizing the alternatives being considered and their effects was sent for their review and information in the spring of 2003.
Environmental Protection Agency (EPA) Invited to Participate	The EPA was contacted during the early part of the project with regard to the June 5, 2001, agency scoping meeting and October 2, 2001, secondary effects assessment. A representative attended the agency scoping meeting. EPA has not yet commented or expressed concern about this project. A report summarizing the alternatives being considered and their effects was sent for their review and information in the spring of 2003.
Federal Aviation Administration (FAA) Not Invited to Participate	The FAA was contacted during the early part of the project with regard to the June 5, 2001, agency scoping meeting and October 2, 2001, secondary effects assessment. A representative did not attend these meetings. A report summarizing the alternatives being considered and their effects was sent for their review and information in the spring of 2003. No further interest expressed.
Federal Railroad Administration (FRA) Not Invited to Participate	The FRA was contacted during the early part of the project with regard to the June 5, 2001, agency scoping meeting and October 2, 2001, secondary effects assessment. A representative did not attend these meetings. A report summarizing the alternatives being considered and their effects was sent for their review and information in the spring of 2003. No further interest expressed.

AGENCY/ Participation Status	COMMENTS
National Park Service (NPS) Not Invited to Participate	There are no national parklands affected by the project.
Natural Resource Conservation Service (NRCS) Invited to Participate	There are no agricultural lands, wetlands, or upland areas affected by the proposed project.
US Coast Guard (USCG) Not Invited to Participate	There are no coastal areas affected by the project.
US Department of Agriculture (USDA) Not Invited to Participate	The USDA was contacted during the early part of the project with regard to the June 5, 2001, agency scoping meeting and October 2, 2001, secondary effects assessment. A representative did not attend these meetings. A report summarizing the alternatives being considered and their effects was sent for their review and information in the spring of 2003. No further interest expressed.
US Department of Commerce–Ecology and Environmental Conservation (USDOC) Not Invited to Participate	USDOC-Ecology and Environmental Conservation was contacted during the early part of the project with regard to the June 5, 2001, agency scoping meeting and October 2, 2001, secondary effects assessment. A representative did not attend these meetings. A report summarizing the alternatives being considered and their effects was sent for their review and information in the spring of 2003. No further interest expressed.
US Department of Housing and Urban Development (HUD) Invited to Participate	HUD and an environmental officer were contacted during the early part of the project with regard to the June 5, 2001, agency scoping meeting and October 2, 2001, secondary effects assessment. HUD responded by letter recommending that the project include grade-separated bicycle/pedestrian facilities. Correspondence is attached in Appendix F of the DEIS. A report summarizing the alternatives being considered and their effects was sent for their review and information in the spring of 2003.
US Department of Interior (USDOI) Not Invited to Participate	USDOI was contacted during the early part of the project with regard to the June 5, 2001, agency scoping meeting and October 2, 2001, secondary effects assessment. A representative did not attend these meetings. A report summarizing the alternatives being considered and their effects was sent for their review and information in the spring of 2003. No further interest expressed.

AGENCY/ Participation Status	COMMENTS
American Indian Tribes Invited to Participate	The American Indian Tribes found on the standard contact list for projects in Wisconsin were contacted by letter dated July 18, 2002. Contacted groups and tribes include: Great Lakes Intertribal Council, Bad River Band of Lake Superior Chippewa Indians of Wisconsin, Forest County Potawatomi Community of Wisconsin, Ho-Chunk Nation, Menominee Indian Tribe of Wisconsin, Sac and Fox Nation of Oklahoma, Iowa Tribe of Oklahoma, and Prairie Band Potawatomi Nation. The Menominee Tribe expressed interest in the project in a letter sent to WisDOT BOE. A report summarizing the alternatives being considered and their effects was sent for their review and information in the spring of 2003.
US Fish and Wildlife Service (USFWS) Invited to Participate	The USFWS was contacted during the early part of the project with regard to the June 5, 2001, agency scoping meeting. A USFWS representative did not attend the meeting, but discussed the project with the project team by telephone. There are no concerns because there are no endangered species, lakes, wetlands, or upland areas affected by the proposed project. Additionally, a report summarizing the alternatives being considered and their effects was sent for their review and information in the spring of 2003. Correspondence is attached in Appendix F of the DEIS.
Dane County Invited to Participate	No Comments in the DEIS. Participating in Technical and Policy Committees.
City of Madison Invited to Participate	No Comments in the DEIS. Participating in Technical and Policy Committees.
City of Fitchburg Invited to Participate	No Comments in the DEIS. Participating in Technical and Policy Committees.

2.3 AGENCY CONTACT INFORMATION

Specify contact information for each agency.

Agency Name	Contact Person	Date Invitation Issued	Date of response	Date of Follow-up	Agency Participating?
Federal Agencies					
Federal Highway Administration (FHWA)	Wisconsin Division Johnny Gerbitz (608) 829-7511 Johnny.Gerbitz@fhwa.dot.gov	N/A	N/A	N/A	Lead Agency
U.S. Army Corps of Engineers (USACOE)	Dane Co. COE Person: Anthony Jernigan (262) 254-7869 Anthony.D.Jernigan@usace.army.mil WI Section Chief: Jeff Olson (651) 290-5311 jeffrey.m.olson@usace.army.mil Branch Chief: Tamera Cameron (651) 290-5197 tamera.e.cameron@usace.army.mil	January 25, 2008	July 9, 2008 (E-mail from Stacy Marshall)	August 8, 2008	Declined
U.S. Fish and Wildlife Service (US Fish and Wildlife)	Louise Clemency (920) 866-1734 louise_clemency@fws.gov	January 25, 2008	February 26, 2008 (Letter from Louise Clemency)	N/A	Declined
U.S. Environmental Protection Agency (USEPA)	Ken Westlake, (312) 886-2910 westlake.kenneth@epa.gov Sherry Kamke, (312) 353-5794 Kamke.Sherry@epa.gov	January 25, 2008	January 28, 2008 (E-mail from Sherry Kamke)	N/A	Participating
U.S. Dept of Agriculture, Natural Resources Conservation Service (NRCS)	Patrick Murphy (608) 662-4422 pat.murphy@wi.usda.gov	January 25, 2008		August 8, 2008	No Response
U.S. Dept of Housing and Urban Development (USHUD)	Delbert Reynolds (414) 297-3214 ext. 8108 Delbert.F.Reynolds@hud.gov	January 25, 2008	July 17, 2008 (Letter from Delbert Reynolds)	August 8, 2008	Declined

Agency Name	Contact Person	Date Invitation Issued	Date of response	Date of Follow-up	Agency Participating?
State Agencies					
Wisconsin Department of Transportation (WisDOT), SW Region	Larry Barta, (608) 246-3884 larry.barta@wisconsin.gov Jennifer Grimes, (608) 245-2630 jennifer.grimes@wisconsin.gov	N/A	N/A	N/A	Joint Lead Agency
WisDOT, Bureau of Equity and Environmental Services (BEES)	Shar Te Beest (608) 266-1476 sharlene.tebeest@wisconsin.gov	N/A	N/A	N/A	Joint Lead Agency
Wisconsin Department of Natural Resources (DNR)	Russ Anderson (608) 275-3467 Russell.anderson@wisconsin.gov	January 25, 2008	August 21, 2008 (phone call from Anderson to SW Region Planning)	August 8, 2008	Cooperating/ Participating
Wisconsin State Historic Preservation Office	Sherman Banker (608) 264-6507 sherman.banker@wisconsinhistory.org	January 25, 2008		August 8, 2008	No Response
Wisconsin Department of Agriculture, Trade and Consumer Protection (DATCP)	Peter Nauth (608) 224-4650 Peter.Nauth@wisconsin.gov	January 25, 2008		August 8, 2008	No Response
Local Agencies/Other Interests					
Dane County	Pam Dunphy (608) 266-4036 dunphy@co.dane.wi.us	January 25, 2008	January 28, 2008 (e-mail from Pam Dunphy)	N/A	Participating
City of Madison	Larry Nelson (608) 267-4227 LNELSON@ci.madison.wi.us	January 25, 2008	February 1, 2008 (Letter from Mayor Dave Cieslewicz)	N/A	Participating
City of Fitchburg	Paul Woodard (608) 270-089 Paul.woodard@city.fitchburg.wi.us	January 25, 2008	February 7, 2008 (Letter from Public Works Dir Paul Woodard)	N/A	Participating

Madison Transportation Planning Organization	Robert McDonald (608) 266-4518 rmcdonald@cityofmadison.com	January 25, 2008	April 2, 2008 (Letter from MPO Chair Alfred Matano)	N/A	Participating
University of Wisconsin Arboretum	Kevin McSweeney (608) 262-2748 kmcsweeney@wisc.edu	January 25, 2008	Meeting with Kevin McSweeney	April 10, 2008	Participating
Capital Area Regional Planning Commission	Michael Rupiper (608) 261-1573 MikeR@CapitalAreaRPC.org	March 30, 2009			
American Indian Tribes					
Great Lakes Inter-tribal Council	Mike Allen 2939 Highway 47 N. Lac du Flambeau, WI 54538	November 19, 2008			
Bad River Band of Lake Superior Chippewa Indians of Wisconsin	Edith Leoso PO Box 39 Odanah, WI 54861 (715) 682-7123 ext. 1662 thpo@badriver.com	November 19			
Forest County Potawatomi Community of Wisconsin	Mike Alloway PO Box 340 Crandon, WI 54520 http://www.fcpotawatomi.com/	November 19			
Ho-Chunk Nation	Bill Quackenbush PO Box 667 Black River Falls, WI 54615 (715) 284-9343 http://ho-chunknation.com/	November 19			
Lac Vieux Bank - Lake Superior Chippewa Indians of Wisconsin	Giiwegiizhigookway Martin (906) 358-4577 info@lvdtribal.com	November 19			
Menominee Indian Tribe of Wisconsin	David Grignon PO Box 910 Keshena, WI 54135 (715) 799-5100 http://www.menominee-nsn.gov	November 19			
Prairie Band Potawatomi Nation	Zachariah Pahmahmie 16281 Q Road Mayetta, KS 66509 http://www.pbpindiantribe.com/	November 19			
Red Cliff Band of Lake Superior Chippewa Indians of Wisconsin	Lisa Bresette 88385 Pike Road, Highway 13 Bayfield, WI 54814 (715) 779-3700 webmaster@redcliff-nsn.gov	November 19			

Sac and Fox Nation of Mississippi in Iowa	Jonathan Buffalo 349 Meswaki Road Tama, IA 52339-9626 (641) 484-4678	November 19			
Sac and Fox Nation of Missouri in Kansas and Nebraska	Deanne Bahr 305 North Main Reserve, KS 66434	November 19			
Sac and Fox Nation of Oklahoma	Sandra Massey Route 2, Box 246 Stroud, OK 74079 (918) 968-3526 ext 1048 http://www.sacandfoxnation-nsn.gov/index.htm	November 19			

Section 3 Coordination Points and Responsibilities

3.1 AGENCY EXPECTATIONS

The expectations for Federal Lead and Joint Lead Agencies are:

- Take such action as is necessary and proper to facilitate the expedited review of the environmental review process.

- Ensure that any EIS or other document required under NEPA is completed in accordance with SAFETEA-LU, 23 CFR §771.40 CFR § 1500-1508, and other applicable federal and state law.

- Identify and involve Cooperating and Participating Agencies.

- Provide, as early as practicable, but no later than the appropriate project milestone, project information on purpose and need, environmental resources, alternatives and proposed methodologies.

- Develop and provide the Coordination Plan to Participating and Cooperating Agencies.

- The Federal Lead Agency (FHWA) will have ultimate responsibility for:

  1. Review and adoption of a NEPA document.
  2. Ensuring that the Joint Lead Agency (WisDOT) complies with all design and mitigation commitments.

- Develop a project purpose and need, the range of alternatives to be considered, methodologies to investigate and analyze potential impacts, the level of detail for the analysis of alternatives, and other procedural matters.

- Involve American Indian tribal governments in the NEPA process.

- Provide oversight in managing the environmental review process, including taking such action as is necessary and proper to expedite review, and resolving issues.

The expectations for Cooperating Agencies are:

- Identify as early as practicable any issue of concern regarding the project's environmental or socioeconomic impacts.

- Identify as early as practicable any issues that could substantially delay or prevent the granting of a permit or other approval needed for the project.

- Share information that may be useful to the FHWA, WisDOT, Cooperating and Participating Agencies.

- Participate in meetings and field reviews.

- Assume, at the FHWA request, responsibility for preparing analysis over which that Cooperating Agency has special expertise, depending on Cooperating Agency's resource availability.

- Make support staff available at the FHWA request.

- Generally use their own resources and funds.

- Participate as needed in Issues Resolution Process described in Section 3.3.

- Provide meaningful input on purpose and need statement, range of alternatives, methodologies, and the level of detail for the analysis of alternatives within 30 days of receipt thereof.

- Review and comment on preliminary drafts of the DEIS and the FEIS.

The expectations for Participating Agencies are:

- Identify as early as practicable any issue of concern regarding the project's environmental or socioeconomic impacts.

- Identify as early as practicable any issues that could substantially delay or prevent the granting of a permit, delay completion of the environmental review process, or result in denial of approval needed for the project.

- Provide meaningful input on purpose and need statement, range of alternatives, methodologies, and the level of detail for the analysis of alternatives within 30 days of receipt thereof.

- Respond affirmatively in writing to the letter of invitation (for non-federal agencies) within 30 days of receipt thereof.

- Respond in writing to the letter of invitation if you wish to decline the invitation and opt out of the role/process (for federal agencies) within 30 days of the receipt thereof.

- Provide input on this plan and schedule.

- Participate as needed in Issues Resolution Process described in Section 3.3.

- Specific coordination with the State Historic Preservation Officer (SHPO) will be in accordance with the WisDOT/SHPO Memorandum of Agreement (MOA).

3.2 COORDINATION POINTS, INFORMATION REQUIREMENTS, AND RESPONSIBILITIES

The following table lists the key coordination points including which agency is responsible for activities during that coordination point, the information required at each point, and who is responsible for transmitting the information.

Row	Coordination Plan Point	Initiating Agencies	Information Provided or Action	Contacted Agencies	Information Requested or Action	Response Time Anticipated or Allowed
1	Notice of Intent and Proposed Project Scope of SDEIS Issued	FHWA	NOI and Proposed Project Scope of SDEIS	Federal Register	NOI and Proposed Project Scope of Tier I EIS published in Federal Register	7 Calendar Days
2	Cooperating and Participating Agencies Identified	WisDOT FHWA	Letters of invitation to potential agencies	Interested cooperating participating agencies	Written acceptance or reason for non-acceptance	30 Calendar Days
3	Agency Input on Scope of SDEIS and Reaffirmation of Purpose and Need **(Equivalent to NEPA/404 Coord Pt One)**	WisDOT FHWA	Letter of information about proposed scope of SDEIS with copy of Purpose and Need in DEIS	Cooperating participating agencies	Review for acceptance, or reply on issues to be resolved	45 Calendar Days
4	Agency input on Draft Coordination Plan and Analysis Methodologies	WisDOT FHWA	Draft coordination and methodology plans	Cooperating participating agencies	Provide comments on draft coordination and methodology plan	45 Calendar Days
5	Public input on Draft Coordination Plan and Analysis Methodologies	WisDOT FHWA	Availability of draft coordination and methodology plans through media releases, project Web site, local libraries, etc	Public, local officials, etc	Provide comments on draft coordination and methodology plan	30 Calendar Days
6	Coordination and Final Methodology Plans Issued and Follow-up	WisDOT FHWA	Final coordination and methodologies plans	Cooperating participating agencies	Review for acceptance, or reply on issues to be resolved	30 Calendar Days
7	Public Information Meetings on Purpose and Need, Proposed Alternatives, and Follow-up	WisDOT FHWA	Discuss purpose and need, and proposed alternatives	Public, local officials, cooperating participating agencies	Provide comments on purpose and need, and proposed alternatives	To be specified in public info meeting, typically 14 calendar days after public meetings are held

Row	Coordination Plan Point	Initiating Agencies	Information Provided or Action	Contacted Agencies	Information Requested or Action	Response Time Anticipated or Allowed
8	Agency Meeting on Final Purpose and Need, Proposed Alts with prelim. Impacts and Follow-up **(Equivalent to NEPA/404 Coord Pt Two)**	WisDOT FHWA	Discuss proposed alternatives, identified resources, and potential impacts	Cooperating participating agencies	Review for acceptance, or reply on issues to be resolved	30 Calendar Days (Preliminary info sent 20 days prior to the meeting)
9	Recommended Alternative with Anticipated Impacts Issued and follow-up.	WisDOT FHWA	Preliminary SDEIS	Cooperating participating agencies	Provide comments on recommended alternative	30 Calendar Days
10	SDEIS Adopted and Filed with EPA	FHWA	SDEIS	EPA Filing Section	Availability of SDEIS published in Federal Register	14 Calendar Days
11	SDEIS Circulated for Review and Comment *(Concurrent with SDEIS being filed with USEPA)*	WisDOT FHWA	SDEIS	Public, local officials, cooperating participating agencies	Review SDEIS for completeness, accuracy, or questions, and provide comments	15 Calendar Days minimum before Public Hearing. 45 Calendar Days minimum total
12	Public Hearing On SDEIS and Follow-up	WisDOT FHWA	Discuss purpose and need, recommended alternatives, and anticipated impacts	Public, local officials, cooperating participating agencies	Provide comments on purpose and need, recommended alternatives, and anticipated impacts	30 Calendar Days from first legal notice of public hearing in official newspaper for project area. 15 calendar days from notice of SDEIS in Fed Register (CEQ min)
13	Agency Meeting on Preferred Alternative with anticipated impacts, and Follow-up **(Equivalent to NEPA/404 Coord Pt Three)**	WisDOT FHWA	Discuss preferred alternatives, anticipated impacts, proposed mitigation measures	Cooperating Participating Agencies	Provide comments on preferred alternatives, anticipated impacts, proposed mitigation measures, etc	30 Calendar Days (Preliminary info sent 20 days prior to the meeting)
14	Pre-FEIS Review (Cooperating Agencies) and Follow-up	WisDOT FHWA	Pre-FEIS	Cooperating Agencies	Review Pre-FEIS for completeness, accuracy, or questions, and provide comments	30 Calendar Days
15	FEIS Adopted and Filed WITH EPA	FHWA	FEIS	EPA Filing Section	Availability of FEIS published in Federal Register	14 Calendar Days

Row	Coordination Plan Point	Initiating Agencies	Information Provided or Action	Contacted Agencies	Information Requested or Action	Response Time Anticipated or Allowed
16	FEIS Circulated for Review and Comment *(Concurrent with FEIS being filed with USEPA)*	WisDOT FHWA	FEIS	Public, local officials, cooperating participating agencies	Review FEIS for completeness, accuracy, or questions, and provide comments	30 Calendar Day Minimum from notice of FEIS in Fed Register
17	Draft ROD Prepared and Follow-up on Substantive Comments Received on FEIS *(if any are received)*	WisDOT FHWA	Information and meetings as deemed necessary to address any unresolved issues	Public, local officials, cooperating participating agencies as deemed appropriate	Agreement on resolution of all significant unresolved issues	Unprogrammed Time as Required
18	ROD Issued	FHWA	ROD	Cooperating participating agencies, and as deemed appropriate local officials and public	Acknowledgement of receiving copy of the ROD	30 Calendar Days
19	Statute of Limitations (SOL) notice is published in Fed Register announcing final action taken (ROD) in project's NEPA phase.	FHWA	SOL Notice	Federal Register	SOL Published in Federal Register	7 Calendar Days for SOL notice (180 calendar days to file a claim)
20	Final Concurrence in Individual Contract Level Mitigation Measures Obtained	WisDOT	Proposed mitigation measures for commitments made in FEIS, ROD, and during Final Design of individual contracts.	Coordination and input from cooperating participating agencies as deemed appropriate.	Provide comments, and/or process approval requests on proposed mitigation measures.	Unprogrammed (Prior to 90 percent PS&E Review Meeting Approximately 3 to 6 months in advance of proposed letting dates).
21	Permits and Other Approvals Obtained as Required (i.e. 401, Air Quality) (Note: none are currently anticipated)	WisDOT	Permits and other approval requests with appropriate documentation	Appropriate cooperating participating agencies	Permits and other approvals obtained as required (i.e. 401, air quality, etc)	Unprogrammed (Prior to advertising for letting of individual Contracts. 30 Calendar Days minimum before individual contract letting dates)

Row	Coordination Plan Point	Initiating Agencies	Information Provided or Action	Contacted Agencies	Information Requested or Action	Response Time Anticipated or Allowed
22	PS&E's for Individual Contracts Processed and Advertised for Letting	WisDOT FHWA	PS&Es, statements that environmental commitments have been completed or are included, and certifications right-of-way has been acquired and utility adjustments have been coordinated.	Internal Contacts within WisDOT and FHWA	PS&E's approved and projects advertised for letting.	Unprogrammed (30 Calendar Days minimum between Advertising and letting dates)
23	Implementation of Mitigation Commitments	WisDOT FHWA	Mitigation commitments in FEIS and ROD	Coordinate with cooperating participating agencies as deemed appropriate	Provide comments, recommendation, and/or process approval requests on proposed mitigation measures	Unprogrammed Time as Required

3.3 ISSUES RESOLUTION PROCESS

The FHWA, the WisDOT and Cooperating and Participating Agencies shall work cooperatively in accordance with this section to identify and resolve issues that could delay completion of the environmental review process or could result in denial of any approvals required for the project under applicable laws.

Based on information received form the FHWA, WisDOT, Cooperating and Participating Agencies shall identify, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts. Issues of concern include any issues that could substantially delay or prevent the granting of a permit or other approval that is needed for the project.

The following issues resolution process will be followed:

- Meetings will be held as needed during the course of the NEPA process to discuss and resolve issues.

- If issues are not being resolved in a timely manner:

    1. Official issues resolution meeting(s) will be scheduled by the FHWA and WisDOT. All Cooperating and Participating Agencies with an interest or expertise in the issues will be invited to attend and participate in the meeting(s).

    2. If resolution cannot be achieved within 30 days following such a meeting and a determination has been made by FHWA that all information necessary to resolve the issues has been obtained, then,

    3. The FHWA will notify the heads of all Participating and Cooperating Agencies and the Council of Environmental Quality.

    4. The FHWA will publish such notice in the Federal Register within 21 days of this notification action.

Section 4 Project Schedule

4.1 PROJECT SCHEDULE AND COORDINATION POINTS

Key coordination/decision points and agency responsibilities for completing the US 151/Verona Road Corridor EIS are listed in the table below.

Row	Coordination/Decision Points	Anticipated Date Information Sent	Initiating Agencies and Contacts	Anticipated Response Time	Responding Agencies and Others
1	Notice of Intent (NOI) to Prepare SDEIS with Proposed Scope of SDEIS	Fall 2008	FHWA and WisDOT with proposed NOI to Federal Register	7 Calendar Days	NOI in Federal Register
2	Send Letters of Invitation to potential Cooperating and Participating Agencies	Winter – Fall 2008	WisDOT and FHWA with circulation to potential Cooperating and Participating Agencies	30 Calendar Days	Interested Cooperating and Participating Agencies
3	Request Agency Input on Scope of SDEIS and Reaffirmation of Purpose and Need **(i.e. Equiv to NEPA/404 Coord Pt One)**	Winter – Fall 2008	WisDOT and FHWA with circulation to potential Cooperating and Participating Agencies	45 Calendar Days	Cooperating and Participating Agencies
4	Request Agency input on Draft Coordination Plan and Analysis Methodologies	Fall 2008	WisDOT and FHWA with circulation to potential Cooperating and Participating Agencies	45 Calendar Days	Cooperating and Participating Agencies
5	Provide Opportunity for Public input on Draft Coordination Plan and Analysis Methodologies, update on Alternatives and impacts.	Fall 2008	WisDOT and FHWA availability of draft coord and methodology plans through media release on project Web site, local libraries, etc to the public, local officials and other stakeholders.	30 Calendar Days	Public, local official, and other stakeholders
6	Coordination and Final Methodology Plans Issued and Follow-up	Winter 2009	WisDOT and FHWA with circulation to Cooperating and Participating Agencies	30 Calendar Days	Cooperating and Participating Agencies
7	Conduct Public Information Meeting and Follow-up on Proposed Alternatives and Preliminary Impacts (if Necessary)	Fall 2008	WisDOT and FHWA with circulation to Cooperating and Participating Agencies, public and other stakeholders.	To be specified in PIM matl. typically 14 calendar days after PIM held	Agency and Public Comments

8	Conduct Agency Meeting on Final Purpose and Need and Alternatives with Prelim Impacts. And Follow-up **(i.e. Equiv to NEPA/404 Coord Pt Two)**	Spring 2009	WisDOT and FHWA with circulation to Cooperating and Participating Agencies	30 Calendar Days	Cooperating and Participating Agencies and other interested state and local agencies
9	Recommended Alternatives with Anticipated Impacts Issued and Follow-up	Summer 2009	WisDOT and FHWA with circulation to Cooperating and Participating Agencies	30 Calendar Days	Cooperating and Participating Agencies
10	SDEIS Adopted and Filed With EPA	Fall 2009	FHWA and WisDOT with DEIS to EPA filing section	14 Calendar Days	Notice of SDEIS availability in federal register
11	Circulation of SDEIS for Review and Comment *(Concurrent with SDEIS being filed with USEPA)*	Fall 2009	WisDOT and FHWA with circulation to Cooperating and Participating Agencies, public and other stakeholders.	15 Calendar Days minimum before public hearing 45 Calendar Days Minimum Total	Cooperating and Participating Agencies, public and other stakeholders.
12	Conduct public hearing on SDEIS and Follow-up	Fall 2009	WisDOT and FHWA with circulation to participating/cooperating agencies, public and other stakeholders.	30 Calendar Days Minimum	Cooperating and Participating Agencies, public and other stakeholders.
13	Conduct Agency Meeting on Preferred Alternative with anticipated impacts and Follow-up **(Equivalent to NEPA/404 Coord Pt Three)**	Winter 2009	WisDOT and FHWA with circulation to Cooperating and Participating Agencies	30 Calendar Days	Cooperating and Participating Agencies and other interested state and local agencies
14	Circulate Pre-FEIS for Cooperating Agencies Review and Follow-up	Winter 2009	WisDOT and FHWA with circulation to Cooperating Agencies	30 Calendar Days	Cooperating Agencies
15	Final EIS (FEIS) Adopted and Filed With EPA	Spring 2010	FHWA and WisDOT with FEIS to EPA filing section	14 Calendar Days	Notice of FEIS Availability in Federal Register

16	Circulation of FEIS for Review and Comment, and Follow-up *(Concurrent with FEIS being filed with USEPA)*	Spring 2010	WisDOT and FHWA with circulation to Cooperating and Participating Agencies, public and other stakeholders	30 Calendar Days Minimum	Cooperating and Participating Agencies, public and other stakeholders.
17	Draft ROD Prepared and Follow-up on Substantive Comments Received on FEIS *(if any are received)*	Spring 2010	WisDOT and FHWA with information, meetings shared as deemed necessary in order to address significant unresolved issues	30 Calendar Days anticipated	Public, Local Officials, Cooperating Participating Agencies as Deemed Appropriate
18	Record of Decision (ROD) Issued	Summer 2010	FHWA and WisDOT with circulation to Cooperating and Participating Agencies, public and other stakeholders	30 Calendar Days	Cooperating and Participating Agencies, public and other stakeholders
19	Statute of Limitations (SOL) Notice announcing final action has been taken (ROC) in projects NEPA phase	Spring 2011	FHWA and WisDOT Federal Register	7 Calendar Days for SOL Notice, 180 cal days to file a claim	Notice of SOL in Federal Register
20	Final Concurrence in Individual Contract Level Mitigation Measures Obtained	Prior to 90 percent PS&E Review Meetings	FHWA and WisDOT with coordination and input from Cooperating and Participating Agencies as deemed appropriate	Approx. 3 to 6 months in advance of proposed letting dates	Local Officials, Cooperating Participating Agencies as deemed appropriate
21	Permits and Other Approvals Obtained as Required (ie - 401, Air Quality, etc) (Note: none are currently anticipated)	Prior to Advertising for Letting of Individual Contracts	FHWA and WisDOT with coordination and concurrence from appropriate Cooperating and Participating Agencies	30 Calendar Days min. before individual contract letting dates	Appropriate Cooperating Participating Agencies
22	PS&Es for Individual Contracts Processed and Advertised for Letting	Project is anticipated to be constructed in stages and segments between 2014 and 2030, subject to availability of funding	FHWA and WisDOT	30 Calendar Days minimum between advertising and letting dates	NA

23	Implementation of Mitigation Commitments in FEIS and ROD	Ongoing until construction activities are completed	FHWA and WisDOT with coordination and input from Cooperating and Participating Agencies as deemed appropriate	Coordinatio n and consultation initiated within 30 days of un-anticipated impacts or mitigation issues identified	Public, Local Officials, Cooperating Participating Agencies as deemed appropriate

Section 5 Public Involvement

5.1 PUBLIC INVOLVEMENT PROCESS

Public involvement includes engaging key stakeholders, community members and the general public in the planning, design and development of proposed improvements in the Verona Road/US 151 corridor and other potentially affected corridors. The general public involvement approach is based on the following objectives:

- Actively seek public input on the project's proposed purpose and need, alternatives, and recommended course of action.
- Consider, answer and account for public inquiries, suggestions and ideas in the decision making process.
- Provide opportunities for the public to affect major decisions before they are made.
- Publicize project activities through a variety of communication venues such as newsletters, news releases, and informational meetings.
- Provide the public with efficient access to project information.

Public involvement for the US 151/Verona Road Corridor Study was already underway when the requirement for a more formalized coordination plan was established under SAFETEA-LU. Following is a summary of key public involvement activities that have occurred to date.

5.2 PUBLIC INVOLVEMENT IN NEEDS ASSESSMENT, ALTERNATIVES ANALYSIS, AND DEIS PHASES (1997–MAY 2004)

Over 100 meetings have been held since 1997 for the US 151 (and Beltline) study. See Appendix D of the DEIS. Numerous workshops, public involvement meetings, and focus group presentations have been made throughout the process. Additionally, three steering committees, one technical and two policy, met throughout the initial DEIS preparation to guide and refine alternative development.

5.3 PUBLIC INVOLVEMENT IN SDEIS PHASE (2007-PRESENT)

The project has just reinitiated with the review of new interim alternatives and the plan to prepare a Supplemental Draft Environmental Impact Statement (SDEIS).

On September 20, 2007, a public informational meeting announcing the resumption of the study and the review of new interim alternatives was held.

The project plans on having two more public involvement meetings and one public hearing for the SDEIS. Anticipated times for the public involvement meetings are the spring and fall of 2008. It is anticipated that the hearing for the SDEIS will be held in the spring of 2009.

5.4 COORDINATION WITH LOCAL OFFICIALS

During the preparation of the DEIS, the project had two policy advisory committees (PAC) and one technical advisory committee (TAC). The project will continue to meet with the TAC and will combine the two policy committees into one PAC.

People on the TAC represent the following agencies.

FHWA	City of Fitchburg
WisDOT	City of Madison Engineering
Dane County Highway Department	Madison Metro (transit)
Madison Area Metropolitan Planning Organization	Wisconsin DNR

City of Madison Planning

The current PAC policy advisory committee members include:

Fitchburg District 1 Alder
Jamestown Neighborhood
Meadowood Neighborhood
Nakoma League Neighborhood
Allied Drive Neighborhood
Midvale Heights Neighborhood
Orchard Ridge Neighborhood
City of Madison–Madison Municipal Building
Dunns-Marsh Neighborhood
Madison District 20 Alder
City of Fitchburg–Board of Public Works
Madison District 10 Alderperson
Dane County Board District 7
Fitchburg Business Representative
Westchester Neighborhood
Belmar Neighborhood

5.5 COORDINATION WITH AMERICAN INDIAN TRIBES

The American Indian Tribes were invited to the Preconsultation/NEPA 404 Merger Scoping Meeting held on January 5, 2006.

In a letter dated October 10, 2008, the American Indian Tribes listed in Section 2.3 were invited to become Participating Agencies for the US 151 Corridor Study. With the same letter, WisDOT requested input on the Draft Coordination Plan and Draft Analysis Methodologies. No correspondence has been received from the American Indian Tribes related to the US 151 Corridor Study. Coordination will continue with the American Indian Tribes that express an interest in the Study.

Section 6 Summary of Meetings to Date

6.1 LIST OF PROJECT MEETINGS

Following is a list of project meetings held to date with agencies, local governments, and the public during the US 151/Verona Road Needs Assessment phase, the EA, and the current EIS Corridor Study phase.

Date	Meeting	Remarks
2/26/2001	Presentation at Madison Area Transportation Planning Board.	Present update on project, business access was a critical concern, particularly the closing of Carriage Way. They stated they preferred frontage roads to backage roads.
2/27/2001	Presentation at Pedestrian, Bike, and Motor Vehicle Commission.	Present update on project; committee would like to receive monthly or bi-monthly project updates, and agendas and minutes from Mayoral Committee meetings. They are interested in outcomes from bike workshops. They would prefer interaction with the project at key decision points in a joint committee meeting with other Madison committees.
3/13/2001	Presentation at Transit/Parking.	Present update on project; the committee recommended bi-monthly project updates, and want to receive the outcome of public involvement functions that are transit-related. They would prefer interaction with the project at key decision points in a joint committee meeting with other Madison committees.
3/15/2001	Presentation at Long Range Transportation Planning Control (LRTPC).	Present update on project; committee identified themselves as the main Madison committee contact on the project. They would like to receive a bi-monthly project update, and copies of Mayoral meeting minutes. They would prefer interaction with the project at key decision points in a joint committee meeting with other Madison committees.
3/21/2001	Bike Workshop.	Present update on project; member of the biking community shared their concerns about bike transportation in the project area (See Bike Workshop Summary).
4/3/2001	Technical Committee No. 1	Present update on project; committee brainstormed on possible traffic configurations for South Verona Road. Six different Verona Road concepts were developed including a half diamond at Williamsburg Way and braided ramps at frontage roads.
4/11/2001	Allied Drive Terrace Meeting	Present update on project, let them know that we would like their participation. Talked about going to their Saturday meetings.
4/24/2001	Environmental Justice Training	Learn about how WisDOT considers environmental justice in its processes.

Date	Meeting	Remarks
4/24/2001	South Verona Road (SVR) Westside Businesses Meeting	Present update on project; representatives of local businesses shared their views on their transportation needs regarding South Verona Road, and discussed possible changes to SVR and how it would affect them. Business access was a critical concern, particularly the closing of Carriage Way. They stated they prefer frontage roads to backage roads.
4/24/2001	Pres. to Middleton	Present update on project; council would like to be kept informed about project by Mayoral committee agenda and minutes, bi-monthly update.
4/30/2001	Meeting with Alderman Robert Fyrst	Present project update; discuss Allied Drive involvement; Robert would like to be kept up to date via e-mail.
5/2/2001	South Verona Road (SVR) Neighborhood Meeting	Present update on project; gather opinions from residents regarding problems with South Verona Road and brainstorm on possible solutions.
5/3/2001	Meeting with Alderman Gary Poulson	Present project update; discuss Allied Drive involvement Gary would like to be kept up to date via e-mail.
5/3/2001	South Verona Road (SVR) Eastside Businesses Meeting	Present update on project; representatives of local businesses shared their views on their transportation needs regarding South Verona Road, and discussed possible changes to SVR and how it would affect them. They seemed open to connecting frontage roads to CTH PD, yet wary of the R/ W that might be needed. CERTCO, in particular, had concerns.
5/4/2001	State Historic Preservation Offices (SHPO) Meeting	Meeting to discuss initial area of potential effects. SHPO thought initial Area of Potential Effects (APE) is large enough.
5/8/2001	Meeting with Mayor's Office representatives.	Present project update; discuss Allied Drive involvement; staff offered their help to Leotha and us in dealing with issues in the Allied Drive area.
5/8/2001	Meeting with Madison planning, housing, and community and economic development.	Present project update; discuss Allied Drive involvement; staff interested in possible coordination between our project and TIF funding in Allied; discussed possibility of FHWA funds used for local transportation improvements efforts in Allied; possibility of study of shopping center viability and other economic factors.
5/9/2001	Meeting with Alderman Paul Skidmore	Present update on project; discuss relations with neighborhoods; Paul looks forward to keeping up with project via e-mail updates, will work with us regarding Middleton interaction and several neighborhoods in his district.
5/24/2001	Meeting with Mary Kirkendoll, director of Allied/Dunn's Marsh Community Center	Discuss issues with facilitator, discuss ways to coordinate with Community Center and develop public participation ideas.
Date	**Meeting**	**Remarks**

6/5/2001	Agency Scoping Meeting	Give thorough background on project; discuss concerns agencies have with project process. The agencies would like to be kept up to date on the project with monthly or bimonthly short newsletters, as for the elected officials.
6/6/2001	Technical Committee No. 2	Present update on project. Committee considered the six possible configurations of South Verona Road and eliminated two, but also brought up one new configuration to consider. Committee brought up questions to ask regarding configurations and other aspects of configurations to consider.
6/12/2001	Interchange Business Meeting	Presented background on project. Local business owners/managers gave their impression of problems in the area.
6/13/2001	Interchange Business Meeting	Presented background on project. Local business owners/managers gave their impression of problems in the area. Poor access to Madison Plaza was cited, as well as traffic backups interfering with business and safety in the area and confusing signage. Ideas for improvement included better traffic light timing, investigating alternative routes for regional traffic (get them off SVR).
6/14/2001	South Verona Road (SVR) Advisory Committee No. 1	Presented background on project to bring committee up to speed. Presented general concept ideas for the future of both the Verona Road interchange and South Verona Road corridor.
6/20/2001	Interchange Community Meeting at Cherokee Middle School	Present update on project; gather opinions from residents regarding problems with the Verona Road interchange and brainstorm on possible solutions (See Meeting Summary).
6/27/2001	Interchange/Allied Drive Neighborhood Community Meeting at Head Start	Presented background on project, obtained opinions from residents regarding problems with Verona Road interchange and SVR, and possible solutions to these problems.
7/10/2001	Interchange/Allied Drive Neighborhood Community Meeting at Allied/Dunn's Marsh Community Center	Presented background on project, obtained opinions from residents regarding problems with Verona Road interchange and SVR, and possible solutions to these problems.
7/11/2001	Technical Committee No. 3	Discussed SVR concepts that have been refined since last meeting. Entered lively discussion on parkway concept and how it may apply to the SVR corridor (speed, safety issues). Decided that 'parkway' was a concept that could apply to any of the alternatives being discussed (low speed, medium speed, high speed).

Date	Meeting	Remarks
7/19/2001	SVR Advisory Committee No. 2	Answered questions raised at first meeting regarding details of traffic counts and intersection possibilities. Discussed preliminary concepts regarding Verona Road interchange and SVR corridor. Committee would like to see data on how both the free-flow and stop-and-go concepts would perform for next meeting, as well as discussing the pros and cons of access from the corridor (i.e. if they give up access (no interchange) what do they gain, if they keep it, what do they lose?)
7/26/2001	Allied Drive Public Outreach Work session	Brainstormed about ways to get in tough with Allied Drive residents to get their input on the problems they see in the area and possible solutions.
8/3/2001	Technical Committee No. 4	Review parkway cross sections, urban roadway sections, interchange alternatives, and identify 4 interchange alternatives that should move forward.
8/16/2001	South Verona Road (SVR) Advisory Committee No. 3	Explain alternatives for SVR corridor and Verona Road interchange. Provide data on free-flow and stop-and-go concepts. Discuss alternatives for corridor and interchange, pros and cons to each, and decide which to support for further exploration.
9/19/2001	Madison Advisory Comm. No. 1	Give background on project, select chairperson.
9/20/2001	South Verona Road (SVR) Advisory Comm. No. 4	Did not have a quorum, so meeting was tabled until next meeting date.
9/25/2001	Technical Committee No. 5	Discuss SVR refined alternatives, identify SVR preferred concepts that should move forward.
9/25/2001	Beltline Workshop	Get public input on problems and possible solutions for traffic problems on beltline and associated interchanges.
10/2/2001	Secondary Effects Meeting No. 1	Discussed how the different departments would like to handle secondary effects analysis.
10/16/2001	Allied Drive Coordination Meeting	Discuss ways to ensure that efforts in the Allied Community are coordinated, and that all team members are aware of what's being done. Discussed ways to be effective in getting representation at public participation meetings.

Date	Meeting	Remarks
10/17/2001	Meet with Joining Forces for Families	Gave Joining Forces for Families representative and other "team" members working in the community a brief overview of project, a sense of the timeline, and ask for advice for getting the community interested and involved. The general sense of the group was that it is hard to get residents of the neighborhood to care about something that is happening many years in the future, due to the fact that many residents don't see themselves staying in the area. Also, many are too tied up with "real life" problems to worry about roads. It was also mentioned that residents are jaded from previous efforts to "get their opinions" where they feel they were not listened to. Several attendees agreed to attend a meeting to discuss further. The best advice of the group was to hold our open houses at a regularly held event with food.
10/18/2001	SVR Advisory Committee No. 5	Continue looking at options for SVR.
10/26/2001	Talent Show	The purpose of the talent show was to reach out to the Allied community to obtain input.
10/30/2001	Allied "walking" tour	Discussed the way the TIF actions and the EIS are interrelated, and the need for coordination between the teams doing these things.
11/1/2001	Technical Committee No. 6	Discussed South Verona Road Committee's reaction to SVR concepts, prioritized importance of SVR movements, reviewed models of SVR concepts.
11/7/2001	Meet with CHANGE group	Discussed focus groups, roles of the different parties.
11/7/2001	Madison Advisory Comm. No. 2	Present, discuss, evaluate and modify SVR access concepts; decided which three SVR concepts should move forward.
11/15/2001	Meet with CHANGE group	Discussed CHANGE groups efforts, clarified roles of parties.
11/15/2001	SVR Advisory Comm. No. 6	Committee viewed models of SVR corridor options.
11/27/2001	Secondary Effects Meeting No. 2	Discussed means of secondary effects analysis.
12/5/2001	Joint SVR/Madison Advisory Committee Meeting (Mad. Adv. Comm. No. 3)	Consider alternatives for SVR corridor; choose three options to move forward; committees chose 3 and proposed a fourth.
1/17/2002	Technical Committee No. 7	Reviewed South Verona Road concepts, Raymond Road options, Bike Path options, and freeflow interchange issues.

Date	Meeting	Remarks
2/21/2002	Technical Committee No. 8	Discussed cost, right-of-way impacts, and presentation exhibits for South Verona Road alternatives. Discussed presentation strategies for advisory committees. Discussed frontage road options for Home Depot/Super Saver Plazas.
2/21/2002	SVR Adv. Comm. No. 7	Reviewed long-term planning objectives for Hwy 151 corridor and its regional importance. Reviewed alternatives and modifications, and the right-of-way impacts and costs of alternatives. Discussed public involvement strategies. Committee recommended waiting on public involvement until traffic details were worked out.
2/26/2002	NEPA Workshop	Learn about NEPA process and document writing.
2/27/2002	NEPA Workshop	Learn about NEPA process and document writing.
2/28/2002	NEPA Workshop	Learn about NEPA process and document writing.
3/6/2002	Madison Adv. Comm. No. 4	Reviewed long-term planning objectives, reviewed alternatives and modifications, cost and right-of-way impacts of alternatives, and discussed potential public involvement strategies.
3/21/2002	Technical Committee	Reviewed revised costs for Verona Road options, presentation rendering, Verona Road interchange footprint with and without Seminole interchange, and preliminary noise modeling findings. Discussed traffic diversion and routing volumes for Verona Road alternatives with and without Seminole interchange.
3/21/2002	Joint SVR/Madison Advisory Committee Meeting (SVR Adv. Comm. No. 8)	Reviewed South Verona Road alternatives with members of both advisory committees and area businesses. Received feedback on alternatives.
4/3/2002	Madison Adv. Comm. No. 5	Reviewed comments from "joint" meeting with SVR Advisory Committee and local businesses. Discussed need to offset the "taking" of businesses for the project with opportunities for redevelopment, need to have public interaction meetings before school is out. Ken Golden suggests a Seminole neighborhood meeting. Joint Long Range Transportation Planning Commission/Pedestrian Bike Motor Vehicle Commission Meeting suggested.
4/8/2002	Meeting with CHANGE group	Discuss visual aids for focus groups.
4/18/2002	Technical Committee No. 9	Meeting was cancelled.

Date	Meeting	Remarks
4/18/2002	SVR Adv. Comm. No. 9	Reviewed comments from "joint" meeting with SVR Advisory Committee and local businesses. Reviewed factors affecting the Verona Road interchange design. Presented and discussed traffic modeling and traffic diversion.
4/22/2002	Opp. analysis work session No. 1	Develop issues bubble map for opportunity analysis.
4/30/2002	Meeting with Madison planning staff	Discussed possible neighborhood plan and how opportunity analysis, area development plan may fit with. Consultants will prepare budget amendment including this neighborhood plan component and submit to DOT.
5/1/2002	Madison Adv. Comm. No. 6	Reviewed Verona Road interchange concepts, impacts, costs, and traffic modeling. Reviewed questions about traffic modeling and diversion from last meeting. Reviewed communication plan for presenting alternatives to the public and committees.
5/9/2002	Opp. analysis/neighborhood plan work session No. 2	Discuss the impacts of the alternatives currently under consideration, and how that impact could be mitigated to provide benefits for the community.
5/16/2002	LRTPC/PBMVC joint Meeting	Update Committees on project alternatives.
5/16/2002	Meeting with Wisconsin Journal	Give information on project to press.
5/20/2002	MPO Meeting	Present overview and update on project--there was not a quorum, so the meeting was informational only.
5/21/02, 5/22/02	FHWA Secondary Effects Workshop	Discuss methods of secondary effect information gathering and ways of applying to this project.
5/28/2002	Public Informational Meeting, Cherokee Middle School	Presented overview of project, including impacts and costs. At least 110 people attended. Received feedback through question and answer period, individual discussions with attendees, comment sheets and "swots" sheets.
5/29/2002	"Neighborhood Plan" intergovernmental coordination meeting	Discussed coordination of efforts in the southeast Verona Road interchange quadrant. Issues included cooperation between Fitchburg, Madison, and the DOT, coordination of the EIS with the commercial area and housing studies being undertaken by Madison, and using the neighborhood plan as an "umbrella" plan to coordinate all these efforts. DOT, Fitchburg and Madison all have agreed on the amount of money to contribute to the effort.
5/29/2002	Public Informational Meeting, Head Start	Presented overview of project, including impacts and costs. At least 71 people attended. Received feedback through question and answer period, individual discussions with attendees, comment sheets and "swots" sheets.
5/30/2002	Business Informational Meeting, Fitchburg City Hall	Presented overview of project, including impacts and costs. At least 30 people attended. Received feedback through question and answer period, individual discussions with attendees, comment sheets and "swots" sheets.

5/30/2002	Public Informational Meeting, Fitchburg City Hall	Presented overview of project, including impacts and costs. At least 90 people attended. Received feedback through question and answer period, individual discussions with attendees, comment sheets and "swots" sheets.
6/6/2002	Meeting with Business owner	Met with Consolidated Nutrition/ADM concerning changes to frontage road and frontage road connections.
6/11/2002	Meeting with Arboretum	Met with representatives of UW Arboretum.
6/18/2002	Weekly Coordination Meeting	Project coordination.
6/26/2002	Meeting with Allied-Dunn's Marsh staff	Met to discuss progress of project. Staff asked to be kept informed.
6/27/2002	Downtown Madison Inc. Presentation	Present project to Downtown Madison Inc. breakfast.
7/8/2002	Secondary Effects Meeting No. 3	Discussed secondary effects analysis. Developed goals of analysis.
7/9/2002	EIS Factor Sheet coordination meeting	Develop method for completing basic and factor sheets.
7/17/2002	SW Quadrant Businesses Meeting	Met with representatives of several SW quadrant intersection businesses to discuss potential frontage road alignment and access.
7/18/2002	Technical Comm. Meeting No. 10	Discussion of South Reliever Concept, project needs, alternative hierarchy, description of alternatives, preliminary traffic modeling observations, comparison of south reliever concept versus needs, level of analysis.
8/14/2002	Meeting with Allied Drive Owner's Association	Give overview of project and update on project progress.
8/29/2002	Meeting with CHANGE group	Discussed method for engaging Allied residents in neighborhood plan process and contract issues.
9/3/2002	Presentation to Verona Plan Commission	Give overview of project and update on project progress; describe "south reliever" concept. PC didn't have too many questions. General concern with plans for commercial development in the southeast area and how the south reliever intersection could affect it.
9/3/2002	Meeting with concerned business	Met with representative of Grubb&Ellis regarding a parcel near Home Depot.
9/3/2002	Meeting with CHANGE group	Discussed method for engaging Allied residents in neighborhood plan process.
9/4/2002	Allied Neighborhood Plan Kickoff Meeting	Met with city of Madison to discuss plans for neighborhood plan.
9/4/2002	Madison Advisory Committee Meeting No. 7	Discussed project progress; updated committee on "south reliever" concept and timeframe.
9/13/2002	Meeting with DNR Bureau of Air Management	Met with John Roth to talk about air modeling.
9/26/2002	Technical Committee Meeting No. 11	Review of Beltline Alternative concepts, crossover alternatives, south reliever route selection, and interchange alternatives.
10/2/2002	Madison Advisory Committee Meeting No. 8	Review South Reliever Impacts, Crossovers, proposed secondary effects approach, and neighborhood planning status.
10/14/2002	Noise and Frontage Road Location Meeting	Discussion of noise walls and frontage roads with staff of Neighborhood Plan and EIS.

10/22/2002	ITE Conference	Presented project overview at conference.
10/23/2002	ITE Dinner/Presentation	Presented project overview at conference.
10/28/2002	Beltline Crossover Business Owners Meeting	Presented crossover options and gathered input from potentially affected businesses.
10/28/2002	Meeting with Madison and Fitchburg Police, Fire, and Emergency Departments	Discuss Beltline crossover options and get an idea for how these departments evaluated them.
10/30/2002	Technical Committee Meeting No. 12	Finish review of crossover alternatives, review interchange alternatives, review south reliever.
10/30/2002	South Reliever Public Official's Meeting	Presented South Reliever option to representatives of potentially affected municipalities and member of public. Received feedback from those present, which was virtually completely against the option.
11/7/2002	Meeting with Linda Bellman, District 1 Alder	Discuss "Watts Road" extension crossover of Beltline and its potential transportation impacts for Linda's district.
11/12/2002	South Reliever Public Meeting	Present South Reliever option to public, well over 350 in attendance. Overwhelming lack of support for idea.
11/13/2002	Meeting with Arboretum staff	Present project update to Arboretum staff.
11/18/2002	Verona/Beltline Interchange Relocation Meeting	Gave short presentation on potential project impacts to interchange area, and information regarding DOT policies on acquisition and relocation. Answered questions from concerned business and residential property owners and renters.
11/20/2002	Beltline Crossover Presentation in Linda Bellman's Aldermanic District No. 1	Discussed Beltline crossover options, got feedback from area residents.
12/9/2002	Expert Panel Meeting	Discuss results of expert panel individual responses. Overall outcome was that Panel agreed that no significant secondary effects would be generated from this project.
12/9/2002	Beltline Crossover Presentation in Linda Bellman's Aldermanic District No. 2	Discussed Beltline crossover options, receive feedback from area residents.
12/10/2002	Meeting with Rayovac	Discussed Beltline crossover options, particularly the East Watts extension. They seem willing to consider the option further.
12/13/2002	Madison Technical Club Meeting	Present general project overview.
1/8/2003	Paul Skidmore, Ken Golden, and Gary Pousen district meeting	Discussed Beltline crossover options, receive feedback from area residents.
1/22/2003	Madison Advisory Committee Charette	Obtain input from Committee on issues of importance that were not addresses or not adequately addressed in EIS process. The Committee generally felt that a more holistic approach to transportation planning is needed, particularly addressing alternatives to cars and impacts to neighborhoods caused by transportation changes/improvements.
2/12/2003	Allied Neighborhood Plan Public Meeting/Workshop	Described analysis of neighborhood plan process to date. Obtained input from neighborhood residents on area issues.
2/14/2003	Meeting with Madison and Fitchburg Traffic Depts.	Discuss options for interchange improvements and get feedback from city traffic departments.

2/21/2003	Meeting with Wal-Mart	Presented beltline crossing options, focusing on the option that would connect Wal-Mart with West Towne. Wal-Mart staff preliminarily liked the idea.
2/28/2003	Meeting with Change Group	Review changes in scope of CHANGE group's work, receive update on outreach progress. Scheduled to have work completed by end of April.
2/28/2003	Factor Sheet Work session	Discuss factor sheet organization and filling out factor matrices.
4/3/2003	Wisconsin Office Interiors	D'Onofrio Drive Extension: Likelihood of construction, potential right-of-way acquisition and relocation process.
5/5/2003	Meeting with WisDOT and City of Madison	Todd Drive off ramp and on ramp configurations and neighborhood discussion.
5/7/2003	Meeting with John Opolka of Diamondback Management (Tumbleweed Restaurants)	Gammon Road Interchange Improvements: Effects on right-of-way and Seybold Road access.
5/20/2003	Meeting with WisDOT and City of Madison	Todd Drive off ramp and on ramp configurations and neighborhood discussion.
9/11/2007	Meeting with US 151/Verona Road Technical Committee	Discuss the status of the US 151/Verona Road project, EIS proposal, interim solution review, and remaining challenges; discuss technical committee topics; and prepare for the upcoming public information meeting on September 20.
9/20/2007	Public Information Meeting	The purpose of the meeting was to inform the public that the Verona Road/West Beltline study was moving forward again and that the West Beltline components would be moved to a different study looking at the entire beltline from US 14 in Middleton to County N near Cottage Grove. The focal point of this study will be the US 151 Verona Road Corridor from PD to Nakoma Road and from Whitney Way to Seminole on the Beltline. Interim improvements at intersections will be added to the study scope, which was originally only focusing on the long term solutions.
10/31/2007	Meeting with US 151/Verona Road Technical Committee	Discuss the challenges, solutions, and alternatives for the US 151/Verona Road reconstruction.
11/26/2007	Meeting with US 151/Verona Road Policy/Advisory Committee	Kickoff Meeting for the Policy Committee. WisDOT introduced the committee to the project and recent scope change.
12/11/07	Meeting with US 151/Verona Road Technical Committee	Discuss the challenges, solutions, and alternatives for the US 151/Verona Road reconstruction.
1/14/08	Meeting with US 151/Verona Road Policy/Advisory Committee	Discuss the US 151/Verona Road reconstruction project and receive input from neighborhoods.
2/12/08	Meeting with US 151/Verona Road Technical Committee	Discuss the challenges, solutions, and alternatives for the US 151/Verona Road reconstruction.
2/18/08	Meeting with US 151/Verona Road Policy/Advisory Committee	Discuss the US 151/Verona Road reconstruction project and receive input from neighborhoods.
3/13/08	Meeting with US 151/Verona Road Technical Committee	Discuss the challenges, solutions, and alternatives for the US 151/Verona Road reconstruction.

3/24/08	Meeting with US 151/Verona Road Policy/Advisory Committee	Discuss the US 151/Verona Road reconstruction project and receive input from neighborhoods.
3/26/08	Meeting with WisDOT Structures and FHWA	Discussed structural bridges for US 151/Verona Road.
4/10/08	Meeting with the US 151/Verona Road Technical Committee	Discussed changes to Summitt options. Introduced Over/Under options at Raymond and PD.
5/19/08	Meeting with the US 151/Verona Road Policy/Advisory Committee	Gave the group an introduction to Noise Analysis.
5/30/08	Meeting with the Madison Mayor	Gave the mayor an update of the US 151/Verona Road project.
6/12/08	Meeting with the US 151/Verona Road Technical Committee	Provide TAC with a Policy Committee Update and reviewed tentative interim and ultimate alternatives.
6/30/08	Meeting with the US 151/Verona Road Policy/Advisory Committee	Updated the Policy committee on the Technical Advisory Committee and Tentative Interim and Ultimate alternatives.
9/11/08	Meeting with the US 151/Verona Road Technical Committee	Discuss the traffic volumes and results from modeling.
10/21/08	Meeting with Local Verona Road Businesses	Invited Businesses within 1/2 mile of the corridor to an Information Meeting to discuss the Verona Road project and potential impacts. The meeting was held at the local Boys and Girls club.
10/23/08	Meeting with Allied Drive Task Force	Presented the Verona Road project at the Monthly Allied Drive Task Force meeting at the Boys and Girls Club.
10/27/08	Meeting with the US 151/Verona Road Policy/Advisory Committee	Discuss the traffic volumes and results from modeling and upcoming November Public Information meeting.
10/29/08	Meeting with the US 151/Verona Road Technical Committee	Discuss the traffic volumes and results from modeling and upcoming November Public Information meeting.
01/29/09	Meeting with US 18/151 (Verona Road) Property Owners	Discussed the frontage road options along the Beltline with potentially impacted south west and south east frontage road property owners.
2/10/09	Meeting with KFC and WisDOT	Discussed the options of the southwest frontage road with KFC property owners.
2/12/09	Meeting with Adams Outdoor Advertising LTD and WisDOT	Discussed the options for the southwest and southeast frontage road and potential impacts to their advertising signs.

APPENDIX K
IMPACT ANALYSIS METHODOLOGY

SAFETEA-LU 6002
Impact Analysis Methodology

US 18/151 County PD to US 12/18
Dane County, WI
WisDOT Project I.D. 1206-07-03

U.S. Department of Transportation
Federal Highway Administration

Wisconsin Department of
Transportation

April 2009

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Section 1: Introduction

1.1 Purpose of Impact Analysis Methodology

Section 6002 of the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU) requires lead agencies for proposed federally funded transportation projects to determine the appropriate methodology and level of detail for analyzing impacts, in collaboration with cooperating and participating agencies.

With this analysis methodology, the Wisconsin Department of Transportation (WisDOT) seeks to communicate and document a structured plan for analyzing impacts. WisDOT will evaluate impacts resulting from the US 151 (Verona Road) project from County PD to US 12. This project will have two components:

- Developing and constructing interim improvements that will address corridor transportation needs for 10 to 15 years into the future.

- Developing and mapping long-term improvements that will address transportation needs well into the future.

Collaboration on the impact analysis methodology is intended to promote an efficient streamlined process and early resolution of concerns or issues.

1.2 Project Background

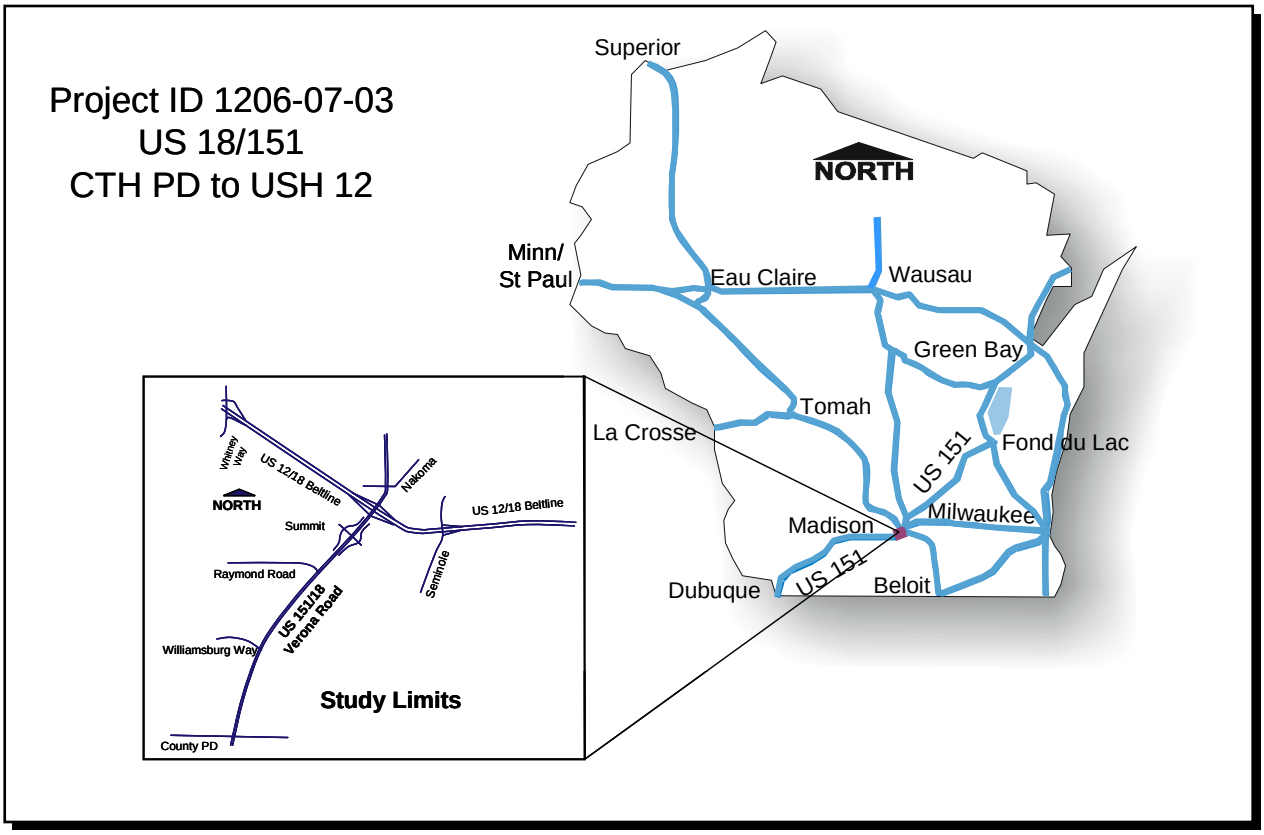
The study area for this project is the US 151/Verona Road corridor from the Nakoma Road intersection south to County Highway PD. Because of the transitions necessary for the US 151 interchange, US 12/14 (the Beltline) from the Whitney Way exit to the Todd Drive exit is also included in the study.

The purpose of this project is to enhance the mobility of both motorized and non-motorized travel in the US 151/Verona Road corridor. US 151/Verona Road is classified as a Backbone route in the Corridors 2020 and Connections 2030 State Highway Plan. This is the same classification as the interstate highways. While making up only 3 percent of Wisconsin highways, Backbone routes carry 37 percent of all auto travel and 54 percent of all truck travel. US 151 serves this interregional purpose within the state. By the year 2008, the backbone portion of US 151 will be a four-lane expressway/freeway facility from Fond du Lac to Dubuque except for the 2-mile section that is a focus of this study. Yet, this 2-mile section carries traffic volumes and trip types that are characteristic of freeway/expressway travel. Currently, traffic volumes on sections of US 151 are 56,000 vehicles per day (vpd), and they are projected to grow to 60,000 to 80,000 vpd (depending on section) by the year 2030.

The portion of the West Beltline that connects to the US 151 interchange regularly operates at or above capacity. It is a primary arterial that serves the growing Madison metropolitan area. The capacity of this arterial decreases from three lanes in both directions east of the interchange to two lanes in both directions west of the interchange. This capacity decrease, combined with the merging and diverging movements associated with US 151, make this portion of the Beltline a major constriction.
As traffic volumes on US 151 grow, safety has become a significant issue with congestion-related crashes increasing. Additionally, pedestrian and bicycle safety decreases on US 151 and through Beltline interchanges as traffic volumes and turning movements in these areas increase.

WisDOT will prepare a Supplemental Draft Environmental Impact Statement (SDEIS) to upgrade and improve the Dane County US 151 (Verona Road) corridor from Highway PD to US 12/14 Interchange in Madison and Fitchburg, Wisconsin.

1.3 Project Vicinity Map



1.4 NEPA Studies in the Project Corridor

A Draft Environmental Impact Statement (DEIS) of the corridor was completed in March of 2004. This DEIS document was a three-part tiered document that had three focus areas, the US 151/Verona Road corridor, the West Beltline, US 12/14 corridor from Todd Drive to US 14 in Middleton, and West Beltline crossings and interchanges. The document was structured so that each EIS section had independent utility and could be separated from the DEIS for National Environment Protection Act (NEPA) completion on its own.

Key comments from stakeholders regarding the US 151 portion of the DEIS include:

- Concern over environmental justice impacts to the Allied Drive neighborhood.
- Concern over projected noise levels.
- A request from the City of Madison to cover depressed freeway (if selected) between Summit and Williamsburg Way.
- Bike/pedestrian crossing improvements.

Since the release of this DEIS, the study has been divided into two separate studies. The US 12/14 Beltline corridor and US 12/14 crossing and connections part of the DEIS has been made into a separate study. The US 151/Verona Road corridor and the connecting portion of the West Beltline from Whitney Way is now the focus of this NEPA document. In addition to the long-term improvements that were evaluated in the DEIS, WisDOT is investigating shorter-term interim improvements. Reasons for investigating interim solutions include the following:

- No funds are available to cap freeway–defer action on request until long-range alternative is ready to be built.
- Safety and congestion concerns are growing, increasing general need for improvements.
- Broad construction costs in general have risen significantly in recent years, making funding of entire freeway or urban alternative at one time unlikely.

Because interim improvement alternatives are being investigated for the US 151/Verona Road corridor that were not part of the original DEIS, WisDOT is proposing to prepare a DEIS that covers both the interim and long-term improvements being investigated for the US 151/Verona Road corridor.

Section 2: General Economics Impact Methodology

2.1 Laws, Regulations, and Guidelines

Key regulations and guidance:

- Federal Highway Administration's (FHWA's) Technical Advisory 6640.8A.
- Guidance for Preparing and Processing Environmental and Section 4(f) Documents (1987).
- WisDOT's Facilities Development Manual (FDM) Chapter 25, Socioeconomic Factors.

2.2 General Methodology

The socioeconomic methodology evaluates social and economic impacts that occur in the project area. Social impacts that will be evaluated include changes in neighborhood or community cohesion, changes in travel and traffic, accessibility, impacts to community facilities and businesses, impacts on traffic safety, public safety, and impacts on special groups such as elderly, handicapped, minority, and transit-dependent persons.

The specific economic impacts that will be evaluated will focus on primary impacts, which include employment opportunities, highway-dependent businesses, and existing and planned business development.

2.3 Project Specific Methodology

With the DEIS, considerable public involvement efforts have been made to evaluate impacts to neighborhoods and businesses and involve them in the decision making process. These efforts included meetings, workshops, surveys, special youth participation activities, videos, and other media methods. Special attention was paid to the Allied and Dunn's Marsh area to address environmental justice concerns. This neighborhood has a higher density of minority and low-income residents compared to area wide Madison and Fitchburg populations. Similar, though less extensive, public involvement activities will occur with the preparation of the SDEIS.

The SDEIS will evaluate impacts to the following neighborhoods:

- Arbor Hills (Seminole Area)
- Dunn's Marsh
- Allied Drive
- Orchard Ridge
- Meadowood
- Jamestown
- Nakoma League
- Midvale Heights

The study will evaluate the following impacts to the neighborhoods:

- Right-of-way and private property improvements.
- Travel patterns.
- Neighborhood and business accessibility.
- Community facilities.
- Public safety.
- Elderly, handicapped, minority, and transit-dependent people.
- Commercial businesses important to the Allied Drive/Dunn's community.
- The employment base for jobs currently held by minority or low income persons.

Additionally, the SDEIS will provide:

- Estimates of probable costs for the alternatives.
- A qualitative discussion on the effects of alternatives on economic development trends and viability, employment opportunities, highway-dependent business, existing planned business development, and tax revenues.
- A qualitative discussion on the effects of alternatives on highway-dependent businesses.

- A qualitative discussion on the effects of alternatives to existing and planned business development.

Section 3: Business and Residential Impact Methodology

3.1 Laws, Regulations and Guidelines

Key regulations and guidance:

- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended (49 CFR Part 24).
- FHWA's Technical Advisory 6640.8A.
- Guidance for Preparing and Processing Environmental and Section 4(f) Documents (1987).

3.2 General Methodology

Business/Commercial impacts for this project will include measuring the primary impacts to businesses. This includes right-of-way required and relocations. It will also include how right-of-way requirements and access changes affect the viability of businesses.

Residential impacts are evaluated by estimating the number of residential relocations there are and the characteristics of those properties, including family characteristics, availability of comparable decent, safe, and sanitary housing in the area, measures to replace insufficient housing, and special relocation needs.

The DEIS Conceptual Stage Relocation Plan will be updated as part of the SDEIS. Impacts to homes and businesses because of changes in access during and after construction are also evaluated.

3.3 Project Specific Methodology

A conceptual stage relocation plan was completed for the US 151/Verona Road–US 12/14 West Beltline DEIS. This plan includes a summary of the area impacts, residential displacements, business displacement, and a summary of costs. The area impacts include direct impacts to the affected neighborhoods, family characteristics, divisive or disruptive effects, relocation assistance information, special relocation advisory services, and results of consultation with local officials, social agencies, and community groups. The residential and business displacements were similarly investigated. The report includes an estimate of displaced residential households, a summary of residential displacements, residential rental analysis, and residential market availability analysis. The estimated number of businesses and employees displaced is also included along with reestablished payments, outdoor advertising signs, commercial rental analysis, and commercial market availability analysis. The report concludes with a summary of the relocation costs. The Conceptual Stage Relocation plan will be revised and updated to correspond with the chosen Verona Road interim solution in the SDEIS.

Section 4: Environmental Justice Impact Methodology

4.1 Laws, Regulations and Guidelines

Key regulations and guidance:

- Executive Order 12898.
- Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (1994).
- The 1997 United States Department of Transportation Order on Environmental Justice (5680-1).

4.2 General Methodology

The environmental justice section analyzes each impact category to determine whether the alternatives under construction would have any disproportionately high and adverse effects on minority populations and low-income populations.

The potential impacts that can be evaluated include air, noise, water pollution, soil contamination, decrease in aesthetic value, increase in traffic congestion or vibration, disconnection or disruption in community cohesion, decrease in economic vitality, disruption of cultural resources, negative effects to public and private facilities, adverse employment effects, and displacement of persons, businesses, farms, or nonprofit organizations.

4.3 Project Specific Methodology

From the inception of the study in 1998, environmental justice was identified as a key issue. An environmental justice plan has been established and will be used in the preparation of the SDEIS.

Environmental Justice is based on the following three principles from the Facilities Development Manual:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects on minority populations and low-income populations.

- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.

- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Many of the activities associated with evaluating impacts to communities of which Environmental Justice applies were discussed in the Socioeconomic section of this document. Similarly, the Environmental Justice public participation activities are covered in the Environmental Justice Plan.

Specifically, the SDEIS will measure these effects to minority and low-income populations and seek to minimize the effects:

- Residential relocations and availability of replacement housing.

- Proportion of residential relocations to the community as a whole.

- Business relocations and availability of replacement facilities.

- Displacement of low income or minority workers and availability of alternate employment.

- Displacement of neighborhood functions and/or services and the impact on the low income and minority neighborhood.

- Effects to neighborhood facilities.

- Noise impacts and mitigation.

Section 5: Indirect and Cumulative Effects Methodology

5.1 Laws, Regulations, Guidelines, and Methodology

Indirect and cumulative effects for transportation projects are evaluated in accordance with the following key regulations and guidance:

- The Council on Environmental Quality (CEQ) publication.
- Considering Cumulative Effects under the National Environmental Policy Act, January 1997.
- FHWA's position paper, Secondary and Cumulative Impact Assessment in the Highway Development Process, April 1992, and the 2002 National Cooperative Highway Research Program (NCHRP) Report 466.
- Desk Reference for Estimating the Indirect Effects of Proposed Transportation Projects.

Indirect and Cumulative effects are defined as:

> Indirect effects are caused by the action and are later in time or farther removed in distance but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems (40 CFR 1508.8)
>
> Cumulative effects are impacts on the environment that result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or nonfederal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time (40 CFR 1508.7).

5.2 General Methodology

The indirect and cumulative effects methodology identifies areas potentially at risk for indirect and cumulative effects. Indirect effects are discovered through analyzing the study area's goals and important features such as land use/development trends, demographics, and natural resources. Next, impact-causing activities such as disruption to travel patterns or access are identified and qualitatively analyzed. This process is completed through community outreach in the study area.

The cumulative effects methodology qualitatively analyzes the direct and indirect effects of the proposed project. It is a resource-based evaluation. It looks at valuable resources within the project boundary and then evaluates how the transportation project, along with all the other influential factors, will affect it.

5.3 Project Specific Methodology

An indirect and cumulative effects evaluation report was completed for the DEIS project using a previous FDM methodology. The analysis sought to:

- Identify resource areas.
- Identify areas that may experience indirect and/cumulative effects.
- Communicate the possible effects.
- Identify preservation or other measures to offset the effects.

These goals were accomplished by using an Expert Panel Analysis and having the Expert Panel follow a two-step, modified Delphi process. The expert panel received information on development trends, natural, cultural, and agricultural resources, and land use controls in the project study area. Their opinions on this material were returned in both written and map form. Then, the group attended a meeting to discuss the project material.

The SDEIS will update and revise the indirect and cumulative effects analysis for the US 151 alternatives. This will include the following tasks:

- Reorganize the previous analysis into the six indirect effects steps and the ten cumulative effects steps as identified by WisDOT's current Indirect and Cumulative Effects Policy.
- Update the analysis with land use regulation changes that have occurred.
- Evaluate how land use and regulation changes will affect the conclusions of the 2002 analysis.
- Update the analysis to address potential access changes at Verona Road intersections.

Section 6: Agricultural Impact Methodology

6.1 Laws, Regulations, Guidelines, and Methodology

Key regulations and guidance:

- The Farmland Protection Policy Act of 1981(7 USC 4201-4209).
- FHWA's Technical Advisory 6640.8 A, Guidance for Preparing and Processing Environmental and Section 4(f) Documents (1987).
- WisDOT's Facilities Development Manual (FDM), Chapter 24, Section 10, Agricultural Lands, and Chapter 32.035, Wisconsin Statutes (Agricultural Impact Statement).

6.2 General Methodology

The Agricultural impact methodology is developed to minimize adverse impacts on farmland and maximize the project's ability to be compatible and work with the state and local farmland programs and policies. The Department of Agriculture, Trade, and Consumer Protection (DATCP) is required to prepare an Agricultural Impact Statement (AIS) when the actual or potential exercise of eminent domain powers involves an acquisition of interest in more than 5 acres of land from any farm operation. DATCP may choose to prepare an AIS if an acquisition of 5 or fewer acres will have a significant impact on a farm operation. Significant impacts could include the acquisition of buildings, the acquisition of land used to grow high-value crops, or the severance of land.

6.3 Project Specific Methodology

The proposed US 151/Verona Road project is located within the City limits of Madison and Fitchburg. The project does not impact or negatively affect farmland in the area. No agricultural impact analysis will be performed. Some agricultural impacts will be discussed in the indirect and cumulative effects analysis.

Section 7: Air Quality Impact Methodology

7.1 Laws, Regulations, and Guidelines

Air quality impacts for transportation projects are evaluated in accordance with the following key regulations and guidance: The Clean Air Act as amended (42 USC 7401), FHWA's Technical Advisory 6640.8A, Guidance for Preparing and Processing Environmental and Section 4(f) Documents (1987), FHWA air quality conformance guidance (23 CFR 450), FHWA guidance on analyzing Mobile Source Air Toxics (February 2006), Wisconsin's State Implementation Plan, and Wisconsin Administrative Code Chapter NR 411, Construction and Operation Permits for Indirect Sources.

7.2 General Methodology

The Environmental Protection Agency (EPA) has set national air quality standards for six principal air pollutants (also referred to as criteria pollutants): carbon monoxide (CO), lead, nitrogen dioxide (NO_2), ozone, particulate matter, and sulfur dioxide. Transportation contributes to CO, NO_2, ozone, and particulate matter. Air quality impacts for transportation projects are evaluated in view of these criteria pollutants using established air quality assessment techniques.

As part of the US 151/Verona Road project, WisDOT will assess four distinct types (ozone, carbon monoxide, mobile source air toxics, particulate matter) of traffic-related air quality issues. Each distinct air pollutant will be analyzed using the appropriate analysis tool and the results will be recorded in the project's Environmental Impact Statement (EIS).

Ozone

At the mesoscale level, the motor vehicle pollutants of concern are oxides of nitrogen (NO_x) and volatile organic compounds (VOC), which can be combined in a series of chemical reactions catalyzed by sunlight to produce ozone (O_3).

No federal agency may approve or fund a transportation project until the project has been shown to conform to the applicable State Implementation Plan (SIP) for air quality. The 1990 Clean Air Act Amendments (CAAA) provide a general definition of SIP conformity, applicable to all transportation plans, programs, and projects funded under Title 23 U.S.C. or the Federal Transit Act, which states that such activities will not:

- Cause or contribute to any new violation of any National Ambient Air Quality Standard (NAAQS) in any area.
- Increase the frequency or severity of any existing violation of an NAAQS in any area.
- Delay timely attainment of any NAAQS or any required interim emissions reductions or other milestones in any area.

Carbon Monoxide

In Wisconsin, CO is the only motor vehicle pollutant currently analyzed at the microscale level as required by NEPA. The NAAQS criteria for an adverse CO impact are an exceedence of the

one-hour standard of 35 parts per million (ppm) or the eight-hour average of 9 ppm. The Wisconsin Department of Natural Resources (DNR) requires a construction permit when any modeled receptor will be exposed to more than 75 percent but less than 100 percent of the NAAQS for CO within ten years of construction.

Mobile Source Air Toxics

FHWA developed interim guidance in 2006, titled *FHWA's Interim Guidance on Air Toxics Analysis in NEPA Documents*, on when and how to analyze Mobile Source Air Toxics (MSAT) since MSAT science continues to evolve. The FHWA's interim guidance on air toxins lists three categories of potential MSATs.

- No analysis for projects with no potential for meaningful MSAT effects.
- Qualitative analysis for projects with low potential MSAT effects.
- Quantitative analysis to differentiate alternatives for projects with higher potential MSAT effects.

According to that guidance, any project exceeding the 150,000 Annual Average Daily Traffic (AADT) traffic volume in the design year (2035) is categorized as a "project with higher potential MSAT effects" and thus would require a quantitative MSAT analysis.

7.3 Project Specific Methodology

Ozone

Dane County is within the Southern Wisconsin Intrastate Air Quality Control Region. According to the EPA, Dane County is presently in attainment for all NAAQS as established by the EPA and therefore in compliance with the State Implementation Plan for air quality. No project-specific analysis of ozone is required.

Carbon Monoxide

In the DEIS, Mobile6 and CAL3QHC were used to analyze projected carbon monoxide concentrations for the Urban Roadway Alternative and the Freeway Alternative. The air quality analysis projected CO concentrations at locations near the US 151/Verona Road interchange under the two alternatives listed above. The receptors were located throughout the project corridor. A screening analysis for this project predicted carbon monoxide levels at less than 75 percent of the NAAQS. No substantial impacts to air quality are expected.

A construction permit was not anticipated to be required. The DNR Bureau of Air Management completed a screening review of the Verona Road (US 151) Alternatives and West Beltline (US 12/14) Expansion projects. The review was completed using the CAL3QHC dispersion model with MOBILE 6.2 emission rates. Based on its review, the DNR agreed the maximum predicted carbon monoxide concentrations would not exceed 75 percent of any carbon monoxide standard. Under Section NR 411.04(2)(c) of the Wisconsin Administrative Code, no construction permit is required for this project.

It is anticipated that with the new horizon years, newly projected traffic volumes, and interim alternatives, the analysis for carbon monoxide will be performed again.

Mobile Source Air Toxics

The AADT in the study area does not exceed the 150,000 identified in the FHWA guidance document.

WisDOT will be conducting a qualitative Mobile Source Air Toxics Analysis as part of the project study. This analysis will be in accordance with FHWA interim guidance on MSAT analysis in environmental documents.

Particulate Matter 2.5 (PM 2.5)

Dane County was designated non-attainment for the PM 2.5 standard in December 2008. However, this designation is not effective until early April 2009. Quality assured, clean monitoring data for the county over the past three years has prompted DNR to request that EPA re-designate Dane County as attainment. This is being done in the form of a technical amendment that EPA is anticipated to act on by the end of April 2009.

Section 8: Noise Impact Methodology

8.1 Laws, Regulations, and Guidelines

Highway noise impacts are evaluated in accordance with the following key regulations and guidance: FHWA's Technical Advisory 6640.8A, Guidance for Preparing and Processing Environmental and Section 4(f) Documents (1987), FHWA's Federal Aid Policy Guide, Procedures for Abatement of Highway Traffic Noise and Construction Noise (23 CFR 772), and Wisconsin Administrative Code Chapter TRANS 405, Siting Noise Barriers.

8.2 General Methodology

Transportation projects are evaluated for traffic noise impacts and abatement measures to help protect the public health and welfare, to supply noise abatement criteria, and to provide information to local officials for land use planning near highways. The noise analysis also provides information on noise generated from typical construction equipment during the construction period.

Existing and design year traffic noise levels are modeled at residential, commercial, and other sensitive receptors along the project corridor using FHWA's Traffic Noise Prediction Model (TNM)® 2.5 computer program. The TNM® includes traffic characteristics that yield the greatest hourly traffic noise on a regular basis for existing conditions and the future design year. Field sound level readings may also be taken at select locations. Under TRANS 405, noise impacts will be evaluated further to determine the reasonableness and feasibility of potential mitigation measures such as noise walls or berms. If noise mitigation is reasonable under TRANS 405 criteria, additional public involvement related to noise mitigation would be initiated.

8.3 Project Specific Methodology

Noise has been identified as a key issue from the inception of the project in 1998. The study used the FHWA's validated Stamina 2.0 prediction model to develop noise impacts. While the noise analysis did predict impacts, no mitigation met the criteria of $30,000 per receptor.

For the SDEIS, the study will reanalyze potential noise impacts using field measurements for existing sound levels and TNM® 2.5 for existing and future sound levels.

Section 9: Wetland Impact Methodology

9.1 Laws, Regulations, Guidelines, and Methodology

Key regulations and guidance:

- Section 404 of the Clean Water Act (33 USC 1251).
- Executive Order 11990, Protection of Wetlands (42 FR 26961).
- DOT Executive Order 5660.1A, Preservation of the Nation's Wetlands, Fish and Wildlife Coordination Act as amended (16 USC 661-667).
- FHWA's policy and procedures for evaluation and mitigation of adverse environmental impacts to wetland and natural habitat (23 CFR 777).
- FHWA's Technical Advisory 6640.8A, Guidance for Preparing and Processing Environmental and Section 4(f) Documents (1987).
- WisDOT's Facilities Development Manual (FDM) Chapter 24, Section 5, Aquatic Systems.
- WisDOT Wetland Mitigation Banking Technical Guidelines as amended.
- WisDOT/DNR Cooperative Agreement Amendment on Compensatory Mitigation for Unavoidable Wetland Losses Resulting from State Transportation Activities (2001).

9.2 General Methodology

Environmental documents measure wetland impact through existing mapping sources and field delineation. Transportation alternatives then seek to reduce impacts by avoiding wetlands where possible, minimize impacts to wetlands that cannot be avoided, and mitigate all unavoidable wetland loss through various compensation measures.

9.3 Project Specific Methodology

Because of its urban nature, effects to wetlands are expected to be limited to nonexistent. Primary effects to wetlands will be measured if necessary.

Section 10: Water Resource/Floodplain Impact Methodology

10.1 Laws, Regulations, Guidelines, and Methodology

Key regulations and guidance:

- The Clean Water Act (33 USC 1251) including Section 303(d), impaired waters, Executive Order 11988.
- Floodplain Management (42 FR 26951).
- DOT Executive Order 5650.2, Floodplain Management and Protection.
- Policies and Procedures (23 CFR 650).
- FHWA's Technical Advisory 6640.8A, Guidance for Preparing and Processing Environmental and Section 4(f) Documents (1987).
- WisDOT's Facilities Development Manual (FDM) Chapter 24.
- Land and Water Resources Impacts and FDM Chapter 10, Erosion Control, Wisconsin Administrative Code Chapter NR 116.
- Wisconsin's Floodplain Management Program, the WisDOT/DNR Cooperative Agreement Amendment.
- Memorandum of Understanding on Erosion Control and Storm Water Management (1994).
- Cooperative Agreement Amendment, Memorandum of Understanding on Erosion Control and Storm Water Management (1994).
- Wisconsin Administrative Code Chapter TRANS 401, Construction Site Erosion Control and Storm Water Management Procedures for Department Actions.

10.2 General Methodology

Transportation improvement alternatives for water resources and floodplain impacts involve finding ways to minimize negative impacts to water quality, floodplains, and stream hydraulics. This may be implemented through using sound erosion control and stormwater management practices and by sizing new and replacement structures to minimize floodplain encroachment and increases in the height of the regional (100-year) floodplain elevation. Properly minimizing adverse effects requires assessment of existing conditions such as water quality, fishery resources, floodplain functions and values, potential undesirable outcomes to these conditions, and proposed measures to minimize the adverse effects. Discuss appropriate coordination with locals on any changes to mapped floodplains.

10.3 Project Specific Methodology

The impacts to streams and floodway are expected to be related to stormwater management. US 151 has a City of Madison culvert transverse the corridor that will need modifications. Additionally, project alternatives are likely to increase the impervious surface area increasing stormwater runoff quantity and quality. Stormwater quantity and quality will be addressed as required by Wis. Adm Code Trans 401 and the Cooperative Agreement.

The study will review stormwater impacts caused by US 151 alternatives and broadly identify the stormwater management measures necessary for the alternatives. This will include:

- Quantifying stormwater runoff, addressing both quantity and peak flow discharge.
- Identifying storage requirements necessary and possible locations for storage.
- Discussing water quality and following required state regulations.
- Broadly identifying infrastructure changes necessary to manage stormwater and determine probable cost-effective Best Management Practices (BMPs) to address stormwater issues.
- Summarizing the findings as an appendix in the SDEIS.

Section 11: Upland Habitat/Wildlife Impact Methodology

11.1 Laws, Regulations, Guidelines, and Methodology

Key regulations and guidance:

- The Fish and Wildlife Coordination Act as amended (16 USC 661-667).
- FHWA's Technical Advisory 6640.8A, Guidance for Preparing and Processing Environmental and Section 4(f) Documents (1987).
- WisDOT's Facilities Development Manual (FDM) Chapter 24, Land and Water Resource Impacts.
- FHWA's Guidelines for Consideration of Highway Project Impacts on Fish and Wildlife Resources, October, 1989.

11.2 General Methodology

Upland habitats are made up of nonwetland areas in the transportation project's region of potential effect that has vegetative cover suitable for supporting wildlife. Upland areas include remnant prairies dominated by grasses and forbs, woodlands/shrubs thickets, fallow fields, and fence lines.

Impact evaluation includes an assessment of existing conditions (community type, connectivity to other resources, wildlife associations), amount and type of habitat affected by the proposed project, fragmentation or severance of ecosystems, and consequential effects on wildlife permanently inhabiting or passing through the upland habitat areas.

11.3 Project Specific Methodology

It is anticipated that upland habitat for the US 151 corridor will consist of urban landscaping. The SDEIS will quantify impacts to existing urban landscaping in the corridor for the alternatives.

Section 12: Threatened and Endangered Species Impact Methodology

12.1 Laws, Regulations, Guidelines, and Methodology

Key regulations and guidance:

- The Endangered Species Act of 1973 (7 USC 136; 16 USC 1531).
- Migratory Bird Treaty Act (16 USC 661).
- FHWA's Technical Advisory 6640.8A, Guidance for Preparing and Processing Environmental and Section 4(f) Documents (1987).
- FHWA's guidance memo, Management of the Endangered Species Act Environmental Analysis and Consultation Process (2002), Wisconsin Administrative Code Chapter NR 27.
- Endangered and Threatened Species (2005).
- WisDOT/DNR Cooperative Agreement Amendment.
- Memorandum of Understanding on Endangered and Threatened Species Consultation (1998).
- WisDOT Facilities Development Manual (FDM) Chapter 24, Land and Water Resources.

12.2 General Methodology

The impact evaluation for threatened and endangered species includes a determination of the presence or absence of any federally listed or state listed threatened or endangered species or their critical habitat in the transportation project's area of potential effect. The DNR along with the United States Fish and Wildlife Service determines the presence or absence of threatened or endangered species.

If federally threatened or endangered species or their critical habitat is present and cannot be avoided by location and design refinements to the proposed transportation project, WisDOT and FHWA would proceed with consultation steps under Section 7 of the Endangered Species Act for federally listed species. For state listed species, WisDOT would develop a conservation plan or lay the groundwork for an incidental take permit in consultation with DNR.

WisDOT will also incorporate construction contract special provisions to eliminate or reduce impacts.

12.3 Project Specific Methodology

With the DEIS, the DNR determined that threatened or endangered species were not present within the project study limits. This will be confirmed with the SDEIS.

Section 13: Public Use Lands Impact Methodology

13.1 Laws, Regulations, Guidelines, and Methodology

Public use land impacts (existing and planned public parks, recreation areas, wildlife and waterfowl refuges, other public-use lands, and historic sites) for transportation projects are evaluated in accordance with the following key regulations and guidance:

- Section 4(f) of the U.S. DOT Act (23 USC 138; 49 USC 303).
- FHWA's Section 4(f) Policy Paper (2005).
- FHWA's Technical Advisory 6640.8A, Guidance for Preparing and Processing Environmental and Section 4(f) Documents (1987).
- Section 6(f) of the Land & Water Conservation Fund Act as amended (16 USC 4601), the Federal Aid in Sport Fish Restoration Act (Dingell-Johnson Act) as amended (16 USC 777).
- Pittman-Robertson Wildlife Restoration Act (16 USC 669).
- WisDOT's Facilities Development Manual (FDM) Chapters 20, 21, and 26 and other public use land funding programs such as those administered by DNR.

13.2 General Methodology

Public use land impacts are evaluated through an inventory of potentially affected public use land in the project area. The evaluation also includes existing and planned use for the land, funding sources, and jurisdictional agencies. Where it is impossible to avoid public use resources, impacts would be analyzed by the amount of land required from the resource or any constructive use impacts such as increased traffic noise, changes in the visual setting, or impacts that would adversely affect the public land use.

13.3 Project Specific Methodology

The DEIS evaluated impacts and prepared a 4(f) evaluation for two public use parks, Britta Parkway green space, located in the southeast quadrant of the US 151 interchange, and Doncaster Park, located in the northeast quadrant of the US 151 interchange. Additionally, interim improvements may impact the Southwest bike trail.

The SDEIS will revise these evaluations in light of the new improvements and possible changes in right-of-way requirements. The FDM guidance will be used. It is possible these two areas are no longer considered parks under Madison's park and open space plan.

The DEIS had no impacts to the Arboretum, a potential 4(f) resource for 106 reasons. If reevaluation of alternatives produces impacts to the arboretum, a 4(f) evaluation will also be prepared for this property. Appropriate 106 coordination will also occur.

Section 14: Cultural Resources Impact Methodology

14.1 Laws, Regulations, Guidelines, and Methodology

Key regulations and guidance:

- Section 106 of the National Historic Preservation Act as amended (16 USC 470).
- FHWA's Technical Advisory 6640.8A.
- Guidance for Preparing and Processing Environmental and Section 4(f) Documents, 1987.
- WisDOT's Facilities Development Manual (FDM) Chapter 26, Historical Preservation.

14.2 General Methodology

The cultural resource impact evaluation includes the identification of cultural resources in the transportation project's area. Qualified archaeologists and historians evaluate the resources to determine the potential effect from the project. The evaluation includes identifying cultural resources, National Register of Historic Places, and an assessment of whether adverse effects will occur.

14.3 Project Specific Methodology

Archaeological investigations took place at the onset of the project. Because most of the lands in the corridor are disturbed, limited shovel testing was performed. Section 106 forms were completed for Project I.D. 1206-07-03 (Verona Road/West Beltline EIS).

An architectural inventory was also completed with determinations of eligibility prepared. Section 106 forms were also completed for Project I.D. 1206-07-03. Within the area of potential effect, the UW Arboretum was determined as eligible for the National Register of Historic Places. The DEIS alternatives did not affect this resource. Reevaluation of the Verona Road and Seminole interchange alternative could reveal impacts to the arboretum. This could prompt both the 106 and 4(f) process.

Section 15: Contaminated Sites Impact Methodology

15.1 Laws, Regulations, Guidelines, and Methodology

Key regulations and guidance:

- The Resource Conservation and Recover Act of 1976 as amended (42 USC 6901).
- FHWA's Technical Advisory 6640.8A.
- Guidance for Preparing and Processing Environmental and Section 4(f) Documents (1987).
- WisDOT's Facilities Development Manual (FDM), Chapter 21, Section 35, Contaminated Site Assessments and Remediation.

15.2 General Methodology

The phase 1 investigation uses field observations, interviews and records searches to identify sites that have a high likelihood of contamination. Phase 1 screening is performed for all alternatives carried forward in the environmental documentation process. A Phase 2 investigation, which includes subsurface testing, is performed on sites which fall within the preferred alternative. Further investigation is performed when necessary after a preferred alternative is selected.

15.3 Project Specific Methodology

A Phase 1 investigation has been completed for a 500 to 600-foot corridor around the existing centerline. WisDOT determined that further Phase 2 investigations of up to 67 sites are merited, depending on the preferred alternative chosen. Those investigations will be scheduled after a preferred alternative is selected after the FEIS. The DNR and possibly affected parties will be notified of the results. WisDOT will work with all concerned to ensure that the disposition of any petroleum contamination is resolved to the satisfaction of the Wisconsin DNR, WisDOT BEES, and FHWA before acquisition of any questionable site and before advertising the project for letting. Non-petroleum sites will be handled on a case-by-case basis with detailed documentation and coordination with FHWA as needed.

Section 16: Aesthetic Impact Methodology

16.1 Laws, Regulations, Guidelines, and Methodology

Aesthetic (visual) impacts for transportation projects are evaluated in accordance with the following key regulations and guidance:

- FHWA's Technical Advisory 6640.8A.
- Guidance for Preparing and Processing Environmental and Section 4(f) Documents (1987).
- FHWA's publication on Visual Impact Assessment for Highway Projects (DOT FHWA-HI-88-054).
- WisDOT's Facilities Development Manual (FDM) Chapter 27, Section 10, Visual Impact Assessment.

16.2 General Methodology

The purpose of the visual impact assessment is to protect the visual character of the project corridor. This task is accomplished through identifying the visual character of the project corridor, characterizing the visual quality of the area, and identifying the groups viewing the project from the highway and of the highway. The impact assessment will also describe the visual change that will occur to the project corridor through the proposed transportation improvements. Mitigation will take place where adverse visual effects are identified. Mitigation measures could include landscaping and aesthetic treatments such as bridge abutments, retailing walls, and sidewalks in the project area.

It is WisDOT policy to use a "Community Sensitive Design" (CSD) approach to enhance excellence in transportation project development and resulting solutions. CSD is the art of creating public works projects that function safely and efficiently, and are pleasing to both the users and the neighboring communities.

Community Sensitive Design is a collaborative interdisciplinary approach that includes early involvement of all stakeholders to ensure that transportation projects not only provide safety and mobility, but are also in harmony with communities and the natural, social, economic, and cultural environments. This integration of projects into the community and environment requires careful planning and a variety of design, construction and safety standards must be met, along with environmental considerations. Design exceptions to standards may be used, where appropriate and necessary. These must be documented and approved, and must contain a thorough analysis of the consequences and tradeoffs involved.

16.3 Project Specific Methodology

Preliminary aesthetic treatments will be considered and incorporated into the preliminary concept design of the US 151 alternatives. Additionally, the SDEIS will include a qualitative discussion of visual and aesthetic impacts and benefits of the alternatives being considered.

Section 17: Construction Impact Methodology (Transportation Management Plans)

17.1 Laws, Regulations, Guidelines, and Methodology

Key guidelines:

- FHWA's Technical Advisory 6640.8A.
- Guidance for Preparing and Processing Environmental and Section 4(f) Documents (October, 1987).

17.2 General Methodology

Construction Impacts

During the construction of the project, additional assessment of the following impacts may be conducted:

- Access to facilities and service.
- Emergency response services.
- Air quality (emissions and fugitive dust).
- Construction solid and hazardous waste.
- Economic impacts.
- Noise.
- Vibration.
- Water quality/erosion and sedimentation.

Transportation Management Plans for Work Zones

A transportation management plan (TMP) for work zones provides management strategies of work zone impacts and safety in all project development phases. Transportation management strategies for a work zone include temporary traffic control measures and devices, public information and outreach, and operational strategies such as travel demand management, signal retiming, and traffic incident management.

FHWA's TMP for work zones provides for systematic consideration and management of work zone impacts and safety in all project development phases. Preliminary information is developed in the project's planning phase with input from the public, local officials and other interests, and developed further in subsequent environmental assessment and engineering design phases.

A TMP helps to reduce traffic and mobility impacts, improve safety, and promote coordination within and around the work zone. The TMP must be developed to best serve the specific community, project, road users, businesses, and highway workers.

The (23CFR450) Rule updates and broadens the former regulation to address more of the current issues affecting work zone safety and mobility by:

- Fostering systematic assessment of the work zone impacts of road projects and development and implementation of transportation management strategies that help manage these impacts.

- Expanding thinking beyond the project work zone itself to address corridor, network, and regional issues while planning and designing road projects.

- Expanding work zone impacts management beyond traffic safety and control to address mobility in addition to safety and to address the broader concepts of transportation operations and public information.

- Advocating innovative thinking in work zone planning, design, and management to consider alternative/innovative design, construction, contracting, and transportation management strategies.

17.3 Project Specific Methodology

After a preferred alternative has been selected, construction impacts and traffic management strategies will be broadly addressed in the FEIS. This discussion will include the following:

- Probable construction staging of the preferred alternative.

- Probable traffic control concepts necessary during the construction of the preferred alternative, which also consider motor vehicle and worker safety.

- Traffic management measures available to help mitigate the effects of the construction staging.

- A discussion with local officials of these probable construction staging and traffic control measures.

APPENDIX L
SOUTH RELIEVER REPORT (WITHOUT APPENDICES)

Report for
Wisconsin Department of Transportation

2002 South Reliever Impact Analysis
Summary

Prepared by:

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SECTION 1
INTRODUCTION AND EXECUTIVE SUMMARY

1.01 INTRODUCTION

As an alternative to expanding US 151/Verona Road and US 12/14, the Wisconsin Department of Transportation (WisDOT) evaluated a South Reliever roadway in the south portion of the Madison metropolitan area, which was investigated in response to public input. The analysis was performed in the summer and fall of 2002 using data available at that time. Additional investigations are occurring in the fall of 2007, but they are not part of this summary.

The goal of the South Reliever would be to fulfill the project purpose and need for the US 151/18-US 12/14 (Verona Road/West Beltline) Environmental Impact Study (EIS), which includes the following components:

- Provide US 151 system continuity and consistency with the Corridors 2020 State Highway Plan.
- Improve regional mobility.
- Improve highway safety.
- Improve neighborhood connectivity for transit and nonmotorized travel.
- Improve metropolitan traffic movements and local access.

To address these needs for the study area, and for regional and local traffic, a South Reliever would need to draw a significant volume of traffic from the study corridor in general, and the Beltline interchange area in particular. In this way, conditions on and near existing Verona Road would be improved so that it could once again serve adequately as a metropolitan urban arterial.

The South Reliever alignment evaluated as part of the Verona Road Study relocates US 18/151 off its current alignment at the City of Verona and reroutes it east through the City of Fitchburg, Town of Dunn, and Town of Pleasant Springs, connecting with Interstate 39/90 near the existing weigh station north of County N. The South Reliever alignment studied was selected to balance impacts and costs. However, it is approximate and would need further refinement if a study specifically for a South Reliever is initiated in the future. For example, another possible routing alternative could be to follow existing two-lane roads reusing existing right-of-way (R/W); however this would increase the number of relocations required. A four-lane freeway facility[1] with grass median was the roadway type studied. Compared to a four-lane expressway, it is safer, has higher capacity, and limits access to interchanges, all of which are important features of backbone routes.[2] However, both a freeway and an expressway would be expected to attract similar volumes of traffic in the 20-year period studied, and the cost for both would be similar, so the study outcome is essentially the same if a four-lane expressway is selected.

The South Reliever was divided into three stages that could be implemented together or incrementally. Stage 1 would connect the existing US 18/151 with US 14 and brings US 18/151 north on US 14 to the Madison Beltline. Stage 1 would consist of 6.5 miles of new four-lane roadway that is off-alignment. If Stage 1 were implemented by itself, improvements to the US

[1] It is more difficult to provide a freeway facility on the alignment of an existing roadway because of the development and driveways that already exist on that roadway.
[2] Corridors 2020 Backbone routes are the state's most important roadways and include interstates and other principal arterials.

14/Beltline interchange would be required to increase the capacity of the west-to-south and north-to-east US 18/151 backbone movements. The study analyzed several options, each of which would modernize the existing free-flow ramps and add a west-to-south free-flow ramp. Stage 2 would connect US 14 and US 51, a distance of 5.0 miles. Stage 3 would connect US 51 and Interstate 39/90, a distance of 4.0 miles. The study analyzed the implementation of the proposed South Reliever stages individually and in combination with each other. A schematic of the alignment of all three stages of the South Reliever is shown in Figure 1.01-1.

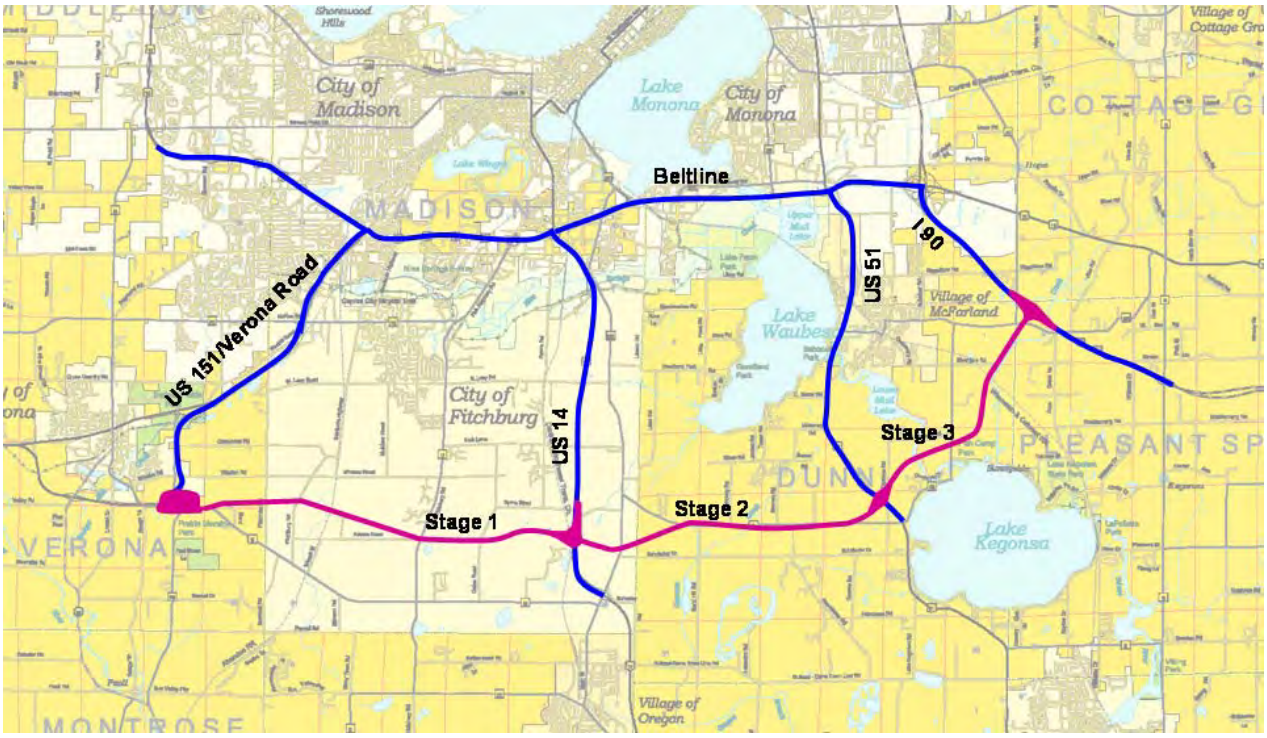


Figure 1.01-1 Proposed South Reliever Alignment

1.02 EXECUTIVE SUMMARY

The South Reliever was evaluated with two combinations, Stage 1 alone and Stages 1, 2, and 3 combined. The following paragraphs summarize the results of the evaluations. In both scenarios, there are no improvements to Verona Road or the Beltline.

A. Traffic Capture

Each set of South Reliever combinations was analyzed to determine the amount of traffic that would use the South Reliever and be drawn from the existing US 18/151 (Verona Road) facility. This analysis used the Madison Area Metropolitan Planning Organization's (MPOs) demand model. A base network that estimated year 2020 traffic on the existing roadway system was used

as the base traffic scenario to determine what, if any, traffic benefits to Verona Road or the Madison Beltline would result from constructing the South Reliever.

Traffic volumes along Verona Road and the most congested part of the Beltline are forecasted to increase for all South Reliever combinations over 2001/2002 levels. Modeling indicates that traffic diverted from Verona Road to the South Reliever will be replaced by other traffic that is currently avoiding and in the future would continue to avoid the Verona Road corridor because of high congestion levels. Year 2020 traffic volumes on Verona Road at Williamsburg Way, with a South Reliever in place, would still increase 1 to 2 percent above 2002 traffic volumes. Without a South Reliever, these volumes are projected to grow by about 10 percent. Changes in traffic volume along the rest of Verona Road from Raymond Road to the Beltline would be similar. Since traffic volumes on Verona Road will grow with or without a South Reliever, the need to improve Verona Road in the future will still exist. A traffic volume comparison of the two South Reliever options is shown in Figure 1.02-1. A more detailed traffic analysis can be found in Section 3.

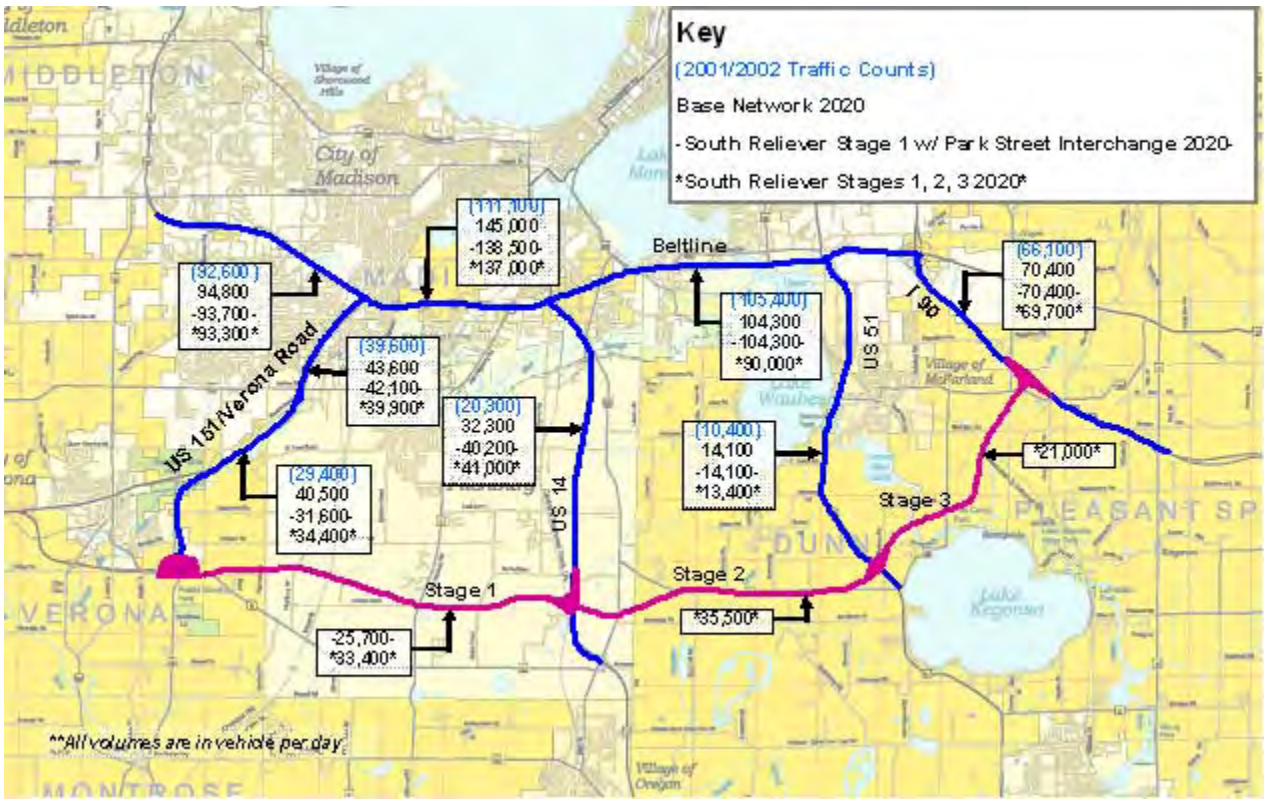


Figure 1.02-1 Year 2020 Traffic Volume Comparison of South Reliever Alignment Options

It should be noted that while the modeling was done for a full freeway facility off the existing alignment, the traffic capture for an expressway facility following County M would be similar. Also, this modeling does not differentiate between truck traffic diverted and auto traffic diverted. WisDOT does not have an automated vehicle classification recorder for US 151. Peak-hour traffic

counts show that trucks make up about 4 percent of the vehicle traffic during the evening peak hour near County PD. Since truck traffic is distributed throughout the day, trucks may comprise up to 8 percent of the traffic on US 151 (or up to 3,000 vpd). Through-truck traffic not destined for Madison is likely to be diverted onto the South Reliever. Further study is being planned to understand this volume more completely.

B. Impacts

Because the proposed South Reliever is a four-lane freeway facility and is in addition to, rather than a replacement of, existing local roads, significant amounts of R/W would be required. This additional R/W would be required whether the South Reliever is built on a new location or follows existing local road corridors. To construct Stage 1 and the Park Street interchange improvements, 600 to 650 acres of R/W would need to be acquired. The construction of this option for the South Reliever would also require approximately 115 to 737 residential and 33 to 65 business relocations, most of them near the Park Street interchange. The amount of R/W and number of relocations required is highly dependent on which Park Street interchange alternative is selected.

If Stages 1, 2, and 3 of the South Reliever are constructed, approximately 1,068 acres of R/W would be required. This would include 43 acres of residential land, 636 acres of farmland, and 250 acres of wetland. Approximately 13 residential, 3 farm, 1 commercial, and three other relocations would be required to complete Stages 1, 2, and 3 of the South Reliever. Improvements to the Park Street interchange would not be needed for this combination and are not included is these estimates. Further study would be required to refine the R/W and relocation requirements for any selected combination of the South Reliever. A summary of the estimated R/W requirements is shown in Table 1.02-1. A more detailed breakdown of the impacts associated with the South Reliever Stages can be found in Section 3.

	Stage 1 with Park Street Interchanges	Stages 1, 2, and 3
Right-of-Way (Acres)		
Farm	330	636
Residential	22-43	43
Commercial	42-71	0
Forested	104	139
Wetland	87	250
Park	2	0
Other	11-15	0
Total	**598-652**	**1068**
Relocations		
Agricultural	1	3
Residential*	115-737	13
Commercial	33-65	1
Other	2	3
Total	**151-805**	**20**

*Note: Residential relocations are high due to the numerous apartment buildings

Table 1.02-1 Estimated Right-of-Way Requirements for South Reliever Combinations

C. Possible Cost

The possible construction cost for the South Reliever includes the cost of purchasing additional R/W, relocating displaced residents and businesses, and the construction costs of the roadway and structures. R/W costs are highly variable and have been rising in and near the Madison metro area, so they could differ significantly from what is estimated in this report. The estimated cost to construct Stage 1 with the Park Street interchange is between $112 and $191 million. This includes $45 to $117 million in R/W costs and $67 to $82 million in construction costs. The cost for this option is highly variable, depending on which interchange improvement alternative is selected. The estimated cost to construct the second option for the South Reliever, Stage 1, 2, and 3, is $119 million. This includes $17 million in R/W costs and $102 million in construction costs. The cost to construct Stages 1, 2, and 3 of the South Reliever is estimated to fall between the cost of the two Verona Road improvement alternatives. The cost to construct Stage 1 with the Park Street interchange is highly variable, depending on which alternative would be ultimately selected. The cost for this alternative ranges from between the two Verona Road alternatives to approximately $50 million more than the Verona Road free flow alternative. Further study would need to be performed to refine the cost estimate for any selected South Reliever option. Table 1.02-2 shows a comparison of the costs of the Verona Rd and South Reliever alternatives. A more detailed cost breakdown for the South Reliever Stages can be found in Section 3.

	Stage 1 with Park Interchange	Stages 1, 2, and 3	Verona Road Urban	Verona Road Free Flow
Costs				
Right-of-Way	$45 - $117	$17	$10	$25
Construction	$67 - $82	$103	$55	$115
Total	**$112 - $191**	**$119**	**$65**	**$140**
All costs in Millions				

Table 1.02-2 Estimated Possible Costs for Verona Road Alternatives and South Reliever (2002 dollars)

D. Public Reaction

Written responses, public meetings, and official positions of municipalities showed that opposition to the South Reliever concept exceeded support for the concept. A public meeting was held on November 19, 2002. Following the meeting, there were 382 letters of opposition and 758 signatures on petitions opposed to the project. There were 10 comment letters in support of the South Reliever. Some of the letters opposing the project came from the Dane County Executive, the 1000 Friends of Wisconsin, the Mayor of Verona, the Town of Dunn, and the Friends of Lake Kegonsa Society (FOLKS). Many people commented that the adverse effects of the road to the agricultural land and water resources would outweigh the benefit of the South Reliever. Several people also indicated they did not think the South Reliever should be built if improvements were still necessary to Verona Road and the Beltline. The study team also received petitions and letters from residents in Dunn and Fitchburg expressing their opposition to the South Reliever concept. More detailed public comments can be found in Section 4.

E. Conclusions

This review's primary conclusion is that a South Reliever will not solve the existing and growing Verona Road safety and congestion problems. Therefore a South Reliever would not address the Verona Road project Purpose and Need. For this reason, the Wisconsin Department of Transportation dismissed this as a viable alternative to improve Verona Road on December 3, 2002. Specific details supporting this conclusion include:

- A South Reliever does not provide significant traffic volume relief to the Verona Road corridor or the Verona Road interchange.
- A South Reliever does not provide substantial traffic volume relief to the Beltline corridor.
- A South Reliever is not likely to reduce congestion-related crashes, improving safety, because it does not substantially reduce traffic volumes on the Verona Road corridor.
- A South Reliever does not address other stated project goals, including improving neighborhood connectivity.
- A South Reliever would create a physical barrier separating parts of Fitchburg and the Town of Dunn.
- A South Reliever would adversely affect farmland, uplands, and other natural resources within the Upper Sugar River, Yahara River, and Koshkonong Creek watersheds.
- The South Reliever concept was met with strong public opposition.
- The total cost of the South Reliever, Stages 1 through 3, is in the range of the cost of the two Verona Road improvement alternatives being considered.

A second conclusion is that a South Reliever would improve the overall roadway network in the Madison Metro Area, but would require a separate and more extensive study to determine whether those improvements are sufficient to offset the relatively high socio-economic, environmental, and fiscal impacts of such a project. Factors influencing this conclusion include:

- A Stage 1 or Stages 1-3 South Reliever would provide an alternative route for regional US 18/151 traffic and some commuters currently using Verona Road and the Madison Beltline.
- A large number of east-west travelers currently using other nearby existing local routes south of the Madison area would be drawn to a South Reliever.
- Of the two South Reliever alternatives studied, building Stages 1 through 3 has greater traffic flow benefits.

- Of the two South Reliever alternatives studied, Stage 1 with Park Street interchange improvements would require less land area and have fewer impacts on the natural environment.

If reevaluation of the concept is considered, further study will be needed to refine the cost and impacts associated with the South Reliever and Park Street interchange improvements.

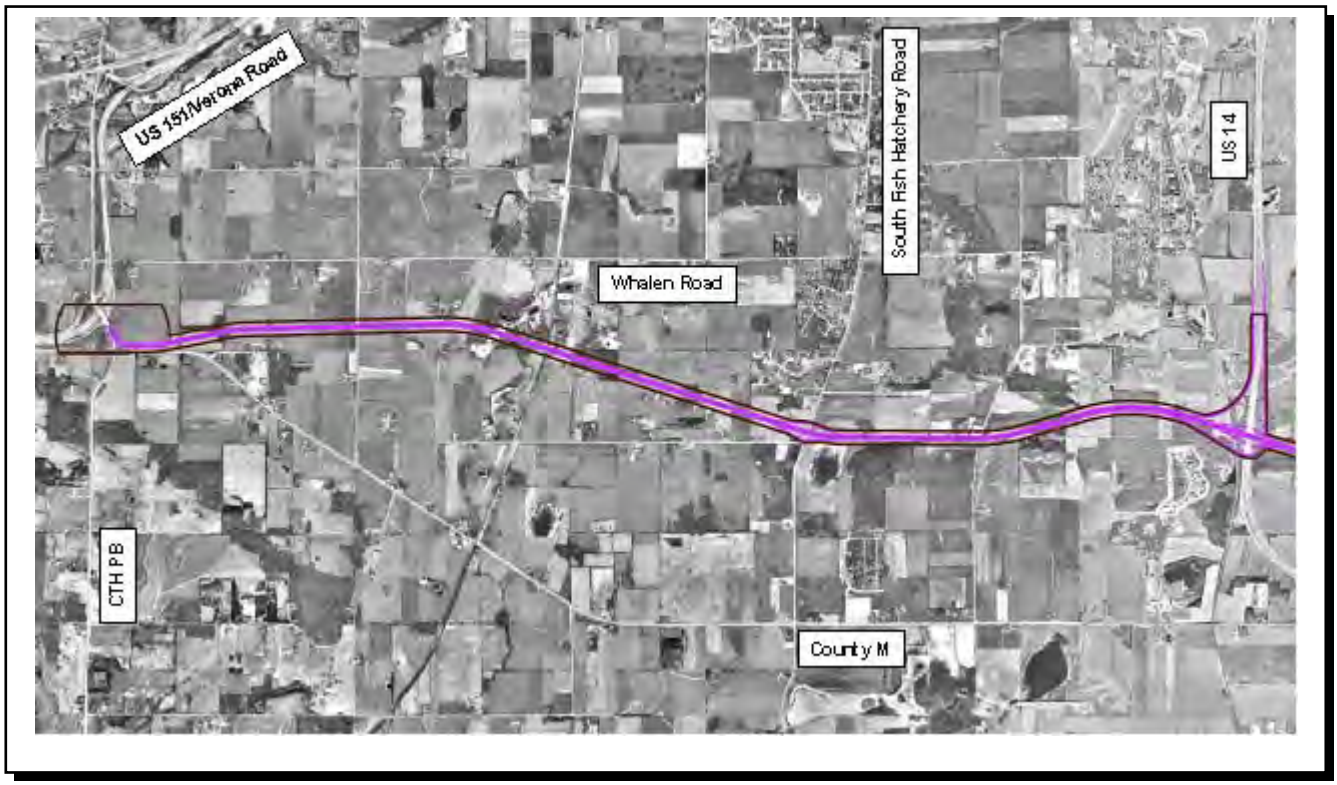
SECTION 2
SOUTH RELIEVER DESCRIPTION

2.01 POSSIBLE STAGES

The South Reliever was divided into three stages for planning and analysis. Each stage represented a segment that had independent utility as a roadway and a logical terminus. Each stage was then analyzed individually and cumulatively as part of the South Reliever concept. The South Reliever concept does not include any reconstruction of Verona Road or the Beltline other than the Park Street interchange. These needs would be addressed independently of the South Reliever project.

A. Stage 1

Stage 1 connects the existing US 151 alignment with US 14. The proposed alignment of Stage 1 begins south of Verona near the intersection of County PB and County M. The alignment then continues to the east between Whalen Road and County M until it intersects US 14 north of Oregon between County M and Byrne Road. The total length of Stage 1 is approximately 6.5 miles. As mentioned previously, the South Reliever is located on a new alignment outside the R/W limits of County M or other existing east-west roadways in the immediate area. This greatly reduced the number of relocations and allows a full freeway facility to be constructed with minimal changes to existing local roads. New interchanges will be required where US 151 diverges from the current alignment south of Verona, at the intersection with South Fish Hatchery Road, and at the intersection with US 14. The interchange where the US 151 roadway leaves the existing alignment, southeast of Verona, would be a system interchange providing free-flow movements. The proposed alignment of Stage 1 is shown in Figure 2.01-1.



B. US 14/Park Street Interchange

If Stage 1 were constructed alone, without extending the roadway to the Interstate, the US 14/Park Street interchange at the Beltline would need improvement. This interchange is already nearing its capacity and has many safety and design issues. The backbone connection from the westbound Beltline to southbound US 14 is currently signal controlled. The backbone connection from northbound US 14 to the eastbound Beltline is currently a free-flow ramp with substandard design speed and insufficient merge and diverge distances. Most other existing ramp connections have substandard design speeds. Existing interchange spacing between the Fish Hatchery Road interchange, the Park Street interchange, and the Rimrock Road interchange is substandard. The addition of ramps to accommodate US 18/151 traffic would require auxiliary lanes, collector-distributor roads, or some other type of arrangement to safely provide sufficient merge and diverge distances. These issues would need to be considered in the redesign of the Park Street interchange to accommodate the US 18/151 backbone traffic. Three alternatives for the reconstruction of the Park Street interchange that would address these problems were studied.

If all stages are constructed initially, the US 14/Park Street interchange would not need to be converted from a service to a system interchange and reconstruction to accommodate the additional US 151 traffic would not be required.

1. Alternative 1

Alternative 1 involves converting the interchange to a full cloverleaf design. All movements between the Beltline and US 14 south of the interchange are free-flow. The existing ramps are replaced with 40 mph loop ramps. Even with upgraded 40 mph ramps, the interchange does not strictly meet the design speed guidelines for a system interchange. The interchange also contains Collector Distributer (CD) roads on the Beltline to meet ramp spacing requirements. With this arrangement, the footprint of the interchange more than doubles. Ramps at the Fish Hatchery Road and Rimrock Road interchanges may have to be removed because of insufficient interchange spacing along the Beltline east and west of Park Street. The proposed ramp alignments for Alternative 1 are shown in Figure 2.01-2.

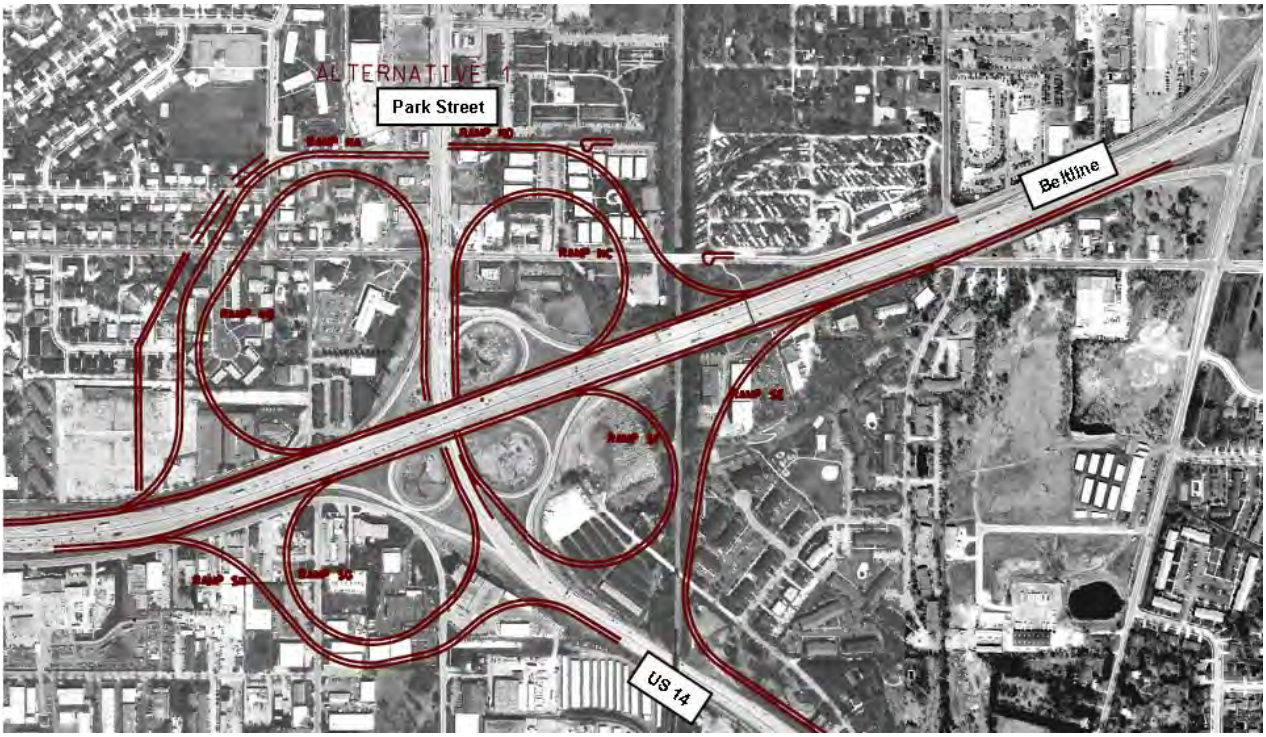


Figure 2.01-2 Ramp Alignment for Alternative 1 of Park Street Interchange

2. Alternative 2

Alternative 2 also involves converting the interchange to a full cloverleaf design with CD roads on the Beltline. All movements between the Beltline and US 14 south of the interchange are free-flow. The existing ramps are replaced with 30 mph loop ramps, again falling short of the design speed guidelines for a system interchange. This alternative also provides the least additional capacity of the three proposed alternatives. The footprint of Alternative 2 is smaller than Alternative 1 because of the slower ramp speeds. Again, ramps at the Fish Hatchery Road and Rimrock Road interchanges may have to be removed

because of insufficient interchange spacing along the Beltline. The proposed ramp alignments for Alternative 2 are shown in Figure 2.01-3.

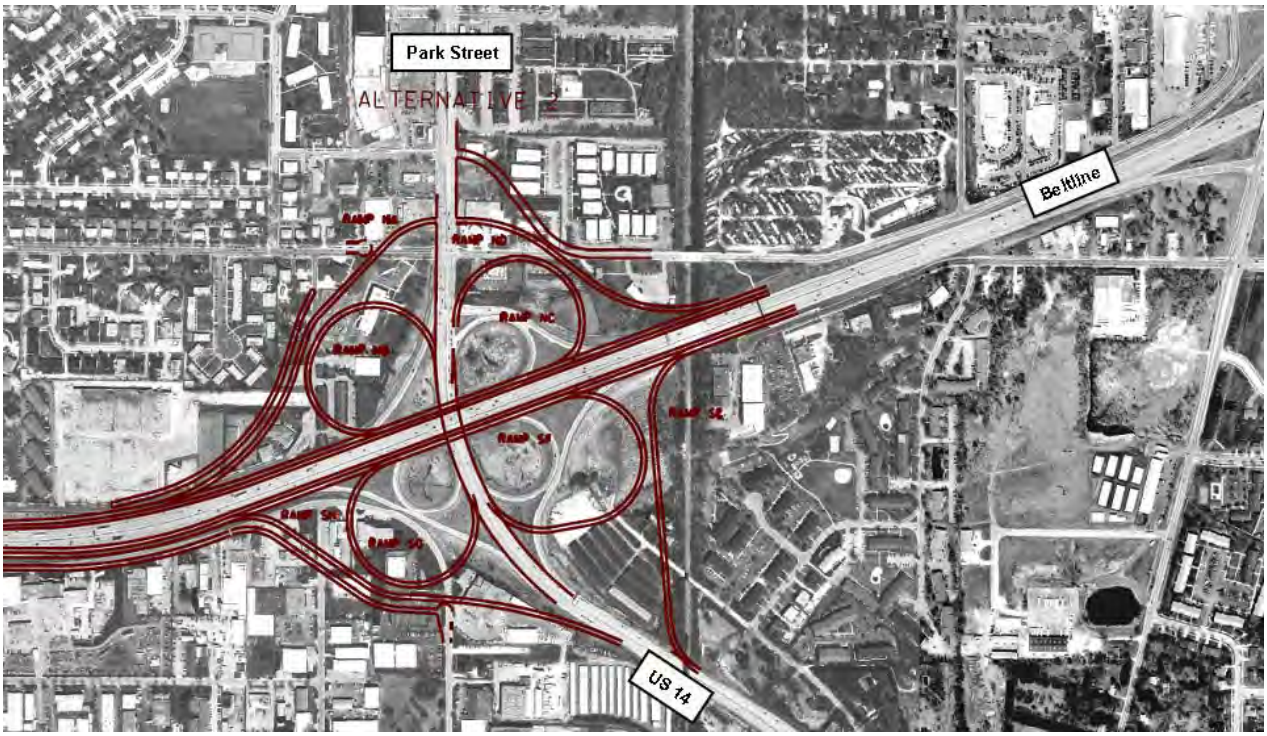


Figure 2.01-3 Ramp Alignment for Alternative 2 of Park Street Interchange

3. Alternative 3

Alternative 3 involves modifying the existing loop ramps to accommodate higher ramp speeds and adding free-flow ramps between the Beltline east of the interchange and US 14 south of the interchange. This alternative also includes CD roads to meet ramp spacing requirements. The existing loop ramps in the northeast, southeast, and southwest quadrants are replaced with 30 mph loop ramps. The existing ramp from southbound Park Street to the westbound Beltline will remain in its current location. sixty mph free-flow ramps will be added for the northbound-to-eastbound and westbound-to-southbound movements. The free-flow ramps will require significant R/W to be acquired to the east of the current interchange. The ramps at the Rimrock Road and Fish Hatchery interchanges may have to be removed because of insufficient interchange spacing along the Beltline. The proposed ramp alignments for Alternative 3 are shown in Figure 2.01-4.

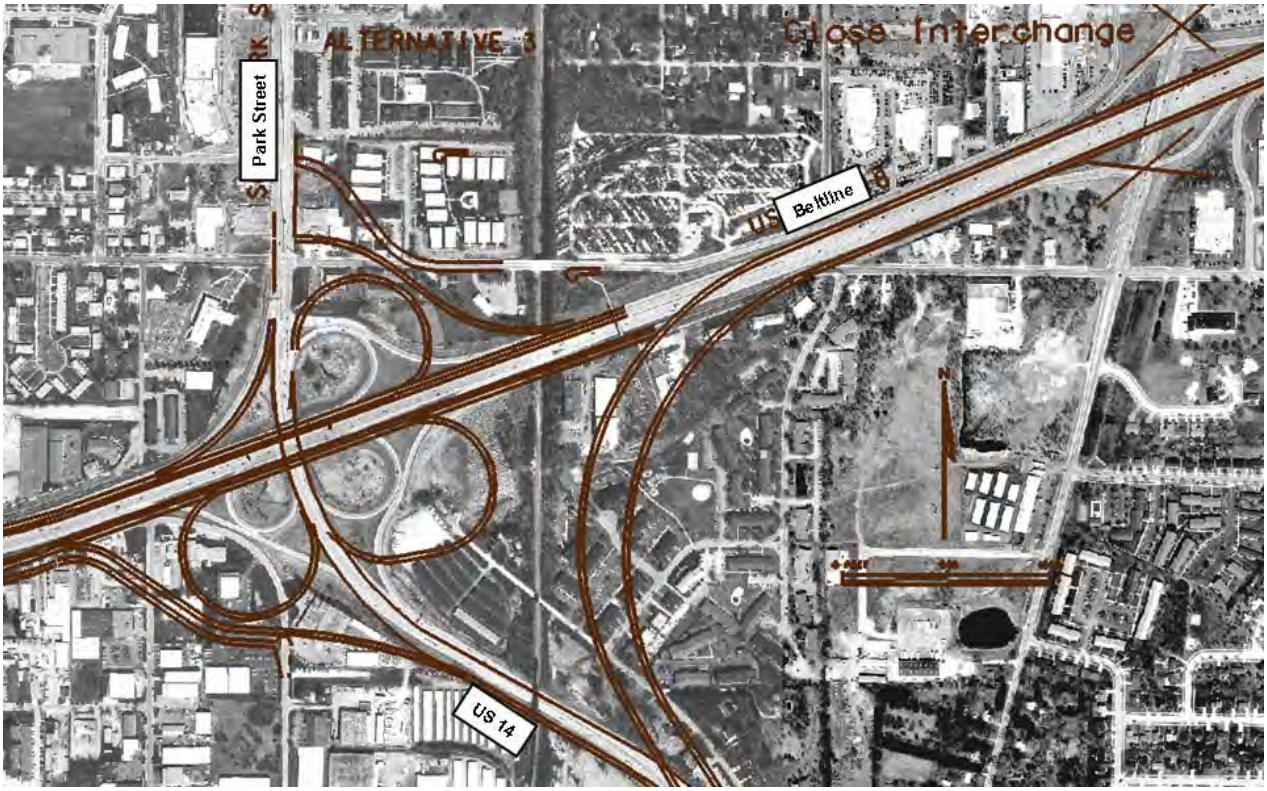


Figure 2.01-4 Ramp Alignment for Alternative 3 of Park Street Interchange

C. Stage 2

Stage 2 connects US 14 with US 51, a total of about 5.0 miles. The alignment for Stage 2 begins at the new interchange with US 14 between County M and Byrne Road and continues near the current County B alignment until it intersects with US 51 near Lake Kegonsa. This route was selected because its shorter, more direct route would reduce the amount of R/W acquisition. However, this alignment may require more relocations than an alignment farther from County B would. A new interchange would be located at the intersection with US 51.The proposed alignment of Stage 2 of the South Reliever is shown in Figure 2.01-5.

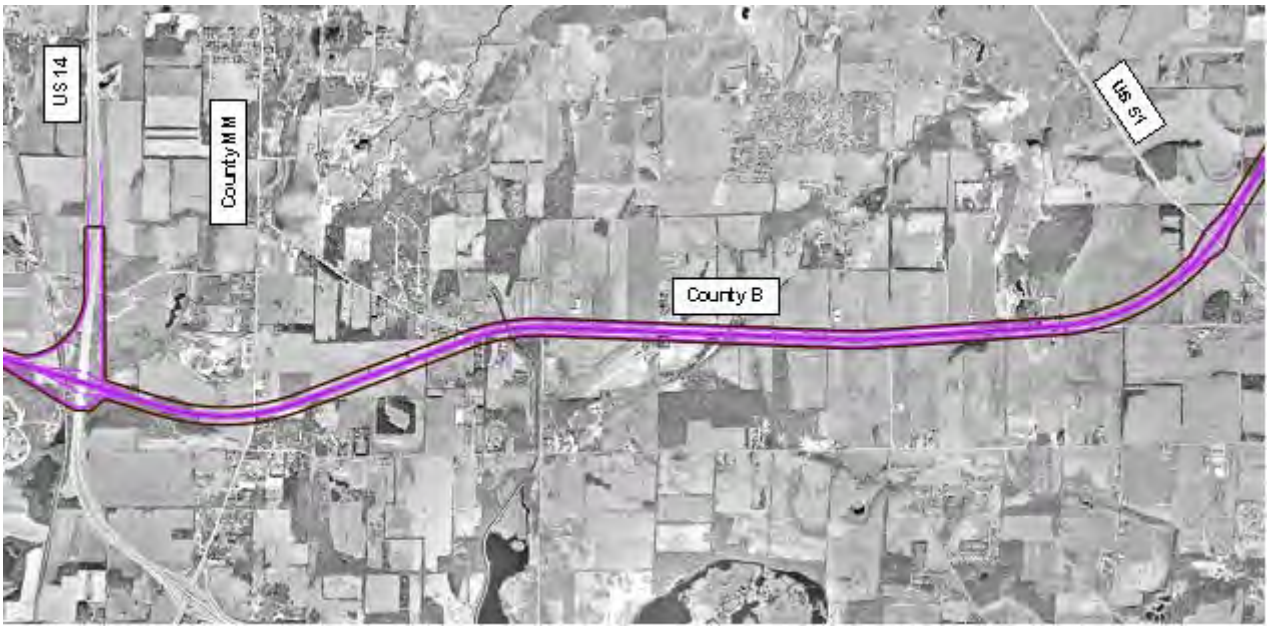


Figure 2.01-5 Stage 2 Alignment

D. Stage 3

There are two possible alignment alternatives studied for Stage 3. The first alignment travels north of Lake Kegonsa and the second alignment travels south of Lake Kegonsa. Both possible alignments cross the Yahara River. The northern Stage 3 alignment proceeds along the north side of Lake Kegonsa and crosses the Yahara River near East Dyreson Road. The northern route then connects with I-39/90 near the existing weigh station north of County N with a new interchange.

The second possible Stage 3 alignment proceeds along the south side of Lake Kegonsa along the current US 51 alignment. The route then continues along the County B alignment along the north edge of Stoughton. East of Stoughton, the route would return to the US 51 alignment and intersect I-39/90 at the existing US 51 interchange. The southern route option was discarded after traffic modeling indicated that it would capture less

Figure 2.01-6 Stage 3 Alignment

South Reliever traffic than the more direct northern route. The proposed alignment for Stage 3 of the South Reliever is the northern route, a total of about 4.0 miles. It is shown in Figure 2.01-6.

2.02 STAGE COMBINATION

Two staging combinations were selected for more detailed analysis:

- Stage 1 with the Park Street Interchange Improvements
- Stages 1, 2, and 3N constructed together.

Traffic modeling indicated that these two combinations provided traffic relief to Verona Road and the Beltline. These two staging combinations also represented a range of South Reliever alternatives that could be investigated.

A. Stage 1 with Park Street Interchange

Constructing Stage 1 with a Park Street interchange was considered because this option constructs the least amount of new roadway and disrupts the least amount of land south of Madison. Yet constructing only Stage 1 of the South Reliever requires that the US 14/Park Street interchange be upgraded to a system interchange. Stage 1 by itself also would require that the Beltline east of US 14 be upgraded. These two upgrades increase the footprint and require the relocation of many homes and businesses, offsetting the benefits derived from the shorter alignment. The R/W and relocation costs of the Park Street interchange improvements are likely greater than those associated with building Stages 2 and 3.[1] Traffic diverted from the Beltline between Verona Road and Park Street is largely returned to the Beltline, providing no operational and traffic benefits for the remainder of the South Beltline.

B. Stages 1, 2, and 3N

This option would provide a direct connection from Verona to I-39/90. Because of its connection to I-39/90, modeling indicates constructing all three stages provides the largest traffic reduction on the Beltline. It completely removes regional US 151 traffic from the Beltline between Verona Road and I-39/90. While having greater roadway lengths and land impacts, constructing Stages 1 through 3 may have fewer relocations and lower R/W and construction costs than those associated with constructing only Stage 1 with the Park Street interchange.

[1] More study and cost comparisons would be needed between the Park Street interchange and Stages 2 and 3 if the south reliever concept continues to be pursued.

SECTION 3
EVALUATION

3.01 TRAFFIC CAPTURE

The project team obtained the Madison Area Metropolitan Planning Organization's (MPO) TRANPLAN model to project the potential traffic utilization of the South Reliever options. The 2020 base model was used to determine the traffic levels on affected roadways with and without the implementation of the South Reliever. Both South Reliever staging options were incorporated into the network. It should be noted that while the modeling was done for a full freeway facility off the existing alignment, the traffic capture for an expressway facility following County Highway M would be similar. A summary of the projected traffic levels of critical roadways for both staging options is presented in Table 3.01-1 and shown in Figure 3.01-2.

A. Base Roadway Network

The base roadway network includes the major Madison area roadways as they exist today. The Beltline is predicted to carry 145,000 vehicles per day (vpd) between Verona Road and Park Street, double the volume that I-39/90 is predicted to carry, by the year 2020. Verona Road at Williamsburg Way will carry between 40,000 and 45,000 vpd in 2020 if no improvements are constructed. The 2020 traffic volumes on the base roadway network are shown in Table 3.01-1. Note that at several locations, the 2001/2002 counts already approach or exceed the projected 2020 volumes. These are sections of road where recent actual growth in traffic volume exceeded predicted growth or where the current volume is already near capacity.

B. Stage 1 with Park Street Interchange

Traffic modeling predicted that improvements to the Park Street interchange and construction of Stage 1 of the South Reliever would attract a substantial amount of traffic. Some would be regional US 151 traffic and commuter traffic from Verona, Mount Horeb, and other outlying communities shifting from the Verona Road/Beltline corridor. However, the majority of traffic using a South Reliever would be local traffic shifting from existing east-west local roads in the general area between Verona and US 14. Overall, minimal traffic volume relief will be apparent on the most heavily traveled part of US 151 - Verona Road north of County PD and the Beltline east of Verona Road. So although traffic volumes on Verona Road would be slightly lower than what would occur without a South Reliever, they would still be greater than what existed in 2002.

Table 3.01-1 shows the forecasted traffic volumes and percent increases at a variety of locations under this alternative. With a South Reliever, year 2020 traffic on Verona Road at Williamsburg Way is forecasted to increase by 6 percent over 2002 volumes. Without a South Reliever, traffic on this section of Verona Road is forecasted to increase by 8 percent. South of County PD, the difference would be more noticeable. Year 2020 traffic on Verona Road with a South Reliever is forecasted to increase by 8 percent over 2002 volumes, whereas without a South Reliever it is forecasted to increase by 38 percent. US 14 will experience some of the greatest volumes differences. With a South Reliever year 2020 traffic on US 14 is projected to increase 98 percent from 2002 volumes. Without a South Reliever, year 2020 traffic on US 14 is projected to increase 59 percent.

The limited traffic congestion benefits to the most heavily traveled section of Verona Road and the Beltline provided by this South Reliever option are not commensurate with the infrastructure investment and environmental impacts needed to attain it. Even with the construction of this option for the South Reliever, improvements to the Verona Road corridor would still be required.

C. Stage 1, 2, and 3N

Traffic modeling projects constructing all three stages of the South Reliever will create greater traffic shifts than constructing only Stage 1 and the Park Street interchange. More regional US 151 traffic would shift from Verona Road because it would access the interstate without having to enter Madison and travel on the Beltline. Commuter traffic from the general area south and east of Madison as well as from southwesterly areas would use this South Reliever with Stages 1, 2 and 3N. However, most of this local/commuter traffic would still be traffic shifting from existing local roads in the general area between Verona and I-39. So this alternative would also provide only minimal traffic volume relief on the most heavily traveled part of US 151 - Verona Road north of County PD and the Beltline east of Verona Road. Traffic volumes on that section of US 151 would be lower than what would occur without a South Reliever, but they would still be greater than what exists in 2002.

Table 3.01-1 shows the forecasted results at a variety of locations under this alternative. With Stages 1, 2, and 3N of the South Reliever in place, year 2020 traffic on US 151 between County PD and County M would increase 17 percent over 2002 volumes. Without a South Reliever, this section of US 151 is projected to increase 38 percent over 2002 volumes. With a South Reliever, year 2020 traffic on Verona Road at Williamsburg Way would increase 1 percent over 2002 volumes. Without a South Reliever this section of Verona Road is forecasted to increase 10 percent over 2002 volumes. Traffic on I-39/90 between the Beltline and County N will remain largely unchanged between the options of doing nothing and implementing a South Reliever Option. Traffic on the South Beltline, from Park Street to I-39, would actually be lower in 2020 if this South Reliever staging alternative were constructed.

In summary, traffic volumes along Verona Road and the most congested part of the Beltline are forecasted to increase over 2001/2002 levels for all South Reliever combinations. Modeling indicates that traffic diverted from Verona Road to the South Reliever will be replaced by other traffic that is currently avoiding it and in the future would continue to avoid the Verona Road corridor because of high congestion levels. Since traffic volumes on Verona Road will grow with or without a South Reliever, and Verona Road is already at congested traffic levels, the need to improve Verona Road in the future will still exist. The traffic congestion benefits provided by this option for the South Reliever do not appear to be commensurate with the infrastructure investment and environmental impacts needed to attain it. Traffic volumes on the highway network after completion of Stages 1, 2, and 3 of the South Reliever are shown in Table 3.01-1.

				2020 Stage 1 with Park Street Int		2020 Stage 1, 2, 3N	
Roadway	**2001/2002 Counts**	**2020 Base Volumes**	**% Diff Between 2001/2-2020 Volume**	**2020 Volume**	**% Diff Between 2001/2 - 2020 Volumes**	**2020 Volume**	**% Diff Between 2001/2 - 2020 Volumes**
US 151/Verona Road (At Williamsburg Way)	39,600	43,600	10%	42,100	6%	39,900	1%
US 151 (County PD to County M)	29,400	40,500	38%	31,600	8%	34,400	17%
Beltline (Whitney Way to Verona Road/US 151)	92,600	94,800	6%	93,700	1%	93,300	1%
Beltline (Verona Road/US 151 to Park Street/US 14)	111,000	145,000	31%	138,500	25%	137,000	23%
Beltline (Park Street/US 14 to Stoughton Road/US 51)	105,400	104,300	-1%	104,300	-1%	90,000	-15%
US 14 (County MM to Beltline)	20,300	32,300	59%	40,200	98%	41,000	102%
US 51 (County B to Beltline)	10,400	14,100	36%	14,100	36%	13,400	29%
IH 39/90 (Beltline to County N)	66,100	70,400	7%	70,400	7%	69,700	5%
South Reliever Stage 1	-	-	-	25,700	-	33,400	-
South Reliever Stage 2	-	-	-	-	-	35,500	-
South Reliever Stage 3N	-	-	-	-	-	21,000	-
All Volumes are in Vehicles Per Day (vpd).							

Table 3.01-1 Comparison of Traffic Volumes from TRANPLAN (Year 2002 vs 2020)

The Madison Area MPO has since remodeled the South Reliever with the revised 2030 demand model. The results of this updated model are summarized in Appendix C. This new information does not change the conclusions of the 2002 analysis.

D. Stage 1, 2, and 3S

An alternative alignment for Stage 3 of the South Reliever was also considered. Alternative 3S routed the South Reliever to the south of Lake Kegonsa and north of Stoughton, intersecting I-39/90 at the current US 51 interchange. Traffic modeling indicated that the southern route for Stage 3 did not capture as much traffic from Verona Road and the Beltline, so it was discarded in favor of the northern route option. US 14 and US 51 experience higher traffic volumes with Stage 3S. A comparison of traffic volumes between Stage 3N and 3S is shown in Figure 3.01-1.

The modeling performed in 2002 did not differentiate between truck traffic diverted and auto traffic diverted to the South Reliever. WisDOT does not have an automated vehicle classification recorder for US 151 in Dane County. Peak-hour traffic counts show that trucks make up about 4 percent of the vehicle traffic during the evening peak hour near County PD. Since truck traffic is distributed throughout the day, trucks may comprise up to 8 percent of the traffic on US 151 (or up to 3000 vpd). WisDOT is currently making plans to obtain truck classification counts in the fall of 2007. Through-truck traffic not destined for Madison is likely to be diverted onto the South Reliever.

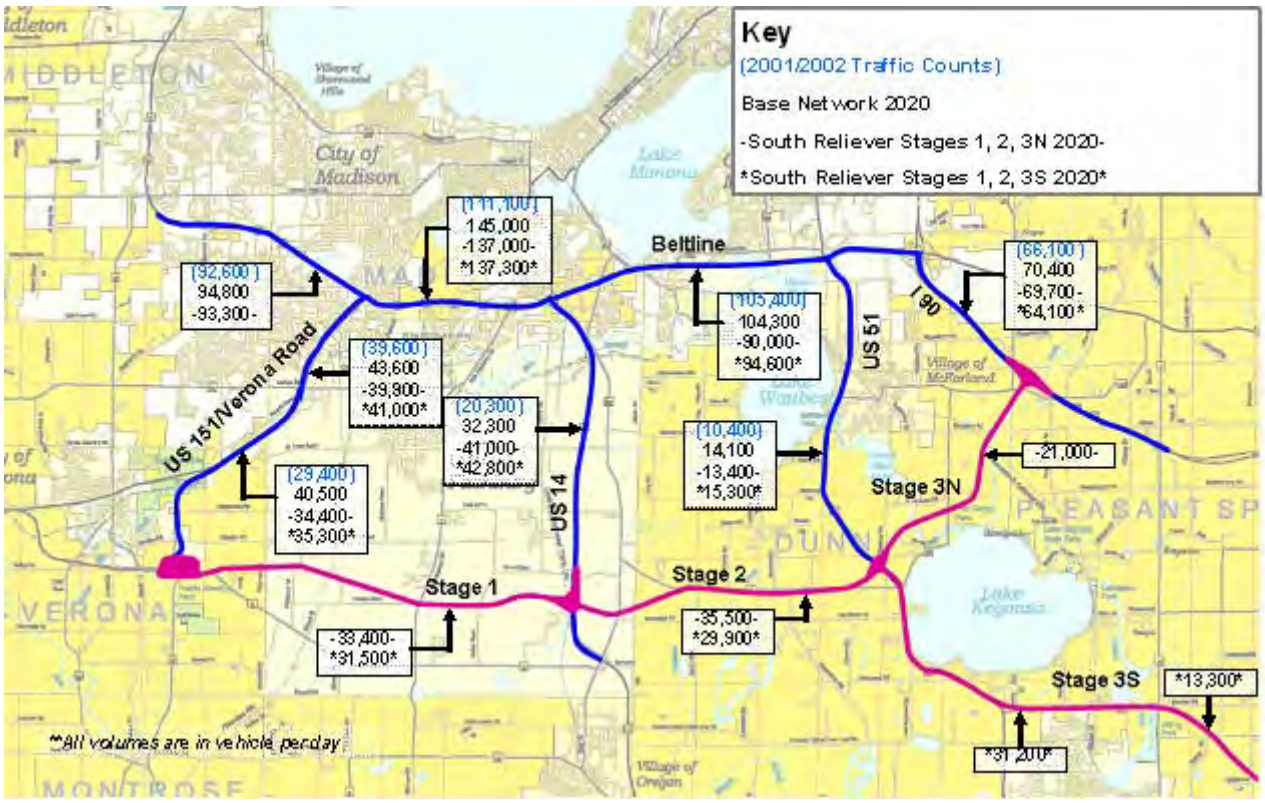


Figure 3.01-1 Comparison of Stage 3N and 3S 2020 Traffic Volumes

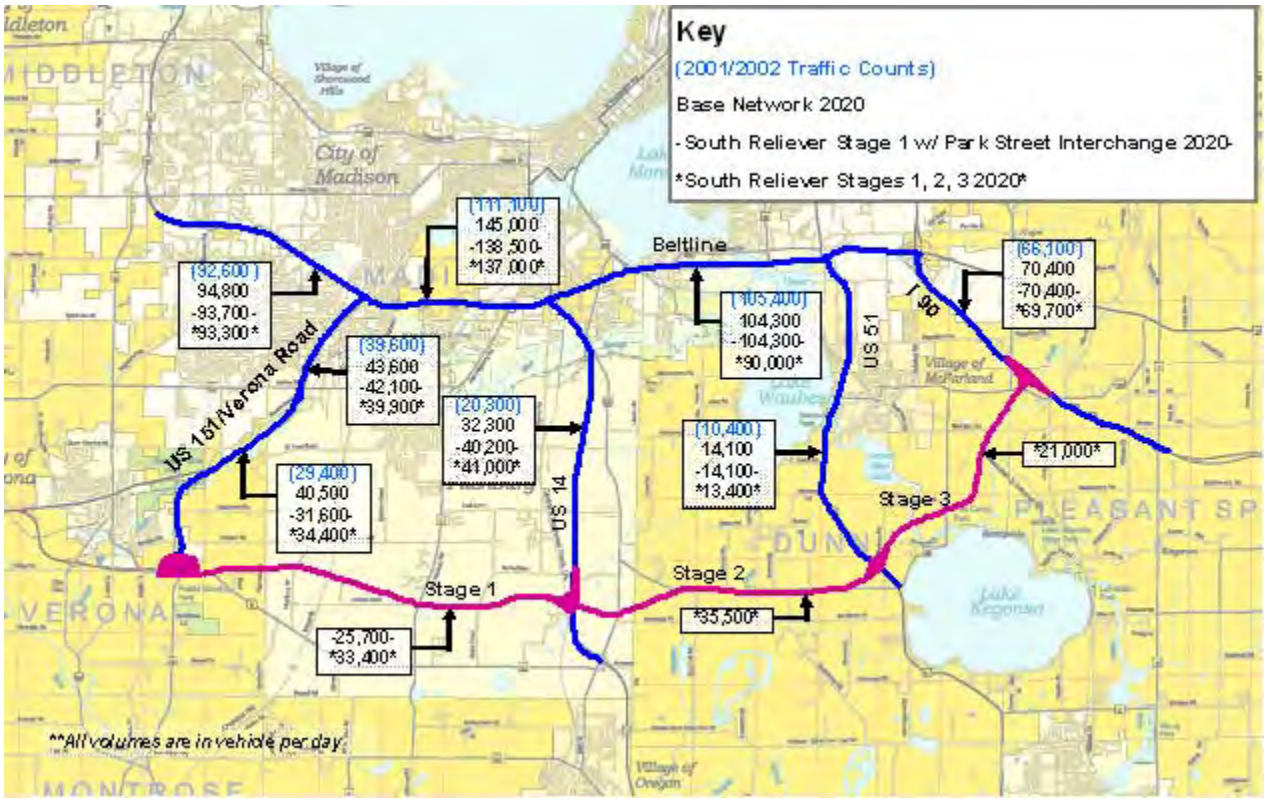


Figure 3.01-2 Year 2020 Traffic Volume Comparison

3.02 RIGHT-OF-WAY IMPACTS

The South Reliever will have substantial R/W impacts because it is largely built off current roadway alignments, which typically increases R/W requirements but decreases relocation impacts. Stage 2 coincides with the current County B alignment, but additional R/W will need to be purchased to allow for the wider roadway, and the possible relocation of County B. Additional R/W is also required for the reconstruction of the Park Street interchange. Table 3.02-1 shows a summary of the estimated R/W requirements for each stage of the South Reliever. Table 3.02-2 shows a summary of the estimated R/W requirements for the three Park Street interchange alternatives. These figures do not include the R/W requirements to replace local roads that are displaced by the project. Further study would be needed to refine the estimated R/W requirements for the South Reliever and Park Street interchange improvements.

	Stage 1	Stage 2	Stage 3
Miles	~6.5	~5.0	~4.0
Interchanges	3	1	1
Right-of-Way (Acres)			
Farm	330	224	82
Residential	19	17	7
Commercial	0	0	0
Forested	104	19	16
Wetland	87	4	159
Park	0	0	0
Other	0	0	0
Total	**540**	**264**	**264**
Relocations			
Agricultural	1	2	0
Residential	3	7	3
Commercial	1	0	0
Other	2	1	0
Total	**7**	**10**	**3**

Table 3.02-1 Estimated Right-of-Way Requirements for South Reliever Stages

	40 mph Loop Ramps	30 mph Loop Ramps	Free Flow Ramps
Right-of-Way (Acres)			
Residential	24	3	11
Commercial	71	45	42
Park	0	0	2
Other	15	11	13
Total	**110**	**59**	**68**
Relocations			
Residential*	734	112	263
Commercial	64	34	32
Total	**798**	**146**	**295**

*Note: Residential relocations are high due to the numerous apartment buildings

Table 3.02-2 Estimated Right-of-Way Requirements for Park Street Interchange Alternatives (Associated with Construction of Stage 1 only)

A. Stage 1 with Park Street Interchange

The amount of R/W and the number of relocations required to construct the Park Street interchange is highly variable and will depend on the selected interchange alternative. A total of 600 to 650 acres of additional R/W would be required to construct Stage 1 and the selected Park Street interchange alternative. The alignment of Stage 1 requires approximately 504 acres,

including 330 acres of farmland and 19 acres of residential land to be acquired. Stage 1 requires more right-of-way because it has more off-alignment roadway, is longer, and has more interchanges than Stages 2 or 3. To complete the Park Street interchange, 59 to 110 acres of residential and commercial land would need to be acquired depending on the selected alternative in addition to the Stage 1 right-of-way. Stage 1 of the South Reliever would require approximately 7 relocations along the proposed alignment. The Park Street interchange would require between 146 and 798 residential and commercial relocations. The 40 mph loop ramps would require the largest number of relocations, at approximately 734 residential and 64 commercial, to accommodate construction of the alternative.

B. Stage 1, 2, and 3

Approximately 1,068 acres of R/W would be required to construct Stages 1, 2, and 3. The alignment of Stage 1 requires approximately 540 acres, including 330 acres of farmland and 19 acres of residential land. The alignment of Stage 2 requires approximately 264 acres, including 224 acres of farmland and 17 acres of residential land. The use of the existing County B alignment reduces the amount of additional R/W required for Stage 2 but increases the number of relocations and may necessitate the relocation of County B. The alignment of Stage 3 requires approximately 264 acres, including 82 acres of farmland and 159 acres of wetland around the Yahara River. The proposed alignment for Stages 1, 2, and 3 would require about 13 residential, 3 farm, 1 commercial, and 3 other relocations.

3.03 POSSIBLE COSTS

The possible costs for the South Reliever include the cost of purchasing additional R/W, relocating displaced residents and businesses, and the construction costs of the roadway and structures. R/W costs are highly variable and have been rising in and near the Madison metro area, so they could differ significantly from what is estimated in this report. All costs are shown in 2002 dollars in this report. A summary of the possible costs for the proposed South Reliever stages is shown in Table 3.03-1. A summary of the possible costs of the two selected South Reliever combinations is shown in Table 3.03-2 along with the possible costs for the Verona Road Free-flow and Urban Road alternatives. Further study would be required to select the preferred alternatives and to refine the cost estimates.

Total	Stage 1	40 mph Loop Ramps	30 mph Loop Ramps	Free Flow Ramps	Stage 2	Stage 3
Costs						
Right-of-Way	$7	$110	$38	$60	$6	$4
Construction	$42	$32	$25	$40	$34	$27
Total	**$49**	**$142**	**$63**	**$100**	**$40**	**$31**
All costs in millions.						

Table 3.03-1 Estimated Possible Costs for the South Reliever (2002 dollars)

Total	Stage 1 w/ Park Interchange	Stages 1,2,3	Verona Rd Urban	Verona Rd Free Flow
Costs				
Right-of-Way	$45 - $17	$16	$10	$25
Construction	$67 - $82	$103	$55	$115
Total	**$112 - $191**	**$119**	**$65**	**$140**
All costs in Millions				

Table 3.03-2 Estimated Possible Costs for Verona Road Alternatives and South Reliever (2002 dollars)

A. Stage 1 with Park Street Interchange

The total possible cost to construct Stage 1 with the Park Street interchange is between $112 and $191 million in 2002 dollars. This cost is highly dependent on which Park Street interchange alternative is selected. The estimated cost to construct the roadway and interchanges for Stage 1 is $42 million, and the estimated cost to purchase R/W is $7 million. The cost for Stage 1 includes new interchanges at US 18/151, the intersection with Fish Hatchery Road, and the intersection with US 14. The estimated cost to reconfigure and upgrade the Park Street interchange is between $63 and $142 million. A significant portion of this cost, between $38 and $110 million, is the cost to acquire the R/W for the new interchange. The increased cost of R/W for the Park Street interchange is caused by its location in Madison, with several homes, apartment buildings, and businesses located within the needed R/W. The 40 mph loop ramp alternative is the highest cost alternative for the Park Street interchange, largely because of the cost of R/W that needs to be acquired to construct the interchange.

B. Stage 1, 2, and 3

The total possible cost to construct Stages 1, 2, and 3 is $119 million. The estimated roadway and structure costs for Stage 1 is $42 million. The cost for Stage 1 includes new interchanges at US 18/151, the intersection with Fish Hatchery Road, and the intersection with US 14. The R/W cost for Stage 1 is $7 million. The roadway and structure costs for Stage 2 are $34 million. This cost for Stage 2 includes a new interchange at the intersection with US 51. The R/W costs for Stage 2 of the South Reliever are $6 million. The roadway and structure costs for Stage 3 are $27 million. This includes the construction of a new system interchange at Interstate 39/90. The R/W costs for Stage 3 are $4 million.

3.04 NOISE IMPACTS

A detailed noise analysis was not performed as part the South Reliever analysis. A generic noise evaluation was performed using Traffic Noise Model 2 (TNM2) for existing receptors that lie along Verona Road between Raymond Road and Williamsburg Way. For the current Verona Road roadway configuration and traffic volumes, a receptor 90 feet from the roadway will experience a 1 dBA reduction in sound levels for every 10,000 vpd reduction in traffic volume. Additionally, that same receptor will experience a 1 dBA reduction in sound levels for every 4 percent the truck volume percentage is decreased. Based on this general analysis, it is reasonable to expect that sound levels for sensitive receptors on Verona Road could be reduced by 2 dBA through implementation of the South Reliever. Generally it takes sound level reductions of 3 dBA or greater for the noise reduction to be perceptible to the human ear.

The routing of the South Reliever through Fitchburg and the Town of Dunn will increase noise levels for residents and businesses located near the proposed corridor. These impacts were not analyzed but would be if the alternative were brought forward in the EIS process.

SECTION 4
PUBLIC REACTION

4.01 PUBLIC MEETING NOVEMBER 19, 2002

A public meeting was held presenting the South Reliever concept on November 19, 2002, at the Fair Oaks Middle School in Fitchburg. Attendees at the meeting were encouraged to provide comments on the South Reliever. Comment forms and letters were returned from 382 people opposing the South Reliever. Reasons that people were against the South Reliever follow:

- The road will not solve the problem of Verona Road congestion.
- Other alternatives should be explored before considering a South Reliever.
- Verona, Fitchburg, and Madison created the traffic problem, so they should deal with it on their own.
- The road will be a waste of taxpayer money.
- The road will have a negative impact on the environment.
- Alternative transportation methods should be used including buses, rail, and carpooling.
- The road will have a negative impact on farmland.
- The road will destroy the peace and beauty of the area.
- The South Reliever plan is not cost-effective.
- Penalizing the Town of Dunn for good planning.
- Improvements to the Beltline would still be required.
- Cuts towns and farms in half.
- Town shouldn't pay the price for bad planning of other cities and long commuters.

Ten comment forms were returned in favor of the South Reliever. Reasons that people were supportive of the South Reliever follow:

- Build the road, the federal government will pay for 85 percent of the costs, and if we don't use the money here, it will go to some other state.
- The South Reliever concept is a good idea, but we need to try to take less farmland and marsh land and use more city roads.
- Stage 1 and 2 are good ideas, but do not build Stage 3 until traffic increases warrant construction.
- Would provide an alternative route to the Beltline in cases of accidents.
- South Reliever will help Beltline backups and the Beltline/Verona Rd interchange.
- The idea was not adequately considered, it will actually offer more traffic relief than presented.
- Will be valuable as Wisconsin and Madison grows.

4.02 OTHER PUBLIC INPUT

A. Petition Opposing the South Reliever Through The Town of Dunn

A petition was received that opposed the proposed location of the South Reliever. The petition opposed the routing of the South Reliever through the farmlands and wetlands of the Town of Dunn. The petition was signed by 714 people.

B. Form Letter Against the South Reliever Concept

The project team received 98 form letters from people opposing the South Reliever alternative. The letter expressed the writer's objection to the location of the South Reliever through Dunn and Fitchburg. They do not think that Dunn and Fitchburg should have to have a new roadway built through their land to solve other towns' problems. They express concern about traffic safety at the Verona Road and Beltline interchange but do not support the South Reliever as an alternative. They suggest that County M could be improved east of Verona as an alternative to the South Reliever.

C. Position Paper of Kathleen Falk, Dane County Executive

A position paper of Kathleen Falk was presented by Ken LePine at the November 12, 2002, public meeting. The paper expressed the County Executive's opposition to the South Reliever. She felt that it would compromise the Lower Mud Lake Resource Protection Area, the Town of Dunn Farmland Protection and Open Space programs, and the Door Creek Wetland. She also expressed her concern that the project could disrupt unique archaeological sites along the proposed route. The County Executive also felt that the project could be a waste of funds during a time of tight budgets.

D. 1,000 Friends of Wisconsin Statement

Ward Lyles presented a statement from the 1,000 Friends of Wisconsin. They feel that the South Reliever does not address the existing Beltline traffic problems and would create traffic problems where they do not currently exist. Constructing an Outer Beltline would induce poor land uses such as sprawling development that would harm communities and natural areas.

E. Statement from John Volker, City of Verona Mayor

The mayor of Verona indicated that the city has concerns about the project's impact on a planned 340-acre industrial and technology park planned east of County PB and County M. The South Reliever would dissect the technology park. Verona officials are also skeptical on just how much traffic would be diverted from Verona Road.

F. Petition from FOLKS (Friends of Lake Kegonsa Society)

The project team received a petition from FOLKS with 44 member signatures stating their opposition to the South Reliever concept. They are concerned about the environmental effects on the Lower Yahara River and the Door Creek Wetlands Resource Protection Areas.

4.03 RESOURCE AGENCY INPUT

No formal comment letters were received from any resource agencies. The South Reliever concept was presented to representatives from the Wisconsin Department of Natural Resources and the Wisconsin Department of Agriculture, Trade, and Consumer Protection at four technical committee meetings held on July 17; September 26, October 30, and December 4, 2002. Representatives from both agencies verbally expressed extreme concern over the R/W requirements and impacts associated with the South Reliever.

SECTION 5
CONCLUSIONS

5.01 STUDY NEEDS AND GOALS

The South Reliever concept was proposed through public comment during the West Beltline and South Verona Road Improvement Studies. The improvement needs identified for these corridors include increasing US 151 system continuity, increasing regional mobility along US 12/18, and increasing safety along the US 151 and US 12/14 corridors. There are also secondary needs which need to be considered that include increasing neighborhood connectivity and opportunities for people to cross the Beltline and Verona Road corridors.

5.02 SOUTH RELIEVER ANALYSIS

After analysis of the South Reliever concept, it is clear that it does not address all the needs that were identified for the US 18/151 and US 12/14 corridors. The South Reliever would address the need to increase the US 151 system continuity. The South Reliever would fill in the only gap in the US 151 Backbone route from Fond du Lac to Dubuque by providing a direct freeway link from Verona to I-39/90 and rerouting US 151 traffic from Verona Road.

While the South Reliever will draw future traffic from the existing US 18/151 and US 12/14 corridors, future traffic volumes on both Verona Road and the Beltline will still rise above current levels. The increased levels of congestion and the continued presence of safety problems along Verona Road and the Beltline would still require improvements to those facilities. The South Reliever will also not sufficiently address regional, metropolitan, or local mobility in the existing US 151 corridor at levels that offset anticipated population and traffic growth in the Madison metropolitan area. The South Reliever alternative also does not enhance bicycle or pedestrian facilities in the US 151 and US 12/14 corridors.

5.03 CONCLUSIONS

This review's primary conclusion is that a South Reliever will not solve the existing and growing Verona Road safety and congestion problems. Therefore a South Reliever would not address the Verona Road project Purpose and Need. For this reason, the Wisconsin Department of Transportation dismissed this as a viable alternative to improve Verona Road on December 3, 2002. Specific details supporting this conclusion include:

- A South Reliever does not provide significant traffic volume relief to the Verona Road corridor or the Verona Road interchange.
- A South Reliever does not provide substantial traffic volume relief to the Beltline corridor.
- A South Reliever is not likely to reduce congestion-related crashes, improving safety, because it does not substantially reduce traffic volumes on the Verona Road corridor.
- A South Reliever does not address other stated project goals, including improving neighborhood connectivity.

- A South Reliever would create a physical barrier separating parts of Fitchburg and the Town of Dunn.

- A South Reliever would adversely affect farmland, uplands, and other natural resources within the Upper Sugar River, Yahara River, and Koshkonong Creek watersheds.

- The South Reliever concept was met with strong public opposition.

- The total cost of the South Reliever, Stages 1 through 3, is in the range of the cost of the two Verona Road improvement alternatives being considered.

A second conclusion is that a South Reliever would improve the overall roadway network in the Madison Metro Area, but would require a separate and more extensive study to determine whether those improvements are sufficient to offset the relatively high socio-economic, environmental, and fiscal impacts of such a project. Factors influencing this conclusion include:

- A Stage 1 or Stages 1-3 South Reliever would provide an alternative route for regional US 18/151 traffic and some commuters currently using Verona Road and the Madison Beltline.

- A large number of east-west travelers currently using other nearby existing local routes south of the Madison area would be drawn to a South Reliever.

- Of the two South Reliever alternatives studied, building Stages 1 through 3 has greater traffic flow benefits.

- Of the two South Reliever alternatives studied, Stage 1 with Park Street interchange improvements would require less land area and have fewer impacts on the natural environment.

If reevaluation of the concept is considered, further study will be needed to refine the cost and impacts associated with the South Reliever and Park Street interchange improvements.

APPENDICES

Appendices and full report for the *2002 South Reliever Impact Analysis Summary* are available at the Wisconsin Department of Transportation's website at:

http://www.dot.wisconsin.gov/projects/d1/verona/docs/southreliever.pdf