



Project: Verona Road Interchange, I.D. 1206-07-06
Strand Job No.: 1089.267
Meeting Location: Strand Associates, Inc.®
Meeting Purpose: Dane County Stakeholder Meeting 1

Present:
See attached Sign-In Sheet

Meeting Handouts
Informational folder

Discussion:

Action Needed:

1. Welcome and Opening Remarks
John Vesperman opened the meeting by briefly explaining the purpose of the committee and how the committee fits into the WisDOT decision making structure for I 39 and the Verona Road projects. He led introductions of everyone attending.
2. Review of Agenda/Overview of Information Packet
Rochelle Codlyn described the contents of the information folder that was provided to each attendee. The folder of materials is meant to help participants understand the WisDOT process and abbreviations and acronyms commonly used in the project development process. The folder also provides a general background of the I 39 and Verona Road projects.
3. Committee Mission and Organization Structure
 - a. Michelle Carter explained the committee's mission and the organizational structure. Any roadway receiving federal funds requires that Environmental Justice populations have a voice in the road decision making process. The committee is one way of providing input. WisDOT seeks opportunities to provide road construction jobs to disadvantaged and under-represented communities. She expects the committee will be a two-way dialogue between WisDOT, service providers, and community members. The committee will advise WisDOT on the I 39 and Verona Road projects in Dane County and help WisDOT capitalize on opportunities to involve workers from low-income and minority communities in these projects. WisDOT's Civil Rights office first started stakeholder committees on the Marquette Interchange project and then moved the format to the I 94 North/South corridor as well as the US 41 projects in the Fox Valley. This committee is similar to those already-formed committees.
 - b. Michelle discussed the road construction process flow chart. Most roadway projects have a needs assessment, concept definition, and an environmental document. They flow into preliminary design, final design, letting, and construction. The I 39 project has its environmental document completed (a FONSI). The Verona Road project is anticipated to have its environmental document (a Record of Decision) within a month or so. Both projects are now in the preliminary design phase, with construction lets anticipated in 2012 or 2013.
 - c. WisDOT lets, or bids, projects on a monthly basis. There is an average of 40 to 50 lets a month, with the project going to the lowest responsible bidder. The bid results can be seen on WisDOT's Web site. Many of these bids have specific Disadvantaged Enterprise (DBE) goals that must be met with the project.

Discussion:

Action Needed:

The TrANS program helps recruit and develop low-income and minority workers by providing information on basic worker requirements, training, and providing a financial incentive for contractors to use these workers. The I 39 and Verona Road projects will have monies allocated to fund the incentives for the TrANS program graduates.

The stakeholder committee will be in existence until approximately the end of the I 39 and Verona Road construction projects. There will probably be six meetings in the next six months before the committee breaks into two subcommittees. The two subcommittees will include the Labor Development Committee and the Business Development Committee.

4. Verona Road Presentation

Mark Vesperman gave an overview of the whole Verona Road corridor. Stage 1 includes the Verona Road/Beltline Single-Point Interchange, the Summit Road (Home Depot) Jug-Handle, Carling Drive Extension, Freeport Connection, and Whitney Way Ramp modifications. Stage 1 is scheduled for construction between 2013 and 2016. Stage 2 constructs a diamond interchange at County PD and extends the 6-lane Verona Road typical section from Raymond Road to County PD. Stage 2 is scheduled for after 2017. Stage 3 is full freeway conversion of the corridor and is not anticipated until 2030.

Joe Bunker provided more detail on Stages 1 and 2. The single-point interchange replaces two signals that a normal diamond interchange would have with one signal. The single signal allows left-turn movements to occur simultaneously, increasing the efficiency of the interchange and giving it greater capacity. The single-point interchange will also have a pedestrian underpass that crosses the south leg of the interchange to increase pedestrian and bicycle safety.

The jug-handle at Summit Road (Home Depot) eliminates crossing and left-turn movements from Summit Road by having vehicles travel under Verona Road to the other side to make a right instead of a left. There will be a roundabout underneath Verona Road as part of the jug-handle.

Some questioned the safety of roundabouts and if this was the right location for a roundabout. After some discussion and viewing a simulation video of the roundabout, it was realized that the roundabout will only be handling sideroad traffic and not Verona Road traffic—which dismissed concerns. Carling Drive will be extended to Allied Drive and there will be a temporary connection to Freeport Road from the Carling extension. This will require shifting the Southwest Commuter bike path to the west.

Joe went on to discuss Stage 2 in more detail. There are a variety of intersection options that will be further explored at the Williamsburg Way intersection to extend the life of Stages 1 and 2 and delay the implementation of Stage 3.

Both Stages 1 and 2 will have a Community Sensitive Solution (CSS) budget allocated that can be applied toward aesthetics and other roadway features directly benefiting the community. The opinion of probable costs for Stages 1 and 2 is likely to be \$165 million dollars.

Discussion:

Action Needed:

Eugene Johnson asked if any right-of-way and/or any buildings had been purchased for Stages 1 or 2. (SW Region Real Estate is currently in the process of purchasing some buildings through early acquisition.) Eugene stated the demolition and razing of buildings might be the first opportunity to involve DBE firms. He asked if WisDOT could review that DBE firms have the opportunity to be involved in the demolition and razing contracts.

5. I 39/90 Project

John Steiner described the I 39 project starting with the purpose and need for the project. I 39 is a major freight corridor for Wisconsin. Trucks account for 30 percent of all traffic on I 39. I 39 is also a major tourism corridor. The corridor was built from 1958 to 1961 and now has many substandard design features and is in need of repair. The project is broken into three primary design sections, with the Dane County section being the northmost section. John showed the current preferred alternatives for interchanges within the Dane County section. The current preliminary budget for the project is \$610 million dollars, but cost could approach \$1 billion dollars. Of this, about \$220 million is allocated to the Dane County section. The total project could create 860,000 man-hours of labor in the Dane County section.

Eugene Johnson asked what the DBE goal was for the project. John stated that the goal had not yet been determined for the project.

6. What Comes Next

Michelle Carter closed the meeting with organizational details.

- a. They anticipate meetings once a month. The first Wednesday of the month from 5:30 to 7:30 seemed OK to most in attendance.
- b. She asked if anyone else should be at the meetings, or if any other entity would have a stake in what was being discussed. If so, please provide names. (One person suggested emergency response providers, but they are being contacted through another venue.)
- c. The next meeting will focus on opportunities and challenges. Future meetings will have presentations on existing programs and service providers, such as the CWDA and contractors.
- d. Please use Dr. Odom's contact information to provide questions and comments. His e-mail is Studesville@inexpress.net

7. Next meeting will be held Wednesday, November 2, 2011, from 5:30 to 7:30 P.M. in Madison at the Urban League located at 2222 South Park Street.

The meeting adjourned at approximately 8 P.M.

If there are any additions and/or comments on these minutes, please call (608) 251-4843 or e-mail Joe or Tom.

Prepared by Tom Lynch and Joe Bunker and respectfully submitted to all in attendance.

c: All Participants and Invitees