

FEIS Comment Table Tabulated By Subject

The following table summarizes the public comments received during the FEIS comment period by topic and shows the frequency of the comment. Additionally, the far right column of the table provides a brief response to the comment.

| FEIS Public Comment Summary - US 18/151 (Verona Road) FEIS Public Comments | | | |
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| Subject | Public Comment | Total Comments | FHWA/WisDOT Response |
| Beltline | Concerned the Beltline is getting too close to existing apartment buildings near Dorn Hardware. | 2 | Comment noted. The new Beltline ramp will have a slightly different alignment adjacent to these apartments. The ramp will range from 10 feet closer to 10 feet farther from the apartments depending on the property location. |
| Bike/Ped | The Southwest Commuter Path should use an overpass of 151 instead of being routed up and over Raymond Road in Stage 3. | 4 | Comment noted. WisDOT has committed to re-establishing the connection of the Southwest Commuter Path across US 151. The routing of the path as it crosses US 151 will be determined closer to the implementation of Stage 3 when the environmental document is re-evaluated. It is likely that a separate structure will be used to carry the Southwest Commuter Path over US 151, but the final decision will be made during re-evaluation in collaboration with the biking community. |
| Bike/Ped | A grade-separated bikeway crossing is needed for both the Badger State Trail and the Cannonball Trail. The Badger State Trail grade-separated crossing should be completed as part of Stage 1 prior to County PD being designated as a detour. | 3 | When the Cannonball Trail is opened, WisDOT has committed to evaluate path usage and determine whether a grade-separated crossing is warranted. If warranted, a grade-separated crossing of the Cannonball Trail will be added to Stage 2 construction. The Badger State Trail lies 0.6 miles east of the County PD interchange, and beyond the limits of the project. WisDOT has committed to investigate connecting the Badger State Trail to the Cannonball Crossing when Stage 2 is implemented. |
| Bike/Ped | The ped-bike overpass to the east of the Verona Road interchange is indirect; it should connect directly to the local street on the south side of the beltline. | 3 | During final design, WisDOT has committed to investigate various pedestrian ramp alignments that maintain and improve connectivity. Ramp alignments that connect to Whenona Drive will be part of those investigations. |
| Bike/Ped | Opposed to overpass at Cannonball Trail Crossing at County PD | 2 | Comment noted. As mentioned, when the Cannonball Trail is opened, WisDOT has committed to evaluate path usage and determine whether a grade-separated crossing is warranted. If it is warranted, both overpasses and underpasses will be investigated for feasibility and impacts to adjacent properties. |
| Bike/Ped | Supports the pedestrian underpass south of the Single Point Urban Interchange (SPUI). | 3 | The pedestrian underpass south of the Single Point Urban Interchange is now part of the Selected Build Alternative for Stage 1. |

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| Bike/Ped | The effects to the Hammersley Road connector are unclear in the FEIS. It should be clarified that the Hammersley connector is not to be removed and what if any effect a retention basin will have on the connector's operation, geometrics, and susceptibility to erosion. | 1 | The Hammersley Road path that connects from Hammersley Road to the Southwest Commuter Path will not be eliminated. It will be rebuilt during Stage 1 Beltline reconstruction. The path will be designed with appropriate geometrics and in a way that minimizes its susceptibility to erosion. Detailed effects will be determined during the final design and addressed through the design refinements process in collaboration with the biking community. |
| Bike/Ped | The current Military Ridge Trail crossing of County PD should be maintained and an overpass should be strongly considered for the Cannonball Trail crossing of County PD. | 1 | The Selected Build Alternative maintains the current Military Ridge Trail crossing at its current location while investigating if a grade separation of the Cannonball Trail is warranted. If warranted, WisDOT has committed to construct the grade separation in Stage 2. WisDOT is willing to reroute the Military Ridge Trail crossing to the Cannonball Trail crossing if requested by the city of Fitchburg, Wisconsin Department of Natural Resources, and National Park Service. If the Military Ridge Trail crossing is relocated to the Cannonball alignment, the trail segment adjacent to the northbound ramp may not remain. |
| Bike/Ped | The roundabout in the jug handle does not accommodate all movements for bicyclists. Bike-ped crossings of all legs of the roundabout should be included. | 1 | A circulating path, along with crossings, will be put on all legs of the roundabout. |
| Bike/Ped | WisDOT needs to be forward-thinking, not parsimonious, when it comes to funding and building bike facilities in connection with major roadway projects like the Verona Road project. | 1 | All three stages of the Selected Build Alternative contain considerable bike and pedestrian accommodations and enhancements. Bike lanes will be added on all frontage roads being reconstructed. On frontage and local roads, sidewalks will be replaced or added where the roadways are adjacent to private property. Stage 1 will provide a new pedestrian/bicycle underpass south of the Verona Road interchange. The jug-handle will have pedestrian/bicycle accommodations and provide a new grade separated crossing underneath US 151. Stage 2 will add bike lanes and sidewalks on County PD and will investigate installing a grade separated pedestrian/bicycle crossing of County PD. Stage 3 will provide bike lanes on the one-way pair system, a multi-use path on the east side of US 151, and will reestablish existing bike crossings. |
| Bike/Ped | Supports bike lanes on Midvale and Hammersley Road. | 1 | In Stage 1 of the Selected Build Alternative, bike lanes will be placed on Midvale Blvd through the extent of the reconstruction. The reconstruction on Hammersley Road is limited. Bicycle accommodations will be included on all approaches at the Midvale intersection but improved accommodations on Hammersly Road, including the placement of bike lanes, is beyond the scope of this project. |

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| Construction | Consider strategies for dealing with an inevitable increase of traffic on Seminole Hwy during construction. Possibly consider adding a signal at Crescent Road, a second light closer to the Beltline, speed enforcement, and possibly no turns onto Seminole at County PD. | 3 | During design, WisDOT has committed to develop a Traffic Management Plan (TMP) that details mitigation and management strategies for handling traffic during construction activities in order to minimize traveler delay and traffic impacts on the local road system. This TMP will evaluate area roads such as Seminole Highway likely to receive additional traffic from construction diversion and develop mitigative measures to accommodate traffic increases. |
| Construction | Request that prairie plantings to the west of the connector path be protected during construction and not be used as a parking lot or dump site for construction materials. | 1 | The Hammersley Road path and the north approach of the Southwest Commuter Path bridge will not be used for construction staging. During design, WisDOT has committed to evaluate several stormwater management and path connection options and will select the most effective option producing the least impacts. Existing plantings will be saved, restored, and/or new prairie plantings of the same type will be added to the extent practical. |
| Construction | Midvale Heights Neighborhood Association supports native plantings in the (Hamersley Road) area and would handle the finances for any monies to restore the current plantings following new construction. | 2 | Comment noted. As mentioned above, existing plantings will be saved or restored to the extent possible. Also, WisDOT has committed to consider native plantings in the design of all stormwater management facilities within the Selected Build Alternative, and use them to the extent feasible when agreed to by local municipalities. |
| Construction | Concerned construction floodlights will keep people awake. | 1 | Comment noted. Night work will be minimized to the extent practical, and will be balanced against a shortened construction schedule. WisDOT will incorporate standard contract requirements that minimize light impacts during construction to the extent practical. |
| Construction Noise | Concerned about three years of construction noise during the night and day. Generally opposed to night construction | 2 | Comment noted. The special provisions for this project will require that motorized equipment shall be operated in compliance with all applicable local, state, and federal laws and regulations relating to noise levels permissible within and adjacent to the project construction site. Because of the nature of the project, some night construction may be needed. Noise impacts will be minimized to the extent practical, and will be balanced against a shortened construction schedule. Prior to construction, public outreach and informational meetings will occur that will inform residents of general construction activities and the likely periods night construction may be needed. WisDOT has committed to install noise walls as |
| Construction Noise | Construction should stop at 10 P.M. If it is necessary for construction to take place after that time, the neighborhood should be notified in advance. | 3 | |

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| Construction Noise | Construct additional temporary noise walls and/or berms all along the construction corridors to mitigation the sound of construction and protect the entire southeast quadrant from three years of construction and light pollution. Do this before other construction begins. | 3 | early in the construction process as is feasible in order to help offset construction noise impacts. Because of cost and construction staging requirements, construction of temporary noise walls is not considered practicable. |
| Community Sensitive Solutions (CSS) | Supports public art to open areas. The Dunn’s Marsh Neighborhood Association would like to have input with the art. | 1 | These items will be considered along with other aesthetic features during final design. During final design, WisDOT has committed to conduct outreach activities that provide residents with input to CSS measures. It is currently anticipated these activities will take the form of workshops. |
| Environment | The Uplands near Dunn's Marsh should be preserved. | 1 | Comment noted. The uplands will not be affected by Stage 1 or Stage 2 of the Selected Build Alternative. Stage 3 alternatives, as well as impacts to uplands near Dunn’s Marsh will be re-evaluated prior to implementation. |
| Environment/ Health | The project does not address environmental and health impacts | 3 | The FEIS documents the environmental impacts associated with the Preferred Alternative. The FEIS also provides some information regarding possible health impacts. If the city of Madison or others desire more information, they may choose to perform a Health Impact Assessment. FHWA has not issued guidance or required Health Impact Assessments because numerous studies have shown very low risk from transportation projects similar to, or larger than, the proposed Verona Road project. [National Cooperative Highway Research Program (NCHRP) report (NCHRP 25-25 Task 18, March 2007)] If a Health Impact Assessment is still desired, WisDOT has committed to provide project-related information to the city for use in such an assessment. Grants for Health Impact Assessments are available through the Pew Charitable Trust Human Impact Project. More information can be found at: http://www.healthimpactproject.org/ In addition, the Wisconsin Department of Health Services has information on Health Impact Assessment. http://www.dhs.wisconsin.gov/hia/ |
| Freeport Road | Supports making the Freeport Road connector under Verona Road temporary due to conflicts created between motorists and Southwest Commuter Path users. If the Freeport Road connector is installed, special attention needs to be paid to the sight lines and grades. | 2 | Comment noted. The Freeport Road connection will be constructed during Stage 1 to address construction traffic patterns. The connection will be designed as a temporary road with the safety of all user types in mind and will include appropriate sight distances and grades. When the Stage 1 construction is completed, the city of Madison will evaluate traffic patterns and determine if the connection should remain. If the city of Madison determines that the connection should be removed, WisDOT has committed to remove the connection. |

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| Frontage Road | Supports Frontage Road Option B | 3 | Comment noted. Frontage Road Option B is the part of the Selected Build Alternative in Stage 1. |
| Frontage Road | Supports the Roundabout under Verona Road vs. the Frontage Road Option near Avalon Village | 3 | Comment noted. The Summit Road jug-handle and associated roundabout under Verona Road is part of the Selected Build Alternative in Stage 1. |
| Monitoring | Requests air, water, and noise pollution monitoring in the project area. | 4 | Monitoring of ambient air quality in Wisconsin is conducted by WDNR and two tribes, with funding and monitor-siting criteria provided by the EPA. WDNR Bureau of Air Management staff indicated that WDNR is currently meeting its monitoring requirements in Dane County. Although WDNR has some flexibility in siting air quality monitors, the EPA determines for the most part where the monitors are located and provides the funding. Dane County is currently in compliance with all ambient air quality guidelines except for possibly SOx. Two air quality monitoring stations are in Dane County. The data from these stations can be found at the following web site. http://dnr.wi.gov/air/ WisDOT will conform to administrative rule Trans 401 and current laws regarding stormwater quality and quantity. By conforming to this rule, the project will reduce Total Suspended Solids (TSS) in project area stormwater by 40 percent. This rule also regulates stormwater quality management measures during construction. Currently these laws do not require stormwater quality monitoring. WisDOT's Noise Policy includes requirements for the siting of noise walls. Section 4.8 N in the FEIS discusses noise impacts within the corridor. Recent changes to WisDOT's Noise Policy, since the publishing of the FEIS, have resulted in two additional noise walls being incorporated into the Selected Build Alternative. These walls will also help reduce noise impacts. The monitoring of noise levels is not required by current laws or administrative rules, and is not planned for this project. |

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| Neighborhood | Concerned the neighborhood will be negatively impacted. | 2 | The Selected Build Alternative was chosen based on extensive study and public comment received as part of the process outlined in the National Environmental Policy Act (NEPA) and the Wisconsin Environmental Policy Act (WEPA). The planning, agency coordination, public involvement, and impact evaluation for the project have been conducted in accordance with NEPA. The resulting Preferred Alternative described in the FEIS, which is also the Selected Build Alternative, is the environmentally preferable alternative when considering a balance of transportation, environmental, and socio-economic factors. Neighborhood right-of-way acquisition has been minimized to the extent practicable and many neighborhood-enhancing features are included. Stage 1 will construct several new community connections that include three new underpasses of Verona Road, new local road connections, noise walls, new bicycle and pedestrian accommodations, as well as Community Sensitive Solutions (CSS) aesthetic features. During final design, WisDOT has committed to continue seeking neighborhood input to further minimize neighborhood impacts and incorporate neighborhood enhancing features to the Selected Build Alternative. |
| Noise | Suggest applying transparent noise walls to elevated portions of the project to mitigate noise. | 7 | WisDOT installed transparent walls on the Marquette Interchange project to contain road debris from impacting a sensitive property. The walls cannot be used for noise mitigation by WisDOT because they have little sound absorption qualities and their cost is far higher than other wall materials typically employed for this purpose. Recent revisions to WisDOT's Noise Policy will increase the number of noise walls that can be constructed with the Selected Build Alternative. |
| Noise | Supports the plans to build a sound wall/berm along the south side of the Beltline Frontage Road. | 3 | Contingent upon obtaining a vote of support from a simple majority of property owners and renters benefitted by the proposed noise mitigation, a noise wall will be provided in the southeast quadrant of the Verona Road/Beltline. A screening wall or berm will travel easterly from this noise wall to the pedestrian overpass structure. |
| Noise | Concerned the proposed sound barriers in the southeast quadrant are tentative and not guaranteed. | 3 | WisDOT has committed to building the noise walls in the southeast quadrant with Stage 1, contingent upon obtaining a vote of support by a simple majority of property owners and renters benefitted by the noise mitigation. |

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| Noise | On page 5-13, Item 17, it states that 51-inch tall concrete barriers can hush the whine of tires. This seems to be a good solution along the Beltline where it overpasses Verona Road and continuing east to where the Beltline goes below grade. A similar solution needs to be applied to the east side of Verona Road where it is above the neighborhood. | 3 | The primary function of concrete barriers is crash protection, not noise reduction. The current standard barrier height for freeways and expressways is 42 inches. Higher barrier wall (in which 56-inch wall has replaced 51-inch wall) is reserved for situations where structures and sign bridges need special protection. Use of the 56-inch barrier outside of these conditions is discouraged because of other safety concerns. Although concrete barriers of all heights can provide a minimal amount of noise reduction, they are not installed solely for that purpose, |
| Noise | Concerned the noise in the neighborhoods will increase from the project. | 1 | Comment noted. WisDOT has committed to constructing noise walls where they are deemed reasonable and feasible by WisDOT's Noise Policy. Stages 1 and 2 of the Selected Build Alternative will contain five noise walls, contingent on obtaining the support of a simple majority of adjacent property owners and renters benefitted by the noise mitigation. Because of recent changes in WisDOT's Noise Policy, two more noise walls will be installed than were described in the FEIS. These noise walls will help reduce neighborhood noise levels. |
| Noise | Recommend that a sound barrier wall be put up along the north side of the beltline starting from the west end of Upper Iowa University and stretching to the current bike path bridge over the beltline. This will provide noise mitigation and a safety barrier for those walking on the path. | 1 | WisDOT's Noise Policy will be followed in the siting of noise walls. The location by Upper Iowa University does not qualify for noise walls under the current version of this Policy. WisDOT has committed to reassess the eligibility of noise walls in this location if the WisDOT's Noise Policy changes. |
| Noise | Supports a noise wall in the southeast quadrant. | 1 | Comment noted. The Selected Build Alternative provides a noise wall in the southeast quadrant, contingent on obtaining a vote of support by a simple majority of adjacent property owners and renters benefitted by the noise wall. |
| Overall Project | Opposed to Stage 3. | 2 | Comment noted. Current traffic projections indicate implementation of Stage 3 of the Selected Build Alternative will be necessary in approximately 2030 in order to address the safety and mobility needs at that time. The staged alternative was the result of an extensive analysis which included substantial public input. Several enhancements have been made to Stages 1 and 2 to maximize facility life and possibly delay implementation of Stage 3. Stage 3, including the need for Stage 3 improvements, will be re-evaluated prior to its implementation. This will include additional opportunities for public outreach and input. |

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| Overall Project | Opposed to the project. | 1 | Comment noted. Deteriorating safety, mobility, and congestion warrant proposed improvements to US 151. The Selected Build Alternative seeks to address these important roadway needs while minimizing impacts. |
| Overall Project | A number of aspects of the project have been improved such as the underpass south of the Verona Road interchange and the routing of traffic in the jug handle through a roundabout instead of Atticus Way. | 1 | Comment noted. The underpass south of the Verona Road interchange provides a new pedestrian/bicycle grade separation of US 151, eliminating the need for pedestrians and cyclist to cross US 151 traffic. The roundabout connection within the jug-handle eliminates the need to connect Atticus Way to Allied Drive, reducing neighborhood traffic volumes on Atticus Way and reducing neighborhood right-of-way impacts. |
| Overall Project | WisDOT needs to be looking at planning the future, not simply accommodating current trends and perpetuating the roadway biases of the past. | 1 | Comment noted. The multi-staged improvement of the Selected Build Alternative attempts to plan for future transportation needs while building appropriate improvements when they are needed. Numerous improvements were developed and evaluated to satisfy the transportation needs of all modes of traffic. A review of some of these evaluations is contained in the FEIS for this project. The current Selected Build Alternative contains several components that directly address pedestrian, bicycle, and transit travel modes. During the design of each stage of the Selected Build Alternative there will be public involvement meetings where community members can provide further input into design characteristics. Additionally, an environmental re-evaluation will occur prior to Stage 3 where the need for improvements, as well as the type of improvement will be reviewed for its appropriateness. |
| Safety | Concerned about safety in the pedestrian underpass, it should be well lit. | 3 | During design WisDOT has committed to evaluate lighting methods in order to determine appropriate lighting levels for the underpass. |
| Safety | At-grade crossings of major roadways are inadequate and dangerous. | 1 | Comment noted. All three stages of the Selected Build Alternative reduce the number of at-grade crossings for motor vehicles as well as pedestrians and bicyclists. These grade separated crossings reduce conflict and increase safety. Stage 1 grade separates the Summit Road intersection and provides two new pedestrian/bicycle grade separations. Stage 2 grade separates County PD under Verona Road and may provide an additional pedestrian bicycle grade separation of County PD. Stage 3 grade separates Raymond Road and Williamsburg Way. During design there will be additional review and appropriate safety standards will be met. |
| South Reliever | In favor of a South Reliever. | 2 | Comment noted. A South Reliever was evaluated and dismissed because it is not able to satisfy the project purpose and need on Verona Road. A copy of the South Reliever Report is contained in the appendices of the FEIS. |

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| Single Point Interchange | The capacity of the Single Point Interchange (SPUI) and widening at the Midvale/Nakoma intersection will be overkill in Stage 3. The number of through lanes on Midvale at the Midvale/Nakoma intersection should be reduced to 4 lanes in Stage 3. | 1 | The capacity of the Single Point Interchange is based on current traffic projections. The number of lanes through the Single Point Interchange will be re-evaluated when Stage 3 is implemented and reduced or used for other modes of travel if appropriate. |
| Stage 3 | Request that the once Verona Road is lowered, it is covered over with green space and local roads. Also the Beltline should be lowered enough that the frontage roads of Seminole Hwy and Todd Drive can ride over the top of the Beltline and not infringe on the arboretum. | 3 | Comment noted. The current Selected Build Alternative does not include a covering of the US 151 freeway or of the Beltline, which could provide room for greenspace, local roads, and/or Seminole Highway. The current Selected Build Alternative is not anticipated to require right-of-way from the UW Arboretum. Prior to its implementation, Stage 3 will be re-evaluated and additional alternatives considered. This re-evaluation will include substantial amounts of public involvement, and alternatives could include the covering of either or both the Beltline and US 151. |
| Stage 3 | Opposed to the removal of the Seminole Highway ramps in Stage 3. | 2 | Comment noted. The Selected Build Alternative includes the removal of the Seminole Highway ramps to address safety and operation needs associated with the US 151 freeflow on-ramp and the Todd Drive off-ramp. Removal of the Seminole Highway ramps in the Selected Build Alternative also eliminates/reduces impacts to the UW Arboretum. Prior to its implementation, Stage 3 and its components will be re-evaluated. The re-evaluation will include substantial amounts of public involvement. |
| Stage 3 | Do not understand the concept of the one-way frontage road pairs along Verona Road. Is it correct to think that only one-way traffic would be allowed on these local roads, to the south on the east side and to the north on the west side? | 1 | The one-way pair system associated with Stage 3 will function as Verona Road currently does with a median. Currently the Verona Road median prevents mid-block crossings between the northbound and southbound directions. This same condition will exist when Stage 3 is implemented. The configuration of the Stage 3 local road system will be re-evaluated before it is implemented. |
| Stage 3 | Opposed to one-way local roads in Stage 3. | 1 | Comment noted. The one-way pair system associated with Stage 3 is the most efficient way to provide local access to adjacent businesses as well as Raymond Road and Williamsburg Way. As stated, the one-way pair system will function as Verona Road currently does with a median. This one-way pair configuration will be re-evaluated before Stage 3 is implemented. |

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| Stormwater | Support moving the detention pond next to the highway southwest of the old Cub grocery store instead of putting it near Dunn's Marsh. | 3 | Comment noted. The Selected Build Alternative incorporates a stormwater management basin near the parking lot of the former Cub Foods store for Stage 1 instead of Dunn's Marsh. It is anticipated a detention basin still will be needed in the Dunn's Marsh area for Stage 3. All components of Stage 3, including stormwater management, will be re-evaluated prior to its implementation. |
| Stormwater | Opposed to a detention basin built in the Dunn's Marsh area in Stage 3. | 3 | Comment noted. The Selected Build Alternative was modified so that a detention basin would not be needed in the Dunn's Marsh area in Stages 1 or 2. It is anticipated a detention basin still will be needed in this area for Stage 3. All components of Stage 3, including stormwater management, will be re-evaluated prior to its implementation. |
| Stormwater | If a swale or basin is to be built near the Southwest Commuter Path, it should be positioned to the east of the connector path. | 2 | Comment noted. During design WisDOT has committed to evaluate multiple path alignments that maximize stormwater quality management effectiveness while maintaining or improving path connectivity and alignment. WisDOT's final evaluation of the storm water quality management features in this area will include an option on the east side of the connector path. |
| Stormwater | Encourage the use of native plants in a bioswale rather than a retention basin. Request that the area surrounding a swale or retention basin near the Southwest Commuter Path be planted with a diverse mixture of prairie plants. | 2 | Comment noted. WisDOT has committed to minimize impacts to existing native plantings and consider new native plantings in the design of stormwater management facilities, where appropriate and agreed to by local municipalities. |
| Stormwater | Request that straw; rather than hay is used with any reseeding (marsh hay contains seeds of the invasive reed canary grass.) | 1 | Most of the erosion control for the Selected Build Alternative is anticipated to be erosion mat. Erosion mat is a proprietary product. The manufacturers of e-mat are pre-approved by WisDOT and are noted within WisDOT's product acceptability list (PAL). Mulch can be a variety of materials (straw, hay, wood fiber, wood chips, etc.) and use of materials can be approved by the engineer in accordance with section 627 of the standard specifications. For this project WisDOT has committed to revise the construction contract requirements and not allow the use of hay; and to require materials used to be weed free. |

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| Stormwater | May be beneficial to plant native plant species adapted to a wide range of soil moisture in the ditches along the Beltline to promote infiltration of water before it reaches the proposed retention ponds/bioswales. 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 from native flowers, they can help with stormwater infiltration. | 2 | WisDOT has committed to evaluate the planting of native species to the extent possible and where appropriate and agreed to by local municipalities. This will include the design of stormwater management facilities. Native plantings will also be considered along frontage roads as part of an overall landscape plan. The public will have the opportunity to provide input into the landscape plan during the design phase. |
| Stormwater | Some of the Dunn's Marsh land was dedicated as parkland with the Allied Terrace subdivision plat. City Resolution 20595, file number 5613-70, contains preservation conditions adopted by Madison's common council on April 14, 1970. These conditions should apply in all stages of the Verona Road project. | 1 | <p>The closing statement and associated resolution does not mention parkland, but does place restrictions on the property for its use for stormwater detention as well as preservation measures. The November 9, 2005 Madison Parks and Open Space Plan states:</p> <p><i>“Acewood Pond and Dunn's Marsh are large wetland areas that are not currently classed as conservation parks. They are under the jurisdiction of the Madison Engineering Division as elements of the City storm water detention system. The City Engineering Division provides storm water drainage and detention management, as they do in other wetlands designated as conservation parks. With support from the Stormwater Utility, Conservation Park designation and management should be extended to these sites, and to other large wetlands with high quality uplands adjacent, such as the Nesbitt/Badger Prairie pond and uplands, the Marsh Road wetlands, and several large areas in the Starkweather Creek corridor.”</i></p> <p>Currently only Stage 3 has the potential to use a portion of Dunn's Marsh for stormwater management. Prior to the implementation of Stage 3 the need for stormwater management measures in Dunn's Marsh, as well as its status as a park, will be re-evaluated. Stage 1 stormwater management areas will include a basin in the former Cub Foods parking lot and a bioswale/detention area in the northwest quadrant of the Verona Road interchange. Stage 2 stormwater management areas include an existing detention area between Nesbitt Road and Verona Road south of County PD, and possibly an expansion of the Quarry Ridge detention basin.</p> |

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| Stormwater | Rain drops should be kept where they fall to the extent possible. Concerned about the viability of any stormwater pond. | 2 | Comment noted. The Selected Build Alternative will keep all stormwater flowing within the same stormwater drainage basins as it currently does. The stormwater management ponds in the Selected Build Alternative are designed to improve stormwater quality by removing suspended solids yet are not meant to promote infiltration. Current Wisconsin Administrative rules (NR 151.24(5)(d)) prevent the direct infiltration of stormwater originating from pavements. See Section 4.8K of the FEIS. |
| Traffic | Requests traffic destination study to support the claim that the South Reliever would not reduce traffic volumes on Verona Road. | 3 | Comment noted. The Madison Area Metropolitan Planning Organization maintains a Travel Demand Model that uses information from origin-destination studies that are performed every 10 years to support the model. WisDOT used this model to determine potential South Reliever ridership. WisDOT has committed to continue working with the Madison Area Metropolitan Planning Organization in order to improve the model as appropriate, and to facilitate a better understanding of traffic flow in the area as future highway improvements are considered. |
| Traffic | Consider traffic calming in select areas on local streets where cut-through traffic is a concern. Traffic calming might be temporary during construction or permanent. | 1 | Comment noted. WisDOT and the City of Madison do not typically implement traffic calming measures to offset construction traffic impacts. The project will develop a Traffic Management Plan (TMP) that addresses traffic flow through the corridor. This plan will include other traffic mitigation measures for local roadways likely to receive traffic diverted from the construction area. |
| Traffic | A traffic study should be undertaken for Stage 3 to determine the ability of the Beltline to handle the increased traffic of the free-flow lanes given that the Beltline is already operating at/or near capacity and to estimate the diversion caused by the closure of the Seminole Highway Ramps to other roads such as Midvale and Todd Drive. | 1 | Comment noted. Prior to the implementation of Stage 3, the environmental document will be re-evaluated. This re-evaluation will include traffic analyses of US 151 and adjacent connecting highways. |
| Transit | Support the recommendations of the City of Madison Transit and Parking Commission that the Plan not preclude the possibility of Bus Rapid Transit in this corridor, and provisions for Bus Rapid Transit outlined by the Commission should be included in the Plan. | 3 | Comment noted. The Selected Build Alternative does not preclude the future addition of Bus Rapid Transit. |

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| Transit | Provide a park and ride lot in the vicinity of County PD and US 18/151 and look at mass transit routes and nodes that could help take the cars off US 18/151. | 1 | Comment noted. Park and ride facility expansion is being considered near the existing US 151 park and ride lot on the east side of the city of Verona. WisDOT has committed to consider additional modal options as land acquisition opportunities become available. |