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.

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ES EXECUTIVE SUMMARY

ES.1 STUDY AREA

The Wisconsin Department of Transportation (WisDOT) is planning to improve the Dane County US 18/151 (Verona Road) corridor near the Cities of Madison and Fitchburg, Wisconsin.

In March of 2004, a Draft Environmental Impact Statement (DEIS) was released that presented three main alternatives. In October 2010, a Supplemental Draft Environmental Statement (SDEIS) was released that presented the Preferred Alternative as a staged implementation of two of the alternatives presented in the DEIS. This Final Environmental Impact Statement (FEIS) presents the Preferred Alternative that was presented in the SDEIS with several refinements that respond to comments received during the SDEIS availability period.

This FEIS addresses US 18/151 (Verona Road) in the southwest quadrant of the Madison metropolitan area in Dane County, Wisconsin. The study corridor is bounded by US 12/14 (Beltline) to the north and County PD to the south. The study also addresses portions of the Beltline that influence the Verona Road interchange, which includes the Beltline section from Todd Drive to Whitney Way. Side-road intersections that connect with Verona Road include Summit Road, Raymond Road, and Williamsburg Way. Figure ES.1-1 presents a corridor location schematic.

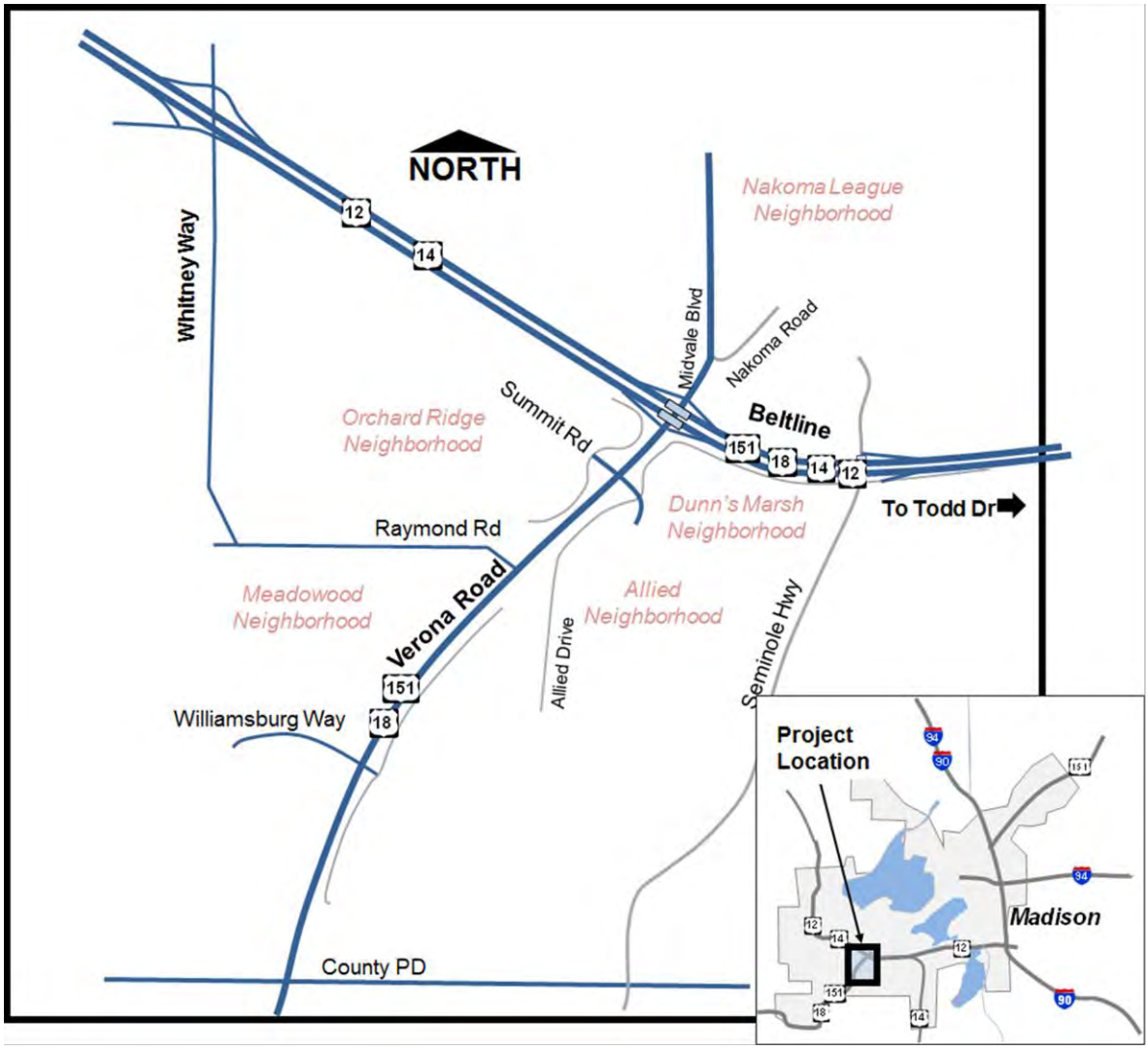


Figure ES.1-1 Study Corridor Location

ES.2 PURPOSE AND NEED

The purpose of this WisDOT project is to:

- Enhance the mobility of motorized travel in the US 151 backbone corridor to operation levels that are consistent with a Corridors 2020/Connections 2030 Backbone Route.
- Improve travel safety on the Verona Road corridor to levels consistent with US 151's classification as a Corridors 2020/Connections 2030 Backbone Route.
- Preserve the mobility of motorized travel in the US 12/14 (Beltline) corridor near the US 18/151 (Verona Road) interchange to levels that are consistent with a Corridors 2020/Connections 2030 Connector Route.
- Enhance nonmotorized travel accommodations and connectivity in the Verona Road and the Beltline corridors.

Primary components of the Purpose and Need for the Verona Road corridor include the following:

A. <u>US 151 (Verona Road) System Continuity and Consistency with the Corridors 2020/Connections 2030 State Highway Plan</u>

US 151 (Verona Road) is classified as a Backbone route in the Corridors 2030 State Highway Plan. This is the same classification as the Interstate Highways. While making up only 3 percent of Wisconsin highways, Corridors 2030 routes carry 37 percent of all auto travel and 54 percent of all truck travel. US 151 (Verona Road) serves this interregional purpose within the state. In 2008, the US 151 Backbone route became a full four-lane expressway/freeway facility from Fond du Lac, Wisconsin, to Dubuque, Iowa, except for the 2-mile section that is a focus of this study (see note about Backbone bypass around Madison).[1] Figure ES.2-1 shows the Corridors 2030 Backbone routes.

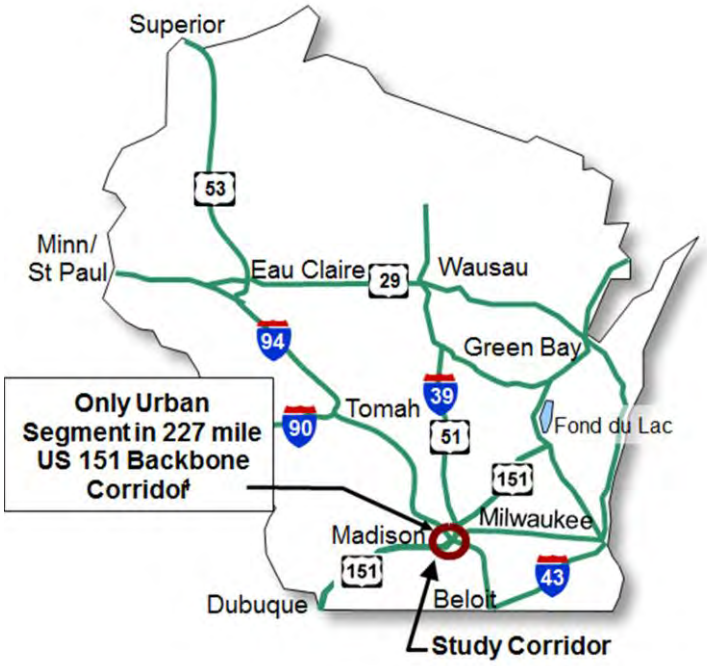
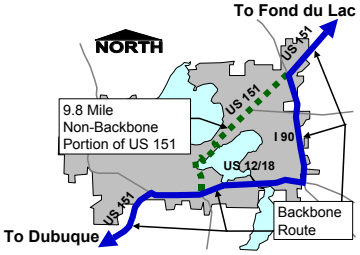


Figure ES.2-1 Study Corridor and Wisconsin Corridors 2030 Backbone Routes

[1] The Backbone route does not follow US 151 through downtown Madison. Instead, the Backbone route bypasses downtown Madison on Interstate 90/94 and US 12/14 (the Beltline) between the I 90/94-US 151/East Washington Avenue and Verona Road interchanges.



B. Verona Road Capacity

WisDOT policy states:

> *"The highest level of service thresholds are applied to the Corridors 2020/Connections 2030 system in recognition of its importance from a mobility and economic development perspective. On Corridors 2020/Connections 2030 routes, only „minimal" congestion is allowed, except on Connectors within urbanized areas, where slightly higher congestion levels are permitted."*

This 2-mile section of Verona Road carries traffic volumes and trip types that are characteristic of freeway/expressway travel. In 2006, traffic volumes on sections of Verona Road were 50,750 to 59,300 vehicles per day (vpd), and they are projected to grow to 52,900 to 68,800 vpd by the year 2030.

Increasing traffic volumes and associated congestion are compromising the mobility of the corridor. The Verona Road/Beltline interchange already operates at extremely congested conditions during the morning and evening peak hours with average intersection delays exceeding 100 seconds per vehicle, corresponding to level of service (LOS) F.[2]

C. Safety

As traffic volumes on the Verona Road corridor grow, congestion-related crashes are increasing. Between 2006 and 2008, there were 342 crashes on Verona Road from the Beltline to County PD, producing a crash rate of 201 crashes per hundred million vehicle miles traveled (HMVMT). These crashes are a product of the vehicle conflict points inherent with the six signalized intersections in this corridor.

Additionally, pedestrian and bicycle safety on Verona Road and through the Beltline interchange decreases as traffic and turning movements grow. While WisDOT has made efforts to retrofit bicycle and pedestrian amenities in the corridor, there are few longitudinal accommodations and crossing opportunities are challenging.

D. Neighborhood Connectivity–Transit/Nonmotorized Travel

Verona Road, the Verona Road/Beltline interchange, and the Beltline separate the Allied-Dunn's Marsh neighborhood from other Madison neighborhoods north and west. There is one main motor vehicle entrance to the neighborhood on Verona Road, and two main entrances to the neighborhood on Seminole Highway. The Verona Road corridor and its heavy traffic volumes contribute to the physical isolation of the neighborhood.

E. Metropolitan Traffic Movements and Local Access

Verona Road regularly experiences congestion during the morning and evening rush hours. This congestion affects not only regional traffic but also metropolitan traffic that originates and ends within the Madison metropolitan area. Because of this congestion, several metropolitan trips are diverted to local and neighborhood streets. Area residents regularly express concerns over nonlocal traffic cutting through neighborhoods to avoid the Beltline and Verona Road. Fish Hatchery Road and Seminole Highway both regularly experience diverted traffic that would ordinarily use Verona Road.

[2] Levels of Service are measures that describe the operation of a roadway and its congestion levels. They range from A (not congested) to F (very congested).

ES.3 ALTERNATIVES

The study examined many general transportation strategies at a preliminary screening level. These are described in Table 2.1-1 and include:

- Transportation Demand Management (TDM)
- Transit
- Roadway Off-Alignment
- Roadway On-Alignment

From these, the March 2004 DEIS presented three main alternatives, No Build, Urban Roadway Alternative, and the Freeway Alternative. The Preferred Alternative in this FEIS is a staged implementation of two of the alternatives presented in the DEIS. The following paragraphs summarize the key components of the two alternatives in the FEIS.

The Preferred Alternative is broken into three stages, with different years of implementation. The following paragraphs detail the characteristics of each stage.

A. Stage 1 (Construction Estimated to Begin in 2013)

Stage 1 entails reconstructing the current Verona Road/Beltline diamond interchange into a single-point urban interchange and extending the six-lane Beltline section west through the Whitney Way interchange. The Beltline modifications will include expanding the Whitney Way westbound off-ramp to two lanes. To aid weaving movements and coordinate construction activities, a parallel lane will be added to the Whitney Way eastbound on-ramp and westbound on-ramp traffic. The Beltline reconstruction will extend past Seminole Highway to correct the substandard height on the Seminole Highway overpass and will include partial reconstruction of the overpass.

The Verona Road single-point interchange will align the Beltline ramps to meet at a single point, which allows more efficient signal operation. Four lanes southbound and three lanes northbound will be provided on Verona Road from Nakoma Road on Midvale Boulevard to Summit Road to increase capacity. Figure ES.3-1 shows Stage 1 interchange and jug-handle improvements.

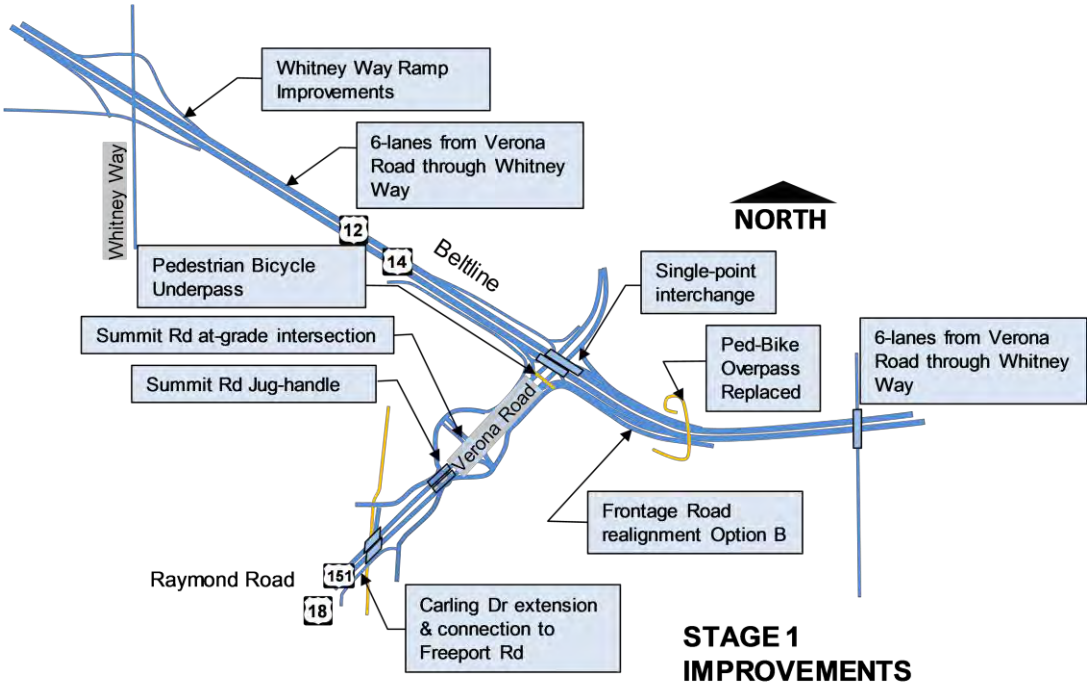


Figure ES.3-1 Stage 1 Improvements

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 Verona Road to the other side of the roadway. Some comments received during the SDEIS review period expressed concern with the neighborhood impacts associated with the proposed jug-handle routing increased traffic volumes from Allied Drive through the Atticus Way jug-handle connection. To address these concerns, the Preferred Alternative has Allied Drive connect directly with the jug-handle and the West Frontage Road directly underneath Verona Road with a roundabout. This refinement decreases neighborhood impacts and strengthens the connection between the west and east sides of Verona Road. Bike lanes and sidewalks will be provided through the jug-handle and a path would be provided around the roundabout (see Figure ES.3-2).

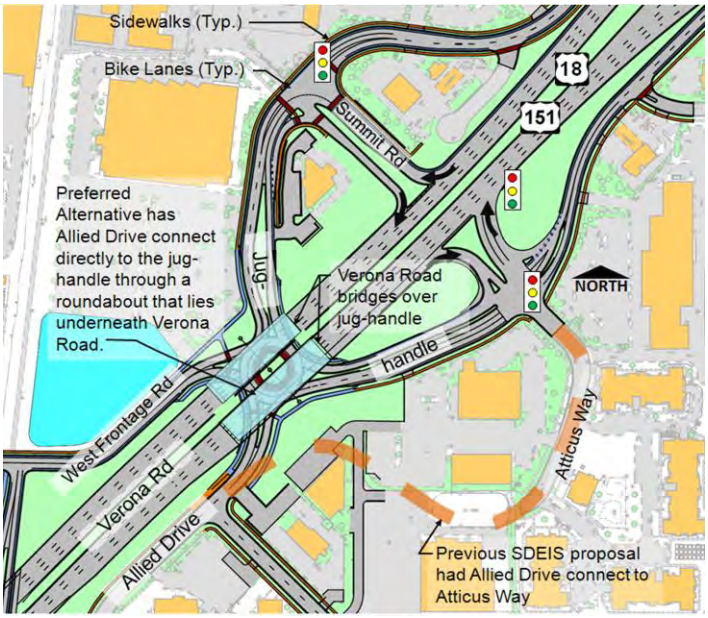


Figure ES.3-2 Stage 1 Summit Road Jug-Handle

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. Two frontage road alignments were investigated, Option A and Option B. Option A bows to the south to avoid businesses where Option B parallels the Beltline. Option B was selected as the Preferred Alternative in response to comments received during the SDEIS review period.

Carling Drive will be extended to the north and connect with Allied Drive to provide one additional connection between the Nakoma Heights area and the Allied neighborhood. Additionally, a connection will be provided underneath Verona Road that connects the Carling Drive extension to Freeport Road. This connection will use Verona Road's existing railroad bridge to travel underneath Verona Road and will shift the Southwest Commuter Path, which also travels under Verona Road at this bridge, about 20 feet west. When Stage 1 construction is completed, the City of Madison will evaluate how the Freeport connection affects neighborhood traffic circulation and determine if the connection will remain. Raymond Road and Williamsburg Way will continue as a signalized intersection. County PD will have dual left-turn lanes installed on the west and east approaches in anticipation of Stage 1 work.

Pedestrians and cyclists will generally have better access along and across Verona Road. All frontage roads will have bike lanes and sides of the frontage road that serve private property will also have sidewalks. With the addition of the jug-handle, there will be an additional grade separation of Verona Road which allows cyclists and pedestrians an opportunity to avoid US 151 traffic by traveling underneath it. In response to public comments, the Preferred Alternative now includes a new pedestrian and bicycle underpass just south of the interchange that provides an east-west connection across Verona Road. The grade-separated crossing of the Beltline, located east of the Verona Road interchange, will be reconstructed to meet current standards. Noise walls are reasonable and feasible in the southeast quadrants of the interchange. The Department is committed to construction of the Stage 1 noise barriers and will work with the City of Madison and affected residents/owners through additional public involvement to determine if the barriers are to be incorporated into construction plans.

B. Stage 2 (Construction ~ 2017)

As part of Stage 2, the County PD and Verona Road 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. Stage 2 will also 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. Carriage Street access to and from US 151 will be removed. Access to Carriage Street from Anton Drive will remain. The configuration and control for the Williamsburg Way intersection will be further evaluated prior to the implementation of Stage 2.

Bike 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 reconstructed within the existing Verona Road right-of-way and cross County PD immediately east of the interchange to avoid Section 6(f) impacts. This will include an at-grade crossing of the east leg of County PD alongside the proposed northbound on- and off-ramps. If requested and approved by the Wisconsin Department of Natural Resources (WDNR) and National Park Service (NPS), WisDOT is willing to accommodate a rerouting of the trail to the east, where it would share a County PD crossing with the proposed Cannonball Trail. This crossing may initially be a midblock at-grade crossing with special median treatments that provide refuge for pedestrians and cyclists. It would also include a new connection to and from the existing signalized intersection of County PD and Commerce Park Drive. WisDOT will evaluate path usage on the Cannonball Trail and determine whether a grade-separated crossing is warranted as part of Stage 2 construction. Figure ES.3-3 shows Stage 2 Improvements. During the design of the Stage 2 interchange, WisDOT will evaluate the feasibility and utility of a path facility on the south legs of the County PD interchange that allows cyclists and pedestrians to connect directly with Nesbitt Road without crossing to the north side of County PD.

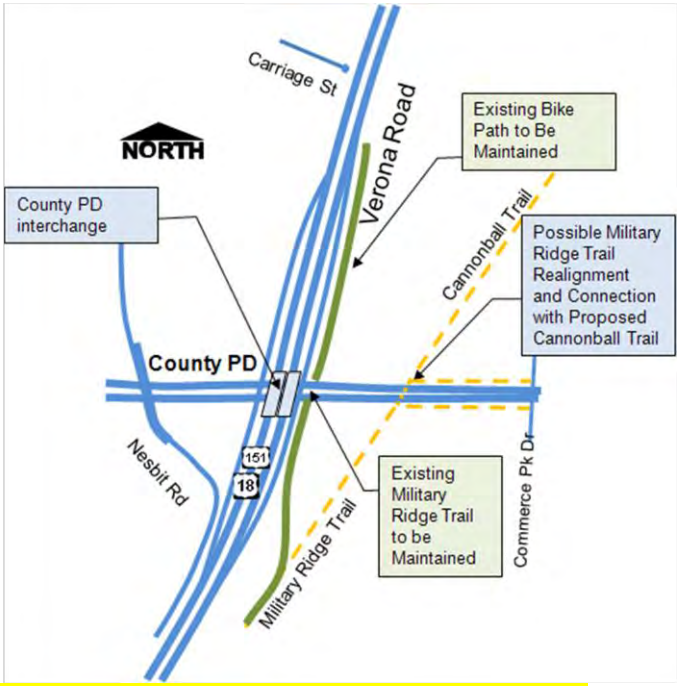


Figure ES.3-3 Stage 2 County PD Interchange

With Stage 2, noise walls will be installed on the east side of Verona Road between Williamsburg Way and Raymond Road.

Stage 3 (Construction near 2030)

Stage 3 will be constructed when operation and safety needs warrant the infrastructure investment. It is anticipated this will occur near 2030. Stage 3 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 miles per hour (mph)]. 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.

Local traffic would be accommodated by a pair of one-way frontage roads on each side of the depressed freeway. Local traffic would 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 would travel on the freeway system (see Figure ES.3-4).

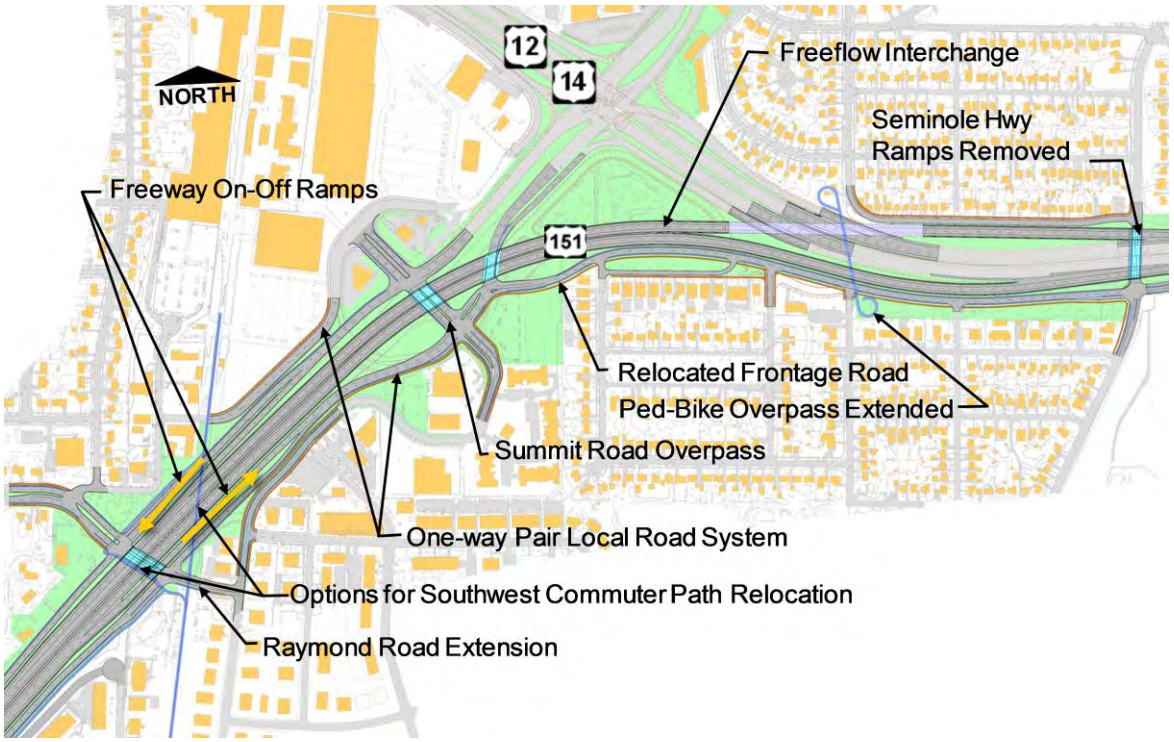


Figure ES.3-4 Stage 3 Freeflow Interchange

The Beltline interchange ramps at Seminole Highway would be closed and removed to decrease weaving these ramps cause on the Beltline. Seminole Highway's bridge over the Beltline would remain (see Figure ES.3-5).

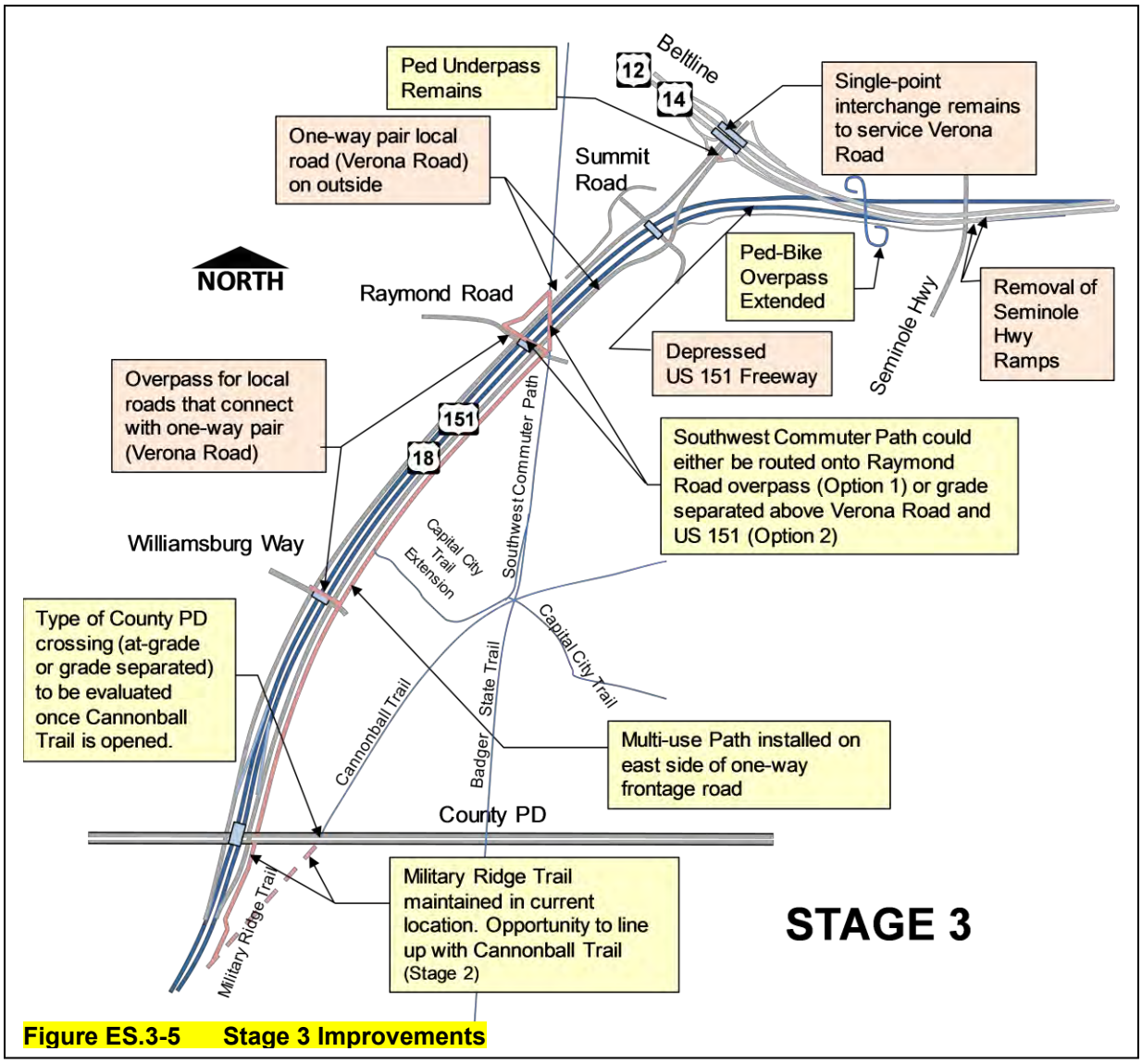


Figure ES.3-5 Stage 3 Improvements

The Summit Road Jug-Handle, built in Stage 1, will be reconstructed to provide a grade-separated crossing over the US 151 freeway. Raymond Road will also travel over the US 151 freeway and be extended to Allied Drive to provide one additional connection into the Allied neighborhood. Williamsburg Way will also be grade-separated over the US 151 freeway. All side roads will have direct access to the Verona Road one-way pair.

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.

The one-way-pair local road system will have bike lanes. Additionally, the bike path on the east side of Verona Road that connects the Southwest Commuter Path with County PD is expected to remain. 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. The Southwest Commuter Path underpass could either be routed onto the Raymond Road overpass or have its own dedicated grade separation. The bicycle/pedestrian bridge west of the Verona Road/Beltline interchange will remain as it is today. The eastern bridge, between the US 18/151 (Verona Road) interchange and Seminole Highway, will be extended from its Stage 1 reconstruction. Bicycle and pedestrian accommodations are described in

more detail in Section 4.8 in the Community and Residential factor sheet. Figure ES.3-6 shows Stage 3 bicycle/pedestrian facilities.

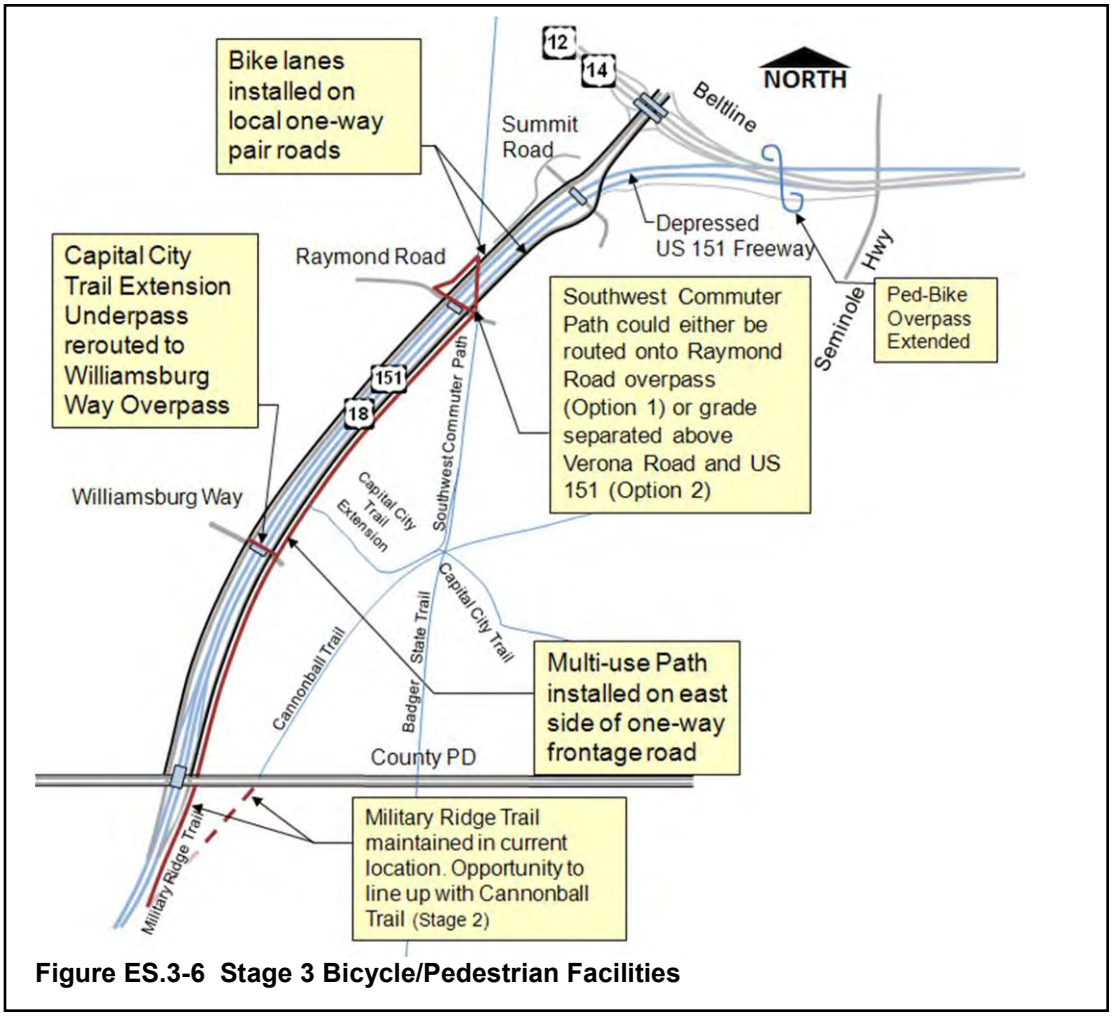


Figure ES.3-6 Stage 3 Bicycle/Pedestrian Facilities

There are several reasons that support the selection of this staged Preferred Alternative.

A. Purpose and Need are Satisfied

The Preferred Alternative satisfies each component of the project purpose and need. Operational, capacity, and neighborhood connectivity needs are addressed in every stage, while US 151 backbone system continuity is addressed in Stages 2 and 3.

B. Improvements Coincide with Need

The Preferred Alternative addresses capacity and safety needs in a staged manner where construction of the improvement coincides with the roadway need.

C. Impacts are Staged Until Improvement is Needed

The Preferred Alternative stages the impacts. Property acquisitions that are not needed until the full freeway conversion can remain and continue to serve the residing business or residence.

D. Local Government and State and Federal Agency Comments are Addressed

The staging of the Preferred Alternative addresses key comments received from local governments as well as state and federal agencies during the DEIS comment period.

ES.4 IMPACTS

All the concepts and alternatives listed above have costs and impacts as well as changes to traffic operations. Table ES.4-1 summarizes the direct impacts associated with the project, while the following paragraphs describe effect categories.

Environmental Issue	Unit Measure	Verona Road Detailed Alternatives				
			Preferred Alternative			
		No Build	Stage 1	Stage 2	Stage 3	Stages 1, 2, and 3 ***
Project Length	Mi	2.2	2.2	2.4	3.1	Varies
Cost $ *						
Design and Construction Engineering	Millions $	0	15.4-17.0	8.0-8.8	32.2-35.6	55.6-61.4
Construction	Millions $	3.6	73.5-81.3	38.1-42.1	154-170	265.6-293.4
Real Estate and Utilities	Millions $	0.7	20.6-22.8	0.6-1.8	20.7-22.9	41.9-47.5
Total **	Million $	4.3	109.5-121.1	46.7-52.7	206.9-228.5	363.1-402.3
Anticipated Year of Construction		2015	2013	2017	2030	Varies
Anticipated Cost in Year of Construction**	Million $	5	113.8-126.0	52.6-59.3	301.4-332.9	467.9-518.2
Land Conversions						
Total Area Converted to R/W	Acres	0	11.9	0.5	11.7	24.1
Wetland Area Converted to R/W	Acres	0	0	0	0	0
Upland Area Converted to R/W	Acres	0	0	0	0	0
Other/Institutional Area Converted to R/W	Acres	0	0	0.01	0	0.01
Real Estate						
Number of Farms Affected	Number	0	0	0	0	0
Total Area From Farm Operations Required	Acres	0	0	0	0	0
AIS Required?	Yes/No	No	No	No	No	No
Farmland Rating	Score	0	N/A	N/A	N/A	N/A
Residential Buildings Acquired	Number	0	10	0	6	16
Business Buildings Acquired	Number	0	10	0	18	28
Total Buildings Acquired (Res&Bus)	Number	0	20	0	24	44
Households Relocated	Number	0	31	0	33	64
Businesses Relocated	Number	0	15	0	21	36
Total Relocations Required (Res&Bus)	Number	0	46	0	54	100

Environmental Issue	Unit Measure	Verona Road Detailed Alternatives				
			Preferred Alternative			
		No Build	Stage 1	Stage 2	Stage 3	Stages 1, 2, and 3 ***
Fee Acquisition Residential Parcels	Number	0	16	0	15	31
Fee Acquisition Business/Institutional Parcels	Number	0	33	11	23	67
Fee Acquisition Total Parcels	Number	0	49	11	38	98
Flood Plain	Yes/No	No	No	No	No	No
Stream Crossings	Number	0	0	0	0	0
Endangered Species	Yes/No	No	No	No	No	No
Historic Properties	Number	0	0	0	0	0
Archeological Sites	Number	0	0	0	0	0
106 MOA Required?	Yes/No	No	No	No	No	No
4(f) Evaluation Required?	Yes/No	No	No	No	Yes	Yes
Environ Justice An Issue?	Yes/No	No	Yes	No	Yes	Yes
Level of Controversy	Low/Med /High	No	Medium	Low	High	Medium
Air Quality Permit?	Yes/No	No	No	No	No	No
Design Year Noise Sensitive Receptors						
No Impact	Number	1,212[2]	640		590	656[1]
Impact	Number	0[2]	530		450	460[1]
Exceed dBA Levels	Number	630[2]	530		450	460[1]
Haz Mat Phase 2 Sites	Number	No	8	3	10	19

[1] The combined noise receptor totals for Stages 1, 2, and 3 are the receptor numbers for Stage 3 plus the receptors for the Whitney Way area.

[2] Based on an analysis of the conditions existing in 2009. Because this is the No Build Alternative and not a retrofit project, there are no impacts (according to Wisconsin Administrative Code Chapter TRANS 405), but there are receptors that exceed the 66 dBA level.

* Cost is presented in both 2010 dollars and in anticipated year of construction. Each represents the average year of the total expenditure estimated. A 2 percent yearly inflation rate was assumed.

** Total project cost represents the probabilistic outcome of the sum of project budget elements, which is not equal to the sum of probabilistic outcomes of the individual budget elements.

*** Stages 1 and 2 should be viewed as a single improvement effort as Stage 2 will most likely be constructed with little or no time gap following Stage 1 completion in 2015. Stage 3 costs will not be incurred for 10 or more years after Stage 2 is constructed. Prior to encumbering and spending Stage 3 funds, a reevaluation of the FEIS will be completed. The scope and budget may change as a result, perhaps significantly compared to this Stage 3 estimate. For this reason, Stage 3 is considered to be a separate effort from the Stage 1 and 2 improvements from a cost and schedule management perspective.

Table ES.4-1 Summary of Direct Effects

A. Traffic Operation Impacts

The No Build Alternative provides no improvement to traffic operations. Stage 1 of the Preferred Alternative would be able to accommodate moderate traffic volume increases of about 30 percent before falling to congested levels of service. Stage 2 addresses the congestion levels at the Verona Road/County PD intersection. Stage 3 would provide the most relief for area traffic congestion for the Verona Road/Beltline interchange. Table ES.4-2 shows the through movement 2030 PM peak-hour LOS for the No Build and Preferred Alternatives.

Northbound Direction		**Preferred Alternative**			
Intersection	**No Build**	**Stage 1**	**Stage 2**	**Stage 3 Local System**	**Stage 3 US 151**
Verona Road/Beltline Interchange (US 151 NB to EB Movement)	A	A	A	C	B
Summit Road	F	B	C	D*	B
Raymond Road	F#	A	A	C	C
Williamsburg Way	B	B	B	A	C
County PD	D	E	NA	C	B

Southbound Direction		**Preferred Alternative**			
Intersection	**No Build**	**Stage 1**	**Stage 2**	**Stage 3 Local System**	**Stage 3 US 151**
Verona Road/Beltline Interchange (US 151 WB to SB Movement)	E	C	D	C	B
Summit Road	F	NA	NA	D*	B
Raymond Road	C	B	D	B	C
Williamsburg Way	F	F	C	B	C
County PD	F	F	NA	C	B

NA = Converted to freeflow movement which does not experience any intersection delay because of stop lights, queuing etc.
* LOS result of additional 28,000 vpd drawn to improved local system from Whitney Way and other arterial streets
# Northbound LOS F operations caused by queue spillback from Summit Road

Table ES.4-2 Verona Road Through Movement 2030 PM Peak-Hour LOS

B. Socioeconomic Impacts

1. Neighborhoods

The transportation improvements proposed in the US 18/151 (Verona Road) SDEIS will impose adversely high and disproportionate impacts on minority populations and low-income populations residing in the study area.

There are several neighborhoods that will be affected by the three stages of the Preferred Alternative. They include Orchard Ridge and Meadowood in the southwest quadrant of the Verona Road/Beltline interchange, Allied and Dunn's Marsh in the southeast quadrant of the interchange, the Nakoma League in the northeast quadrant of the interchange, and Summit Woods in the northwest quadrant of the interchange. Figure ES.4-1 shows these neighborhoods.

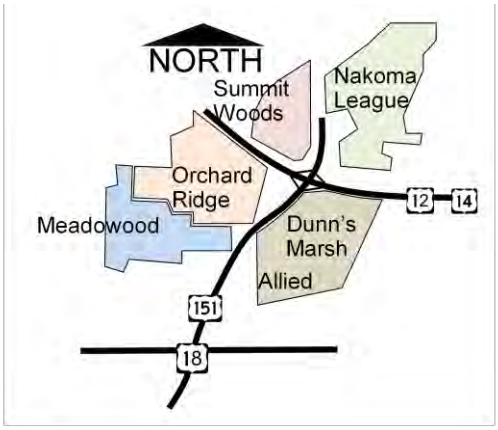


Figure ES.4-1 Adjacent Neighborhoods

The Allied and Dunn's Marsh neighborhoods have a higher density of minority and low-income residents compared to area wide Madison and Fitchburg populations. Extra efforts have been made throughout the study process to involve these area neighborhoods and businesses through the public participation process. Enhancements to these neighborhoods are incorporated in the alternatives and include increasing neighborhood connectivity, decreasing neighborhood traffic problems, and minimizing adverse effects of the improvements. These enhancements led to the development of the Preferred Alternative.

In Stage 1, neighborhood connectivity is improved by extending Carling Drive, which provides an additional connection between Allied Drive and the Nakoma Heights area. Stage 1 will also provide three new connections underneath Verona Road, one connecting Carling Drive to Freeport Road (which could be temporary[3]), one connecting the west frontage road with the east frontage road near Summit Road (as part of the jug-handle), and a new pedestrian underpass connection just south of the Single Point Urban Interchange (SPUI). The second connection replaces the existing at-grade signalized connection at Summit Road. Stage 3 depresses the US 151 freeway, decreasing its visual impact on the neighborhood. It also adds another neighborhood connection by extending Raymond Road over US 151 and connecting it to Allied Drive. The Stage 1 and Stage 3 extensions have the potential to decrease the isolation of the Allied and Dunn's Marsh neighborhoods.

In terms of economic impacts, Stages 1 and 3 of the Preferred Alternative will relocate businesses. Staged implementation of the Preferred Alternative helps the community proactively plan for these business relocations. All stages of the Preferred Alternative strive to minimize commercial and residential relocations in an effort to minimize economic impacts and preserve as much affordable housing in the area as possible. Table ES.4-3 identifies business relocations, residential building relocations, residential unit relocations, manufacturing relocations, and right-of-way impacts associated with each of the three US 18/151 (Verona Road) stages of the Preferred Alternative.

	No-Build	Preferred Alternative			
		Stage 1	Stage 2	Stage 3	Stages 1, 2, and 3
Business Buildings Acquired	0	10	0	18	28
Business Relocations	0	15	0	21	36
Residential Buildings Acquired	0	10	0	6	16
Residential Household Relocations	0	31	0	33	64
Right-of-Way Area Required (Acres)	0	11.9	0.5	11.7	24.1

Table ES.4-3 Verona Road Preferred Alternatives' Right-of-Way Effects

Each of the relocated residential tenants, business tenants, and property owners will be eligible for relocation benefits in accordance with the Uniform Relocation Act of 1972. These statutes are in place to ensure landowners and tenants are treated fairly when the public interest requires property purchase and relocation. All landowners are compensated the fair market value of their property as determined by an appraiser. For those occupying the buildings, whether tenants or owners, relocation assistance is provided by an assigned WisDOT relocation agent. The relocation agent aids the tenant in finding a comparable dwelling or residential building that meets the tenant's needs. The relocation agent is also able to provide relocation benefits to compensate for the costs of relocation.

2. Bicycle/Pedestrian Impacts

The Preferred Alternative should positively impact bicycle and pedestrian travel. In Stage 1, bicycle lanes are provided along the reconstructed frontage roads that border Verona Road and the Beltline. With the Carling Drive extension and Freeport Road connection, the frontage roads' connectivity is increased. In response to public comments, the Preferred Alternative now includes a new pedestrian and bicycle underpass just south of the interchange that provides an east-west connection across Verona Road. The Nakoma Road/Midvale Boulevard intersection will have crosswalks. Additionally, the Summit Road Jug-Handle provides another grade-separated crossing of Verona Road where pedestrians and bicyclists do not have to interact with Verona Road traffic but cross underneath it. Pedestrians and bicyclists will continue to be able to cross Verona Road at the at-grade signalized intersections at Raymond Road and Williamsburg Way. The Beltline bridge pedestrian overpass structures just east and west of the Verona Road/Beltline interchange will remain and the structure to the east is replaced during Stage 1 and improved to meet current standards.

[3] Once Stage 1 construction is complete, the City of Madison will evaluate neighborhood traffic circulation and determine if the connection will remain.

The Stage 2 County PD interchange provides bicycle lanes on County PD through the interchange. With Stage 2 of the Preferred Alternative, the Military Ridge Trail will be reconstructed within the existing Verona Road right-of-way and cross County PD immediately east of the interchange to avoid any Section 6(f) impacts. This will include an at-grade crossing of the east leg of County PD alongside the proposed northbound on- and off-ramps. This then will connect to the East Verona Road Trail north of County PD. No Section 4(f) impacts are applicable because of a prior agreement with the WDNR, the City of Fitchburg, WisDOT, and FHWA that was signed in 1991 and is included as Appendix F in this document. If requested and approved by the WDNR and NPS, WisDOT is willing to accommodate a rerouting of the trail to the east where it would share a County PD crossing with the Cannonball Trail. WisDOT will evaluate path usage on the Cannonball Trail and determine whether a grade-separated crossing or an at-grade crossing is necessary as part of Stage 2 construction.

In Stage 3, bicycle lanes are provided on the one-way pair local road system that borders the US 151 freeway. The bicycle lanes will extend the length of the corridor. Additionally, a separate bicycle path connecting the Military Ridge Trail to the Capital City Trail will be constructed on the east side of Verona Road. Crossing the Verona Road interchange on foot or on bicycle should be similar to Stage 1, but reduced traffic volumes because of the freeflow ramps should reduce crossing times. The Capital City Trail extension underpass will be removed and bicyclists will be rerouted to the Williamsburg Way overpass instead. The Southwest Commuter Path crossing of US 151 will either be a dedicated grade separation of the US 151 freeway or routed onto the adjacent Raymond Road overpass.

3. Degree of Controversy

During the DEIS phase, the proposed alternatives had a high degree of controversy. In response to public comments after the DEIS publication, the project was broken into three stages. This reduced the magnitude of near-term impacts and postponed the larger impacts into the future when more substantial transportation investments are needed. This modification, prompted by public and agency input, has decreased the amount of controversy. Some concerns have still been voiced by adjacent neighborhoods. The following paragraphs summarize some of the concerns voiced by neighborhood residents. Comments received in response to the SDEIS are addressed in Section 5.

a. Some neighborhood residents have strongly advocated for the removal of the US 151 designation from Verona Road and the construction of a “South Reliever,” a conceptual corridor that runs east-west between Interstate 39 and Verona. They feel an alternate US 151 corridor would decrease traffic levels on Verona Road. (This alternative was evaluated. Traffic modeling indicated that a South Reliever would not reduce future traffic volume, but would only reduce the magnitude of the future traffic volume increase. See Appendix L).

b. Many have expressed a strong desire for the project to construct noise walls. Many of these advocates live in areas where no noise walls are proposed yet noise levels remain relatively high. Noise walls are included with this project in all areas that meet the reasonableness criteria of Wisconsin Administrative Code Trans 405.

c. Some have expressed concerns over air quality and the effects to adjacent neighborhoods.

d. Some small business owners have expressed concerns associated with the non-typical traffic movements associated with the Summit Road jug-handle.

e. Some concerns were expressed over the realignment of the frontage road in the southeast quadrant of the interchange and how close the road came to Britta Park. This led to the development and evaluation of the Option B frontage road alternative.

f. A few residents expressed concerns over the quantity and quality of stormwater reaching Dunn’s Marsh, the University of Wisconsin Arboretum, and other water bodies. The Preferred

Alternative will implement stormwater management measures that improve stormwater quality; see Factor Sheet K and Appendix E.

g. Some have expressed concerns regarding traffic speed on frontage roads and around the proposed jug-handle at Summit Road.

h. Some concerns were expressed over the marginal traffic capacity, safety, and noise reduction benefits associated with this alternative in the face of current congestion and high projected traffic growth. These advocate for implementing Stage 3 sooner rather than later.

C. Environmental Justice

1. Definition

Executive Order 12898, issued February 11, 1994, requires federal agencies to address Environmental Justice in Minority and Low-Income populations if they are affected by a federal action. The term Environmental Justice means identifying and addressing disproportionately high and adverse human health and environmental effects including the interrelated social and economic effects of programs, policies, and activities on minority and low-income populations.

The concept of Environmental Justice is intimately tied to Title VI of the Civil Rights Act that prohibits discrimination on the basis of race, color, or national origin.

Efforts to address Environmental Justice do not create any rights, benefits, or trust responsibilities, substantive or procedural, enforceable by law or equity, by a party against FHWA, its officers, or any person. Furthermore, efforts to address Environmental Justice by FHWA, its operating administrators, its officers, or any other person do not create any right to judicial review for compliance or noncompliance with the goals of achieving Environmental Justice.

a. Efforts to address Environmental Justice on individual projects include:

(1) Identifying and evaluating environmental, public health, and interrelated social and economic effects of the subject project.

(2) Proposing measures to (a) avoid, minimize and/or mitigate disproportionately high and adverse environmental, public health, and interrelated social and economic effects and (b) provide offsetting benefits and opportunities to enhance communities, neighborhoods, and individuals affected by the subject project, when permitted by law and consistent with EO 12898.

(3) Considering alternatives to the proposed project, where such alternatives would result in avoiding and/or minimizing disproportionately high and adverse human health or environmental impacts consistent with EO 12898.

(4) Providing public involvement opportunities and considering the results thereof, including providing meaningful access to public information concerning the human health or environmental impacts, and soliciting input from affected minority and low-income populations in considering alternatives during the development of alternatives and decisions.

(5) Evaluating the alternatives or measures to avoid, minimize, or mitigate the disproportionately high and adverse impacts to determine if they are “practicable” from a social, economic (including cost), and environmental impacts perspective.

2. Low Income and Minority Populations Surrounding Verona Road

The area surrounding Verona Road has higher percentages of minority, low income, and disadvantaged populations. Table ES.4-4 compares the demographic profile of neighborhoods surrounding the Verona Road interchange with that of the Madison area. These neighborhoods include Summit Woods, Allied, Dunn's Marsh, Orchard Ridge, and part of Meadowood. The table also shows the Allied-Belmar neighborhood, which has higher percentages of minority, disabled, and low income residents.

	Madison (City and Town of) and Fitchburg	**Neighborhoods Surrounding Verona Road Interchange**	**Allied-Belmar Neighborhood**
Total Population[1]	*235,560*	*12,483*	*2,412*
% Disabled[2]	13%	28%	35%
% Elderly[1]	9%	10%	2%
% Minority[1]	17%	25%	61%
% Below Poverty Level[3]	14%	10%	26%
Population Age 16 and Over in Labor Force[2]	145,027	7,103	1,166
Population Age 16 and Over Not in Labor Force[2]	52,306	2,663	465

[1]Source: US Census 2000 Summary File 1 (100 percent data)
[2]Source: US Census 2000 Summary File 3 (in-depth population and housing data collected on a sample basis from the Census 2000 long form questionnaire)
[3]Source: US Census 2000 Summary File 3
Note: See Figure E.1-1 and Table E.1-1 in Section 4.8 for more information and a delineation of the neighborhoods surrounding Verona Road

Table ES.4-4 Demographic Profile of Neighborhood Areas Influenced by Verona Road Preferred Alternative

3. Environmental Justice Impacts

Because of the high percentage of minority and low income residents that reside adjacent to the project, this project will disproportionately impact these populations. These impacts are predominately residential relocations, with Stage 3 having greater impacts than Stage 1. One reason WisDOT staged the improvement was to delay residential relocation impacts to environmental justice populations. Table ES.4-5 summarizes the residential impacts to environmental justice populations.

	Stage 1	Stage 2	Stage 3	Madison-Fitchburg
Residential Relocations[1]	9 Buildings 30 Households	0	6 Buildings 33 Households	Not Applicable
% of persons affected with a disability[1]	27%	0	33%	13% of the population has a disability
% of elderly persons affected[1]	10%	0	7%	9% of the population is elderly
% of minority persons affected[1]	16%	0	28%	17% of the population is racially or ethnically a minority
% of persons below poverty level affected[1]	6%	0	8%	14% of the population is below poverty level

[1]Based on US Census 2000 data at the block group level applied to the location of the displaced household.

Table ES.4-5 Characteristics of US 151 Alternatives' Residential Relocations

In addition to these impacts, Stage 1 will relocate 12 businesses and Stage 3 will relocate 21 businesses within these neighborhoods. This represents up to 95 and 126 job displacements, respectively.

4. Efforts to Minimize and Mitigate Impacts

Throughout the study process, efforts have been made to engage and interact with minority and low income populations in the study area. This includes numerous focus groups, design workshops, special interaction activities with school children, presentations at community events, presentations to agencies working in the neighborhoods with these populations, and individual meetings. Numerous changes to the DEIS alternatives were incorporated into the SDEIS Preferred Alternative to reduce or delay the neighborhood effects. The Preferred Alternative was further refined after the SDEIS comment period to minimize and mitigate impacts. Measures include the following:

a. Extra efforts were made to obtain community input throughout the process. These included special meetings, attendance at events, and special outreach consultants. Over 500 meetings have been held during the EIS process to understand community needs and incorporate them in the alternatives.

b. The Preferred Alternative was staged so that relocation impacts would not be immediately borne by the neighborhood. Instead, road improvements with the greatest impacts are constructed when congestion impacts warrant them. This allows the WisDOT and the community to plan in anticipation of future improvements, potentially reducing their severity at the time of implementation.

c. The Preferred Alternative's footprint was designed to fit inside the roadway R/W to the extent possible. A major factor for the selection of the Summit Road Jug-Handle was its modest impact to adjacent commercial and residential areas.

d. The Summit Road jug-handle was realigned to avoid impacting Avalon Village and improve connectivity between Allied Drive and the west side of Verona Road.

e. A new pedestrian underpass will be constructed on the south leg of the Verona Road interchange to provide pedestrians and cyclists a more direct and less hazardous crossing of Verona Road.

f. A noise wall will be constructed in the southeast quadrant of the Verona Road interchange to reduce noise impacts to adjacent neighborhoods.

g. Frontage Road Option B was selected to reduce traffic impacts to a local community park (Britta Park)

h. Where frontage road alignments had to be adjusted to accommodate the single-point interchange, the frontage road was aligned in a way to maintain business viability to the extent possible.

i. WisDOT partnered with the City of Madison to fund the *Allied-Dunn"s Marsh–Belmar Neighborhood"s Physical Improvement Plan* that looked at neighborhood infrastructure needs in anticipation of planned US 151 improvements.

j. Substantially in advance of the SDEIS, WisDOT purchased three fire-damaged apartment buildings as part of another project to evaluate an unsafe access to the off-ramp.

k. Stage 1 extends Carling Drive to Allied Drive. Currently there is only one road connecting the Nakoma Heights area and the Allied Drive area. This roadway extension adds one other connection and increases neighborhood cohesion.

l. Stage 1 constructs a roadway underneath Verona Road from the Carling Drive extension to Freeport Road. This road connection has several functions. It will provide an alternate access for the Allied neighborhood during road construction. It also helps connect the Allied neighborhood with adjacent neighborhoods west of Verona Road. The road connection should also help increase security levels of the Southwest Commuter Path. (Note: After construction, the City of Madison will evaluate this connection's effect on neighborhood traffic circulation and determine if the connection will remain.)

m. Stage 1's jug-handle provides an additional grade-separated crossing of Verona Road for the Allied and Dunn's Marsh neighborhoods. For pedestrian and bicycle traffic, this grade-separated crossing is substantially safer than the current signalized intersection where pedestrians and cyclists must cross in two stages. For motor vehicle traffic, this grade-separated crossing decreases the delay and congestion associated with neighborhood residents patronizing establishments on the west side of Verona Road. It also provides a much more direct connection from Allied Drive to the west side of Verona Road. This additional crossing also reduces walking distances.

n. Stage 2 constructs a noise wall on the east side of Verona Road from Raymond Road to Williamsburg Way to reduce noise levels for the Nakoma Heights and Allied residents.

o. Stage 3 constructs a noise wall in the southeast quadrant of the Verona Road interchange to reduce noise levels for Dunn's Marsh neighborhood residents. As part of Section 4(f) mitigation, this noise wall is being extended farther than what is currently justified by Trans 405 to offset noise and visual impacts to Britta Park.

p. Stage 3 extends Raymond Road into the Allied neighborhood. This roadway extension helps integrate the Allied neighborhood with neighborhoods west of Verona Road and decreases neighborhood isolation. It is called for in the *Allied-Dunn"s Marsh–Belmar Neighborhood"s Physical Improvement Plan.*

q. Stage 3 implements a depressed freeway section. Considerations that factored into the selection of the depressed freeway section over the elevated freeway section were the reduced visual and noise effects to adjacent neighborhoods.

r. All frontage road and neighborhood roads being constructed in Stages 1 and 3 will include bicycle lanes and sidewalks.

Additionally, WisDOT will involve adjacent residents to a considerable degree in developing context sensitive features, aesthetic treatments, and landscaping during the design phase of the project.

D. Natural and Cultural Resources and Physical Environment Effects

1. Natural Environment

Since this is primarily an urban corridor, there are few direct impacts to forests, upland habitat, or agricultural land with any of the stages of the Preferred Alternative. There also are no direct impacts to streams and floodplains, although increased stormwater runoff will affect water bodies near the corridor. Some urban landscaping will be removed. For the most part, this landscaping consists of median grasses with a few ornamental trees and shrubs. There are no known endangered resources within the project limits. Provisions are being made for several stormwater management measures. These include expanding existing detention basins, such as Dunn's Marsh, Quarry Ridge Basin, a potential basin near Toppers Lane, a basin south of the former Cub Foods parking lot, and other unnamed basins. These basin modifications are likely to require 5 to 10 acres of upland habitat, which are mostly grasses and shrubs.

2. Parkland Changes

The No Build Alternative would have no effects on existing parks.

In Stage 3, there will be adverse impacts to Britta Park, a 4(f) resource. Britta Park is a long narrow greenspace located between Britta Parkway and Britta Drive in the southeast quadrant of the Verona Road/Beltline interchange. Though small (0.77 acres), the Britta Park greenspace is a designated City of Madison park. It does not contain ball fields, playground equipment, or other amenities, yet the open space is used by neighboring residents. Stage 1 will not directly affect the Britta Park property boundary. Stage 3 will require the acquisition of approximately 0.47 to 0.59 acres of land from the park boundary. The effective size of Britta Park would decrease by 60 to 75 percent. Additionally, whereas Britta Park currently is in the center of two local streets, with Stage 3 it will be south of a rerouted frontage road. A solid wall will separate the park visually from the freeflow US 151 ramps associated with Stage 3. Figure ES.4-2 shows the before and after configurations for Britta Park for Stage 3. There have been numerous discussions with City of Madison Park staff. Several measures will be applied to the park to offset and minimize impacts to residences adjacent to the park. Mitigation elements being explored include:

a. Maintaining the Britta Park greenspace and landscaping it to provide a screening element for adjacent homes. These homes were previously screened from both the frontage road and freeway by a row of commercial buildings being relocated in Stage 3.

b. Providing a screening wall that separates the relocated frontage road from the US 151 freeflow ramps as well as the Beltline. This screening wall will also function as a noise mitigation barrier. The noise barriers will reduce noise levels in the area. Britta Parkway will remain as a one-way with new sidewalk and mounding to maintain existing tree canopy and understory.

c. Paying the fair market value for the land needed.

d. Enhancing recreational equipment in nearby De Volis Park (discussed later in Preliminary Coordination).

There is also an opportunity to create a green space buffer from Britta Park to Seminole Highway using remnants of relocated properties.

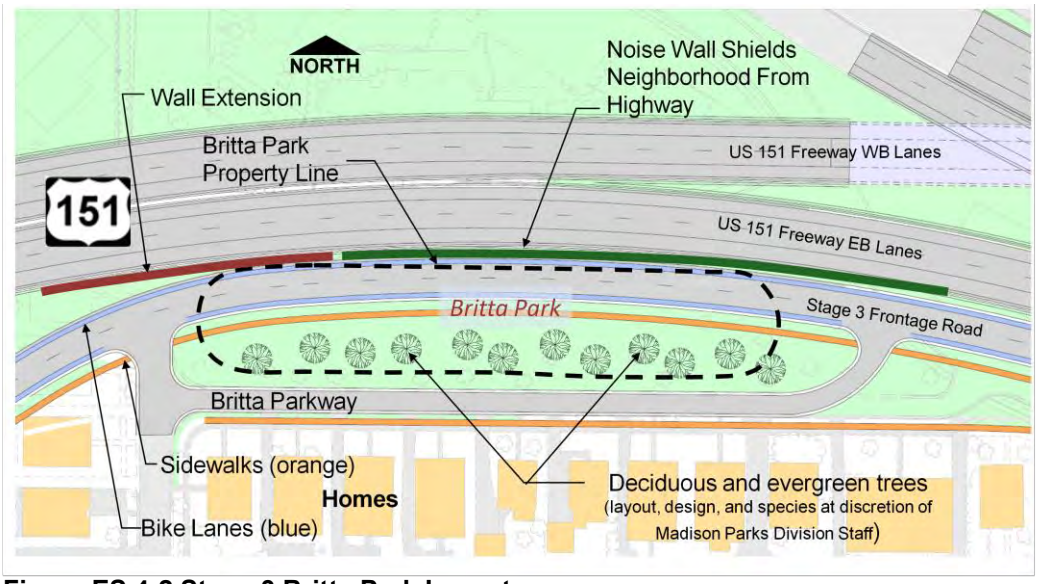


Figure ES.4-2 Stage 3 Britta Park Impacts

Further coordination with City of Madison Parks staff in the spring of 2010 and winter 2011 provided these requests for consideration with Stage 1:

a. WisDOT should consider extending the proposed noise wall beyond Nieman Place to the limits of Britta Park to provide a visual barrier and screening.

b. WisDOT should consider extensive landscaping and public art in the open areas.

See Section 4.8 Detailed Evaluation Sheet O.

3. Stormwater

The No Build Alternative will not increase impervious surface area in the project corridor. All three stages of the Preferred Alternative (Stage 1, Stage 2, and Stage 3) increase impervious surface area, thus increasing the amount of stormwater runoff. This then increases the amount of stormwater directed mainly to Dunn's Marsh and the Quarry Ridge Basin south of County PD. Stage 1 10-year peak discharges increase from 4.3 to 5.7 percent, depending on the subbasin. Stage 2 10-year peak discharges increase about 13 percent. Stage 3 10-year peak discharges increase up to 33 percent. Stormwater management measures being considered include creating a stormwater basin south of the former Cub Foods parking lot, expanding the Quarry Ridge Basin, enlarging an unnamed basin between Verona Road and Nesbitt Road, creating a new detention basin near Toppers Lane, and creating a basin near Dunn's Marsh.

4. Cultural Resources

Archaeological surveys revealed no sites of concern. Historical surveys identified one important historical site within the Area of Potential Effects (APE) for Verona Road; the University of Wisconsin Arboretum is eligible for the National Register of Historic Places (NRHP). Stage 1, Stage 2, and Stage 3 avoid direct impacts to this resource.

5. Hazardous Materials, Air Quality, and Noise

The initial Hazardous Materials Assessment for the study area revealed 27 sites of concern on or directly adjacent to the Stage 1, Stage 2, and Stage 3 study corridors. More detailed investigations are currently being performed by WisDOT for Stage 1 improvements, and eight sites are currently

recommended for Phase 2, 2.5, or 3 investigations. Construction of a stormwater detention pond is proposed at a closed remediation site. The soil and groundwater at this parcel have been impacted with petroleum-related contamination and contamination also extends off-site into the adjacent City of Madison R/W. The WDNR granted Final Closure on January 19, 2010.

The design and construction of the stormwater detention pond and any required dewatering and soil excavation will be coordinated with WisDOT Bureau of Technical Services and WDNR. Management of soil and groundwater, potentially including material disposal, treatment, or reuse on the project, will be approved by WisDOT Bureau of Technical Services and WDNR prior to construction.

The need for further investigation along Stage 2 and Stage 3 will be determined during the design phases for those improvements. Evaluations completed to date indicate that approximately three sites may need additional investigation adjacent to Stage 2 improvements, and approximately ten sites adjacent to Stage 3 improvements may need additional investigation.

Air quality modeling indicates that no receptor location will be exposed to more than 75 percent of any ambient air quality standard for carbon monoxide.

Traffic noise modeling indicates noise abatement is feasible and reasonable in the following residential areas:

a. Northeast quadrant of the Verona Road/Beltline Interchange (Stage 1 and Stage 3).

b. Southeast quadrant of the Verona Road/Beltline Interchange (Stage 1 and Stage 3).

c. East of Verona Road between Raymond Road and Williamsburg Way (Stage 2).

Additionally, areas along the Verona Road corridor south of the Beltline interchange would see a reduction in noise levels in Stage 3 because of the depressed freeway. Figure ES.4-3 conceptually illustrates these locations.

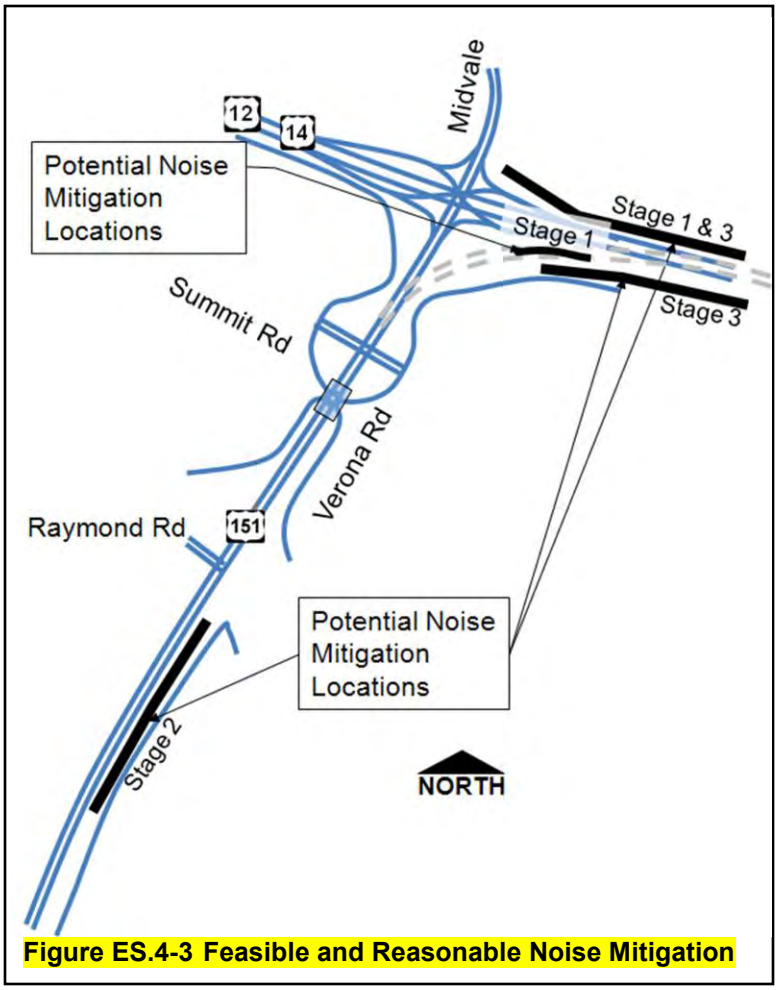


Figure ES.4-3 Feasible and Reasonable Noise Mitigation

6. Indirect and Cumulative Effects

The Council on Environmental Quality (CEQ) has defined indirect effects as project impacts "caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable." A project's potential indirect effects could occur some time after the project is constructed in an area that is outside of a project's actual R/W.

For this US 151 study the project methodology selected for the indirect effects 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.

Table ES.4-6 summarizes potential indirect effects identified by the indirect effects expert panel and through public input from neighborhood businesses, residents, the City of Madison, and the City of Fitchburg. It also includes a general assessment of the level of impact resulting from each Stage of the Verona Road Preferred Alternative.

Potential Project Indirect Effects	Verona Road Preferred Alternative		
	Stage 1	Stage 2	Stage 3
New Development	Slight increase in commercial; small impact on other types	Slight increase in commercial; small impact on other types	Substantial increase in commercial; slight increase in residential, industrial, and institutional
Infill Development	Increase	NA	Increase
Farmland	Very low impact	Very low impact	Very low to 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 impact	Very low to moderate Impact	Low to Moderate Impact
Historic Sites	No Impact	No Impact	No impact
Electric and Natural Gas	Local temporary impacts	Local temporary impacts	Local temporary impacts
Noise	Moderate to high (near project area)	Moderate (near project area)	Low to Moderate (near project area)
Air Quality	Low Impact	No to very low impact	No to very low impact
Affordable Housing	Moderate impact of affordable housing	No impact	Moderate impact for low-income housing near project
Neighborhood Business/Economy	Low to moderate near project area; Low in ICE study area	No to very low impact	Moderate to high impact near project area; low to moderate in broad study area
Neighborhood Access	Low impact	Low impact	Low to moderate impact
Parks	Very low impact	No impact	Moderate to high impact (character and access changes to Britta Park)
Transit	Low impact	No impact	Moderate impact

Table ES.4-6 Summary of Potential Indirect Effects of Verona Road Preferred Alternative

The Council on Environmental Quality (CEQ) defines a cumulative effects 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.)*

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.

The study used the analytic frameworks recommended in the WisDOT's *Guidance for Conducting a Cumulative Effects Analysis Technical Reference* to document cumulative effects of this project.

Table ES.4-7 provides a summary of the cumulative effects likely to occur with implementation of the Preferred Alternative. The table also includes a basic assessment of the likely relative significance on each resource when compared with other past, present, and likely future actions. The analysis found that while the project is likely to result in direct and/or indirect effects on these resources, the significance of the project's impacts on these resources is in most cases of very minor significance, particularly in relation to other past, present, and foreseeable future actions that cumulatively affect these resources. 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 Alternative		
	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	Minor significance	No or very minor Significance	No or very minor significance
Affordable Housing	Minor to moderate significance	No significance	Moderate significance
Disadvantaged Populations	Minor significance	No significance	Moderate significance

Table ES.4-7 Summary of Potential Cumulative Effects

See Section 4.6 and Appendix C for more information regarding the indirect and cumulative effects of this project.

E. Construction Impacts

1. Borrow and Construction Materials

Preliminary estimates indicate that Stage 1 of the Preferred Alternative will require 250,000 cubic yards (CY) of excavation and 125,000 CY of select borrow. Stage 2 of the Preferred Alternative will require 50,000 CY of excavation and 275,000 CY of select borrow. Stage 3 of the Preferred Alternative will require 1.7 million CY of excavation and an unknown amount of select borrow. These quantities could vary by ± 25 percent or more. Selection of borrow material sites is the responsibility of the construction contractor subject to approval by WisDOT. There are commercial quarries and material sites in the vicinity of County PD and south that may be cost-effective sites for the construction contractor. Similarly, for all three stages, waste sites will be required for material excavated and not used on the project. The selection of waste sites is the responsibility of the contractor. It is likely areas south of County PD will be most cost-effective for the construction contractor.

Federal Rule 23CFR 635.407 requires that the contractor be allowed to select borrow sites. It is therefore the contractor's responsibility to choose a borrow site and obtain necessary environmental clearance (including permits) for the selected site. Those responsibilities are detailed in Section 208.2.2 (Borrow, Source) and Section 107.3 (Permits and Licensing) of the State of Wisconsin *Standard Specifications for Highway and Structure Construction* manual. An exception to that rule can be made only when there is a public interest finding initiated by the state DOT and approved by FHWA. As mentioned, it is anticipated that borrow will be obtained locally from existing sites that are properly zoned.

2. Construction Staging and Traffic Impacts

Verona Road is important to the regional and local transportation systems as well as to local residents and businesses. Because US 151 is a Backbone Route in the state highway plan and many businesses are located within the project area, access through the corridor will be maintained during construction. WisDOT will do what is practical to maintain reasonable traffic flow during the 3 years of construction, yet substantial delays will be unavoidable. Efforts to minimize traffic disruption will include evening operations, construction during off-peak hours, temporary pavements, and other mitigation measures. In order to construct the proposed roadway and structures and maintain traffic through the corridor, construction activities will occur adjacent to live traffic. Because of the project complexity, there will be traffic delays during construction. During construction, both the Beltline and Verona Road will generally maintain four through lanes of traffic at all times (two in each direction). There will be periods, during beam placement, demolition activities, and other activities, where there will be temporary lane and/or ramp closures. These periods will generally be during the evening and off-peak hours and will be temporary in nature.

While major detours are not anticipated, there will likely be alternate routes. An alternative route on the State Trunk Highway system is not available. Detours of Verona Road and the Beltline are not anticipated but alternate routes for each will be promoted to reduce traffic within the work zone. Traffic could be routed to the interchanges at Fish Hatchery Road (County D), South Whitney Way, US 14, and County M to alleviate some congestion. McKee Road (County PD) and Raymond Road, respectively, could serve as possible alternative connections. Whitney Way and Raymond Road are City of Madison streets and special measures and coordination would be needed for their use.

3. Construction Noise

Construction of the Preferred Alternative will create noise impacts for adjacent residents. The noise generated by construction equipment will vary greatly depending on equipment type/model/make, duration of operation, and specific type of work effort. However, typical noise levels may occur in the 67 to 107 dBA range at a distance of 50 feet (15.2 meters).

Section 4.8 Detailed Evaluation Sheet M describes these impacts in more detail and shows typical noise levels for a variety of construction equipment. Adverse effects related to construction noise are anticipated to be of a localized, temporary, and transient nature.

ES.5 LIST OF ABBREVIATIONS

The most commonly used abbreviations and acronyms are included here for the reader's convenience.

106 (Section 106)	Section 106 of the National Historic Preservation Act, requires Federal agencies to take into account the effects of their undertakings on historic properties
4(f) (Section 4(f))	Section 4(f) of the Department of Transportation Act dealing with impacts on historic places, parks, and wildlife refuges.
AADT	annual average daily traffic
ADT	average daily traffic
AIS	Agricultural Impact Statement
BTS	WisDOT Bureau of Technical Services
DATCP	Wisconsin Department of Agriculture, Trade, and Consumer Protection
decibel (dB)	a unit of measurement for sound level
DEIS	Draft Environmental Impact Statement
DHV	design hourly volume
DOE	Determination of Eligibility, for the National Register of Historic Places
EIS	Environmental Impact Statement
Endangered Species	Species identified by either the state or the federal government as likely to be in danger of becoming extinct through a significant portion of or all of its range.
USEPA	United States Environmental Protection Agency
ESS	WisDOT Bureau of Technical Services, Environmental Services Section
FDM	Facilities Development Manual
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
GIS	Geographic Information System
HazMat	hazardous materials
LOS	Level of Service, refers to the overall quality of traffic flow at an intersection or mainline section.
mi	mile
MOA	Memorandum of Agreement
MPO	Metropolitan Planning Organization
NAC	Noise Abatement Criteria
NEPA	National Environmental Policy Act
NHS	National Highway System
NRHP	National Register of Historic Places
NPS	National Park Service
ROD	Record of Decision

R/W	right-of-way
SDEIS	Supplemental Draft Environmental Impact Statement
SHPO	State Historic Preservation Officer
SPUI	Single-Point Urban Interchange
TDM	Transportation Demand Management
Threatened Species	Species identified by either the state or federal government as likely to be in danger of becoming endangered in the foreseeable future
TMDL	A Total Maximum Daily Load, or TMDL, is a calculation of the maximum amount of a pollutant that a waterbody can receive and still safely meet water quality standards.
TPC	Transportation Projects Committee
US 18/151	United States Highway 18 and 151, also known as Verona Road
US 12/14	United States Highway 12 and 18, also known as the Beltline
USACE	United States Army Corps of Engineers
WisDOT	Wisconsin Department of Transportation
WDNR	Wisconsin Department of Natural Resources

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US 18/151/Verona Road

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1 PURPOSE AND NEED

1.1 PROJECT LOCATION

This Final Environmental Impact Statement (FEIS) addresses US 18/151 (Verona Road) in the southwest quadrant of the Madison metropolitan area in Dane County, Wisconsin. This document follows the Supplement Draft Environmental Impact Statement (SDEIS) that was released in September 2010 and the March 2004 DEIS. The study corridor is bounded by US 12/14 (Beltline) to the north and County PD to the south. The study also addresses portions of the Beltline that influence the Verona Road interchange, which includes the Beltline section from Todd Drive to Whitney Way. Side-road intersections that connect with Verona Road include Summit Road, Raymond Road, Williamsburg Way, and County PD. Figure 1.1-1 presents a corridor location schematic.

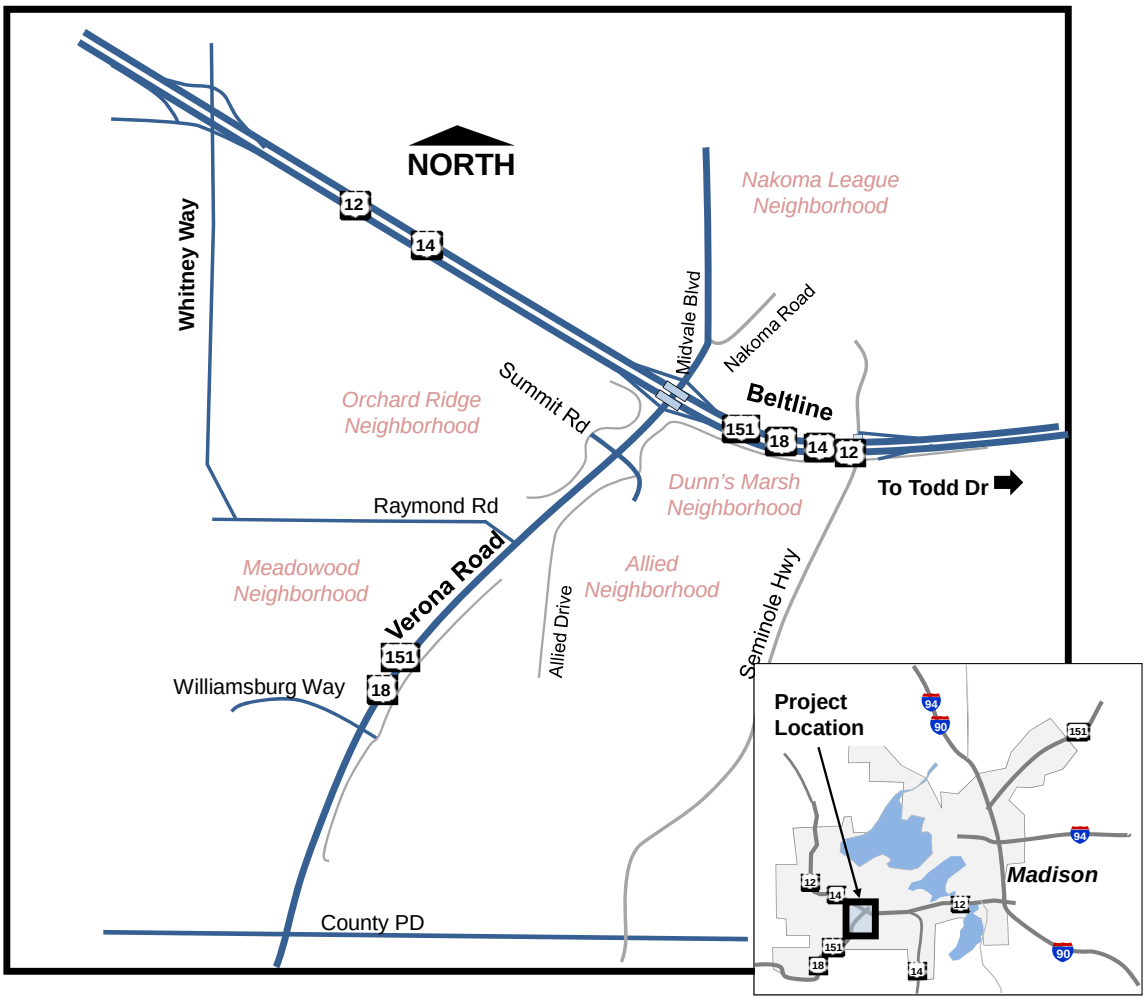


Figure 1.1-1 Study Corridor Location

In 1997, problems on Verona Road had grown to a point where the Wisconsin Department of Transportation (WisDOT) initiated a needs assessment to look at all modes of travel through the Verona Road corridor. The study resulted in a report issued in 1999 titled *The Verona Road/West Beltline Needs Assessment*. Since 1999 increased regional traffic and local growth has exacerbated these needs. The following paragraphs summarize corridor needs specific to the Verona Road corridor.

1.2 PURPOSE AND NEED STATEMENT

US 18/151 (Verona Road) serves through movements to and from southwestern Wisconsin, yet Verona Road also provides local access to businesses and residents fronting the roadway as well as providing an entrance for the communities of Fitchburg, Verona, and Madison.
The purpose of this WisDOT project is to:

1. Enhance the mobility of motorized travel in the US 151 backbone corridor to operation levels that are consistent with a Corridors 2030 Backbone Route.

2. Improve travel safety on the Verona Road corridor to levels consistent with US 151's classification as a Corridors 2030 Backbone Route.

3. Preserve the mobility of motorized travel in the US 12/14 (Beltline) corridor near the US 18/151 (Verona Road) interchange to levels that are consistent with a Corridors 2030 Connector Route.

4. Enhance nonmotorized travel accommodations and connectivity in the Verona Road and the Beltline corridors.

Primary components of the Purpose and Need for the Verona Road corridor are described as follows.

A. US 151 (Verona Road) System Continuity and Consistency with the Corridors 2030 State Highway Plan

US 151 (Verona Road) is classified as a Backbone route in the Corridors 2030 State Highway Plan. This is the same classification as the Interstate Highways. While making up only 3 percent of Wisconsin highways, Corridors 2030 routes carry 37 percent of all auto travel and 54 percent of all truck travel. US 151 (Verona Road) serves this interregional purpose within the state. In 2008, the US 151 backbone route became a full 4-lane expressway/freeway facility from Fond du Lac, Wisconsin, to Dubuque, Iowa, except for the 2-mile section that is a focus of this study (see note about Backbone bypass around Madison).[1] Figure 1.2-1 shows the Corridors 2030 Backbone routes.

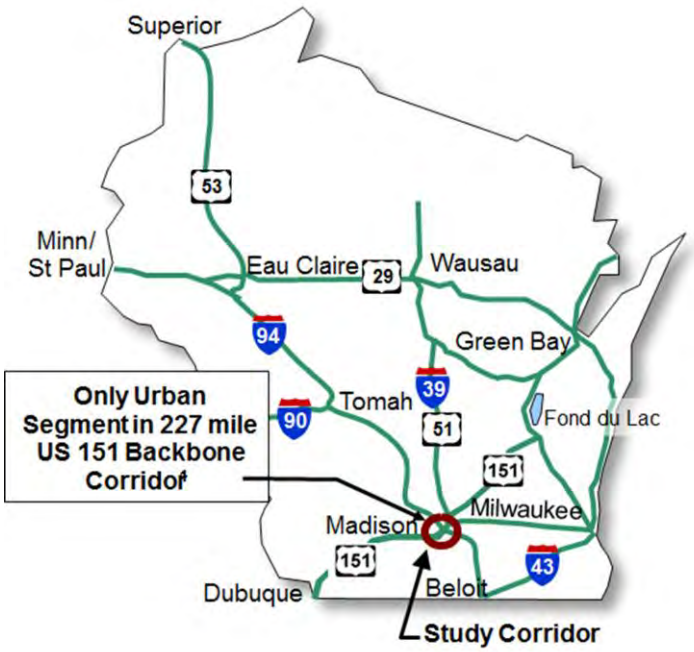


Figure 1.2-1 Study Corridor and Wisconsin Corridors 2030 Backbone Routes

[1] The Backbone route does not follow US 151 through downtown Madison. Instead, the backbone route bypasses downtown Madison on Interstate 90/94 and US 12/14 (Beltline) between the I 90/94-US 151/East Washington Avenue and Verona Road interchanges.

B. Verona Road Capacity

WisDOT policy states:

> *"The highest level of service thresholds are applied to the Corridors 2030 system in recognition of its importance from a mobility and economic development perspective. On Corridors 2030 routes, only „minimal" congestion is allowed, except on Connectors within urbanized areas, where slightly higher congestion levels are permitted."*

This 2-mile section of Verona Road carries traffic volumes and trip types that are characteristic of freeway/expressway travel. In 2006, traffic volumes on sections of Verona Road were 50,750 to 59,300 vehicles per day (vpd) and they are projected to grow to 53,700 to 69,000 vpd by the year 2030.

Increasing traffic volumes and associated congestion are compromising the mobility of the corridor. The Verona Road/Beltline interchange already operates at extremely congested conditions during the morning and evening peak hours with average intersection delays exceeding 100 seconds per vehicle, corresponding to level of service (LOS) F.[2] Traffic flowing through this corridor is also affecting other adjacent intersections such as the Summit Road (Home Depot) intersection and the Nakoma Road/Midvale Boulevard intersection. Both have approaches with more than 100 seconds of vehicle delay. Also, the Verona Road/County PD intersection operates with peak-hour intersection delays exceeding 90 seconds. Most conventional spot improvements that improve traffic operations have already been implemented. Few low-build improvement options exist to accommodate the growing traffic demands.

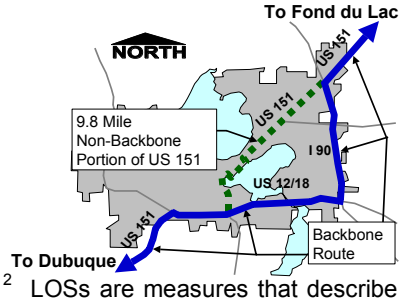
To be consistent with the WisDOT's policy for Corridors 2030 routes, the US 151 (Verona Road) backbone route must provide the following:

1. A high speed, freeway-type facility[3]
2. A Level of Service of C or better

C. Safety

From 2005 to 2009, crash rates on the Madison Beltline from Verona Road to Seminole Highway ranged from 2.3 to 4.1 times the state average for an urban interstate. The Verona Road interchange contributes to these high crash rates because of its poor traffic operations and rolling queue associated with the exit.

Also, as traffic volumes on the Verona Road corridor grow, congestion-related crashes are increasing. Between 2006 and 2008, there were 342 crashes on Verona Road from the Beltline to County PD, producing a crash rate of 201 crashes per hundred million vehicle miles traveled (HMVMT). This is below the 2006 to 2008 average statewide crash rate for an urban arterial (245 crashes per HMVMT).[4] The portion of Verona Road with the highest crash rate is the section from the Beltline to Raymond Road, which has a crash rate of 344 crashes per HMVMT. Of the crashes from the Beltline to Raymond Road, nearly 50 percent are rear-end crashes and nearly 50 percent involved injuries. From the Beltline to Raymond Road, the injury crash rate is 113 injury crashes per HMVMT. This rate is 1.5 times the statewide average for urban roadways during the same time period. These crash rates reflect the vehicle



[2] LOSs are measures that describe the operation of a roadway and its congestion levels. They range from A (not congested) to F (very congested).

[3] US 151 has volumes consistent with Design Class A3, which at a minimum calls for a six-lane divided expressway.

[4] While US 151 is currently an urban roadway for this 2-mile section, its classification as a Backbone Highway in the state highway plan requires a six-lane freeway-type facility.

conflict points inherent with the six signalized intersections in this corridor. With the exception of this two-mile section, US 151 is an access-controlled expressway/freeway for the 227 miles from Dubuque, Iowa, to Fond du Lac, Wisconsin. The six signalized intersections require vehicles to stop and introduce opportunities for angle and rear-end crashes, leading to higher crash rates than what are experienced on a free/expressway facility.

Verona Road should experience crash rates that are characteristic of Backbone routes. These crash rates typically range from 80 to 120 crashes per HMVMT. Verona Road from the Beltline to County PD currently has a crash rate that is about twice that number (201 crashes per HMVMT).

Additionally, pedestrian and bicycle safety on Verona Road and through the Beltline interchange decreases as traffic and turning movements grow. While WisDOT has made efforts to retrofit bicycle and pedestrian amenities in the corridor, there are few longitudinal accommodations and crossing opportunities are challenging. Bicycle and pedestrian travel along the corridor is difficult. Nine crashes between 2006 and 2008 involved a pedestrian or bicyclist. All these crashes occurred at intersections.

D. Neighborhood Connectivity–Transit/Nonmotorized Travel

Verona Road, the Verona Road/Beltline interchange, and the Beltline separate the Allied-Dunn's Marsh neighborhood from other Madison neighborhoods north and west. There is one entrance to the neighborhood on Verona Road, and two entrances to the neighborhood on Seminole Highway. The Verona Road corridor and its heavy traffic volumes contribute to the physical isolation of the neighborhood. As stated previously, Verona Road has poor pedestrian access across the roadway and limited pedestrian/bike facilities parallel and adjacent to the roadway.

E. Metropolitan Traffic Movements and Local Access

Verona Road regularly experiences congestion during the morning and evening rush hours. This congestion affects not only regional traffic but also metropolitan traffic that originates and ends within the Madison metropolitan area. Because of this congestion, several metropolitan trips are diverted to local and neighborhood streets. Area residents regularly express concerns over nonlocal traffic diverting through neighborhoods to avoid the Beltline and Verona Road. Fish Hatchery Road and Seminole Highway both regularly experience diverted traffic that would ordinarily use Verona Road.

1.3 FACTORS SUPPORTING AND ILLUSTRATING THE PROJECT PURPOSE AND NEED

A. Historic Growth

Verona Road traffic has grown substantially during the last 30 years. In the 27 years from 1978 to 2005, traffic on this roadway has increased 84 percent, an average of 3.1 percent per year. Figure 1.3-1 illustrates this growth. Figure 1.3-2 compares a 1955 aerial photograph with a 2008 aerial photograph. In 1955, the predominant land use surrounding Verona Road was agriculture. Today, residential, commercial uses, and corporate campuses are adjacent to Verona Road. The increased development surrounding the Verona Road corridor shows how the roadway has gained importance in providing access to the Beltline and Central Madison.

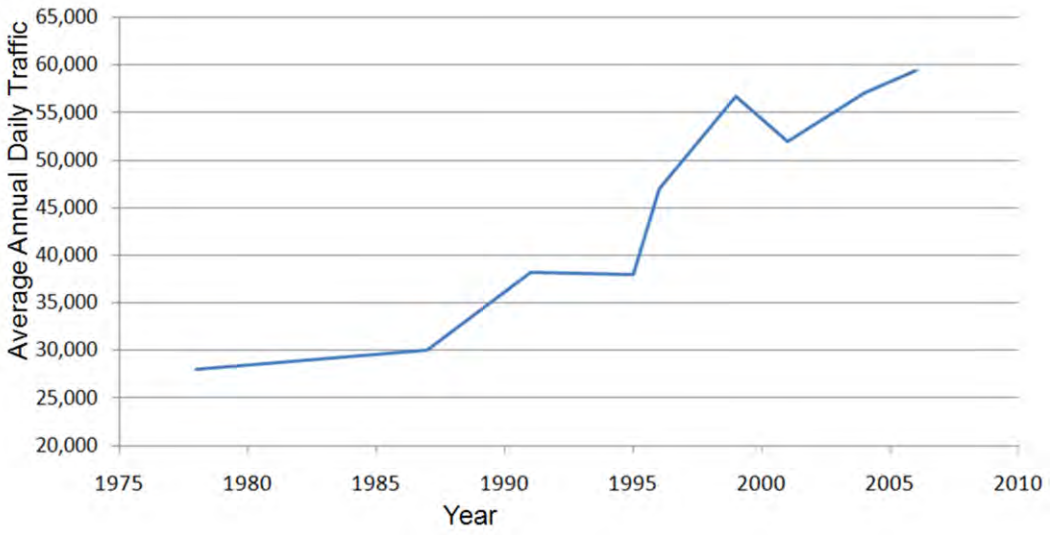


Figure 1.3-1 Verona Road Historic Traffic Near Summit Road

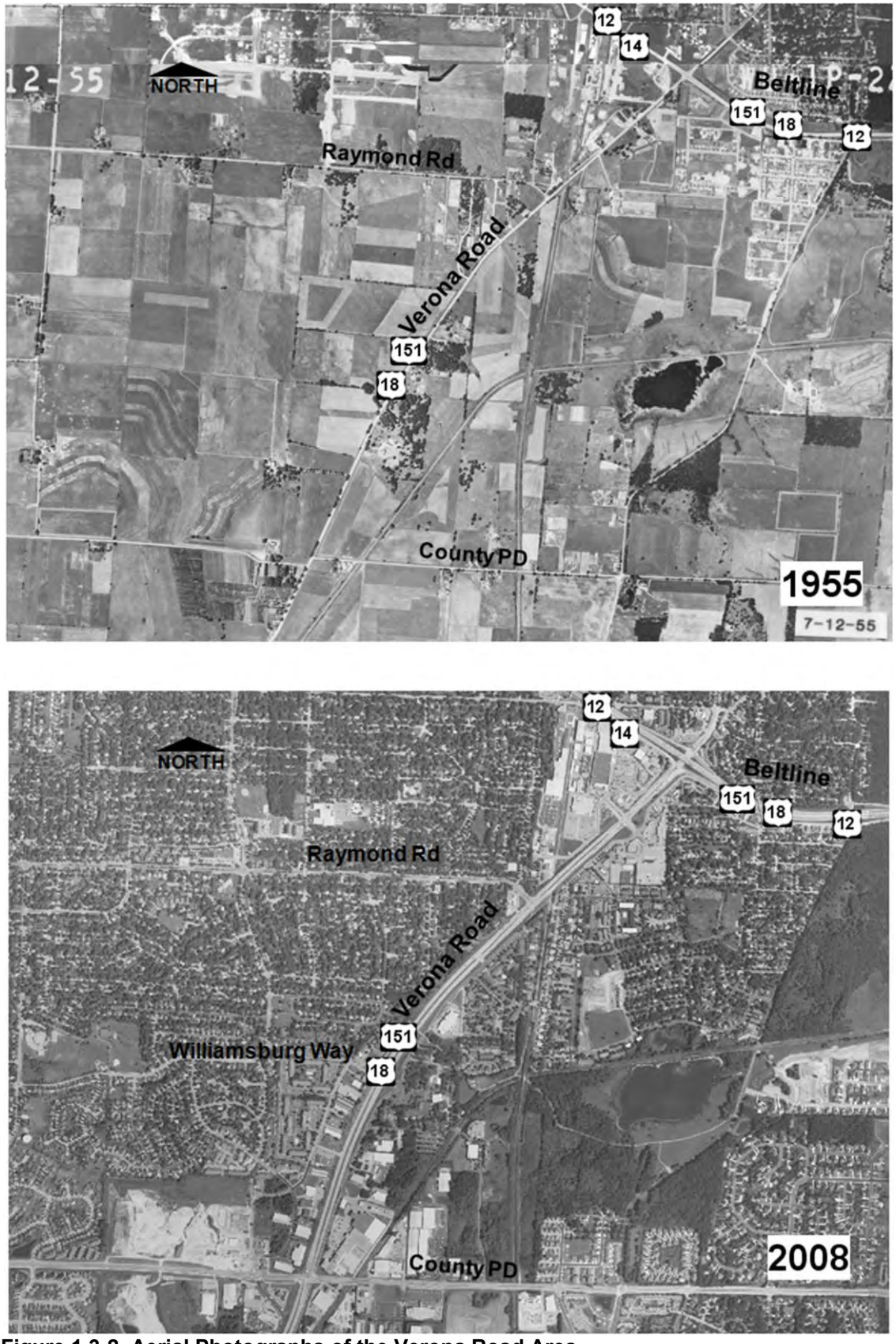


Figure 1.3-2 Aerial Photographs of the Verona Road Area

B. Current and Projected Traffic

In 2006, Verona Road daily traffic volumes ranged from about 59,300 vpd around the Verona Road/Beltline interchange to just below 37,500 vpd south of County PD.

Verona Road is projected to experience traffic volume increases between 2006 and 2030. Figure 1.3-3 illustrates the historical traffic growth on Verona Road immediately south of the Beltline interchange and the projected 2030 traffic. The range was developed from the Madison Area's Metropolitan Planning Organization (MPO) Demand Model and shows traffic increasing up to 69,000 vpd by 2030 between Summit Road and the Beltline.

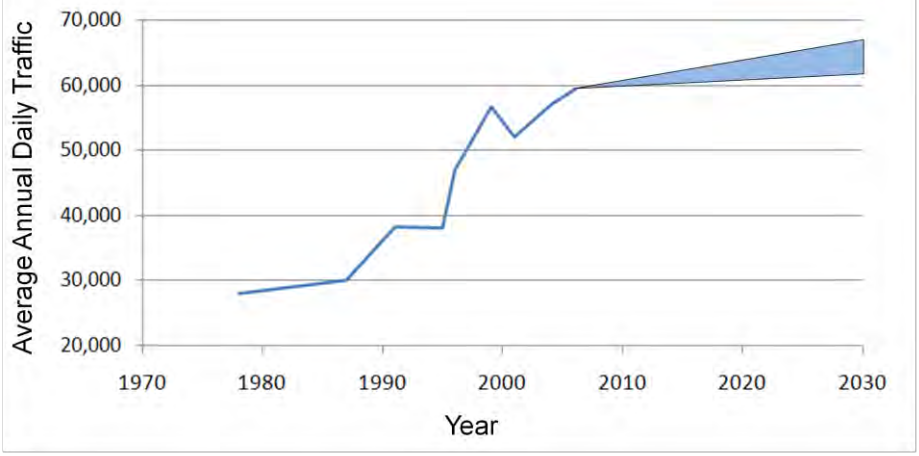


Figure 1.3-3 Verona Road Projected Traffic Volumes Near Summit Road

C. Operations

Verona Road is one of the more congested corridors within the Madison metropolitan area. The following paragraphs describe operations for the length of the corridor.

1. North Verona Road–Existing Operations

The Verona Road interchange is a system interchange in the state's Corridors 2030 backbone system. Freeway-to-freeway connections (backbone connections) are typically served by freeflowing ramps. In the Madison metropolitan area, there are four system interchanges, all with freeflowing ramps, except for the Verona Road/Beltline connection, which is served by signalized ramps.[5] The area the Verona Road interchange occupies is also a small portion of the area of the other system interchanges. Figure 1.3-4 illustrates this fact by superimposing Madison's other system interchanges on top of the Verona Road interchange.

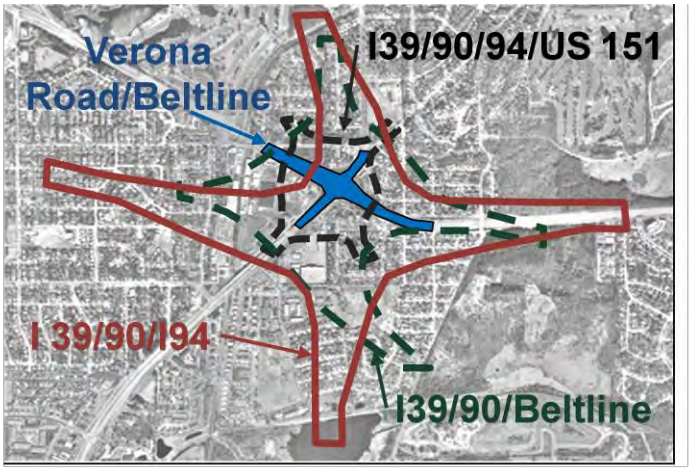


Figure 1.3-4 System Interchange Footprints

[5] Freeflow ramps operate more efficiently than signalized ramps because continuous right-of-way (R/W) is given to the high volume freeway-to-freeway movement. Signalized ramps operate less efficiently because only a portion of each minute provides R/W to the freeway-to-freeway movement.

While the Verona Road interchange is the smallest, the traffic volumes on these ramps are comparable to those of the other area system interchanges. Figure 1.3-5 compares the daily traffic volume of the two highest Verona Road interchange ramps with the two highest ramps of other Madison area system interchanges. The figure illustrates how Verona Road carries traffic volumes that are typically handled by freeflowing ramps at other system interchanges.

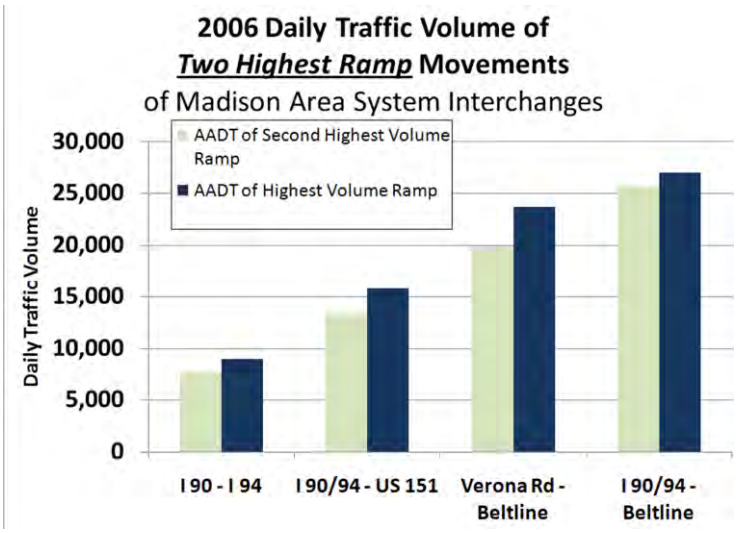


Figure 1.3-5 System Interchange Ramp Volumes

Traffic operations are typically rated using the LOS criteria presented in the Highway Capacity Manual. LOS ranges from A (very little delay) to F (very poor traffic operations). The LOS for an intersection is determined by the average delay each vehicle experiences at the intersection. Most urban areas accept LOS D as the limit of acceptable delay. As the LOS falls below D to E and F, there is great potential for substantial delay and traffic flow breakdown.

This FEIS modeled 2005 interchange traffic volumes using Paramics microsimulation computer software. The eastbound Verona Road/Beltline ramps and Summit Road (Home Depot)/Verona Road intersections showed the poorest operations. For the evening peak hour, the controlling peak for this corridor, the eastbound ramp terminal intersection operates at LOS F with an average overall intersection delay of 88 seconds a vehicle. The westbound ramp terminal intersection also shows delays. It operates at LOS E with an average overall intersection delay of 60 seconds a vehicle during the evening rush hour. Long queues occur on the westbound off-ramp that extend onto the Beltline freeway. This leads to a rolling queue on the westbound Beltline and contributes to the higher than normal crash rate on this portion of the Beltline.

The Nakoma Road/Midvale Boulevard intersection is located just 700 feet north of the Verona Road/Beltline Interchange. This intersection operates at LOS C with an average overall intersection delay of 35 seconds, yet the westbound (Nakoma Road) approach operates over capacity with an average delay of 100 seconds.

The Summit Road (Home Depot)/Verona Road intersection is located approximately 1,000 feet to the south of the Verona Road/Beltline interchange. This intersection operates at LOS F, with substantial delays experienced by the Verona Road approaches. Queuing often occurs in the southbound direction into the Beltline interchange and affects the operation of this interchange, which in turn, affects Beltline operation. Figure 1.3-6 shows this queuing concern south of the Beltline to Summit Road.



Figure 1.3-6 Queuing Associated with the Summit Road Intersection (Facing South)

Figure 1.3-7 shows existing PM peak-hour operation levels for the Verona Road/Beltline interchange and associated nearby intersections.

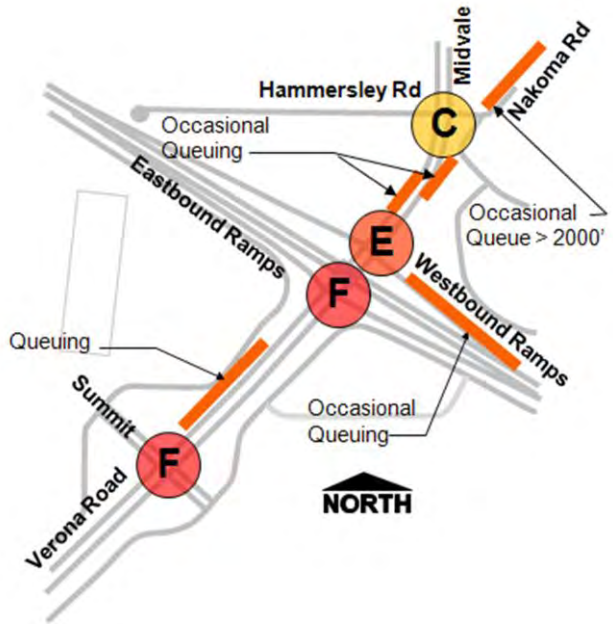


Figure 1.3-7 2005 North Verona Road LOSs and Queues (PM Peak)

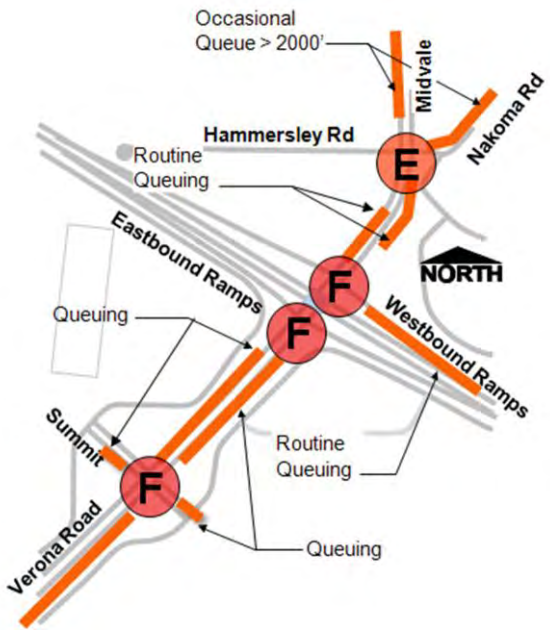


Figure 1.3-8 2030 North Verona Road LOSs and Queues

2. North Verona Road–Future Operations

Figure 1.3-8 summarizes the LOS for the north section of Verona Road in the year 2030 evening rush hour using the future no-build MPO traffic volumes. The westbound Beltline off-ramp intersection average delays increased from 60 to 84 seconds. The southbound traffic at this intersection will regularly have substantial queues that block adjacent intersections. The Summit Road (Home Depot) service levels deteriorate to a poorer LOS F with 133 seconds of average delay during the evening rush hour. The Nakoma Road intersection delays deteriorate to 79 seconds with substantial queuing. These congestion levels do not meet the Corridors 2030 operation criteria of LOS C for Backbone routes. The congestion also creates safety concerns and considerable inconvenience.

3. South Verona Road–Existing Operations

South of the interchange and Summit Road, Verona Road operates at slightly better service levels during the evening rush hour with the exception of the County PD intersection. In the evening rush hour, County PD operates at LOS F with an average intersection delay of 93 seconds. The Williamsburg Way intersection operates at LOS C yet sometimes experiences long queues in the southbound direction. The Raymond Road intersection operates at LOS B with little delay. Figures 1.3-9 and 1.3-10 show the LOS levels of the southern portion of the Verona Road study corridor.

In the morning, greater delays occur for northbound Verona Road traffic traveling toward the eastbound Beltline. This pronounced, directional peak-hour movement causes rolling queues to form in the rightmost northbound lane for up to a miles as shown in Figure 1.3-11.

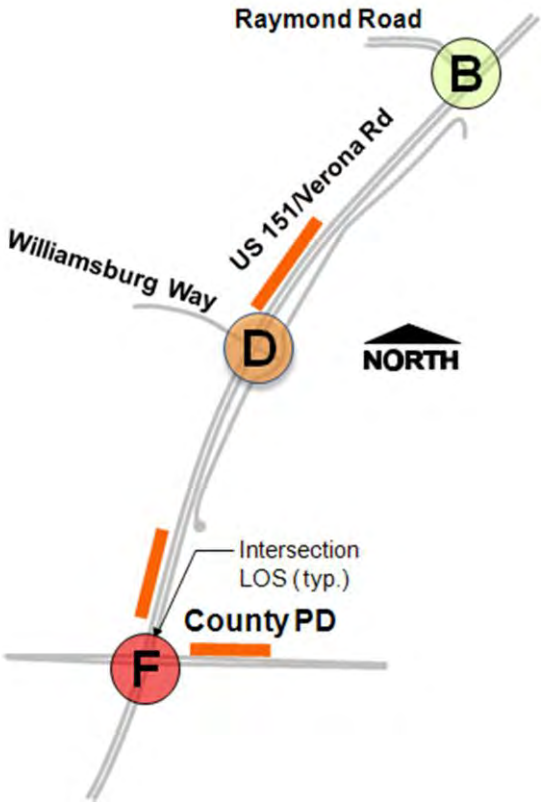


Figure 1.3-9 2005 South Verona Road LOSs (PM Peak)

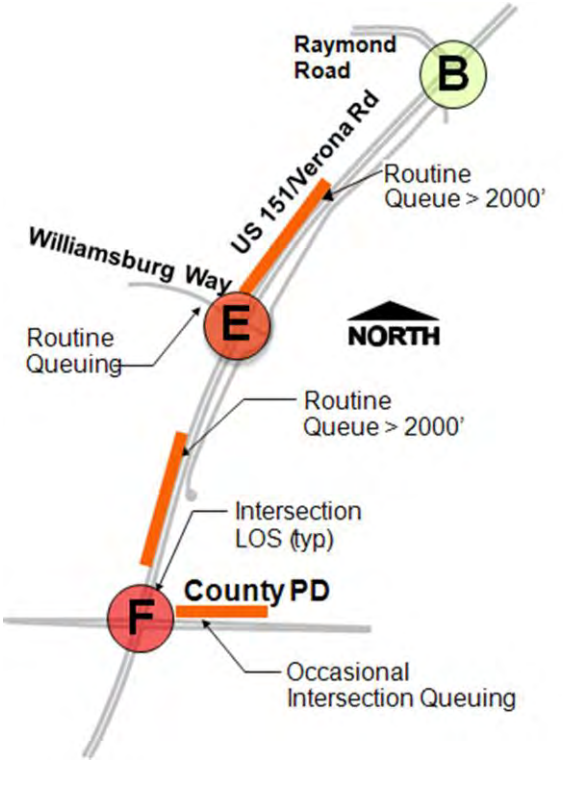


Figure 1.3-10 2030 South Verona Road LOSs



Figure 1.3-11 US 151 Northbound Right Lane Queuing During Morning Rush Hour

4. South Verona Road–Future Operations

Verona Road operation levels are projected to deteriorate between now and the year 2030. Traffic modeling using the future no-build MPO model projections show the most substantial deterioration will occur for southbound traffic during the 2030 morning peak hour. The northbound movement currently experiences considerable delay in the morning peak hour, but because of shifting employment patterns, the southbound reverse commute will experience 40 percent more delay.

Figure 1.3-10 summarizes the 2030 morning rush hour LOS for south Verona Road from Raymond Road to County PD. The County PD intersection continues to operate at LOS F with an average delay per vehicle of 203 seconds. The intersection will experience extensive queuing on all approaches. The Williamsburg Way intersection also showed a decrease in LOS with the average vehicle delay of 55 seconds in the LOS D range with long queues on Verona Road. The Raymond Road intersection continued to function well at LOS B with average vehicle delays of 17 seconds. The County PD and Williamsburg Way intersection operation levels are well below the Corridors 2030 operational criteria of LOS C

D. Safety

As mentioned, crash rates on Verona Road and the Beltline are greater than what is desirable for a Corridors 2030 Backbone Route. The following paragraphs summarize safety concerns for different portions of the study corridors.

1. Beltline (US 12/14)

The urban signalized interchange connecting Verona Road and the Madison Beltline has led to rolling queues in the westbound off-ramp that back up onto the freeway. Additionally, merging and weaving conflicts occur between eastbound Beltline traffic and Verona Road traffic entering the eastbound Beltline. Crash rates westbound and eastbound on the Beltline are much higher than what is experienced elsewhere on Backbone Corridors within the state. Figure 1.3-12 is excerpted from the Madison Beltline Safety and Operations Report. Data from this report indicates the crash rate between Verona Road and Seminole Highway is 2 to 3 times that of an urban interstate; with the injury crash rate 3 to 4 times that of an urban interstate. Updating the crash statistics to 2005 to 2009 provides similarly high crash rates for this section of the Beltline. The poor operation of the Verona Road interchange contributes to these crash rates.

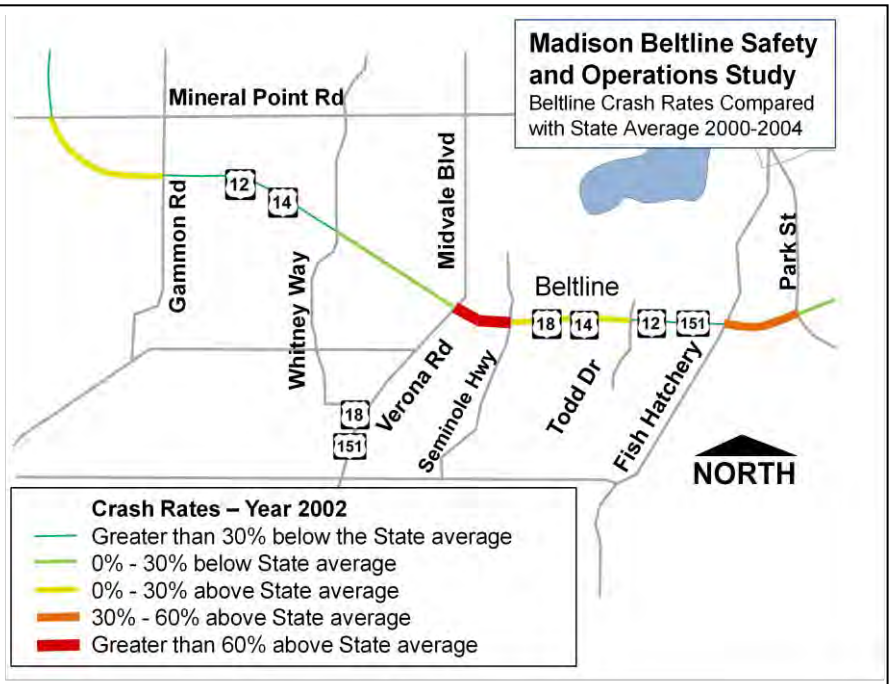


Figure 1.3-12 Madison Beltline and Operations Study

2. Verona Road (US 18/151)

Crash rates along Verona Road between 2006 and 2008 are higher than the state average for similarly classified highways. The Verona Road segment between the Raymond Road intersection and the Beltline interchange has the greatest safety concerns with a crash rate substantially higher than the statewide average for both urban interstate or urban streets during all three years. This segment has an average crash rate of 344 crashes per HMVMT during the analysis period. This crash rate is nearly 1.5 times the statewide average for urban streets (245 crashes per HMVMT) and almost four times the state average crash rate for an urban interstate. Figure 1.3-13 compares crash rates from 2006 to 2008.

Verona Road Segment	Verona Road Crash Rate (Crashes per HMVT) 2006-2008	State Urban Interstate Crash Rate 2006-2008*	State Urban Roadway Crash Rate 2006-2008*
Beltline to Raymond Road	344	87	245
Raymond Road to Williamsburg Road	157		
Williamsburg Road to County PD	213		

*2008 State Average estimated by averaging previous three years

Figure 1.3-13 Verona Road Crash Rates–2006 to 2008

Figure 1.3-14 compares injury crash rates for 2006 to 2008. This illustrates a safety concern, with Verona Road having injury crash rates of nearly three to five times greater than that of a statewide average for an urban interstate roadway (similar classification) and up to 70 percent greater than the statewide average for an urban roadway for the same period. Verona Road transitioning from a rural freeway facility with high speeds and without signals to an urban roadway with signals is a likely contributor to these high injury crash rates.

Verona Road Segment	Verona Road Injury Crash Rate (Crashes per HMVT) 2006-2008	State Urban Interstate Injury Crash Rate 2006-2008*	State Urban Roadway Injury Crash Rate 2006-2008*
Beltline to Raymond Road	113	25	78
Raymond Road to Williamsburg Road	133		
Williamsburg Road to County PD	71		

*2008 State Average estimated by averaging previous three years

Figure 1.3-14 Verona Road Injury Crash Rates–2006 to 2008

Figure 1.3-15 illustrates the location of crashes along Verona Road.

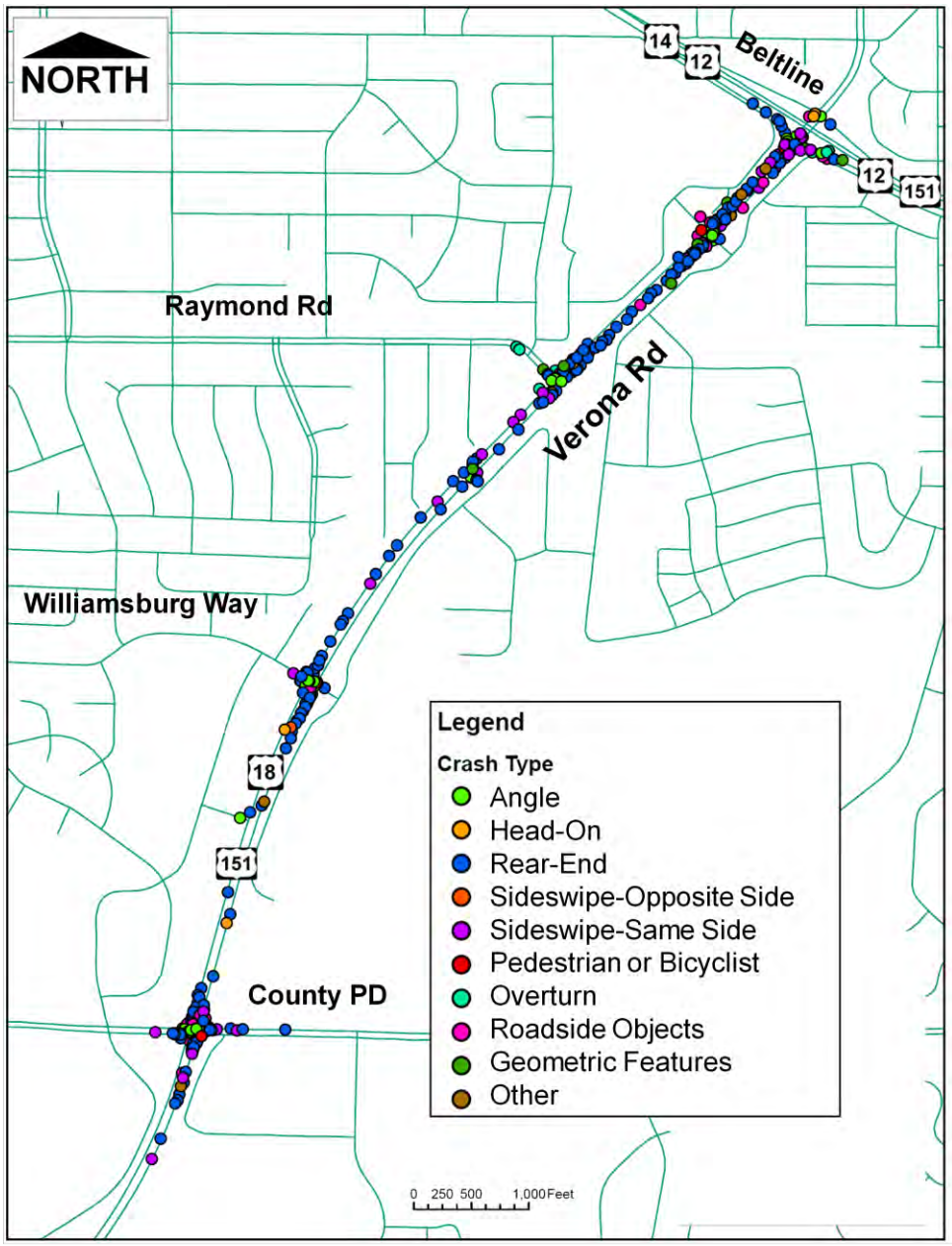


Figure 1.3-15 Verona Road Crashes–2006 to 2008

E. Redistribution

Because of the recurring congestion at the Verona Road interchange, motorists are currently using alternate routes to avoid delays. This redistribution is most prominent during the morning and evening rush hours when traffic volumes and congestion are at the highest. Primary recipients of Verona Road diverted traffic include secondary arterials such as Seminole Highway, Fish Hatchery Road, Whitney Way, and County PD. When secondary arterials experience congestion, traffic diverts to local collectors and residential streets. On some routes, such as Seminole Highway, traffic redistributed from Verona Road makes up 85 percent of the traffic that the route is carrying during the rush hour.

F. Pedestrian and Bicycle Needs

Crossing concerns exist for Verona Road. It is extremely difficult to cross six lanes of traffic safely. This concern is particularly acute south of the Verona Road interchange and in the Raymond Road area, as illustrated by Figure 1.3-16. Site-specific pedestrian infrastructure needs are present throughout the study area. There are few longitudinal pedestrian or bicycle facilities traveling along Verona Road. Crossing six lanes of traffic with auxiliary lanes is very difficult, particularly at the Summit Road (Home Depot) intersection. Many crossings, such as the Williamsburg Way and Raymond Road intersections, do not have sidewalks or pedestrian accommodations leading to and through the intersection.



Figure 1.3-16 Pedestrian Crossing of US 151 Will Grow More Difficult

1.4 TRAVEL IMPACTS

A. Motor Vehicles

Without improvement, there will be greater congestion and a growing absence of mobility on Verona Road. Effects will include the following:

1. A substantial loss of mobility for the Verona Road portion of the backbone system. Regional and statewide traffic will need to travel through a congested urban corridor instead of a higher speed, access-controlled highway.

2. An increase in congestion and travel delay for local and metropolitan traffic as it travels to and from both Central Madison and the Beltline. The delay will be most pronounced during the morning rush hour when commuter traffic could face rolling queues that extend far beyond County PD.

3. Increased delay for vehicles entering Verona Road from side roads. The delay increases are likely to be most noticeable at the Summit Road (Home Depot) intersection.

B. Bicycles and Pedestrians

Verona Road's limited pedestrian and bicycle accommodations will continue into the future without improvements. Increased motor vehicle traffic will magnify the effect of these deficiencies. Effects will include the following:

1. Greater difficulty traveling through the Verona Road/Beltline interchange as ramp volumes increase.

2. Greater difficulty traveling across Verona Road, particularly at the Summit Road intersection, where increased traffic volumes and the lack of a good pedestrian refuge make it difficult to cross.

3. Difficulty crossing Verona Road at the other at-grade intersections because of the lack of pedestrian accommodations outside of the intersections.

C. Transit

Transit will experience the same travel impacts as those listed for motor vehicles. Delays caused by congestion will slow the system. Eventually the transit provider may need to respond by rerouting some routes to less congested corridors. This may affect service levels to adjacent neighborhoods that tend to be more transit dependent.

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US 18/151/Verona Road

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2 ALTERNATIVES

2.1 BROAD TRANSPORTATION STRATEGIES

Transportation strategies are broad approaches that transport passengers and goods. For this study, strategies include the No Build Alternative, transportation demand management (TDM), enhanced transit, roadway off the current alignment, and roadway on the current alignment. Each of the strategies addresses some transportation need. To identify those strategies that best meet the project purpose and need, each strategy is evaluated against the project-specific purpose and need.

A. No Build

The No Build Alternative does not make any improvement to the Verona Road corridor other than those needed to maintain the facility. These typically include pavement resurfacing and patching. This alternative can also be coupled with other strategies, such as TDM, that reduce the operational demands placed on the Verona Road facility. This alternative has been dismissed from further consideration because it does not address any component of the project purpose and need. It does not provide a US 151 facility that is consistent with its classification in the Corridors 2030 State Highway Plan. It also does not address the capacity, safety, or neighborhood connectivity needs of the corridor. This alternative is brought forward to comply with Council on Environmental Quality (CEQ) regulations and to serve as a baseline for comparison.

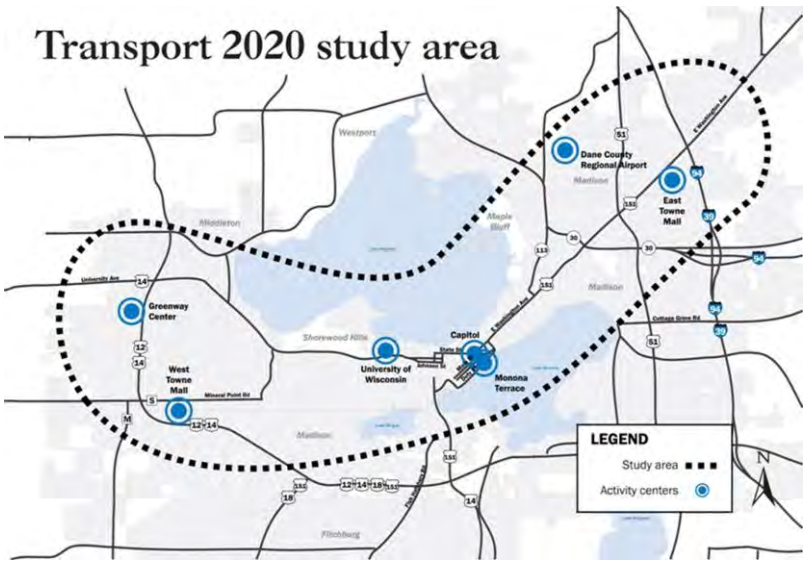
B. Transportation Demand Management (TDM)

TDM seeks to relieve highway congestion by improving the efficiency of the transportation facility. Methods that increase highway efficiency include reducing the need to travel, shifting travel to less-congested time periods and routes, and shifting travel to higher occupancy or nonmotorized vehicles. These methods are implemented through the use of rideshare programs, employer-based TDM strategies such as staggered work hours and ridesharing, and encouragement of nonmotorized travel. TDM measures usually target work-related trips since this travel is frequent, scheduled, and less random than other types of travel. The TDM alternative by itself is not able to meet the project's purpose and need. It does not address the US 151 system nor improve roadway safety. It also does not address Verona Road capacity or neighborhood connectivity. While the TDM alternative cannot meet the project purpose and need standing alone, TDM measures will be implemented in the Preferred Alternative including providing facilities for public transit, bicycles, pedestrians, and ridesharing.

C. Transit

While reviewing each transportation strategy to determine if it met the project purpose and need, the review fell within a larger context of the regional transportation plan administered by the Madison MPO and the State Transportation Plan administered by WisDOT. These broad multimodal plans have both highway and transit components and designate further study for different modal components. This study, incorporated in both of these plans, specifically focuses on the highway component. Other studies exist in the region that will influence travel demand upon this corridor. Transit initiatives being studied in current years include the following:

1. Transport 2020–Transport 2020, shown in Figure 2.1-1, is a transportation planning consortium sponsored by Dane County, the City of Madison, and WisDOT with support from UW-Madison and the MPO. The consortium has been working since 1998 to develop long-term regional transportation solutions for the future of Dane County. The long-term transportation system improvements proposed by Transport 2020 are a multimodal system consisting of commuter rail, express bus services, park-and-ride lots, and improvements to local bus service. As of spring 2009, the study is looking at funding mechanisms and submitting its "New Starts" application to the Federal Transit Administration. Implementation of Transport 2020 will influence regional travel patterns, but most of the high-capacity person moving capability is focused in the east-west corridors, with the Verona Road corridor receiving more modest transit improvements.



Source Transport 2020 Web site

Figure 2.1-1 Transport 2020 Study Area

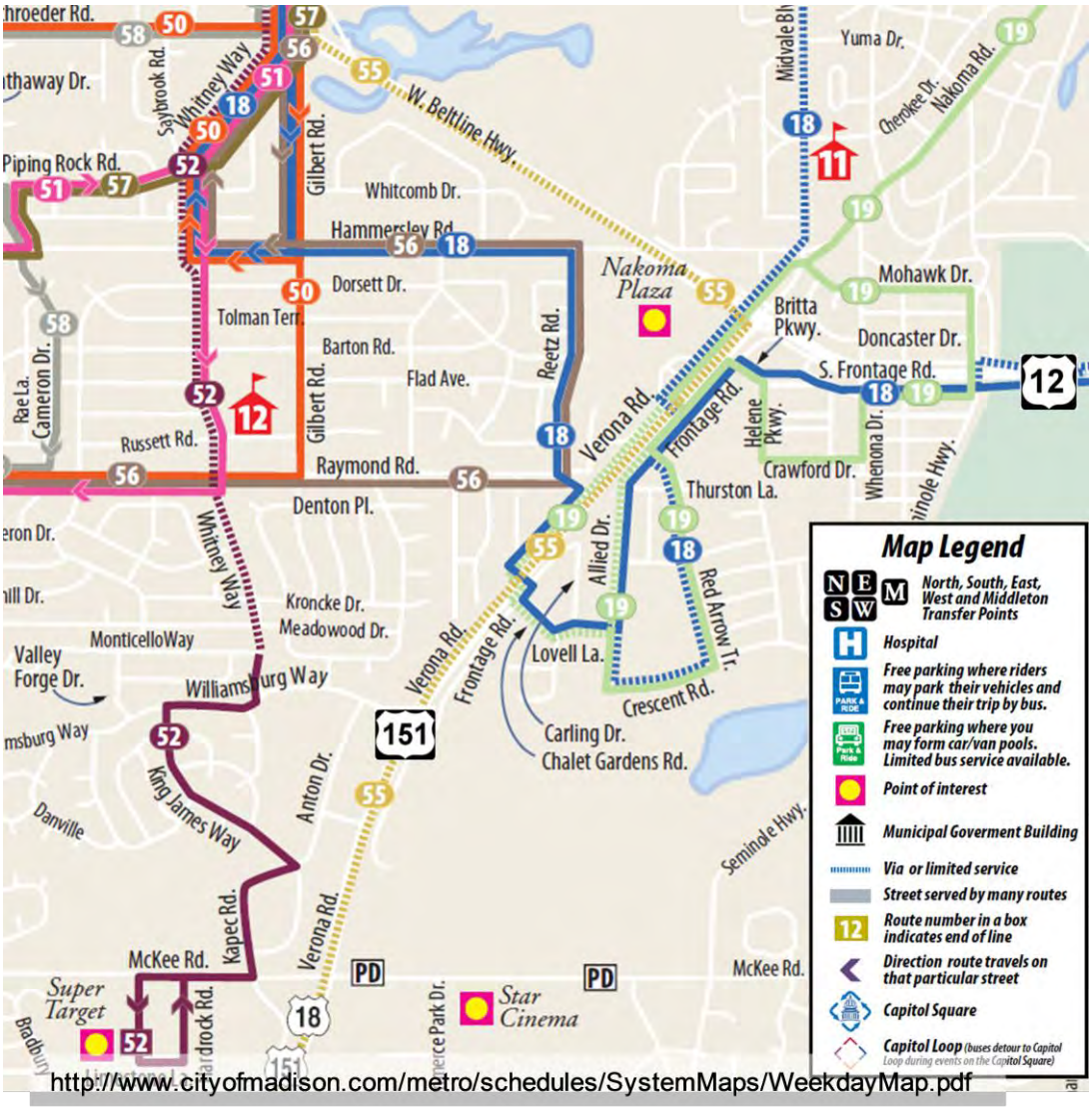
2. Midwest Rail Initiative–The Midwest Regional Rail Initiative is a plan to implement a high-speed rail network in the Midwest, using Chicago as a hub and including 3,000 miles [5,000 kilometers (km)] of track. Primary routes would stretch across Illinois, Indiana, Michigan, Minnesota, Ohio, and Wisconsin, possibly reaching Kentucky. Existing Amtrak routes would probably be upgraded as part of this plan, which has been in development since 1996. Trains would travel at about 110 miles per hour (mph) [180 kilometers per hour (km/h)] on the primary routes. Madison would be serviced by a line that stretches from Chicago to Minneapolis. Implementation of this initiative will not greatly affect traffic volumes on US 151 since it serves different regions than Verona Road does. Figure 2.1-2 illustrates the Midwest Rail Initiative Corridors.



Source: Midwest Regional Rail System Executive Report 2004

Figure 2.1-2 Midwest Rail Initiative Corridors

3. 2009-2013 Transit Development Plan for the Madison Urban Area–The Madison MPO is developing a strategic plan and transit improvement/budgeting guide to identify the near-term direction of the current transit system. Issues being studied include vehicle needs, bus and other transit service improvements, facility improvements, and market programs. The plan is being developed within the overall framework of the regional long-range transportation plan. Currently Madison Metro serves areas in the Cities of Fitchburg and Verona, reducing vehicle travel demand on US 18/151 (Verona Road) as shown in Figure 2.1-3. The Transit Development Plan implementation will likely result in transit service improvements to the adjacent areas. While contributing to traffic reductions on Verona Road, the plan will not decrease volumes enough to satisfy the project purpose and need. Previous modeling indicates transit could capture up to 1 to 3 percent of Verona Road trips.



http://www.cityofmadison.com/metro/schedules/SystemMaps/WeekdayMap.pdf

Figure 2.1-3 Madison Metro Bus Routes in US 151 Corridor Area

4. Regional Transit Authority (RTA)–The RTA, initiated in 2009, plans mass transit and transportation solutions for the Madison region. The MPO and RTA are in the process of modifying a regional transit plan. This plan is being developed with participating municipalities within the RTA service area. The RTA is made up of representatives from Madison, Fitchburg, Dane County, and the surrounding towns and villages. The RTA planning boundaries are shown in Figure 2.1-4.

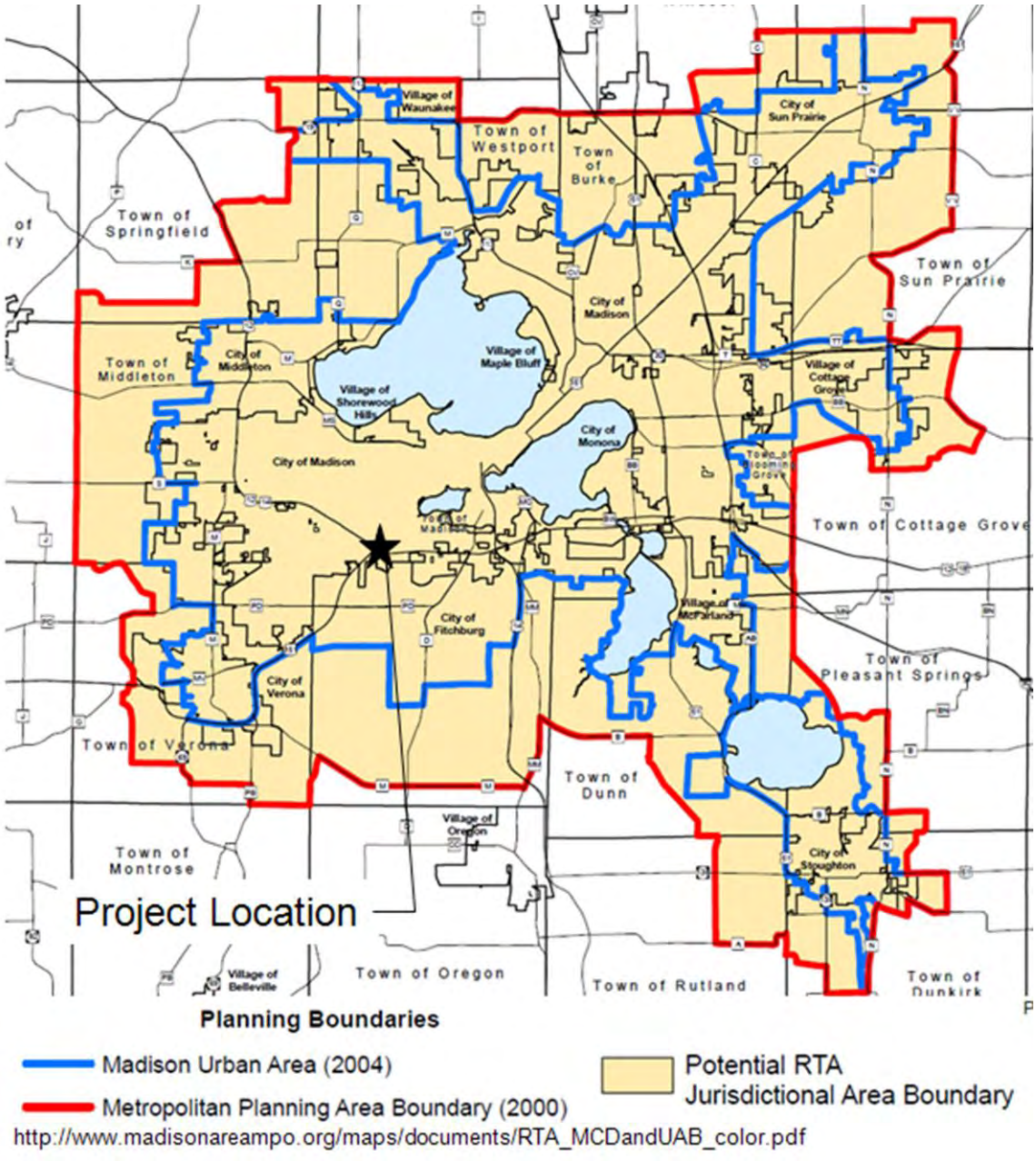


Figure 2.1-4 Potential RTA Planning Boundaries

D. Roadway Off-Alignment

The study also investigated an off-alignment roadway strategy called the South Reliever. This route connected US 151 from the City of Verona eastward to I-90, roughly along the County M corridor. The concept had three separate stages for incremental implementation. The concept purpose would be to capture US 151 trips destined for the Interstate and route them south of Madison, rather than through Madison. The South Reliever concept was not able to fulfill several components of the project purpose and need.

1. The South Reliever does not provide substantial traffic volume relief to the Verona Road corridor or at the Verona Road/Beltline interchange–thus, not fully addressing the capacity component of the project purpose and need. The future volumes on the Verona Road corridor would continue to rise with a South Reliever in place. Congestion on the Beltline at the Verona Road Interchange would continue.

2. The South Reliever is not likely to reduce congestion-related crashes or improve safety on Verona Road because it does not provide substantial traffic volume reductions in the corridor.

3. A South Reliever does not address other components of the project purpose and need, including improving neighborhood connectivity and improving metropolitan traffic movements and local access.

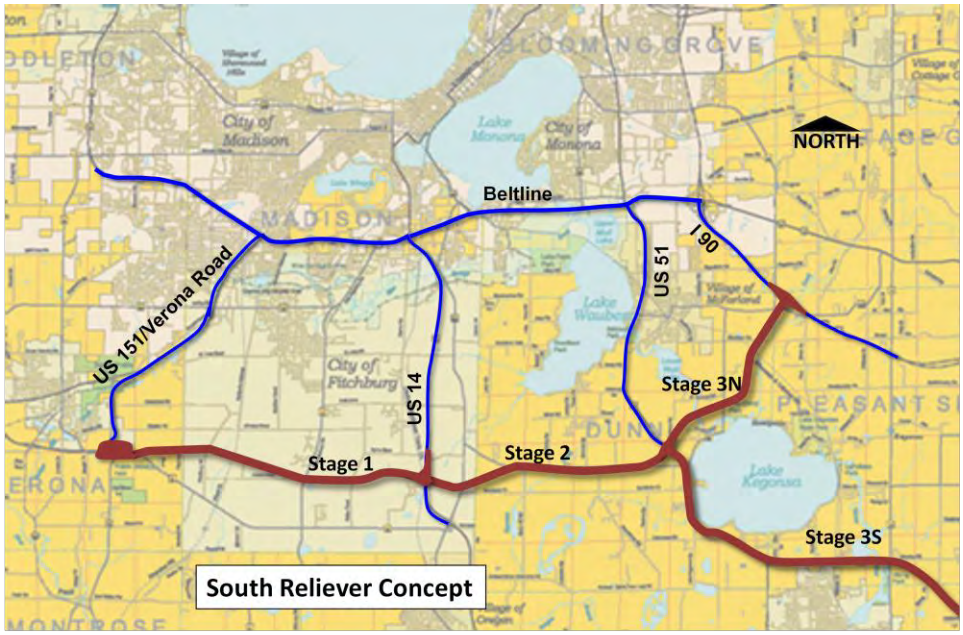


Figure 2.1-5 South Reliever Concept

For these reasons the South Reliever was dismissed. The South Reliever concept only fully meets one of the purpose statements of the project, *Enhance the mobility of motorized travel in the US 151 backbone corridor to operation levels that are consistent with a Corridors 2030 backbone route.*

A summary report of the South Reliever can be found via the following Web address:

http://www.dot.wisconsin.gov/projects/d1/verona/docs/southreliever-section1.pdf, and Appendix L

Appendix A also provides a discussion of the South Reliever Study and Figure 2.1-5 illustrates the South Reliever Concept.

F. Roadway On-Alignment

The Roadway On-Alignment Strategy seeks to meet the project purpose and need by improving roadway facilities within the existing Verona Road corridor. This can include freeway conversion, capacity expansion, and interchange installation. The Draft Environmental Impact Statement (DEIS) for this project listed two preliminary concepts: (1) the Urban Roadway concept that maintains the urban roadway character of Verona Road and (2) the Freeway concept that adds a regional US 151 freeway to the Verona Road system to incorporate both an urban roadway and freeway. Appendix A provides a broader discussion of the numerous reviewed concepts.

Table 2.1-1 compares each of the transportation strategies with the purpose and need criteria.

Transportation Strategy/ Purpose and Need Criteria	No Build	TDM	Transit	Roadway Off-Alignment	Roadway On-Alignment
1. Enhance mobility on US 151 backbone?	No–At-grade signalized intersections remain on US 151, which is inconsistent with Backbone classification.	No–At-grade signalized intersections remain on US 151, which is inconsistent with Backbone classification.	No–At-grade signalized intersections remain on US 151, which is inconsistent with Backbone classification.	Yes–For US 151 regional traffic. Existing Verona Road receives only minor traffic reductions.	Yes–On-alignment improvements have potential to improve US 151 mobility in a manner consistent with Backbone classification.
2. Provide Capacity to Meet Demand?	No–No additional capacity is provided.	No–Some reduction in traffic volume growth, yet operational levels remain the same.	No–Some reduction in traffic volume growth, yet operational levels remain the same.	Yes–US 151 roadway would have additional capacity to meet regional traffic demands. (Verona Road's capacity would not be increased and operations would not improve)	Yes–On-alignment improvements can provide capacity needed to meet traffic demands.
3. Improve travel safety on US 151 backbone corridor?	No–Safety improvements are not made.	No–Some reduction in traffic volume, yet congestion related crashes likely to remain. At-grade signalized intersections and associated crossing conflicts remain on US 151.	No–Some reduction in traffic volume, yet congestion related crashes likely to remain. At-grade signalized intersections and associated crossing conflicts remain on US 151.	Yes–For a relocated US 151 built as a full freeway corridor with high travel safety. No– For existing Verona Road, where crash rates likely to remain the same.	Yes–On-alignment improvements have potential to substantially improve US 151 safety levels.
4. Preserve mobility on US 12/14 (Beltline) corridor around the US 18/151 (Verona Road) interchange?	No–Interchange will continue to operate poorly with Beltline queuing.	No–Traffic volume growth reductions are not substantial enough to improve interchange operation and decrease Beltline queuing.	No–Traffic volume growth reductions are not substantial enough to improve interchange operation and decrease Beltline queuing.	No–Traffic volume reductions/redirecti ons are not substantial enough to improve interchange operation and decrease Beltline queuing.	Yes–On-alignment improvements have potential to substantially improve interchange operation and reduce Beltline queuing.
5. Enhance non-motorized travel accommodations and connectivity in the US 151-US 12/14 corridors?	No–additional nonmotorized accommodations are not constructed.	Yes–Many TDM strategies could include providing nonmotorized accommodations and connectivity in the Verona Road corridor.	Possibly–Some nonmotorized travel accommodations could be implemented in conjunction with transit enhancements.	No–Nonmotorized travel accommodations in the Verona Road corridor would have to be implemented separately.	Possibly–New and enhanced nonmotorized travel accommodations could be included throughout the corridor including bike paths, sidewalks, and transit.

Table 2.1-1 Transportation Strategy Purpose and Need Comparison

2.2 ALTERNATIVES PRESENTED IN MARCH 2004 DRAFT ENVIRONMENTAL IMPACT STATEMENT

In March 2004, a DEIS was released that presented three main alternatives. The current Preferred Alternative is a staged implementation of two of the alternatives presented in the DEIS. The following paragraphs summarize the key components of each of the three alternatives in the DEIS.

A. No Build Alternative

The No Build Alternative does not improve the Verona Road corridor except for spot improvements and pavement repairs as necessary along with minimal opportunities to ease congestion. With this alternative, Verona Road would continue to connect to the Beltline at the Verona Road interchange and travel southwesterly as an urban roadway with signals until County PD. No improvements beyond what has already occurred would be implemented on the Beltline in the vicinity of the Verona Road interchange.

B. Urban Roadway Alternative

In the DEIS, the Urban Roadway Alternative modified the current Verona Road/Beltline diamond interchange into a single-point interchange and maintained the current signalized intersections on Verona Road. A conventional diamond interchange has two sets of signalized intersections that produce four conflict points where left-turning vehicles must cross traffic. A single-point interchange routes all ramps into a single intersection. This interchange configuration more closely resembles a typical intersection and allows left turns to run concurrently. By decreasing the number of signals and conflicting movements, a single-point interchange provides more efficient operation. Figure 2.2-1 shows a schematic comparison of the diamond and single-point interchanges. Figure 2.2-2 illustrates what a single-point interchange would look like at the Verona Road/Beltline interchange.

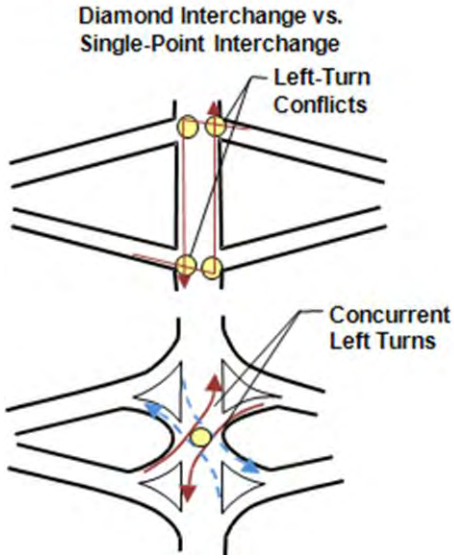


Figure 2.2-1 Single-Point Interchange Concept

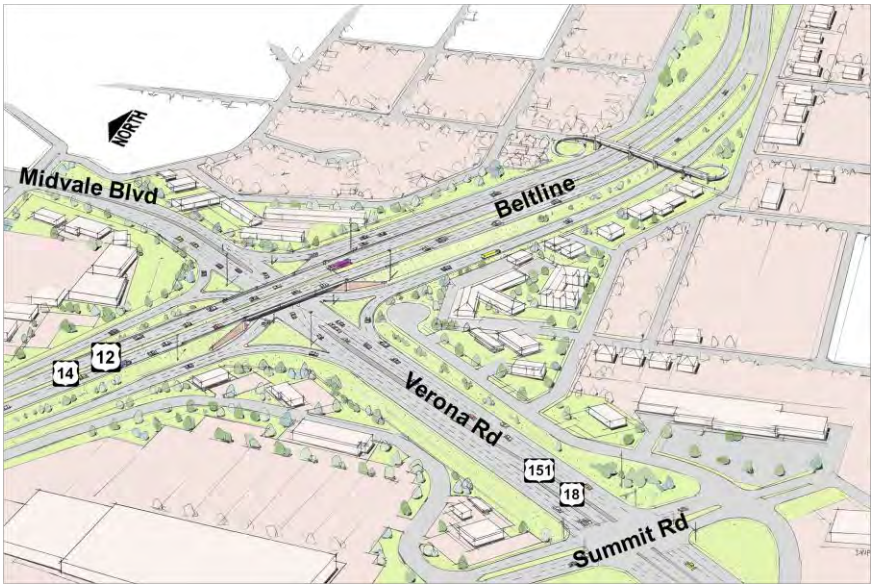


Figure 2.2-2 DEIS Single-Point Interchange

In the DEIS, the Urban Roadway Alternative was the "Low Build" alternative. Verona Road remained similar in character to the current facility with at-grade intersections and traffic signals. Improvements focus on increasing the efficiency of the existing intersections and frontage road system.

The DEIS's Urban Roadway Alternative also expanded Verona Road south of Raymond Road from two lanes to three lanes in each direction. The frontage roads in the southeast and southwest quadrants of the Beltline interchange were realigned. A new Verona Road frontage road to County PD connection was added in the northeast quadrant.

C. Freeway Alternative

The DEIS also described the Freeway Alternative. The Freeway Alternative separated local traffic from regional traffic by providing a depressed freeway down the center of Verona Road. Figure 2.2-3 depicts a rendering of the interchange area. US 151 traffic would use the depressed freeway ramps to travel from the Beltline Highway to the depressed US 151 freeway. The existing Verona Road diamond interchange would remain to serve local travel needs.

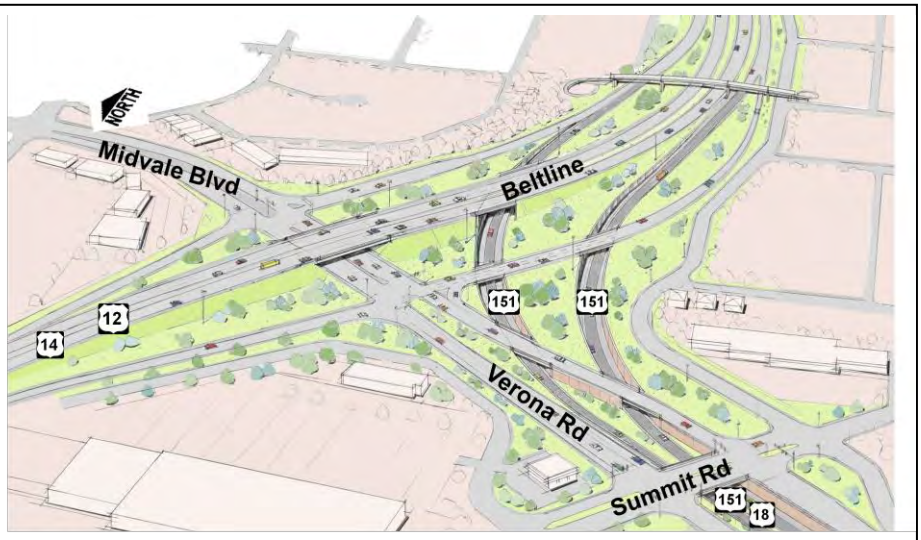


Figure 2.2-3 DEIS Freeway Alternative–Freeflow Interchange

Local traffic would be accommodated by a pair of one-way frontage roads on either side of the depressed freeway. Local traffic would 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 travels on the freeway system. This concept is shown in Figure 2.2-4.

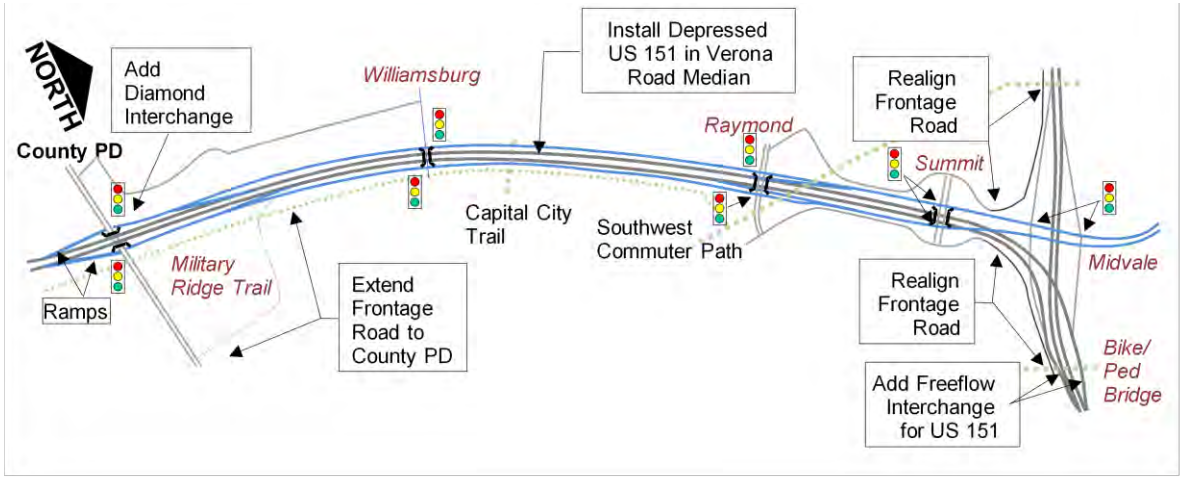


Figure 2.2-4 Freeway Alternative

The DEIS Freeway Alternative also had the following design characteristics:

1. The Seminole Highway ramps were removed to optimize the freeway level of service where the freeflow interchange ramps merge with the Beltline.
2. Summit Road (Home Depot) traveled over the US 151 freeway.
3. Raymond Road was extended over the US 151 freeway and extended into the Allied Drive Neighborhood, providing a new connection.
4. Williamsburg Way traveled over the US 151 freeway.
5. A diamond interchange was provided at the County PD intersection.
6. The Midvale Boulevard/Nakoma Road intersection was modestly improved with added turn lanes.
7. An access road connecting Verona Road to County PD was provided in the northeast Quadrant of the County PD/Verona Road intersection.

D. Key Comments Regarding DEIS Alternatives

Several local governments and state and federal agencies provided comments regarding the main alternatives presented in the DEIS. Commonly expressed critiques of the two build alternatives included the following:

1. The Urban Roadway Alternative did not fully address the project purpose and need. It did not provide substantive congestion relief and did not improve Verona Road to a facility consistent with its backbone classification.

2. The Freeway Alternative, while meeting the project purpose and need, had substantial impacts and costs. It was difficult for adjacent neighborhoods to absorb the impacts and difficult to obtain the full funding needed for this substantial infrastructure investment.

3. Many of the impacts produced by both alternatives affect an adjacent neighborhood that includes higher minority and low-income populations.

2.3 ALTERNATIVE MODIFICATIONS RESPONDING TO DEIS COMMENTS

In response to the comments collected from the DEIS, WisDOT has created a single Preferred Alternative from both build alternatives that addresses several of the concerns expressed by governments and agencies. This resulting alternative:

1. Stages improvements and times them to address traffic and safety concerns as they develop.
2. Allocates WisDOT infrastructure dollars incrementally to address needs in order of priority.
3. Provides a staged infrastructure plan that allows communities and neighborhoods time to accommodate and plan.
4. Extends the useful life of the Verona Road portion between County PD and Raymond Road.

The Preferred Alternative combines and refines both alternatives so that three separate stages can be implemented separately and incrementally–providing the appropriate infrastructure improvement at the time it is needed. The first two stages address traffic and safety needs for the next 10 to 20 years. Then, near the year 2030, the refined Freeway Alternative will be implemented. R/W needed for the Freeway Alternative will be officially mapped, preserving the area for freeway implementation when it is needed.

The DEIS alternatives needed several critical refinements to maximize their effectiveness, useful life, and ability to be implemented as a single Preferred Alternative made up of three stages. Refinements include the following:

1. Urban Roadway Alternative

    a. The single-point interchange was modified so that four through lanes in each direction are carried through the interchange on Verona Road. This increase in capacity substantially extends the useful life of the interchange and prolongs the time before higher level interchange improvements are needed.

b. The Summit Road intersection is converted from an at-grade intersection to a high capacity jug-handle type of grade-separated intersection. This modification prevents the Summit Road intersection from compromising the Verona Road interchange and prolongs the useful life of the single-point interchange.

2. Freeway Alternative

The horizontal alignment of the freeflow ramps between US 151 and the Beltline were modified so that they could be constructed independently from the Verona Road Single-Point interchange. The freeflow ramps presented in the DEIS required substantial realignment of the Beltline and reconstruction of the Verona Road service interchange. The Preferred Alternative freeflow ramp alignments require neither and can be constructed independently from the Verona Road interchange.

As mentioned, the Preferred Alternative improves Verona Road in three stages. Stage 1 reconstructs the Verona Road interchange to a single-point interchange and converts the Summit Road intersection into a jug-handle type of intersection. R/W needed for Stages 2 and 3 will also be officially mapped in Stage 1. Stage 1 is planned for construction between 2013 and 2015. Stage 2 provides a diamond interchange at the County PD intersection and expands Verona Road to three lanes in both directions from County PD to immediately south of Raymond Road. Stage 2 construction is tentatively scheduled for 2017-2018. Stage 3 constructs the full Freeway Alternative, including the one-way-pair local road system and the freeflow interchange. Stage 3 will be implemented when safety and traffic needs warrant it, which is anticipated to be near the year 2030. Figures 2.3-1 and 2.3-2 illustrate the stages associated with the Preferred Alternative and are further described in Section 2.5.

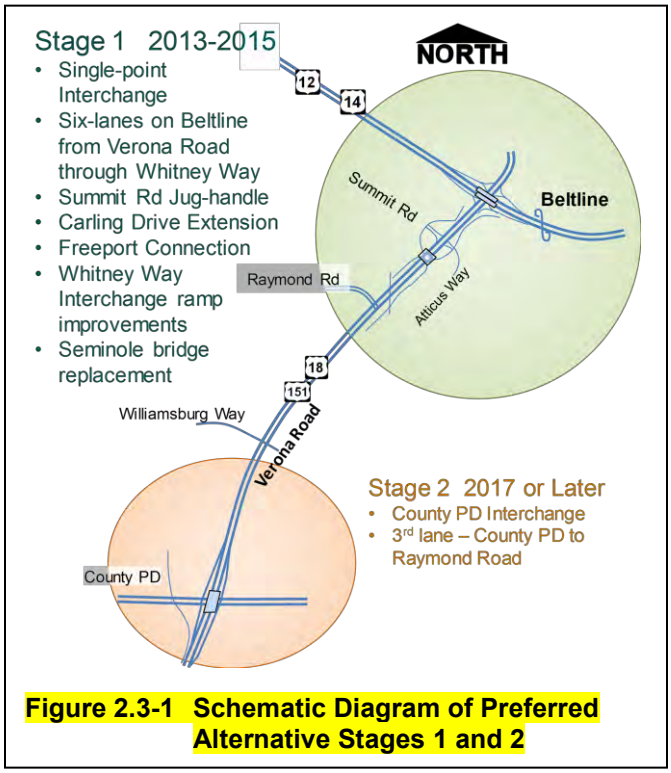


Figure 2.3-1 Schematic Diagram of Preferred Alternative Stages 1 and 2

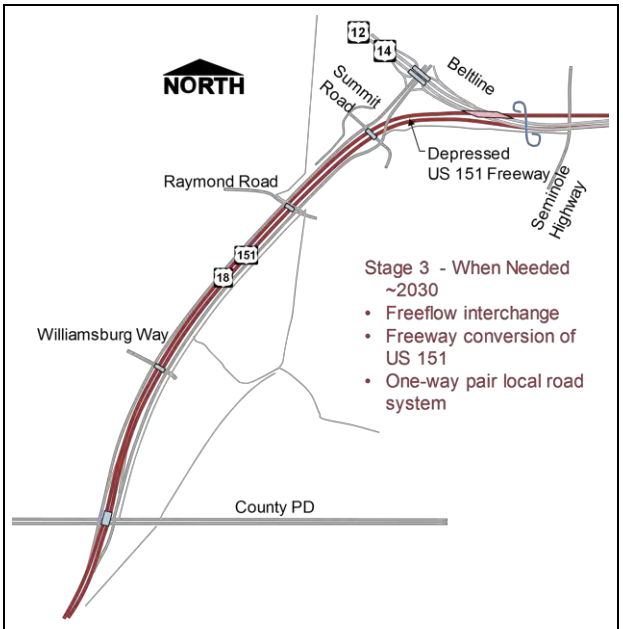


Figure 2.3-2 Schematic Diagram of Preferred Alternative Stage 3

2.4 ALTERNATIVE ELEMENTS INVESTIGATED

After the release of the DEIS, WisDOT reinvestigated alternatives presented in the DEIS and developed new alternatives in efforts to address comments received. Additionally, a Value Engineering Study made subsequent suggestions. Alternatives reviewed included:

1. A diamond interchange with roundabout terminals at the Verona Road interchange.
2. A series of three-lane roundabout intersections along Verona Road.
3. Several interchange types paired with roundabout intersections along Verona Road.
4. Numerous iterations of intersections for the Summit Road, Raymond Road, and Williamsburg Way intersections.
5. Variations of the freeflow ramp alignment.
6. Multiple iterations of Stage 3 interchanges at Raymond Road and County PD.
7. An at-grade type of jug-handle at Summit Road that restricts left turns.

A table briefly illustrating some of the concepts that were considered is provided in Appendix A. The alternatives that were eventually discarded were either not able to provide the desired operational and safety benefits or were not feasible. This conceptual alternatives analysis was documented. After the broad concepts associated with the Preferred Alternative were identified, they were refined through interaction with a technical advisory committee and a policy advisory committee.

After the release of the SDEIS, WisDOT made several design modifications and refinements to address comments and concerns expressed during the comment period, which include the following:

1. Improved pedestrian and bicycle crossings on the south side of the Beltline/Verona Road interchange.
2. Strengthened and increased pedestrian connections between the west and east sides of Verona Road.
3. Eliminated the routing of Allied Drive traffic through the Avalon Village portion of the neighborhood.
4. Moved stormwater management basin from Dunn's Marsh to Freeport Road area.
5. Selected Option B for the frontage road in the southeast quadrant in the vicinity of Britta Park.
6. Installed a noise wall in the southeast quadrant because of the acquisition of the Highlander Motel.

The refinements as they relate to the Preferred Alternative are discussed in Section 2.5.

2.5 PREFERRED ALTERNATIVE DESCRIPTION

The Preferred Alternative is broken into three stages with different years of implementation. The following paragraphs detail the characteristics of each stage.

A. 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 six-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, a long-span bridge will be needed on the Beltline.

Four through lanes in each direction are provided on Verona Road from Nakoma Road on Midvale Boulevard to Summit Road to increase capacity.

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 an additional through lane in each direction is added and turn lanes are extended on Midvale Boulevard to increase capacity. Street parking will be removed on the north approach of Midvale Boulevard/Nakoma Road to accommodate these changes. Pedestrian crosswalks will be provided.

Pedestrian and bicycle accommodations will be enhanced across and along both sides of Verona Road within Stage 1 limits. In response to public comments, the Preferred Alternative now includes a new pedestrian and bicycle underpass just south of the interchange that provides a third grade-separated east-west connection across Verona Road. The Nakoma Road/Midvale Boulevard intersection will have crosswalks. A second new grade-separated crossing will also be provided for pedestrians and cyclists 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. The Beltline pedestrian/bicycle overpass between Verona Road and Seminole Highway will be reconstructed to meet current ADA requirements.

Figure 2.5-1 illustrates the single-point interchange configuration and the Nakoma Road/Midvale Boulevard intersection. Figure 2.5-2 shows the pedestrian/bicycle underpass.

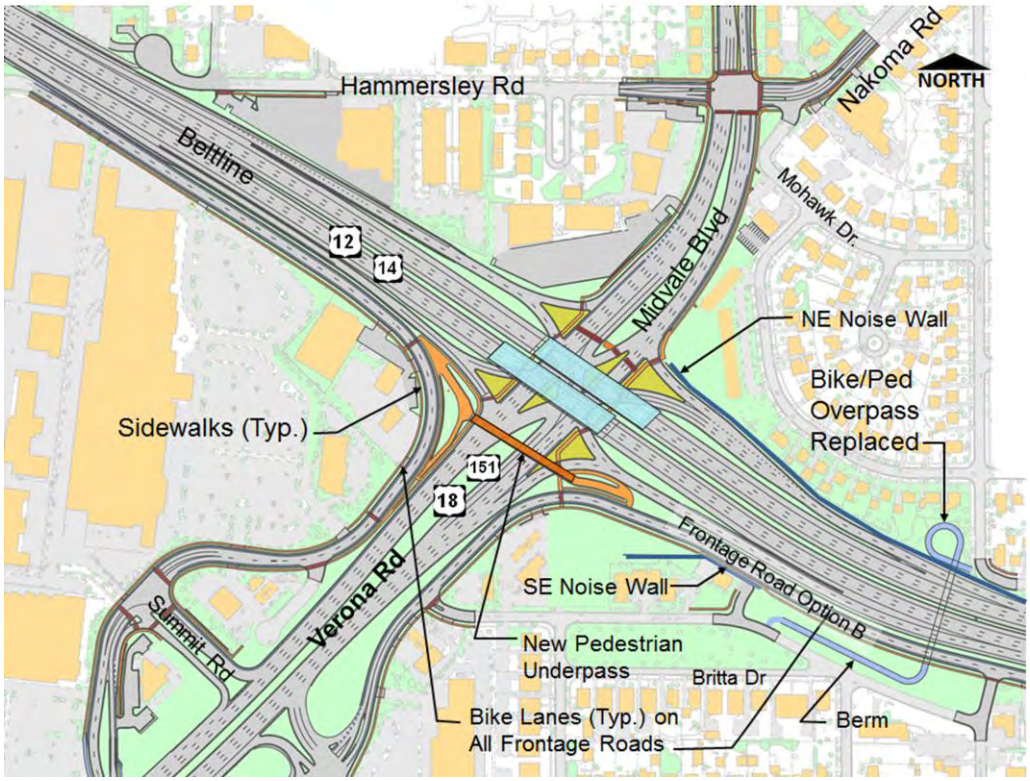


Figure 2.5-1 Stage 1 Single-Point Interchange

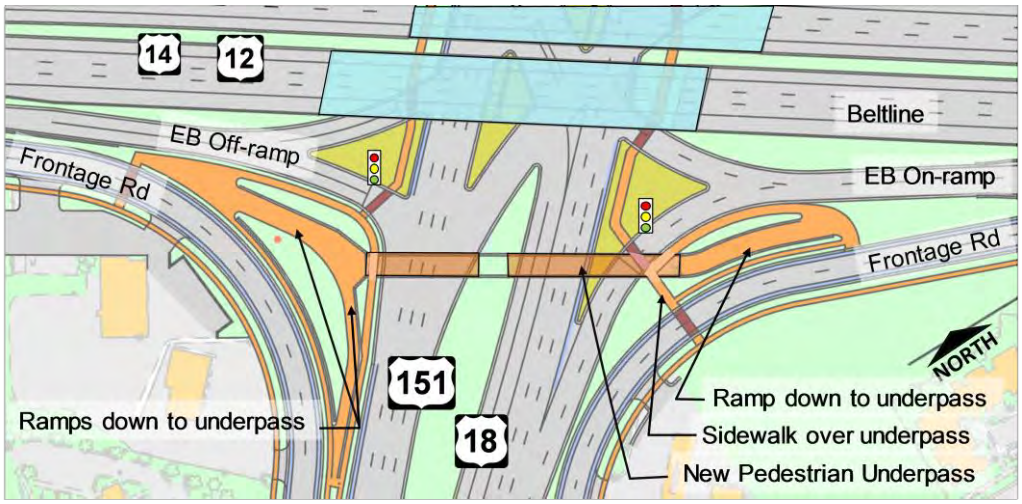


Figure 2.5-2 Stage 1 Single-Point Interchange Pedestrian/Bicycle Underpass

2. Beltline, Whitney Way, and Seminole Highway

On the Beltline, the three through lanes in each direction are carried from the Verona Road Interchange and through 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 Beltline modifications will include expanding the Whitney Way westbound off-ramp to two lanes. To aid weaving movements and coordinate construction activities, a parallel lane will be added to the Whitney Way eastbound on-ramp and westbound on-ramp traffic. Figure 2.5-3 illustrates these improvements. The Beltline reconstruction will extend past Seminole Highway to replace the deficient deck and correct the substandard height on the Seminole Highway overpass and will include partial reconstruction of the overpass. The existing bridge deck dimension, lane configurations and bike and pedestrian accommodations will be restored in kind. The existing abutments will be retained and the limits of the work will not extend beyond them. This work is anticipated to be done at the end of Stage 1 after the Beltline and Verona Road improvements have been completed and all new lanes open to traffic.

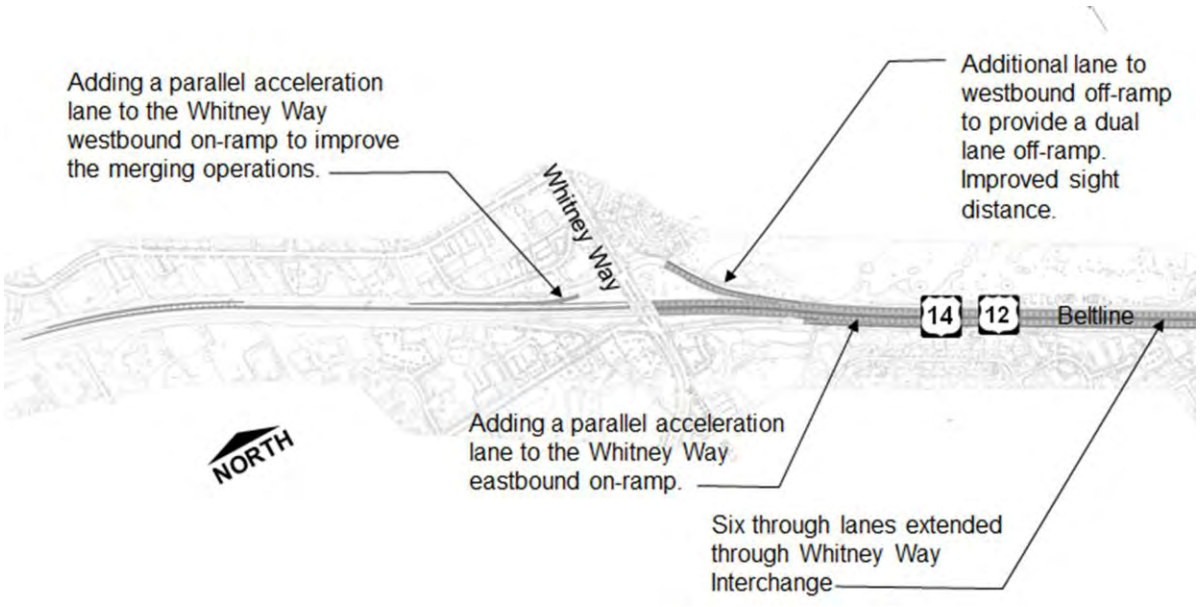


Figure 2.5-3 Stage 1 Whitney Way Interchange Ramp Improvements

3. Summit Road Intersection Jug-handle

It is difficult without substantially increasing the number of through lanes on Verona Road to maintain satisfactory traffic operations on US 18/151 (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 LOS F. Queues from the intersection extending into the interchange would continue to cause operational problems. Both problems will be resolved by constructing a jug-handle grade-separated intersection generally within the existing R/W 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 east side of the roadway. This movement is shown in Figure 2.5-4. 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.

Some comments received during the SDEIS review period expressed concern with the neighborhood impacts associated with the proposed jug-handle routing from Allied Drive and impacts to Avalon Village through the Atticus Way jug-handle connection. To address these concerns, the Preferred Alternative has Allied Drive connect directly with the jug-handle and the West Frontage Road directly underneath Verona Road with a roundabout. This refinement decreases neighborhood impacts and strengthens the connection between the west and east sides of Verona Road. Bike lanes and sidewalks will be provided through the jug-handle and a path would be provided around the roundabout. Figure 2.5-5 illustrates the currently proposed jug-handle intersection as well as changes that were made from the SDEIS version. Figure 2.5-6 illustrates the roundabout proposed for the jug-handle.

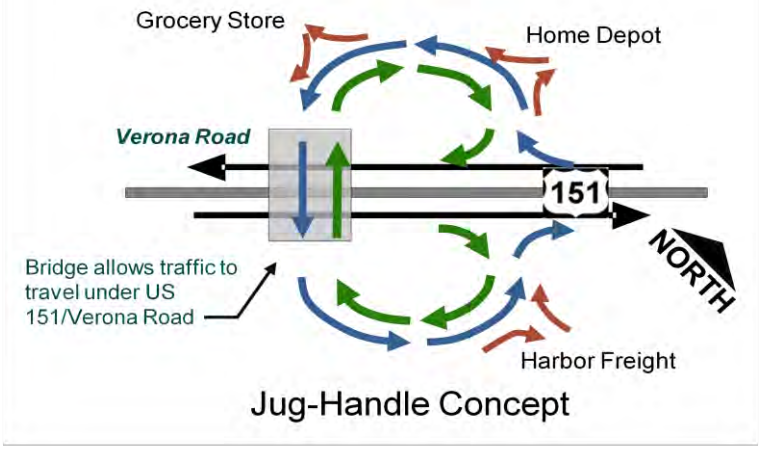


Figure 2.5-4 Stage 1 Schematic Diagram of Summit Road Jug-Handle Concept

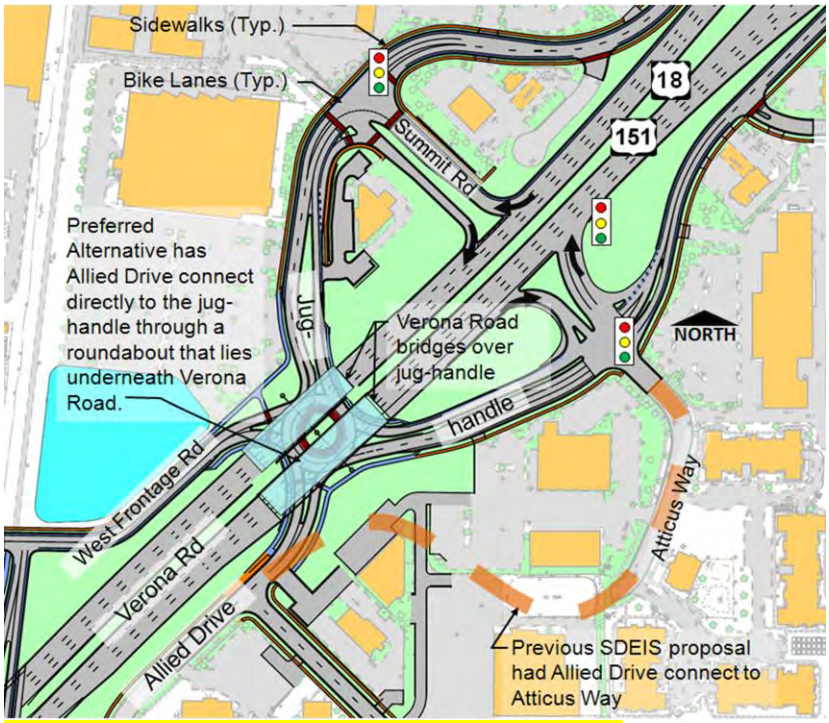


Figure 2.5-5 Stage 1 Summit Road Jug-Handle

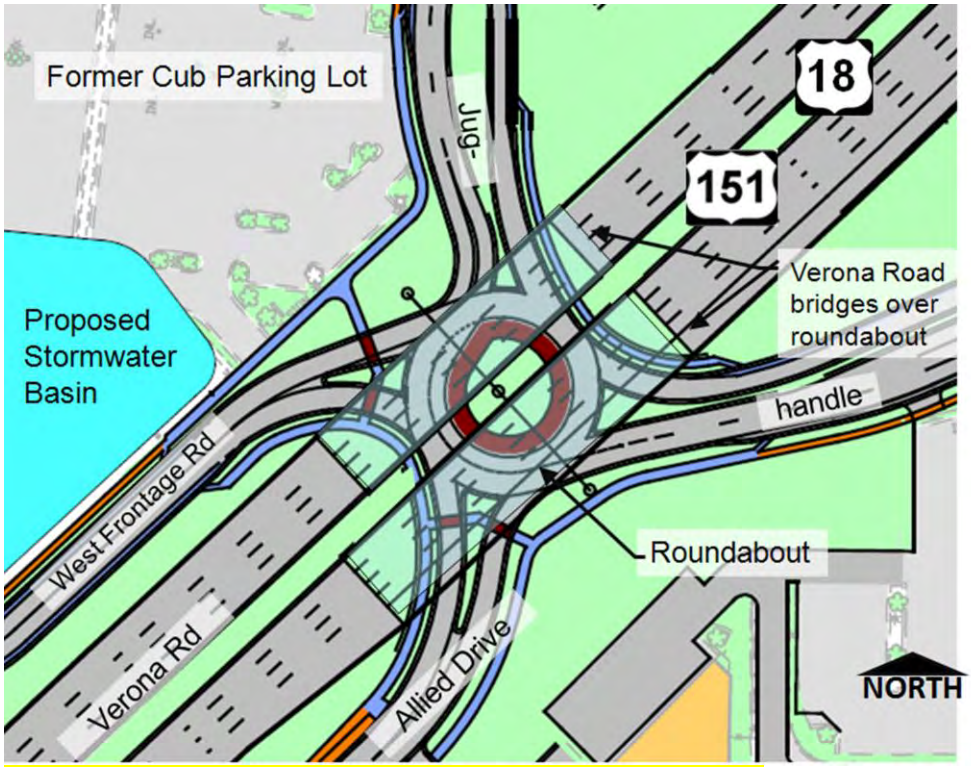


Figure 2.5-6 Stage 1 Summit Road Jug-Handle Roundabout

4. Beltline Frontage Roads and Hammersley Road

The reconstruction of the Verona Road interchange will require expansion of the Beltline and 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 as shown in Figure 2.5-7. In the northwest quadrant, the Hammersley Road cul-de-sac will be shifted north and rebuilt. The multiuse trail that travels from Hammersley to the Southwest Commuter Path will remain. The SDEIS presented two options for the frontage road in the southeast quadrant, Options A and B. Option A shifted towards Britta Park to reduce relocations while Option B had the frontage road parallel to the Beltline. Figure 2.5-8 illustrates both options. In response to public comment received during the SDEIS availability period, Option B has been incorporated into the Preferred Alternative. This will result in three additional business relocations as compared to Option A.

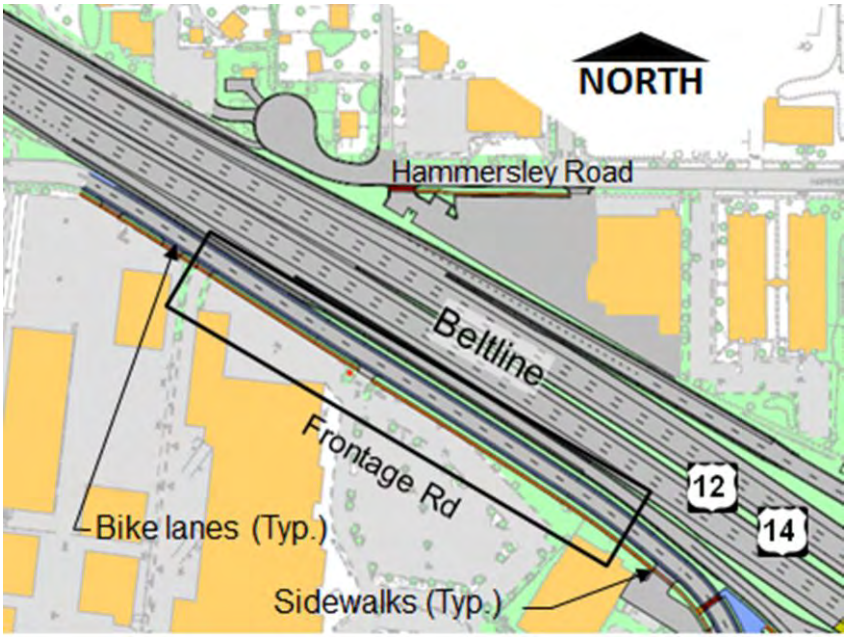


Figure 2.5-7 Stage 1 Frontage Road Southwest Interchange Quadrant

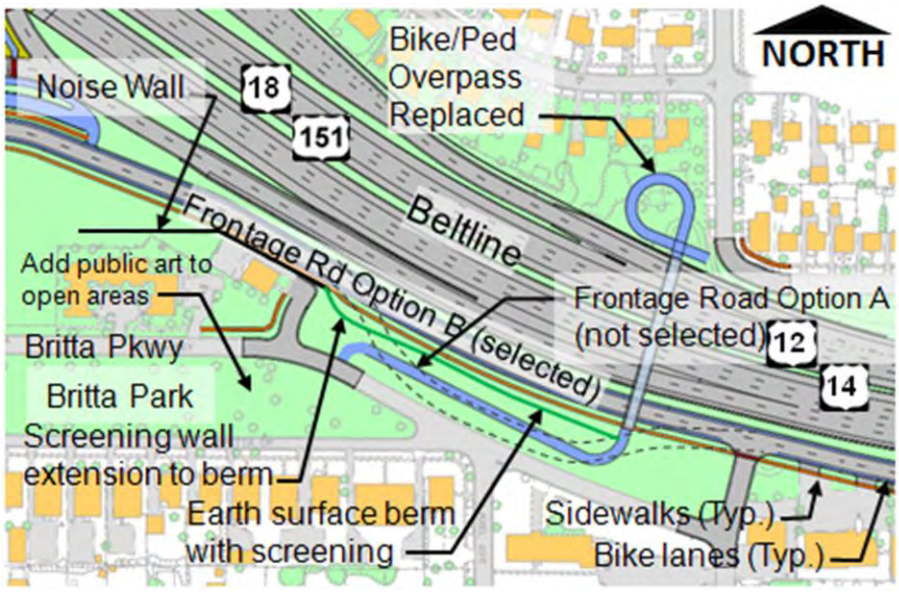


Figure 2.5-8 Stage 1 Frontage Road Southeast Interchange Quadrant

5. Relocation of Chalet Gardens Road

The Nakoma Heights neighborhood has a full access driveway intersection immediately south of Raymond Road called Chalet Gardens Road. This intersection will 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. This intersection may be relocated to the south to ease traffic flow for transit buses as shown in Figure 2.5-9, yet this relocation could be delayed until Stage 2. The intersection may continue with the access arrangement until safety, operation, or mobility concerns require additional modification.

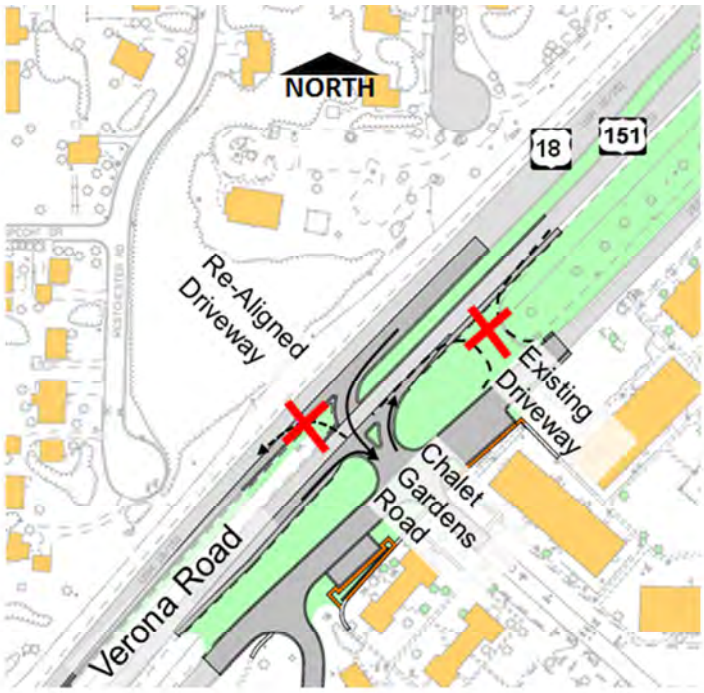


Figure 2.5-9 Stage 1 Relocation of Chalet Gardens Road

6. 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 access to these neighborhoods would deteriorate during construction on Verona Road as the Summit Road intersection is reconstructed and the Nakoma Heights intersection is 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 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 approximately 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 under Verona Road and access other neighborhoods without going through the Summit Road and Verona Road roadway construction. Figure 2.5-10a illustrates the Carling Drive extension



Figure 2.5-10a Stage 1 Carling Drive Extension and Freeport Road Connection

and Freeport Road connection. Figure 2.5-10b shows a schematic typical section of how the connection and Southwest Commuter Path will travel underneath Verona Road using the existing railroad bridge. Once construction is completed, WisDOT will work with the City of Madison as it evaluates whether the Freeport connection should remain.

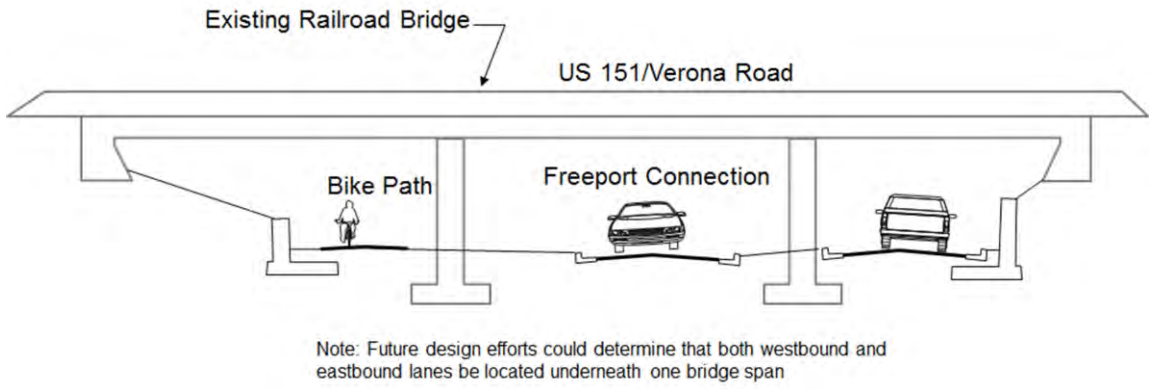


Figure 2.5-10b Stage 1 Schematic Cross Section of Carling Drive Extension and Freeport Road Connection (Facing North)

7. 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.

8. 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.

9. 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 deficiencies more fully.

10. Bicycle and Pedestrian Accommodations

Generally, all frontage roads that are reconstructed and new connection roads will have bike 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. Figure 2.5-11 shows pedestrian movements through the single-point interchange. A new underpass will be constructed on the south side of the interchange that will allow pedestrians and bicyclists to cross Verona Road without encountering motor vehicle traffic. Signals will be timed at the interchange to allow pedestrians to cross through the interchange. Figure 2.5-12 shows pedestrian movements through the Summit Road jug-handle. Because of the grade separation with the jug-handle, pedestrians avoid US 151 traffic as they travel underneath Verona Road. A multiuse path will be constructed around the roundabout for pedestrians and cyclists. Cyclists also will have the option of fully occupying the traffic lane and traveling through the roundabout as a vehicle.

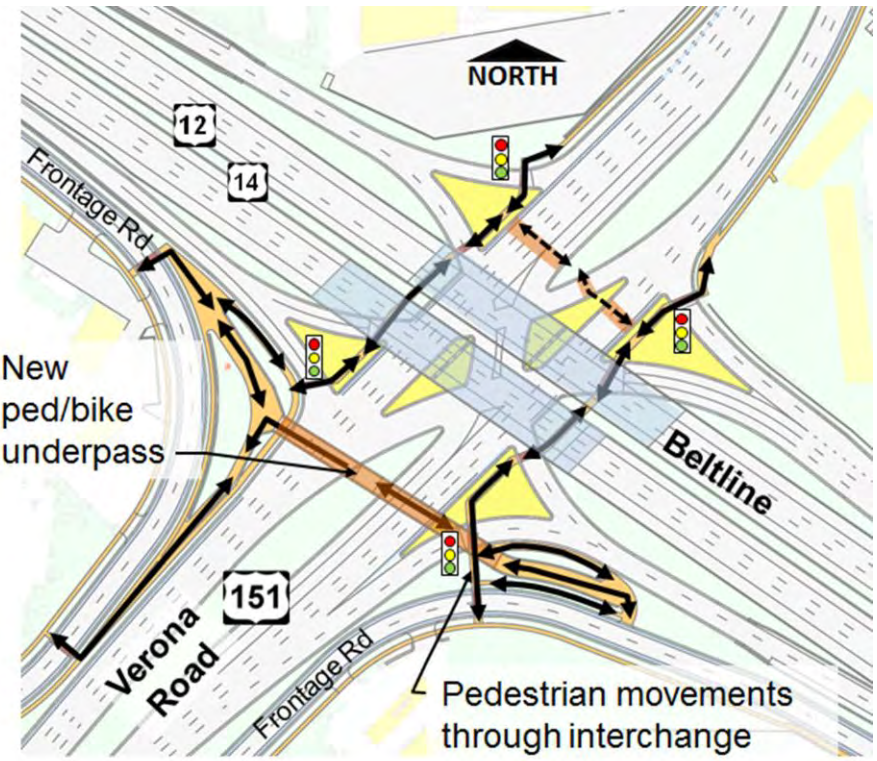


Figure 2.5-11 Pedestrian Movements Through Stage 1 Single-Point Interchange

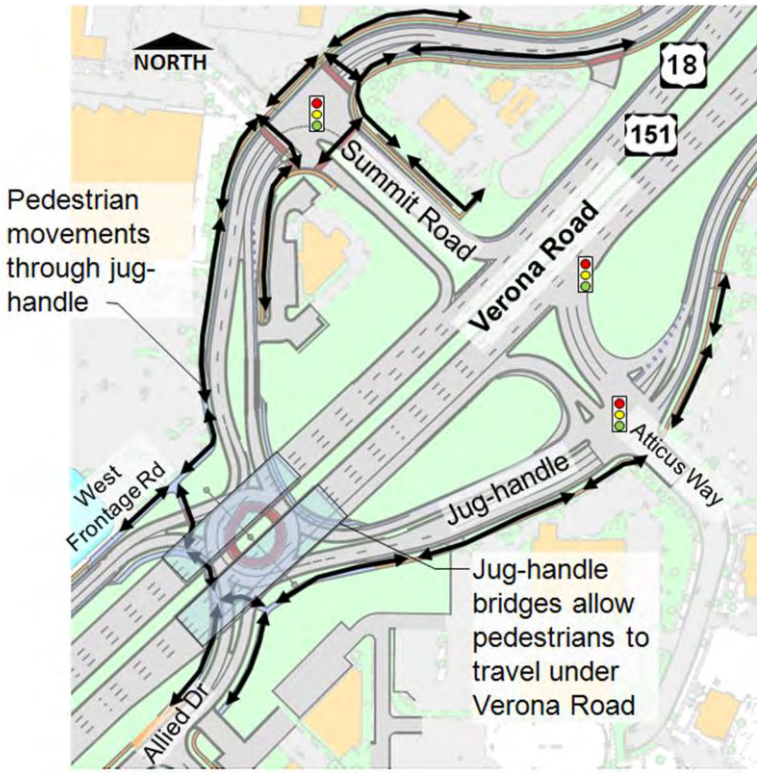


Figure 2.5-12 Pedestrian Movements Through Stage 1 Summit Road Jug-Handle

11. Other

The northeast and southeast quadrants of the interchange are eligible for noise walls. WisDOT is committed to construction of the noise walls and will work with the City of Madison and affected residents/owners through additional public involvement to determine if the walls are to be incorporated into construction plans.

In response to comments regarding impacts to Dunn's Marsh, the Preferred Alternative will construct a stormwater management basin just north of the Freeport extension south of the former Cub Foods parking lot. Figure 2.5-13 illustrates the location of the basin. See Section 4.8 Detailed Evaluation Sheet K - Stormwater.

To address congestion impacts associated with the construction of Stage 1, the park and ride lot in Verona will be expanded and transit stops will be added to the adjacent roadway. The expansion of this lot will take place prior to the implementation of Stage 1, and its impacts are addressed in a separate environmental document.

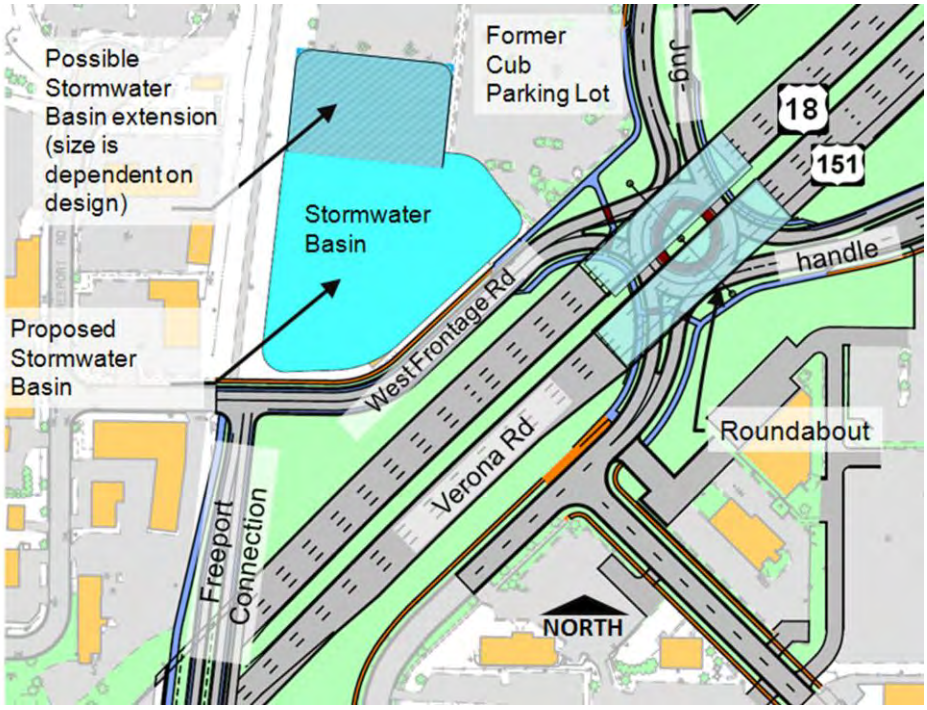


Figure 2.5-13 Stage 1 Stormwater Basin

B. Stage 2 (Construction ~ 2017)

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 2.5-14 illustrates the County PD interchange configuration.

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. Additionally, dual left-turn lanes could be added at the Williamsburg Way intersection's north and west approaches. Longer-term access solutions and appropriate intersection control will be further evaluated for Williamsburg Way when Stage 2 is implemented.

3. Carriage Street (Between Williamsburg Way and County PD)

With the Stage 2 work, Carriage Street will have its access to US 151 removed. Its access to Anton Drive will remain.

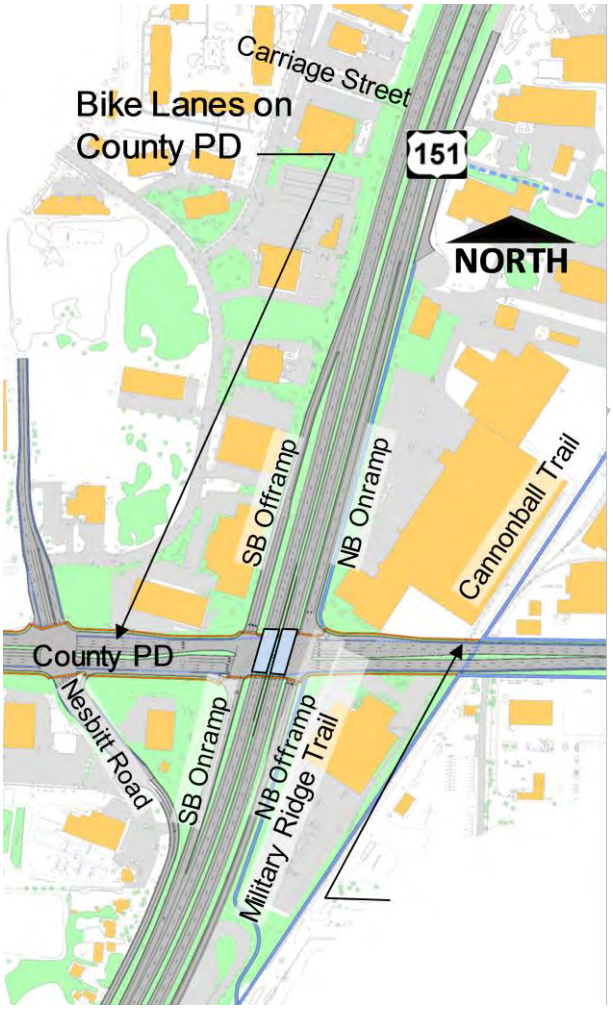


Figure 2.5-14 Stage 2 County PD Interchange

4. Bicycle and Pedestrian Accommodations

Bike 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 reconstructed within the existing Verona Road R/W and cross County PD immediately east of the interchange to avoid any Section 6(f) impacts. This will include an at-grade crossing of the east leg of County PD alongside the proposed northbound on and off ramps. If requested and approved by the Wisconsin Department of Natural Resources (WDNR) and National Park Service (NPS), WisDOT is willing to accommodate a rerouting of the trail to the east, where it would share a County PD crossing with the proposed Cannonball Trail. This crossing may initially be a mid-block at-grade crossing with special median treatments that provide refuge to pedestrians and cyclists. It would also include a new connection to and from the existing signalized intersection of County PD and Commerce Park Drive. When the Cannonball Trail is opened WisDOT will evaluate path usage and determine whether a grade-separated crossing is warranted as part of Stage 2 construction.

The trail that connects County PD to the Frontage Road cul-de-sac on the northeast side of the County PD/Verona Road is expected to remain unless a suitable alternative can be agreed upon by the local governments.

During the design of the Stage 2 interchange, WisDOT will evaluate the feasibility and utility of a path facility on the south legs of the County PD interchange that allows cyclists and pedestrians to connect directly with Nesbitt Road without crossing to the north side of County PD.

5. Other

The east side of Verona Road, south of Raymond Road and north of Williamsburg Way, is eligible for noise walls in Stage 2. WisDOT is committed to construction of the noise wall and will work with the City of Fitchburg and affected residents/owners through additional public involvement to determine if the wall is to be incorporated into construction plans.

Stormwater basins would be constructed and/or enlarged to manage the quantity and quality of Stage 2 stormwater. See Section 4.8 Detailed Evaluation Sheet K - Stormwater.

Stage 3

Stage 3 will be constructed when operation and safety needs warrant the infrastructure investment. It is anticipated this will occur near the year 2030. Because of the anticipated time lag between construction of Stage 2 and Stage 3, the environmental document will be reevaluated in coordination with federal, state, and local agencies prior to implementation.

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 2.5-15.

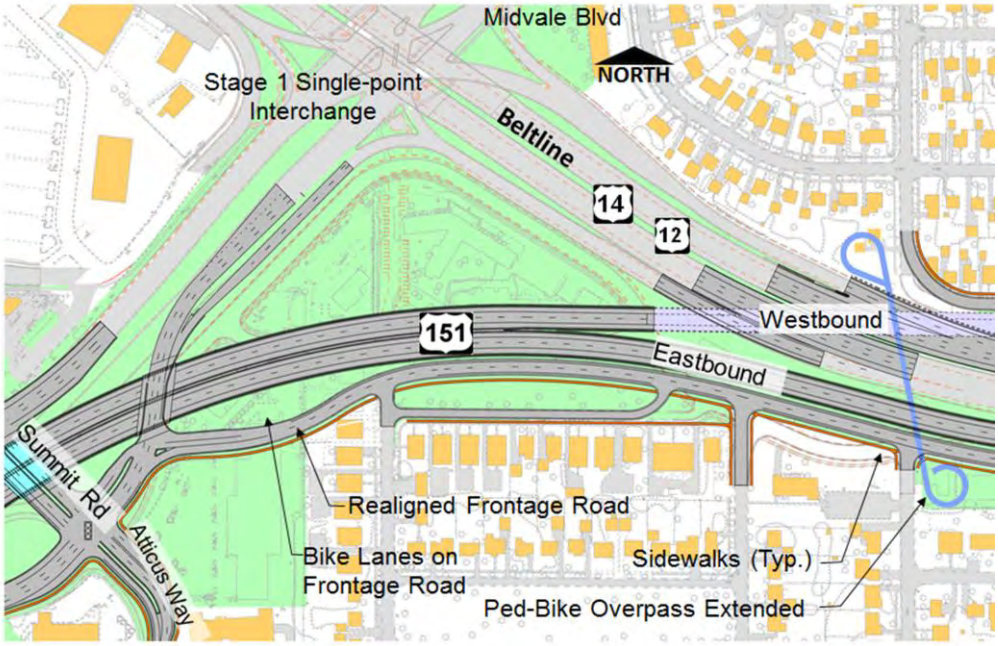


Figure 2.5-15 Stage 3 Freeflow Interchange

Local traffic would be accommodated by a pair of one-way frontage roads on each side of the depressed freeway. Local traffic would 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 would 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 would 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 would be closed and removed to decrease the weaving these ramps cause on the Beltline. The distance between the Verona Road interchange and the Seminole interchange is half of the one-mile interchange spacing current standards dictate. Seminole Highway would continue to be a grade-separated crossing of US 12/14, 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 one 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, only 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. At this time, Allied Drive may be connected to Atticus Way. Figure 2.5-16 illustrates a possible reconfiguration of Summit Road and the Verona Road one-way pair.

South of the intersection, a set of interchange ramps would be added to provide access to southbound US 151 from southbound Verona Road and from northbound US 151 to northbound Verona Road.

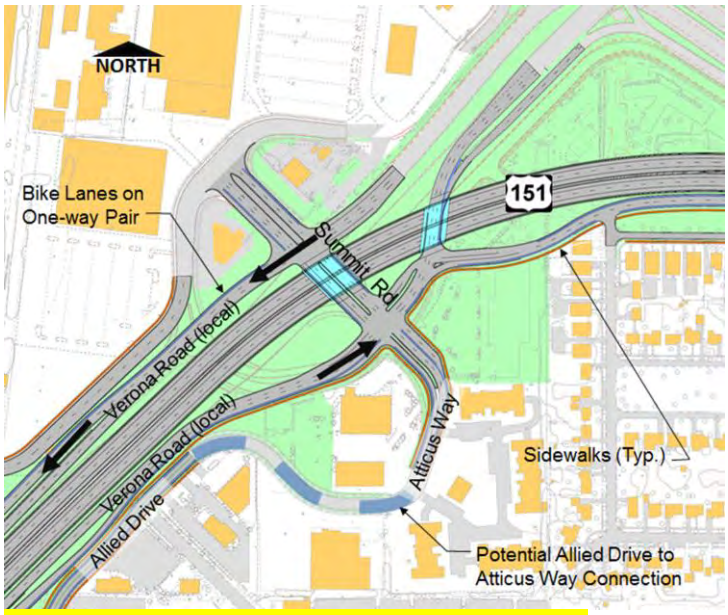


Figure 2.5-16 Stage 3 Summit Road Overpass

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 2.5-17 illustrates the Stage 3 Raymond Road extension into Allied Drive.

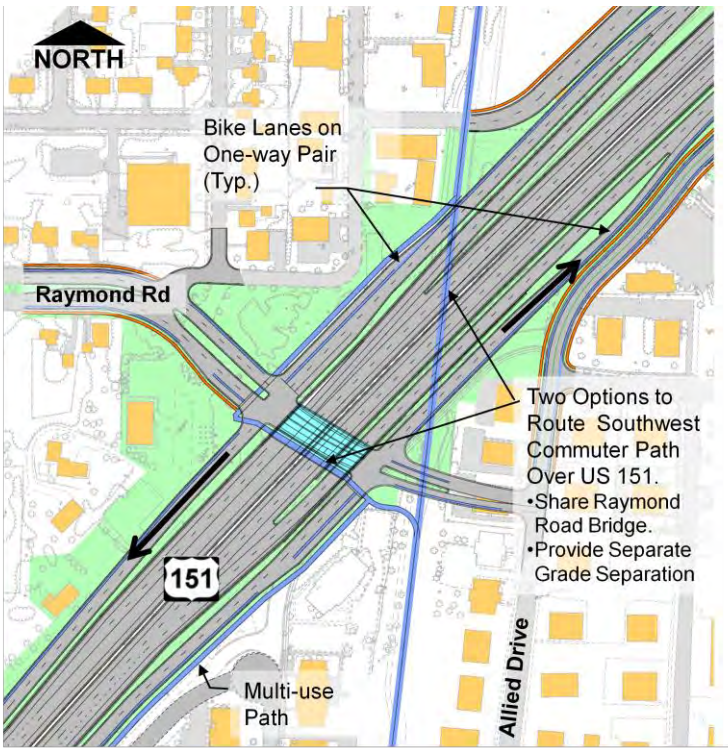


Figure 2.5-17 Stage 3 Raymond Road Extension

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 2.5-18 illustrates this option.

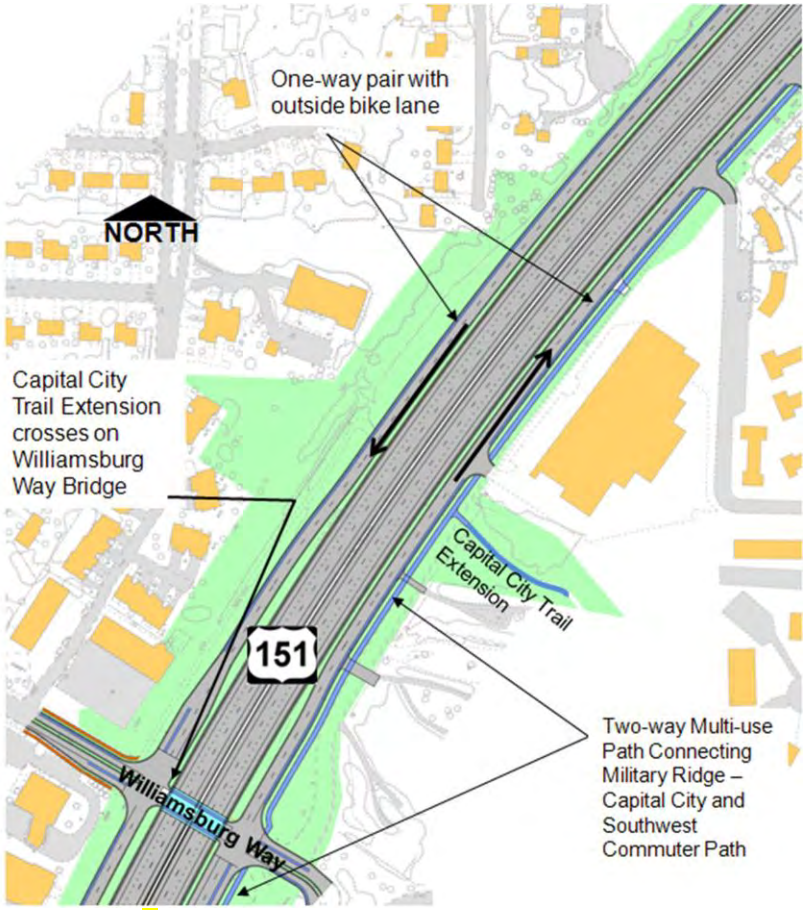


Figure 2.5-18 Stage 3 Williamsburg Way

7. Bicycle and Pedestrian Accommodations

The one-way-pair local road system would have bike lanes. Additionally, there will be a bike path on the east side of Verona Road that connects the Southwest Commuter Path with County PD. The Capital City Trail extension underpass may be eliminated and path users could 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. Two options are being considered for path continuity. Option 1 would have path users routed to the Raymond Road overpass. Option 2 would provide a separate grade separated crossing of Raymond Road, Verona Road, and US 151. 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. The bicycle/pedestrian facilities in Stage 3 are shown in Figure 2.5-19.

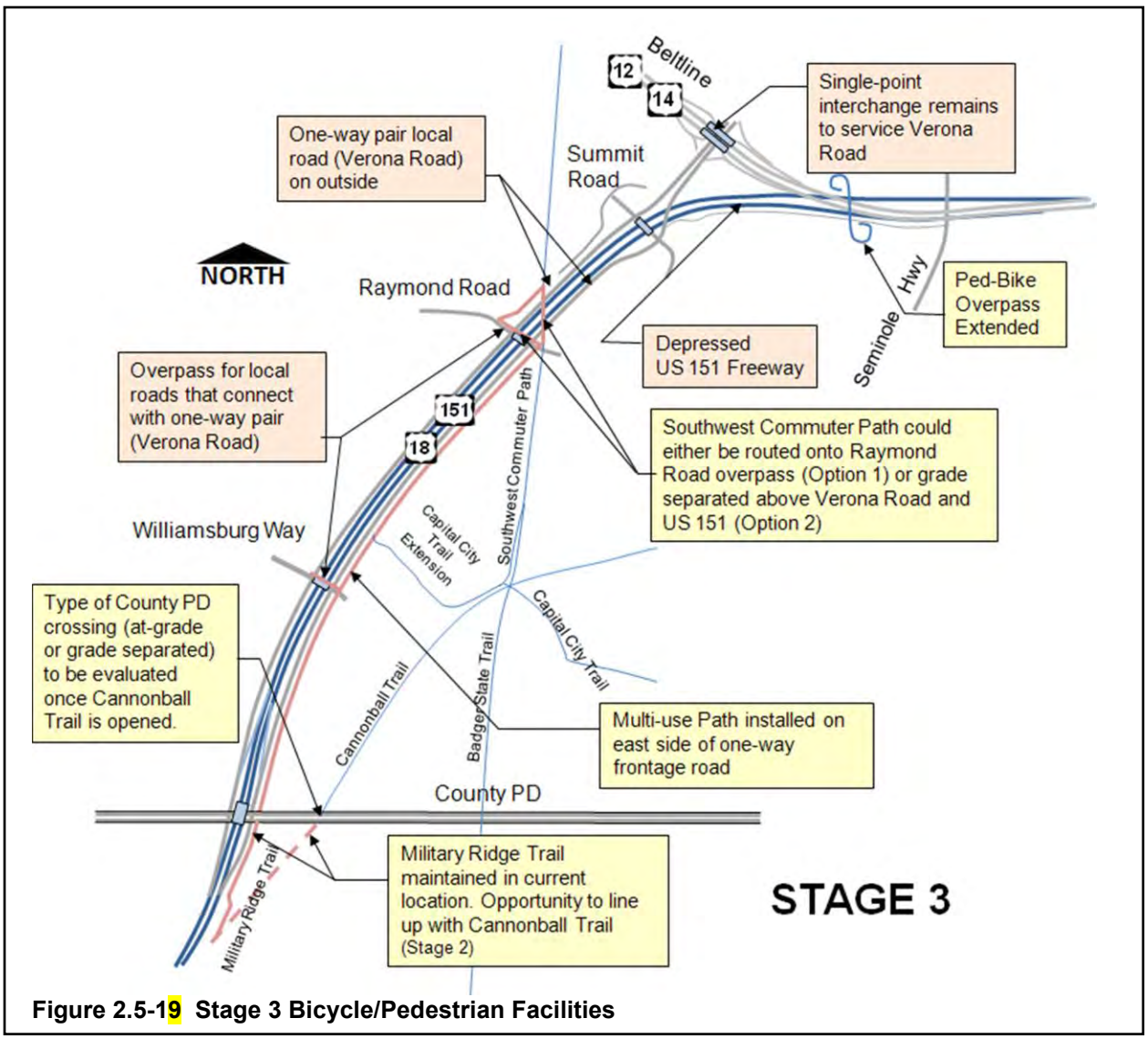


Figure 2.5-19 Stage 3 Bicycle/Pedestrian Facilities

8. Other

Stage 3 qualifies for noise walls in the southeast and northeast quadrants of the interchange. WisDOT is committed to construction of the noise walls and will work with the City of Madison and affected residents/owners through additional public involvement to determine if the walls are to be incorporated into construction plans.

Stormwater basins will also either be constructed or enlarged to address stormwater management of Stage 3. See Section 4.8 Detailed Evaluation Sheet K–Stormwater Management for possible locations.

To address Section 4(f) impacts to Britta Park, mitigation measures are proposed at DeVolis Park. These will be reevaluated prior to Stage 3 construction to ensure they best meet the community needs at that time. See Section 4(f) Evaluation in Section 4.8 Detailed Evaluation Sheet O.

2.6 REASONS SUPPORTING THE SELECTION OF THE PREFERRED ALTERNATIVE

There are several reasons that support the selection of this staged Preferred Alternative which includes refinements resulting from comments on the SDEIS. These reasons include the following.

A. Purpose and Need is Satisfied

The Preferred Alternative satisfies each component of the project purpose and need. Operational, capacity, and neighborhood connectivity needs are addressed in every stage, while US 151 backbone system continuity is addressed in Stages 2 and 3.

B. Improvements Coincide with Need

The Preferred Alternative addresses capacity and safety needs in a staged manner where construction of the improvement coincides with the roadway need.

C. Impacts are Delayed Until Improvement is Needed

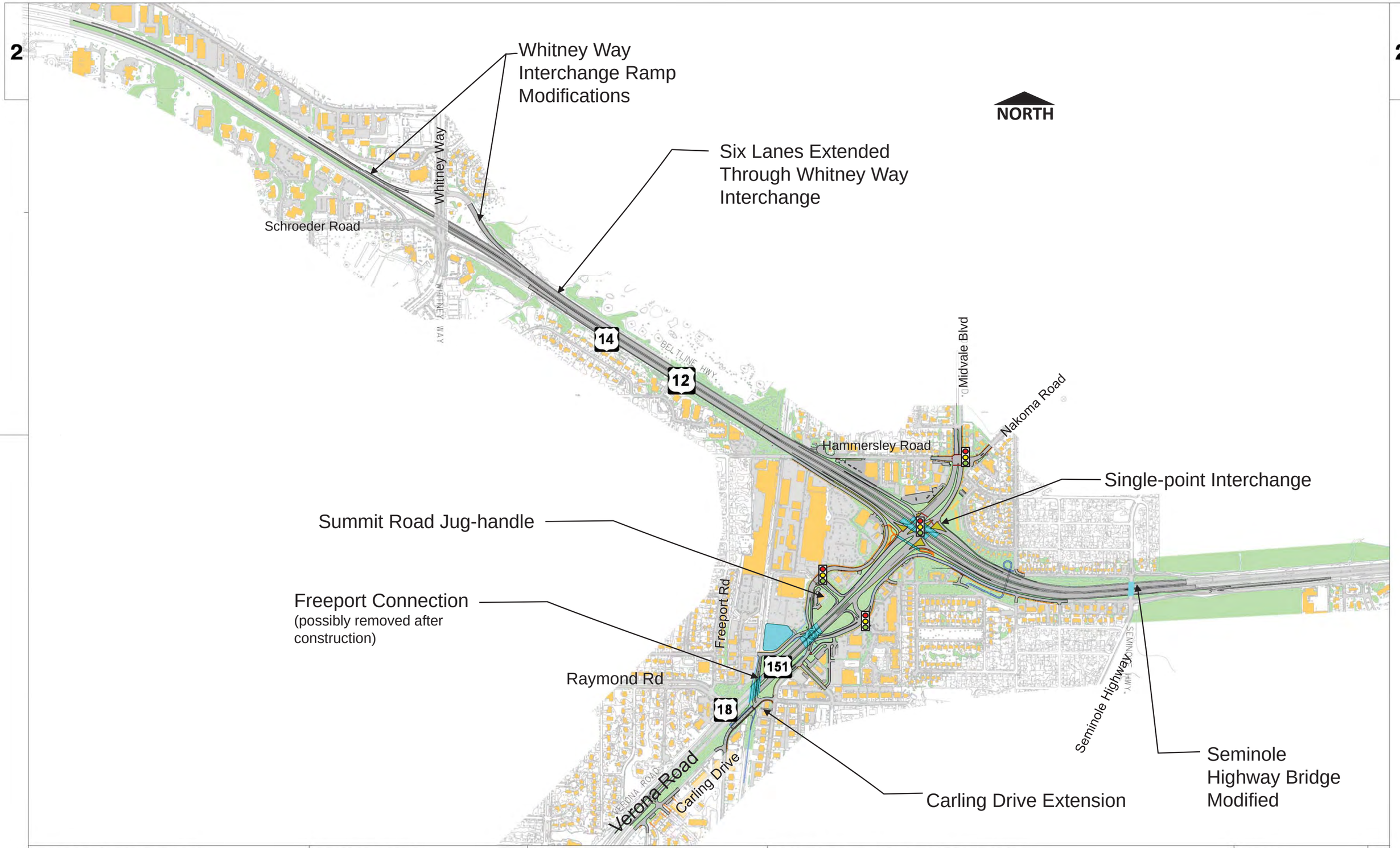
The Preferred Alternative stages the impacts. Properties that are not needed until the full freeway conversion can remain occupied and continue to serve the residing business or residence.

D. Local Government and State and Federal Agency Comments are Addressed

The staging of the Preferred Alternative addresses key comments received from local governments and state and federal agencies during the DEIS and SDEIS comment periods.

Figures 2.5-20 through 23 illustrate Stages 1, 2, and 3 of the Preferred Alternative.

2



PROJECT NO:1206-07-06	HWY:USH 18/151	COUNTY:DANE	VERONA ROAD - STAGE 1 IMPROVMENTS	Figure 2.5-20 E

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2

NORTH

Six Lanes Extended Through Whitney Way Interchange

Single-point Interchange

New Ped-Bike Underpass

Ped-Bike Overpass Replaced

Freeport Connection
(possibly removed after construction)

Seminole Highway Bridge Modified

Summit Road Jug-handle

Jug-handle roundabout underneath Verona Road

Carling Drive Extension

Hammersley Road

Midvale Blvd

Nakoma Road

Frontage Road

14

12

Nakoma Plaza Shopping Center

Nakoma League Neighborhood

Doncaster Drive

Beltline

151

18

Summit Rd

Britta Parkway

Britta Park

Frontage Road

Dunn's Marsh Neighborhood

Madison Plaza Shopping Center

De Volis Parkway

De Volis Park

Jug-handle

Stormwater Basin

Southwest Commuter Path

Orchard Ridge Neighborhood

Freeport Rd

Avalon Village

Seminole Highway

Raymond Rd

Meadowood Neighborhood

Allied Drive

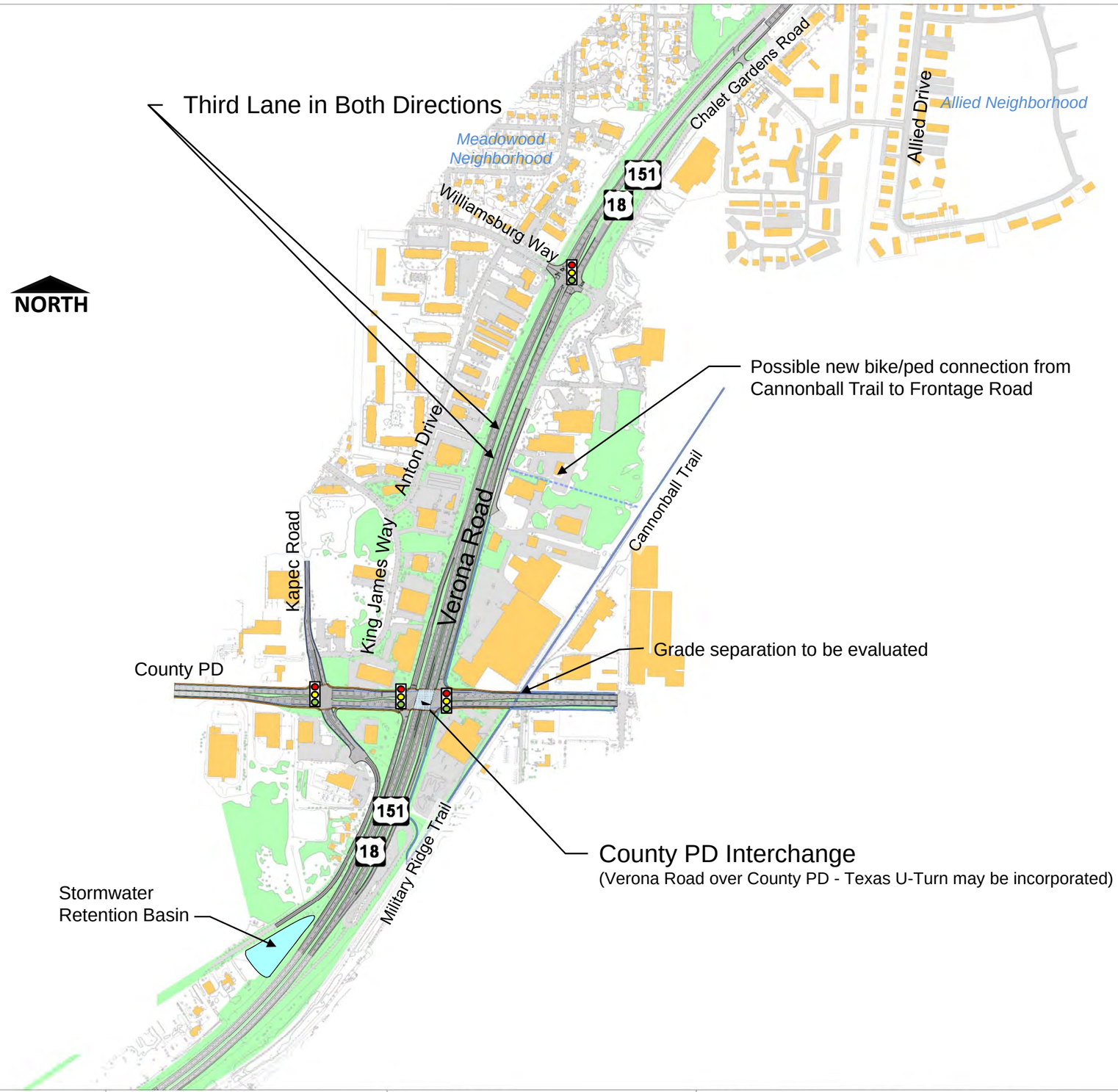
Allied Neighborhood

Verona Road

Carling Drive

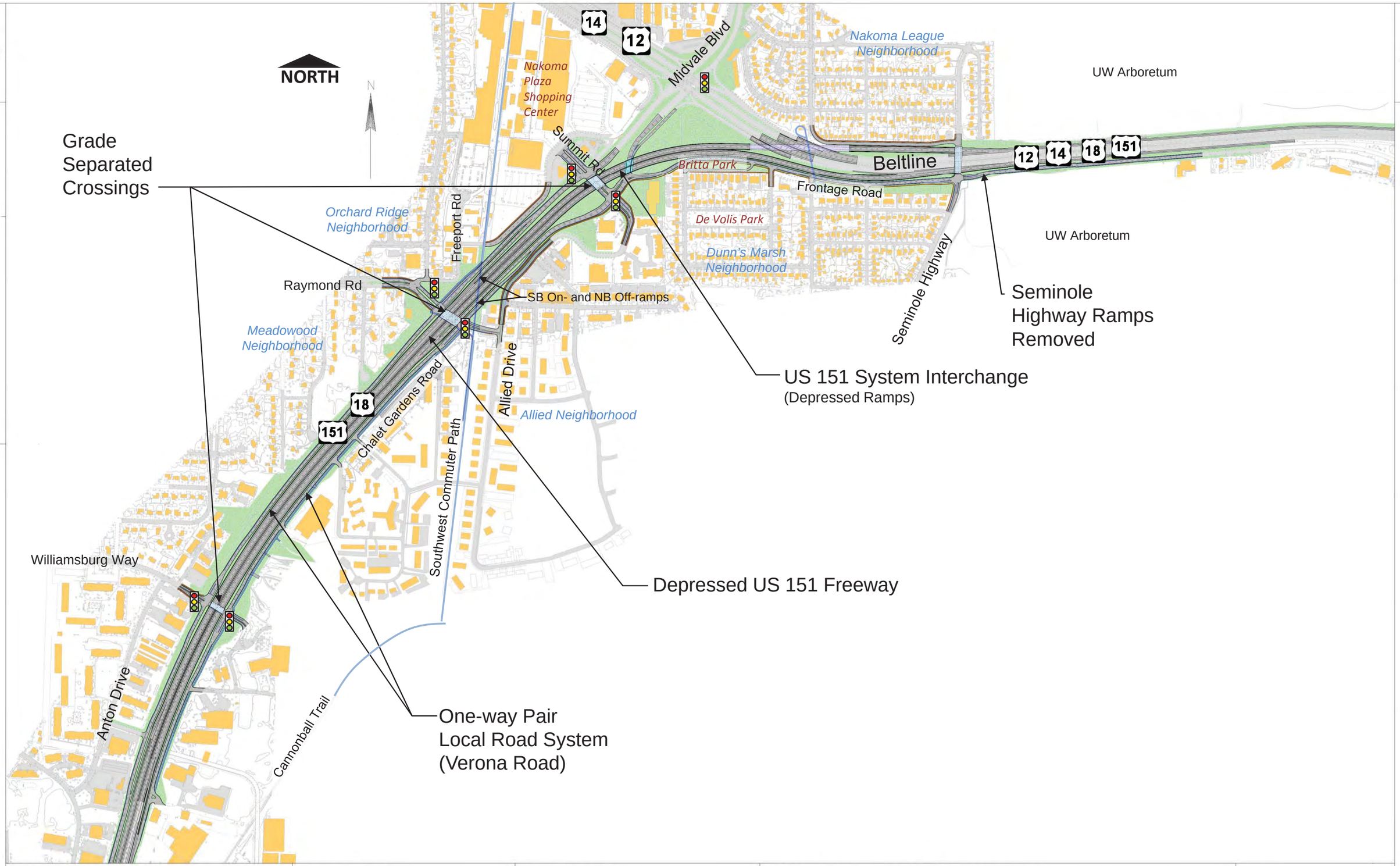
PROJECT NO: 1206-07-06	HWY: US 18/151	COUNTY: DANE	VERONA ROAD - STAGE 1 IMPROVEMENTS	Figure 2.5-21 E

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PROJECT NO:	HWY: US 18/151	COUNTY: DANE	VERONA ROAD - STAGE 2 IMPROVEMENTS	Figure 2.5-22

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PROJECT NO: | HWY: US 18/151 | COUNTY: DANE | VERONA ROAD - STAGE 3 IMPROVEMENTS

Figure 2.5-23

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US 18/151/Verona Road

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3 AFFECTED ENVIRONMENT

3.1 EXISTING LAND USE IN THE IMMEDIATE VICINITY OF US 18/151 (VERONA ROAD) AREA

3.1.1 GENERAL LAND USE PATTERN

The area in the immediate vicinity (approximately one-quarter mile) of the study corridor is heavily urbanized. In the area surrounding the Verona Road/Beltline interchange, land use consists of commercial, industrial, and residential uses. Figures 3.1-1 and 3.1-2 depict the dominant land uses in the northern and southern half of the project area, respectively. Generally, commercial uses are dominant in the southwest, southeast, and northwest quadrants of the Verona Road/Beltline interchange while residential uses are predominant in the northeast quadrant. From Raymond Road south to Williamsburg Way, the prevailing land uses adjacent to the Verona Road corridor are multifamily residential and single-family residential. Between Williamsburg Way and County PD, corridor uses include a mix of light industrial and larger commercial uses.

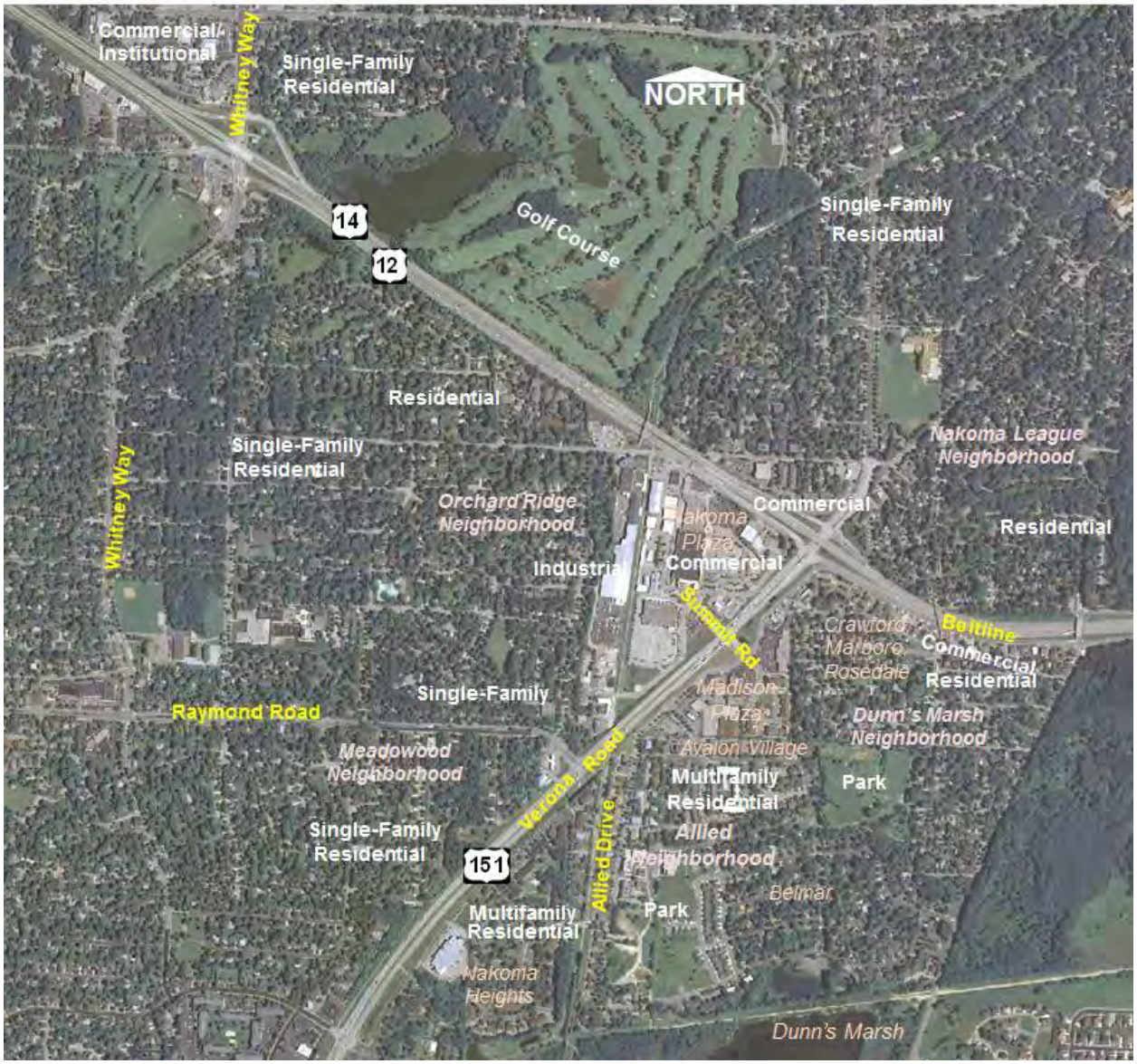


Figure 3.1-1 Existing Land Use Near Verona Road Interchange and Corridor (North Project Area)

Except for the immediate area surrounding of the Verona Road/Beltline interchange, residential uses and a golf course are adjacent to the Beltline from Verona Road to Whitney Way. Commercial land uses front the

Beltline west of Whitney Way. East of the Verona Road/Beltline interchange to Todd Drive, residential land uses and open space front the Beltline on both sides.

The northwest quadrant of the Verona Road/Beltline interchange is occupied by a series of commercial structures in a commercial "strip" center arrangement known as Dorn Midvale Center. Businesses include a hardware store, auto parts store, bar, Mexican grocery store, Mexican restaurant, a martial arts studio, an acupuncture clinic, and a Chinese restaurant.

The northeast quadrant of the Verona Road/Beltline interchange is occupied by a cluster of multiunit townhouse structures. Uses to the east of the interchange are mostly older single-family homes.

The southwest quadrant of the Verona Road/Beltline interchange is occupied by the Nakoma Plaza shopping center developed in the late 1990s that contains a large home supply store, a sporting goods store, office supplies store, and a secondhand store. Several commercial uses surround this center at or north of the Summit Road/Verona Road intersection, including three food establishments, a gas station, and auto service center. The area also houses a few light industrial/warehouse buildings associated with a lumber fabrication company and bookstore distribution center located near the Beltline exit ramp. There are two large vacant commercial structures in the area: a large grocery store just south of the Verona Road/Summit Road intersection closed in 2008 and a medium-sized stand-alone vacant commercial structure immediately west of Verona Road that formerly housed a craft store. The Orchard Ridge neighborhood is located immediately west of the commercial area, where single-family homes are the dominant land use.

The southeast quadrant of the Verona Road/Beltline interchange is occupied by small- to medium-sized commercial uses clustered around the Summit Road/Verona Road intersection. They also exist along the frontage roads that run north to the Beltline entrance ramp and east to the Seminole Highway. A site previously home to a supermarket was redeveloped as the 48-unit Avalon Village apartment complex by the City of Madison in 2007. There are several businesses to the south of this area, including a small strip center which is 50 percent vacant, that houses a laundromat and a housing services office. Other businesses include a check cashing business, a fast food restaurant, and a roller rink. North of the Summit Road/Verona Road intersection, a strip commercial building (Madison Plaza) contains an auto parts store, hardware store, copy shop, a cell phone shop and a bicycle store. As of summer 2009, one of the seven stores is vacant in the strip center. A series of small commercial buildings are located along the West Beltline frontage road adjacent to the southeast side of Verona Road and the Beltline entrance ramp. Businesses include a gas station/convenience store, bagel shop, a motel, a medical prosthetics business, a Montessori school, a clock store, hair replacement business, stained glass studio, security business, and landscaping office. There are also several multifamily structures. Farther east, between the Beltline pedestrian bridge and Seminole Highway, a pattern of small commercial or office and small institutional structures exists. South of this frontage road commercial area, there is an immediate transition to residential uses (primarily multifamily) south of Britta Parkway.

To revitalize the Allied Neighborhood and stimulate additional reinvestment and redevelopment, the City of Madison, in cooperation with the private sector and agencies, has invested heavily in redevelopment of this neighborhood. This investment has occurred particularly in properties along the Allied Drive corridor and the Summit Road intersection with Verona Road. City activities for these purposes have included development of the Allied-Dunn's Marsh-Belmar Neighborhood Revitalization strategy, property acquisition and land assembly for purposes of redevelopment, and creation of a Tax Incremental Financing District. In 2007, the City oversaw completion of the Prairie Crossing Development, which revitalized 50 low-income dwelling units. In 2008, the City used a mixture of tax credits, tax increment financing, and other resources to oversee the construction of the 48-unit Avalon Village residential development near Summit Road.

Affected properties in the vicinity of the Raymond Road/Verona Road intersection include a gas station/convenience store and a small engine repair business located in the southwest quadrant. A tavern is located in the northwest quadrant. Residential uses account for most of the development on both sides of Verona Road south to the area around the Williamsburg Way intersection with Verona Road.

In the vicinity of the Williamsburg Way intersection, commercial uses are located in each quadrant of the intersection. The most recent commercial use is an upscale home improvement center, located on Chalet Garden Road just south of the Chalet Gardens apartment complex. Light industrial uses on the east side include a scientific laboratory and light manufacturing complex and a cycling accessory manufacturer. All the businesses rely on Williamsburg Way for access to Verona Road. Commercial and office uses exist immediately west of the intersection and include a strip mall in the northwest quadrant and a bank in the southwest quadrant.



Figure 3.1-2 Existing Land Use on South Portion of Verona Road Corridor

Potentially affected areas from the Williamsburg Way intersection south to County PD are mostly larger commercial or industrial uses. The line of commercial properties along the west side of Verona Road includes specialty retail stores, a restaurant/bar, plumbing supply, and auto businesses. None of these uses have direct access to Verona Road but instead rely on access from Williamsburg Way, Carriage Street, Anton Drive, and County PD. A large regional grocery distribution center exists on the east side of Verona Road just north of County PD. This center relies on Williamsburg Way to access Verona Road.

A large regional bank building is located in the southwest quadrant of the County PD intersection. Additionally, the City of Fitchburg has approved the Orchard Pointe development west of this intersection. This development includes a large discount store and associated outlots.

3.2 AFFECTED ENVIRONMENT SURROUNDING PROJECT AREA

The affected environment beyond the immediate vicinity of the project (to a radius of approximately 1 mile) is located within the Town of Madison and Cities of Madison and Fitchburg and is heavily urbanized. Notable exceptions include the approximately 2-square-mile UW Arboretum to the east and northeast of the Verona Road corridor and Dunn"s Marsh located in the southeast quadrant of the Verona Road/Beltline interchange. These areas are publically owned conservancy areas. Beyond the immediate project area, the dominant land use is medium-density residential, most of which is single-family housing, but it also includes a large number of low rise (three stories or less) multiunit condominiums and apartments as shown in Figure 3.2-1. The age, price, and state of repair of these properties varies, but most neighborhoods and subneighborhoods have been in existence for thirty years or more.

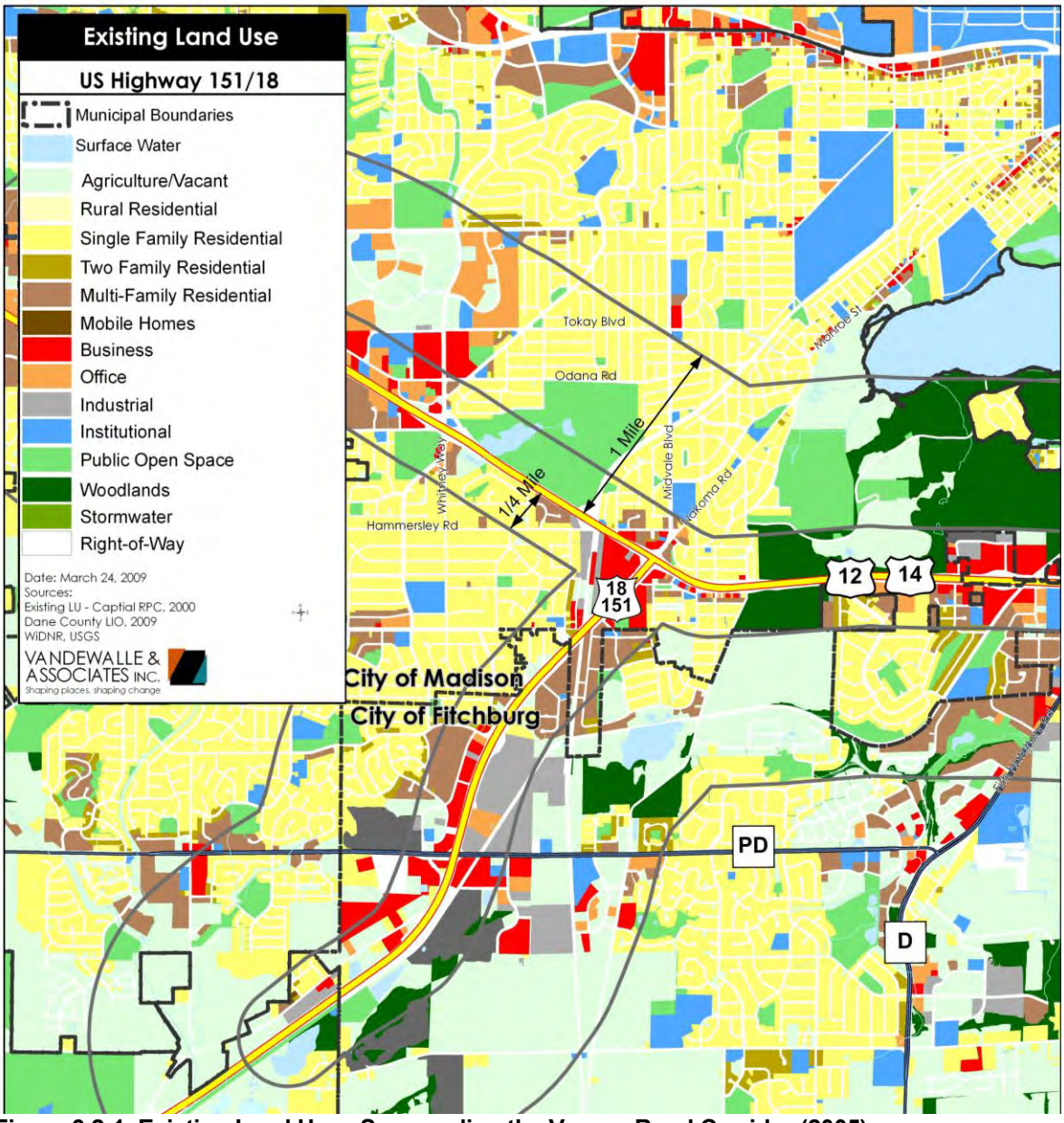


Figure 3.2-1 Existing Land Uses Surrounding the Verona Road Corridor (2005)

3.3 NATURAL RESOURCES

There are few preserved natural resources directly adjacent to the roadway because the Verona Road corridor is located primarily in an urban area. Just beyond the corridor, however, there are several larger blocks of open space including Dunn"s Marsh and the UW Arboretum. Figure 3.3-1 illustrates the major watersheds, remaining surface waterways, and open spaces surrounding the project area. The entire project area is within the Yahara River watershed, which is part of the larger Rock River Drainage Basin. There is a major divide between the Yahara and Sugar River watersheds immediately south of the project area.

Dunn"s Marsh, an open water marsh that feeds the Yahara River System and Lakes, is located to the south and east of the project corridor. The marsh is classified as a deep water marsh (> 6 feet) of about 30 acres. The marsh is surrounded by a narrow strip of sedge meadow with higher hills surrounding the marsh to the north, west, and south. The marsh is a stormwater discharge area, receiving water mainly from the west. Siltation and water quality degradation have and continue to be a problem. A diversity of vegetation exists in or adjacent to the area that harbors birds, muskrats, and other small mammals and birds. Development around the marsh has altered both its elevation and water quality. This development also poses threats to the aquatic diversity of the marshland surrounding the area.

The UW Arboretum abuts both sides of the Beltline corridor east of Seminole Highway and ultimately is part of the Yahara River and Lake Monona Watershed. This 1,260-acre arboretum was established from former farmland in the 1930s and is now home to a range of restored ecosystems ranging from prairie and savanna, forests, and wetlands that support hundreds of native plant species and both aquatic and terrestrial animal species. Because the Arboretum is surrounded by urban development, problems associated with development, redevelopment, and water quality are an ongoing concern.

The online Natural Heritage Inventory provided by WDNR indicates that there are aquatic listings and terrestrial listings for rare species within the project area. It is possible that project construction activities could affect habitat, although less likely. Habitat reviews for presence, suitability, or use by listed species may be requested by WDNR during design of these facilities.

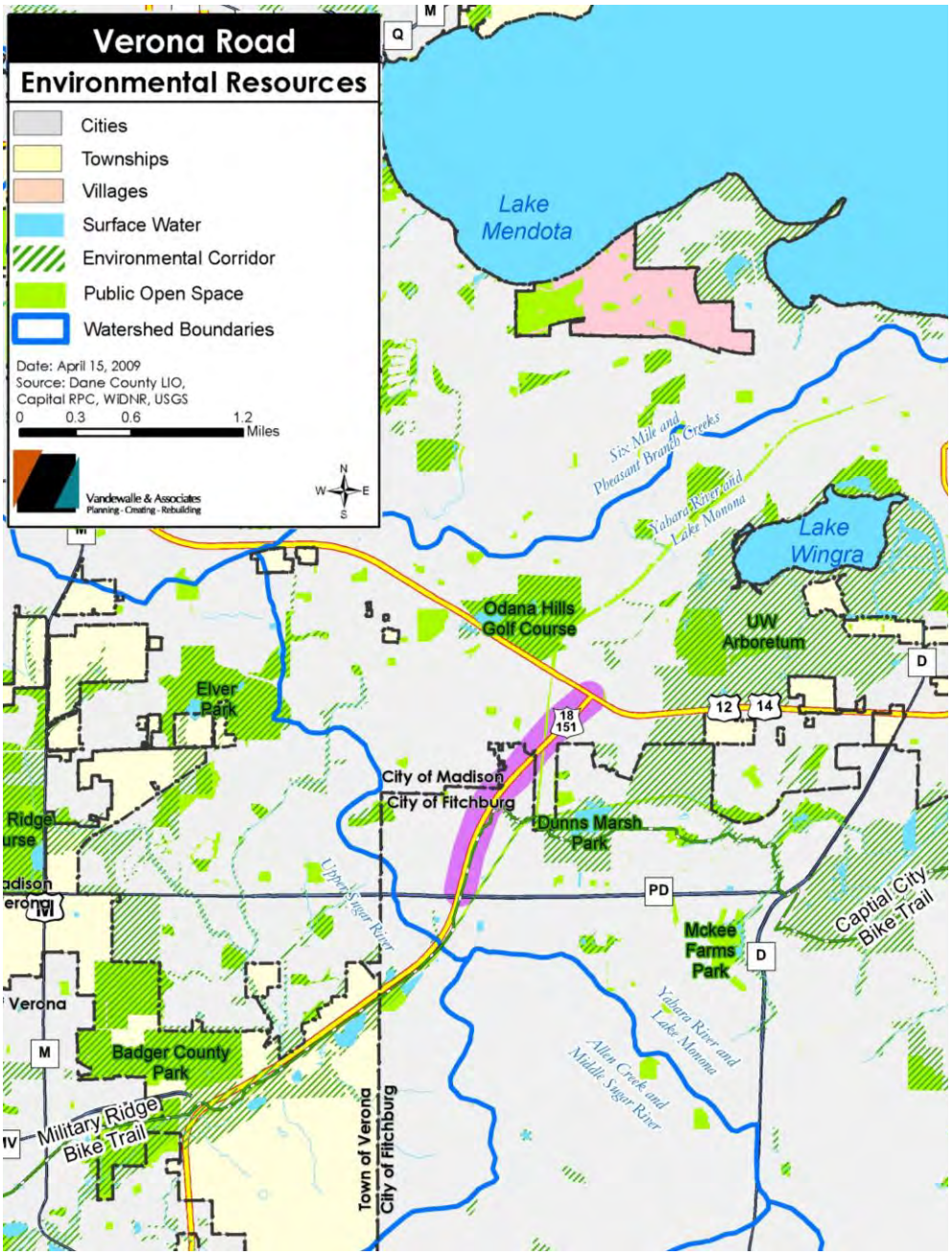


Figure 3.3-1 Natural Resource Area in the Vicinity of Verona Road

3.4 SUMMARY OF AREA LAND USE PLANS–EXISTING PLANS

Table 3.4.1 summarizes the land use and transportation plans developed and adopted by various governmental units with authority over the project area. The project area is located within and is completely surrounded by territory in the Cities of Madison and Fitchburg. Both communities have recently adopted or amended their plans and incorporated most of the transportation recommendations of the other county, regional, and state plans. A more detailed summary of the plans is found below.

Plan Name	Author and Year Adopted
City of Fitchburg Comprehensive Plan	City of Fitchburg (2009)
WisDOT Connections 2030 Plan	WisDOT (2009)
Dane County Comprehensive Plan	Capital Area Regional Planning Commission (CARPC) (2009)
City of Fitchburg Park, Open Space, and Recreation Plan 2010-2015	City of Fitchburg (2008)
City of Fitchburg Bicycle and Pedestrian System Plan	City of Fitchburg (2008)
Coordinated Public Transit–Human Services Transportation Plan for Dane County	Madison MPO (2008)
Transportation Development Plan (TDP) for the Madison Urban Area (2008)	Madison MPO (2008)
2009 -2013 Transportation Improvement Plan	Madison MPO (2008)
Rails–to–Trails Conservancy (RTC) 2010 Campaign for Active Transportation	Madison MPO (2008)
2008 Madison Area Bicycle Way System Plan	Madison MPO (2008)
City of Madison Comprehensive Plan	City of Madison (2006)
Regional Transportation Plan 2030	Madison MPO (2006)
Allied-Dunn"s Marsh Belmar Neighborhood"s Physical Improvement Plan	City of Madison (2005)
Amendment to Tax Incremental Finance District No. 29-Allied Drive	City of Madison (2005)
Dane County Comprehensive Park and Open Space Plan 2006-2011	Dane County (2005)
Dane County Water Quality Control Plan	Dane County (2004)
Transport 2020	City of Madison/WisDOT/Dane County (2002)
City of Madison Pedestrian Transportation Plan	City of Madison (1997)
City of Madison Park and Open Space Plan	City of Madison (1997)

Table 3.4-1 Existing Land Use Plans

A. City of Fitchburg Comprehensive Plan (2009)

The City of Fitchburg"s northern corporate boundary coincides with the City of Madison"s southern boundary within the Allied-Dunn"s Marsh–Belmar Neighborhood in the southeast quadrant of the Verona Road/Beltline interchange and also in the neighborhood immediately west of Verona Road south of Raymond Road. Existing land uses in the project area are shown in Figure 3.1-2. The City of Fitchburg"s 2009 Comprehensive Plan recommends that established land uses within and immediately outside of the project area remain essentially unchanged through 2030; the exception is the western quadrants of the Verona Road/County PD intersection. The plan recommends conversion from low-intensity industry (quarries) to higher density uses in this area. Specifically, low-to-high density residential is planned for areas north of County PD, and substantial business and retail are being planned for open areas south of County PD. The City has established baseline architectural standards for any redevelopment occurring in the City"s Nesbitt Road/Verona Road Planning Study area. 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 plan includes a number of recommendations concerning transportation that may be affected by the Preferred Alternative. 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. Most aspects of the Preferred Alternative are not in conflict with the principal land use and transportation recommendations of the City of Fitchburg Comprehensive Plan, though highway noise impacts of Verona Road may affect areas planned for residential redevelopment to the west.

B. WisDOT Connections 2030 Plan (2009)

The WisDOT Connections 2030 Plan is Wisconsin"s latest long-range statewide multimodal plan. This plan incorporates and updates the Wisconsin State Highway Plan 2020 (2000) and the Wisconsin Bicycle Transportation Plan 2020 (1998). The plan identifies Verona Road/USH 151 and the US 12/14/18 Beltline Highway as a "backbone" arterial route within the state highway system and emphasizes its major role as a national and state and regional arterial. The plan notes that the Verona Road segment of US 151 is the only backbone route that is not a fully limited access or access-controlled freeway and the plan recommends addressing this issue. The plan also acknowledges the importance of alternate modes of transportation including local transit, bicycle, and pedestrian routes and generally recommends working with local governments to determine the best locations for over- and underpasses and mitigating other corridor impacts. The Preferred Alternative is consistent with the recommendations of this plan.

C. Dane County Comprehensive Plan (2008)

This plan was developed to meet the State of Wisconsin"s comprehensive planning requirements and replaces the Vision 2020 Dane County Transportation and Land Use Plan. The Plan draws largely from locally developed comprehensive plans including the City of Madison and City of Fitchburg Comprehensive Plans. The plan also builds on specialized Dane County and Madison Area MPO Plans with implications for the project area such as the Regional Transportation Plan 2030, the Dane County Comprehensive Outdoor Recreation Plan, and the Dane County Water Quality Plan. Most aspects of the Preferred Alternative are compatible with this plan; however, Stage 3 improvements may be viewed as in conflict with some transportation recommendations. This plan recommends traffic demand management and alternative modes transportation over increases in highway capacity that facilitate development in rural parts of the county.

D. City of Fitchburg Comprehensive Park, Open Space, and Recreation Plan 2010-2015 (2008)

This plan recommends a system of parks, open space, and interlinking recreation trails. Recommendations that would be affected by the proposed Verona Road project are generally the same as those recommended for the Bicycle and Pedestrian System Plan and the City"s Comprehensive Plan. The Preferred Alternative is not in conflict with this plan, providing the project-related stormwater management measures preserve the function and character of City parks.

E. City of Fitchburg Bicycle and Pedestrian System Plan (2008)

The City of Fitchburg"s 2008 Bicycle and Pedestrian System Plan contains several recommendations for bicycle, pedestrian, and multiuse trails and routes that will have a direct effect on (or be potentially affected by) the Verona Road Project. Recommendations include retention of the Southwest Commuter Path including a crossing of Verona Road north of Raymond Road, retention of the shared-use path across Verona Road north of Williamsburg Way, a proposed multiuse "Cannonball Trail" connecting the Military Ridge State Trail to he Capital City State Trail and proposed Badger State Trail, other bike routes east of the project area, and the addition of a bicycle/pedestrian overpass or underpass crossing Verona Road at County PD. The Preferred Alternative is not in conflict with this plan; however, both the plan and the City of Fitchburg advocate a grade-separated ped/bike crossing of County PD at the Verona Road interchange. WisDOT has not yet determined if an at-grade or grade-separated crossing is warranted at this location. Counts will be conducted once the Cannonball Trail opens.

F. Coordinated Public Transit–Human Transportation Plan for Dane County (2008)

The Coordinated Public Transit–Human Transportation Plan for Dane County was completed by the Madison Area Metropolitan Transportation Planning Board, with cooperation of the Dane County Department of Human Services Staff, and adopted by the Dane County Transportation Coordination Team. This plan is intended to identify and address the transit needs of elderly, handicapped, and low-income citizens, identify existing transit service providers that meet these needs, and make recommendations on ways to coordinate and improve services. The planning effort was also intended to

comply with Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) requirements that federal funds received under the Elderly and Disabled Transportation Program (Section 5310), Job Access and Reverse Commute (JARC) Program (Section 5316), and the New Freedom Program (Section 5317) are being used for the intended purposes. The Verona Road project area and a portion of the Indirect and Cumulative Effects (ICE) study area are located entirely within this plan's area of concern. Madison Metro Transit is the largest operator of both bus and paratransit in the planning area. Others include private nonprofit and for-profit taxis and bus services. The plan calls for continuation of service to all areas with mobility impaired populations including the Verona Road project area. The Preferred Alternative is not in conflict with the goals and recommendations of this plan.

G. Transportation Development Plan (TDP) for the Madison Urban Area (2008)

The TDP is a strategic plan developed and adopted by the Madison Area MPO and the City of Madison. It is developed within the framework of the 2006 *Regional Transportation 2030 for the Madison Metropolitan Area and Dane County.* The plan covers bus and other transit improvements, facility improvements, and coordination of transit and land use planning (among others).

H. 2009-2013 Transportation Improvement Plan (2008)

The Madison Area MPO's official work program includes intersection improvements for Verona Road and continuation of Verona Road and West Beltline Study. The Preferred Alternative is generally not in conflict with this plan, though implementation may be reconciled with implementation of Stage 1 improvements. In September 2009, the MPO voted to amend the plan to include improvements associated with the Preferred Alternative.[1]

I. Rails-to-Trails Conservancy (RTC) 2010 Campaign for Active Transportation (2008)

Prepared by the Madison Area MPO Transportation Board, the plan documents missing links in the Madison area's bicycle transportation network and recommends acquiring or otherwise preserving existing and former railroad corridors for the purpose of improving the regional and metro area bicycle trail network. The campaign includes a priority corridor in and potentially affected by the project and project area. The campaign calls for preservation of trail R/W to create the "Cannonball Trail" that would connect the Military Ridge State Trail southwest of the project area to other trails east of the Verona Road Corridor. The corridor alignment crosses County PD just east of Verona Road. The "Cannonball Trail" is intended in turn to provide links to other existing and planned bicycle routes, several of which cross Verona Road and the Beltline Highway at various points. The Preferred Alternative is generally compatible with major plan recommendations to retain, extend, and improve connectivity of trails listed in the plan. Coordination is still occurring over the location of the Military Ridge Trail crossing of County PD and its realignment to match the proposed Cannonball Trail. Additionally, the Southwest Commuter Path will experience a small realignment and one additional at-grade crossing to accommodate a local road crossing underneath an old railroad structure.

J. Madison Area Bicycle Way System Plan (2008)

This plan updates the 2000 Bicycle Transportation Plan and its recommendations are incorporated into the City of Madison Comprehensive Plan. Major goals of the plan as they relate to the Verona Road project include preservation of the Southwest Commuter Path crossings at Verona Road and Beltline Highway, preserving or creating a bicycle connection between Williamsburg Way and Raymond Road, and creating new bicycle over- or underpasses at the intersection of County PD and Verona Road. It also recommends new bicycle over- or underpasses across County PD east of Verona Road to link the "Cannonball Trail" and other regional trails, and preserving (or providing new) bicycle over- or underpasses over the Beltline east of Verona Road/Midvale Boulevard west of (or at) Seminole Highway. The Preferred Alternative is generally compatible with the plan recommendations pertaining to retention or creation of bikeway connections across Verona Road and County PD, though some the specific locations and types of crossings proposed in the Preferred Alternative differ in detail from those of the plan.

K. City of Madison Comprehensive Plan (2006)

The City of Madison Comprehensive Plan was updated in 2006. The plan addresses land use, transportation, parks and recreation, economic development, housing, and community facilities and encompasses and

[1] TPB Resolution No. 30 Amending the Regional Transportation Plan 2030: Madison Metropolitan Area & Dane County – September 2, 2009.

updates previous City plans that specifically address these planning concerns. The plan generally calls for retention of the current mix of low-density residential, medium-density residential, park, mixed use, and general commercial opportunities that currently exist in all four quadrants of the Verona Road/Beltline interchange. However, the City is also actively pursuing redevelopment in several areas near the project area, most notably in the Allied-Dunn's Marsh–Belmar Neighborhoods. Toward that end, the City of Madison worked with WisDOT, the City of Fitchburg, and various other private and public entities to develop the Allied-Dunn's Marsh–Belmar Neighborhood Physical Improvement Plan. The plan recommends redevelopment of the area around the Summit Road intersection with Verona Road and includes specific recommendations for land uses and urban design improvements in areas potentially affected by any reconstruction of Verona Road.

With regard to transportation, the City's comprehensive plan generally recommends maintenance of the current system of arterial roads and collector streets, with an additional recommendation to extend Raymond Road east into the Allied Drive neighborhood. The City's comprehensive plan also emphasizes retention and improvement of Madison Metro Bus Service within the project area. The plan calls for creation of a new express bus service that would link the City of Verona to planned City of Madison transit stops on Segoe Road via Verona Road and the Beltline (this plan is also reflected in the Transport 2020 plan). The 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 a new off-road bike trail called the "Cannonball Trail" that would link the Military Ridge Recreation Trail in Fitchburg to the Southwest Commuter Path, the Badger State Trail, the Capital City 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 from Segoe Road, across Midvale Boulevard at Mohawk Drive, and ultimately connect with existing routes across the Beltline Highway at the pedestrian bridge west of the Seminole highway overpass.

Some aspects of the Preferred Alternative are consistent with the City's comprehensive plan recommendations while other elements differ with portions of the plan. The City's plan proposes grade-separated crossing at Raymond Road and a direct extension of Raymond Road to Allied Drive. Under the Preferred Alternative, this improvement would not occur until Stage 3 and would include an alignment that varies from that advocated in the City's plan. Also, the City's plan does not endorse Stage 3 freeway improvements in the southeast quadrant of the Verona Road/Beltline interchange. Because the City„s plan only makes recommendations through the year 2030, Stage 3 of the Preferred Alternative may not fall within the plan's timeframe. Stage 3 will be implemented when operational and safety needs warrant the infrastructure investment, which is anticipated to be around 2030. This conflict may disappear or be rendered irrelevant over time.

L. Regional Transportation Plan 2030 (2006)

The *Regional Transportation Plan 2030 for the Madison Metropolitan Area and Dane County* is based upon, and supports, regional land use and local comprehensive plans in the County. It is an overall system plan that addresses streets and roads, public transit, paratransit,[2] bicycle and pedestrian transportation, freight, rail, air, and transportation system management. The plan, in turn, is used as one of the base documents for the recently adopted Dane County Comprehensive Plan, City of Madison Comprehensive Plan, and City of Fitchburg Plan (among others). The plan emphasizes improving transportation efficiencies and safety for multiple modes of transportation. The Preferred Alternative is not in conflict with most of the recommendations of this plan with the exception of those differences noted in summary of the City of Madison Comprehensive Plan and Dane County Comprehensive Plan (see above).

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

The City of Madison, the City of Fitchburg, WisDOT, and various other private and public entities developed the 2005 Allied-Dunn's Marsh-Belmar Neighborhood's Physical Improvement Plan to address some of the concerns associated with the Verona Road project and more generally create a redevelopment plan for areas nearest Summit Road and Allied Drive. The physical improvement plan identifies and attempts to address the major impacts of the various stages of the Preferred Alternative, including the Stage 3 improvements.

[2] A type of public transportation that is distinct from conventional transit such as flexibly scheduled and routed services, airport limousines, and carpools.

Stage 1 of the Preferred Alternative has some impacts on adjacent neighborhoods. This includes 31 household relocations and 8 to 9 businesses relocated. The most prominent impacts of the Preferred Alternative are associated with Stage 3. The major adverse effects associated with Stage 3 identified in the plan include: loss of commercial buildings that currently buffer residential use from aesthetic and noise traffic impacts, loss or relocation of neighborhood businesses, and the elimination of the Seminole ramps, which provide regional access for many neighborhood residents. There is also potential for loss of market viability for some businesses that rely on visibility from the arterial routes because of separation of grades along Verona Road, the US 151 Freeway, and the Beltline.

The plan includes four broad categories of recommendations to address these concerns, which include the following:

1. Creation of a new mixed commercial/residential center near Summit Road.
2. Development of some remaining vacant property with uses that would offset the loss of business and community gathering places resulting from the project.
3. Design improvements to buffer Britta Parkway and residential areas south of the Beltline through sound walls, grade separations, and landscaping.
4. Extension of Raymond Road eastward across Verona Road to create a new multimodal crossing (in combination with a new Southwest Commuter Path bridge).

As noted in Section 3.1, the City has already taken a number of steps and made investments to foster redevelopment in accordance with the first two recommendations. Recommendations three and four would be addressed during Stage 3 of the Preferred Alternative. Figures 3.4-1 through 3.4-4 illustrate some of the recommendations from this plan.

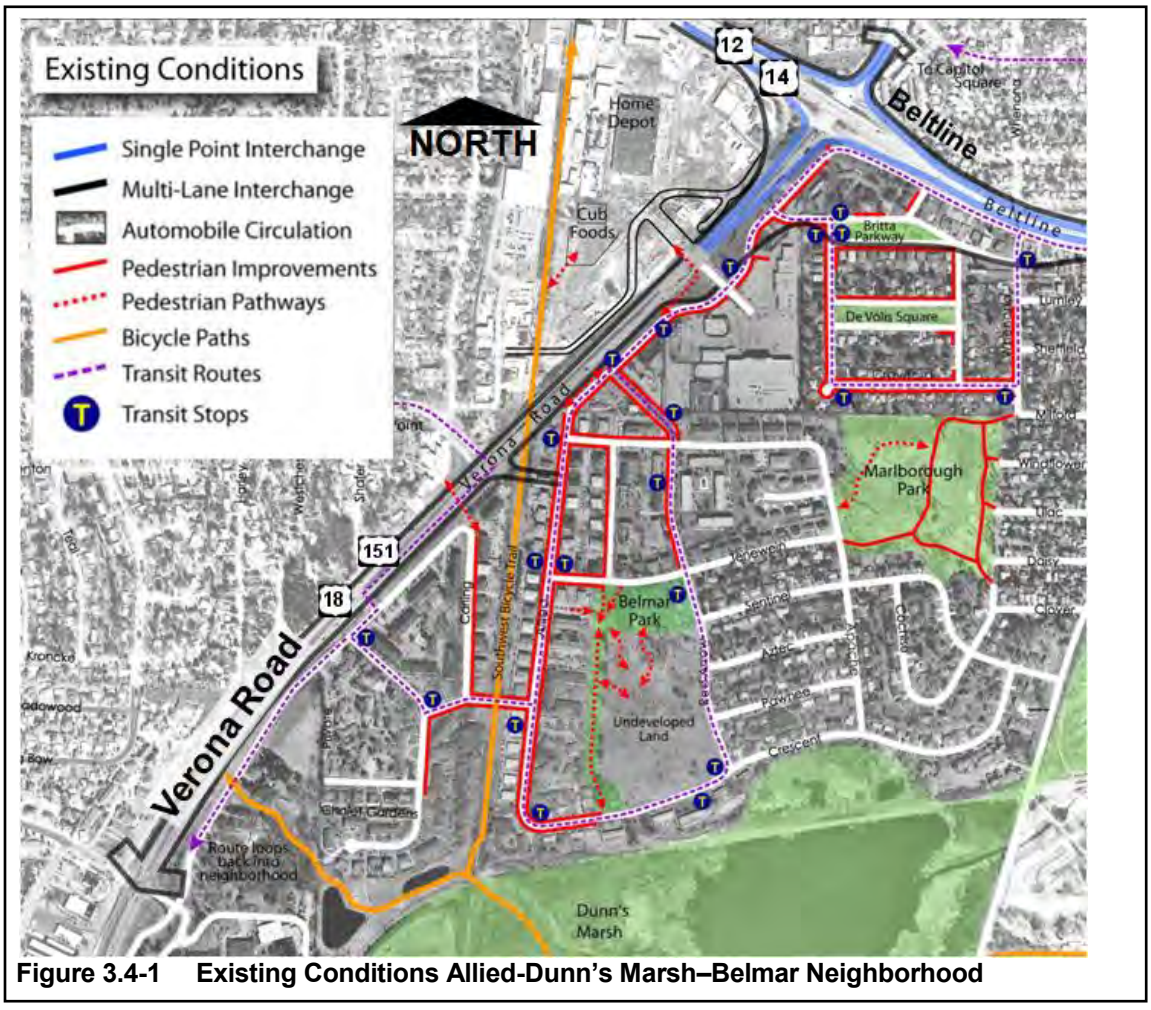


Figure 3.4-1 Existing Conditions Allied-Dunn's Marsh–Belmar Neighborhood

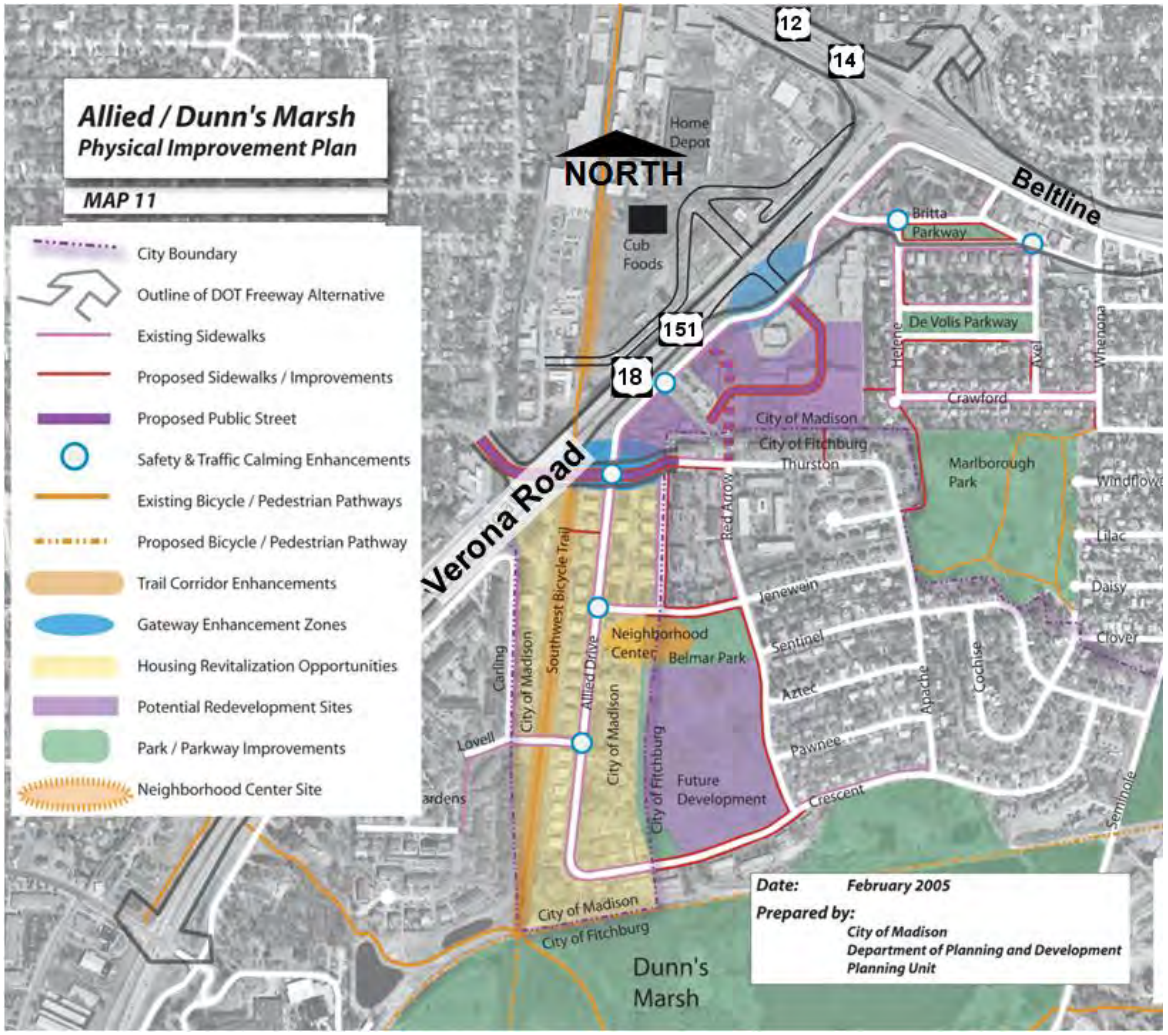


Figure 3.4-2 Allied-Dunn's Marsh Physical Development and Accessibility Plan

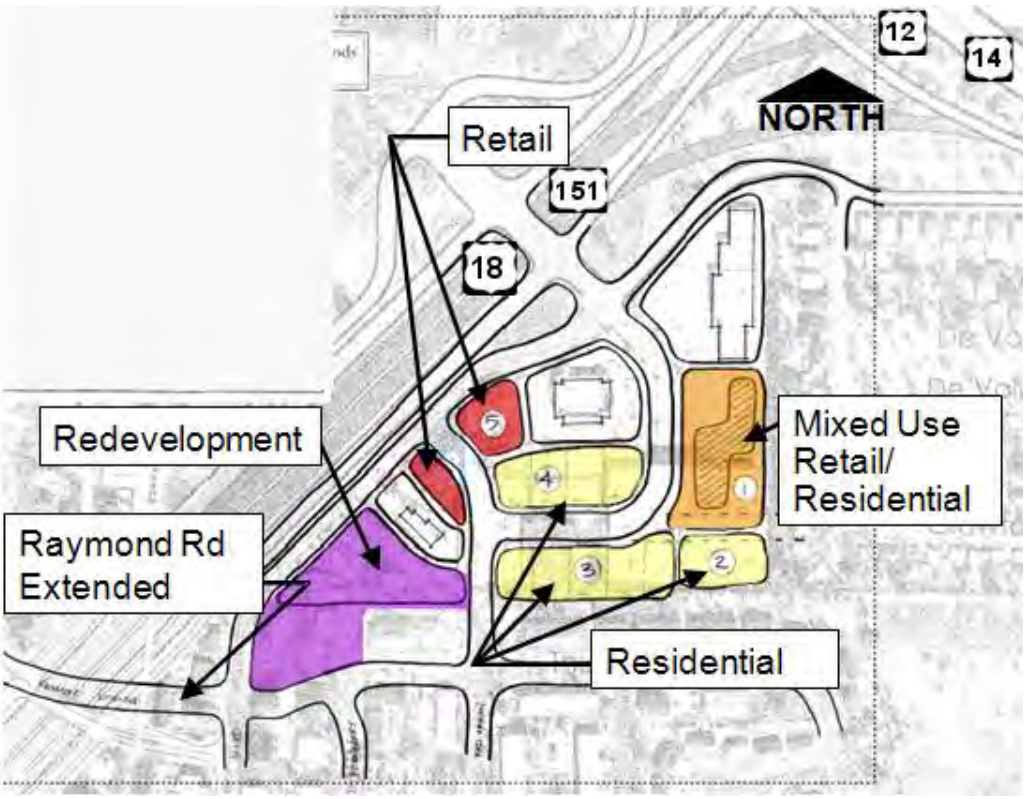


Figure 3.4-3 Allied Drive Redevelopment Concepts (September 2003)

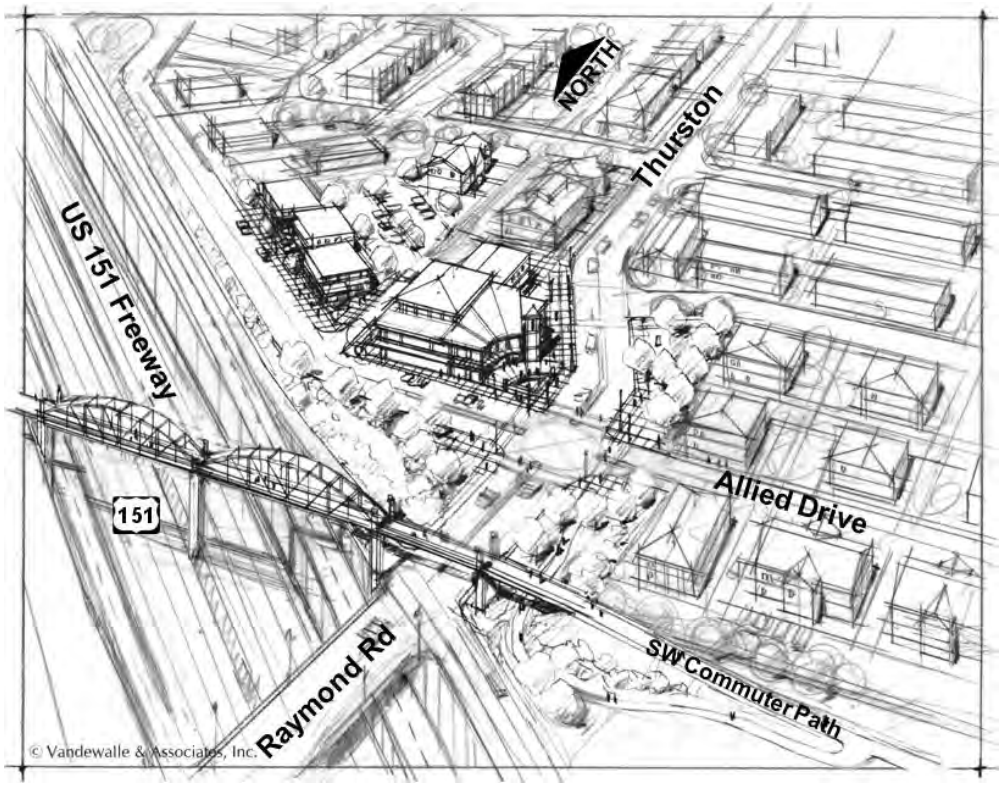


Figure 3.4-4 Raymond Road Extension Coupled with Area Redevelopment

The Allied-Dunn"s Marsh-Belmar Neighborhood"s Physical Improvement Plan"s detailed recommendations are summarized in Appendix C ICE analysis. The Preferred Alternative is generally not in conflict with the recommendations of this plan except that the final design for Stage 3 of the Preferred Alternative may have a greater adverse impact on Britta Park than anticipated in the plan.

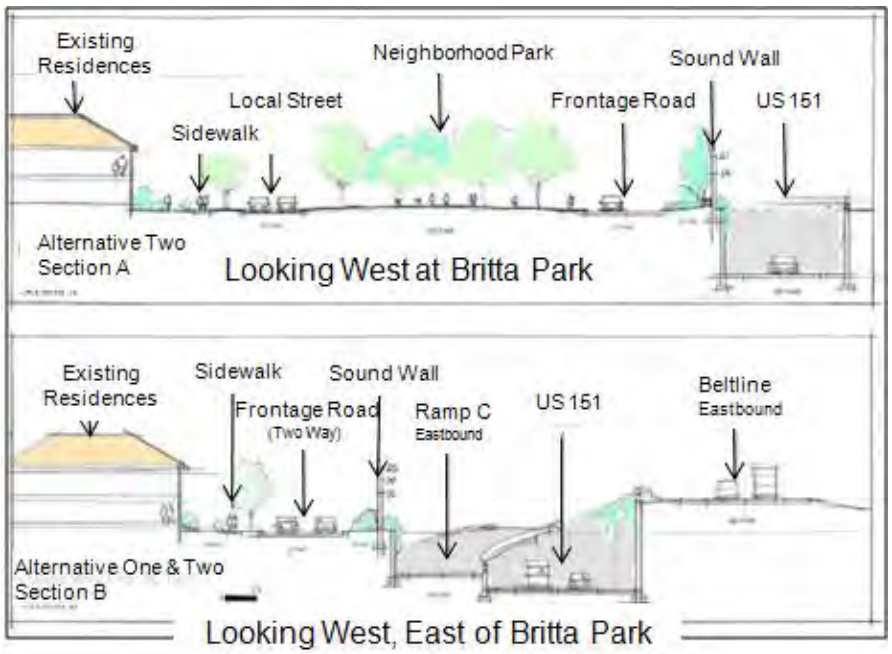


Figure 3.4-5 Britta Parkway Concepts for US 151 Depressed Freeway (Looking West)

N. Amendment to Tax Incremental Finance District No. 29-Allied Drive (2005)

The Tax Incremental Finance District (TID or TIF), shown in Figure 3.4-6, was amended to achieve the following two objectives:

1. Finance public works and improvements projects.

2. Provide financial assistance to the private sector, which will result in the elimination of blighted conditions.

The purpose of this amendment is to further the City"s efforts to eliminate blight and revitalize the Allied Drive area. In 2006, the City of Madison purchased three properties located at 2317, 2345, and 2409 Allied Drive to facilitate redevelopment. The redevelopment of the City properties and the ongoing construction of Avalon Village are projects meant to further the elimination of blight in the Allied Drive area. This amendment conforms to the objectives and conceptual recommendations included in the City of Madison Comprehensive Plan. The Preferred Alternative in not in conflict with this plan except as noted in the summary of the City of Madison Comprehensive Plan.

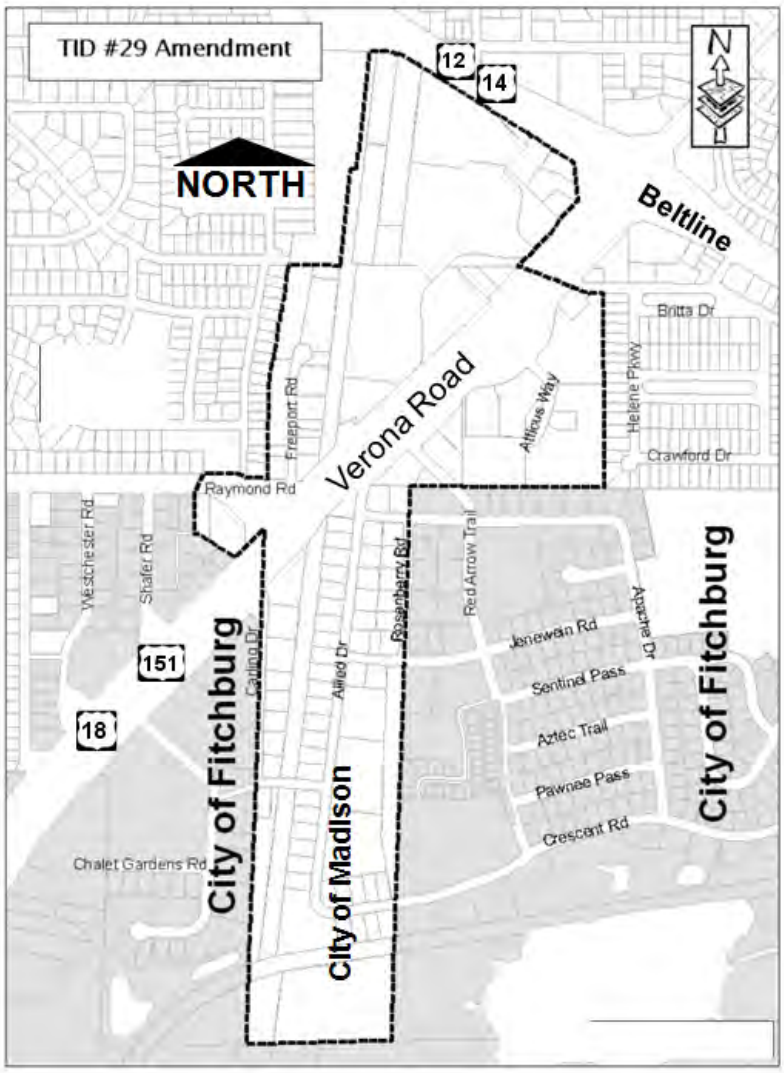


Figure 3.4-6 TID No. 29 Amendment Boundary

O. Dane County Comprehensive Park and Open Space Plan 2006-2011 (2005)

This plan recommends retention of the Southwest Commuter Path, the Capital City Trail, and the development of the "Cannonball Trail" to link them. The plan also supports the recommendation for the proposed Badger State Trail that crosses County PD. This plan would require retention or replacement of the pedestrian and bicycle crossings noted in the City of Madison and City of Fitchburg comprehensive plans. The Preferred Alternative is not in conflict with this plan's recommendations pertaining to retention and improvement of the trails named in the plan, though the specific alignments may differ in detail. As previously stated, coordination is still occurring over the location of the Military Ridge Trail crossing of County PD and its realignment to match the proposed Cannonball Trail. Additionally, the Southwest Commuter Path will experience a small realignment and one additional at-grade crossing to accommodate a local road crossing underneath an old railroad structure.

P. Dane County Water Quality Control Plan (2004)

The Dane County Water Quality Control Plan identifies the primary sources of pollutants to the County's surface and groundwater resources. Stormwater runoff and other nonpoint sources are among the contributors to degradation of local water and water-related resources. By adding additional impervious surfaces and altering water runoff patterns the US 18/151 project could potentially affect quantity and quality of stormwater runoff. Though additional impervious surfaces, grade changes, disturbance of potentially contaminated sites, and increased nonpoint sources of pollution in the form of additional traffic potentially will place additional strains on water resources, careful design of stormwater facilities and remediation of any potentially contaminated sites as a component of project implementation may serve to offset negative impacts or even provide improvements over existing conditions. The No Build Alternative does not create new impervious surfaces but it does nothing to address increases in traffic or existing deficiencies in the stormwater management system. The Preferred Alternative does not require encroachment on existing wetland areas such as the UW Arboretum or Dunn's Marsh provides an opportunity to address any existing deficiencies in the stormwater management system and improves facilities to mitigate the increase in impervious surfaces. Therefore, the Preferred Alternative is generally compatible with the Dane County Water Quality Control Plan.

Q. Transport 2020 (2002)

The Transport 2020 Study is a multijurisdictional effort to develop a plan for a multimodal transportation system centered on a 13-mile light commuter rail line connecting Middleton, Madison, and Sun Prairie. The plan calls for a system of bus, bicycle, park-and-ride lots, and street routes to connect outlying areas to the transit stops. The Preferred Alternative is not in conflict with this plan.

R. City of Madison Pedestrian Transportation Plan (1997)

This plan was among the plans considered by the 2002 ICE Expert Panel during its analysis of project impacts. The recommendations of this plan have since been incorporated and updated in subsequent City of Madison and Madison MPO transportation Plans. See *Regional Transportation Plan 2030* and *Transportation Development Plan* for the Madison Urban Area. The Preferred Alternative is not in conflict with the recommendations of this plan.

S. City of Madison Park and Open Space Plan (1997)

This plan was among the plans considered by the 2002 ICE Expert Panel during its analysis of project impacts. The recommendations of this plan have since been incorporated and updated in subsequent City of Madison and Madison MPO transportation Plans. See *Regional Transportation Plan 2030* and *Transportation Development Plan* for the Madison Urban Area. The Preferred Alternative is generally compatible with the recommendations of this plan with the exception of Stage 3 Preferred Alternative impacts on Britta Park. The Preferred Alternative includes measures that help to offset adverse impacts from Stage 3.

3.5 ADJACENT PENDING PROJECTS

A. ATC Lines

In the summer of 2009, the Public Service Commission of Wisconsin approved American Transmission Company"s (ATC) application to build a new 32-mile 345,000-volt transmission line within Dane County. The overhead transmission line will be constructed on R/W associated with the Beltline. The transmission line will affect the Stage 3 improvements being considered in this document. WisDOT has coordinated with ATC on the placement of transmission poles in relation to current Stage 3 improvements. Figure 3.5-1 illustrates a portion of the approved route.

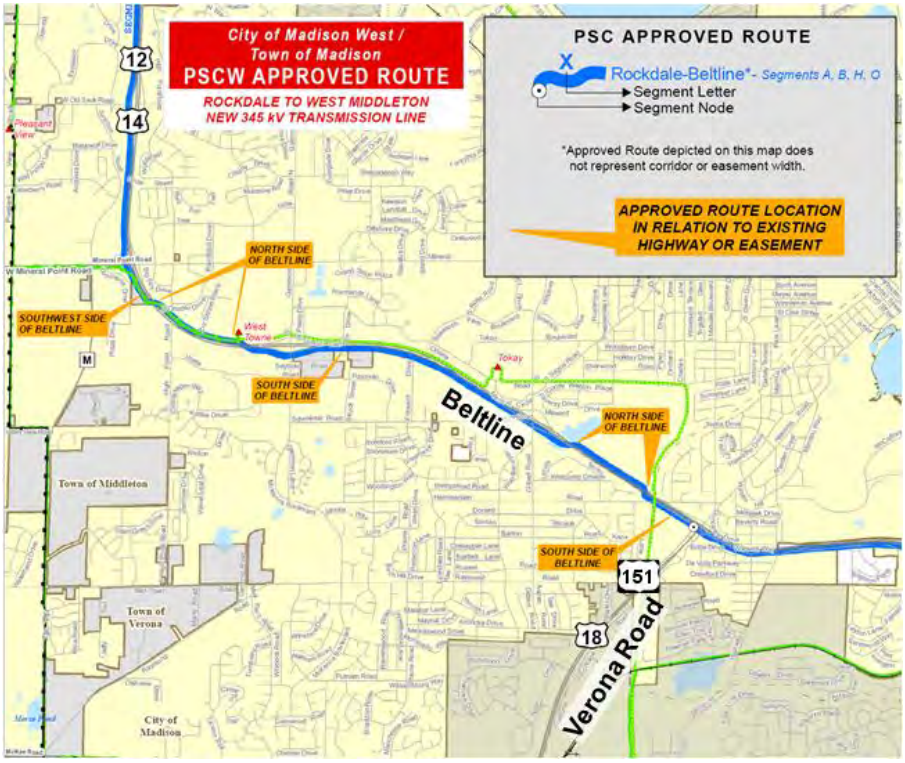


Figure 3.5-1 ATC Approved Route

B. Bike Trails

The City of Fitchburg and the WDNR are constructing the Badger State Trail directly east of the Verona Road corridor. In 2010, an extension of the Badger State Trail will connect to the Capital City Trail. The Badger State Trail extends to Belleville. The project is federally funded by a Transportation Enhancement Grant and is being managed by the City of Fitchburg. The WDNR is paying the local share of the project.

In 2009, R/W was purchased for the "Cannonball" Trail that will connect to the Capital City Trail and extend to the Military Ridge Trail. Phase 1 of the "Cannonball" Trail, which extends from Arbor Hills neighborhood in Madison to Post Road in Fitchburg is being constructed in 2010. Phases 2 though 4 could be constructed as early as 2012. Phase 4 will affect/be affected by the Verona Road project. A Stewardship grant, provided by the WDNR, is funding 50 percent of the R/W acquisition cost of the corridor. The other 50 percent of the acquisition costs are being funded by the City of Madison and City of Fitchburg.

Figure 3.5-2 shows the location of these proposed trails. The trails are mentioned in the Plans Discussed in Section 3.4.

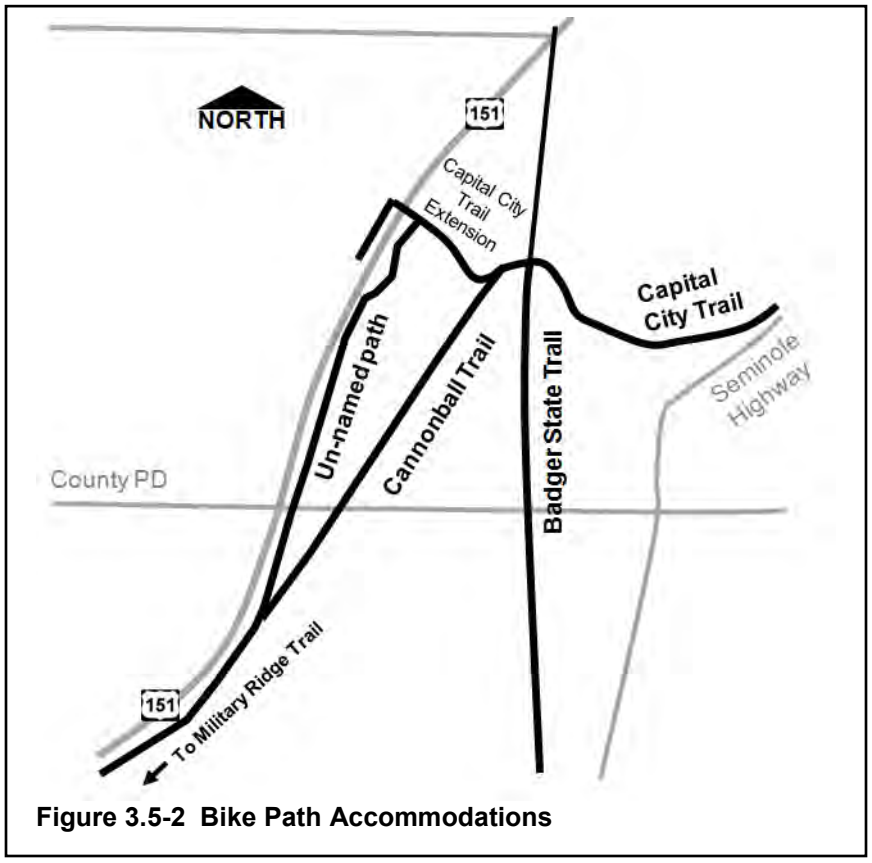


Figure 3.5-2 Bike Path Accommodations

C. Madison Beltline (US 12/14/18/151) Safety and Operations Study

WisDOT conducted a three-phase study of the Madison Beltline (US 12/14/18/151) from immediately north of the US 12 and US 14 (University Avenue) interchange to the US 12/18 and County N interchange in Dane County. The study area included 20 miles of freeway and 18 interchanges. Each phase of the study had a purpose, defined as follows:

- Phase 1–Identify safety and operational issues along the Beltline.
- Phase 1–Analyze existing and future traffic volumes.
- Phases 2 and 3–Develop and prioritize improvements that extend the useful life of the Madison Beltline without adding capacity.

Several construction projects have resulted from this study including improvements to the beltline interchanges at Fish Hatchery Road, Park Street, and Mineral Point Road.

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Included in this Section

4.1 SUMMARY OF VERONA ROAD DIRECT EFFECTS

Both of the US 18/151 (Verona Road) alternatives, No Build and Preferred, described in Sections 2.2 and 2.3, have costs, effects, and changes to traffic operations. The following paragraphs summarize these effects.

A. Traffic Operation Impacts

The No Build Alternative provides no improvements to traffic operations. The Verona Road/Beltline interchange remains at very congested levels and the Verona Road signalized intersections begin to fail. Stage 1 provides incremental traffic operation improvement for the Verona Road/Beltline interchange and the Summit Road intersection.

Stage 1 of the Preferred Alternative would accommodate moderate traffic volume increases of about 30 percent before falling to congested levels of service. Stage 2 addresses the congestion levels at the Verona Road/County PD intersection. Stage 3 would provide the most relief for area traffic congestion for the Verona Road/Beltline interchange. Stage 3 would accommodate traffic volumes that are 60 percent greater than the existing volumes before falling to LOS E. Table 4.1.A-1 illustrates the Verona Road LOS at each intersection for the 2030 PM peak hour.

Northbound Direction		**Preferred Alternative**			
Intersection	**No Build**	**Stage 1**	**Stage 2**	**Stage 3 Local System**	**Stage 3 US 151**
Verona Road/Beltline Interchange (US 151 NB to EB Movement)	A	A	A	C	B
Summit Road	F	B	C	D*	B
Raymond Road	F#	A	A	C	C
Williamsburg Way	B	B	B	A	C
County PD	D	E	NA	C	B

Southbound Direction		**Preferred Alternative**			
Intersection	**No Build**	**Stage 1**	**Stage 2**	**Stage 3 Local System**	**Stage 3 US 151**
Verona Road/Beltline Interchange (US 151 WB to SB Movement)	E	C	D	C	B
Summit Road	F	NA	NA	D*	B
Raymond Road	C	B	D	B	C
Williamsburg Way	F	F	C	B	C
County PD	F	F	NA	C	B

NA = Converted to freeflow movement which does not experience any intersection delay because of stop lights, queuing etc.
* LOS result of additional 28,000 vpd drawn to improved local system from Whitney Way and other arterial streets.
# Northbound LOS F operations caused by queue spill back from Summit Road.

Table 4.1.A-1 Verona Road Through Movement 2030 PM Peak-Hour LOS

B. Socioeconomic Impacts

1. Neighborhood Impacts

The No Build Alternative would not have any direct effects on neighborhoods. The current level of connectivity that exists between neighborhoods would remain. The increasing congestion on Verona Road would make access to adjacent neighborhoods more difficult and increase their isolation.

Several neighborhoods would be affected by the three stages of the Preferred Alternative. They include Orchard Ridge and Meadowood in the southwest quadrant of the Verona Road/Beltline interchange; Allied and Dunn's Marsh in the southeast quadrant of the interchange; the Nakoma League in the northeast quadrant of the interchange; and Summit Woods in the northwest quadrant. Figure 4.1.A-1 shows these neighborhoods. Each of

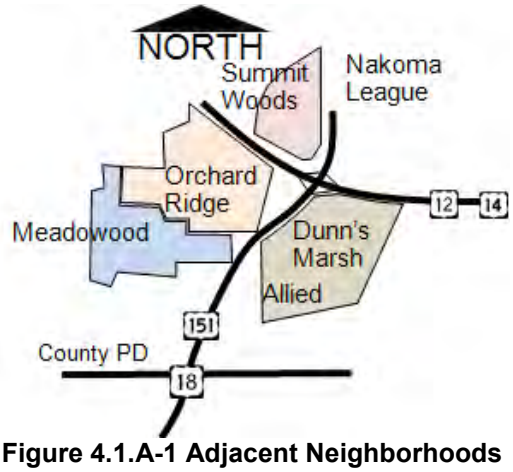


Figure 4.1.A-1 Adjacent Neighborhoods

these neighborhoods has areas associated with them, but are not officially recognized as neighborhoods. According to the City of Madison neighborhood Web site, areas within the Dunn's Marsh neighborhood include Crawford, Marlboro, and Rosedale; areas within the Allied neighborhood include Belmar, Nakoma Heights, and Avalon Village. The Dunn's Marsh Neighborhood Association has sent correspondence indicating that its organization includes the Allied and Belmar areas.

The Allied and Dunn's Marsh neighborhoods are located in the southeast quadrant of the Verona Road/Beltline interchange. This neighborhood has a higher density of minority and low-income residents compared area wide to Madison and Fitchburg populations. Extra efforts have been made throughout the study process to involve area neighborhoods and businesses through the public participation process. The project team mailed project updates and meeting notices, issued press releases, and held several public and neighborhood meetings. Through these public forums, enhancements were incorporated in the alternatives to increase neighborhood connectivity, decrease neighborhood traffic problems, and minimize adverse effects of the improvements. These enhancements led to the development of the Preferred Alternative.

Stage 2 will have the least amount of impacts to any of the neighborhoods because improvements lie primarily in a commercial/industrial area. Stages 1 and 3 have greater effects to neighborhoods. Stage 1 will result in the acquisition of 10 commercial buildings and 10 residential buildings, with 31 residential household relocations occurring adjacent to the Beltline in the Dunn's Marsh, Summit Woods, and just south of the Nakoma League neighborhoods. Stage 3 of the Preferred Alternative has the greatest amount of direct impacts to the Dunn's Marsh neighborhood because the freeflow ramps travel across the north portion of the neighborhood, resulting in the acquisition of 18 commercial buildings and 6 residential buildings for a total of 33 residential households being relocated.

Efforts have been made to offset the physical impacts to neighborhoods. In Stage 1, neighborhood connectivity is improved by extending Carling Drive, which provides an additional connection between Allied Drive and the Nakoma Heights area. Stage 1 also provides three new connections underneath Verona Road. The first connects Carling Drive to Freeport Road using the former railroad grade separation. The City of Madison has indicated it will evaluate this connection and determine if it will remain after Stage 1 construction. WisDOT will assist with that evaluation and remove or alter the road when and if the City requests. The second connection occurs with the west frontage road and Allied Drive at the roundabout associated with the jug-handle. This Stage 1 connection underneath Verona Road eases traveling across Verona for neighborhood residents. The third connection is a pedestrian/bicycle underpass that travels underneath Verona Road south of the interchange that will also be constructed with Stage 1. Stage 3 depresses the US 151 freeway, decreasing its visual impact on the neighborhood. It also adds another neighborhood connection by extending Raymond Road over US 151 and connecting it to Allied Drive. Both the Stage 1 and Stage 3 connections have the potential to decrease the isolation of the Allied and Dunn's Marsh neighborhoods. The Cities of Madison and Fitchburg, with funding provided by WisDOT, prepared a Neighborhood Physical Improvement plan for the Allied and Dunn's Marsh neighborhoods that recommended several improvements, including additional affordable housing and transitions to neighborhood commercial. Many of these improvements are already in place with additional improvements planned before Stage 1 construction begins.

In terms of economic impacts, the Preferred Alternative has greater direct impacts than the No Build Alternative. Both Stages 1 and 3 of the Preferred Alternative will relocate businesses. Yet the long-term traffic congestion implications of the No Build Alternative would result in less mobility for southwest Wisconsin and would probably decrease access to and the viability of adjacent businesses. Stage 1 will relocate about 15 businesses, with 6 of them in the Dunn's Marsh neighborhood. Stage 2 does not relocate neighborhood businesses. Stage 3 relocates an additional 21 businesses, again primarily in the Dunn's Marsh neighborhood. The staged implementation of the Preferred Alternative helps the community proactively plan for these business relocations in its planning and development efforts.

Efforts have been made to offset these negative neighborhood economic impacts. The Allied-Dunn's Marsh Physical Improvement plan included a commercial market analysis to determine the general type and amount of commercial development the neighborhoods can sustain. The plan recommended a "neighborhood center" alternative to the underutilized regional commercial center concept. This recommendation was partially implemented in 2006 with the construction of Avalon Village, which removed several large retail buildings from the neighborhood. Much of the focus of these planned redevelopment efforts occurred near the Summit Road intersection. Most of the relocations caused by Stages 1 and 3 primarily front the Beltline on the north side of the neighborhood.

2. Right-of-Way and Relocations

The No Build Alternative would not require any new business or residential relocations, nor would it require any additional R/W. In the course of maintenance activities (pavement reconstruction), some temporary easements could be needed for construction activities.

All stages of the Preferred Alternative strive to minimize commercial and residential relocations in an effort to minimize economic impacts and preserve as much affordable housing in the area as possible. Table 4.1.B-1 identifies business relocations, residential building relocations, residential unit relocations, manufacturing relocations, and R/W impacts associated with each of the three Verona Road stages of the Preferred Alternative.

	No-Build	Preferred Alternative			
		Stage 1	Stage 2	Stage 3	Stages 1, 2 and 3
Business Buildings Acquired	0	10	0	18	28
Business Relocations	0	15	0	21	36
Residential Buildings Acquired	0	10	0	6	16
Residential Household Relocations	0	31	0	33	64
Right-of-Way Area Required (Acres)	0	11.9	0.5	11.7	24.1

Table 4.1.B-1 Verona Road Preferred Alternatives' Right-of-way Effects

3. Environmental Justice

Executive Order 12898, issued February 11, 1994, requires federal agencies to address Environmental Justice in Minority and Low-Income populations, if they are affected by a federal action. The term Environmental Justice means identifying and addressing disproportionately high and adverse human health and environmental effects including the interrelated social and economic effects of programs, policies, and activities on minority and low-income populations. Populations covered by the Americans with Disabilities Act and the Age Discrimination Act are included.

a. A minority population is defined as any readily identifiable group of minority persons including the elderly or disabled who live in geographic proximity to the project area.

b. Low-income population means any readily identifiable group of low-income persons (having a household income at or below the U.S. Department of Health and Human Services poverty guidelines) who live in geographic proximity to the project area.

c. A disproportionately high and adverse effect means:

(1) An adverse effect that is largely borne by a minority population and/or low-income population.

(2) An adverse effect that will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the nonminority population and/or non-low-income population.

d. The three principal elements of Environmental Justice are:

(1) To avoid, minimize, or mitigate disproportionately high and adverse effects on minority and low-income populations.

(2) To ensure full and fair participation by all potentially affected communities in the transportation decision making process.

(3) To prevent the denial of, reduction in, or delay in the receipt of benefits by minority and low-income populations.

The concept of Environmental Justice is intimately tied to Title VI of the Civil Rights Act that prohibits discrimination on the basis of race, color, or national origin.

Efforts to address Environmental Justice do not create any rights, benefits, or trust responsibilities, substantive or procedural, enforceable by law or equity by a party against FHWA, its officers, or any person. Furthermore, efforts to address Environmental Justice by FHWA, its operating administrators,

its officers, or any other person do not create any right to judicial review for compliance or noncompliance with the goals of achieving Environmental Justice.

e. Efforts to address Environmental Justice on individual projects include:

(1) Identifying and evaluating environmental, public health, and interrelated social and economic effects of the subject project.

(2) Proposing measures to (a) avoid, minimize and/or mitigate disproportionately high and adverse environmental, public health, and interrelated social and economic effects and (b) provide offsetting benefits and opportunities to enhance communities, neighborhoods, and individuals affected by the subject project, when permitted by law and consistent with EO 12898.

(3) Considering alternatives to the proposed project, where such alternatives would result in avoiding and/or minimizing disproportionately high and adverse human health or environmental impacts consistent with EO 12898.

(4) Providing public involvement opportunities and considering the results thereof, including providing meaningful access to public information concerning the human health or environmental impacts, and soliciting input from affected minority and low–income populations in considering alternatives during the development of alternatives and decisions.

(5) Evaluating the alternatives or measures to avoid, minimize, or mitigate the disproportionately high and adverse impacts to determine if they are "practicable" from a social, economic (including cost), and environmental impacts perspective.

The Preferred Alternative will adversely affect minority and low-income populations residing in the study area. The direct impacts associated with Stages 1 and 3 are large and will primarily affect adjacent properties. These properties have higher proportions of both minority and low-income populations.

According to 2000 census block data, the area bearing the greatest number of impacts from the Preferred Alternative (blocks nearest the Beltline in the southeast interchange quadrant) have a minority population of 38 percent, compared to the combined minority population of the City of Madison, Town of Madison and City of Fitchburg of about 18 percent.

The Verona Road Backbone routing requires addressing improvements to traffic movements traveling westbound-to-southbound and northbound-to-eastbound in the Verona Road corridor. Combining the geometric constraints of the Backbone routing with the residential location of minority or low-income populations results in several impacts having disproportionately high and adverse effects on minority or low-income populations in the Allied and Dunn's Marsh neighborhoods. Unless the Verona Road corridor was relocated to an entirely different corridor, the geometric constraints created by this routing make it virtually impossible to avoid the effects. Disproportionately high and adverse effects include residential relocations, business relocations, neighborhood access changes, and parkland changes.

f. Residential Buildings Required: There would be 10 (Stage 1) and 6 (Stage 3) residential buildings acquired,[1] resulting in 31 and 33 household relocations, respectively. This amounts to a combined total of less than 4 percent of the Allied and Dunn's Marsh neighborhood households being relocated and those dwelling units removed. In both Stage 1 and Stage 3, this effect would be disproportionately borne by minority or low-income populations.

Each of the relocated residential tenants and property owners would be eligible for relocation benefits in accordance with the Uniform Relocation Act of 1972. These statutes are in place to ensure landowners and tenants are treated fairly when the public interest requires property purchase and relocation. All landowners are compensated the fair market value of their property as determined by an appraiser. For those occupying the buildings, be they tenants or owners, an assigned WisDOT relocation agent provides relocation assistance. The relocation agent aids the tenant or owner in finding a comparable dwelling or residential building that meets their needs. The relocation agent is also able to provide relocation benefits to compensate for the costs of relocation.

[1] The Allied and Dunn's Marsh neighborhoods are located in the southeast quadrant of the Verona Road/Beltline interchange.

g. Business Buildings Required: There would be 10 (Stage 1) and 18 (Stage 3) business buildings acquired, resulting in the relocation of 15 and 21 businesses, respectively. This results in 95 (Stage 1) and 144 (Stage 3) job relocations.[2] Business relocations would not be necessary in Stage 2. In either stage, some of the potentially relocated businesses employ minority or low-income populations. In spring 2009, 50 (Stage 1) and 35 (Stage 3) percent of the jobs are held by residents of the surrounding neighborhoods. The services associated with these businesses would also be relocated. The Stage 1 services include a Montessori School, one fast-food establishment, hair restoration business, orthotics and prosthetics business, one business office, a motel, a short-term loan establishment, a security business, and a clock repair shop. Stage 3 would include three offices, 12 specialty retail shops, three gas stations, one mechanic/garage, one bar, a liquor store. If businesses would like to remain in the neighborhood, attempts will be made to provide comparable business places elsewhere in the neighborhood. Of the potentially relocated businesses, approximately 20 (Stage 1) to 30 (Stage 3) percent serve the Allied and Dunn's Marsh neighborhoods directly.

The relocation benefits described for residential relocations also apply for business tenants and commercial property owners.

4. Neighborhood Access Changes

As mentioned previously, the No Build Alternative would not have any effect on neighborhood access. No new neighborhood connections would be provided. Additionally, increasing congestion on Verona Road would make it more difficult to access neighborhoods, adding to the isolation of the Allied and Dunn's Marsh neighborhoods.

In Stage 1, access to and from Verona Road near Chalet Gardens Road would change. A channelized left lane would be installed just south of the existing left-turn lane. This lane would line up with the existing Chalet Gardens Road. Turning movements would include a left onto Chalet Gardens Road and a right from Chalet Gardens Road north onto Verona Road. The left-turn movement from Chalet Gardens Road south onto Verona Road would be eliminated for safety reasons. In Stage 3, the Verona Road access near Chalet Gardens Road will close entirely; however, Chalet Gardens Road would have improved access to US 151 through the one-way pairs.

In Stage 1, Carling Drive would be extended to connect with Allied Drive. This extension helps connect the Nakoma Heights area with the Allied neighborhood. Additionally, a connecting roadway, adjacent to the Southwest Commuter Path, will travel under Verona Road and join the Carling Drive extension to Freeport Road. This connection will be for the duration of Stage 1 construction, after which the City of Madison will evaluate whether the connection will remain after construction. The Freeport connection will help link the Allied neighborhood to other areas west of Verona Road. Both connections are shown in Figure 4.1.B-1.

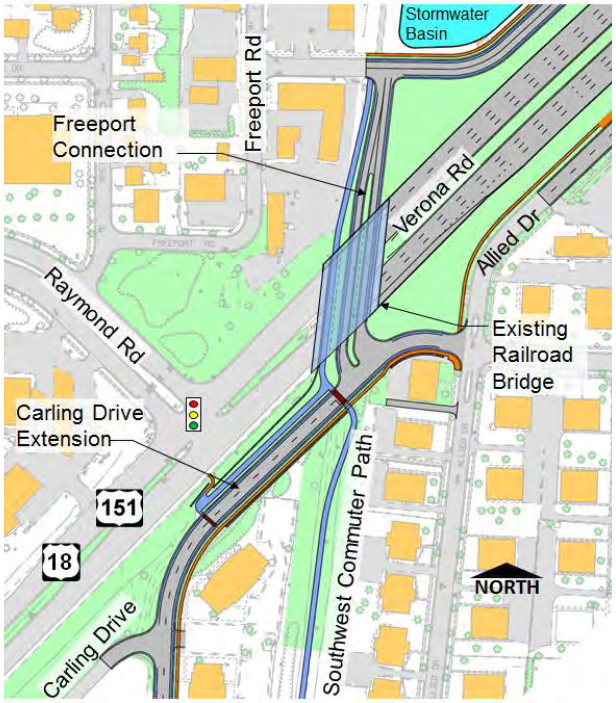


Figure 4.1.B-1 Stage 1 Carling Drive Extension and Freeport Connection

[2] The numbers cited state the total number of business relocations in the Verona Road project area. Businesses are located in the southeast quadrant of the Verona Road/Beltline interchange (inside the Allied and Dunn's Marsh neighborhoods) and in the southwest quadrant of the interchange.

In Stage 1, the Summit Road at-grade signalized intersection will be replaced with a jug-handle intersection that allows right-turn in/right-turn out only movements. Vehicles currently turning left from Verona Road will make a right onto Summit Road and travel under Verona Road using the jug-handle to get to the desired side. Similarly, vehicles that would have taken a left out of Summit Road onto Verona Road will instead use the jug-handle to travel under Verona Road and then make a right-turn onto Verona Road from the other side. This jug-handle intersection will substantially improve operations at the Summit Road intersection, which is currently characterized by long delays and substantial queues. It will require slightly more travel by vehicles using this intersection. Additionally, Allied Drive and the West Frontage Road will connect directly to the jug-handle through a roundabout under Verona Road. This connection will increase neighborhood connectivity across Verona Road. The jug-handle is illustrated in Figure 4.1.B-2.

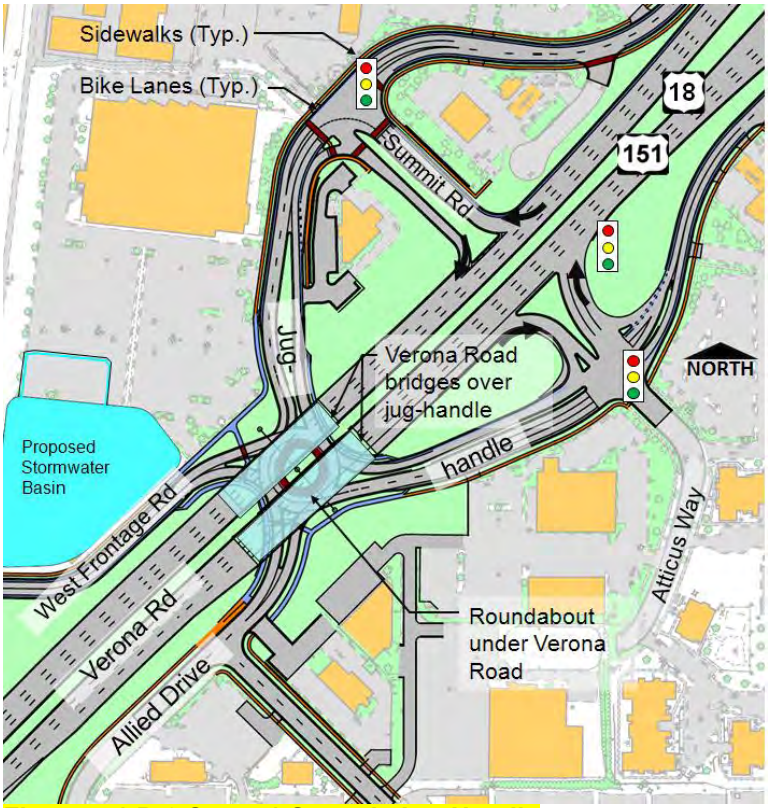


Figure 4.1.B-2 Stage 1 Summit Jug-Handle

Stage 3 extends Raymond Road over the US 151 freeway to connect with Allied Drive. If still in place, the road connection between Carling Drive and Freeport Road would be removed. The Raymond Road extension would provide a more direct access route between the Allied neighborhood and neighborhoods west of Verona Road, as shown in Figure 4.1.B-3. Allied Drive may be connected to Atticus Way. In Stage 3 the Seminole Highway/Beltline ramps would close and be removed. Seminole Highway would continue to be a grade-separated crossing of the Beltline, but the ramps would be closed to decrease the weaving these ramps cause on the Beltline. Neighborhood residents would use either the Verona Road/Beltline interchange or the Todd Drive interchange to access the Beltline.

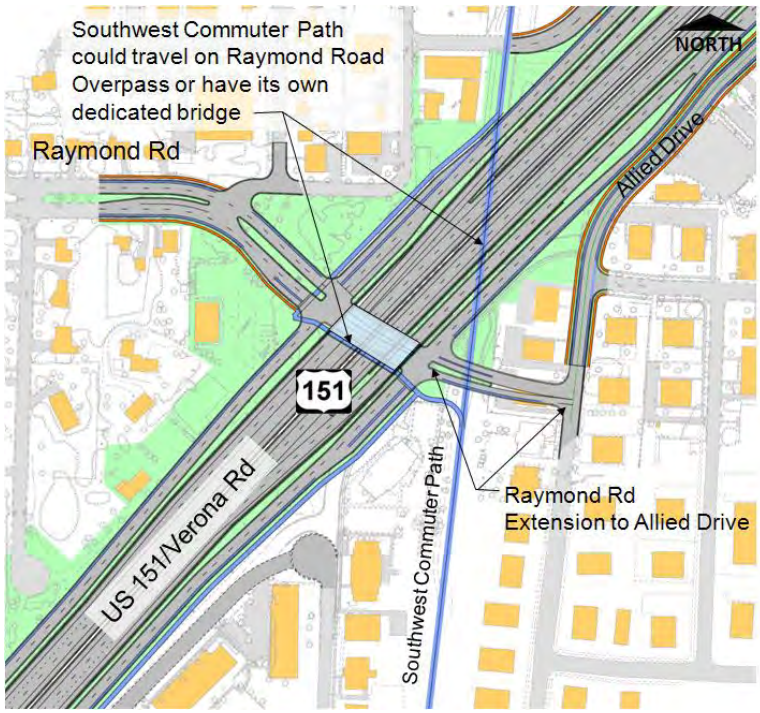


Figure 4.1.B-3 Stage 3 Raymond Road Extension

5. Bicycle/Pedestrian Impacts

The No Build alternative would not provide any additional bicycle or pedestrian accommodations beyond what exists now. Growing congestion will make at-grade bicycle and pedestrian crossings of the Verona Road corridor more difficult. Additionally, there would not be additional longitudinal accommodations provided. The one exception would be the possible relocation of the Military Ridge Trail crossing of County PD to a midblock crossing, which will probably occur with or without a Verona Road improvement under a separate Fitchburg effort.

The Preferred Alternative should positively impact bike and pedestrian travel. In Stage 1, bike lanes are provided along the reconstructed frontage roads that border Verona Road and the Beltline. With the Carling Drive extension the frontage roads' connectivity is increased. Stage 1 will construct a pedestrian underpass on the south side of the Verona Road interchange allowing pedestrians and cyclists to cross Verona Road under Verona Road traffic. Longitudinally through the interchange (north-south), the single-point interchange configuration will have a slightly longer crossing distance; however, it provides more islands and refuges so pedestrians and cyclists would only cross one travel movement at a time. The Summit Road Jug-Handle and associated roundabout provide another new grade-separated crossing of Verona Road where pedestrians and cyclists do not interact with Verona Road traffic. Pedestrians and bicyclists would continue to cross Verona Road at the at-grade signalized intersections at Raymond Road and Williamsburg Way. The Beltline bridge overpass structures just east and west of the Verona Road/Beltline interchange would remain and the structure to the east would be replaced and improved to meet current standards.

In Stage 2, the County PD interchange provides bike lanes on County PD through the interchange in both directions. South of County PD, the Military Ridge Trail will be realigned within the existing R/W to avoid Section 6(f) impacts. This will include an at-grade crossing of the east leg of County PD alongside the proposed northbound on- and off-ramps. If requested and approved by WDNR and NPS, WisDOT is willing to accommodate a rerouting of the trail to the east, where it would share a County PD crossing with the proposed Cannonball Trail. This crossing may initially be a mid-block, at-grade crossing with special median treatments that provide refuge to pedestrians and cyclists. It would also include a new connection to and from the existing signalized intersection of County PD and Commerce Park Drive. When the Cannonball Trail is opened, planned for 2012, WisDOT will evaluate path usage and determine whether a grade-separated crossing is warranted as part of Stage 2 construction.

The trail that connects County PD to the Frontage Road cul-de-sac on the northeast side of the County PD/Verona Road is expected to remain unless a suitable alternative can be agreed upon by the local community. Also, during design of the Stage 2 interchange, WisDOT will evaluate the feasibility and utility of a path facility on the south legs of the County PD interchange that allows cyclists and pedestrians to connect directly with Nesbitt Road without crossing to the north side of County PD.

In Stage 3, bike lanes are provided on the one-way pair local road system that borders the US 151 freeway. The bike lanes will extend the length of the corridor. Additionally, a separate bike path connecting the Military Ridge Trail to the Capital City Trail will be constructed on the east side of Verona Road. Crossing the Verona Road interchange for a pedestrian or cyclist should be similar to Stage 1. The pedestrian underpass will remain and the refuge islands associated with the single-point interchange will remain. Reduced traffic volumes through the single-point interchange resulting from the freeflow ramps should reduce crossing times. The Southwest Commuter Path would be able to cross US 151 on the Raymond Road bridge or a separate pedestrian overpass instead of by the existing tunnel. Pedestrians and bicyclists will only need to cross about half the traffic when traveling across Verona Road because the other half of the traffic would be on the depressed freeway. The Capital City Trail extension underpass will be removed and cyclists will be rerouted to the Williamsburg Way overpass instead.

C. Natural and Cultural Resources and Physical Environment Effects

1. Natural Environment

Because this is primarily an urban corridor, there are few direct impacts to forests, upland habitat, or agricultural land with any of the stages of the Preferred Alternative. There also are no direct impacts to streams and floodplains, although increased stormwater runoff will affect water bodies near the

corridor. Some urban landscaping will be removed. For the most part, this landscaping consists of median grasses with a few ornamental trees and shrubs. Some upland habitat will be removed with the stormwater basins and expansions being constructed to manage stormwater. There are no known endangered resources within the project limits.

2. Parkland Changes

The No Build Alternative would have no effects on existing parks.

Britta Park is long narrow green space located north of Britta Parkway and in the southeast quadrant of the Verona Road/Beltline interchange. Though small (0.77 acres), the Britta Park green space is a designated City of Madison park, but does not contain ball fields, playground equipment, or other amenities. The open space is used by neighboring residents. Stage 1 will not directly affect the Britta Park property boundary. The new frontage road will be slightly south of the alignment that exists today. Berming and landscaping will occur on R/W between the frontage road and Britta Parkway to help screen the Beltline from the park and neighborhood. Stage 3 will require the acquisition of 0.47 to 0.59 acres of land from the park boundary. The effective size of Britta Park would decrease by 60 to 75 percent. Additionally, whereas Britta Park currently is in the center of two local streets, with Stage 3 it will be south of a rerouted frontage road. A solid wall will separate the park visually from the freeflow US 151 ramps associated with Stage 3. Figure 4.1.C-1 shows the before and after configurations for Britta Park for Stage 3. Mitigation options for Stage 3 impacts to Britta Park include enhancing equipment in nearby De Volis Park, grading and/or vegetation changes to the remaining Britta Park green space. There is also an opportunity to create a green space buffer from Britta Park to Seminole Highway using remnants of relocated properties. The enhancements to De Volis Park could occur in advance of Stage 3. Discussions have occurred with the Madison Parks commission that developed a conceptual framework for mitigation when Stage 3 is implemented. This framework will need to be reviewed and confirmed by both WisDOT and the Madison Parks commission when Stage 3 is implemented. See Section 4.8 Detailed Evaluation Sheet O–Unique Area Impact Evaluation for more details.

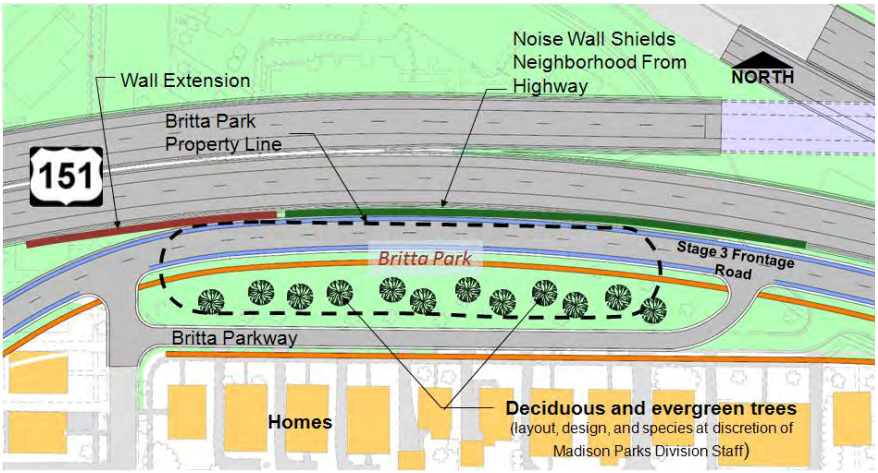


Figure 4.1.C-1 Stage 3 Britta Park Impacts

The UW Arboretum is adjacent to the Beltline east of the Verona Road/Beltline interchange. No impacts will occur to the property in Stage 1 or Stage 2. The Stage 3 freeflow improvements will occur in front of UW Arboretum property, but no direct property acquisition is anticipated for Stage 3 improvements.

3. Stormwater

The No Build Alternative will not increase impervious surface area in the project corridor. All three stages of the Preferred Alternative, Stage 1, Stage 2, and Stage 3, increase impervious surface area therefore increasing the amount of stormwater runoff. This then increases the amount of stormwater directed mainly to Dunn's Marsh and the Quarry Ridge Detention basin south of County PD. Stage 1 10-year peak discharges increase from 4.3 to 5.7 percent, depending on the subbasin. Stage 2

10-year peak discharges increase about 13 percent. Stage 3 10-year peak discharges increase up to 33 percent.

Stage 1 implementation of stormwater best management practices (BMPs) and temporary and permanent soil erosion and sedimentation control practices are being investigated to handle the additional stormwater added to each basin. These include possibly implementing bioswales and constructing a new enlarged retention basin south of the former Cub Foods parking lot.

Stage 2 converts the area around Verona Road/County PD 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. The stormwater runoff from this improvement area is directed to an existing 6-foot by 4-foot box culvert under Verona Road that drains to the Quarry Ridge Wet Basin that ultimately overflows to the south to Goose Lake. There are limited opportunities to provide permanent BMPs within WisDOT R/W at this location. Improvements being considered to address Stage 2 stormwater quality and quantity include extending or retrofitting the existing dry detention basin located between Nesbitt Road and Verona Road and, if needed, potentially enlarging the Quarry Ridge Basin to the southwest. See Section 4.8 Detailed Evaluation Sheet K–Stormwater Management for additional information.

Management practices for Stage 3 may include constructing a new gravity storm sewer system that would drain the 25-acre depressed US 151 freeway. A trenchless technology such as microtunneling could be implemented with the tunneling occurring within existing street R/W to the extent possible. A pump station could also be implemented as an alternative. To account for higher peak runoff discharges, increases in runoff volume, and higher total suspended solids (TSS) loadings, opportunities are being pursued to enlarge the existing ponds at Dunn's Marsh and Quarry Ridge Basin. In addition, potentially enlarging Arrowhead Pond, as well as installing a new pond south of Toppers Lane and east of Verona Road are being considered. It is estimated that approximately 1.7 acre-feet of storage would need to be added.

Overall, standard WisDOT guidelines for soil erosion control measures and TRANS 401 standards postconstruction stormwater runoff measures would be incorporated into the stormwater management strategy. Additionally, minimum City of Madison, City of Fitchburg, and Dane County stormwater management and soil erosion control regulations would be followed and implemented to the maximum extent practicable (MEP). See Section 4.8 Detailed Evaluation Sheet K–Stormwater Management for additional information.

4. Cultural Resources

Archaeological surveys revealed no sites of concern. Historical surveys identified one important historical site within the Area of Potential Effects (APE) for Verona Road: the UW Arboretum is eligible for the National Register of Historic Places (NRHP). Stage 1, Stage 2, and Stage 3 avoid direct impacts to this resource.

5. Hazardous Materials, Air Quality, and Noise

The initial Hazardous Materials Assessment for the study area revealed 27 sites of concern on or directly adjacent to the Stage 1, Stage 2, and Stage 3 study corridors. More detailed investigations are currently being performed by WisDOT for Stage 1 improvements, and eight sites are required for Phase 2, 2.5, or 3 investigations. Construction of a stormwater detention pond is proposed at a closed remediation site. The soil and groundwater at this parcel has been impacted with petroleum-related contamination and contamination also extends off-site to the adjacent City of Madison R/W. The WDNR granted Final Closure on January 19, 2010.

The design and construction of the stormwater detention pond and any required dewatering and soil excavation will be coordinated with WisDOT Bureau of Technical Services and WDNR. Management of soil and groundwater, potentially including material disposal, treatment, or reuse on the project will be approved by WisDOT Bureau of Technical Services and WDNR prior to construction.

The need for further investigation along Stage 2 and Stage 3 will be determined during the design phases for those improvements. Evaluations completed to date indicate that approximately three sites may need additional investigation adjacent to Stage 2 improvements, and approximately ten sites adjacent to Stage 3 improvements may need additional investigation.

Preliminary air quality modeling indicates that no receptor location will be exposed to more than 75 percent of any ambient air quality standard for carbon monoxide. Refer to Detailed Evaluation Sheet L-Air Quality for detailed information.

Preliminary traffic noise modeling indicates noise abatement is feasible and reasonable in the following residential areas:

a. Northeast quadrant of the Verona Road/Beltline Interchange (Stage 1 and Stage 3).
b. Southeast quadrant of the Verona Road/Beltline Interchange (Stage 1 and Stage 3).
c. East of Verona Road between Raymond Road and Williamsburg Way (Stage 2).

WisDOT is committed to construction of the noise walls and will work with the City of Madison and affected residents/owners through additional public involvement to determine if the walls are to be incorporated into construction plans.

With Stage 3, areas along the Verona Road corridor south of the Beltline interchange would see a reduction in noise because of the depressed freeway. Figure 4.1.C-2 conceptually illustrates these locations.

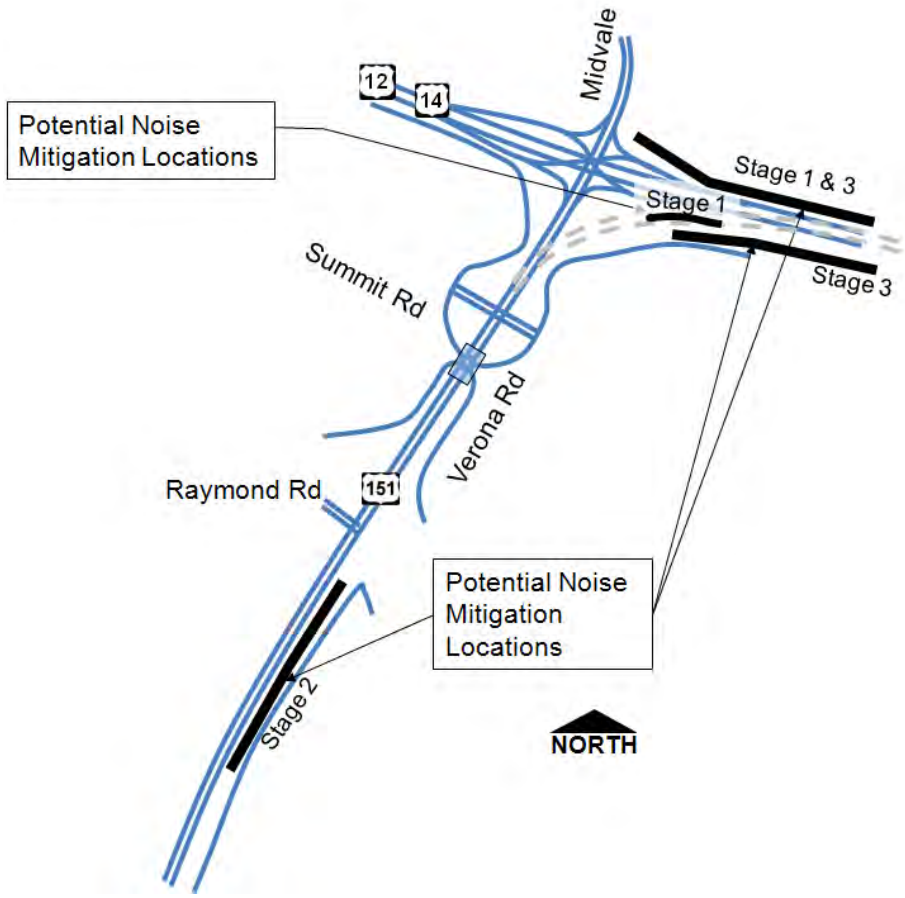


Figure 4.1.C-2 Feasible and Reasonable Noise Mitigation

D. Construction Costs

Table 4.1.D-1 compares construction costs, acquisition, design, utility costs, and total costs for the No Build Alternative and the different stages of the Preferred Alternative.

Alternative	Construction Cost (million dollars)	Engineering & Utilities, Real Estate Costs (million dollars)	Total Cost (million dollars)	Anticipated Year of Expenditure	Anticipated Cost in Year of Expenditure (million dollars)*
No Build	3.6	0.7	4.3	2015	5
Pref Alt Stage 1	73.5-81.3	36.0-39.8	109.5-121.1	2013	113.9-126.0
Pref Alt Stage 2	38.1-42.1	8.6-10.6	46.7-52.7	2017	52.6-59.3
Pref Alt Stage 3	154-170	52.9-58.5	206.9-228.5	2030	301.8-332.9
Total for Stages 1, 2 and 3	265.6-293.4	97.5-108.9	363.1-402.3	Varies	467.9-518.2

*Cost presented in both 2010 dollars and in anticipated year of construction. Each represents the average year of the total expenditure estimated. A 2 percent yearly inflation rate was assumed.

Table 4.1.D-1 Verona Road Alternatives' Cost Impacts

E. Construction Materials

Preliminary estimates indicate that Stage 1 of the Preferred Alternative will require 250,000 cubic yards (CY) of excavation and 125,000 CY of select borrow. Stage 2 of the Preferred Alternative will require 50,000 CY of excavation and 275,000 CY of select borrow. Stage 3 of the Preferred Alternative will require 1.7 million CY of excavation and an unknown amount of select borrow. These quantities could vary by ± 25 percent or more. Selection of borrow material sites is the responsibility of the construction contractor subject to approval by WisDOT. There are commercial quarries and material sites in the vicinity of County PD and south that may be cost-effective sites for the construction contractor. Similarly, for all three stages, waste sites will be required for material excavated and not used on the project. The selection of waste sites is the responsibility of the contractor. It is likely areas south of County PD will be most cost-effective for the construction contractor.

Federal Rule 23CFR 635.407 requires that the contractor be allowed to select borrow sites. It is therefore the contractor's responsibility to choose a borrow site and obtain necessary environmental clearance (including permits) for the selected site. Those responsibilities are detailed in Section 208.2.2 (Borrow, Source) and Section 107.3 (Permits and Licensing) of the State of Wisconsin *Standard Specifications for Highway and Structure Construction* manual. An exception to that rule can be made only when there is a public interest finding initiated by the state DOT and approved by FHWA. As mentioned, it is anticipated that borrow will be obtained locally from existing sites that are properly zoned. Waste sites are under county or local permitting.

WisDOT makes the arrangements to have archival and literature searches conducted for off-site construction activity areas such as borrow sites, batch plants, and waste sites to determine whether archaeological sites, burials, or mounds are present. The contractor is notified with the research results. When necessary, the contractor is responsible for coordination with the State Historical Society and for obtaining the services of an archaeologist.

The contractor in accordance with the *Standard Specifications For Road and Bridge Construction* or project special provisions will dispose of unusable excavated material to ensure protection of wetlands and waterways. The contractor is responsible for identifying the appropriate disposal site and obtaining written permission from the property owner.

All waste and demolition material from project construction activities will be disposed of in approved areas or at licensed solid waste disposal sites under the Standard Specifications or project special provisions to ensure protection of wetlands and waterways.

Erosion control and stormwater management will be followed at the borrow site or waste area as set forth in Wisconsin Administrative Code Trans 401, and the WDNR/WisDOT Cooperative Agreement. The contractor's Erosion Control Implementation Plan (ECIP) for borrow sites and waste areas will include erosion control. The ECIP will establish the schedule of implementation for temporary and permanent erosion control devices on the highway project. The ECIP will become part of the contract and will be submitted to WisDOT for approval with WDNR for concurrence.

Revegetation of the project site, including borrow pit sites and waste areas, will be incorporated as a component of the project's erosion control plan, ECIP, and construction contract. Cleared and graded areas will be stabilized with a combination of seed, mulch, erosion mat, or sod. Revegetation will occur as soon as practicable following the grading operations of the project.

4.2 US 18/151 (Verona Road) Preferred Alternative (Stages 1, 2, and 3) Traffic Summary

4.2.1 PREFACE

The following tables and text summarize the projected effects to traffic volumes and distribution for the Verona Road No Build Alternative along with all three stages of the Preferred Alternative. The traffic summary has two parts: a summary table and a discussion of probable traffic redistribution resulting from the alternatives.

A. Summary Table

Using a table, Section 4.2.2 summarizes the traffic-specific components of the alternatives and the results of TP+[1] modeling for the Verona Road area to study the effects of the No Build and Preferred Alternatives. The table includes traffic volumes for the No Build Alternative under the existing average daily traffic (ADT) and for 2030 ADT. It also includes 2030 ADT for Stages 1, 2, and 3 of the Preferred Alternative. Various points along Verona Road are included in the matrix on the side of the table. The table includes other traffic data, such as the peak-hour factor, percentage of trucks, and projected Levels of Service. Anticipated construction year for Stage 1 is 2013, Stage 2 is 2017, and Stage 3 is 2030 or later.

B. Traffic Redistribution

Section 4.2.3 contains the results of the TP+ demand modeling focusing on the probable effects of the Verona Road Preferred Alternative on traffic redistribution. In this regard, traffic redistribution focuses primarily on route changes, in contrast to trip generation or origin/destination changes (see Section 4.6.3.2 for a more complete description of induced traffic and traffic redistribution). The Verona Road traffic redistribution discussion summarizes neighborhood traffic effects by focusing on neighborhood secondary arterial, collector, and local streets.

[1] The Madison Area Metropolitan 2030 TP+ model as developed for the Beltline study served as the base for the modeling of the alternatives.

4.2.2 VERONA ROAD ALTERNATIVES' TRAFFIC SUMMARY MATRIX (2010)

	ALTERNATIVE	Existing ADT (2005)*	Base Network No Build ADT (2030)*	Stage 1 ADT (2030)*	Stage 2 ADT(2030)*	Stage 3 ADT (2030)*
TRAFFIC VOLUMES	**US 151** between Beltline and Summit Road	61,800	68,800	74,000	75,200	35,600
	US 151 between Raymond Road and Williamsburg Way	45,300	52,900	52,200	56,800	61,800
	Verona Road between the Beltline and Summit Road (one-way pair-Stage 3 only)					60,400
	Verona Road between Raymond Road and Williamsburg Way (one-way pair-Stage 3 only)					14,400
	Beltline between Verona Road and Seminole Highway	114,700	127,400	128,300	128,800	103,400 (without US 151)
	* These volumes as well as volumes on side roads and other adjacent roads are represented graphically in the following section in Figures 4.2.3-2 through 4.2.3-11					

TRAFFIC FACTORS	**K ($_{100/200}$, or %)**	~10% of ADT for the PM Peak Hour						
	D (%)	~58% southbound in the PM Peak Hour						
	T (% of ADT)	~11-12%						
	T (% of DHV)	NA						
Design Year 2030			Existing 2005	Base Network 2030	Stage 1 2030	Stage 2 2030	Stage 3 US 151 2030	Stage 3 Verona Rd NB 2030	Stage 3 Verona Rd SB 2030
	Level of Service*	US 151 @ Beltline Interchange	F	F	C	D	B	C	D
		US 151 @ Summit Road	F	F	B	C	B	D	D
		US 151 @ Raymond Rd	B	B	B	D	C	C	B
		US 151 @ Williamsburg Way	C	E	F	C	C	A	B
		US 151 @ County PD	E	F	F	C	B	C	C
SPEEDS Existing	**Posted**	30-50 mph				55 mph	35 mph	
Design Year	**Posted (mph)**	30-50	30-50	30-50	35-55	30 (V.R.) 55 (US 151)		
	Project Design Speed (mph)	35-55	35-55	35-55	40-60	35 (V.R.) 60 (US 151)		
OTHER (Specify)	**P (% of ADT)**	10% for the PM Peak Hour						
	K_8 (% of ADT)	NR (Not Reported)						

*Of the US 151 Corridor Approaches Only

B = % DHV in predominant direction of travel

P = % ADT in Peak Hour

K_{100} = Rural, K_{200} = Urban, All in % of ADT in DHV

ADT = Average Daily Traffic T = Trucks

DHV = Design Hourly Volume

K_8 = % ADT occurring in the average of the 8 highest consecutive hours of traffic on an average day.

4.2.3 VERONA ROAD TRAFFIC REDISTRIBUTION

Along with analyzing the projected volume of traffic along the study corridor under various alternatives, the study team also examined *redistributed* traffic. Redistributed traffic is comprised of vehicles that take a different route to their destinations because the most direct route may be too congested. Redistributed traffic refers only to *existing traffic* taking alternate routes. This is in contrast to generating *new traffic* by changing the trip composition. Trip composition might be changed and new traffic generated by more or fewer drivers deciding to travel or if the origin (home) or destination (work, shopping, or recreation) of the trips changes. Again, for this analysis of traffic redistribution, trip composition is assumed to remain constant between the two alternatives.

To estimate redistributed traffic under the stages of the Verona Road Preferred Alternative, the study team compared adjacent and side-road traffic volumes projected for the year 2030 for the No Build Alternative and the fully constructed Preferred Alternative after Stage 3. Figure 4.2.3-1 compares the effect of Stage 3 of the Preferred Alternative on adjacent and side-street traffic. A positive percentage represents an increase in traffic volume, while a negative percentage represents a decrease in traffic volume.

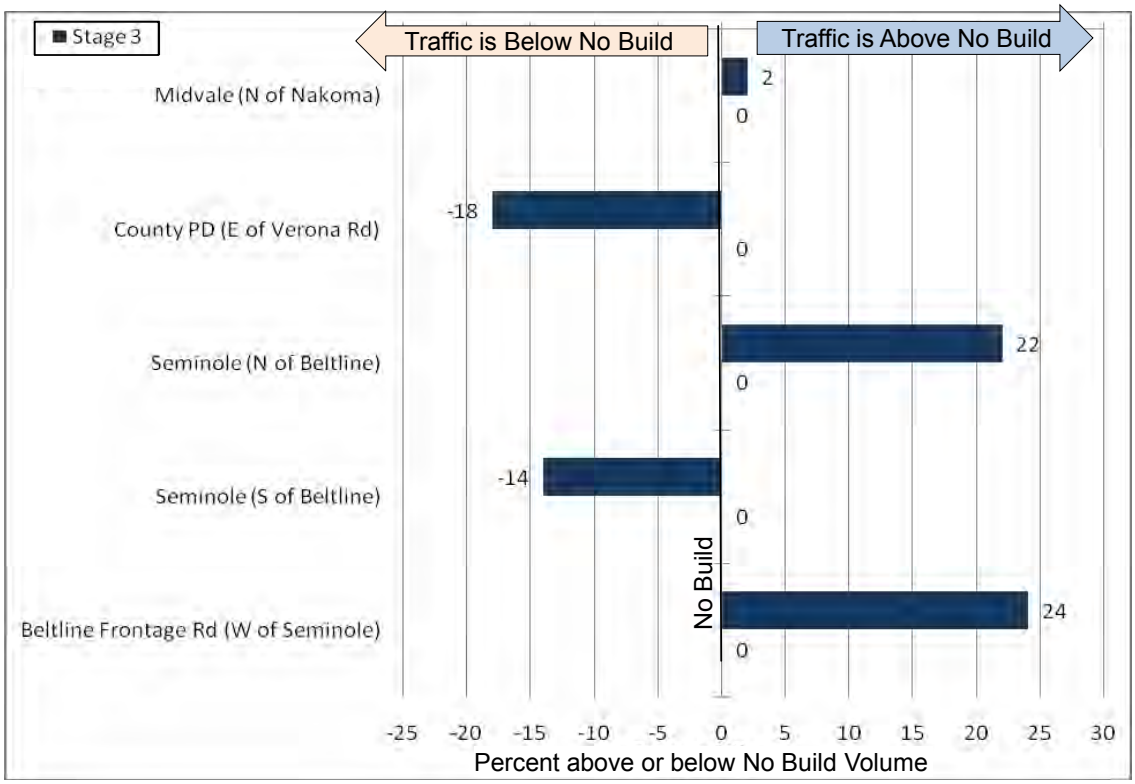


Figure 4.2.3-1 Stage 3's Influence on Traffic Volumes as Compared to No Build

Some roadways that have a substantial decrease in traffic volume under Stage 3 of the Preferred Alternative (such as Seminole Highway, South of the Beltline, and County Highway PD) are currently serving traffic diverted from the Verona Road interchange because of congestion. Traffic modeling shows Stages 1 and 2 improvements can accommodate traffic volumes projected for the year 2030 but not much more. As volumes rise further into the future, Stage 1 and 2 improvements will not be able to handle the additional traffic, and traffic would use alternate routes such as local roads. Some roadways experience greater volumes, such as Seminole Highway north of the Beltline. To some extent, this is a function of the Seminole Highway on- and off-ramps being removed.

At this point, Stage 3 improvements will provide additional capacity on US 151 and draw regional traffic away from local roads.

Projected volumes for the year 2030 under these three alternatives are shown in Figures 4.2.3-2 through 4.2.3-12.

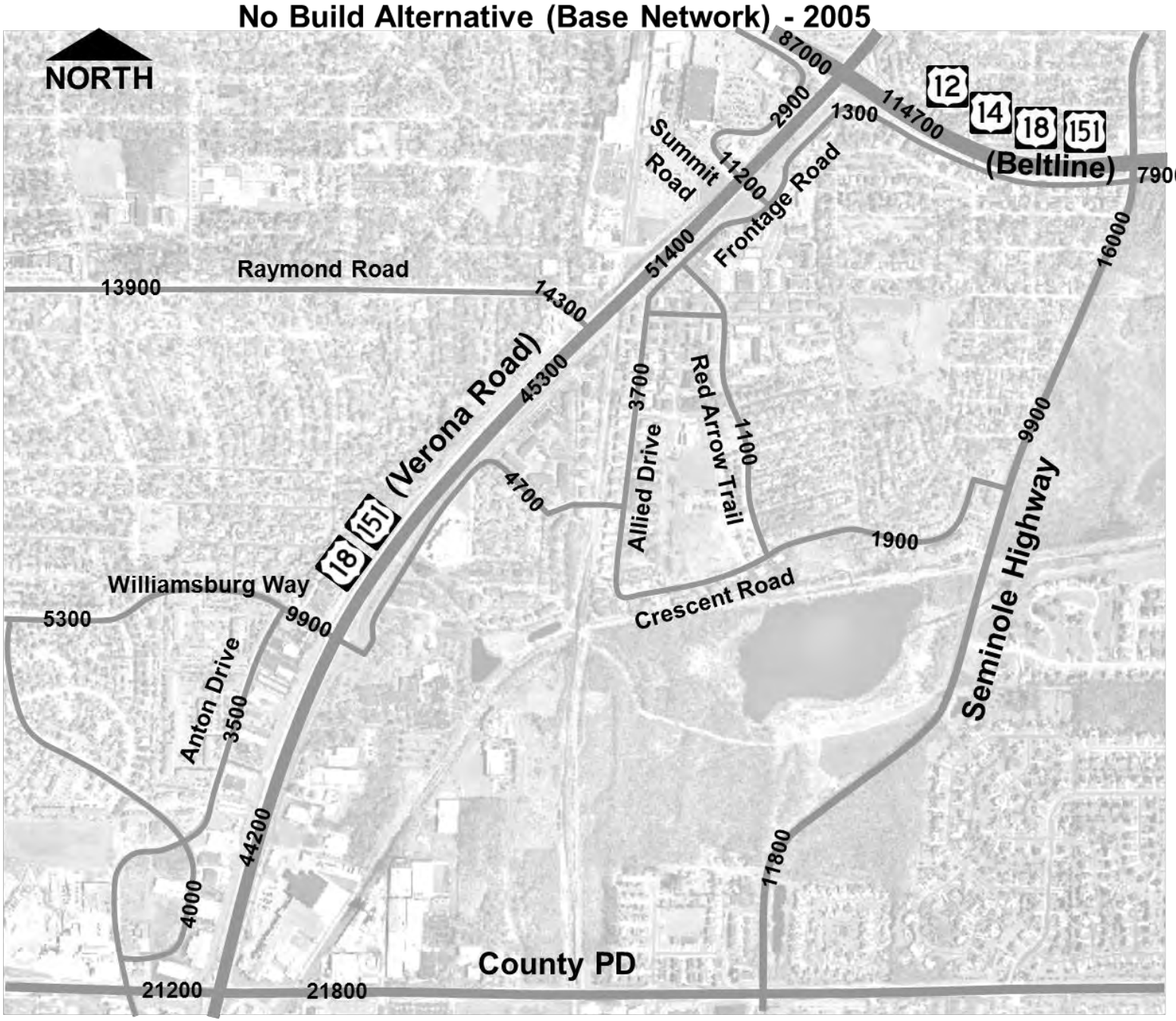


Figure 4.2.3-2 2005 Traffic Volumes (VPD)–Verona Road No Build Alternative (Base Network)

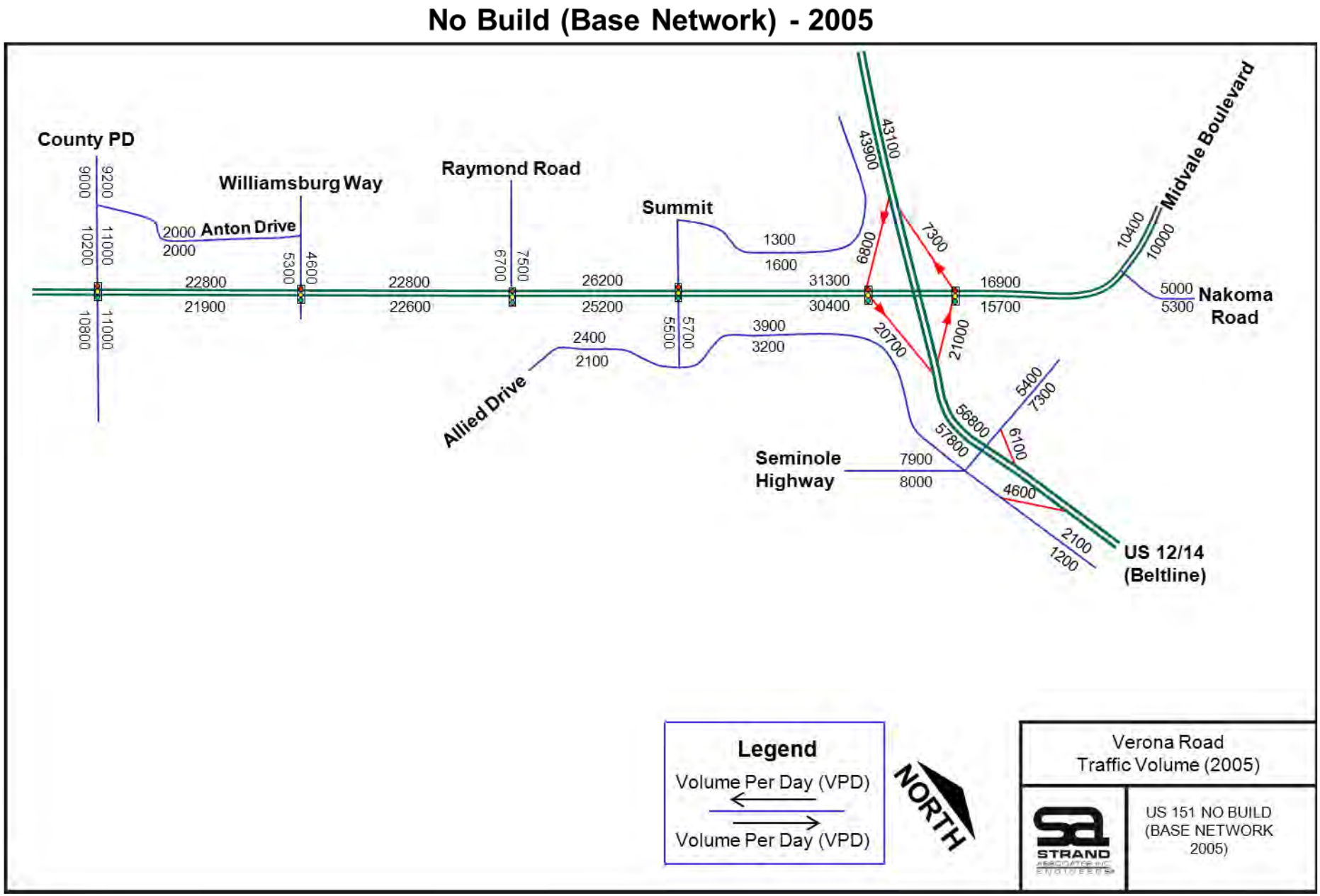


Figure 4.2.3-3 2005 Traffic Volumes (VPD)–Verona Road No Build Alternative (Base Network)

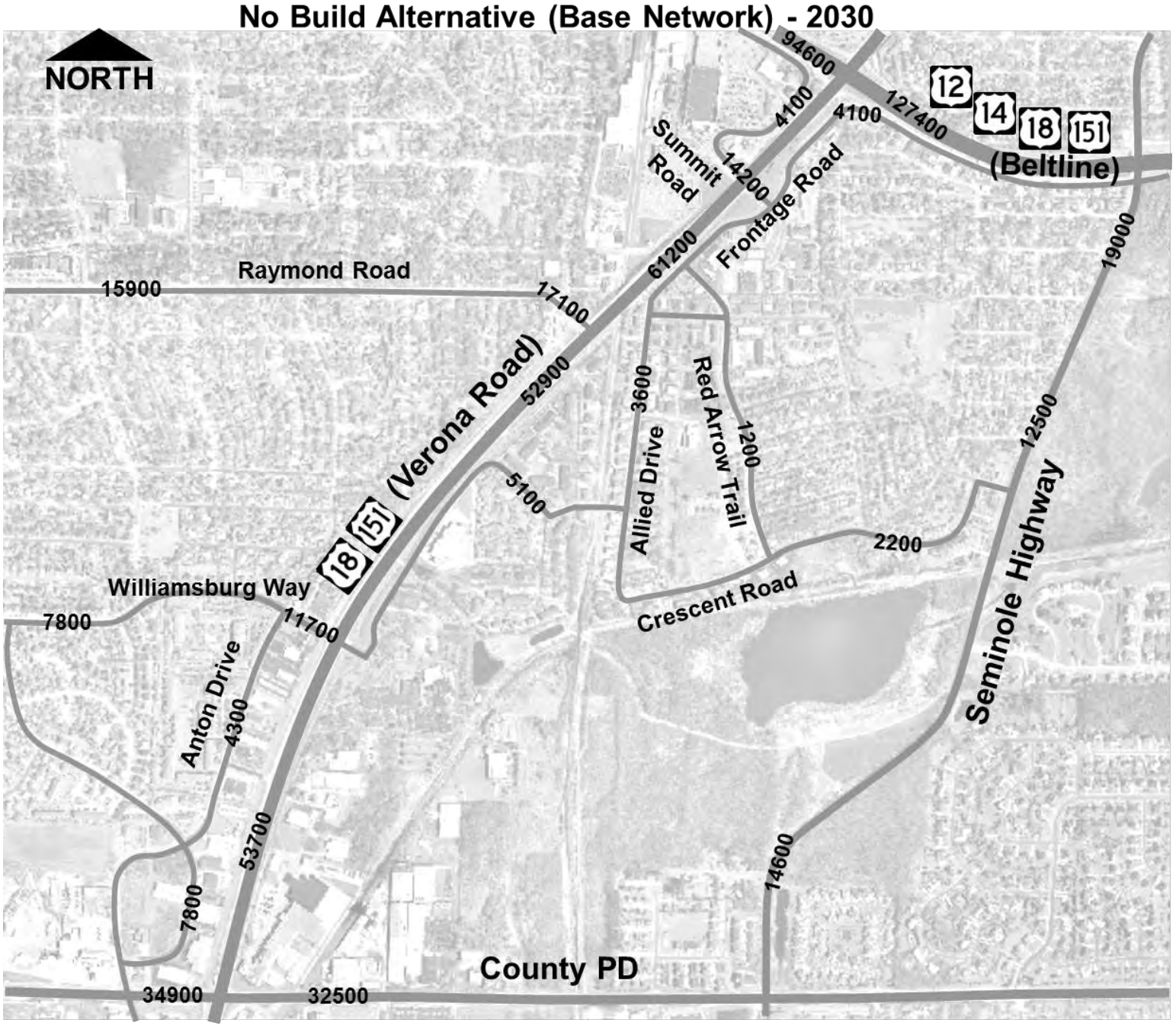


Figure 4.2.3-4 Projected 2030 Traffic Volumes (VPD)–Verona Road No-Build Alternative (Base Network)

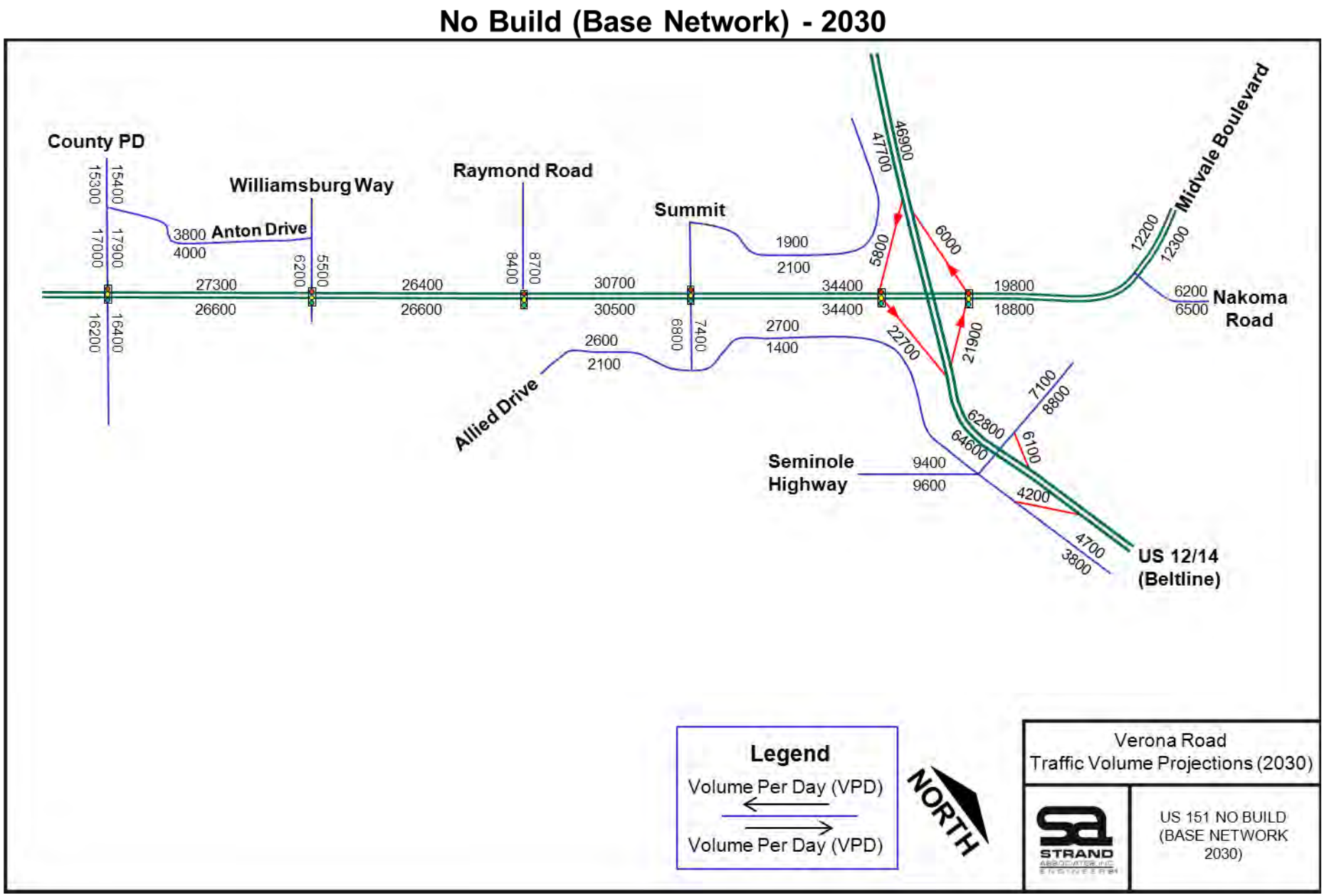


Figure 4.2.3-5 Projected 2030 Traffic Volumes (VPD)–Verona Road No Build Alternative (Base Network)

Stage 1 - 2030

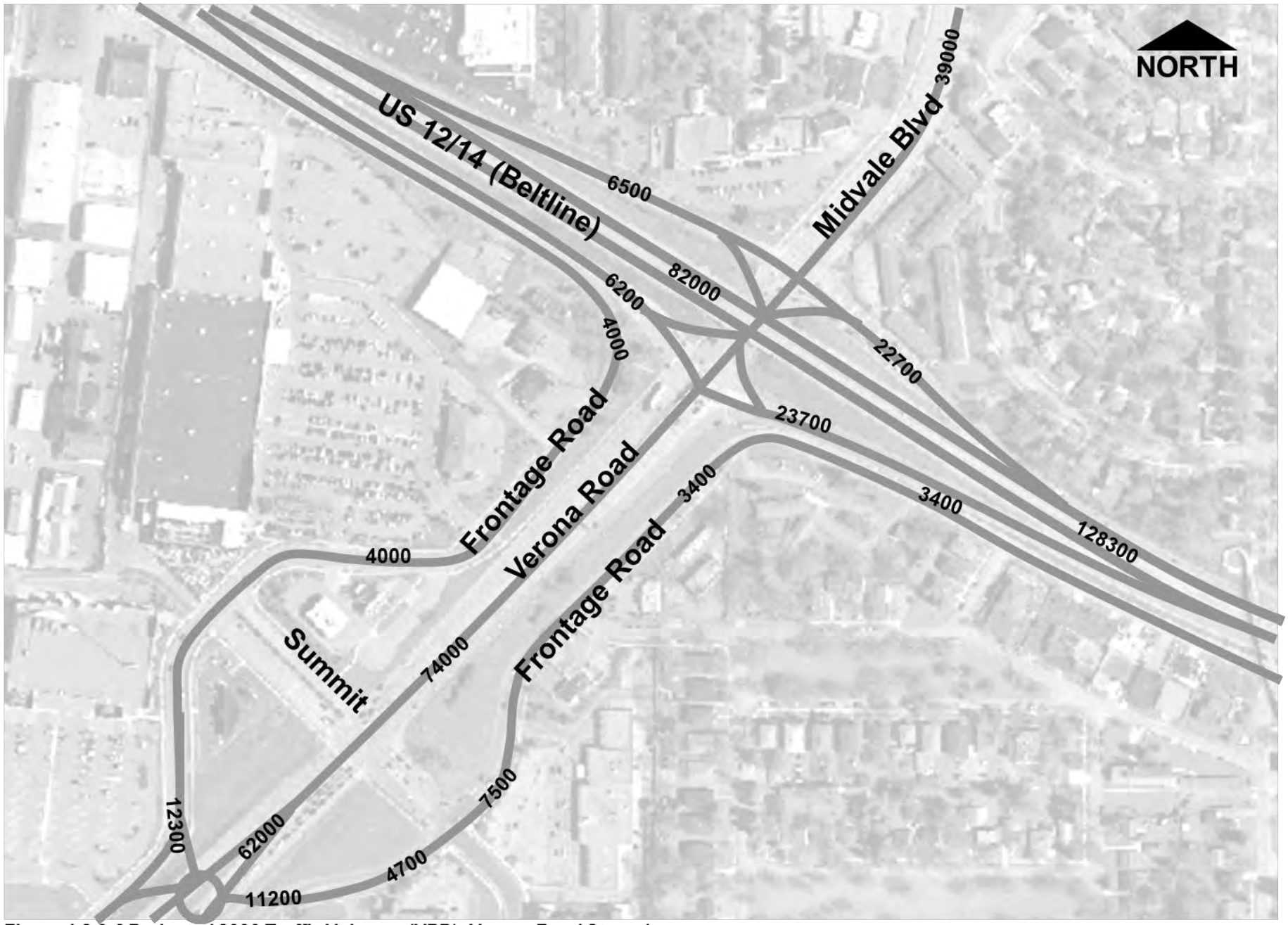


Figure 4.2.3-6 Projected 2030 Traffic Volumes (VPD)–Verona Road Stage 1

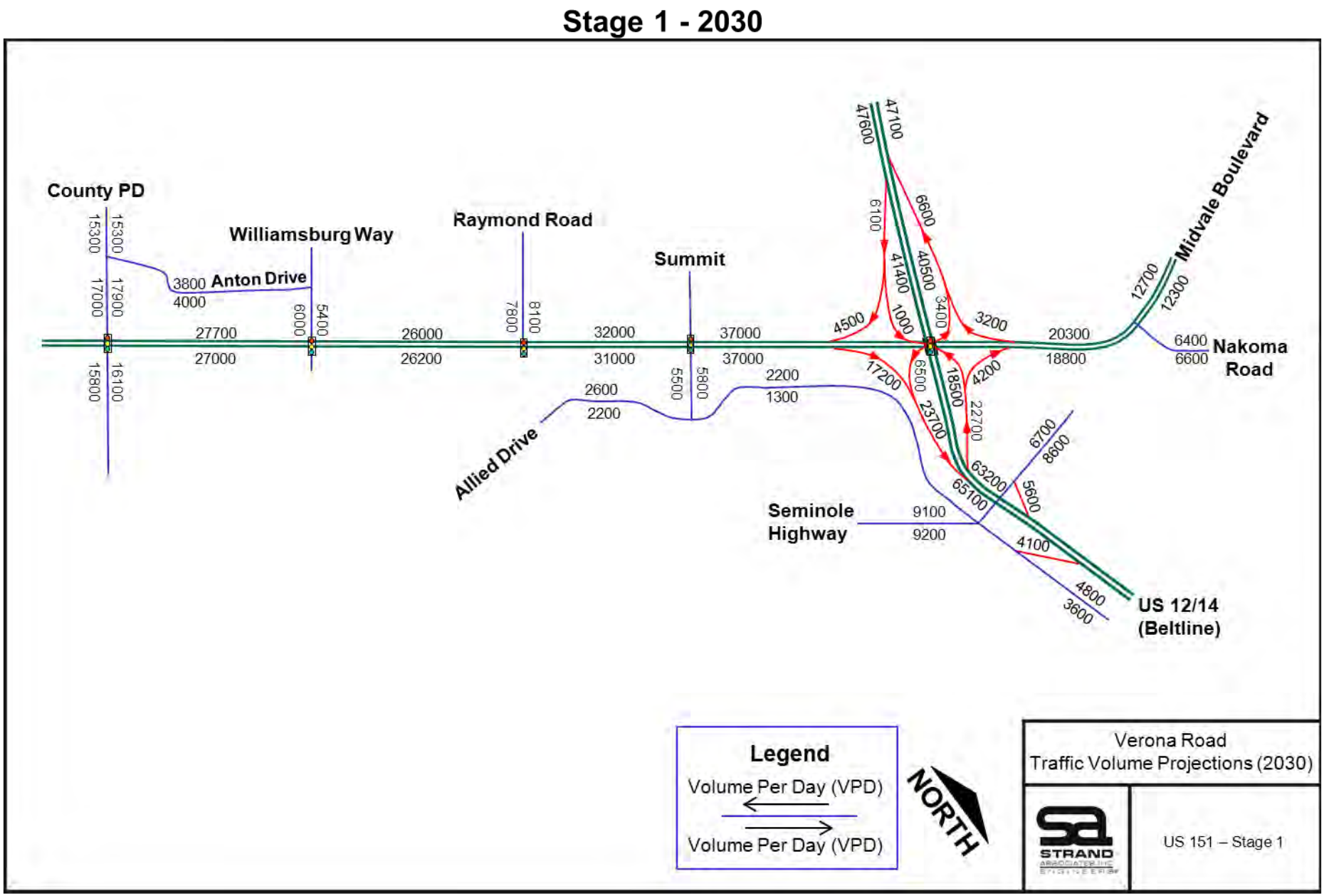


Figure 4.2.3-7 Projected 2030 Traffic Volumes (VPD)–Verona Road Stage 1

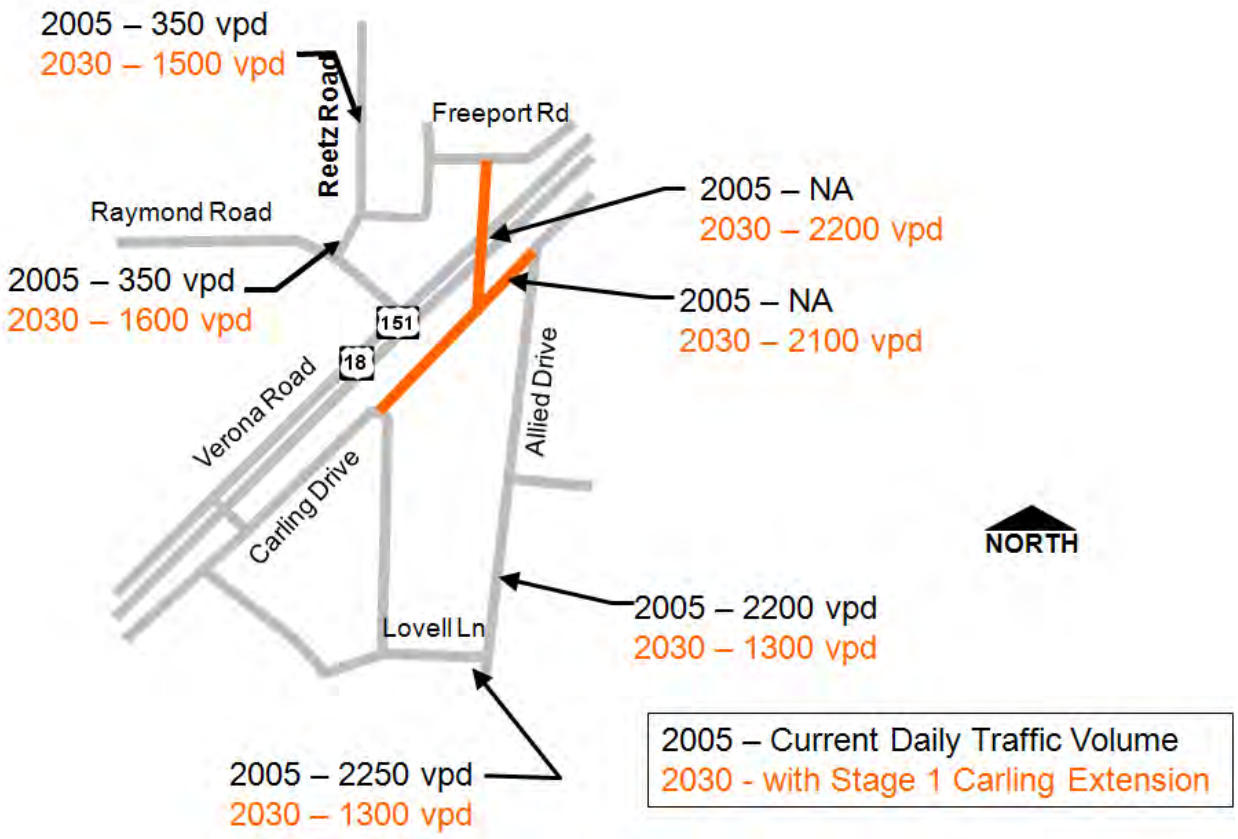


Figure 4.2.3-8 Projected 2030 Traffic Volumes (VPD)–Verona Road Stage 1–Carling Drive Extension

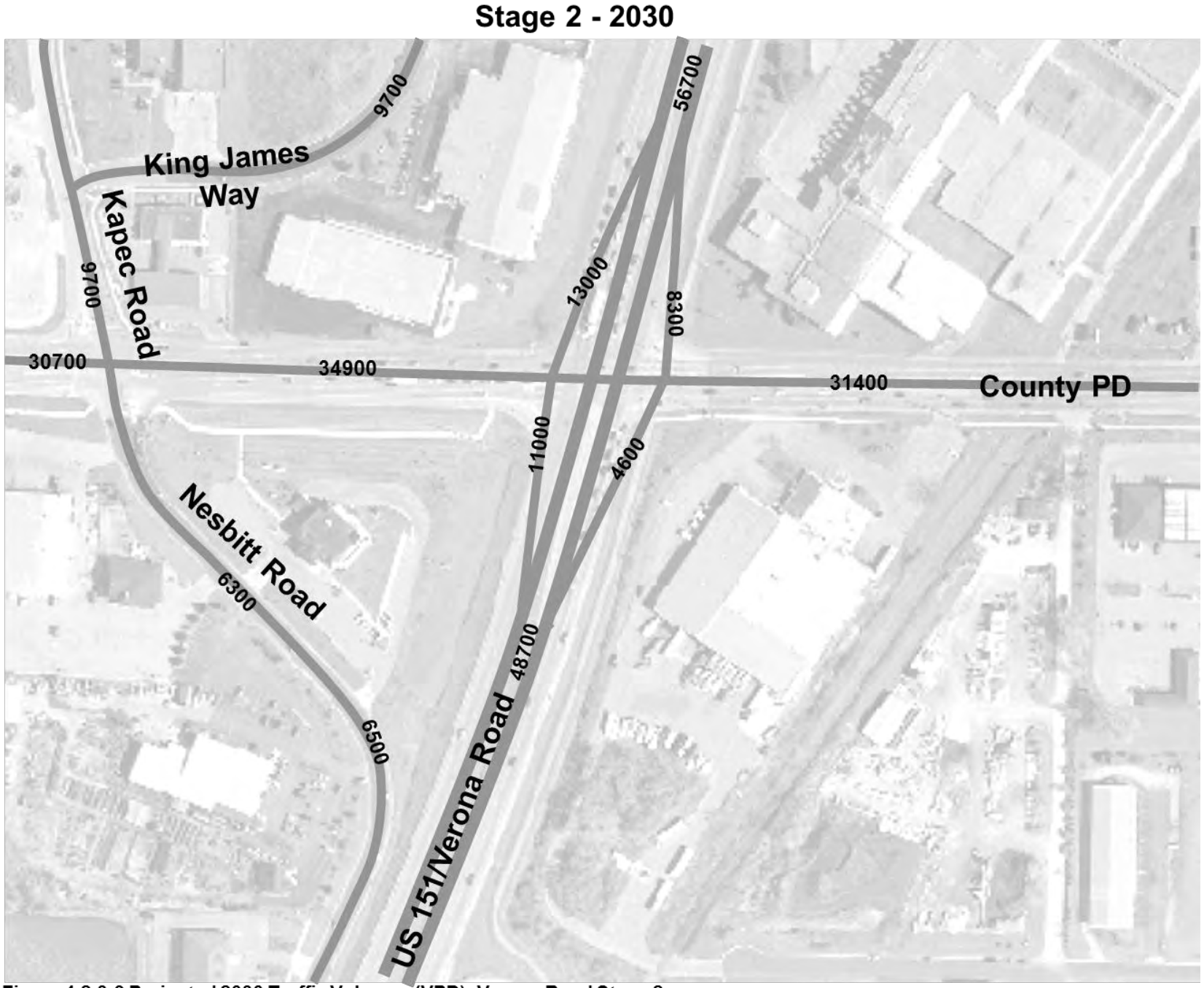


Figure 4.2.3-9 Projected 2030 Traffic Volumes (VPD)–Verona Road Stage 2

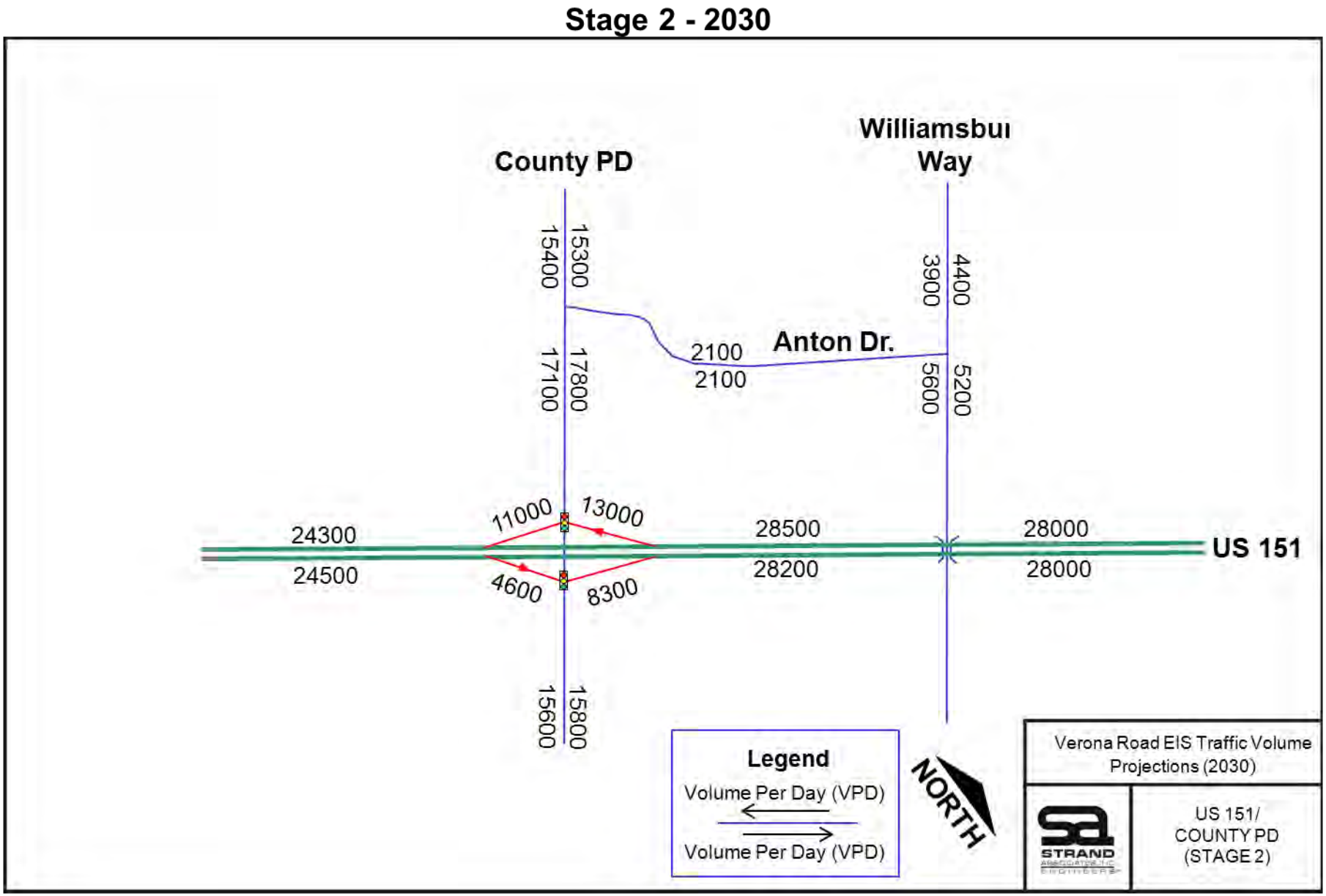


Figure 4.2.3-10 Projected 2030 Traffic Volumes (VPD)–Verona Road Stage 2

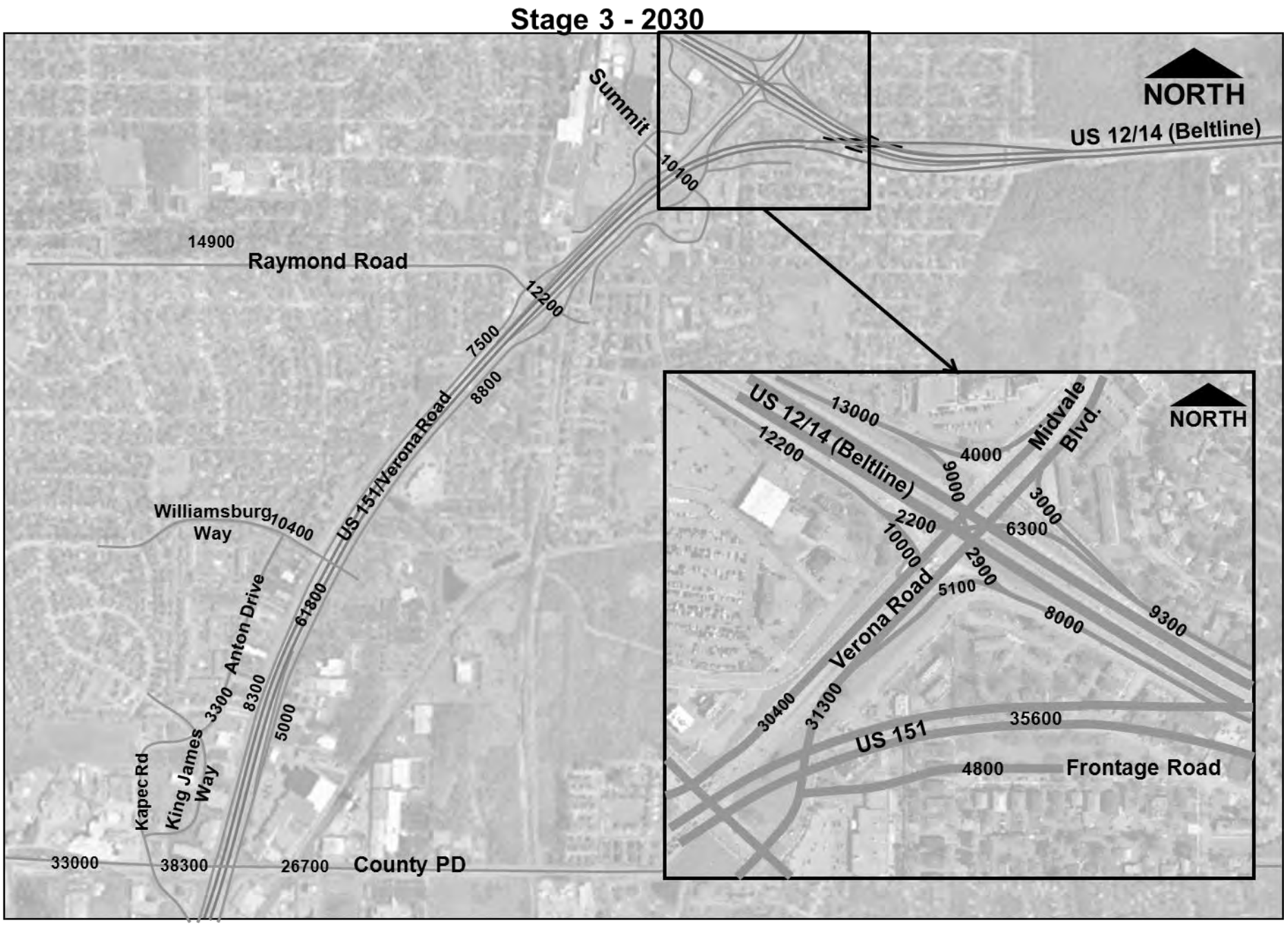


Figure 4.2.3-11 Projected 2030 Traffic Volumes (VPD)–Verona Road Stage 3

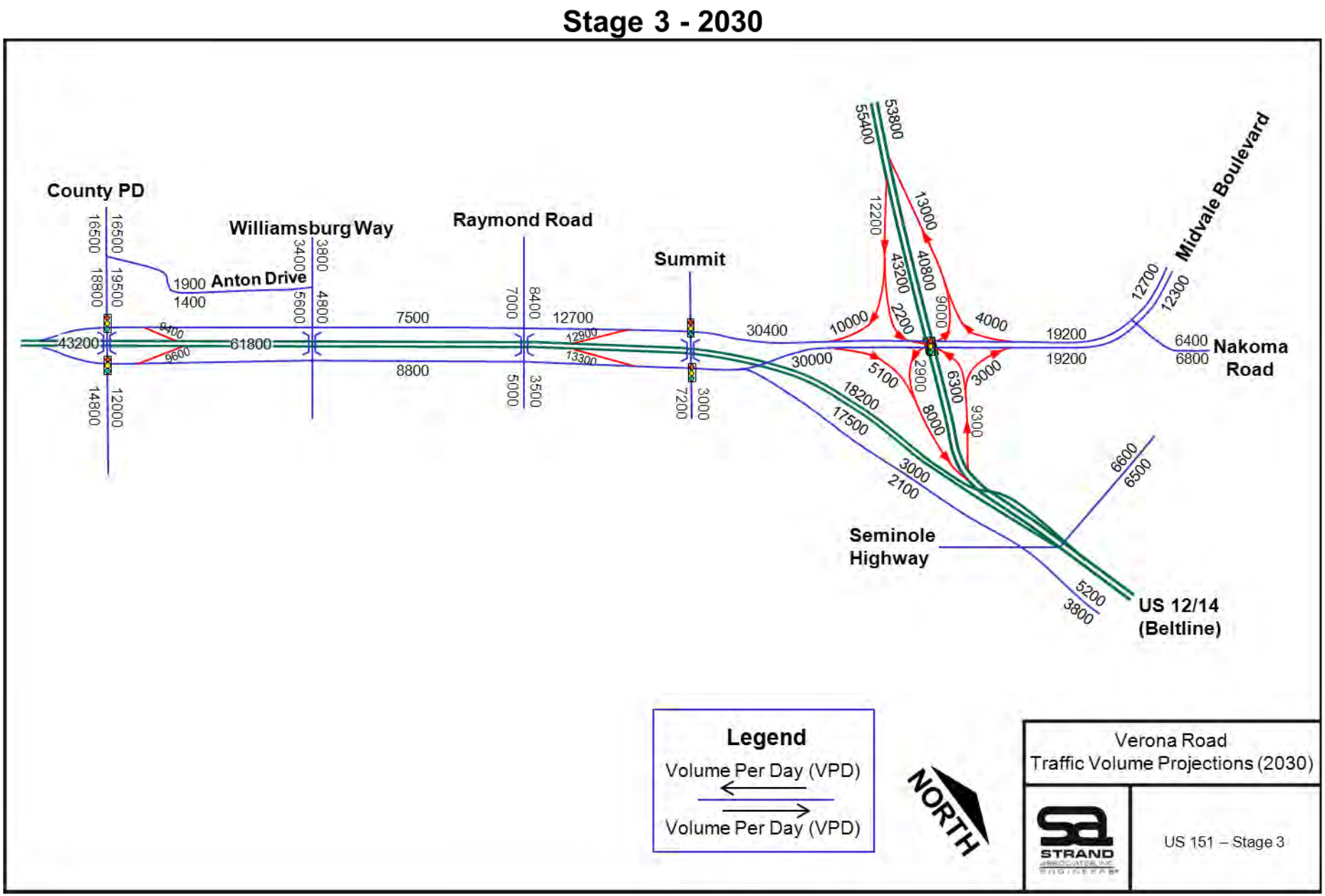


Figure 4.2.3-12 Projected 2030 Traffic Volumes (VPD)–Verona Road Stage 3

4.3 ENERGY, COMMITMENT OF RESOURCES, AND PRODUCTIVITY

4.3.1 CONSTRUCTION AND OPERATIONAL ENERGY

Highway energy consumption manifests itself in the raw materials and fuels used to construct, operate, and maintain a highway facility. Construction energy is comprised of the raw materials and equipment necessary to build and maintain the highway. Fuel consumption is affected by the type of vehicle using the roadway, the roadway's travel speed, roadway geometry, roadway congestion, and roadway condition.

The construction energy required for construction for each incremental stage of the Preferred Alternative will be greater than that required for the No Build Alternative. The operational energy required for the Preferred Alternative, however, over time is anticipated to be less than that required for the No Build Alternative because of the reduced congestion and increased safety. Over the design life of the facility, savings in operational energy are anticipated to offset the energy required to construct the Preferred Alternative.

4.3.2 IRREVERSIBLE OR IRRETRIEVABLE COMMITMENTS OF RESOURCES

The No Build Alternative includes irretrievable money, time, and personal hardship related to the high rate of personal injury and property damage accidents that are anticipated along the existing route. The cost, time, and frustration levels of decreasing levels of service for vehicle movement and operational energy expenditure are tied to the inefficient facility. The impairment of recreational, service, emergency, and business travel within the project area also create irretrievable commitments of resources.

The Build Alternatives require irreversible commitments such as land acquisition of residential and commercial properties and access acquisition. Land converted from private use to public use displaces local tax revenues. Economic resources committed to the project include nonretrievable federal and state funding for construction and maintenance.

The commitment of these resources is based upon the concept that the traveling public and local residents will benefit from the improved quality of US 151. Benefits, which are anticipated to outweigh the commitments of resources, will include improved accessibility and safety, greater facility capacity, and travel time savings.

4.3.3 RELATIONSHIP BETWEEN SHORT-TERM USES OF THE ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

The Preferred Alternative involves short-term and long-term trade-offs. Short-term consequences for the Preferred Alternative include the more immediate impacts of the project. Long-term consequences relate to direct or indirect effects on future generations. Short-term consequences for the Corridor Preservation associated with Stage 3 of the Preferred Alternative include the reduction in property rights for areas needed for future transportation improvements.

Short-term consequences for the Preferred Alternative include the construction impacts of increased localized noise, air, and water pollution and some traffic delays. These impacts are important to those experiencing them; however, the construction impacts do not have a lasting effect on the quality of the environment. Other short-term consequences involve additional fuel use by motorists and construction equipment during construction. Public funds will also be committed to build the facility.

The proposed improvement project does not have a precedent-setting nature for future projects. The Preferred Alternative includes congestion relief and safety improvements that follow accepted standards.

Factors such as highway improvement projects, the area's economic vitality, available land and redevelopment potential, land costs, housing supply, and zoning may enable development. Construction of the Preferred Alternative is not expected to solely stimulate substantial long-term indirect impacts, but it could accelerate indirect development that may occur regardless. The purpose of the improvement project is to address existing traffic needs and to preserve highway mobility and improve safety to forestall future highway improvements.

The Preferred Alternative will not preclude future options. The proposed project is expected to provide acceptable capacity and safety for the foreseeable future. If additional capacity were required beyond what is provided by this project, other modal alternatives or additional highway alternatives could still be pursued.

The corridor preservation for Stage 3 improvements also will not preclude future transportation options. When future transportation options are needed, the environmental document will be reevaluated and a range of alternatives will be evaluated at that time within the NEPA process. The Corridor Preservation associated with Stage 3 will, however, preserve opportunities that could be lost without a preservation action.

Long-term environmental impacts resulting from the Preferred Alternative include the creation of new environmental effects such as new structures, loss of some uplands, and additional stormwater facilities.

Long-term benefits realized from the Preferred Alternative include improved convenience, safety, and energy use as well as better pedestrian and bicycle facilities for those living in the project area and for those traveling through the area.

The No Build Alternative avoids all the short-term and localized construction impacts. Safety and mobility would continue to deteriorate under the No Build Alternative as capacity needs are not met. As traffic volumes increase in the future, the congestion and crash potential on US 151 will increase, therefore reducing the long-term productivity of the area.

4.4 VERONA ROAD ALTERNATIVES' ENVIRONMENTAL COST MATRIX

Environmental Issue	Unit Measure	Verona Road Detailed Alternatives				
			Preferred Alternative			
		No Build	Stage 1	Stage 2	Stage 3	Stages 1, 2, and 3 ***
Project Length	Mi	2.2	2.2	2.4	3.1	Varies
Cost $ *						
Design and Construction Engineering	Millions $	0	15.4-17.0	8.0-8.8	32.2-35.6	55.6-61.4
Construction	Millions $	3.6	73.5-81.3	38.1-42.1	154-170	265.6-293.4
Real Estate and Utilities	Millions $	0.7	20.6-22.8	0.6-1.8	20.7-22.9	41.9-47.5
Total **	Million $	4.3	109.5-121.1	46.7-52.7	206.9-228.5	363.1-402.3
Anticipated Year of Construction		2015	2013	2017	2030	Varies
Anticipated Cost in Year of Construction**	Million $	5	113.8-126.0	52.6-59.3	301.4-332.9	467.9-518.2
Land Conversions						
Total Area Converted to R/W	Acres	0	11.9	0.5	11.7	24.1
Wetland Area Converted to R/W	Acres	0	0	0	0	0
Upland Area Converted to R/W	Acres	0	0	0	0	0
Other/Institutional Area Converted to R/W	Acres	0	0	0.01	0	0.01
Real Estate						
Number of Farms Affected	Number	0	0	0	0	0
Total Area From Farm Operations Required	Acres	0	0	0	0	0
AIS Required?	Yes/No	No	No	No	No	No
Farmland Rating	Score	0	N/A	N/A	N/A	N/A
Residential Buildings Acquired	Number	0	10	0	6	16
Business Buildings Acquired	Number	0	10	0	18	28
Total Buildings Acquired (Res&Bus)	Number	0	20	0	24	44
Households Relocated	Number	0	31	0	33	64
Businesses Relocated	Number	0	15	0	21	36
Total Relocations Required (Res&Bus)	Number	0	46	0	54	100
Fee Acquisition Residential Parcels	Number	0	16	0	15	31
Fee Acquisition	Number	0	33	11	23	67

Environmental Issue	Unit Measure	Verona Road Detailed Alternatives				
			Preferred Alternative			
		No Build	Stage 1	Stage 2	Stage 3	Stages 1, 2, and 3 ***
Business/Institutional Parcels						
Fee Acquisition Total Parcels	Number	0	49	11	38	98
Flood Plain	Yes/No	No	No	No	No	No
Stream Crossings	Number	0	0	0	0	0
Endangered Species	Yes/No	No	No	No	No	No
Historic Properties	Number	0	0	0	0	0
Archeological Sites	Number	0	0	0	0	0
106 MOA Required?	Yes/No	No	No	No	No	No
4(f) Evaluation Required?	Yes/No	No	No	No	Yes	Yes
Environ Justice At Issue?	Yes/No	No	Yes	No	Yes	Yes
Level of Controversy	Low/Med /High	No	Medium	Low	High	Medium
Air Quality Permit?	Yes/No	No	No	No	No	No
Design Year Noise Sensitive Receptors						
No Impact	Number	1,212[2]	640		590	656[1]
Impact	Number	0[2]	530		450	460[1]
Exceed dBA Levels	Number	630[2]	530		450	460[1]
Phase 2 Sites	Number	No	6	3	10	No

[1] The combined noise receptor totals for Stages 1, 2, and 3 are the receptor numbers for Stage 3 plus the receptors for the Whitney Way area.

[2] Based on an analysis of the conditions existing in 2009. Because this is the No Build Alternative and not a retrofit project, there are no impacts (according to Wisconsin Administrative Code Chapter TRANS 405), but there are receptors that exceed the 66 dBA level.

* Cost is presented in both 2010 dollars and in anticipated year of construction. Each represents the average year of the total expenditure estimated. A 2 percent yearly inflation rate was assumed.

** Total project cost represents the probabilistic outcome of the sum of project budget elements, which is not equal to the sum of probabilistic outcomes of the individual budget elements.

*** Stages 1 and 2 should be viewed as a single improvement effort as Stage 2 will most likely be constructed with little or no time gap following Stage 1 completion in 2015. Stage 3 costs will not be incurred for 10 or more years after Stage 2 is constructed. Prior to encumbering and spending Stage 3 funds, a reevaluation of the FEIS will be completed. The scope and budget may change as a result, perhaps significantly compared to this Stage 3 estimate. For this reason, Stage 3 is considered to be a separate effort from the Stage 1 and 2 improvements from a cost and schedule management perspective.

4.5 ENVIRONMENTAL MATRIX

ENVIRONMENTAL FACTORS	EFFECTS Adverse	Benefit	None	NOT Applicable (Blacked out cells in this column require a check in at least one of the other columns.)	COMMENTS
SOCIOECONOMIC FACTORS					
General Economics					Detailed Evaluation Sheet completed–
A. Verona Road No Build Alternative	☒	☒	☐		Congestion would make it difficult to travel on or across Verona Road and make it less attractive to patronize businesses. The congestion would also affect the mobility of this part of the Corridors 2030 Backbone System. This will increase the shipment costs for goods and services in Southwest Wisconsin. No businesses would need relocation with this alternative.
B. Stage 1 of the Preferred Alternative	☒	☒	☐	☐	Congestion around the Verona Road/Beltline interchange will be reduced with Stage 1 and improving access to nearby businesses. The Summit Road Jug-Handle will also substantially improve operations near Madison Plaza and Nakoma Plaza. However, the service interchange connection is not consistent with a Corridors 2030 backbone interchange. In later years, increasing traffic volumes will increase interchange delays. Additionally, the signal-controlled intersections on Verona Road do not provide a high mobility roadway. As congestion increases, shipment costs for goods and services will increase in Southwest Wisconsin. Stage 1 relocates 15 local businesses, negatively affecting the local business climate. See Section 4.8- A–General Economics Detailed Evaluation Sheet.
C. Stage 2 of the Preferred Alternative	☐	☒	☐	☐	Stage 2 provides substantial congestion relief for the saturated Verona Road/County PD intersection. Coupled with Stage 1 improvements, congestion at the two ends of the corridor will be substantially reduced; access to local businesses and the movement of goods and services on Verona Road will be improved. This will create economic benefits throughout Southwest Wisconsin. Two signalized intersections would remain on the Verona Road corridor, which compromises mobility and is not consistent with US 151's Corridors 2030 Backbone designation. Eventually these intersections would fail, creating substantial congestion on this Backbone corridor. Access to businesses adjacent to County PD would not change substantially. See Section 4.8-A–General Economics Detailed Evaluation Sheet.
D. Stage 3 of the Preferred Alternative	☒	☒	☐	☐	Congestion on the US 151 Backbone route would be eliminated. The high mobility corridor would provide excellent regional access for the shipment of goods and services, providing economic benefits throughout Southwest Wisconsin. Local business access needs would be met with Verona Road's one-way local road system. 21 businesses (in addition to Stage 1) would need to be relocated with Stage 3, primarily in the southeast quadrant of the system interchange. See Section 4.8-A–General Economics Detailed Evaluation Sheet.

ENVIRONMENTAL FACTORS	EFFECTS Adverse | Benefit | | None | | | NOT Applicable | | | (Blacked out cells in this column require a check | | | in at least one of the other columns.)				COMMENTS
Community and Residential					Detailed Evaluation Sheet Completed.
A. Verona Road No Build Alternative	☒	☒	☐	☐	Congestion would 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 would make neighborhood isolation more pronounced. Verona Road congestion would also continue to encourage traffic diversion into adjacent neighborhoods. No housing units would be acquired.
B. Stage 1 of the Preferred Alternative	☒	☒	☐	☐	Three new grade-separated crossings of Verona Road, of which two will carry motor vehicles, will decrease neighborhood isolation and increase connectivity to the west. The Carling Drive extension and Freeport Road connection during construction will improve the access between Nakoma Heights area, Allied Drive, and neighborhoods west of Verona Road. The jug-handle underpass and associated roundabout also links neighborhoods west and east of Verona Road. The pedestrian underpass that will be constructed in the south approach of the interchange will allow pedestrians and cyclists to cross Verona Road without encountering Verona Road traffic. Stage 1 will require the relocation of about 31 households (4 single-family homes, 5 apartment buildings). 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. 15 businesses will also be relocated in Stage 1. These businesses, while having some local patronage and employment, do not provide essential goods or services. For affordable housing and other community and residential discussion, see Section 4.6.4 Verona Road Indirect and Cumulative Effects and Section 4.8-B Community and Residential Detailed Evaluation Sheet.
C. Stage 2 of the Preferred Alternative	☐	☒	☐	☐	There are no residential relocations in Stage 2. To accommodate the construction of interchange on- and off-ramps from Verona Road to County PD, right of way would be acquired from 9 businesses, 1 manufacturer, and 1 city-owned property.
D. Stage 3 of the Preferred Alternative	☒	☒	☐	☐	The Raymond Road extension and Summit Road grade separation would decrease neighborhood isolation and increase connectivity. In particular, the Raymond Road extension would connect the Allied neighborhood with neighborhoods to the west. Stage 3 will require the relocation, primarily in the southeast quadrant of the interchange, of 33 residential households (6 buildings). Of the residential relocations, there would be 12 Community Development Authority (CDA) housing units (1 building). Each community facility, resident, and property owner would be eligible for relocation assistance according to the Federal Uniform Relocation Act. Benefits include moving expenses, relocation help, rent differential payments, and other aids.

ENVIRONMENTAL FACTORS	EFFECTS Adverse	Benefit	None	NOT Applicable (Blacked out cells in this column require a check in at least one of the other columns.)	COMMENTS
					Because Verona Road would have less congestion, less US 18/151 traffic would be diverted to local streets such as Seminole Highway and County PD. Emergency services would have less congestion to circumnavigate when compared with the No Build Alternative. For affordable housing and other community and residential discussion, see Section 4.6.4 Verona Road Indirect and Cumulative Effects and Section 4.8-B Community and Residential Detailed Evaluation Sheet.
Economic Development & Business					Detailed Evaluation Sheet Completed.
A. Verona Road No Build Alternative	☒	☒	☐	☐	Congestion would make it difficult to use Verona Road, thus discouraging the patronage of businesses. It is likely investment in existing properties would diminish. More land will be available for redevelopment.
B. Stage 1 of the Preferred Alternative	☒	☒	☐	☐	Approximately 15 businesses (10 buildings) would be relocated in Stage 1. Each business and property owner is eligible for relocation assistance according to The Federal Uniform Relocation Act. Property owners in the southeast quadrant may reduce investment in properties within the area mapped for Stage 3 R/W (official mapping will be performed during Stage 1). Congestion relief would increase accessibility to the four quadrants of the interchange. Better access surrounding the Summit Road intersection may encourage development and investment. See Section 4.8-C Economic Development and Business Detailed Evaluation Sheet.
C. Stage 2 of the Preferred Alternative	☒	☒	☐	☐	Stage 2 would require the acquisition of small amounts of property from 9 businesses, 1 manufacturing establishment, and 1 city-owned property. There are no relocations necessary in Stage 2. The congestion relief provided by Stage 2 should encourage additional development efforts surrounding the Verona Road/County PD intersection. Carriage Street's access to Verona Road would be removed. See Section 4.8-C Economic Development and Business Detailed Evaluation Sheet.
D. Stage 3 of the Preferred Alternative	☒	☒	☐	☐	The Raymond Road extension and Summit Road grade separation associated with Stage 3 would decrease neighborhood isolation, increase connectivity, and could encourage more business development. Stage 3 will require an additional 18 business buildings resulting in 21 business relocations. Each business and property owner would be eligible for relocation assistance according to the Federal Uniform Relocation Act. Traffic operation on US 151 would be free of congestion increasing the mobility of the corridor. Verona Road's local one-way pair road system will provide access to business and industry adjacent to the road but reduce access to one direction of travel. See Section 4.8-C Economic Development and Business Detailed Evaluation Sheet.

ENVIRONMENTAL FACTORS	EFFECTS Adverse | Benefit | None | NOT Applicable | (Blacked out cells in this column require a check in at least one of the other columns.)				COMMENTS
Agriculture					
A. Verona Road No Build Alternative	☐	☐	☐	☒	There is no agricultural land in the Verona Road corridor.
B. Stage 1 of the Preferred Alternative	☐	☐	☐	☒	There is no agricultural land in the Verona Road corridor.
C. Stage 2 of the Preferred Alternative	☐	☐	☐	☒	There is no agricultural land in the Verona Road corridor.
D. Stage 3 of the Preferred Alternative	☐	☐	☐	☒	There is no agricultural land in the Verona Road corridor.
Environmental Justice					Detailed Evaluation Sheet completed–
A. Verona Road No Build Alternative	☒	☒	☐	☐	With the No Build Alternative, there are no changes to the roadway or interchange. As a result, there is no action to raise environmental justice issues. The continued isolation of the Allied and Dunn's Marsh neighborhoods remains a general community concern. Congestion on Verona Road increases the isolation of the neighborhood.
B. Stage 1 of the Preferred Alternative	☒	☒	☐	☐	Stage 1 creates two new grade-separated crossings of Verona Road for motor vehicles, one near Summit Road and one connecting Carling Drive with Freeport Road (during construction). It also provides a new underpass on the south approach of the interchange that allows pedestrians and cyclists to cross Verona Road without encountering traffic. Carling Drive will be extended to Allied Drive. These new roadways and crossings will reduce the isolation of the Allied and Dunn's Marsh neighborhoods. Neighborhood access will improve through the creation of the new grade-separated crossings that connect the east side of Verona Road with the west. The pedestrian/bicycle improvements and grade-separated crossings will increase safety and mobility for residents without vehicles. Stage 1 will have adverse effects to minority and low income households. It is estimated that five minority and six low income households could be affected with this alternative, mostly through residential relocations. An additional 18 minority persons, 9 low income, 2 elderly and approximately 1 disabled person may have their employment affected through business relocations. See Section 4.8-E Environmental Justice Detailed Evaluation Sheet.
C. Stage 2 of the Preferred Alternative	☐	☐	☒	☐	In Stage 2, there would not be any relocations and the improvements are not near residential neighborhoods. Therefore, environmental justice concerns are limited.
D. Stage 3 of the Preferred Alternative	☒	☒	☐	☐	The Raymond Road extension and Summit Road grade separation associated with Stage 3 would decrease neighborhood isolation and increase connectivity. Stage 3 will have adverse effects to minority and low-income populations. Effects would include those related to residential relocations, business relocations, and impacts to Britta Park. It is estimated eight minority and/or below-poverty households in the Crawford Heights-Marlboro-Rosedale and Allied Belmar areas could be relocated. Each household would be eligible

ENVIRONMENTAL FACTORS	EFFECTS Adverse | Benefit | None | NOT Applicable | (Blacked out cells in this column require a check in at least one of the other columns.)				COMMENTS
					for relocation assistance according to The Federal Uniform Relocation Act, which includes moving expenses, placement help, rental differential payments, and other aids. See Section 4.8-E Environmental Justice Detailed Evaluation Sheet.
NATURAL ENVIRONMENTAL FACTORS					
Wetlands					
A. Verona Road No Build Alternative	☐	☐	☐	☒	The roadway alignment remains the same and no R/W is acquired. As a result, there would be no direct effects to wetlands.
B. Stage 1 of the Preferred Alternative	☐	☐	☐	☒	There are no wetlands in the R/W that would be acquired. As a result, there would be no direct wetland impacts. The online Natural Heritage Inventory provided by WDNR indicates that there are aquatic and terrestrial listings in the project area for rare species. It is unlikely that stormwater management measures from Stage 1 could affect habitat.
C. Stage 2 of the Preferred Alternative	☐	☐	☐	☒	There are no wetlands in the R/W that would be acquired. As a result, there would be no direct effects to wetlands. The online Natural Heritage Inventory provided by WDNR indicates that there are aquatic and terrestrial listings in the project area for rare species. It is possible that stormwater management measures from Stage 2 could affect habitat. Habitat reviews for presence, suitability or use by listed species may be requested by WDNR during design of these facilities.
D. Stage 3 of the Preferred Alternative	☐	☐	☐	☒	There are no wetlands in the R/W that would be acquired. As a result, there would be no direct effects to wetlands. The online Natural Heritage Inventory provided by WDNR indicates that there are aquatic and terrestrial listings in the project area for rare species. It is possible that stormwater management measures for Stage 3 could affect habitat. Habitat reviews for presence, suitability or use by listed species may be requested by WDNR when Stage 3 is implemented.
Streams and Floodplains					
A. Verona Road No Build Alternative	☐	☐	☐	☒	The roadway alignment remains the same and no R/W is acquired. As a result, there are no impacts to streams or floodplains.
B. Stage 1 of the Preferred Alternative	☐	☐	☐	☒	The roadway alignment remains the same. As a result, the roadway crosses no new streams. This alternative is not located within a 100-year floodplain.
C. Stage 2 of the Preferred Alternative	☐	☐	☐	☒	The roadway alignment remains the same. As a result, the roadway crosses no new streams. This alternative is not located within a 100-year floodplain.
D. Stage 3 of the Preferred Alternative	☐	☐	☐	☒	The roadway alignment remains the same. As a result, the roadway crosses no new streams. This alternative is not located within a 100-year floodplain.
Lakes or Other Open Water					
A. Verona Road No Build Alternative	☐	☐	☐	☒	The roadway alignment remains the same and no R/W is acquired. As a result, there are no impacts to lakes or other open water.

ENVIRONMENTAL FACTORS	EFFECTS Adverse | Benefit | | None | | | NOT Applicable | | | (Blacked out cells in this column require a check | | | in at least one of the other columns.)				COMMENTS
B. Stage 1 of the Preferred Alternative	☒	☐	☐	☐	The roadway alignment remains the same. As a result, the roadway corridor does not cross or border any lakes or open water. There will be an increased amount of stormwater flowing into Dunn's Marsh. Stormwater-quality improvement measures are being investigated south of the former Cub Foods that will treat the water prior to its flowing to Dunn's Marsh.
C. Stage 2 of the Preferred Alternative	☒	☐	☐	☐	The roadway alignment remains the same. As a result, the roadway does not cross or border any lakes or open water. There will be an increased amount of stormwater flowing into the Quarry Ridge Basin. Storage measures are being investigated and planned adjacent to the basin and on the west side of Verona Road, outside of any mapped wetlands.
D. Stage 3 of the Preferred Alternative	☒	☐	☐	☐	The roadway alignment remains the same. As a result, the roadway does not cross or border any lakes or open water. With Stage 3, there will be an increased amount of stormwater discharging to Dunn's Marsh and Arrowhead Pond. This project is investigating increasing the detention area at both of these water bodies and one additional storage area near Toppers Lane. No additional detention will be created inside mapped or unmapped wetlands.
Upland Habitat					
A. Verona Road No Build Alternative	☐	☐	☐	☒	The roadway alignment remains the same and no R/W is acquired. As a result, there are no impacts to upland habitat.
B. Stage 1 of the Preferred Alternative	☒	☐	☐	☐	There is little upland habitat in the R/W that would be acquired. Upland habitat, for purposes of this document, is defined as nonwetland, undeveloped areas that have natural or unmanaged vegetation. Urban landscaped lands are not included. Some upland habitat alteration is expected with stormwater management measures being considered just south of the former Cub Foods parking lot. This mostly vacant property consists primarily of unmanaged grasses. Here a proposed stormwater basin would occupy about 1.8 acres.
C. Stage 2 of the Preferred Alternative	☐	☐	☐	☒	There is little upland habitat in the R/W that would be acquired. Upland habitat, for purposes of this document, is defined as nonwetland, undeveloped areas that have natural or unmanaged vegetation. Urban landscaped areas are not included. Some upland habitat alteration is expected with the stormwater management measures being considered adjacent to Quarry Ridge Pond and one other storage basin near Nesbit Road. Grassed and shrubbery areas of 4 to 6 acres could be used for wet detention.
D. Stage 3 of the Preferred Alternative	☐	☐	☐	☒	There is little upland habitat in the R/W that would be acquired. Upland habitat, for purposes of this document, is defined as nonwetland, undeveloped areas that have natural or unmanaged vegetation. Urban landscaped areas are not included. Some upland habitat alteration is expected with the stormwater management measures being considered near Dunn's Marsh. This could result in the clearing of up to 3 to 4 acres of forested lands.

ENVIRONMENTAL FACTORS	EFFECTS Adverse | Benefit | None | NOT Applicable | (Blacked out cells in this column require a check in at least one of the other columns.)				COMMENTS
Erosion Control					Detailed Evaluation Sheet completed–
A. Verona Road No Build Alternative	☐	☐	☒	☐	Because there would be no construction, erosion control would not be affected.
B. Stage 1 of the Preferred Alternative	☐	☐	☒	☐	Best management practices would be implemented both during the construction phase and long term. See Section 4.8-J Erosion Control Detailed Evaluation Sheet.
C. Stage 2 of the Preferred Alternative	☐	☐	☒	☐	Best management practices would be implemented both during the construction phase and long term. See Section 4.8-J Erosion Control Detailed Evaluation Sheet.
D. Stage 3 of the Preferred Alternative	☐	☐	☒	☐	Best Management Practices would be implemented both during the construction phase and long term. See Section 4.8-J Erosion Control Detailed Evaluation Sheet.
Stormwater Management					Detailed Evaluation Sheet completed–
A. Verona Road No Build Alternative	☒	☐	☒	☐	Because there would be no construction, short-term stormwater management would not be implemented (no effect). Unless other measures are implemented by adjacent communities, stormwater quality would not improve within the basin. (Adverse effect).
B. Stage 1 of the Preferred Alternative	☒	☒	☐	☐	Stormwater management measures including best management practices would be implemented during construction and would result in permanent measures, resulting in an overall benefit. There will be an increased amount of stormwater flowing into Dunn's Marsh. Stormwater quality improvement measures are being proposed south of the former Cub Foods parking lot and in the northwest quadrant of the interchange near the Southwest Commuter Path. See Section 4.8-K Stormwater Management Detailed Evaluation Sheet.
C. Stage 2 of the Preferred Alternative	☒	☒	☐	☐	Stage 2 would convert the current rural stormwater facilities (ditches) to an urban system with curb, gutter, and storm sewer. Stormwater management measures including best management practices would be implemented during construction and for the long term. There will be an increased amount of stormwater flowing into the Quarry Ridge Basin. Increased detention is being proposed adjacent to the Quarry Ridge Basin and on the west side of Verona Road near Nesbit Road. Both locations are outside of any mapped wetlands. See Section 4.8-K Stormwater Detailed Evaluation Sheet.
D. Stage 3 of the Preferred Alternative	☒	☒	☐	☐	Stormwater management measures including best management practices would be implemented during construction and for the long term. With Stage 3, there will be an increased amount of stormwater discharging to both Dunn's Marsh and Arrowhead Pond. This project is investigating increasing the detention area at both of these water bodies and one additional storage location near Toppers Lane. No additional detention will be created inside mapped or unmapped wetlands. See Section 4.8-K Stormwater Management Detailed Evaluation Sheet.

ENVIRONMENTAL FACTORS	EFFECTS Adverse | Benefit | | None | | | NOT Applicable | | | (Blacked out cells in this column require a check | | | in at least one of the other columns.)				COMMENTS
PHYSICAL ENVIRONMENT FACTORS					
Air Quality					Detailed Evaluation Sheet completed–
A. Verona Road No Build Alternative	☐	☐	☒	☐	This alternative is exempt from permit requirements under Wisconsin Administrative Code Chapter NR 411. No substantial impacts to air quality are expected.
B. Stage 1 of the Preferred Alternative	☐	☐	☒		Dane County is within the Southern Wisconsin Intrastate Air Quality Control Region as designated under Wisconsin Administrative Code Chapter NR 404.03. In October 2009, the United States Environmental Protection Agency (EPA) designated Dane County as presently in attainment for all National Ambient Air Quality Standards (NAAQS) as specified in the 1990 Clean Air Act Amendment. 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 is not anticipated to be required. According to the September 2009, FHWA Memorandum regarding Interim Guidance on Air Toxic Analysis in NEPA Documents, this project is considered to have low potential MSAT emissions. See Section 4.8-L Air Quality Detailed Evaluation Sheet for more information.
C. Stage 2 of the Preferred Alternative	☐	☐	☒		Dane County is within the Southern Wisconsin Intrastate Air Quality Control Region as designated under Wisconsin Administrative Code Chapter NR 404.03. In October 2009, the EPA designated Dane County as presently in attainment for all NAAQS as specified in the 1990 Clean Air Act Amendment. 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 is not anticipated to be required. According to the September 2009, FHWA Memorandum regarding Interim Guidance on Air Toxic Analysis in NEPA Documents, this project is considered to have low potential MSAT emissions. See Section 4.8-L Air Quality Detailed Evaluation Sheet for more information.
D. Stage 3 of the Preferred Alternative	☒	☒	☐		Dane County is within the Southern Wisconsin Intrastate Air Quality Control Region as designated under Wisconsin Administrative Code Chapter NR 404.03. In October 2009, the EPA designated Dane County as presently in attainment for all NAAQS as specified in the 1990 Clean Air Act Amendment. A screening analysis for this project predicted carbon monoxide levels at less than 75 percent of the National Ambient Air Quality Standards. No substantial impacts to air quality are expected. A Construction permit is not anticipated to be required. According to the September 2009, FHWA Memorandum regarding Interim Guidance on Air

ENVIRONMENTAL FACTORS	EFFECTS Adverse	Benefit	None	NOT Applicable (Blacked out cells in this column require a check in at least one of the other columns.)	COMMENTS
					Toxic Analysis in NEPA Documents, this project is considered to have low potential MSAT emissions. See Section 4.8-L Air Quality Detailed Evaluation Sheet for more information.
Construction Stage Sound Quality					Detailed Evaluation Sheet completed–
A. Verona Road No Build Alternative	☐	☐	☒	☐	There will be no effect from construction stage sound quality because there is no construction associated with the No Build Alternative. When pavement replacement is needed as a normal maintenance activity, construction sound quality would be comparable to a build alternative.
B. Stage 1 of the Preferred Alternative	☒	☐	☐		WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply. To reduce the potential impact of construction noise, the special provisions for this project would require that motorized equipment 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. All motorized construction equipment will be required to have mufflers constructed in accordance with the equipment manufacturer's specifications or a system of equivalent noise reducing capacity. It will also be required that mufflers and exhaust systems be maintained in good operating condition, free from leaks and holes. Noise levels generated by construction equipment will vary. See Section 4.8-M Construction Stage Sound Quality Detailed Evaluation Sheet.
C. Stage 2 of the Preferred Alternative	☒	☐	☐		WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply. To reduce the potential impact of construction noise, the special provisions for this project would require that motorized equipment 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. All motorized construction equipment will be required to have mufflers constructed in accordance with the equipment manufacturer's specifications or a system of equivalent noise reducing capacity. It will also be required that mufflers and exhaust systems be maintained in good operating condition, free from leaks and holes. Noise levels generated by construction equipment will vary. See Section 4.8-M Construction Stage Sound Quality Detailed Evaluation Sheet.
D. Stage 3 of the Preferred Alternative	☒	☐	☐		WisDOT Standard Specifications 107.8(6) and 108.7.1 will apply. To reduce the potential impact of construction noise, the special provisions for this project would require that motorized equipment 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. All motorized construction equipment will be required to have mufflers constructed in accordance with the equipment

ENVIRONMENTAL FACTORS	EFFECTS Adverse	Benefit	None	NOT Applicable (Blacked out cells in this column require a check in at least one of the other columns.)	COMMENTS
					manufacturer's specifications or a system of equivalent noise reducing capacity. It will also be required that mufflers and exhaust systems be maintained in good operating condition, free from leaks and holes. Noise levels generated by construction equipment will vary. See Section 4.8-M Construction Stage Sound Quality Detailed Evaluation Sheet.
Traffic Noise					Detailed Evaluation Sheet completed–
A. Verona Road No Build Alternative	☐	☐	☒	☐	A noise analysis is not required for the No Build Alternative. Sound level modeling of the existing condition for the build alternatives indicates 530 receptors currently approach or exceed the noise abatement criteria (67 dBA). Based on the principles of acoustics, it is anticipated that additional receptors could approach or exceed 67 dBA in the design year even if there are no roadway improvements.
B. Stage 1 of the Preferred Alternative	☒	☒	☐		A noise analysis was performed. Some impacts are anticipated in accordance with Wisconsin Administrative Code Chapter TRANS 405. Studies to date indicate traffic noise abatement (e.g., noise walls) is feasible and reasonable for the northeast and southeast quadrants of the Verona Road/Beltline interchange. WisDOT is committed to construction of the noise barriers and will work with the City of Madison and affected residents/owners through additional public involvement to determine if the barriers are to be incorporated into construction plans. See Section 4.8-N Traffic Noise Detailed Evaluation Sheet.
C. Stage 2 of the Preferred Alternative	☒	☒	☐		A noise analysis was performed. Some impacts are anticipated between Raymond Road and Williamsburg Way in accordance with Wisconsin Administrative Code Chapter TRANS 405. Studies to date indicate traffic noise abatement (e.g., noise barriers) is reasonable and feasible for areas east of Verona Road between Raymond Road and Williamsburg Way. WisDOT is committed to construction of the noise barriers and will work with the City of Fitchburg and affected residents/owners through additional public involvement to determine if the barriers are to be incorporated into construction plans. Noise Barriers are not feasible and reasonable for the west side of Verona Road. A noise barrier cost analysis has been completed using TNM 2.5. The cost of a barrier that achieves an 8 dB reduction at the impacted receptors will have a cost of $36,500 a dwelling unit. Construction of noise barriers exceeds the reasonableness criteria of $30,000/dwelling unit identified in Trans 405, at this location for the Build Alternative. The noise analysis with a letter will be sent to the Cities of Fitchburg and Madison for their consideration in zoning activities. See Section 4.8-N Traffic Noise Detailed Evaluation Sheet.
D. Stage 3 of the Preferred Alternative	☒	☒	☐		A noise analysis was performed. Some impacts are anticipated in accordance with Wisconsin Administrative Code Chapter TRANS 405. Studies to

ENVIRONMENTAL FACTORS	EFFECTS Adverse | Benefit | | None | | | NOT Applicable | | | (Blacked out cells in this column require a check | | | in at least one of the other columns.)				COMMENTS
					date indicate traffic noise abatement (e.g., noise walls) is feasible and reasonable for the northeast and southeast quadrants of the Verona Road/Beltline interchange. WisDOT is committed to construction of the noise barriers and will work with the City of Madison and affected residents/owners through additional public involvement to determine if the barriers are to be incorporated into construction plans. See Section 4.8-N Traffic Noise Detailed Evaluation Sheet.
CULTURAL ENVIRONMENTAL FACTORS					
Section 4(f) and 6(f)					Detailed Evaluation Sheet completed–
A. Verona Road No Build Alternative	☐	☐	☐	☒	The highway alignment, R/W, and capacity are not changed. As a result, this alternative does not impact Section 4(f) or 6(f) lands.
B. Stage 1 of the Preferred Alternative	☐	☐	☒	☐	4(f) and 6(f) sites will not be affected in the Stage 1 project limits. The frontage road location allows the construction of a berm between the frontage road and Britta Parkway to help screen the Beltline from park users.
C. Stage 2 of the Preferred Alternative	☐	☐	☒	☐	4(f) and 6(f) sites are not located in the Stage 2 project limits. The Military Ridge Trail will be reconstructed within existing Verona Road R/W, avoiding Section 6(f) impacts. This is not a Section 4(f) resource because of an agreement between the WDNR, Cities of Fitchburg and Madison, WisDOT, and FHWA.
D. Stage 3 of the Preferred Alternative	☒	☐	☐	☐	Stage 3 will require 0.47 to 0.59 acres of Britta Park, which reduces the park size by 60 to 75 percent. The acquisition will also make the remaining shape of the park less functional for recreational purposes. A framework for mitigation has been developed with Madison Parks. See Section 4.8-O–Section 4(f) Evaluation and Unique Area Detailed Evaluation Sheet.
Historic Resources					
A. Verona Road No Build Alternative	☐	☐	☐	☒	The highway alignment, R/W, and capacity are not changed. As a result, this alternative does not impact historic resources.
B. Stage 1 of the Preferred Alternative	☐	☐	☒	☐	This alternative does not impact historic resources. Section 106 forms were completed for Project I.D.s 1206-07-03 (Verona Road/West Beltline EIS), 5992-07-48 (Eastbound Beltline Off-Ramp [Whitney Way] Intersection), and 5300-01-75 (Whitney Way Intersection). The area evaluated for those documents includes the area of potential effect for the alternatives considered in this EIS. Within the area of potential effect, the UW Arboretum was determined as eligible for the National Register of Historic Places (NRHP). The project does not directly impact these areas. A revised 106 form was submitted in the winter of 2010 for new areas within an expanded area of potential effect. Again, no impacts to historic properties will occur.
C. Stage 2 of the Preferred Alternative	☐	☐	☒	☐	This alternative does not impact historic resources. Section 106 forms were completed for Project I.D.s

ENVIRONMENTAL FACTORS	EFFECTS Adverse Benefit None NOT Applicable (Blacked out cells in this column require a check in at least one of the other columns.)				COMMENTS
					1206-07-03 (Verona Road/West Beltline EIS), 5992-07-48 (Eastbound Beltline Off-Ramp [Whitney Way] Intersection), and 5300-01-75 (Whitney Way Intersection). The area evaluated for those documents includes the area of potential effect for the alternatives considered in this EIS. Within the area of potential effect, the UW Arboretum was determined as eligible for the National Register of Historic Places. A revised 106 form was submitted in the winter of 2010 for new areas within an expanded area of potential effect. Again, no impacts to historic properties will occur.
D. Stage 3 of the Preferred Alternative	☐	☐	☒	☐	This alternative does not impact historic resources. Section 106 forms were completed for Project I.D.s 1206-07-03 (Verona Road/West Beltline EIS), 5992-07-48 (Eastbound Beltline Off-Ramp [Whitney Way] Intersection), and 5300-01-75 (Whitney Way Intersection). The area evaluated for those documents includes the area of potential effect for the alternatives considered in this EIS. Within the area of potential effect, the UW Arboretum was determined as eligible for the National Register of Historic Places. A revised 106 form was submitted in the winter of 2010 for new areas within an expanded area of potential effect. Again, no impacts to historic properties will occur.
Archaeological Resources					
A. Verona Road No Build Alternative	☐	☐	☐	☒	The highway alignment, R/W, and capacity are not changed. As a result, this alternative does not impact archaeological resources.
B. Stage 1 of the Preferred Alternative	☐	☐	☒	☐	Section 106 forms were completed for Project I.D.s 1206-07-03 (Verona Road/West Beltline EIS), 5992-07-48 (Eastbound Beltline Off-Ramp [Whitney Way] Intersection), and 5300-01-75 (Whitney Way Intersection). The area evaluated for those documents includes the area of potential effect for the alternatives considered in this EIS. Three previously reported sites were listed as being within the project area but not in areas that will be affected by the considered alternatives. Fieldwork failed to reveal the presence of any sites in the areas of the considered alternatives. Further archaeological investigations occurred in the fall of 2009 and a revised 106 form was submitted for areas within an expanded area of potential effect for stormwater facilities. Again, no impacts to properties eligible for the NRHP will occur.
C. Stage 2 of the Preferred Alternative	☐	☐	☒	☐	Section 106 forms were completed for Project I.D.s 1206-07-03 (Verona Road/West Beltline EIS), 5992-07-48 (Eastbound Beltline Off-Ramp [Whitney Way] Intersection), and 5300-01-75 (Whitney Way Intersection). The area evaluated for those documents includes the area of potential effect for the alternatives considered in this EIS. Three previously reported sites were listed as being within the project area but not in areas that will be affected by the considered alternatives. Fieldwork failed to reveal the presence of any sites in the areas of the considered

ENVIRONMENTAL FACTORS	EFFECTS Adverse Benefit None NOT Applicable (Blacked out cells in this column require a check in at least one of the other columns.)				COMMENTS
					alternatives. Further archaeological investigations occurred in the fall of 2009 and a revised 106 form was submitted for areas within an expanded area of potential effect for stormwater facilities. Again, no impacts to properties eligible for the NRHP will occur.
D. Stage 3 of the Preferred Alternative	☐	☐	☒	☐	Section 106 forms were completed for Project I.D.s 1206-07-03 (Verona Road/West Beltline EIS), 5992-07-48 (Eastbound Beltline Off-Ramp [Whitney Way] Intersection), and 5300-01-75 (Whitney Way Intersection). The area evaluated for those documents includes the area of potential effect for the alternatives considered in this EIS. Three previously reported sites were listed as being within the project area but not in areas that will be affected by the considered alternatives. Fieldwork failed to reveal the presence of any sites in the areas of the considered alternatives. Further archaeological investigations occurred in the fall of 2009 and a revised 106 form was submitted for areas within an expanded area of potential effect for stormwater facilities. Again, no impacts to properties eligible for the NRHP will occur.
Hazardous Substances or USTs					Detailed Evaluation Sheet completed–
A. Verona Road No Build Alternative	☐	☐	☐	☒	No R/W is required. As a result, there is no effect anticipated on sites with hazardous substances or USTs.
B. Stage 1 of the Preferred Alternative	☒	☒	☐	☐	A Phase 1 Hazardous Materials Assessment has been completed for Stage 1. Stage 1 contains 8 sites that required additional investigation (Phase 2, Phase 2.5, or Phase 3). Stormwater management basins will be constructed on a closed contaminated site. Appropriate material handling and groundwater protection measures will be incorporated in the design. WisDOT will work with all concerned to ensure that the disposition of contamination is resolved to the satisfaction of the WDNR, WisDOT ESS, and FHWA before acquisition of any questionable site and before advertising the project for letting. See Section 4.8-R Hazardous Substances or USTs Detailed Evaluation Sheet.
C. Stage 2 of the Preferred Alternative	☒	☒	☐	☐	Preliminary Phase 1 Screening has been completed for the surrounding areas directly affected by Stage 2 of the Preferred Alternative. A Phase 1 Hazardous Materials Assessment will be prepared nearer to Stage 2 implementation. According to preliminary information obtained from WDNR and Commerce databases, Stage 2 contains 3 sites that will likely require additional investigation (Phase 2, Phase 2.5, or Phase 3). Final recommendations will be provided in the Phase 1 report. WisDOT will work with all concerned to ensure that the disposition of contamination is resolved to the satisfaction of the WDNR, WisDOT ESS, and FHWA before acquisition of any questionable site and before advertising the project for letting. See Section 4.8-R Hazardous Substances or USTs Detailed Evaluation Sheet.

ENVIRONMENTAL FACTORS	EFFECTS Adverse	Benefit	None	NOT Applicable (Blacked out cells in this column require a check in at least one of the other columns.)	COMMENTS
D. Stage 3 of the Preferred Alternative	☒	☒	☐	☐	Preliminary Phase 1 Screening has been completed for the surrounding areas directly affected by Stage 3 of the Preferred Alternative. According to WDNR and Commerce databases, Stage 3 contains 10 potentially contaminated sites. Some of these sites include sites listed under Stage 1. A Phase 1 Hazardous Materials Assessment will be prepared nearer to Stage 3 implementation. Final recommendations will be provided in the Phase 1 report. WisDOT will work with all concerned to ensure that the disposition of contamination is resolved to the satisfaction of the WDNR, WisDOT ESS, and FHWA before acquisition of any questionable site and before advertising the project for letting. See Section 4.8-R Hazardous Substances or USTs Detailed Evaluation Sheet.
Aesthetics					Detailed Evaluation Sheet completed–
A. Verona Road No Build Alternative	☐	☐	☒	■	There is no change to the roadway. As a result, there is no change in aesthetics.
B. Stage 1 of the Preferred Alternative	☐	☒	☐	☐	In Stage 1, the Verona Road/Beltline interchange would become a single-point interchange. The single-point interchange would be constructed with aesthetic features incorporated into the bridge and retaining wall designs. At Summit Road, Verona Road would be raised slightly and a jug-handle intersection would travel under Verona Road with a roundabout intersection that connects the jug-handle with Allied Drive and the West Frontage Road. A concrete median would separate Verona Road travel directions and prevent crossing movements. WisDOT will establish a budget for context sensitive design and work closely with communities to develop appropriate treatments that address both views of and views from the facility. See Section 4.8-S Aesthetics Detailed Evaluation Sheet.
C. Stage 2 of the Preferred Alternative	☐	☒	☐	☐	Stage 2 would convert the Verona Road/County PD intersection into a conventional diamond interchange. The interchange would incorporate aesthetic treatments on both the bridge and the retaining wall structures associated with the interchange. Stage 2 also adds lanes from the County PD intersection through Williamsburg Way. WisDOT will establish a budget for context sensitive design and work closely with communities to develop appropriate treatments that address both views of, and views from, the facility. See Section 4.8-S Aesthetics Detailed Evaluation Sheet.
D. Stage 3 of the Preferred Alternative	☒	☒	☐	☐	The depressed roadway would reduce the amount of traffic viewed by adjacent neighborhoods. Retaining walls and other structures will incorporate aesthetic treatments. WisDOT will establish a budget for context sensitive design and work closely with communities to develop appropriate treatments that address both views of, and views from, the facility. See Section 4.8-S Aesthetics Detailed Evaluation Sheet.

ENVIRONMENTAL FACTORS	EFFECTS Adverse | Benefit | | None | | | NOT Applicable | | | (Blacked out cells in this column require a check | | | in at least one of the other columns.)				COMMENTS
Coastal Zone					
A. Verona Road No Build Alternative	☐	☐	☐	☒	There is no coastal zone in the Verona Road corridor.
B. Stage 1 of the Preferred Alternative	☐	☐	☐	☒	There is no coastal zone in the Verona Road corridor.
C. Stage 2 of the Preferred Alternative	☐	☐	☐	☒	There is no coastal zone in the Verona Road corridor.
D. Stage 3 of the Preferred Alternative	☐	☐	☐	☒	There is no coastal zone in the Verona Road corridor.
Other–Traffic Redistribution					
A. Verona Road No Build Alternative	☒	☐	☐	☐	As congestion increases and as vehicles seek out alternate routes of travel, traffic diversion onto local streets would increase. For example, much of the traffic on Seminole Highway south of the Beltline is traffic diverted from Verona Road.
B. Stage 1 of the Preferred Alternative	☒	☒	☐	☐	Initially, Verona Road traffic that is diverted to other corridors would decrease on those corridors because of Stage 1 operational improvements. Over time the remaining signalized intersections on Verona Road will grow more congested, which will encourage traffic redistribution to local roads similar to the No Build Alternative. See Section 4.2.3 Traffic Diversion under Verona Road Environment Consequences Summary Sheet 4.
C. Stage 2 of the Preferred Alternative	☒	☒	☐	☐	Stage 2 improves the operation of a congested intersection and, therefore, would decrease the amount of traffic that is diverted to other corridors. Over time the remaining signalized intersections on Verona Road will grow more congested, which will encourage traffic redistribution to local roads similar to the No Build Alternative. See Section 4.2.3 Traffic Diversion under Verona Road Environment Consequences Summary Sheet 4.
D. Stage 3 of the Preferred Alternative	☒	☒	☐	☐	Stage 3 substantially improves the operation of the US 151 corridor and makes it a very attractive travel corridor. As Verona Road congestion is reduced, traffic currently diverted to local streets would return to the Verona Road corridor. This would reduce traffic on many local streets. With the removal of the Seminole Highway interchange on- and off-ramps, more traffic will be redirected to the Todd Drive interchange ramps and to Seminole Highway north of the Beltline. See Section 4.2.3 Traffic Diversion under Verona Road Environment Consequences Summary Sheet 4.
Other–Indirect and Cumulative Effects					
A. Verona Road No Build Alternative	☒	☐	☐	☐	The No Build Alternative would have few indirect or cumulative effects. Of those that occur, adverse effects are likely to include the dispersion of some shopping and employment from central Dane County to the outlying edge of development. Beneficial effects are likely to include the concentration of housing in more developed areas. Shopping/employment dispersion and housing concentration are likely to occur because of increased congestion on Verona Road hindering mobility to the Central Urban area.

ENVIRONMENTAL FACTORS	EFFECTS Adverse Benefit None NOT Applicable (Blacked out cells in this column require a check in at least one of the other columns.)				COMMENTS
B. Stage 1 of the Preferred Alternative	☒	☒	☐	☐	Some indirect and cumulative effects would occur. Substantial infrastructure investments may encourage private investment in commercial areas near the Summit Road Jug-Handle. However, the mapping of R/W needed for Stage 3 may discourage private investment in properties that will ultimately be needed for Stage 3. This primarily occurs in the southeast quadrant of the interchange. Additionally, Stage 1 will reduce the amount of affordable housing in the area. Stage 1 would have marginal regional indirect and cumulative effects because the mobility of the corridor is only incrementally improved. Remaining congestion could lead to the dispersion of some shopping and employment from central Dane County to the outlying edge of development. See Section 4.6.3 Indirect and Cumulative Effects and Appendix C.
C. Stage 2 of the Preferred Alternative	☒	☒	☐	☐	Some indirect and cumulative effects would occur, yet they are likely to be modest. Stage 2 improves the operation of the County PD/Verona Road connection, incrementally improving the mobility of the corridor. The stage will help enable continued private investment and development in the surrounding interchange quadrants. This stage would have some regional indirect and cumulative effects because the mobility of the corridor is incrementally improved, possibly leading to some dispersion of residential housing. However, the congestion caused by remaining signalized intersections may moderate this effect and instead could lead to the dispersion of shopping and employment from central Dane County. See Section 4.6.3 Indirect and Cumulative Effects and Appendix C.
D. Stage 3 of the Preferred Alternative	☒	☒	☐	☐	Increased capacity and the resulting increased mobility could result in some dispersion of residential development to areas outside of the Madison metropolitan area. However, increased accessibility will also result in the retention of some central Dane County employment and businesses versus the relocation of employment that is more likely to occur with increased congestion. Stage 3 negatively impacts the amount of affordable housing in the area because of the number of residential relocations. See Section 4.6.3 under Indirect and Cumulative Effects and Appendix C.

4.6 SUMMARY OF OTHER ISSUES

4.6.1 NEW ENVIRONMENTAL EFFECTS

☒ No–A new environmental effect will not be created because the entire project area is located in a developed, urban environment.

☐ Yes–The project will create a new environmental effect. Explain or indicate where addressed.

4.6.2 GEOGRAPHICALLY SCARCE RESOURCES

☒ No–Geographically scarce resources will not be impacted. According to the Wisconsin Department of Natural Resources, no geographically scarce resources exist in the project area.

☐ Yes–Impacts on geographically scarce resources will occur. Explain or indicate where addressed.

4.6.3 INDIRECT EFFECTS

☐ No–Substantial Indirect environmental effects will not be stimulated.

☒ Yes–Stimulation of substantial Indirect Effects environmental effects will occur. Explain or indicate where addressed. See Section 4.6.3 and 4.6.4. Stage 1 and Stage 3 will have indirect effects. There will not be substantial indirect effects from Stage 2.

4.6.3.1 INDIRECT EFFECT–EVALUATION METHODOLOGY AND RESULTS

The Project Specific Methodology selected for the indirect effects 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.

Table 4.6.3.1 summarizes potential indirect effects identified by the indirect effects expert panel and through public input from neighborhood businesses, residents, the City of Madison, and the City of Fitchburg. It also includes a general assessment of the level of impact resulting from each Stage of the Verona Road Preferred Alternative.

Potential Project Indirect Effects	Verona Road Preferred Alternative		
	Stage 1	Stage 2	Stage 3
New Development	Slight increase in commercial; small impact on other types	Slight increase in commercial; small impact on other types	Substantial increase in commercial; slight increase in residential, industrial, and institutional
Infill Development	Increase	NA	Increase
Farmland	Very low impact	Very low impact	Very low to 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 impact	Very low to moderate Impact	Low to Moderate Impact
Historic Sites	No Impact	No Impact	No impact
Electric and Natural Gas	Local temporary impacts	Local temporary impacts	Local temporary impacts
Noise	Moderate to high (near project area)	Moderate (near project area)	Low to Moderate (near project area)
Air Quality	Low Impact	No to very low impact	No to very low impact
Affordable Housing	Moderate impact of affordable housing	No impact	Moderate impact for low-income housing near project
Neighborhood Business/Economy	Low to moderate near project area; Low in ICE study area	No to very low impact	Moderate to high impact near project area; low to moderate in broad study area
Neighborhood Access	Low impact	Low impact	Low to moderate impact
Parks	Very low impact	No impact	Moderate to high impact (character and access changes to Britta Park)
Transit	Low impact	No impact	Moderate impact

Table 4.6.3.1 Summary of Potential Indirect Effects of Verona Road Preferred Alternative

In general, some of the greater indirect effects would be experienced by the local neighborhoods. The following paragraphs summarize some of the findings of the indirect and cumulative analysis. A more detailed description is included in Appendix C.

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 as a reduction in affordable housing may affect entire neighborhoods.

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 potentially most apparent 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 proposed Verona Road project, including:

   a. The existing geographic isolation from other neighborhoods and commercial areas because of the University of Wisconsin-Arboretum, Dunn"s Marsh, the Beltline, and Verona Road.

   b. The scarcity of vacant developable land within which to replace 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 lack 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 Verona Road 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, the Beltline, 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 the following:

   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 large, 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 Verona Road 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 neighborhood.

   d. Possible decreased viability of remaining neighborhood businesses resulting from grade separations and loss of visibility.

   e. Following Stage 3 alternative improvements, inter-neighborhood access/connectivity for alternative modes of transportation. Madison Metro Bus service currently relies on Chalet Garden Road and the Seminole Highway ramps to 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 Verona Road/Beltline Highway interchange, but inclusion of new or alternative crossings in the final design for each stage may mitigate against 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 will not occur until 2020 or after. This could lead to more blighted properties between 2010 and when Stage 3 improvements are implemented, with associated negative effects on other nearby property values.

4.6.3.2 INDUCED TRAFFIC

Induced demand often is classified in two parts: demand transfer, such as changing routes and travel times; and net increase in demand, i.e., driving more or farther. Demand transfer often may have positive effects, such as reducing the amount of traffic diverting through neighborhood streets.

Increased demand can be associated with decentralization, increased fuel consumption, and more emissions.[1]

A. Latent Demand (or Demand Transfer)

Latent demand, or demand transfer, is one source of induced traffic. It is travel demand that already exists, yet is redirected to other routes, times, or travel modes. Latent demand includes the following:

1. Traffic that changed its travel route because the primary facility is congested.
2. Traffic that changed the time it chooses to travel to avoid peak-hour congestion.
3. Motor vehicle traffic that changes its trip mode to transit or nonmotorized modes.

A transportation facility has a fixed carrying capacity. Travelers that cannot fit into the transportation facility (congestion) are diverted to other corridors, times, or modes to complete their trip. When the capacity of the facility is increased, the diverted traffic returns to the expanded facility. A traffic volume decrease on adjacent streets often accompanies the return of trips to the primary facility.

All three stages of the Preferred Alternative will incrementally improve the mobility of the Verona Road corridor. With this incremental improvement, traffic that is currently directed to other corridors, because of Verona Road congestion, is likely to return to the Verona Road corridor. Area roadways that may see a decrease in traffic include Seminole Highway, Fish Hatchery Road, County PD, and Monroe Street.

B. Locational Choices

Altering locational choices, such as job and residence locations, is another source of induced traffic. Reduced congestion because of increased facility capacity allows travelers to select different origins and destinations than in the congested roadway situation.

Transportation capacity increase is one factor that influences locational choices. Other factors, such as land-use policies, housing costs, and regional growth also have great influence. In the very long term, highway capacity additions may play a part in lower urban densities, more auto-oriented urban design, and higher auto ownership and hence more total travel than would have been the case without capacity increases. Land-use policies influence these results as well. Some research has found that even with strong land-use policies that discourage low density development/high auto ownership, auto travel growth remains highly dependent on socioeconomic and demographic change.[2] In regions with strong land-use policies in place, substantial population growth is coupled with substantial new highway travel.

A corridor that is relatively free of congestion, over time, can affect peoples‟ choices of home location and work destination. Verona Road improvements can make southwest Dane County more attractive for both home and employment choices. Over time, this effect can increase commute and reverse commute traffic volumes on Verona Road. Land-use policies can also influence these results.

[1] Mark Hansen, *Traffic Inducement Effect: ITS Meaning and Measurement*, Transportation Research Circular 481.
[2] Kevin Heanue, *Highway Capacity and Induced Travel: Issues, Evidence and Implications*, Transportation Research Circular 481.

4.6.4 CUMULATIVE EFFECTS

☐ No–The proposed action will not contribute to cumulative environmental impacts of repeated actions.

☒ Yes–Cumulative environmental impacts will result from repeated actions of the type proposed. Explain or indicate where addressed.

The study used the analytic frameworks recommended in the WisDOT"s "Guidance for Conducting a Cumulative Effects Analysis" Technical Reference to document cumulative effects of this project. Though the framework for analyzing the indirect effects differ in detail from that used for cumulative effects, both the indirect and cumulative effects 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.

Table 4.6.4-1 provides a summary of the cumulative impacts likely to occur with implementation of the Preferred Alternative. The table also includes a basic assessment of the likely relative significance on each resource when compared with other past, present, and likely future actions. The analysis found that while the project is likely to result in direct and/or indirect effects on these resources, the significance of the project"s impacts on these resources is in most cases of very minor significance, particularly in relation to other past, present, and foreseeable future actions that cumulatively affect theses resources. More detailed analysis of the magnitude or significance of each project alternative on a given resource is provided in Table 4.6.4-1 and Appendix C.

Potential Project Impacts	Verona Road Preferred Alternative		
	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	Minor Significance	No or Very Minor Significance	No or Very Minor Significance
Affordable Housing	Minor to Moderate Significance	No Significance	Moderate Significance
Disadvantaged Populations	Minor Significance	No Significance	Moderate Significance

Table 4.6.4-1 Summary of Significance of Potential Adverse Cumulative Effects on Resources Resulting from the Verona Road Preferred Alternative

4.6.5 PRECEDENT-SETTING NATURE

☐ No–The proposed project does not have a precedent-setting nature.

☒ Yes–The proposed project has a precedent-setting nature. Explain or indicate where addressed.

The project itself has little precedent-setting nature in that it seeks to remedy congestion problems that most American urban areas are facing. The process that the study effort used, particularly in the amount of effort expended for public involvement, is precedent setting and is now being implemented by WisDOT for other corridor studies. Characteristics of this study process included the following:

1. WisDOT used three distinct studies that spanned 10 years. They started with a 2-year Needs Assessment that looked solely at corridor needs without reviewing potential solutions. They then initiated an Alternatives Analysis study, only after the needs had been identified and reviewed with affected constituencies. Third, WisDOT initiated a National Environment Policy Act (NEPA) study in response to a resolution from the city councils of both Madison and Fitchburg.
2. The Needs Assessment phase of the project used a variety of public involvement techniques. These included statistical telephone surveys, neighborhood meetings, pedestrian surveys, middle school class projects to identify needs, and public involvement meetings. This public involvement was nationally recognized for its effort.

3. The Alternatives Analysis phase built on the public interaction of the first study. It started with interactive three-hour community workshops called "Ideas for the Future" in which participants identified both problems and potential solutions associated with the West Beltline and South Verona Road. The process then was guided by two community-based advisory committees, multiple workshops and neighborhood meetings, and another middle school class project that used school children to brainstorm ideas.
4. The NEPA, or Environmental Impact Study, phase of the project has continued and added to these public involvement activities. Three community-based advisory committees helped guide the process and the alternatives brought forward. Again workshops were used to develop solutions, both large group workshops with over 150 participants, and smaller focus group workshops with neighborhoods and businesses. A separate business representative was made part of the project team to help create sensitivity to business needs during alternative development. Multiple representatives were also enlisted to provide focused outreach to the Allied and Dunn"s Marsh neighborhoods. In an effort to gather resident input, extraordinary measures were implemented including a talent show with area youth, a bike raffle, art galleries where residents observed and commented on visual project exhibits, and workshops with food and childcare provided.
5. In the NEPA phase of the project, the WisDOT co-funded an infrastructure plan with the City of Madison and City of Fitchburg Planning Departments for the Allied-Dunn"s Marsh Neighborhood.

All these interaction efforts resulted in specific design characteristics for the alternatives being considered. This includes staging the Preferred Alternative to coincide more closely with traffic needs. This minimizes community impacts in the near term (Stages 1 and 2), yet acknowledges the R/W needs of transportation improvements that will be needed ultimately (Stage 3). It also includes the use of depressed ramps and freeway sections in Stage 3 for the Verona Road movement at the Interchange and within the Verona Road corridor running south from the Interchange. These would provide a substantial enhancement to the local street system.

4.6.6 DEGREE OF CONTROVERSY

☐ No–The proposed action is not controversial or the level of controversy is low.

☒ Yes–The project has a high degree of controversy. Explain or indicate where addressed.

The proposed project had a high degree of controversy during the DEIS phase. The project concepts were revised with the publishing of the SDEIS to address this controversy. Even with the revisions, the project continues to have moderate amounts of controversy considering the effects and costs of the investments being proposed. The large amount of public input solicited throughout the ten-year process and project refinements have moderated the level of controversy and led to specific project refinements. The following paragraphs summarize some areas of controversy.

A. Preferred Alternative Stage 1

1. Areas of Controversy

Issues of concern related to the Stage 1 Alternative were as follows:

a. Some neighborhood residents have strongly advocated for the removal of the US 151 designation from Verona Road and the construction of a "South Reliever," a conceptual corridor that runs east-west between Interstate 39 and Verona. They feel an alternate US 151 corridor would decrease traffic levels on Verona Road. (This alternative was evaluated. Traffic modeling indicated that a South Reliever would not reduce future traffic volume, but would only reduce the magnitude of the future traffic volume increase. See Appendix L).

b. Many have expressed a strong desire for the project to construct noise walls. Many of these advocates live in areas where no noise walls are proposed yet noise levels remain relatively high. Noise walls are included with this project in all areas that meet the reasonableness criteria of Wisconsin Administrative Code Trans 405. Because of the relocation of a motel in the southeast quadrant, noise walls are eligible in both the northeast and southeast quadrants of the interchange.

c. Some have expressed concerns over air quality and the effects to adjacent neighborhoods.

d. Some small business owners have expressed concerns associated with the non-typical traffic movements associated with the Summit Road jug-handle.

e. Some concerns were expressed over the realignment of the frontage road in the southeast quadrant of the interchange and how close the road came to Britta Park. This led to the development and evaluation of the Option B frontage road alternative, which has since been incorporated in the Preferred Alternative.

f. A few residents expressed concerns over the quantity and quality of stormwater reaching Dunn"s Marsh, the University of Wisconsin Arboretum, and other water bodies. The Preferred Alternative will implement stormwater management measures that improve stormwater quality. There was further controversy associated with the construction of a stormwater basin west of Dunn"s Marsh. Stormwater management features have since been relocated to other areas; see Factor Sheet K.

g. Some have expressed concerns regarding traffic speed on frontage roads and around the proposed jug-handle at Summit Road.

h. Some expressed concern over the routing of Allied Drive to Atticus Way and how it separated commercial properties from the neighborhood as well as increased traffic on Atticus Way. The Preferred Alternative now has Allied Drive connecting directly to the jug-handle, eliminating the need to realign it.

i. Some expressed concern over the difficulty of crossing Verona Road near the Verona Road/Beltline interchange. The Preferred Alternative now includes a pedestrian/bicycle underpass that travels underneath Verona Road on the south approach of the interchange.

j. Some concerns were expressed over the marginal traffic capacity, safety, and noise reduction benefits associated with this alternative in the face of current congestion and high projected traffic growth. These advocate for implementing Stage 3 sooner rather than later.

2. Direct Impacts

a. Residential Relocations

Stage 1 would require the acquisition of 10 residential buildings resulting in 31 residential household relocations in the interchange area. These are primarily located in the northeast, northwest, and southeast quadrants of the Verona Road/Beltline Highway interchange area. Some of the housing units that would be relocated by Stage 1 are affordable, rental, and family units.

b. Business Relocations

Stage 1 would result in 10 business building acquisitions and 15 business relocations in the interchange area. These businesses are located along the frontage roads of the southwest and southeast quadrants of the Verona Road/Beltline Interchange area. All serve customers throughout the larger community with the exception of a fast food restaurant. Overall, the majority of the relocated businesses do not provide substantial employment opportunities or services for residents in the area, with the possible exception of one title loan establishment.

c. Noise

Noise impacts are a concern for the neighborhood located along the west side of Verona Road between Raymond Road and Williamsburg Way. Other area neighborhoods, including the Dunn"s-Marsh and Allied-Dunn"s Marsh Neighborhood Associations, have also expressed concern. The reduction from Stage 1 in traffic congestion and associated truck acceleration and deceleration may reduce noise impacts in the area. However the noise reduction is not anticipated to be substantial in Stage 1. In Stage 1, noise walls are reasonable and feasible for the northeast and southeast quadrants of the Verona Road/Beltline interchange.

d. Physical Isolation of the Allied and Dunn"s Marsh Neighborhoods

The existing physical isolation of the Dunn"s Marsh and Allied-Dunn"s Marsh Neighborhood is of concern, both to residents and to local officials of the City of Madison and City of Fitchburg. The

neighborhood is surrounded by the West Beltline to the north, Verona Road to the west, the University of Wisconsin-Arboretum to the east, and the Dunn"s Marsh natural area to the south. This neighborhood also consists of a high percentage of low-income and minority residents. To reduce neighborhood isolation in Stage 1, an additional connection will be built between Carling Drive and Freeport Road under Verona Road on the existing Southwest Commuter Path corridor to help with traffic circulation. After Stage 1 construction, the City of Madison will evaluate whether this connection should remain. Neighborhoods west of Verona Road have expressed reservations regarding the connection. The Preferred Alternative also adds a second grade-separated crossing with the Summit Road Jug-Handle and a third nonmotorized connection with the pedestrian/bicycle underpass on the south approach of the Verona Road/Beltline interchange.

e. Access to Businesses along Verona Road

Stage 1 would convert the Verona Road/Beltline interchange to a single-point interchange, shift the frontage roads in the southeast and southwest quadrants, and add a jug-handle intersection at Summit Road. The single-point interchange would increase capacity and reduce congestion in the area and make it easier for patrons to access businesses. The frontage roads would be realigned and relocate 13 businesses in the southeast quadrant and 1 business in the southwest quadrant. The remaining impacted businesses would continue to have adequate parking and access. The jug-handle intersection would provide right-in/right-out access from Verona Road to the surrounding businesses and result in the relocation of 1 business. The jug-handle would travel under Verona Road to provide access across Verona Road greatly reducing conflicts with regional Verona Road traffic.

3. Indirect and Cumulative Effects

Both the general public and a study panel on indirect effects have noted that the reduction in travel time related to the project will affect the residential location choices of some Dane County residents. This may increase residential development pressure within the Verona Road commutershed that includes the communities of Verona, Mt. Horeb, and others west of Madison along US 151. This could then push the outer limit of the commutershed farther from the employment centers of central Dane County. This indirect and cumulative effect would occur incrementally with Stage 1, though its magnitude would not be great because the reduction in travel time is not large. This effect will be greater after Stage 3.

A more likely indirect effect is the disinvestment in some properties that are mapped as relocations in Stage 1 for Stage 3 improvements. This disinvestment could facilitate the further deterioration of an already aging building stock. Additionally, many dwelling units acquired and removed for the Stage 1 improvements have a lower rent, which decreases the overall quantity of affordable housing stock.

B. Preferred Alternative Stage 2

Stage 2 has few areas of controversy associated with it.

1. Direct Impacts:

a. Residential Relocations

Stage 2 would not require any residential relocations.

b. Business Relocations

Stage 2 would require 0.5 acres of fee acquisition from 11 parcels that are primarily serving businesses. These businesses are located along Verona Road from Williamsburg Way to County PD. The R/W acquisition from the businesses is not anticipated to be great enough to have a substantial impact on their business operations.

c. Noise

The area surrounding the Verona Road/County PD interchange is primarily business properties. There has not been a great amount of concern expressed over high noise levels at this location. The replacement of a signal-controlled intersection with an interchange should reduce the amount of noise generated from accelerating and decelerating truck traffic but the added third lane will affect residences south of Raymond Road. In Stage 2, noise walls are reasonable and feasible for the east side of Verona Road between Raymond Road and Williamsburg Way. According to

Wisconsin Administrative Rule Trans 405, noise walls are not reasonable or feasible on the west side of Verona Road between Raymond Road and Williamsburg Way.

d. Access to Businesses along Verona Road

Stage 2 would add a diamond interchange to the Verona Road/County PD intersection. With this interchange, Verona Road would travel over County PD. Stage 2 also includes adding one additional lane in each direction on Verona Road from County PD to just north of Williamsburg Way. This added third lane improves signal operations at the Williamsburg Way intersection.

e. Military Ridge Trail and Proposed Cannonball Trail Crossing of County PD

Currently the Preferred Alternative realigns the Military Ridge Trail within the existing Verona Road R/W to avoid Section 6(f) impacts. The WDNR and City of Fitchburg have expressed a desire to relocate this crossing so the Military Ridge Trail would join the proposed Cannonball Trail 0.3 miles east of the intersection, with a grade separated crossing.

If requested and approved by WDNR and National Park Service (NPS), WisDOT is willing to accommodate a rerouting of the trail to the east, where it would share a County PD crossing with the proposed Cannonball Trail. This crossing may initially be a mid-block at-grade crossing with special median treatments that provide refuge to pedestrians and cyclists. It would also include a new connection to and from the existing signalized intersection of County PD and Commerce Park Drive. When the Cannonball Trail is opened, which is planned for 2012, WisDOT will evaluate path usage and determine whether a grade-separated crossing is warranted as part of Stage 2 construction.

2. Indirect Effects

Both the general public and the expert panel on indirect effects have noted the reduction in travel time related to Stage 2 could affect the residential location choices of some Dane County residents. This may increase residential development pressure within the Verona Road commutershed that includes the communities of Verona, Mt. Horeb and others west of Madison along US 151. This could then push the outer limit of the commutershed farther from the employment centers of central Dane County. Because Stage 2 provides only an incremental increase in mobility by eliminating one signalized intersection, it is anticipated that this effect is likely to be modest.

C. Preferred Alternative Stage 3

Controversy related to Stage 3 is principally related to the larger footprint of the freeway interchange, the substantially higher capacity of the freeway, and the greater direct impacts.

1. Direct Impacts:

a. Residential Relocations

Stage 3 would result in the acquisition of 6 residential buildings and relocating 33 residential households in the project corridor. These are primarily located along the south Beltline frontage road between Verona Road and Seminole Highway. Some of the housing units that would be relocated by Stage 3 are apartments units affordable to people with low incomes.

b. Business Relocations

In Stage 3, 18 business building would be required resulting in approximately 21 business relocations in the project corridor. In the interchange area, the businesses are primarily located along the south frontage road of the Beltline between Verona Road and Seminole Highway. Most of these businesses are oriented to serve customers throughout the larger community. However, a few of these businesses have some reliance on neighborhood customers who in turn rely on these businesses to provide goods and services. The latter type businesses include three gas stations, a bagels shop, and a liquor store. Several of these businesses also provide employment opportunities that residents in the area can easily reach by bus, bicycle, or foot.

c. Noise

Noise impacts are a concern for the neighborhoods located along the Verona Road corridor particularly between Raymond Road and Williamsburg Way, on the west side of the road. Current noise modeling indicates that noise walls are reasonable and feasible in the northeast and southeast quadrant of the Verona Road/Beltline system interchange. Stage 3"s use of a depressed roadway will also reduce noise impacts.

d. Physical Isolation of Allied and Dunn"s Marsh Neighborhoods

The existing physical isolation of the Allied and Dunn"s Marsh Neighborhoods is of concern, both to residents and to local officials of the City of Madison and City of Fitchburg. The neighborhoods are surrounded by the Beltline to the north, Verona Road to the west, the UW Arboretum to the east, and the Dunn"s Marsh natural area to the south. These neighborhoods also have a high percentage of low income and minority residents. Community leaders have recognized potential to reduce the level of neighborhood isolation by using a depressed freeway section for Stage 3 and extending Raymond Road easterly across the depressed freeway to connect to the Allied and Dunn"s Marsh neighborhoods. In contrast, the use of an elevated freeway section is perceived to exacerbate the current level of isolation by introducing a prominent visual barrier. While many favor a new Raymond Road connection into the Allied and Dunn"s Marsh neighborhoods, some people do not support this connection. Additionally, some community leaders have requested that the Verona Road depressed freeway be covered to reduce the perceived barrier a depressed freeway could create. The costs associated with covering the depressed roadway, along with ventilation and lighting requirements, make this alternative unfeasible.

The Stage 3 US 151 depressed freeway would reduce Verona Road surface traffic by approximately 50 percent, which would make crossing Verona Road much easier.

e. Access to Businesses along Verona Road

Stage 3 of the Preferred Alternative would replace at-grade intersections along Verona Road at Raymond Road and Williamsburg Way with several combinations of grade separations, limited access ramps and one-way frontage roads. The businesses located along Verona Road have indicated their concerns about the reduction of access and visibility to regional traffic. Some businesses that currently have access to two directions of traffic will have direct access to only one direction of traffic.

f. Removal of the Seminole Highway Interchange Ramps

The removal of the Seminole Highway Interchange ramps in Stage 3 has generated discussion and comments. Favorable comments have focused on how this change would reduce traffic volumes on Seminole Highway. Criticism has focused on how this change would raise traffic volumes on the frontage road that connects Verona Road, Seminole Highway, and Todd Drive. This is because traffic currently using the Seminole Highway ramps would be redirected to the Todd Drive interchange ramps and the Verona Road/Beltline interchange ramps. Discussions with local emergency services officials indicate that closure would not negatively affect their response routes or times.

2. Indirect and Cumulative Effects

Both the general public and the expert panel on indirect and cumulative effects have noted the reduction in travel time related to the freeflow interchange and the addition of the freeway section between the interchange and existing US 151 freeway will affect the residential location choices of some Dane County residents. This may increase exurban residential development pressure within the US 151 commutershed. This could then push the outer limit of the commutershed farther from the employment centers of central Dane County.

A greater cumulative effect is the reduction in affordable housing as a result of Stage 3. And, because disadvantaged populations tend to rely more on affordable housing, Stage 3 has a corresponding effect on these populations. This effect is discussed in greater detail in the Indirect and Cumulative Effects Summary (Appendix C).

4.6.7 CONFLICTS WITH AGENCY PLANS OR GOVERNMENT POLICIES

☐ No–No conflicts with any plans, policies, or land uses will result.

☒ Yes–Conflicts with plans, policies or land uses will result. Explain or indicate where addressed.

Potential conflicts with other agency plans and policies are discussed in greater detail in Section 3.4: Summary of Area Plans–Existing Plans.

While most aspects of the Preferred Alternative are not in conflict with the recommendations of City of Madison Comprehensive Plan (2006), there are a few specific elements of the Preferred Alternative that could be interpreted as being in conflict with the plan, including the following:

1. The City"s Plan does not endorse the freeway improvements east of Verona Road proposed under Stage 3 of the Preferred Alternative. (Note: Because the City„s plan only makes recommendations through the year 2030, and because Stage 3 of the Preferred Alternative would only be implemented near the year 2030 and if traffic demand warranted, this conflict may disappear or be rendered irrelevant over time).
2. The City"s plan proposes grade-separated crossing at Raymond Road and a direct extension of that road to Allied Drive. Under the Preferred Alternative, this improvement would not occur until Stage 3 and would include a slightly different Raymond Road alignment than that described in the City"s plan. Stage 1 of the Preferred Alternative would provide an interim grade-separated underpass using the current Southwest Commuter Path/Railroad R/W to improve connectivity between east and west sides of Verona Road.

The Allied-Dunn"s Marsh Physical Improvement Plan, which was developed by the City of Madison and City of Fitchburg and adopted as a detailed subcomponent of their respective Comprehensive Plans, outlines some measures to preserve the integrity of Britta Park and the adjoining neighborhood in the Southeast Quadrant of the Verona Road/Beltline Highway Interchange. The Preferred Alternative is generally not in conflict with the recommendations of this Plan, except that the final design for Stage 3 of the Preferred Alternative has a greater adverse impact on Britta Park than anticipated by this Plan. WisDOT has been in communication with local governments to determine what measures can be incorporated into the final design of Stage 3 to offset the possible change to, or loss of, active recreation opportunities at Britta Park.

The *Allied-Dunn's Marsh–Belmar Neighborhood's Physical Improvement Plan* shows an alignment for Stage 3"s Raymond Road extension that extends Raymond Road to Allied Drive and aligns it with Thurston Lane. The current Raymond Road alignment proposed for Stage 3 has a slightly different alignment.

The potential impacts of the Stage 3 Preferred Alternative on Britta Park discussed above would not be consistent City of Madison Park and Open Space Plan (1997), which did not anticipate or recommend any changes to Britta Park.

The Preferred Alternative Stage 3 freeway improvements may be viewed as being in conflict with transportation recommendations of both the City of Madison Comprehensive Plan (2006) and the Dane County Comprehensive Plan (2008), which emphasize traffic demand management and alternative modes transportation over increases in highway capacity that could facilitate unwanted development in rural parts of the county. Neither plan states a specific threshold at which highway and roadway capacity increases may be justified. All three stages of the Preferred Alternative would retain and, in many cases, improve the viability of bicycle, pedestrian, and transit alternatives within the study area, and local governments have the authority to mitigate against or prevent unwanted development in rural areas.

4.6.8 CONCEPTUAL CONSTRUCTION STAGING AND TRAFFIC

This section summarizes the broad construction staging concepts and traffic control measures for Stage 1 of the Preferred Alternative. WisDOT understands the importance of the corridor to the regional and local transportation systems as well as its importance to local residents and businesses. Because US 151 is a Backbone Route in the state highway plan and many businesses are located within the project area, access through the corridor will be maintained during construction. WisDOT will do what is practical to maintain reasonable traffic flow during the 2.5 years of construction. This includes evening operations, construction during off-peak hours, temporary pavements, and other mitigation measures. In order to construct the proposed roadway and structures and maintain traffic through the corridor, construction activities will occur adjacent to live traffic. Because of the project complexity, there will be traffic delays during construction. During construction, both the Beltline and Verona Road will generally maintain four through lanes of traffic at all times (two in each direction). There will be periods, during beam placement, demolition activities, and other activities, where there will be temporary lane and/or ramp closures. These periods will generally be during the evening and off-peak hours and will be temporary in nature.

While major detours are not anticipated, there will likely be alternate routes. An alternative route on the State Trunk Highway system is not available. Detours of Verona Road and the Beltline are not anticipated, but alternate routes for each will be promoted to reduce traffic within the work zone. Traffic could be routed to the interchanges at Fish Hatchery Road (County D), South Whitney Way, US 14, and County M to alleviate some congestion. McKee Road (County PD) and Raymond Road, respectively, could serve as possible alternative connections. Whitney Way and Raymond Road are City of Madison streets and special measures and coordination would be needed for their use.

Additionally, the project is proposing to construct one additional grade-separated crossing of Verona Road between Carling Drive and Freeport prior to the road construction. The project seeks to construct this crossing in advance of major work on Verona Road. This grade-separated crossing is meant to provide one additional entrance and exit route during construction for the neighborhoods bordering the proposed project.

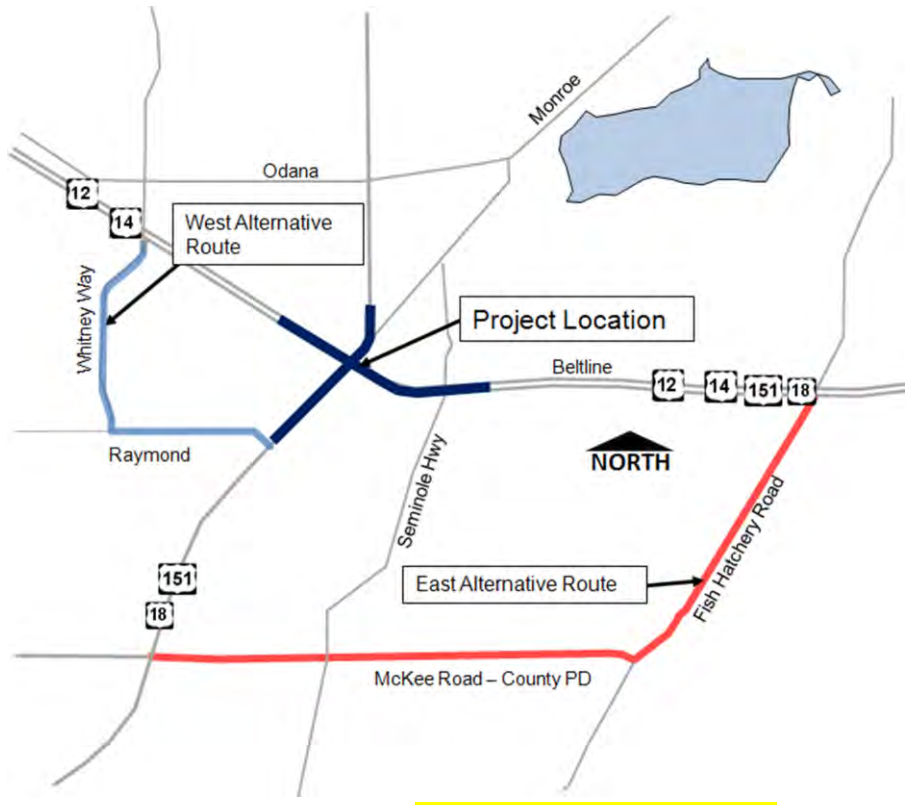


Figure 4.6.8-1 Alternate Routes During Stage 1 Construction

One possible construction sequence for the Stage 1 improvement would have the construction progress in two main stages, which are hereinafter referred to as "Construction Stages" to differentiate from the three stages of the Preferred Alternative. During the first possible construction stage (Construction Stage 1a), eastbound Beltline traffic could be routed onto the westbound Beltline via crossovers. Four lanes, two in each direction, can be maintained. Also, southbound Verona Road traffic could be routed onto northbound Verona Road via crossovers, with four lanes being maintained (two in each direction). This would allow the eastbound Beltline, southbound Midvale Boulevard, and southbound Verona Road to be constructed. Other local roads could also be constructed under this construction stage. Construction Stage 1b would shift westbound Beltline traffic to the eastbound Beltline lanes constructed in Construction Stage 1a. Northbound Verona Road and Midvale Boulevard traffic would be shifted to southbound lanes also constructed during Stage 1a. These traffic shifts would allow the westbound Beltline and ramps to be constructed and also northbound Verona Road and Midvale Boulevard. Figures 4.6.8-2 and 4.6.8-3 illustrate these two possible Construction Stages.

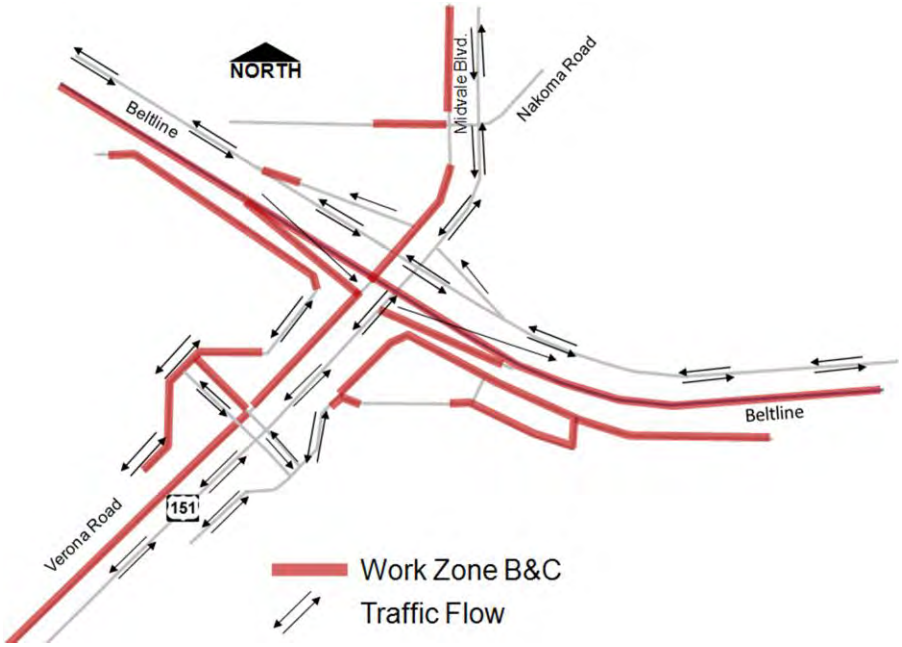


Figure 4.6.8-2 Possible Construction Stage 1a Work Zones

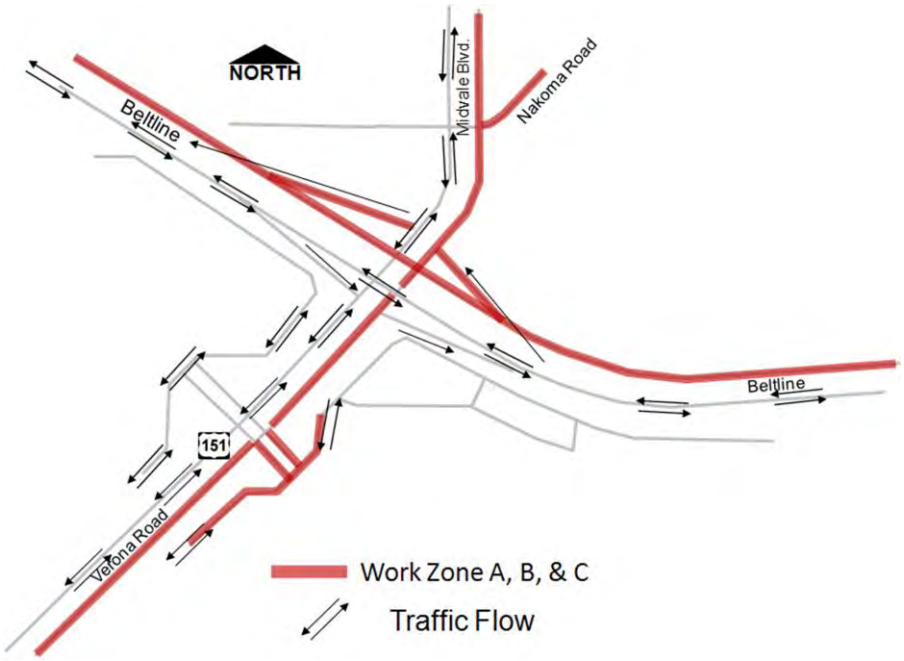


Figure 4.6.8-3 Possible Construction Stage 1b Work Zones

There are other construction staging possibilities. For example, the jug-handle work could occur prior to the interchange work. This could offer traffic control advantages through the interchange during construction and maintain good access to businesses and neighborhoods served by the Summit Road intersection. A final construction staging plan will be developed during the final design of the project.

4.7 VERONA ROAD ENVIRONMENTAL COMMITMENTS

The Federal Highway Administration (FHWA) and WisDOT will work with the appropriate resource agencies to fulfill the following commitments that correspond to the Preferred Alternative. A Preferred Alternative is identified in this Final Environmental Impact Statement (FEIS).

A. General Economics

None.

B. Community and Residential

1. Preferred Alternative-Stage 1

Stage 1 of the Preferred Alternative will require the acquisition of 10 residential buildings and the relocation of 31 households. Access to all residences and community facilities remaining in the areas affected by the alternative will be maintained. Emergency vehicle and transit routes will be maintained or alternates provided to ensure that continued access is provided.

WisDOT will construct a pedestrian-bicycle underpass on the south approach of the Verona Road Beltline interchange.

2. Preferred Alternative-Stage 2

There are no relocations or access changes in Stage 2. Access to businesses will be maintained and emergency vehicles will follow current route maps.

The Military Ridge Trail (south of County PD and east of Verona Road) will be reconstructed within the existing Verona Road R/W and cross County PD immediately east of the interchange to avoid any Section 6(f) impacts. This will include an at-grade crossing of the east leg of County PD alongside the proposed northbound on and off ramps. If requested and approved by the WDNR and National Parks Service, WisDOT is willing to accommodate a rerouting of the trail to the east, where it would share a County PD crossing with the proposed Cannonball Trail. This crossing may initially be a mid-block at-grade crossing with special median treatments that provide refuge to pedestrians and bicyclists. It would also include a new connection to and from the existing signalized intersection of County PD and Commerce Park Drive. When the Cannonball Trail is opened, planned for 2012, WisDOT will evaluate path usage and determine whether a grade-separated crossing is warranted as part of Stage 2 construction.

3. Preferred Alternative-Stage 3

The US 151 freeway will be depressed from where it leaves the Beltline to just south of Williamsburg Way. The depressed freeway will decrease the amount of traffic pedestrians and vehicles have to cross. Depressing the freeway also decreases the visual barrier Verona Road poses between neighborhoods and reduces traffic noise levels in the adjacent neighborhoods.

Stage 3 of the Preferred Alternative will require the acquisition of 6 residential buildings and the relocation of 33 households.

WisDOT will extend Raymond Road across the US 151 depressed freeway facility and connect it with Allied Drive. The Raymond Road extension will help connect neighborhoods west and east of Verona Road.

WisDOT will construct a noise wall near Britta Park that will serve both as a noise and visual barrier between the neighborhood and the US 151 freeway ramps. The wall will be landscaped and replace the screening function currently provided by existing structures. See commitments for Section 4(f) resources.

C. Economic Development and Business

1. Preferred Alternative-Stage 1

Real estate negotiations will investigate parking and/or access modifications for certain businesses to maintain their operations in their current building rather than be relocated. Preliminary accommodations are as follows:

a. Book warehouse at 4509 Beltline Frontage Road–Alternate truck access.
b. Hardware Store at 1332 Midvale-Relocated parking and possible vacated R/W.

Stage 1 will require acquiring 10 business buildings and relocating 15 businesses. The access to remaining businesses will be maintained to prevent further relocations.

2. Preferred Alternative-Stage 2

Businesses in Stage 2 will remain in their current locations. Access to these buildings may be modified but will be provided in all cases.

3. Preferred Alternative-Stage 3

Stage 3 will require the acquisition of 18 business buildings and the relocation of 21 businesses. The access to remaining businesses will be maintained to prevent further alterations.

D. Agriculture

Not Applicable.

E. Environmental Justice

1. Preferred Alternative-Stage 1

Stage 1 will extend Carling Drive to Allied Drive. Additionally, Stage 1 will construct a connection underneath Verona Road between the Carling Drive extension and Freeport Road. Connecting the Allied neighborhood to the west side of Verona Road will offer several benefits. This extension will provide traffic relief during construction. Once construction is completed, WisDOT will work with the City of Madison as it evaluates whether the Freeport connection should be maintained.

During design and construction, WisDOT will focus outreach to the Allied neighborhood to maintain community involvement.

2. Preferred Alternative-Stage 2

Minimal impacts to environmental justice populations are anticipated in Stage 2.

3. Preferred Alternative-Stage 3

The depressed US 151 freeway described under Community and Residential commitments also has environmental justice benefits by helping to integrate the currently physically isolated Allied and Dunn's Marsh neighborhoods with surrounding neighborhoods. Additionally, Raymond Road will extend into the Allied neighborhood to provide an additional neighborhood connection (this option is discussed under Verona Road Alternatives in Section 2.3).

Stage 3 will have impacts to Britta Park and adjacent users. Measures to minimize and offset these impacts are discussed under Section 4(f) and 6(f) properties. Some of these measures could be implemented during Stage 1 construction.

F. Wetlands

Not Applicable.

G. Streams and Floodplains

Not Applicable.

H. Lakes or Other Open Water

Stormwater management measures being proposed for Stages 1, 2, and 3 include a stormwater basin south of the former Cub Foods parking lot, a basin west of Verona Road and south of Nesbitt Road, the expansion of the Quarry Ridge Basin, and a possible settlement basin adjacent to Dunn's Marsh. No wetlands will be filled with these measures. WisDOT will meet TRANS 401 post construction stormwater requirements. WisDOT will also work with the City of Fitchburg, City of Madison, and Dane County stormwater management design standards to the maximum extent practicable.

I. Upland Habitat

Not Applicable.

J. Erosion Control

Best management practices will be implemented according to all governing ordinances and policies both during the construction phase and for long term.

K. Storm Water management

Standard WisDOT guidelines for drainage-related erosion control measures and Wisconsin Administrative Code TRANS 401 and WDNR/WisDOT cooperative agreement standards for stormwater runoff control will be incorporated into the stormwater management strategy.

WisDOT is currently working with local municipalities and the WDNR to determine appropriate measures to improve stormwater quality and address additional storage requirements. Areas of implementation currently being proposed include land just south of the former Cub Foods parking lot, a basin west of Verona Road and south of Nesbitt Road, the Quarry Ridge Basin, and two other potential management areas east and west of Verona Road.

L. Air Quality

The project is exempt from construction air permit requirements according Wisconsin Administrative Code TRANS 401 criteria.

M. Construction Stage Sound Quality

To reduce the potential impact of construction noise, 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. All motorized construction equipment will be required to have mufflers constructed in accordance with the equipment manufacturer's specifications or a system of equivalent noise reduction. It will also be required that mufflers and exhaust systems be maintained in good working order, free from leaks or holes.

N. Traffic Noise

1. Preferred Alternative-Stage 1

Stage 1 studies to date indicate that noise barriers are feasible and reasonable for the northeast quadrant and southeast quadrant of the Verona Road interchange. WisDOT is committed to construction of the noise barriers and will work with the City of Madison and affected residents/owners through additional public involvement to determine if the barriers are to be incorporated into construction plans.

2. Preferred Alternative-Stage 2

Stage 2 studies indicate that noise barriers are feasible and reasonable along the east side of Verona Road between Raymond Road and Williamsburg Way. WisDOT is committed to construction of the noise barrier and will work with the City of Fitchburg and affected residents/owners through additional public involvement to determine if the barrier is to be incorporated into construction plans.

3. Preferred Alternative-Stage 3

Stage 3 studies indicate that noise barriers are feasible and reasonable for the northeast and southeast quadrants of the Verona Road interchange. Noise modeling indicates noise barriers on other portions of US 151 are not reasonable or feasible. However, the depressed freeway's retaining walls would potentially reduce noise. Noise barriers may already be partially in place for Stage 3 construction from Stage 1 implementation. WisDOT is committed to construction of the noise barriers and will work with the City of Madison and affected residents/owners through additional public involvement to determine if the barriers are to be incorporated into construction plans.

O. Section 4(f) and 6(f)

1. Preferred Alternative-Stage 1

There will be no impacts to 4(f) and 6 (f) properties.

2. Preferred Alternative-Stage 2

The Military Ridge Trail (south of County PD and east of Verona Road) will be reconstructed within the existing Verona Road R/W and cross County PD immediately east of the interchange to avoid any Section 6(f) impacts. There will be no impacts to 4(f) and 6(f) properties.

WisDOT will maintain or adjust, if necessary, the connection of the Military Ridge Trail (MRT) to the current Cannonball Trail. WisDOT will also maintain the existing Military Ridge Trail crossing of County PD to avoid any Section 6(f) impacts. Subject to maintenance agreements and documentation from WDNR and the NPS, WisDOT will alter or adjust the Cannonball and MRT trails as necessary to accommodate a requested rerouting of the MRT trail near County PD to Cannonball Trail as part of Stage 2 construction. WisDOT will evaluate Cannonball Trail usage and determine whether a grade-separated crossing is warranted. If warranted, a grade-separated crossing will be added to Stage 2 construction.

3. Preferred Alternative-Stage 3

The Preferred Alternative would require 60 to 75 percent of Britta Park to be acquired for the frontage road, substantially diminishing the value of the park as a recreational open space for the neighborhood.

There have been numerous discussions with City of Madison Park staff. Several measures will be applied to the park to offset and minimize impacts to residences adjacent to Britta Park. The mitigation framework agreed to with the City of Madison includes the following:

Stage 1

a. Providing a surface berm with screening elements on the resulting vacant area between Britta Park and the Beltline to replace the screening function the existing buildings provide between the park and the Beltline.
b. Providing a screening wall from the proposed southeast quadrant noise wall extending beyond Neiman Place to the berm previously discussed. This screening wall could be an extension of the proposed noise wall.
c. Considering the use of public art in the open areas to the extent possible.

Stage 3

a. Providing a surface berm with screening elements to provide a noise/visual barrier between the homes fronting Britta Park and the frontage ramp. A screening wall should be placed to separate the relocated frontage road. The wall could be planted with vertical species, such as columnar trees/shrubs and vines. The wall could also present a "canvas" for public art.
b. Paying fair market value for the property. The City prefers the pursuit of opportunities for a one-to-one replacement of the land that will help to maintain its inventory of parkland.
c. Installing neighborhood park amenities, such as a three-quarter-court basketball, volleyball, and playground equipment in DeVolis Park. Layout, design, and equipment selection should be at the discretion of the Madison Parks Division staff with purchase and installation according to City of Madison Standard Specifications.
d. Adding 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 according to City of Madison Standard Specifications. Phased planting should occur early in the project to ensure a maximum canopy by completion of the project.

These measures have been discussed with the Madison Parks Commission and are reflected in the City of Madison's comment letter. The mitigation framework for Stage 3 will be reconfirmed with the City of Madison prior to the implementation of Stage 3. The Park's Commission also requested the reevaluation of the environmental document prior to the implementation of Stage 3.

P. Historic Resources

The UW Arboretum is eligible for the National Register of Historic Places and will not be directly affected by any of the alternatives.

Q. Archaeological Resources

No archaeological resources will be impacted by the Preferred Alternative. WisDOT will notify the appropriate agencies if any inadvertent discoveries are uncovered at anytime throughout the various phases of the project.

R. Hazardous Substances or USTs

Stage 1 of the Preferred Alternative has 8 sites that required further investigation. Stage 2 of the Preferred Alternative has 3 sites requiring further investigation. Stage 3 has 10 sites requiring further investigation. Actual determination will be made closer to construction.

S. Aesthetics

1. Preferred Alternative–Stage 1

In Stage 1 of the Preferred Alternative, WisDOT will incorporate aesthetic features into the interchange bridges and retaining walls. Other features will be incorporated as determined by budget and local community preferences. Context sensitive design principles and funding will be applied in the project.

2. Preferred Alternative-Stage 2

In Stage 2, WisDOT will incorporate aesthetic features into the County PD interchange and preserve existing aesthetic features along Verona Road.

3. Preferred Alternative-Stage 3

In Stage 3 of the Preferred Alternative, the aesthetic environment will be improved by depressing the freeflow interchange and US 151 freeway lanes below grade to remove them from view. The structures associated with the depressed freeway will have aesthetic treatments and textures applied to them. Additionally, the noise wall near Britta Park will have aesthetic treatments and appropriate base plantings. Context sensitive design principles and funding will be applied in the project.

T. Coastal Zone

Not Applicable.

U. Construction Staging

On both Verona Road and the Beltline, two travel lanes will be maintained in each direction at all times during construction.

Section 4.6 summarizes some aspects of the construction staging for Stage 1 of the Preferred Alternative.

4.8 DETAILED EVALUATION SHEETS

Wisconsin Department of Transportation

A GENERAL ECONOMICS IMPACT EVALUATION

Portion of project this sheet is evaluating if different from the first Basic Sheet
No Build, and the Preferred Alternative (Stage 1, Stage 2, and Stage 3)

Is this the preferred alternative? Yes

A.1 EXISTING ECONOMIC CHARACTERISTICS

Describe, briefly, the existing economic characteristics of the area around the project. This could include type(s) of farming, retail or wholesale businesses, manufacturing, tourism, or other elements contributing to the area's economy and potentially affected by the project.

The southeast quadrant of the interchange is partially occupied by the Madison Plaza shopping center. The plaza includes an auto parts store, tool supply store, bike shop, and cell phone store along with a few smaller businesses and one vacant store. The largest commercial property in the southeast quadrant currently operating is a large chain pharmacy. A set of small commercial buildings is located on the access road along the southeast side of Verona Road and the Beltline. These businesses include a gas station/convenience store, bagel shop, motel, prosthetics business, Montessori School, clock store, hair restoration business, stained glass studio, security business, and landscaping office.

The southwest quadrant of the interchange has been the focus of recent investment. The shopping area was largely redeveloped in the late 1990s and houses a large chain store for home improvements, sporting goods, office supplies, resale, and a large vacant supermarket. This quadrant generates the most commercial traffic in the interchange area. Manufacturing uses are located to the west of the shopping area and the vacant supermarket building.

Along the southwest frontage road there is a book distribution center, fast food restaurant, local restaurant and bar, auto repair shop, vacant craft mart, Italian grocery, bank, and a gas station.

The northwest quadrant of the intersection is occupied by a small strip shopping center that includes a hardware store, bar, Mexican grocery store, furniture store, Mexican restaurant, and Chinese restaurant.

The Verona Road corridor between Summit Road (Home Depot) and County PD is lined with a mix of residential, commercial, and industrial uses. The commercial businesses, which are largely retail in nature, include a restaurant, specialty retail stores, home design-oriented center, several banks, liquor stores, a plumbing showroom, and several auto-oriented businesses. Light industrial uses include a scientific laboratory, a cycling equipment manufacturer, and a food distribution center.

Three of the four quadrants of the Verona Road/County PD intersection are occupied by industrial, warehousing, and some office uses. The southwest quadrant of the intersection is predominantly retail. In the southwest quadrant of the interchange, a new development called Orchard Pointe is about 30 percent filled as of 2009. The development includes a mixture of office uses, light industrial, and retail. A major chain retail/supermarket store is among the anchor stores for the retail portion of the development.

A.2 ECONOMIC ADVANTAGES AND DISADVANTAGES

Discuss the economic advantages and disadvantages of the proposed action. Indicate how the project would affect the characteristics described in item A.1 above.

A. No Build

The No Build Alternative will not construct a new interchange nor will it change the location of the frontage roads or require building relocations and R/W acquisition. The businesses will not be impacted by a change in accessibility for clientele or alter the neighborhood climate. However, the growing congestion of the Verona Road corridor may deter consumers from patronizing local businesses. Additionally, the compromised mobility of the Verona Road corridor will hinder the overall movement of goods and services throughout southwest Wisconsin.

B. Stage 1 of the Preferred Alternative

Stage 1 requires 10 residential buildings relocating 31 residential households and 10 business buildings relocating 15 businesses. Before the release of the SDEIS, an additional residential building on Allied Drive was purchased and removed. See Section 4.4 for a summary of the relocation impacts. The relocation of businesses will not alter the neighborhood or business climate markedly. However, finding replacement locations within the built-up neighborhood will be difficult. The businesses being relocated do not depend greatly on neighborhood clientele for patronage and could successfully relocate to another area. Nor do they provide goods or services that are essential to the neighborhood. They do employ area residents.

In the larger context, Stage 1 alone incrementally improves the Verona Road part of the Corridors 2020/Connections 2030 backbone system. Once Stage 1 is completed, four sets of signals will remain on this portion of Verona Road. The incremental improvement will aid business access. The remaining signals, however, reduce the business mobility and accessibility of this corridor when compared to other backbone routes throughout the state.

C. Stage 2 of the Preferred Alternative

Stage 2 will not require any business relocations from the Raymond Road to County PD area. R/W will need to be acquired from 9 retail/service businesses, 1 manufacturing business, and 1 City of Fitchburg property. The businesses affected include a gas station, an engine repair shop, a few retail stores, a food distribution center, and a bank.

In the larger context, Stage 2 will not significantly impact the businesses along Verona Road and County PD. R/W activities will include acquiring enough land to construct the Verona Road/County PD interchange as well as providing enough room for auxiliary lanes on County PD. Minor changes to a few businesses access will be made.

Stage 2's County PD interchange improves traffic operation at one of the region's most congested intersections. This will greatly improve access to the developing large retail area in the southwest quadrant of the interchange as well as area industries in the remaining quadrants of the interchange.

D. Stage 3 of the Preferred Alternative

In the southeast quadrant of the interchange, Stage 3 will require the acquisition of 18 business buildings as well as 6 residential buildings. This will result in the relocation of 21 businesses and 33 households in the southeast quadrant. In the northeast quadrant of the interchange, Stage 3 will require the acquisition of 1 single family home. Between Raymond Road and County PD, 3 additional business buildings and 1 additional residential building will need to be acquired. This will result in the relocation of 3 businesses and 4 households. The loss of these businesses will affect the business climate of the area. Several of the businesses specifically serve the neighborhood, such as a gas station and a bagel shop. Many of the businesses, however, do not depend on a neighborhood clientele and could successfully relocate to another area.

In the larger context, Stage 3 will complete the Verona Road portion of the US 151 Corridors 2030 backbone system and increase mobility to Southwest Wisconsin. The Corridors 2030 backbone system makes up just 3 percent of Wisconsin roadways, yet carries 57 percent of all truck travel and 34 percent of all auto travel. The roadway will connect major economic centers in Iowa with southwest Wisconsin, Madison, and the Fox Valley. The cost of moving goods and services will decrease and the system itself will become more efficient.

A.3 ECONOMIC DEVELOPMENT POTENTIAL

In general, will the proposed action increase or decrease the potential for economic development in the area influenced by the project?

A. No Build

With the No Build Alternative, there may be little change to the economic development in the surrounding area of Verona Road. The recent closure of the large-chain supermarket suggests a deteriorating business climate, which will likely continue under the No Build Alternative. Continuing traffic congestion may also discourage economic growth in the area.

B. Stage 1 of the Preferred Alternative

Stage 1 may encourage private investment in the southern quadrants of the interchange. Since the area is fully built out, this will take the form of redevelopment of some aging commercial buildings. Stage 1 represents a considerable public infrastructure investment that will improve area aesthetics and greatly improve intersection operations. These two improvements, coupled with the high visibility of the location, may help maintain and/or encourage business viability in the southwest, southeast, and northwest quadrants of the interchange.

C. Stage 2 of the Preferred Alternative

Better operation and safety of the Verona Road/County PD intersection will facilitate further development, particularly in the Orchard Pointe business development.

D. Stage 3 of the Preferred Alternative

The potential for increased development directly adjacent to Stage 3 is probably limited because the area is fully built out and areas for higher density commercial development are limited. Stage 3's increase in mobility and access as well as reduced congestion could encourage building within developments that have building sites available, such as Orchard Pointe near County PD.

Major infrastructure investments associated with Stage 3's freeway facility increase accessibility to Fitchburg and southwest Madison. In many ways, west Fitchburg and southwest Madison will have a transportation facility comparable to or better than the Beltline. This increased mobility and access to the state and national transportation systems may help Fitchburg and southwest Madison compete for major employers, industry, and retail centers.

Wisconsin Department of Transportation

B COMMUNITY OR RESIDENTIAL IMPACT EVALUATION

Portion of project this sheet is evaluating if different from the first Basic Sheet
No Build Alternative and Preferred Alternative (Stage 1, Stage 2, and Stage 3).

Is this the preferred alternative? YES

B.1 NEIGHBORHOOD DESCRIPTION

Give a brief description of the community or neighborhood affected by the proposed action.

The areas potentially affected by the No Build and Preferred Alternatives are located in the City of Madison, City of Fitchburg, and in neighborhoods including Summit Woods, Allied, Dunn's Marsh, Orchard Ridge, and part of Meadowood. One way to analyze the effects of the highway improvements would be to look at the characteristics of the different cities or neighborhoods. However, this approach was not used for two reasons.

1. Within cities and neighborhoods, there are smaller areas having characteristics making them unique from the others. It is important to understand the characteristics of these smaller areas to understand the likely effects of the highway improvements. One highway improvement alternative will have different effects on the smaller areas depending on the area's characteristics.

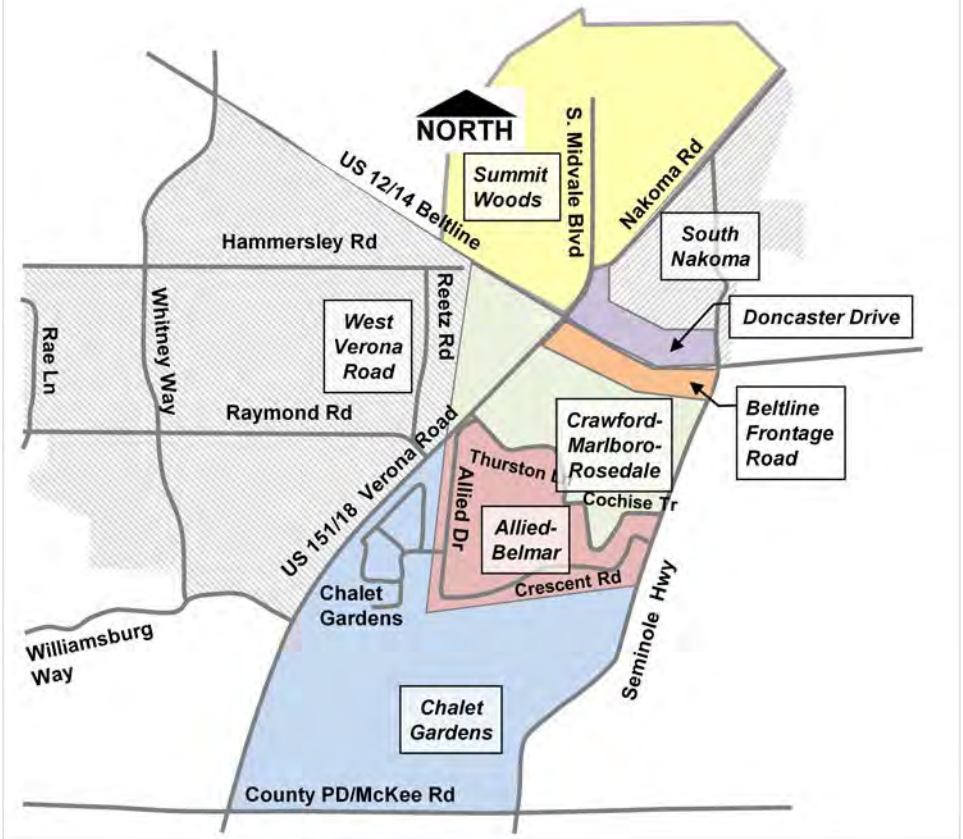
2. All the affected area is not included inside designated neighborhoods.

Another way to identify the different characteristics existing within the affected area is to gather information based on the boundaries set by the Census Bureau. These boundaries do not correspond to the city limits or designated neighborhoods that the public is familiar with. However, these boundaries are commonly used by agencies collecting statistical information. This statistical information can then be used to understand the characteristics of the area most directly affected.

There are five Census Bureau-defined areas potentially affected by Verona Road Preferred Alternative. The areas correspond to boundaries set for the 2000 census. For the purposes of this study, the areas have also been given common names. Table B.1-1 defines the area affected by the Verona Road Preferred Alternative. Figure B.1-1 shows the locations of these areas.

Potentially Affected Area	US Census Bureau Name	Municipality	Approximate Neighborhood
Summit Woods	Dane County Census Tract 7 Block Group 2	City of Madison	Summit Woods and parts of Nakoma League
South Nakoma	Dane County Census Tract 7 Block Group 3	City of Madison	None (Nakoma League slightly north)
Crawford-Marlboro-Rosedale	Dane County Census Tract 6 Block Group 1	City of Madison City of Fitchburg	Dunn's Marsh
Allied–Belmar	Dane County Census Tract 6 Block Group 2	City of Madison City of Fitchburg	Allied
Chalet Gardens	Dane County Census Tract 6 Block Group 3	City of Madison City of Fitchburg	Allied
West Verona Road	Dane County Census Tract 5.01 All Block Groups	City of Madison City of Fitchburg	Parts of Orchard Ridge and Meadowood

Table B.1-1 Verona Road Affected Neighborhood Areas



Note: The neighborhood boundaries are based on Census areas and not City neighborhood sectors.

Figure B.1-1 Areas Affected by the Verona Road Preferred Alternative

The demographic profile for the areas shows considerable diversity among them. The first column of Table B.1-2 shows a demographic profile for the greater Madison-Fitchburg area (City and Town of Madison and City of Fitchburg). This general profile is a baseline against which the characteristics of the other areas can be referenced. The 2000 Census Bureau information shows this profile:

1. In each of the affected neighborhood areas, the residency rate for people with disabilities is higher than in the greater 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 and West Verona Road areas.

3. Considerably more minorities reside in the Crawford-Marlboro-Rosedale, Allied-Belmar, and Chalet Gardens areas. In Section E.1 of the Environmental Justice Impact Evaluation, a minority population is defined as “any readily identifiable group of minority persons...”.

4. Slightly more individuals with low incomes reside in the South Nakoma area and considerably more individuals with low incomes reside in the Allied-Belmar area.

5. Slightly larger families reside in the Crawford-Marlboro-Rosedale and West Verona Road 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.

6. Considerably larger families reside in the Allied-Belmar area.

	Madison (City and Town of) and Fitchburg	Neighborhoods Surrounding Verona Road Interchange	Allied-Belmar Neighborhood
Total Population[1]	*235,560*	*12,483*	*2,485*
% Disabled[2]	13%	28%	35%
% Elderly[1]	9%	10%	2%
% Minority[1]	17%	25%	61%
% Below Poverty Level[3]	14%	10%	26%
Population Age 16 and Over in Labor Force[2]	145,027	7,103	1,166
Population Age 16 and Over Not in Labor Force[2]	52,306	2,663	465

[1]Source: US Census 2000 Summary File 1 (100 percent data)
[2]Source: US Census 2000 Summary File 3 (in-depth population and housing data collected on a sample basis from the Census 2000 long form questionnaire)
[3]Source: HUD Census 2000 Low and Moderate Income Summary Data

Note: Very low-income is defined by the US Department of Housing and Urban Development (HUD) as 30 percent of the area's median income or below. FHWA guidelines recommend using low income statistics provided by the US Department of Health and Human Services (HHS). However, these statistics are not readily available at the US Census Bureau block group level. HUD income statistics are readily available at the block group level. Though the HUD very low-income numbers are slightly higher than HHS's low-income, the HUD numbers are comparable to the HHS guidelines and would include all households covered under the HHS guidelines.

Table B.1-2 Demographic Profile of Neighborhood Areas Affected by the Verona Road Preferred Alternative

The employment status for the population age 16 and over residing in the neighborhood areas is shown in Table B.1-3.

	Madison (City and Town of) and Fitchburg	South Nakoma	Crawford - Marlboro - Rosedale	Allied - Belmar	Chalet Gardens	West Verona Road	Summit Woods
Total Population Age 16 and Over	197,333	1,045	866	1,631	1,068	3,918	970
Total in Labor Force	145,027	729	670	1,166	966	2,602	702
% in Labor Force Unemployed	5%	0%	6%	16%	8%	3%	2%
Total Not in Labor Force	52,306	316	196	465	102	1,316	268
% of Population Not in Labor Force	27%	30%	23%	29%	10%	34%	24%

Source: US Census 2000 Summary File 3 (sample data)

Table B.1-3 Employment Status in Neighborhood Areas Affected by the Verona Road Preferred Alternative

The composition of the minority population residing in the neighborhood areas is shown in Table B.1-4.

	Madison (City and Town of) and Fitchburg	South Nakoma	Crawford - Marlboro - Rosedale	Allied - Belmar	Chalet Gardens	West Verona Road	Summit Woods
Total Population	*235,560*	*1,388*	*1,189*	*2,485*	*1,344*	*4,941*	*1,136*
% Hispanic or Latino	5%	0%	11%	11%	11%	2%	1%
% Black or African American	6%	9%	13%	38%	22%	4%	1%
% American Indian or Alaska Native	<1%	0%	0%	2%	0%	0%	0%
% Asian	5%	2%	0%	15%	7%	2%	9%

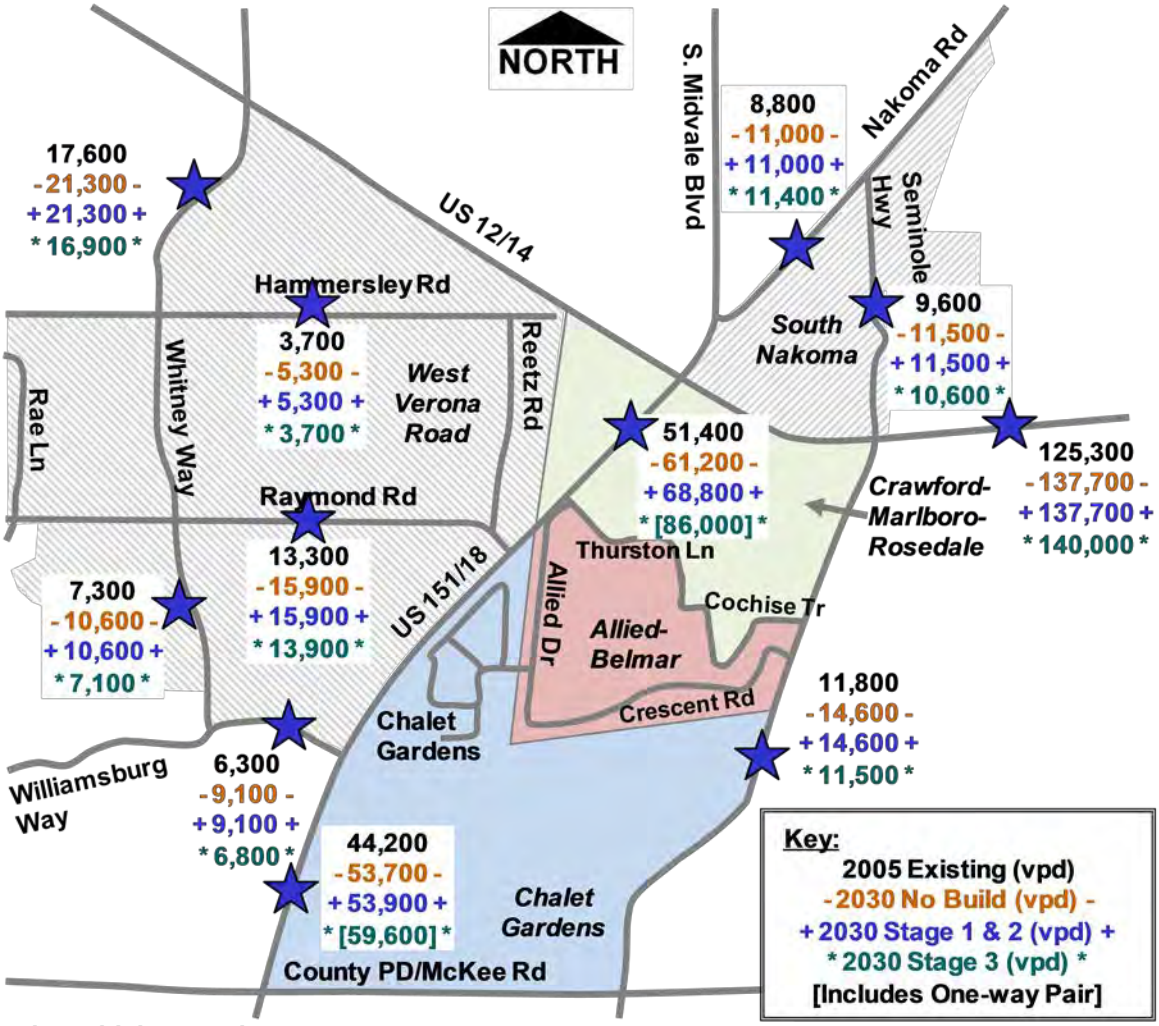
Source: US Census 2000 Summary File 1 (100 percent data)

Table B.1-4 Minority Population Composition in Neighborhood Areas Affected by the Verona Road Preferred Alternative

B.2 EXISTING TRANSPORTATION MODES AND TRAFFIC

Identify and discuss the existing modes of transportation and their traffic within the community or neighborhood.

Within the affected area, several forms of transportation are available. Modes of transportation include personal vehicle (e.g., car, motorcycle, or scooter), city bus, school bus, taxi, bicycling, and walking. Existing daily motor vehicle traffic volumes on major local streets in the area, as well as projected future traffic volumes for each of the alternatives being considered, are shown in Figure B.2-1.



vpd = vehicles per day

Figure B.2-1 Traffic Volumes in US 151 Corridor Census Areas

According to 2000 Census Bureau statistics, in the Crawford-Marlboro-Rosedale area there is a slightly higher rate of owner-occupied housing units that do not have a personal vehicle available to them. The statistics also show that in the Allied-Belmar area, there is a slightly higher rate of renter-occupied housing units that do not have a personal vehicle available to them. The South Nakoma area has about an average rate of personal vehicles available to renter-occupied units. Results for each area are shown in Table B.2-1.

	Madison (City and Town of) and Fitchburg	South Nakoma	Crawford - Marlboro - Rosedale	Allied - Belmar	Chalet Gardens	West Verona Road	Summit Woods
Total Occupied Housing Units	100,435	521	508	908	578	2093	583
Number Owner Occupied Units	47,023	432	291	153	73	1430	358
% Owner Occupied Units with No Vehicle Available	3%	1%	6%	<1%	<1%	1%	8%
Number Renter Occupied Units	53,412	89	217	755	505	663	225
% Renter Occupied Units with No Vehicle Available	19%	18%	4%	21%	5%	6%	8%

Source: US Census 2000 Summary File 3 (in-depth population and housing data collected on a sample basis from the Census 2000 long form questionnaire)

Table B.2-1 Vehicles Available By Occupied Housing Unit Tenure for the Neighborhood Areas Affected by Verona Road Preferred Alternative

According to Madison Metro's winter 2011 Web site, http://www.cityofmadison.com/metro/schedules/schedules.cfm, three Madison Metro Transit routes, route 18, 19, and 56, serve the areas around Verona Road and the interchange. On weekdays, route 18 runs from 6:30 A.M. to 12 A.M, route 19 runs from 6:01 A.M. to 11:20 A.M., and route 56 runs from about 6:45 A.M. to 6:15 P.M. On weekends, route 18 runs from 7 A.M. to 11 P.M. and on holidays from approximately 7 A.M. to 7 P.M. Madison Metro operates two variations of route 18, Odana-Midvale-Beltline and Whitney Way-Reetz-South Frontage Road, on 30-minute cycles between the west and south transfer points. Figures B.2-2 and B.2-3 show the Route 18 in the Verona Road corridor area. Route 19 operates on 60-minute cycles between the Williamsburg Way and Capital Square areas. Figure B.2-4 shows Route 19 in the Verona Road corridor area. Route 56 operates on 30-minute cycles between McKee Road (County PD) and the north transfer point via the west transfer point and Capital Square area. Figure B.2-5 shows Route 56 in the Verona Road corridor area.

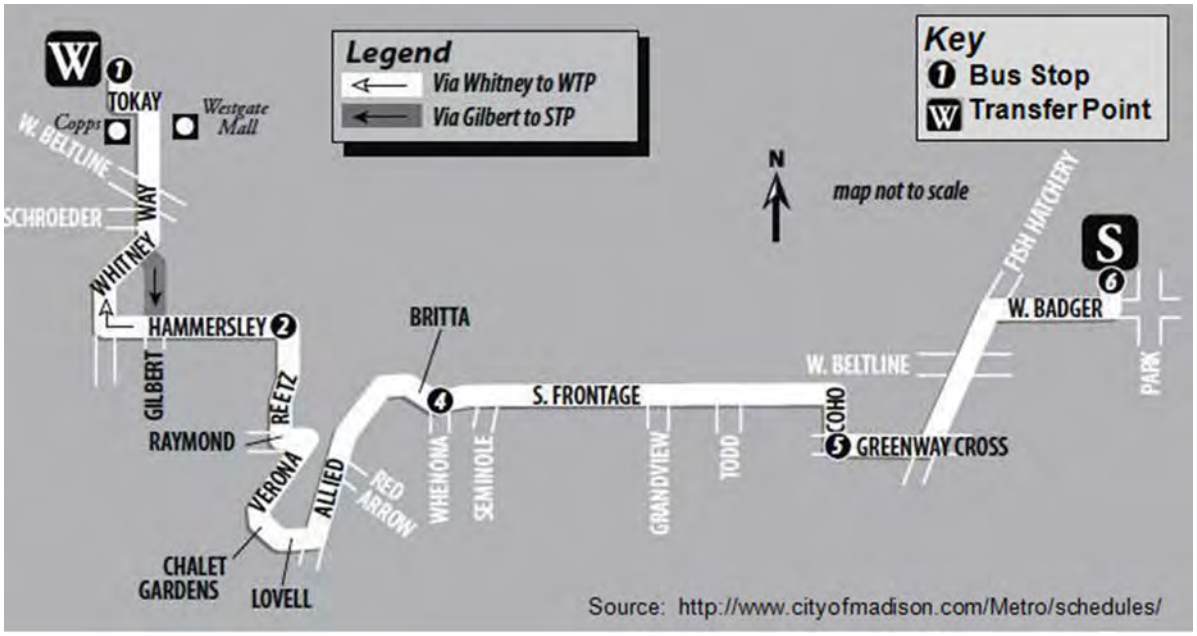


Figure B.2-2 Madison Metro Whitney Way-Reetz-South Frontage Road Route 18 in US 18/151 (Verona Road) Corridor

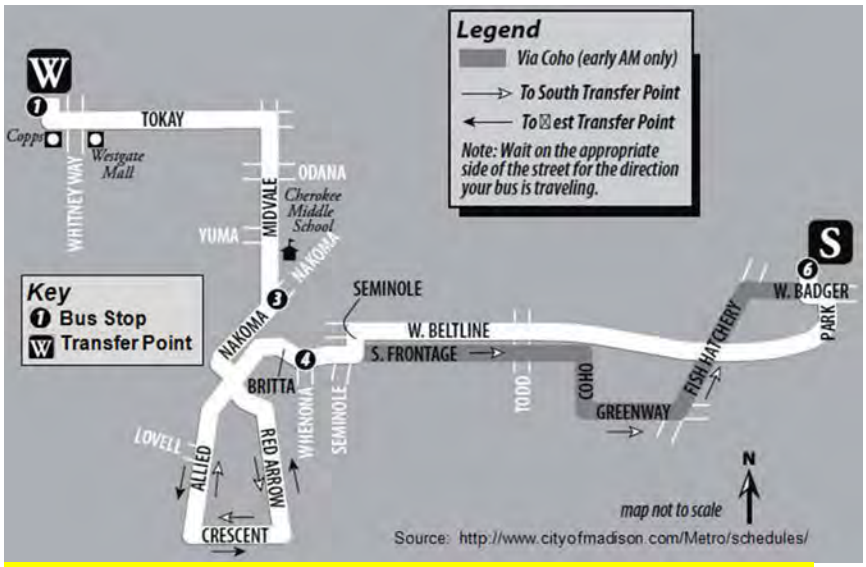


Figure B.2-3 Madison Metro Odana-Midvale-Beltline Route 18 in Verona Road Corridor

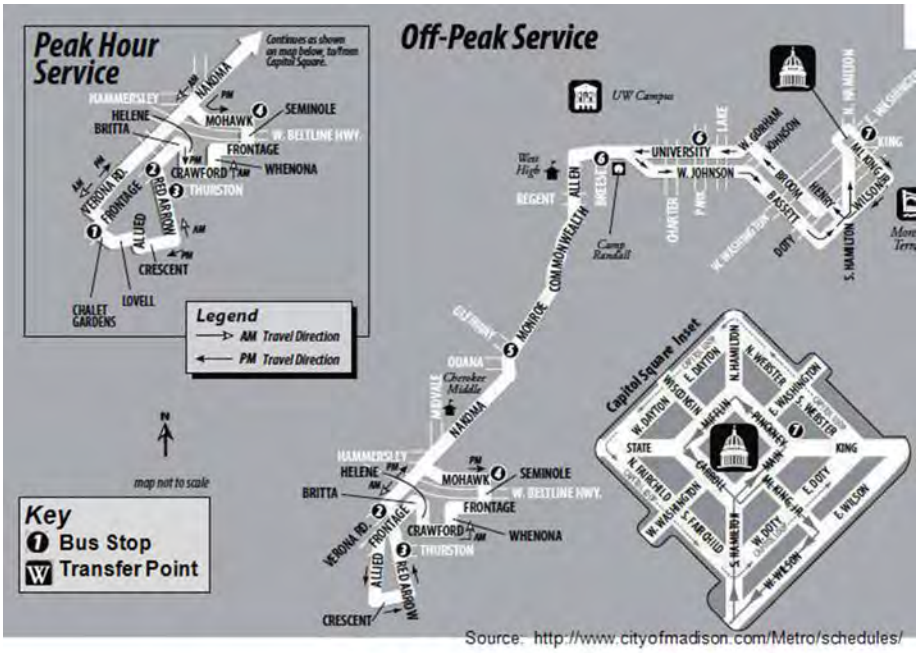


Figure B.2-4 Madison Metro Route 19 in Verona Road Corridor

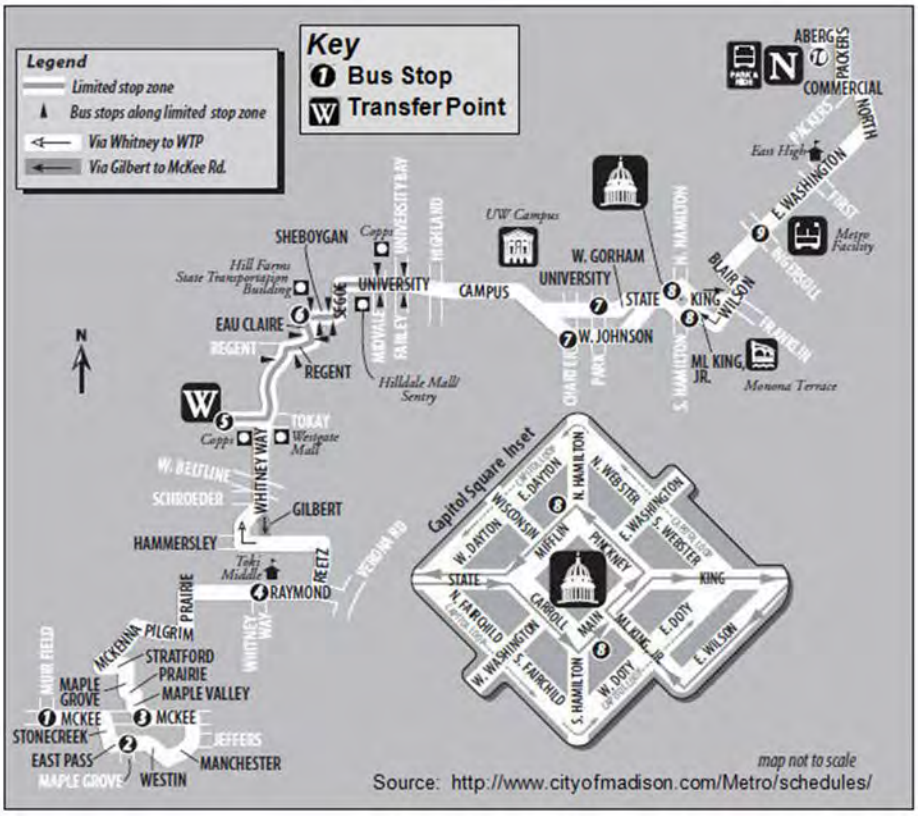


Figure B.2-5 Madison Metro Route 56 in Verona Road Corridor

Figures B.2-6 and B.2-7 show the designated bike routes and streets with bike lanes in the area. 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 Commuter Path travels under Verona Road through a bicycle/pedestrian tunnel 0.5 miles (0.8 km) south of the interchange, and the Capital City Trail extension travels under Verona Road through a tunnel 1.1 miles (1.7 km) south of the interchange.

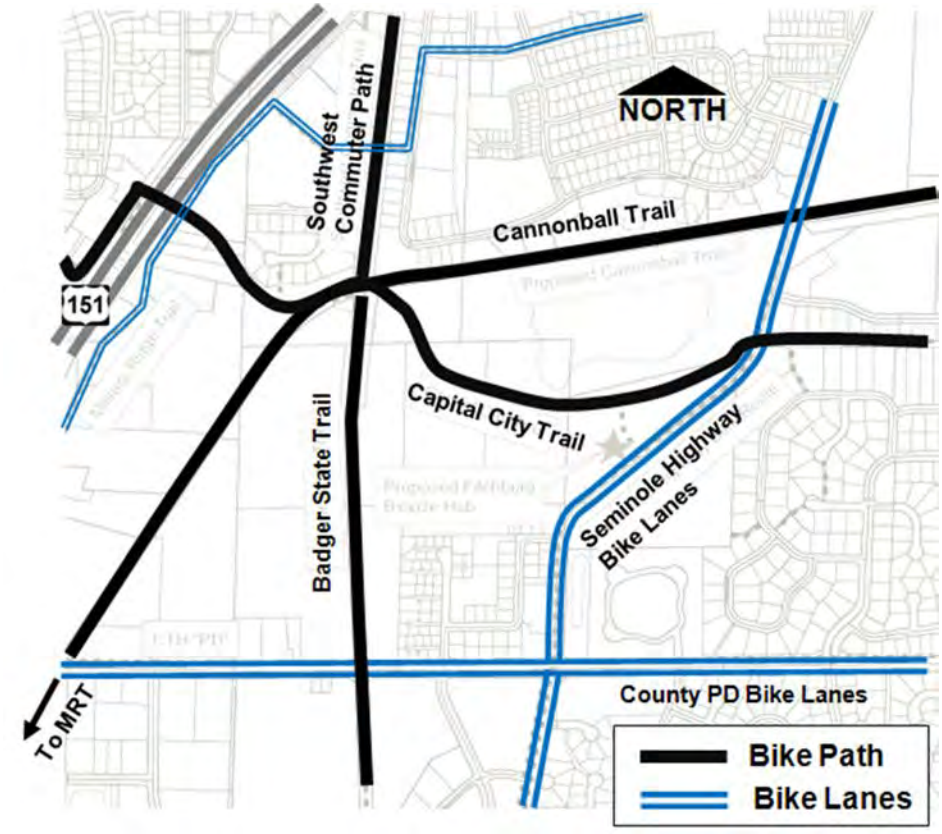


Figure B.2-6 Bicycle Routes or Paths in Fitchburg Affected by the Verona Road Preferred Alternative

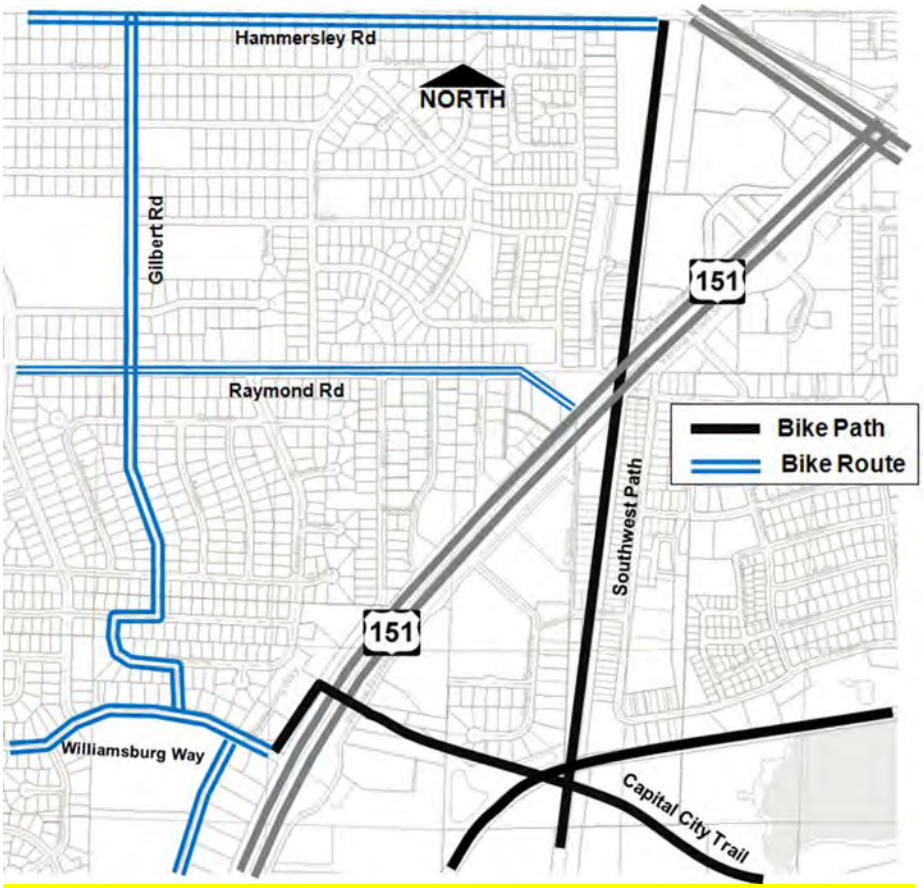


Figure B.2-7 Bicycle Routes or Lanes in the Madison Neighborhood Areas Affected by the Verona Road Preferred Alternative

There are two new bike trails in the corridor that were constructed in 2010. The Cannonball Trail will be constructed in four phases. The first phase began in 2010. Phase 4, near Verona Road, could be constructed as early as 2012. This trail uses a railroad corridor that crosses County PD 200 feet east of the Verona Road/County PD intersection. The trail then travels northerly until it reaches the Capital City Trail, where it veers to the east and travels about one-quarter to one-half mile north of the Capital City Trail. The Badger State Trail was also constructed in 2010. It uses a rail corridor that crosses County PD about 900 feet east of the Verona Road/County PD intersection. It then travels due north until it joins the Southwest Commuter Path.

With these new trails constructed, there are three bike 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 Cannonball 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 bridges crossing the Beltline and two tunnels beneath Verona Road 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 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 Commuter Path connection. Farther south along Verona Road, the Capital City Trail extension 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 B.2-8 shows pedestrian facilities near the Verona Road corridor.

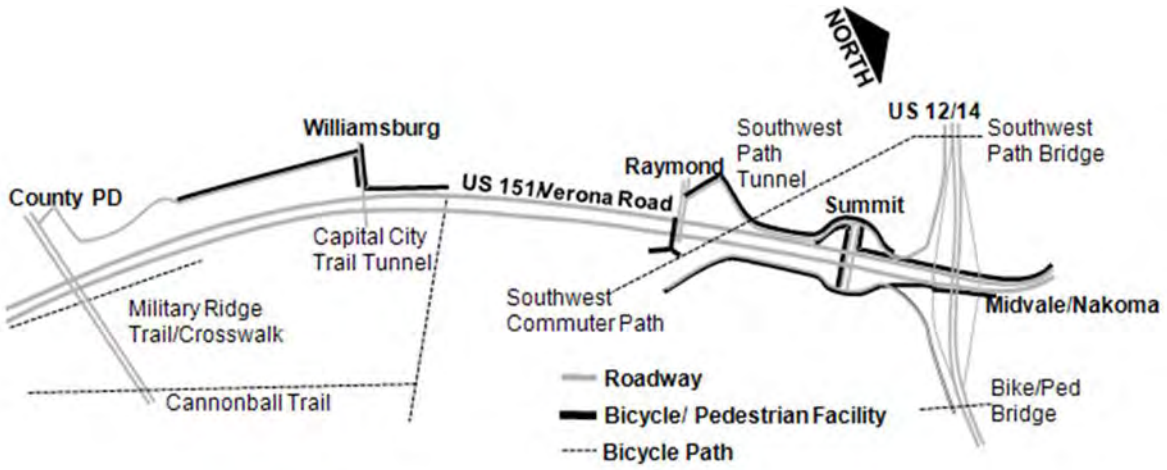


Figure B.2-8 Existing Bicycle and Pedestrian Facilities in the Verona Road Corridor Area

B.3 IMPORTANT OR CONTROVERSIAL FACTORS

Residents in the neighborhood areas have identified a number of factors they feel are important. Several factors are common to all the areas and several are specific to certain areas. Factors common to all the areas include:

1. Balance between neighborhood needs and regional transportation needs.
2. Excessive traffic speed on local streets, collectors, and arterials.
3. Rising traffic volumes on local streets.
4. Congestion at intersections making it difficult to access property and neighborhoods.
5. Bicycle and pedestrian safety on and/or crossing collector and arterial streets.
6. Bicycle and pedestrian safety in bicycle/pedestrian tunnels.
7. Air quality in the corridor.
8. Roadway-related noise levels (e.g., tire noise and engine braking).

In addition to these factors, several are specific to certain areas. The factors and areas that they pertain to are listed below.

<u>Crawford-Marlboro-Rosedale/Allied-Belmar/Chalet Gardens</u>

1. Limited number of very accessible pedestrian facilities (e.g., sidewalks and bridges) crossing Verona Road.
2. Limited amount of sidewalks in the general area.
3. Limited weekend bus service.
4. Insufficient frequency of bus service.
5. Lack of neighborhood-oriented shopping located on the east side of Verona Road.
6. Lack of a neighborhood school (children are bused to 14 schools in two school districts).
7. Poor public perception of neighborhood.
8. Crime rates.
9. Perception that no one cares about the residents' ideas and interests.
10. Limited supply of quality, affordable housing in the Madison Metro area.

<u>West Verona Road</u>

1. Roadway-related noise levels (e.g., tire noise and engine braking).
2. Rising traffic volumes on local streets.

B.4 PHYSICAL OR ACCESS CHANGES

In general, access and the physical appearance of the project corridor will not change in the No Build Alternative. However, the No Build Alternative may include closing access from Verona Road to Chalet Gardens Road because of safety concerns. Traffic will be rerouted accordingly to accommodate this future closure.

B.4.1 CHANGES COMMON TO ALL STAGES OF THE PREFERRED ALTERNATIVE

WisDOT has been and will continue to implement Community Sensitive Solutions (CSS) Principles with the implementation of each stage of the Preferred Alternative. CSS seeks to create public works projects that function safely and efficiently and are pleasing to both the users and the neighboring communities. CSS is a collaborative interdisciplinary approach that includes early involvement of all stakeholders to ensure that transportation projects not only provide safety and mobility but also are in harmony with communities and the natural, social, economic, and cultural environments. For this project, most CSS items will likely involve enhancing community access, enhancing pedestrian and bicycle accommodations, and providing aesthetic and landscape treatments to structures and road sides.

B.4.2 STAGE 1 OF THE PREFERRED ALTERNATIVE

There are several physical or access changes unique to the Stage 1 of the Verona Road Preferred Alternative. The changes relate to the Verona Road interchange with the Beltline and the West Beltline Frontage Road located west and east of the interchange on the south side of the Beltline.

A. Verona Road Interchange with the Beltline

In Stage 1, the configuration of the Verona Road interchange with the Beltline will be changed from a conventional diamond interchange into a single-point interchange. Figure B.4.2-1 shows how a single-point interchange brings all ramps into one signalized intersection. This intersection would replace the two signalized intersections that currently exist at the standard diamond interchange. In response to public comments, the Preferred Alternative now includes a new pedestrian and bicycle underpass just south of the proposed interchange that provides an east-west connection across Verona Road. The existing Beltline pedestrian/bicycle overpass east of the Verona Road interchange will be reconstructed to meet current ADA requirements.

Noise barriers are reasonable and feasible in the northeast and southeast quadrants. WisDOT is committed to construction of the noise barriers and will work with the City of Madison and affected residents/owners through additional public involvement to determine if the barrier(s) are to be incorporated into construction plans.



Figure B.4.2-1 Stage 1 Single-Point Interchange

The single-point interchange along with the addition of a lane in both directions on the Beltline, from Todd Drive through the Whitney Way interchange, results in acquisitions and relocations in both the northeast and northwest quadrants of the interchange. In the northwest quadrant of the interchange, an access road off the end of Hammersley Road needs to be eliminated. The removal of the access road and corresponding cul-de-sac requires the acquisition of three single-family homes. These modifications are shown in Figure B.4.2-2.

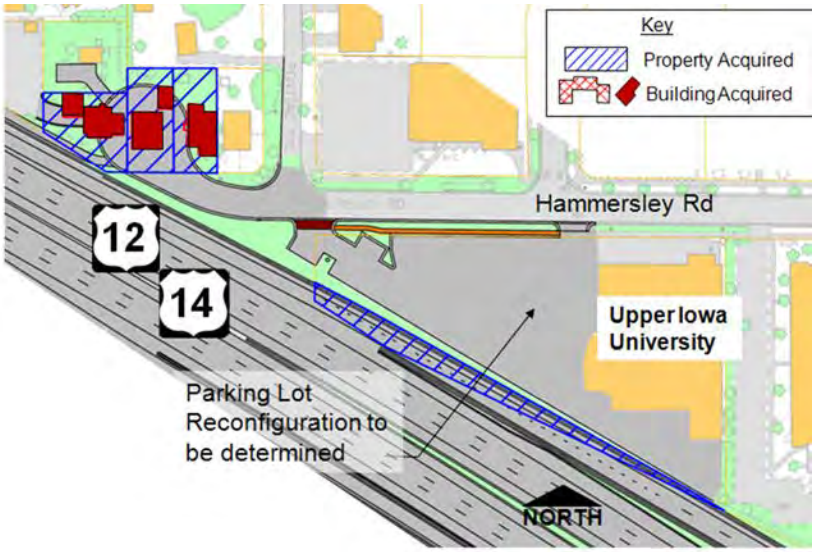


Figure B.4.2-2 Stage 1 Northwest Quadrant Effects

The acquisition of two apartment buildings is needed in the northeast quadrant of the interchange. This will result in the relocation of 17 households. Additionally, the junction of Whenona Drive and Warwick Way needs to be shifted to the northeast to accommodate the westbound interchange off-ramp. To reconstruct the pedestrian/bicycle bridge over the Beltline, one more single-family home will be needed on the west side of Whenona Drive. Figure B.4.2-3 shows these relocations in relation to the northeast quadrant of the single-point interchange.

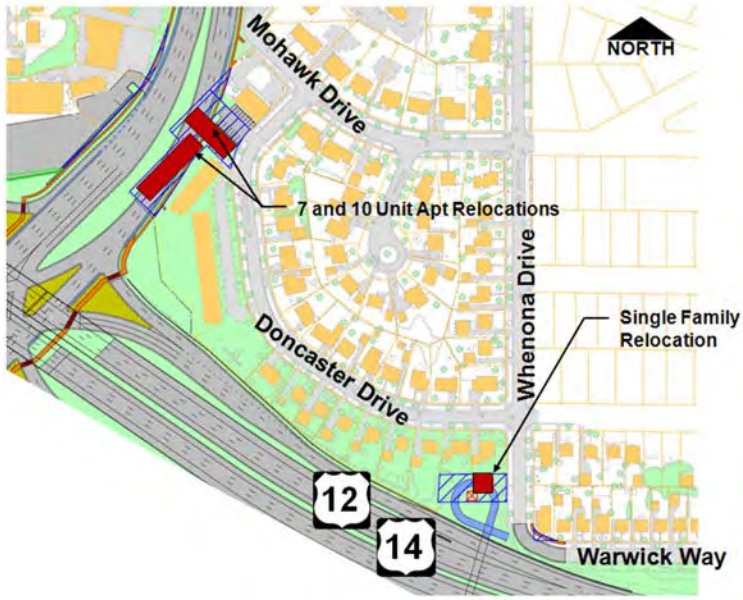


Figure B.4.2-3 Stage 1 Northeast Quadrant Effects

The effects of the frontage road realignments including additional relocations are discussed in the next section.

B. Summit Road Jug-Handle

Stage 1 of the Preferred Alternative includes the installation of a jug-handle intersection at Summit Road. 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 will travel underneath a Verona Road bridge to the other side of the roadway. This movement is schematically shown in Figure 2.5-2. The jug-handle will connect the West Frontage Road, Allied Drive, and jug-handle roadway with a roundabout that lies directly underneath Verona Road. With the Summit Road Jug-Handle, a signal will be placed for northbound US 151 traffic to allow vehicles turning right out of Summit Road's east approach an opportunity to weave to their desired lane. Figure B.4.2-4 illustrates the jug-handle. The installation of the jug-handle will not directly require any residential relocations, but it will change the way residents of the Allied and Dunn's Marsh neighborhoods access their street system. The jug-handle provides a new grade-separated crossing of Verona Road for pedestrians and bicyclists. Bike lanes will be provided through the jug-handle, sidewalks will be installed on the outside perimeter through the jug-handle, and a multiuse circulating path will be constructed around the roundabout.

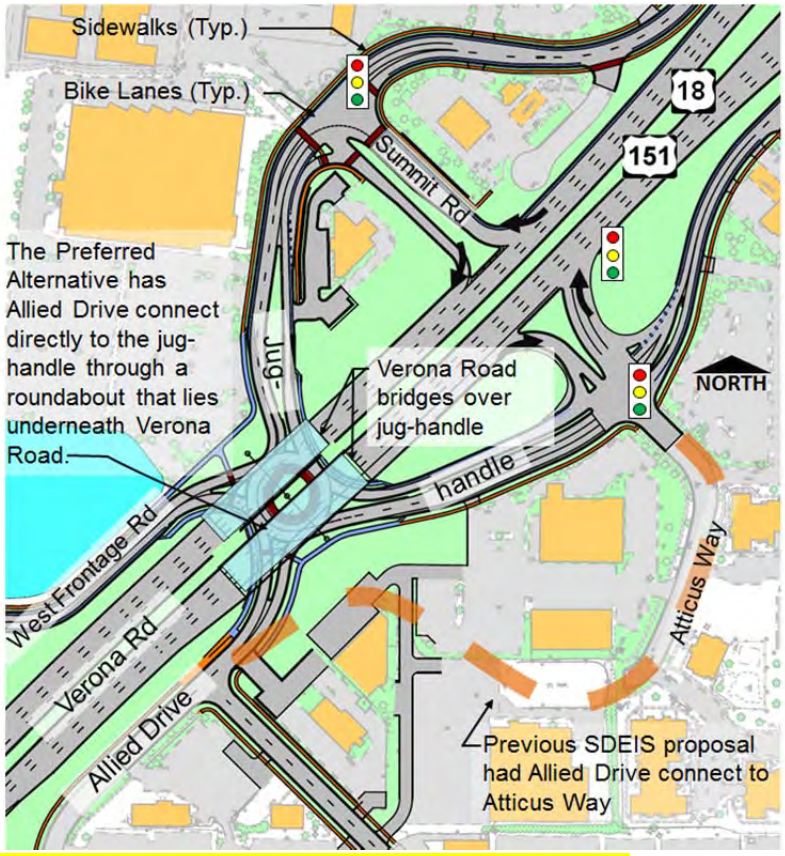


Figure B.4.2-4 Stage 1 Summit Road Jug-Handle

B. Beltline Frontage Roads

1. West of Verona Road Interchange

Because of the interchange configuration change, frontage roads in both the southwest and southeast quadrants will need to be shifted. The frontage road realignment in the southwest quadrant affects several commercial properties, but it will not affect any residential properties. Bike lanes will be provided on the reconstructed frontage road, and sidewalks will be provided on the side of the road fronting private property.

2. East of Verona Road Interchange

The alignment of the Beltline Frontage Road east of the interchange will also be changed because of the interchange reconfiguration. Figure B.4.2-5 shows the Preferred Frontage Road Option B alignment that would shift the frontage road parallel to the Beltline, similar to the existing alignment. This option was selected as the Preferred Alternative by the neighborhood and other community comments after the publication of the SDEIS. Of the residential and community impacts associated with this realignment, two 4-unit rental buildings would need relocation. Additionally, a private community school facility will be relocated with this frontage road modification. Thirteen businesses along the frontage road will also be relocated in Option B. Bike lanes will be provided on the reconstructed frontage road, and sidewalks will be provided on the side of the road fronting private property. See Detailed Evaluation Sheet C–Economic Development and Business for a description of business relocations in the southeast frontage road.

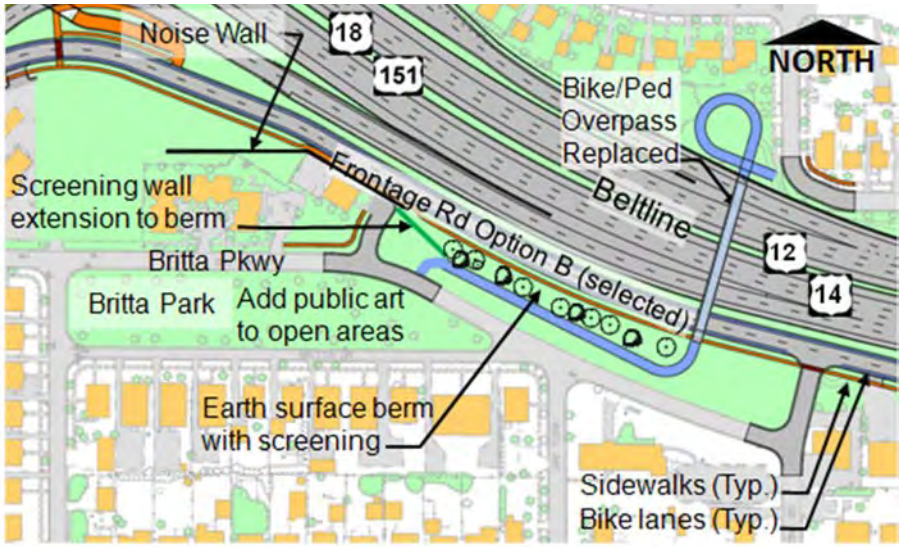


Figure B.4.2-5 Stage 1 Southeast Frontage Road Option B

D. Midvale Boulevard/Nakoma Road Intersection Improved

Figure B.4.2-6 shows possible improvements to the Midvale Boulevard/Nakoma Road intersection. The resulting physical or access changes are described here. The parking lane along Midvale Boulevard in the northwest quadrant will be converted to a live traffic lane. R/W will need to be acquired from the western side of Midvale Boulevard for the third southbound lane. Along with this, the expansion of the intersection will reduce some terrace widths to about 4 feet. Pedestrian crossings will be provided at the intersection. Bike lanes will be provided on Midvale Boulevard as well as the reconstructed portions of Hammersley Road and Nakoma Road.

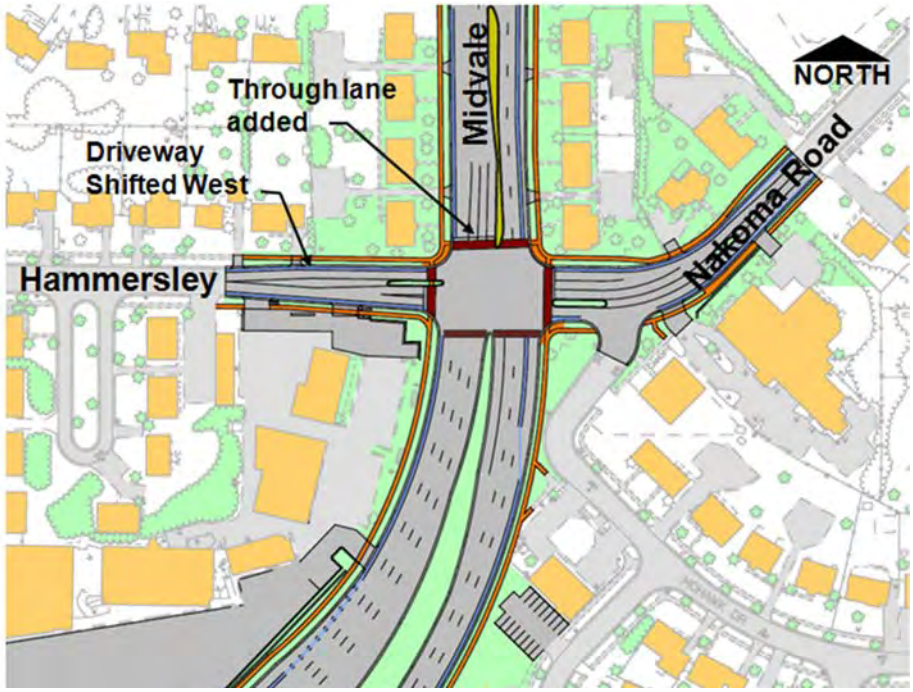


Figure B.4.2-6 Stage 1 Potential Improvements to Midvale Boulevard/Nakoma Road Intersection

E. Chalet Gardens Road Relocation

The Nakoma Heights neighborhood has a full access driveway intersection immediately south of Raymond Road called Chalet Gardens Road. This intersection will 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. This intersection may be relocated to the south to ease traffic flow for transit buses as shown in Figure B.4.2-7, yet this relocation could be delayed until Stage 2. The intersection may continue with the access arrangement until safety, operation, or mobility concerns require additional modification. Figure B.4.2-7 illustrates the Chalet Gardens Road access closure.

F. Carling Drive Extension and Connection to Freeport Road

The Allied and the Nakoma Heights areas have few connections to adjacent arterials and adjacent residential areas. The isolation will increase and access will be limited to these areas during construction on US 151 as the Summit Road intersection is reconstructed and the Chalet Gardens Road intersection is relocated and modified. To help mitigate the possibly reduced 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 to Freeport Road. This connection will use 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 to the west to accommodate this connection. After construction, the City of Madison will evaluate neighborhood traffic patterns and determine whether the Freeport connection should remain.

The Carling Drive-Freeport Road connection allows residents of the Allied and Nakoma Heights area to travel across Verona Road and access other neighborhoods without going through the Summit Road and Verona Road construction. Figure B.4.2-8 illustrates the Carling Drive extension and Freeport Road connection.

G. Raymond Road, Williamsburg Way, County PD

Raymond Road and Williamsburg Way will remain signalized intersections, and impacts to residential and community properties are expected to be minor to nonexistent. In

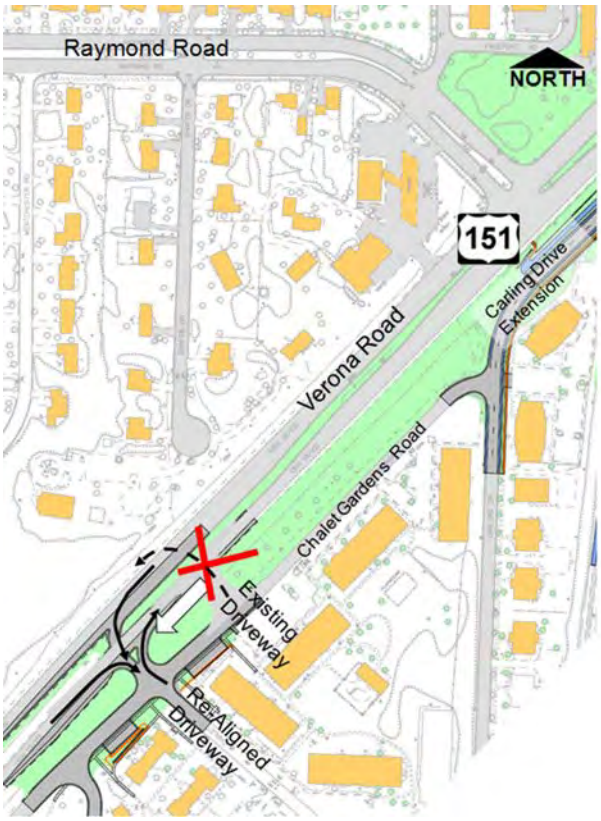


Figure B.4.2-7 Stage 1 Relocation of Chalet Gardens Road

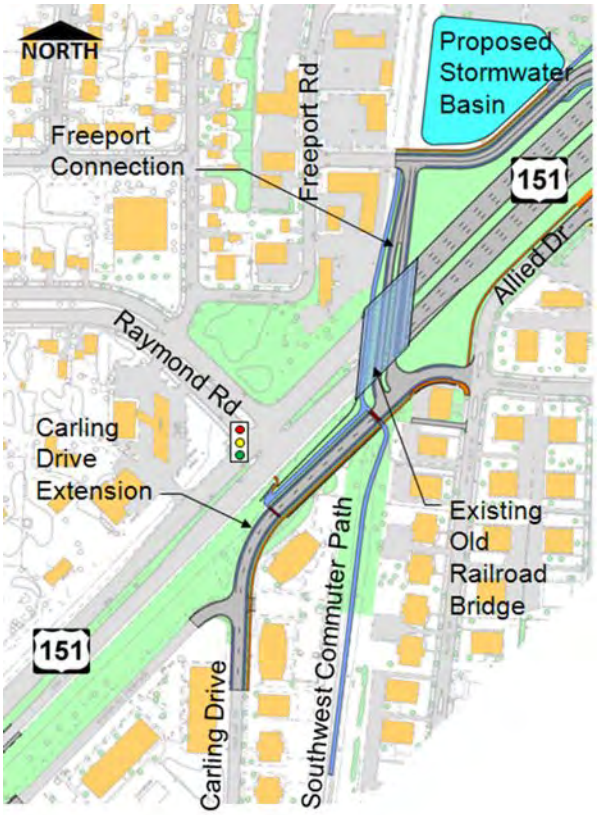


Figure B.4.2-8 Stage 1 Carling Drive Extension and Freeport Road Connection

anticipation of the project, dual left-turn lanes will be added to the east and west approaches at the Verona Road/County PD intersection. This modest increase in intersection capacity will help alleviate some of the anticipated congestion at this intersection from traffic diverted during construction.

B.4.3 STAGE 2 OF THE PREFERRED ALTERNATIVE

A. County PD Interchange

Stage 2 of the Preferred Alternative constructs a diamond interchange at the Verona Road/County PD intersection. This change will increase mobility for US 151 traffic and decrease congestion on County PD. Stage 2 also adds a third lane in the north- and southbound directions from County PD to just south of Raymond Road. It also adds dual left-turn lanes on the north and west approaches of the Williamsburg Way intersection. Figure B.4.3-1 illustrates the County PD Interchange.

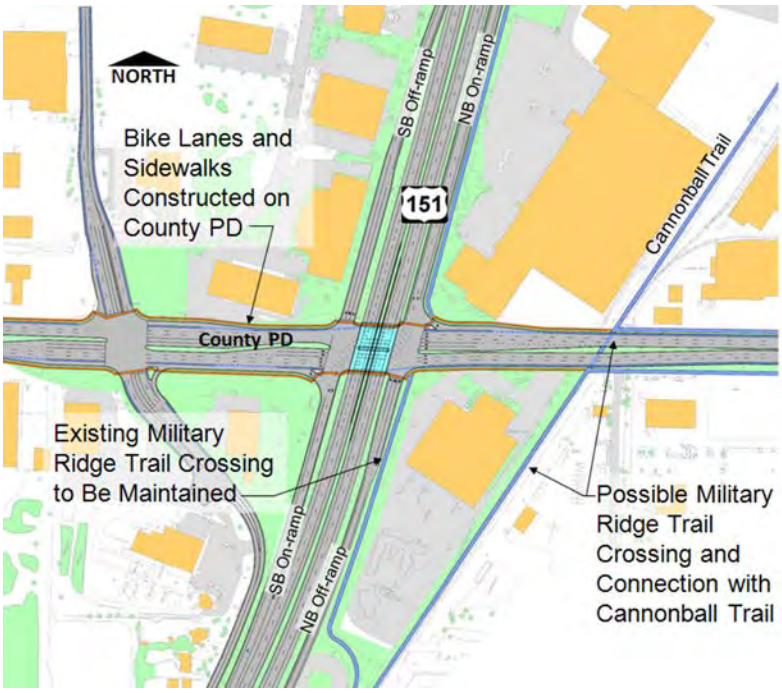


Figure B.4.3-1 Stage 2 County PD Interchange

No residential relocations are required. The addition of the third lane may require small amounts of R/W and/or construction easements from residential properties.

A fire station is located 300 feet west of this intersection on Kapec Road. Discussions with emergency personnel indicate no concerns associated with the plan other than those related to access during construction.

B. Carriage Street Access Removed

In Stage 2, Carriage Street's right-in/right-out access will be removed as shown in Figure B.4.3-2. Carriage Street is located on the west side of Verona Road between Williamsburg Way and County PD. Carriage Street access will be closed because of the street's proximity to the County PD southbound off-ramp. The street's proximity to the interchange ramp does not meet design standards and poses safety concerns.

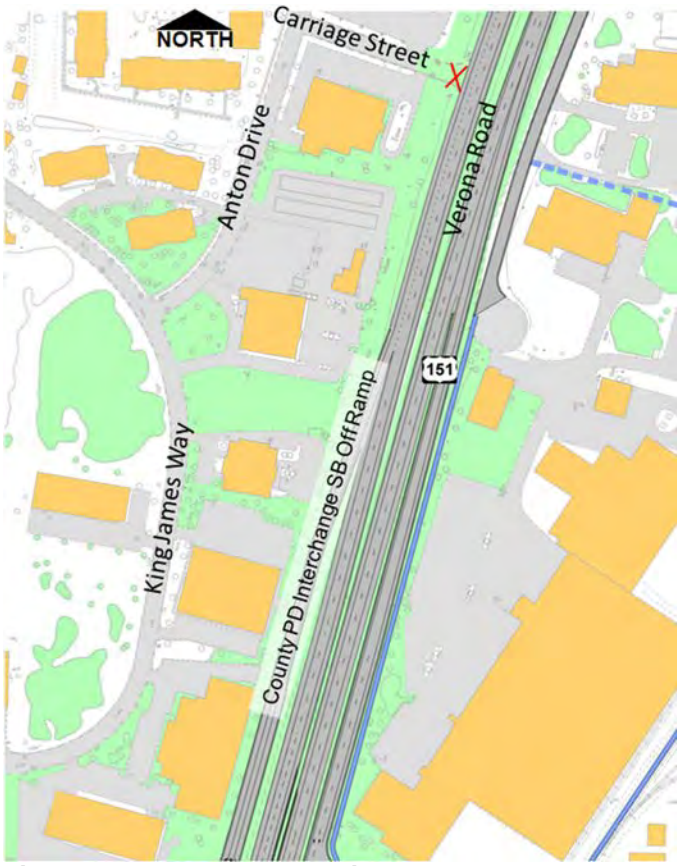


Figure B.4.3-2 Stage 2 Carriage Street Access Removed

C. Other

The east side of Verona Road, south of Raymond Road, qualifies for a noise wall. The Department is committed to construction of the noise barrier and will work with the City of Fitchburg and affected residents/owners through additional public involvement to determine if the barrier is to be incorporated into construction plans.

The Military Ridge Trail (south of County PD and east of Verona Road) will be reconstructed within the existing Verona Road R/W and cross County PD immediately east of the interchange to avoid any Section 6(f) impacts.

If requested and approved by the Wisconsin Department of Natural Resources (WDNR) and National Park Service (NPS), WisDOT is willing to accommodate a rerouting of the trail to the east, where it would share a County PD crossing of the proposed Cannonball Trail. This crossing may initially be a midblock crossing with special median treatments that provide refuge to pedestrians and cyclists. When opened, WisDOT will evaluate path usage and determine whether a grade-separated crossing is warranted as part of the Stage 2 construction.

During the design of the Stage 2 interchange, WisDOT will evaluate the feasibility and utility of a path facility on the south legs of the County PD interchange that allows cyclists and pedestrians to connect directly with Nesbitt Road without crossing to the north side of County PD.

B.4.4 STAGE 3 OF THE PREFERRED ALTERNATIVE

A. General

Stage 3 of the Preferred Alternative creates a freeflow freeway connection between Verona Road and the Beltline. It also installs a freeway down the center of Verona Road for regional traffic, while the remaining Verona Road becomes a one-way pair system for local traffic. The one-way pair roadways will have bike lanes. Some of the characteristics of Stage 3 include:

1. Installation of a US 151 freeflow interchange with the Beltline.
2. Relocation of the Beltline Frontage Road located west and east of the US 18/151 (Verona Road) interchange on the south side of the Beltline.
3. Construction of a freeway to carry US 151 regional traffic.
4. Construction (or relocation) of noise walls in the northeast and southeast quadrants of the interchange.
5. Removal of the Seminole Highway interchange ramps.
6. Provision of a northbound off-ramp and southbound on-ramp from Verona Road to US 151 between the Summit Road overpass and the Raymond Road extension.
7. Removal of the Summit Road Jug-Handle and construction of a grade separation at Summit Road.
8. Construction of a grade separation at Williamsburg Way.
9. Modification to the Chalet Gardens Road access.
10. Extension of Raymond Road to connect to Allied Drive.
11. Relocation of the Southwest Commuter Path crossing of Verona Road using the Raymond Road overpass bridge or separate grade separated structure.
12. The rerouting of the Capital City Bike Trail extension crossing of Verona Road using an overpass structure.

Figure B.4.4-1 illustrates the Stage 3 improvements from Raymond Road north to the Beltline.

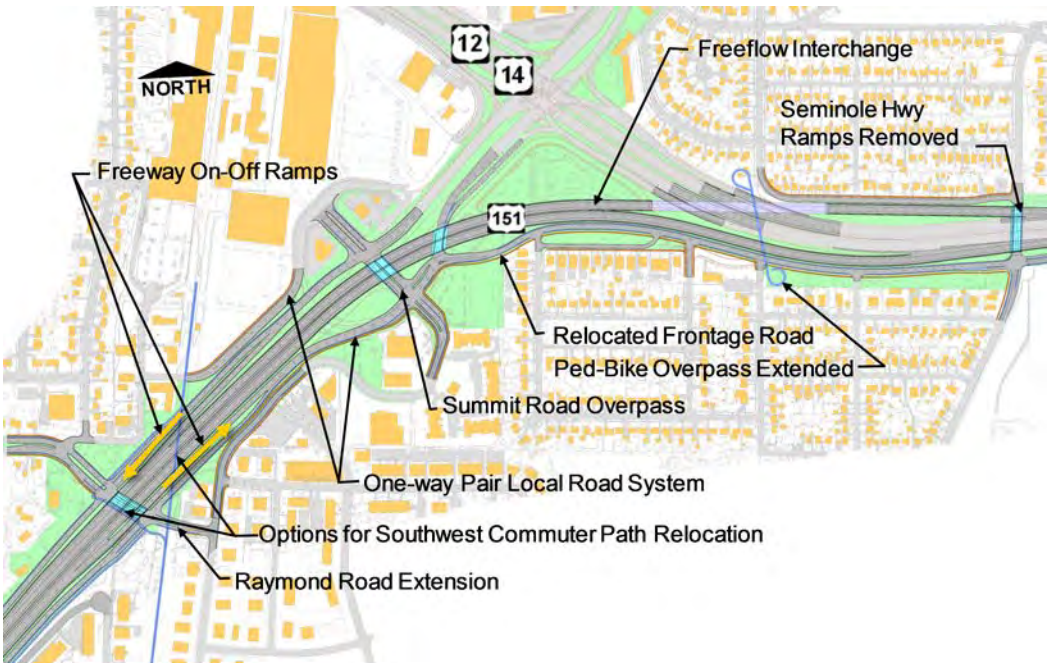


Figure B.4.4-1 Stage 3 Improvements Near Beltline

B. US 151 Interchange with the Beltline

The configuration of the US 151 interchange with the Beltline will be modified to include a freeflow interchange for regional US 151 traffic. The single-point interchange built in Stage 1 will remain, but it will serve only local Verona Road traffic instead of regional US 151 traffic. The US 151 freeway will be depressed as it leaves the Beltline.

The freeflow modification in the southeast quadrant of the interchange will result in the acquisition of five residential buildings housing 29 households. These residential relocations include one single-family home, one 12-unit building owned by the Madison Community Development Association, and three 4-unit apartments. There are also four residential relocations from apartments located above commercial relocations. One single-family home may also be acquired in the northwest quadrant. Figure B.4.4-2 illustrates the locations of the residential relocations associated with Stage 3 near the interchange.

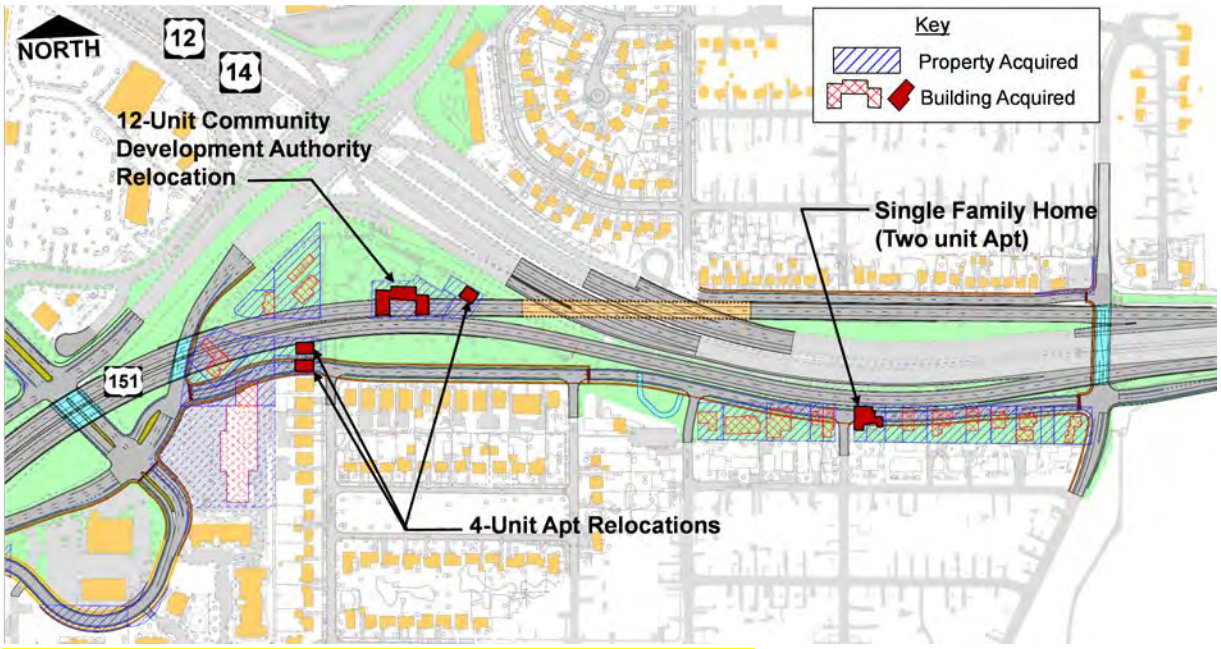


Figure B.4.4-2 Stage 3 Interchange Residential Relocations

C. US 151 Freeway

In Stage 3 of the Preferred Alternative, the depressed US 151 freeway will be constructed in the median between the opposing directions of traffic on the local Verona Road. Interchange ramps will be constructed between Summit Road and Raymond Road to provide access to southbound US 151 from southbound Verona Road and from northbound US 151 to northbound Verona Road. The freeway addition will cause no functional changes to the access or operation of the local Verona Road; however, there may be a perceived change. Along the length of the corridor, lots with frontage will decrease in size.

The freeway portion of Stage 3 will require approximately one residential building located on the east side of Verona Road between Raymond Road and Summit Road. Figure B.4.4 -3 illustrates the location of these household relocations.

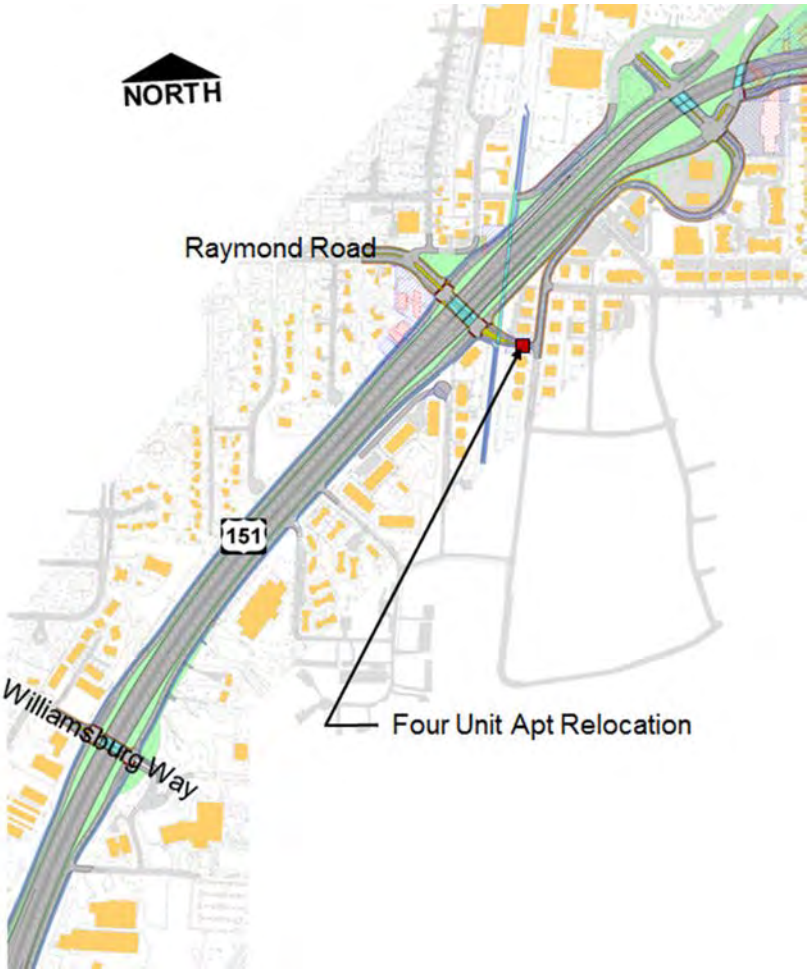


Figure B.4.4-3 Stage 3 Freeway Residential Relocations

D. Seminole Highway Interchange Ramps

In Stage 3 of the Preferred Alternative, the Beltline interchange ramps at Seminole Highway will be closed and removed to decrease the 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 will 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 one mile to the east or to the Verona Road Single-Point Interchange to the west.

The effect of the ramp removal will be:

1. Decreased traffic volumes on Seminole Highway.
2. A change in emergency response routes for City of Madison (see Section B.7).
3. A change in Route 18 for Madison Metro (see Section B.5.3-B).
4. A change in highway access for residents in the area. Some residents destined for the eastbound Beltline will need to access the Beltline at the Todd Drive interchange and the Verona Road/Beltline interchange.

E. Britta Park

Britta Park is a long, narrow greenspace located between Britta Parkway and Britta Drive in the southeast quadrant of the Verona Road/Beltline interchange. Though small (0.77 acres), the Britta Park greenspace is a designated City of Madison park. It does not contain ball fields, playground equipment, or other amenities. The open space is used by neighboring residents. Stage 1 will not directly affect the Britta Park property boundary. Stage 3 will require the acquisition of 0.47 to 0.59 acres of land from the park boundary. The effective size of the Britta Park will decrease by 60 to 75 percent. Additionally, whereas Britta Park currently is in the center of two local streets, with Stage 3 it will be south of a rerouted frontage

road. A large wall will separate the park visually from the US 151 freeflow ramps associated with Stage 3. In addition to the wall, supplementary screening features will be added, such as earth berms, trees, and landscaping. Figures B.4.4-4 and B.4.4-5 show the plan view of the Stage 3 changes to the park and a schematic cross section of the area. Current measures to offset impacts include maintaining the Britta Park greenspace and landscaping it to provide a screening element for adjacent homes. These homes were previously screened from both the frontage road and freeway by a row of commercial buildings being relocated in Stage 3. Additionally, a screening wall is being proposed that separates the relocated frontage road from the US 151 freeflow ramps as well as the Beltline. Mitigation options for Britta Park include paying the fair market value for the land as well as enhancing recreational equipment in nearby De Volis Park.

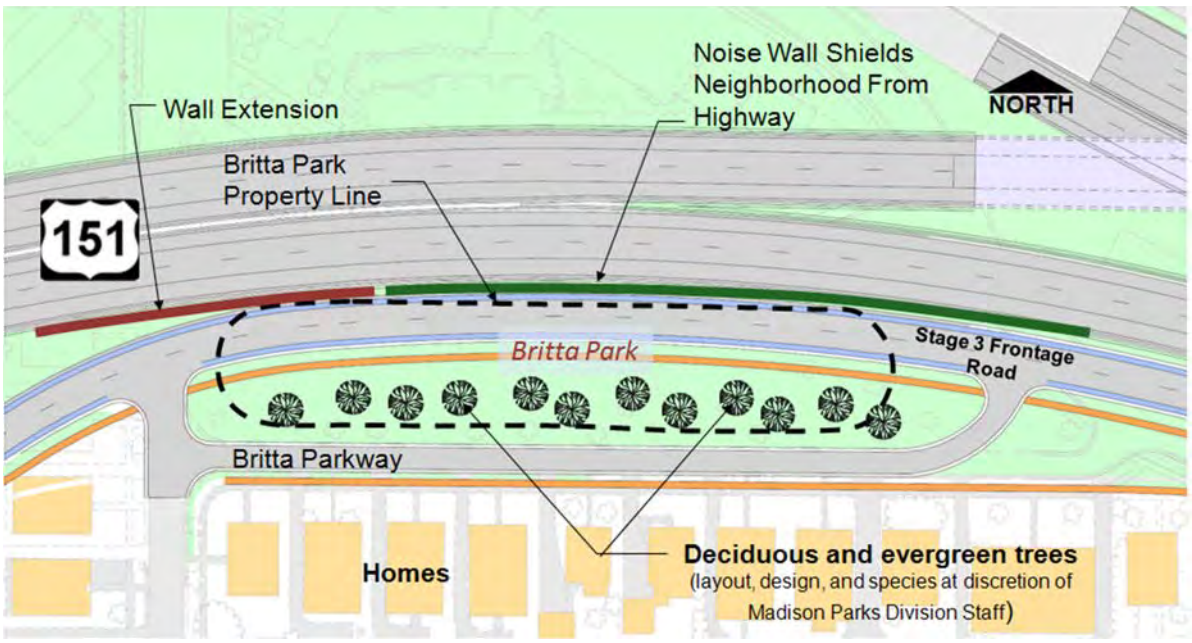


Figure B.4.4-4 Stage 3 Britta Park

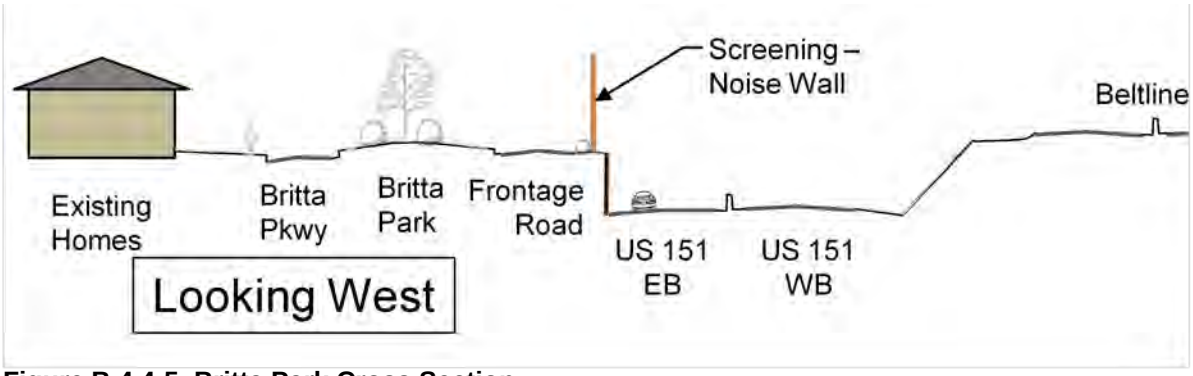


Figure B.4.4-5 Britta Park Cross Section

F. Chalet Gardens Road Access

In Stage 3 of the Preferred Alternative, Verona Road access to and from the Chalet Gardens Road area will change. Chalet Gardens Road traffic will still have access to and from northbound Verona Road. But, the following Chalet Gardens Road/Verona Road access will change:

1. The apartment buildings immediately adjacent to the existing Chalet Gardens Road/Verona Road frontage road will no longer have direct access to or from 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.

Figure B.4.4-6 shows the access changes in the Chalet Gardens Road area. Direct access to US 151 will be removed to improve the safety and mobility of US 151 and Verona Road. This change will affect access for residents, transit, and emergency and public services.

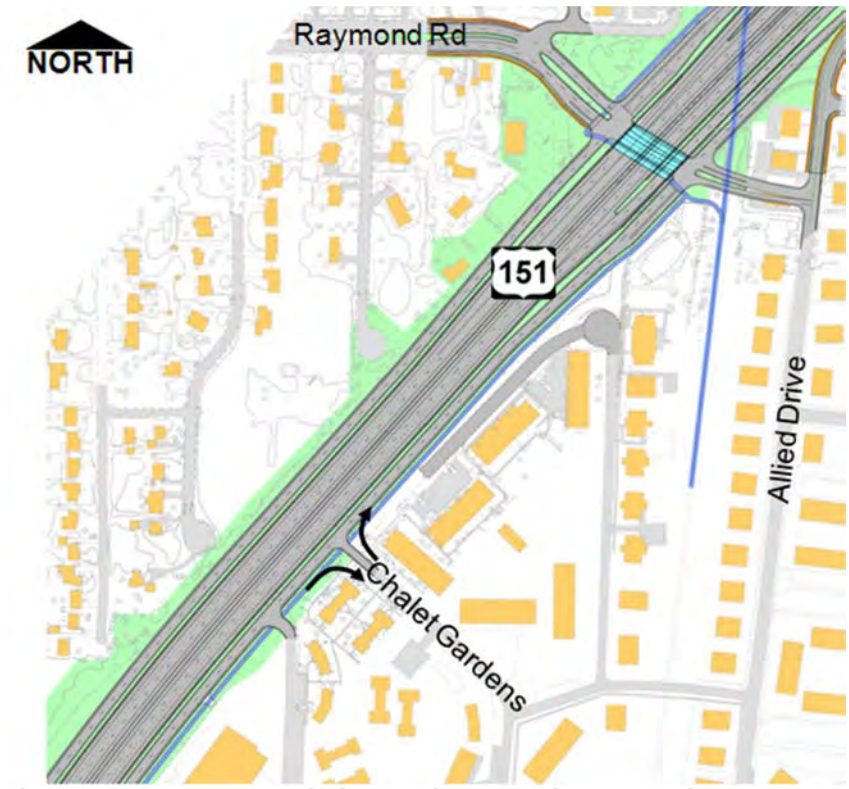


Figure B.4.4-6 Stage 1 Chalet Gardens Road Access Change

G. Raymond Road Extended

Raymond Road will be extended into the Allied neighborhood (Allied-Belmar area) just south of Thurston Lane. Although the Raymond Road connection results in the relocation of residential households (one to two buildings), it also provides an additional access into the neighborhood. This new access could also serve as an attractive neighborhood entrance in place of the commercially oriented Summit Road that currently is the neighborhood's entrance. The extension provides access for City of Madison emergency services and Madison Metro (transit), compensating for the access change in the Chalet Gardens area.

B.5 CHANGES TO TRANSPORTATION MODES OR TRAFFIC

In general, the Verona Road No Build Alternative and stages of the Preferred Alternative will not change the modes of transportation present in the neighborhood areas. Traffic volumes will increase with the No Build Alternative as congestion worsens on Verona Road. Depending on the stage of the Preferred Alternative, traffic volumes and specific transit routes may change. Some specifics of bicycle/pedestrian facilities may change, but the functions will be enhanced or remain the same. See the bicycle/pedestrian facilities discussions in Section B.4 for details.

B.5.1 STAGE 1 OF THE PREFERRED ALTERNATIVE

A. Traffic Volumes

General traffic volumes on local roads in the US 151 Stage 1 of the Preferred Alternative are slightly higher than the 2030 No Build traffic projections. Figure B.2-1 shows projected 2030 traffic volumes for the different stages at area roadways.

B. Transit Effects

Stage 1 will not have a great effect on transit routes. Though relocated, the Chalet Garden access onto US 151 will remain available for use by Madison Metro routes 18 and 19. Additionally, the extension of Carling Drive and the grade-separated connection to Freeport Road may provide additional opportunities for Madison Metro to decrease route cycle times. Preliminary modeling of transit travel times indicates that no routes have substantial travel time added and that many routes experience a decrease in travel time. Additionally, the project team is coordinating with Madison Metro to incorporate new and/or enhance transit stops into the concepts.

If at some point safety concerns require the closure of the Chalet Gardens Road access onto US 151, transit route changes will be necessary.

During construction, current coordination with Madison Metro indicates that the agency will try and maintain current route patterns and stops to the extent possible. The same route patterns and stops would be adapted to the revised road network as closely as schedule times and other parameters permit.

C. Bicycle/ Pedestrian Facilities

With Stage 1, the bicycle/pedestrian bridges over the Beltline and one tunnel under Verona Road will remain or be reconstructed. In addition, a new pedestrian and bicycle underpass just south of the interchange will be constructed to provide an east-west connection across Verona Road. The bridge west of the Verona Road/Beltline interchange will remain as it is today. The eastern bridge, between the Verona Road/Beltline interchange and Seminole Highway, will be reconstructed to decrease the slope of the entrance/exit ramps to meet established bicycle/pedestrian standard specifications. The slopes of the approaches for the bridge existing today are substandard. The Capital City extension tunnel beneath Verona Road near Williamsburg Way will remain.

Both bike lanes and sidewalks will be provided through the interchange. Pedestrian travel distances through the new single-point interchange will remain essentially unchanged.

All frontage roads constructed in Stage 1 will have 4-foot bike lanes. Sidewalks will be placed along frontage roads on sides that border private property. Frontage road sides that border the Beltline and/or Verona Road, and therefore have no pedestrian destinations on that roadway side, will not have sidewalks constructed.

In addition to the new pedestrian underpass, the Summit Road Jug-Handle will have a grade separation where both pedestrians and bicyclists will be able to cross Verona Road underneath the traffic, as shown in Figure B.5.1-1. Bike lanes will be provided through the jug-handle, sidewalks will be installed on the outside perimeter through the jug-handle, and a multiuse circulating path will be constructed around the roundabout. Currently, a widened sidewalk is planned on the south side of the grade separation that allows a cyclist to use the grade separation without traveling fully around the jug-handle intersection. For pedestrians and cyclists this crossing will shorten traveling distances. Currently, the walking distance between the corner of Red Arrow Trail/Allied Drive and the front of the vacant supermarket is approximately 1,950 feet. With the Summit Road Jug-handle this distance will be approximately 1,050 feet, a 44 percent reduction in distance.



Figure B.5.1-1 Stage 1 Pedestrian Accommodations Near the Summit Road Jug-Handle

Stage 1 of the Preferred Alternative plans includes additional enhancements to bicycle/pedestrian facilities in the Raymond Road area. Plans include constructing a sidewalk along the south side of Raymond Road and constructing pedestrian access to the Southwest Commuter Path from Allied Drive. The Southwest Commuter Path connection will complete a bicycle/pedestrian route that runs parallel to Verona Road from County PD to the Beltline. This route will link the Military Ridge Trail, Capital City Trail, and Southwest Commuter Path.

B.5.2 STAGE 2 OF THE PREFERRED ALTERNATIVE

A. Traffic Volumes

In Stage 2, traffic volumes on Verona Road and County PD will be comparable to Stage 1 and the No Build Alternative. Access to County PD will be accessible via ramps from Verona Road, where traffic will have to stop on County PD.

B. Transit Effects

Stage 2 of the Preferred Alternative will have limited effects on area transit. Cycle times on transit routes servicing Verona may decrease with the elimination of the County PD signalized intersection.

C. Bicycle–Pedestrian Accommodations

Bike lanes and sidewalk will be constructed on County PD through the interchange. The existing Capital City extension crossing Verona Road north of Williamsburg Way will remain in place, although it may be extended to accommodate the third lane in each direction.

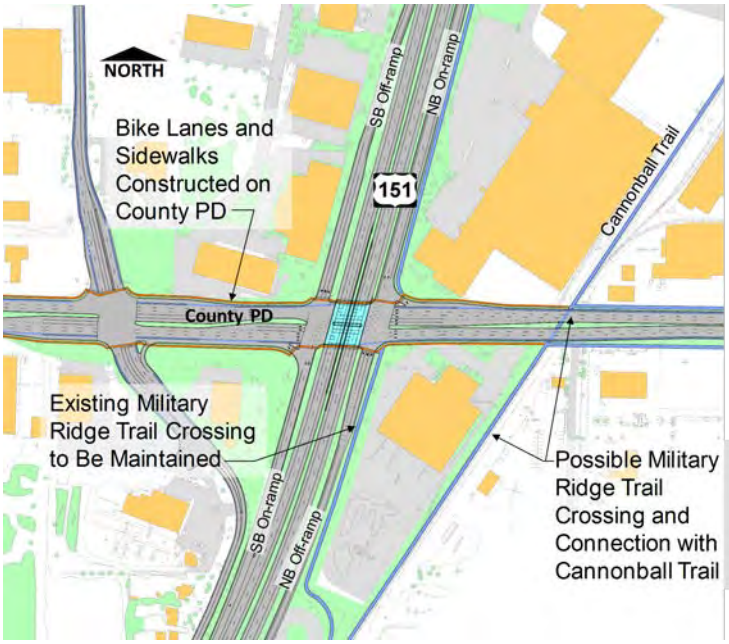


Figure B.5.2-1 Stage 2 County PD Bike Trail Crossings

There are three existing or proposed bike trail crossings of County PD, the Military Ridge Trail, the Cannonball Trail, and the Badger State Trail. The Military Ridge Trail (south of County PD and east of Verona Road) will be reconstructed within the existing Verona Road R/W and cross County PD immediately east of the interchange to avoid any Section 6(f) impacts. This will include an at-grade crossing of the east leg of County PD alongside the proposed northbound on and off ramps. No Section 4(f) impacts are applicable because of a prior agreement with WDNR, the City of Fitchburg, WisDOT, and FHWA that was signed in 1991 and is included as Appendix F in this document. If requested and approved by the WDNR and NPS, WisDOT is willing to accommodate a rerouting of the trail to the east, where it would share a County PD crossing with the proposed Cannonball Trail. This crossing may initially be a mid-block at-grade crossing with special median treatments that provide refuge to pedestrians and cyclists. It would also include a new connection to and from the existing signalized intersection of County PD and Commerce Park Drive. In 2011 or 2012, WisDOT will evaluate path usage and determine whether a grade-separated crossing is warranted as part of Stage 2 construction. Figure B.5.2-1. During the design of the Stage 2 interchange, WisDOT will evaluate the feasibility and utility of a path facility on the south legs of the County PD interchange that allows cyclists and pedestrians to connect directly with Nesbitt Road without crossing to the north side of County PD. Further coordination with local officials will occur prior to implementation.

B.5.3 STAGE 3 OF THE PREFERRED ALTERNATIVE

A. Traffic Volumes

Generally, Stage 3 of the Preferred Alternative causes some local road traffic volumes to decrease when compared to 2030 No Build traffic projections. The decrease will be attributable to higher capacity on US 151 and through the US 151 interchange drawing regional traffic and closing the Seminole Highway interchange.

Traffic volumes are projected to increase on Raymond Road and Nakoma Road. The Raymond Road increase is due to the new connection options. Nakoma Road traffic volume increases are projected only for the southern portion from Midvale Boulevard to Seminole Highway. The Nakoma Road increase would be caused by closing the Seminole Highway interchange. Seminole Highway would no longer provide Beltline access; instead, traffic destined for the area must use the US 151 interchange or Nakoma Road.

B. Transit Effects

Stage 3 of the Preferred Alternative will affect both variations of Madison Metro Route 18. The Chalet Gardens Road access will be made into a right-in/right-out entrance in Stage 3 of the Preferred Alternative. However, access into the Allied neighborhood will be provided through the new Raymond Road extension. As a result, the bus stops on Chalet Gardens Road and Lovell Lane could probably be maintained because of the Raymond Road-Allied Drive connection. Figure B.5.3-1 shows a schematic of the possible route changes.

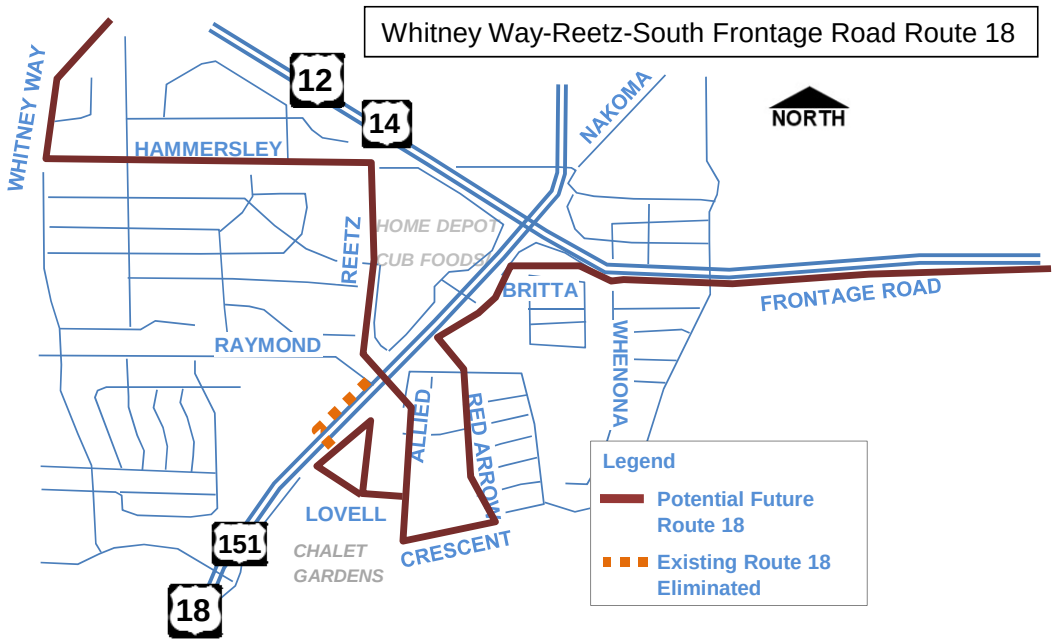


Figure B.5.3-1 Effects of Stage 3 of the Preferred Alternative on Whitney Way-Reetz-South Frontage Road Route 18

Stage 3 of the Preferred Alternative will also affect the Odana-Midvale-Beltline Route 18. At the time of the study, it takes Metro buses more time to travel the Odana-Midvale section of Route 18 than the Whitney Way-Reetz portion. The Odana-Midvale-Beltline Route 18 travels on the Beltline between Seminole Highway and Park Street to compensate for the additional time required on the Odana-Midvale section and maintain a 30-minute cycle. Closing the Seminole Highway interchange ramps eliminates access to and from the Beltline.

With the Seminole Highway ramps closed, and to maintain the 30-minute cycle time, the Odana-Midvale-Beltline Route 18 will need to be revised. According to Madison Metro, possible changes include:

1. Rerouting to the Verona Road interchange to compensate for the Beltline access closed at Seminole Highway.
2. Deviating to the Chalet Gardens Road, Carling Drive, and Lovell Lane loop to compensate for the time gained by traveling longer on the Beltline.

The effects of the reroute will be a decrease in service frequency for the stops between Summit Road and Todd Drive and an increase in service frequency for the Crescent Road area stops.

C. Bicycle/Pedestrian Facilities

Stage 3 of the Preferred Alternative includes several changes to bicycle/pedestrian facilities. The changes are described below.

1. West Beltline Bicycle Pedestrian Overpass

   This existing overpass will remain with Stage 3. No changes will occur.

2. East Beltline Bicycle Pedestrian Overpass

   This overpass, which is reconstructed in Stage 1, will be extended with Stage 3. (Extending the bridge the full length in Stage 1 conflicts with the frontage road) Coordination with local officials will occur regarding this crossing nearer to the implementation of Stage 3.

3. Seminole Highway Interchange Ramps

Stage 3 of the Preferred Alternative closes and removes the Seminole Highway interchange ramps. Seminole Highway will continue to bridge the Beltline and have sidewalks and bike 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 traffic volume decrease on Seminole Highway, creating potentially safer conditions for bicyclists and pedestrians on this popular route.

4. Verona Road Single-Point Interchange with the Beltline

Stage 1 constructs a single-point interchange at the Beltline. The interchange includes pedestrian accommodations as well as bicycle lanes through the interchange. These accommodations will remain with the implementation of Stage 3. Pedestrian and bicycle access through the interchange may become easier because of reduced traffic volumes using the interchange.

5. Reconstructed Frontage Roads

Stage 3 will reconstruct frontage roads in the southeast quadrant of the interchange. These frontage roads will have bicycle lanes incorporated into them. Additionally, Stage 3 will provide sidewalks on the sides of the frontage road that border private property (e.g., destinations).

6. US 151 Freeway

Although the overall width of US 18/151 (Verona Road) will increase in Stage 3 of the Preferred Alternative, bicycle/pedestrian refuge at Verona Road intersections with local streets will improve. Bridges with sidewalks and bicycle lanes over the US 151 freeway and crosswalks with pedestrian signals at the local street intersections will provide improved bicycle/pedestrian refuge while crossing US 18/151. Pedestrians and bicyclists will also cross about half as much traffic since the US 151 regional traffic is relocated to the depressed freeway. The wider median also will allow pedestrians and bicyclists to cross Verona Road in two stages, one traffic direction at a time.

7. Southwest Commuter Path Crossing

Stage 3 of the Preferred Alternative also includes removing the Southwest Commuter Path tunnel that now passes beneath Verona Road. Two options are being considered for path continuity. Option 1 would have path users routed to the Raymond Road overpass. Option 2 would provide a separate grade-separated crossing of Raymond Road, Verona Road, and US 151 (see Figure B.5.3-2). Further coordination with local officials is necessary before Stage 3 implementation.

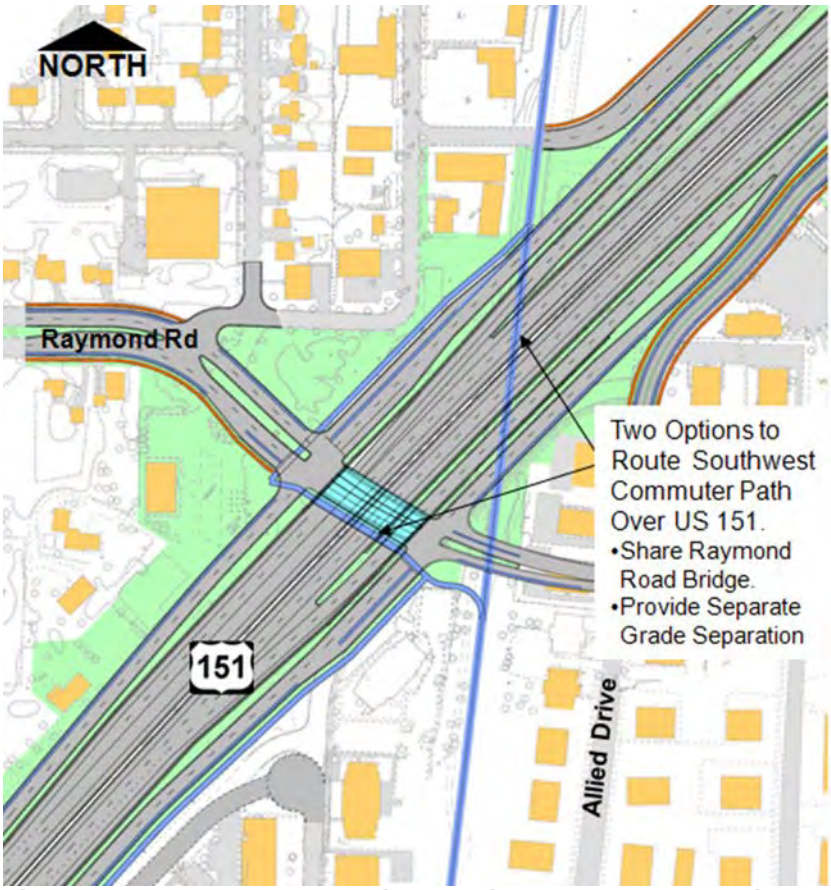


Figure B.5.3-2 Stage 3 Rerouting Southwest Commuter Path over Raymond Road Extension

8. Raymond Road Extension

At the Raymond Road extension, plans include adding sidewalk, crosswalks, and a bicycle path along the north side of the Verona Road/Raymond Road intersection connecting to sidewalk on Allied Drive, bicycle lanes through the intersection, and a bicycle/pedestrian connection to the Southwest Commuter Path.

9. Verona Road Bicycle Lanes

The one-way pair arterial Verona Road will include dedicated bicycle lanes in both the northbound and southbound directions for the length of Verona Road.

10. Capital City Trail Extension Tunnel

Stage 3 of the Preferred Alternative also includes modifying the Capital City Trail extension tunnel that now passes beneath Verona Road. The tunnel will be eliminated and the path will be rerouted to the Williamsburg Way overpass.

11. Bicycle/Pedestrian Connector Route

Three bicycle/pedestrian paths provide facilities through or terminate near the Verona Road. In Stage 3 of the Preferred Alternative, plans include building a bicycle/pedestrian route along the east side of Verona Road connecting the Southwest Commuter Path, Capital City Trail, and Military Ridge Trail. This connection will provide continuous access to some of the Madison Metropolitan area's most prominent bicycle/pedestrian facilities (see Figures B.5.3-3 and B.5.3-4).

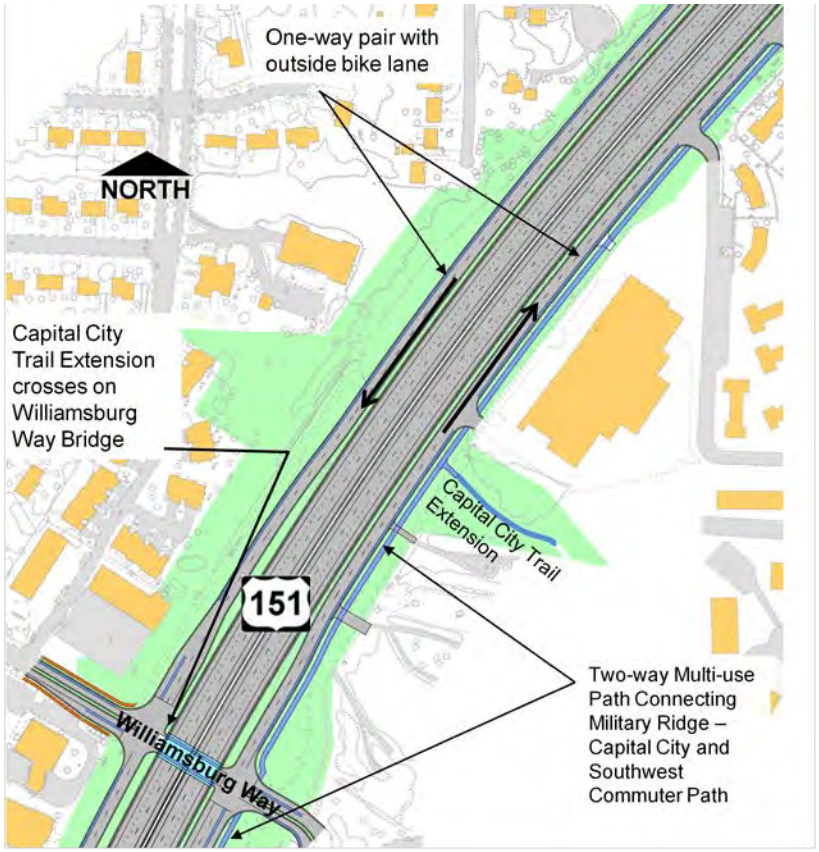


Figure B.5.3-3 Stage 3 Capital City Trail Connector Route

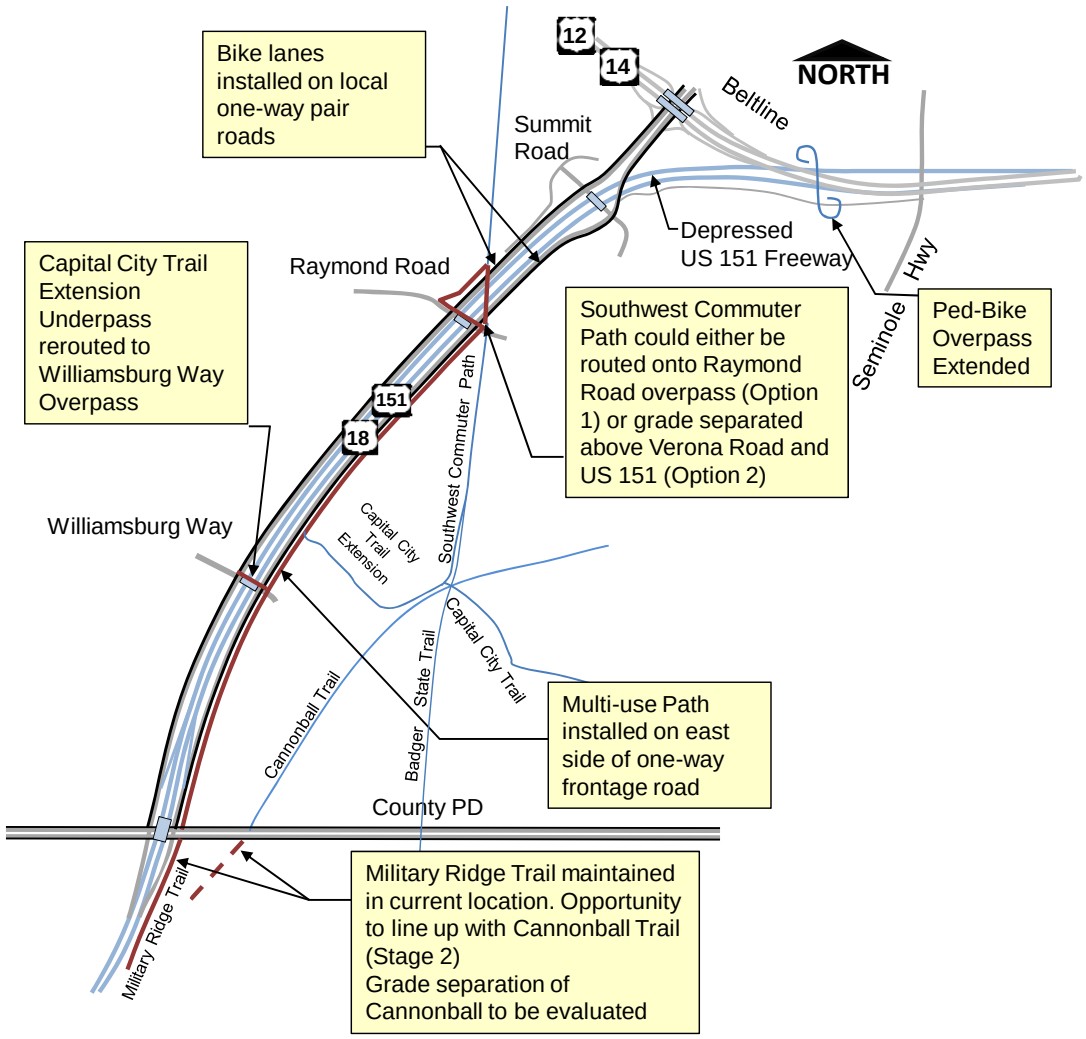


Figure B.5.3-4 Stage 3 Bicycle Facilities

B.6 LAND USE

A. Stage 1 of the Preferred Alternative

In terms of existing and planned land use, the Stage 1 of the Preferred Alternative has limited effect. While the Stage 1 of the Preferred Alternative requires several residential and business relocations, the overall character and type of the adjacent land uses will not change. The large public investment in infrastructure that Stage 1 represents may encourage some redevelopment of aging commercial buildings located near the Verona Road/Beltline interchange. The mapping for Stage 3 improvements that are occurring with Stage 1 may have the effect of discouraging private investment in properties that will be needed for Stage 3 implementation. Redevelopment potential is discussed in more detail in Section 4.6 and in the ICE analysis contained in Appendix C. Maps of existing land use in the Verona Road corridor area are located in Section 3.

B. Stage 2 of the Preferred Alternative

Stage 2 of the Preferred Alternative will have little effect on land use. The existing land use from County PD to Williamsburg Way is occupied mainly by commercial businesses and industrial facilities. Since there will not be any relocations, land use will generally remain the same. The removal of congestion at the Verona Road/County PD intersection may encourage development in currently available lots in the southwest quadrant of the intersection in the Orchard Pointe center. More information regarding this potential is contained in more detail in Section 4.6 and in the ICE analysis contained in Appendix C.

C. Stage 3 of the Preferred Alternative

Stage 3 of the Preferred Alternative has an effect on existing land use in the neighborhood areas. The existing land use in the southeast quadrant of the US 151 interchange is mixed between commercial and medium-to-low-density residential. Because of the addition of the freeflow interchange and relocation of the frontage road, the amount of commercial business and residential land use in the southeast quadrant will be substantially reduced. Additionally, Stage 3 relocates a Beltline frontage road to the interior of a neighborhood that was previously shielded from the Beltline through a block of commercial buildings.

Stage 3 of the Preferred Alternative will have moderate effects on the land use between Raymond Road and Williamsburg Way, with several relocations of businesses and residential buildings.

With the release of the DEIS for this project, Madison initiated a Physical Improvement Plan for the Allied and Dunn's Marsh neighborhoods. WisDOT funded half of this planning effort. This plan acknowledges some of the changes that will occur with Stage 3 of the Preferred Alternative. The study evaluates design alternatives for the following four components of the Allied and Dunn's Marsh Neighborhoods:

1. Britta Park: The plan provides two alternatives for the alignment of the Britta Parkway road. These alternatives explore the relationship between existing residences, the Britta Park greenspace, the Britta Parkway road, and the US 151/Verona Road interchange alternatives. Figure B.6-1 Illustrates the plan's preferred cross section for the park. Since release of this plan, design refinements have made full preservation of the park more difficult. See Section O for more details.



Figure B.6-1 Cross Section at Britta Park (Looking West)

2. Raymond Road Extension: The plan provides alignment alternatives for the Raymond Road extension. These alternatives explore where the road would best be integrated into the neighborhood fabric. Figure B.6-2 illustrates how the Raymond Road Extension could be coupled with redevelopment along Thurston Drive. See Section 2.5 for more details regarding the Raymond Road extension.

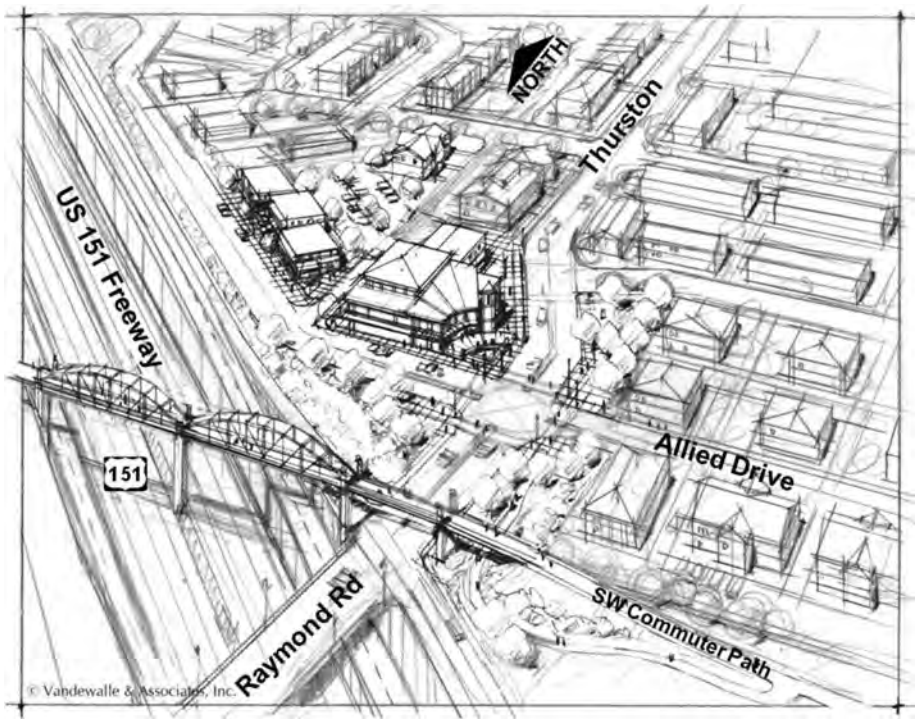


Figure B.6-2 Raymond Road Extension Coupled with Area Redevelopment

3. Madison Plaza Area: The plan explored neighborhood center alternatives for vacant portions of this retail area. These plans reconfigured the current retail area, including the vacant grocery store, into usable spaces for the residents. Some of this portion of the plan was implemented with the creation of Avalon Village. Figure B.6-3 illustrates some of the concepts proposed by the plan.

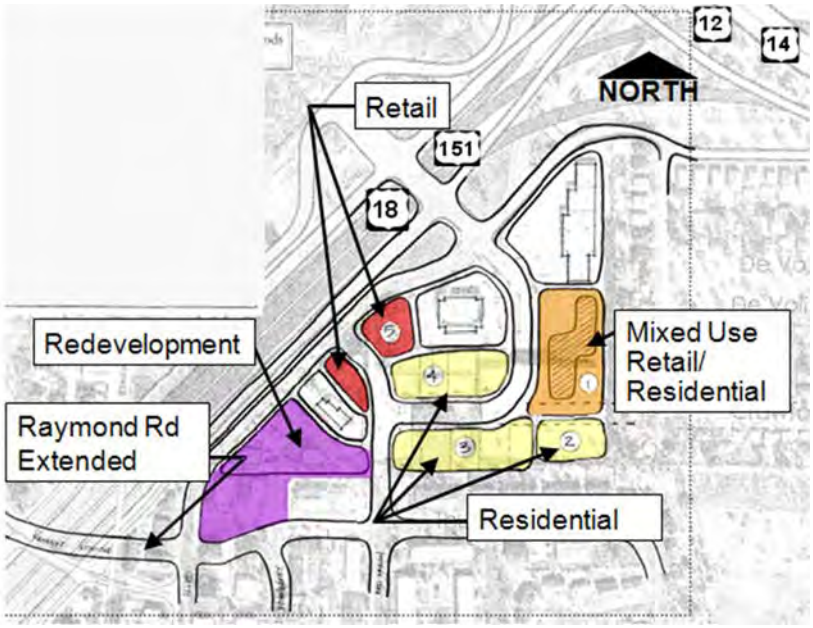


Figure B.6-3 Preliminary Allied Drive Redevelopment Concepts (9/03)

4. Neighborhood Infrastructure: The plan includes a physical improvements aspect that identifies infrastructure needs, including sidewalk improvements, traffic calming locations, and areas in need of additional lighting.

B.7 EMERGENCY OR OTHER PUBLIC SERVICE CHANGES

Address any changes to emergency services or other public services during and after construction of the proposed project.

Emergency service routes in the No Build Alternative will not change from today's routes. The response times may increase because of an increase in traffic congestion over time.

B.7.1 EMERGENCY AND PUBLIC SERVICE DURING CONSTRUCTION

Emergency service routes and public services should be relatively unaffected during construction of all three stages of the Preferred Alternative. However, emergency response times could be affected. While two lanes of traffic will be maintained in both directions at all times on the Beltline and Verona Road, substantial congestion is anticipated during construction. Discussions with emergency service providers from the City of Madison indicate they may alter their responding station based on construction activities. Discussions with City of Fitchburg emergency responders seemed to indicate that Seminole Highway can be used to access many of their response areas during Stage 1. The congestion associated with the County PD intersection during Stage 2 could have a more pronounced effect on their response times. Several outlying communities, such as the City of Verona and Village of Mt. Horeb, also rely on US 151 for access to City of Madison medical facilities. Congestion associated with construction activities will affect their travel time to central Madison hospitals.

Access to Verona Road and Midvale Boulevard will be maintained at all times. Although some roads may be closed during different phases of construction, access to the adjacent roadways and communities will be maintained. Coordination between WisDOT, contractors, and local emergency services will be required during construction.

B.7.2 EMERGENCY AND PUBLIC SERVICE IMPACTS AFTER CONSTRUCTION

A. Stage 1 of the Preferred Alternative

Changes to emergency services or other public services are anticipated with Stage 1 of the Preferred Alternative. Generally, most changes should positively affect response times. The Carling Drive extension, Carling Drive-Freeport connection (if maintained), Summit Road Jug-handle grade separation and pedestrian underpass south of the interchange all create more connections within the neighborhood. Discussions with local emergency responders seemed to indicate the increased connectivity could positively affect response times.

Significant changes to other public services are not anticipated. Effects on transit were discussed previously in Section B.5 Changes to Transportation Modes or Traffic.

B. Stage 2 of the Preferred Alternative

The substantial congestion reduction at the Verona Road/County PD intersection should positively affect emergency response times for both City of Fitchburg and City of Madison emergency response providers. This is particularly true for the City of Fitchburg fire station that is located within 400 feet of this intersection. Additionally, outlying community travel time to City of Madison medical facilities will be reduced.

C. Stage 3 of the Preferred Alternative

Changes to emergency services or other public services are anticipated during and after construction of Stage 3 of the Preferred Alternative. Figure B.7.2-1 shows how access in the Chalet Gardens Road area would change. After construction, the City of Madison emergency services would need to access the neighborhood differently than they do today. Access could be made at the Summit Road intersection, the Raymond Road intersection, the Williamsburg Way intersection, or from Seminole Highway (through the Todd Drive interchange if needed).



Figure B.7.2-1 Stage 3 Emergency Service Access Changes

In Stage 3 of the Preferred Alternative, the City of Madison emergency services felt the Raymond Road extension would provide additional emergency service access to the neighborhood areas and would decrease response time for certain cases. As stated, this extension could also help compensate for the lost access at the Chalet Gardens Road access point.

Discussions with City of Madison and City of Fitchburg emergency response providers did not reveal significant concerns with the closing of the Seminole Highway Beltline ramps. City of Fitchburg emergency staff stated the closure will not affect their response routes to the Allied and Dunn's Marsh neighborhoods. City of Madison emergency staff stated they may change the station that provides emergency services to this neighborhood. Transfer of services to another responding station will be explored nearer to the implementation of Stage 3.

B.8 COMMUNITY/NEIGHBORHOOD FACILITY EFFECTS

Indicate whether a community/neighborhood facility will be affected by the proposed action and indicate what effect(s) this will have, overall, on the community/neighborhood. Also include and identify any minority population or low-income population that may be affected by the proposed action.

The No Build Alternative and Stage 2 of the Build Alternative would not affect community/neighborhood facilities. However, in Stages 1 and 3 of the Preferred Alternative, community/neighborhood facilities would be affected. Table B.8-1 summarizes the effects of the alternatives on community/neighborhood facilities and the following paragraphs describe the facilities.

Stage 1	Stage 3
Madison Central Montessori School	Housing Initiatives Inc.
	Knights of Columbus–Wisconsin State Council Office
	National Alliance for the Mentally Ill (NAMI)–Dane County Office

Table B.8-1 Community/Neighborhood Facilities Affected by the Preferred Alternative

B.8.1 STAGE 1 COMMUNITY/NEIGHBORHOOD FACILITY EFFECTS

In Stage 1 of the Preferred Alternative, the Madison Central Montessori School will be relocated. The school uses nongraded classes of mixed-age children to teach practical and intellectual knowledge of language, math, geography, art, and music through independent, individual exploration. This teaching philosophy is not found outside Montessori-prepared learning environments. About 125 students, ages 3 to 14, attend the school. The school also serves the 100 families of the children attending the school by providing family and parent programs. According to Madison Central Montessori School, about 1.5 percent of the students are children of minority, low-income, or large families (five or more individuals) from the neighborhood areas surrounding the Verona Road interchange and corridor. No children with disabilities attend the school.

B.8.2 STAGE 3 COMMUNITY/NEIGHBORHOOD FACILITY EFFECTS

Stage 3 of the Preferred Alternative will relocate the Knights of Columbus-Wisconsin State Council office, the National Alliance for the Mentally Ill (NAMI)-Dane County office, and the Housing Initiatives, Inc.

The Wisconsin State Council Office of the Knights of Columbus is the corporate headquarters for the Wisconsin chapters. The Knights of Columbus is a fraternal organization of Catholic men dedicated to charity. The West Beltline location informs over 39,000 Wisconsin members of upcoming events and organizes meetings that are held throughout the state. The events and meetings deal with community service and charitable functions. The Knights of Columbus office does not employ any minority, low-income, elderly, or disabled individuals. The West Beltline office activities also do not directly serve the Allied and Dunn's Marsh neighborhoods.

The NAMI Wisconsin office houses the administrative office for the nonprofit organization dedicated to improving the quality of life for those affected by mental illness. The West Beltline location provides reference and referral services, support to the affiliate organizations throughout the state, and a library where people can check out materials about mental illness. The office employs people of minority, low-income, and with disabilities, but no elderly. If the office were relocated outside of the neighborhood area, residents would lose walk-in access to one source of information on mental illness and mental illness reference and referral services.

The Housing Initiatives, Inc. office houses the nonprofit corporation that specializes in creating affordable housing opportunities for people with mental illnesses, especially those who have experienced homelessness. The organization owns and manages a number of apartments in the Madison area. The organization has also created partnerships to assure that supportive services are available to individuals as well as to rental housing owners and managers. The office employs people with disabilities, but no minority, low-income, or elderly individuals. The organization's activities are focused throughout the Madison area.

B.9 SPECIFIED POPULATIONS

Place an "X" in the appropriate box below if one of the populations indicated would be affected by the proposal. Give a brief description of the community/neighborhood and population affected by the proposed action. Include demographic characteristics of those affected by the proposal.

For the populations shown below, The Orders issued by the U.S. Department of Transportation and its implementing agencies to satisfy the requirements of Executive Order 12898 require an evaluation to determine whether a minority and/or low income population would experience a disproportionately high and adverse effect. If any of the populations shown below are affected, the Environmental Justice Detailed Evaluation Sheet, along with the remaining items in the Community and Residential Detailed Evaluation Sheet (Sections B.10 through B.18), will need to be completed to satisfy Environmental Justice requirements.

A population was identified in the neighborhood area if, according to 2000 Census Bureau information, a residential percentage existed in the Census Tract or block group, whichever appropriate. Populations exist in each neighborhood area. Minority residential percentages for the greater Madison-Fitchburg area and each of the neighborhood areas are summarized in Table B.1-4. The affected neighborhood areas, populations, and demographic characteristics are also described in Section B.1.

Table B.9-1 shows if the specified populations would be affected by the Stages of the US 151 Preferred Alternative.

Specified populations will not be affected by the No Build Alternative or Stage 2 of the Preferred Alternative.

Characteristic / Stage Alternative	Disabled	Elderly	Minority	Low Income
	Affected?			
Stage 1	Marginally[1]	Marginally	Some[2]	Some
Stage 3	Marginally	Marginally	Some	Some

[1]**Marginally**– For this matrix, "marginally" means that this population exists in the project area and that effects to this population are in proportion to the effects of all populations. For the purposes of this study, a population is defined as a residential percentage existing in the neighborhood area.

[2]**Some** – For this matrix, "some" means that this population exists in the project area and that project effects to this population are greater than the effects to all populations.

Table B.9-1 Effect of the Preferred Alternative Stages on Specified Populations

B.10 RESIDENTIAL BUILDINGS REMOVED

Indicate the number and type of any residential buildings which would be removed because of the proposed action. If either item a) or b) is checked, Sections B.11 through B.18 do not need to be addressed or included in the environmental document.

a) ☐ None–No residential buildings removed.

b) ☐ No occupied residential building will be acquired as a result of this project.

c) ☒ Occupied residential building(s) will be acquired. Provide number and description of buildings, e.g., single-family homes, apartment buildings, condominiums, duplexes, etc. If item c) is checked, you must complete Sections B.11 through B.18.

Residential buildings will not be removed in the No Build Alternative.

More detailed information on residential relocations is available in the Conceptual Stage Relocation Plan in Appendix D.

Neighborhood Area	Description of Occupied Residential Building	Stage 1	Stage 2	Stage 3	Total
		Number of Buildings Acquired			
South Nakoma and area west	Single-family home	4	-	-	4
	Apartment building	3	-	-	3
Crawford-Marlboro-Rosedale[1]	Single-family home	0	-	1	1
	Apartment building	2	-	4	6
	Other (mixed use)	-	-	-	-
Allied-Belmar[1]	Single-family home	-	-	-	-
	Apartment building	1	-	1	2
Chalet Gardens[1]	Single-family home	-	-	-	-
	Apartment building	-	-	-	-
West Verona Road	Single-family home	-	-	-	-
	Apartment building	-	-	-	-
Totals	Single-family home	4	-	1	5
	Apartment building	6	-	5	11
	Other (mixed use)	-	-	-	-

[1] For a map of the three geographic areas making up the Allied and Dunn's Marsh neighborhoods, see Section B.1.

Table B.10-1 Residential Building Effects of US 151 Preferred Alternative

B.11 HOUSEHOLDS DISPLACED

Estimate the number of households that would be displaced from the Occupied residential buildings identified in Section B.10.c above.

Neighborhood Area	Household Characteristic	Stage 1	Stage 2	Stage 3
		Number of Households		
South Nakoma	Ownership			
and West	Owner-occupied bldg	3	-	0
	Rented quarters	20	-	0
	Number of Bedrooms			
	1 bedroom	1		0
	2 bedroom	17	-	0
	3 bedroom	2	-	0
	4 or more bedrooms	0	-	0
	Type and Price Range			
	Single-family			
	$170,000-$179,999	0	-	0
	$180,000-$189,999	1	-	0
	$190,000-$199,999	2	-	0
	$200,000-$209,999	0	-	0
	$210,000-$219,999	0	-	0
	Apartments			
	30% of income	0	-	0
	$401-$500	0	-	0
	$501-$600	0	-	0
	$601-$700	1	-	0
	$701-$800	2	-	0
	$800-$900	17	-	0
	$901 – 1,000 range	0	-	0
Crawford-Marlboro-Rosedale[1]	Ownership			
	Owner-occupied bldg	0	-	0
	Rented quarters	8	-	29
	Number of Bedrooms			
	1 bedroom	0		12
	2 bedroom	8	-	17
	3 bedroom	0	-	0
	4 or more bedrooms	0	-	0
	Type and Price Range			
	$170,000-$179,999	0	-	0
	$180,000-$189,999	0	-	0
	$190,000-$199,999	0	-	0
	$200,000-$209,999	0	-	0
	$210,000-$219,999	0	-	0
	Apartments			
	30% of income	0	-	12
	$401-$500	0	-	0
	$501-$600	0	-	0
	$601-$700	8	-	17
	$701-$800	0	-	0
	$800-$900	0	-	0
Allied–Belmar[1]	Ownership			
	Owner-occupied bldg	0	-	0
	Rented quarters	0	-	4
	Number of Bedrooms			
	1 bedroom	0		0
	2 bedroom	0		4
	3 bedroom	0		0
	4 or more bedrooms	0		0
	Type and Price Range			
	Apartments			
	30% of income	0	-	0

Neighborhood Area	Household Characteristic	Stage 1	Stage 2	Stage 3
		Number of Households		
	$401-$500	0	-	0
	$501-$600	0	-	0
	$601-$700	4	-	4
	$701-$800	0	-	0
	$801-$900			
Totals	Ownership			
	Owner-occupied bldg	-	-	1
	Rented quarters	-	-	33
	Number of Bedrooms			
	1 bedroom	-	-	12
	2 bedroom	-	-	21
	3 bedroom	-	-	-
	4 or more bedrooms	-	-	-
	Type and Price Range			
	Single-family			
	$170,000-$179,999	-	-	-
	$180,000-$189,999	-	-	-
	$190,000-$199,999	-	-	-
	$200,000-$209,999	-	-	-
	$210,000-$219,999	-	-	-
	Apartments			
	30% of income	-	-	
	$401-$500	-	-	12
	$501-$600	-	-	-
	$601-$700	-	-	17
	$701-$800	-	-	4
	$801-$900	-	-	-
	$900+	-		-
	Total Households	31	0	33

[1] For a map of the three geographic areas making up the Allied and Dunn's Marsh neighborhoods, see Section B.1.

Table B.11-1 Number of Households and Housing Characteristics Affected by the Verona Road Preferred Alternative

B.12 RELOCATION POTENTIAL

Describe the relocation potential in the community.

Table B.12-1 lists the results of a rental/market analysis for residential properties in the Madison area. This analysis was performed over a few days, only as a snapshot of availability. Over the course of several years as residents may be relocated, the availability of replacement housing will be much greater. See the Conceptual Stage Relocation Plan in Appendix D for more details.

The Physical Improvements Plan for this neighborhood area recommends locations for additional lower-density affordable housing within the neighborhood. This table does not reflect this potential new construction of additional housing. These recommendations are discussed in more detail in the Physical Improvements Plan included as Appendix B.

Household Characteristic	Number of Households *
a) Number of Bedrooms	
1 bedroom	44
2 bedroom	55
3 bedroom	147
4 or more bedrooms	82
b) Type	
Single-family	212
Apartments	116
c) Type and Price Range	
Single-family	
170,000-$179,999	6
$180,000-$189,999	18
$190,000-$199,999	16
$200,000-$209,999	11
$210,000-$219,999	17
$220,000-$229,999	29
$230,000-$239,999	17
$240,000-$249,999	21
$250,000-$259,999	14
$260,000-$269,999	23
$270,000-$279,999	17
$280,000-$289,999	10
$290,000-$299,999	13
Apartments	
30% of income	12
less than $401	0
$401-$500	0
$501-$600	11
$601-$700	26
$701-$800	27
$801-$900	16
$901-$1,000	7
$1,001-$1,100	5
$1,101-$1,200	6
$1,201-$1,300	4
$1,301-$1,400	1
greater than $1,400	2

* For this report, the area searched for relocation potential included the cities of Madison, Fitchburg, Monona, and Middleton.

Table B.12-1 Community Relocation Potential

B.13 INFORMATION SOURCES USED

Identify all the sources of information used to obtain the data in Section B.12.

☐ **WisDOT Real Estate** ☒ **Multiple Listing Service (MLS)**

☒ **Newspaper listing(s)** ☒ **Other–Identif**y:

rentalhomesplus.com, craigslist, madisonapartments.com, madisonrent.com, and apartments.com

B.14 RELOCATED HOUSEHOLDS WITH SPECIAL CHARACTERISTICS

Indicate the number of households to be relocated that have the following special characteristics: disabled, elderly, minority, low-income, or large family (5 or more individuals).

Households that have special characteristics will not be relocated in the No Build Alternative.

Some of the following numbers are estimates. Whenever possible, special characteristic data has been collected from the property owner by telephone interview or mailed questionnaire. If not possible, the values have been estimated based on 2000 US Census Bureau statistics for the corresponding neighborhood area.

Neighborhood Area	Special Characteristic	Stage 1	Stage 2	Stage 3	Total
		Number of Households			
South Nakoma	Disabled	1	-	0	0
	Elderly	1	-	0	1
	Minority	1	-	0	1
	Very Low-Income	0	-	0	0
	Large Family (5 or more)	0	-	0	0
Crawford-Marlboro-Rosedale	Disabled	0	-	0	0
	Elderly	2	-	0	2
	Minority	6	-	0	6
	Very Low-Income	2	-	0	2
	Large Family (5 or more)	0	-	0	0
Allied-Belmar	Disabled	0	-	1	1
	Elderly	1	-	4	5
	Minority	3	-	22	25
	Very Low-Income	1	-	21	22
	Large Family (5 or more)	0	-	0	0
Totals	Disabled	1	-	1	2
	Elderly	5	-	4	9
	Minority	9	-	22	31
	Very Low-Income	3	-	21	24
	Large Family (5 or more)	0	-	0	0

[1] For a map of the three geographic areas making up the Allied and Dunn's Marsh neighborhoods, see Section B.1.

Table B.14-1 Relocated Households with Special Characteristics

B.15 RELOCATION ASSISTANCE

Describe how relocation assistance will be provided in compliance with the WisDOT Relocation Manual or FHWA regulation 49 CFR Part 24.

Relocation assistance will be provided for Stage 1 and Stage 3 of the Preferred Alternative. Relocations are not required for the No Build Alternative or Stage 2 of the Preferred Alternative.

The acquisition and relocation procedures WisDOT must follow are established by the Uniform Relocation Act of 1972. These statutes are in place to ensure landowners and tenants are treated fairly when the public interest requires purchase 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 the 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 21 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 the buildings, be they tenants or owners, relocation assistance is available. The tenant will be assigned a relocation agent early in the process. The relocation agent will aid the tenant in finding a comparable dwelling that meets the tenant's needs. The relocation agent is also able to provide relocation benefits to compensate for the costs of relocation. These benefits include differences in rent or interest payments for up to a 4-year period (replacement housing or business payments) and moving costs. Replacement costs are generally capped at $25,000 for residential owner-occupants and $8,000 for residential tenant-occupants. Moving costs are not capped and can include packing/unpacking/crating, storage, insurance, remodeling, and damaged property compensation.

B.16 RELOCATION DIFFICULTIES OR UNUSUAL CONDITIONS

Identify any difficulties or unusual conditions for relocating households displaced by the proposed action.

Relocation assistance will be provided for Stage 1 and Stage 3 of the Preferred Alternative. Relocations are not required for the No Build Alternative or Stage 2 of the Preferred Alternative.

The results of the Conceptual Stage Relocation Plan indicate there would not be difficulties in relocating displaced households adequate comparable replacement housing exists in the Madison metropolitan area.

An unusual condition may result from the Verona Road build alternatives. The majority of the housing required for the project alternatives is considered affordable housing and many in the Madison community perceive a shortage of affordable housing citywide. Many may see the physical elimination of these units as exacerbating this shortage.

B.17 SPECIAL RELOCATION ASSISTANCE

Indicate whether Special Relocation Assistance Service will be needed? Describe any special services or housing programs needed to remedy identified difficulties or unusual conditions noted in Section B.14 above.

☒ No – Relocations will not occur in the No Build Alternative or Stage 2 of the Preferred Alternative

☒ Yes–Describe services that will be required

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 area. 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.

One building that could be relocated with the Stage 3 is a 12-unit public housing building. There is currently a waiting list for public housing in Madison indicating that it may be difficult to relocate the tenants of this building back into public housing. 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 United States 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.

B.18 ADDITIONAL MEASURES

The project alternatives attempt to mitigate adverse or divisive effects to the neighborhood by enhancing existing connections and creating new connections as described earlier on this Community and Residential Detailed Evaluation Sheet.

Also, as part of this project, WisDOT helped to fund the Physical Improvements Plan for the Allied and Dunn's Marsh Neighborhoods. 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 provides a framework for future affordable housing in this neighborhood.

Many have also expressed concern over the loss of businesses that serve the neighborhood community. There are several other businesses that may serve the neighborhood directly. These include a local restaurant, one fast-food establishment, and two gas stations/convenience stores. Though not all these establishments may be able to relocate within the neighborhood, attempts will be made through the planning process to provide 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. The Conceptual Stage Relocation Plan is included as Appendix D in this FEIS.

Wisconsin Department of Transportation

C ECONOMIC DEVELOPMENT AND BUSINESS IMPACT EVALUATION

Portion of project this sheet is evaluating if different from the first Basic Sheet
No Build Alternative and Stages 1, 2 and 3 of the Preferred Alternative

Is this the preferred alternative? YES

C.1 EXISTING BUSINESS AREAS OR ECONOMIC DEVELOPMENT AFFECTED

Describe the economic development or existing business areas affected by the proposed action.

In general, the No Build Alternative will not alter existing businesses. However, the increasing congestion on Verona Road may discourage patrons of the existing businesses from accessing the business.

A. Verona Road/Beltline Interchange Area

The Verona Road/Beltline interchange has commercial uses in all the quadrants. The northwest quadrant consists of a small strip shopping area. Anchored by a local hardware store, the shopping area includes a bar, a Mexican grocery store, and a Mexican restaurant. A satellite university campus exists just west of this shopping center. The southwest quadrant is dominated by big-box uses at Summit Road consisting of a home improvement store, office supply store, sporting goods store, a secondhand store, and a vacant supermarket building. Associated outlying lots contain smaller businesses such as restaurants, a bookstore warehouse, auto repair garage, a gas station, and a vacant craft store. The southeast quadrant contains the West Beltline Place that consists of a strip of varying specialty retail establishments, such as a private Montessori school, stained glass studio, hair restoration business, security business, and landscaping consultant. An orthotics and prosthetics business, motel, bagel shop, and gas station are also in the southeast quadrant. The Madison Plaza strip shopping center, which also contains specialty retail, is located south and east of the West Beltline Place retail strip. A tool supply shop, bicycle shop, cell phone, and auto parts store are among the tenants of this building. A drug store, a fast-food establishment, several loan establishments, and other specialty retail are located south of the Madison Plaza.

B. Raymond Road Area

A gas station and small engine repair shop are located in the southwest quadrant of the Raymond Road intersection while a bar is located in the northwest quadrant of the intersection.

C. Williamsburg Way Intersection and South

In the vicinity of the Williamsburg Way intersection, commercial uses are located in each quadrant of the intersection. The most recent commercial use is the Design Center, an upscale home improvement center, located on Chalet Garden Road just south of the Chalet Gardens apartment complex. Light industrial uses on the east side include a scientific lab campus and a cycling accessory manufacturer; all rely on Williamsburg Way for access to Verona Road. Commercial and office uses exist immediately west of the intersection and include a strip mall in the northwest quadrant and a bank in the southwest quadrant.

Potentially affected areas from the Williamsburg Way intersection south to County PD are mostly larger commercial or industrial uses. The commercial properties along the west side of Verona Road include specialty retail stores, a restaurant/bar, plumbing supply, and auto businesses. None of these uses have direct access to Verona Road but instead rely on access from Williamsburg Way, Anton Drive, and County PD.

D. County PD Intersection

Commercial, industrial, and warehousing land uses occupy the northwest, northeast, and southeast quadrants of this intersection. A large regional grocery distribution center exists on the east side of Verona Road just north of County PD. This center relies on Williamsburg Way to access Verona Road. A regional beverage warehouse is in the southeast quadrant. The southwest quadrant contains a mix of specialty retail and a large regional bank building. Additionally, the City of Fitchburg has approved the Orchard Pointe development west of this intersection. This development includes a large discount store and associated restaurant and specialty retail outlots along with some residential.

Section 3 describes existing land uses in more detail.

C.2 EXISTING TRANSPORTATION MODES AND TRAFFIC

Identify and discuss the existing modes of transportation and their traffic within the economic development or existing business area.

Existing modes of transportation include motor vehicles, Madison Metro bus service, bicycling, and walking. These existing modes of transportation will remain the same in the No Build Alternative.

Motorized and nonmotorized traffic loads along the Verona Road corridor have increased substantially in the past 10 years (see Section 2 for a detailed description of the Preferred Alternative and Section 4.2 for detailed traffic volumes). Verona Road is a backbone route in the state transportation system, providing interstate service. The growth of communities south of Madison has increased traffic on this route beyond what might be expected because of increased system traffic. This 2-mile stretch of Verona Road is the only portion of the 227-mile US 151 highway with traffic signals. All other portions of US 151 are a freeway or expressway facility. Extreme congestion and queuing during rush hour are common.

The Verona Road/Beltline interchange currently experiences very high traffic volumes. Queuing and long average delays are common during the evening rush hour. Beltline crash rates in the vicinity of this interchange (interchange-related) are also high (see Section 1 for details on crash rates). The intensive commercial use at the Summit Road (Home Depot) intersection attracts a substantial amount of traffic. These locally oriented turning movements combined with the US 151 regional traffic cause this intersection to experience particularly long delays, especially in the southbound direction during the evening rush hour. Both business owners and customers in public meetings stated that the congestion at the Summit Road intersection sometimes causes customers to avoid businesses that rely on this intersection for access. Congestion at the County PD intersection is also affecting business access.

Madison Metro Routes 18 and 19 serve the Allied and Dunn's Marsh neighborhoods, and Route 56 provides bus service west on Raymond Road. Route 19 also serves the South Nakoma area. There is no bus service in the portion of this corridor that is located in Fitchburg.

A large number of bicyclists and pedestrians cross this corridor. Many residents on the east side of Verona Road must cross Verona Road to shop at the businesses on the west side. Bicyclists and pedestrians do not always use crosswalks and often cross between intersections. This leads to a dangerous situation with the heavy traffic volumes and high travel speeds that exist between intersections.

C.3 BENEFICIAL AND ADVERSE EFFECTS

C.3.1 ECONOMIC DEVELOPMENT

Generally describe both the beneficial and adverse effects accruing to the area's economic development potential or existing business area caused by the proposed action. Include any factors identified by business people that they feel are important or controversial.

In general, the No Build Alternative will not benefit or adversely affect the project corridor with respect to the area's economic development. The No Build Alternative will not require any business relocations; however, increasing congestion in the project corridor may deter customers' away from the local businesses.

A. Preferred Alternative–Stage 1

Stage 1 of the Preferred Alternative will relocate ten business buildings (12 businesses) and affect the access and parking for several others. The effects to each of the ten business buildings are best discussed by area.

1. Northwest Quadrant

The parking lot of a satellite university campus (Upper Iowa University) needs to be reduced in size and reconfigured to accommodate the expanded ramps. The parking lot reconfiguration will be determined during the design phase and is shown in Figure C.3.1-1.

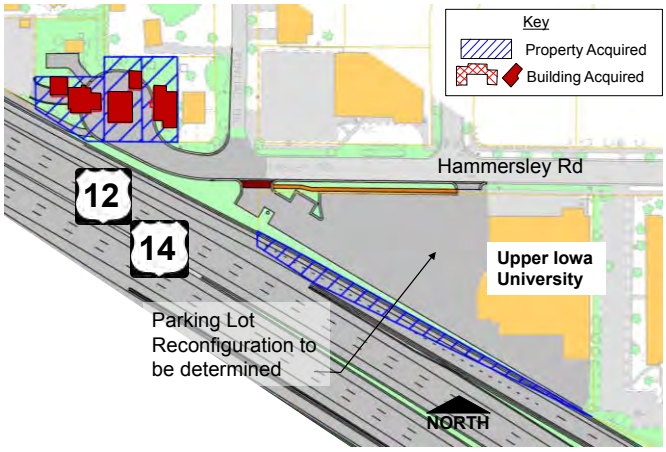


Figure C.3.1-1 Stage 1 Upper Iowa Parking Lot, Possible Modifications

Currently the Midvale-Dorn shopping center has a driveway on the westbound Beltline on-ramp. This driveway will be removed, so all access to this shopping center will need to occur from Midvale Boulevard and Hammersley Road. The project team is investigating the possibility of transferring existing Beltline R/W to this shopping center to reconfigure the lot so existing parking spaces are replaced and delivery semis are accommodated. One concept for this modification is shown in Figure C.3.1-2 and C.3.1-3.

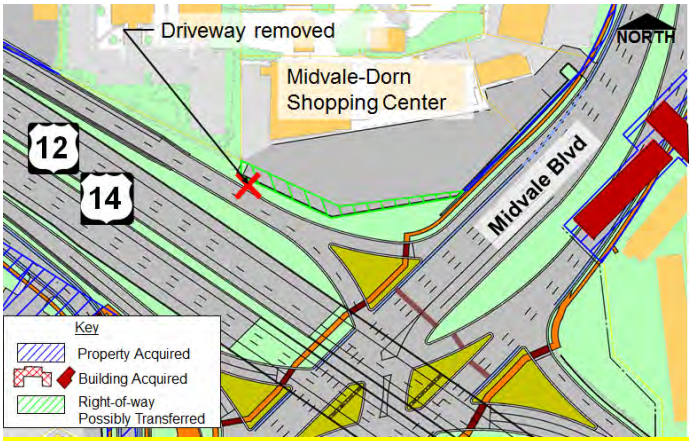


Figure C.3.1-2 Stage 1 Midvale-Dorn Shopping Center

2. Northeast Quadrant

A small area of the gas station would be directly affected in the northeast quadrant. Improvements to the Nakoma Road/Hammersley Road/Midvale Boulevard intersection may require access modifications to Mohawk Drive, which connects to Midvale Boulevard just 50 feet east of the Midvale Boulevard/Nakoma Road intersection. These access modifications could affect a gas station that relies on this intersection for access. See Figure C.3.1-3.

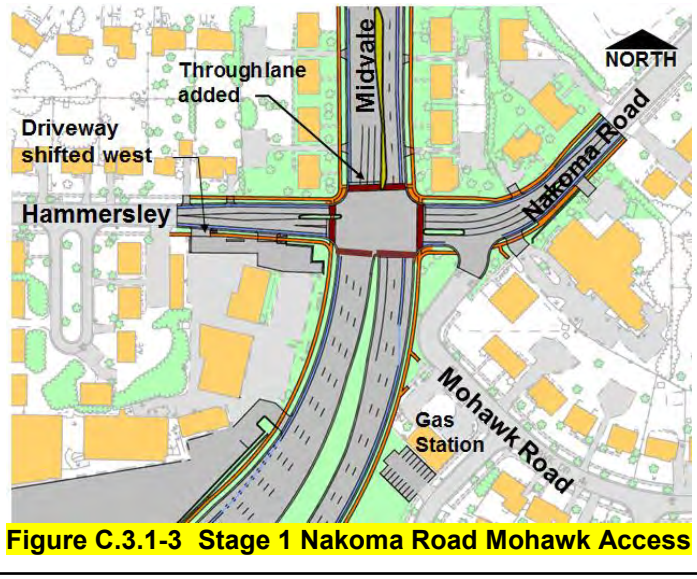


Figure C.3.1-3 Stage 1 Nakoma Road Mohawk Access

3. Southwest Quadrant

Because of the interchange configuration change, the frontage road west of the Verona Road/Beltline interchange would be shifted south and west. The shifted alignment would result in one commercial relocation and 5 to 7 access/lot size changes. A book warehouse would have its loading dock relocated from the front of the building to the side of the building using excess R/W. Figure C.3.1-4 illustrates these changes.

4. Southeast Quadrant

The alignment of the West Beltline Frontage Road east of the interchange would also be changed because of the interchange reconfiguration. Figure C.3.1-5 shows the Preferred Alternative configuration, Option B. The Option A alignment presented in the SDEIS has been dismissed. Option A would have shifted the frontage road and bent it south near Britta Park's east end. From there, Option A returned to the original frontage road alignment near Danbury Street. Frontage road Option B remains parallel to the Beltline and requires eight business relocations.

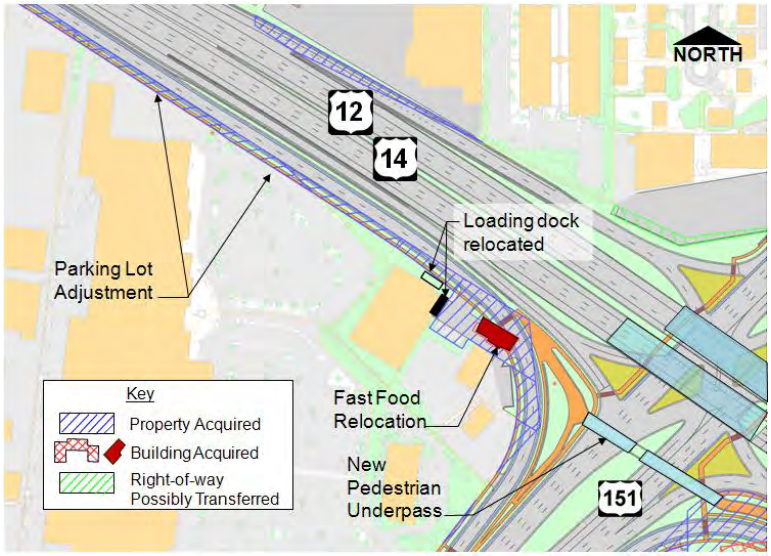


Figure C.3.1-4 Stage 1 Effects to Southwest Quadrant

Small portions of land will be acquired from commercial buildings located east of Whenona Drive.

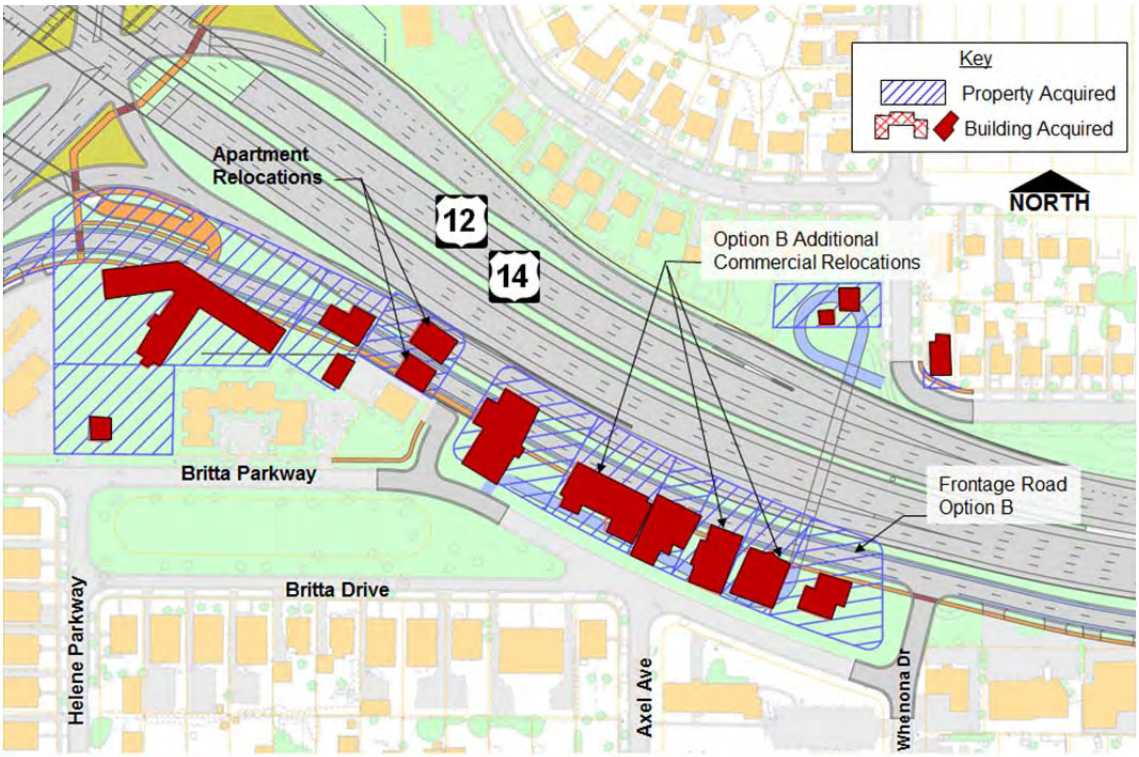


Figure C.3.1-5 Stage 1 Southeast Quadrant Frontage Road Option B Business Impacts

5. Summit Road Jug-Handle

Stage 1 constructs a jug-handle at the Summit Road Intersection as shown in Figure C.3.1-6. With this configuration, vehicles can only make a right turn into the intersection and a right turn out of the intersection. Side-road crossing maneuvers and all four left turns are eliminated. Instead, a grade separation is added so that vehicles desiring to make a left travel under Verona Road to the other side and make a right turn instead. This intersection configuration greatly reduces congestion. Allied Drive is connected directly to the underpass of the jug-handle through a roundabout. One relocation of a title loan business is required for the jug-handle. The implementation of the jug-handle will change access for several businesses surrounding the Summit Road intersection. Additionally, patrons of establishments south and adjacent to the Summit Road intersection will have slightly farther to travel (by motor vehicle) to reach their destination.



Figure C.3.1-6 Stage 1 Summit Road Jug-Handle Business Impacts

B. Preferred Alternative Stage 2

Stage 2 of the Preferred Alternative has fewer direct business impacts. No business relocations are anticipated. However, property acquisition will get very close to a plumbing warehouse/showroom. Future design efforts may show that this plumbing/warehouse may need to be relocated as well. Figure C.3.1-7 illustrates these impacts. Because of the installation of the interchange's southbound off-ramp, the Carriage Street right-in/right-out will be closed. This will affect access to a furniture store and a bar. Both will maintain access from Anton Drive via the Williamsburg Way intersection (see Figure C.3.1-8).

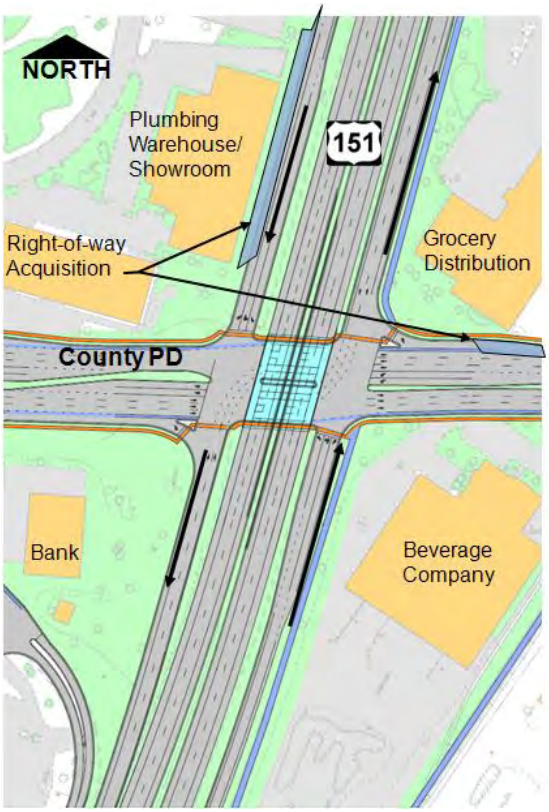


Figure C.3.1-7 Stage 2 Business Impacts

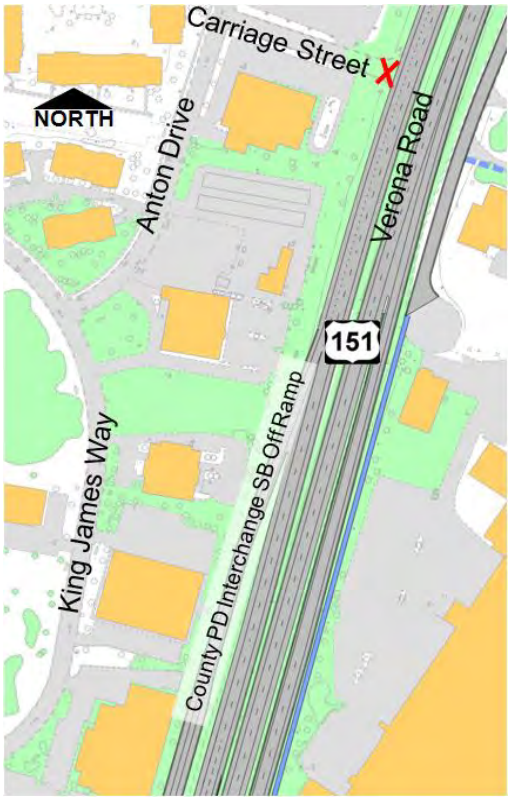


Figure C.3.1-8 Stage 2 Carriage Street Access Removed

C. Preferred Alternative Stage 3

1. General

Stage 3 would improve regional access to area businesses and south Madison. The substantial operational benefits provided by this alternative would last for several decades.

The freeflow interchange would require several business relocations (see Section C.6 for more information on business relocations). The businesses that would be displaced are located just south of the current Verona Road eastbound off-ramp from the Beltline, near the intersection of Raymond Road and Verona Road, and along the frontage road in the southeast quadrant of the Beltline and Verona Road interchange.

There would be two main effects resulting from the business relocations. One effect would be the removal of the buildings and the physical relocation of the businesses. Some businesses may be able to relocate within the area; many may not be able to find a replacement location within the neighborhood. Some businesses may need to look to relocate in other areas of the city. A second effect may be a reduced level of private investment, in the form of upgrades, to properties that would be affected by Stage 3 improvements. This is discussed in Stage 1 as these properties will be officially mapped.

As of the date of this document, no comprehensive survey has been done assessing the existing condition of the buildings potentially affected by Stage 3 improvements. In general, the area includes buildings of various ages and states of repair. Most of the buildings are 30 to 50 years old. Some of the buildings that would be removed by Stage 3 are well-maintained and with continued maintenance would remain usable for many years, while others would likely qualify as ~~b~~blighted" under the criteria adopted for use in assessing redevelopment areas.

Stage 3 extends Raymond Road into the Allied and Dunn's Marsh neighborhoods. This would provide another access to this area, which could provide benefits to the neighborhood and the Madison Plaza area. This connection results in easier access for customers west of Verona Road. This connection could also provide a new routing option for Madison Metro, which could result in improved transit.

Stage 3 creates a new Verona Road carried on the one-way pair, with a depressed US 151 freeway in between. This arrangement should make local access of businesses along the corridor easier by reducing traffic volumes and the congestion at connecting streets. However, businesses along Verona Road would not have direct access to regional traffic traveling on the depressed US 151 freeway. To access businesses, this traffic would exit onto the local Verona Road arterial between Raymond Road and Summit Road (Home Depot), at County PD, or the Verona Road/Beltline interchange (this is a similar movement to how these businesses are currently accessed).

2. Verona Road/Beltline Interchange Area

The Freeflow interchange associated with Stage 3 includes the removal of 18 commercial buildings resulting in the relocation of 21 businesses, all in the southeast quadrant of the interchange. Among these relocations is the partial relocation of a strip mall building in Madison Plaza. Figure C.3.1-9 illustrates the location of these relocations.

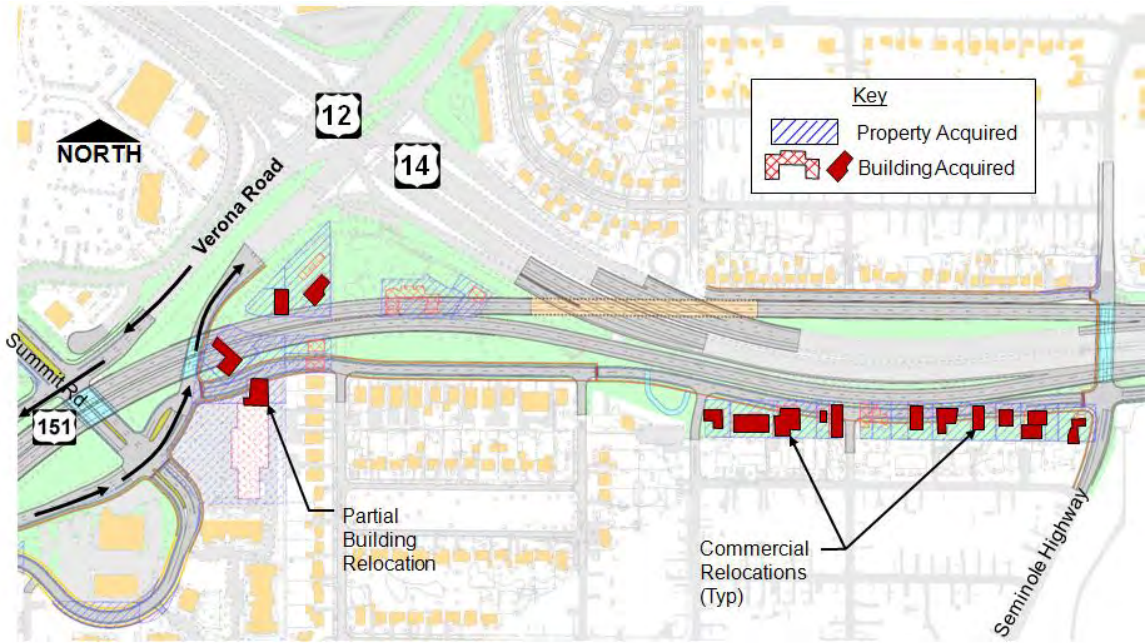


Figure C.3.1-9 Stage 3 Southeast Quadrant Business Impacts

Businesses that occupy (2011) the buildings that would be relocated by Stage 3 include:

a. A bicycle shop
b. Two restaurants
c. Two service stations
d. A nonprofit office
e. A tattoo parlor
f. A violin shop
g. A real estate office
h. A music shop/recording studio
i. A photo color lab
j. A daycare
k. An exterminator
l. A roofing company (vacant)
m. A liquor store

Because Stage 3 will be implemented near the year 2030, it is likely these business tenants will change in the coming years.

3. Raymond Road Area

Figure C.3.1-10 shows the commercial relocations in the Raymond Road area required by Stage 3. These relocations include a service station, a small engine repair, and an adult entertainment bar.

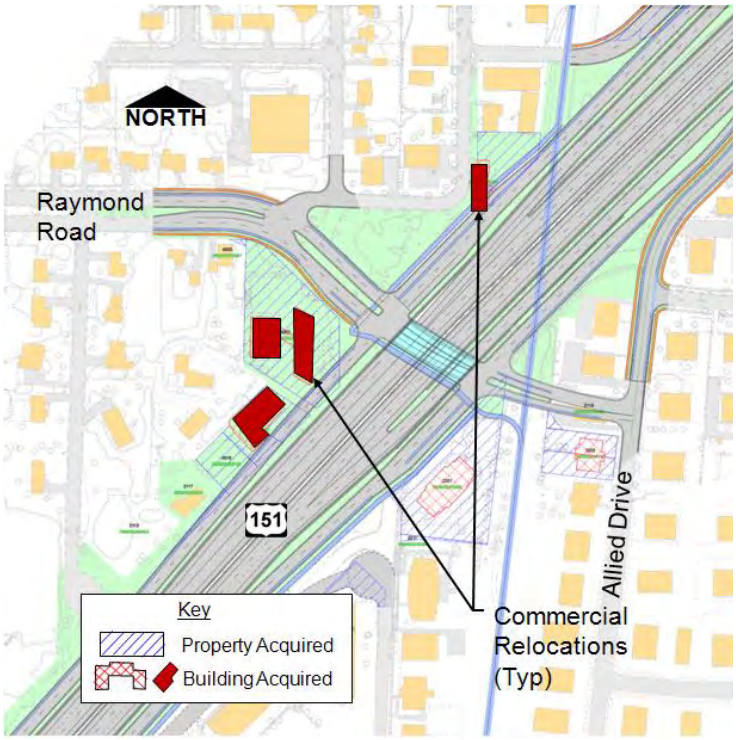


Figure C.3.1-10Stage 3 Raymond Road Business Impacts

4. Williamsburg Way Area

Businesses on the east side of Verona Road are currently served with a frontage road that connects to Williamsburg Way. These businesses have access to Verona Road through the signalized intersection at Williamsburg Way. When Stage 3 is implemented, a one-way pair will be on each side of the US 151 freeway. This one-way pair, which essentially carries Verona Road local traffic, will take the place of the frontage roads. Businesses that currently have access through the two-way frontage roads will have their access changed to only right-in/right-out access with northbound traffic. Patrons desiring to travel south will need to travel to the next intersection (either Williamsburg Way or Raymond Road) before making a U-turn. This arrangement sounds circuitous, yet this is actually what occurs with most urban roadways that have a median. Those who patronize a business in the center

of a block when leaving must turn right and travel to the next intersection before they can turn left. Figure C.3.1.11 illustrates this condition.

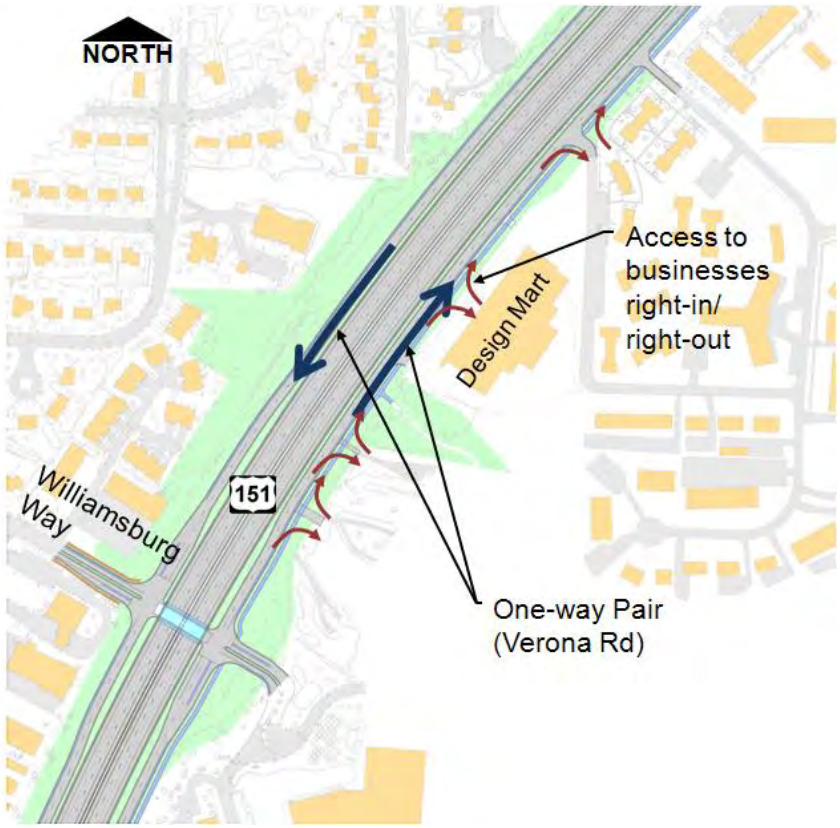


Figure C.3.1-11 Stage 3 Williamsburg Way Area Business Access

5. County PD Area

The County PD interchange would remain with the implementation of Stage 3.

C.3.2 EMPLOYMENT

Generally describe both the beneficial and adverse effects accruing to the employment potential and existing employees in businesses affected by the proposal. Include, as appropriate, a discussion of effects accruing to minority populations or low-income populations.

A. Preferred Alternative–Stage 1

Stage 1 improvements would have a positive and negative effect on area employment potential. Fifteen businesses and approximately 95 corresponding jobs would be relocated. With the exception of possibly one restaurant, most of these businesses do not have a large local patronage nor do minorities or low income persons make up a large portion of their clientele. Most of the businesses do not provide goods or services that are essential to the neighborhood. The businesses do represent a source of employment for area residents. A positive effect from Stage 1 improvements could result from initial reductions in traffic congestion and improved customer access to local businesses. This major infrastructure investment may encourage private investment and redevelopment in the area.

B. Preferred Alternative–Stage 2

Stage 2 improvements are not anticipated to require any business relocations; therefore, no job losses are anticipated. By addressing congestion at one of the area's most congested intersections, the Stage 2 interchange could encourage job growth by encouraging private investment and development and the corresponding jobs. The Orchard Pointe development, in particular, may benefit from improved operations. Vacant sites in this development may become attractive to office and retail establishments because of its location and excellent access to the regional transportation system.

C. Preferred Alternative–Stage 3

The proposed improvements could have both a positive and negative effect on area employment potential. Twenty-one businesses and approximately 126 corresponding full or part-time jobs would be relocated. Because the area is built up, some of these relocations would occur out of the area. On a local level, reduced congestion could improve customer access to area businesses, leading to greater business patronage.

Phone survey and a site visit were conducted in June 2009 to determine the percent of minority and low income employees of potentially affected businesses. Based on the phone survey/site visit, it was determined that approximately 7 of the 21 businesses that will be relocated in Stage 3 employ minorities. On average, 42 percent of the employees at the 7 businesses are minorities. About 14 percent of the employees of approximately 5 of the 21 businesses in Stage 3 may be low income.

The possibility of creating new or more efficient Madison Metro routes could help low-income people in the area, many of whom depend on transit, to have better access to the jobs throughout the Madison metropolitan area. Some positive effects on mobility could also result from improved bicycle and pedestrian access to and from the southeast quadrant of the interchange.

In a larger context, the Stage 3 also improves the Corridors 2030 Backbone route system. This system comprises only 3 percent of Wisconsin roadways yet carries 57 percent of all truck travel and 34 percent of all auto travel. This will foster the economic climate by enhancing mobility and access to southwest Wisconsin. The improvement also reduces the costs associated with the shipment of goods and services in the southwest Wisconsin region. This helps the metropolitan area compete regionally and nationally for industry and business.

C.4 EFFECTS ON TRANSPORTATION FACILITY-DEPENDENT ECONOMIC DEVELOPMENT POTENTIAL AND EXISTING BUSINESSES

☐ The proposed project will have no effect on a transportation-dependent business or industry.

☒ The proposed action will change the conditions for a business that is dependent upon the transportation facility. Identify effects, including effects that may occur during construction.

Virtually all the businesses in the area are dependent upon transportation for continued economic viability. Some of the existing businesses would be displaced by the Preferred Alternative. The businesses that remain, however, should experience positive effects including decreased congestion and increased accessibility for customers and suppliers.

For Stage 1 improvements, congestion will decrease and one signalized intersection will be removed from the Verona Road corridor, increasing its mobility. Stage 2 improvements remove a very congested signalized intersection and replace it with an interchange, further improving the mobility of the corridor.

Stage 3 has the greatest benefits to regional mobility by providing a full freeway for US 151 traffic. Stage 3 also has more access changes for adjacent businesses. Businesses along Verona Road will not have direct access to regional traffic traveling on the depressed US 151 freeway. This traffic would have to exit onto the local Verona Road arterial between Raymond Road and Summit Road at County PD, or the Verona Road/Beltline interchange to access these businesses. (This is similar to current access.)

C.5 SPECIFIED POPULATIONS

The Environmental Justice Orders issued by the U.S. Department of Transportation and its implementing agencies to satisfy the requirements of Executive Order 12898 require an evaluation to determine whether a minority and/or low income population would experience a disproportionately high and adverse effect. If any of the populations are affected, the Environmental Justice Detailed Evaluation Sheet, along with Sections C.5 through C.13 (the remaining items on this sheet), will need to be completed to satisfy Environmental Justice requirements.

To determine if a population would be affected, the project team interviewed the potentially relocated businesses. A population was identified if, according to the potentially relocated businesses, the business employs or serves minority (including the elderly or people with disabilities) or low-income groups. Populations exist in each area.

Table C.5-1 shows if the specified populations would be affected by the Verona Road alternatives.

Characteristic / Alternative	Disabled	Elderly	Minority	Low Income
	Affected?			
No Build Alt	None	None	None	None
Preferred Alt–Stage 1	Disproportionate	Proportionate	Disproportionate	Disproportionate
Preferred Alt–Stage 2	None	None	None	None
Preferred Alt–Stage 3	Proportionate	Proportionate	Disproportionate	Disproportionate

Table C.5-1 Effect of Verona Road Alternatives on Specified Populations

C.6 CREATED OR DISPLACED BUSINESSES AND JOBS

The job market for the No Build Alternative would not vary from the existing job market today.

More detailed information on displaced businesses is available in the Conceptual Stage Relocation Plan in Appendix D.

	Preferred Alternative			
	Stage 1	**Stage 2**	**Stage 3**	**Total**
	a) Number created by type including number of jobs:			
Retail businesses created				
Retail jobs created				
Service businesses created				
Service jobs created				
Wholesale businesses created				
Wholesale jobs created				
Manufacturing businesses created				
Manufacturing jobs created	126[1]	66[1]	276[1]	468[1]
	b) Number displaced by type and number of jobs:			
Retail businesses displaced	2	0	3	5
Retail jobs displaced	28	0	22	50
Service businesses displaced	7	0	14	21
Service jobs displaced	67	0	76	143
Retail/Service businesses displaced	0	0	4	4
Retail/Service jobs displaced	0	0	28	28
Wholesale businesses displaced	0	0	0	0
Wholesale jobs displaced	0	0	0	0
Manufacturing businesses displaced	0	0	0	0
Manufacturing jobs displaced	0	0	0	0
Total businesses displaced	15	0	21	36
Total jobs displaced	95	0	126	221

[1] Includes full-time equivalent jobs associated with construction over a six-year period.

- Generally the increase in access to southwestern Wisconsin will decrease transportation costs and help increase competitiveness for industries and businesses relying on Verona Road to distribute their product and services. This should lead to a job increase in this region.
- One business was not able to be reached for this information—it is a new business and not yet open. It is a small service business that likely employs only one or two people.

Table-C.6-1 Created or Displaced Businesses and Jobs

C.7 COMMUNITY BUSINESS RELOCATION POTENTIAL

Table C.7-1 lists the results of a rental/market analysis for commercial properties in the Madison area as of 2004. This analysis was performed over a short period of time only as a snapshot of availability. Over the course of several years as businesses may be relocated, the availability of replacement business space will be much greater. See the Conceptual Stage Relocation Plan in Appendix D for more details.

The Physical Improvements Plan for this neighborhood area recommends locations for optimal commercial redevelopment within the neighborhood. This table does not reflect this potential new construction of additional commercial building stock. These recommendations are discussed in more detail in the Physical Improvements Plan included as Appendix B.

Business Building Characteristic	Number of business locations *
a) Available business locations by size (square feet)	
less than 1,000	9
1,000- 2,999	43
3,000-4,999	29
5,000-9,999	33
10,000 or greater	22
b) Available business locations by type	
Commercial Rental	120
Commercial For Sale	16
c) Type and Price Range	
Commercial Rental (gross rent)	
undisclosed	0
less than $1,000	5
$1,000-$1,999	25
$2,000-$2,999	20
$3,000-$3,999	14
$4,000-$4,999	3
$5,000-$5,999	12
$6,000-$6,999	5
$7,000-$7,999	3
$8,000-$8,999	6
$9,000-$9,999	7
$10,000-$14,999	8
$15,000-$20,000	5
$20,000 and above	7
Commercial For Sale (in $1,000s)	
less than $100	0
$100-$199	0
$200-$299	0
$300-$399	4
$400-$499	3
$500-$599	0
$600-$699	2
$700-$799	0
$800-$899	0
$900-$999	2
$1000 and above	5

* For this report, the area searched for relocation potential included the cities of Madison and Fitchburg, 2009. For gas stations and motels, area was expanded to include entire state.

Table C.7-1 Community Business Relocation Potential

C.8 INFORMATION SOURCES USED

Identify all the sources of information used to obtain the data in C.8.

☐ WisDOT Real Estate

☐ Multiple Listing Service (MLS)

☒ Newspaper listing(s)

☒ Other–Identify: Madison Commercial Data Exchange, LoopNet, BizBuySell, and Wisconsin Motel Realty websites

C.9 CHARACTERISTICS OF CREATED OR DISPLACED BUSINESSES OR EMPLOYEES

Identify any special characteristics of the created or displaced businesses or their employees.

Table C.9-1 shows the estimated characteristics of jobs that are created or displaced by Stages 1, 2, and 3 of the Preferred Alternative. It should be noted that the characteristics of the jobs displaced by Stage 3 are likely to be much different when it is implemented.

	Preferred Alternative			
	Stage 1	**Stage 2**	**Stage 3**	**Total**
Total number displaced	15 businesses, 95 jobs[1]	0	21 businesses, 126 jobs	36 businesses, 221 jobs
	Number of displaced businesses by special characteristics:			
Number of displaced businesses that employ elderly	2	-	4	6
...serve elderly	7	-	9	16
...employ disabled	1	-	2	3
...serve disabled	5	-	7	12
...employ low-income people	3	-	5	8
...serve low-income people	6	-	9	15
...employ a minority population	4	-	7	11
...serve a minority	7	-	12	15

[1] If Frontage Road Option B is selected, an additional 3 business relocations will be required.

Table C.9-1 Characteristics of Created or Displaced Businesses or Employees

C.10 RELOCATION ASSISTANCE

Describe how relocation assistance will be provided in compliance with the WisDOT Relocation Manual or FHWA regulation 49 CFR Part 24.

The acquisition and relocation procedures WisDOT must follow are established by the Uniform Relocation Act of 1972. These statutes are in place to ensure landowners and tenants are treated fairly when the public interest requires purchase and relocation.

All property owners 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 the reasonable cost of that appraisal being paid for 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 21 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 the buildings, be they tenants or owners, relocation assistance is also available. The tenant will be assigned a relocation agent early in the process. The relocation agent will aid the tenant in finding a comparable dwelling or business building that meets its needs. The relocation agent is also able to provide relocation benefits to compensate for the costs of relocation. These benefits include differences in rent or interest payments for up to a 4-year period (replacement housing or business payments) and moving costs. Replacement costs are generally capped at $50,000 for business owner-occupants and $30,000 for business tenant-occupants. Moving costs are not capped and can include packing/unpacking/crating, storage, insurance, remodeling, and damaged property compensation.

C.11 RELOCATION DIFFICULTIES OR UNUSUAL CONDITIONS

Identify any difficulties for relocating a business displaced by the proposed action and describe any special services needed to remedy identified unusual conditions.

The results of the Conceptual Stage Relocation Plan indicate there should not be difficulties in relocating displaced businesses because there are adequate comparable business locations in the Madison metropolitan area.

C.12 SPECIAL RELOCATION ASSISTANCE

Is Special Relocation Assistance Needed?

☒ No

☐ Yes–Describe special relocation needs

C.13 ADDITIONAL MEASURES

Describe any additional measures which would be used to minimize adverse effects or provide benefits to those relocated, those remaining, or to community facilities affected.

The project alternatives attempt to mitigate adverse or divisive effects to the neighborhood by enhancing existing connections and creating new connections as described in the Section B, the Community and Residential Detailed Evaluation Sheet.

Also, as part of this project, WisDOT, with the cities of Madison and Fitchburg, helped to fund a Physical Improvements Plan for the Allied and Dunn's Marsh Neighborhoods to improve the community and business climate of the area. Though some recommendations of this plan include reducing the overall amount of commercial property in the area because of the over supply, many have also expressed concern over the loss of businesses that serve the neighborhood community. There are several other businesses that may be relocated and serve the neighborhood directly. These include a fast-food establishment, a restaurant, and two gas stations/convenience stores. 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 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. The Physical Improvement Plan is discussed in Section 3.4, Affected Environment, and included in Appendix B.

Wisconsin Department of Transportation

E ENVIRONMENTAL JUSTICE IMPACT EVALUATION

Portion of project this sheet is evaluating if different from the first Basic Sheet
US 18/151 (Verona Road) No Build Alternative and Preferred Alternative (Stage 1, Stage 2, and Stage 3).

Is this the preferred alternative? YES

E.1 GENERAL

Executive Order (EO) 12898, issued February 11, 1994, requires federal agencies to address Environmental Justice in Minority and Low-Income populations, if they are affected by a federal action. The term Environmental Justice means identifying and addressing disproportionately high and adverse human health and environmental effects including the interrelated social and economic effects of programs, policies, and activities on minority and low-income populations. Populations covered by the Americans with Disabilities Act and the Age Discrimination Act are included.

a. A minority population is defined as any readily identifiable group of minority persons including the elderly or disabled who live in geographic proximity to the project area.

b. Low-income population means any readily identifiable group of low-income persons (having a household income at or below the U.S. Department of Health and Human Services poverty guidelines) who live in geographic proximity to the project area.

c. A disproportionately high and adverse effect means:

(1) An adverse effect that is largely borne by a minority population and/or low-income population.

(2) An adverse effect that will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the nonminority population and/or non-low-income population.

d. The three principal elements of Environmental Justice are:

(1) To avoid, minimize, or mitigate disproportionately high and adverse effects on minority and low-income populations.

(2) To ensure full and fair participation by all potentially affected communities in the transportation decision making process.

(3) To prevent the denial of, reduction in, or delay in the receipt of benefits by minority and low-income populations.

The concept of Environmental Justice is intimately tied to Title VI of the Civil Rights Act that prohibits discrimination on the basis of race, color, or national origin.

Efforts to address Environmental Justice do not create any rights, benefits, or trust responsibilities, substantive or procedural, enforceable by law or equity by a party against FHWA, its officers, or any person. Furthermore, efforts to address Environmental Justice by FHWA, its operating administrators, its officers, or any other person do not create any right to judicial review for compliance or noncompliance with the goals of achieving Environmental Justice.

e. Efforts to address Environmental Justice on individual projects include:

(1) Identifying and evaluating environmental, public health, and interrelated social and economic effects of the subject project.

(2) Proposing measures to (a) avoid, minimize and/or mitigate disproportionately high and adverse environmental, public health, and interrelated social and economic effects and (b) provide offsetting benefits and opportunities to enhance communities, neighborhoods, and individuals affected by the subject project, when permitted by law and consistent with EO 12898.

(3) Considering alternatives to the proposed project, where such alternatives would result in avoiding and/or minimizing disproportionately high and adverse human health or environmental impacts consistent with EO 12898.

(4) Providing public involvement opportunities and considering the results thereof, including providing meaningful access to public information concerning the human health or environmental impacts, and soliciting input from affected minority and low–income populations in considering alternatives during the development of alternatives and decisions.

(5) Evaluating the alternatives or measures to avoid, minimize, or mitigate the disproportionately high and adverse impacts to determine if they are "practicable" from a social, economic (including cost), and environmental impacts perspective.

E.2 MINORITY AND/OR LOW-INCOME POPULATION IDENTIFICATION

Identify if a minority population and/or low-income population would be affected by the proposed action.

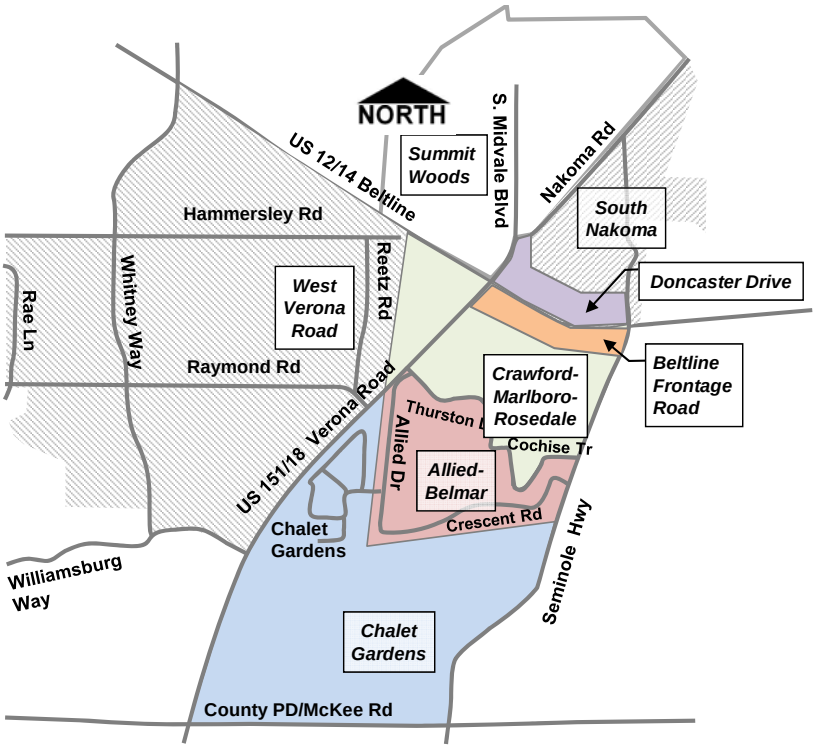
A minority population means any readily identifiable group of minority persons including the elderly or disabled (see Sections E.4.1 – E.4.4 for definitions of Title VI protected minorities) who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed program, policy, or activity.

Low-Income Population means any readily identifiable group of low-income persons (having a household income at or below the U.S. Department of Health and Human Services poverty guidelines) who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who would be similarly affected by a proposed program, policy, or activity.

☐ No minority populations or low-income populations are present in the areas influenced by the project. (Process is complete if the No box is checked)

☒ Yes, a minority population or low-income population is located in the areas influenced by the project. (Complete the remaining items on this Detailed Evaluation Sheet.)

Figure E.2-1 shows the residential areas influenced by the Verona Road improvement. Table E.2-1 shows a demographic profile of the influenced area.



Note: The neighborhood boundaries are based on Census areas and not City neighborhood boundaries.

Figure E.2-1 Areas Affected by the Verona Road Preferred Alternative

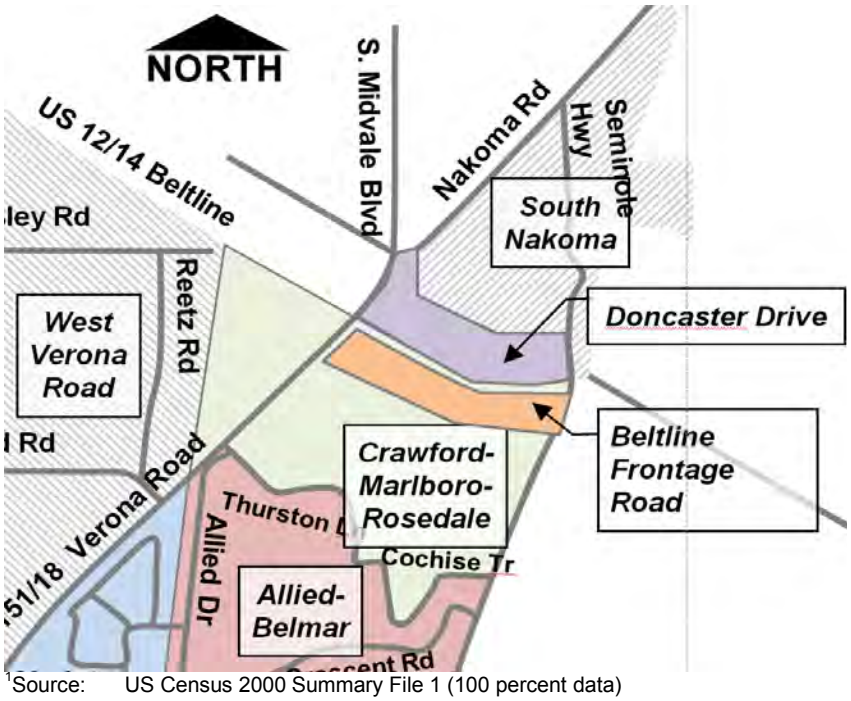
	Madison (City and Town of) and Fitchburg	Neighborhoods Surrounding Verona Road Interchange	Allied-Belmar Neighborhood
Total Population[1]	*235,560*	*12,483*	*2,412*
% Disabled[2]	13%	28%	35%
% Elderly[1]	9%	10%	2%
% Minority[1]	17%	25%	61%
% Below Poverty Level[3]	14%	10%	26%
Population Age 16 and Over in Labor Force[2]	145,027	7,103	1,166
Population Age 16 and Over Not in Labor Force[2]	52,306	2,663	465

[1]Source: US Census 2000 Summary File 1 (100 percent data)
[2]Source: US Census 2000 Summary File 3 (in-depth population and housing data collected on a sample basis from the Census 2000 long form questionnaire)
[3]Source: US Census 2000 Summary File 3
Note: See Figure E.1-1 and Table E.1-1 in Section 4.8 for more information and a delineation of the neighborhoods surrounding Verona Road

Note: Very low income is defined by the US Department of Housing and Urban Development (HUD) as 30 percent of the area's median income or below. Federal Highway Administration (FHWA) guidelines recommend using low-income statistics provided by the US Department of Health and Human Services (HHS). However, these statistics are not readily available at the US Census Bureau block group level. HUD income statistics are readily available at the block group level. Though the HUD very low-income numbers are slightly higher than HHS's low-income numbers, the HUD numbers are comparable to the HHS guidelines and would include all households covered under the HHS guidelines.

Table E.2-1 Demographic Profile of Neighborhood Areas Influenced by Verona Road Preferred Alternative

While the South Nakoma analysis area shows modest numbers of minority and low income persons, the area immediately adjacent to the Beltline does contain higher percentages of these populations. This area is impacted by the Preferred Alternative. To understand the demographics of South Nakoma near the Beltline, the study looked at Census data for an area referred to as Doncaster Drive, shown in Figure E.2-2. This area is more densely populated with multi-family housing. Full income and disability data for this area is not available, yet the demographics are and are shown in Table E.2-2. The table compares the demographic profile of Doncaster Drive versus the entire South Nakoma area and shows the area has a high minority population.



[1]Source: US Census 2000 Summary File 1 (100 percent data)

Figure E.2-2 Doncaster Drive Demographic Area

	Doncaster Drive	% of Total Doncaster Drive Population	South Nakoma (including Doncaster Drive)	% of Total South Nakoma Population
Total Population[1]	*279*	*100%*	*1,368*	*100%*
Black or African American Alone Population[1]	82	30%	123	9%
Hispanic or Latino Population[1]	4	1%	4	<1%
Asian Alone Population[1]	14	5%	26	2%
AIAN Alone Population[1]	0	0	0	0
Nonminority Population (Non-Hispanic/Latino and White Alone)[1]	167	60%	1,192	87%
Two or More Races Population[1]	12	4%	23	2%

[1]Source: US Census 2000 Summary File 1 (100 percent data)

Table E.2-2 Demographic Profile of Doncaster Drive vs. South Nakoma

E.3 MINORITY AND/OR LOW-INCOME POPULATION DESCRIPTION

Identify and give a brief description of the minority population or low-income population affected by the proposed action. Include the size of the population and their pertinent demographic characteristics. Check all that apply.

E.3.1 AFRICAN AMERICAN (having origins in any of the black racial groups of Africa)

☒ **Low-income** ☐ **Elderly** ☒ **Disabled**

Table E.3.1-1 shows there is a larger African American population (Black alone, according to Census jargon, in contrast to White, Asian, or two or more races) by percentage in the Crawford-Marlboro-Rosedale, Allied-Belmar, and Chalet Gardens areas than in the Madison-Fitchburg area as a whole. A larger portion of the African American population is in poverty in South Nakoma,

Beltline Frontage Road, Allied-Belmar, and West Verona Road than in Chalet Gardens or in the metropolitan area as a whole. According to Census Data, there is no elderly African American population in these neighborhoods. The percentage of disabled African American persons is higher in South Nakoma than in the other areas or in the metropolitan area as a whole. Also, the African American percentage of the population is higher in the Beltline Frontage Road area that will be affected by the Preferred Alternative.

Black or African American Alone Population[1]	Madison (City and Town of) and Fitchburg	South Nakoma	Crawford - Marlboro - Rosedale	Allied - Belmar	Chalet Gardens	West Verona Road	Beltline Frontage Road	Summit Woods
Total Population[4]	235,560	1,388	1,189	2,485	1,344	4,941	159	1,136
African American Population	13,292	123	126	946	300	189	33	8
% of Total Population	6%	9%	13%	38%	22%	4%	21%	1%
% African American Pop. in Poverty	28%	46%	0%	42%	14%	41%	41%	0%
% elderly African American Pop.	3%	0%	0%	0%	0%	0%	0%	0%
Total Disabled African American (by Census Tract) [2,3]	2,510	45	231			33	0	-
% Disabled African American (by Census Tract) [2,3]	21%	39%	20%			17%	0%	-

Source: US Census 2000 Summary File 3 (in-depth population and housing data collected on a sample basis from the Census 2000 long-form questionnaire)

[1] These statistics are for the non-Hispanic/Latino Black or African American Alone population, in contrast to those claiming to be of two or more races (White, American Indian, Asian, etc.).

[2] For these statistics, the most detailed breakdown is by Census Tract. Crawford-Marlboro-Rosedale, Allied-Belmar, and Chalet Gardens are Dane County Census Tract 6; West Verona Road is Census Tract 5.01; and South Nakoma is one portion of Census Tract 7.

[3] Statistic for the noninstitutionalized Black population over 5 years of age.

[4] The Demographic populations in Tables E.3.1-1 through E.3.5-1 may not add up to the total populations for each area because the total population also includes two or more races and some other race alone data.

Table E.3.1-1 Demographic Profile of Black Population Affected by Verona Road Alternatives

E.3.2 HISPANIC (of Mexican, Puerto Rican, Cuban or South American, or other Spanish culture or origin, regardless of race)

☒ **Low-income** ☒ **Elderly** ☒ **Disabled**

Table E.3.2-1 shows there is a larger Hispanic-Latino population in the Crawford-Marlboro-Rosedale, Allied-Belmar, and Chalet Gardens neighborhoods than in the South Nakoma, West Verona Road and the Beltline Frontage Road areas and the Madison-Fitchburg area as a whole. The percentage of the Hispanic-Latino population that is in poverty is higher in the Crawford-Marlboro-Rosedale area than in any of the other neighborhoods or in the metropolitan area as a whole. The percentage of elderly Hispanic-Latino residents is higher in the West Verona Road neighborhood than in the other neighborhoods or the metropolitan area as a whole. The percentage of disabled Hispanic-Latino residents in the neighborhoods is either lower than or similar to that in the metropolitan area as a whole.

Hispanic or Latino Population[1]	Madison (City and Town of) and Fitchburg	South Nakoma	Crawford - Marlboro - Rosedale	Allied - Belmar	Chalet Gardens	West Verona Road	Beltline Frontage Road	Summit Woods
Total Population[4]	235,560	1,388	1,189	2,485	1,344	4,941	159	1,136
Hispanic-Latino Population	10,957	0	120	262	152	81	7	15
% of Total Population	5%	0%	11%	11%	11%	2%	4.4%	1%
% H-L Pop. in Poverty	28%	0%	38%	21%	11%	10%	38%	0%
% elderly H-L Pop.	2%	0%	0%	0%	0%	17%	0%	0%
Total Disabled H-L Pop. (by Census Tract)[2,3]	1,885	0	98			0	0	-
% Disabled H-L (by Census Tract)[2,3]	19%	0%	19%			0%	0%	-

Source: US Census 2000 Summary File 3 (in-depth population and housing data collected on a sample basis from the Census 2000 long-form questionnaire)

[1] These statistics are for the Hispanic or Latino population claiming any race (White, African American, American Indian, etc.).

[2] For these statistics, the most detailed breakdown is by Census Tract. Crawford-Marlboro-Rosedale, Allied-Belmar, and Chalet Gardens are Dane County Census Tract 6; West Verona Road is Census Tract 5.01; and South Nakoma is one portion of Census Tract 7.

[3] Statistic for the noninstitutionalized Hispanic-Latino population over 5 years of age.

[4] The Demographic populations in Tables E.3.1-1 through E.3.5-1 may not add up to the total populations for each area because the total population also includes two or more races and some other race alone data.

Table E.3.2-1 Demographic Profile of Hispanic-Latino Population Affected by Verona Road Alternatives

E.3.3 ASIAN AMERICAN (having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands)

☒ **Low-income** ☒ **Elderly** ☒ **Disabled**

Table E.3.3-1 shows the Asian population is higher in the Allied-Belmar area than in the other areas or the metropolitan area as a whole. The percentage of Asian population in poverty is similar to that in the Madison-Fitchburg area as a whole in the West Verona Road neighborhood and lower in the Allied-Belmar area. According to the Census figures, there are no Asian residents below the poverty line in the South Nakoma, Crawford-Marlboro-Rosedale, or Chalet Gardens areas nor are there any elderly Asian residents in these areas. The percentage of elderly Asian residents in Allied-Belmar is similar to that found in the metropolitan area as a whole. The percentage of the Asian population that is disabled is three times higher than that of the metropolitan area as a whole in the Census Tract composed of the Crawford-Marlboro-Rosedale, Allied-Belmar, and Chalet Gardens areas.

Asian Alone Population[1]	Madison (City and Town of) and Fitchburg	South Nakoma	Crawford - Marlboro - Rosedale	Allied - Belmar	Chalet Gardens	West Verona Road	Beltline Frontage Road	Summit Woods
Total Population[4]	235,560	1,388	1,189	2,485	1,344	4,941	159	1,136
Asian Population	11,935	26	0	382	92	116	12	102
% of Total Population	5%	2%	0%	15%	7%	2%	7.5%	9%
% Asian Pop. in Poverty	29%	0%	0%	19%	0%	28%	19%	1%
% Elderly Asian Pop.	3%	0%	0%	4%	0%	0%	1.3%	6%
Total Disabled Asian Pop. (by Census Tract)[2,3]	1,415	7	150			20	4	-
% Disabled Asian (by Census Tract)[2,3]	12%	6%	36%			17%	2.5%	-

Source: US Census 2000 Summary File 3 (in-depth population and housing data collected on a sample basis from the Census 2000 long-form questionnaire)

[1] These statistics are for the non-Hispanic/Latino Asian Alone population, in contrast to those claiming to be of two or more races (White, African American, American Indian, etc.).

[2] For these statistics, the most detailed breakdown is by Census Tract. Crawford-Marlboro-Rosedale, Allied-Belmar, and Chalet Gardens are Dane County Census Tract 6, West Verona Road is Census Tract 5.01, and South Nakoma is one portion of Census Tract 7.

[3] Statistic for the noninstitutionalized Asian population over 5 years of age.

[4] The Demographic populations in Tables E.3.1-1 through E.3.5-1 may not add up to the total populations for each area because the total population also includes two or more races and some other race alone data.

Table E.3.3-1 Demographic Profile of Asian Population Affected by Verona Road Improvement Alternatives

E.3.4 AMERICAN INDIAN AND ALASKA NATIVE (having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition)

☒ **Low-income** ☐ **Elderly** ☒ **Disabled**

Table E.3.4-1 shows there are few American Indian and Alaska Native (AIAN) residents in the neighborhoods. The percentage of AIAN population in the Crawford-Marlboro-Rosedale and Allied-Belmar neighborhoods is slightly higher than in the Madison-Fitchburg area as a whole. The percentage of the AIAN population that lives in poverty is more than three times higher in the Allied-Belmar neighborhood than in the metro area as a whole. The same is true for the number of disabled AIAN residents. According to the Census, there are no elderly AIAN residents in the entire metropolitan area.

AIAN Alone Population[1]	Madison (City and Town of) and Fitchburg	South Nakoma	Crawford - Marlboro - Rosedale	Allied - Belmar	Chalet Gardens	West Verona Road	Beltline Frontage Road	Summit Woods
Total Population[4]	235,560	1,388	1,189	2,485	1,344	4,941	159	1,136
AIAN Population	877	0	31	59	0	0	1	0
% of Total Population	<1%	0%	3%	2%	0%	0%	0.63%	0%
% AIAN Pop. in Poverty	11%	0%	0%	37%	0%	0%	0%	0%
% elderly AIAN Pop.	0%	0%	0%	0%	0%	0%	0%	0%
Total Disabled AIAN Population (by Census Tract)[2,3]	59	0	17			0	0	-
% Disabled AIAN (by Census Tract)[2,3]	7%	0%	21%			0%	0%	-

Source: US Census 2000 Summary File 3 (in-depth population and housing data collected on a sample basis from the Census 2000 long form questionnaire)

[1] These statistics are for the non-Hispanic/Latino AIAN Alone population, in contrast to those claiming to be of two or more races (White, African American, Asian, etc.).

[2] For these statistics, the most detailed breakdown is by Census Tract. Crawford-Marlboro-Rosedale, Allied-Belmar, and Chalet Gardens are Dane County Census Tract 6, West Verona Road is Census Tract 5.01, and South Nakoma is one portion of Census Tract 7.

[3] Statistic for the noninstitutionalized AIAN population over 5 years of age.

[4] The Demographic populations in Tables E.3.1-1 through E.3.5-1 may not add up to the total populations for each area because the total population also includes two or more races and some other race alone data.

Table E.3.4-1 Demographic Profile of American Indian and Alaska Native Population Affected by Verona Road Improvement Alternatives

E.3.5 NONMINORITY POPULATION

☒ **Low-income** ☒ **Elderly** ☒ **Disabled**

Table E.3.5-1 shows nonminority residents (non-Hispanic/Latino and White alone) comprise a smaller percentage of the population in the Allied-Belmar and Chalet Gardens neighborhoods than in the Madison-Fitchburg area as a whole, a larger percentage in the West Verona Road neighborhood, and about the same percentage in the Crawford-Marlboro-Rosedale area. The percentage of the nonminority population in poverty is lower in all the neighborhoods than the metropolitan area as a whole, except in the Allied-Belmar and Beltline Frontage Road areas, where it is the same as in the metropolitan area. The percentage of elderly residents in the Crawford-Marlboro-Rosedale, Allied-Belmar, and Chalet Gardens area is lower than in the metropolitan area as a whole, and the percentage in South Nakoma is the same as in the metropolitan area. The total of nonminority in the Beltline Frontage Road area is lower than in the metropolitan area. The percentage in the West Verona Road area is almost twice as high as in the metropolitan area. The percentage of the nonminority population that is disabled is similar in all neighborhoods to that in the metropolitan area.

Nonminority Population (Non-Hispanic/ Latino and White Alone)[1]	Madison (City and Town of) and Fitchburg	South Nakoma	Crawford - Marlboro - Rosedale	Allied - Belmar	Chalet Gardens	West Verona Road	Beltline Frontage Road	Summit Woods
Total Population[4]	235,560	1,388	1,189	2,485	1,344	4,941	159	1,136
Nonminority Population	185,530	1,192	784	889	916	4,424	99	983
% of Total Population	79%	86%	74%	36%	68%	90%	62%	87%
% Non-Min. Pop. in Poverty	12%	2%	3%	12%	9%	3%	12%	2%
% Non-Min. Pop. Elderly	10%	10%	7%	5%	3%	18%	5%	17%
Total Disabled Non-Min. Population (by Census Tract)[2,3]	23,793	363	368			644	14	-
% Disabled (by Census Tract)[2,3]	13%	13%	14%			15%	9%	-

Source: US Census 2000 Summary File 3 (in-depth population and housing data collected on a sample basis from the Census 2000 long-form questionnaire)

[1] These statistics are for the non-Hispanic/Latino White Alone population, in contrast to those claiming to be of two or more races (White, African American, American Indian, etc.).

[2] For these statistics, the most detailed breakdown is by Census Tract. Crawford-Marlboro-Rosedale, Allied-Belmar, and Chalet Gardens are Dane County Census Tract 6, West Verona Road is Census Tract 5.01, and South Nakoma is one portion of Census Tract 7.

[3] Statistic for the noninstitutionalized nonminority population over 5 years of age.

[4] The Demographic populations in Tables E.3.1-1 through E.3.5-1 may not add up to the total populations for each area because the total population also includes two or more races and some other race alone data.

Table E.3.5-1 Demographic Profile of Nonminority Population Affected by Verona Road Improvement Alternatives

E.4 MINORITY AND/OR LOW-INCOME IDENTIFIED ISSUES

☐ No issues of concern or controversy identified.

☒ Issues of concern or controversy are identified in the following section as well as how they were resolved.

E.4.1 AFFORDABLE HOUSING

The most frequently expressed concern identified by both the minority and nonminority populations in these areas is the potential loss of affordable housing because of an expanded roadway. Both Stage 1 and Stage 3 of the Preferred Alternative involve the displacement of affordable housing. For relocation information, see Section B, the Community or Residential detailed evaluation sheet. Neither the No Build Alternative nor Stage 2 of the Preferred Alternative require relocation of residents. WisDOT will provide relocation assistance for all displaced residents. This includes helping residents find comparable housing in the area and making up any rent difference between the current housing and replacement housing for up to four years.

The cities of Madison and Fitchburg also expressed concern with not only the housing that may be lost because of this proposed action but also the existing state and number of affordable housing options in the metropolitan area as a whole. WisDOT helped to fund a Physical Improvement Plan undertaken by the cities for the Allied and Dunn's Marsh Neighborhoods. The study is summarized in Section 3.4.2, Affected Environment, and is located in Appendix B. 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 the Verona Road Preferred Alternative stages was taken into account. This Plan will provide a framework for future affordable housing in this neighborhood regardless of whether the highway improvement occurs.

Associated with this concern was the potential cumulative loss of affordable housing when combined with other improvement plans undertaken by the City of Madison in the recent past. This included plans for the Simpson Street area, the Broadway area, and South Park Street area. In addition, the possible gentrification[1] of the Allied and Dunn's Marsh neighborhoods could cause difficulties for low-income residents. If physical improvements occur in these neighborhoods, low-income residents could have difficulty remaining in the area because of rising rents or changing resident screening criteria, such as credit rating or rental history. Some of these physical improvements may result from this Verona Road project, yet other improvements may result from the Allied-Dunn's Marsh Physical Improvement Plan cofunded by WisDOT, City of Madison tax incremental district, and City of Fitchburg.

E.4.2 OTHER ISSUES

Other issues were identified and discussed while working with the potentially affected areas. The following list summarizes the issues identified by minority and/or low-income populations. These factors are also identified and the ways to mitigate them are discussed in Coordination, Sections 5.3.3 and 5.3.4. Important or controversial factors are also listed in the Verona Road Community and Residential Detailed Evaluation Sheet, Section B.3.

A. Traffic

1. Balance between neighborhood needs and regional transportation needs.
2. Excessive traffic speed on local streets, collectors, and arterials.
3. Rising traffic volumes on local streets.
4. Congestion at intersections making it difficult to access property and neighborhoods.

B. Transit and Multimodal Transportation

1. Desire to see multimodal improvements rather than just bigger highways.
2. Poor public transportation service in the Allied-Dunn's Marsh area.
3. Limited amount of weekend bus service.
4. Insufficient frequency of bus service.

C. Bicycle and Pedestrian Facilities

1. Bicycle and pedestrian safety on and/or crossing collector and arterial streets, including Verona Road.
2. Bicycle and pedestrian safety in bicycle/pedestrian tunnels.

[1] Gentrification refers to the process of redevelopment accompanied by an influx of people with higher incomes into areas that often displaces earlier residents, usually having lower incomes than the new residents.

3. Limited number of very accessible pedestrian facilities (e.g., sidewalks, bridges) crossing Verona Road.
4. Limited amount of sidewalks in the general area.

D. Service and Economic Climate

1. Repeated business failures in the Madison Shopping Center area.
2. Lack of neighborhood-oriented shopping located on the east side of Verona Road.

E. Community Climate

1. Lack of a neighborhood school (children are bused to 14 schools in two school districts).
2. Physical isolation of the Allied-Dunn's Marsh area from the rest of the city.
3. Poor public perception of the Allied-Dunn's Marsh area.
4. Crime rates.

F. Physical Environment

1. Air quality in the corridor.
2. Increased traffic noise.

G. Trust of Government

1. Perception that those who make decisions about these projects have no real interest in the needs and ideas of the residents.
2. Opportunity to provide public input in the development and evaluation of alternatives and measures to avoid, minimize and/or mitigate the adverse impacts.

E.5 EFFECTS TO MINORITY OR LOW-INCOME POPULATIONS

E.5.1 EFFECTS TO MINORITY OR LOW-INCOME POPULATION

Identify and describe effect(s) to the minority population or low-income population.

Several neighborhoods would be affected by the three stages of the Preferred Alternative. The neighborhoods include Orchard Ridge and Meadowood in the southwest quadrant of the Verona Road/Beltline interchange; Allied and Dunn's Marsh in the southeast quadrant of the interchange; the Nakoma League in the northeast quadrant of the interchange; and Summit Woods in the northwest quadrant. Figure E.5.1-1 shows these neighborhoods.

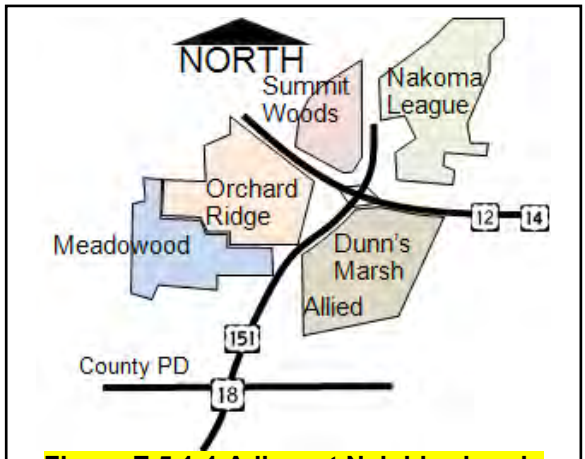


Figure E.5.1-1 Adjacent Neighborhoods

The Allied and Dunn's Marsh neighborhoods are located in the southeast quadrant of the Verona Road/Beltline interchange. This neighborhood has a higher percentage of minority and low-income residents compared areawide to Madison and Fitchburg populations. Through public forums, specific design features were incorporated in the alternatives to increase neighborhood connectivity, decrease neighborhood traffic problems, and minimize adverse effects of the improvements. These design features led to the development of the Preferred Alternative.

Stages 1 and 3 have effects to neighborhoods. Stage 1 will result in the acquisition of 10 commercial buildings and 10 residential buildings, with 31 residential household relocations occurring adjacent to the Beltline in the Dunn's Marsh, Summit Woods, and just south of the Nakoma League neighborhoods. Stage 3 of the Preferred Alternative has the greatest amount of direct impacts to the Dunn's Marsh neighborhood because the free-flow ramps travel across the north portion of the neighborhood, resulting in the acquisition of 18 commercial buildings and 6 residential buildings with 33 residential households being relocated. Stage 2 will have the least amount of impacts to any of the neighborhoods because improvements are located primarily in a commercial/industrial area.

In terms of economic impacts, Stages 1 and 3 of the Preferred Alternative will relocate businesses. Stage 1 will relocate about 15 businesses, with 10 in the Dunn's Marsh neighborhood. Stage 2 does not relocate neighborhood businesses. Stage 3 relocates an additional 21 businesses, again primarily in the

Dunn's Marsh neighborhood. The staged implementation of the Preferred Alternative helps the community proactively plan for these business relocations in its planning and development efforts.

Additional information is presented in Section E.6.

E.5.2 OTHER INVOLVED ENVIRONMENTAL FACTORS

Indicate the other involved or inter-related environmental factors.

- ☒ General Economics
- ☒ Community & Residential
- ☒ Economic Development & Business
- ☐ Agriculture
- ☐ Wetlands
- ☐ Streams & Floodplains
- ☐ Lakes & Other Open Water
- ☐ Upland
- ☒ Erosion Control
- ☒ Storm Water Management
- ☒ Air Quality
- ☒ Construction Stage Sound Quality
- ☒ Traffic Noise
- ☒ Section 4(f) & 6 (f)
- ☐ Historic Resources
- ☐ Archeological Resources
- ☒ Hazardous Substances and USTs
- ☒ Aesthetics
- ☐ Coastal Zone

E.6 BENEFICIAL OR ADVERSE EFFECTS TO MINORITY OR LOW-INCOME POPULATIONS

☐ Only beneficial effects will occur. Describe effects on affected population and discuss whether they are direct, indirect or cumulative, include a discussion of any measures to enhance beneficial effects.

☐ Identified adverse effects are proportionate to those experienced by the general population. Describe effects on affected population and discuss whether they are direct, indirect or cumulative, include a discussion of any measures to avoid, minimize, or mitigate adverse effects.

☒ Identified effects are disproportionately high and adverse.

A disproportionately high and adverse effect means:

1) *An adverse effect that is predominately borne by a minority population and/or a low-income population.*
2) *An adverse effect that will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the nonminority population and/or non-low-income population.*

Describe disproportionately high and adverse effects on affected population and discuss whether they are direct, indirect or cumulative, include a discussion of any measures to avoid, minimize, or mitigate disproportionately high and adverse effects or enhance beneficial effects (combined with E.6.1 that reads: "Identify and describe effect(s) to the minority population or low-income population").

A. General

The transportation improvements proposed in the US 18/151 (Verona Road) Final Environmental Impact Statement will impose adversely high and disproportionate impacts on minority populations of low-income populations residing in the study area.

There will be effects to the neighborhood areas surrounding the interchange. These changes will affect minority and low-income populations more than the nonminority and non-low-income population because a large minority and low-income population resides in the neighborhood areas surrounding the corridor. Section E.2 describes the populations and their presence. Effects would include changes brought on by the implementation of the Allied-Dunn's Marsh Physical Improvement Plan, residential relocation, business and service relocation, neighborhood access changes, bicycle and pedestrian facility changes, and parkland effects brought on by the implementation of the stages of the Preferred Alternative.

Specific project impacts that are disproportionately high and adverse to minority and low-income populations include the following:

1. The majority of household relocations for Stages 1 and 3 occur in the northeast and southeast quadrants of the Verona Road interchange. These relocations house a greater number of minority and low-income persons than the Madison area at-large.
2. The majority of business relocations for Stages 1 and 3 occur in the southeast quadrant of the interchange. While many of the businesses do not specifically service the adjacent community, they do provide job opportunities and contribute to the economic health of the neighborhood.
3. Much of the air and noise impacts will occur in the southeast quadrant of the Verona Road interchange.

Efforts have been made to offset the disproportionate impacts to these neighborhoods. The Preferred Alternative was staged so that direct impacts to the neighborhood resulting from Stage 3 construction would only occur if and when warranted by post-Stage 1 and Stage 2 safety and congestion issues and other transportation needs. Also, when possible, the Preferred Alternative sought to address other neighborhood deficiencies and needs. These measures are described in Section E.8. The following paragraphs provide a more detailed review of the impacts associated with this project; many of them are borne by minority and low-income residents.

B. Residential Relocation

The Preferred Alternative will have a negative effect on residences and households. As noted, both Stage 1 and Stage 3 would require residential relocations. Neither the No Build Alternative nor Stage 2 would require residential relocations. Table E.6-1 shows the number of relocations in the Allied and Dunn's Marsh Neighborhoods and relates the relocations to the number of households in the neighborhood. For each tenant and property owner, the residential relocation would be mitigated by WisDOT's relocation program, which provides relocation assistance helping residents (owners and renters) find a new dwelling and making up cost increases between the new residence (house or apartment) and the previous residence for the first four years. See the Community or Residential detailed evaluation sheet (Section 4.8-B) and the Conceptual Stage Relocation Plan (Appendix D) for additional information on residential relocations.

	Stage 1	Stage 2	Stage 3
Total Residential Relocations	10 Buildings 31 Households	0	6 Buildings 33 Households
Total Households in the Area	1122		
Relocation % of Total Neighborhood Households	2.67%	0	2.94%

Table E.6-1 US 151 Stages' Residential Relocations

While the Verona Road stages would affect only a small percentage of neighborhood households, the portion that is affected is likely to consist of higher percentages of people of minority or having low incomes. Table E.6-2 summarizes likely characteristics of the relocated households. Statistical information for the Madison-Fitchburg Area (includes both the Town and City of Madison) is included to provide an understanding of the overall community composition.

	Stage 1	Stage 2	Stage 3	Madison-Fitchburg
Residential Relocations[1]	10 Buildings 31 Households	0	6 Buildings 33 Households	Not Applicable
% of persons affected with a disability[1]	27%	0	33%	13% of the population has a disability
% of elderly persons affected[1]	10%	0	7%	9% of the population is elderly
% of minority persons affected[1]	16%	0	28%	17% of the population is racially or ethnically a minority
% of persons below poverty level affected[1]	6%	0	8%	14% of the population has very low income
% of Relocations that Include a Household with a Large Family[1]	0%	0	0%	10% of the population is in a large family

[1]Based on US Census 2000 data at the block group level applied to the location of the displaced household.

Table E.6-2 Characteristics of US 151 Alternatives' Residential Relocations

Because much of the housing required for the stages of the Preferred Alternative needs to be affordable to households with low incomes, difficulties may arise when trying to relocate tenants to affordable, suitable housing elsewhere in the area. Normally, replacement housing payments (cost increases between the new residence (house or apartment and the previous residence) 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.

In addition to the people who would be relocated, the residential relocations would directly affect the number of affordable housing units in the Madison metropolitan area. One building that would be acquired with Stage 3 of the Preferred Alternative is a 12-unit public housing building. There is currently a waiting list for public housing in Madison indicating that it may be difficult to relocate the tenants of this building into other public housing. The City of Madison has expressed a desire to replace all units of the 12-unit Community Development Authority (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.

In the general housing market, the loss of affordable housing could, in the long run, become a cumulative effect, as discussed in Section E.4. This is an expressed concern for neighborhood leaders, residents, and the cities of Madison and Fitchburg. The Physical Improvement Plan prepared for the Allied-Dunn's Marsh area is the latest manifestation of Madison and Fitchburg's planning in the neighborhood, with the Madison Plaza redevelopment aspect investigating methods of increasing the number and quality of low-income housing in the area.

C. Business Relocation and Economic Development

The Preferred Alternative creates both adverse and beneficial effects to the adjacent neighborhoods. Stage 1 and Stage 3 would result in business relocations. The No Build Alternative and Stage 2 of the Preferred Alternative do not require business relocations. To the businesses, this effect could be mitigated by WisDOT's relocation program. However, some of these businesses provide job opportunities and services within the Allied and Dunn's Marsh neighborhoods that are more accessible to people without a personal vehicle (e.g., car). Table E.6-3 summarizes potential business relocations and the types of jobs associated with the businesses.

	Stage 1	Stage 3
Total Businesses Displaced [1]	15	21
Total Jobs Displaced	95	126
Types of Displaced Jobs		
Retail	28	22
Service	67	76
Retail/Service	0	28
Manufacturing	0	0

Table E.6-3 US 151 Alternatives' Business Relocations

The highway improvements may benefit the economic viability of the area. A market analysis was included as part of the Allied-Dunn's Marsh Neighborhood Physical Improvement Plan. The market analysis generally predicted the amount and type of commercial development that would be sustainable in the area. Additionally, Stages 1 and may also improve the economic viability of the area by reducing traffic congestion. Stage 3 will provide lasting relief from traffic congestion.

The highway improvements associated with the Preferred Alternative will create short-term construction jobs. Stage 1 is projected to create 87 full-time equivalent jobs associated with construction over a six-year period. Stage 2 is projected to create 32 full-time equivalent jobs associated with construction over a six-year period. Stage 3 is projected to create 289 full-time equivalent jobs associated with construction over a six-year period. Most of these jobs may not be held by area residents, but WisDOT's apprenticeship program provides opportunities for area residents. The program trains eligible participants in the construction field and provides incentives for contractors to hire those who have completed the program.

D. Allied-Dunn's Marsh Physical Improvement Plan

The cities of Madison and Fitchburg completed an infrastructure plan for the Allied and Dunn's Marsh neighborhoods cosponsored by WisDOT. The plan coordinates the physical improvement plan and EIS process so that neighborhood improvements and potential Verona Road corridor and Verona Road/Beltline interchange improvements complement each other. The plan seeks to maximize the potential beneficial effects that could be enabled by the Preferred Alternative. The Allied-Dunn's Marsh Infrastructure Plan was completed in the fall of 2003. The Physical Improvement Plan proposed the following four measures in the Allied and Dunn's Marsh neighborhoods to acknowledge and prepare for improvements associated with Stages 1 and 3:

1. Britta Park: The plan provides two alternatives for the alignment of the Britta Parkway roadway. These alternatives explore the relationship between existing residences, the Britta Parkway greenspace, the Britta Parkway roadway, and the Verona Road/Beltline interchange. Figure E.6-1 illustrates the recommended cross section for the park at two locations. Since the adoption of the physical improvement plan, Stage 3 design changes have altered the configuration of the cross section near the park. See Section 4.8 Detailed Evaluation Sheet O– Unique Area Impact Evaluation for more details.

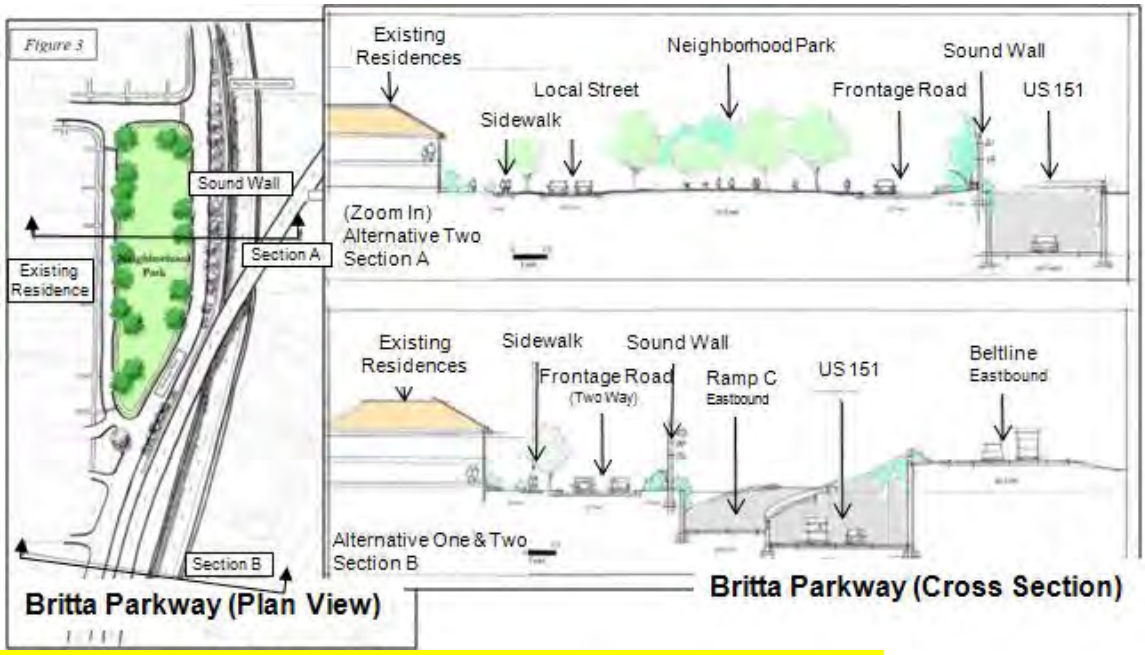


Figure E.6-1 Possible Cross Section at Britta Parkway (Looking West)

2. Raymond Road Extension: The Physical Improvement Plan advocates the Raymond Road extension that is incorporated in Stage 3. These alternatives explore where the road would best be integrated into the neighborhood fabric. Figure E.6-2 illustrates a Raymond Road extension coupled with area redevelopment that was recommended in the Physical Improvement Plan. The current Stage 3 preliminary design has a slightly different alignment for Raymond Road so it connects to Allied Drive instead of Thurston Road.

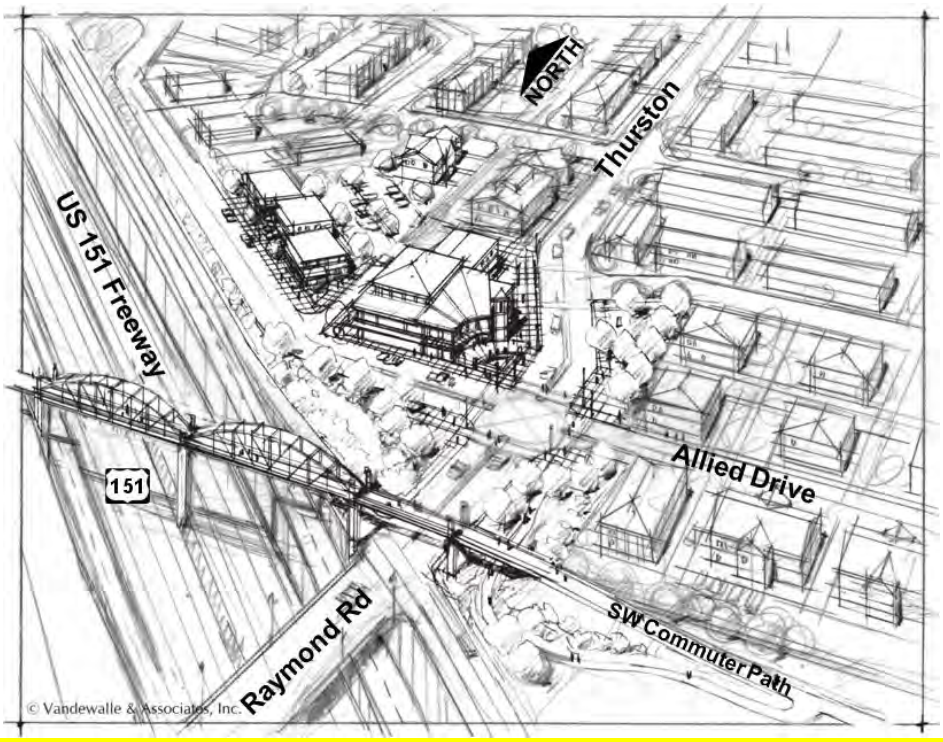


Figure E.6-2 Raymond Road Extension Coupled with Area Redevelopment

3. Madison Plaza Area: The Physical Improvement Plan explores "neighborhood center" alternatives for the currently vacant retail area. The plan recommended reducing the retail area, including the vacant grocery store, into usable spaces for the neighborhood residents. A portion of this plan was implemented with the building of Avalon Village in 2006. The alternatives show a mix of uses with the majority being residential. Figure E.6-3 shows some Madison Plaza redevelopment concepts. Both Stage 1 and Stage 3 are consistent with this portion of the Physical Improvement Plan.



Figure E.6-3 Preliminary Madison Plaza Redevelopment Concepts (9/03)

3. Neighborhood Infrastructure: The plan includes a physical improvements aspect that identifies infrastructure needs including sidewalk improvements, traffic calming locations, and areas in need of additional lighting.

Several of these measures discussed in the Physical Improvement Plan could help minimize or mitigate disproportionately high and adverse effects caused by Stages 1 and 3 of the Preferred Alternative. Because of this, the Preferred Alternative has sought to accommodate or enable these measures to the extent practical.

E. Neighborhood Access

The Preferred Alternative generally creates beneficial effects on neighborhood access for areas with minority and low-income populations.

1. Stage 1

In Stage 1, the reconstructed Verona Road/Beltline interchange will construct a new pedestrian underpass just south of the Beltline under Verona Road. This provides a grade-separated crossing of Verona Road for bicycles and pedestrians that replaces an at-grade crossing of a hazardous high traffic signalized intersection.

As discussed in the Community and Residential Factor sheet, the Allied and the Nakoma Heights areas have few connections to adjacent arterials and adjacent residential areas. The access to these neighborhoods would deteriorate during Stage 1 construction on Verona Road as the Summit Road intersection is reconstructed and the Nakoma Heights intersection is relocated and modified. To help mitigate the possibly reduced access during construction, Carling Drive will be extended to the north and connected with Allied Drive. This will add one additional connection into the Nakoma Heights area. Additionally, a connection will be provided underneath Verona Road to Freeport Road. This connection will use the Verona Road's existing railroad bridges to travel underneath Verona Road. After construction, the City of Madison will evaluate how the Freeport Connection affects neighborhood traffic patterns and will determine if the connection should remain after construction of Stage 1. The Southwest Commuter Path, which also travels under Verona Road at this bridge, will be shifted about 20 feet to the west to accommodate this connection.

The Carling Drive-Freeport Road connection allows residents of Allied and Nakoma Heights areas to travel across Verona Road and access other neighborhoods without going through the Summit Road and Verona Road roadway construction. Figure E.6-4 illustrates the Carling Drive extension and Freeport Road connection.

The Summit Road Jug-handle also provides one additional grade-separated crossing of Verona Road where vehicles and pedestrians are removed from Verona Road traffic. For pedestrians, this also helps to shorten walking distances. Currently, the walking distance between the corner of Red Arrow Trail/Allied Drive and the front of the vacant supermarket is about 1,950 feet. With the Summit Road Jug-Handle, this distance will be about 1,050 feet, a 44 percent reduction in distance. The jug-handle also directly connects Allied Drive with the west side of Verona Road, including the West Frontage Road, without having to cross or interact with Verona Road traffic. This strengthens the connection between neighborhoods on the west and east sides of Verona Road.

The Nakoma Heights area has a full access driveway intersection just south of Raymond Road called Chalet Gardens Road. The intersection will 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. In Stage 2 this intersection may be relocated to the south to ease traffic flow for transit buses. The intersection may continue with the access arrangement until safety, operation, or mobility concerns require additional modification. Access to Verona Road would also still be provided through the Williamsburg Way intersection and frontage road. Figure E.6-5 shows the access change.

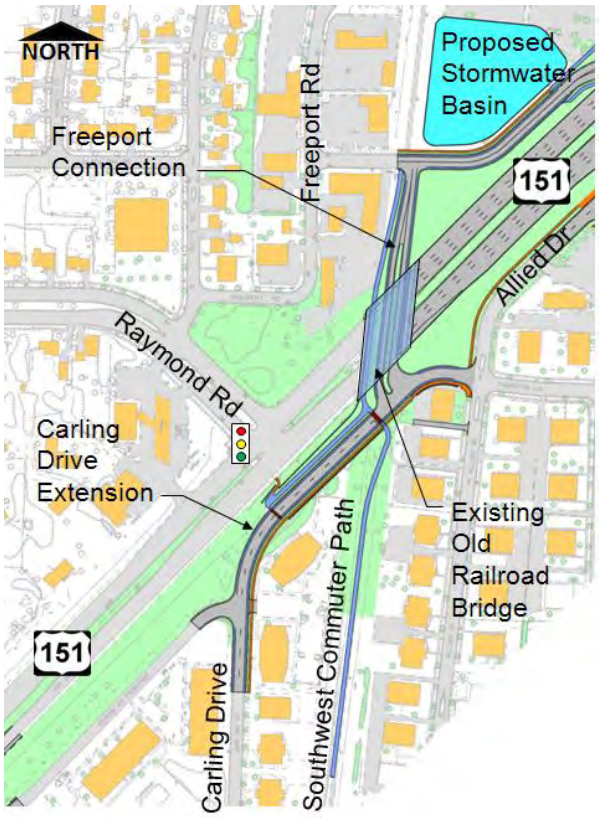


Figure E.6-4 Stage 1 Carling Drive Extension and Freeport Road Connection

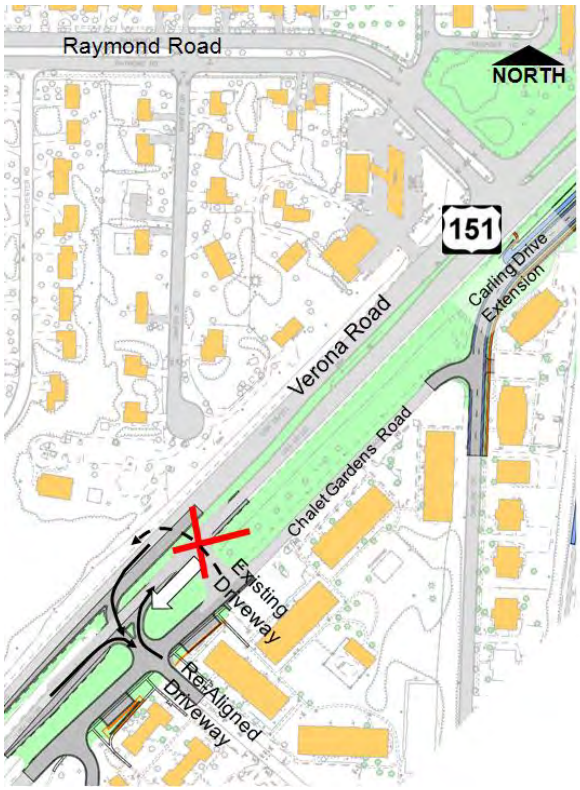


Figure E.6-5 Stage 2 Relocation of Chalet Gardens Road

2. Stage 2

No access changes for the Allied and Dunn's Marsh neighborhoods will be implemented except for the previously described relocation of Chalet Gardens Road.

3. Stage 3

With Stage 3, Raymond Road would be extended into the Allied neighborhood just south of Thurston Lane, as shown in Figure E.6-6. Although the Raymond Road connection would result in up to 4 residential relocations (1 to 2 building acquisitions) it will also provide an access into the neighborhood. This new access could also serve as an attractive neighborhood entrance in place of the commercially oriented Summit Road that currently is the neighborhood's entrance. The extension provides access for City of Madison emergency services and Madison Metro (transit), compensating for the access change in the Chalet Gardens area.

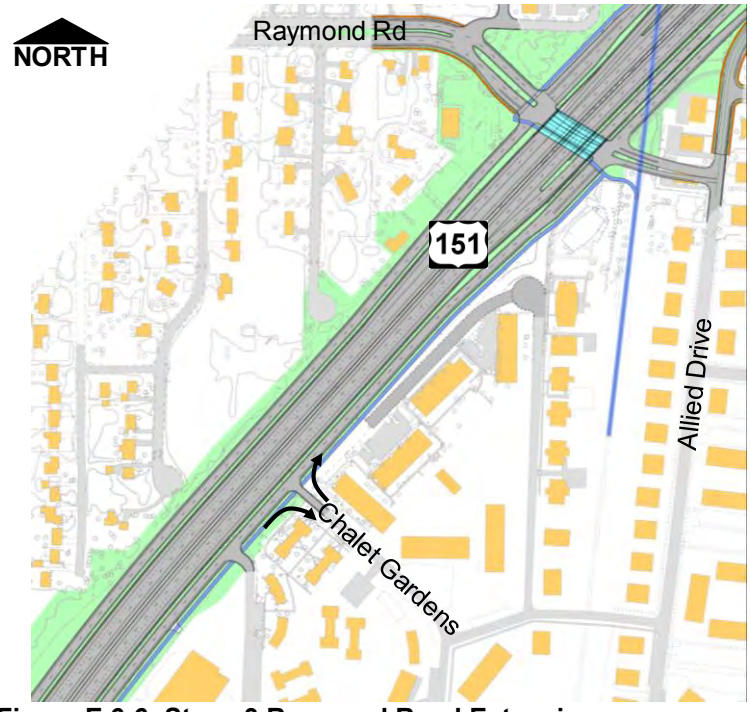


Figure E.6-6 Stage 3 Raymond Road Extension

Access to the Southwest Commuter Path would also be added. Detailed explanations of these effects are in the Community and Residential detailed evaluation sheet Sections B.5 (Changes to Transportation Modes or Traffic) and B.7 (Emergency or Other Public Service Changes).

Stage 3 also affects neighborhood access at the Seminole Highway interchange area. In Stage 3, the Beltline interchange ramps at Seminole Highway would be closed and removed to improve operations by decreasing the 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 would 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.

The Seminole Highway ramp closures would have beneficial and adverse effects on the Allied-Dunn's Marsh neighborhood and South Nakoma area. The elimination of the Seminole Highway interchange ramps would result in decreased access to the Beltline. Transit, emergency response, and residents would no longer have the option of using the Seminole Highway interchange to access the area. Detailed explanations of these effects are located in the Community and Residential detailed evaluation sheet Sections B.5 (Changes to Transportation Modes or Traffic) and B.7 (Emergency or Other Public Service Changes). The ramp closure coupled with Verona Road interchange improvements would reduce traffic volumes on Seminole Highway. High traffic volumes on Seminole Highway have been a concern expressed by residents living in the eastern parts of the Allied and Dunn's Marsh neighborhoods.

F. Pedestrian and Bicycle Access

Pedestrian and bicycle access would improve in Stages 1, 2, and 3. In Stage 2, the County PD interchange will provide crosswalks. Pedestrian and bicycle accommodations are discussed in more detail in the Community and Residential factor sheet.

Stage 1 would provide:

1. Bicycle lanes on all reconstructed frontage roads.
2. Sidewalks on reconstructed frontage roads.
3. Bicycle lanes and cross walks through the Verona Road/Beltline interchange.
4. Two additional grade-separated crossings of Verona Road, one just south of the Beltline interchange and one at the Summit Road Jug-Handle.
5. Additional bicycle and pedestrian accommodations with the Carling Drive connection.

Stage 2 would provide:

1. The maintenance of the Military Ridge Trail within the existing US 151 R/W. It also provides the opportunity to align the Military Ridge Trail and Cannonball Trail County PD crossing. This may initially be an at-grade midblock crossing with pedestrian and bicycle refuge in the median. (Grade-separated crossing will be evaluated once the Cannonball Trail is open.)
2. Access to Military Ridge Trail between an adjacent grocery distributor and Verona Road.

Stage 3 would provide:

1. Bicycle lanes on the one-way pair Verona Road system.
2. Bicycle lanes and sidewalks on reconstructed frontage roads
3. The bicycle/pedestrian connector route along the east side of Verona Road between the Southwest Commuter Path and the Military Ridge Trail. The connector route would also intersect the Capital City Trail and link the retail centers adjacent to the Verona Road corridor. This connection would provide a transportation network within the neighborhood exclusively dedicated to people using modes other than motor vehicles.

G. Effects on Parkland

As discussed in the Community and Residential factor sheet, Stage 3 would require a substantial amount of land from Britta Park. Britta Park is a large, green space located north of Britta Parkway in the southeast quadrant of the Verona Road/Beltline interchange. The Britta Park green space is a designated

City of Madison park. Stage 3 will require the acquisition of 0.47 to 0.59 acres of land from the park boundary. The size of Britta Park would decrease by 60 to 75 percent. Additionally, whereas Britta Park currently is in the center of two local streets, with Stage 3 it will be south of a rerouted frontage road. A large wall will separate the park visually from the US 151 freeflow ramps associated with Stage 3. In addition to the wall, supplementary screening features will be added, such as earth berms, trees, and landscaping.

The impact to Britta Park constitutes a loss to area residents who use the park for passive and active recreation. Because of the relocations associated with Stage 3, many of the existing users, residences fronting Britta Park, will be relocated. The remaining users are south of the park, where the land still will have value as a screening element. DeVolis Park will be available for residents to use as it is located about 400 to 500 feet south.

Figure E.6-7 shows the plan view of the Stage 3 changes to the park and Figure E.6-8 shows a schematic cross section of the area. WisDOT is currently interacting with City of Madison staff and the Madison Parks Commission. Current options being proposed include maintaining the Britta Park greenspace and landscaping it to provide a screening element for adjacent homes. By acquiring this portion of the park, its use as a Beltline buffer decreases. These houses are also currently separated from the Beltline to the north by a number of privately owned commercial and residential buildings on Britta Parkway and on the Beltline Frontage Road. In Stage 3, the frontage road, which will carry up to 5,000 vehicles per day (vpd), will be relocated across the north half of Britta Park. The US 151 freeway ramps will be located just beyond, requiring the removal of all the existing buildings north of the park. The Beltline will then be in direct view of these houses. The remaining portion of Britta Park will still have substantial value as a screening element to shield the interior neighborhood from highway facilities with mounding and landscaping. Additionally, a screening wall is being proposed that separates the relocated frontage road from the US 151 freeflow ramps as well as the Beltline.

Options being proposed for Britta Park include paying the fair market value for the land as well as enhancing recreational equipment in nearby DeVolis Park. Figure E.6-9 illustrates measures being discussed with Madison City Park division to offset some of the effects to Britta Park. Figure E.6-10 shows DeVolis Park.

Detailed explanations of the parkland effects are located in Section 4.8-O, the Final Section 4(f) Evaluation and Unique Area Impact Evaluation.

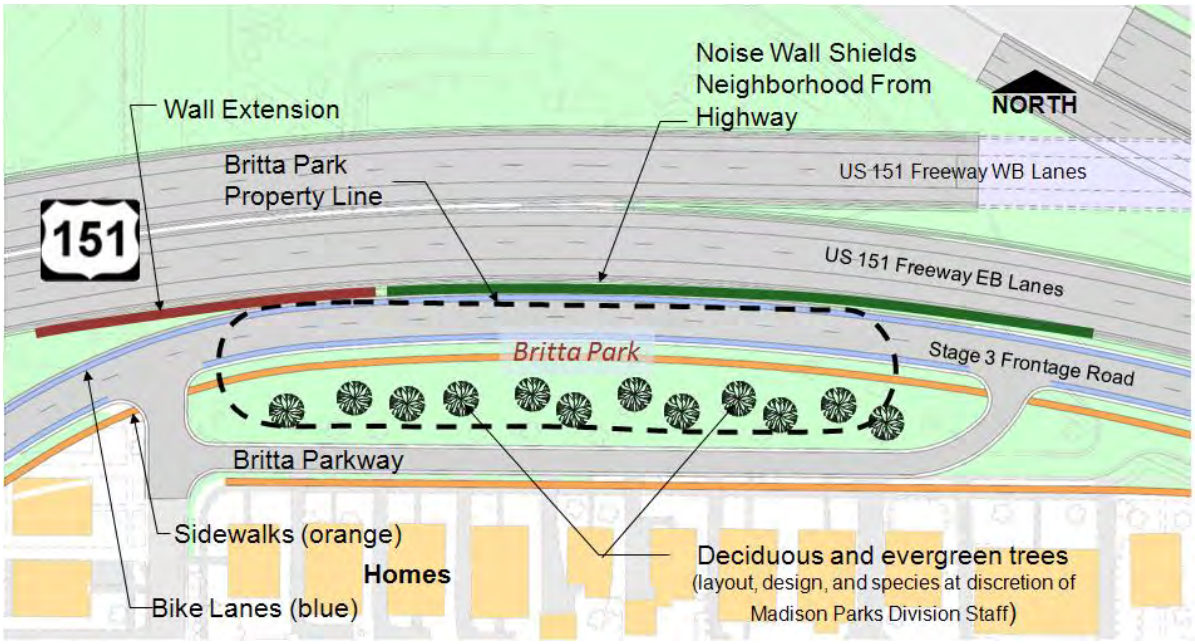


Figure E.6-7 Stage 3 Britta Park Impacts

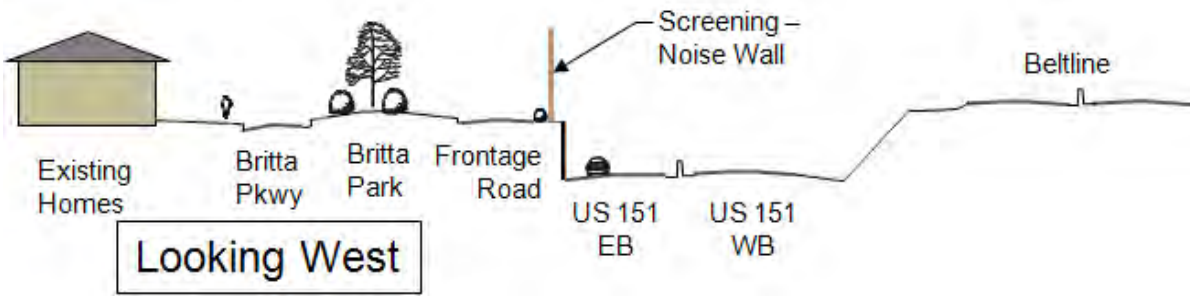


Figure E.6-8 Britta Park Cross Section

1. Approval of mitigation contingent upon approval by Parks Commission and City Council

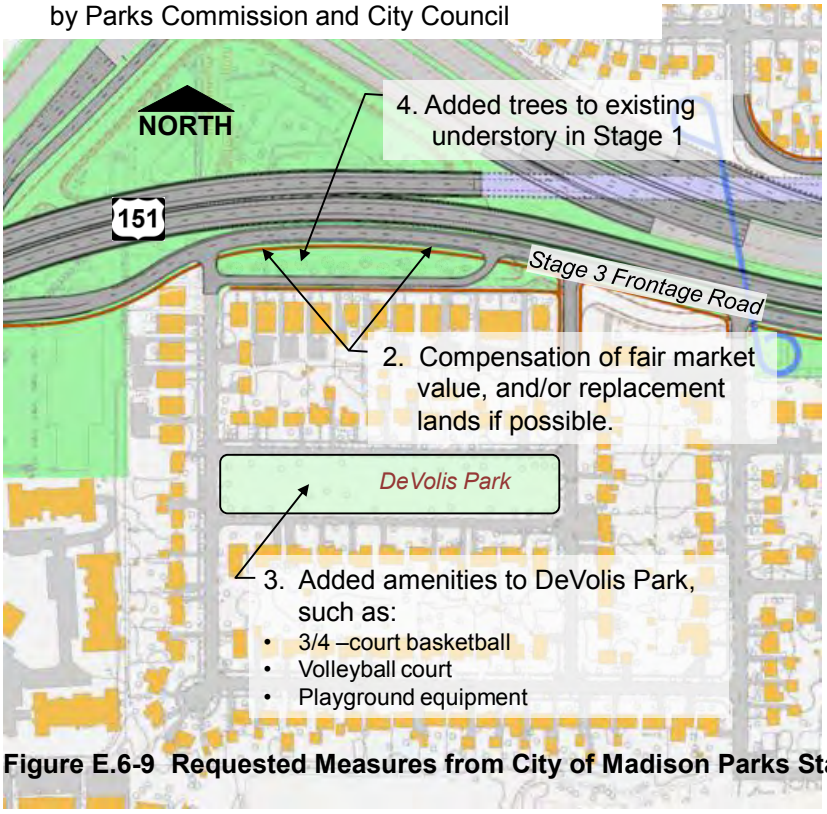


Figure E.6-9 Requested Measures from City of Madison Parks Staff



Figure E.6-10 DeVolis Park

H. Construction Effects

The construction of Stage 1 is anticipated to last 3 years. The construction of Stage 3, although delayed until about 2030, could last 3 to 4 years. These construction activities will affect access to the neighborhood. Generally, WisDOT understands the importance of the corridor to local residents and businesses. Because US 151 is a Backbone Route in the state highway plan and many businesses are located within the project area, access through the corridor will be maintained during construction of Stages 1 and 3. WisDOT will do everything possible to maintain reasonable traffic flow during Stage 1's 2.5 years of construction. This includes evening operations, construction during off-peak hours, temporary pavements, and other measures. Access to the Summit Road intersection will be maintained during construction. Even with these measures, there will be periods where access is more difficult. Additionally, some construction on frontage roads may require their temporary closure.

The project is proposing to construct one additional grade-separated crossing of Verona Road between Carling Drive and Freeport prior to the road construction. The project will seek to construct this crossing in advance of major work on Verona Road. This grade-separated crossing is meant to provide one additional entrance and exit route for the neighborhoods bordering the proposed project during construction.
Discussions with Madison Metro indicate they intend to keep the same transit routes and service levels to the extent possible. Route alterations will likely be necessary during construction, but service areas should remain similar.

Construction will also create noise impacts to the neighborhood. Some construction activities, particularly those with impact equipment, can create louder noise levels. These effects are described in more detail in Section 4.8-M Detailed Evaluation Sheet of this document.

E.7 PROTECTION UNDER TITLE VI OF 1964 CIVIL RIGHTS ACT

Indicate whether the individuals in the affected population(s) are protected under Title VI of the 1964 Civil Rights Act. See Sections E.5.1–E.6.4 for definitions of Title VI minorities.

☐ No, Title VI protections do not apply, but other requirements under the Age Discrimination Act or Americans With Disabilities Act do apply. Describe effects and how they will be avoided, minimized, or mitigated.

☒ Yes, Title VI protections apply. Describe any special services, considerations, or mitigation that will be used to avoid, minimize, or mitigate effects to Title VI individuals.

Effect on Title VI Protected Individuals	Special Service, Consideration, or Mitigation	Purpose of Special Service, Consideration, or Mitigation	Effect of Special Service, Consideration, or Mitigation
Residential Relocations	WisDOT will provide relocation information assistance in English and Spanish.	Mitigate residential relocations.	Help those being relocated understand and successfully complete the process.
	WisDOT shifted the Raymond Road Extension alignment.	Minimize residential relocations.	30 residential units avoided (Zurich House and one 8-unit apartment building) in an area housing populations of Title VI-protected individuals.
	WisDOT will stage construction of Preferred Alternative.	Minimize effect of infrastructure improvements on community households.	Improvements will be implemented incrementally over 15 or more years to pace adverse effects to neighborhood.
	WisDOT helped fund the Allied-Dunn's Marsh Physical Improvement Plan.	Provide possible local housing supply for residential relocations.	The plan includes residential redevelopment in an area housing populations of Title VI-protected individuals.
Employment and Service Relocations (Business Relocations)	WisDOT helped fund the Allied-Dunn's Marsh Physical Improvement Plan.	Provide possible local commercial property for employment and service relocations.	The plan includes commercial redevelopment in an area housing populations of Title VI-protected individuals.
	WisDOT will add and improve pedestrian accommodations in the corridor area.	Provide access to employment and service opportunities.	Aid pedestrians in accessing commercial nodes (employment and services) in the Verona Road corridor area. The improved pedestrian accommodations link areas housing populations of Title VI-protected individuals.
Neighborhood Access	In Stage 3, WisDOT will provide a Raymond Road Extension.	Improve neighborhood access.	Mitigate access changes at Chalet Gardens Road and Seminole Highway that affect areas housing populations of Title VI-protected individuals.
	WisDOT will add and improve pedestrian accommodations in the corridor area.	Improve neighborhood access.	Aid pedestrians in crossing Verona Road. The improved pedestrian accommodations link areas housing populations of Title VI-protected individuals.
	In Stage 1, WisDOT will extend Carling Drive and provide a grade-separated crossing of Verona Road to connect with Freeport	Improve neighborhood access.	Mitigate access concerns during construction by providing another route across Verona Road into the neighborhood. Add connection to Nakoma Heights area.
	Provide additional recreational equipment at DeVolis Parkway Park.	Offset loss of parkland at Britta Park.	Replace recreational value lost from acquisition of lands from Britta Park. Britta Park is located in an area housing populations of Title VI protected individuals.
	Added additional multiuse path in Stage 1 jug-handle	Provides one additional grade-separated crossing of Verona Road	Aids bike and pedestrian access across Verona Road and increases safety.
	Added bike lanes on all frontage roads being constructed	Increases safety and mobility for cyclists	Enhances nonmotorized transportation facilities for populations that have less access to motorized transportation options.
	Added pedestrian underpass on south leg of interchange	Provides one additional grade-separated crossing of Verona Road	Aids bike and pedestrian access across Verona Road and increases safety.

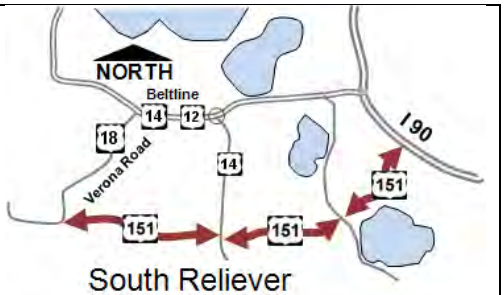
Table E.7-1 Summary of Actions Used to Avoid, Minimize, or Mitigate Effects to Title VI

E.8 EVALUATION OF ADVERSE EFFECTS

Will the project/alternative be carried out even with disproportionately high and adverse effects on a minority population or low-income population?

☐ No, the project/alternative will not be carried out in keeping with EO 12898
☐ There is no substantial need for the project/alternative
☐ Another alternative with less severe effects on the minority population or low-income population can meet the needs of this and is practical.
☐ Yes, the Verona Road improvement project will be carried out with the mitigation of disproportionately high and adverse effects.
☒ Yes, a substantial need for the project/alternative exists based on the overall public interest and alternatives that would have less adverse effects on minority populations or low-income populations have either:
  ☒ Adverse social, economic, environmental, or human health impacts that are more severe, or would involve increased costs of an extraordinary magnitude

The project team explored many alternatives in addition to the Preferred Alternative, Stage 1, Stage 2, and Stage 3. The alternatives were first discussed and evaluated during the Alternatives Analysis phase of the project. The results of this study phase are available from WisDOT in the *Verona Road/West Beltline Alternative Analysis*. The alternatives put forward from the Alternative Analysis and requiring additional study have been considered in this EIS document. Appendix A gives detailed explanations of the alternatives evaluated during the EIS phase and the reasons they were put forward or dismissed. These alternatives were dismissed for a variety of reasons, among them the displacement of a much greater number of homes and businesses, a much greater monetary cost, and the loss of large amounts of agricultural, open space, or natural areas. Table E.8-1 gives a summary of general build alternatives considered and estimates of effects.

	 **NW Quadrant Loop Ramp**	 **South Reliever**
R/W	35 acres	1068 acres
Relocations	~225 residential units, 16 business units, 1 church	20 units
Cost	Not Evaluated because of degree of relocation effects	$119 million*
Other	Close Westbound Whitney Way Off-Ramp	If Stage 1 were constructed first, the Park Street Interchange (US 14) would become a system interchange, resulting in the following *additional* effects: ▪ + 67 acres of R/W ▪ + 200 relocations ▪ + $32 million

* in 2002 dollars

Table E.8-1 Summary of Dismissed US 151 Alternatives

While the No Build Alternative has few impacts on minority and low-income populations, it was dismissed because it does not satisfy the project purpose and need. Current congestion and resulting safety concerns would not be addressed. This would cause substantial increases in travel delay as well as increases in crash frequency and severity on both the Beltline and Verona Road. With the No Build alternative, air quality, specifically carbon monoxide, deteriorates. Also, noise levels would increase without the opportunity for abatement.

The Northwest Quadrant Loop Ramp alternative would also have fewer impacts on low-income and minority populations. This alternative was dismissed because it greatly increases the number of household relocations needed more than threefold. The loop ramp configuration is also unable to carry the projected westbound-to-southbound movement at this interchange and, therefore, does not fully meet the project purpose and need.

The South Reliever concept also could have fewer impacts on minority and low-income populations, yet it has substantial environmental and exurban impacts. It also would not address Verona Road congestion or the Beltline delays associated with the Verona Road interchange, thus failing to satisfy the project purpose and need. For these reasons and others, this alternative was dismissed. A fuller discussion on the South Reliever can be found in a summary report found via the following Web address:

http://www.dot.wisconsin.gov/projects/d1/verona/docs/southreliever-section1.pdf

E.9 TITLE VI MITIGATION AND ENHANCEMENT EFFORTS

Identify and discuss mitigation and enhancement efforts to address disproportionately high and adverse effects to Title VI protected minority people if different from those shown in Section E.5.

Throughout the study process, substantial efforts have been made to first minimize adverse effects to environmental justice populations and then to offset those adverse effects. Some of these measures follow.

1. The Preferred Alternative was staged so that relocation impacts would not be immediately borne by the neighborhood. Instead, road improvements with the greatest impacts are constructed when congestion impacts warrant them. This allows the WisDOT and the community to plan in anticipation of future improvements, potentially reducing their severity at the time of implementation.
2. The Preferred Alternative's footprint was designed to fit inside of the roadway R/W to the extent possible. A major factor for the selection of the Summit Road Jug-Handle was its modest impact to adjacent commercial and residential areas.
3. The Summit Road Jug-Handle was realigned to avoid impacting Avalon Village and improve connectivity between Allied Drive and the west side of Verona Road.
4. A new pedestrian underpass will be constructed on the south leg of the Verona Road interchange to provide pedestrians and cyclists a more efficient and less hazardous crossing of Verona Road.
5. A noise wall will be constructed in the southeast quadrant of the Verona Road interchange to reduce noise impacts to adjacent neighborhoods.
6. Frontage Road Option B was selected to reduce traffic impacts to a local community park (Britta Park)
7. Where frontage road alignments had to be adjusted to accommodate the single-point interchange, the frontage road was aligned in a way to maintain business viability to the extent possible.
8. WisDOT partnered with the City of Madison to fund the *Allied-Dunn's Marsh–Belmar Neighborhood's Physical Improvement Plan* that looked at neighborhood infrastructure needs in anticipation of planned US 151 improvements.
9. Substantially in advance of construction, WisDOT purchased three fire-damaged apartment buildings to remove a driveway on an existing interchange off-ramp.
10. Stage 1 extends Carling Drive to Allied Drive. Currently there is only one road connecting the Nakoma Heights area and the Allied Drive area. This roadway extension adds another connection and increases neighborhood cohesion.
11. Stage 1 constructs a roadway underneath Verona Road from the Carling Drive extension to Freeport Road. This road connection has several functions. It will provide an alternate access for the Allied neighborhood during road construction. It also helps connect the Allied neighborhood with adjacent neighborhoods west of Verona Road. The road connection should also help increase security levels of the Southwest Commuter Path. (Note: After construction, the City of Madison will evaluate this connection's effect on neighborhood traffic circulation and determine if the connection will remain.)
12. Stage 1's jug-handle provides an additional grade-separated crossing of Verona Road for the Allied and Dunn's Marsh neighborhoods. For pedestrian and bicycle traffic, this grade-separated crossing is substantially safer than the current signalized intersection where pedestrians and cyclists must cross in two stages. For motor-vehicle traffic, this grade-separated crossing decreases the delay and congestion associated with neighborhood residents patronizing

establishments on the west side of Verona Road. It also provides a more direct connection from Allied Drive to the west side of Verona Road. This additional crossing also reduces walking distances.

13. Stage 2 constructs a noise wall on the east side of Verona Road from Raymond Road to Williamsburg Way to reduce noise levels for Allied residents.
14. Stage 3 constructs a noise wall in the southeast quadrant of the Verona Road interchange to reduce noise levels for Dunn's Marsh neighborhood residents. This noise wall is being extended farther than what is currently justified by Trans 405 to offset noise and visual impacts in the Britta Park area.
15. Stage 3 extends Raymond Road into the Allied neighborhood. This roadway extension helps integrate the Allied neighborhood with neighborhoods west of Verona Road and decreases neighborhood isolation. It is called for in the *Allied-Dunn's Marsh–Belmar Neighborhood's Physical Improvement Plan.*
16. Stage 3 implements a depressed freeway section. Considerations that factored into the selection of the depressed freeway section over the elevated freeway section were the reduced visual and noise effects to adjacent neighborhoods.
17. All frontage road and neighborhood roads being constructed in Stages 1 and 3 will include bicycle lanes and sidewalks.

The SDEIS states the proposed transportation improvements in the Verona Road corridor will impose adversely high and disproportionate impacts on minority populations and low-income populations residing in the study area, given the area surrounding Verona Road has higher percentages of these populations compared to the general Madison area. The negative impacts identified in the document include residential and business relocation, air and noise pollution, stormwater runoff, and changes to parkland. Throughout the project development process, WisDOT has sought to find ways to avoid or minimize these negative impacts and will continue to do so in the design phase of the project. Within the regulatory framework, and applying best management practices, WisDOT has identified and will continue to identify mitigation approaches to address the negative impacts of the project, collaborating and coordinating its efforts with WDNR, the local governments involved in the project, and affected neighborhood residents. WisDOT has involved the community throughout the project development process and will continue to do so during the design and operation phases of the project. Already, over 230 public, agency, and neighborhood meetings have been held and, through contractual arrangements, many of these meetings focused on minority populations and low-income populations.

WisDOT has made changes to the project concept in response to comments, the greatest of which is the staging of the Preferred Alternative. More recently during the availability of the SDEIS, WisDOT considered the input from the neighborhood associations in the project area to further refine the Preferred Alternative. For example, the proposed Atticus Way extension was eliminated, the frontage road in the southeast quadrant was realigned, stormwater management features were relocated, and a pedestrian underpass is being investigated. Further refinements will be considered during the design phase of the project. In the design and implementation of the project, WisDOT will not deny, or reduce, or significantly delay the receipt of the benefits of the project by minority and low-income populations. Considering all the efforts WisDOT has made and will continue to make in avoiding, minimizing, and mitigating the negative impacts of the project on minority populations and low-income population, including the elderly and handicapped, and in providing opportunities for meaningful public involvement of these populations, WisDOT is complying with EO 12818.

Wisconsin Department of Transportation

J EROSION CONTROL

Portion of project this sheet is evaluating if different from the first Basic Sheet
US 18/151 (Verona Road) Stage 1, Stage 2, and Stage 3 of the Preferred Alternative

Is this the preferred alternative? YES

For additional discussion of erosion control, refer to the Conceptual Preliminary Stormwater Management Study in Appendix E. Additional and more detailed plans will be developed through future phases of the project.

J.1 SLOPE DESCRIPTION

Give a brief description of existing and proposed slopes in the project area, both perpendicular and longitudinal to the project. Include both existing and proposed slope length and percent slope.

Side slopes within existing roadside ditches generally vary from 6:1 to 4:1. Embankment side slopes for the railroad overpass near Raymond Road are 2.5:1 to 2:1. The existing road profile contains slopes varying from 0.3 percent to 3.0 percent. The slope of the receiving ditch along the Capital City Bike Path is 6 to 8 percent. Side slopes will generally vary from 6:1 to a maximum of 3:1. The proposed Verona Road profile slopes of Stage 1 will not vary significantly (0.3 to 4.0 percent), yet some side-road profiles, such as Allied Drive and Red Arrow Trail, may increase. The proposed road profile for Stage 3 will range from 1 percent to a maximum of 3.0 percent (ramp slopes may be as high as 5 percent).

J.2 EROSION-, SEDIMENTATION-, OR WATER QUALITY DEGRADATION-SENSITIVE NATURAL RESOURCES

Indicate all natural resources in the project vicinity that are sensitive to erosion, sedimentation, or water quality degradation.

☒ Yes - Sensitive resources exist in the project area.

☐ River/stream ☒ Wetland ☐ Lake

☐ Endangered species habitat ☐ Other – Describe:

☐ No - There are no sensitive resources affected by the proposal.

J.3 AFFECTED SENSITIVE RESOURCES

Identify each sensitive resource affected and provide specific recommendations on the level of protection needed.

Wetland (Dunn's Marsh)–Dunn's Marsh is a 30-acre deep water marsh wetland that drains approximately 1,100 acres of predominantly urbanized lands and serves as the headwaters of Nine Springs Creek. Approximately 1.5 miles of the Verona Road project corridor and 1.0 mile of the Beltline corridor drain via large diameter storm sewer and open ditches to Dunn's Marsh. High loadings of sediment, nutrients, and heavy metals are currently present in the wetland from existing development in the watershed.

Surface stormwater runoff volumes and pollutant loadings would likely increase with construction of all stages of the Preferred Alternative. Implementation of temporary and permanent soil erosion and sedimentation control practices will be required for all three stages to meet and exceed TRANS 401 Wis. Adm. Code regulations and the DNR/DOT Cooperative Agreement. Temporary measures will include, but are not limited to, measures such as sediment basins, rock check dams, erosion barrier fence, inlet and outlet protection, and other various best management practices. Permanent measures such as vegetative swales and sediment filter traps will be investigated and incorporated to the extent practical.

J.4 CIRCUMSTANCES REQUIRING ADDITIONAL OR SPECIAL CONSIDERATION

Indicate all circumstances requiring additional or special consideration.

☒ Yes - Additional or special circumstances exist. Indicate all that are present.

☐ Areas of groundwater discharge ☐ Areas of groundwater recharge

☒ Overland flow/runoff ☐ Long or steep cut or fill slopes.

☐ Other - Describe

Describe any unique or atypical erosion control measures to be used to manage additional or special circumstances.

The receiving ditch located immediately adjacent to the Capital City Trail drains approximately 230 acres of primarily developed residential lands to the west of Verona Road. This existing ditch is very steep, 6 to 8 percent slope, and has experienced substantial erosion and washouts during large storm events in the past. Erosive conditions will continue to be a problem unless permanent erosion control measures are implemented. Placement of very large riprap (2- to 4-foot-diameter boulders, gabion mattresses, or cabled cellular blocks) most likely will be required to properly stabilize this existing ditch.

☐ No - Additional or special circumstances are not present.

J.5 EROSION CONTROL MEASURE CONSENSUS

Have erosion control measures received consensus from the DNR, County Land Conservation Committee, and/or Native American Tribes?

All Erosion Control measures identified in the Erosion Control Plan shall be coordinated through the DNR liaison process and TRANS 401 except when Tribal lands of Native Americans are involved. DNR does not issue concurrence without Erosion Control plans. In addition, TRANS 401 requires the contractor prepare an Erosion Control Implementation Plan (ECIP), which identifies timing and staging of the project's erosion control measures. On Tribal lands, coordination for 402 (erosion) concerns are either to be coordinated with the tribe affected or with the U.S. Environmental Protection Agency (EPA). EPA or the Tribes have the 401 water quality responsibility on Trust lands., describe how the Erosion Control /Storm water Management plan will be coordinated with Native American Tribes.

☐ DNR ☐ County Land Conservation Committee ☐ Native American Tribe

As plans are developed for Stage 1, Stage 2, and Stage 3 of the Preferred Alterative, WisDOT continues to coordinate with the WDNR, City of Madison, City of Fitchburg, and Dane County regarding permanent erosion control.

J.6 OVERALL EROSION CONTROL STRATEGY

Describe overall Erosion Control strategy to minimize adverse effects and/or enhance beneficial effects.

Standard WisDOT erosion control methods will be used during construction according to WisDOT (*Standard Specifications for highway and structure construction)*. Additionally, WisDOT will coordinate with the Dane County Land Conservation Department regarding soil erosion control requirements.

Temporary and permanent erosion control methods would include, but are not limited to, minimizing the amount of land exposed at one time (staged construction): erosion bales, temporary seeding, silt fence, erosion mats, riprap (channel stabilization), seeding and mulching, sediment traps, dust abatement, ditch or slope sodding, grass-lined conveyance (parallel to flow), distancing outfalls from waterway edge, vegetated filter strips (perpendicular to flow), and detention/retention basins. A permanent pretreatment basin is planned immediately upstream of Dunn's Marsh to remove stormwater pollutants and attenuate surface water peak runoff discharges. Placement of very large riprap (2- to 4-foot-diameter boulders, gabion mattresses, or cabled cellular blocks) may be implemented to properly stabilize the existing ditch located immediately adjacent to the Capital City Bike Path.

Construction site erosion and sediment control would be part of the project's design and construction as set forth in TRANS 401 Wis. Adm. Code and the DOT/DNR Cooperative Agreement. An Erosion Control Implementation Plan (ECIP) would be prepared and reviewed by WisDOT in concurrence with the WDNR at least 14 days prior to construction. The goal of the construction site erosion control plan is to implement BMPs for controlling possible off site sedimentation. WisDOT will follow Wis. Adm. Code Trans 401 and a DNR/DOT Cooperative Agreement. The ECIP will include sediment and erosion control measures to the maximum extent practicable: (1) minimize the tracking of sediment from the construction site onto roads and other paved surfaces, (2) minimize the discharge of sediment as part of site dewatering, (3) protect separated storm sewer inlet structures from receiving sediment.

The postconstruction soil erosion and sedimentation control plan will implement BMPs that minimize pollutants in runoff, maintain or lower runoff discharge rates as compared to predevelopment site conditions for the 2-year, 24-hour design storm, create and maintain buffer areas, and control the total suspended solids according to Trans 401 and a WDNR/WisDOT cooperative agreement. WisDOT will coordinate with local governing agencies to address requirements for peak discharge reduction to the maximum extent practicable. City of Madison and Dane County currently require lowering discharge rates as compared to predevelopment site conditions for the 10-year, 24-hour design storm, while the City of Fitchburg requires detention up to and including the 100-year storm.

J.7 EROSION CONTROL MEASURES

Identify the temporary and permanent erosion control measures to be utilized on the project.

- ☒ Minimize the amount of land exposed at one time
- ☒ Seeding and mulching of exposed soils
- ☒ Erosion bales
- ☒ Detention basin
- ☒ Temporary seeding
- ☒ Sediment trap
- ☒ Silt fence
- ☒ Pave haul roads
- ☒ Ditch checks
- ☒ Dust abatement
- ☒ Erosion control re-vegetative mat
- ☒ Turf reinforcement mat
- ☒ Ditch or slope sodding
- ☒ Rip Rap
- ☒ Soil Stabilizer
- ☐ In-Stream Sediment Trap
- ☒ Inlet Protection
- ☒ Separating construction from live water - Describe method:
- ☐ Other - Describe:

Wisconsin Department of Transportation

K STORMWATER MANAGEMENT

Portion of project this sheet is evaluating if different from the first Basic Sheet
No Build Alternative and Preferred Alternative
(Stage 1, Stage 2, and Stage 3).

Is this the preferred alternative? YES

Surrounding land use and a discussion of adopted plans are described in Section 3. For additional discussion of stormwater management, refer to the Conceptual Preliminary Stormwater Management Study in Appendix E. Additional and more detailed plans will be developed through future phases of the project.

K.1 WATER QUALITY DEGRADATION-SENSITIVE NATURAL RESOURCES

Indicate whether any natural resources exist in the project vicinity that are sensitive to water quality degradation.

☒ Yes–Sensitive resources exist in the project area.

☐ River/stream ☒ Wetland ☐ Lake

☐ Endangered species habitat ☐ Other–Describe:

☐ No– There are no sensitive resources affected by the proposal.

K.2 AFFECTED SENSITIVE RESOURCES

Identify each sensitive resource affected and provide specific recommendations on the level of protection needed.

Wetland (Dunn's Marsh)–Dunn's Marsh is a 30-acre deep water wetland that drains approximately 1,100 acres of predominantly urbanized lands. Approximately 1.5 miles of the Verona Road project corridor and 1.0 mile of the Beltline project corridor drain via large diameter storm sewer and open ditches to Dunn's Marsh. High sediment, nutrients, and heavy metal concentrations are currently present from existing urbanized development in the watershed. Stormwater runoff volumes and pollutant loadings will likely increase with any alternative yielding increased impervious surface and vehicular traffic. Implementation of stormwater management practices such as water quality/quantity ponds located immediately upstream of the marsh will be designed to properly treat runoff generated from the project corridor. Figure K.2-1 schematically illustrates drainage subbasins in the project area. Dunn's Marsh eventually drains into the Nine Springs (NS) watershed which then drains into the Rock River. Currently new, more restrictive standards are being drafted for Total Maximum Daily Load (TMDLs) in the Rock River Basin, which will include the reduction of dissolved phosphorus. These regulations could be implemented prior to the construction of this project. WisDOT will follow the Trans 401 Administrative Code and the DNR/DOT Cooperative Agreement. When the TMDL regulations are stature, WisDOT will coordinate with WDNR regarding project applicability.

Two existing wet stormwater detention ponds are located east of Verona Road in Arrowhead Park (by Williamsburg Way). These waterbodies, Nicolet and Arrowhead ponds, were constructed to serve existing development within the City of Fitchburg including Arrowhead Park. The ponds were designed to provide removal of total suspended solids (TSS) for developed areas within the City. A portion of Stages 1 and 3 ultimately drains to these ponds.

The southwesterly portions of the South Verona Road Corridor affected by Stage 2 are inside the Badger Mill Creek Watershed, located within the Upper Sugar River Watershed. This area generally drains via open-grassed channels or swales to an existing 6-foot by 4-foot box culvert under Verona Road which then drains into a 7-acre wet detention pond (Quarry Ridge Basin) owned by the City of Fitchburg. This basin drains to Goose Lake, a closed system prairie pothole, that is located south of US 151 and west of Fitchrona Road in the Town of Verona. As mentioned, Figure K.2-1 schematically illustrates the corridor, some of the affected drainage basins, and general flow direction.

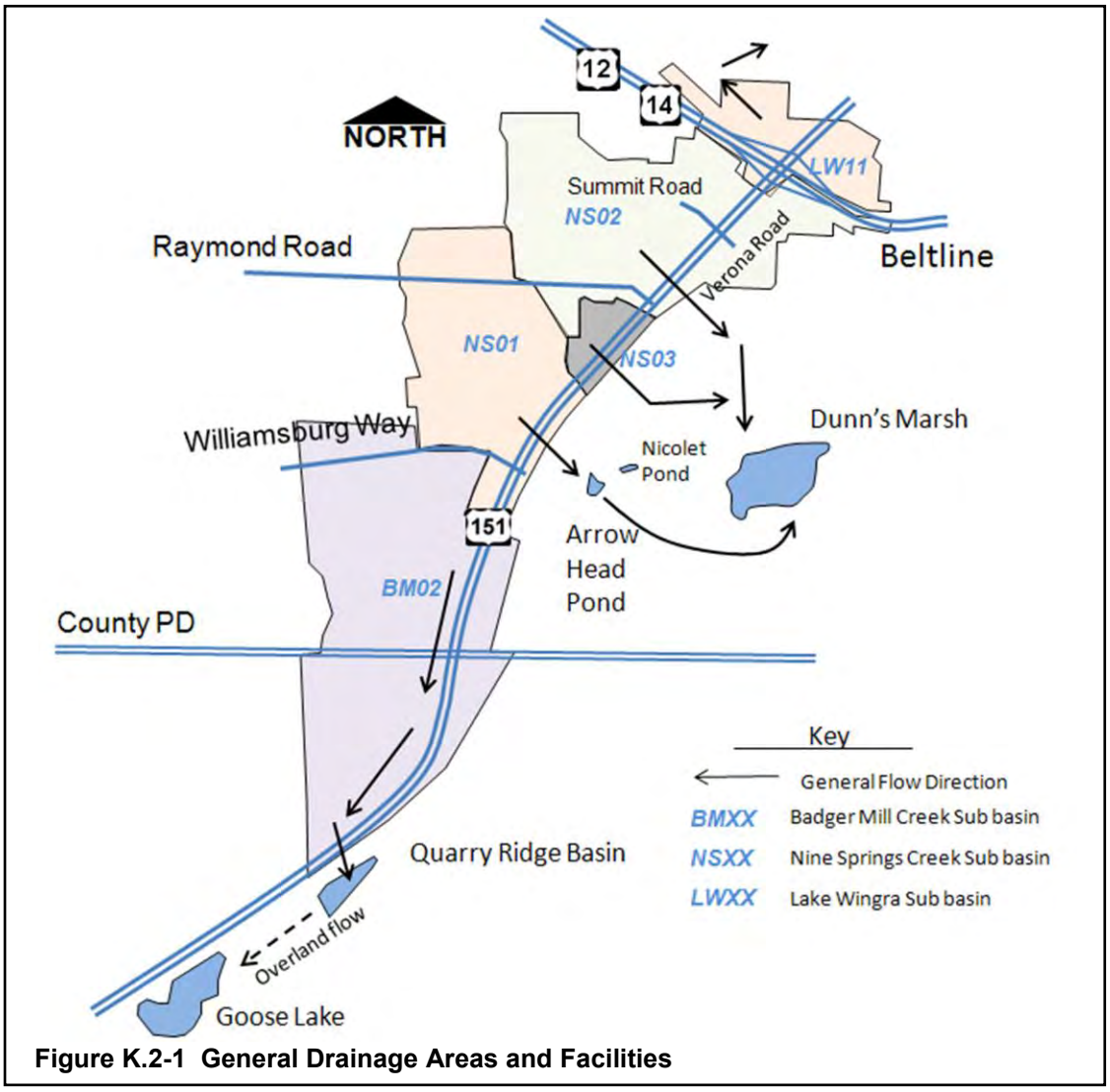


Figure K.2-1 General Drainage Areas and Facilities

K.3 CIRCUMSTANCES REQUIRING ADDITIONAL OR SPECIAL CONSIDERATION

Indicate whether circumstances exist in the project vicinity requiring additional or special consideration.

☒ Yes–Additional or special circumstances exist. Indicate all that are present.

- ☐ Areas of groundwater discharge
- ☐ Areas of groundwater recharge
- ☒ Overland flow/runoff
- ☐ Long or steep cut or fill slopes.
- ☐ Cold water stream
- ☐ Impaired waterway
- ☐ Exceptional/outstanding resource waters
- ☐ Other–Describe

☐ No–Additional or special circumstances are not present.

Describe any unique, innovative, or atypical Stormwater Management measures to be used to manage additional or special circumstances.

Stage 1

Stage 1 constructs improvements primarily with the Verona Road/Beltline interchange and the jug-handle at the intersection of Verona Road and Summit Road. Land disturbance from Stage 1 roadway construction is estimated to be approximately 18.3 acres and will result in a net increase of impervious surface of 1.4 acres. 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

Verona Road/Beltline interchange and the Verona Road and Summit Road intersection are planned within Watershed Subbasin NS02 (located in the Nine Springs watershed) and will result in approximately 32.7 acres of land disturbance and a net increase of 5.9 acres of impervious area. 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 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 K.3-1 Stage 1 Stormwater Impacts

Because of the urban nature of the existing roadway corridor, there are few opportunities for providing permanent stormwater facilities within the R/W. 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 K.3-1.

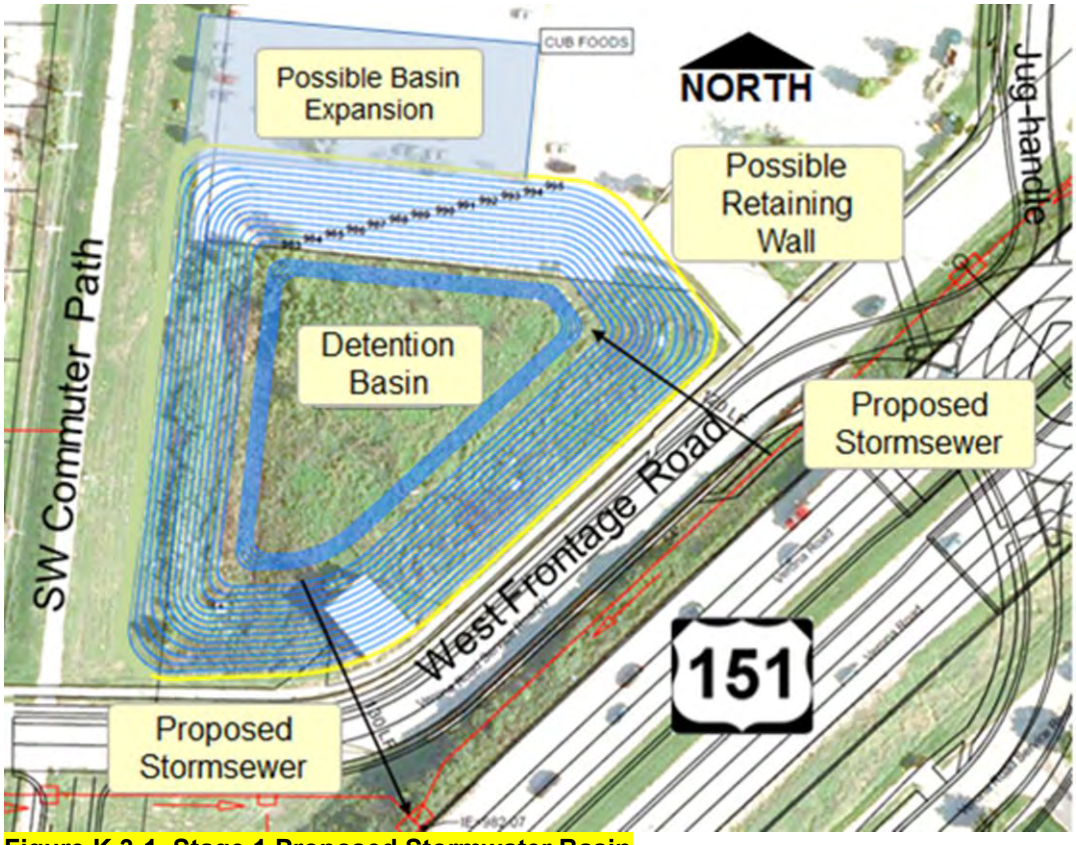


Figure K.3-1 Stage 1 Proposed Stormwater Basin

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.

The study is investigating the possibility of 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 Verona Road/Beltline interchange are planned within a subbasin that flows north toward Lake Wingra. These improvements will result in approximately 18.3 acres of land disturbance and a net increase of 1.4 acres of impervious area. 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 drains via a storm sewer system that discharges into an existing drainage ditch located along the Southwest Commuter Path located north of the Beltline. At the outfall into Lake Wingra, the UW Arboretum intends to construct a stormwater detention basin, primarily for water quality purposes. This basin's name is Secret Pond and construction is expected to occur from 2010 to 2012. Stage 1 improvements will also install a bioswale or bioretention adjacent to the Southwest Commuter Path (see Figure K.3-2). WisDOT will further coordinate with the UW Arboretum, the City of Madison, and WDNR.

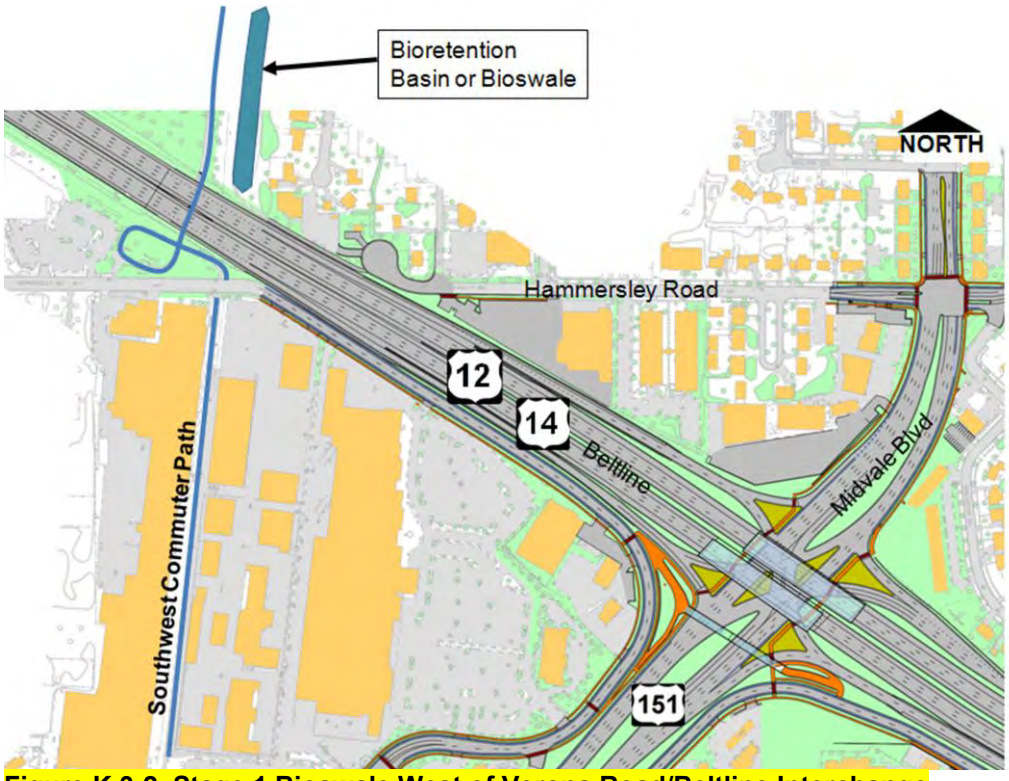


Figure K.3-2 Stage 1 Bioswale West of Verona Road/Beltline Interchange

Stage 2

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 K.3-2). 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 be directed to the southwest into existing roadside ditches along South Verona Road. Stormwater runoff from this area would 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 Figure K.3-3). The Quarry Ridge Basin 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 K.3-2 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 can overtop following extreme rainfall events. Consequently, additional runoff volume from the Stage 2 improvements will require additional storage. The runoff increase for a 2-year and 100-year storm event is approximately 1.7 and 4.4 acre-feet, respectively. WisDOT is exploring the possibility of enlarging 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 K.3-3).

Few opportunities exist to provide permanent BMPs within WisDOT R/W. WisDOT is exploring the possibility of expanding or retrofitting the existing dry detention basin located between Nesbitt Road and eastbound South Verona Road (see Figure K.3-4). This basin modification could address the majority of Stage 2's stormwater management needs. Coordination with City of Fitchburg engineering and WDNR with these stormwater facilities is being pursued by WisDOT.

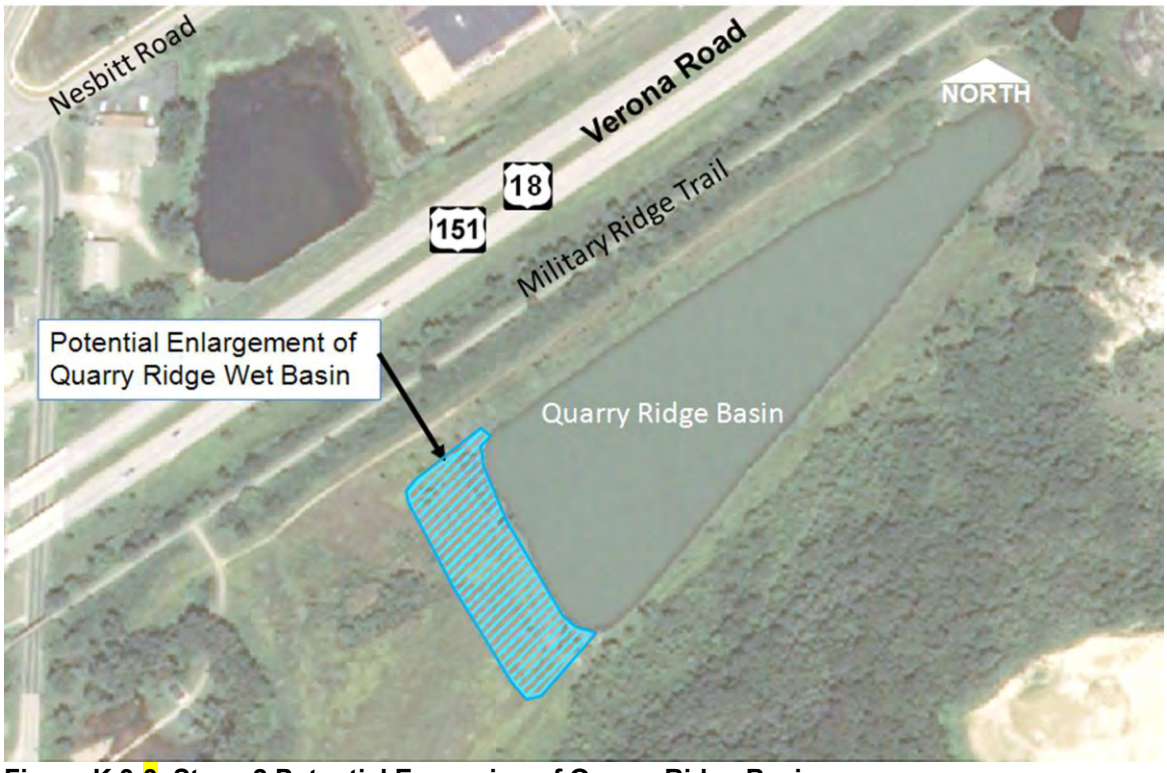


Figure K.3-3 Stage 2 Potential Expansion of Quarry Ridge Basin



Figure K.3-4 Stage 2 Potential Retrofit of Existing Dry Detention Basin

Stage 3

Stage 3 converts US 151 to a freeway between County PD and the Beltline. The proposed road profile between the Beltline and Raymond Road will be lowered 20 to 30 feet below existing grade.

Land disturbance from the Stage 3 roadway construction occurring within Watershed Subbasins NS02 and NS03 (Figure K.2-1) is estimated to be approximately 66 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 K.3-3). Stormwater runoff associated with Stage 3 roadway construction is drained by two primary stormwater conveyance systems. Roadway improvements occurring just south of Raymond Road and the Verona Road/Beltline interchange will result in approximately 46 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. 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 K.3-3 Stage 3 Stormwater Impacts

The elevation of the existing 72-inch storm sewer is not low enough to drain the low point of the converted freeway lanes. Consequently, either a new gravity storm sewer system or a pump station and force main will be required to drain the 25-acre depressed freeway portion of US 151. For a gravity system, 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-linear-foot tunneled storm sewer would generally be from the low point of the freeway to the potential detention basin west of Dunn's Marsh (refer to Figure K.3-5). Microtunneling would be directed under public property to the extent possible and under private property through easements. The other option would include constructing a pump station to convey stormwater. To accommodate Stage 3's additional 3.0 acres of impervious surface, stormwater detention would be provided adjacent to Dunn's Marsh or other locations. These concepts are currently being discussed with local officials and WDNR.

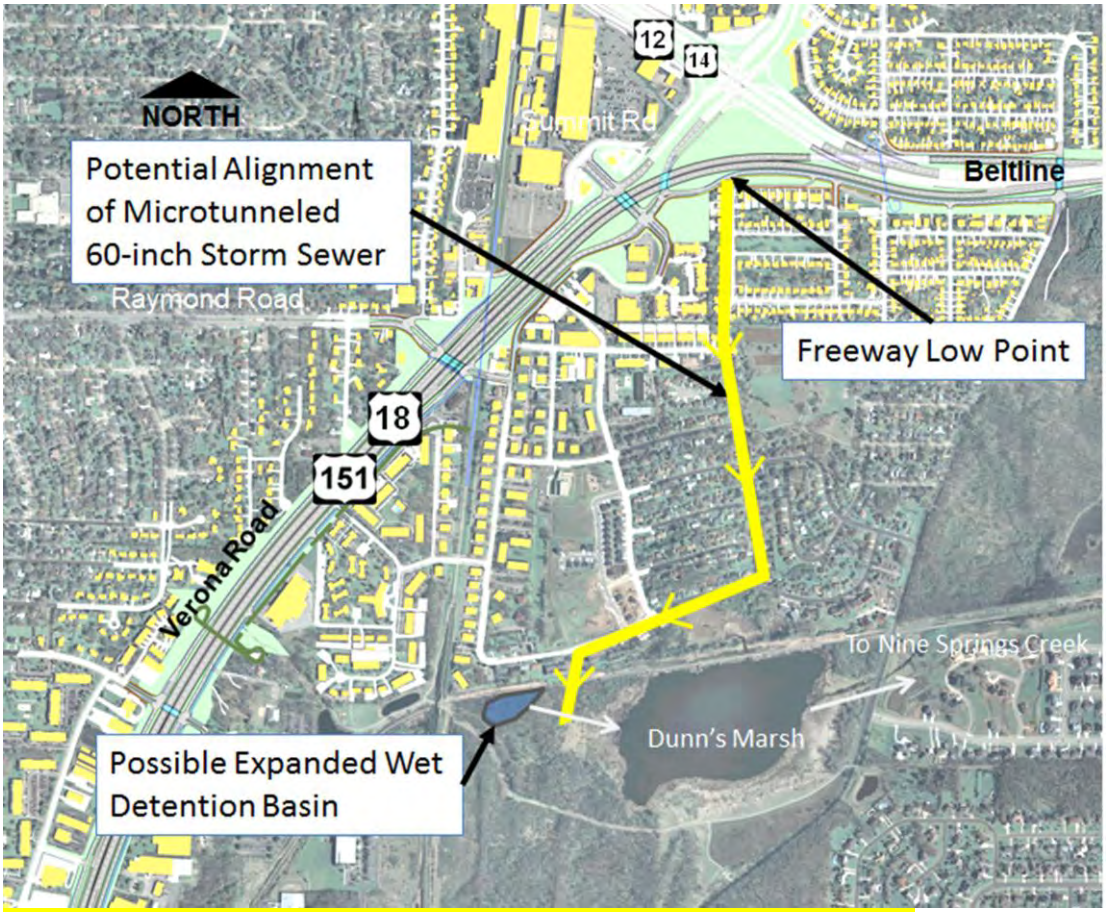


Figure K.3-5 Stage 3 Alignment of Possible Microtunneled Storm Sewer

Stage 3 roadway improvements occurring south of Raymond Road and south to County PD are within a watershed that flows to the Nicolet and Arrowhead ponds. The improvements will result in approximately 19 acres of land disturbance and a net increase in impervious area of 5 acres. Stormwater runoff from this area is directed to an existing riprap ditch that is located adjacent to the Capital City Bike Trail. 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, including the placement of very large riprap (2- to 4-foot-diameter boulders, gabion mattresses, or cabled cellular blocks) (see Figure K.3-6). The existing riprap 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 Total Suspended Solids (TSS) loadings, WisDOT will explore opportunities to rehabilitate and/or enlarge the existing pond to the south away from Arrowhead Park. To provide sufficient detention volume to account for a 100-year event, approximately 1.7 acre-feet of storage volume would need to be added. The existing pond is currently owned and maintained by the City of Fitchburg, and WisDOT is in the process of discussing these measures with the City of Fitchburg and WDNR. One other potential pond location is being explored east of Verona Road and south of Toppers Lane. Figure K.3-7 shows this location.

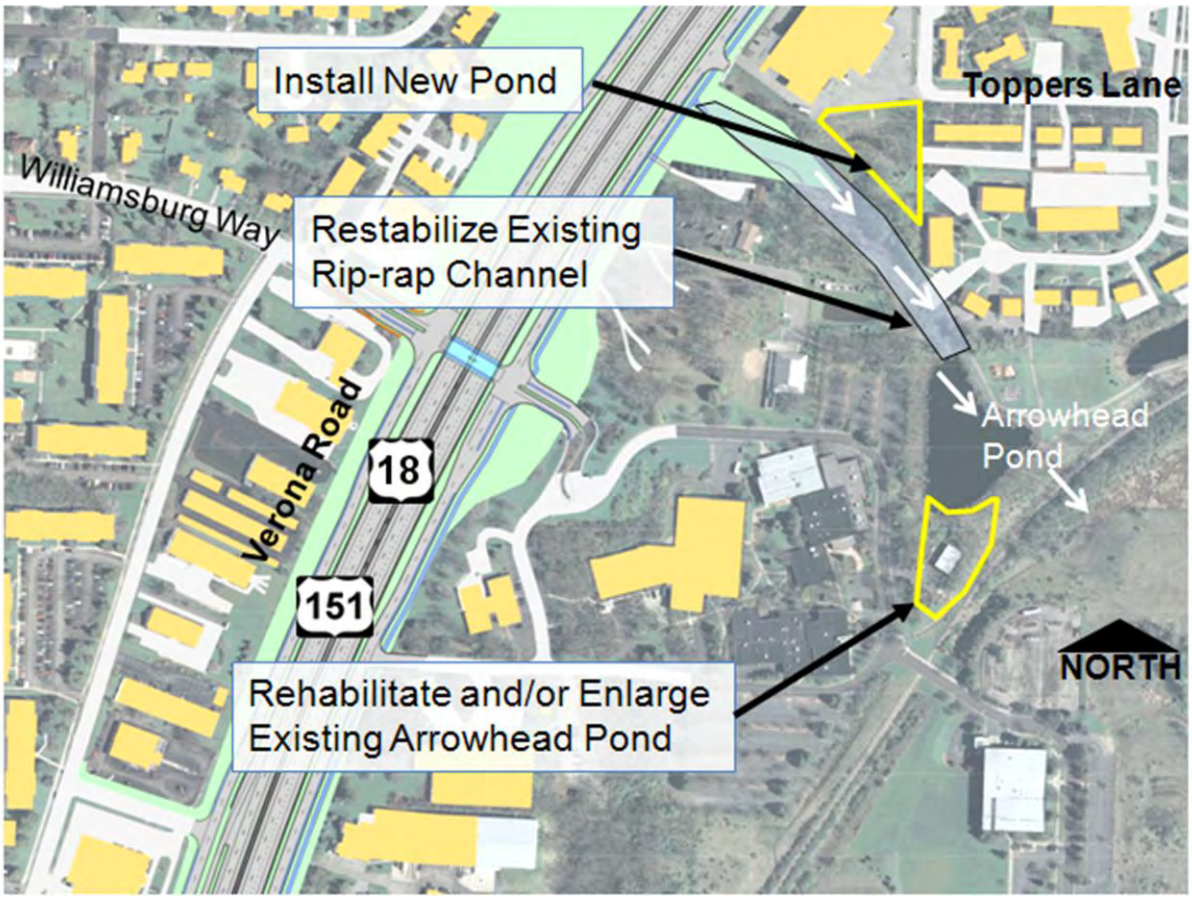


Figure K.3-6 Stage 3 Potential Improvements to Existing Riprap Channel and Arrowhead Pond

K.4 AFFECTED DRAINAGE DISTRICTS

Indicate whether any Drainage District may be affected by the project.

☐ Yes–Identify the affected drainage district

Initial coordination with drainage board has been completed
Discuss results

Initial coordination with DATCP has been completed
Discuss results

☒ No–There will be no effects to a recognized drainage district.

K.5 PROJECT LOCATION WITHIN DOT STORMWATER MANAGEMENT AREA

Indicate whether the project is within DOT's stormwater management area.

NOTE: See Procedure 20-30-1, Figure 1, Attachment A4 the Cooperative Agreement between the Wisconsin Departments of Transportation and Natural Resources. Contact BoE's Stormwater Engineer or the District Environmental Coordinator for more details on the following areas.

☒ Yes–The project affects one of the following regulated by a WPDES stormwater discharge permit issued by the DNR.

☒ *A DOT storm sewer system located within Phase One Municipalities (cities over 100,000 population).*

☐ *A DOT storm sewer system located within the five (5) Great Lakes Areas of Concern.*

☐ *A DOT storm sewer system located within Municipalities having populations of 50,000 or more where non-point source priority watershed projects are being implemented.*

☐ A DOT storm sewer system designated pursuant to NR 216.02 (4) Wis. Admin. Code.

☐ No–The project is outside of WisDOT's stormwater management area

K.6 OVERALL STORMWATER MANAGEMENT STRATEGY

Describe the overall stormwater management strategy to minimize adverse effects and enhance beneficial effects.

Standard WisDOT guidelines for drainage-related erosion control measures and Wis. Admin. Code TRANS 401 standards for stormwater runoff control will be incorporated into the stormwater management strategy. Coordination with the City of Madison, City of Fitchburg, UW Arboretum, and Dane County for stormwater management and soil erosion control will occur. The stormwater measures may include vegetated swales and wet detention where possible (generally the areas located immediately upstream of Dunn's Marsh and its tributaries) to provide runoff treatment prior to discharge to the surrounding waters or wetlands. Best Management Practices will be designed, installed, and maintained to infiltrate runoff to the Maximum Extent Practicable. 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.

K.7 STORMWATER MANAGEMENT PLAN COMPATIBILITY

Indicate how the stormwater management plan will be compatible with the stormwater strategy.

A stormwater management plan will be developed to be incorporated into the project's design to reduce or minimize runoff impacts to surrounding waters. Coordination with the WisDOT, WDNR, and surrounding municipalities will be required.

K.8 STORMWATER MANAGEMENT MEASURES

Identify the stormwater management measures to be utilized on the project.

☒ Grass-lined conveyance (parallel to flow)

☒ Vegetated filter strips (perpendicular to flow)

☒ Distancing outfalls from waterway edge

☒ Constructed stormwater wetlands

☐ In-line storm sewer treatment–Describe

☒ Catch basins

☒ Detention / retention basins

☒ Infiltration basin / trench

☒ Other–Describe: Best Management Practices such as, but not limited to, vegetated swales and wet detention basins will be incorporated to infiltrate and treat runoff to the Maximum Extent Practicable. Energy dissipation and stabilization measures will be necessary for receiving ditches with excessive slopes that are susceptible to erosion and washouts.

K.9 PROPERTY ACQUISITION

Are there any property acquisitions for stormwater management purposes?

☐ No–There are no property acquisitions acquired for Stormwater Management purposes.

☒ Yes–Complete the following: Pending, based on final recommendations contained within the overall stormwater management plan.

☒ Safety measures are <u>not</u> needed for potential conflicts with existing and expected surrounding land use.

☐ Safety measures are needed for potential conflicts with existing and expected surrounding land use.

Describe proposed safety measures

Most stormwater management measures being investigated modify or enlarge existing stormwater facilities. Unless specific concerns are raised by community officials, safety measures will match those that currently exist around these facilities.

Wisconsin Department of Transportation

L AIR QUALITY IMPACT EVALUATION

Portion of project this sheet is evaluating if different from the first Basic Sheet
Verona Road No Build Alternative and Preferred Alternative (Stage 1, Stage 2, and Stage 3).

Is this the preferred alternative? YES

As the lead federal agency for air quality, the United States Environmental Protection Agency (USEPA) developed National Ambient Air Quality Standards (NAAQS) for six pollutants: carbon monoxide (CO), lead (Pb), ozone (O_3), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and particulate matter (PM). These standards have been adopted by the WDNR who is the lead air quality agency for the state. Transportation contributes to four of the six criteria pollutants: CO, O_3, PM, and NO_2.

An air quality impact would occur with a violation of the NAAQS; in other words, if the level of one or more of the six pollutants exceeds the respective standard. Based on historic monitoring data, Dane County does not violate any of the six criteria air pollutants standards. The proposed Verona Road transportation project is located entirely within Dane County. (Note: The USEPA recently determined the State of Wisconsin has attained the 1997 8-hour O_3 standard, 76 FR 11080, March 1, 2011).

The NAAQS are standards based upon well-developed analysis methods subject to regular review by scientific experts. These standards were established to protect human public health including the health of sensitive populations, such as asthmatics, children, and the elderly.

WisDOT relies upon the expertise of the USEPA and WDNR for regulatory requirements relating to the impacts of transportation projects on the environment and public health.

L.1 CARBON MONOXIDE–EXEMPTION FROM WISCONSIN ADMINISTRATIVE CODE NR 411

Is this project exempt from air quality analysis under Wisconsin Administrative Code–NR 411?

☒ No–NR 411 exemptions do not apply

☐ Yes–NR 411 exemption(s) apply–Identify exemption(s) and explain why project is exempt.

Wisconsin Administrative Code Chapter NR 411.04(2)(b) provides criteria for exempting indirect sources from construction permit requirements. This project does not meet these exemption criteria. However, Chapter NR 411.04(2)(c) provides for exemption of indirect sources from construction permit requirements using an approved screening analysis.

L.2 CARBON MONOXIDE–AIR QUALITY ANALYSIS

An air quality analysis was required.

☐ No

☒ Yes–Identify the air quality modeling technique or program used to perform the analysis. (Attach Carbon Monoxide Worksheet to this Factor Sheet to illustrate results.)

Mobile6 and CAL3QHC were used to analyze projected carbon monoxide concentrations for all Stages of the Preferred Alternative. WDNR will not evaluate Stage 3 for exemption at this time because of the length of time expected before construction. Even though the WDNR is not evaluating Stage 3 for a CO exemption at this time, WisDOT analyzed Stage 3 for potential CO impacts.

In Wisconsin, CO is the only motor vehicle pollutant currently analyzed at the microscale level for purposes of NEPA. The NAAQS criteria for an adverse CO impact are an exceedence of the 1-hour standard of 35 parts per million (ppm) or the 8-hour average of 9 ppm. The WDNR requires a construction permit when any modeled receptor will be exposed to more than 75 percent of the NAAQS for CO within ten years of construction.

The air quality analysis projected CO concentrations at locations near the Verona Road/Beltline Interchange under the three stages listed above. The receptor locations are shown in Figures L.2.1-1 and L.2.1-2. For each stage, concentrations were projected for the following years: Stage 1 (2013 and 2023) and Stage 2 (2017 and 2027). Additionally, for each year and each alternative, two standards were analyzed: a 1-hour averaging period and an 8-hour averaging period. A 1-hour period attempts to project the concentration resulting from the peak hour of traffic during an average day. The 8-hour period projects the concentration resulting from an average hourly traffic volume that would be experienced over an 8-hour period. Results of the screening analysis are presented in Tables L.2.1-1, L.2.1-2, and L.2.1-3. Since no receptor will be exposed to CO concentrations exceeding 75 percent of the NAAQS in 2013 and 2017 and years 2023 and 2027, WisDOT is exempt from obtaining a Construction Permit prior to project implementation.

Wisconsin Department of Transportation
MAXIMUM PROJECTED CARBON MONOXIDE (CO) CONCENTRATIONS

Preferred Alternative Stage 1

		Worst Case Scenario Receptor CO Levels (ppm)[1]				Percent of CO NAAQS			
	CO Standard	1-hr[2]	8-hr[3]	1-hr[2]	8-hr[3]	1-hr	8-hr	1-hr	8-hr
	Analysis Year	2013	2013	2023	2023	2013	2013	2023	2023
Receptor									
NW1	UPPER IOWA	8.4	5.1	8.6	5.2	24%	57%	25%	58%
NW2	DORN	8.7	5.2	9	5.3	25%	58%	26%	59%
NW4	MEXICAN REST.	8.3	4.8	8.7	4.9	24%	53%	25%	54%
NE1	GAS STATION	9.5	5	9.6	5	27%	56%	27%	56%
NE3	HEARTHSTONE-VR	10.2	6.4	10.7	6.4	29%	71%	31%	71%
NE4	DONCASTER PARK	9.7	5.8	9.7	5.8	28%	64%	28%	64%
NE5	DONCASTER GARAGE	9.3	5.6	9.6	5.6	27%	62%	27%	62%
NE6	NORTH BIKE	7.9	5.1	8.4	5.1	23%	57%	24%	57%
NE7	WARWICK	7.7	4.9	8	4.9	22%	54%	23%	54%
NE8	NORTH DANBURY	6.7	4.4	7.1	4.4	19%	49%	20%	49%
SW1	GOODWILL	8.9	5.4	9.5	5.5	25%	60%	27%	61%
SW2	NAKOMA PLAZA	9.1	5.9	9.5	6	26%	66%	27%	67%
SW3	STRIP MALL	6.9	4.4	7.2	4.4	20%	49%	21%	49%
SW4	MARATHON OIL	6.4	4.1	6.7	4.2	18%	46%	19%	47%
SW5	ABANDON GROCERY	4.1	2.8	4.2	2.8	12%	31%	12%	31%
SW6	LIGHT HAUS	4.7	3.2	4.8	3.2	13%	36%	14%	36%
SE1	ALLIED DR	5.3	3	5.3	3.5	15%	33%	15%	39%
SE2	RED ARROW TR	4.4	3.7	4.6	3.1	13%	41%	13%	34%
SE3	TITLE CO.	5.7	3.4	5.9	3.7	16%	38%	17%	41%
SE4	WALGREENS	5	3.5	5.3	3.4	14%	39%	15%	38%
SE5	STRIP MALL	4.9	3	5.4	3.1	14%	33%	15%	34%
SE6	HELENE PKWY	5.1	3.1	5.2	3.1	15%	34%	15%	34%
SE7	BRITTA BLVD	5.7	3.6	5.7	3.5	16%	40%	16%	39%
SE8	BRITTA DR	5.4	3.4	5.5	3.3	15%	38%	16%	37%
SE9	AXEL DR	6.2	4	6.3	4	18%	44%	18%	44%
SE10	CHURCH	6.5	4.2	6.7	4.1	19%	47%	19%	46%
SE11	SOUTH BIKE	7.5	4.8	7.8	4.7	21%	53%	22%	52%
SE12	SOUTH DANBURY	8.4	5	8.5	5.1	24%	56%	24%	57%
SE13	FUEGER PEST	NA	NA	NA	NA	NA	NA	NA	NA
NE9	DONCASTER HOUSE	8.2	5.1	8.5	5.1	23%	57%	24%	57%
SE14	ALLIED DR 2	5.1	3.4	5.3	3.5	15%	38%	15%	39%
SE15	MOBIL	6.6	3.7	6.9	3.9	20%	41%	19%	43%
SE16	EINSTEIN	6.6	3.9	7.1	4	19%	43%	20%	44%
SE17	AMOCO	7.1	4.3	7.4	4.4	20%	48%	21%	49%
SE18	HIGHLANDER	8.5	5.3	8.6	5.3	24%	59%	25%	59%
SE19	CDA-12 UNIT	7	4.6	7.5	4.5	20%	51%	21%	50%
SE21	AC COMPUTER	10.5	6.3	10.7	6.3	30%	70%	31%	70%
SE22	BURNE	11.2	6.6	11.7	6.7	32%	73%	33%	74%
	NAAQS for CO	35	9	35	9	100%	100%	100%	100%
	75% NAAQS for CO	26.3	6.8	26.3	6.8	75%	75%	75%	75%

[1]ppm = parts per million -- parts of CO per million parts of gas.
[2]Includes 1-hour ambient background CO concentration of 1.0 ppm.
[3]Includes 8-hour ambient background CO concentration of 1.0 ppm.
Receptor SE13 outside improvement area.

Table L.2.1-1 Carbon Monoxide Concentrations for Single-Point Interchange: Verona Road and Beltline

Wisconsin Department of Transportation
MAXIMUM PROJECTED CARBON MONOXIDE (CO) CONCENTRATIONS

Preferred Alternative Stage 2

		Worst Case Scenario Receptor CO Levels (ppm) [1]				Percent of CO NAAQS			
	CO Standard	1-hr [2]	8-hr [3]	1-hr [2]	8-hr [3]	1-hr	8-hr	1-hr	8-hr
	Analysis Year	2017	2017	2027	2027	2017	2017	2027	2027
Receptor									
PD1	PDQ	2	1.6	2.1	1.7	6%	18%	6%	19%
PD2	GENERAL BEVERAGE	2.6	1.8	2.8	2.1	7%	20%	8%	23%
PD3	CERTGO DOCK	2.3	1.7	2.5	1.8	7%	19%	7%	20%
PD4	AUTO DETAILER	2.7	1.98	2.8	2.1	8%	22%	8%	23%
PD5	BANK	2.1	1.6	2.3	1.8	6%	18%	7%	20%
PD6	NAPA AUTO	2.2	1.7	2.3	1.8	6%	19%	7%	20%
PD7	PDQ	2.2	1.7	2.6	1.8	6%	19%	7%	20%
	NAAQS for CO	35	9	35	9	100%	100%	100%	100%
	75% NAAQS for CO	26.3	6.8	26.3	6.8	75%	75%	75%	75%

[1] ppm = parts per million -- parts of CO per million parts of gas.
[2] Includes 1-hour ambient background CO concentration of 1.0 ppm.
[3] Includes 8-hour ambient background CO concentration of 1.0 ppm.

Table L.2.1-2 Carbon Monoxide Concentrations for County PD Interchange

Wisconsin Department of Transportation
MAXIMUM PROJECTED CARBON MONOXIDE (CO) CONCENTRATIONS

Preferred Alternative Stage 3

		Worst Case Scenario Receptor CO Levels (ppm)[1]				Percent of CO NAAQS			
	CO Standard	1-hr[2]	8-hr[3]	1-hr[2]	8-hr[3]	1-hr	8-hr	1-hr	8-hr
	Analysis Year	2030	2030	2040	2040	2030	2030	2040	2040
Receptor									
NW1	UPPER IOWA	6.5	4.1	6.8	4.2	19%	46%	19%	47%
NW2	DORN	6.4	4.2	6.5	4.2	18%	47%	19%	47%
NW4	MEXICAN REST.	7.6	4.9	7.7	4.9	22%	54%	22%	54%
NE1	GAS STATION	9.3	5.8	9.5	6	27%	64%	27%	67%
NE3	HEARTHSTONE-VR	7.5	4.9	7.7	4.9	21%	54%	22%	54%
NE4	DONCASTER PARK	7.4	4.9	7.7	5	21%	54%	22%	56%
NE5	DONCASTER GARAGE	7.3	4.6	7.7	4.7	21%	51%	22%	52%
NE6	NORTH BIKE	6.6	4.2	6.9	4.2	19%	47%	20%	47%
NE7	WARWICK	7.8	5.1	8.2	5.1	22%	57%	23%	57%
SW1	GOODWILL	6.9	4.3	7.3	4.4	20%	48%	21%	49%
SW2	NAKOMA PLAZA	7	4.5	7.4	4.6	20%	50%	21%	51%
SW3	STRIP MALL	6	4	6.3	4.2	17%	44%	18%	47%
SW4	MARATHON OIL	7	4.4	7.2	4.6	20%	49%	21%	51%
SW5	ABANDON GROCERY	4.8	3.3	5.2	3.4	14%	37%	15%	38%
SW6	LIGHT HAUS	6.2	4	6.4	4	18%	44%	18%	44%
SE1	ALLIED DR	8.2	5.5	8.4	5.6	23%	61%	24%	62%
SE2	RED ARROW TR	6.2	4.2	6.5	4.3	18%	47%	19%	48%
SE4	WALGREENS	5	3.5	5.1	3.5	14%	39%	15%	39%
SE6	HELENE PKWY	4.2	3	4.2	3	12%	33%	12%	33%
SE9	AXEL DR	5.8	3.7	6	3.8	17%	41%	17%	42%
SE10	CHURCH	5.8	3.5	6	3.7	17%	39%	17%	41%
SE11	SOUTH BIKE	6.2	4.1	6.4	4.2	18%	46%	18%	47%
SE12	SOUTH DANBURY	6.5	4.2	6.8	4.2	19%	47%	19%	47%
SE13	RESIDENCE	7	4.2	7.1	4.5	20%	47%	20%	50%
NE9	DONCASTER HOUSE	6.1	3.9	6.3	4	17%	43%	18%	44%
SE14	ALLIED DR 2	7.8	5.3	8	5.4	22%	59%	23%	60%
	NAAQS for CO	35	9	35	9	100%	100%	100%	100%
	75% NAAQS for CO	26.3	6.8	26.3	6.8	75%	75%	75%	75%

[1]ppm = parts per million -- parts of CO per million parts of gas.
[2]Includes 1-hour ambient background CO concentration of 1.0 ppm.
[3]Includes 8-hour ambient background CO concentration of 1.0 ppm.

Table L.2.1-3 Carbon Monoxide Concentrations for Stage 3

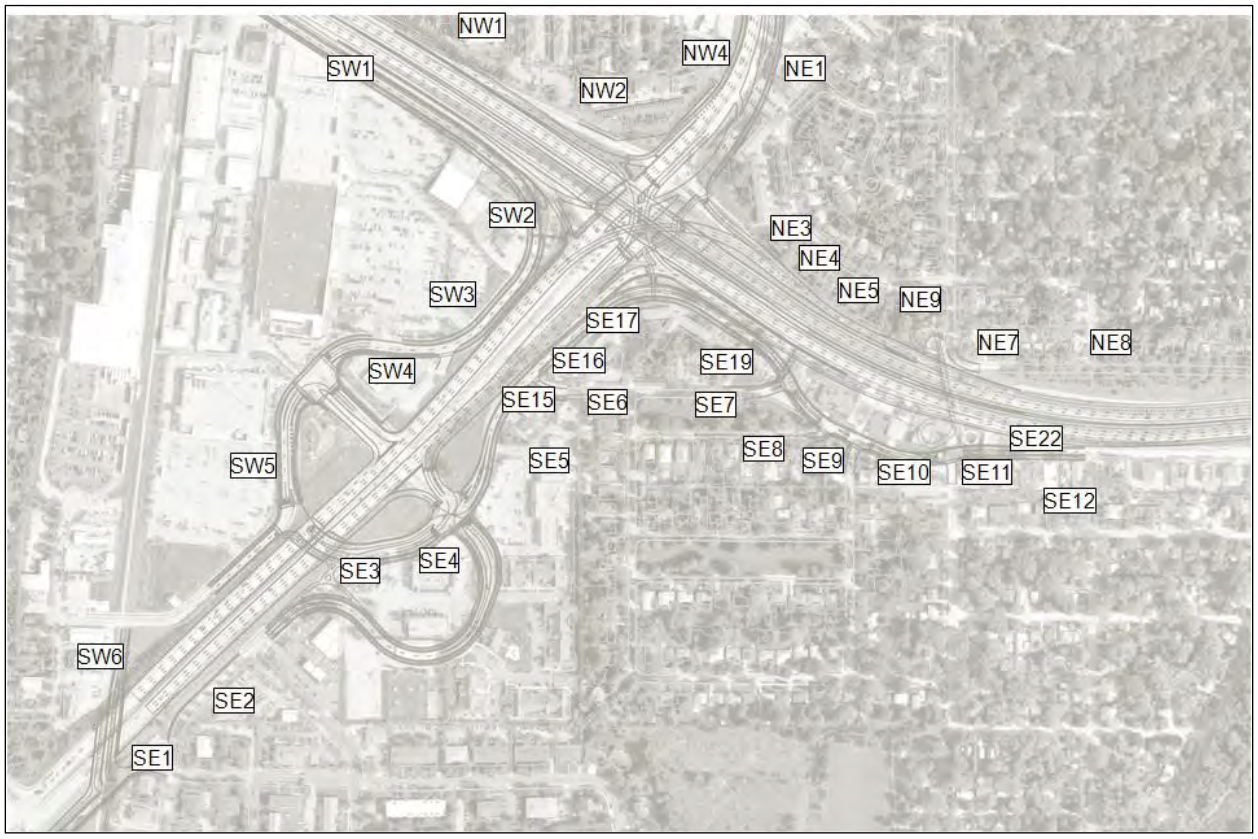


Figure L.2.1-1 Receptor Locations for US 151 Air Analysis—Stage 1

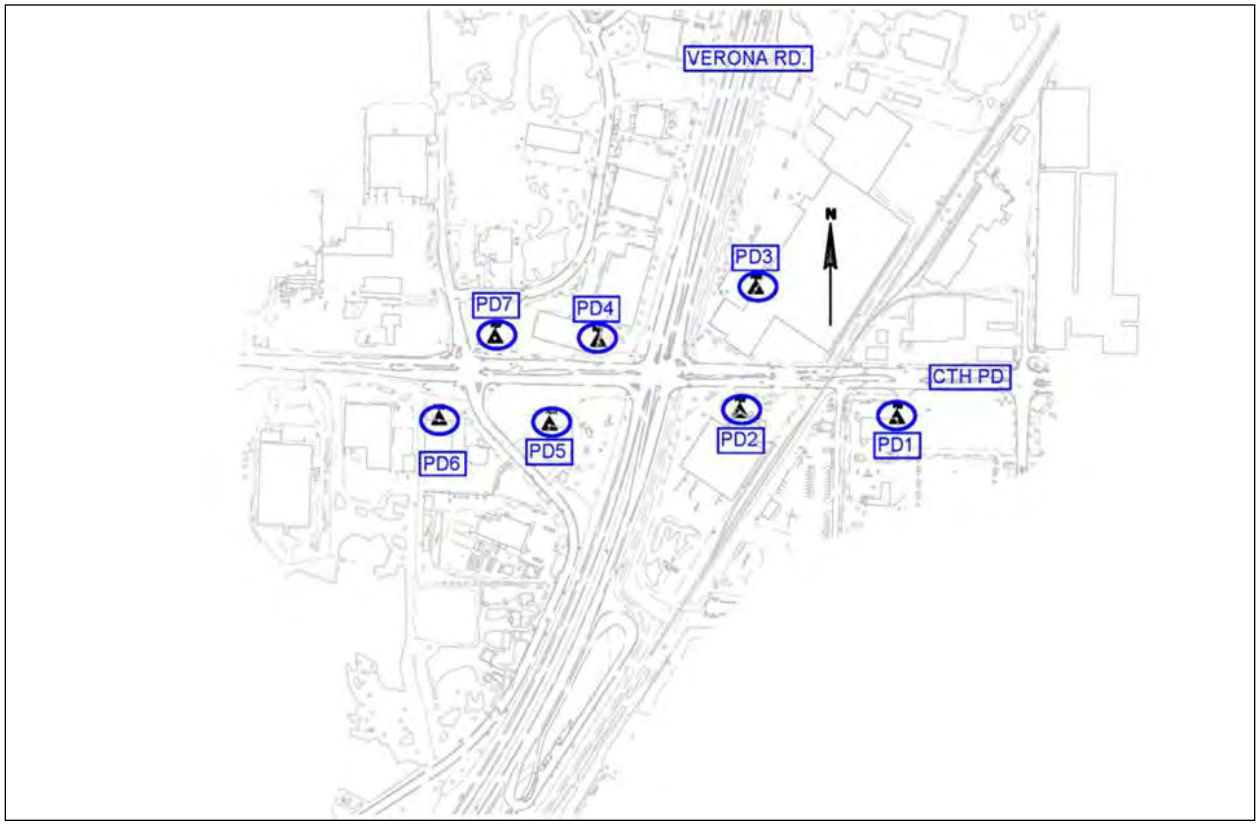


Figure L.2.1-2 Receptor Locations for US 151 Air Analysis—Stage 2

L.3 CARBON MONOXIDE–CONSTRUCTION PERMIT

If an air quality analysis was performed, will a Construction Permit be required to address air quality before the project may proceed?

☒ No

☐ Letter of concurrence from DNR Bureau of Air Management requested.

☒ Letter of concurrence received from DNR Bureau of Air Management. (November 18, 2009) See attached Figure L.3-1.

☐ Yes–Indicate:
(DATE) Date permit requested
OR
(DATE) Date of Permit

L.4 OZONE–NON-ATTAINMENT

Is the project located in a county that is designated non-attainment or maintenance for ozone?

☒ No

O_3 is one of six criteria pollutants regulated by the USEPA under the Clean Air Act (CAA) as amended in 1990. Since the Dane County area has not violated the existing O_3 standards, there are no regulatory analysis requirements for either regional transportation plans or specific transportation projects.

☐ Yes–If yes one of the following boxes must be checked.

☐ This project is included in the (NAME TRANSPORTATION PLAN) and in the (NAME TRANSPORTATION IMPROVEMENT PROGRAM [TIP]) endorsed by the (NAME OF MPO), the region's Metropolitan Planning Organization. The TIP was found to conform by the FHWA and FTA (Date). The project is included in the TIP as project number (TIP PROJECT NUMBER).

☐ This project is located outside of a Metropolitan Planning Organization's boundaries and has received a positive conformity determination per the rural conformity section of the WisDOT/WDNR Memorandum Of Agreement regarding determination of conformity.

☐ This project is exempt per 40 CFR 93.134.

☐ Other, describe.

L.5 MOBILE SOURCE AIR TOXICS (MSAT)

Discuss the potential MSAT effects of this project

Mobile source air toxics are compounds emitted from highway vehicles and nonroad equipment that are known or suspected to cause cancer or other serious health and environmental effects

The USEPA is the lead federal agency with responsibility for determining the health effects of MSAT and how to best protect human health and the environment from those effects. The USEPA has issued two rules that control MSAT from motor vehicles (66 FR 17229, March 29, 2001 and 72 FR 8427, February 26, 2007). These rules include the following mobile source control programs: reformulated gasoline, national low emission vehicle standards, Tier 2 motor vehicle emissions standards and gasoline sulfur control requirements, heavy duty engine and vehicle standards, and on-highway diesel fuel sulfur control requirements. These controls will dramatically decrease MSAT emissions through cleaner fuels and cleaner engines.

The FHWA's Interim Guidance on MSAT presents a tiered approach to analyzing MSAT in NEPA documents. Using that guidance, the proposed Verona Road project is considered to have low potential MSAT effects, requiring a qualitative analysis. Examples of the types of projects considered to have low potential MSAT effects include minor widening projects, new interchanges, or projects where design year traffic is projected to be less than 140,000 to 150,000 AADT.

Evaluating the environmental and health impacts from MSAT on a proposed highway project involves several key elements including emissions modeling, dispersion modeling to estimate ambient concentrations resulting from the estimated emissions, exposure modeling to estimate human exposure to the estimated concentrations, and then final determination of health impacts based on the estimated exposure. Each model has technical shortcomings or relies on uncertain science that prevents a more complete determination of the MSAT health impacts of this project.

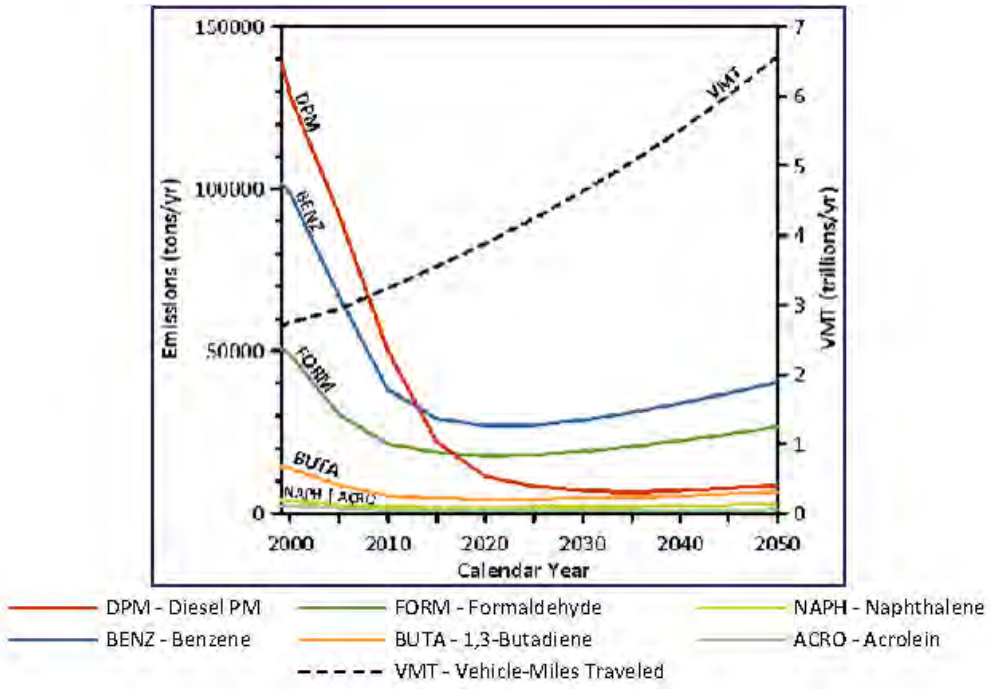
It is possible to qualitatively assess the levels of future MSAT emissions under the project. Although a qualitative analysis cannot identify and measure health impacts from MSAT, it can give a basis for identifying and comparing the potential differences among MSAT emissions—if any—from the various alternatives. The qualitative assessment presented below is derived in part from a study conducted by the FHWA titled *A Methodology for Evaluating Mobile Source Air Toxic Emissions Among Transportation Project Alternatives*, found at:

www.fhwa.dot.gov/environment/airtoxic/msatcompare/msatemissions.htm

Qualitative Assessment

For each alternative in this EIS, the amount of MSAT emitted would be proportional to the vehicle miles traveled, or VMT, assuming that other variables such as fleet mix are the same for each alternative. The VMT estimated for each of the Build Alternatives is higher than that for the No Build Alternative because the additional capacity increases the efficiency of the roadway and attracts rerouted trips from elsewhere in the transportation network. This increase in VMT would lead to higher MSAT emissions for the Preferred Alternative along the highway corridor along with a corresponding decrease in MSAT emissions along the parallel routes. The emissions increase is offset somewhat by lower MSAT emission rates because of increased speeds; according to USEPA's MOBILE6 emissions model, emissions of all the priority MSAT except for diesel particulate matter decrease as speed increases. The extent to which these speed-related emissions decrease will offset VMT-related emissions increases cannot be reliably projected because of the inherent deficiencies of technical models.

Also, regardless of the alternative chosen, emissions will likely be lower than present levels in the design year as a result of USEPA's national control programs that are projected to reduce annual MSAT emissions by 72 percent between 1999 and 2050. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the USEPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in nearly all cases. Figure L.5-1 shows the National MSAT trends for vehicles operating on our nation's roadways.



http://www.fhwa.dot.gov/environment/air_quality/air_toxics/policy_and_guidance/100109guidmem.cfm#fig1 3/2011

Figure L.5-1 National MSAT Emission Trends 1999–2050 For Vehicles Operating on Roadways Using USEPA's Mobile 6.2 Model

The Health Effects Institute (HEI) has undertaken efforts to research near-roadway MSAT hot spots and the health implications of mobile source pollutants and has reviewed much of the research and studies done to date. HEI is an independent research organization that provides impartial and relevant science on the effects of air pollution on health. The group is funded by the USEPA (50 percent) and the worldwide motor vehicle industry (50 percent).

In *Special Report 16-Mobile-Source Air Toxics: A Critical Review of the Literature on Exposure and Health Effects* (available at www.healtheffect.org), HEI analyzed MSAT asking the following questions:

1. To what extent are motor vehicles a significant source of exposure?
2. Does it affect human health?
3. Does it affect human health at environmental concentrations?

In its conclusions, HEI found that exposure to many MSAT comes from sources other than motor vehicles. In addition, for many of the MSAT reviewed, HEI concluded there is insufficient data for an assessment of ambient exposures on human health.

A recent National Cooperative Highway Research Program (NCHRP) report, *Analyzing, Documenting, and Communicating the Impacts of Mobile Source Air Toxics in the NEPA Process* (NCHRP 25-25 Task 18, March 2007), analyzed how changes in traffic volumes would relate to changes in contracting cancer from benzene, one of USEPA's seven MSATs. The study suggests for highway projects that result in an incremental change in traffic volumes of 125,000 vpd, a corresponding incremental 1 in 1 million risk of contracting cancer from benzene exposure could be expected. For the Verona Road project alternatives, the maximum traffic volume change between 2005 and 2030 is 13,400, or about one-ninth of the 125,000 increment. This suggests that if the NCHRP conclusions are correct, the Verona Road project would have impacts of far less than 1 in 1 million. The 1 in 1 million level is considered to represent negligible risk by both USEPA and the risk assessment community at large. An FHWA assessment of the NCHRP report also indicates the analysis behind the benzene risk conclusions may be pessimistic since practically all benefits of the USEPA's Tier 2 light-duty vehicle emissions standards,

additional volatile organic compound (VOC) reductions from motor vehicles (USEPA's 2007 MSAT rulemaking), and a 38 percent reduction in the benzene content of gasoline were not incorporated.

Looking at the Verona Road project, qualitative observations can be made. The additional travel lanes incorporated in the Preferred Alternative will have the effect of moving some traffic closer to adjacent homes, schools, and businesses; therefore, under the Build Alternative there may be localized areas where ambient concentrations of MSAT could be higher under the Preferred Alternative than the No Build Alternative. The localized increases in MSAT concentrations could likely occur along the expanded roadway sections that would be built at the existing alignment. The magnitude and the duration of these increases compared to the No Build Alternative cannot be accurately quantified because of the inherent deficiencies of current models. In sum, when a highway is widened and moves closer to receptors, the localized level of MSAT emissions for the Build Alternative could be higher relative to the No Build Alternative. But this increase will likely be offset because of increases in speeds and reductions in congestion (which are associated with lower MSAT emissions). Also, MSAT will be lower in locations where traffic shifts away. On a regional basis, USEPA's vehicle and fuel regulations, coupled with fleet turnover, will cause substantial reductions that will cause regionwide MSAT levels to be lower than today.

L.6 PM 2.5

Discuss PM 2.5 compliance

Particulate Matter ($PM_{2.5,}$ or fine particulate matter) is also one of six criteria pollutants regulated by the USEPA under the CAA. These standards have also been adopted by the WDNR, the lead air quality agency for the state.

Dane County is within the Southern Wisconsin Intrastate Air Quality Control Region as designated under Wisconsin Administrative Code Chapter NR 404.03. An air quality impact would occur with a violation of the NAAQS. Based on historic monitoring data, Dane County does not violate the standard for $PM_{2.5}$. The proposed Verona Road transportation project is located entirely within Dane County.

The standard for $PM_{2.5}$ was established by the USEPA to protect human public health, including the health of sensitive populations, such as asthmatics, children, and the elderly. Since the Dane County area does not violate the existing PM standards, there are no regulatory analysis requirements for either regional transportation plans or specific transportation projects.

The NEPA requires analysis of significant impacts from proposed projects. However, there are no established criteria for determining the significance of air quality impacts in attainment areas (those that meet the NAAQS). USEPA has, however, developed thresholds for projects of significant air quality concern under its Final Rule for $PM_{2.5}$ and PM_{10} Hot-spot Analyses in Project Level Transportation Conformity Determinations for the New $PM_{2.5}$ and Existing PM_{10} National Ambient Air Quality Standards (71 FR 12468, March 10, 2006). Example projects of air quality concern include: ~~–~~A project on a new or expanded highway or expressway that serves a significant volume of diesel truck traffic, such as facilities with greater than 125,000 annual average daily traffic (AADT) and 8% or more of such AADT is diesel truck traffic;" ~~–~~New exit ramps and other highway facility improvements to connect a highway or expressway to a major freight, bus, or intermodal terminal;" and ~~–~~Expansion of an existing highway or other facility that affects a congested intersection… that has a significant increase in the number of diesel trucks." The proposed Verona Road transportation project does not meet the USEPA's threshold for a project of significant air quality concern. With Stages 1 and 2 in place, the maximum average AADT on Verona Road (just south of the Beltline) is projected to grow to 75,200 by 2030. Under the No Build Alternative, the 2030 projection is 68,800 a day. The project is not expected to result in a significant increase in diesel traffic.

Rather, the proposed Verona Road project will improve highway operations by smoothing traffic flow and vehicle speeds and reducing queuing at intersections. These improvements are expected to reduce $PM_{2.5}$ concentrations by reducing idling and acceleration activity.

L.7 Other Air Quality Issues

Greenhouse Gases

Greenhouse gas emissions are also a concern in the Verona Road study area. While there are no accepted quantitative tools to estimate greenhouse gases at the project level, vehicles using Verona Road can be expected to contribute to greenhouse gas emissions within the region. A 2007 WisDOT report, *Transportation and Global Warming: Defining the Connection and the Solution*[1] noted that greenhouse gas emissions in Wisconsin grew by 26 percent in the last decade, compared to 20 percent across the United States The Governor's Task Force on Global Warming conducted another study in Wisconsin, which noted that the transportation sector accounts for approximately 24 percent of greenhouse gas emissions in Wisconsin, ranking second behind the energy sector at 35 percent.[2]

Currently, the major way to reduce emissions of greenhouse gases from transportation is to reduce the amount of fuel consumed, which can be accomplished by reducing congestion (more efficient driving conditions), reducing driving, and using more fuel efficient vehicles. Some of the policy recommendations from the Governor's Task Force on Global Warming Report include reducing emissions through improved vehicle technology, using low carbon fuels, and reducing VMT through land use planning and implementing public transit.[3]

Managing and reducing greenhouse gases requires the continued use of appropriate land use and zoning policies that reduce travel demand within individual communities and south central Wisconsin. A recent study published by the Urban Land Institute indicates that the continuing growth of VMT may offset emissions reduction gained through technological improvements in vehicles and fuels.[4] The study points to the importance of reducing VMT by managing growth and land use patterns. Several studies on the relationship between land use and vehicle trips found that where diverse land use, accessible destinations, and interconnected streets exist, households drive 33 percent less compared to households in low-density developments.

WisDOT will continue to participate in statewide initiatives to reduce greenhouse gases, monitor the development of additional findings, and minimize impacts of projects to the greatest extent practicable. Increased amounts of greenhouse gases in the atmosphere can have impacts on the environmental and human health across the planet. Examples of these impacts include rising sea levels, causing erosion of beaches and shorelines, destruction of aquatic plant and animal habitat, floods of coastal cities, and disruption of ocean current flows; a warming trend over much of the planet, broadening the range for many insect-borne diseases; and chronic stress of coral reefs. The possible impacts of global warming to Wisconsin include warmer and drier weather; decreases in the water levels of the Great Lakes, inland lakes, and streams; increases in water temperature (lowering water quality and favoring warm water aquatic species); changes in ecosystem and forest composition; increases in droughts and floods (impacting crop productivity); and reduction of snow and ice cover (lessening recreational opportunities).[5]

Air Quality Monitoring

Some comments received on the SDEIS expressed a desire for continuous air quality monitoring in the near-roadway area.

Monitoring of ambient air quality in Wisconsin is conducted by WDNR and two tribes with funding and monitor-siting criteria provided by the USEPA. WDNR Bureau of Air Management staff indicated that WDNR is currently meeting its monitoring requirements in Dane County. The agency has limited resources in terms of both funding and staffing.

Currently, Wisconsin is in attainment for the NO_2 standard. The USEPA expects that NO_2 concentrations will continue to decrease in the future from a number of mobile source regulations that are taking effect.

---

1 CTC and Associates, 2007

2 World Resources Institute, 2007

3 DNR, 2008

4 Ewing, et al., 2007

5 Public Service Commission of Wisconsin and DNR, 2004

These regulations include the Tier 2 engine standards for light-duty vehicles and NOx standards for heavy-duty engines that were phased in between the 2007 and 2010 model years.

Health Impact Assessment

Some comments received on the SDEIS expressed a desire for a Health Impact Study of the area.

To date, FHWA has not issued guidance on how to prepare or document a Health Impact Assessment for a proposed transportation project. In part, this is because numerous studies have shown very low risk from transportation projects similar to, or larger than, the proposed Verona Road project. This was demonstrated by the NCHRP report previously discussed. A health impact analysis of air quality impacts involves making many uncertain assumptions and the models needed for analysis carry uncertainties of its own. FHWA believes the results of such an analysis will be driven more by the assumptions than by changes in travel activities resulting from proposed projects like the Verona Road project.

It is important to keep in mind there are health benefits associated with the proposed Verona Road project. One important source on overall MSAT exposure is in-vehicle exposure (nearly one-half of the total daily exposure according to some recent studies). Congestion relief as a result of the proposed project will result in reduced emissions rates and reduced travel time on the facility.

Other health-related benefits of congestion relief include reduced motorist stress, improved incident response times for fire and ambulance services, and a reduced incidence of traffic accidents resulting in injuries and fatalities.

In summary, the analysis for air quality-related impacts shows that future emissions will be lower regardless of the alternative. Anticipated increases in traffic are well below the thresholds of concern identified by the USEPA and in the NCHRP report. In addition, the project has other health-related benefits.

Environmental Justice

Some comments received on the SDEIS expressed concern over air impacts on environmental justice populations in the adjacent project area. Issued in 1994, EO 12818 directs federal agencies to make environmental justice part of its mission by identifying and addressing the effects of their actions on minority populations and low-income populations. As FHWA sees it, environmental justice embodies three fundamental principles.

1. To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.

2. To ensure the full and fair participation by all potential affected communities in the transportation decision-making process.

3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

WisDOT acknowledges in the SDEIS that the proposed transportation improvements in the Verona Road corridor will impose adversely high and disproportionate impacts on minority populations and low-income populations residing in the study area, given the area surrounding Verona Road has higher percentages of these populations compared to the general Madison area. The negative impacts identified in the document include residential and business relocation, air and noise pollution, stormwater runoff, and changes to parkland. Throughout the project development process, WisDOT has sought to find ways to avoid or minimize these negatives impacts and will continue to do so in the design phase of the project. Within the regulatory framework, and applying best management practices, WisDOT has identified and will continue to identify mitigation approaches to address the negative impacts of the project, collaborating and coordinating its efforts with WDNR, the local governments involved in the project, and affected neighborhood residents. WisDOT has involved the community throughout the project development process and will continue to do so during the design and operation phases of the project. Already, more than 230 public, agency, and neighborhood meetings have been held and, through contractual arrangements, many of these meetings focused on minority populations and low-income populations.

WisDOT has made changes to the project concept in response to comments, the greatest of which is the staging of the Preferred Alternative. More recently during the availability of the SDEIS, WisDOT considered the input from the neighborhood associations in the project area to further refine the Preferred Alternative. For example, the proposed Atticus Way extension was eliminated, the frontage road in the southeast quadrant was realigned, stormwater management features were relocated, and a new pedestrian underpass is being installed. Further refinements will be considered during the design phase of the project. In the design and implementation of the project, WisDOT will not deny, or reduce, or significantly delay the receipt of the benefits of the project by minority and low-income populations. Considering all the efforts WisDOT has made and will continue to make in avoiding, minimizing, and mitigating the negative impacts of the project on minority populations and low-income population, including the elderly and handicapped, and in providing opportunities for meaningful public involvement of these populations, WisDOT is complying with EO 12818.

Figure L.3-1 contains the WDNR response letter for air quality. In the letter the WDNR agrees that no air quality permit is needed for the project. The letter goes on to state that they believe the Verona Road project is a project of significant air quality concern and the agency requests further air quality modeling.

Based on accepted air quality standards established by the USEPA, no further air quality modeling is required. Dane County is within the Southern Wisconsin Intrastate Air Quality Control Region as designated under Wisconsin Administrative Code Chapter NR 404.03. An air quality impact would occur with a violation of the NAAQS. Based on historic monitoring data, Dane County does not violate the standard for $PM_{2.5}$. The proposed Verona Road transportation project is located entirely within Dane County. The standard for $PM_{2.5}$ was established by the USEPA to protect human public health including the health of sensitive populations such as including asthmatics, children, and the elderly. Since the Dane County area has not violated the existing PM standards, there are no regulatory analysis requirements for either regional transportation plans or specific transportation projects.

The National Environmental Protection Act requires analysis of significant impacts from proposed projects. However, there are no established criteria for determining the significance of air quality impacts in attainment areas (those that meet the NAAQS). EPA has, however, developed thresholds for projects of significant air quality concern under its Final Rule for $PM_{2.5}$ and PM_{10} Hot-spot Analyses in Project Level Transportation Conformity Determinations for the New $PM_{2.5}$ and Existing PM_{10} National Ambient Air Quality Standards (71 FR 12468, March 10, 2006). Examples of projects of air quality concern include: ~~A~~ project on a new or expanded highway or expressway that serves a significant volume of diesel truck traffic, such as facilities with greater than 125,000 annual average daily traffic (AADT) and 8 percent or more of such AADT is diesel truck traffic;" ~~N~~new exit ramps and other highway facility improvements to connect a highway or expressway to a major freight, bus, or intermodal terminal;" and ~~E~~xpansion of an existing highway or other facility that affects a congested intersection… that has a significant increase in the number of diesel trucks". The proposed Verona Road transportation project does not meet the USEPA's threshold for a project of significant air quality concern. With Stages 1 and 2 in place, the maximum average AADT on Verona Road (just south of the Beltline) is projected to grow to 75,200 by 2030. Under the no build alternative, the 2030 projection is 68,800 a day. The project is not expected to result in a significant increase in diesel traffic or new connection to a facility serving diesel vehicles anticipated.

L.8 Conclusion

With regard to O_3, PM, and MSAT, the proposed Verona Road project will not have significant air quality impacts. Further, the proposed project is by USEPA definition not a project of significant air quality concern. Currently, Dane County is in attainment for the transportation-related criteria air pollutants. WisDOT relies on the USEPA's expertise in establishing these NAAQS and attainment designations.



State of Wisconsin \ DEPARTMENT OF NATURAL RESOURCES

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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



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Figure L.3-1 WDNR Air Quality Letter

Wisconsin Department of Transportation

M CONSTRUCTION STAGE SOUND QUALITY IMPACT EVALUATION

Portion of project this sheet is evaluating if different from the first Basic Sheet

Verona Road No Build Alternative and Preferred Alternative (Stage 1, Stage 2, and Stage 3).

Is this the preferred alternative? Yes

M.1 NOISE SENSITIVE AREAS

Identify and describe residences, schools, libraries, or other noise sensitive areas near the proposed action and which will be in use during construction of the proposed action. Include the number of persons potentially affected.

According to the 2000 Census Block statistics, approximately 125 people in residences in the northwest quadrant of the Verona Road/Beltline Interchange, 280 people in the northeast quadrant, and 280 people in the southeast quadrant would be affected.

The proposed construction on Verona Road will take place from the Verona Road/Beltline interchange to County PD. About 1125 people live in the affected areas east and 250 people live in the affected areas west of Verona Road between Raymond Road and Williamsburg Way. These neighborhood areas are also identified as noise sensitive areas.

M.2 CONSTRUCTION EQUIPMENT-RELATED NOISE

Describe the types of construction equipment to be used on the project. Discuss the expected severity of noise levels including the frequency and duration of any anticipated high noise levels.

The noise generated by construction equipment will vary greatly depending on equipment type/model/make, duration of operation, and specific type of work effort. However, typical noise levels may occur in the 67 to 107 dBA range at a distance of 50 feet (15.2 meters).

Table M.2-1 shows typical noise levels for a variety of construction equipment. Adverse effects related to construction noise are anticipated to be of a localized, temporary, and transient nature.

M.3 CONSTRUCTION STAGE NOISE ABATEMENT

Describe the construction stage noise abatement measures to minimize identified adverse noise effects.

To reduce the potential impact of construction noise, 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. All motorized construction equipment will be required to have mufflers constructed in accordance with the equipment manufacturer's specifications or a system of equivalent noise reducing capacity. It will also be required that the mufflers and exhaust systems be maintained in good working condition, free from leaks and holes.

Equipment Powered by Internal Combustion Engines	Range Of Sound Levels (dBA) at 15 m (50 ft)
Earth Moving	
Compactors (Rollers)	72-75
Front Loaders	72-85
Backhoes	77-94
Tractors	76-97
Scrapers, Graders	80-94
Pavers	86-89
Trucks	54-95
Materials Handling	
Concrete Mixers	75-87
Concrete Pumps	81-84
Cranes (Movable)	76-86
Cranes (Derrick)	86-89
Stationary	
Pumps	67-72
Generators	72-82
Compressors	75-87
IMPACT EQUIPMENT	
Pneumatic Wrenches	82-89
Jack Hammers & Rock Drills	81-97
Impact Pile Drivers (Peaks)	95-105
OTHER	
Vibrator	69-81
Saws	72-83

Source: Figure 2-36, Report to the President and Congress on Noise, prepared by the U.S. EPA, February, 1972.

Table M.2-1 Construction Equipment Sound Levels

Wisconsin Department of Transportation

N TRAFFIC NOISE IMPACT EVALUATION

Portion of project this sheet is evaluating if different from the first Basic Sheet
No Build Alternative and the Preferred Alternative (Stage 1, Stage 2, and Stage 3).
Is this the preferred alternative? YES

N.1 NEED FOR NOISE ANALYSIS

Based upon a consideration of the traffic, roadway, terrain, and receiver characteristics affecting sound levels, could there be an increased traffic sound level as a result of this action?

☐ No–Complete only the Construction Noise Detailed Evaluation Sheet.

☒ Yes–Complete the Construction Noise Factor Sheet and the rest of this Detailed Evaluation Sheet.

N.2 TRAFFIC DATA

Indicate whether traffic volumes for sound prediction are different from the Design Hourly Volume (DHV) in Section 4.2.

☐ No

☒ Yes–Indicate volumes and explain why they were used.

2030 hourly volumes were used for noise modeling, which came from the same traffic demand model as those reported in Section 4.2. The 2030 projected volumes obtained from the Madison Area Metropolitan Planning Organization TP+ model were used to arrive at 2030 hourly volumes.

N.3 NOISE ANALYSIS TECHNIQUE

Identify and describe the noise analysis technique or program used to identify existing and future sound levels. A receptor location map shall be included with this document.

The study team used the Federal Highway Administration's (FHWA's) validated Traffic Noise Model (TNM) 2.5 to develop noise impacts. Existing noise levels were measured at select locations to calibrate the model.

Figures N.5-1 to N.5-5 show receptor locations in the Verona Road/Beltline interchange area and Verona Road corridor. Receptors are labeled by number. Table N.3-1 compares sound levels for various types of noises.

Sound Source	Sound Level (dBA)	Subjective Response
	140	Threshold of pain
Military jet takeoff afterburner at 50 feet	130	
Rock and roll band	120	Uncomfortably loud
Jet fly-over at 1,000 feet	110	
Power lawn mower at operator	100	Very loud
Diesel truck (55 mph) at 50 feet	90	
High urban ambient sound automobile (55 mph) at 50 feet	80	Moderately loud
TV-audio, vacuum cleaner	70	
Normal conversation	60	
	50	Quiet
Lower limit urban ambient sound	40	
	30	Very quiet
Unoccupied broadcast studio	20	
	10	
	0	Threshold of hearing

Table N.3-1 Comparative Sound Levels

N.4 NOISE SENSITIVE RECEPTORS

Identify sensitive receptors, e.g., schools, libraries, hospitals, residences, etc. potentially affected by traffic noise.

According to Wis. Admin. Code Trans 405, a receptor is defined as, "an outdoor place where frequent human use occurs and a lowered noise level would be of benefit." For the purposes of this study, affected receptors include single-family and multifamily residences. For the multifamily residences, a receptor was assumed for those residential units on the ground floor facing (frontward or backward) the adjacent study roadway. Figures N.5-1 to N.5-5 show receptor locations in the Verona Road/Beltline interchange area and Verona Road corridor. Receptors are labeled by number with Tables N.5-1, N.5-2, N.5-3, N.5-4, and N.5-5 indicating the receptor type (single-family or multifamily residence) for each modeled receptor.

Other sensitive receptors exist in the area that were not included as affected receptors. A private school is located in the southeast quadrant of the Verona Road/Beltline interchange yet will be relocated with the Preferred Alternative. Doncaster Park located adjacent to the Verona Road/Beltline interchange in the northeast quadrant also is not modeled because adjacent residences adequately represent noise levels at the park.

N.5 FUTURE NOISE IMPACTS

If this proposal is implemented, will future sound levels produce a noise impact?

☐ No

☒ Yes, the impact will occur because:

- ☒ The Noise Abatement Criteria (NAC) is approached (1 dBA less than the NAC) is reached or exceeded.

  The Noise Abatement Criteria of 67.0 dBA is approached or exceeded in the Verona Road/Beltline interchange area with Stages 1, 2, and 3 of the Preferred Alternative and along the corridor south of the Verona Road/Beltline interchange. Tables N.5-1, N.5-2, N.5-3, N.5-4, and N.5-5 show existing conditions and projected noise levels.

- ☐ Existing sound levels by 15 dBA or more.

Receptor Location or Site Identi-fication (See attached Map) (a)	Distance from C/L of Near Lane To Receptor in feet (Diamond) (b1)	Distance from C/L of Near Lane To Receptor in feet (Stage 1&2) (b2)	Number of Families Typical of this Receptor Site (c)	SOUND LEVEL LEQ (dBA) Noise Abatement Criteria (NAC) (d)	Future Noise Level No Build (e1)	Future Noise Level (Stage 1&2 w/o noise barriers) 2030 (e2)	Future Noise Level Stage 1&2 2030 w/ Noise barriers 2030 (e3)	Existing Noise Level (f)	Difference in Future No Build and Existing Noise Levels (Col. e1 minus Col. f) (g1)	Difference in Future Stage 1&2 w/o noise barriers and Existing Noise Levels (Col. e2 minus Col. f) (g2)	Difference in Future Stage 1&2 w/ noise barriers and Existing Noise Levels (Col. e3 minus Col. f) (g3)	Difference in Future No Build and Existing Abatement Criteria (Col e1 minus Col. d) (h1)	Difference in Future Stage 1&2 w/o noise barriers and Existing Abatement Criteria (Col e2 minus Col. d) (h2)	Difference in Future Stage 1&2 w/ noise barriers and Existing Abatement Criteria (Col e3 minus Col. d) (h3)	Impact or No Impact No Build (*) (i1)	Impact or No Impact (Stage 1&2 w/o noise barriers) (*) (i2)	Impact or No Impact (Stage 1 w/ noise barrier) (*) (i3)
1	340	400	multi-fam (4 units)	66	**66.0**	**66.2**	**66.2**	64.8	1.2	1.4	1.4	0.0	0.2	0.2		i	i
2	510	510	multi-fam (4 units)	66	64.2	64.7	64.7	63.0	1.2	1.7	1.7	-1.8	-1.3	-1.3			
3	610	610	multi-fam (4 units)	66	63.9	64.3	64.3	62.7	1.2	1.6	1.6	-2.1	-1.7	-1.7			
4	690	690	multi-fam (4 units)	66	63.1	63.7	63.7	61.8	1.3	1.9	1.9	-2.9	-2.3	-2.3			
5	580	580	multi-fam (4 units)	66	65.3	65.7	65.7	64.1	1.2	1.6	1.6	-0.7	-0.3	-0.3			
6	525	455	multi-fam (4 units)	66	**66.8**	**66.9**	**66.9**	65.5	1.3	1.4	1.4	0.8	0.9	0.9	i	i	i
7	470	380	multi-fam (4 units)	66	**67.8**	**68.0**	**68.0**	**66.5**	1.3	1.5	1.5	1.8	2.0	2.0	i	i	i
8	730	730	multi-fam (4 units)	66	64.0	64.7	64.7	62.7	1.3	2.0	2.0	-2.0	-1.3	-1.3			
9	910	620	multi-fam (4 units)	66	64.0	64.4	64.4	62.7	1.3	1.7	1.7	-2.0	-1.6	-1.6			
10	565	470	multi-fam (4 units)	66	65.1	65.3	65.3	63.8	1.3	1.5	1.5	-0.9	-0.7	-0.7			
11	460	380	single-fam	66	**66.5**	**67.0**	**67.0**	65.3	1.2	1.7	1.7	0.5	1.0	1.0	i	i	i
12	330	265	church	66	**69.6**	**70.3**	**70.3**	**68.3**	1.3	2.0	2.0	3.6	**4.3**	**4.3**	i	i	i
13	400	310	single-fam	66	**68.4**	**69.0**	**69.0**	**67.2**	1.2	1.8	1.8	2.4	3.0	3.0	i	i	i
14	300	230	multi-fam (3 units)	66	**68.9**	**68.8**	**68.8**	**67.7**	1.2	1.1	1.1	**2.9**	**2.8**	**2.8**	i	i	i
15	270	220	multi-fam (2 units)	66	**70.9**	**70.8**	**70.8**	**69.7**	1.2	1.1	1.1	**4.9**	**4.8**	**4.8**	i	i	i
16	280	220	multi-fam (4 units)	66	**69.5**	**68.8**	**68.8**	**68.3**	1.2	0.5	0.5	**3.5**	**2.8**	**2.8**	i	i	i
17	265	250	multi-fam (2 units)	66	**69.8**	**69.0**	**69.0**	**68.6**	1.2	0.4	0.4	**3.8**	**3.0**	**3.0**	i	i	i
18	115	80	single-fam	66	**78.5**	**78.8**	**78.8**	**77.3**	1.2	1.5	1.5	**12.5**	**12.8**	**12.8**	i	i	i
19	110	-	school	66	**77.9**	**NA**	**NA**	**76.7**	1.2	NA	NA	**11.9**	NA	NA	i	RELOCATED	
20	180	-	multi-fam (4 units)	66	**74.4**	**74.6**	**58.9**	**73.0**	1.4	1.6	-14.1	**8.4**	**8.6**	**-7.1**	i	i	
21 **	275	220	multi-fam (21 units)	66	**71.6**	**71.1**	**62.3**	**70.3**	1.3	0.8	-8.0	**5.6**	**5.1**	**-3.7**	i	i	
22	80	-	multi-fam (4 units)	66	**78.9**	**NA**	NA	**77.6**	1.3	NA	NA	**12.9**	NA	NA	i	RELOCATED	i
23	85	-	single-fam	66	**81.0**	**NA**	**NA**	**79.8**	1.2	NA	NA	**15.0**	**NA**	**NA**	i	RELOCATED	-
24	140	95	single-fam	66	**77.6**	**77.2**	**67.2**	**76.4**	1.2	0.8	-9.2	**11.6**	**11.2**	**1.2**	i	RELOCATED	-
25	185	150	single-fam	66	**76.0**	**76.0**	65.5	**74.9**	1.1	1.1	-9.4	**10.0**	**10.0**	**-0.5**	i	i	
26	85	-	single-fam	66	**78.6**	**74.0**	64.0	**76.8**	1.8	-2.8	-12.8	**12.6**	**8.0**	**-2.0**	i	i	
27	110	-	single-fam	66	**79.9**	**75.8**	**66.0**	**78.5**	1.4	-2.7	-12.5	**13.9**	**9.8**	**0.0**	i	i	
28	135	80	single-fam	66	**77.8**	**74.8**	**66.7**	**76.6**	1.2	-1.8	-9.9	**11.8**	**8.8**	**0.7**	i	i	i
29	180	125	single-fam	66	**76.5**	**74.3**	**66.8**	**75.4**	1.1	-1.1	-8.6	**10.5**	**8.3**	**0.8**	i	i	i
30	250	160	single-fam	66	**73.1**	**70.6**	**66.1**	**71.7**	1.4	-1.1	-5.6	**7.1**	**4.6**	**0.1**	i	i	i
31	290	250	single-fam	66	**71.5**	**71.3**	65.6	**70.4**	1.1	0.9	-4.8	**5.5**	**5.3**	**-0.4**	i	i	
32	205	190	single-fam	66	**74.7**	**73.8**	64.3	**73.5**	1.2	0.3	-9.2	**8.7**	**7.8**	**-1.7**	i	i	
33	300	340	multi-fam (4 units)	66	**66.5**	**66.7**	**66.7**	65.3	1.2	1.4	1.4	0.5	0.7	0.7	i	i	i
34	320	285	single-fam	66	**69.2**	**67.4**	**66.0**	**67.8**	1.4	-0.4	-1.8	**3.2**	**1.4**	**0.0**	i	i	
53	205	190	single-fam	66	**75.4**	**73.0**	65.8	**74.3**	1.1	-1.3	-8.5	9.4	7.0	-0.2	i	i	

(*) From Wisconsin Administrative Code - TRANS 405.04 (2) (b) (Siting Criteria and Policies)

NA - Some Receptors are relocations

** Average Noise Level of 8 Receptors.

Table N.5-1 Stage 1 Verona Road Interchange Noise Analysis–Northeast and Southeast Quadrants

Receptor Location or Site Identi-fication (See attached Map) (a)	Distance from C/L of Near Lane To Receptor in feet (Diamond) (b1)	Distance from C/L of Near Lane To Receptor in feet (Free-flow) (b2)	Number of Families Typical of this Receptor Site (c)	SOUND LEVEL LEQ (dBA) Noise Abatement Criteria (NAC) (d)	Future No Build (2030) (e1)	Future Noise Level (Stage 3 w/o noise barrier) 2030 (e2)	Future Noise Level (Stage 3 w/ noise barriers (N&S)) (e3)	Existing Noise Level (f)	Difference in Future No Build and Existing Noise Levels (Col. e1 minus Col. f) (g1)	Impact Evaluation: Difference in Future (Stage 3 w/o noise barriers) and Existing Noise Levels (Col. e2 minus Col. f) (g2)	Difference in Future (Stage 3 & noise barriers) and Existing Noise Levels (Col. e3 minus Col. f) (g3)	Difference in Future No Build and Existing Abatement Criteria (Col e1 minus Col. d) (h1)	Difference in Future (Stage 3 w/o noise barrier) and Existing Abatement Criteria (Col e2 minus Col. d) (h2)	Difference in Future (Stage 3 & noise barrier) and Existing Abatement Criteria (Col e3 minus Col. d) (h3)	Impact or No Impact (No Build) (*) (i1)	Impact or No Impact (Stage 3 w/o noise barriers) (*) (i2)	Impact or No Impact (Stage 3 w/ Noise barrier) (*) (i3)
1	340	135	multi-fam (4 units)	66	**66.0**	**NA**	**NA**	64.8	1.2	NA	NA	0.0	NA	NA		**RELOCATED**	
A	340	135	multi-fam (4 units)	66	65.4	**NA**	**NA**	64.2	1.2	NA	NA	-0.6	NA	NA		**RELOCATED**	
2	510	350	multi-fam (4 units)	66	64.2	**67.0**	**66.4**	63.0	1.2	4.0	3.4	-1.8	1.0	0.4		**i**	**i**
3	610	450	multi-fam (4 units)	66	63.9	66.5	65.9	62.7	1.2	3.8	3.2	-2.1	0.5	-0.1		**i**	
4	690	570	single-fam	66	63.1	65.9	65.4	61.8	1.3	4.1	3.6	-2.9	-0.1	-0.6			
5	580	280	multi-fam (4 units)	66	65.3	**68.3**	**67.1**	64.1	1.2	4.2	3.0	-0.7	2.3	1.1		**i**	**i**
6	525	250	multi-fam (4 units)	66	**66.8**	**69.2**	**66.9**	65.5	1.3	3.7	1.4	0.8	3.2	0.9	**i**	**i**	**i**
7	470	220	multi-fam (4 units)	66	**67.8**	**69.9**	**66.2**	**66.5**	1.3	3.4	-0.3	1.8	3.9	0.2	**i**	**i**	**i**
8	730	490	multi-fam (4 units)	66	64.0	**66.8**	**66.1**	62.7	1.3	4.1	3.4	-2.0	0.8	0.1		**i**	**i**
9	910	470	multi-fam (4 units)	66	64.0	**66.3**	64.4	62.7	1.3	3.6	1.7	-2.0	0.3	-1.6		**i**	
10	565	380	multi-fam (4 units)	66	65.1	**66.8**	61.9	63.8	1.3	3.0	-1.9	-0.9	0.8	-4.1		**i**	
11	460	320	single-fam	66	**66.5**	**68.5**	60.5	65.3	1.2	3.2	-4.8	0.5	2.5	-5.5	**i**	**i**	
12	330	180	church	66	**69.6**	**72.1**	61.8	**68.3**	1.3	3.8	-6.5	3.6	6.1	-4.2	**i**	**i**	
13	400	265	single-fam	66	**68.4**	**70.6**	61.0	**67.2**	1.2	3.4	-6.2	2.4	4.6	-5.0	**i**	**i**	
14	300	205	multi-fam (3 units)	66	**68.9**	**71.4**	61.4	**67.7**	1.2	3.7	-6.3	2.9	5.4	-4.6	**i**	**i**	
15	270	180	multi-fam (2 units)	66	**70.9**	**72.7**	62.1	**69.7**	1.2	3.0	-7.6	4.9	6.7	-3.9	**i**	**i**	
16	280	200	multi-fam (4 units)	66	**69.5**	**70.3**	61.2	**68.3**	1.2	2.0	-7.1	3.5	4.3	-4.8	**i**	**i**	
17	265	225	multi-fam (2 units)	66	**69.8**	**71.0**	62.3	**68.6**	1.2	2.4	-6.3	3.8	5.0	-3.7	**i**	**i**	
18	115	-	single-fam	66	**78.5**	**NA**	**NA**	**77.3**	1.2	NA	NA	12.5	NA	NA	**i**	**RELOCATED**	
19	110	-	School	66	**77.9**	**NA**	**NA**	**76.7**	1.2	NA	NA	11.9	NA	NA	**i**	**RELOCATED**	
20	180	-	multi-fam (4 units)	66	**74.4**	**NA**	**NA**	**73.0**	1.4	NA	NA	8.4	NA	NA	**i**	**RELOCATED**	
21	275	-	multi-fam (21 units)	66	**71.6**	**NA**	**NA**	**70.3**	1.3	NA	NA	5.6	NA	NA	**i**	**RELOCATED**	
22	80	-	multi-fam (4 units)	66	**78.9**	NA	NA	**77.6**	1.3	NA	NA	12.9	NA	NA	**i**	**RELOCATED**	
23	85	-	single-fam	66	**81.0**	**78.7**	**67.5**	**79.8**	1.2	-1.1	-12.3	15.0	12.7	1.5	**i**	**i**	**i**
24	140	105	single-fam	66	**77.6**	**77.2**	**66.4**	**76.4**	1.2	0.8	-10.0	11.6	11.2	0.4	**i**	**i**	**i**
25	185	150	single-fam	66	**76.0**	**76.8**	65.7	**74.9**	1.1	1.9	-9.2	10.0	10.8	-0.3	**i**	**i**	
26	85	65	single-fam	66	**78.6**	**73.5**	63.7	**76.8**	1.8	-3.3	-13.1	12.6	7.5	-2.3	**i**	**i**	
27	110	75	single-fam	66	**79.9**	**75.5**	**66.0**	**78.5**	1.4	-3.0	-12.5	13.9	9.5	0.0	**i**	**i**	
28	135	120	single-fam	66	**77.8**	**74.7**	**66.7**	**76.6**	1.2	-1.9	-9.9	11.8	8.7	0.7	**i**	**i**	**i**
29	180	165	single-fam	66	**76.5**	**74.4**	**66.6**	**75.4**	1.1	-1.0	-8.8	10.5	8.4	0.6	**i**	**i**	**i**
30	250	250	single-fam	66	**73.1**	**70.8**	**66.0**	**71.7**	1.4	-0.9	-5.7	7.1	4.8	0.0	**i**	**i**	
31	290	270	single-fam	66	**71.5**	**73.1**	64.6	**70.4**	1.1	2.7	-5.8	5.5	7.1	-1.4	**i**	**i**	
32	205	175	single-fam	66	**74.7**	**76.1**	65.0	**73.5**	1.2	2.6	-8.5	8.7	10.1	-1.0	**i**	**i**	
33	300	-	multi-fam (4 units)	66	**66.5**	**NA**	**NA**	65.3	1.2	NA	NA	0.5	NA	NA	**i**	**RELOCATED**	
34	320	350	single-fam	66	**69.2**	**67.6**	65.7	**67.8**	1.4	-0.2	-2.1	3.2	1.6	-0.3	**i**	**i**	
53	205	175	single-fam	66	**75.4**	**75.8**	**66.5**	**74.3**	1.1	1.5	-7.8	9.4	9.8	0.5	**i**	**i**	**i**

(*) From Wisconsin Administrative Code - TRANS 405.04 (2) (b) (Siting Criteria and Policies)

NA - Some Receptors are relocations

Table N.5-2 Stage 3 Verona Road Interchange Noise Analysis–Northeast and Southeast Quadrants

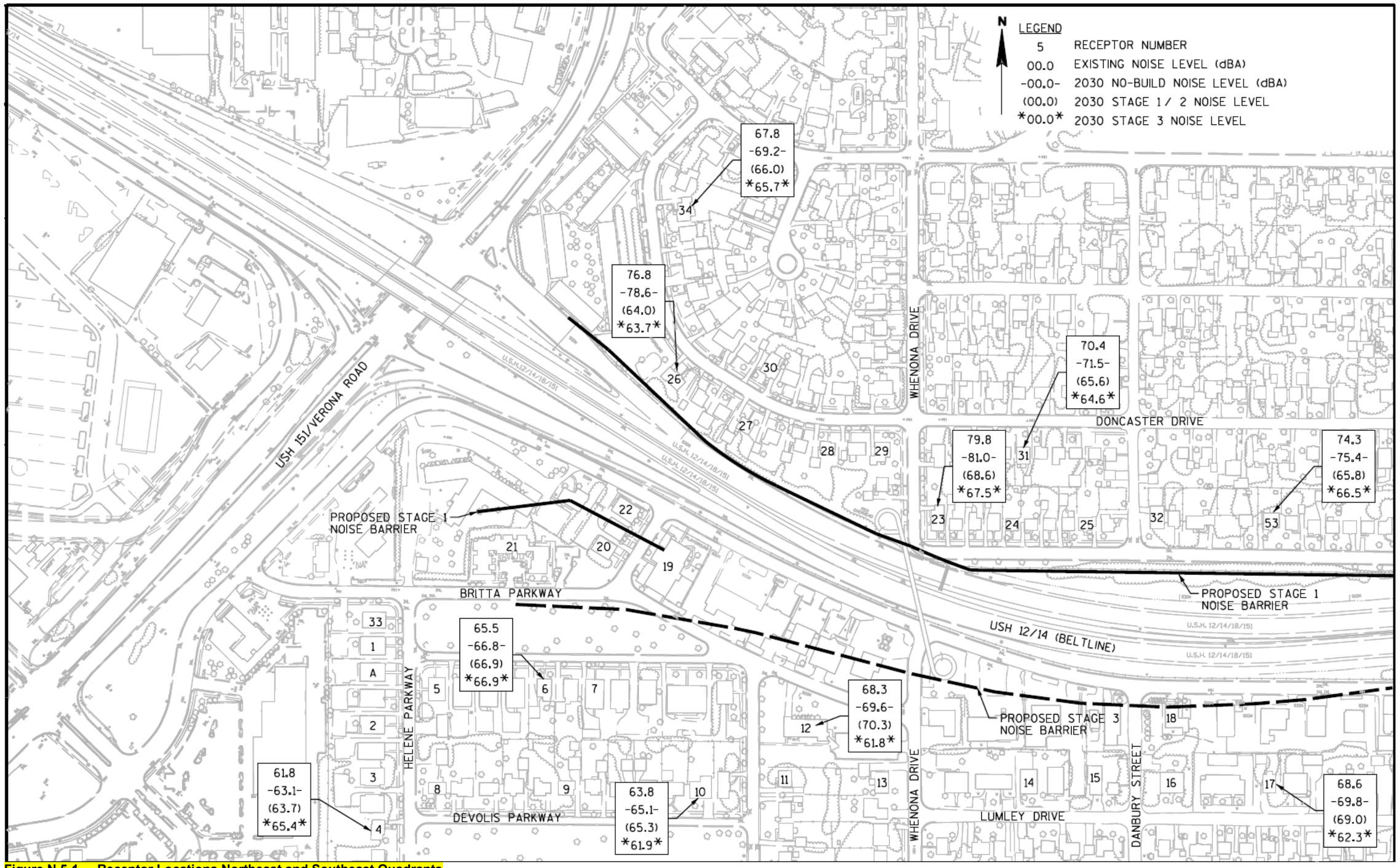


Figure N.5-1 Receptor Locations Northeast and Southeast Quadrants

Note: dBA for 2030 Stages 1, 2 and 3 assumes all noise barriers proposed in each stage are built.

Receptor Location or Site Identi-fication (See attached Map) (a)	Distance from C/L of Near Lane To Receptor in feet (Freeflow) (b1)	Number of Families Typical of this Receptor Site (c)	SOUND LEVEL LEQ (dBA) Noise Abatement Criteria (NAC) (d)	Future Noise Level (No-Build) (e1)	Future Noise Level (Stage 1&2) 2030 (e2)	Future Noise Level (Stage 3) (e3)	Existing Noise Level (f)	Difference in Future No Build and Existing Noise Levels (Col. e1 minus Col. f) (g1)	Difference in Future (Stage 1&2) and Existing Noise Levels (Col. e2 minus Col. f) (g2)	Difference in Future (Stage 3) and Existing Noise Levels (Col. e3 minus Col. f) (g3)	Difference in Future No Build and Existing Abatement Criteria (Col e1 minus Col. d) (h1)	Difference in Future Stage 1&2 and Existing Abatement Criteria (Col e2 minus Col. d) (h1)	Difference in Future (Stage 3) and Existing Abatement Criteria (Col e3 minus Col. d) (h2)	Impact or No Impact (No Build) (*) (i1)	Impact or No Impact (Stage 1) (*) (i2)	Impact or No Impact (Stage 3) (*) (i3)
1	455	4 Fam (Multi-unit)	66	**66.8**	65.8	**66.2**	65.5	1.3	0.3	0.7	0.8	-0.2	0.2	i		
2	250	4 Fam (Multi-unit)	66	**70.4**	**68.8**	**69.2**	**68.9**	1.5	-0.1	0.3	4.4	2.8	3.2	i	i	i
3	530	Single Fam	66	65.6	64.7	65.0	64.3	1.3	0.4	0.7	-0.4	-1.3	-1.0			
4	285	4 Fam (Multi-unit)	66	**69.4**	**68.8**	**69.4**	**67.8**	1.6	1.0	1.6	3.4	2.8	3.4	i	ii	i
5	340	Single Fam	66	**66.9**	**66.6**	**67.2**	65.4	1.5	1.2	1.8	0.9	0.6	1.2	i	i	i
6	235	4 Fam (Multi-unit)	66	**70.2**	**68.4**	**68.7**	**68.7**	1.5	-0.3	0.0	4.2	2.4	2.7	i	i	i
7	250	2 Fam (Multi-unit)	66	**68.6**	**67.4**	**67.7**	**67.2**	1.4	0.2	0.5	2.6	1.4	1.7	i	i	i
8	385	4 Fam (Multi-unit)	66	**67.8**	**67.0**	**67.4**	**66.4**	1.4	0.6	1.0	1.8	1.0	1.4	i	i	i
9	250	Single Fam	66	64.6	63.5	63.9	63.4	1.2	0.1	0.5	-1.4	-2.5	-2.1			
10	135	Single Fam	66	**74.4**	**75.6**	**76.3**	**72.8**	1.6	2.8	3.5	8.4	9.6	10.3	i	i	i
11	65	Single Fam	66	**79.7**	**NA**	**NA**	**78.2**	1.5	NA	NA	13.7	NA	NA	i	**Relocated**	**Relocated**
12	160	Single Fam	66	**73.5**	**73.1**	**73.8**	**71.9**	1.6	1.2	1.9	7.5	7.1	7.8	i	i	i
13	160	Multi Fam- unit	66	**72.9**	**70.4**	**70.8**	**71.3**	1.6	-0.9	-0.5	6.9	4.4	4.8	i	i	i
14	130	Multi Fam- unit	66	**75.3**	**72.4**	**73.0**	**73.7**	1.6	-1.3	-0.7	9.3	6.4	7.0	i	i	i
15	325	Multi Fam- unit	66	**67.8**	**66.9**	**67.2**	**66.3**	1.5	0.6	0.9	1.8	0.9	1.2	i	i	i
16	295	Multi Fam- unit	66	**69.3**	**68.4**	**68.9**	**67.8**	1.5	0.6	1.1	3.3	2.4	2.9	i	i	i
17	475	Multi Fam- unit	66	**66.8**	65.8	**66.2**	65.4	1.4	0.4	0.8	0.8	-0.2	0.2	i		
18	410	Multi Fam- unit	66	**67.9**	**67.0**	**67.4**	**66.5**	1.4	0.5	0.9	1.9	1.0	1.4	i	i	i
19	320	Multi Fam- unit	66	**68.8**	**68.0**	**68.5**	**67.3**	1.5	0.7	1.2	2.8	2.0	2.5	i	i	i

(*) From Wisconsin Administrative Code - TRANS 405.04 (2) (b) (Siting Criteria and Policies) NA - Some Receptors are relocations

i

Table N.5-3 Stages 1, 2, and 3 Verona Road Interchange Noise Analysis–Northwest Quadrant

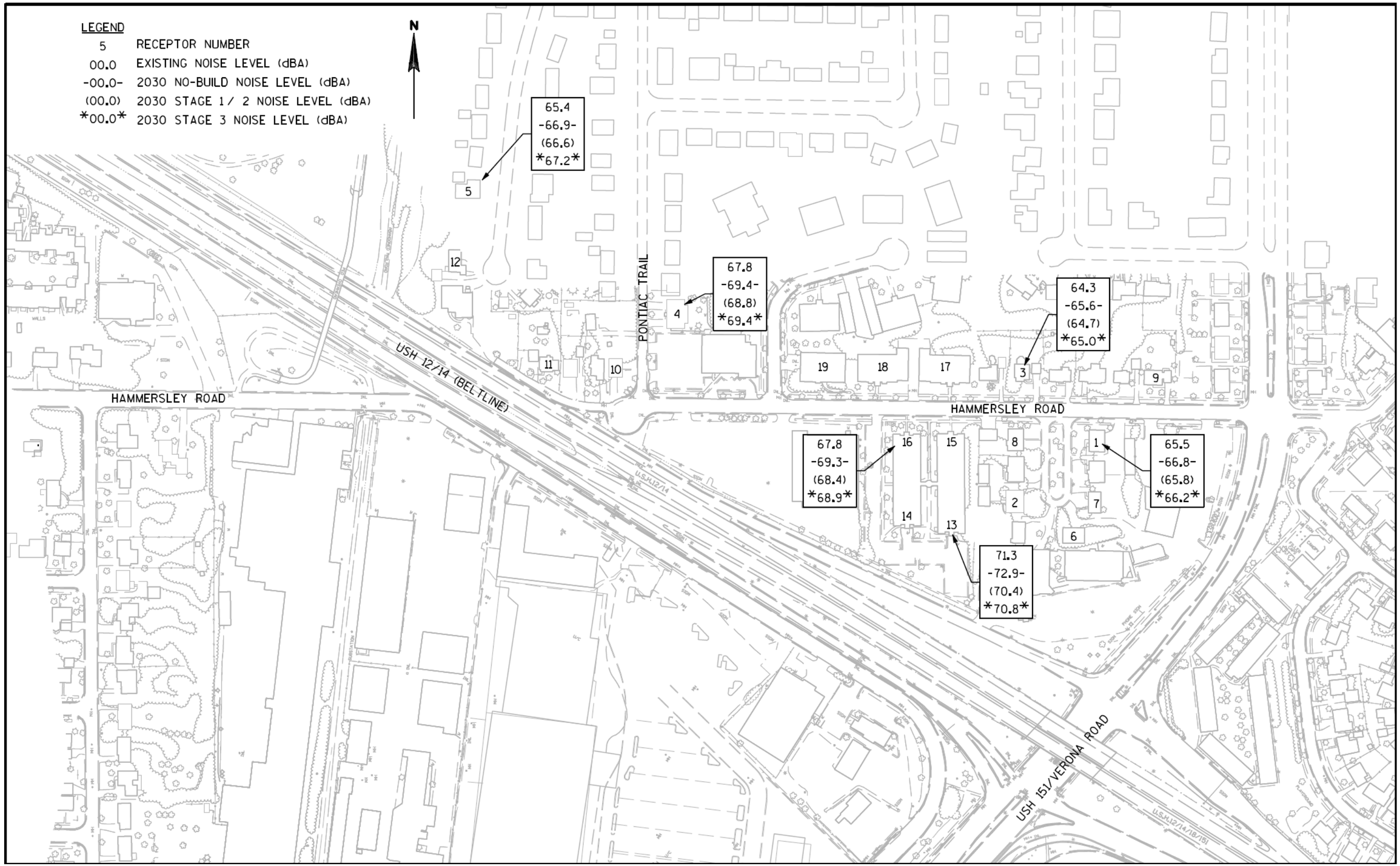


Figure N.5-2 Receptor Locations Northwest Quadrant

Note: Stage 3 dBA reductions assume freeway lanes are built below existing ground level, as proposed.

Receptor Location or Site Identi-fication (See attached Map) (a)	Distance from C/L of Near Lane To Receptor in feet (b)	Number of Families of People Typical of this Receptor Site (c)	SOUND LEVEL LEQ (dBA)						Impact Evaluation								
			Noise Abatement Criteria (NAC) (d)	Future Noise Level 2030 No Build (e)	Future Noise Level 2030 (Stage 1&2 w/o noise barriers) (e1)	Future Noise Level (Stage 1&2 w/ 20-ft east noise barrier) (e2)	Future Noise Level 2030 (Stage 3, Depressed Road) (e3)	Existing Noise Level (f)	Difference in Future (Stage 1&2 w/o noise barriers) and Existing Noise Levels (Col. e1 minus Col. f) (g1)	Difference in Future (Stage 1&2 with east noise barrier) and Existing Noise Levels (Col. e2 minus Col. f) (g2)	Difference in Future (Stage 3) and Existing Noise Levels (Col. e3 minus Col. f) (g3)	Difference in Future (Stage 1&2 w/o noise barriers) and Existing Abatement Criteria (Col e1 minus Col. d) (h1)	Difference in Future (Stage 1&2 w/ east noise barrier) and Existing Abatement Criteria (Col e2 minus Col. d) (h2)	Difference in Future (Stage 3) and Existing Abatement Criteria (Col e3 minus Col. d) (h3)	Impact or No Impact (Stage 1&2 w/o noise barriers) (*) (i1)	Impact or No Impact (Stage 1&2 with noise barrier) (*) (i2)	Impact or No Impact (Stage 3) (*) (i3)
1	180	single-fam unit	66	**66.9**	**67.8**	**67.8**	60.1	**66.3**	1.5	1.5	-6.2	1.8	0.9	-5.9	i	i	
2	215	single-fam unit	66	65.3	**69.2**	**69.2**	60.1	64.7	4.5	4.5	-4.6	3.2	3.9	-5.9	i	i	
3	255	single-fam unit	66	63.8	**67.5**	**67.5**	58.7	63.2	4.3	4.3	-4.5	1.5	3.7	-7.3	i	i	
4	290	single-fam unit	66	62.2	65.9	65.9	56.9	61.6	4.3	4.3	-4.7	-0.1	3.7	-9.1		i	
5	320	single-fam unit	66	60.7	64.3	64.3	56.0	60.1	4.2	4.2	-4.1	-1.7	3.6	-10.0		i	
6	390	single-fam unit	66	58.8	62.3	62.3	54.5	58.1	4.2	4.2	-3.6	-3.7	3.5	-11.5		i	
7	150	single-fam unit	66	**68.2**	**72.6**	**72.6**	62.8	**67.6**	5.0	5.0	-4.8	6.6	4.4	-3.2	i	i	
8	185	single-fam unit	66	65.2	**69.6**	**69.6**	61.2	64.7	4.9	4.9	-3.5	3.6	4.4	-4.8	i	i	
9	220	single-fam unit	66	63.3	**67.6**	**67.6**	59.8	62.8	4.8	4.8	-3.0	1.6	4.3	-6.2	i	i	
10	295	single-fam unit	66	61.1	64.9	64.9	57.9	60.4	4.5	4.5	-2.5	-1.1	3.8	-8.1		i	
11	355	single-fam unit	66	59.0	62.8	62.8	56.5	58.3	4.5	4.5	-1.8	-3.2	3.8	-9.5		i	
12	410	single-fam unit	66	57.9	61.6	61.6	54.6	57.2		4.4	-2.6		3.7	-11.4		i	
13	345	single-fam unit	66	59.0	64.1	64.1	55.8	58.6	5.5	5.5	-2.8	-1.9	5.1	-10.2		i	
14	400	single-fam unit	66	58.2	63.6	63.6	55.4	57.8	5.8	5.8	-2.4	-2.4	5.4	-10.6		i	
15	465	single-fam unit	66	57.6	62.5	62.5	54.8	57.1	5.4	5.4	-2.3	-3.5	4.9	-11.2		i	
16	330	single-fam unit	66	59.4	64.9	64.9	56.4	58.9	6.0	6.0	-2.5	-1.1	5.5	-9.6		i	
17	245	single-fam unit	66	61.0	**66.2**	**66.2**	58.2	60.5	5.7	5.7	-2.3	0.2	5.2	-7.8	i	i	
18	365	single-fam unit	66	58.6	64.3	64.3	57.3	58.0	6.3	6.3	-0.7	-1.7	5.7	-8.7		i	
19	105	multi-fam (25-50 units)	66	**67.3**	**NA**	**NA**	NA	**66.7**	NA	NA	NA	NA	NA	NA	i	i	**RELOCATED**
20	190	multi-fam (23 units)	66	63.5	**68.6**	61.3	62.0	62.9	5.7	-1.6	-0.9	2.6	-2.2	-4.0	i		
21	295	multi-fam (8 units)	66	60.2	65.7	59.1	58.3	59.6	6.1	-0.5	-1.3	-0.3	-1.1	-7.7			
22	370	multi-fam (8 units)	66	58.3	64.0	58.4	56.0	57.7	6.3	0.7	-1.7	-2.0	0.1	-10.0		i	
23	450	multi-fam (8 units)	66	56.9	61.1	57.0	53.7	56.3	4.8	0.7	-2.6	-4.9	0.1	-12.3		i	
24	500	multi-fam (8 units)	66	56.4	59.4	56.3	52.5	55.8	3.6	0.5	-3.3	-6.6	-0.1	-13.5		i	
25	275	multi-fam unit	66	60.5	63.8	63.2	58.6	59.6	4.2	3.6	-1.0	-2.2	2.7	-7.4		i	
26	155	multi-fam unit	66	64.7	**68.2**	**67.8**	59.7	63.9	4.3	3.9	-4.2	2.2	3.1	-6.3	i	i	
27	105	multi-fam unit	66	66.5	**70.8**	**69.8**	63.3	65.8	5.0	4.0	-2.5	4.8	3.3	-2.7	i	i	
28	240	multi-fam unit	66	61.8	65.3	63.8	56.5	61.0	4.3	2.8	-4.5	-0.7	2.0	-9.5		i	
29	40	single-fam unit	66	**71.2**	**75.2**	**75.2**	**66.7**	**70.6**	4.6	4.6	-3.9	9.2	4.0	0.7	i	i	
30	140	single-fam unit	66	65.0	**69.0**	**69.0**	61.3	64.4	4.6	4.6	-3.1	3.0	4.0	-4.7	i	i	
31	190	single-fam unit	66	62.9	**67.2**	**67.2**	60.7	62.3	4.9	4.9	-1.6	1.2	4.3	-5.3	i	i	
32	95	multi-fam unit	66	**66.8**	**72.7**	**72.7**	63.9	**66.2**	6.5	6.5	-2.3	6.7	5.9	-2.1	i	i	
33	170	multi-fam unit	66	**67.0**	**72.8**	**72.8**	62.9	**66.4**	6.4	6.4	-3.5	6.8	5.8	-3.1	i	i	
34	220	multi-fam unit	66	65.6	**70.7**	**70.7**	61.2	65.1	5.6	5.6	-3.9	4.7	5.1	-4.8	i	i	
35	300	multi-fam unit	66	61.7	65.9	65.9	58.4	61.1	4.8	4.8	-2.7	-0.1	4.2	-7.6		i	
36	305	multi-fam unit	66	61.6	66.0	66.0	57.9	61.0	5.0	5.0	-3.1	0.0	4.4	-8.1		i	
37	335	multi-fam unit	66	60.5	64.7	64.7	57.4	59.8	4.9	4.9	-2.4	-1.3	4.2	-8.6		i	
38	325	multi-fam unit	66	60.5	64.9	64.9	57.8	59.8	5.1	5.1	-2.0	-1.1	4.4	-8.2		i	
39	360	multi-fam unit	66	60.6	64.3	64.3	57.2	60.0	4.3	4.3	-2.8	-1.7	3.7	-8.8		i	
40	180	multi-fam unit	66	**66.4**	**69.7**	**69.7**	59.9	65.8	3.9	3.9	-5.9	3.7	3.3	-6.1	i	i	
41	100	multi-fam (24-unit)	66	65.7	**68.3**	64.6	60.6	65.3	3.0	-0.7	-4.7	2.3	-1.1	-5.4	i		
42	175	multi-fam (24-unit)	66	63.0	**68.2**	61.3	60.3	62.7	5.5	-1.4	-2.4	2.2	-1.7	-5.7	i		
43	100	multi-fam (24-unit)	66	65.6	**71.4**	61.7	63.3	65.6	5.8	-3.9	-2.3	5.4	-3.9	-2.7	i		
44	150	multi-fam (24-unit)	66	**66.1**	**71.4**	61.7	63.5	65.6	5.8	-3.9	-2.1	5.4	-4.4	-2.5	i		
45	430	multi-fam unit	66	59.3	62.2	61.9	53.7	58.6	3.6	3.3	-4.9	-3.8	2.6	-12.3		i	
46	370	multi-fam unit	66	59.4	62.3	61.5	54.0	58.7	3.6	2.8	-4.7	-3.7	2.1	-12.0		i	
47	465	multi-fam unit	66	57.4	59.0	58.1	52.4	56.8	2.2	1.3	-4.4	-7.0	0.7	-13.6		i	
48	90	proposed site	66	**67.7**	**71.3**	**71.3**	62.9	**67.3**	4.0	4.0	-4.4	5.3	3.6	-3.1	i	i	
49	85	proposed site	66	**68.0**	**72.7**	**72.7**	62.7	**67.4**	5.3	5.3	-4.7	6.7	4.7	-3.3	i	i	
50	375	multi-fam (24-unit)	66	57.5	60.9	59.3	52.2	56.9	4.0	2.4	-4.7	-5.1	1.8	-13.8		i	
51	385	single-fam unit	66	59.3	63.2	63.2	55.8	58.7	4.5	4.5	-2.9	-2.8	3.9	-10.2		i	

(*) From Wisconsin Administrative Code - TRANS 405.04 (2) (b) (Siting Criteria and Policies) NA - Some Receptors are relocations

Table N.5-4 Stages 1, 2, and 3 Verona Road Noise Analysis–Raymond Road to Williamsburg Way

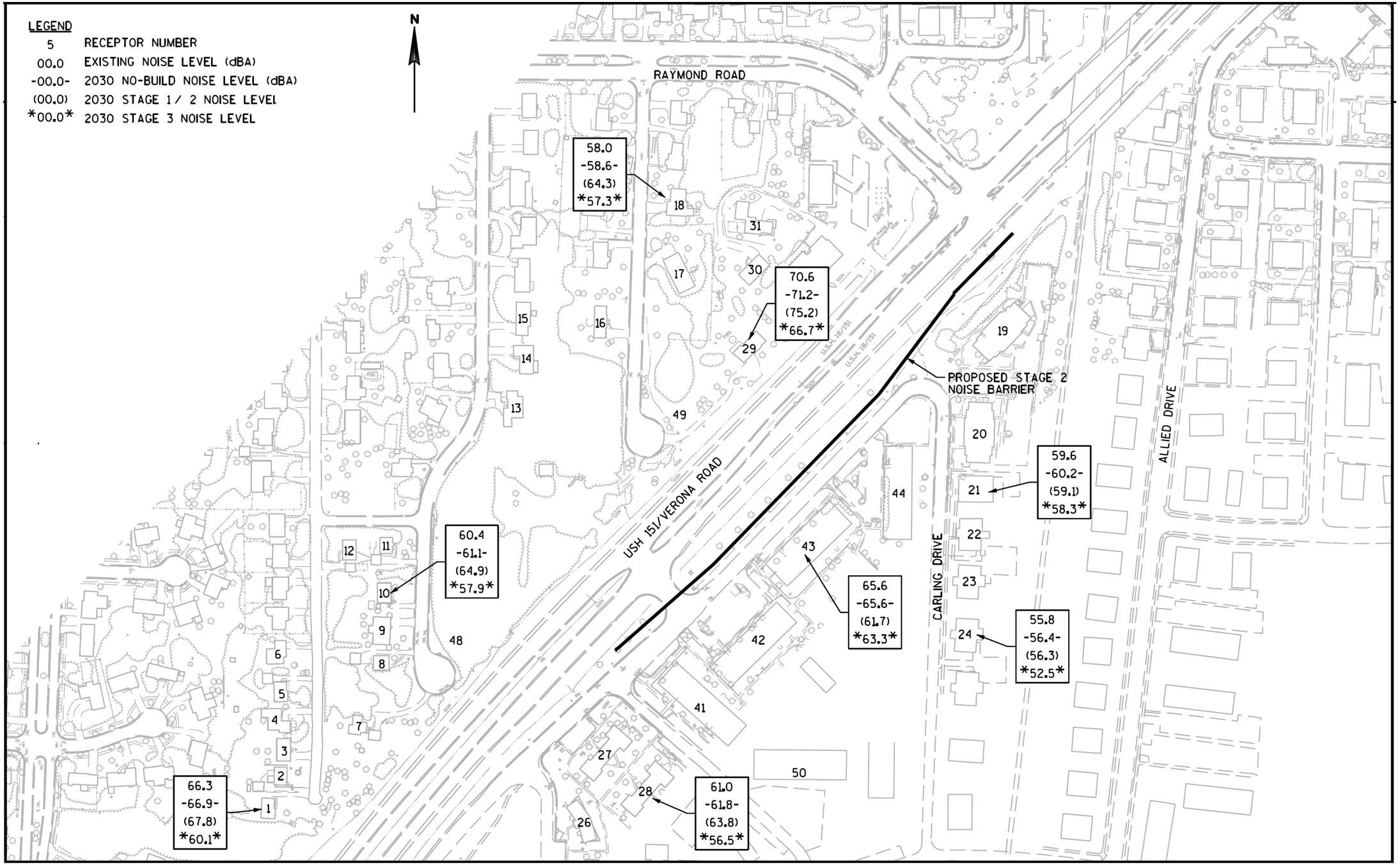


Figure N.5-3 Receptor Locations Raymond Road to Williamsburg Way

Note: Stage 3 dBA reductions assume freeway lanes are built below existing ground level, as proposed.

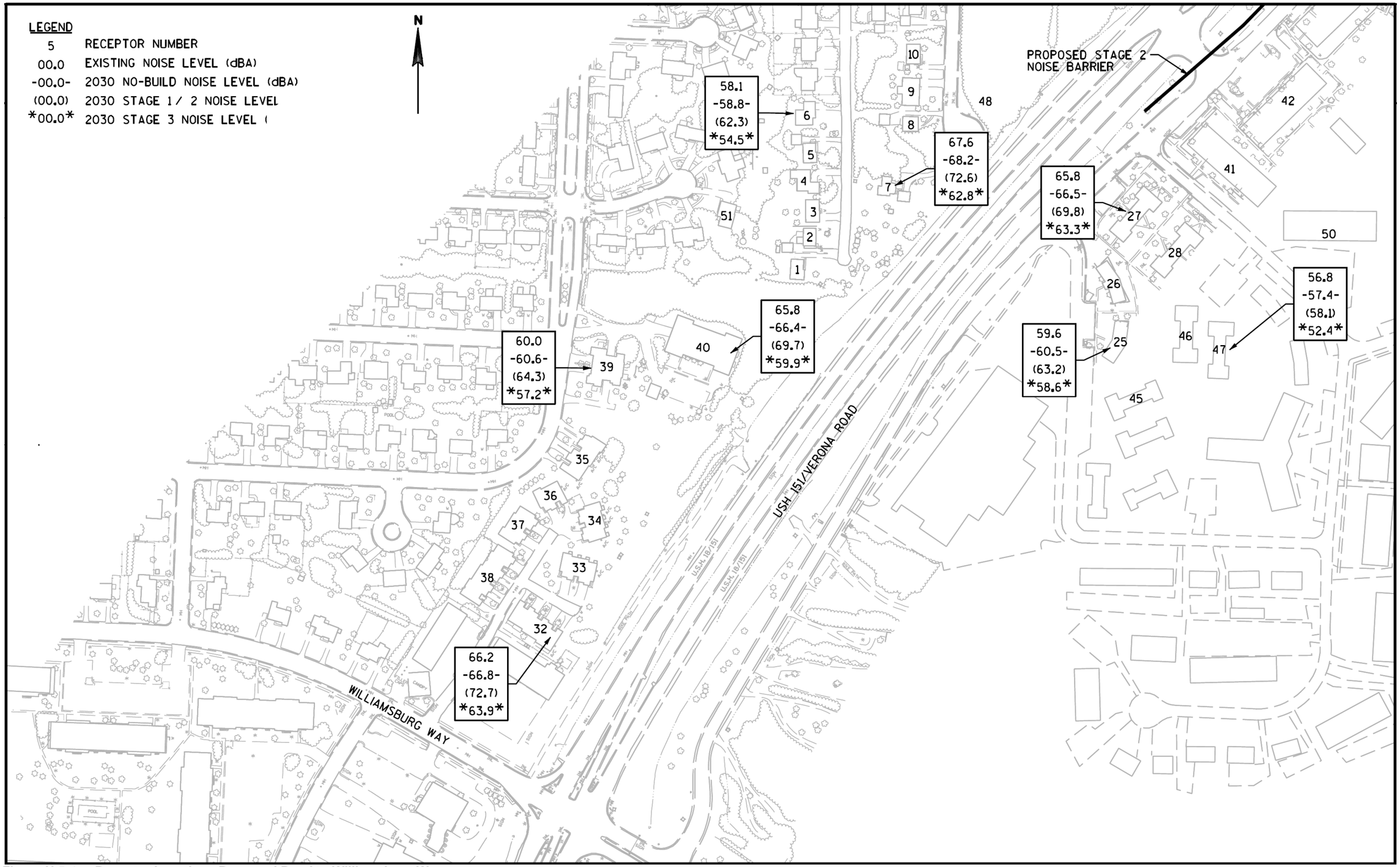


Figure N.5-4 Receptor Locations Raymond Road to Williamsburg Way

Note: Stage 3 dBA reductions assume freeway lanes are built below existing ground level, as proposed.

Receptor Location or Site Identification (See attached Map) (a)	Distance from C/L of Near Lane To Receptor in feet (b1)	Number of Families Typical of this Receptor Site (c)	SOUND LEVEL LEQ (dBA)				Impact Evaluation				
			Noise Abatement Criteria (NAC) (d)	Future No Build (2030) (e1)	Future Build Noise Level (w/o wall) 2030 (e2)	Existing Noise Level (f)	Difference in Future No Build and Existing Noise Levels (Col. e1 minus Col. f) (g1)	Difference in Future No Build and Existing Abatement Criteria (Col e1 minus Col. d) (g2)	Difference in Future Build (w/o wall) and Existing Abatement Criteria (Col e2 minus Col. d) (g3)	Impact or No Impact (Future No Build) (i1)	Impact or No Impact (w/o noise barriers) (i2)
1	830	single-fam	66	58.4	58.7	58.2	0.2	-7.6	-7.3		
2	775	single-fam	66	58.9	59.2	58.7	0.2	-7.1	-6.8		
3	705	single-fam	66	59.7	59.8	59.5	0.2	-6.3	-6.2		
4	620	single-fam	66	60.5	60.7	60.3	0.2	-5.5	-5.3		
5	550	single-fam	66	61.2	61.3	60.9	0.3	-4.8	-4.7		
6	470	single-fam	66	62.1	62.1	61.8	0.3	-3.9	-3.9		
7	390	single-fam	66	63	63.1	62.8	0.2	-3.0	-2.9		
8	345	single-fam	66	63.6	63.9	63.3	0.3	-2.4	-2.1		
9	230	single-fam	66	64.9	65.2	64.6	0.3	-1.1	-0.8		
10	160	single-fam	66	66.8	67.0	66.6	0.2	0.8	1.0	i	i
11	100	single-fam	66	68.6	68.9	68.4	0.2	2.6	2.9	i	i
12	50	single-fam	66	72.7	72.3	71.9	0.8	6.7	6.3	i	i
13	75	single-fam	66	71.5	71.6	71.1	0.4	5.5	5.6	i	i
14	190	single-fam	66	70.4	71.1	70.1	0.3	4.4	5.1	i	i
15	210	single-fam	66	68.7	69.2	68.4	0.3	2.7	3.2	i	i
16	220	single-fam	66	67.5	68.0	67.2	0.3	1.5	2.0	i	i
17	240	single-fam	66	66.6	66.9	66.3	0.3	0.6	0.9	i	i
18	65	single-fam	66	74.1	74.2	73.6	0.5	8.1	8.2	i	i
19	65	single-fam	66	73.8	73.8	73.3	0.5	7.8	7.8	i	i
20	220	single-fam	66	66.3	66.9	66.1	0.2	0.3	0.9	i	i

Table N.5-5 Noise Analysis US 12/14 Whitney Way Interchange

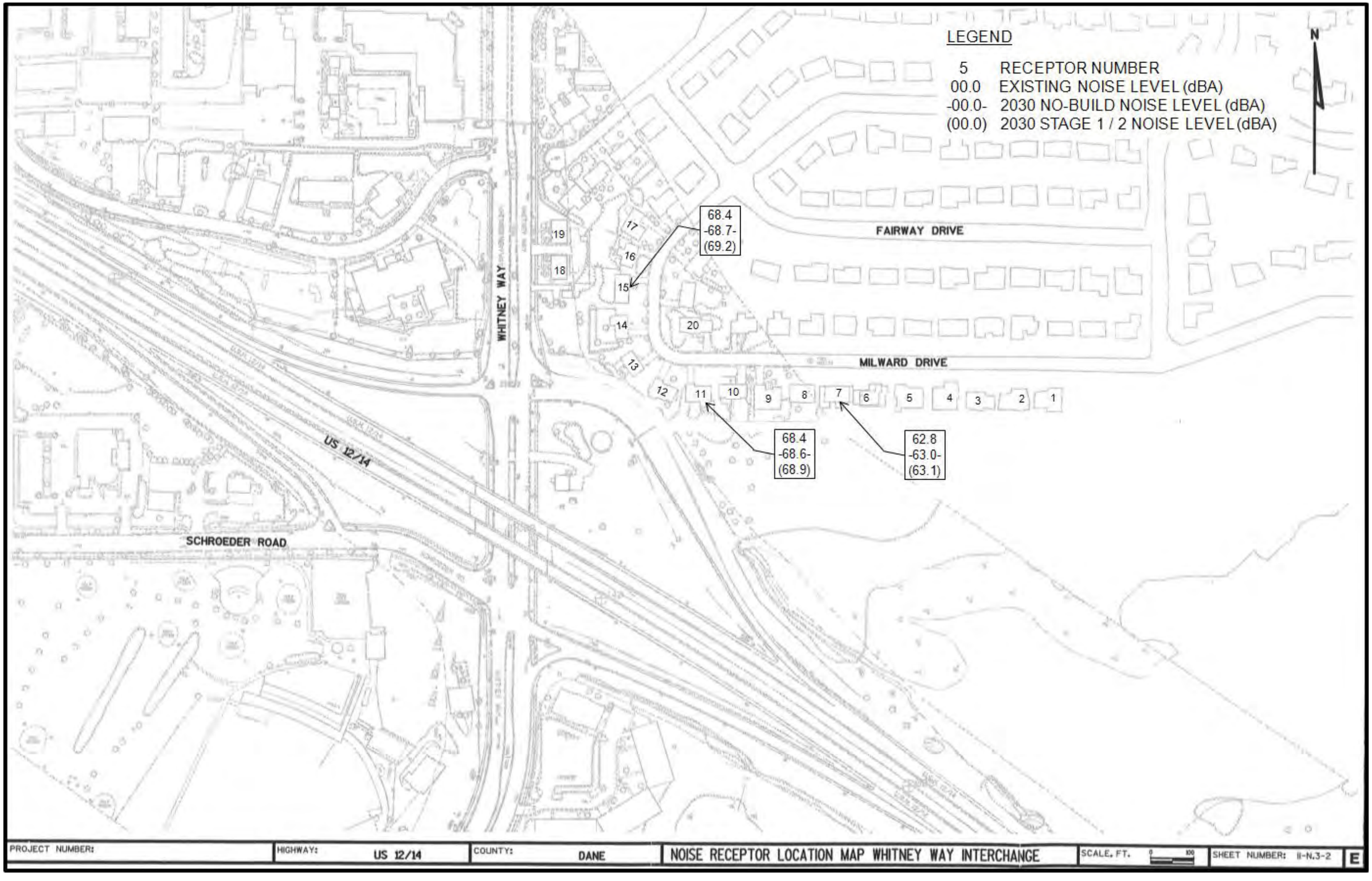


Figure N.5-5 Receptor Locations US 12/14 Whitney Way Interchange

N.6 TRAFFIC NOISE ABATEMENT

Will traffic noise abatement measures be implemented?

☐ Not Applicable–Traffic noise impacts will not occur.

☒ No–Traffic noise abatement is not reasonable or feasible (explain why). In areas currently undeveloped, local units of government are to be notified of predicted noise levels for land use planning purposes. (A COPY OF THIS WRITTEN NOTIFICATION SHALL BE INCLUDED WITH THIS DOCUMENT.)

For Stage 1 and Stage 2 of the Preferred Alternative, traffic noise abatement will not be reasonable in the northwest quadrant of the Verona Road/Beltline Interchange. Noise abatement is not reasonable or feasible on the west side of Verona Road. Noise abatement is also not reasonable on the US 12/14 Whitney Way Interchange off-ramp.

Table N.6-1 summarizes the locations of noise abatement modeled for the Stage 1 and Stage 2 of the Preferred Alternative.

For Stage 3 of the Preferred Alternative, traffic noise abatement will not be reasonable in the following areas:

1. Northwest quadrant of the Verona Road/Beltline Interchange
2. West of Verona Road south of the Verona Road/Beltline Interchange area.

Models predict that residences northwest of the interchange and residences west of Verona Road (south of the Verona Road/Beltline interchange) would approach or exceed the NAC. Table N.6-2 summarizes the locations of noise abatement modeled for Stage 3 of the Preferred Alternative.

☒ Yes–Describe any traffic noise abatement measures that will be implemented.

When traffic noise impacts occur, measures to reduce or eliminate impacts should be considered by WisDOT where such impacts are determined to be reasonable and feasible. Wisconsin Administrative Code–Chapter Trans 405.04, Siting Noise Barriers, mandates noise wall siting criteria. The following siting criteria are mandated for projects like the Verona Road project:

1. Predicted future outdoor noise levels must equal or exceed 66 decibels (dBA) or exceed existing noise levels by 15 dBA or more

2. To be considered reasonable, any noise wall protecting a receptor must reduce noise levels by 8 dBA or more and the total cost of a noise barrier may not exceed $30,000 per abutting residence.

Noise abatement measures were modeled for Stages 1 and 2 of the Preferred Alternative. Stage 3 of the Preferred Alternative was modeled separately. For Stages 1 and 2, traffic noise abatement is reasonable and feasible in the northeast quadrant of the US 12/14 (Beltline) interchange, on the east side of Verona Road between Williamsburg Way and Raymond Road, and in the southeast quadrant of the Verona Road/Beltline interchange. Figure N.6-1 shows the reasonable and feasible locations for noise abatement in Stage 1, 2, and 3 of the Preferred Alternative. Table N.6-1 summarizes the locations of noise abatement modeled for Stages 1 and 2.

Retrofitting existing residences through sound insulation and non-opening windows was also considered, but ruled out as a feasible option because it would not address outdoor noise levels at the receptors. Soundproofing is typically considered effective only for public buildings such as schools, hospitals, and nursing homes, when noise abatement measures are justified and other abatement measures are determined to be either physically infeasible or economically unreasonable.

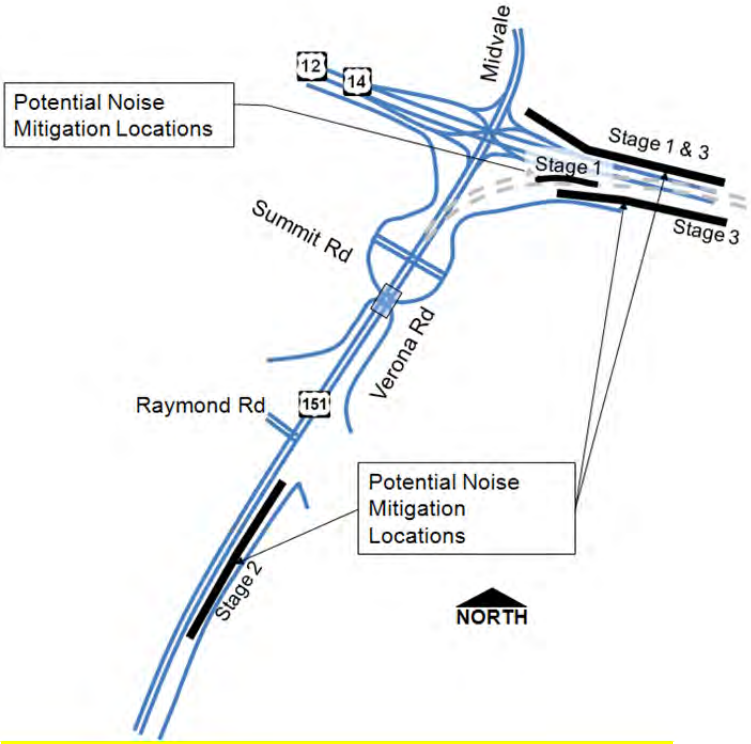


Figure N.6-1 Reasonable and Feasible Locations for Noise Abatement for the Preferred Alternative

Noise Wall Location	Length ft	Height ft	Barrier Area sq ft	Cost[1] $	Receptors Reduced 8 dBA	Cost per Residence $	Feasible and Reasonable
North side of Beltline from Midvale to Seminole Hwy	2,130	14	29,820	$536,760	39	$13,763	Yes
North side of Beltline west of Midvale Blvd.	396	30	11,887	$213,966	2	$106,983	No
North side of Beltline near Hammersley Road	682	28	19,110	$343,980	3	$114,660	No
South side of Beltline east of Verona Road	400	24	9,600	$172,820	7	$24,690	Yes
East side of Verona Road from Raymond Road South	1,320	20	26,400	$475,200	26	$18,277	Yes
West side of Verona Road from Raymond Road South	1,410	15.6	22,00	$402,200[2]	11	$36,565	No
US 12/14 Whitney Way Interchange (Wall #1)	540	22	11,880	$213,840	4	$53,460	No
US 12/14 Whitney Way Interchange (Wall #2)	640	26.7	17,088	$307,584	3	$102,528	No

[1] Assume $18 per square foot.
[2] Includes cost of beam guard

Table N.6-1 Noise Abatement Cost Summary Preferred Alternative Stage 1 and Stage 2

For Stage 3 of the Preferred Alternative, noise abatement is reasonable and feasible in two areas:

Figure N.6-2 shows the locations qualifying for noise abatement. Table N.6-2 summarizes the locations of noise abatement modeled for Stage 3 of the Preferred Alternative.

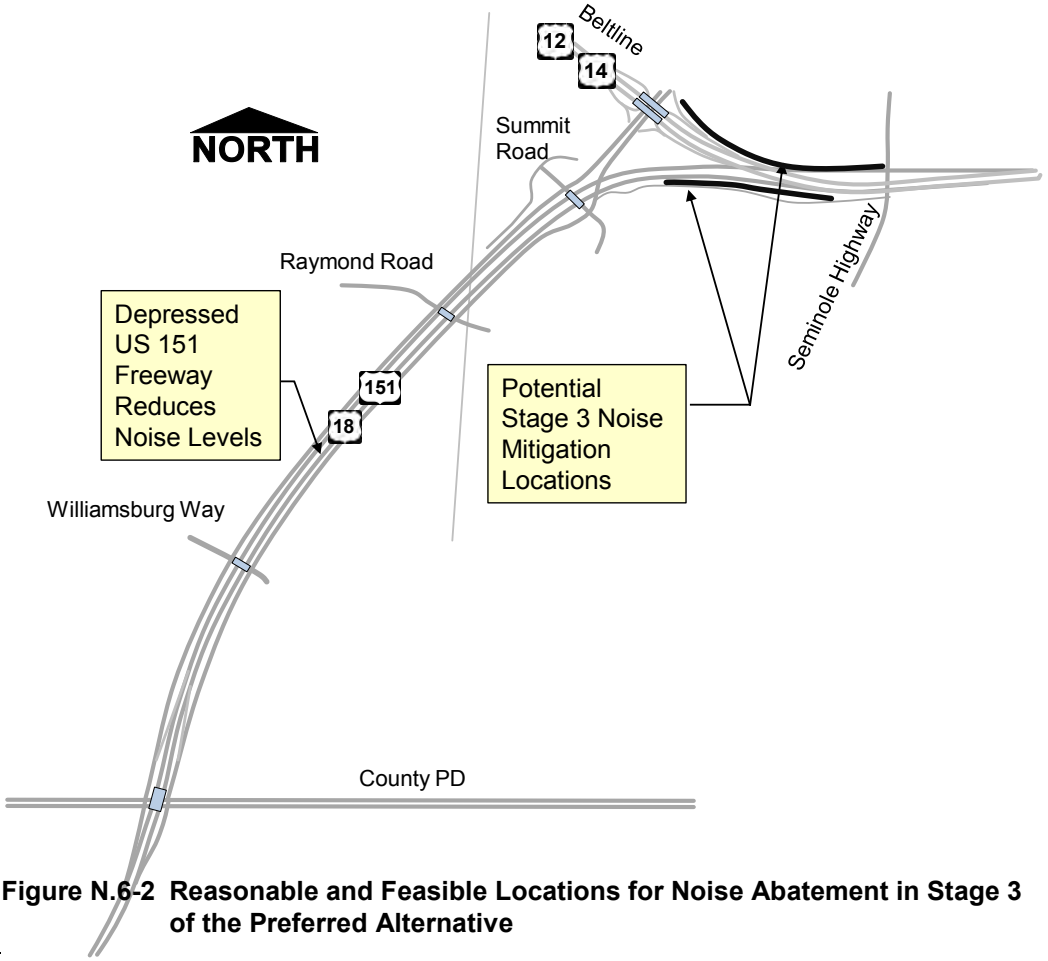


Figure N.6-2 Reasonable and Feasible Locations for Noise Abatement in Stage 3 of the Preferred Alternative

Noise Barrier Location	Length ft	Height ft	Barrier Area sq ft	Cost[1] $	Receptors Reduced 8 dBA	Cost per Residence $	Feasible and Reasonable
North side of Beltline from Midvale to Seminole Hwy	2,130	14	29,820	$536,760	39	**$13,763**	**Yes**
South side of Beltline from Verona Road to Seminole Hwy	2,050	22.5	46,125	$830,250	28	**$29,651**	**Yes**

[1]Assume $18 per square foot.

Table N.6-2 Noise Abatement Cost Summary for Stage 3 of the Preferred Alternative

Based on studies completed to date, and depending on the alternative selected as preferred, WisDOT would intend to install the reasonable and feasible noise abatement measures presented in Figures N.6-1 or N.6-2. If during final design these conditions change substantially, the abatement measures may be reanalyzed. WisDOT is committed to construction of the noise barriers and will work with the Cities of Madison and Fitchburg and affected residents/owners through additional public involvement to determine if the barriers are to be incorporated into construction plans.

Wisconsin Department of Transportation

O1 FINAL SECTION 4(F) EVALUATION AND UNIQUE AREA IMPACT EVALUATION

Portion of project this sheet is evaluating if different from the first Basic Sheet
US 18/151 (Verona Road) Stage 2 of the Preferred Alternative

Is this the preferred alternative? Yes

NOTE:** **A star symbol (*) preceding an item indicates those items required for the FHWA 4(f) evaluation but added to the WisDOT detailed evaluation sheet.

Required for the following:	**Stage 2 of Preferred Alternative**
Property Name	**Military Ridge Trail and Extension**
Location	East of Verona Road at County PD
Ownership or Administration	WDNR
Use ***Existing and Planned Activities**	Trail for cyclists and pedestrians
Type	☐ Public Park ☐ Recreational Lands ☐ Wildlife Refuge ☐ Waterfowl Refuge ☐ Historic Site ☒ Other–identify: Trail
Total Size (2009)	Not Applicable
***Portion possibly acquired**	None
***Portion possibly added**	Not Applicable
***Number of users per year**	No number available
***Access**	Pedestrians and Bicycles Only

O1.1 *CLAUSES AFFECTING LAND TITLE

Indicate applicable clauses affecting the title, such as covenants, restrictions, or conditions, including forfeiture.

The Military Ridge Trail, and the extension north of County PD, are within existing R/W.

O1.2 PROPERTY FUNDING

Indicate whether the land or improvements on the property were funded by the following:

☐ No funds from any acts were used for these properties.
☒ Yes–s.6(f) LAWCON (LWCF)
☐ Yes–Dingell-Johnson (D/J funds)
☐ Yes–Pittman-Robertson (P/R funds)
(Lands purchased with D/J or P/R funds are treated similarly to those using s.6(f) LAWCON funds.)
No LAWCON funds were used for area adjacent to intersection, yet WDNR indicates that a property along the length of the trail did have LAWCON used for its purchase.

O1.3 APPLICABILITY OF FHWA SECTION 4(f) REQUIREMENTS

Do FHWA requirements for Section 4(f) apply to the project's use of the unique property?

☐ No–project is not federally funded
☐ No–Property is not on or eligible for the National Register of Historic Places.
☒ No–Other–explain: An agreement in 1991 between the WDNR, the City of Fitchburg, the City of Madison, WisDOT, and FHWA state that improvements to the trail would not be considered Section 4(f). This agreement is shown in Appendix F.
☐ Yes–Indicate which of the Programmatic 4(f) Evaluations applies

☐ Historic Bridge ☐ Park minor involvement ☐ Historic site minor involvement

☐ Independent bikeway or walkway ☐ Great River Road

☒ Yes–the following text consists of a combined WisDOT Unique Area impact evaluation and FHWA Final 4(f) evaluation.

O1.4 *PROJECT AND UNIQUE AREA LOCATION

Provide a map or drawing of the location of the project and its involvement with the Section 4(f) property. Include permanent and temporary easements.

Figure O1.4-1 shows the Section 4(f) resource is located in the east quadrant of the existing Verona Road County PD intersection.

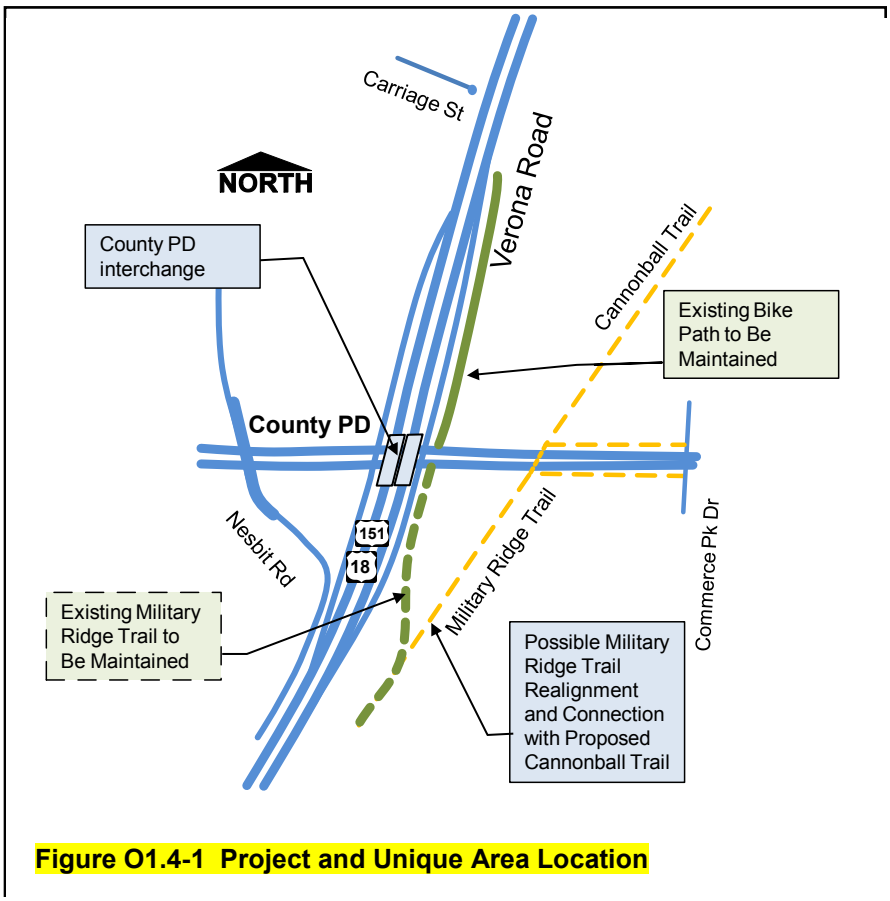


Figure O1.4-1 Project and Unique Area Location

O1.5 UNIQUE PROPERTY IMPORTANCE

Describe the importance of the unique property. For historic and archeological sites, quote or summarize the statement of significance from the Determination of Eligibility. For national landmarks, natural or scientific areas, etc., state registry listing. For other unique areas, include or attach statements of importance of officials having jurisdiction.

****Include relationship to other similarly used lands in the vicinity and unusual characteristics of the Section 4(f) land (flooding problems, terrain conditions, or other features that either reduce or enhance the value of portions of the area).***

The Military Ridge Trail is a state trail that travels between Dodgeville and Madison. The trail runs along the southern borders of Governor Dodge and Blue Mound state parks. The land around the trail is primarily agricultural, but also includes woods, wetlands, prairies, villages, and small cities.

The limestone-surfaced trail is open to walkers, bicyclists, and wheelchair users in late spring, summer, and fall and snowmobilers and cross-country skiers in the winter. The segment between Verona and Madison is blacktopped and also usable by in-line skaters.

Most of the trail follows the former Chicago and North Western Railroad corridor, which has a gentle grade of only 2 to 5 percent. Between Dodgeville and Mount Horeb it runs along the top of the Military Ridge, the divide between the Wisconsin River watershed to the north and the Pecatonica and Rock River watershed to the south. Between Mount Horeb and Fitchburg, the trail goes through the Sugar River Valley where it intersects with the Ice Age National Scenic Trail. The path north of County PD provides a connection from the Military Ridge Trail to a frontage road cul-de-sac. This then provides connectivity to both the Capital City Trail and the Southwest Commuter Path.

O1.6 PROJECT EFFECTS ON UNIQUE PROPERTY

Describe the proposed project's effects on this unique property.

O1.6.1 EFFECTS ON OR USES OF UNIQUE PROPERTY LAND

Describe any effects on or uses of land from the property. "Use of land from" includes <u>actual</u> use (right of way acquisition, easements, etc.) or <u>constructive</u> use ("substantially impairs any of the site's vital functions"). For historic and archeological sites, give the results or status of Section 106 coordination. For other unique areas, include or attach statements from officials having jurisdiction over the property that discusses the project effects on the property.

A map, sketch, plan, or other graphic, which clearly illustrates use of the property and the project's use and effects on the property, <u>must be included</u>.

With Stage 2 of the Preferred Alternative, the Military Ridge Trail will be reconstructed within the existing Verona Road R/W and cross County PD immediately east of the interchange to avoid any Section 6(f) impacts. This will include an at-grade crossing of the east leg of County PD alongside the proposed northbound on and off ramps. This then will connect to the East Verona Road Trail north of County PD. No Section 4(f) impacts are applicable because of a prior agreement with WDNR, the City of Fitchburg, WisDOT, and FHWA that was signed in 1991 and is included as Appendix F in this document. If requested and approved by the WDNR and NPS, WisDOT is willing to accommodate a rerouting of the trail to the east, where it would share a County PD crossing with the proposed Cannonball Trail. This crossing may initially be a mid-block at-grade crossing with special median treatments that provide refuge to pedestrians and cyclists. It would also include a new connection to and from the existing signalized intersection of County PD and Commerce Park Drive. When the Cannonball Trail is opened, planned for 2012, WisDOT will evaluate path usage and determine whether a grade-separated crossing is warranted as part of Stage 2 construction. Figure O1.6.1-1 illustrates the possible new County PD crossing.

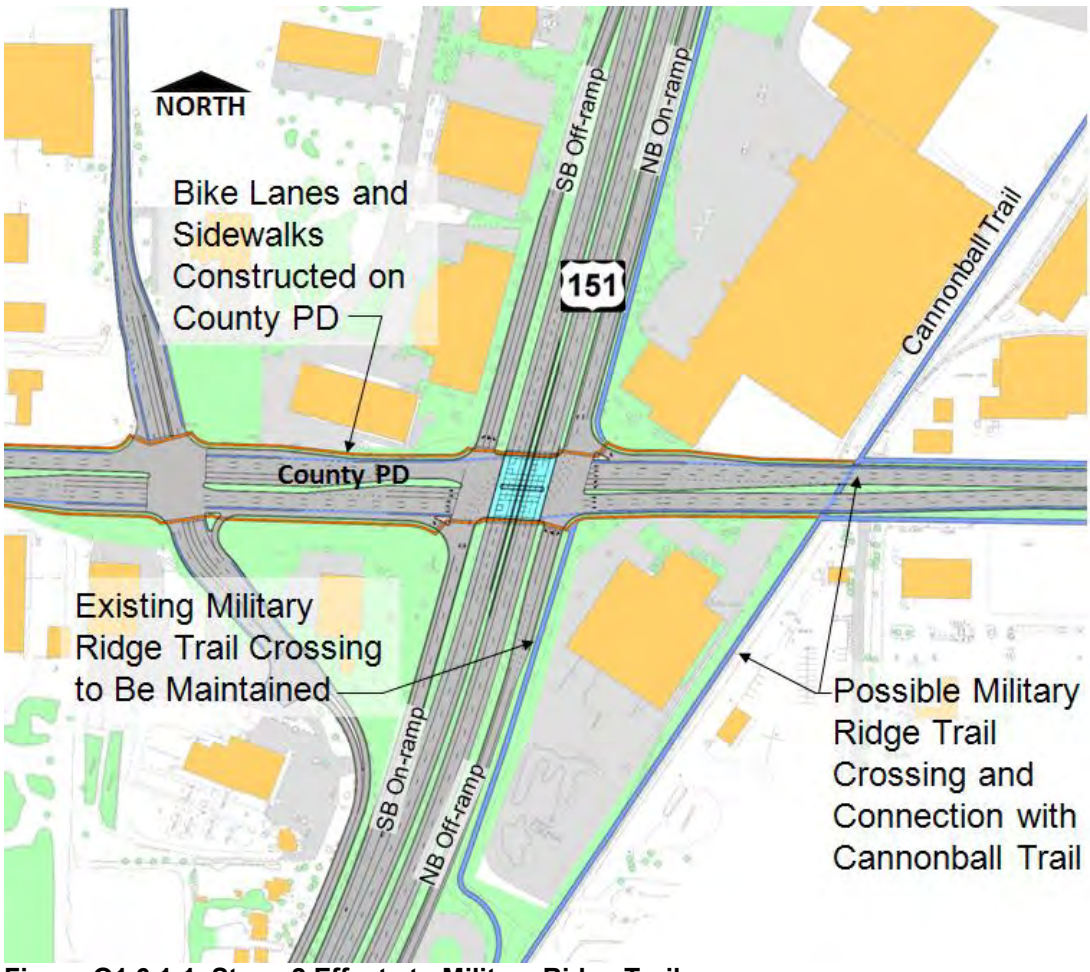


Figure O1.6.1-1 Stage 2 Effects to Military Ridge Trail

O1.7 AGENCY COORDINATION

Briefly summarize the results of coordination with other agencies that were consulted about the project and its effects on the unique property. For historic and archeological sites, include the signed Memorandum Of Agreement and letter from the Advisory Council on Historic Preservation. For other unique areas, attach correspondence from officials having jurisdiction over the 4(f) land that illustrates concurrence with impacts and mitigation measures, and *with regional (or local) offices of Department of Interior and, as appropriate, the regional (or local office or U.S. Department of Agriculture and U.S. Department of Housing and Urban Development).

A letter from WDNR has indicated that relocation of the Military Ridge Trail would constitute a Section 6(f) impact. For these reasons, the trail will be reconstructed within the existing R/W.

Wisconsin Department of Transportation

O2 FINAL SECTION 4(F) EVALUATION AND UNIQUE AREA IMPACT EVALUATION

Portion of project this sheet is evaluating if different from the first Basic Sheet
US 18/151 (Verona Road) Stage 3 of the Preferred Alternative

Is this the preferred alternative? Yes

NOTE: A star symbol (*) preceding an item indicates those items required for the FHWA 4(f) evaluation but added to the WisDOT detailed evaluation sheet.

Required for the following:	**Stage 3 of Preferred Alternative**
Property Name	**Britta Park**
Location	4300 Britta Parkway Madison, WI 53711
Ownership or Administration	City of Madison
Use ***Existing and Planned Activities**	Neighborhood green space (no improvements)
Type	☒ Public Park ☐ Recreational Lands ☐ Wildlife Refuge ☐ Waterfowl Refuge ☐ Historic Site ☐ Other–identify:
Total Size (2009)	0.77 acres
***Portion possibly acquired**	0.47 to 0.59 acres depending on sidewalk placement.
***Portion possibly added**	Not Applicable
***Number of users per year**	No number available
***Access**	Pedestrian Only

O2.1 *CLAUSES AFFECTING LAND TITLE

Indicate applicable clauses affecting the title, such as covenants, restrictions, or conditions, including forfeiture.

According to the City of Madison, there are no known clauses affecting the title.

O2.2 PROPERTY FUNDING

Indicate whether the land or improvements on the property were funded by the following:

☒ No funds from any acts were used for these properties.
☐ Yes–s.6(f) LAWCON (LWCF)
☐ Yes–Dingell-Johnson (D/J funds)
☐ Yes–Pittman-Robertson (P/R funds)
(Lands purchased with D/J or P/R funds are treated similarly to those using s.6(f) LAWCON funds.)

O2.3 APPLICABILITY OF FHWA SECTION 4(f) REQUIREMENTS

Do FHWA requirements for Section 4(f) apply to the project's use of the unique property?

☐ No–project is not federally funded
☐ No–Property is not on or eligible for the National Register of Historic Places.
☐ No–Other–explain:
☐ Yes–Indicate which of the Programmatic 4(f) Evaluations applies

☐ Historic Bridge ☐ Park minor involvement ☐ Historic site minor involvement

☐ Independent bikeway or walkway ☐ Great River Road

☒ Yes–the following text consists of a combined WisDOT Unique Area impact evaluation and FHWA Final 4(f) evaluation.

O2.4 *PROJECT AND UNIQUE AREA LOCATION

Provide a map or drawing of the location of the project and its involvement with the Section 4(f) property. Include permanent and temporary easements.

Figure O2.4-1 shows the Section 4(f) property is located in the southeast quadrant of the existing US 151/Verona Road Interchange. Figure O2.4-2 shows the portion of Britta Park that needs to be acquired in Stage 3 for R/W associated with the Beltline frontage road.

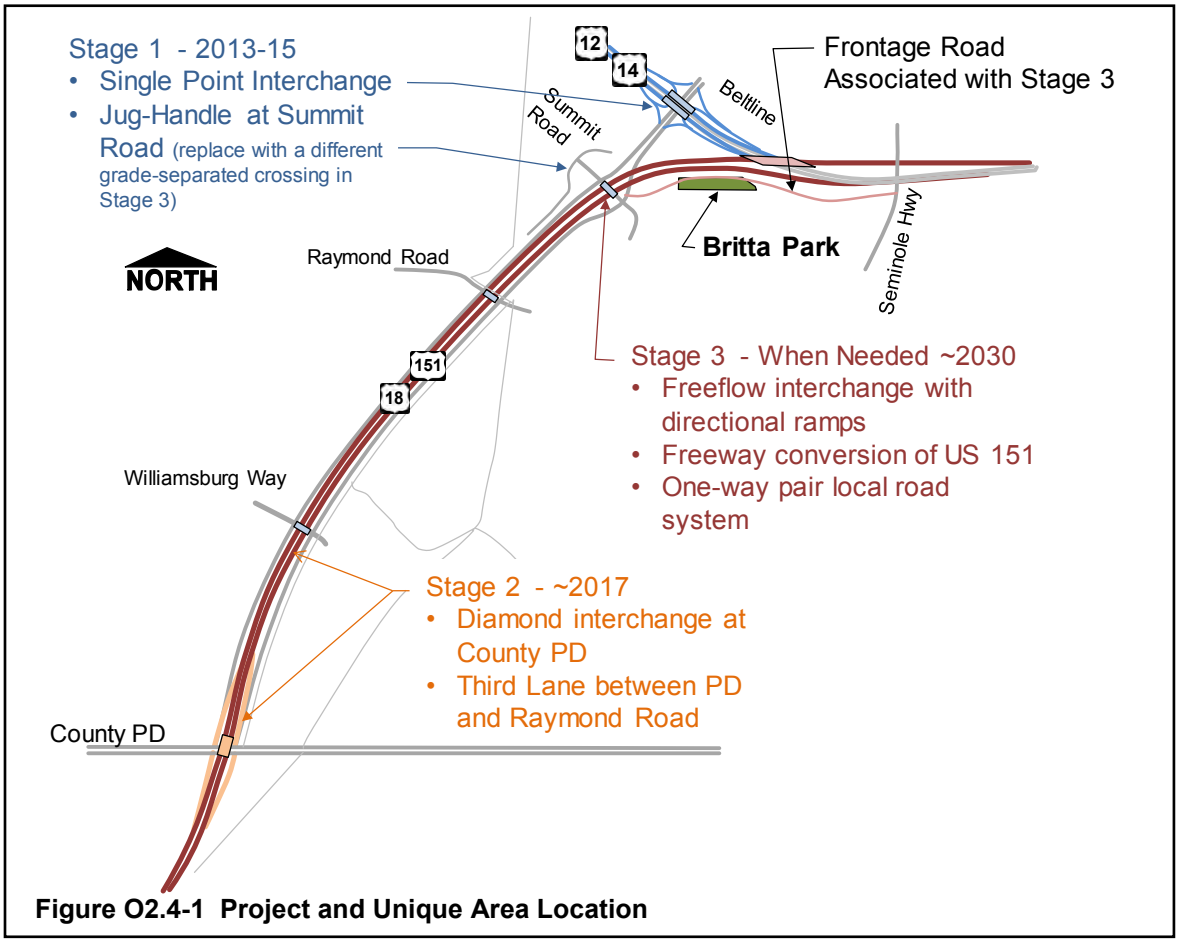


Figure O2.4-1 Project and Unique Area Location

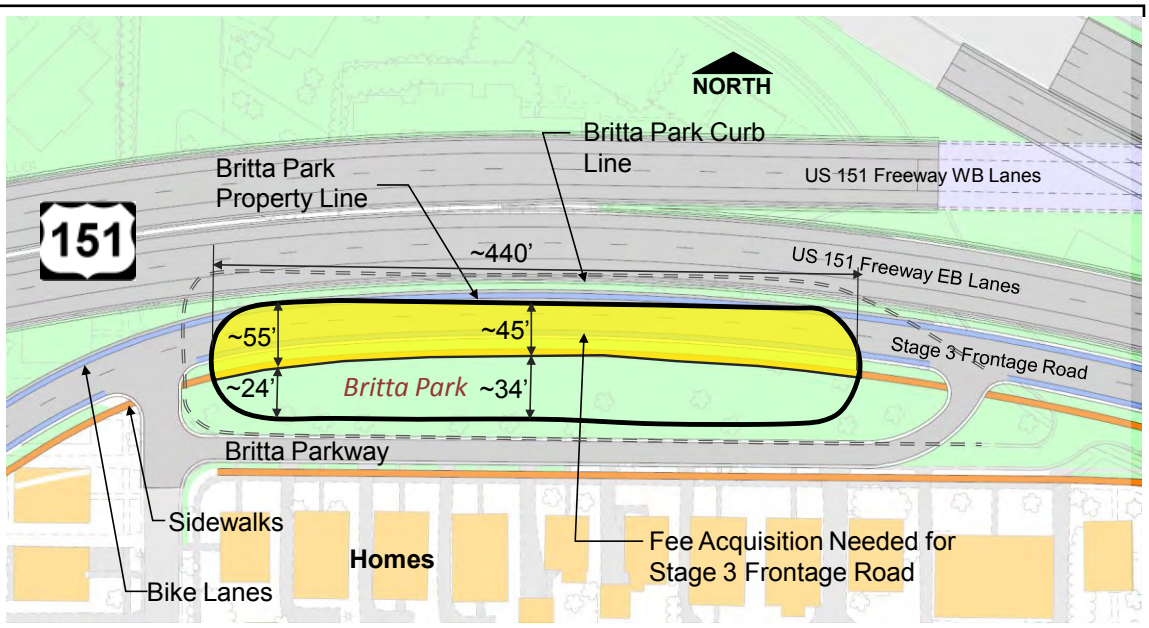


Figure O2.4-2 Stage 3 Britta Park R/W Needs

O2.5 UNIQUE PROPERTY IMPORTANCE

Describe the importance of the unique property. For historic and archeological sites, quote or summarize the statement of significance from the Determination of Eligibility. For national landmarks, natural or scientific areas, etc., state registry listing. For other unique areas, include or attach statements of importance of officials having jurisdiction.

****Include relationship to other similarly used lands in the vicinity and unusual characteristics of the Section 4(f) land (flooding problems, terrain conditions, or other features that either reduce or enhance the value of portions of the area).***

Discussions with the City of Madison Parks Planning indicate Britta Park serves as a small neighborhood open space with limited facilities and activities. Britta Park is a flat, landscaped open space with mowed turf and large trees. It provides for spontaneous, passive or active recreation by residents and nearby employees. It does have several picnic tables distributed at different locations in the park.

The City of Madison Parks Division has indicated that Britta Park has importance in being a neighborhood greenspace, but because of its proximity to De Volis Park (0.25 miles south of Britta Parkway), it is less important in terms of a neighborhood park. It does serve as a gathering area for adjacent residents.

The DEIS obtained an affected parkland statement of importance from the City of Madison Parks Planning Supervisor. Impacts to Britta Park have changed since the drafting of this letter and WisDOT has and is coordinating with the City of Madison over mitigation measures.

A second letter from the City of Madison Parks Division was received on October 30, 2009. This letter indicated the Parks Division agrees the preferred option is the most prudent. This was confirmed in a subsequent letter sent in April of 2011. The letter also confirmed that Britta Park is still used as an open space to the Dunn's Marsh Neighborhood. The neighborhood contains multifamily and smaller single-family homes with limited commercial development. Britta Park is surrounded by a mature canopy of deciduous tress that currently provide some visual and noise separation from the existing highway.

O2.6 PROJECT EFFECTS ON UNIQUE PROPERTY

Describe the proposed project's effects on this unique property.

O.6.1 EFFECTS ON OR USES OF UNIQUE PROPERTY LAND

Describe any effects on or uses of land from the property. "Use of land from" includes actual use (right of way acquisition, easements, etc.) or constructive use ("substantially impairs any of the site's vital functions"). For historic and archeological sites, give the results or status of Section 106 coordination. For other unique areas, include or attach statements from officials having jurisdiction over the property that discusses the project effects on the property.

A map, sketch, plan, or other graphic, which clearly illustrates use of the property and the project's use and effects on the property, must be included.

With Stage 3 of the Preferred Alternative, 60 to 75 percent of Britta Park would be needed. The majority of this land is needed for the rerouting of the frontage road and the provision of sidewalks. Figure O2.6.1-1 shows the new frontage road alignment and the remainder of Britta Park. Only 25 to 40 percent of the neighborhood park would remain with Stage 3.

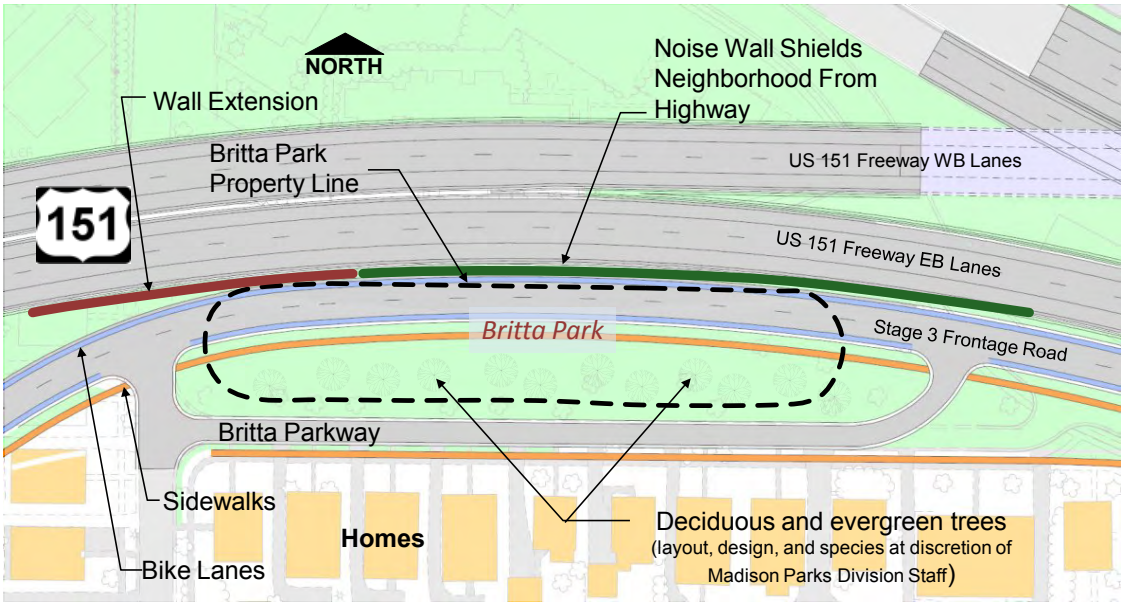


Figure O2.6.1-1 Stage 3 Effects and Mitigation Measures to Britta Park

By acquiring more than half of this relatively small park, its use as a neighborhood greenspace or gathering area is substantially reduced. The area still holds value as a screening element for adjacent homes to the south. These homes, which currently have Britta Park to their front and are separated from the Beltline by two rows of structures, will have much of this screening removed. The frontage road, which will carry up to 5,000 vpd, will be relocated in front of their properties. The US 151 freeway wall is located just beyond the frontage road. The Beltline, which is currently screened by several rows of buildings, will be in direct view of these homes. Therefore, Britta Park still has substantial value as a screening element to shield the interior neighborhood from highway facilities that are moved closer. Britta Park could be landscaped and mounded in a way that enhances this screening function. However, with only 25 to 40 percent of the neighborhood park remaining and the landscaping screening functions required, it will be too small to use for active recreation by the neighborhood residents.

O2.6.2 FEASIBLE AND PRUDENT ALTERNATIVES

Discuss the following alternatives and describe whether they are feasible and prudent. *Sufficient information should be given to evaluate all alternatives that would avoid the Section 4(f) property. Discussions of alternatives in the draft environmental impact statement (DEIS) may be referenced rather than repeated. However, this section should include discussions of design alternatives (to avoid Section 4(f) use) in the immediate area of the Section 4(f) property.

A. No Build

Based on likely traffic conditions correlating to projected Dane County population growth, the No Build Alternative would not adequately serve local, metropolitan, or regional transportation needs. In addition, this 2-mile section of US 151 from US 12/14 to County PD is the only urban roadway section for the entire 170-mile US 151 corridor from Fond du Lac, Wisconsin, to Dubuque, Iowa.[1] The remainder of the corridor will be high-speed expressway or freeway in accordance with the Corridors 2030 State Highway Plan.

This alternative is feasible but not prudent because it does not meet the project purpose and need. US 151 traffic volumes would continue to exceed the corridor's capacity and the facility would not be consistent with a Corridors 2020/Connections 2030 Backbone Route. Additionally, few to no improvements would be made in the corridor to accommodate bicycle and pedestrian traffic.

B. Improvement without Using 4(f) Lands or Using Less 4(f) Land

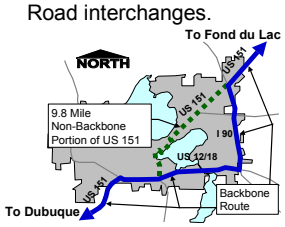
a. Shift Frontage Road South

With this option, the frontage road is shifted south in line with the south leg of Britta Parkway. By doing so, most if not all of Britta Park can be preserved. Figure O2.6.2-1 illustrates this concept.

This option is feasible but not prudent for several reasons:

1. By aligning the frontage road in front of the Britta Parkway homes, a collector with 5,000 vpd is routed directly in front of their property on a daily basis. This creates substantial community disruption for this block of residents that the park is meant to serve.
2. Since Britta Park is located on the other side of the frontage road, those who want to use the park, including children, must cross a busy roadway to access the park, leading to safety concerns. The impaired access decreases the utility of the park.
3. This alternative is not favored in the City of Madison's Physical improvement plan for the Allied-Dunn's Marsh neighborhood. This plan advocates an arrangement similar to that being proposed.

[1] The US 151 backbone route does not follow US 151 through downtown Madison. Instead, the US 151 backbone route bypasses downtown Madison on Interstate 90/94 and US 12 (the Beltline) between the 90/94-151/East Washington Avenue and Verona Road interchanges.



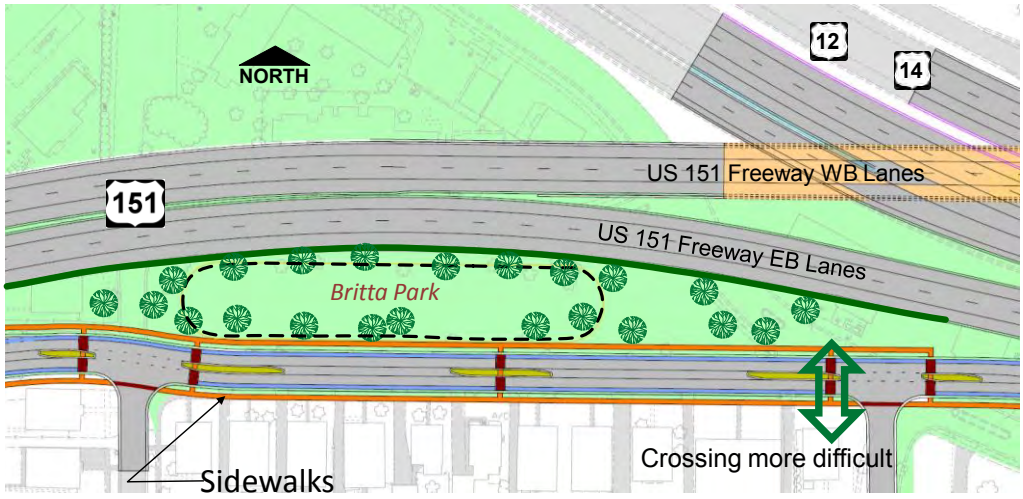


Figure O2.6.2-1 Frontage Road Aligned with Britta Parkway

b. Eliminate Frontage Road Continuity

For this option, the frontage road would stop once it reaches Helene Parkway. The frontage road would resume on the east side of Axle Avenue. This concept is illustrated in Figure O2.6.2-2. Britta Parkway, with a barrier, would remain to access properties.



Figure O2.6.2-2 Frontage Road Discontinued

This is a feasible option but not prudent for the following reasons:

1. This option would substantially increase neighborhood cut-through traffic. De Volis Parkway, which also has a neighborhood park, would likely see a substantial increase in traffic.
2. This option separates the west portion of the neighborhood from the east portion of the neighborhood. This area already has poor connectivity. Eliminating the frontage road would further decrease connectivity.

c. Alternatives on New Location

The project team explored many alternatives in addition to the US 151 Urban Roadway and Freeway alternatives discussed in the DEIS. Alternatives were first discussed and evaluated during the Alternatives Analysis phase of the project. The results of this study phase are available from WisDOT in the *Verona Road/West Beltline Alternative Analysis*. Also, information on the South Reliever is contained in the *South Reliever Analysis Summary Report,* available from WisDOT or at the following web address:

http://www.dot.wisconsin.gov/projects/d1/verona/environment.htm.

The alternatives put forward from the Alternative Analysis and requiring additional study have been considered in this EIS document. Appendix A gives detailed explanations of the alternatives evaluated during the EIS phase and the reasons they were put forward or dismissed. These alternatives were dismissed for a variety of reasons including the displacement of a much greater number of homes and businesses, a much greater monetary cost, and the loss of large amounts of agricultural, open space, or natural areas. Table O2.6.2-1 gives a summary of general alternatives considered and estimates of effects.

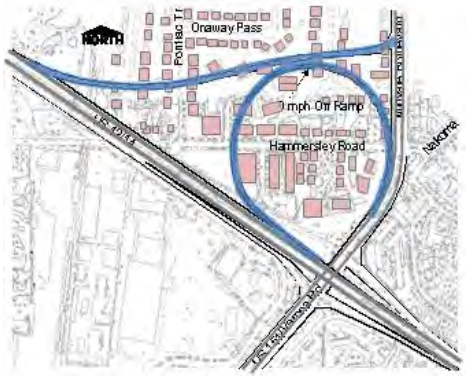
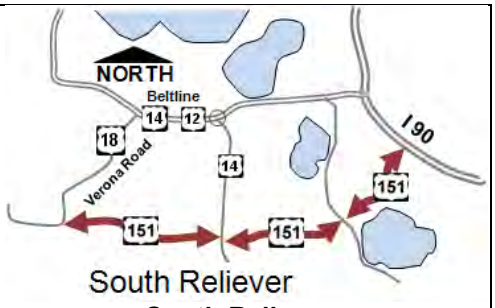
	 **NW Quadrant Loop Ramp**	 **South Reliever**
R/W	35 acres	1068 acres
Relocations	~225 residential units, 16 business units, 1 church	20 units
Cost	Not evaluated because of degree of relocation effects	$119 million[2]
Other	Close Westbound Whitney Way Off-Ramp	If Stage 1 were constructed first, the Park Street Interchange (US 14) would become a system interchange, resulting in the following *additional* effects: ▪ + 67 acres of R/W ▪ + 200 relocations ▪ + $32 million

Table O2.6.2-1 Summary of Dismissed US 151 Alternatives

The Northwest Quadrant Loop Ramp is feasible but not prudent because of the high number of residential relocations required. The South Reliever is also feasible but not prudent because it has a very large R/W need and does not fulfill the project purpose and need.

[2] In 2002 dollars. Current costs likely to be greater with construction inflation and anticipated greater costs associated with interchanges.

O2.6.3 SUMMARY OF FEASIBLE AND PRUDENT EVALUATION

Table O2.6.3-1 summarizes the analysis and results of the feasible and prudent 4(f) land use determination.

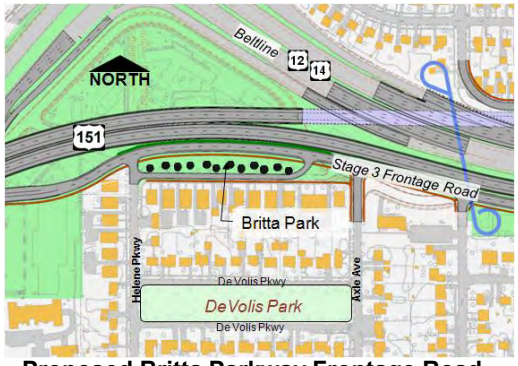
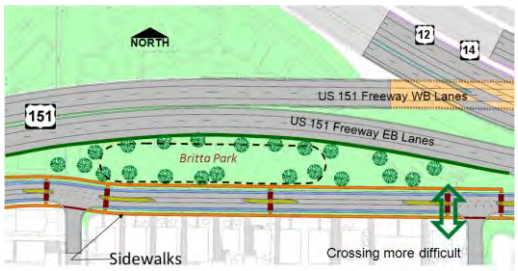
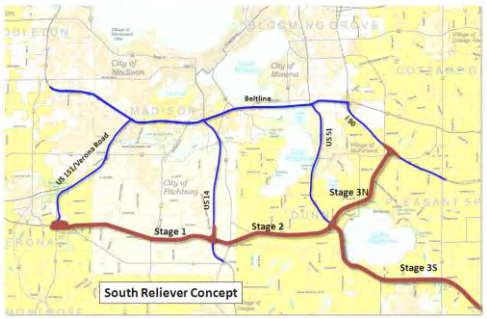
Alternative	Effects
 **Proposed Britta Parkway Frontage Road Alignment**	▪ Section 4(f) property impacts. ▪ Britta Parkway (Road) character change. ▪ Remaining greenspace helps screen neighborhood homes from frontage road. ▪ Added recreational facilities at De Volis Park. ▪ Consistent with City neighborhood Physical Plan recommendations. **Feasible and Prudent**
 **Reroute Frontage Road on Britta Drive**	▪ No 4(f) property impacts. ▪ Britta Park and local road character change–high volume road in front of neighborhood homes–considerable community disruption. ▪ Separates parkland from users with high volume frontage road–creates safety concerns. ▪ Not consistent with City's Physical Plan recommendations. **Feasible but not Prudent**
 **Discontinue Frontage Road**	▪ No 4(f) property impacts. ▪ Access to adjacent properties more difficult. ▪ Separates west side of neighborhood from east side of neighborhood. ▪ Increases traffic on De Volis Parkway. **Feasible but not Prudent**
 **Alternatives on New Location**	▪ No 4(f) property impacts. ▪ Considerable impacts outside of corridor. ▪ Does not meet project purpose and need. **Feasible but not Prudent**

Table O2.6.3-1 Section 4(f) Feasible and Prudent Evaluation–Stage 3

O2.7 MEASURES TO MINIMIZE ADVERSE OR ENHANCE BENEFICIAL EFFECTS

Describe all reasonable and practicable measures available to minimize the impacts of the proposed action on the Section 4(f) property. Discussions of alternatives in the DEIS may be referenced rather than repeated. Indicate which measures would minimize adverse effects or enhance beneficial effects:

Initially, the WisDOT proposed the alternative of placing the frontage road on the south side of Britta Parkway, between the greenspace and the nearby housing units. This alternative would not require the use of Section 4(f) lands. Figure O2.6.2-1 shows this initial alignment proposal.

Today, a one-way street with very low traffic volumes runs between Britta Parkway and the nearby housing. The Allied-Dunn's Marsh Physical Improvement plan points out that residents would sense a large effect if the little-used, one-way street were replaced with a high volume, two-way frontage road. This alternative would separate the parkland from the users it is intended to serve and convert the R/W portion of the green space's south side into a frontage road. Table O2.6.3-1 summarizes the effects of this proposal.

For these reasons, the Allied-Dunn's Marsh Physical Improvement Plan recommended realigning the frontage road on the north side of Britta Parkway. WisDOT accepted the Physical Improvement Plan's recommendation in the DEIS. Since the drafting of the Physical Improvement Plan and the release of the DEIS, design refinements focusing on providing sufficient sight distance have required the shifting of the frontage road farther to the south, creating a much larger impact than what was originally anticipated.

WisDOT has met with officials from Madison Parks and Madison Planning. Comments indicate a preference for keeping the frontage road to the north, even if it requires more of the park.

Additionally, the City of Madison requested the following mitigation framework to reduce and offset impacts to Britta Park.

Stage 1
(Note while there are no direct Section 4(f) impacts associated with Stage 1, the following measures are being incorporated to address City of Madison Park's concerns. See Figure O2.7-1)

a. Providing a surface berm with screening elements on the resulting vacant area between Britta Park and the Beltline to replace the screening function the existing buildings provide between the park and the Beltline.

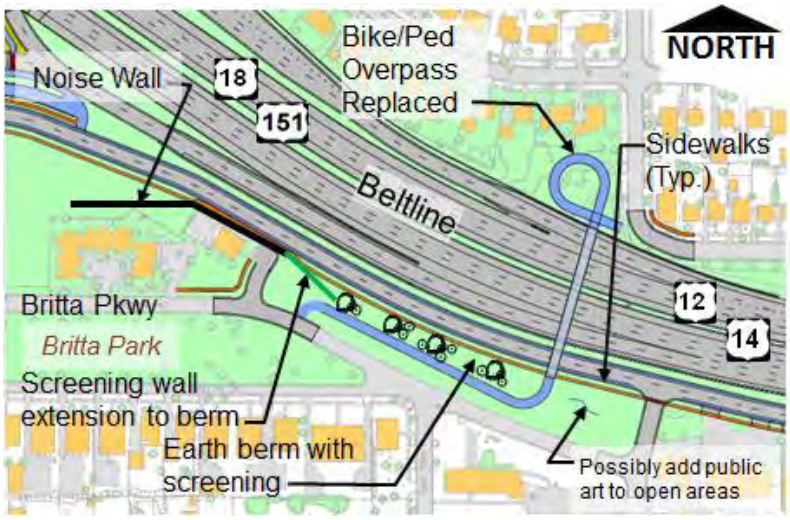


Figure O2.7-1 Stage 1 Measures for Britta Park

b. Providing a screening wall from the proposed southeast quadrant noise wall extending beyond Neiman Place to the berm previously discussed.
c. Considering the use of public art in the open areas to the extent possible.

Stage 3

a. Providing a surface berm with screening elements to provide a noise/visual barrier between the homes fronting Britta Park and the frontage ramp. A screening wall should be placed to separate the relocated frontage road. The wall could be planted with vertical species, such as columnar trees/shrubs and vines. The wall could also present a "canvas" for public art.
b. Payment of fair market value for the property. The City prefers the pursuit of opportunities for a one-to-one replacement of the land that will help to maintain its inventory of parkland.

c. Installation of neighborhood park amenities, such as a three-quarter-court basketball, volleyball, and playground equipment in DeVolis Park. Layout, design, and equipment selection should be at the discretion of the Madison Parks Division staff with purchase and installation according to City of Madison Standard Specifications.
d. 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 according to City of Madison Standard Specifications. Phased planting should occur early in the project to ensure a maximum canopy by completion of the project.

These measures have been discussed with the Madison Parks Commission and are reflected in the City of Madison's comment letter and an April 2011 City of Madison Park's letter. The mitigation framework for Stage 3 will be reconfirmed with the City of Madison prior to the implementation of Stage 3. The Park's Commission also requested the reevaluation of the environmental document prior to the implementation of Stage 3. Refer to Section 5 for the documentation.

Figures O2.7-2 through O2.7-5 illustrate these concepts.

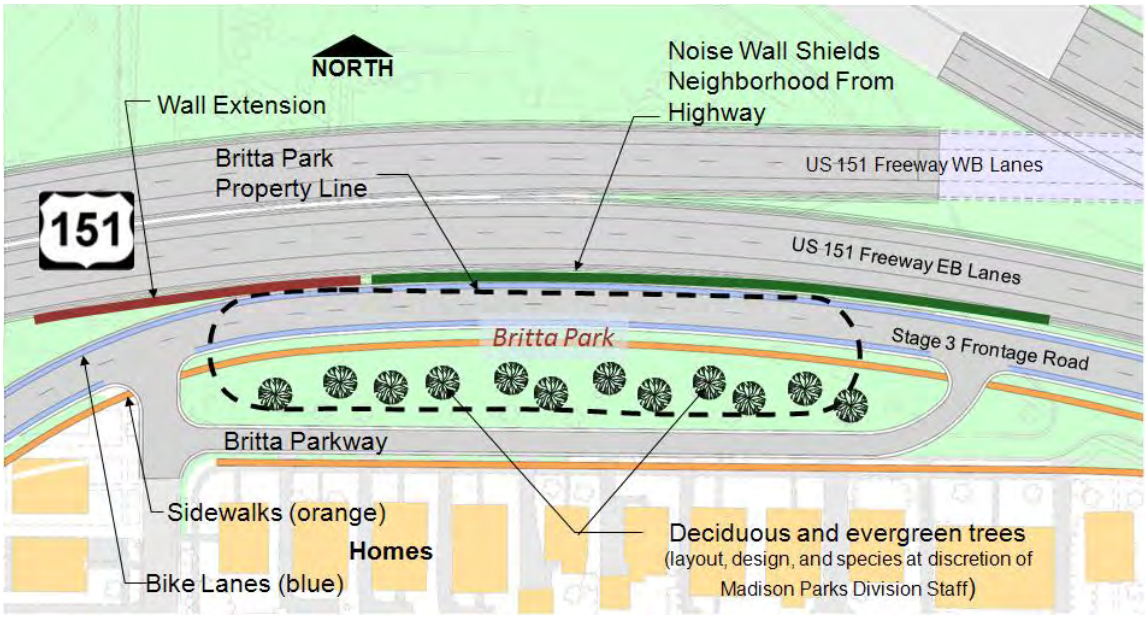


Figure O2.7-2 Britta Park

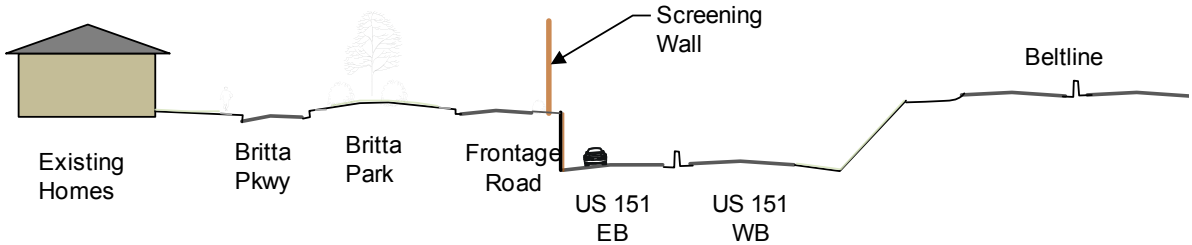


Figure O2.7-3 Britta Park Cross Section

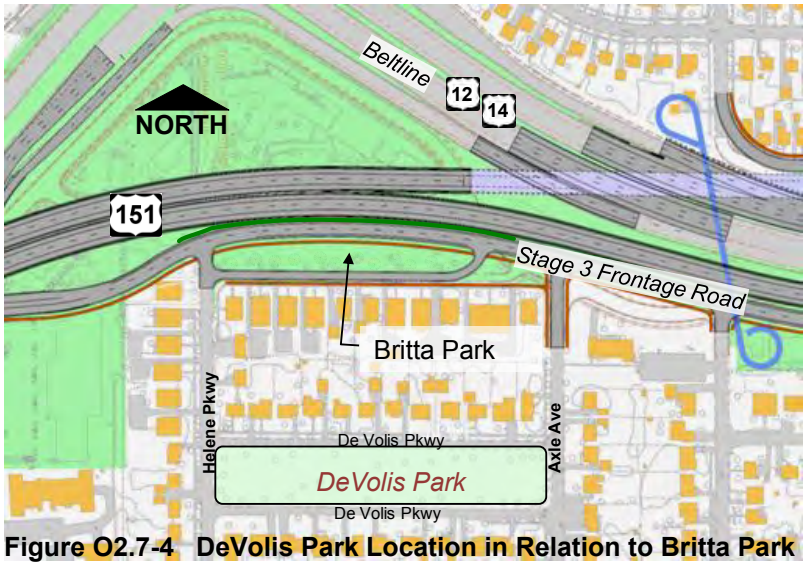


Figure O2.7-4 DeVolis Park Location in Relation to Britta Park



Figure O2.7-5 DeVolis Park

Table O2.7-1 summarizes the agreed-upon mitigation framework for Stage 3. This framework will be reconfirmed with the City of Madison prior to the implementation of Stage 3.

Apart from the 4(f) issue but relating to the area where Britta Park is located, recent studies indicate noise barriers would be feasible and reasonable in the area. The feasible and reasonable determination is based on the number of residential receptors in the area. If added, the noise barriers would reduce noise levels in the area and improve the park experience.

Further coordination with City of Madison Parks staff in the spring of 2010 provided these requests for Stage 1:

a. WisDOT should consider extending the proposed noise wall beyond Nieman Place to the limits of Britta Park to provide a visual barrier and screening.
b. WisDOT should consider extensive landscaping and public art in the open areas.

Stage 3-Preferred Alternative	Britta Park
Replacement of lands used with lands of reasonably equivalent usefulness and location and of at least comparable value.	Possibly
Replacement of facilities impacted by the project including sidewalks, paths, lights, trees, and other facilities.	Yes
Restoration and landscaping of disturbed areas.	Yes
Incorporation of design features and habitat features where necessary to reduce or minimize impacts to the Section 4(f) property.	Yes
Payment of the fair market value of the land and improvement taken or improvements to the remaining 4(f) site equal to the fair market value of the land and improvements taken.	Yes
Such additional or alternative mitigation measures as may be determined necessary based on consultation with officials having jurisdiction over the 4(f) property - explain: With only 25 to 40 percent of Britta Park remaining, the park will be too small to use for active recreation. Therefore, mitigation measures such as providing recreational facilities at De Volis Park are needed.	Providing recreational facilities at De Volis Park
Property is a historic property or an archeological site. The conditions or mitigation stipulations are listed or summarized below.	Not Applicable
Other - Describe: ▪ Separate from the 4(f) issues but affecting Britta Park, noise barriers would be feasible and reasonable for the areas. The feasible and reasonable determination is based on number of residential receptors in the area.	

Table O2.7-1 Summary of Possible 4(f) Land Mitigation in Stage 3

O2.8 AGENCY COORDINATION

Briefly summarize the results of coordination with other agencies that were consulted about the project and its effects on the unique property. For historic and archeological sites, include the signed Memorandum Of Agreement and letter from the Advisory Council on Historic Preservation. For other unique areas, attach correspondence from officials having jurisdiction over the 4(f) land that illustrates concurrence with impacts and mitigation measures, and *with regional (or local) offices of Department of Interior and, as appropriate, the regional (or local office or U.S. Department of Agriculture and U.S. Department of Housing and Urban Development).

For Stage 1 of the Preferred Alternative, coordination with the City of Madison Parks Division led to the following Stage 1 requests:

a. WisDOT should consider extending the proposed noise wall easterly beyond Niemann Place to the limits of Britta Park or at minimum, providing a visual barrier and screening.
b. WisDOT should use landscaping and public art in the open areas.

For Stage 3 of the Preferred Alternative, coordination with the City of Madison Parks Division led to the following conclusions:

a. At Britta Park, moving the frontage road north of the greenspace is reasonable and practicable.
b. To mitigate the effect of land acquisition at Britta Park, enhancements should be made to the improvements at De Volis Parks.
c. Britta Park should be reconfigured to buffer interior neighborhood homes from the frontage road and Beltline.
d. A noise wall (and/or screening wall) should be erected north of the frontage road to block the Beltline from the interior neighborhood.
e. A landscaped terrace should be included between the screening wall and the relocated frontage road. The Parks commission also requests that the need for Stage 3 be further evaluated prior to its implementation.

During the design of Stage 1 WisDOT will coordinate further with Madison Parks on the layout of the screening wall, berm, and associated plantings.

O2.9 *FEASIBLE AND PRUDENT ALTERNATIVES DETERMINATION

The determination that there are no feasible and prudent alternatives is not normally addressed at the DEIS stage until the results of the formal coordination have been completed. When appropriate, include the following concluding statement: "Based upon the above considerations, it is determined that there is no feasible and prudent alternative to the use of the land from the [name of the Section 4(f) property] and that the proposed action includes all possible planning to minimize harm to the [name of the Section 4(f) property] resulting from such use."

The basis for the determination of feasible and prudent alternatives is being obtained through interaction with Madison Parks and Planning departments. This information has also been shown to community residents, yet because the affect will not occur for 10 to 20 years, it is difficult to obtain community input. Coordination with Madison Parks Commission is ongoing. A future neighborhood public involvement activity is likely to include improvement planning for DeVolis Park.

Based on the above considerations, it is determined that there is no feasible and prudent alternative to the use of the land from Britta Park and that the proposed action includes all possible planning to minimize harm to Britta Park resulting from such use.

O2.10 *BASIS FOR NO FEASIBLE AND PRUDENT ALTERNATIVES DETERMINATION

Discuss the basis for the determination that there are no feasible and prudent alternatives to the use of the Section 4(f) land. The supporting information must demonstrate that there are unique problems or unusual factors involved in the use of the alternatives and that the cost, environmental impact, or community disruption resulting from such alternatives reaches extraordinary magnitudes.

The basis for the determination of feasible and prudent alternatives is being determined through interaction with Madison Parks and Planning departments.

O2.11 *BASIS FOR COMPLETION OF ALL PLANNING TO MINIMIZE HARM DETERMINATION

Discuss the basis for the determination that the proposed action includes all possible planning to minimize harm to the Section 4(f) property.

The basis for the determination of completing all planning to minimize harm to 4(f) properties will be included in the Final Environmental Impact Statement.

O2.12 *SUMMARY OF APPROPRIATE FORMAL FEDERAL COORDINATION

Summarize the appropriate formal coordination with the Washington Offices of the Department of Interior, and as appropriate, the Washington Offices of U.S. Department of Agriculture and U.S. Department of Housing and Urban Development.

This coordination will be completed and included in the Final Environmental Impact Statement.

O2.13 *RESPONSE TO FORMAL FEDERAL COORDINATION COMMENTS RECEIVED

Include copies of all formal coordination comments received, including an analysis and response to any issues identified.

Again, this coordination and appropriate responses will be completed after the release of the SDEIS and prior to publishing the Final Environmental Impact Statement (FEIS). This coordination and appropriate responses will be included in the FEIS.

WISCONSIN
FEDERAL HIGHWAY ADMINISTRATION
FINAL SECTION 4(f) DETERMINATION IN ACCORDANCE WITH 23 CFR 774

Description of Project:
Federal Project Number:
WISDOT ID: 1206-07-03
Route: United States Highway 18/151 (Verona Road)
Termini: County PD to USH 12/14 (Beltline)
Whitney Way to Todd Drive
County: Dane County
Name of Resource: Britta Park

Consult the Section 4(f) Evaluation criterion as it relates to the following items. Supporting information is attached to this determination as supplemental information in subject property

	Criteria	YES	NO
1.	Does the amount and location of the land to be used impair the use of the remaining Section 4(f) lands, in whole or in part, for its intended purpose?	X	
2.	Are there any proximity impacts which would impair the use of the 4(f) lands for their intended purpose?	X	
3.	Have the officials with jurisdiction over the Section 4(f) lands agreed in writing with the assessment of impacts of the proposed project on, and the proposed mitigation for the Section 4(f) lands?	X	
4.	Have Federal funds been used in the acquisition or improvements of the 4(f) site?		X
	If yes, has the land conversion/transfer been coordinated with the appropriate Federal agency, and are they in agreement with the land conversion or transfer?	N/A	N/A
5.	The scope of the project is one of the following: (indicate one in Yes-box)		
	a. Improved Traffic Operations	X	
	b. Safety Improvements	X	
	c. 4R		X
	d. Bridge Replacement on Essentially the Same Alignment		X
	e. Addition of Lanes	X	

	Alternatives Considered	YES	NO
1.	The "Do Nothing" alternative has been evaluated and is considered not to be feasible and prudent?	X	
2.	An alternative has been evaluated which improves the highway without the use of the adjacent 4(f) land and it is considered not the be feasible and prudent?	X	
3.	An alternative on new location avoiding the use of the 4(f) land has been evaluated and is considered not to be feasible and prudent?	X	

Measures to Minimize Harm		YES	NO
1.	The proposed action includes all possible planning to minimize harm?	**X**	
2.	Mitigation measures include one or more of the following: (Check applicable mitigation measures.)		
	a. Replacement of lands used with lands of reasonably equivalent usefulness and location, and of at least comparable value?		**X**
	b. Replacement of facilities impacted by the project including sidewalks, paths, benches, lights, trees, and other facilities?	**X**	
	c. Restoration and landscaping of disturbed areas?	**X**	
	d. Special design features? (Briefly describe.) - *Planting features to provide screening* - *Screening wall to shield neighborhood from transportation facilities.* - *Enhancing recreational equipment in nearby DeVolis Park*	**X**	
	e. Payment of the fair market value of the land and improvements taken?	**X**	
	f. Improvements to the remaining 4(f) site equal to the fair market value of the lands and improvements taken?		**X**
	g. Other measures? (describe briefly) - Construction of a sound/transportation buffer that will shield the neighborhood greenspace from regional traffic and substantially enhance the atmosphere. - Enhancing recreational equipment in nearby DeVolis Park	**X**	

Coordination		YES	NO
1.	The proposed project has been coordinated with the Federal, State, and/or local officials having jurisdiction over the 4(f) lands?	**X**	
2.	In the case of non-Federal 4(f) lands, the official jurisdiction has been asked to identify any Federal encumbrances and there are none?	**X**	

SUPPLEMENTAL INFORMATION FOR THE FINAL SECTION 4(f) DETERMINATION

Project Location and Purpose and Need

The project addresses the US 18/151 (Verona Road) corridor in the southwest quadrant of the Madison metropolitan area in Dane County, Wisconsin. The study corridor is bounded by US 12/14 (Beltline) to the north and County PD to the south. The study also addresses portions of the Beltline that influence the Verona Road interchange, which includes the Beltline section from Todd Drive to Whitney Way. Side-road intersections that connect with Verona Road include Summit Road, Raymond Road, and Williamsburg Way. Figure 1 presents a corridor location schematic.

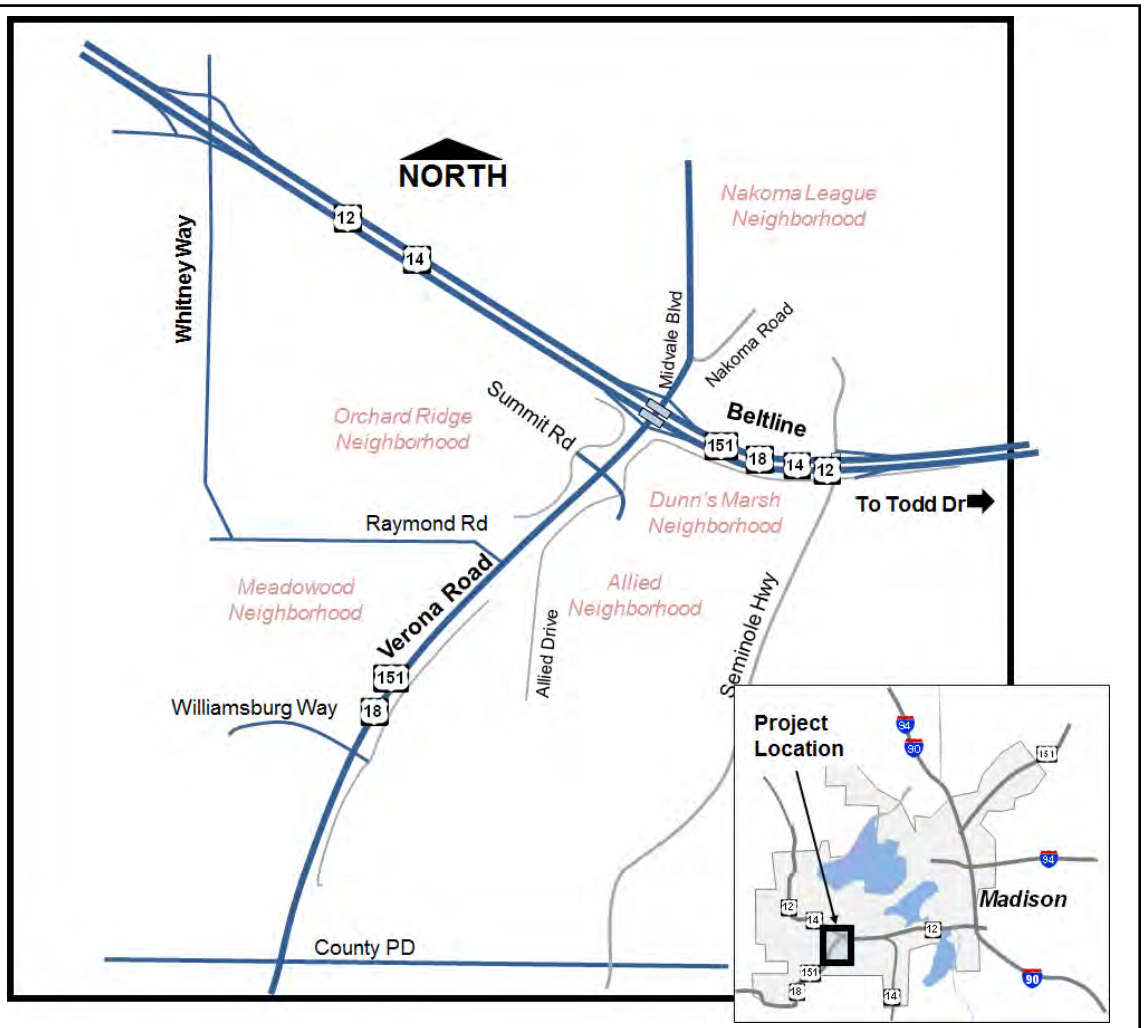


Figure 1 Study Corridor Location

The purpose of this project is 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 Verona Road corridor to levels consistent with US 151's classification as a Corridors 2030 Backbone Route.
- Preserve the mobility of motorized travel in the US 12/14 (Beltline) corridor near the US 18/151 (Verona Road) interchange to levels that are consistent with a Corridors 2030 Connector Route.
- Enhance nonmotorized travel accommodations and connectivity in the Verona Road and Beltline corridors.

Primary components of the Purpose and Need for the Verona Road corridor include:

- US 151 (Verona Road) System Continuity and Consistency with the Corridors 2030 State Highway Plan

US 151 (Verona Road) is classified as a Backbone Route in the Corridors 2030 State Highway Plan. This is the same classification as the Interstate Highways and shows the route's importance. In 2008, the US 151 Backbone Route became a full four-lane expressway/freeway facility from Fond du Lac, Wisconsin, to Dubuque, Iowa, except for the 2-mile section that is a focus of this study (see note about Backbone bypass around Madison).

- Verona Road Capacity

WisDOT policy states:
"The highest level of service thresholds are applied to the Corridors 2030 system in recognition of its importance from a mobility and economic development perspective. On Corridors 2030 routes, only „minimal" congestion is allowed, except on Connectors within urbanized areas, where slightly higher congestion levels are permitted."
Increasing traffic volumes and associated congestion are compromising the mobility of the corridor. The Verona Road/Beltline interchange already operates at extremely congested conditions during the evening and morning peak hours with average intersection delays exceeding 100 seconds per vehicle, corresponding to level of service (LOS) F.[1]

- Safety

As traffic volumes on the Verona Road corridor grow, congestion-related crashes are increasing. These crashes are a product of the vehicle conflict points inherent with the six signalized intersections in this corridor.

- Neighborhood Connectivity–Transit/Nonmotorized Travel

Verona Road, the Verona Road/Beltline interchange, and the Beltline separate the Allied-Dunn's Marsh neighborhood from other Madison neighborhoods north and west. There is one entrance to the neighborhood on Verona Road and two entrances on Seminole Highway. The Verona Road corridor and its heavy traffic volumes contribute to the physical isolation of the neighborhood

- Metropolitan Traffic Movements and Local Access

Verona Road regularly experiences congestion during the morning and evening rush hours. This congestion affects not only regional traffic but also metropolitan traffic that originates and ends within the Madison metro area. Because of this congestion, many metropolitan trips are diverted to local and neighborhood streets. Area residents regularly express concerns over nonlocal traffic cutting through neighborhoods to avoid the Beltline and Verona Road. Fish Hatchery Road and Seminole Highway both regularly experience diverted traffic that would ordinarily be on Verona Road.

Preferred Alternative and Section 4(f) Resource

The Preferred Alternative is made up of Stage 1, Stage 2, and Stage 3. Construction for Stage 1 is planned for 2013 to 2015 and includes a single-point interchange at the Verona Road/Beltline connection and a jug-handle at the Verona Road/Summit Road intersection. Construction for Stage 2 is planned for 2017 or later and includes a County PD interchange and adding a third lane on Verona Road from County PD to Raymond Road. Stage 3 includes a freeway conversion for US 151 backbone traffic, including freeflow directional ramps to and from the south Beltline and the creation of a pair of one-way roadways paralleling the freeway for Verona Road local traffic. Stage 3 will be constructed when operation and safety needs warrant the infrastructure investment. It is anticipated Stage 3 will occur near the year 2030. With this stage, Verona Road will continue alongside the US 151 freeway as a one-way-pair local road system. The directional ramps associated with Stage 3 will travel across a neighborhood park called Britta Park, which is a Section 4(f) resource owned and managed by the City of Madison. Figure 2 illustrates the three stages of the Preferred Alternative. Figure 3 shows the portion of

[1] Levels of Service are measures that describe the operation of a roadway and its congestion levels. They range from A (not congested) to F (very congested).

Britta Park that needs to be acquired in Stage 3 for right-of-way associated with the Beltline frontage road.

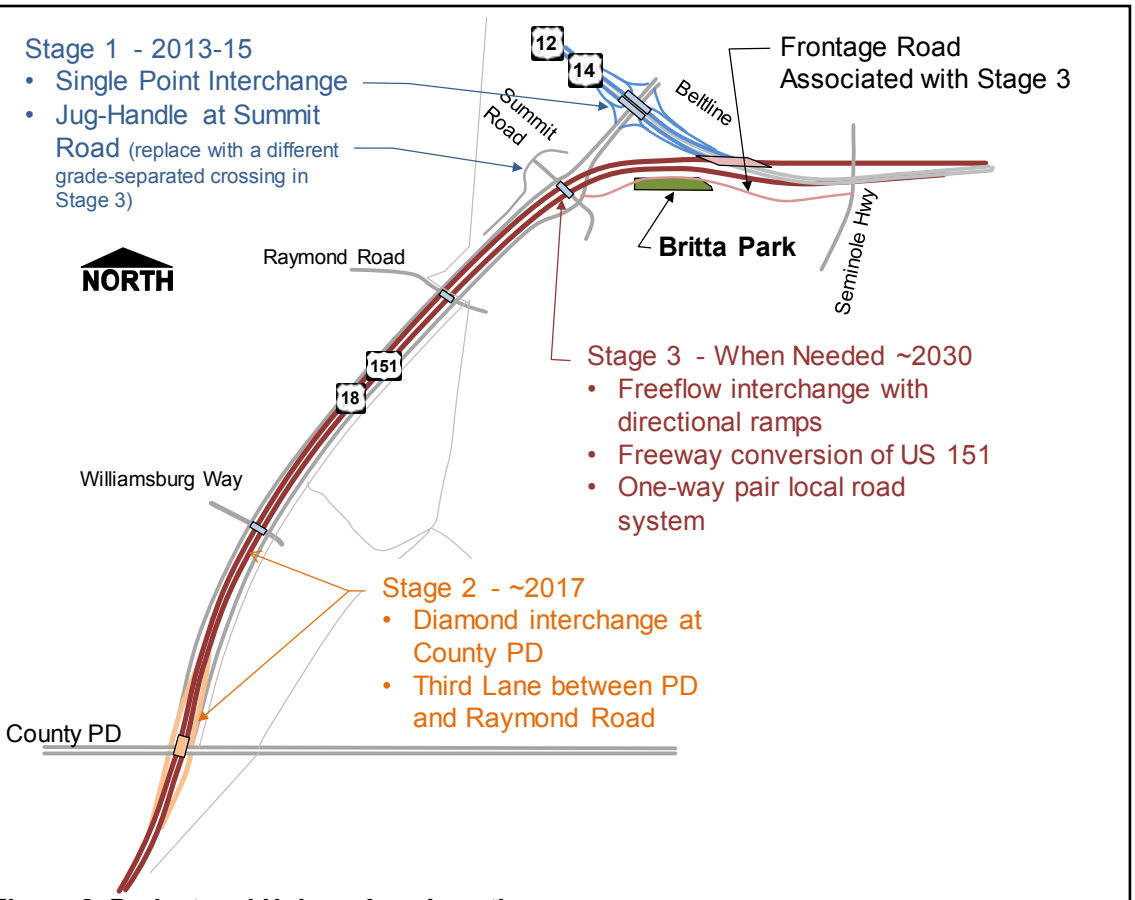


Figure 2 Project and Unique Area Location

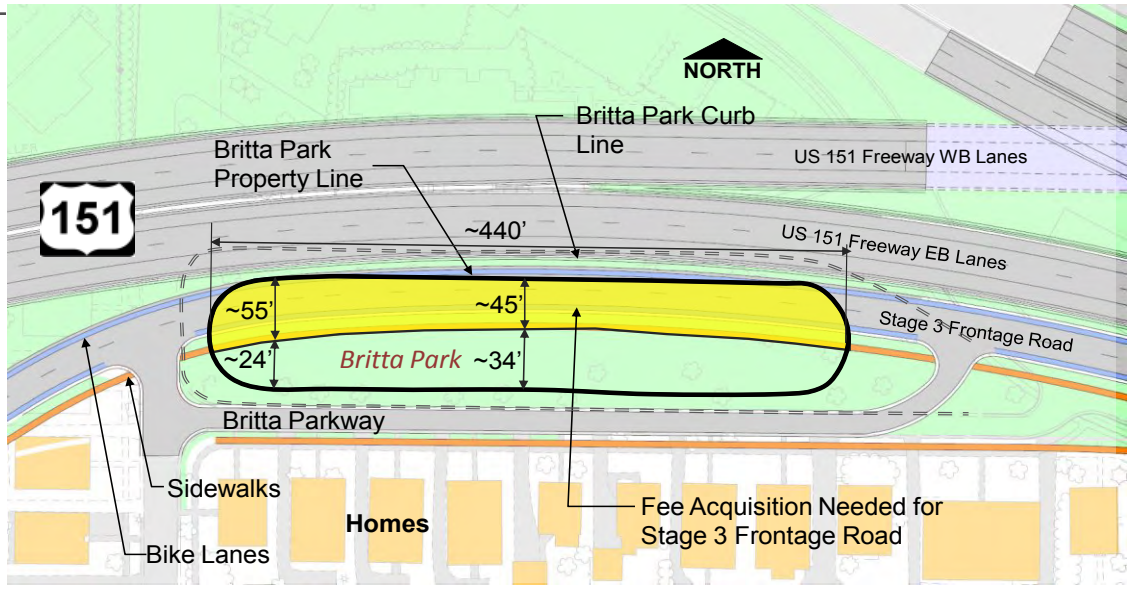


Figure 3 Stage 3 Britta Park Right-of-Way Needs

Direct Impacts to Section 4(f) Resource

Stages 1 and 2 do not impact Britta Park. Stage 3 of the Preferred Alternative requires the acquisition of about 60 to 75 percent of Britta Park, or 20,400 to 25,000 square feet. The majority of this land is needed for the rerouting of the frontage road and the provision of sidewalks around the perimeter of the park. Figure 4 shows the new frontage road alignment and the remainder of Britta Park. Only 25 to 40 percent of the neighborhood park would remain with Stage 3.

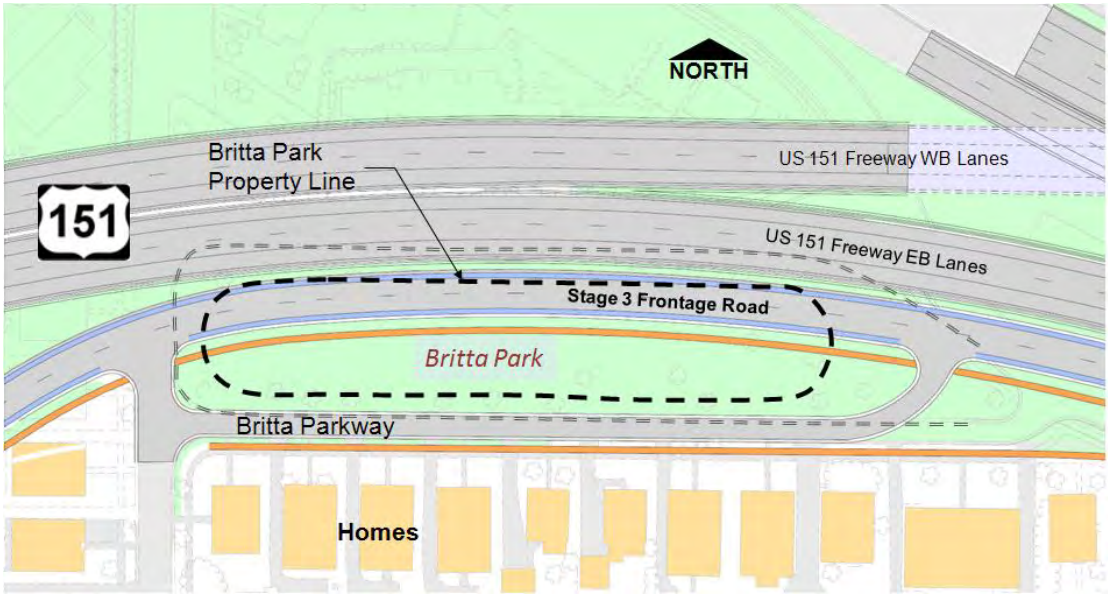


Figure 4 Stage 3 Effects to Britta Park

Type of Section 4(f) Resource, Activities, and Users

Discussions with the City of Madison Parks Planning indicate Britta Park serves as a small neighborhood open space with limited facilities and activities. Britta Park is a flat, landscaped open space with mowed turf, large trees, and no formal park facilities. The parcel is bounded by a mature canopy of deciduous trees that provide some visual and noise separation from the existing highway. The park has several picnic tables distributed at different locations in the park. The park is mostly used for spontaneous, passive, or active recreation by residents and nearby employees. The exact number of users is not available, but the approximately 60 households adjacent to the park are all potential users. This neighborhood includes households with lower incomes and higher minority populations, so many users would probably fall into the environmental justice category. This greenspace is unlikely to attract users from outside of the immediate area. Figure 5 shows an aerial photograph of Britta Park.



Figure 5 Aerial Photograph of Britta Park

Relationship to Other Similarly Used Lands

The City of Madison Parks Department has indicated that Britta Park has importance in being a neighborhood greenspace and gathering space but less importance for recreation. It is close to De Volis Park, which is 0.25 miles south of Britta Park. Marlborough Park, a larger greenspace and park, is located approximately 0.35 miles south of Britta Park. Figure 6 shows the location of these parks in relation to each other. Neighborhood residents can access Britta Park by foot and parking is available on adjacent streets.



Figure 6 De Volis Park and Marlborough Park in Relation to Britta Park

Ownership, Title and Unusual Characteristics

Britta Park is currently owned by the City of Madison. According to the City of Madison, there are no known clauses affecting the title. There are no unusual characteristics of Britta park regarding Section 4(f) land.

Probable Increase or Decrease in Environmental Impacts

The acquisition of more than half of this relatively small park would substantially reduce its use as a neighborhood green space or gathering area. But the remaining park area would still hold value as a screening element for adjacent homes to the south. These homes currently have existing Britta Park and two rows of structures north of the park separating them from the frontage road and the Beltline. The frontage road, which will carry up to 5,000 vehicles per day (vpd), will be relocated along the north side of the remainder of the park. The US 151 free flow ramps to and from the Beltline will be located just beyond the frontage road. Mounding and replacement of lost vegetation along with a screening wall connecting the noise wall to the berm could improve the screening function of the remaining portion of Britta Park. These features may reduce the overall environmental impact from reducing the size of Britta Park and moving highway facilities closer to existing residence.

Description of Reasonable and Practicable Alternatives that Avoid Impacts on the Section 4(f) property.

Within the SDEIS alternatives, there are three alternatives that would fully avoid Section 4(f) impacts to Britta Park. They are described briefly below.

1. No Build

   This alternative would not affect Britta Park, but it does not fulfill any of the purpose and need objectives. It does not provide a connection that is consistent with US 151's designation as a backbone in the State Highway Plan. It does not address capacity or safety needs on Verona Road. It would not improve neighborhood connectivity for transit and non-motorized travel. For these reasons the No Build Alternative is not a reasonable and practicable measure to avoid impacts to Britta Park.

2. Build Stage 1 Improvements Only

   This alternative would only build the improvements associated with Stage 1 of the Preferred Alternative, which consist of a single-point interchange at the Beltline/Verona Road interchange and a jug-handle at Summit Road. This alternative fulfills some components of the project purpose and need yet does not fully satisfy them. It does not provide a connection consistent with US 151's designation as a backbone in the State Highway Plan. And, while Stage 1 does address capacity and safety issues on Verona Road, portions of the corridor still fall below acceptable service levels in the 2030 design year. Greater and more substantial improvements are needed to address these future traffic needs.

3. Build the Preferred Alternative without Impacting Britta Park.

   The primary impacts to Britta Park are associated with the frontage road in Stage 3. There are several options that were explored that have different and sometimes smaller affects to Britta Park. These options include:

   a. Routing Frontage Road north of Britta Park (current Preferred Alternative).
   b. Routing Frontage Road south of Britta Park.
   c. Discontinuing Frontage Road.
   d. Routing US 151 to a New Location.

   Table 1 summarizes these options and their feasibility and prudence.

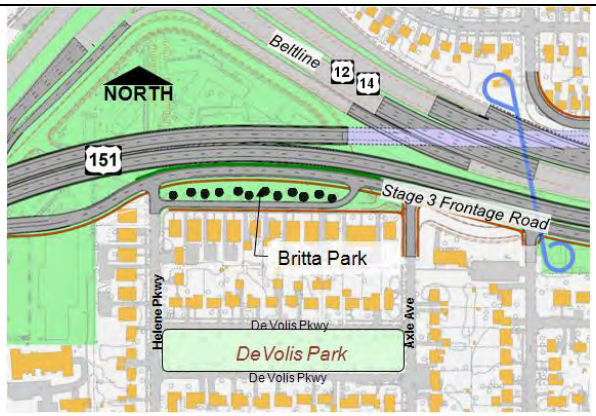
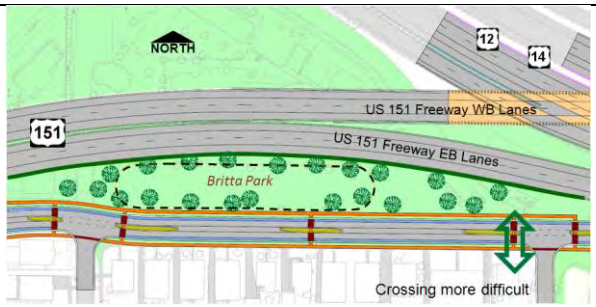
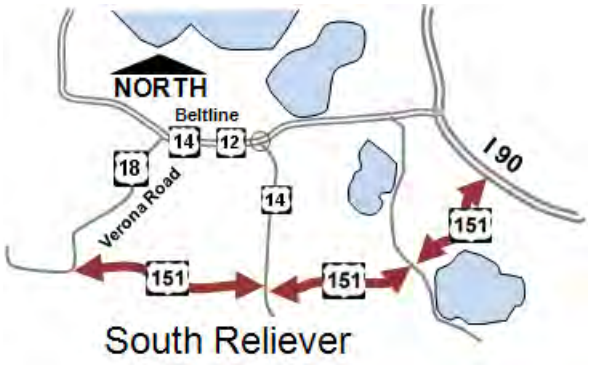
Alternative	Effects
 **Routing Frontage Road north of Britta Park** (Current Preferred Alternative)	▪ Section 4(f) property impacts – requires 20,400 square feet of Park. ▪ Britta Park character change – limited use as a neighborhood gathering place. ▪ Remaining greenspace would help screen neighborhood homes from frontage road. ▪ Recreational facilities would be added at DeVolis Park to offset Britta Park impacts. ▪ Frontage Road connectivity consistent with City neighborhood Physical Plan recommendations. **Feasible and Prudent**
 **Route Frontage Road South of Britta Park**	▪ No 4(f) property impacts. ▪ Britta Park and local road character change–high volume road in front of neighborhood homes–considerable community disruption. ▪ Separates parkland from users with high volume frontage road–creates safety concerns. ▪ Not consistent with City's Physical Plan recommendations. **Feasible but not Prudent**
 **Discontinue Frontage Road**	▪ No 4(f) property impacts. ▪ Access to adjacent properties more difficult. ▪ Separates west side of neighborhood from east side of neighborhood. ▪ Increases traffic on DeVolis Parkway substantially. **Feasible but not Prudent**
 **Alternatives on New Location**	▪ No 4(f) property impacts. ▪ Considerable impacts outside of corridor. ▪ Does not satisfy several components of the project purpose and need, including relieving congestion and improving neighborhood connectivity. **Feasible but not Prudent**

Table 1 Section 4(f) Feasible and Prudent Evaluation

Routing the frontage road south of Britta Park was the original proposal considered for this area. Currently a one-way street with very low traffic volumes runs between Britta Park and the nearby housing to the south. The Allied-Dunn's Marsh Physical Improvement Plan states that with this option, residents would sense a large effect if the little-used one-way street were replaced with a high-volume two-way frontage road. This alternative would also separate the parkland from the users it is intended to serve. For these reasons, the Allied-Dunn's Marsh Physical Improvement Plan recommends realigning the frontage road on the north side of Britta Park. Since the drafting of the Physical Improvement Plan and the release of the DEIS, design refinements focusing on providing sufficient sight distance and avoiding impacts to the SPUI constructed in Stage 1 have required the shifting of the frontage road farther to the south, creating a much larger impact than what was originally anticipated.

Discussions with City of Madison Park and Planning staff in the summer of 2009 indicate that even with the reduced park size, they do not feel routing the frontage road south of Britta Park is a reasonable option. They continue to support the recommendations of the Physical Improvement Plan. Additionally, they seemed to agree that fully discontinuing the frontage road is not a feasible option.

Measure to Minimize Impacts on the Section 4(f) Property

There have been numerous discussions with City of Madison Park staff. Several measures will be applied to the park to offset and minimize impacts to residences adjacent to the park. For Stage 1, requests include:

a. Providing an earthen berm to screen the Beltline from Britta Park.
b. Providing a screening wall from the noise wall to the earthen berm to screen the Beltline from Britta Park.
c. Incorporating public art to the extent possible.

For Stage 3 mitigation, their requests include:

d. Maintaining the Britta Park greenspace and landscaping it to provide a screening element for adjacent homes. These homes were previously screened from both the frontage road and freeway by a row of commercial buildings being relocated in Stage 3.
e. Providing a screening wall that separates the relocated frontage road from the US 151 freeflow ramps as well as the Beltline. This screening wall will also function as a noise mitigation barrier. The noise barriers will reduce noise levels in the area. Britta Parkway will remain as a one-way with new sidewalk and mounding to maintain existing tree canopy and understory.
f. Paying the fair market value for the land needed.
g. Enhancing recreational equipment in nearby DeVolis Park (discussed later in Preliminary Coordination).
h. The Madison Parks commission further requested the need for Stage 3 to be re-evaluated prior to its implementation.

Figure 7 illustrates the measures that will be employed at Britta Park to minimize impacts on the property and to adjacent residents. Figure 8 illustrates the typical cross section through the park, frontage road, US 151, and Beltline. Figure 9 provides an aerial photograph of DeVolis Park, which is located 500 feet south of Britta Park.

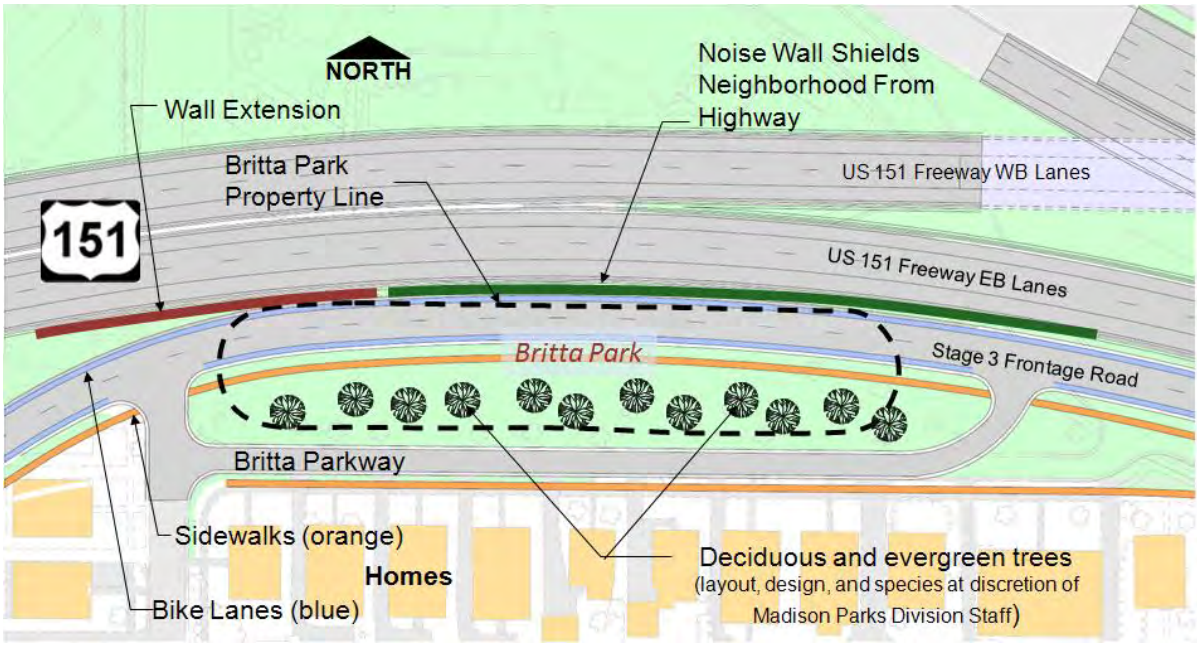


Figure 7 Measures to Minimize Impacts on Britta Park

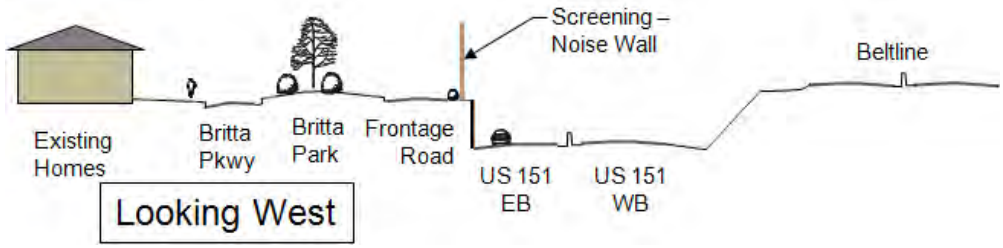


Figure 8 Britta Park Cross Section



Figure 9 DeVolis Park

Table 2 summarizes the Preferred Alternative's Section 4(f) measures to minimize/offset impacts.

Stage 3-Preferred Alternative	Britta Park
Replacement of lands used with lands of reasonably equivalent usefulness and location and of at least comparable value.	Possibly
Replacement of facilities impacted by the project including sidewalks, paths, lights, trees, and other facilities.	Yes
Restoration and landscaping of disturbed areas.	Yes
Incorporation of design features and habitat features where necessary to reduce or minimize impacts to the Section 4(f) property.	Yes
Payment of the fair market value of the land and improvement taken or improvements to the remaining 4(f) site equal to the fair market value of the land and improvements taken.	Yes
Such additional or alternative mitigation measures as may be determined necessary based on consultation with officials having jurisdiction over the 4(f) property - explain:	Providing recreational facilities at DeVolis Park
Property is a historic property or an archeological site. The conditions or mitigation stipulations are listed or summarized below.	Not Applicable
Other - Describe: Separate from the 4(f) issues but affecting Britta Park, noise barriers area feasible and reasonable and will installed adjacent to the frontage road in Stage 3.	

Table 2 Summary of Possible 4(f) Land Mitigation in Stage 3

Results of Coordination with the Public Officials having jurisdiction over the Section 4(f) property.

On October 30, 2009, the City of Madison Parks Division sent a letter to WisDOT that describes the park, its uses, and suggested measures for offsetting impacts to the park. Subsequent coordination and correspondence resulted in the following mitigation framework to reduce and offset impacts to Britta Park.

Stage 1

(Note while there are no direct Section 4(f) impacts associated with Stage 1, the following measures are being incorporated to address City of Madison Park's concerns.)

a. Providing a surface berm with screening elements on the resulting vacant area between Britta Park and the Beltline to replace the screening function the existing buildings provide between the park and the Beltline.
b. Providing a screening wall from the proposed southeast quadrant noise wall extending beyond Neiman Place to the berm, previously discussed.
c. Considering the use of public art in the open areas to the extent possible.

Stage 3

a. Providing a surface berm with screening elements to provide a noise/visual barrier between the homes fronting Britta Park and the frontage ramp. A screening wall should be placed to separate the relocated frontage road. The wall could be planted with vertical species such as columnar trees/shrubs and vines. The wall could also present a "canvas" for public art.
b. Payment of fair market value for the property. The City prefers the pursuit of opportunities for a one-to-one replacement of the land that will help to maintain its inventory of parkland.
c. Installation of neighborhood park amenities such as a three-quarter-court basketball, volleyball, and playground equipment in DeVolis Park. Layout, design, and equipment selection should be at the discretion of the Madison Parks Division staff with purchase and installation according to City of Madison Standard Specifications.
d. 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 in

accordance with the City of Madison Standard Specifications. Phased planting should occur early in the project to ensure a maximum canopy by completion of the project.

These measures have been discussed with the Madison Parks Commission and are reflected in the City of Madison's comment letter and subsequent Madison Parks division correspondence. The mitigation framework for Stage 3 will be reconfirmed with the City of Madison prior to the implementation of Stage 3. The Park's commission also requested the reevaluation of the environmental document prior to the implementation of Stage 3.

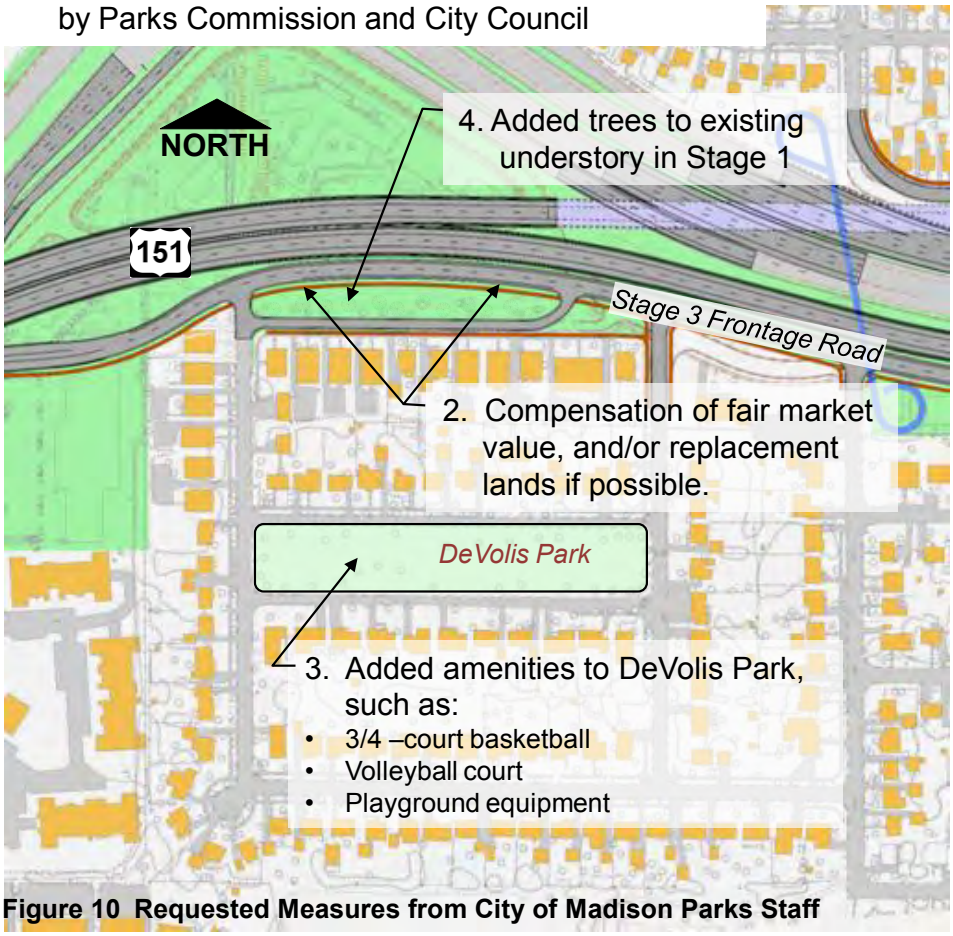


Figure 10 Requested Measures from City of Madison Parks Staff

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.

Figure 11a City of Madison Parks Division Letter

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

Figure 11b City of Madison Parks Division Letter

play MADISON PARKS

Kevin Briski
Madison Parks Superintendent

Madison Parks Division
www.cityofmadison.com/parks

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Planning and Development
Community & Recreation Services
210 ML King, Jr. Blvd. Rm. 104
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Madison, WI 53701-2987
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Fax: 608.267.1182
Textnet: 866.704.2315

Parks Operations Offices
Goodman Maintenance Facility
1402 Wingra Creek Pkwy.
West Parks, 608.266.9214
Summit, 608.288.6164
West Forestry, 608.266.4816
Construction, 608.266.6289
Conservation, 608.267.4918

Sycamore Maintenance Facility
4602 Sycamore Ave.
East Parks, 608.246.4508
East Forestry, 608.266.4816

Olbrich Botanical Gardens
3330 Atwood Ave., 608.246.4550

Warner Park Community Recreation Center
1625 Northport Dr., 608.245.3690

Irwin A. & Robert D. Goodman Pool
325 Olin Ave., 608.264.9292

Golf Madison Parks
Supervisor, 608.838.3920
Glenway Golf Course
3747 Speedway Rd., 608.266.4737
Monona Golf Course
111 East Dean Ave., 608.266.4736
Odana Hills Golf Course
4635 Odana Rd., 608.266.4724
Yahara Hills Golf Course
6701 E. Broadway, 608.838.3126

State Street Mall/Concourse Maintenance
211 S. Fairchild St., 608.266.6031

Forest Hill Cemetery
1 Speedway Rd., 608.266.4720

Madison
A Proud Division of the City of Madison

TO: Park Commissioners

FROM: Kevin Briski, Parks Superintendent [redacted]

DATE: December 3, 2010

SUBJECT: Comments on the Supplemental Draft Environmental Impact Statement for the Verona Road/USH 18/151 Project

Larry Barta of the Wisconsin Department of Transportation (WisDOT) and their consultant presented information on the Verona Road/USH 18/151 project at the February 10, 2010, Park Commission meeting. Based on comments from members of the Park Commission regarding impacts to Britta Park, WisDOT returned to present alternatives to the Park Commission at the April 14, 2010, Park Commission meeting. Those alternatives have been incorporated into the Supplemental Draft Environmental Impact Statement (SDEIS). We are recommending that the comments below be included with the comments from other city agencies on the SDEIS.

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).

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.

Sections of the SDEIS are attached; the full SDEIS can also be viewed at http://www.cityofmadison.com/planning/plan.html#USH12_18DSDEIS
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

Figure 11c City of Madison Parks Division Letter

play MADISON PARKS

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.

These recommendations are subject to Park Commission approval, both now as well as in the future.

cc: Kay H. Rutledge, Parks Planning and Development Manager

12/7/2010-SDEIS Verona Road EISE 18.153 Parks Comments.doc

Figure 11c City of Madison Parks Division Letter

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Kevin Briski
Madison Parks Superintendent

Madison Parks Division
www.cityofmadison.com/parks

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Community & Recreation Services
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Yahara Hills Golf Course
6701 E. Broadway, 608.838.3126

State Street Mall/Concourse Maintenance
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Forest Hill Cemetery
1 Speedway Rd., 608.266.4720

Madison
A Proud Division of the City of Madison

April 12, 2011

Mr. Larry Barta
Wisconsin Department of Transportation - Southwest Region
2101 Wright Street
Madison WI, 53704

Re: Project ID 1206-07-03 Verona Road
Britta Park Mitigation

Dear Mr. Barta:

We have reviewed the Supplemental Draft Environmental Impact Statement for the Verona Road project regarding impacts to Britta Park and proposed mitigation measures. We are also aware of WisDOT's recent decision to select frontage road Option 2 for Stage 1. As described in the SDEIS, Stage 1 impacts resulting from Option 2 are indirect, resulting from the pending removal of 6 commercial buildings that currently screen the park from the Beltline. Stage 3 impacts are direct, resulting in the conversion of more than half of the park lands into highway right of way.

As noted in the attached December 3, 2010 memo to the Park Commission, Stage 1 frontage road Option 2 is preferred from a parks perspective. Stage 3 options that avoid loss of parkland could not be supported because of potentially even greater overall negative impacts to the community than WisDOT's preferred solution.

Mitigation measures required by the City of Madison and the Park Commission to offset Stage 1 and Stage 3 Britta Park impacts are stated in the SDEIS and also documented in the December 3, 2010 Parks Division memo. This memo also indicates the Park Commission and Madison Parks Division are in agreement with these measures for Stage 1; the potential mitigation measures for Stage 3 are general in nature at this time, and are subject to a future reevaluation of the need for the entire Stage 3 preferred solution by WisDOT prior to final design and implementation. Ultimate approval of the eventual Stage 3 mitigation is contingent upon the approval of the Parks Commission as well as the City Council at the time of implementation.

If you have any further questions, please contact Kay Rutledge, Parks Planning and Development Manager at 266-4714.

Sincerely,

[redacted]

Kevin Briski
Parks Superintendent

Attachment

cc: Rob Phillips, City Engineer
Brad Murphy, Planning Director

Figure 11d City of Madison Parks Division Letter

Wisconsin Department of Transportation

R HAZARDOUS SUBSTANCES OR UNDERGROUND STORAGE TANKS (USTs)

Portion of project this sheet is evaluating if different from the first Basic Sheet
US 18/151 (Verona Road) Stage 1, Stage 2, and Stage 3 of the Preferred Alternative

Is this the preferred alternative? YES

R.1 PROJECT REVIEW RESULTS

Briefly describe the results of the initial (project review) reconnaissance on the parcels affected by this project.

In 2000, a limited Phase 1 Reconnaissance investigation conducted for the US 151/Verona Road corridor included the following:

a. US 151/Verona Road from the Midvale Boulevard/Nakoma Road intersection south to County PD.
b. A proposed section of new roadway extending east from US 151/Verona Road north of Certco south to County PD east of the US 151/County PD intersection (extended frontage road).
c. US 12/14 (Beltline) from the eastern edge of the Odana Golf Course to Seminole Highway.

The study team used a 500-foot search radius from the existing centerline of US 151/Verona Road and a 600-foot search radius from the existing centerline of US 12/14. Sixty-seven sites of environmental concern were identified within the search radii. Twenty-seven sites were located on or immediately adjacent to the existing roadway alignment and could be affected by one of the alternatives.

In January 2010, updated Phase 1 screening utilizing WDNR and Department of Commerce databases was completed. The updated evaluation indicated that Stage 1 had 11 sites that would require additional investigation (Phase 2, Phase 2.5, or Phase 3). For Stage 2 and Stage 3, there were estimated to be 3 and 10 sites, respectively that would likely require additional investigation (Phase 2, Phase 2.5, or Phase 3).

In March 2010, a Phase 1 Hazardous Materials Assessment (HMA) was completed for Stage 1. The Phase 1 HMA included the evaluation of state and federal databases, review of aerial photographs and historic mapping, and site visits and interviews. The HMA evaluated sites of concern given the proposed R/W acquisition and excavation requirements. The Phase 1 HMA recommended Phase 2 investigation at five sites and Phase 3 investigation at one site. In the spring and summer 2010, because of the need for early acquisition of some parcels, Phase 3 investigation was completed at two parcels. This resulted in the remaining need for Phase 2 investigations at four sites. In March 2011, design refinements and additional fee acquisition needs were evaluated for Stage 1. There were six new parcels identified for total acquisition that were not previously identified and evaluated in the March 2010 Phase 1 HMA. Phase 1 evaluation of these sites is being undertaken. There were two sites with histories of USTs and proposed strip R/W acquisition where previously no R/W acquisition was proposed. At these two sites, Phase 2 investigation is also recommended.

A Phase 1 HMA will be required for Stages 2 and 3, closer to implementation of those Stages.

R.2 TYPES OF CONTAMINATION SUSPECTED

Indicate the type(s) of contamination (if any) suspected to be affecting sites in the project area.

Potential contaminants impacting sites in Stage 1 are petroleum-related. Potential contaminants impacting sites in Stages 2 and 3 are petroleum, solvents, and solid waste.

R.3 PARCELS REQUIRING ENVIRONMENTAL SITE INVESTIGATION

Indicate the number and identify the parcels which are determined to require an Environmental Site Investigation or for which the Initial Project Review–Reconnaissance was not conducted.

Table R.3-1 is a summary of the number of parcels requiring Phase 1, Phase 2, Phase 2.5, or Phase 3 investigations.

Investigation Needed	Unit Measure	No Build	Stage 1	Stage 2	Stage 3	Stages 1, 2, and 3
Phase 1	Yes/No	No	Yes	Yes	Yes	Yes
Phase 2/2.5/3	Number of Sites	0	6	3	10	19

Table R.3-1 Parcels Requiring More Investigation Summary

Additional site investigations will be coordinated during the design phase of the projects.

R.4 HAZARDOUS MATERIALS CONTAMINATION AVOIDANCE MEASURES

Describe the proposed course of action to avoid hazardous materials contamination for this project. For example, changes in location, changes in design, remediation of contaminated areas, etc.

Impacts to the highway project can be minimized by avoiding contaminated sites to the extent possible. By adjusting vertical and horizontal alignments and selecting appropriate stormwater management, pavement, highway access, and intersection design features, HazMat sites can often be avoided. Where avoidance is not possible, the management and disposal or remediation of contaminated materials will be coordinated with the WDNR, WisDOT ESS, and FHWA.

Construction of a stormwater detention pond is proposed in Stage 1 on a closed remediation site. The WDNR granted Final Closure on January 19, 2010, and the closure letter indicates the following:

a. Residual soil contamination exists at the site that must be properly managed if excavated.
b. Groundwater contamination exceeding NR 140 enforcement standards is present at the site.
c. A soil barrier is present at the site over contaminated soils. The soil barrier must be maintained and changes to the barrier must be approved by the WDNR.
d. Three monitoring wells or remediation wells were not located and abandoned. If the wells are found, they must be abandoned.

The design and construction of the stormwater detention pond and any required dewatering and soil excavation will be coordinated with WisDOT ESS and WDNR. Management of soil and groundwater, potentially including material disposal, treatment, or reuse on the project, will be approved by WisDOT ESS and WDNR prior to construction.

Wisconsin Department of Transportation

S AESTHETICS

Portion of project this sheet is evaluating if different from the first Basic Sheet
US 18/151 (Verona Road) Stage 1, Stage 2, and Stage 3 of the Preferred Alternative

Is this the preferred alternative? Yes

S.1 ALTERNATIVE EVALUATED

Identify the alternative discussed in this detailed evaluation sheet.

All three stages of the Preferred Alternative will affect the aesthetics of the corridor for both viewers of the facility as well as viewers from the facility.

S.2 EFFECT ON VISUAL CHARACTER

Describe whether and how the project would affect the visual character of the landscape.

Stage 1

Stage 1 constructs a single-point urban interchange at the US 151/Beltline interchange. This interchange represents an entrance point into the central urban area and therefore could be a gateway feature. Additionally, this type of interchange requires unusually long bridge spans. This pair of longer bridges could help to create this gateway theme. WisDOT investigated a single-span option and a two-span option (preferred). A rendering of what each bridge type could look like is shown in Figures S.2-1 and S.2-2.

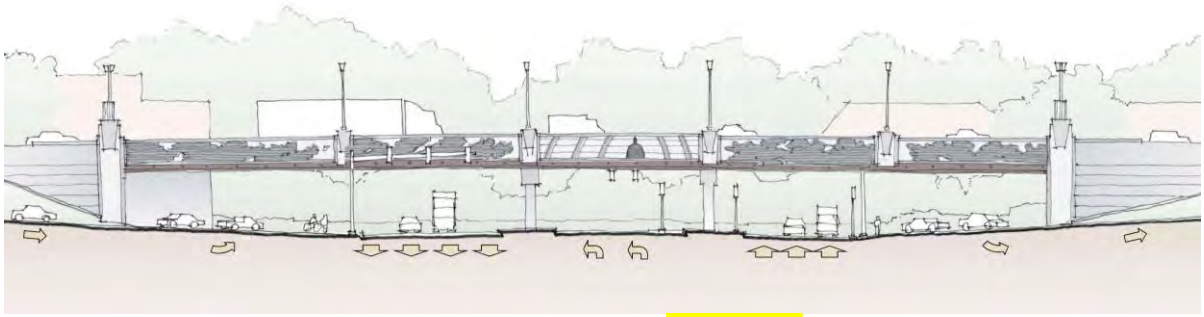


Figure S.2-1 Stage 1 Interchange–Two-Span Bridge (Preferred)

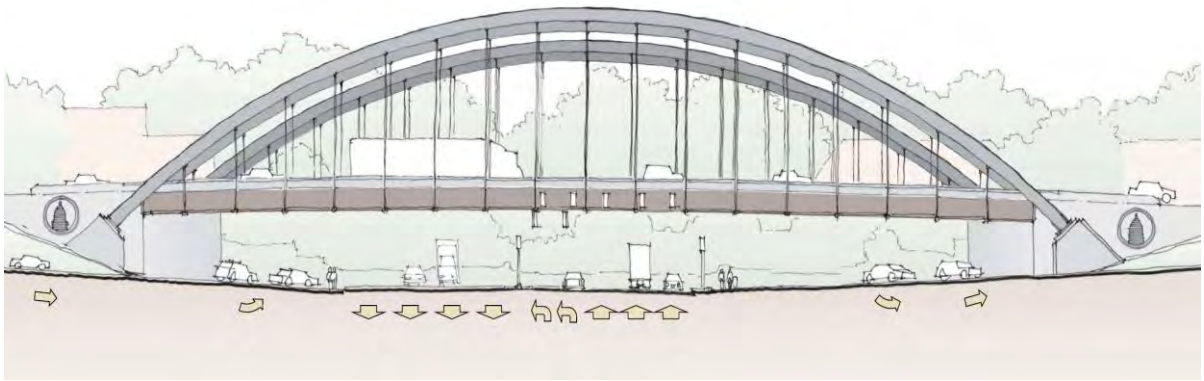


Figure S.2-2 Stage 1 Interchange–Single-Span Bridge

The arch bridge type has a higher overall presence that makes it more visible to travelers, but it also is more visible to adjacent neighborhoods. With the selected two-span bridge type, WisDOT will implement community-sensitive design features. These could include, but are not limited to, the use of concrete form liners, special lighting, complementing landscaping, and special hardscaping amenities. With these treatments, the interchange will be an attractive entrance feature for travelers on Verona Road. During

the design phase, WisDOT will coordinate with the City of Madison and appropriate neighborhood representatives to determine the appropriate aesthetic treatments for the bridge.

A jug-handle intersection will be constructed just south of this interchange at Summit Road. Because travelers on US 151 will be traveling over the jug-handle, it will not be a predominant feature for roadway viewers. However, the bridge and retaining walls associated with the jug-handle and roundabout will be regularly visible to adjacent businesses and neighborhood residents. This bridge, while being of a conventional type, will also incorporate aesthetic design features to make it an attractive structure within the neighborhood. There are larger grassed areas within the interior of the jug-handle. Again, these will not be a predominant feature for US 151 travelers, but they will be more noticeable by adjacent businesses and residents. Currently, bioswales are being investigated as a stormwater quality measure. If implemented, these bioswales would be planted in an attractive arrangement to provide a more natural landscaped appearance.

Stage 2

Stage 2 consists of constructing a diamond interchange at the US 151/County PD intersection. With this arrangement, US 151 will travel over County PD. This interchange will be constructed with a multispan bridge and retaining walls. The County PD interchange will likely not be a predominant feature for travelers on US 151. They will be coming from or going to a full freeway facility, and this interchange conversion just extends that freeway facility.

For adjacent businesses and travelers on County PD, the interchange will represent a change in the landscape. The interchange will become one of the City of Fitchburg's main entrance points. Because of this, the interchange will also incorporate aesthetic design features. Textured form liners would be used on the bridge and retaining wall structures. Because of the compact nature of the interchange, landscaped areas will be minimal. There will be opportunities for hardscaping. Aesthetic treatments will be coordinated with the City of Fitchburg during the design phase of Stage 2.

Stage 3

In Stage 3 of the Preferred Alternative, the aesthetic features at the US 151/Beltline interchange from Stage 1 will remain. Stage 3's aesthetic change will result from the addition of freeflow movements for US 151 northbound-to-eastbound and US 12/14 westbound-to-southbound traffic. Figure S.2-3 shows the freeflow movement will result in a major view change from and of the southeast portion of the US 151 facility and from and of the US 151 corridor.

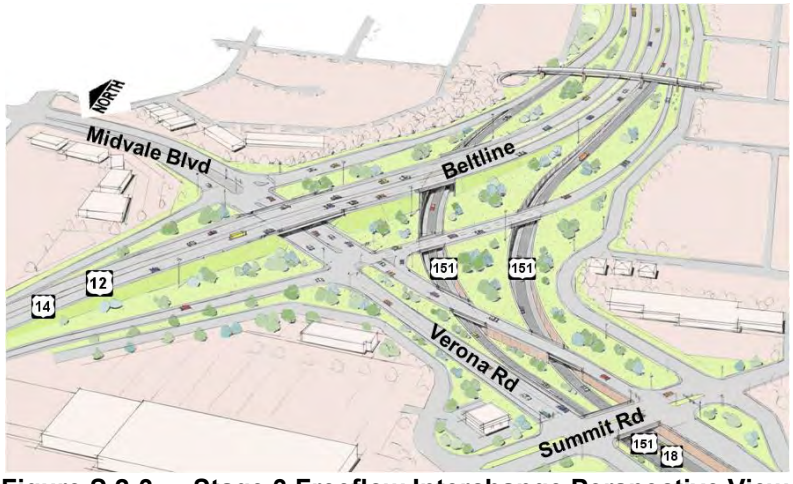


Figure S.2-3 Stage 3 Freeflow Interchange Perspective View

The freeflow ramps in the southeast quadrant result in a larger footprint for the interchange. The ramps consist of two depressed roadways containing high-speed traffic lanes with landscaped areas between the roadways and in the R/W surrounding them. These ramps will be located in the area currently occupied by a strip of commercial uses along the frontage road. The depressed ramps will remove a substantial amount of traffic from the view of ground-level observers.

Changes to the Beltline as a result of Stage 3 of the Preferred Alternative will be minimal. The view from the Arboretum to the roadway would also essentially remain the same. The US 12/14 corridor would be lowered slightly, thereby counteracting the visual effects of the slight roadway widening.

Views of the freeway facility, particularly from the southeast quadrant, will change. The two rows of buildings that screen this neighborhood will be removed with the implementation of Stage 3. To compensate for this, a neighborhood screening wall (that may also be a noise wall) will help shield the neighborhood from the closer transportation facilities. Additionally, Britta Park and adjacent terrace will be landscaped to enhance this screening effect. Figure S.2-4 illustrates this concept.

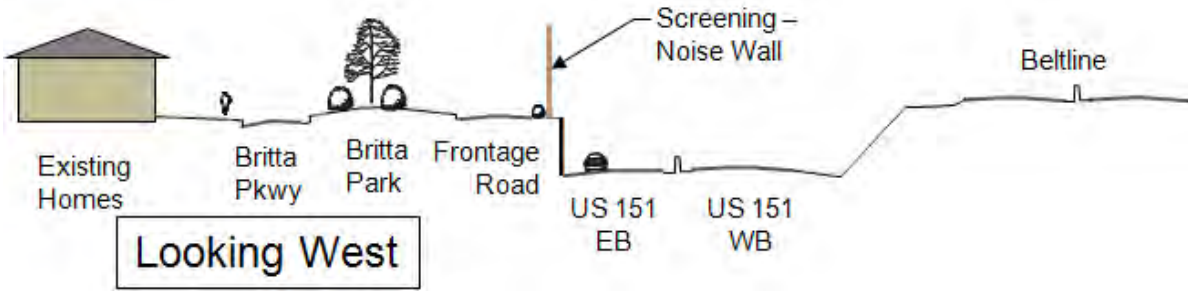


Figure S.2-4 Southeast Quadrant of Stage 3 Freeflow Interchange

The visual character of the US 151/Verona Road corridor south of the Beltline interchange would be altered by the addition of four lanes of high-speed traffic added between the four lanes of the surface Verona Road. Figure S.2-5 shows the freeway lanes would be located below surface grade, allowing the connection of Raymond Road across Verona Road, roughly at grade. This would result in a different visual perception from the present situation (US 151 is currently higher than the surface grade in this part of the Allied and Dunn's Marsh neighborhoods). The depressed roadway will remove about half of the traffic from the view of ground-level observers. The US 151 freeway drivers' view of adjacent land uses would also be limited by locating the high-speed roadway below grade. Opportunities exist to incorporate aesthetic treatments on structural walls throughout the depressed freeway facility.

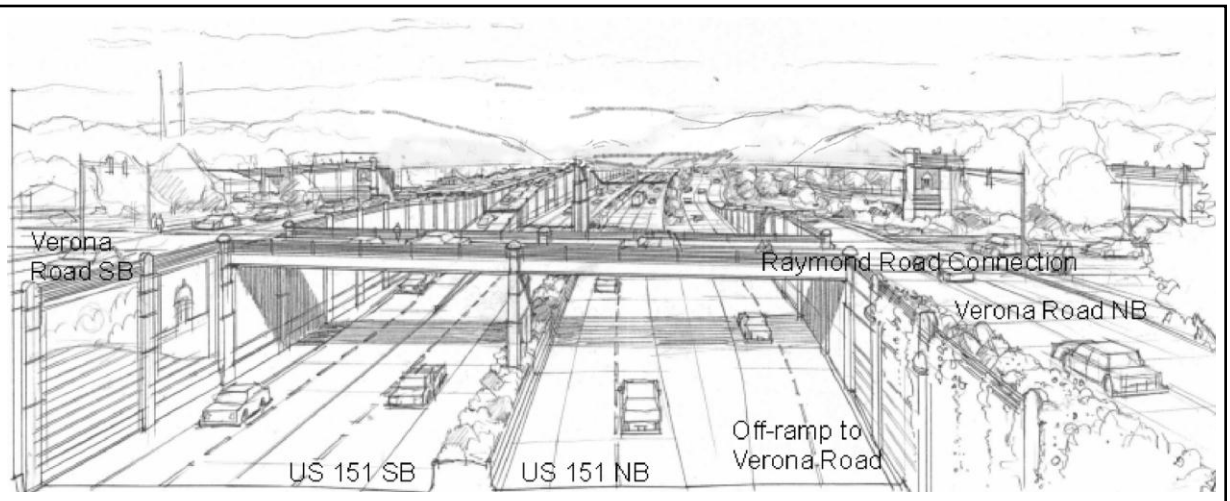


Figure S.2-5 US 151 Stage 3 Looking North at Raymond Road

S.3 LANDSCAPE'S VISUAL CHARACTER

Identify and briefly describe the visual character of the landscape. Include elements in the view shed such as landforms, water bodies, vegetation and human developments.

The entire area surrounding the US 151/Verona Road-US 12/14 interchange, as well as the area along the US 151 corridor, is developed with residential, commercial, and industrial uses. The area along US 12/14 is also developed, except for the University of Wisconsin Arboretum, east of the interchange. A golf course provides a view of an open, landscaped area with water features west of the interchange and east of Whitney Way. See Section 3 for a description of the land uses around the US 151/Verona Road-US 12/14 interchange and along the US 151/Verona Road corridor.

S.4 VISUAL QUALITY AND VISUALLY SENSITIVE ELEMENTS

Indicate the visual quality of the view shed and identify landscape elements that would be visually sensitive.

The area around the US 151/Verona Road-US 12/14 interchange consists of residential, commercial, and industrial uses. The southwest quadrant is visually dominated by a "big-box" development and outlying smaller commercial buildings. This is a busy traffic area that includes a Home Depot as well as several smaller commercial outlots. The southeast quadrant is also visually dominated by a big-box design scheme. Several commercial uses in this lot generate visual interest, particularly the Walgreen's and the strip shopping area north of it. North of this strip shopping area, stretching along the south and to the east, the view is of small commercial uses, such as gas stations, a small hotel, and small shops in strip malls. The northeast quadrant is residential. Most of the single-family homes are not very visible from the highway, but the Hearthstone Apartments are located at the northeast corner of the intersection very close to the roadway and very visible. The northwest quadrant is also commercial, with a small strip mall anchored by a hardware store.

The visual quality of the US 151/Verona Road corridor is primarily highway-oriented commercial, set back quite far from the roadway. A frontage road runs along the east side of the corridor from the Chalet Gardens area to just north of County PD. This frontage road contributes to an expansive feeling when driving along the roadway. The road is generally level with surrounding uses, except in the area of Raymond Road, where the roadway is elevated.

S.5 VIEWERS

Identify the viewers who will have a view of the improved transportation facility and those with a view from the improved transportation facility. Indicate the relative numbers (low, medium, high) of each group.

Businesses and residences located near and along the improved facility would have a view of the facility to varying degrees. Because about half of the traffic would travel on the depressed US 151 freeway, much of the traffic would be removed from the view of the ground-level observer.

Those driving on the improved facility and biking or walking along or across it would have a view from the new facility. According to 2030 traffic projections, a high number of drivers (viewers) would be using the improved facilities. For Stage 1 improvements, over 68,000 drivers would use the surface Verona Road near the interchange area. With Stage 3 improvements, up to 86,000 drivers would use the corridor.

There are no projections for the number of bicyclists or pedestrians that would be using or crossing, and thus viewing, the facility. A substantial number of pedestrians now cross the US 151/Verona Road corridor, and a large number of bicyclists and pedestrians use the Southwest Bike Path that travels under the corridor.

One issue voiced by businesses located along the US 151 corridor is the fact the Stage 3 depressed high-speed roadway does not offer views of their businesses to regional US 151 travelers. So a portion of traffic that once had views of their businesses will no longer be able to see them directly as they drive by. The businesses feel that with less exposure to traffic, they may be less successful in attracting drive-by sales. This issue could possibly be addressed through signage or other measures.

S.6 VIEWING TIME AND DURATION

Indicate the relative time of day (morning, afternoon, evening, night) and the approximate amount of viewing time each viewer group would have each day.

Drivers (viewers) would be using the facility at all hours of the day. More drivers view the facility during AM and PM rush hours than at other times of the day. During the 2030 PM peak hour, the travel time from Seminole Road to County PD for traffic traveling on the US 151/Verona Road Stage 3 corridor would average about seven minutes. These drivers would experience the longest exposure to the improved facility. Those passing over or under the US 151/Verona Road-US 12/14 interchange would see it for much shorter periods of time (1 to 2 minutes).

S.7 EFFECT ON VIEWER GROUPS

Indicate the effects the project would have on the viewer groups.

Stage 1–Highway Travelers

Beltline travelers will have a viewshed similar to what exists today. Travelers on US 151 would approach the City of Madison and the bridge would be the dominant feature on the landscape. The bridge would be an attractive feature and serve as a gateway to the community. The jug-handle would not be a dominant feature for US 151 travelers as they travel over the structure and many of its features are outside of the viewshed.

Stage 1–Adjacent Viewers

The Stage 1 bridge structure will be a predominant feature for those viewing from adjacent properties. The bridge could be a landmark for the surrounding land uses. The roundabout associated with the jug-handle could provide an attractive neighborhood entrance.

Stage 2–Highway Travelers

As mentioned, US 151 will travel over County PD. Therefore many of the architectural features of the interchange will not be within the US 151 viewshed. Also, because US 151 will be traveling from or to a full freeway facility, much of this interchange could go unnoticed.

Stage 2–Adjacent Viewers

County PD is a main corridor in the City of Fitchburg, and this interchange will become one of the City's main entrances. Views of the interchange will occur from all four quadrants, including the large retail center southwest of the interchange. Aesthetic treatments to the bridge as well as hardscaping will help create community character.

Stage 3–US 151 Highway Travelers

Drivers exiting to Verona Road and using Midvale Boulevard would also experience a similar view to what they have with the Stage 1 improvements. For the regional westbound-to-southbound movement, drivers using the US 151 freeway corridor would have the experience of descending into the depressed US 151 roadway. This would include a brief travel time through a tunnel-type facility. Aesthetic treatments would be added to the structural elements associated with the depressed roadway. For the northbound-to-eastbound movement, drivers using the US 151 freeway corridor would have the experience of rising from the depressed roadway to merge with eastbound US 12/14. The view from and of the high-speed ramps of the US 151 interchange would be affected by any noise mitigation measures erected in the northeast and southeast quadrants. Behind the possible noise mitigation, the view to the south and east could be of residences (single-family and multifamily) that were previously hidden by the commercial uses. A frontage road in this quadrant would connect the Summit Road (Home Depot) intersection area to Seminole Highway and beyond. As it is today, this frontage road would be visible from the highway.

Viewers driving on the depressed US 151 corridor would be driving through an area with defining characteristics. The structural elements of the depressed roadway could signal a transition from a rural to an urban environment. Aesthetic treatments to these structural elements could include themes introducing the urban area. Additionally, the possible bike overpass could be designed in such a way to provide a visually enhanced entrance into the metropolitan area.

Stage 3–Verona Road Highway Travelers

Viewers driving on the surface Verona Road (one-way pair) would see much of what they do today, except in the area of Raymond Road where today's grade difference would be bridged with the added Allied neighborhood connection. Viewers driving on Verona Road would see a portion of the depressed freeway. Much of their view would be characterized by the treatments provided on the structural walls separating the US 151 freeway from the adjacent arterials. These treatments could include lighting and special fencing.

Stage 3–Adjacent Viewers

Those looking at the US 151 freeflow interchange would experience a view similar to what is there today, except for the depressed ramps in the southeast quadrant. Because the ramps are depressed, they would remain largely out of view of most adjacent observers. The row of businesses that would be displaced would also change the view; mostly residential uses would remain along the south and east corridors. The view from the neighborhood in the northeast and southeast interchange quadrants would be shielded by a screening wall.

The connection into the Allied Drive area provides an opportunity to create a community entrance. Currently the community is primarily accessed through a commercial district. This new entrance would include landscaping and signage designating the neighborhood and establishing its character. Also the view into the Allied and Dunn's Marsh neighborhoods would be less obstructed than it is today because the grade difference between Verona Road and the neighborhoods would be reduced substantially. The Raymond Road extension would provide more visual continuity and may help to make this area of the Allied and Dunn's Marsh neighborhoods more visually accessible helping to further draw it into the city.

Those looking across the Verona Road corridor from the sides would view a road R/W that is similar to today's view. Much of the traffic would be removed from the viewshed because it is in the depressed roadway. Today these viewers see a rural freeway facility. With this alternative they would see more of an urban facility characterized by structures, street lights, and special fencing treatments.

S.8 VISUAL EFFECT MITIGATION

Discuss mitigation measures to avoid or minimize adverse visual effects or enhance positive aesthetic effects of the project.

Context Sensitive Solutions (CSS) principles and funding will be applied to the project in Stages 1, 2, and 3. Specific mitigation measures include enhancing the views of and from the US 151/Verona Road interchange area. For Stages 1 and 2, these will likely include decorative structure treatment, landscaping, and hardscaping. Stage 1 will also include some berming in the southeast quadrant of the project adjacent to Britta Park to help screen the Beltline from adjacent residents and park users. For Stage 1, workshops will be held to involve adjacent residents in the CSD process.

For Stage 3, pedestrian and motor vehicle linkages across the depressed freeway will be architecturally interesting and landscaped where appropriate. One possible bike/pedestrian overpass has potential to create an entrance feature for the urban area. Noise mitigation measures (walls, earthen berms) could also be designed to be visually appealing to both facility users and those living nearby. Since they are outside of the one-way pair, some could be bermed and attractively landscaped with tall plants or trees.

In Stage 3, the depression of the road itself is a mitigation measure because it removes a large portion of the traffic from sight and places it below grade where it does not interfere with those who need to cross US 151/Verona Road, whether in a car, by foot, or on bicycle. Decreasing the barrier US 151 poses, visually, structurally, and physically, was a controlling factor in the decision to depress instead of raise the US 151 Freeway. The berming that is present on today's US 151/Verona Road would be removed, resulting in an uninterrupted view from one side of the roadway to the other from the Allied Drive area across to the neighborhoods to the west. Special landscaping and intersection features will be used at each grade-separated crossing to strengthen the tie between the west and east sides of the corridor.

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5 US 18/151 (VERONA ROAD) COORDINATION

5.1 AGENCY COORDINATION

5.1.1 INTRA-AGENCY COORDINATION

A. Bureau of Aeronautics

☒ No–Coordination is not required. Project is not located within 2 miles (3.22 kilometers) of a public or military use airport nor would the project change the horizontal or vertical alignment of a transportation facility located within 6.44 kilometers (4 miles) of a public use or military airport.

☐ Yes–Coordination has been completed and project effects have been addressed. Explain:

B. Region Office Real Estate Section

☐ No–Coordination is not required because no inhabited houses or active businesses will be acquired.

☒ Yes–Coordination has been completed. Project effects and relocation assistance have been addressed.

Coordination is ongoing. The Conceptual Stage Relocation Plan (CSRP) is attached as Appendix D. As the project develops further, a detailed relocation plan will be completed and the WisDOT SW Region Real Estate Section will provide relocation assistance.

A representative of the Southwest Region Real Estate Section has attended the following US 18/151 (Verona Road) meetings:

1. The series of three project overview and feedback meetings on May 28, 2002, at Cherokee Middle School, May 29 at the Allied-Dunn's Marsh Head Start, and May 30 at Fitchburg City Hall.
2. The informational R/W acquisition meeting held on November 18, 2002, at the Allied-Dunn's Marsh Head Start building for property owners and business owners in the interchange area possibly affected by the alternatives.
3. A Public Information Meeting held on September 20, 2007, at St. Maria Goretti Catholic School. 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 Road on the Beltline.
4. A meeting held on October 21, 2008, at the Boys & Girls Club in the Allied Neighborhood for the local businesses. The purpose of the meeting was to inform the local businesses of potential impacts from Interim Options of the Verona Road project. Approximately 300 businesses were notified of the meeting and approximately 50 people attended the meeting.
5. A Public Information Meeting held on November 18, 2008, at the Toki Middle School. The purpose of the meeting was to update the community on the progress made since the last public information meeting in September 2007. The meeting showed the public models and exhibits of the planned improvements for the Verona Road interchange, the Summit intersection, and pedestrian and local connections. Stage 1 of the project was the focal point of this public information meeting.
6. A Public Information Meeting held on December 4, 2008, at the Boys & Girls Club in the Allied Neighborhood. The purpose of the meeting was to update the community on the progress made since the last public information meeting in September 2007. The meeting showed the public models and exhibits of the planned improvements for the Verona Road interchange, the Summit intersection, and pedestrian and local connections. Stage 1 of the project was the focal point of this public information meeting.
7. A meeting held on January 29, 2009, at the Burr Oak Center for the property owners in the southeast and southwest quadrants of the Verona Road/Beltline interchange. The purpose of the meeting was to discuss the frontage road options and receive feedback from property owners affected by the options being considered.
8. A meeting held on July 1, 2009, at Upper Iowa University for the property and businesses owners in the northwest and northeast quadrants of the Verona Road/Beltline interchange. The purpose

of the meeting was to discuss the Stage 1 improvements and potential impacts to their properties and businesses.

9. A series of targeted neighborhood meetings held on January 21, February 4, February 18, and March 3, 2010, to obtain community input. Each meeting focused on a different focus group within the neighborhood. The majority of the meetings were at the Boys & Girls Club in the Allied Neighborhood.

10. The public hearings for the SDEIS held on October 13, 2010, at the Boys & Girls Club in the Allied Neighborhood and the Toki Middle School on Whitney Way.

11. A meeting held on February 10, 2011, for the Policy Advisory Committee (PAC), to discuss design refinements made since the release of the SDEIS.

5.1.2 INTERAGENCY COORDINATION

Interagency Coordination has been ongoing throughout the Verona Road/West Beltline planning process. A series of events in particular have required the direct involvement from the agencies:

1. Prior Project Technical Committee Meetings (Verona Road/West Madison Beltline Needs Assessment, and Alternatives Analysis) held since 1997.

2. Thirteen Verona Road/Beltline EIS Technical Committee Meetings held since April 2001. Agencies invited to participate on the technical committee include: WisDOT SW Region Planning, WisDOT SW Region Environmental Coordinator, WisDOT Central Office, WisDOT Bureau of Equity and Environmental Services (BEES), the Federal Highway Administration (FHWA), Wisconsin Department of Natural Resources (WDNR), Wisconsin Department of Agriculture, Trade, and Consumer Protection (DATCP), the University of Wisconsin Arboretum, and local government departments from Madison, Fitchburg, Middleton, and the metropolitan area.

3. The Agency Early Scoping Meeting was held on June 5, 2001. Representatives from the following agencies were invited to attend: WisDOT SW Region Planning, WisDOT SW Region Environmental Coordinator, WisDOT BEES, FHWA, WisDOT Bureau of Aeronautics, WDNR, DATCP, Wisconsin State Historic Preservation Office, Wisconsin Department of Administration–Division of Energy and Intergovernmental Relations, the Wisconsin Legislative Fiscal Bureau, the United States Environmental Protection Agency (EPA), the U.S. Department of Interior, the U.S. Department of Agriculture, the U.S. Department of Transportation–Federal Railroad Administration and Federal Aviation Administration, the U.S. Army Corps of Engineers, the U.S. Department of Commerce–Ecology and Environmental Conservation, the U.S. Department of Housing and Urban Development–Community Planning and Development, and the U.S. Department of Fish and Wildlife. Agency representatives were also sent a summary of the meeting's discussion.

4. Indirect and cumulative project effects have been specifically addressed for the Verona Road/West Beltline project. Three meetings were held for indirect and cumulative effects. Representatives from the WDNR, FHWA, and DATCP attended. The meetings were held on October 2, 2001, December 14, 2001, and July 8, 2002.

5. The Technical Advisory Committee (TAC) reconvened on September 11, 2007. Since then, the TAC has met nine times. Agencies invited to participate on the technical committee include WisDOT Planning, WisDOT SW Region Environmental Coordinator, WisDOT Central Office, WisDOT Bureau of Equity and Environmental Services (BEES), the Federal Highway Administration (FHWA), Wisconsin Department of Natural Resources (WWDNR), the University of Wisconsin Arboretum, and local government departments from Madison, Fitchburg, Dane County, and the metropolitan area.

6. A new PAC was formed and met on November 26, 2007. Since then, the PAC has met seven times. Members of the PAC include WisDOT Representatives, City of Madison and City of Fitchburg Representatives.

    a. Representing Fitchburg Neighborhoods:

        Belmar
        Jamestown
        Westchester
        District 1 Alders
        City of Fitchburg Representative

b. Representing Madison Neighborhoods:

Orchard Ridge
Meadowood
Nakoma League
Midvale Heights
Dunns Marsh
Alderperson District 10
Alderperson District 20
City of Madison Representative

7. In April of 2009, the Coordination Plan and Impact Analysis Methodology SAFETEA-LU documents were distributed to agencies for review. 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. The purpose of the Impact Analysis Methodology is to require 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.

8. An Agency Meeting held on May 5, 2009, at the City of Fitchburg Fire Station No. 2. The purpose of the meeting was to discuss the following items: project background, project purpose and need, revisions to the alternatives since the DEIS and the preferred SDEIS alternative, summary of the Preferred Alternative and preliminary impacts, follow-up on SAFETEA-LU Documents, and NEPA/404 Coordination Point 2 discussion.

9. A meeting held on December 7, 2010, at the WisDOT Southwest Region office with many participating agencies, to summarize major comments raised from the SDEIS comment period and outline a framework for responses for the FEIS as well as design measures that will be investigated.

10. A meeting held on December 21, 2010, at the City of Madison offices to discuss design refinements being considered in response to issues raised during the SDEIS comment period.

11. A follow-up PAC meeting held on February 10, 2010, to discuss design refinements being made to the Preferred Alternative in response to issues raised during the SDEIS comment period. The meeting also sought comments on refinements still under consideration.

AGENCY/ Participation Status	COMMENTS
Wisconsin Department of Agriculture, Trade and Consumer Protection (DATCP) Invited to Participate No Response	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, indirect and cumulative effects assessment planning. A representative attended the indirect and cumulative effects meeting. DATCP was interested in the assessment of indirect and cumulative effects. In response, an expert panel was formed to assess the project's indirect and cumulative 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, indirect and cumulative 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.

AGENCY/ Participation Status	COMMENTS
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, indirect and cumulative 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.
Wisconsin Department of Natural Resources (DNR) Cooperating/ Participating Agency	The WDNR was contacted during the early part of the project with regard to the June 5, 2001, agency scoping meeting and October 2, 2001, indirect and cumulative effects assessment planning. Several representatives attended the agency scoping meeting. A representative from the WDNR was also invited to participate on the project's technical steering committee. The WDNR has said that stormwater and erosion control will be their main project concerns. In response, a conceptual stormwater and erosion control plan was developed for the US 151 alternatives. Correspondence is found in Appendix F of the DEIS. WDNR 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. Representatives attended the May 5, 2009 NEPA Coordination Point 2 meeting and the September 28, 2009 meeting discussing the Preferred Alternative. Coordination has been on-going regarding stormwater. Representatives attended a meeting discussing the review of stormwater management measures for Stage 1 through Stage 3 on August 11, 2009. Subsequent meetings occurred on September 30 and December 7, 2010, and March 14, 2011.
State Historic Preservation Office (SHPO) Invited to Participate No Response	Correspondence is found 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, indirect and cumulative effects assessment planning. A representative did not attend these meetings. Coordination for the submittal of a Section 106 form was also completed with WSHS 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. A signed Section 106 form is included in Appendix F.
University of Wisconsin (UW) Arboretum Invited to Participate Participating Agency Accepted April 10, 2008	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. A subsequent meeting was held on April 10, 2008. The project team assessed possible noise and stormwater effects to the Arboretum in response. Correspondence is found in Appendix F of the DEIS.
U.S. Army Corps of Engineering (USACOE) **No Wetland Impacts Anticipated.** Invited to Participate Declined July 9, 2008	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, indirect and cumulative 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 found 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.

AGENCY/ Participation Status	COMMENTS
Environmental Protection Agency (USEPA) Participating Agency Accepted January 28, 2008	The USEPA was contacted during the early part of the project with regard to the June 5, 2001, agency scoping meeting and October 2, 2001, indirect and cumulative effects assessment. A representative attended the agency scoping meeting. A report summarizing the alternatives being considered and their effects was sent for their review and information in the spring of 2003. A representative attended the May 5, 2009, NEPA Coordination Point 2 meeting and phoned into the September 28, 2009, meeting discussing the preferred alternative.
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, indirect and cumulative 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, indirect and cumulative 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.
National Park Service (NPS) Not Invited to Participate	There are no national parklands affected by the project.
U.S. Department of Agriculture, Natural Resources Conservation Service (NRCS) Invited to Participate No Response	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, indirect and cumulative 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, indirect and cumulative 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 Declined July 17, 2008	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, indirect and cumulative effects assessment. HUD responded by letter recommending that the project include grade-separated bicycle/pedestrian facilities. Correspondence is found 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.

AGENCY/ Participation Status	COMMENTS
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, indirect and cumulative 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.
American Indian Tribes Invited to Participate No Response	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 Declined February 26, 2008	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 found in Appendix F of the DEIS.
Dane County Invited to Participate Participating Agency Accepted January 28, 2008	No Comments in the DEIS. Participating in Technical and Policy Committees. A representatives attended the May 5, 2009, NEPA Coordination Point 2 meeting. Dane County commented on the May 28, 2009 agency meeting. The county would like the WisDOT to consider the scale location south of County PD to be used for a salt shed. A temporary facility could be also considered in the interim.
City of Madison Invited to Participate Participating Agency Accepted February 1, 2008	Participating in Technical and Policy Committees. Representatives attended the May 5, 2009, NEPA Coordination Point 2 meeting and the September 28, 2009 meeting discussing the preferred alternative. Coordination has been on-going regarding stormwater. Representatives attended a meeting discussing the review of stormwater management measures for Stage 1 through Stage 3 on August 26, 2009. Additionally, several meetings have occurred in the spring of 2010 with Madison Park staff and the Madison Parks Board to discuss mitigation options for Britta Park. Subsequent meetings occurred on December 7 and December 21, 2010, and February 10 and March 14, 2011.
City of Fitchburg Invited to Participate Participating Agency Accepted February 7, 2008	No Comments in the DEIS. Participating in Technical and Policy Committees. A representatives attended the May 5, 2009, NEPA Coordination Point 2 meeting and the September 28, 2009, meeting discussing the preferred alternative. Coordination has been on-going regarding stormwater. Representatives attended a meeting discussing the review of stormwater management measures for Stage 1 through Stage 3 on August 11, 2009. Subsequent meetings occurred on December 7, 2010, and February 10 and March 14, 2011.
Madison Area Transportation Planning Board (MPO) Invited to Participate Participating Agency Accepted April 2, 2008	Local government stakeholder. Provide comments on purpose and need, range of alternatives, selected alternative, impact methodologies, and mitigation measures.

5.2 LOCAL GOVERNMENT COORDINATION

Briefly describe the results of coordination with local units of government.

5.2.1 LOCAL GOVERNMENTS CONTACTED

Identify local units of government contacted and provide the date coordination was initiated.

Government Unit	US 151
	Date of Coordination mm/yyyy
Dane County*	01/2001
City of Madison*	01/2001
City of Middleton	None
City of Fitchburg*	01/2001
City of Verona	03/2001
Village of McFarland	10/2002
Village of Oregon	10/2002
Town of Pleasant Springs	10/2002
Town of Blooming Grove	10/2002
Town of Verona	10/2002
Town of Dunn	10/2002

*Previous studies associated with this project initiated contact with the cities of Madison and Fitchburg, and Dane County Metropolitan Planning Organization in 1997.

Table 5.2.1-1 Local Governments Initial Coordination

Government Unit	Date Invitation to Participate Issued mm/yyyy
Dane County	01/2008
City of Madison	01/2008
City of Fitchburg	01/2008
Madison Area Transportation Planning Board (MPO)	01/2008
University of Wisconsin–Arboretum	01/2008
Capital Area Regional Planning Commission	03/2009

Table 5.2.1-2 Local Governments Invitation to Participate in SAFETEA-LU Process

5.2.2 LOCAL GOVERNMENT-IDENTIFIED ISSUES

Describe, briefly, the issues, if any, identified by local units of government during the public involvement process.

1. Loss of affordable housing in the Madison Metro area.
2. Potential to better connect the Allied-Dunn's Marsh neighborhood with the rest of the city.
3. Need to relocate residents and businesses.
4. Potential loss of access to businesses on Verona Road.
5. Potential direct loss of farmland in the commutershed of US 151 (South Reliever Strategy).
6. Potential erosion of rural character in the commuter shed of US 151 (South Reliever Strategy).
7. Potential loss of natural features (South Reliever Strategy).

5.2.3 ACTIONS ADDRESSING LOCAL GOVERNMENT-IDENTIFIED ISSUES

Briefly describe how the issues identified above were addressed. Include a discussion of those that were avoided as well as those that were minimized and those that are to be mitigated. Include a brief discussion of proposed mitigation, if any.

Throughout the study process, substantial efforts have been made to first minimize adverse effects to environmental justice populations and then to offset those adverse effects. Some of these measures follow.

1. The Preferred Alternative was staged so that relocation impacts would not be immediately borne by the neighborhood. Instead, road improvements with the greatest impacts are constructed when congestion impacts warrant them. This allows the WisDOT and the community to plan in anticipation of future improvements, potentially reducing their severity at the time of implementation.
2. The Preferred Alternative's footprint was designed to fit inside of the roadway R/W to the extent possible. A major factor for the selection of the Summit Road Jug-Handle was its modest impact to adjacent commercial and residential areas.
3. The Summit Road Jug-Handle was realigned to avoid impacting Avalon Village and improve connectivity between Allied Drive and the west side of Verona Road.
4. A new pedestrian underpass will be constructed on the south leg of the Verona Road interchange to provide pedestrians and cyclists a more efficient and less hazardous crossing of Verona Road.
5. A noise wall will be constructed in the southeast quadrant of the Verona Road interchange to reduce noise impacts to adjacent neighborhoods.
6. Frontage Road Option B was selected to reduce traffic impacts to a local community park (Britta Park).
7. New stormwater management measures have been proposed for Stage 1 that eliminate the need to construct a stormwater basin adjacent to Dunn's Marsh. The new stormwater facilities location is south of the former Cub Foods parking lot. The facilities will also help address flooding problems that occur during peak rainfall events.
8. Where frontage road alignments had to be adjusted to accommodate the single-point interchange, the frontage road was aligned in a way to maintain business viability to the extent possible.
9. WisDOT partnered with the City of Madison to fund the *Allied-Dunn's Marsh–Belmar Neighborhood's Physical Improvement Plan* that looked at neighborhood infrastructure needs in anticipation of planned US 151 improvements.
10. Substantially in advance of construction, WisDOT purchased three fire-damaged apartment buildings to reduce concentrated residential relocations during Stage 1 R/W acquisition.
11. Stage 1 extends Carling Drive to Allied Drive. Currently there is only one road connecting the Nakoma Heights area and the Allied Drive area. This roadway extension increases neighborhood cohesion.

12. Stage 1 constructs a roadway underneath Verona Road from the Carling Drive extension to Freeport Road. This road connection has several functions. It will provide an alternate access for the Allied neighborhood during road construction. It also helps connect the Allied neighborhood with adjacent neighborhoods west of Verona Road. The road connection should also help increase security levels of the Southwest Commuter Path. (Note: After construction, the City of Madison will evaluate this connection's effect on neighborhood traffic circulation and determine if the connection will remain.)
13. Stage 1's jug-handle provides an additional grade-separated crossing of Verona Road for the Allied and Dunn's Marsh neighborhoods. For pedestrian and bicycle traffic, this grade-separated crossing is substantially safer than the current signalized intersection where pedestrians and cyclists must cross in two stages. For motor-vehicle traffic, this grade-separated crossing decreases the delay and congestion associated with neighborhood residents patronizing establishments on the west side of Verona Road. It also provides a more direct connection from Allied Drive to the west side of Verona Road and reduces walking distances.
14. Stage 2 constructs a noise wall on the east side of Verona Road from Raymond Road to Williamsburg Way to reduce noise levels for Allied residents.
15. Stage 3 constructs a noise wall in the southeast quadrant of the Verona Road interchange to reduce noise levels for Dunn's Marsh neighborhood residents. This noise wall is being extended farther than what is currently justified by Trans 405 to offset noise and visual impacts in the Britta Park area.
16. Stage 3 extends Raymond Road into the Allied neighborhood. This roadway extension helps integrate the Allied neighborhood with neighborhoods west of Verona Road and decreases neighborhood isolation. It is called for in the *Allied-Dunn's Marsh–Belmar Neighborhood's Physical Improvement Plan.*
17. Stage 3 implements a depressed freeway section. Considerations that factored into the selection of the depressed freeway section over the elevated freeway section were the reduced visual and noise effects to adjacent neighborhoods.
18. All frontage road and neighborhood roads being constructed in Stages 1 and 3 will include bicycle lanes and sidewalks.

The potential direct loss of farmland, rural character, and natural areas was mainly directed at the "South Reliever" alternative. The dismissal of this alternative from further consideration eliminates these concerns.

5.3 PUBLIC INVOLVEMENT

5.3.1 PUBLIC INVOLVEMENT STATUS

Briefly summarize the status of public involvement and how the public involvement process complied with EO 12898 on Environmental Justice.

In addition to over 100 meetings held since 1997 for the two US 151 and Beltline studies, extensive public involvement efforts have been made throughout the current EIS process. An initial round of workshops early in the process served to inform participants of previous studies and to gather additional information on problems and needs within the corridors. These occurred as large public meetings and smaller workshops with businesses or residents. A second round of workshops was held to present and get feedback on alternatives for the South US 151/Verona Road corridor and the US 151/US 12/14 (West Beltline) interchange. Additional meetings were held with area businesses, bicycle and pedestrian groups, many individual organizations, landowners, and residents in the area. Table 5.3.1-1 summarizes some of the more major public involvement activities. Appendix H contains a more complete list of public involvement meetings associated with this project.

Public Outreach Event	Date	Topic
Bike Community Workshop	3/21/01	Gathered information on needs and ideas for solutions.
Business Workshop	4/24/01	
Community Workshop	5/2/01	
Business Workshop	5/3/01	
Business Meeting No. 1	6/12/01	
Business Meeting No. 2	6/13/01	
Community Workshop	6/20/01	
Business Interviews	Summer 2001	Gathered information on needs and ideas for solutions.
Allied Drive-interchange workshop	6/27/01	Gathered information on needs--focus on Allied Drive area.
Allied Drive-interchange workshop	7/10/01	Gathered information on needs--focus on Allied Drive area.
Community Workshop	9/25/01	Gathered information on needs.
Talent Show/Bike Giveaway	10/26/01	Distributed a Survey to Attendees, Promoted interest in project to Allied Drive residents.
Focus Groups--Allied Drive	8/02-1/03	Reviewed Raymond Road Extension alternatives.
Bike/Ped/Transit Community Meeting	8/8/02	Reviewed the South Verona Road and Interchange alternatives identified for detailed study by Mayoral Committee, including physical models, computer traffic modeling, and preliminary aesthetic treatments.
Public Information Meeting--Cherokee Middle School	5/28/02	
Public Information Meeting--Head Start	5/29/02	
Public Information Meeting--Fitchburg	5/30/02	
Business Meeting	5/30/02	
Relocation Public Meeting	11/18/02	Presented potential residential and business relocations and give details of available relocation assistance.
South Reliever Concept Public Information Meeting	11/12/02	Reviewed South Reliever Concept alternatives and gather public opinion.
Allied Neighborhood Plan Public Meeting/Workshop	2/12/2003	Described analysis of neighborhood plan process to date. Obtained input from neighborhood residents on area issues.
Public Information Meeting	9/20/2007	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 Road on the Beltline. Interim improvements at intersections will be added to the study scope, which was originally only focusing on the long-term solutions.
Meeting with Local Verona Road Businesses	10/21/08	Invited Businesses within one-half 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.
Public Information Meeting	11/18/08	The purpose of the meeting was to update the community on the progress made since the last public information meeting in September 2007. The meeting showed the public models and exhibits of the planned improvements for the Verona road interchange, the Summit intersection, and pedestrian and local connections. Stage 1 of the project was the focal point of this public information meeting.

Public Outreach Event	Date	Topic
Public Information Meeting	12/04/08	The purpose of the meeting was to update the community on the progress made since the last public information meeting in September 2007. The meeting showed the public models and exhibits of the planned improvements for the Verona road interchange, the Summit intersection, and pedestrian and local connections. Stage 1 of the project was the focal point of this public information meeting.
Meeting with Local Verona Road Businesses	1/29/09, 2/10/09, 2/12/09	Invited local businesses on the south side of the Beltline to discuss frontage road options and receive feedback from property owners affected by the options being considered.
Meeting with Local Verona Road property owners	July 1, 2009	Invited property owners on the north side of the Beltline to discuss the roadway improvements and construction activities.
Madison Plan Commission Presentation	12/14/09	Provided an update on the project.
Environmental Justice Outreach Meeting – Resident Focused	1/21/10	Provided an update on the project to the Allied-Dunn's Marsh and Belmar neighborhood residence.
Environmental Justice Outreach Meeting – Business Focused	2/4/10	Provided an update on the project to the Allied-Dunn's Marsh and Belmar area businesses.
Environmental Justice Outreach Meeting – Neighborhood Focused	2/18/10	Provided an update on the project to the Allied-Dunn's Marsh and Belmar area neighborhood.
Environmental Justice Outreach Meeting – Neighborhood Focused	3/4/10	Provided an update on the project to the Allied-Dunn's Marsh and Belmar area neighborhood.
Dunn's Marsh Neighborhood Association Meeting	6/2/10	WisDOT provided a presentation and answered questions as a guest speaker at the DNMA monthly meeting.
Summit Woods Neighborhood Meeting	6/28/10	Provided the neighborhood an update and answered its questions about the project.
Allied Stakeholders Meeting	7/13/10	Provided the stakeholders an update and answered its questions about the project.
SDEIS Public Hearings	10/13/10	WisDOT summarized proposed improvements and obtained testimony from community members.
Public Information Meeting	4/6/11	WisDOT summarized ramp improvements and interchange weaving areas being proposed for the Whitney Way interchange area.

Table 5.3.1-1 US 151 Public Involvement Meetings

Information gathered through public involvement was shared with the Madison Advisory Committee, the project's Technical Advisory Committee, and the Policy Advisory Committee that were guiding the EIS process. Information from these meetings provided committee members with an indication of public opinions as they guided portions of the process. The Madison Advisory Committee met 10 times since September 2001. The Technical Committee met 13 times between April 2001 and 2004 and then reconvened in 2007 and met an additional 10 times. The South Verona Road Committee met 7 times since June 2001 and a Policy Advisory Committee was formed in the Fall of 2007 and met 9 times.

Extra effort was made to involve the low-income and minority populations in the study area. Meetings were held in the Head Start, Allied Community Center, and the Boys & Girls Club in an effort to make the events more accessible to those who might find it difficult to attend a meeting out of the neighborhood. Childcare and dinner were provided at several of these meetings. Coordinators were hired to devise specific ways of interacting with residents of the neighborhood, who, in general, were underrepresented at the public meetings. A coordinator hired in 2001 held hours at an office in the Allied Drive-Dunn's Marsh Community Center and made specific attempts to connect with youth in the area. This included a talent show and a bike raffle. A second coordination effort was made in 2002 through the CHANGE Group, an organization that is working to increase the infrastructure and education available to local residents. The CHANGE Group used both planned focus groups and one-on-one meetings to disseminate information about the project and its potential effects, as well as information on what is being done to mitigate these effects (relocation information). Odom and Associates, an Environmental Justice Consultant, has been retained to help in this effort. Additional outreach efforts began in fall 2009 and continued into the spring of 2010.

5.3.2 GROUPS PARTICIPATING IN PUBLIC INVOLVEMENT

Identify groups (e.g., elderly, handicapped), minority populations and low-income populations that participated in the public involvement process. This would include any organizations and special interest groups.

The CHANGE group, a not-for-profit organization already working in the Allied Drive community, was enlisted to help gather neighborhood input. Subsequent efforts were made by Odom and Associates, who held targeted workshops for area residents to inform and receive input in the spring of 2010.

The CHANGE group met with 5 to 7 percent of the minority population, provided information on proposed alternatives, and gathered information obtained by the group.

Two bicycle-focused entities were involved in working to make Verona Road alternatives more bicycle friendly. A workshop was held for members of the Bicycle Federation of Wisconsin to gather comments from members and generate ideas for bicycle/pedestrian facilities in the alternatives. In addition to comments received from Bike Federation of Wisconsin, Bicycles and a bicycle/pedestrian facility consultant worked with the alternatives to develop and improve bicycle facilities.

Many businesses in the corridor area were involved in Verona Road public involvement. In addition to individual businesses, representatives from the South Metropolitan Business Association (SMBA), a group of business people promoting and improving the quality of life and image in the City of Madison, City of Fitchburg, and Town of Madison by encouraging well-planned, high quality, and balanced commercial and residential development and economic growth, attended the November 18, 2002, informational right-of-way acquisition meeting held for property owners in the Verona Road footprint area. In addition, a business consultant, Deb Ersland of Best Real Estate, Inc., worked with the project team as a liaison for business and property owners.

WisDOT held an informational meeting for the businesses in the area on October 21, 2008. Approximately 300 businesses within one-half mile of the corridor were invited to the informational meeting to discuss the Verona Road project and potential impacts. The meeting was held at the local Boys & Girls club.

WisDOT held two separate meetings with property owners in the area of the Verona Road/Beltline Interchange. The first meeting was held on January 29, 2009, and met with the southeast and southwest quadrant property owners. The purpose of the meeting was to discuss the frontage road options along the Beltline with potential impacts to the southwest and southeast frontage road property owners. The second meeting was held on July 1, 2009, at Upper Iowa University. The focus of that meeting was to discuss the potential impacts to properties in the northeast and northwest quadrants from the Stage 1 improvements.

The Allied Drive Owners Association also participated in the process. The Allied Drive Owners Association meets monthly and acts as a conduit to relay information between City of Madison agencies, including the City of Madison Police Department, and Allied Drive property managers and owners. The group's activities focus on improving neighborhood living conditions and property management. The project team presented project information to the group at a meeting held August 14, 2002, and a subsequent meeting was held on May 11, 2010.

WisDOT met with the Allied Drive Task Force on October 23 and November 20, 2008. At the October meeting, WisDOT presented the Verona Road project to the committee. At the November meeting, WisDOT received suggestions from the committee on who to gear the upcoming PIM toward the local neighborhood.

WisDOT met with the Allied Shareholders Group on July 13, 2010, to discuss the project and receive comments.

5.3.3 ISSUES IDENTIFIED DURING PUBLIC INVOLVEMENT

Describe, briefly, the issues, if any, identified by any groups, minority populations and/or low-income populations during the public involvement process.

Issues identified included:

1. Poor and unsafe access across Verona Road.
2. Poor public transportation service in the Allied-Dunn's Marsh area.
3. Physical isolation of the Allied-Dunn's Marsh area from the rest of the city.
4. Repeated business failures in the Madison Shopping Center area.
5. Poor public perception of the Allied-Dunn's Marsh area.
6. Loss of affordable housing in the Allied-Dunn's Marsh area caused by transportation facility improvements.
7. Perception that those who make decisions about these projects have no real interest in what the residents have to say.
8. Increased traffic noise.
9. Desire to see multimodal improvements, rather than just bigger highways.
10. Strong negative reaction to potential for "South Reliever" route. (Note: Supporters of a South Reliever route have voiced opinions at subsequent public involvement meetings.)
11. Concern over the realignment of Allied Drive to join with Atticus Way and the potential for pedestrian safety impacts associated with it.

12. Concern over the construction of a stormwater basin in the Dunn's Marsh area and loss of trees associated with it.
13. Strong desire for a noise wall in the southeast quadrant of the Verona Road/Beltline interchange.
14. Opposition to routing the frontage road near Britta Park in Stage 1.
15. Concern over the safety of pedestrians when crossing Verona Road south of the Verona Road/Beltline interchange.
16. A desire to eliminate the Carling Drive to Freeport Connection from the Preferred Alternative.
17. Replacement in kind of the 51-inch concrete barrier on the Beltline between Verona Road and Whitney Way to reduce tire whine.

5.3.4 ACTIONS ADDRESSING IDENTIFIED ISSUES

Briefly describe how the issues identified above were addressed. Include a discussion of those that were avoided as well as those that were minimized and those that are to be mitigated. Include a brief discussion of proposed mitigation, if any.

1. Unsafe conditions crossing Verona Road are addressed in Stages 1 and 3 of the Preferred Alternative with grade-separated multiuse path crossings. Stage 3 also puts high-speed traffic below grade, away from pedestrians, and would provide pedestrian facilities on the surface Verona Road that would further address this problem, because the surface road would have less traffic than it currently carries, the traffic would be moving at a slower speed, and pedestrians would cross one direction of traffic at a time, with a median to provide refuge between directions.

2. The status of public transportation (transit) in this area is a complex issue, which exists whether or not any of these alternatives are implemented. Improvement of the system will take a coordinated effort involving the cities of Madison and Fitchburg and Madison Metro. The Carling Drive connection, Chalet Gardens Road realignment, and connecting Raymond Road to Allied Drive could help to improve the system by creating a new link that might make bus circulation more efficient.

3. Without any roadway improvements, the Allied-Dunn's Marsh area is physically isolated. The area is bounded on two sides by large traffic corridors and on two sides by large environmental corridors. This isolation affects residents and area businesses. Alternatives that connect Raymond Road over or under Verona Road to Allied Drive would help to connect Allied Drive to the rest of the urban area. This new connection could also help the neighborhood establish a residential face and create a "neighborhood gateway".

4. The combination of the US 18/151 (Verona Road) improvements and the improvements recommended by the Allied-Dunn's Marsh physical improvement plan conducted as part of this project may help make the Madison Plaza area more economically viable.

5. Connection of Carling Drive to Freeport in Stage 1 and the connection of Raymond Road to Allied Drive in Stage 3, may help improve public perception of the neighborhood by emphasizing an additional and highly visible physical connections with the rest of the community.

6. In an effort to minimize the loss of affordable housing units, the design of the Preferred Alternative was modified to avoid as many units as possible. WisDOT collaborated with the cities of Madison and Fitchburg to conduct the neighborhood physical improvement planning effort for the Allied-Dunn's Marsh Neighborhood (see Section 3.4.2 and Appendix B). This plan, in conjunction with other studies and programs, will help to minimize the loss of low-income housing units by modifying or improving existing units in the area, locating units in other areas of the city, locating units in other areas of the neighborhood, and identifying areas for new low-income housing of the neighborhood.

7. Throughout this EIS process, efforts have focused on encouraging public participation. The results of the public participation have been reviewed by the mayoral advisory committees and the WisDOT, who used the results to develop and refine project alternatives. Extra efforts have been made to involve low-income and minority residents and to assure them that their opinions are being taken seriously.

8. Traffic noise impacts may be mitigated in several locations under the stages of the Preferred Alternative. Noise mitigation measures (walls or earthen berms separating neighborhoods from traffic noise) were considered in the physical improvement plan for the US 151 corridor area. This plan includes recommendations for their location when Stages 1, 2, and 3 are implemented.

9. The implementation of multimodal improvements for the Dane County/Madison area is currently being considered through the Transport 2020 analysis and Midwest Rail Initiative. This EIS also considers transportation demand management (see description in Section 2 and Appendix A). However, the level of multimodal improvements recommended in Transport 2020 for this area combined with transportation demand management techniques would not reduce the amount of traffic on US 151 to the extent necessary to overcome the safety and congestion that is currently being experienced.

10. The potential for a "South Reliever" route was studied as a direct result of public sentiment gathered in meetings held in May 2002. This alternative was dismissed after evaluation and public meetings held in November 2002. The concept did not satisfy the project purpose and need

11. The design of the Summit Jug-handle in Stage 1 was revised to have Allied Drive connect directly to the West Frontage Road through a roundabout constructed under Verona Road. This design revision improves the neighborhood connections between the west and east sides of Verona Road and eliminates the need to realign Allied Drive to connect with Atticus Way.

12. New stormwater management measures have been proposed for Stage 1 that eliminate the need to construct a stormwater basin adjacent to Dunn's Marsh. The new stormwater facilities location is south of the former Cub Foods parking lot. The facilities also will help address flooding problems that occur during peak rainfall events.

13. With the relocation of a motel in the southeast quadrant of the Verona Road/Beltline interchange, the area now qualifies for the construction of a noise wall. The Department is committed to construction of the noise barrier and will work with the City of Madison and affected residents/owners through additional public involvement to determine if the barrier is to be incorporated into construction plans.

14. WisDOT selected Frontage Option B for Stage 1 that routes the frontage road parallel to the Beltline instead of near Britta Park.

15. A pedestrian/bicycle underpass will be constructed on the south approach of the single-point interchange in Stage 1 to allow pedestrians and cyclists to cross Verona Road without interacting with Verona Road traffic.

16. The Carling Drive to Freeport connection will be constructed for traffic mitigation during the construction of Stage 1. After Stage 1 construction has been completed, the City of Madison will evaluate neighborhood traffic patterns and determine if the connection will remain or be removed.

17. WisDOT will replace the 51-inch concrete barrier wall on the Beltline between Verona Road and Whitney Way as ramps are being modified.

5.4 ENVIRONMENTAL JUSTICE

Describe how the project development process complied with Executive Order (EO) 12898 on Environmental Justice. EO 12898 requires agencies to achieve environmental justice by identifying and addressing disproportionately high and adverse human health and environmental effects on minority populations and low-income populations, including the interrelated social and economic effects. Include those covered by the Americans with Disabilities Act and the Age Discriminate.

5.4.1 PRESENCE OF MINORITY OR LOW-INCOME POPULATIONS

The requirements of EO 12898 are met if both boxes below read "No". If either or both of the boxes read "Yes", Section 5.4.3 must be completed.

	US 151
A minority population is in the project's area of influence.	**Yes**
A low-income population is in the project's area of influence.	**Yes**

Table 5.4.1-1 Presence of Minority or Low-Income Populations

5.4.2 PRESENCE OF ELDERLY POPULATION OR POPULATION WITH DISABILITIES

	US 151
An elderly population is in the project's area of influence.	**Yes**
A population with disabilities is in the project's area of influence.	**Yes**

Table 5.4.2-1 Presence of Elderly Population or Population with Disabilities

5.4.3 DATA SOURCES USED

Identify sources of data used to determine presence of minority populations and low-income populations.

Data Source	US 151
Windshield Survey	Yes
Survey Questionnaire	Yes
Door to Door	Yes
WisDOT Real Estate	No
US Census Data	Yes
Real Estate Company Identify Real Estate Company:	Best Real Estate Group, Inc.
Human Resource Agency Identify Agency:	City of Madison Neighborhood Planning Division
Official Plan Identify Plan, Approval Authority, and Date of Approval:	Allied-Dunn's Marsh Neighborhood Plan (1990), City of Madison

Table 5.4.3-1 Data Sources Used

5.4.4 INFORMATION DISSEMINATION METHODS

Identify how information on the proposed action was communicated to the minority and/or low-income population(s). Check all that apply.

Communication Tool	US 151
Advertising	No
Brochures	Yes
Newsletter	Yes
Notices	Yes
Utility Bill Stuffers	No
E-mail	No
Public Service Announcements	No
Direct Mailings	Yes
Key Person	Yes
Other **Identify: Strand Associates** **Odom and Associates**	Meetings conducted at neighborhood center and Head Start, special outreach coordinators hired to hold workshops and focus groups. Many nontraditional/ unconventional outreach techniques were implemented.

Table 5.4.4-1 Information Dissemination Methods

5.4.5 INPUT GATHERING METHODS

Identify how input was obtained from the minority population and/or low-income population. Check all that apply.

Input Source	US 151
Mailed Survey	No
Door-to-Door Interview	No
Focus Group Research	Yes
Public Meeting	Yes
Public Hearing	No
Key Person Interview	Yes
Targeted Small Group Informational Meeting	Yes
Targeted Workshop/Conference:	Neighborhood Planning Meeting
Other **Identify: Strand Associates** **Change Group** **Odom and Associates**	Workshop with food and childcare provided; Talent Show where survey distributed and child's bike raffled as a prize; Art gallery to express ideas about project. Targeted information workshops.

Table 5.4.5-1 Input Gathering Methods

5.4.6 SPECIAL PROVISIONS OFFERED

Indicate any special provisions made to encourage participation from the minority population and/or low-income population(s).

Special Provisions	US 151
Interpreter	Yes
Listening Aids	No
Accessibility for Elderly and Disabled	Yes
Transportation Provided	Yes
Child Care Provided	Yes
Sign Language	No
Other **Identify:**	Meals provided at several meetings. Several meetings held at neighborhood center, to provide easy access for residents. Talent show held, with children's bicycle given as door prize.

Table 5.4.6-1 Special Provisions Offered

5.5 DRAFT ENVIRONMENTAL IMPACT STATEMENT COMMENTS AND RESPONSES

Summarize comments from previous environmental documents and provide a brief response to each comment.

5.5.1 INTRODUCTION

A Draft Environmental Impact Statement (DEIS) was released for this project on March 5, 2004. It included two main alternatives, an urban alternative and a freeway alternative. Two hearings were held for the project in May of 2004. The following paragraphs summarize the comments received from various agencies and WisDOT"s and FHWA"s response to them. Because the DEIS included a larger study area that included the west Beltline, many comments did not apply to the SDEIS and do not apply to this FEIS.

5.5.2 GENERAL

Comments contained in the following are from letters and resolutions from municipal governments and related agencies, federal and state agencies, elected officials, and special organizations during the comment period on the DEIS. Comments within the table have been paraphrased.

For specific comments, see copies of comment letters and resolutions in Appendix F of this document.

Comments are categorized by the following identifiers:

FITCH 05/06/04 Letter from the *City of Fitchburg Public Works Department* and 08/24/04 Resolution (R-54-04) "Endorsing Submittal of Comments for the Draft Environmental Impact Statement for Verona Road/West Beltline Improvements" by *City of Fitchburg Common Council*

MAD 08/30/04 Resolution (36137) "Providing the Wisconsin Department of Transportation with the City of Madison"s comments on the Draft Environmental Impact Statement for the Verona Road/West Beltline Highway Project" by *City of Madison Common Council*

PLAN 05/25/04 Draft summary comments prepared by *Madison's Planning Unit* based on comments from City agencies

ENG 05/15/04 Letter from *Madison's Engineering Division*

TRAF 05/17/04 Memo from *Madison's Traffic Engineering Division*

METRO 05/19/04 Comment summary from *Madison Metro Transit System*

OBR 05/11/04 Comments from *Madison's Office of Business Resources*.

MMSD 07/19/04 Letter from *Falk Elementary School*

MID FD 09/30/04 Letter from *Middleton Fire District*

MID 09/30/04 Letter from *Town of Middleton Engineer* and 07/19/04 *Town of Middleton Board* Minutes

DATCP 09/27/04 Letter from Agricultural Impact Program, *Department of Agriculture, Trade, and Consumer Protection*

DNR 08/11/04 Letter from *Department of Natural Resources*, South Central Region

BAM 09/27/04 Letter from Department of Natural Resources, *Bureau of Air Management*

MPO 09/03/04 Letter from the *Madison Area Metropolitan Planning Organization*

NOAA 05/13/04 Letter from the *National Oceanic and Atmospheric Administration*, National Geodetic Survey

EPA 05/25/04 Letter from the *U.S. Environmental Protection Agency*

UW 07/02/04 Letter from the *University of Wisconsin, Madison*, Department of Facilities Planning & Management

FOW 09/28/04 Letter from *1000 Friends of Wisconsin*

SC Undated Letter from *Sierra Club*

BELL 08/16/04 Letter from *Linda Bellman*, 1st District Madison Alderwoman

BERC 09/25/04 Memo from *Terese Berceau*, State Representative, Assembly District 76

GTNA 09/01/04 Letter from *Greentree Neighborhood Association* to Common Council Members and 09/23/04 Letter from *Greentree Neighborhood Association* to WisDOT

WMLL 08/07/04 and 09/29/04 Letters from *West Madison Little League Organization*

5.5.3 DEIS COMMENT AND RESPONSE TABLE

Commenting Agency and Comment No.	DEIS Comment and WisDOT Responses
FITCH 1	On page 1-23 of the DEIS, the reference to the Capital City Trail underpass is incorrect in that the underpass is not considered part of the trail, but rather an extension providing local access to the west side of Verona Road. *Comment noted. See Section 2.5.C.7. The language in the SDEIS was revised to correctly reference the tunnel.*
FITCH 2	If the Capital City Trail Extension is converted from an underpass to a bridge over the freeflow movement, how does it relate to the one-way frontage roads? If it is an at-grade crossing, it may be preferable to have bicycles and pedestrians cross at Williamsburg Way. *The Preferred Alternative in Stage 3 has been revised to address this comment. Bicycle and pedestrian traffic would have two opportunities to cross US 151/Verona Road. On-street bike lanes and sidewalks would provide access from the Capital City Trail north and west using one-way pairs and Raymond Road bridge. South, where the existing tunnel exists today. Bicycle and pedestrian traffic will be routed to the Williamsburg Way overpass.*
FITCH 3	We would like to see more details on the bike/ped route along the east side of US 151 and Verona Road. *Comment noted. Coordination with local officials will show maps with greater detail for each stage of the Preferred Alternative.*
FITCH 4, FITCH 9, ENG 10	In Appendix E, Sections 2.04(C) and 3.02(B), it states there are no mapped wetlands that would be directly disturbed, yet there are DNR mapped wetlands west of Dunn's Marsh in the location of the potential alternative for detention basins shown in Figure 2.02-1. *Comment noted. More detail is provided in the Stormwater Factor Sheet. The wetlands will be delineated prior to detention basin design and avoided.*
FITCH 5	In Appendix E, Figures 2.02-1 and 2.02-2 incorrectly identify the Arrowhead Park ponds and Middle A pond, and does not identify all of the Jamestown detention basins. *Comment noted. Clarification made in SDEIS.*

Commenting Agency and Comment No.	DEIS Comment and WisDOT Responses
FITCH 6, FITCH 10	In Appendix E, Sections 2.06(A) and 3.02(B), should add that the City of Fitchburg has also re-graded the channel (existing riprap ditch draining subbasin NS01). *Comment noted. More information was provided in the SDEIS.*
FITCH 7	In Appendix E, Section 2.06(A), third paragraph, Arrowhead Park ponds were designed to provide 80%, not 90%, removal efficiencies. *Comment noted. Correction made.*
FITCH 8	In Appendix E, Section 2.06(A), third paragraph, the DEIS states that enlargement of the existing ponds may be possible, however, these ponds were already maximized at their construction. Any enlargement of the ponds will seriously impact the usable park space and we would expect the parklands to be replaced at another location nearby to serve the same neighborhood. *Comment noted. Other measures are explored in the SDEIS.*
FITCH 11	If the alternatives add impervious area draining to the Jamestown detention basins, they will need to be enlarged to accommodate the 100 year flood event design guideline. We expect WisDOT to reimburse the City for lands taken with any enlargement. The enlargement would likely occur in the Quarry Ridge Natural Area, resulting in a loss of open space. *This possibility is discussed in the Stormwater Factor Sheet of the SDEIS. Further coordination with local governments will be performed.*
FITCH 12	In support of the Freeway Alternative because despite a greater number of direct impacts, (1) it addresses regional mobility needs to the greatest extent possible, (2) it removes diverted traffic from nearby Fitchburg and Madison streets, (3) although creating some indirection for transit, it maintains and improves local access for bicycles, pedestrians, and motorists and improves access and transit routing to the Allied Drive neighborhood area, and (4) provides for improved aesthetics and reduced noise generation with the depressed feature of the freeway. *Preference is noted–Stage 3 represents the Freeway alternative in the DEIS.*
FITCH 13	In favor of maintaining a design speed of the freeflow curves consistent with the design speed of the highways. *Comment noted. The speed associated with Stage 3 maintains a high design speed recommended by AASHTO for system interchanges.*
FITCH 14, MAD 8, PLAN 6, ENG 4, SC 23	The FEIS should include the Raymond Road extension consistent with the Draft Allied-Dunn's Marsh-Belmar Physical Improvement Plan dated May 6, 2004, aligning with Thurston Lane. *A direct Raymond Road connection onto Thurston Lane is difficult and makes the Allied Drive intersection problematic when coupled with the one-way pair. Various Raymond Road alignments are being explored, and some more closely resemble that recommended by the Physical Improvement Plan. See design factors report for Raymond Road design.*

Commenting Agency and Comment No.	DEIS Comment and WisDOT Responses
FITCH 15, MPO 3	The width of Raymond Road, Williamsburg Way, and Summit Crossing should be wide enough to incorporate wide plaza-like connections with aesthetic and pedestrian/bike amenities; however, Fitchburg does not support a cover expressway within the limits of the City of Fitchburg. *Raymond Road and Williamsburg Way would have bicycle and pedestrian accommodations in Stage 3. Summit would also have both accommodations in Stages 1, 2 and 3. The freeway would be depressed in Stage 3; however, it would not be covered. Both comments are addressed in the SDEIS and will also be addressed in the FEIS.*
FITCH 16, MAD 16, PLAN 15	The FEIS should commit to a high level of urban streetscape improvements along all constructed streets and a high level of landscaping between all types of roadways. Fencing should be of high aesthetic quality and adequately screened. Architectural/aesthetic treatments and textures should be applied to all concrete structures. Madison would additionally like to see entrance features and public art incorporated into the project. *WisDOT will work with both the City of Madison and City of Fitchburg to implement Community Sensitive design characteristics with all three stages.*
FITCH 17	The FEIS should evaluate other alignments of the Commerce Park Drive connection to the existing frontage road to minimize impacts to existing businesses desiring area for expansion. *A new conceptual alignment is described in the SDEIS. The City of Fitchburg is working with local businesses to identify an optimal corridor that provides maximum access with a minimum amount of impacts.*
FITCH 18	The FEIS should evaluate the interchange at McKee Road to determine if the interchange has the capacity necessary to accommodate growth to the west along the McKee Road corridor. *Traffic studies and models were completed to determine the appropriate interchange size to accommodate development along the west section of McKee Road. The interchange should greatly improve intersection operations.*
FITCH 19	A grade-separated crossing for the Capital City Trail extension north of Williamsburg Way should be maintained. *A grade-separated overpass will provide an extension for the Capital City Trail just north of Williamsburg Way in Stage 3. In Stages 1 and 2, the existing tunnel extension will remain.*
MAD 1, PLAN 2	The requirements of Executive Order 12898 (Environmental Justice) have not been adequately addressed by the current DEIS. However, the EJ requirements can be adequately addressed in the FEIS, 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. *Comment noted. See Community and Residential Factor Sheet–Section B, and Environmental Justice Factor Sheet–Section E. Numerous design changes have been made to address EJ concerns. Additionally, the Preferred Alternative has been staged to minimize near-term disruption to Environmental Justice Populations.*

Commenting Agency and Comment No.	DEIS Comment and WisDOT Responses
MAD 2	The City of Madison does not support the freeflow alternative concept as currently proposed, in particular because of the disproportionately high and adverse effects on minority and low-income populations. *Comment noted. Coordination with the City of Madison has led to the current Preferred Alternative. The Preferred Alternative has staged improvements to minimize near-term impacts to minority and low-income populations. Also, the revised design concepts have sought to minimize impacts to minorities and low income populations in the area.*
MAD 3	Recommendations MAD 6, MAD 7, MAD 10, MAD 11, MAD 14, MAD 15, MAD 16, MAD 17, and MAD 24 in particular, are intended to mitigate the negative effect of the freeflow alternative on neighborhoods in the southeast quadrant of the interchange. *Numerous measures will be implemented to reduce and delay impacts to neighborhoods. See Community and Residential Factor Sheet–Section B.*
MAD 4	While the DEIS outlines some mitigation measures proposed to avoid, minimize, and mitigate the negative impacts to the southeast quadrant, the City of Madison"s recommendations are intended to further mitigate negative effects on residents and would allow WisDOT to fully address the EJ requirements, building on their efforts to date. *Comment noted. Subsequent coordination with the City of Madison has led to the current Preferred Alternative. WisDOT is continuing interaction with the neighborhood to fully understand needs and concerns of the neighborhood.*
MAD 5	For recommendations MAD 6, MAD 8, MAD 12, MAD 13, MAD 14, MAD 15, MAD 16, MAD 19, and MAD 24, the City of Madison requests that a formal implementation agreement be entered into with WisDOT to ensure adequate implementation. *The Final Environmental Impact Statement and Record of Decision will have a commitments section that is followed during the design phase of the project. WisDOT and local communities may choose to enter into a local project agreement. Discussions regarding this will occur during the design phase of the project.*
MAD 6, PLAN 4, PLAN 7, FOW 18, SC 25	Madison requests WisDOT to cover the depressed freeway between Summit and Williamsburg Way. The FEIS should fully evaluate the feasibility of covering, both entirely and in portions, this part of the depressed freeway in order to further mitigate the negative impacts associated with this freeway alternative. *Comment noted. A covered freeflow freeway has not been selected as the Preferred Alternative because of the extremely high costs associated with covering the depressed freeway and design constraints associated with ventilation of such a structure.*
MAD 7, PLAN 5, SC 26	The FEIS should include complete documentation of the interchange design evaluation (including all considered and dismissed prior to the DEIS) and the impacts of these options on the other quadrants. The options should include reducing the design speed of the ramp curves so that the speed limit would be 45 mph. *Comment noted. See the 1998 Alternatives Analysis and 2009 Design Factors Report. Additionally, Appendix A has been expanded to briefly provide more detail on alternatives dismissed.*
MAD 9, PLAN 8, MPO 6	The FEIS should include an evaluation of the potential to eliminate the frontage road in the southeast quadrant extending between Raymond Road and Summit. *The design factors report discusses this option in more detail. Removing the frontage road substantially increases traffic to the neighborhood interior.*

Commenting Agency and Comment No.	DEIS Comment and WisDOT Responses
MAD 10	If the freeway facility is covered, the Southwest Bike Path should be integrated into that design so that best access is maintained for path users. The FEIS should also evaluate all pertinent features in order to minimize the feeling of isolation on the Southwest Bike Path facility. *Comment noted. WisDOT has dismissed the option of covering the freeflow freeway because of design constraints and cost. The Southwest Bike Path facility will be accompanied by a local street under Verona Road in Stage 1. This local street will prevent isolation. In Stage 3, the path will travel over US 151, either as a separate bridge or on the Raymond Road Bridge.*
MAD 11	The FEIS should investigate the ped/bike crossing at its current Williamsburg Way location. *The SDEIS looks at ped-bike connections throughout the corridor. See Community and Residential Factor Sheet–Section B*
MAD 12, PLAN 9, SC 28	The FEIS should include a WisDOT commitment (in the form of a development agreement) to fully participate in the costs to redevelop the Madison plaza commercial center into a mixed-use commercial and residential area, including the extension of Summit Ave to Red Arrow Trail. *Comment noted.*
MAD 13, PLAN 11, PLAN 12, ENG 8, SC 29	WisDOT should commit (in the form of a development agreement) to the Madison Plaza redevelopment, 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 relocation process to include early acquisition and funding to construct replacement housing well in advance of the actual construction schedule. *Comment noted. Early acquisition may take place for relocations depending on whether appropriate funds are available.*
MAD 14, PLAN 13, MPO 4	Madison requests the construction of noise barriers within the locations identified in the DEIS [for the US 151 section] with the noise barrier in the southeast quadrant located in conformance with the Draft Allied Drive-Dunn's Marsh-Belmar Physical Improvements Plan dated May 6, 2004. The frontage road south of the noise barrier should also be constructed north of Britta Pkwy. Use of aesthetic treatments in the noise barrier design is recommended. *Updated noise analysis indicates a noise wall is warranted in this location. It appears that the noise barrier could be constructed in conformance with the Draft Allied Drive-Dunn's Marsh-Belmar Physical Improvement Plan. Further coordination is necessary along with a specific resolution from the City of Madison regarding the noise walls.*
MAD 15, PLAN 14	In support of the mitigation measures for area parks as included in the DEIS. *Comment noted. Area parks will not be impacted in Stage 1 or 2. Stage 3 impacts for Britta Park are greater than those described in the DEIS. See 4(F) evaluation Section O.*
MAD 17, PLAN 10, PLAN 16, ENG 7, OBR 8	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. WisDOT should not financially benefit from causing this market stagnation. *SDEIS has been revised to acknowledge the potential for reduced private investment in properties mapped for transportation improvements.*

Commenting Agency and Comment No.	DEIS Comment and WisDOT Responses
MAD 18, PLAN 19, ENG 6	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. *Comment noted. WisDOT, emergency service agencies, and Madison Metro have met to discuss potential impacts and mitigation measures. Initial discussions with emergency response personnel seem to indicate that improvements can be accommodated in their responding location and routes.*
MAD 19	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. *Comment noted. WisDOT will work with Madison Metro to address routing disruptions.*
MAD 20	The DEIS does not adequately address the secondary impacts from the freeway alternative such as additional development further from the urban core, additional vehicle miles traveled, and increased reliance on the automobile. *See Appendix C. The SDEIS includes a revised indirect and cumulative effects analysis.*
MAD 21, MPO 10, FOW 3, FOW 5	The DEIS should have included more detailed information on the three types of trips (regional, metropolitan, and local), including definitions and additional information the origin and destination of trips south of Highway PD. This additional information should be provided to local governments and the public participation process should consider this prior to the FEIS approval. *Comment noted.*
MAD 22, FOW 9	WisDOT should identify the transit alternatives that were considered in the Verona Road corridor. *Comment noted. See Section 2.1. Other transit alternatives considered include TDM, Transit, Roadway Off-Alignment, and Roadway On-Alignment.*
MAD 23	WisDOT should provide to the Common Council and Long Range Transportation Planning Commission available information related to emissions and pollution (ozone in particular). *Comment noted. See Section 4.7.L. WisDOT will follow USEPA and FHWA air quality guidelines and regulations. http://www.epa.gov/ozonedesignations/*
MAD 24, MPO 2, FOW 19	The FEIS should commit to improvements in the Allied Drive neighborhood beyond the normal policy of one-quarter mile to help mitigate impacts and meet EJ obligations. *Comment noted.*
MAD 32	WisDOT should conduct a traffic modeling evaluation of the freeway alternative with the Seminole ramps removed (comparing them to modeling with the ramps in place), ensuring that the traffic modeling efforts includes a larger geographic area and local streets in the vicinity. *Comment noted. The traffic modeling evaluation was completed for the SDEIS using the MPO model. Results showed Beltline operations improve with the removal of the ramps and Verona Road operations stay approximately the same.*
MAD 33	The FEIS should fully analyze the impacts of the project on roadways connecting the Beltline Highway to the downtown Central Business District *Comment noted.*

Commenting Agency and Comment No.	DEIS Comment and WisDOT Responses
PLAN 1, ENG 1, TRAF 1	Most City agencies that commented on the DEIS support the freeway concept. *Preference noted. The freeway concept is part of Stage 3 of the Preferred Alternative*
PLAN 3	The City is willing to work with WisDOT to ensure a freeflow corridor"s 2020 highway system, however the neighborhoods in the southeast quadrant should not bear the brunt of the negative effects of this improvement. The City seeks the following commitments from WisDOT to mitigate negative impacts to neighborhoods: PLAN 4, PLAN 5, PLAN 6, PLAN 7, PLAN 8, PLAN 9, PLAN 10, PLAN 11, PLAN 12, PLAN 13, PLAN 14, PLAN 15, PLAN 16, PLAN 17, PLAN 18, PLAN 19, PLAN 20, and PLAN 21. *WisDOT will work with the City to minimize impacts for the southeast quadrant and develop a design that is sensitive to the adjacent neighborhood.*
PLAN 17	The DEIS indicates that the freeway alternative will increase the attractiveness of the Madison Plaza shopping center by reducing traffic, however, the reduced visibility of these centers to regional traffic will actually create a negative economic impact. *Comment noted. Stage 1 and 2 of the Preferred Alternative will have limited effect on the visibility of the Madison Plaza shopping center. Stage 3 will be depressed and could decrease the visibility of the Madison Plaza shopping center to regional traffic.*
PLAN 18, ENG 5, METRO 3	The City of Madison Police and Fire Departments and Madison Metro do not support the closing of the Seminole Highway ramps because of the disruption to transit routing and service hours in parts of the neighborhood south of Britta Parkway and east along the southern Beltline frontage road. *Preference noted. Subsequent discussions with emergency response personnel seemed to indicate that access closure could be accommodated with changes in response station. The closure of Seminole ramps will not occur until Stage 3. WisDOT will continue to work with local officials in changing of routing patterns.*
PLAN 20, METRO 2	The proposed closure of the Chalet Gardens Road access in both alternatives will cause a significant disruption to service in parts of the neighborhood east of Verona Road. The Raymond Road extension should be pursued under both alternatives to help mitigate this disruption. *The design has changed since this comment. Chalet Gardens will have access reduced but not eliminated in Stage 1. In Stage 1, the left turn into Chalet Gardens will be moved south to align directly with Chalet Gardens Road. With Stage 3, access will be reduced to right-in/right-out. The Raymond Road extension will help offset negative effects from the Chalet Gardens Road access reduction.*
PLAN 21, METRO 4	Under the freeway alternative, the proposed one-way conversion of the eastern Verona Road frontage road between Chalet Gardens Road and Williamsburg Road would cause significant disruption to transit routing and potential loss of service in parts of the neighborhood east of Verona Road. *With the revised design, this would not occur until Stage 3. The design of this section has changed since the DEIS. The Raymond Road extension will connect with the one-way pair. The Raymond Road connection will also connect to Allied Drive, but the SDEIS design has reduced the number of relocations in the neighborhood.*
ENG 9	The mitigation efforts suggested in Appendix C regarding Secondary Effects have not proved effective and should not be considered to be so. *Comment noted. See Appendix C for updated Indirect and Cumulative Effects analysis.*

Commenting Agency and Comment No.	DEIS Comment and WisDOT Responses
ENG 10, ENG 11	The area of the proposed stormwater detention basin as proposed in Appendix E may be used and may not serve to reduce downstream flooding. *Comment noted. See Appendix E for updated stormwater report. WisDOT is coordinating with local officials to address the stormwater management needs of the project.*
ENG 12	The UW Arboretum has long expressed a concern regarding damage to the Green Prairie, which is downstream of Dunn"s Marsh. *Comment noted. See Appendix E for updated stormwater report. WisDOT will continue to coordinate with UW-Arboretum.*
METRO 1	Proposed changes in the DEIS would have major impacts on the provision of transit service to the study corridor and surrounding areas. The timed-transfer system places significant constraints on the ability to adjust bus routings, 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. *The staging of the Preferred Alternative should reduce these concerns. Stage 1 and 2 create only modest changes to the transportation network and route times should remain relatively consistent. Stage 3 implementation will occur where route changes will have likely already occurred. WisDOT will work with Madison Metro to reduce impacts to transit routes and improve travel time.*
OBR 1	There is a lack of specific information throughout the DEIS, including a complete list of affected businesses, detailed job information (such as full-time, part-time, seasonal, management, stockroom, sales, etc.), and how land area is changed by each design alternative (by acre, zoning, and use). *The SDEIS includes a complete list of affected businesses, detailed job information, and how land area is changed by each stage of the Preferred Alternative. Specific business names often are not provided to be sensitive to affected business owners, but these are available upon request.*
OBR 2	What happens to existing businesses during the lengthy construction phase? *Construction hardships are unavoidable with any roadway project. WisDOT will maintain two lanes of traffic in each direction at all times and provide access to businesses at all times. Businesses will be made aware of construction staging and lane/road closures throughout construction. WisDOT will work with the businesses to make sure access and visibility are available throughout construction.*
OBR 3	When businesses are relocated, there is no guarantee that they will remain in the City of Madison. In addition to the loss of jobs, this is also a loss of current and future Madison real estate and personal property tax base. Does the City get reimbursed for this? Is there any incentive offered for these businesses to remain in the City? *WisDOT will make an effort to minimize relocations. The staging of the Preferred Alternative helps in this respect. WisDOT will provide relocation assistance to help business owners move their business to another appropriate location. WisDOT does not reimburse municipalities for property tax base loss.*
OBR 4	In section 1-A (General Economics Impact Evaluation), part of the area is characterized as a "distressed retail area," and on page 1-209, "repeated business failures" are noted as an issue. However on page 2-49 (Economic Development Potential), these issues are totally ignored and not addressed. *Much of this concern is a cumulative effect and is more thoroughly addressed in Appendix C, Indirect and Cumulative effects.*

Commenting Agency and Comment No.	DEIS Comment and WisDOT Responses
OBR 5	Market factors and policy and programs to change the business climate in the southeast quadrant area are not mentioned other than conjecting approval processes will be eased if traffic is less congested. *The SDEIS mentions the City's Physical Improvement Plan in several locations within the document. WisDOT works to provide adequate and efficient transportation and access. By its granted mission, WisDOT is limited in its abilities to affect the business climate apart from transportation improvements.*
OBR 6	There is no mention of the value of land within the City of Madison that will become tax-exempt when its use changes to street right-of way. *The SDEIS has a detailed description of project costs, which include real estate. These real estate costs will be removed from City tax roles. Specific parcel numbers and assessments are available upon request.*
OBR 7	If only part of a parcel is purchased for street right-of-way, how is the remaining portion dealt with in terms of zoning, assessment, and remaining viability? *Many parcels will be full acquisitions. Each parcel will be appraised, and the offer to the owner will be based on the appraisal. If the remainder of the parcel is not adequate for business viability, it would become a full relocation. The SDEIS includes parcels with partial acquisitions that are no longer viable in the count of relocations.*
OBR 9	There should be more detail on the situations where there is a loss of parking, specifically in terms of a resulting loss of customers, any potential change in use, a loss of revenue for the landowner, or a loss of tax base for Madison. *The design has changed substantially since this comment. WisDOT is working both with City officials and individual land owners on parking needs and provision. In some cases, businesses will have more parking than they currently do. For businesses where there is a parking loss, this loss will be compensated for in the damages allotted to the owner during the right-of-way negotiation phase.*
DATCP 1	Capacity increases associated with both build options appear they could generate significant secondary effects. *Comment noted.*
DATCP 2	Secondary effects analysis for this project was done using *only* the expert panel (Delphi method). *Comment noted. This method is a standard way of assessing indirect and cumulative effects.*
DATCP 4	The original four goals in terms of secondary effects (set out at the July 8, 2002 secondary effects meeting) were not implemented in the DEIS. The goals were (1) identify areas likely to be affected, including resource areas, (2) understand the rate of the effect, (3) communicate the likely secondary effects of the project, and (4) identify preservation or other measures that offset effects. It appears (1) and (2) were not implemented and therefore (3) and (4) could not be implemented as they depend on the first two goals. *Comment noted. The indirect and cumulative effects analysis (Appendix C) has been revised to coincide with 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.*
DATCP 5	Cumulative and induced costs of investing in additional highway capacity are not adequately addressed in the DEIS. *Comment noted.*

Commenting Agency and Comment No.	DEIS Comment and WisDOT Responses
DATCP 6	Due to earlier meetings and correspondence, DATCP was expecting a significant secondary impact analysis of the project to be included in the DEIS. *A revised indirect and cumulative effects analysis, with more detail, is included as part of Appendix C of the SDEIS.*
DATCP 8	The secondary effects analysis is lacking in terms of documentation for how the analysis maps (Appendix C) were formulated and on estimated amounts of farmland that are shown to be developed. *A revised indirect and cumulative effects analysis, with more detail, is included as part of Appendix C of the SDEIS. Greater emphasis has been placed on the more urban indirect and cumulative effects that are likely to occur with this project.*
DATCP 9	The DEIS lacks information on a baseline alternative (the No Build option) for comparison. *Comment noted. The No Build alternative is described in more detail the Purpose and Need section of the SDEIS.*
DATCP 10	There is no reason given as the why the secondary effects analysis was limited to the expert panel. There is plenty of data available in Dane County for a more detailed analysis. *More analysis and detail are contained in the revised indirect and cumulative effects analysis in Appendix C. The expert panel is a reasonable method for understanding potential indirect and cumulative effects.*
DATCP 11, FOW 13	There is no quantitative or substantive evidence presented to support the consensus point, "neither alternative will alter growth or development in the study area to a degree that is significantly greater than what is already occurring." *Comment noted.*
DATCP 12	There is not indication of the time horizon used by the expert panel at arriving at the map of future land uses. *Comment noted. The amount of growth changes with numerous factors, including the economy. The analysis does indicate how land use patterns would vary between the alternatives.*
DATCP 13	The DEIS is contradictory over whether there will be a difference in rate of development between the baseline alternative and the build alternatives. *Comment noted.*
DATCP 14	When the DEIS refers to an "incremental secondary effect" because the primary effect has already occurred (the initial roadway construction and current expansion) it ignores the fact that secondary effects always depend on dynamic interactions with past actions and investments. The relevant contextual factors need to accurately incorporated. *Comment noted.*
DATCP 15	There is no evidence that the DEIS examined land use plans in the secondary effects study area and the extent to which they have been enforced or ignored. *Comment noted.*
DATCP 16	The DEIS does not appear to have looked in a detailed way at the factors affecting how location decisions get made by residents and businesses, disaggregated by demographic and business characteristics, as suggested by DATCP. *Comment noted.*

Commenting Agency and Comment No.	DEIS Comment and WisDOT Responses
DATCP 17	A report on the use of expert panels has shown that they are not a replacement for quantitative data and they are likely to be less useful where there is a large affected area or one with numerous proposed transportation projects. *Comment noted.*
DATCP 18	Data types suggested by DATCP to be useful for a secondary effects analysis does not appear to have been used. *Comment noted.*
DATCP 19	Questions the presumptions of Corridors 2020 that transportation improvements foster economic efficiency. Therefore questions that the build alternatives in the DEIS actually achieve their goal of greater efficiency. *Comment noted.*
DATCP 21	The DEIS does not address that fostering sprawling development patterns can contribute to dispersed and inefficient development patterns resulting in increased public service costs. *Comment noted.*
DATCP 22	Suggests the "Build" options for the DEIS are not consistent with area land use and transportation plans. *Comment noted.*
DATCP 23	It would be useful to know how LOS assignments are made. Suggests considering only peak hour users and traffic conditions is subjective and may not make sense in terms of public policy. The term "congestion" itself is subjective. This subjective nature of driver expectations should be addressed in the FEIS. *The study uses the Transportation Research Board's Highway Capacity Manual for service levels and congestion definitions. The assumptions, analysis hours, and service definitions are standard in the transportation industry and have been used for over 50 years.*
DATCP 25	WisDOT, in the State Highway Plan, states that driver behavior accounts for about 80% of all highway crashes, so why isn't a greater percentage of funding being spent on driver education? *Comment noted.*
DATCP 26	There is a lack of an objective basis for determining "acceptable" levels of congestion. *WisDOT has set service level expectations for the different highway hierarchy. These levels are incorporated in the State Highway Plan and the Facilities Development Manual.*
DATCP 27	Setting speed limits to high for congested conditions and failing to enforce speed limits are factors that encourage unsafe behavior. *Comment noted.*
DATCP 28	Congestion is not proven to be directly linked to increased crash rates. *Comment noted, although there are several crash types that are typical of congested conditions. Rear-end crashes, distanced from traffic control, often indicate congested conditions that led to that crash.*

Commenting Agency and Comment No.	DEIS Comment and WisDOT Responses
DATCP 29	Greater bicycle and pedestrian movement and safety does not and should not have to be linked to highway capacity improvements. *Comment noted, although highway improvements and decreased traffic volumes can improve bicycle and pedestrian mobility.*
DATCP 30	There is no effort in the DEIS to estimate the extent of induced travel or the extent to which development decisions might change with the No Build alternative. *Comment noted.*
DATCP 31	Increasing capacity on the West Beltline and Verona Road without limiting interchange access will only encourage self-defeating behavior of continuing local trips between interchanges. *Comment noted. The Beltline serves multiple trip types. That portion of the study has been separated into a separate study called the Madison Beltline (US 12/14/18/151) Safety and Operations Study.*
DATCP 32	None of the potential secondary effects to agriculture are noted in the DEIS. *Comment noted.*
DNR 1	Due to the serious water quality issues with Madison-area lakes and streams, all planned development in the area should be taken into account when analyzing long-term stormwater impacts of the alternatives. WisDOT should cooperate with municipalities to ensure long-term maintenance of the watersheds. *WisDOT is coordinating and will continue to coordinate stormwater management needs with both the Cities of Madison and Fitchburg as well as the WDNR.*
DNR 2	Concur 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. Stormwater management is the WDNR"s main natural resource concern within the primary study area and they would like to be closely involved with the siting and development of any area detention basins. *Comment noted.*
DNR 3	Due to ongoing problems with Goose Lake and the Jamestown Basins, additional measures may be needed. Again, WDNR would like to be closely involved in design decisions. *Comment noted. See Stormwater Report in Appendix E. WisDOT is coordinating with the Cities of Madison and Fitchburg as well as the WDNR on how to manage stormwater needs.*
DNR 4	Given the commitment in the "Environmental Consequences" section that for both the Urban and Freeflow Alternatives there will be an overall benefit in stormwater management, WDNR expects measures above and beyond the minimum standards of Trans 401. *Comment noted.*
DNR 7	The DEIS neglected to include Section I of the DEIS, DNR"s concurrence letter stating no air pollution control permit is required. *Comment noted. This is included in Appendix F, Agency Correspondence.*

Commenting Agency and Comment No.	DEIS Comment and WisDOT Responses
DNR 8	Because of new standards to measure particulate diesel emissions, additional analysis is needed. The Bureau of Air Management will be working with the study team to request additional modeling along the corridor and at the Verona Road intersection. *Comment noted. The SDEIS follows FHWA interim guidance on addressing Mobile Source Air Toxics (MSATs). See Air Quality Factor Sheet–Section L.*
DNR 9	Secondary effects from decreased commuter time and associated outlying development are not a preeminent concern with this project; however, some incremental impact is expected. *Comment noted.*
DNR 10	The Expert Panel Analysis was an acceptable method of analysis for this project. *Comment noted.*
DNR 11	Based upon review of the Panel materials, some quite significant impacts actually were predicted, and therefore contradicts with the conclusion presented in Appendix C that the "effects of the alternatives were not seen as changing the amount of growth and development in the study area. *The indirect and cumulative effects analysis has been updated and expanded. See Appendix C.*
DNR 12	As a general point, WDNR understands that transportation is not the sole cause of development in outlying areas, though it does clearly play a role. In most cases, it seems that transportation and development interact in a positive-feedback loop. *Comment noted.*
DNR 13	WDNR supports the approach taken for the project, including the study area boundary and the need to provide outlying municipalities and townships with information on significant resources in their areas and tools they could use to help control growth. *Comment noted.*
DNR 14	While Appendix C mentions the suggested "mitigation" in the form of education efforts for local communities on Smart Growth planning and zoning, the DEIS does not present any intention of doing such outreach and education. *Comment noted.*
DNR 15	After discussions with the study team, WisDOT has indicated that it will consider a workshop after the publication of the FEIS. WDNR would like a commitment to this in the FEIS that this outreach effort will occur. *WisDOT will consider scheduling a workshop after the FEIS is published.*

Commenting Agency and Comment No.	DEIS Comment and WisDOT Responses
DNR 16	The following additions to Appendix C are needed for a complete discussion of the secondary impacts: (1) A clearer presentation of the Expert Panel findings and more on how WisDOT will address them, (2) A commitment in the FEIS to outreach/education on significant resource areas and land use tools in the secondary impact area, (3) The summary table of panel members‟ responses to various impact-related questions, (4) Certain resource and demographic information presented to the panel members, (5) More information on significant natural resources in the study area, including the Military Ridge Prairie Heritage Area, additional grasslands, the Sugar River corridor, a number of trout streams and Outstanding/Exceptional Resource Waters, and concentrations of rare species/natural communities, (6) DNR-provided information on the Land Legacy Study. *The indirect and cumulative effects analysis has been revised and updated in the SDEIS. More recent coordination with WDNR focuses on direct impacts, which the SDEIS and Appendix C address. See Appendix C.*
BAM 1	The WDNR determined that construction of the Verona Road and West Beltline alternatives would not cause an exceedance of carbon monoxide (CO) ambient air quality standards. *Comment noted.*
BAM 2	The CO analysis provided in the DEIS does not evaluate the effect of diesel engines. *Comment noted. The SDEIS follows FHWA interim guidance on addressing Mobile Source Air Toxics (MSATs). See Air Quality Factor Sheet–Section L.*
BAM 3	Diesel exhaust contains hundreds of chemical compounds that can negatively affect air quality in various ways. Dozens of studies have demonstrated a link between diesel exhaust and cancer. *Comment noted.*
BAM 4	An ever-growing body of research demonstrates excessive morbidity and mortality in population that are in close proximity to heavily trafficked roadways. *Comment noted.*
BAM 5	To provide a more comprehensive review of the environmental impacts associated with the DEIS alternatives, the WDNR Bureau of Air Management requests the following additional analysis prior to the FEIS: (1) air dispersion analysis for PM 2.5 and (2) inhalation risk screening for diesel particulate emissions. Staff feels that the NEPA provisions of 23 USC § 109(h) are sufficiently broad enough to justify the request. *The SDEIS follows FHWA interim guidance on addressing Mobile Source Air Toxics (MSATs). See Air Quality Factor Sheet–Section L.*
BAM 6	WDNR Bureau of Air Management would like to meet to discuss the modeling requests. Staff is available to help support the development of the emissions factors. *Comment noted.*
MPO 1	This study and planning process conducted by WisDOT is recommended in the long-range Regional Transportation Plan for the Madison Urban Area and has been closely monitored by the Madison Area MPO. *Comment noted.*

Commenting Agency and Comment No.	DEIS Comment and WisDOT Responses
MPO 7, FOW 11, BERC 3	Provide sufficient right-of-way in the Verona Road corridor to accommodate fixed guide way transit for future use or maintain adequate right-of-way for other potential corridors for fixed guide way transit in the area. *The SDEIS briefly reviews the efficiency of high transit levels. Because of the constrained right-of-way, the Stage 3 design does not include room for a fixed guideway transit system. Providing this room would result in several more large business relocations that are not required at this time. This consideration can be reevaluated when Stage 3 is implemented.*
MPO 8, FOW 6, FOW 10	A transit only alternative should be analyzed specific to this corridor. It is insufficient for the DEIS to address the issues only by referring to the results of another study (Transport 2020). *Comment noted. A key component of the project purpose and need is addressing US 151's role in the State Highway Plan, which requires addressing the highway component of US 151. WisDOT encourages the use of transit and supports both its study and implementation under separate studies and projects.*
MPO 9, MPO 11, FOW 12	Work with state agencies and specifically the DOA as the implementing agency to create and implement an aggressive state TDM program. Also work with private sector employers to implement TDM. *Comment noted.*
NOAA 1	All available geodetic control information about horizontal and vertical geodetic control monuments is contained on the National Geodetic Survey"s homepage on the Internet and should be reviewed for identifying the location and designation of any geodetic control monuments that may be affected by the proposed project. *Comment noted.*
NOAA 2	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 include the cost of any relocation required. *Comment noted.*
EPA 1	The EPA is pleased with the use of an expert panel analysis to determine secondary effects. The expert panel is a result of the EPA"s collaboration with FHWA and WisDOT in the USH 12 MOA. *Comment noted.*
EPA 2	Despite the expert panel"s finding that the alternatives would only incrementally increase growth already occurring in the study area, such secondary impacts should be evaluated for their cumulative effect. *The indirect and cumulative effects analysis has been updated and expanded. See Appendix C.*
EPA 3	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 FEIS should include information regarding growth management and resource protection measures taken by local administrations governing the study area. *The indirect and cumulative effects analysis has been updated and expanded. The analysis provides more information regarding the urban effects of the project, which are projected to be of more consequence than the exurban effects. See Appendix C.*

Commenting Agency and Comment No.	DEIS Comment and WisDOT Responses
EPA 4	Based upon review of the DEIS, the EPA has 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. This rating will be published in the Federal Register. [**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. **Insufficient Information**: "The DEIS 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 DEIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the FEIS."] *Comment noted.*
UW 1	The University expects no significant direct impacts on the Arboretum resulting from either build option relative to the no-build option, however there is interest in further collaboration to further reduce impacts from stormwater runoff that now originates on the Beltline. *Comment noted.*
UW 2	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. *Comment noted.*
UW 3	No negative impacts at the outfalls from the Beltline to Curtis Pond and Johanssen Pond is expected because no capacity increase or increase in right-of-way is planned for this portion of the highway facility and because traffic is expected to remain the same or decrease on the Beltline and Seminole Highway. *Comment noted.*
UW 4	The University appreciates the efforts of the study team to accommodate the University's concerns would appreciate any further opportunities that develop for further cooperation in increasing the infiltration of runoff outside the Arboretum and otherwise reducing runoff to Curtis Pond and Curtis Prairie and Johannsen Pond. *Comment noted.*
UW 5	No significant change in traffic noise impacts is anticipated with the two build alternatives, although the University notes that noise is already a significant problem in the Arboretum, affecting the ability to effectively use Curtis Prairie, Leopold Pines, and Noe Woods for teaching and research work. Any effort to reduce traffic noise would be greatly appreciated. *Comment noted. Stage 3 implementation will affect the Beltline in the Arboretum area. Noise walls are not reasonable or feasible in this area.*
UW 6	WisDOT should take every possible step to prevent erosion and construction-based runoff during construction of any alternatives. *Comment noted.*

Commenting Agency and Comment No.	DEIS Comment and WisDOT Responses
UW 7	No direct effects to the Arboretum property are expected. In addition the removal of the current Seminole Interchange ramps under the Freeway Alternative would likely result in decreased noise and other indirect impacts. *Comment noted.*
UW 8	The University continues to be concerned about viewshed impacts the Beltline creates for the Arboretum. Additional landscape screening should be included in any plans for upgrading the highway. *Comment noted.*
UW 9	With regard to traveling members of the campus, the University notes that under either of the "Build" alternatives, traffic on Seminole Highway decreases, which is a major bicycle route and regional approach for motorists. Improvements at the Verona Road interchange should make the commute easier for campus-bound motorists. The University supports any efforts to improve bicycle accommodations at the Verona Road interchange and elsewhere. *Bicycle lanes have been added to the design through the Stage 1 interchange.*
UW 10	The removal of the Seminole Ramps, as well as the actual construction of either alternative, would make visiting the Arboretum more difficult. The University requests that in these cases, WisDOT provide adequate signage for visitors to reach the Arboretum"s entrances, both to the north and south of the Beltline at Seminole Highway. *Comment noted. WisDOT will work with local officials and affected attractions during the design phase of the project.*
FOW 1	Not in support of the depressed freeway option and do not feel that sufficient alternatives have been considered. *Comment noted.*
FOW 2	The statement that by 2008 all of US 151 will be at four-lane expressway standards except the two miles along Verona Road implies that this section is not up to standard. However, this perception fails to recognize the Madison is the only major metropolitan area along the route. Highways identified in the State Highway Plan should not be treated as an end unto themselves, but they should be modified to meet the needs of the communities they serve. *Comment noted. There are several urban areas within the state that US 151 travels through. All of these have been upgraded to expressway standards, often requiring a bypass with substantial infrastructure investment.*
FOW 4	For practical purposes, Dane County functions as a region unto itself and contains many rapidly growing suburbs and exurbs, so it is likely that a great majority of traffic on Verona Road is intra-regional and could better be served by a different type of improvement. *Comment noted.*

Commenting Agency and Comment No.	DEIS Comment and WisDOT Responses
FOW 7	It seems prudent that the DEIS consider various transit alternatives given that much of the traffic in the corridor area may be local and intra-regional. Madison Metro is currently discussing with Verona the possibility to extending service there. The importance of a fixed guide-way system to the Greater Madison area over the next 50 to 100 years should not be underestimated. *A key component of the project purpose and need is addressing US 151's role in the State Highway Plan, which requires addressing the highway component of US 151. WisDOT encourages the use of transit and supports both its study and implementation under separate studies and projects.*
FOW 8	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. *SDEIS does address this issue in the Community and Residential Factor Sheet, See Section B.*
FOW 14	Even if the conclusion of the secondary effects analysis is supported by data, this does not preclude WisDOT from reviewing ways in which modifications can be made to reduce development pressures in sprawling patterns. *Comment noted. Staging improvements and delaying full freeway conversion should help reduce development pressures.*
FOW 15	The FEIS should include more study and information of the land use impacts. *The indirect and cumulative effects analysis has been updated and expanded. See Appendix C.*
FOW 16	The FEIS should require WisDOT to promote and help Dane County promote comprehensive planning. *Comment noted. Promoting comprehensive planning is not WisDOT's function or the purpose of this document.*
FOW 17, SC 22	The Freeflow Alternative will have disproportionately high adverse human health and environmental impacts on minority and low-income populations. Sierra Club also asserts the DEIS has failed to adequately address the requirements of EO 12898 *The Preferred Alternative has been revised, although impacts to Environmental Justice populations remain a concern. See Environmental Justice Factor Sheet-Section E.*
SC 1	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. *Comment noted.*
SC 2	If alternatives to vehicular traffic were seriously explored, local traffic could be decreased allowing for less expensive solutions, less pollution, and better connectivity. *Comment noted.*
SC 3	Recommend reexamining bus routes and transfer routes and expanding bicycle routes. *The Preferred Alternative does increase ped/bike connectivity. See Community and Residential Factor Sheet–Section B.*

Commenting Agency and Comment No.	DEIS Comment and WisDOT Responses
SC 4	Though disagreeing with some of the basic underlying assumptions of the project (SC 1, SC 2, SC 3), Sierra Club believes the Freeway Option is better than the Urban Roadway Option, so long as the following concerns are adequately addressed and remedied. *Comment noted.*
SC 5	In terms of air pollution, the DEIS is inadequate, despite that is says CO pollution is within NAAQS limits, and that Dane County is in SIP compliance for NOx and VOCs. *Air analysis has been updated. See Air Quality Factor Sheet–Section L.*
SC 6	Based on EPA data, Dane County is among the worst 10% of all counties in the U.S. in terms of NOx, VOCs, and cancer risk for from hazardous air pollutants. *Comment noted.*
SC 7	Studies show increased motorized traffic also creates elevated levels of soot and smog and that three-quarters of people in Wisconsin continue to breathe unhealthy amounts of ozone. *Comment noted.*
SC 8	Studies show there is a significant relationship between vehicle traffic and nearby concentrations of carcinogens and that children leaving near roads with 20,000 vpd have a 6-8 time higher risk of cancer. *Comment noted.*
SC 9	The plan should address additional emissions including, soot, smog, n=benzene, 1,3-butadiene, and PAHs. *Comment noted. The SDEIS follows FHWA interim guidance on addressing Mobile Source Air Toxics (MSATs). See Air Quality Factor Sheet–Section L.*
SC 10	The DEIS should address the effects of the additional pollutants (SC 9) with respect to Title VI persons in particular. *Comment noted. The SDEIS follows FHWA interim guidance on addressing Mobile Source Air Toxics (MSATs). See Air Quality Factor Sheet–Section L.*
SC 11	The DEIS should determine the number of people affected by carcinogenic pollutants. *Comment noted. The SDEIS follows FHWA interim guidance on addressing Mobile Source Air Toxics (MSATs). See Air Quality Factor Sheet–Section L.*
SC 12	Because of the likelihood of future NAAQS and SIP compliance problems, the DEIS should incorporate mitigation techniques such as parkland (local carbon sinks) and air filters in enclosed roadways. *Comment noted. The SDEIS follows FHWA interim guidance on addressing Mobile Source Air Toxics (MSATs). See Air Quality Factor Sheet–Section L.*
SC 13	The DEIS fails to identify the degree to which the additional VOCs and NOx from the plan will endanger Dane County"s future compliance with its SIP and NAAQS standards. *Comment noted. The SDEIS follows FHWA interim guidance on addressing Mobile Source Air Toxics (MSATs). See Air Quality Factor Sheet–Section L.*
SC 14	The DEIS should consider community parklands as a stormwater mitigation technique. *In this urban environment, the area is limited for additional stormwater detention facilities. The stormwater analysis has been revised (see Factor Sheet K) and additional coordination with local and state officials is occurring.*

Commenting Agency and Comment No.	DEIS Comment and WisDOT Responses
SC 15	The FEIS should contain a specific stormwater remediation/mitigation plan, rather than general statements. *Concepts are provided in the SDEIS for information. WisDOT is coordinating with local and state officials on management details. It is likely that a full understanding of the stormwater management strategies will not occur until the design phase of the project.*
SC 16	To decrease the negative impact on alternative travel modes, the FEIS should (1) construct sidewalks, wide curb lanes, and dedicated bike lanes along the frontage roads in both the northbound and southbound directions for their entire length, (2) time traffic signals to allow inexperienced bikers to cross, (3) set aside space long the southern portion of Verona Road for park and ride lots, (4) construct any bike routes as a direct route along auto traffic, and (5) construct signals for bike/ped use even if it creates longer waits for vehicles. *The Preferred Alternative contains many of the components requested in this comment. Bike lanes and sidewalks will be added on the frontage road realignments in Stage 1. Other bike and pedestrian accommodations will be incorporated into all three stages of the Preferred Alternative. WisDOT is also investigating the provision of a Park and Ride lot near County PD as part of this study.*
SC 17	If Raymond Road is extended into Allied Drive, the ped/bike connections of Alternative 1 should be included and extended through each intersection. *The design has fundamentally changed since this comment. See updated alternatives discussion. Ped/bike connections are incorporated into all three stages of the Preferred Alternative.*
SC 18	If the Urban Roadway alternative is selected, the plan must provide for alternative, safe, direct routes for bike/ped traffic since traffic on many highly used local roads would increase. *Stage 1 (similar to the DEIS Urban Roadway Alternative) includes many ped/bike features, including an additional grade-separated crossing of US 151 and the provision of bike lanes on frontage roads.*
SC 19	With the Freeway alternative, more bike lanes should be created on urban streets to provide for bikers when the less busy roads fill up again due to congestion. *Stage 3 does include bike lanes on the one-way pair as well as additional connections to adjacent bicycle facilities. The Preferred Alternative does not reconstruct interior city streets.*
SC 20	Before a project option is chosen, the conflict of the Seminole ramps closure should be resolved so as to best promote both transit and non-motorized travel. *Comment noted.*
SC 21	Any improvements to local connector roads should include dedicated bike paths with connections to other bike paths. *Comment noted. All reconstructed roadways in all stages include bike and pedestrian facilities.*
SC 24	The plan needs to more adequately address traffic stops and safe ped/bike movements in conjunction with the Raymond Road plan. *Comment noted.*

Commenting Agency and Comment No.	DEIS Comment and WisDOT Responses
SC 27	The FEIS should attempt to replace parkland in the vicinity from which it was taken. *Comment noted. This is difficult to do in the vicinity of Britta Park because of the built-up nature of the area and the inability to use eminent domain for parkland replacement.*
SC 30	The FEIS should commit to conforming to the recommendations included in the Draft Allied Drive-Dunn's Marsh-Belmar Physical Improvements Plan. *The Preferred Alternative seeks to implement the recommendations in the Physical Improvement Plan to the extent possible and feasible.*
BERC 1	Strongly concur with the statement by 1000 Friends of Wisconsin *Comment noted.*
BERC 2	Biggest concern is the lack of interest and planning for future mass transit. While conventional analysis says it will not relieve a significant amount of congestion at the time, there will come a point where we will have no alternative but to expand mass transit choices. *A key component of the project purpose and need is addressing US 151's role in the State Highway Plan, which requires addressing the highway component of US 151. WisDOT encourages the use of transit and supports both its study and implementation under separate studies and projects.*
BERC 4	We need to look towards the future instead of simply planning for today. Our growth and development have been so rapid that the expanded Beltline which was supposed to be sufficient through 2020 has already reached, in 2004, the anticipated level of traffic for 2020. Therefore we need better planning for mass transit such as rail from Verona to Madison or a more appealing bus system. *Comment noted.*
BERC 5	The process to determine the need for a roadway is flawed, despite following standard procedures. Local and regional traffic were given the same weight, so there is insufficient evidence to justify expansion to a freeway at this time. *The Preferred Alternative stages improvements. The full freeway conversion (Stage 3) will not occur until 20 to 30 years into the future, when greater need will exist.*
BERC 6	If car trips do justify the need and local and regional traffic is actually separated, then there should be no need for exits off the regional road to businesses. *The US 151 corridor serves both regional and local needs. WisDOT seeks to preserve the regional mobility while accommodating as much local access as possible. The Preferred Alternative provides a reasonable balance of addressing these two needs.*
BERC 7	There is no differentiation between types and severity of crashes, so even though it is probable that a majority of crashes occur at peak rush hour traffic, the idea is advanced that it is a dangerous roadway at all times of day. Is there some other way of addressing these peak hour crashes that a $135 million dollar investment? *See updated crash analysis. The Preferred Alternative has been staged so that infrastructure investments are distributed to match implementation with need.*
BERC 8	Concerned about the increased traffic, noise, and air quality issues for adjacent neighborhoods. *Comment noted. The improvements may reduce traffic congestion and noise and improve air quality.*

Commenting Agency and Comment No.	DEIS Comment and WisDOT Responses
BERC 9	Troubled by semantics of "no build" versus "expansion." Could we refer to it as a "staged" alternative? Why not try smaller improvements first (other interchanges, increasing connectivity) before jumping into a high price tag improvement? *Comment noted. The Preferred Alternative consists of three Staged improvements. The first Improvement, Stage 1, will occur in 2013/2014 and focus on the Verona Road/Beltline Interchange and Summit intersection; Stage 2 will focus on the Verona Road/CTH PD interchange; and Stage 3 will include the freeflow freeway.*
BERC 10	The Allied Drive neighborhood will be significantly impacted in a negative manner. Madison Metro said bus service will be affected for a very mass-transit dependent population. *Comment noted. WisDOT will work with Madison Metro to minimize impacts to the bus service routes.*
BERC 11	Allied Drive may also be affected because the City may hold off on certain investments it would otherwise make while it waits for the final Verona Road project. *Comment noted. WisDOT will work with the City of Madison to minimize impacts to the Allied Drive neighborhood.*
BERC 12	There does not seem to be any major initiative to help commuters from newer neighborhoods off Highway PD get through rush-hour traffic. We should be investigating other ways to help them, such as TDM, besides calling for a freeway. *Comment noted. See Section 2.1 for a complete list of Broad Transportation Strategies that were investigated.*
SECTION II–US 12/14 (BELTLINE) CORRIDOR	
FITCH 20	Supports Alternative B for safety and environmental benefits, as well as reducing the diversion of traffic through Fitchburg and Madison streets. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Corridor under a separate study.*
MAD 5	For recommendations MAD 26, MAD 28, MAD 29, MAD 30, MAD 31 and MAD 35, the City of Madison requests that a formal implementation agreement be entered into with WisDOT to ensure adequate implementation. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Corridor under a separate study.*
MAD 25	In support of Alternative A provided adequate right-of-way is maintained to accommodate future high capacity transit service along the corridor. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Corridor under a separate study.*
MAD 26, PLAN 23	The FEIS should include an acknowledgement that WisDOT will construct noise barriers between Verona Road and Mineral Point Road if requested by the City. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Corridor under a separate study.*
MAD 27, PLAN 24	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. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Corridor under a separate study.*

Commenting Agency and Comment No.	DEIS Comment and WisDOT Responses
MAD 28, PLAN 25	The FEIS should include a commitment to address aesthetic improvements along the US 12/14 corridor and include a high level of aesthetic treatment and context sensitive architectural design and landscaping. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Corridor under a separate study.*
MAD 34	WisDOT should evaluate the traffic impacts caused by the freeway alternative and the additional lanes proposed for the West Beltline, in particular, impacts on the Beltline and other roadways in the Mineral Point Road area. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Corridor under a separate study.*
MAD 35, MPO 5	WisDOT should expand the extent of its noise analysis and noise mitigation to include any proposed land additions, including auxiliary lanes (in particular, the Beltline between Old Sauk and Mineral Point Roads). *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Corridor under a separate study.*
PLAN 22, ENG 3, TRAF 2	In support of Alternative B because of the anticipated growth on Madison"s west side and the minor right-of-way impacts. Noise concerns and potential mitigation should be carefully reviewed. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Corridor under a separate study.*
DATCP 3, DATCP 7	The West Beltline capacity increase was not analyzed for secondary effects, though it should have been due to significant capacity increase. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Corridor under a separate study.*
DATCP 20	The potential for economic and property value growth in the US 12/14 corridor is likely to be at the expense of forgone growth and diminished property values elsewhere and is not documented in the DEIS. This redistributional effect of highways in shifting economic and housing property valuations is well documented. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Corridor under a separate study.*
DATCP 24	There are other options for limiting local traffic on the Beltline that were not addressed in the DEIS, such as lowering speed limits, greater speed limit enforcement, local toll systems, and closing interchanges. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Corridor under a separate study.*
DATCP 33	The No Build Alternative would set constraints on development and encourage alternatives to auto travel and using the Beltline for local trips. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Corridor under a separate study.*
DATCP 34	The Beltline"s excessive use for local trips has probably contributed to lower transit system use. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Corridor under a separate study.*

Commenting Agency and Comment No.	DEIS Comment and WisDOT Responses
DNR 5	Stormwater runoff to Lake Wingra, Lake Mendota, Curtis Pond (UW Arboretum), and Pheasant Branch Creek will be a concern, particularly with the additional 25 acres of impervious surface associated with Alternative B. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Corridor under a separate study.*
MPO 12	Current auxiliary lanes where there are short distances between interchanges help with traffic weaves from entering and exiting traffic. The proposed lanes from Gammon Road to Greenway Blvd are needed to address safety problems with weaving. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Corridor under a separate study.*
MPO 13	The existing ramp meters are working well. Installation of additional ramp meters will better manage traffic flow. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Corridor under a separate study.*
MPO 14	It is unclear whether capacity addition (Alternative B) will have the intended benefits. Recommend that WisDOT conduct a study to examine the downstream traffic impacts of this capacity expansion. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Corridor under a separate study.*
FOW 20, FOW 23	Does not support Alternative B. Capacity expansion on the Beltline will result in induced travel and sprawling land use development. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Corridor under a separate study.*
SECTION III–US 12/14 (BELTLINE) CROSSINGS	
MAD 5	For recommendations MAD 36, MAD 37, MAD 38, and MAD 39, the City of Madison requests that a formal implementation agreement be entered into with WisDOT to ensure adequate implementation. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*
MAD 29, PLAN 26	Additional crossings of the Beltline must be committed to as part of the FEIS and the Beltline itself will need to be fully utilized to accommodate metropolitan traffic. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*
MAD 30, MAD 38, PLAN 27, MPO 19	The FEIS should include a WisDOT commitment to participate in an area-wide long-range regional study of Beltline interchanges (particularly at Mineral Point) and major arterials and collectors to explore all options to meet the transportation needs of the area. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*
MAD 31, MPO 20	The Junction Road Bike/Pedestrian Overpass should be considered a part of this project versus a stand-alone enhancement project. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*

Commenting Agency and Comment No.	DEIS Comment and WisDOT Responses
MAD 36, PLAN 28, ENG 2, TRAF 3, TRAF 6, MPO 18	In support of the additional grade-separated crossings with the following priority: (1) East Watts Extension, (2) West Towne/Wal-Mart, (3) Grand Canyon, (4) D"Onofrio Drive. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*
MAD 37, PLAN 30	The FEIS should commit to undertake detailed follow-up studies, including evaluation of traffic impacts on local streets. The crossings should be prioritized for construction before the Verona Road interchange project and should be funded by WisDOT. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*
PLAN 32, TRAF 5	The Mineral Point Road interchange is anticipated to fail with the build out of al west side neighborhoods. The single-point conversion of this interchange will need to be revisited with the UW Research Park II Traffic Review Study. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*
MAD 39	The FEIS should acknowledge the impacts on the Madison Metro transit system (as outlined in their comments) and should commit to mitigating these impacts. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*
MAD 40	WisDOT should evaluate reconnecting Hammersley as an east-west connector, including an evaluation of all the impacts on the Southwest Bicycle Path. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*
PLAN 29, TRAF 7	For the Beltline Crossing alternatives, careful consideration needs to be given regarding the Watts/Gammon Road intersection and its ability to accommodate more redirected traffic. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*
PLAN 31, TRAF 4	The DEIS gives the impression that additional crossings are mutually exclusive from existing interchange improvements, but this should be clarified, as with the crossings, some of the interchanges will require expansion and can be easily modified to improve safety. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*
PLAN 33, METRO 5	The proposed Beltline interchange improvements 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. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*
PLAN 34, METRO 6	The proposed interchange improvements at Todd Drive would impact current bus stop locations and would require infrastructure upgrades to maintain or relocate bus stops. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*

Commenting Agency and Comment No.	DEIS Comment and WisDOT Responses
PLAN 35, METRO 7	Diamond/HOV lane facilities should be maintained or expanded to facilitate transit routing along major corridors such as Mineral Point and Gammon. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*
PLAN 36, METRO 8	The East Watts Extension would provide the greatest benefit to transit routing across the Beltline. The West Towne/Wal-Mart connection would provide some transit benefits. The D"Onofrio Drive crossing would also require a signal West Towne Way to be of any transit benefit. The Grand Canyon crossing would have little impact on transit routing. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*
ENG 13	Stormwater surcharge on Struck Street, as mentioned in Appendix E page 2-5, is actually the intended operational concept for drainage during extreme rainfall events. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*
ENG 14	Madison Engineering would be interested in exploring methods to clean and deepen the Odana Ponds (Appendix E, page 3-9). The UW Arboretum has requested that the City consider increasing the stormwater detention with the Odana Ponds to mitigate existing problems at the Arboretum. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*
MMSD 1	The East Watts Road Extension presents a concern in that traffic near Falk School would increase. The Falk School location needs to be carefully considered when finalizing plans. Increased traffic, specifically during arrival and departure raises important safety issues for students, families, and staff. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*
MID FD 1	Opposed to the closure of Seybold Road at Gammon Road as it will severely restrict the department"s response times to this roadway and building served by our agency. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*
MID FD 2	The Watts/Gammon intersection has become increasingly difficult to navigate due to large traffic volumes, subjecting us to a greater response time and needless accident potential. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*
MID 1, MID 4, MID 5	The Middleton Town Board is opposed to ending the access of Seybold Road to Gammon Road. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*
MID 2	At a minimum, right-in/right-out access should be maintained at Seybold Road. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*

Commenting Agency and Comment No.	DEIS Comment and WisDOT Responses
MID 3	The City of Madison will be working with the Town of Middleton to maintain the viability of businesses on Seybold Road. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*
DNR 6	Minimal stormwater impacts would be expected with the proposed Beltline crossings. DNR supports the additional 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. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*
MPO 15, MPO 16, MPO 17	Recognizes the importance of new Beltline crossings as they would (1) reduce Beltline interchange traffic, (2) improve interchange performance, (3) divert some future traffic to the crossings, (4) provide better connectivity between neighborhoods separated by the Beltline, (5) provide additional and more direct routes for ped/bike and transit, and (6) enhance the local street system by providing an east-west route parallel to the Beltline. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*
FOW 21, FOW 22	In support of additional connectivity over the Beltline. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*
BELL 1, GTNA 6, GTNA 14	Neighbors in the Greentree Neighborhood are concerned about increased pass-through traffic if the East Watts Road Extension is built. Concerned about the safety impacts for neighborhood children and all pedestrians. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*
BELL 2	The study team assured the committee that impacts to neighborhood traffic would be minimal. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*
BELL 3	The complete impact of increased pass-through traffic in the Greentree neighborhood has not been properly evaluated. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*
BELL 4	Further evaluation must be necessary to decide the final crossings. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*
BELL 5, BELL 6	Greentree neighbors feel their concerns have not been heard or addressed. Please schedule a public meeting on this prior to the end of the public comment period. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*

Commenting Agency and Comment No.	DEIS Comment and WisDOT Responses
BELL 7	Though the Greentree Neighborhood understands the need for the crossings, their concerns must be heard and efforts must be incorporated to minimize the impact to children near Falk School and neighborhood streets. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*
BELL 8, GTNA 17	There is also concern about effects to the Little League ballpark, the safety of its patrons, and the loss of greenspace. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*
GTNA 1, GTNA 10	The DEIS fails to fulfill the promise of "full description" and "full disclosure" and therefore is inadequate as both a public information document and a FHWA decision-making document. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*
GTNA 2	The DEIS does not adequately explain the role of the City of Madison in the study process involving city-controlled highways. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*
GTNA 3, GTNA 11	There is no specific proposed action with respect to the Beltline crossing alternatives, and the alternatives themselves are inadequately described to be able to support public evaluation. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*
GTNA 4, GTNA 12	The existing conditions use inadequate and outdated information. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*
GTNA 5, GTNA 13	The level of study of impact analysis is inconsistent with the scale of the project, therefore, the Beltline crossings seem more insignificant and have receive less than necessary detailed analysis. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*
GTNA 7, GTNA 15	Current traffic models do not reflect actual traffic patterns and volumes that will occur of the East Watts Extension is constructed. Request that a new, appropriately modeled traffic assessment for the Greentree Neighborhood be modeled as part of the DEIS. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*
GTNA 9	GTNA wants to be involved closely throughout the study process and will call on WisDOT and the City to commit to producing an adequate impact assessment of the Beltline crossings. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*
GTNA 16	The DEIS makes no provision for the impact on the Rayovac Conservancy area. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*

Commenting Agency and Comment No.	DEIS Comment and WisDOT Responses
GTNA 18	The DEIS traffic analysis should be redone with updated information (neighborhood streets, arterials and connectors from the Madison Area MPO, existing ADT and 2020 projections for all impacted roadway segments). *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*
GTNA 8, GTNA 19	GTNA appreciates the scheduling of a public informational meeting on September 22, 2004. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*
GTNA 20	GTNA wishes to see the minutes from this meeting as well as a WisDOT response to the issues raised at the meeting, incorporated into the DEIS. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*
WMLL 1	Concerned no notice or opportunity to comment was received about this project. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*
WMLL 2, WMLL 9, WMLL 10	Assume that the East Watts Extension would greatly increase Forward Drive traffic and probably involve widening the street and eliminating street parking. Would put children at play very close to a busy roadway. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*
WMLL 3	WMLL has only a very small parking lot and consequently relies on street parking and the use of the Rayovac parking lot. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*
WMLL 4	In increase in traffic would pose a serious safety threat for children arriving and departing the site. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*
WMLL 5	Widening Forward would also subtract from WMLL"s greenspace which is well used. It would reduce the size of the parking lot and probably result in the elimination of the batting cages. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*
WMLL 6, WMLL 11	The parents, coaches, and players of WMLL are very concerned. Eliminate the East Watts Extension from consideration. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*
WMLL 7	Keep WMLL informed with adequate opportunities to comment. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*

Commenting Agency and Comment No.	DEIS Comment and WisDOT Responses
WMLL 8	Both versions of the East Watts Extension place the intersection of Forward/Watts very near to our driveway. This is dangerous for the hundreds of children that come and go daily. *Comment noted. To more fully address these issues, WisDOT is investigating the US 12/14 (Beltline) Crossings under a separate study.*

5.5.4 LIST OF PROJECT MEETINGS

Following is a list of project meetings held to date with agencies, local governments, and the public during the past three years (2007-2010) of the US 18/151(Verona Road) study.

Date	Meeting	Purpose/Remarks
9/11/07	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.
9/20/07	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.
10/31/07	Meeting with US 151/Verona Road Technical Committee	Discuss the challenges, solutions, and alternatives for the US 151/Verona Road reconstruction.
11/26/07	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.

Date	Meeting	Purpose/Remarks
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 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.
11/18/08	Public Information Meeting	The purpose of the meeting was to update the community on the progress made since the last public information meeting in September 2007. The meeting showed the public models and exhibits of the planned improvements for the Verona road interchange, the Summit intersection, and pedestrian and local connections. Stage 1 of the project was the focal point of this public information meeting.
11/20/08	Meeting with Allied Drive Task Force	Discuss the recent 11/18/08 PIM and received suggestions on the upcoming 12/4/08 PIM.
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.

Date	Meeting	Purpose/Remarks
12/4/08	Public Information Meeting	The purpose of the meeting was to update the community on the progress made since the last public information meeting in September 2007. The meeting showed the public models and exhibits of the planned improvements for the Verona road interchange, the Summit intersection, and pedestrian and local connections. Stage 1 of the project was the focal point of this public information meeting.
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 their advertising signs.
2/12/09	Meeting with the US 18/151 (Verona Road) Technical Advisory Committee	Discussed bridge width decisions, frontage road options, Summit intersection modeling, Carling Drive, Ped/Bike accommodations, and capacity lane traveling south from Raymond Road to County 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.
7/1/09	NE/NW Quadrant Property Owner/Business Owners Meeting with WisDOT	Discussed potential impacts to properties and businesses from Stage 1 improvements.
9/28/09	Agency Meeting	NEPA/404 Coordination Point 9, presented Preferred Alternative and update on impacts.
11/18/09	Meeting with the US 151/Verona Road Policy/Advisory Committee	Discussed the Preferred Alternative and preliminary impacts, project schedule and public hearing.
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.
12/14/09	Madison Plan Commission Presentation	Provided an update on the project.
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.
1/28/10	Allied Task Force Meeting	Provided an updated to the Allied Task Force Committee at their monthly meeting.
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.
2/10/10	Madison Parks Board	Discussed mitigation options for Britta Park
4/14/10	Madison Parks Board	Discussed mitigation options for Britta Park

Date	Meeting	Purpose/Remarks
10/21/10	Madison Joint Committees	Discussed SDEIS Contents
11/1/10	Madison Area MPO	Discussed SDEIS Contents
11/16/10	Fitchburg Planning Commission	Discussed SDEIS Comment
12/9/10	Madison LRTPC	SDEIS Content
12/14/10	Madison Common Council	Forwarded official City comments
02/10/11	Meeting with the US 151/Verona Road Policy/Advisory Committee	Discussed design refinements made since the SDEIS.

5.5.5 AGENCY COMMENT LETTERS RECEIVED IN SDEIS DEVELOPMENT AND RESPONSES

Comments contained in the following are from letters from local, state, and federal agencies during the comment period on the SAFETEA-LU process. Comments within the table have been paraphrased.

For specific comments, see copies of comment letters in Appendix F of this document.

Comments are categorized by the following identifiers:

Fitch 12/4/08 Letter from the *City of Fitchburg*

DNR 11/20/09 Letter from Wisconsin Department of Natural Resources

PARK 10/30/09 Letter from City of Madison Parks Division.

Commenting Agency	SDEIS Preparation Comment and WisDOT Responses
Fitch 1	We would ask that WisDOT continue to work with the affected business and residents in our city that are impacted by this project. *WisDOT will continue to work with the City of Fitchburg's residents and businesses through public meetings and will provide ample construction updates.*
Fitch 2	The Military Ridge Trail crossing on County "PD" (McKee Road) east of Verona Road is a concern. This crossing will be impacted by the potential interchange. *WisDOT will work with the City of Fitchburg and WisDNR to provide a safe crossing. When the Cannonball Trail is opened, planned for 2012, WisDOT will evaluate path usage and determine whether a grade separated crossing is warranted as part of Stage 2 construction.*
Fitch 3	Also the bike and pedestrian movement across Verona Road at McKee Road will need to be considered in the interchange design. *WisDOT will provide accommodations for pedestrian and bike movements through and across the interchange. These accommodations will be more fully evaluated during the design phase of Stage 2.*
DNR 1	The Nine Springs Drainage Basin is part of the larger Rock River Watershed. In 2010, a Total Maximum Daily Load (TMDL) regulations for the Rock River Basin is expected to be made available to the public for comment. *This potential new administrative rule will be noted in the document. When the TMDLs have been issued, WisDOT will coordinate with WDNR regarding the applicability of the standards to this project.*

Commenting Agency	SDEIS Preparation Comment and WisDOT Responses
DNR 2	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 expected to apply to this project covered under Chapter Trans 401 as well. *WisDOT will follow Administrative Code and the DNR/DOT Cooperative Agreement. When the TMDLs have been issued, WisDOT will coordinate with WDNR regarding the applicability of the standards to this project.*
DNR 3	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. *WisDOT will maintain existing drainage patterns. Preliminary flow volumes have been estimated and are incorporated in this document. Final flow patterns, volumes, and TSS reduction needs will be modeled during the design phase for Stages 1 and 3.*
DNR 4	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. *A wetland delineation will be completed during final design for the location of the wet pond adjacent to Dunn's Marsh for both Stage 1 and Stage 3.*
DNR 5	Due to the 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 preliminary design has identified several opportunities for stormwater management, both on and off of existing right-of-way. They are discussed briefly in the SDEIS and will be fully evaluated during the final design phase for all three Stages. WisDOT will manage storm water runoff from the project to the extent practicable.*
DNR 6	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 UW 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. *Wisconsin Administrative Code Trans 401 regulates how transportation projects address stormwater runoff. While increases in impervious area influence the amount and quality of stormwater, the regulations focus on water quality and discharge quantity. WisDOT will investigate the possibility of cost sharing with the UW, City of Madison, and City of Fitchburg for storm water treatment over and above regulatory requirements, yet mitigation strictly for increases of impervious area is not required.*
DNR 7	Opportunities to infiltrate storm water higher up in the watershed should be given priority over the Jamestown/Quarry Ridge Site; or consider expanding the facility on-site, increasing capacity and infiltrating potential. *During the design of Stage 2, WisDOT will investigate the possibility of increasing the size of a stormwater management area within existing right-of-way west of Verona Road and south of County PD as an alternative to the Quarry Ridge pond site.*

Commenting Agency	SDEIS Preparation Comment and WisDOT Responses
DNR 8	When considering the impacts for Stage 1 and 3 on Dunn's Marsh, FHWA has indicated that "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. *This SDEIS describes the stormwater effects of Stages 1, 2, and 3. During design of Stage 1, WisDOT will interact with the City of Madison and the City of Fitchburg on how to best address not only the stormwater management needs of the transportation project, but also how to address the City's need to reduce TSS for this sub-basin. It is anticipated that this interaction will address multiple stormwater management needs and goals for the area.*
DNR 9	The opportunity may exist for a new storm water facility in the location of the current weigh station near the intersection of County PD. We would like to see this option explored within Section 13-Storm water Impacts. *The use of the weigh station for stormwater management is being investigated and balanced with the highway patrol's need for a weigh station. Other, alternate sites are also being explored, as described in the SDEIS.*
DNR 10	Stage 2 will involve relocation of a portion of the Military Ridge Trail near the weigh station and County PD Intersection. The current proposal involves re-routing the trail down a section of County PD and north up Commerce Drive before rejoining Cannonball Trail. We do not believe this is the best solution for the trail. The concerns include trail user/vehicle collisions, the amount of time it would take to cross County PD and the indirectness of the proposed route. *The alternative referenced above has been modified to avoid any Section 6(f) impacts. The Military Ridge Trail will be reconstructed within the existing Verona Road right-of-way and cross at-grade at the signalized County PD interchange ramps. If requested by WDNR and NPS and approved by the City of Fitchburg, WisDOT is also willing to accommodate a rerouting of the trail to the east, to share a County PD crossing with the proposed Cannonball Trail. At-grade plans for this crossing consist of a mid-block crossing with special median treatments that provide refuge to pedestrians and cyclist plus a connection to the adjacent, signalized Commerce Drive intersection.*
DNR 11	The number of users is growing every year. We believe this information supports placing an overpass at the County 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. *When the Cannonball Trail is opened, planned for 2012, WisDOT will evaluate path usage and determine whether a grade separated crossing is warranted as part of Stage 2 construction. If this is recommended, it would also carry the MRT if it is requested and approved per response 10.*
DNR 12	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. *TSS modeling and final stormwater basin sizing will not be performed until final design. WisDOT will comply with Wisconsin Administrative Code Trans 401. TSS will be removed to the maximum extent practicable and coordination with WDNR will continue through the process.*

Commenting Agency	SDEIS Preparation Comment and WisDOT Responses
DNR 13	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. *As mentioned, Stage 2 has been modified to avoid any Section 6(f) impacts. The Military Ridge Trail will be reconstructed within the existing Verona Road right-of-way and cross at the County PD interchange ramps. WisDOT is also willing to accommodate a rerouting of the trail to the east, where it would share a County PD crossing with the proposed Cannonball Trail.*
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. *Comment Noted.*
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 traffic way. *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 Noted. WisDOT presented to the Parks Commission February 10, 2010, and is planning more presentations in the spring of 2010. 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 Noted.*
Park 5	With the Dunn's Marsh neighborhood deficient in „Neighborhood" park facilities (Marlborough Park is an Area Park located a 1/4 mile away and Belmar Park is a City of Fitchburg Park located more than a 1/2 mile away), some neighborhood park amenities such as 3/4-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 Noted. 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.*

Commenting Agency	SDEIS Preparation Comment and WisDOT Responses
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. *As a Section 4(f) mitigation measure for the park, WisDOT will coordinate improvement with the City of Madison Parks Division and how these measures are implemented, either through the Verona Road project or through a separate City of Madison project.*

5.6 SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT COMMENTS AND RESPONSES

Summarize comments from previous environmental documents and provide a brief response

5.6.1 INTRODUCTION

A Supplemental Draft Environmental Impact Statement (SDEIS) was released for this project In August of 2010. It described essentially the same Preferred Alternative that is contained in this FEIS, except without the refinements made in response to the comments received during the availability period.

5.6.2 GENERAL

Comments contained in the following are from letters and resolutions from municipal governments and related agencies, federal and state agencies, elected officials, and general comments received during the comment period on the SDEIS. Comments within the table have been paraphrased.

For specific comments, see copies of comment letters and resolutions in Appendix F of this document.

Comments are categorized by the following identifiers:

SD PBPN 11/02/10 Email from *Prairie Band Potawatomi Nation*, on behalf of Chairman Steve Ortiz, the National Historic Preservation Act (NHPA).

SD USEPA 10/20/10 Letter from *U.S. Environmental Protection Agency.*

SD DOI 10/25/10 Letter from *U.S. Department of Interior.*

SD WDNR 12/28/10 Letter from *Wisconsin Department of Natural Resources.*

SD ARB 12/16/10 Letter from *University of Wisconsin - Madison, Arboretum.*

SD MAD 12/14/10 Substitute Resolution (20239) "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." by *City of Madison Common Council.*

WisDOT Project I.D. 1206-07-03, SPES-F NH 04 U.S. Highway 18/151 Verona Road/Beltline: City of Madison Comments.

SD FITCH 09/28/10 Resolution (R-95-10) "Endorsing Submittal of Comments for the Supplemental Draft Environmental Impact Statement for Verona Road Improvements" *by City of Fitchburg Common Council.*

SD DANE 12/16/10 Resolution (RES. 191, 10-11) "Urging the Wisconsin Department of Transportation to Address Impacts of Verona Road Plan."

SD GEN General Comments Received (Comments from the public and nongovernmental organizations).

Table 5.6.3 summarizes the comments by category and frequency and refers the reader to Table 5.6.4 for a response. Table 5.6.4 provides a more complete summary of the comment and then provides a response.

5.6.3 SDEIS Comment Table Tabulated By Subject

The following table summarizes the comments received during the SDEIS comment period by topic and group and shows the frequency of the comment. Additionally, the far right column of the table indexes the comment to the Agency Comments and Responses contained in Section 5.6.4.

SDEIS Public Comment Summary - US 18/151 (Verona Road) SDEIS Public Comments and WisDOT Responses							
Subject	**Comment**	Total	Written Comments	10/13/10 Public Testimony at Hearing	Governmental Agency	Non-Governmental Organizations	WisDOT Response Location
Overall Project	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.	1			1		SD MAD 7
Overall Project	Supports the project.	9	2	2	5		SD USEPA 1
Overall Project	Opposed to the project.	89	88	1			SD GEN 107
Overall Project	Opposed to the project because it will not be safe.	91	91				SD GEN 108
Overall Project	Recommend (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.	1			1		SD USEPA 2
Overall Project	WisDOT should develop and implement strategies to eliminate the perceived need for future phases of this project.	1	1				SD GEN 109
Overall Project	Feels the WisDOT process is not clear.	1		1			SD GEN 110
Overall Project	Feels the existing corridor is dangerous.	1	1				SD GEN 111
Overall Project	Need to take all of the residents who will stay in the neighborhood, children and elderly, into account.	2	2				SD GEN 16
Overall Project	WisDOT needs to ameliorate uncertainty.	1		1			SD GEN 110
Overall Project	Project ultimately needs to provide support to meet needs and wants of individual people, but most essentially at a scale perceived from the perspective of a human person's respiration and pace.	1	1				SD MAD 3 & SD GEN 69 & 72
Overall Project	Delay of 100 seconds during peak-hour time is not a valid reason for the project. People should leave 100 seconds earlier or move closer to work.	1	1				SD GEN 50 & 72
Overall Project	WisDOT planning and projects need to transition this corridor from being part of a statewide highway backbone system to a local road system and regional mass transit system.	7	6			1	SD GEN 19
Overall Project	In favor of keeping greenspace to help in reducing negative environmental impacts on the neighborhood.	1	1				SD MAD 25
Overall Project	How wide will the highways eventually be? It looks like WisDOT is planning for a Chicago-like highway scape of 8, 10, 12, or 16 lanes, which suggests a disregard for people who live near the highway and a cavalier attitude that neighborhoods (especially those that are not well off) are expendable to serve the unabashed growth of car and semi truck use.	8	7			1	SD GEN 22

SDEIS Public Comment Summary - US 18/151 (Verona Road) SDEIS Public Comments and WisDOT Responses							
Subject	**Comment**	Total	Written Comments	10/13/10 Public Testimony at Hearing	Governmental Agency	Non-Governmental Organizations	WisDOT Response Location
4(f)	The Department would likely concur with 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 (4f) property.	1			1		SD DOI 1
Air	Not addressing ozone because the count is not designated as "non-attainment or maintenance for ozone" is an inappropriate reason.	2	1			1	SD GEN 75, SD MAD 35
Air	Key air pollutants are ignored and/or inappropriately discounted in the SDEIS.	1	1				SD MAD 35
Air	Concerned about air pollution and the potential increase of fine particulates.	2		2			SD MAD 35
Air	The SDEIS only mentions carbon monoxide, not fine particulate matter.	2	1			1	SD GEN 74, SD MAD 35
Air	MSAT (Mobile Source Air Toxins) should be measured and continuously monitored with an air monitoring station in the neighborhood.	15	8	2	2	3	SD GEN 44, SD GEN 76 & 87
Air	PM 2.5 should be monitored now and ongoing (real-time if possible) as these projects progress.	1	1			1	SD GEN 80, SD MAD 35
Air	Particulate matter needs to be lessened by diverting trucks.	6	6				SD GEN 11, 78, & 94
Air	The SDEIS states that Dane County is in attainment; however, expanding roads within the county and attracting more traffic will only increase levels of PM 2.5 pushing Dane County to nonattainment.	2	1			1	SD GEN 78, SD MAD 35
Air	Air pollutants emitted from the increased traffic in this area from the road expansions proposed in this project will add significantly to the overall air pollution in Dane County and the region for decades to come.	2	1			1	SD GEN 82, SD MAD 35
Air	Neighborhood risk for asthma will increase with the project and WisDOT has no plans for measuring pollution components prior to or after construction.	1		1			SD GEN 16
Air	"Diesel Emissions Reductions During Construction" are air quality mitigation measures for construction that should be considered by WisDOT to the maximum extent possible.	1			1		SD USEPA 5
Air	The contaminants emitted in TRAP will also contribute significantly to climate change because the expanded highways will lead to more driving and traffic.	2	1			1	SD GEN 81, SD MAD 35
Air	The ever-changing attainment/nonattainment classification as a criteria for whether or not this pollutant needs to be addressed by DOT is unethical in that it is not based on protecting public health.	2	1			1	SD GEN 79, SD MAD 35
Air	SDEIS fails to address human health and air quality impacts.	3	2			1	SD GEN 69
Air	Project will worsen air quality and cause more lung disease.	2	1	1			SD GEN 16
Air	The negative health impacts from the air and noise pollution will be borne by low-income residents and communities of color that are already at high risk for respirator, cardiac, and other diseases.	7	4	1		2	SD GEN 73, SD GEN 24

SDEIS Public Comment Summary - US 18/151 (Verona Road) SDEIS Public Comments and WisDOT Responses							
Subject	**Comment**	Total	Written Comments	10/13/10 Public Testimony at Hearing	Governmental Agency	Non-Governmental Organizations	WisDOT Response Location
Air	WisDOT has already discounted requested air monitoring and health impact studies	2	1			1	SD GEN 84, SD MAD 35
Air	Even if MSATs do decrease over time, this does not ameliorate the increased MSAT exposures in this neighborhood and especially among those right next to the roads.	3	1			2	SD GEN 77, SD MAD 35
Atticus Way	Concerned about the frontage road between Walgreens and Avalon Village, dangerous for children.	21	15	5		1	SD GEN 49
Atticus Way	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.	1			1		SD MAD 9
Backbone Route	The designation of Verona Road as a backbone route is inappropriate and should be reconsidered.	7	4	1		2	SD GEN 23
Beltline	The Beltline should be expanded to four lanes each way, east of Verona Road.	1	1				SD GEN 96
Beltline	The Beltline should be expanded to three lanes each way, west of Verona Road.	1	1				SD GEN 96
Beltline	Concerned traffic will have to merge getting onto the eastbound beltline with the third lane added from Whitney Way, unlike today. This will cause more congestion.	2	1	1			SD GEN 97
Beltline	The elimination of the Seminole Highway ramps should be reevaluated as part of the Stage 3 planning process, particularly the effect on other City intersections. The DMNA/ADMNA has stated closing the ramps would represent a hardship to the community.	2			1	1	SD GEN 60, SD MAD 48
Bike/Ped	Too many bike path crossings on CTH PD.	1		1			SD GEN 2
Bike/Ped	From Figure 2.5-18, the extension of Carling Drive to Allied Drive appears to remove the existing pedestrian connection from Carling Drive to the Raymond Road intersection. This connection must be maintained along with the existing intrablock pedestrian connection from the bike path to Allied Drive.	1			1		SD MAD 16
Bike/Ped	Grade-separated crossing near the Beltline across Verona Road.	1	1				SD MAD 12
Bike/Ped	Bike lanes and sidewalks could be added to the neighborhood regardless of the project.	8	6	1		1	SD GEN 41
Bike/Ped	Unreasonable to expect everyone in the neighborhood to cross Verona road at Summit, the proposed design is indirect and a longer route.	7	6			1	SD GEN 39
Bike/Ped	Pedestrian and bike facilities are very important.	4	3			1	SD GEN 89
Bike/Ped	Bike and walking paths are great, but expose people to more pollution.	2	1			1	SD GEN 83

SDEIS Public Comment Summary - US 18/151 (Verona Road) SDEIS Public Comments and WisDOT Responses							
Subject	**Comment**	Total	Written Comments	10/13/10 Public Testimony at Hearing	Governmental Agency	Non-Governmental Organizations	WisDOT Response Location
Bike/Ped	WisDOT needs to work with the City of Madison and City of Fitchburg on the design of facilities to ensure traffic and pedestrian safety are not compromised.	4	1		3		SD MAD 12, SD MAD 13
Bike/Ped	Pedestrian and bicyclist lanes, crossings, refuge islands, etc. should be visible from all directions.	1	1				SD MAD 12
Bike/Ped	It is unreasonable to expect pedestrians and bikers to cross 18 lanes to access the west side of Verona Road. Unreasonable waiting time, distance to cross, number of lanes to pay attention to, unsafe.	7	6			1	SD GEN 38
Bike/Ped	Pedestrian accidents at Raymond Road are not the fault of highway design.	1	1				SD GEN 98
Bike/Ped	Supports the accommodation of bicycle lanes along all frontage roads and neighborhood roads.	2			2		SD MAD 12
Bike/Ped	The radii on any bike/ped bridge approaches should be a minimum of 50 feet, which allows for an operational speed of about 15 mph. This is similar to the existing overpass at Hammersley Road.	1				1	SD GEN 4
Bike/Ped	Keep the existing Military Ridge Trail crossing of CTH PD and the Verona Road Frontage path connection because this is the most direct connection to CTH PD west and to the frontage road.	1				1	SD GEN 2
Bike/Ped	Opposed to rebuilding the pedestrian overpass at Whenona Drive .	7	6			1	SD GEN 40
Bike/Ped	A pedestrian-bike bridge should be built across Verona Road just south of the Beltline.	9	7		1	1	SD GEN 38
Bike/Ped	Prior to the CTH PD improvements, WisDOT should implement a grade-separated crossing of McKee Road for the Badger State Trail, located approximately 2000 feet east of Verona Road.	1			1		SD FITCH 3
Bike/Ped	A grade-separated crossing of McKee Road, built in conjunction with the McKee Road interchange, shall be provided for the Cannonball Trail, located approximately 500 feet east of Verona Road.	3			3		SD FITCH 3
Bike/Ped	Recommend in the design of the McKee Road interchange to investigate a grade-separated bicycle and pedestrian crossing of Verona Road south of McKee Road that would connect the Military Ridge Trail to Nesbitt Road.	1			1		SD FITCH 6
Bike/Ped	Pedestrian-bicycle overpass must have connections to paths (on both sides of the freeway) and destinations for walkers and bicycles.	1	1				SD MAD 12 & 13
Bike/Ped	Keep the down time for the pedestrian overpass to a minimum.	1	1				SD GEN 99
Bike/Ped	The SDEIS states that WisDOT will evaluate path usage and determine if a grade-separated crossing is warranted. Please keep the WDNR informed regarding this effort.	1			1		SD WDNR 16
Bike/Ped	The City supports the grade separation proposed in Stage 3 for the Southwest Bicycle Path at Raymond Road. However, given the height of the bridge, it must be designed to reduce cyclist and pedestrian discomfort.	1			1		SD MAD 47

SDEIS Public Comment Summary - US 18/151 (Verona Road) SDEIS Public Comments and WisDOT Responses							
Subject	**Comment**	Total	Written Comments	10/13/10 Public Testimony at Hearing	Governmental Agency	Non-Governmental Organizations	WisDOT Response Location
Bike/Ped	Place a protective barrier between the Beltline and bike path along the Beltline from Pontiac Trail to the Southwest Commuter Path.	1	1				SD GEN 100
Bike/Ped	All signals provided to include pedestrian actuator buttons and crosswalks to be clearly visible to motor vehicles.	1	1				SD GEN 3
Britta Park	Even though the Park Commissioners do not prefer the loss of parkland in Stage 3, they do not support the alternatives rerouting the frontage road onto Britta Drive or discontinuing the frontage road. The Park's Commission asks that the need for Stage 3 be reevaluated prior to its implementation.	1			1		SD MAD 55
Britta Park	In addition to paying fair market value for land and seeking replacement parkland opportunities, adding recreational facilities to DeVolis Park to mitigate impacts is requested. This will require community input that will be obtained and evaluated closer to the implementation of Stage 3.	1			1		SD MAD 56
Businesses	The loss of businesses and residence will weaken the neighborhood.	2		1		1	SD GEN 20
Businesses	The businesses relocated in the corridor will most likely not relocate to another location within the neighborhood.	1				1	SD GEN 17
Cannonball Trail	Concerned about rerouting the Cannonball path alongside property with a possible overpass.	2		2			SD WDNR 15
Cannonball Trail	Prefers for Cannonball crossing of CTH PD to remain at grade.	2	2				SD WDNR 15
Carling Drive/Freeport Connection	Carling Drive should align with Thurston Lane.	1	1				SD MAD 15
Carling Drive/Freeport Connection	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 to accommodate transit, pedestrians, and cyclists. The City acknowledges this crossing may be necessary during Stage 1 construction.	1			1		SD MAD 15
Carling Drive/Freeport Connection	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 to accommodate transit, pedestrians, and cyclists. The City acknowledges this crossing may be necessary during Stage 1 construction.	1			1		SD MAD 15
Carling Drive/Freeport Connection	Opposed to Freeport Connection.	11	9			2	SD GEN 54 & 61
Carling Drive/Freeport Connection	Opposed to the Carling Drive connection.	6	6				SD MAD 16
Carling Drive/Freeport Connection	Supports the Carling Drive extension.	1				1	SD GEN 53

SDEIS Public Comment Summary - US 18/151 (Verona Road) SDEIS Public Comments and WisDOT Responses							
Subject	**Comment**	Total	Written Comments	10/13/10 Public Testimony at Hearing	Governmental Agency	Non-Governmental Organizations	WisDOT Response Location
Carling Drive/Freeport Connection	Supports the Freeport connection.	1	1				SD GEN 61
Carling Drive/Freeport Connection	The connection will degrade the biker's experience.	7	6			1	SD GEN 1
Carling Drive/Freeport Connection	Because the City of Madison is investing in the Allied Drive Neighborhood, we feel the connection is not necessary to aide in the improvement of the neighborhood and that it be eliminated from the project.	1				1	SD GEN 61, 64, & 67
Carling Drive/Freeport Connection	The Orchard Ridge neighborhood is making strides in reducing crime and involving the community. We feel the Freeport connection will be counterproductive to the positive gains we are making and further exacerbate the problems along Freeport Road and the bike path.	1				1	SD GEN 65
Carling Drive/Freeport Connection	If the connection is made, the plans must include substantial lighting along the Southwest Commuter Path to allow for increased and improved policing. We also request a camera surveillance to monitor the safety of the public in this area.	1				1	SD GEN 66
Carling Drive/Freeport Connection	The "Carling-Freeport Road Connection" should be eliminated entirely, or at a minimum, it should be deferred until the City's projects in Allied Drive result in a measurable reduction of police calls.	1				1	SD GEN 51
Congestion	SDEIS fails to address and evaluate option of changing congestion standards and directions on energy conservation.	1	1				SD MAD 37
Congestion	Project will increase congestion.	2		2			SD MAD 35 & 37
Connections	Opposed to new streets and connections to the Allied neighborhood.	8	6	1		1	SD GEN 33
Connections	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.	1			1		SD MAD 54
Connectivity	Supports the need for connectivity among transit and nonmotorized 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 the FEIS.	2			1	1	SD GEN 55
Construction	Need more details on the detours due to construction; this problem should be addressed now. WisDOT should implement traffic mitigation measures, to minimize the amount of traffic that cuts through neighborhoods, but during and after construction.	2		1	1		SD MAD 33
Construction	There are construction time details missing from the SDEIS, insufficient planning.	2	2				SD MAD 33
Construction	Rejects any massive, lengthy 24-hour construction activities near major neighborhoods.	1	1				SD MAD 33

SDEIS Public Comment Summary - US 18/151 (Verona Road) SDEIS Public Comments and WisDOT Responses							
Subject	**Comment**	Total	Written Comments	10/13/10 Public Testimony at Hearing	Governmental Agency	Non-Governmental Organizations	WisDOT Response Location
Construction	Delay the construction of the project by 2 to 3 years. This will give the housing crisis more time to cool off and address the unresolved issues.	1	1				SD GEN 101
Construction	Concerned about crime increasing during construction and feels WisDOT has not addressed this issue at all with the Madison Police Department.	1	1				Section 4.6
Construction	Prior to the CTH PD improvements, WisDOT should implement a traffic signal on McKee Road at the Osmundsen Road intersection.	1			1		SD FITCH 4/5
Construction	Prior to the CTH PD improvements, WisDOT should implement modifications to the traffic signal on McKee Road at the Richardson Street/Longford Terrace intersection to accommodate protected/permissive left-turn movements off McKee Road.	1			1		SD FITCH 4/5
Corridors 2020	Rejects the use of the Wisconsin 2020 Corridors initiative as any motivation for this project and would prefer this be removed from all public documents that market the project.	1	1				SD GEN 23
Cost	The proposed project cost is too high.	3	3				SD GEN 102
Cost	The cost per trip differs in the document.	1	1				SD GEN 103
Cost	Find more affordable ways to modify plans.	1	1				SD GEN 104
Delay	A 100-second delay does not matter and should not be worth so much consideration and discourse and should not be a reason for the project need.	1	1				SD GEN 46
Destination	The project only accommodates local and long distance travelers getting onto the Beltline.	1		1			SD GEN 42
Destination	WisDOT needs to complete a truck destination study to determine traffic diverted with a South Reliever.	7	2	4		1	SD GEN 42
Dorn Hardware Access	Dorn–concerned about getting semis off the Beltline and to Dorn Hardware with the driveway being closed on the on-ramp.	1		1			SD MAD 22
Dorn Hardware Access	WisDOT should work with the City to identify access and driveway impacts to the Dorn Hardware/Strip mall from Midvale Blvd. and Hammersley Road to meet safety and access needs and to conduct detailed traffic operations planning for the Nakoma Road/Midvale Blvd. area since it may have increased traffic from the elimination of the westbound on-ramp driveway.	1			1		SD MAD 22
Economy	Feels businesses and homes should be protected during these uncertain economic times.	2		2			SD GEN 2
Environment	Wants a study on underground possibilities to mitigate environmental dangers.	1		1			SD MAD 31
Environmental Justice	Feels the project is environmental racism.	3	2	1			SD GEN 23, SD MAD 3
Environmental Justice	Concerned this project unfairly impacts low-income residents and minority residents.	84	78	5	1		SD MAD 3

SDEIS Public Comment Summary - US 18/151 (Verona Road) SDEIS Public Comments and WisDOT Responses							
Subject	**Comment**	Total	Written Comments	10/13/10 Public Testimony at Hearing	Governmental Agency	Non-Governmental Organizations	WisDOT Response Location
Environmental Justice	Need to examine the human cost of exposing vulnerable people.	2		2			SD MAD 3
Environmental Justice	Stage 2 is not addressed for environmental justice.	1	1				SD GEN 105
Environmental Justice	It is wrong to expose larger percentages of vulnerable people to these risks caused by air and noise pollution when its can be avoided.	7	6			1	SD GEN 14
Environmental Justice	Using Verona Road as a state highway backbone compounds existing environmental justice issues that the WisDOT admits in their SDEIS that it cannot mitigate.	1	1				SD GEN 23
Environmental Justice	SDEIS downplays and/or ignores critical public and environmental health risks resulting from this project, which violates the DOT's mandate under Executive Order 12898 to make decisions that do not have adverse environmental health impacts to minorities and lower income communities.	2	1			1	SD GEN 72
Environmental Justice	Dunn's Marsh Neighborhood/Allied-Dunn's Marsh Neighborhood residents are subjected to a higher dose of MSAT emissions.	7	7				SD GEN 44
Frontage Roads	All frontage roads should have sidewalk connections to all bus stops. 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.	2			1	1	SD MAD 38
Health	The City urges WisDOT 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.	1			1		SD MAD 37
Health	WisDOT should initiate and gather resources, working with public health agencies, to do a health impact study, in collaboration with members of the affected neighborhoods.	2	1			1	SD GEN 91
Health	Minimize negative health impacts on the neighborhood to the fullest extent possible in all of the planned projects.	2	1			1	SD GEN 92
Health	WisDOT should work with Public Health Madison Dane County (PHMDC) and the Wisconsin Department of Health Services to compile existing and gather needed health data for the neighborhood, particularly on diseases and conditions related to air pollution and noise.	2	1			1	SD GEN 90
Health	Concerned project will adversely affect the health of the community.	8	2	6			SD MAD 3
Health	The health of this neighborhood is not a priority for WisDOT.	2	1			1	SD GEN 86
Housing	It is unfair to deal with both a historic housing bust and the impact of this impending construction project simultaneously.	1	1				SD MAD 3
Impacts	Expansion of the traffic facilities gets too close to neighborhood homes and reduces community connectivity.	78	78				SD MAD 7, SD MAD 11
Jobs	Would like the project to provide jobs for the community.	2		2			SD GEN 106

SDEIS Public Comment Summary - US 18/151 (Verona Road) SDEIS Public Comments and WisDOT Responses							
Subject	**Comment**	Total	Written Comments	10/13/10 Public Testimony at Hearing	Governmental Agency	Non-Governmental Organizations	WisDOT Response Location
Jug-Handle	Concerned lighting in the jug-handle underpass will not be sufficient and there will be a problem with graffiti; detailed plans will need to be provided.	8	6		1	1	SD GEN 51
Jug-Handle	May cause some people to cut through the neighborhood to use Seminole Highway.	6	6				SD MAD 33
Jug-Handle	The jug-handle requires more lights than what exists today and will take more time to cross.	7	6			1	SD GEN 50
Jug-Handle	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.	7	6		1		SD MAD 8
Jug-Handle	The added distance, circular and indirect routes, and additional stopping points related to the jug-handle crossing may result in a slower crossing time included for police and emergency vehicles.	1				1	SD GEN 9
Landscaping/Aesthetic features	Trees and shrubs are important to the neighborhood.	8	6		1	1	SD GEN 52
Landscaping/Aesthetic features	The City appreciates WisDOT's commitment to providing aesthetic treatments throughout the project area, including vegetation, green space, and architectural treatments. All fencing must be of high aesthetic quality and adequately screened.	1			1		SD MAD 25
Landscaping/Aesthetic features	Recommends WisDOT hire an architect and landscape architect, include a public artist and consult with affected neighborhood associations as part of this design process.	1			1		SD MAD 25
Landscaping/Aesthetic features	The City proposes that a formal agreement between WisDOT and the City of Madison be developed 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.	1			1		SD MAD 27
Lighting	Better lighting on Britta Parkway is needed.	1		1			SD MAD 21
Mass Transit	Supports more mass transit, such as bus and light rail, and bike access.	15	10	2	1	2	SD GEN 94
Mass Transit	Investing $502 into Madison Metro and a light rail would dramatically reduce traffic volumes.	1	1				SD GEN 55
Mass Transit	Section 2-1, WisDOT should include some mention of the creation of the Regional Transit Authority under the list of coordinating agencies, alternatives, and broad transportation strategies.	1			1		SD MAD 39
Metro	Reevaluate the Metro routes listed in the SDEIS since some have recently changed. Referring to pages 4-79, 4-80, Figure B.2-3 and B.2-5, there is an inaccurate portrayal of Routes 18 using the Midvale Beltline pattern and Route 56.	1			1		SD MAD 41
Midvale/ Nakoma Intersection	Improve the Midvale/Nakoma intersection before the SPUI is constructed.	1	1				SD MAD 23

SDEIS Public Comment Summary - US 18/151 (Verona Road) SDEIS Public Comments and WisDOT Responses							
Subject	**Comment**	Total	Written Comments	10/13/10 Public Testimony at Hearing	Governmental Agency	Non-Governmental Organizations	WisDOT Response Location
Neighborhood	Project will be a danger to the community.	2	1	1			SD MAD 7
Neighborhood	The project is destructive to the neighborhood and impacts are disproportionally high.	7	3	4			SD MAD 3
Neighborhood	If the project was impacting a more upscale neighborhood, the highway expansion probably wouldn't be considered, and if it was proposed, the community's perspectives and questions would be much more respected.	3	1			2	SD GEN 68 & 71
Neighborhood	Residents will not speak at the hearings because they feel helpless and fearful and this is the reason the project impacts the Allied-Dunn's marsh neighborhood.	2	1	1			SD MAD 5, SD GEN 70, SD GEN 71
Neighborhood	The staging of the projects will weaken the neighborhood creating even more challenges to preventing additional destructive freeway solutions.	7	6			1	SD GEN 20
Neighborhood	WisDOT's efforts seem contrary to the recent efforts of the City of Madison to rejuvenate the Allied Drive part of the neighborhood.	6	6				SD MAD 13
Neighborhood	City of Madison and WisDOT were more concerned about the Allied Drive Neighborhood and neglected to address the impacts of their proposals on other neighborhoods.	2				2	SD GEN 61 & 63
Neighborhood	Neighborhood connectivity needs to be the greatest priority.	2	2				SD MAD 7
Neighborhood	Does not feel the neighborhood is isolated.	8	6	1		1	SD GEN 43
Neighborhood	The project may accentuate problem issues by further isolating this community that has already limited transportation and high crime rates.	78	78				SD MAD & SD GEN 43
Neighborhood	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.	1			1		SD GEN 43
Noise	Concerned about noise during construction.	1		1			Section 4.8-N
Noise	Concerned about the high noise levels.	1		1			SD DANE 3
Noise	Commit to monitoring the noise quality impact.	1			1		SD DANE 3
Noise	In regard to noise, No-Build is better for the neighborhood than Stage 1.	6	6				SD MAD 34
Noise	The proposed project will increase noise by raising the elevation of certain parts of the highway, by increasing traffic volume, and by increasing average traffic speeds.	9	7	1		1	SD GEN 36
Noise	The added noise pollution from the project will negatively affect children's health in the neighborhood.	1		1			SD GEN 14
Noise	Disagrees with the use of Trans 405 criteria for noise abatement.	1	1				SD GEN 35
Noise	Has seen very little engineering analysis on how long-range sound projection can be reduced or minimized.	1	1				SD MAD 34
Noise	Funds should be allocated for soundproofing/weatherization of homes.	8	6		1	1	SD GEN 56
Noise	WisDOT writes off requests to weatherize homes to mitigate sound and air pollution impacts.	2	1			1	SD GEN 85
Noise	Creative efforts to provide sound mitigation should be pursued by WisDOT in conjunction with the neighborhoods and local governments.	1			1		SD MAD 34

SDEIS Public Comment Summary - US 18/151 (Verona Road) SDEIS Public Comments and WisDOT Responses							
Subject	**Comment**	Total	Written Comments	10/13/10 Public Testimony at Hearing	Governmental Agency	Non-Governmental Organizations	WisDOT Response Location
Noise	Sound barriers should be provided whether or not any reconstruction project is pursued since the noise levels have already gone beyond acceptable limits.	9	6	1		2	SD GEN 35 & SD GEN 88
Noise	Noise walls that are proposed in the FEIS should be built.	1			1		SD MAD 34
Noise	Supports a noise wall in the southeast quadrant in Stage 1.	8	1	6	1		SD GEN 37
Noise	Supports a noise wall in the northwest quadrant.	1	1		1		SD DANE 1
Noise	Opposed to noise wall in northeast quadrant.	12	12				SD DANE 1
Noise	Would like a noise barrier for the west side of Verona Road between Raymond Road and Williamsburg Way.	4	3		1		SD DANE 1, SD FITCH 7
Noise	Supports noise walls in the northeast quadrant.	2	1		1		SD DANE 1
Noise/Air	Concerned with increased amounts of noise and pollution in Stage 2.	1	1				SD FITCH 7
Noise/Air	The project will increase noise and air pollution.	3	2			1	SD GEN 16
Noise/Air	Concerned about noise and air pollution.	7	5	2			SD GEN 16
Noise/Air	More truck traffic will come back to Verona Road emitting higher levels of air pollutants and noise than automobiles.	7	6			1	SD GEN 46
Option A	Supports Option A Frontage Road.	2	1		1		SD MAD 18
Option B	Supports Option B Frontage Road.	24	18	4	1	1	SD GEN 48
Planning	This project represents shortsighted transportation planning.	7	6			1	SD GEN 15
Planning	Stop planning transportation options based on the assumption that there is no choice but to build more and bigger highways.	3	1			2	SD GEN 31 & 22
Property Acquisition	Property owners should come to an agreement of measures to mitigate harm to the property.	1			1		SD DOI 3
Property Acquisitions	WisDOT should develop a “real estate/corridor management plan” to ensure that certain properties do not fall into disrepair and allow for WisDOT to acquire certain properties early in the project development process.	2			1	1	SD MAD 45
Property Acquisitions	Purchase the house on Whenona needed for the ped bridge immediately.	1	1				SD GEN 112
Property Acquisitions	Support the closing of the Highlander motel and hope that it is used as a small community center or co-op housing.	1				1	SD GEN 57
Property Acquisitions	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.	1			1		SD FITCH 11
Property Acquisitions	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.	1			1		SD MAD 24

SDEIS Public Comment Summary - US 18/151 (Verona Road) SDEIS Public Comments and WisDOT Responses							
Subject	**Comment**	Total	Written Comments	10/13/10 Public Testimony at Hearing	Governmental Agency	Non-Governmental Organizations	WisDOT Response Location
Property Values	The FEIS 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.	2		1	1		SD MAD 44
Public Involvement	WisDOT has not listened to the citizens' suggestions or discussion points.	3	2			1	SD GEN 70
Public Involvement	WisDOT should regularly and respectfully engage communities and neighborhood associations.	3	1		2		SD GEN 72
Public Involvement	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.	1			1		SD MAD 4
Seminole Hwy	Concerned about traffic on Seminole during construction.	2	1	1			SD MAD 33
Seminole Hwy	Traffic control is needed at the Seminole intersection and Beltline.	1		1			SD GEN 113
South Reliever	Sidewalks and crosswalks available on all sides and for all directions of travel.	1	1				SD MAD 13
South Reliever	Displeased at the lack of breakdown in local passenger-car traffic versus nonlocal semi-truck traffic.	5	5				SD GEN 12
South Reliever	The small right-of-way footprint is a very strong indication that the through traffic with business beyond Madison needs to be on a south reliever.	1				1	SD GEN 21
South Reliever	An environmental impact statement needs to be conducted for a south reliever or north bypass that will take through truck and other traffic off Verona Road and the Beltline.	6	6				SD GEN 25
South Reliever	SDEIS fails to evaluate south reliever	1	1				SD GEN 25
South Reliever	Supports a south reliever.	17	12	4		1	SD GEN 25
South Reliever	Opposed to a south reliever.	1	1				
South Reliever	Wants a moratorium on this project until plans are made to construct a south reliever bypass.	6	3	2		1	SD GEN 25
South Reliever	The SDEIS did not indicate the number of destinations beyond Madison that might want to use a bypass.	6	6				SD GEN 25
South Reliever	The south reliever should be re-studied using 2010 data.	85	84	1			SD GEN 11
Stage 1	The SDEIS is lacking anything definitive about the traffic mix or ultimate destinations of vehicles.	7	6			1	SD GEN 12
Stage 1	Supports Stage 1.	1	1				Comment Acknowledged
Stage 3	Opposed to Stage 3.	15	12	2		1	SD GEN 18
Stage 3	Stage 3–Cover the depressed freeway.	8	6	1		1	SD GEN 58
Stage 3	It is important that potential Stage 3 impacts be carefully reviewed when the project is reevaluated.	2			2		SD WDNR 14
Stage 3	Stage 3 should be going in now, instead of 30 years from now.	2	1	1			SD WDNR 14

SDEIS Public Comment Summary - US 18/151 (Verona Road) SDEIS Public Comments and WisDOT Responses							
Subject	**Comment**	Total	Written Comments	10/13/10 Public Testimony at Hearing	Governmental Agency	Non-Governmental Organizations	WisDOT Response Location
Stage 3	The City notes that Stage 3 would significantly impact access from the west into Chalet Gardens neighborhood as well as pedestrian connectivity to southbound buses.	2			1	1	SD GEN 59
Stage 3	The City would characterize the impacts for Stage 3 as a “moderate impact” to “Transit” for Table 4.6.3.1, as opposed to “low impact”.	1			1		SD MAD 51
Stage 3	WisDOT should re-evaluate Stage 3 traffic circulation in the Summit intersection area, as part of the Stage 3 planning activities. . . . Rather than have the westbound traffic routed through Summit as it travels toward Atticus Way, there could be a direct connection from Seminole directly to the Atticus Way area.	1			1		SD MAD 50
Stage 3	WisDOT should work closely with the City of Madison when reevaluating the depressed freeway in Stage 3 of the project. WisDOT should formally commit to this reevaluation in the FEIS.	1			1		SD MAD 2
Stage 3	WisDOT should reevaluate pedestrian and bicycle access to transit routes under the one-way pair scenario. Southbound busses 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.	1			1		SD MAD 49
Stormwater	Any opportunity available to mitigate for stormwater runoff should be pursued in order to meet the maximum extent practicable standard set in TRANS 401.	1			1		SD WDNR 7
Stormwater	All proposed improvements draining into the City limits of Fitchburg should be required to meet the Erosion Control and Stormwater Management Performance Standards set for in Chapter 27 (Erosion Control & Stormwater Management Ordinance) of the Fitchburg Municipal Code.	1			1		SD FITCH 9
Stormwater	Public outreach is recommended to educate the citizens regarding the regulations mandating storm water mitigation for this project.	1			1		SD WDNR 4
Stormwater	Due to the limited availability of permanent best management practices within WisDOT right-of-way, all opportunities should be explored to adequately address stormwater from the CTH PD interchange. In addition, any partnerships that can be furthered to best implement stormwater practices are also encouraged.	1			1		SD WDNR 9
Stormwater	In Stage 2, one additional mitigation option is retrofitting and/or expanding an existing dry detention basin located near Nesbitt Road and eastbound South Verona Road.	1			1		SD WDNR 10
Stormwater	The stage 3 stormwater options 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.	1			1		SD WDNR 11

SDEIS Public Comment Summary - US 18/151 (Verona Road) SDEIS Public Comments and WisDOT Responses							
Subject	**Comment**	Total	Written Comments	10/13/10 Public Testimony at Hearing	Governmental Agency	Non-Governmental Organizations	WisDOT Response Location
Stormwater	Would like WisDOT to complete a comprehensive measurement of water pollutants in Dunn's Marsh and then continue to monitor the water during construction and afterwards.	4	1	1	2		SD GEN 34
Stormwater	Concerned stormwater will negatively affect natural areas, including Dunn's marsh.	7	5	2			SD GEN 27
Stormwater	The EIS documents do not explicitly address the potential impact of the reconstructed highway on wetland downstream of Dunn's Marsh.	1			1		SD ARB 1
Stormwater	Concerned about stormwater quality and measuring pollutants.	15	13	2			SD WDNR 7
Stormwater	Stormwater quality should be monitored for up to 5 years after construction and WisDOT should fund mitigation projects if deterioration or flooding occurs.	8	6		1	1	SD GEN 34
Stormwater	Do not build the detention pond next to Dunn's Marsh, build water storage facilities under the right-of-way instead for stormwater infiltration.	1		1			SD GEN 27, SD MAD 31
Stormwater	The proposed wet detention basin in Dunn's Marsh needs to be coordinated with the City of Madison (not the City of Fitchburg).	1			1		SD MAD 30
Stormwater	The proposed wet detention basin in Dunn's Marsh will need to be designed not to 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.	1			1		SD MAD 31
Stormwater	Recommendation to retain a buffer zone between the new pond and the neighboring houses. We suggest allowing approximately 50 to 80 feet from the fence line to the edge of the new stormwater facility to create a visual barrier.	1			1		SD WDNR 3
Stormwater	Stormwater facilities cannot be placed in an area with existing wetland.	1			1		SD WDNR 2
Stormwater	Some of the forest thinning (in Dunn's Marsh) could be conducted in the buffer area to remove invasive species and help to create a healthy habitat strip around the new pond.	1			1		SD WDNR 5
Stormwater	Concerned adding 5.9 acres of impervious area will increase the flooding issues that already exist.	2	1	1			SD ARB 5
Stormwater	All runoff generated from the highways needs to be stored on or under the right-of-way so that it can infiltrate into the soil rather than run off to do damage to Dunn's Marsh or Lake Wingra and beyond.	2	1			1	SD GEN 27
Stormwater	Opposed to using the wooded parkland south of the Cannonball Trail at the edge of Dunn's Marsh for a large new settling pond.	7	6			1	SD GEN 30, SD MAD 31
Stormwater	Opposed to highway and out-of-watershed water directed into Dunn's Marsh or Lake Wingra.	7	6			1	SD GEN 27
Stormwater	Stormwater should be held on the property where it falls.	6	6				SD GEN 27
Stormwater	Concerned about salt content in Lake Wingra.	7	6			1	SD GEN 29
Stormwater	Dissolved chloride from road deicing will continue to affect both soil and biological systems and should be minimized to the extent possible.	1			1		SD ARB 4
Stormwater	Concerned about negative impacts to the Arboretum from stormwater.	6	5		1		SD ARB 4

SDEIS Public Comment Summary - US 18/151 (Verona Road) SDEIS Public Comments and WisDOT Responses							
Subject	**Comment**	Total	Written Comments	10/13/10 Public Testimony at Hearing	Governmental Agency	Non-Governmental Organizations	WisDOT Response Location
Stormwater	Through added pavement, the project will increase the flooding problems at Seminole Hwy and the frontage roads and increase runoff to the Arb.	8	5	1	1	1	SD ARB 5
Stormwater	WisDOT should commit to intergovernmental cooperation and to share the cost for facilities created (or enlarged) off the ROW.	8	6		1	1	SD GEN 33
Stormwater	WisDOT should work closely with the WDNR in a proactive fashion to improve stormwater management to the maximum extent possible.	1			1		SD USEPA 4
Stormwater	Page 4-61 shows a proposed bioswale or bioretention area north of the Beltline and adjacent to the bike path. This area has been prone to periodic flooding and should be reviewed and any design should improve the situation to the extent practical.	1			1		SD MAD 32
Stormwater	To prevent stormwater 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 runoff from an approximately 4-acre area that drains to this system.	1			1		SD WDNR 6
Stormwater	Concerned about local ditches experiencing washouts and an increase in TSS from an increase in stormwater volume. Measures will need to be taken to address these issues and mitigate.	3			3		SD ARB 4
Stormwater	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.	1			1		SD WDNR 17
Stormwater	Page 4-159 shows proposed bioretention basins in the jug-handle. Public sanitary sewer and water main reside in these areas as well as possible other utilities.	1			1		SD MAD 28
Stormwater	Flooding is not sufficiently mentioned in the SDEIS and solutions are not proposed. The Seminole highway area and some frontage roads experience flooding.	1				1	SD GEN 32
Streetscaping	Incorporate 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 USH 18/151 to ensure aesthetic quality and adequate screening.	1			1		SD FITCH 2
Sustainable	Instead of spending $500 million on a 2.2-mile freeway, we should be creating and planning for a no-fossil fuel, no-commute model of life that is sustainable.	1	1				SD GEN 55
Traffic	The project will add more traffic to Verona Road.	1	1				SD MAD 7 & 33, SD GEN 11
Traffic	The SDEIS does not make any effort to estimate the traffic impacts on the Orchard Ridge Neighborhood.					1	SD GEN 62

SDEIS Public Comment Summary - US 18/151 (Verona Road) SDEIS Public Comments and WisDOT Responses							
Subject	**Comment**	Total	Written Comments	10/13/10 Public Testimony at Hearing	Governmental Agency	Non-Governmental Organizations	WisDOT Response Location
Traffic	WisDOT should work directly with the City of Madison, City of Fitchburg, and Dane County on controlling anticipated increases in traffic flowing into affected neighborhoods.	1			1		SD DANE 7
Transportation Demand Management (TDM)	The TDM is given inadequate emphasis and the comparison is faulty. TDM, if funded at a comparable level to construction, would solve more problems than it is credited to do.	1	1				SD GEN 11 & 19
Trucks	Would like a destination study conducted for large trucks.	4	4				SD GEN 11
Trucks	Trucks are the most polluting and noisiest traffic on the highways, each equaling at least 10 times what a car produces.	7	6			1	SD GEN 13
Trucks	There is no breakdown of trucks/nontrucks in the SDEIS.	6	6				SD GEN 12
Utilities	WisDOT should coordinate with the City regarding the relocation of sanitary facilities. The City will need to evaluate the condition of sewer mains to determine rehabilitation strategies prior to the interchange work being completed.	1			1		SD MAD 29

5.6.4 SDEIS COMMENT AND RESPONSE TABLE

The following table summarizes comments received from agencies and the general public and provides a response to the comment.

Commenting Agency and Comment No.	SDEIS Comment and WisDOT Responses
SD PBPN 1	No objections to the proposed development area, however would like to be immediately notified of any inadvertent discoveries uncovered at anytime throughout the various stages of the project. *WisDOT will notify the Prairie Band Potawatomi Nation if any inadvertent discoveries are uncovered at anytime throughout the various phases of the project.*
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. *Comment noted.*
SD USEPA 2	Recommend (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. *Comment noted. See following responses that address all three areas.*
SD USEPA 3	Support WisDOT's plan to consider scheduling a workshop to conduct outreach/education for outlying jurisdictions that are within the secondary impact study area. The FEIS should address the timing and scope of the proposed workshop. *Since the publication of the DEIS, there have been revisions to the indirect and cumulative effects analysis. The DEIS discussed the potential for rural ex-urban development as a result of this project. The revised analysis in the SDEIS indicates that as a result of the staged nature of the revised project, greater indirect effects are more likely to occur to properties and neighborhoods directly adjacent to the project with Stage 1. Some of these neighborhoods are at-risk and contain environmental justice populations. There is potential for private disinvestment and other socioeconomic stresses. For this reason outreach efforts are being focused on neighborhoods and businesses directly adjacent to the project for Stage 1. These environmental justice outreach efforts have been substantial during the SDEIS phase and will continue through the FEIS and design portions of the project. The greater mobility created with Stage 3, anticipated for 2030, may have a greater effect on outlying communities. WisDOT will consider workshops, as well as other educational methods, when Stage 3 is reevaluated in an environmental document.*
SD USEPA 4	We encourage WisDOT to work closely with the WDNR in a proactive fashion to improve stormwater management to the maximum extent possible. *WisDOT will continue to work proactively with WDNR regarding stormwater management measures as well as the implementation of TRANS 401. Section 4.8 Detailed Evaluation Sheet K–Stormwater, of this FEIS discusses the current stormwater management measures being pursued as part of this project.*
SD USEPA 5	WisDOT should consider implementing the suggestions in the attachment "Diesel Emissions Reductions During Construction" to the maximum extent possible. *WisDOT has included many of the measures in the attachment in its standard specifications, on either a voluntary or mandatory basis. Additional provisions will be included in the special provisions of the construction contracts. See Commitments, Section 4.7-Verona Road Environmental Commitments.*

Commenting Agency and Comment No.	SDEIS Comment and WisDOT Responses
SD DOI 1	The Department would likely concur with 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 (4f) property. *Comment noted.*
SD DOI 2	The Preferred Alternative has the least impacts to the property and less community disruption than other alternatives. *Comment noted.*
SD DOI 3	The Department would not concur with the measures to minimize harm to the (Britta Park) property until the parties come to some agreement on the mitigation measures. *A preliminary outline to mitigation measures has been agreed to and is described in Section 4.8 Detailed Evaluation Sheet O–Unique Area Impact Evaluation of this document. WisDOT will further coordinate with the Madison Park Commission to review the post-Stage 1 Section 4(f) mitigation measures when the environmental document is reevaluated prior to Stage 3.*
SD WDNR 1	A wetland delineation is necessary for the Dunn's Marsh stormwater basin expansion. This should be completed during the growing season when vegetation and hydrology will be easily distinguished. *A wetland delineation was performed in Dunn's Marsh in October 2010 while vegetation was still distinguishable. The results of that delineation prompted the evaluation of a relocated stormwater management basin within the project corridor. No stormwater basin will be installed near Dunn's Marsh with Stage 1 improvements. See Section 4.8 Detailed Evaluation Sheet K–Stormwater.*
SD WDNR 2	Stormwater facilities cannot be placed in an area with existing wetland. *The stormwater management measures for all three stages, described in Section 4.8 Detailed Evaluation Sheet K–Stormwater of this FEIS, are outside of wetland areas.*
SD WDNR 3	After an on-site review of the proposed detention basin (in Dunn's Marsh), it is our recommendation to retain a buffer zone between the new pond and the neighboring houses. We suggest allowing approximately 50 to 80 feet from the fence line to the edge of the new stormwater facility to create a visual barrier. *In response to neighborhood comments and the wetland delineation performed in October 2010, stormwater management measures are no longer proposed next to Dunn's Marsh for Stage 1.*
SD WDNR 4	Public outreach is recommended to educate the citizens regarding the regulations mandating stormwater mitigation for this project. *Exhibits regarding stormwater regulations shall continue to be provided at future public involvement meetings.*
SD WDNR 5	Some of the forest thinning (in Dunn's Marsh) could be conducted in the buffer area to remove invasive species and help to create a healthy habitat strip around the new pond. *As mentioned, stormwater management measures are being proposed in areas other than Dunn's Marsh to address neighborhood comments and avoid wetland impacts.*

Commenting Agency and Comment No.	SDEIS Comment and WisDOT Responses
SD WDNR 6	The Section 4.8 Detailed Evaluation Sheet K–Stormwater Management 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 in the SDEIS of this documentation was difficult to interpret and may need revision to clarify the size of the pipes and in which location they exist…To prevent stormwater 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 runoff from an approximately 4-acre area, which drains to this system. *The stormwater pipe in the vicinity of the jug-handle is 54 inches in size. As it travels toward Dunn's Marsh, it increases to 72 inches at the Dunn's Marsh outfall. WisDOT is investigating measures to address the potential for stormwater flooding in the Summit jug-handle underpass.*
SD WDNR 7	Any opportunity available to mitigate for stormwater runoff should be pursued in order to meet the maximum extent practicable standard set in TRANS 401. *WisDOT is pursuing many stormwater management alternatives, which are described in Section 4.8 Detailed Evaluation Sheet K–Stormwater. WisDOT will continue to coordinate with WDNR on stormwater quality.*
SD WDNR 8	In a WDNR letter from November 2009, it was mentioned that Nine Springs Drainage Basin may be subject to stricter Total Maximum Daily Load (TMDL) regulations than were currently required. As of 12/28/2010, these more stringent standards for sediment and phosphorus have not been made statute. *Comment noted. WisDOT will adhere to applicable regulations as they become law.*
SD WDNR 9	Due to the limited availability of permanent best management practices within WisDOT right-of-way, all opportunities should be explored to adequately address stormwater from the County PD interchange. In addition, any partnerships that can be furthered to best implement stormwater practices are also encouraged. *Comment noted. WisDOT will work closely on stormwater mitigation with the City of Fitchburg during final design of Stage 2.*
SD WDNR 10	In Stage 2, one additional mitigation option is retrofitting and/or expanding an existing dry detention basin located near Nesbitt Road and eastbound South Verona Road. *Additional stormwater modeling indicates that much if not most of the Stage 2 stormwater management requirements can be addressed at this location. This FEIS document has been revised to reflect this.*
SD WDNR 11	The Stage 3 stormwater options 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. *The stormwater factor sheet, Section 4.8 Detailed Evaluation Sheet K–Stormwater, has been revised to show other stormwater quality management options for Stage 3. Additional refinements will be made closer to Stage 3 implementation.*
SD WDNR 12	Raymond Road south to County PD drains to Arrowhead and Nicolet ponds via an existing riprapped ditch located adjacent to the Capital City Bike Trail. Currently this ditch experiences washouts and is steep/eroded. If additional volume is routed to this channel, measures will need to be taken to address these issues. *Comment noted. Section 4.8 Detailed Evaluation Sheet K–Stormwater of this FEIS states that the channel will need to be restabilized.*

Commenting Agency and Comment No.	SDEIS Comment and WisDOT Responses
SD WDNR 13	If there is an increase in volume and total suspended solids in the westernmost pond in Arrowhead Park, it will need to be rehabilitated and possibly expanded to accommodate these changes. *Comment noted.*
SD WDNR 14	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 will reassess our comments at the time. *According to 23 CFR 771.129, actions reviewed under the National Environmental Policy Act (NEPA) must be reevaluated after three years if action has not been taken on them. Because the construction of Stage 3 is not anticipated until 2030, a reevaluation will be required and WDNR will be provided the opportunity to comment.*
SD WDNR 15	We have serious concerns about the Military Ridge Trail remaining in this location with an at-grade crossing. The additional lanes within the interchange will reduce 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. We also believe these trails warrant a grade-separated crossing in this location. *WisDOT will maintain or adjust, if necessary, the connection of the Military Ridge Trail (MRT) to the current Cannonball Trail. WisDOT will also maintain the existing Military Ridge Trail crossing of County PD to avoid any Section 6(f) impacts. Subject to maintenance agreements and documentation from WDNR and the NPS, WisDOT will alter or adjust the Cannonball and MRT trails as necessary to accommodate a requested rerouting as part of Stage 2 construction. WisDOT will evaluate Cannonball Trail usage and determine whether a grade-separated crossing is warranted. If warranted, a grade-separated crossing will be added to Stage 2 construction.*
SD WDNR 16	The SDEIS states that WisDOT will evaluate path usage and determine if a grade-separated crossing is warranted. Please keep the WDNR informed regarding this effort. *WisDOT will coordinate with the City of Fitchburg, WDNR, and NPS in the crossing design details and the grade-separated crossing warrant analysis.*
SD WDNR 17	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. *Comment noted. WisDOT will coordinate with all three entities regarding water quality improvement.*
SD ARB 1	The EIS documents do not explicitly address the potential impact of the re-constructed highway on wetland downstream of Dunn's Marsh. *Currently the majority of stormwater runoff flowing from US 151 pavements is untreated. Stage 1 of this project, of which the majority flows into Dunn's Marsh, will implement stormwater quality management measures that reduce Total Suspended Solids by approximately 40 percent. The project plans to install a 4.5-acre-foot stormwater basin that will address stormwater quality, and to some extent quantity, flowing from Stage 1 of the improvement. These measures should lead to decreased impact and perhaps improvement of the water quality from US 151 pavement to downstream wetlands. See Section 4.8 Detailed Evaluation Sheet K–Stormwater of this FEIS.*

Commenting Agency and Comment No.	SDEIS Comment and WisDOT Responses
SD ARB 2	We are primarily concerned with changes in the peak discharge rate, discharge flow duration and water quality at the Seminole Highway outfall from Dunn's Marsh, where Nine Spring Creek crosses the Arboretum Greene Prairie wetland before flowing into the Knollwood Conservancy. We are requesting modeled values. *Stormwater management concepts have been revised to reduce direct impact to Jamestown (Quarry Ridge) and Dunn's Marsh ponds. Section 4.8 Detailed Evaluation Sheet K–Stormwater. WisDOT will adhere to TRANS 401 and will work with WDNR to determine the appropriate level and method of stormwater modeling necessary to finalize storm management features and locations for each stage. WisDOT will forward these results to the Arboretum.*
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. *As noted in the revised Stormwater Factor sheet, WisDOT is seeking stormwater management measures that treat stormwater generated by US 151 west of Verona Road, well before it reaches Dunn's Marsh. Green Prairie is downstream of Dunn's Marsh, so there will be two intercepting ponds before stormwater generated by US 151 reaches Green Prairie.*
SD ARB 4	While efforts to control flows and TSS are essential to minimizing stormwater impacts up on the Arboretum, dissolved chloride from road deicing will continue to affect both soil and biological systems and should be minimized to the extent possible. *Comment noted.*
SD ARB 5	Increased impervious surface resulting from the Verona Road expansion project will likely affect the UW Arboretum's Greene Prairie through increase runoff, with associated sediments and nutrients, as well as increased sodium from additional lane-miles salted. *Because the amount of pavement will increase with this project, overall water quantity will also increase. Also, absent changes in road salting policies, the amount of sodium may also increase. Currently the majority of US 151 stormwater is untreated. Stage 1 of this project will implement stormwater quality management measures that reduce Total Suspended Solids by approximately 40 percent. Therefore it is likely the amount of sediments and nutrients flowing from the project will decrease. Sodium content is a function of salting practices implemented by the City and County. In an attempt to protect groundwater and the quality of lakes, the City of Madison adopted a policy limiting salt use during plowing operations in the Lake Wingra watershed in 1972 and extended it to the entire City in 1977. Under the policy, salt is only used on major arterial streets, bus routes, and areas around hospitals and schools. WisDOT has designated US 151 in this area a Category 2 roadway in its snowplowing and ice control policies. Category 2 includes high volume four-lane roadways where all lanes and ramps will be maintained equally with emphasis on plowing and sensible salting.*
SD ARB 6	WisDOT should consider funding the diversion of runoff around the south border of Greene Prairie and upgradient BMPs to reduce water quality impacts. Any commitment of WisDOT funding towards UW Arboretum stormwater projects should acknowledge the existing intergovernmental agreement for construction of stormwater management facilities at the UW-Arboretum. *WisDOT will be implementing many stormwater BMPs within the project corridor, including the use of bioretention ponds and swales, aimed at improving water quality before it reaches the Arboretum.*

Commenting Agency and Comment No.	SDEIS Comment and WisDOT Responses
SD FITCH 1	Fitchburg Common Council supports the three stages of the Preferred Alternative (project) identified in the SDEIS dated August 19, 2010. *Comment noted.*
SD FITCH 2	Incorporate 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 USH 18/151 to ensure aesthetic quality and adequate screening. *A Context Sensitive Solutions budget will be established for all three stages of the Preferred Alternative. WisDOT will work with the City to determine the type and location of features to incorporate in the project. A local project agreement will be developed between WisDOT and the City of Fitchburg that will in part address the construction and maintenance of these features. For more information on aesthetic treatments, see Section 4.8 Detailed Evaluation Sheet S– Aesthetics.*
SD FITCH 3	Prior to the addition of left turn lanes at County PD, WisDOT should implement a grade-separated crossing of McKee Road for the Badger State Trail, located approximately 2000 feet east of Verona Road. *Prior to the construction of County PD left turn lanes, the Seminole Highway/County PD intersection will be identified as an alternate, signalized crossing of County PD for Badger State Trail users that prefer not to use the midblock, unsignalized crossing of County PD. Construction of a grade-separated crossing by WisDOT is not warranted for the short duration of construction and the small traffic increases from construction diversion. To address long-term crossing needs, the City of Fitchburg and WDNR may pursue an enhancement grant to construct this possible grade-separated trail crossing.*
SD FITCH 4/5	Prior to the addition of left-turn lanes at County PD improvements, WisDOT should install a traffic signal on McKee Road at the Osmundsen Road intersection. Prior to the construction of County PD left-turn lanes, WisDOT should modify the traffic signal on McKee Road at the Richardson Street/Longford Terrace intersection to accommodate protected/permissive left turn movements off of McKee Road. *Prior to the construction of left-turn lanes, WisDOT will conduct a study to determine the amount of traffic diversion likely to occur with Stage 1 construction and how it will affect traffic volumes on likely alternate routes such as County PD. WisDOT will work with the City to determine the intersections in need of additional analysis and develop temporary improvements as appropriate to address substantial safety and operational issues.*
SD FITCH 6	A grade-separated crossing of McKee Road, built in conjunction with the McKee Road interchange, shall be provided for the Cannonball Trail, located approximately 500 feet east of Verona Road. *When the Cannonball Trail is opened, WisDOT will evaluate path usage and determine whether a grade-separated crossing is warranted. If warranted, a grade-separated crossing will be added to Stage 2 construction.*

Commenting Agency and Comment No.	SDEIS Comment and WisDOT Responses
SD FITCH 7	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 have been evaluated under administrative rule TRANS 405 for both sides of Verona Road between Williamsburg Way and Raymond Road. The analysis showed that the east side did qualify for noise walls but the west side did not. The limiting factor for the west side was the cost per receptor criteria of TRANS 405. This area can be reanalyzed prior to the implementation of Stage 2 if conditions change or the administrative rule is revised. The Noise analysis is discussed in Section 4.1, Section 4.5, and in Section 4.8 Detailed Evaluation Sheet N–Noise.*
SD FITCH 8	Recommend that in Stage 2 WisDOT investigate a grade-separated bicycle and pedestrian crossing of Verona Road south of McKee Road that would connect the Military Ridge Trail to Nesbitt Road. *The Fitchrona Road underpass that crosses Verona Road 0.9 miles south of the County PD interchange provides this connection and will remain. As part of the Stage 2 interchange design, and in addition to on-street bicycle lanes on County PD, WisDOT will evaluate constructing a type of path facility on the south legs of the County PD interchange that allows cyclists and pedestrians to connect directly with Nesbitt Road without crossing County PD.*
SD FITCH 9	All proposed improvements draining into the City limits of Fitchburg should be required to meet the Erosion Control and Stormwater Management Performance Standards set for in Chapter 27 (Erosion Control & Stormwater Management Ordinance) of the Fitchburg Municipal Code. *Stormwater management requirements for WisDOT projects are regulated by Trans 401 of the Wisconsin Administrative Code. While not subject to Fitchburg Municipal Code, WisDOT will work closely with the City and seek to address Fitchburg's stormwater management concerns within the context of TRANS 401.*
SD FITCH 10	WisDOT shall undertake a watershed level Hydroecological Integrity Assessment process and develop and implement specific solutions for effect 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 watersheds. Solutions for effective prevention and mitigation of hydrologic impacts on water and ecological resources should be implemented depending on the results of the stormwater assessment. *Stormwater management concepts have been revised to reduce direct impact to Jamestown and Dunn's Marsh ponds. See Section 4.8 Detailed Evaluation Sheet K–Stormwater. WisDOT will adhere to TRANS 401 and will work with WDNR to determine the appropriate level and method of stormwater modeling necessary to finalize storm management features and locations for each stage.*
SD FITCH 11	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. *WisDOT compensates landowners and municipalities for needed right-of-way and easements in accordance with Chapter 32 of the Wisconsin State Statutes. With the implementation of Stage 2, WisDOT will initiate a local project agreement with the City of Fitchburg that will address stormwater management issues and maintenance.*
SD MAD 1	The Madison Common Council endorses the submittal of comments on the SDEIS. *Comment noted.*

Commenting Agency and Comment No.	SDEIS Comment and WisDOT Responses
SD MAD 2	WisDOT should work closely with the City of Madison when re-evaluating the depressed freeway in Stage 3 of the project. WisDOT should formally commit to this reevaluation in the FEIS. *According to 23 CFR 771.129, actions reviewed under the National Environmental Policy Act (NEPA) must be reevaluated after three years if action has not been taken on them. Because the construction of Stage 3 is not anticipated until 2030, a reevaluation will be required according to these federal rules.*
SD MAD 3	The City of Madison is concerned with the disproportionately high and adverse human health or environmental effects from the proposed project on minority populations or low-income populations, including the interrelated social and economic effects. … 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 reevaluation 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. *WisDOT has sought to reduce impacts to environmental justice populations and will continue these reduction efforts. WisDOT has also extensively involved the community throughout the project development process, having had over 230 public, agency, and neighborhood meetings. Many of these meetings and efforts have focused on obtaining input from environmental justice populations. These meetings resulted in numerous changes to the project concept, the greatest of which is the staging of the Preferred Alternative as described in this document. As a direct result of the comments received during the availability of the SDEIS, WisDOT has made several revisions to the Preferred Alternative that address concerns raised by DMNA/ADMNA. These revisions include eliminating the Atticus Way extension, realigning the frontage road in the southeast quadrant, adding a pedestrian underpass on the south approach of the single-point interchange, and relocating stormwater management features. Further refinements will be reviewed during the design of the project.* *The staged Preferred Alternative is the product of over 6 years of evaluation of numerous alternatives, including a south bypass, and another 6 years of post-DEIS reevaluation. The staged Preferred Alternative described in this FEIS best satisfies the project purpose and need while minimizing, mitigating, and deferring impacts to the extent practical.*
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. *Comment noted.*

Commenting Agency and Comment No.	SDEIS Comment and WisDOT Responses
SD MAD 5	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. 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. *WisDOT acknowledges the relatively high level of complexity involved with solving the transportation needs of this corridor. The public participation process has recognized this and sought to provide multiple and different opportunities for the public to learn and comment on the project. During the preparation of the SDEIS, over 200 opportunities were provided for stakeholders to learn about and participate in the study process. These have included individual and group meetings, public hearings, and workshops. Status updates have been provided periodically by newsletters and web sites, and contact via e-mail, letter, and phone has been invited throughout.* *WisDOT acknowledges placing a time limit on individual public comment during some large-group public meetings and hearings. Such limits are common at public hearings and are used to ensure all those wishing to publicly speak can be accommodated during the meeting time available. Opportunities were given at the hearing to speak privately on record with no time limit. The public also had the opportunity to provide written comments.* *The importance and value of public comment is evidenced by the many refinements made to the Preferred Alternative as a direct result of stakeholder input. WisDOT will continue to solicit public input during the FEIS availability period as well as during the design phase.*
SD MAD 6	It is important that potential Stage 3 impacts be carefully reviewed when the project is reevaluated. *As mentioned previously, 23 CFR 771.129 requires the reevaluation of an NEPA document if the action does not occur after three years. Before Stage 3 is implemented, WisDOT will involve the public, affected agencies, and the City of Madison in the reevaluation process. See Section 2 Alternatives.*
SD MAD 7	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. *Comment noted.*
SD MAD 8	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. *Comment noted. When measured against the majority of origins and destinations across Verona Road, the jug-handle will provide a shorter route for the majority of pedestrian traffic.*

Commenting Agency and Comment No.	SDEIS Comment and WisDOT Responses
SD MAD 9	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. *WisDOT has refined the jug-handle so that access to Atticus Way and Avalon Village be essentially unchanged. The substantial improvements to nearby pedestrian and bicycle accommodations will be retained.*
SD MAD 10	The Executive Summary recognizes the need to enhance nonmotorized transportation in the project's Purpose and Need, which the City of Madison fully supports. *Comment noted.*
SD MAD 11	The Executive Summary, para. D, Neighborhood Connectivity does not include information about either transit or nonmotorized travel. The City of Madison strongly supports the need for connectivity among transit and nonmotorized 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. *WisDOT has been in coordination with Madison Metro and local bicycle and pedestrian advocates so that the needs of all modes of travel are understood and addressed. Connectivity for buses and nonmotorized travel will be improved through improvements to streets, sidewalks, and bike facilities along and across Verona Road. See Section 2 Alternatives and Section 4.8 Detailed Evaluation Sheet A–General Economics.*
SD MAD 12	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, pedestrian island design, and conflicts with motor vehicle movements. . . . . 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. *WisDOT will install bicycle and pedestrian facilities through the jug-handle, including appropriate refuges. Additionally, in response to neighborhood concerns, a pedestrian/bicycle underpass has been added to the south approach of the single point interchange that allows pedestrians and cyclists to cross Verona Road underneath Verona Road traffic.*
SD MAD 13	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 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. 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. *An off-street path will be evaluated. On-going refinements to the jug-handle connections may reduce the value of or need for such a facility. WisDOT is committed to providing good and safe connections to streets and sidewalks as well as providing on-street bike facilities. Also, refinements made to the jug-handle in response to SDEIS comments should make wayfinding more intuitive, improving business access and reducing indirection. WisDOT will coordinate with the City during the design phase regarding the application of directional signage.*

Commenting Agency and Comment No.	SDEIS Comment and WisDOT Responses
SD MAD 14	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 County PD and Verona Road. Specific requests include: maintaining the bike path along Verona Road, emphasize the Cannonball Trail crossing of County PD and grade separate or signalize the crossing. If the crossing is grade-separated, it should include connections to the bike lanes on Verona Road. The DMNA/ADMNA prefers grade-separated crossing of County PD for all trail crossings: Military Ridge Trail, Cannonball, and Badger State Trail. An additional grade-separated crossing of Verona Road south of County PD should be considered. *WisDOT will work closely with the City of Madison, the City of Fitchburg and NPS during the design phase regarding bicycle accommodations. All current bicycle facilities will be maintained or improved, and additional facilities will be constructed. WisDOT agrees a County PD grade separation for bicyclists east of Verona Road should be considered and the Cannonball Trail crossing is the most appropriate location for such a facility. WisDOT will evaluate path usage and determine whether a grade-separated crossing is warranted as part of Stage 2 construction. Should this crossing be warranted, WisDOT will coordinate with the WDNR, NPS and Fitchburg regarding the possibility of relocating the Military Ridge Trail to the Cannonball Trail alignment at the crossing. The Badger State Trail and Fitchrona Road underpasses are outside of project limits and will not be altered or improved by WisDOT. WisDOT will coordinate with Fitchburg to ensure Seminole Highway and its signalized crossing of County PD is available as an alternate route for Badger State Trail users. WisDOT will consider constructing a type of path facility on the south legs of the County PD interchange that allows cyclists and pedestrians to connect directly with Nesbitt Road without crossing to the north side of County PD. WisDOT will coordinate with Fitchburg and the WDNR if either entity applies for enhancement monies to grade separate the Badger State Trail crossing.*
SD MAD 15	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 to accommodate transit, pedestrians, and cyclists. The City acknowledges 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. *WisDOT will continue to work with the City of Madison regarding the design details of the temporary crossing and help with the evaluation of its permanency after the Stage 1 construction project has been completed.*
SD MAD 16	From Figure 2.5-18, the extension of Carling Drive to Allied Drive appears to remove the existing pedestrian connection from Carling Drive to the Raymond Road intersection. This connection must be maintained along with the existing intra-block pedestrian connection from the bike path to Allied Drive. *WisDOT will seek to maintain the connection from Carling Drive to the Raymond Road intersection, yet there are design challenges at this location. WisDOT will either maintain the connection or work with the City of Madison to develop a suitable alternative.*
SD MAD 17	Supports the accommodation of bicycle lanes along all frontage roads. *Comment noted.*

Commenting Agency and Comment No.	SDEIS Comment and WisDOT Responses
SD MAD 18	Recommends the selection of Option B as the frontage road redesign alternative in the southeast quadrant of the Beltline/Verona Road intersection. Also supports the use of landscaping, vegetation, green space and architectural treatments to be used to mitigate the impacts of the buildings being relocated. *WisDOT has incorporated this option in the Preferred Alternative. WisDOT will use landscaping, berming, and other architectural treatments to help replace the screening function lost with the building relocations.*
SD MAD 19	The City feels that it is important that the State operate and maintain the following signals and they not become a local expense; Summit and the south frontage road, Summit and Freeport Road, and Summit and the north frontage road. *The revised jug-handle replaces the Freeport signalized intersection with a roundabout. WisDOT will build and maintain the signal on the east side of the jug-handle because it is necessary for, and coordinated with, the northbound US 151 signal. WisDOT will negotiate with the City of Madison regarding the maintenance responsibility for the signal on the west side of the jug-handle.*
SD MAD 20	The City prefers a direct sidewalk connection between the ramps under the SPUI and feels the SDEIS shows some misdirection. WisDOT should also strongly consider a grade-separated bicycle/pedestrian crossing of Verona Road and its frontage roads. *WisDOT will evaluate additional improvements to pedestrian and bicycle crossings of Verona Road on both sides of the interchange. Additionally, the Preferred Alternative now includes a pedestrian/bicycle underpass on the south side to replace a multistage at-grade crossing of the single-point. The longitudinal crossing (north-south) through the interchange will remain at grade. Because of the curved nature of the ramps and the desire for close to 90 degree pedestrian crossings, some small indirection will remain at these crossings.*
SD MAD 21	Detailed plans for lighting under the Beltline bridge needs to be finalized and formalized. The City looks forward to working with WisDOT and affected neighborhoods on the development of these plans. *Comment noted. Funding and maintenance details of this lighting will be incorporated into a local project agreement between WisDOT and the City of Madison.*
SD MAD 22	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 drive to the Dorn Hardware site. It is important that traffic not queue back from the SPUI and create a multiple threat crash condition... WisDOT should work with the City to identify access and driveway impacts to the Dorn Hardware/Strip mall from Midvale Blvd and Hammersley Road to meet safety and access needs. *The median break between the SPUI and the intersection of Nakoma Road and Midvale Blvd has been removed because of the crash potential it would introduce. This coupled with the elimination of the driveway from the Beltline interchange westbound on-ramp will make access to the mall from the south less direct. In the Preferred Alternative, WisDOT has revised the Hammersley Road entrances to improve delivery routing for semis and will work with property owners to analyze and address affects to on-property traffic flow.*

Commenting Agency and Comment No.	SDEIS Comment and WisDOT Responses
SD MAD 23	WisDOT should work closely with the City of Madison to conduct detailed traffic operations planning for the Nakoma Road/Midvale Blvd area since it may have increased traffic from the elimination of the westbound on-ramp driveway. In addition, the potential impacts on the closely-spaced intersections of Nakoma Road/Midvale Blvd and Nakoma Road/Doncaster Drive need to be fully understood and mitigation measures identified. *In the Preferred Alternative, WisDOT has increased the capacity of the Nakoma Road/Midvale Blvd to the extent possible by adding an additional through lane on both the north and south approaches. These capacity increases should more than offset the increased left-turning movements prompted by the driveway elimination. Because of the configuration of these City streets, including the location of Doncaster Drive, additional capacity enhancements are not possible without relocations. WisDOT looks forward to continuing to work with the City of Madison regarding the reconstruction of this intersection.*
SD MAD 24	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. *Comment noted.*
SD MAD 25	The City appreciates WisDOT's commitment to providing aesthetic treatments throughout the project area, including vegetation, green space and architectural treatments. All fencing must be of high aesthetic quality and adequately screened. … The City recommends WisDOT hire an architect, landscape architect, and to include public artist and consult with affected neighborhood associations as part of this design process. *WisDOT will establish a budget for context sensitive design and work closely with the City and the neighborhood to develop appropriate treatments. WisDOT anticipates a focus on landscaping and architectural treatments of bridges and walls. WisDOT will provide appropriate expertise to develop treatment concepts and final designs for all features included in the final plan. For more information on aesthetic treatments, see Section 4.8 Detailed Evaluation Sheet S- Aesthetics.*
SD MAD 26	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 requests that WisDOT consider, in the southwest quadrant, measures to improve aesthetics between the frontage road and the Beltline...In general, terraces should provide for a minimum of 8 feet of grass between the sidewalk and the curb.…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. *WisDOT will work with the City regarding aesthetic treatments, landscaping, and improving frontage road aesthetics. Green space will be maximized to the extent the constrained area allows. Maintenance requirements and ATC easements will affect the locations and types of landscaping treatments incorporated into the overall plan.*

Commenting Agency and Comment No.	SDEIS Comment and WisDOT Responses
SD MAD 27	Supports commitment to context sensitive features, aesthetic treatments, and landscaping during the design phase of the project. The City proposes that a formal agreement between WisDOT and the City of Madison be developed 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. *Comment noted. A local project agreement between WisDOT and the City of Madison will be developed that will in part address the design, construction, and maintenance of these features to the extent allowed by rule, law, code and policy.*
SD MAD 28	Section 4.8 Detailed Evaluation Sheet K–Stormwater Management 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. *Comment noted. WisDOT will work closely with the City and other utility owners to ensure all facilities are located and accounted for during final design. See Section 4.8 Detailed Evaluation Sheet K–Stormwater Management.*
SD MAD 29	WisDOT should coordinate with the City regarding the relocation of sanitary facilities. The City will need to evaluate the condition of sewer mains to determine rehabilitation strategies prior to the interchange work being completed. *WisDOT will work closely with the City throughout the design phase of the project to minimize impacts to publically owned utilities to the extent practical and accommodate facility rehabilitation needs on relocating and rehabilitating.*
SD MAD 30	The proposed wet detention basin in Dunn's Marsh needs to be coordinated with the City of Madison (not the City of Fitchburg). *Comment noted and corrected within the document. This FEIS presents new stormwater management measures that eliminate the need for the Dunn's Marsh basin in Stage 1 and 2. See Section 4.8 Detailed Evaluation Sheet K–Stormwater.*
SD MAD 31	In Stages 1 and 2, the proposed wet detention basin in Dunn's Marsh will need to be designed not to 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. … It should be noted that the DMNA oppose a wet detention basin in Dunn's Marsh, as well as using wooded land for detention. Furthermore, the neighborhood associations request that WisDOT evaluate and comment on the feasibility of storing water under the right-of-way–where it can percolate into the soil naturally. *This FEIS presents new stormwater management measures that eliminate the need for the stormwater basin adjacent to Dunn's Marsh and associated tree removal in Stages 1 and 2. Alternate locations for stormwater management basins are discussed in Section 4.8 Detailed Evaluation Sheet K–Stormwater of this FEIS. Current administrative rules prevent the percolation of untreated stormwater into the soil (infiltration). Several bioretention areas are currently incorporated in the Preferred Alternative. Exact locations and dimensions of each will be determined during final design.*
SD MAD 32	Section 4.8 Detailed Evaluation Sheet K–Stormwater Management shows a proposed bio-swale or bio-retention area north of the Beltline and adjacent to the bike path. This area has been prone periodic flooding and should be reviewed and any design should improve the situation to the extent practical. *Comment noted. Design efforts will seek to not make the flooding worse and, if possible, improve the situation.*

Commenting Agency and Comment No.	SDEIS Comment and WisDOT Responses
SD MAD 33	Recommends WisDOT implement traffic mitigation measures, in order to minimize the amount of traffic that cuts through neighborhoods, both during and after construction. Temporary traffic calming should be considered in select areas. A detailed traffic management and wayfinding plan should be prepared and a consider hiring off-duty law enforcement personnel to provide speed limit enforcement on Whitney Way and Seminole Highway. . . WisDOT should evaluate a traffic signal at Sentinel Pass and Seminole Highway during construction. *WisDOT will prepare a traffic management plan that identifies alternative routes and improves them as appropriate for the additional traffic they are likely to carry. The Sentinel Pass/Seminole Highway intersection will be evaluated for temporary improvements, including a signal. Traffic rerouting through neighborhoods during construction may be difficult to minimize. Temporary traffic calming measures on local streets are typically not included in WisDOT's traffic management measures. When requested, WisDOT will work with the City to evaluate local traffic calming measures they wish to implement.*

Commenting Agency and Comment No.	SDEIS Comment and WisDOT Responses
SD MAD 34	The City would like to confirm that the sound walls included in the FEIS are built. WisDOT should 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 the area of the southeast quadrant. ... Both Madison and Fitchburg residents 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. *For Stage 1, noise walls are proposed in both the northeast and southeast quadrants. For Stage 2, noise walls are proposed on the east side of Verona Road. The locations of these noise walls are shown in Section 4.8 Detailed Evaluation Sheet N–Noise of this FEIS.* *A noise analysis was performed for the proposed Build Alternative for this project. The analysis indicates the Noise Abatement Criteria found in Wisconsin Administrative Code–Chapter Trans 405 (Trans 405) will be approached or exceeded at various locations throughout the project corridor. Therefore, the project will result in noise impacts or exacerbation of existing impacts. One method that can provide direct noise mitigation is the use of noise barriers. Barriers can be either earth berms or walls constructed from various preapproved materials. They form a continuous barrier between the noise source and receiver. To be effective, the barrier must be of sufficient height and length to shield the sound energy from reaching the receiver. Noise barriers must be continuous, without opening for driveways or side roads. At intersections where straight line barriers would be interrupted by crossroads, it would be necessary to provide noise barrier protection along two sides of the receiver. Noise barriers are not considered reasonable for isolated residences. Wisconsin Administrative Code–Chapter Trans 405 cites reasonableness criteria as $30,000/dwelling unit benefited. A benefited dwelling unit is defined as a lower-level, front-facing receptor receiving at least an 8 dB reduction from construction of the barrier. Because of the low density of dwelling units along the southwest project corridor (between Raymond Road and Williamsburg Way), noise barrier construction for those isolated residences impacted would not be reasonable.* *The Department is committed to construction of the noise barrier(s) and will work with the City of Madison and affected residents/owners through additional public involvement to determine if the barrier(s) are to be incorporated into construction plans.* *WisDOT will seek to apply aesthetic screening features, such as landscaping, in ways that diminish the perception of the highway.*
SD MAD 35	The City urges WisDOT to monitor air quality in adjacent neighborhoods, which should include regular reporting and possibly a monitoring station. *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. The agency has limited resources in terms of both funding and staffing. 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.* *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/*

Commenting Agency and Comment No.	SDEIS Comment and WisDOT Responses
SD MAD 36	WisDOT should work with the City 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 and facilitate the use of grants to low-income homeowners, information sharing, and other mechanisms. *Retrofitting existing residences through sound insulation and non-opening windows was also considered, but ruled out as a feasible option because it would not address outdoor noise levels at the receptors. Soundproofing is typically considered effective only for public buildings such as schools, hospitals, and nursing homes, when noise abatement measures are justified and other abatement measures are determined to be either physically infeasible or economically unreasonable.*
SD MAD 37	The City urges WisDOT 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. *To date, FHWA has not issued guidance on how to prepare or document a Health Impact Assessment for a proposed transportation project. In part, this is because numerous studies have shown very low risk from transportation projects similar to, or larger than, the proposed Verona Road project. This was demonstrated by the National Cooperative Highway Research Program (NCHRP) report (NCHRP 25-25 Task 18, March 2007) discussed in Section 4.8 Detailed Evaluation Sheet L–Air Quality of the FEIS. A health impact analysis of air quality impacts involves making many uncertain assumptions and the models needed for analysis carry uncertainties of its own. FHWA believes the results of such an analysis will be driven more by the assumptions than by changes in travel activities resulting from proposed projects like the Verona Road project.* *If a Health Impact Assessment is still desired, WisDOT will 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/*
SD MAD 38	All frontage roads should have sidewalk connections to all bus stops. 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. *The project will include concrete transit boarding surfaces and sidewalk connections to those boarding areas. See Section 4.8 Detailed Evaluation Sheet B–Community and Residential.*
SD MAD 39	Section 2-Alternatives, WisDOT should include some mention of the creation of the Regional Transit Authority under the list of coordinating agencies, alternatives and broad transportation strategies. *Reference to the creation of a Regional Transit Authority has been incorporated in Section 2–Alternatives of this FEIS.*
SD MAD 40	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. *Revisions to the graphic have been made to more clearly depict the continuation of Kapec Road.*

Commenting Agency and Comment No.	SDEIS Comment and WisDOT Responses
SD MAD 41	Referring to Section 4.8 Detailed Evaluation Sheet B–Community and Residential; re-evaluate the Madison Metro routes listed in the SDEIS since some have recently changed. *Routes have been revised to reflect recent changes.*
SD MAD 42	Referring to Section 4.8 Detailed Evaluation Sheet B–Community and Residential; there is an inaccurate portrayal of Routes 18 using the Midvale Beltline pattern and Route 56. *Corrections have been made to figures.*
SD MAD 43	Referring to Section 4.8 Detailed Evaluation Sheet B–Community and Residential; The City recommends the Hammersley/Nakoma bus zone be maintained as distinct from the through travel lanes to avoid conflicts between the parked bus and through traffic. *WisDOT will work with Madison Metro in providing appropriate facilities to the extent practical. The construction of additional pavement in this area would likely impact adjacent residential properties.*
SD MAD 44	The FEIS 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. *The SDEIS and FEIS discuss the potential disinvestment in property associated with Stage 3 corridor preservation in Section 4.5.1 and Section 4.8 Detailed Evaluation Sheet B-Community and Residential. Additional references have been incorporated in this FEIS.*
SD MAD 45	WisDOT should develop a "real estate/corridor management plan" to ensure that certain properties do not fall into disrepair and allow for WisDOT to acquire certain properties early in the project development process. *Comment noted. WisDOT will discuss property management options for properties needed in Stage 3 with the City. WisDOT is able to purchase properties in preservation areas when funding is available or under protective purchase provisions. WisDOT is not statutorily able to monitor property upkeep.*
SD MAD 46	In the Executive Summary Stage 3: Figures should show the existing Badger State Trail. *Figure has been revised.*
SD MAD 47	The City supports the grade separation proposed in Stage 3 for the Southwest Bicycle Path at Raymond Road. However, given the height of the bridge, it must be designed to reduce cyclist and pedestrian discomfort. *Comment noted.*
SD MAD 48	The elimination of the Seminole Highway ramps should be reevaluated as part of the Stage 3 planning process, particularly the effect on other City intersections. The DMNA/ADMNA has stated closing the ramps would represent a hardship to the community. *Comment noted. This provision will be reviewed when the environmental document is reevaluated with Stage 3 implementation.*

Commenting Agency and Comment No.	SDEIS Comment and WisDOT Responses
SD MAD 49	In the Executive Summary, Section 2. Bicycle/Pedestrian Impacts, Stage 3; WisDOT should reevaluate pedestrian and bicycle access to transit routes under the one-way pair scenario. Southbound busses 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. *WisDOT will review pedestrian and bicycle access to transit routes under the one-way pair scenario when the document is reevaluated with Stage 3 implementation. With the Stage 3 proposal described in this FEIS, access will be improved compared to what exists today. The character and speed of the one-way pair roadways are consistent with a city street and would be able to accommodate transit stops directly on the roadway. Currently transit stops are not allowed on US 151. Also, all pedestrian access across Verona Road that currently exists will be maintained with the Stage 3 improvements. The one-way pair was incorporated in the Stage 3 proposal so that there would be no degradation of local motor vehicle or pedestrian movements.*
SD MAD 50	In Section 2–Alternatives; WisDOT should re-evaluate Stage 3 traffic circulation in the Summit intersection area, as part of the Stage 3 planning activities. … Rather than have the westbound traffic routed through Summit as it travels towards Atticus Way, there could be a direct connection from Seminole directly to the Atticus Way area. *WisDOT will reevaluate Stage 3 traffic circulation in the Summit intersection area when the document is reevaluated with Stage 3 implementation. It is likely the alternative described in this comment could introduce additional neighborhood impacts.*
SD MAD 51	The City would characterize the impacts for Stage 3 as a "moderate impact" to "Transit" for Table 4.6.3.1, as opposed to "low impact". *Statement revised.*
SD MAD 52	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. *WisDOT will reevaluate Stage 3 traffic circulation near Chalet Gardens when the document is reevaluated with Stage 3 implementation.*
SD MAD 53	The City notes that Stage 3 would significantly impact access from the west into Chalet Gardens neighborhood as well as pedestrian connectivity to southbound buses. *Stage 3 will remove the southbound Verona Road access to Chalet Gardens and pedestrian access to southbound buses will be limited at that location. Under the existing conditions, there is no pedestrian access to southbound buses on Verona Road at Chalet Gardens and no bus stop exists at this location.*
SD MAD 54	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. *Comment noted.*

Commenting Agency and Comment No.	SDEIS Comment and WisDOT Responses
SD MAD 55	Even though the Park Commissioners do not prefer the loss of park land in Stage 3, they do not support the alternatives rerouting the frontage road onto Britta Drive or discontinuing the frontage road. The Park's Commission asks that the need for Stage 3 be reevaluated prior to its implementation. *As mentioned, according to 23 CFR 771.129 actions reviewed under the National Environmental Policy Act (NEPA) must be reevaluated after three years if action has not been taken on them. This includes reviewing the purpose and need for the action. Because the construction of Stage 3 is not anticipated until 2030, a reevaluation will be required according to these federal rules.*
SD MAD 56	In addition to paying fair market value for land and seeking replacement parkland opportunities, adding recreational facilities to DeVolis Park to mitigate impacts is requested. This will require community input that will be obtained and evaluated closer to the implementation of Stage 3. *WisDOT is willing to work with the Parks Department to provide appropriate mitigation for Britta Park land needed for Stage 3. This includes paying fair market value for the land, seeking replacement parkland, and adding recreational facilities to DeVolis Park to mitigate impacts.*
SD DANE 1	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 the northeast and southeast corners, it has not addressed this need in the northwest corner. *The siting of noise barriers is governed by administrative rule TRANS 405. Under this administrative rule, the northwest quadrant does not qualify for a noise barrier.*
SD DANE 2	Commit to monitoring the air quality impact of the upgraded road. Monitoring could confirm the predicted air quality improvement from reducing the need for vehicles to alternate between breaking and accelerating. *See response to MAD 35. As mentioned, WisDOT does not perform continuous air monitoring for roadway facilities. The WDNR and two tribes measure ozone and PM.2.5 (particle pollution) in many Wisconsin counties. 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/*
SD DANE 3	Commit to monitoring the noise quality impact. WisDOT has indicated the noise quality may improve due to decreased traffic congestion. *Noise readings (monitoring) can vary hourly and daily depending on atmospheric conditions, traffic conditions, and individual noise events (such as lawn mowing). WisDOT can remodel noise levels and their applicability to TRANS 405 in the future if conditions change or the administrative rule is revised. The Noise analysis is discussed in Section 4.1–Summary of Verona Road Direct Effects, Section 4.5 Environmental Matrix, and in Section 4.8 Detailed Evaluation Sheet N–Noise.*
SD DANE 4	Commit to monitoring stormwater runoff impacts on Dunn's Marsh. *Stormwater management concepts have been revised to reduce direct impact to Dunn's Marsh. See Section 4.8 Detailed Evaluation Sheet K–Stormwater. WisDOT will adhere to TRANS 401 and will work with WDNR to determine the appropriate level and method of stormwater modeling necessary to finalize storm management features and locations for each stage.*

Commenting Agency and Comment No.	SDEIS Comment and WisDOT Responses
SD DANE 5	Preserve a commercial frontage road on the south side of the Beltline between the Verona Road and Seminole Highway exits. *Because of comments received during the SDEIS availability period, WisDOT has selected the Option B frontage road in the southeast quadrant.*
SD DANE 6	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. *All stages include bike lanes on all frontage roads and sidewalks on portions of the road that abut private properties subject to maintenance agreements and documentation from WDNR, the City of Fitchburg, and the NPS. WisDOT will alter or adjust the Cannonball and Military Ridge Trails as necessary to accommodate a requested rerouting as part of Stage 2 construction. WisDOT will evaluate Cannonball Trail usage and determine whether a grade-separated crossing is warranted. If warranted, a grade-separated crossing will be added to Stage 2 construction.*
SD DANE 7	Work directly with the City of Madison, City of Fitchburg and Dane County on controlling anticipated increased in traffic flowing into affected neighborhoods. *Comment noted.*

General Comments Received and Comment No.	SDEIS Comment and WisDOT Responses
SD GEN 1	Do not connect Freeport Road to Allied Drive with a new street because it will have a detrimental impact on the regionally important Southwest Commuter Path. A new street in this location will make the path an undesirable sidepath and users will have to negotiate two new full intersections that include multiple vehicle turning movements. … Neighborhood motor vehicle connections are best reserved for Summit Road and Raymond Road/Carling Drive. *The Freeport Road to Carling Drive connection is required for staging during construction of the jug-handle replacement of the Summit signalized intersection. Once that effort is complete, the City of Madison has indicated it will evaluate its effect on both trail and neighborhood street safety and determine if the connection will remain permanently. WisDOT will assist with that evaluation and remove or alter the road when and if the City requests.* *By itself, the Freeport connection does not create a new intersection with the Southwest Commuter Trail. One new crossing of the Southwest Commuter Path is created by the extension of Carling Drive north to Allied Drive. This extension is parallel to, and just east of, Verona Road. The Carling Drive extension has been endorsed by the City.* *If the Freeport connection remains after construction, WisDOT and the City will determine the most appropriate intersection control measures. A three-way stop-controlled intersection will be one of the options evaluated at both ends of the Freeport Connection. The motor vehicle volumes on the Carling Drive extension will be similar to the traffic volumes on Lovell Lane, which the path crosses just 0.3 miles south of this location. Additionally, this connection will lower the motor vehicle volumes on Lovell Lane.*
SD GEN 2	Keep the existing Military Ridge Trail crossing of County PD and the Verona Road Frontage path connection because this is the most direct connection to County PD west and to the frontage road. *Current Stage 2 plans show the Military Ridge Trail crossing being maintained along with the path connection on the east side of Verona Road. During final design, changes are possible if other options are developed that improve upon the safety or operations of the trail system. WisDOT would involve the Bike Federation, the WDNR, Fitchburg, and other interested parties in the consideration of changes.*
SD GEN 3	All frontage roads and separated crossings will have bike lanes and the separated crossings should have wide sidewalks. *All frontage roads will have bike lanes, and roadways abutting private property will have sidewalks ranging in width between 5 and 8 feet depending on pedestrian volume. High use sidewalks will be 8 feet wide.*
SD GEN 4	The radii on any bike/ped bridge approaches should be a minimum of 50 feet, which allows for an operational speed of about 15 mph. This is similar to the existing overpass at Hammersley Road. *The bike/ped overpass included in Stage 1 will have approaches with a curve radius of at least 50 feet.*
SD GEN 5	Given the size and scope of this project and the document under review, note that the absence of comments on a particular item does not necessarily imply agreement with that item. *Comment noted.*

General Comments Received and Comment No.	SDEIS Comment and WisDOT Responses
SD GEN 6	Keep bicycle advocacy organizations involved in all stages of design for this project, from concept to preliminary and final design. These organizations can add valuable insight on concepts through design detail. *The bicycle advocacy groups will be invited to public meetings and special design review sessions focusing specifically on bike/ped access.*
SD GEN 7	Consideration of a moratorium in order to give WisDOT time to do a broader transportation planning related to the Verona Road/Beltline corridor including further study of bypasses. *The staged Preferred Alternative described in this document is the product of over 6 years of evaluation of numerous alternatives and another 6 years of post-DEIS reevaluation. These alternatives have included evaluating a south bypass with two separate traffic modeling efforts. WisDOT has involved the community throughout the project development process, having had over 230 public, agency, and neighborhood meetings. These meetings resulted in numerous changes to the project concept, including the staging of the Preferred Alternative as described in this FEIS document. As a direct result of the comments received during the availability period of the SDEIS, WisDOT has made several additional revisions to the Preferred Alternative that address raised concerns. The staged Preferred Alternative described in this FEIS best satisfies the project purpose and need while minimizing, mitigating and deferring impacts to the extent practical. WisDOT will continue to perform studies evaluating transportation system alternatives, yet it is unlikely that any future studies will negate the findings contained in this FEIS or fully satisfy the purpose and need for improvements on Verona Road.*
SD GEN 8	Oppose early WisDOT purchase of properties anticipating Stage 3 construction. Eliminating business and residential buildings early will decimate the neighborhood of needed businesses. If properties are falling into disrepair or residences are attracting crime, recommend strict enforcement of ordinances instead of buy out. *WisDOT will work with the City on strategies that support the economic viability of the properties within the Stage 3 right of way footprint.*
SD GEN 9	Questioning whether added distance, circular and indirect routes, and additional stopping points related to the jug handle crossing might result in slower crossing time included for police and emergency vehicles. *Jug-handle design modifications have reduced the indirection for local travel. Traffic modeling indicates the jug-handle will improve traffic operations at the intersection and decrease delay.*
SD GEN 10	Recommend a ped/bike bridge be built over Verona Road and its frontage roads just south of the Beltline intersection rather than north of it. *Because of the grade differential, a pedestrian/bicycle overpass is difficult at this location. However, in response to this concern, a pedestrian/bicycle underpass on the interchange's south approached has been incorporated into the Preferred Alternative.*

General Comments Received and Comment No.	SDEIS Comment and WisDOT Responses
SD GEN 11	Want WisDOT to do a destination study for all traffic, in particular trucks, using Verona Road to determine how much traffic could be diverted now if a South Reliever is built. *WisDOT is working with the MPO and its demand model to improve the understanding of origins and destinations of vehicles using Verona Road. The analysis of two previous versions of the MPO (2002 and 2008) demand model showed only 5,000 vpd of Verona Road traffic would be diverted to a South Reliever if it were built. Even with a South Reliever, Verona Road traffic would be greater than what exists today.*
SD GEN 12	The SDEIS lacks information about traffic mix or ultimate destinations of vehicles. *See GEN 11. WisDOT is performing additional modeling to provide more detailed information regarding specific origins and destinations of vehicles, and trucks in particular.*
SD GEN 13	Even if the number of trucks is small, they should still be diverted because of their high level of pollution and noise. *Comment noted.*
SD GEN 14	We believe it is wrong to expose larger percentages of vulnerable people to these risks caused by air and noise pollution when they can be avoided. Any way to limit them should be implemented even if legal limits are not exceeded right now. *Traffic-associated air and noise risks will exist even if no improvements are made to the Verona Road corridor. Implementing Stage 1 will improve several noise and air quality characteristics because of reduced congestion and the construction of noise walls.*
SD GEN 15	This project represents short-sighted transportation planning. It seeks to accommodate every local and long-distance traveler. *A primary, if not the main mission of WisDOT, is to accommodate the general traveling public. Though Verona Road traffic is a mix of both local and long distance travelers, the Madison Metro area is the origin or destination for the majority of Verona Road traffic. If this demand is not accommodated on arterials, much of it will be transferred on less appropriate local streets.*
SD GEN 16	Many adjacent businesses and residents will be displaced as the highways are widened; those remaining will be negatively affected by noise and air pollution, ultimately making the neighborhood less desirable as a residential location. *During the project development process, great efforts were made to limit the expansion of the existing footprint. The staging of improvements substantially delays many business and residential relocations. Many could potentially be avoided altogether should future changes to travel behavior make Stage 3 unnecessary. Traffic-associated air and noise impacts will exist even if no improvements are made to the Verona Road corridor. With the construction of Stage 1, several noise and air quality characteristics improve because of reduced congestion and the construction of noise walls.*
SD GEN 17	The businesses relocated in the corridor will most likely not relocate to another location within the neighborhood. *Comment noted. During the relocation process, WisDOT relocation agents will inform owners of relocated businesses of opportunities within the project corridor.*

General Comments Received and Comment No.	SDEIS Comment and WisDOT Responses
SD GEN 18	Opposed to a freeway system. *Comment noted. Because of concerns associated with a freeway, Stage 3 (which includes a freeway) has been delayed until it is needed, anticipated to be around the year 2030.*
SD GEN 19	The corridor should be transitioned from being part of a statewide highway backbone system to a local road system and regional mass transit system. *Current and future traffic volumes on Verona Road are largely due to the growth of the Madison Metro area. The traffic demand would remain regardless of whether the corridor remains part of the statewide system or were redesignated as a local route.*
SD GEN 20	The staging of the Preferred Alternative will weaken the neighborhood. The Preferred Alternative seems to contradict the recent efforts of the City of Madison to rejuvenate the Allied Drive part of the neighborhood. *The Preferred Alternative was staged to address comments expressed by the City of Madison regarding neighborhood impacts. The staging delays Stage 3 impacts to the neighborhood. Many changes included in Stage 1 could benefit the neighborhood, such as improved pedestrian and bicycle facilities, better connections across Verona Road, new landscaping, and other aesthetics.*
SD GEN 21	We believe the WisDOT should realize that the small ROW footprint is a very strong indication that through traffic with business beyond Madison needs to be put elsewhere such as on a “South Reliever”. *Even with a South Reliever, 2030 traffic volumes for Verona Road are projected to be higher than what exists today because the Madison Metro area is the origin or destination for the majority of vehicles using Verona Road. With regard to Verona Road, the modest traffic relief provided by a South Reliever, as evaluated in Appendix L of this FEIS, is outweighed by the substantial impacts and costs that would result. A South Reliever study could be conducted in the future within the context of enhancing the overall regional road network.*
SD GEN 22	How wide will the planned highways be? Is WisDOT planning for a highway-scape of 8, 10, 12, or 16 lanes? That suggests a disdain for people who happen to live near the highway and a cavalier attitude that neighborhoods, especially those that are not well off, are expendable to serve the unabashed growth of car and semi truck use. *Stage 1 and 2 improvements essentially add one through lane in each direction on Verona Road and on the Beltline, raising the total to six or seven lanes, depending upon location. Existing turn, auxiliary, and ramp lanes are extended, and in a few places, a new one is added. The negative impacts associated with wider pavement are offset by the safety and local road consequences of doing nothing. Stage 3 would add to the total number of lanes by accommodating local and through traffic on separate roadways. Stage 3 will be reevaluated before it is implemented, anticipated for around 2030.*

General Comments Received and Comment No.	SDEIS Comment and WisDOT Responses
SD GEN 23	Continued reliance on Verona Road for the state highway backbone is an egregious social policy, because it compounds existing environmental justice issues that the WisDOT admits in the SDEIS are difficult to mitigate. *US 151 has been in this location since 1934, prior to any development occurring along the corridor. Since that time, reliance on US 151 for access to and from southwest Wisconsin and Iowa has grown. US 151's importance will continue to warrant the Backbone designation. Within the Verona Road and Beltline corridors, the designation has a minor effect on traffic volumes because they are largely independent of route designation. Efforts will continue to minimize impacts to adjacent neighborhoods and environmental justice populations.*
SD GEN 24	The negative health impacts from the air and noise pollution will be borne by low-income, communities of color, that are already at high risk for respiratory, cardiac, and other diseases. *Traffic-associated air and noise impacts will exist even if no improvements are made to the Verona Road corridor. With the construction of Stage 1, several noise and air quality characteristics improve because of reduced congestion and the construction of noise walls.*
SD GEN 25	US 18/151 bypasses all the cities and villages west of Madison. We believe it should bypass Madison as well with only a business leg of 18/151 coming into the Beltline intersection. *Comment noted. See response to GEN 21.*
SD GEN 26	The project should consider light rail, dedicated bus lanes that could also serve fully occupied private cars, park and ride lots at strategic traffic-generating locations, and other creative on-the-ground solutions with publicity and incentives that would make them viable. *The Preferred Alternative described in this FEIS includes transit facilities, park and ride lots, and extra pedestrian and bicycle facilities. See Section 2 Alternatives and Section 4.8 Detailed Evaluation B–Community and Residential.*
SD GEN 27	Request that all runoff generated from the highway be stored on or under the right-of-way so that it can infiltrate into the soil rather than run off to do damage to Dunn's Marsh or Lake Wingra. *Current administrative rules prevent the direct infiltration of stormwater originating from pavements. This document shows alternate locations and types of stormwater management areas. See Section 4.8 Detailed Evaluation Sheet K–Stormwater of this FEIS.*
SD GEN 28	Request highway and out-of-watershed water be kept out of Dunn's Marsh or Lake Wingra. *Comment noted. All stormwater originating from Stages 1, 2, and 3 of this project will maintain drainage to the basin they are currently draining to.*

General Comments Received and Comment No.	SDEIS Comment and WisDOT Responses
SD GEN 29	Concerned about the salt content in Lake Wingra and that the project will increase the salt content in Dunn's Marsh from the added lanes. *Absent changes in road salting policies, the amount of sodium may increase because there will be increases in total pavement area. Sodium in stormwater is a function of road and parking area salting practices implemented by WisDOT, Dane County, local municipalities, and private entities. In an attempt to protect groundwater and the quality of lakes, the City of Madison adopted a policy limiting salt use during plowing operations in the Lake Wingra watershed in 1972 and extended it to the entire City in 1977. Under the policy, salt is only used on major arterial streets, bus routes, and areas around hospitals and schools. WisDOT has designated US 151 in this area a Category 2 roadway in its snowplowing and ice control policies. Category 2 includes high volume four-lane roadways where all lanes and ramps will be maintained equally with emphasis on plowing and sensible salting.*
SD GEN 30	We oppose using the wooded land west of Dunn's Marsh and south of the Cannonball Trail settling pond regardless of whether it first came into the City as a dedication or was purchased as part of the Dunn's Marsh parcel. *Comment noted. The stormwater management strategies described in this FEIS eliminate the use of the area adjacent to Dunn's Marsh for water quality management. See Section 4.8 Detailed Evaluation Sheet K–Stormwater.*
SD GEN 31	All water leaving Dunn's Marsh flows to the Grady Tract of the Arboretum located south of the Beltline. The added water from additional pavement in Stage 1 and Stage 3 will increase the flow and degrade the arboretum. *WisDOT will adhere to Wisconsin Administrative Rule TRANS 401. While the overall quantity of water may increase, the peak flow rate is not allowed to increase under this administrative rule.*
SD GEN 32	Flooding is not sufficiently mentioned in the SDEIS and solutions are not proposed. The Seminole highway area and some frontage roads experience flooding. *The stormwater facilities will be designed to not exacerbate current flooding issues and, if possible, help alleviate current flooding issues. Comments regarding flooding will be reviewed during the design process and addressed to the extent possible.*
SD GEN 33	WisDOT should commit to intergovernmental cooperation and share the cost for facilities created (or enlarged) off the right-of-way to improve water quality and control water quantity that is already overwhelming the stormwater infrastructure during some storm events. *WisDOT will coordinate with local governments to maximize the mitigation provided by stormwater features to the extent practical.*
SD GEN 34	WisDOT in cooperation with WDNR and local governments should do a baseline measurement of Dunn's Marsh water quality and levels and should continue monitoring throughout each stage of construction and then afterward for at least 5 years. If quality deteriorates or flooding occurs, WisDOT should help fund mitigation projects in proportion to the contribution of these problems from the highway. *WisDOT will adhere to TRANS 401 and will work with WDNR to determine the appropriate water quality monitoring. Changes to the stormwater management strategy described in this FEIS will treat the stormwater prior to it flowing into Dunn's Marsh. Additionally, the management efforts will decrease the flooding problems in areas that are now prone to flooding problems.*

General Comments Received and Comment No.	SDEIS Comment and WisDOT Responses
SD GEN 35	The Neighborhood feels sound barriers should be provided whether or not any reconstruction project is pursued since the noise levels have already gone beyond acceptable limits. *Administrative rule TRANS 405 regulates the noise mitigation measures WisDOT can implement along highways. Numerous modeling efforts have been performed to maximize the noise mitigation allowed by TRANS 405. All noise mitigation measures allowed by this administrative rule have been incorporated in the Preferred Alternative. WisDOT will reevaluate the potential for noise mitigation if land use densities change or revisions to TRANS 405 occur.*
SD GEN 36	The SDEIS does not adequately document noise levels in the Dunn's Marsh neighborhood. When the wind blows, noise levels are increased and carried further into the neighborhood. Also raising Verona Road will project more noise into the neighborhood. The noise analysis used FHWA's approved noise model TNM 2.5 and accepted modeling procedures. The analysis used the criteria listed in Wisconsin Administrative Code Trans 405.
SD GEN 37	The Dunn's Marsh Neighborhood and all other neighborhoods, except in the northeast quadrant, will be left totally unprotected by sound walls during Stage 1. Noise is already reaching the limit of 66 decibels and raising the Beltline and Verona Road will only increase the noise. The proposed design will increase the noise levels in the Dunn's Marsh neighborhood. *Stage 1 does include a noise wall in the southeast quadrant of the interchange. Section 4.8 Detailed Evaluation Sheet N–Noise of this FEIS describes the noise measures being implemented.*
SD GEN 38	A ped-bike bridge should be built across Verona Road on the south side of the beltline. The 18 lane at grade crossing seems risky and is unreasonable. *In response to this concern, WisDOT will construct a pedestrian/bicycle underpass on the south approach of the Verona Road/Beltline interchange as part of Stage 1 improvements.*
SD GEN 39	Pedestrian crossing at the jug-handle is a longer route and inconvenient for the Dunn's Marsh neighborhood. *When measured against the majority of origins and destinations across Verona Road, the jug-handle will provide a shorter route for the majority of pedestrian traffic.*
SD GEN 40	The bike/ped overpass bridge at Whenona Drive should not be torn down and reconstructed because it is in good condition. *Aside from the condition of the current overpass, the bridge still needs replacement to accommodate Beltline widening and the reconstructed interchange.*

General Comments Received and Comment No.	SDEIS Comment and WisDOT Responses
SD GEN 41	Bike lanes and better pedestrian facilities should be funded by some level of government regardless of whether the project is done. Bike lanes, signs, and sidewalks are needed for safety and are relatively inexpensive. We support bike lanes and pedestrian ways on the frontage roads and applaud WisDOT's attention to them. However, they are not dependent on the Verona Road project and could be installed now. Proper signing is also needed to direct bicyclists to the shortest route to the many long-distance trails that converge in this area. *Funding for bicycle and pedestrian facilities as stand-alone projects is limited and is primarily applied to high-use facilities. More typically, improvements are incorporated into roadway improvements like the Verona Road project. This practice will increase with the passage of Wisconsin's Bicycle and Pedestrian Accommodation law.*
SD GEN 42	We oppose new streets that would encourage traffic from outside the neighborhood to use our neighborhood streets and roads as a shortcut or more convenient route to destinations outside of our neighborhood. This is already a problem on some streets. *Local street changes incorporated into Stage 1 are not anticipated to add to this problem.*
SD GEN 43	We do not feel that we are isolated at all. We feel our neighborhood is located in an ideal location. *Comment noted.*
SD GEN 44	We want the WisDOT to measure and continue to monitor mobile source related emissions (MSATs) and other air pollutants in our neighborhood both now and in the future. Specifically with an air monitoring station located in the neighborhood and semi-annual reporting of the data. *See MAD 35 comment response. FHWA's Interim Guidance on MSATs indicates this project has low potential for MSAT effects, having about half the traffic volume of projects likely to have high potential for MSAT effects. See Section 4.8 Detailed Evaluation Sheet L–Air Quality for more information on this concern.*
SD GEN 45	We feel that continued reliance on Verona Road for the state highway backbone is an egregious social policy, because it compounds existing environmental justice issues that the WisDOT admits in the SDEIS are difficult to mitigate. *Comment noted. See response to GEN 23.*
SD GEN 46	The SDEIS notes that traffic now dispersing itself on other routes will come back to Verona Road if the traffic is freed up. This probably includes more truck traffic that emits higher levels of air pollutants and noise than automobiles. *Early modeling indicated that traffic returning to the Verona Road corridor occurred mostly during the morning and evening rush hours. Most of this traffic would be characterized as commuter traffic rather than truck traffic.*
SD GEN 47	We do not believe the amount of pollution will decline, particularly since more traffic will be drawn to a widened highway. *Comment noted.*

General Comments Received and Comment No.	SDEIS Comment and WisDOT Responses
SD GEN 48	We support Option B that keeps the Beltline Frontage Road next to the highway. This option also includes berms and foliage to soften both the view and the sound of the beltline. *The Option B frontage road is included as part of the Preferred Alternative described in this FEIS. Berms and landscaping will also be used as screening elements in the area where existing business buildings are removed to make room for Option B.*
SD GEN 49	We want a more reasonable and safe connection to Allied from the Summit Jug Handle. We feel that the current plan to locate the frontage road on an extended Atticus Way creates a dangerous situation for pedestrians trying to access Walgreens. *The jug-handle has been reconfigured to address these concerns and eliminates the Atticus Way extension. See Section 2-Alternatives of the FEIS.*
SD GEN 50	The jug-handle will create more lights and may increase the time to cross Verona road. It may not be as advantageous as it seems. *Crossing time may increase somewhat for a portion of the local traffic during low-volume times of the day but traffic modeling shows a substantial overall decrease in overall delay for motor vehicles over the current signalized intersection. Revisions to the jug-handle configuration described in Section 2-Alternatives of this FEIS reduce indirection and delay for some local trips.*
SD GEN 51	Concerned about the tunnel area associated with the jug-handle underpass of Verona Road. Lighting must be installed for safety. Concerned the underpass must have constant vigilance for graffiti. *The jug-handle will have an underpass with ample lighting. Recent revisions to the design of the underpass will also increase the width and lighting of the jug-handle. It will not be a tunnel but instead will have a width that is similar to the current Beltline/Verona Road interchange.*
SD GEN 52	Construction in the vicinity of the jug-handle will probably result in the destruction of the big cottonwood tree that was saved during the last round of construction. Amenities like trees and shrubs are important to the neighborhood. *The proposed project will require the removal of existing landscaping. Stage 1 of the project will incorporate substantial amounts of landscaping in the project area.*
SD GEN 53	Although there are a number of negatives, we support the Carling Drive extension to Allied in order to complete the frontage road to Nakoma Heights and further east. It should be signed as a route to the Southwest Commuter Bike Path and the Military Ridge Trail. *Comment noted. Signing details will be evaluated during the final design of the roadways.*
SD GEN 54	We oppose the Freeport Road connection. *The Freeport Road to Carling Drive connection is required for staging during construction of the jug-handle replacement of the Summit signalized intersection. Once that effort is complete, the City of Madison has indicated it will evaluate its effect on both trail and neighborhood street safety and determine whether or not it will remain permanently. WisDOT will assist with that evaluation and remove or alter the road when and if the City requests.*

General Comments Received and Comment No.	SDEIS Comment and WisDOT Responses
SD GEN 55	We support other modes of transportation, such as bus and light rail. The SDEIS does not adequately cover mass transportation. *The project team has and will continue to coordinate with Madison Metro regarding provisions for transit throughout the project. High capacity transit alternatives were evaluated in the early stages of the project as to their ability to meet the project purpose and need. Early modeling indicated these modes would not draw enough traffic from the Verona Road corridor to solve operational and safety needs on the existing facility. High capacity transit alternatives are being evaluated in the Madison metro area through the Transport 2020 process and study. More information is available at http://www.transport2020.net/, and for early study materials http://www.transport2020.net/old_site/*
SD GEN 56	We want the City of Madison, City of Fitchburg, and WisDOT, aided by private funds as available, to designate sufficient funds to add wall and attic insulation and air sealing to all residential units in the Madison part of the neighborhood. *Comment noted. See MAD 36 comment response.*
SD GEN 57	We support the closing of the Highlander motel and hope that it is used as a small community center or co-op housing. *Recent design refinements associated with the frontage road and the incorporation of the pedestrian/bicycle underpass render reuse of the Highlander Motel building unfeasible.*
SD GEN 58	In Stage 3, we would like the freeway to be covered. *Comment noted.*
SD GEN 59	Stage 3 will destroy the neighborhood. *Comment noted.*
SD GEN 60	In Stage 3, we oppose the closing of the Seminole Highway ramps. These ramps provide important access directly to the beltline. *The ramp closures and all other Stage 3 details will be reevaluated prior to any final approval of future construction.*
SD GEN 61	Concerned about the proposed “Carling-Freeport Road Connection”. The neighborhood feels it is unsafe, will increase traffic to the neighborhood and will be detrimental to the neighborhood. *The Freeport Road to Carling Drive connection is required for staging during construction of the jug-handle replacement of the Summit signalized intersection. Once that effort is complete, the City of Madison has indicated it will evaluate its effect on both trail and neighborhood street safety and determine whether or not it will remain permanently. WisDOT will assist with that evaluation and remove or alter the road when and if the City requests.* *If the Freeport connection remains after construction, WisDOT and the City will determine the most appropriate intersection control measures. A three-way stop-controlled intersection will be one of the options evaluated at both ends of the Freeport Connection.*
SD GEN 62	The SDEIS does not make any effort to estimate the traffic impacts on the Orchard Ridge Neighborhood and does not address the impact of the Freeport Road Connector on the Freeport/Reetz/Raymond Road intersection. *Comment noted. Additional information is provided in Section 4.2 of this FEIS.*

General Comments Received and Comment No.	SDEIS Comment and WisDOT Responses
SD GEN 63	The City of Madison and WisDOT were more concerned about the Allied Drive neighborhood and neglected to address the impacts of other neighborhoods. *More attention is devoted to the Allied Drive neighborhood because the majority of relocations and property impacts occur in the southeast quadrant. The study team has and will continue to coordinate with representatives and residents of all neighborhoods. WisDOT will seek to design the facility in a way that addresses impacts to the extent possible.*
SD GEN 64	Because the City of Madison is investing in the Allied Drive Neighborhood, we feel the connection is not necessary to aide in the improvement of the neighborhood and that it be eliminated from the project. *Comment noted. See response to GEN 61.*
SD GEN 65	The Orchard Ridge neighborhood is making strides in reducing crime and involving the community. We feel the Freeport connection will be counterproductive to the positive gains we are making and further exacerbate the problems along Freeport Road and the bike path. *Comment noted. See response to GEN 61.*
SD GEN 66	If the connection is made, the plans must include substantial lighting along the Southwest Commuter path to allow for increased and improved policing. We also request a camera surveillance to monitor the safety of the public in this area. *Lighting will be incorporated into final plans for this crossing. The request for other security measures will be forwarded to the City of Madison.*
SD GEN 67	The "Carling-Freeport Road Connection" should be eliminated entirely or at a minimum, it should be deferred until the City's projects in Allied Drive result in a measurable reduction of police calls. *Comment noted. See response to GEN 61.*
SD GEN 68	Concerned the SDEIS does not address any impacts in the Orchard Ridge neighborhood. The neighborhood would like to work with the WisDOT to find a resolution to these concerns. *WisDOT will continue working with the neighborhood and the City to address concerns to the extent practical. As mentioned, most direct impacts occur in the southeast quadrant. Traffic-related impacts have been expanded in Section 4.2 of this FEIS.*
SD GEN 69	SDEIS fails to address human health and air quality impacts *Section 4.8 Detailed Evaluation Sheet L–Air Quality describes the air quality impacts of the Preferred Alternative. See response to comment MAD 37 for information regarding Health Impact Assessments.*
SD GEN 70	WisDOT has not listened to the citizen's suggestions or discussion points. *WisDOT has held over 230 meetings with residents, businesses, agencies, and other stakeholders to get their input on the proposed project. The Preferred Alternative presented in the SDEIS was a direct result and response to the comments received during these interactions. Additionally, the Preferred Alternative described in this FEIS contains several substantial refinements that further address comments received during the SDEIS comment period. WisDOT routinely invites citizen comment and seeks ways to address these comments and concerns in the projects being proposed.*

General Comments Received and Comment No.	SDEIS Comment and WisDOT Responses
SD GEN 71	If the neighborhoods affected were more upscale and privileged, the highway expansion probably wouldn't be considered and if it was proposed, the community's perspectives and questions would be much more respected and acted on. *US 151 has been in this location since 1934, prior to any development occurring along the corridor. Since that time, reliance on US 151 for access to and from southwest Wisconsin and Iowa has grown, increasing the importance of this roadway. Because of the presence of environmental justice populations in the project corridor, WisDOT has taken substantial efforts to reach out to and consider the comments of adjacent neighborhoods. Additionally, when compared to the alternatives described in the original DEIS, WisDOT has made extraordinary modifications to the Preferred Alternative to decrease negative impacts to adjacent neighborhoods and provide transportation improvements that are sensitive to the context and population adjacent to them.*

General Comments Received and Comment No.	SDEIS Comment and WisDOT Responses
SD GEN 72	Downplaying and/or ignoring critical public and environmental health risks resulting from this project violates the WisDOT mandate under Executive Order 12898 to make decisions that do not have adverse environmental and health impacts to minorities and lower income communities. A core principal of environmental justice is meaningfully and respectfully engaging affected communities in decisions and policies, not doing so is also violating the environmental justice mandate. *As mentioned in the response to GEN 71, WisDOT has made extra efforts to respond to community concerns to the extent possible while still satisfying the project purpose and need. The term Environmental Justice means identifying and addressing disproportionately high and adverse human health and environmental effects, including the interrelated social and economic effects of programs, policies, and activities on minority and low-income populations. Populations covered by the Americans with Disabilities Act and the Age Discrimination Act are included.* a. *A minority population is defined as any readily identifiable group of minority persons including the elderly or disabled who live in geographic proximity to the project area.* b. *Low-income population means any readily identifiable group of low-income persons (having a household income at or below the U.S. Department of Health and Human Services poverty guidelines) who live in geographic proximity to the project area.* c. *A disproportionately high and adverse effect means:* (1) *An adverse effect that is largely borne by a minority population and/or low-income population.* (2) *An adverse effect that will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the nonminority population and/or non-low-income population.* d. *The three principal elements of Environmental Justice are:* (1) *To avoid, minimize, or mitigate disproportionately high and adverse effects on minority and low-income populations;* (2) *To ensure full and fair participation by all potentially affected communities in the transportation decision making process; and* (3) *To prevent the denial of, reduction in, or delay in the receipt of benefits by minority and low-income populations.* *The concept of Environmental Justice is intimately tied to Title VI of the Civil Rights Act, which prohibits discrimination on the basis of race, color, or national origin. Efforts to address Environmental Justice does not create any rights, benefits, or trust responsibilities, substantive or procedural, enforceable by law or equity, by a party against FHWA, its officers, or any person. Furthermore, efforts to address Environmental Justice by FHWA, its operating administrators, its officers, or any other person do not create any right to judicial review for compliance or noncompliance with the goals of achieving Environmental Justice.* *e.Efforts to address Environmental Justice on this project include:* (1) *Identifying and evaluating environmental, public health, and interrelated social and economic effects of the subject project.* (2) *Proposing measures to 1) avoid, minimize, and/or mitigate disproportionately high and adverse environmental, public health, and interrelated social and economic effects; and 2) provide offsetting benefits and opportunities to enhance communities, neighborhoods, and individuals affected by the subject project, when permitted by law and consistent with EO 12898.* (3) *Considering alternatives to the proposed project, where such alternatives would result in avoiding and/or minimizing disproportionately high and adverse human health or environmental impacts consistent with EO 12898.* (4) *Provide public involvement opportunities and considering the results thereof, including providing meaningful access to public information concerning the human health or environmental impacts, and soliciting input from affected minority and low-income populations in considering alternatives during the development of alternatives and decisions.* (5) *Evaluating the alternatives or measures to avoid, minimize, or mitigate the disproportionately high and adverse impacts in order to determine if they are "practicable" from a social, economic (including cost) and environmental impacts perspective.*

General Comments Received and Comment No.	SDEIS Comment and WisDOT Responses
SD GEN 73	Air pollution will put an already at risk neighborhood even more at risk. *Comment noted. See Section 4.8 Detailed Evaluation Sheet L–Air Quality for more information regarding the air quality impacts of this project.*
SD GEN 74	Key air pollutants are ignored and/or inappropriately discounted in the SDEIS. *An expanded discussion is incorporated in Section 4.8 Detailed Evaluation Sheet L–Air Quality regarding the air quality impacts of this project.*
SD GEN 75	According to the SDEIS, ozone does not need to be addressed because the county is not designated as "non-attainment or maintenance for ozone." This is an inappropriate reason not to address the localized and broader increases in this serious pollutant, increases that are inevitable with this project. *Comment noted, see Section 4.8 Detailed Evaluation Factor Sheet L–Air Quality. O_3 is one of six criteria pollutants regulated by the EPA under the Clean Air Act (CAA) as amended in 1990. Since the Dane County area has not violated the existing ozone standards, there are no regulatory analysis requirements for either regional transportation plans or specific transportation projects. In addition, ozone is a regional pollutant and does not have localized impacts near roadways or other sources.*
SD GEN 76	MSAT (Mobile Source Air Toxins) should be measured and continuously monitored with an air monitoring station in the neighborhood. *See response to comment MAD 35 and GEN 44 and Section 4.8 Detailed Evaluation Factor Sheet L–Air Quality.*
SD GEN 77	Even if MSAT's do decrease over time, this does not ameliorate the increased MSAT exposures in this neighborhood and especially among those right next to the roads. *Comment noted. See expanded discussion on MSATs in Section 4.8 Detailed Evaluation Factor Sheet L–Air Quality.*

General Comments Received and Comment No.	SDEIS Comment and WisDOT Responses
SD GEN 78	Expanding roads within the county and attracting more traffic will only increase levels of PM 2.5, pushing Dane County to non-attainment for this pollutant sooner or later. *Dane County is within the Southern Wisconsin Intrastate Air Quality Control Region as designated under Wisconsin Administrative Code Chapter NR 404.03. An air quality impact would occur with a violation of the NAAQS. Based on historic monitoring data, Dane County does not violate the standard for PM2.5. The proposed Verona Road transportation project is located entirely within Dane County.* *The standard for PM2.5 was established by the USEPA to protect human public health including the health of sensitive populations such as including asthmatics, children, and the elderly. Since the Dane County area has not violated the existing PM standards, there are no regulatory analysis requirements for either regional transportation plans or specific transportation projects.* *The National Environmental Protection Act requires analysis of significant impacts from proposed projects. However, there are no established criteria for determining the significance of air quality impacts in attainment areas (those that meet the NAAQS). EPA has, however, developed thresholds for projects of significant air quality concern under its Final Rule for PM2.5 and PM10 Hot-spot Analyses in Project Level Transportation Conformity Determinations for the New PM2.5 and Existing PM10 National Ambient Air Quality Standards (71 FR 12468, March 10, 2006). Examples of projects of air quality concern include: "A project on a new or expanded highway or expressway that serves a significant volume of diesel truck traffic, such as facilities with greater than 125,000 annual average daily traffic (AADT) and 8% or more of such AADT is diesel truck traffic;" "New exit ramps and other highway facility improvements to connect a highway or expressway to a major freight, bus, or intermodal terminal;" and "Expansion of an existing highway or other facility that affects a congested intersection… that has a significant increase in the number of diesel trucks". The proposed Verona Road transportation project does not meet the EPA's threshold for a project of significant air quality concern. With Stages 1 and 2 in place, the maximum average AADT on Verona Road (just south of the Beltline) is projected to grow to 75,200 by 2030. Under the no build alternative, the 2030 projection is 68,800 a day. The project is not expected to result in a significant increase in diesel traffic or new connection to a facility serving diesel vehicles anticipated.* *Rather, the proposed Verona Road project will improve highway operations by smoothing traffic flow and vehicle speeds and reducing queuing at intersections. These improvements are expected to reduce PM2.5 concentrations by reducing idling and acceleration activity.*
SD GEN 79	The ever-changing attainment/non-attainment classification as a criteria for whether or not this pollutant needs to be addressed by WisDOT is unethical in that it is not based on protecting public health. *Attainment is based on compliance with national air quality standards established by USEPA. These standards are set at a level to protect human health, including the health of sensitive populations. Dane County is in compliance for these standards.*
SD GEN 80	PM 2.5 should be monitored now and ongoing (real-time if possible) as these projects progress. *Comment noted. See response to comment MAD 35 and GEN 76.*

General Comments Received and Comment No.	SDEIS Comment and WisDOT Responses
SD GEN 81	Most of the contaminants emitted in Transportation Related Air Pollutants (TRAP) will also contribute significantly to climate change. *Comment noted. See discussion of climate change in Section 4.8 Detailed Evaluation Factor Sheet L–Air Quality.*
SD GEN 82	Air pollutants emitted from the increased traffic in this area due to the road expansions proposed in this project will add significantly to the overall air pollution in Dane County and the region for decades to come. The additional traffic will lead to additional air and water pollution. *Comment noted. Decreased congestion will actually reduce the overall level of many pollutants. See Section 4.8 Detailed Evaluation Factor Sheet L–Air Quality for more information.*
SD GEN 83	Bike and walking paths are great, but expose people to more pollution. *Bike and pedestrian ways are part of an overall transportation system that provides mode choice. The preservation and increase of mode choice help environmental justice populations and help reduce reliance on motor vehicle travel. The bicycle and pedestrian accommodations are an important part of the Preferred Alternative.*
SD GEN 84	WisDOT has already discounted requested air monitoring and health impact studies. *See response to comment MAD 35 and MAD 37 regarding air quality monitoring.*
SD GEN 85	WisDOT writes off requests to weatherize homes to mitigate sound and air pollution impacts as well as the recommendation that WisDOT work to secure a grant for a Health Impact Assessment–by saying in both cases that "grants are available." Regarding Health Impact Assessments, see response to MAD 36 and 37.
SD GEN 86	Clearly, the health impact of the Allied/Dunn's Marsh Neighborhood is not a high priority for the WisDOT. *The health of all Wisconsin residents is a high priority for WisDOT, and WisDOT continues to seek environmentally balanced solutions that address the safety and mobility needs of the traveling public while minimizing impacts to adjacent residents. The substantial refinement to the Preferred Alternative in response to public comment illustrates WisDOT's commitment to providing context sensitive solutions.*
SD GEN 87	WisDOT should work with the WDNR to monitor air quality in adjacent neighborhoods, including regular reporting and a monitoring station. *See response to comment MAD 35.*
SD GEN 88	WisDOT should assure that sound walls and other noise barriers wanted by the neighborhood are actually constructed in all the areas needed as identified by the community throughout all phases of the project. *See Section 4.8 Detailed Evaluation Sheet N–Noise and MAD 34 comment response.*
SD GEN 89	WisDOT should place bike paths and walking paths where the neighborhood associations have suggested they should go. *WisDOT is open to public comment. The Preferred Alternative contains substantial amounts of pedestrian and bicycle enhancements. WisDOT is open to the consideration of additional enhancements as they are requested by the public.*

General Comments Received and Comment No.	SDEIS Comment and WisDOT Responses
SD GEN 90	WisDOT should work with Public Health Madison Dane County (PHMDC) and the Wisconsin Department of Health Services to compile existing and gather needed health data for the neighborhood, particularly on diseases and conditions related to air pollution. *Comment noted. See response to comment MAD 37.*
SD GEN 91	WisDOT should initiate and gather resources working with public health agencies to do a health impact study (HIS), in active collaboration with members of the affected neighborhoods to better understand the full effects of the policy decisions about this highway expansion on people's health and well-being. *Comment noted. See response to comment MAD 37.*
SD GEN 92	The information from the air monitoring and health impact study should be used to make decisions that minimize negative health impacts on the neighborhood to the fullest extent possible in all the planned projects. *Comment noted. See response to comment MAD 37.*
SD GEN 93	WisDOT should develop and implement strategies to eliminate the perceived need for future phases of this project. WisDOT should consider a moratorium on this project or future phases to provide more time for government agencies to do a broader transportation planning study. *The staging of the Preferred Alternative seeks to construct transportation improvements as they are needed rather than before they are needed. According to 23 CFR 771.129, actions reviewed under the National Environmental Policy Act (NEPA) must be reevaluated after three years if action has not been taken on them. Because the construction of Stage 3 is not anticipated until 2030, a reevaluation will be required prior to its implementation.*
SD GEN 94	WisDOT should consider alternative transportation options that protect public health and the environment by limiting cars and trucks. *With this project WisDOT is providing additional facilities that provide opportunities for mode choice within the corridor. WisDOT enables the use of motor vehicle transportation by providing safe and efficient roadways and seeks to enable alternate modes through the construction of complete streets. Individual mode choice, however, is greatly influenced by market conditions and locational choices.*
SD GEN 95	Stop planning transportation options based on the assumption that there is no choice but to build more and bigger highways. *Comment noted. See response to comment GEN 94.*

General Comments Received and Comment No.	SDEIS Comment and WisDOT Responses
SD GEN 96	The Beltline should be expanded to four lanes each way, east of Verona Road. *The Beltline's operations and safety have been reviewed under a separate study. Before a full NEPA study can begin, WisDOT must be authorized to do so by the Transportation Projects Commission.* *In 1983, the Legislature created the Transportation Projects Commission (TPC) to evaluate the merits of candidate major projects and to recommend projects to the Governor and Legislature for statutory enumeration (i.e. authorization for construction). Expansion of the Beltline would be defined as a major project (see State Statute 84.013) so would need to be recommended to the TPC and then enumerated under this statutory process before a study could begin.* *The TPC consists of fifteen members including the Governor, three citizen members appointed by the Governor, five senators and five representatives appointed by the Legislature, and the secretary of transportation as a non-voting member.*
SD GEN 97	Concerned traffic from Verona Road will have to merge getting onto the eastbound Beltline with the third lane added from Whitney Way, unlike today. This will cause more congestion. *Comment Noted. Measures are being incorporated into the Preferred Alternative to ease this merging maneuver.*
SD GEN 98	Pedestrian accidents at Raymond Road are not the fault of highway design. *Comment Noted.*
SD GEN 99	Keep the down time for the pedestrian overpass to a minimum. *Comment Noted.*
SD GEN 100	Place a protective barrier between the Beltline and bike path along the Beltline from Pontiac Trail to the Southwest Commuter Path in the northwest quadrant. *Comment Noted. Current plans include providing a concrete barrier at this location.*
SD GEN 101	Delay the construction of the project by 2 to 3 years. This will give the housing crisis more time to cool off and address the unresolved issues. *WisDOT programs improvements in accordance with budget allocations and project need. The safety and congestion improvements for the US 151 corridor have been needed for several years. Delaying improvements just prolongs the current safety and congestion concerns.*
SD GEN 102	The proposed project cost is too high. *Comment Noted.*
SD GEN 103	The cost per trip differs in the document. *The cost per trip was not listed in the document; however Table 4.1.D-1 describes the Verona Road Alternatives' cost impacts.*
SD GEN 104	Find more affordable ways to modify plans. *Comment Noted. See Section 2.*
SD GEN 105	Stage 2 is not addressed for environmental justice. *Environmental Justice for Stage 2 is addressed in Section 4.8 Detailed Evaluation Sheet E–Environmental Justice.*

General Comments Received and Comment No.	SDEIS Comment and WisDOT Responses
SD GEN 106	Would like the project to provide jobs for the community. *With this project, WisDOT is making a substantial investment near these neighborhoods. The Transportation Alliance for New Solutions (TrANS) program is a jobs partnership program operating in Southeast, South Central, and Central and North Central Wisconsin. TRANS is a public-private model for collaboration and success for preparing the underemployed with skills needed to gain access to the road-building industry as laborers and apprentices. Informational sessions regarding this program will be provided to the community.*
SD GEN 107	Opposed to the project *Comment Noted.*
SD GEN 108	Opposed to the project because it will not be safe. *Comment Noted. One of the main purposes of the project is to improve travel safety on the Verona Road Corridor. Along with improving the travel safety, the project also improves pedestrian and bicycle safety through improved facilities. See Section 1.D.*
SD GEN 109	WisDOT should develop and implement strategies to eliminate the perceived need for future phases of this project. *Comment Noted. Stage 3 will be reevaluated in 2030 or when needed.*
SD GEN 110	Feels the WisDOT process is not clear. WisDOT needs to ameliorate uncertainty. *The NEPA process is long and can seem complicated. In all public information meetings, a project flow chart and timeline were provided to help residents and businesses see the total project development process as well as which step the project was currently on.*
SD GEN 111	Feels the existing corridor is dangerous. *Comment Noted.*
SD GEN 112	Purchase the house on Whenona needed for the ped bridge immediately. *Comment Noted. The house is vacant and has been purchased.*
SD GEN 113	Traffic control is needed at the Seminole intersection and Beltline. *Currently the Seminole Highway/Frontage Road intersections are signalized. They will remain signalized with Stages 1 and 2 of the Preferred Alternative.*

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Included in this Section

6.1 FEDERAL AGENCIES LIST OF PREPARERS

Name/Organization	Primary Responsibility	Qualifications
Johnny Gerbitz Federal Highway Administration	SDEIS and DEIS review for environmental and design aspects	B.S., Civil Engineering; experience since 1960 in highway design, construction, and environmental assessment.
Jaclyn D. Lawton, P.E. Federal Highway Administration	(Retired) DEIS review for environmental aspects	B.S., Civil Engineering; experience since 1975 in highway design and environmental assessment, including FHWA Environmental Coordinator.

6.2 STATE AGENCIES LIST OF PREPARERS

Name/Organization	Primary Responsibility	Qualifications
Larry Barta Wisconsin Department of Transportation, Southwest Region, Madison Office	WisDOT Project Manager, Verona Road Alternatives Development, SDEIS Content, Public and Agency Involvement	B.S., Civil Engineering; experience since 1980 in transportation planning, environmental assessment, public involvement, design and construction.
Thomas Koprowski Wisconsin Department of Transportation, Southwest Region, Madison Office	WisDOT Project Planner, Public and Agency Involvement	M.U.P., Urban and Regional Planning; Transportation Planning Professional.
Jennifer Grimes Wisconsin Department of Transportation, Southwest Region, Madison Office	Environmental Analysis and Review Specialist; SDEIS and FEIS review for NEPA and WEPA compliance	B.S., Environmental Engineering, B.S., Reclamation; experience since 2000 with WisDOT and since 2001 in the review and preparation of environmental documents and with guidance on environmental policies and laws.
Michael Hoelker, P.E. Wisconsin Department of Transportation, Southwest Region, Madison Office	Planning Supervisor; FEIS review for environmental and design aspects and public involvement	B.S., Civil Engineering; experience since 1994 with WisDOT as Project Manager and Supervisor in the Project Development Section and as Planning Supervisor.
John Vesperman, P.E. Wisconsin Department of Transportation, Southwest Region, Madison Office	Planning Chief; FEIS review for environmental and design aspects and public involvement	B.S., Civil Engineering with wide variety of experience since 1986 with WisDOT in Project Development and Planning.

Name/Organization	Primary Responsibility	Qualifications
Sharlene TeBeest Wisconsin Department of Transportation, Bureau of Technical Services	Hazardous Materials Specialist. SDEIS review for NEPA and WEPA compliance	B. A, Environmental Studies; experience since 1991 in environmental analysis and review.
Patricia M. Trainer Wisconsin Department of Transportation, Bureau of Technical Services	Section Manager. SDEIS review for Indirect and Cumulative Effects	B.S., Water Resources, M.S., Water Resource Management, PhD, Land Resources; experience since 1990 in Environmental Policy. Experience in Transportation/Environmental Policy since 1999.
Michael Rewey, P.E. Wisconsin Department of Transportation, Southwest Region	(Retired) Former Systems Planning Chief; DEIS review for environmental and design aspects	B.S., Civil Engineering; experience since 1968 with WisDOT overseeing planning programming, development, inventory, access and studies.
Marshall Quade, AICP Wisconsin Department of Transportation, Southwest Region	Former Planning Supervisor; DEIS review for environmental and design aspects and public involvement	B.A., Political Science, Certificate in Management, Master of Urban Planning (MUP); experience since 1995 as a transportation analyst and planner; experience since 1991 as an urban/regional planner and analyst.
John Steiner, P.E. Wisconsin Department of Transportation, Southwest Region	Planning Project Manager; consultant management, DEIS review for environmental and design aspects, and public and agency involvement	B.S., Civil Engineering with Transportation and Environmental emphases; experience since 1990 with WisDOT and since 2003 as a planner.
Jeffrey Gust, P.E. Wisconsin Department of Transportation, Southwest Region	Review of alternatives for environmental and design aspects and public involvement	B.S., Civil and Environmental Engineering; experience since 1989 with WisDOT; experience since 1992 as a project development engineer overseeing major/complex type projects through the EIS process.

Name/Organization	Primary Responsibility	Qualifications
John Voorhees, P.E., P.H. Wisconsin Department of Transportation, Southwest Region	Former District Stormwater Engineer; DEIS review of stormwater, air, and noise analyses	B.A., Economics, B.S., M.S. Civil Engineering; experience since 1999 with district stormwater, erosion control, air quality, and noise issues.
Susan M. Fox Wisconsin Department of Transportation, Bureau of Equity and Environment	(Retired) DEIS review for land use, secondary effects, environmental justice, 4(f) sites, and other socioeconomic issues	B.A., English, M.A., Library Science, M.S., Urban and Regional Planning; experience since 1989 in environmental coordination and review.
Carolyn Amegashie Wisconsin Department of Transportation, Bureau of Technical Services	Program and policy analyst; SDEIS and DEIS review for environmental justice and economic development/business	B.A., Management, M.A., Public Policy and Administration; experience since 1992 with WisDOT as a program and policy analyst.
Jay Waldschmidt, P.E. Wisconsin Department of Transportation, Bureau of Technical Services	FEIS, SDEIS and DEIS review for air and noise issues and legal sufficiency	B.S., Civil Engineering; experience since 1990 in air and noise issues, highway design, and environmental coordination and review.
Shirley Stathas Wisconsin Department of Transportation, Bureau of Technical Services	(Retired) Former Archaeology program manager liaison with Native American Tribes; Section 106 coordinator for archaeological resources	B.S., Speech Therapy and English; experience since 1985 in archaeological resources issues and environmental coordination and review.
James J. Becker, III Wisconsin Department of Transportation	Archaeology Program Coordinator, Liaison with Native American Tribes; Section 106 Coordinator for Archaeology Resources.	B.A., Organizational Management; experience since 2000 in Transportation Programs.
Robert S. Newbery Wisconsin Department of Transportation, Bureau of Technical Services	Section 106 review for historical resources	M.A., U.S. History; experience since 1980 in historical resources issues as staff historian and environmental coordination and review.

6.3 CONSULTANTS LIST OF PREPARERS

Name/Organization	Primary Responsibility	Qualifications
Thomas Lynch, P.E., PTOE Strand Associates, Inc.®	Project Manager; coordination with Region, SDEIS and DEIS preparation, data gathering, alignment development, impact analysis, public and agency involvement	B.S. Construction Engineering, B.S. Civil/Environmental Engineering; Professional Traffic Operations Engineer; experience since 1984 in highway design, construction, environmental analysis and public involvement.
Stephanie Thomsen, P.E. Strand Associates, Inc. ®	SDEIS document preparation, impact analysis. Section 4(f), and public and agency involvement.	B.S., Civil Engineering with Environmental emphasis; experience since 2006 in review of environmental regulations and environmental document preparation and review.
Eric Hanson, P.E. Strand Associates, Inc.®	Alternatives/alignment development, geometric layout/design, and development of opinions of probable cost.	B.S., Civil Engineering; experience since 2002 in the development of WisDOT transportation plans, special provisions and estimates for both urban and rural highway facilities.
Kyle Henderson, E.I.T. Strand Associates, Inc.®	Traffic analysis and modeling, public and agency involvement.	B.S., Civil Engineering with a Transportation emphasis; experience since 2007 in traffic analysis and modeling.
Mary Karlsson, P.E. Strand Associates, Inc. ®	Data gathering and DEIS organization and preparation of community/ residential, Section 4(f), environmental justice, traffic operations modeling, and public and agency involvement	B.S., M.S., Civil Engineering with emphasis in Construction Management; experience in traffic operations analysis and environmental reviews since 1998.
Tory Kress, P.E. Strand Associates, Inc. ®	Data gathering and DEIS preparation of air quality analysis, conceptual stage relocation plan and real estate impacts, daily traffic and diversion analysis, and public and agency involvement.	B.S., Civil Engineering with Environmental emphasis; experience since 2000 in review of environmental regulations and environmental document preparation and review.
Tasha Stoiber, E.I.T. Strand Associates, Inc. ®	Noise analysis, hazardous materials assessment, and impact analysis for environmental resources	B.S., Environmental Engineering, B.S., Biological Sciences; experience since 2001 in environmental review and Phases I and II Site Assessments.

Name/Organization	Primary Responsibility	Qualifications
Tina Sebold, P.E., P.H. Strand Associates, Inc.®	Review and coordination of hazardous materials assessment	B.S., M.S., Civil/Environmental Engineering; experience since 1989 in contaminated site projects and environmental compliance and permitting.
Peter Wood, P.E., R.L.S. Strand Associates, Inc.®	Alignment and alternative design and review, impact analysis, graphics, public involvement	B.S., Civil/Environmental Engineering; experience since 1972 in urban and rural roadway design, pavement design, and right-of-way plat development.
Mark Shubak, P.E. Strand Associates, Inc.®	SDEIS and DEIS preparation of stormwater and erosion control analyses	B.S., Civil Engineering, emphasis in Water Resources and Environmental Engineering; P.E. in Wisconsin and Illinois; experience since 1993 in water resources design and analysis.
Rosemary Stark Strand Associates, Inc.®	EIS review and editing	B.A., English, experience since 1986 in proofreading and records management.
Michael Slavney, AICP Vandewalle & Associates, Inc.	SDEIS and DEIS preparation of land use and environmental issues and public and agency involvement	B.S., Geography & Sociology, M.S., Regional Planning; experience since 1981 in local and regional physical planning including growth management, environmental protection, transportation, site design, and project advocacy.
Dan Moser, AICP Vandewalle & Associates, Inc.	Preparer SDEIS Indirect and Cumulative Effects Analysis	M.S., Urban and Regional Planning; experience since 1997 as a land use planner and planning consultant.

Name/Organization	Primary Responsibility	Qualifications
Cathi Wielgus, AICP Vandewalle & Associates, Inc.	Coordination of Expert Panel for secondary effects analysis, DEIS preparation of secondary effects, economic development/business, aesthetics, environmental justice and land use, public involvement	B.A., Communication Arts, M.A., Urban and Regional Planning; experience since 2000 in local and regional comprehensive, growth management, and transportation planning.
Jaison G. Alex, P.E. Edwards & Kelcey, Inc.	Senior Transportation Engineer; Modification of TRANPLAN networks and trip tables for various project alternatives	B.S., M.S., Civil Engineering; experience since 1986 in transportation engineering and traffic planning including travel demand forecasting, traffic/circulation, travel origin/destination, and computer modeling and simulation.
Jim Roland, P.E. Edwards & Kelcey, Inc.	Development and refinement of Verona Road interchange alternatives	B.S., Civil Engineering with Structural emphasis; experience since 1983 in land development, stormwater management and flood control, transportation design development and value engineering.
Scott Craemer, P.E. KL Engineering, Inc.	SDEIS air and noise analysis	B.S., Environmental Science and Biology; experience since 1992 in environmental assessment.
Lance Williston, P.E KL Engineering, Inc.	SDEIS air analysis	B.S., Civil Engineering; experience since 1991 in highway design and construction.
Brad Halvensleben, P.E. KL Engineering, Inc.	SDEIS noise analysis	B.S., Civil Engineering; experience since 1992 as a project engineer on transportation projects including preliminary through final design, contract letting, and inspection.
Deborah F. Ersland Best Real Estate Group, Inc.	President; liaison between affected business persons and property owners, interview and meeting reporting, property valuation, and public involvement	Licensed Wisconsin real estate broker and realtor; experience since 1976 in real estate brokerage, project analysis, development and design, historic renovation, site selection, leasing and property management.

Name/Organization	Primary Responsibility	Qualifications
Elizabeth L. Miller	Preparation and review of impacts to historic resources, prepared survey of historic resources and DOEs for three sites	M.A., Historic Preservation, Urban and Regional Planning; experience since 1983 in identification, evaluation and documentation of historic resources, DOEs, National Register nominations, and reconnaissance surveys.
George W. Christiansen III Great Lakes Archaeological Research Center (GLARC)	Principal investigator; archaeological resource impact evaluation	B.S, M.A., Anthropology and Archaeology, ABD Ph.D. Anthropology; experience since 1987 in cultural resource management.
Jennifer Haas Great Lakes Archaeological Research Center (GLARC)	Principal Investigator, Archaeology & Architecture/History	M.A. Anthropology; B.A. History, Anthropology, experience since 1991 in cultural resource management.
Terri Musser, AICP Bicycles &	Field evaluations, review of draft alternatives to accommodate needs of bicyclists and pedestrians within the study area, public involvement	B.S., Landscape Design, Advertising, and Journalism; experience since 1989 in specialized bicycle and pedestrian planning.
John Y. Odom, Ph.D. Odom + Associates, LLC	Environmental Justice Study, 2009-2010	Ph.D., Educational Leadership & Human Relations, M.S. Educational Leadership & Human Relations, B.A. English/French. Mgmt; Consulting since 1985; educator since 1969.
Peter Munoz Odom + Associates, LLC	Environmental Justice Study, 2009-2010	B.S., Business Administration & Public Utilities; Executive Director, Centro Hispano of Dane County.
Alfonso Studesville Odom + Associates, LLC	Environmental Justice Study, 2009-2010	M.A., Counseling & Guidance, B.A., Social Work.

Name/Organization	Primary Responsibility	Qualifications
Wyolanda Singleton Odom + Associates, LLC	Environmental Justice Study, 2009-2010	B.A., Social Welfare, Director of Operations, Boys & Girls Club of Dane County.
Walter Ragland Odom + Associates, LLC	Environmental Justice Study, 2009-2010	B.A., Psychology/Social Work.
Maaina Mack Odom + Associates, LLC	Environmental Justice Study, 2009-2010	B.A. credits.

6.4 AGENCY CIRCULATION LIST

6.4.1 FEDERAL AGENCIES

U.S. Department of Agriculture, Natural Resources Conservation Service
U.S. Department of Commerce
U.S. Department of Housing and Urban Development
U.S. Department of the Interior, Office of Project Review
U.S. Department of the Interior, Bureau of Indian Affairs
U.S. Environmental Protection Agency
National Center for Environmental Health and Injury Control

6.4.2 STATE AGENCIES

State Historic Preservation Officer
Wisconsin Bureau of Aeronautics
Wisconsin Department of Administration
Wisconsin Department of Agriculture, Trade, and Consumer Protection
Wisconsin Department of Natural Resources
Wisconsin Department of Transportation (Library and various Divisions and Bureaus)
Wisconsin Legislative Fiscal Bureau
Wisconsin State Reference and Loan Library

6.4.3 FEDERAL AND STATE ELECTED OFFICIALS

Honorable Ron Johnson (U.S. Senate)
Honorable Herbert Kohl (U.S. Senate)
Honorable Tammy Baldwin (U.S. Representative)

Governor Scott Walker

Honorable Mark Miller (State Senate–District 16)
Honorable Jon Erpenbach (State Senate–District 27)
Honorable Fred Risser (State Senate–District 26)
Honorable Terese Berceau (State Assembly–District 76)
Honorable Sondy Pope-Roberts (State Assembly–District 79)

6.4.4 LOCAL GOVERNMENTS AND AGENCIES

Dane County
City of Fitchburg
City of Madison
City of Verona
Village of McFarland
Town of Dunn
Town of Madison
Town of Verona
Madison Area Planning Organization (MPO)
Menominee Indian Tribe of Wisconsin

Madison Public Library
- Central Library (201 West Mifflin St.)
- Ashman Branch (733 North High Point Rd.)
- Meadowridge Branch (5740 Raymond Rd.)
- Monroe Street Branch (1705 Monroe St.)
- Sequoya Branch (513 South Midvale Blvd.)
- South Madison Branch (2222 South Park St.)

Verona Public Library

6.4.5 INTERESTED GROUPS AND CITIZENS

University of Wisconsin–Arboretum
Bicycle Federation of Wisconsin
Sierra Club
1000 Friends of Wisconsin
South Metropolitan Business Association
Allied Drive Owners Association
Boys and Girls Club of Dane County
Dane County Parent Council (Allied-Dunn's Marsh Head Start)

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