

**MADISON METROPOLITAN SEWERAGE DISTRICT
PUBLIC INFORMATION MEETING #2
PUMP STATION 17 FORCE MAIN RELIEF PHASE 2
August 24, 2022
Minutes and Meeting Summary**

A public informational meeting and design charrette was held online via Zoom at 5:30 pm on August 24, 2022. There were about 54 members of the public in attendance. Project team members and District Staff included Rachel Feil (District), Kevin Lord (MSA Professional Services), Chris James (Dane County), Chris Barnes (Town of Verona), Theran Jacobson (City of Verona), Chad DuChateau (Ice Age Trail Alliance), and David Lonsdorf (experience in volunteering along this Ice Age Trail segment and Town of Verona Board Member).

The meeting began with an overview and project background by Rachel Feil. Kevin shared the overview of the in-progress route design. Following Kevin's presentation, Rachel, Chris J, Chris B., Theran, and Chad spoke about potential improvements for consideration including the paved path and Ice Age Trail options. Rachel then presented the improvements survey and provided an update on next steps and the project schedule.

After the presentation, the meeting was open to questions from the public. The following is a summary of the questions and comments received.

1. **Question:** What are cultural resources areas? Are they sites found by archeological surveys?

Response: Yes.

2. **Question:** What are the tentative dates for a paved path route decision?

Response: After collecting the survey feedback from the public, we'll evaluate those in September and formulate the matrix for the practicable alternatives analysis by end of October. It is subject to change, but that would be a tentative rough timeline.

3. **Question:** I believe the proposed route from the Arbor Vitae neighbors placed the Ice Age Trail (IAT) on the north side, in its current location. This is similar to Option 2. Can someone elaborate on why this was presented differently here?

RESPONSE: The Ice Age Trail Alliance's preference is the south of the creek. On the north side of the creek, there is a berm up above the creek whereas the south side offers a better way to meander the trail. There are less interactions with the Military Ridge Trail with the Ice Age Trail on the south side of the creek.

4. **Question:** For those living in the Goose Lake neighborhoods, are we going to have access to the Goose Lake Conservancy trails during the construction? Are we going to have access to the bike trail through the Conservancy?

Response: We are aware that there are multiple trails in the Goose Lake Conservancy and have mapped them. During construction, some temporary modifications will likely need to be made,

these may include detours or closures. We are in the process of outlining those possible impacts and will share that information in a future public meeting.

5. **Question:** What will be the effect on the woods that are on the north side of the Prairie loop be? Specifically, will the wooded area with the path be preserved? What will happen to the pine woods area with the memorial bench? That is our favorite part of the trail.

Response: We will examine whether local trails will need temporary detour or closure during construction. The Ice Age Trail stretch on the north side of the creek will be temporarily detoured.

The goal is not to disturb the existing pine forest which the bench is located in. The sewer work will be east of the pines. The paved path options are either east or west of the pines. There are existing mowed paths in Badger Prairie County Park lands, the intent is to keep connectivity in some fashion to the existing trail in the pines. The bridge crossing will most likely be relocated, with trail modifications to tie-in as necessary.

6. **Question:** There is a little path in adjacent of the prairie loop. Children love the area which is the one of the few locations in Verona to get into the woods. Residents want to keep it as it is.

Response: The red outline (on Options 1 thru 4) shows the anticipated limits of sewer construction disturbance. The District is not intending work in the Military Ridge Reserve prairie loop area. There are anticipated to be select tree removals on the far east end at the opening to the garden area.

In terms of the trail that veers off into the woods, the District's sewer construction will be on the north side of the creek. No impacts to the trail in the woods are anticipated at this time.

7. **Question:** While walking on the Military Ridge Trail, I have very often noticed a sewer odor near the Pump Station on Fitchrona Road and sometimes near the service road on the west end of Goose Lake. Is this odor expected? Would you anticipate this odor increasing when the new force main is active? Is there something that we should do when we smell this?

Response: The District will investigate this further and include a response in the meeting minutes.

Response post-meeting: District staff investigated these two locations. Odors adjacent to the pump station on Fitchrona Road are not unusual. Odors along sewer lines do occur from time-to-time as pumps cycle on and off. In the case of the service road, District staff has field investigated and will be making a modification to one of the manholes to minimize the odor. Please see the "how do I report sewer odors?" [frequently asked question](#) on the District's webpage.

8. **Question:** Can you describe the final condition of the corridor? For example, will it be grass mowed periodically by the District?

Response: We have not started on restoration plans at this time. In creating restoration plans, we will work closely with the landowners such as Dane County. The intent is to leave the

corridor equal or better than it exists today. The restoration plans and details will be shared in forthcoming meetings.

9. **Question:** How will the corridor improvements/restoration be impacted if the District goes through with the plan to stop returning treated water to the Badger Mill Creek, especially since this change will likely significantly lower the level of the Badger Mill Creek?

https://youtu.be/z_0wCNq7_wk?t=4387

Response: The treated effluent water is not part of this project. This project is to send sanitary water to the wastewater treatment plant.

The District is currently working toward a Compliance Alternatives Plan for phosphorus compliance for WDNR. In this report, we are assessing phosphorus compliance options for our discharge to Badger Mill Creek as the District faces restrictive phosphorus limits for this waterway. One of the remaining four compliance options includes modification of effluent return flow. To date, we have had discussions with DNR to discuss our preliminary findings for this assessment. No final decisions have been made. We plan to engage our commission as well as stakeholders, including the City of Verona, Dane County, USRWA, Trout Unlimited, and the public, as we work to develop a final compliance option following our implementation schedule in our permit.

10. **Question:** The Ice Age Trail on that berm stays drier than the land below it. Will the south-side route be dry enough for walking?

Response: Thanks, we are aware that the south side of the creek has an existing low spot. The Design team will look at this area in closer detail.

11. **Question:** When would you expect that this corridor will need to be torn up again with the next sewer construction project?

Response: The District does not have any future plans for projects after this project is complete in the Arbor Vitae neighborhood.

12. **Question:** Will the friends of the Military Ridge and the WDNR be involved in future meetings?

Answer: They are welcome to be involved. The Friends of Badger Mill Creek were consulted prior to this meeting. The Friends of the Military Ridge State Trail and local biking communities were notified in advance of this meeting and have been aware of this project since the first public meeting. The WDNR has also been involved and in the loop for the Military Ridge Trail as well as the wetland impacts.

13. **Question:** Can Chad please elaborate on why are we moving the path to the south? The south side floods frequently is flat and mostly overlooks people's yards. The north side has a forest and overlooks the prairie as well as gives people an overview of the creek so you can look down more easily on the ducks and wildlife without scaring it off.

Response: Right now with the corridor mowed and manicured that is true for the south side. If you envision the corridor five to ten years from now, the vision is to have native vegetation and tall plants disguising viewsheds and limiting what people and neighbors see. A lot of those lots are fairly deep, and houses are up on the road, a potential trail to the south would be several hundred feet from the houses there. We can look at different ways of screening could be potentially looked at, with native trees etc. From a vegetation or flooding standpoint, further investigation is needed a lot of our trail design is multiple visits through different seasons, it takes time to get a trail on the ground. We will access things throughout the phases of this project and see what route is best.

14. **Question:** We walk that area frequently, and the north side is much more interesting and educational than the south side. I'm not worried about the neighbors seeing the trail, I'm worried about not being able to see anything while on the trail because you have the berm on one side and houses on the other. Seems really blocked in and boring.

Response: Chad responded further southwest on the Ice Age Trail off Whalen Road there are some pretty awesome views. That is the beauty of the Ice Age Trail, it offers a little bit of everything. There is a potential to enhance the corridor.

15. **Question:** Can an explanation be done again on why was a hybrid option was chosen? It sounded like it was because of cost to the District to keep from having to build a lift station? Stating it saves 30% of carbon impact, but disturbing wetlands concerns many stakeholders when other routes were presented that kept the route in manmade disturbed areas already.

Response: That proposed future lift station would not be a District station, but a municipal lift station. If avoided, the District does not realize any savings. The municipality would bear the costs directly for that lift station. By avoiding a future lift station with this project, a better regional solution is achieved.

There were a lot of completing factors among the alternatives. When looked at with a long-term view i.e. 50 years or beyond, some entities and stakeholders the District coordinated with already had potential future plans in the corridor of alternatives 1, 2, and 3.

There were three benefits that alternative 4 had that alternate 1 and 2 did not have.

- The first benefit of alternative 4 is consolidation of utilities and providing regional connectivity, three municipalities have the potential to connect to alternative 4. Consolidation and connections would not be possible in alternatives 1 and 2. Alternative 4 avoids the duplication of utilities and consolidates them into a single pipe. This provides metropolitan wastewater regional solution.
- The second benefit of alternative 4 is minimizing energy required and cost impacts for the future. Once the force main route is set, we do not have the opportunity to later minimize the required pumping energy associated with the route. Additionally, once a pipe is installed as a force main the connection potential is very limited.

- The third benefit of alternative 4 was its strategic location to minimize future sewer work as mentioned earlier.

A hybrid option was selected based upon the Public Information Meeting #1 comments and further discussions with stakeholders. The of the main public concerns with alternatives 3 and 4 was the proximity to the Arbor Vitae neighborhood and potential impact to trees in the Military Ridge Reserve. Additionally, Dane County's preference was to have the sewer on the north side of the creek to consolidate utilities on the same side. In summary, we listened to the public and stakeholders and modified the Alternative 4 alignment accordingly.

16. **Question:** On the 11 ideas of how to improve the corridor, how does the public get assurances that these improvements get done? It was stated that some may get done but that could mean that none get done.

Response: You will have to trust us. The District is confident that we can do one or more improvements as a part of this project. We want to keep our commitments, that is why we added the statement on the map. These are high level ideas as this point and is that is why we created the survey as tool to help brainstorm and get an overall sense of desirability. If you have additional improvement ideas or thoughts/concerns include them on the survey.

17. **Question:** I have still not heard any convincing reason that the Ice Age Trail should be moved from the existing north side location at added expense and volunteer labor. The south side location is very low and wet. Can the Ice Age Trail please explain how native plant growth and 5 years maturity will make the elevation higher?

Response: The recent Madison Metropolitan Area and Dane County Transportation Improvement Program does indicate future paving for a portion of the Military Ridge Trail from Old CTH PB to USH 18/151. The District understands this also a factor in the Ice Age Trail's preference as why to relocate long-term from the current alignment, as paved shared use paths are not desired for hikers.

Please reach out to Chad directly regarding Ice Age Trail questions, still a few years away from the final Ice Age Trail route. Chad understands the interest in keeping the trail in its current location. Ultimately the Ice Age Trail walking surface is 40" wide and this section will be ¾ of a mile. There are great advantages with a natural surface trail that the Ice Age Trail doesn't obtain from a paved trail. Ice Age Trail does have volunteer resources to help assist in these efforts.

18. **Comment:** The pavement on Military Ridge is not pertinent to that question.

Response: The City of Verona is coordinating with the WDNR right now, this is a very early, about opportunities to pave the Military Ridge Trail from the Hwy 18/151 bypass to where it terminates to the Verona Area High School campus, just east of US Highway 151 where it does the horseshoe around the city. Ice Age Trail likes having the segregated paths, that is one of the main reasons for them to be away from the proposed paved path location. There are other benefits the Ice Age Trail they are looking at as stated for moving the trail to the south side. One item that was brought up is drainage issues, and the City of Verona will be looking into those as

part of the design process. Throughout these corridors, there were low spots, which are opportunities for improvements. It is a balancing act of keeping the hydrology and hydraulics intact but also making trails more user friendly. That will be the case for both paths, whether that's the Ice Age Trail or a paved path.

19. **Comment:** The proximity of the Military Ridge Trail is only about thirty feet different from the north side to the south side so I don't see how that is a great difference.

Response post-meeting: It is not the proximity of the Military Ridge State Trail in relation to the four options rather, proposed paving of the Military Ridge State Trail also is a factor in the Ice Age Trail's long-term preference to relocate. If the existing Military Ridge State Trail is paved, more of the existing Ice Age Trail will become paved.

20. **Question:** On the Ice Age Trail being low and flooding, is there an opportunity for the Military Ridge State Trail paving to help with the water issue there?

Response: The City of Verona is aware of where the low spots are on the Military Ridge State Trail, south of the ball diamonds, the City is coordinating with the WDNR as part of the trail paving. The intent is to keep the water course intact but to take stormwater improvements into consideration as part of that Military Ridge State Trail paving project. The feedback is appreciated, and the comment is noted.

21. **Comments:** It has been well known that the Badger Prairie Community Garden flood extensively. There have been five loads of dirt brought in to stop the flooding of the gardens.

Response: The sewer project is not intending to change grades in the garden area and would not be able to solve the flooding issues there. Please note the gardens are located in a floodplain and thus subject to periodic flooding. We understand flooding is a concern along the Badger Mill Creek corridor.

22. **Question:** How would paving the Military Ridge affect the Ice Age Trail if it stays on the north side of the creek?

Response: The Ice Age Trail wants to take this opportunity to relocate to a natural walking path surface which will be more unique than a paved path.

23. **Question:** The Ice Age Trail does not meet up with the Military Ridge Trail until after the Prairie loop bridge, if the issue is just getting too close to a paved trail, could the Ice Age Trail stay on the north side of the creek until the prairie loop bridge?

Response: This gives the Ice Age Trail another option to consider.

24. **Comment:** The following comment was received from Bob Kaspar who is the Ice Age Trail coordinator from the Dane county Chapter. Where possible, the Ice Age Trail staff would like to minimize conflicts between hikers and other modes of transportation (motor vehicles, bicycles). Where other modes overlap with the Ice Age Trail, they always present danger to a hiker, injuries and conflicts can happen. The Ice Age Trail is interested in creating a more natural trail

on the south side of the creek and sees a natives restoration opportunity there. Ice Age Trail has done similar work at different locations in Wisconsin. The Ice Age Trail understands this is a low area along a Creek and are willing to pitch in to improve the area to the benefit of everyone in the county. Thank you.

25. **Question:** Are they going to pave the gravel path from Arbor Vitae Cul De Sac to the current paved path?

Response: Yes, all options show that it will be paved.

26. **Comment:** I'm having a difficult time also understanding the value of the moving the IAT to the south of the creek. The berm offers the opportunity for more vast views of the prairie to the north and wildlife that could be maintained on the south of the creek, if the route was not rerouted. The change of trail style from prairie to pine forest. There simply seems to be more varied views for the higher viewpoint.

Response: Thank you for your comment.

27. **Question:** Perhaps your confusion versus the Ice Age Trail representatives is that sounds like they are assuming the path behind the Arbor Vitae is going to be paved, but that has not decided yet. If that path behind Arbor Vitae is not paved, would they consider keeping the path where it is?

Response: Chad and Bob from Ice Age Trail responded. It is hard to anticipate what that corridor is going to look like from 2 to 3 years from now. That may also influence the decision as well. Starting next summer, the Ice Age Trail will be temporarily detoured during construction. The Ice Age Trail may rethink things in that time period, hard to know what it's all going to look like.

28. **Question:** Can you please review the four options again? Not recalling where the paved path extension is kept on the same side as the Ice Age Trail?

Response: Ran though options 1 thru 4 again. There is not an option shown where they are on the same side of the creek. Please use the survey to give your input or suggest a different option.

29. **Comment:** The following comment was received from Dave Lonsdorf. Ultimately because Ice Age Trail is a national scenic trail, the National Park Service evaluates the proposed options and give approvals after a long process. Although the District and related staffs try to reflect residents' preference as much as possible while developing these plans, the modifications have to be approved from the National Park Service, which would be about two years.

30. **Question:** Given the comments, I'm waiting to see what things look like after construction. Is it premature to be choosing routes?

Response: We are identifying preferred Ice Age Trail routes at this point. Please share your ideas and concerns in the improvements survey.

31. **Question:** Can you add option 5 which is our original presentation?

Response: Once the survey is in, we will look at all options both these four plus others that have been submitted.

32. **Comment:** If option 5 would have been included, from an IAT standpoint there would only be the intersection at the bridge where bike and foot traffic would meet.

Response post-meeting: In that option received from residents, the Ice Age Trail would also continue to overlap with the Military Ridge Trail. This would occur starting south of the Hometown Park parking lot to the south of the Park and Ride lot. As mentioned earlier in the meeting, the Ice Age Trail is looking long-term to have a separate trail than the Military Ridge Trail to avoid conflicts and improve the trail experience.

33. **Question:** Are these maps available online to print off?

Response: Yes, they will be posted on our website tomorrow. You can view them tonight you take the survey. You can download them in either case. If you sign up for project notifications on our project webpage, you will receive an email with them tomorrow.

34. **Question:** If bike path goes straight north, why are you not keeping the Ice Age Trail on north side? (Not considering animal habitat.)

Response: That is another option that Ice Age Trail can consider.

35. **Question:** Is there a contact at the National Park Service to share Ice Age Trail comments?

Response: We have a representative for the National Park Service in the Cross Plains office. Please contact Superintendent Eric Gabriel (email: Eric_Gabriel@nps.gov).