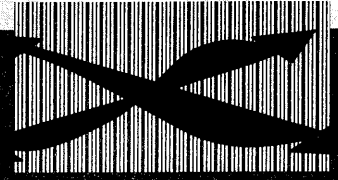




US 18/151 (Verona Road) Environmental Impact Study



July 2011

Contact Information:

For more information about the US Highway 18/151 (Verona Road) Study contact:

Larry Barta, P.E.

WisDOT Project Manager,
Southwest Region
2101 Wright Street
Madison, WI 53704
Phone: (608) 246-3884
larry.barta@dot.wi.gov

Mark Vesperman, P.E.

WisDOT Design Manager,
Southwest Region
Phone: (608) 246-7548
mark.vesperman@dot.wi.gov

Michael Bie

Communications Manager
Phone: (608) 246-7928
<http://www.dot.wisconsin.gov/projects>

Mission statement:

To provide leadership in the development and operation of a safe and efficient transportation system.

FEIS Availability Date

July 15, 2011

Review Copy Locations

Madison Public Libraries:
Central Library
Alicia Ashman Branch
Monroe Street Branch
Sequoia Branch
South Madison Branch

Middleton Pubic Library
Verona Public Library
McFarland Public Library
Fitchburg Public Library

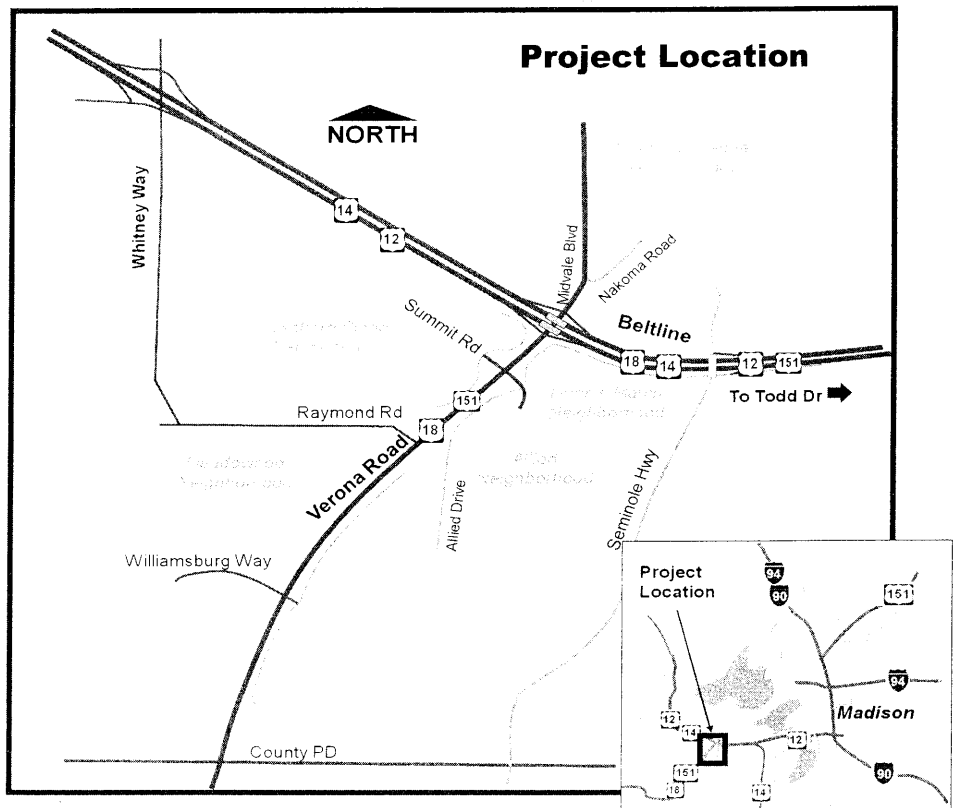
30-Day Comment Period

July 15, 2011—August 15, 2011

US 18/151 (Verona Road) Final Environmental Impact Statement is available for review

The Wisconsin Department of Transportation has just released the Final Environmental Impact Statement (FEIS) that evaluates improvements proposed for US Highway 18/151 (Verona Road) from the Beltline to County PD and the Beltline from Whitney Way to Seminole Highway. The FEIS addresses modifications resulting from public and agency comments received from the Supplemental Draft Environmental Impact Statement for the project that was released in October of 2010. US Highway 18/151 is classified as a backbone highway—Wisconsin’s highest classification. Growing traffic volumes, deteriorating pavement and bridges, and substandard geometric features have reduced safety, mobility and efficiency of US 18/151 to unacceptable levels. This FEIS documents the details of all alternatives that were considered and analyzes the impact of the proposed three-stage improvement on the natural and human environment. Stage 1 focuses on the areas near the Verona Road/Beltline interchange. Construction is planned to begin in 2013. Stage 2 focuses on the Verona Road/County PD intersection with construction planned for after 2017. Stage 3 is a longer term solution that would convert the whole corridor from the Beltline to County PD to a freeway. Stage 3 would occur when future conditions warrant (anticipated around 2030) and will be re-evaluated before it is constructed. Those interested can request a hard copy of the FEIS for a fee at the address listed on the sidebar or view it without charge at the review locations as well as the following Web site:

<http://www.dot.wisconsin.gov/projects/d1/verona/index.htm>



Preferred alternative description

Stage 1—Construction scheduled for 2013 to 2015 and shown on the adjacent page includes:

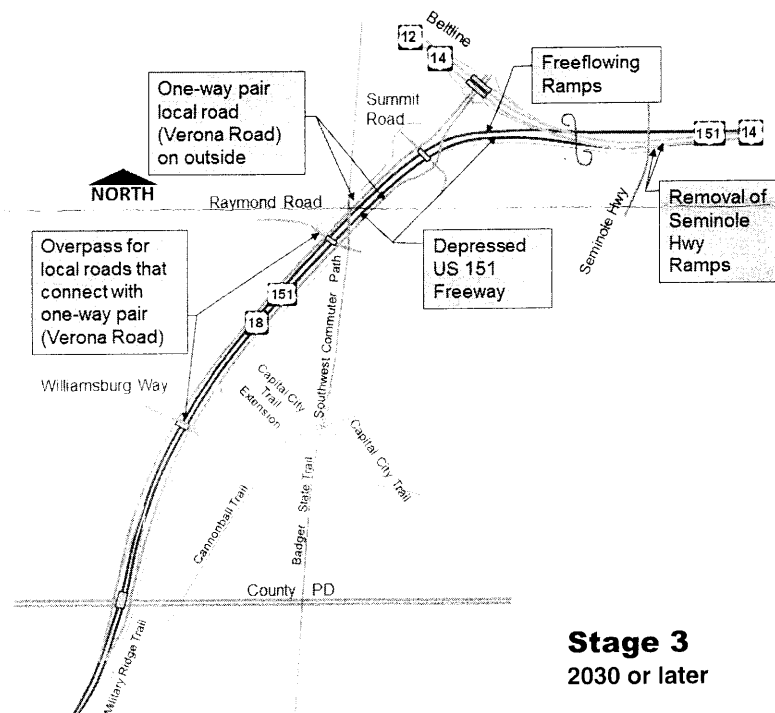
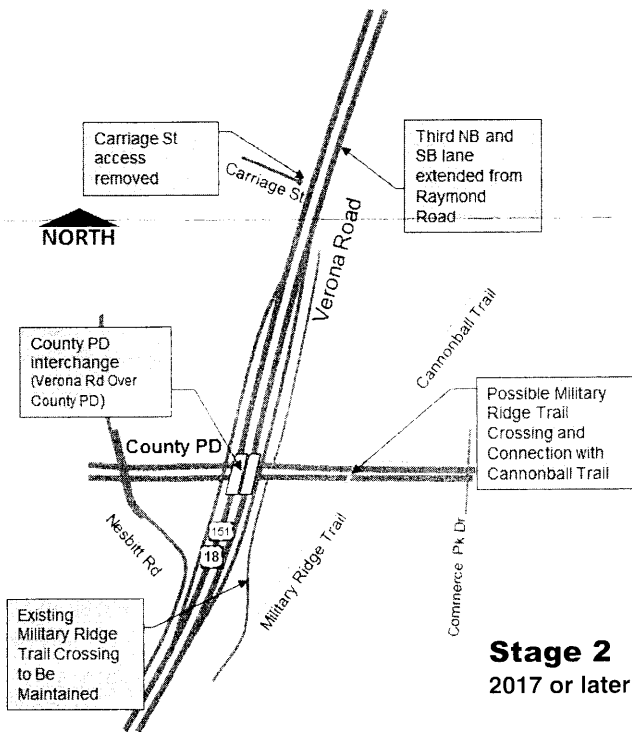
- Extending the six-lane section of the Beltline from Verona Road to Whitney Way to aid weaving movements.
- Constructing a single-point interchange that realigns the on- and off-ramps to a single intersection. This configuration improves capacity by adding a through lane and providing more efficient interchange signal operation.
- Constructing a pedestrian underpass under Verona Road just south of the interchange and replacing the pedestrian overpass crossing the Beltline east of the interchange.
- Constructing a jug-handle intersection at the Summit/Atticus Way intersection. This jug-handle will travel under Verona Road and provide more efficient intersection operation.
- Extending Carling Drive so that it connects with Allied Drive and Freeport Road.

Stage 2—Construction scheduled after 2017 and shown in the schematic diagram below includes:

- Converting the County PD/Verona Road intersection into a diamond interchange.
- Adding a third lane in each direction on Verona Road from County PD to Raymond Road.

Stage 3—Construction scheduled for 2030 or later and shown in the schematic diagram below includes:

- A freeway system interchange that provides freeflowing ramps from the Beltline to US 151.
- Converting US 151 to a depressed freeway down the center of Verona Road to serve regional traffic. It also includes a one-way pair along the outside with at-grade intersections and overpasses to serve local traffic.

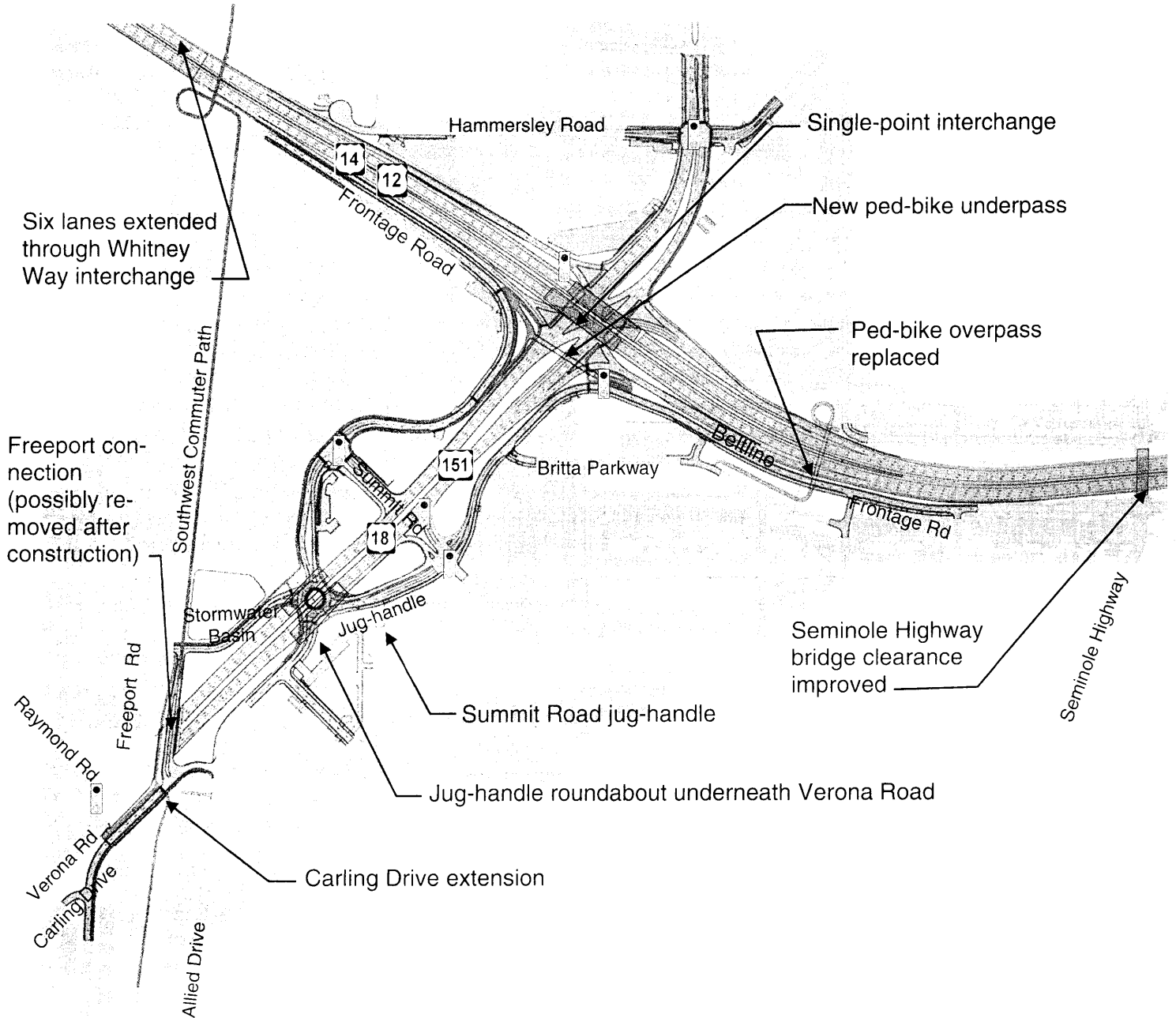


Changes to Stage 1 made in response to public comments on the SDEIS

The Final Environmental Impact Statement (FEIS) presents the Preferred Alternative that was documented in the SDEIS with several refinements that respond to comments received during the SDEIS availability period. These refinements include:

- Expanding the Whitney Way westbound off-ramp to two lanes and adding a parallel lane to the Whitney Way eastbound on-ramp and westbound on-ramp.
- Reconstructing the Beltline beneath Seminole Highway to improve the substandard height on the Seminole Highway overpass.
- Modifying the jug-handle so that Allied Drive connects directly with the jug-handle and the West Frontage Road underneath Verona Road with a roundabout instead of connecting with Atticus Way.
- Adding a pedestrian underpass under Verona Road on the south side of the interchange.
- Relocating stormwater management basins from Dunn's Marsh to just south of the former Cub Foods parking lot.
- Adding a parallel lane to the Seminole Highway eastbound on-ramp.

Stage 1 improvements



Stage 1
2013 to 2015

Wisconsin Department of Transportation



2101 Wright Street
Madison, WI 53704

Phone: (608) 246-3800
Fax: (608) 246-3843
Email: madison.dtd@dot.wi.gov

WisDOT web site: www.dot.wisconsin.gov

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US 18/151 (Verona Road) Recent and Remaining Schedule

Time Period	Type of work/activity
2007-2009	Additional alternatives analysis Committee, public and agency meetings
2009	Selection of preferred alternative
Fall 2010	Supplemental Draft Environmental Impact Statement (SDEIS) and Public Hearing
Summer 2011	Release of the Final Environmental Impact Statement (FEIS)
Fall 2011	Public Information Meeting
2011-2013	Design of Stage 1
2011-2013	Right-of-way acquisition for Stage 1 Official mapping of Stage 3
2013-2015	Construction of Stage 1