

**Public Works Committee Agenda**  
**Tuesday December 21, 2021 6:30 PM**  
Town of Verona Hall, 7669 County Highway PD

1. Call to Order/Additions to Agenda/Approve Agenda
2. Action: Review Minutes of November 16, 2021
3. Discussion and Information 2022 Road Improvement Program **(10 minutes)**
4. Discussion and Information: 2021 Road Mileage Certification and PASER ratings **(10 minutes)**
5. Discussion and Information: Fitchrona Road/ Goose Lake Goose Drainage Study update **(15 Minutes)**
6. Information: Valley Road Bridge Engineering Update **(10 minutes)**
7. Information: 2023 Dane County Hazard Mitigation Plan update **(10 minutes)**
8. Development Updates: Nothing to report
9. Equipment Condition Update **(5 minutes)**
10. Schedule January 19, 2021 Committee Meeting and Set Agenda
11. Adjourn

To receive agendas and other announcements by email, use the "alert notifications" feature on the Town website at <http://www.town.verona.wi.us/>.

If anyone having a qualifying disability as defined by the American With Disabilities Act, needs an interpreter, materials in alternate formats or other accommodations to access these meetings, please contact the Town of Verona Clerk's office @ 608-845-7187 or [twithee@town.verona.wi.us](mailto:twithee@town.verona.wi.us). Please do so at least 48 hours prior to the meeting so that proper arrangements can be made.

Notice is also given of a possible quorum of the Plan Commission and /or the Town of Verona Board could occur at this meeting for the purposes of gathering information only.

## Public Works Committee Minutes

Tuesday, November 16, 2021, 6:30 PM

Town of Verona Hall, 7669 County Highway PD

**Present:** Phyllis Wiederhoeft - Chair, John Senseman, Manfred Enburg, Mike Duerst

**Absent:** Russ Swiggum

**Also Present:** Christopher Barnes, Public Works Director

**Public Present:** None

1. **Call to Order/Additions to Agenda/Approve Agenda** -- Chair Wiederhoeft called the meeting to order at 6:30 PM. Wiederhoeft asked for additions and approval of the minutes. Duerst moved to accept the agenda, second by Senseman. Motion carried.
2. **Action: Review Minutes of October 27, 2021** -- The minutes were reviewed by the committee. Duerst called for a motion to approve the October minutes as submitted. Seconded by Senseman, motion carried.
3. **Discussion and Possible Action: New residential Driveway extension of 1997-2005 County Highway PB** -- Wiederhoeft introduced the driveway permit and asked Barnes to summarize the staff recommendation. The new driveway is an extension of a driveway previously approved by the committee on May 25, 2021. Barnes reviewed the the conditions for the permit:
  - *Removal of brush and trees to 22 feet width at the driveway.*
  - *Removal of tree limbs lower than 16 feet.*
  - *Emergency access numbers at the junction of the driveway for identification of the individual lots.*Duerst noted that the contractor had cleared the trees and brush from the existing driveway, but some additional clearing will be necessary. No further discussion. Wiederhoeft called for a motion. Enburg moved to approve the driveway second by Duerst. Motion carried.
4. **Information: Seasonal Winter Weather Snow and Ice Control Program** -- Wiederhoeft introduced the program, mentioned that she attended the kick-off meeting on October 31, 2021, and presented the snowplow routing map. Barnes mentioned that the routes were divided into 4 quadrants of the town to take advantage of the 4 plow vehicles. Barnes stated that the town was advertising for an additional on-call plow driver but had not received any inquires. The town has approximately 250 tons of salt and sand on hand and expected an additional 100 tons of salt as part of the annual contract. Wiederhoeft asked a that the map be posted to the town website for the information of the public. Barnes agreed and no further discussion.
5. **Information 2021 Road Mileage Certification and PASER Ratings** -- Barnes informed the committee of the process for updating the town mileage mapping which is used for annual general tax aid (GTA) payments for the town from the State of Wisconsin. Barnes stated that he would be including the new net mileage for the Prairie Circle extension and the Twin Rock subdivision, which is just over 1 mile in length, for 2021. Duerst stated that the annual reimbursement for

mileage is approximately \$2,000/mile (actual 2021 is \$2,628). Barnes state that all documents are due back to WISDOT by December 15, 2021.

6. **Information: Valley Road Bridge Engineering Update** - Wiederhoeft asked for an update. Barnes stated that a public information meeting was scheduled for December 14, 2021 at 6:00 pm. The consultant will have the current plans and estimates available at the meeting.
7. **Development Updates:**
  - a. **Twin Rock** -- No new developments; one house has started construction, and another is preparing for permits.
8. **Equipment Condition Update** – Barnes stated that the new loader wheels and tires had been installed for the cost of \$13,322.18 as quoted and approved by the town board.
9. **Schedule December 2021 Committee Meeting and Set Agenda** -- Next meeting will be December 21, 2021 at 6:30 pm. Capital improvement projects for 2022 will be discussed.
10. **Adjourn** -- Motion by Duerst to adjourn, seconded by Senseman, motion carried. Meeting adjourned at 8:07 pm.

Approved: December 21, 2021

Prepared by: W. Christopher Barnes

## 2022 Road Maintenance Estimate

PROJECT A: GRANDVIEW ROAD			UNIT	QTY	PRICE	COST
	1	Mobilization/ Bonds/ Insurance	LS	1	\$1,000.00	\$1,000.00
	2	Traffic Control	LS	1	\$2,000.00	\$2,000.00
	3	Asphaltic Seal Coat	SY	19285	\$2.00	\$38,570.00
	4	HMA Leveling Course, 5LT	TONS	1703	\$78.00	\$132,834.00
	5	Sign Installation	EA	13	\$150.00	\$1,950.00
	6	Aggregate Shoulder 3/4"	TON	360	\$30.00	\$10,800.00
		<b>PROJECT A BID ITEMS 1-6 TOTALS</b>				<b>\$187,154.00</b>
<b>PROJECT B: SUNSET DRIVE, CTH PB TO BEACH ROAD</b>						
	1	Mobilization/ Bonds/ Insurance	LS	1	\$1,000.00	\$1,000.00
	2	Traffic Control	LS	1	\$2,000.00	\$2,000.00
	3	Asphaltic Seal Coat	SY	12490	\$2.00	\$24,980.00
	4	HMA Leveling Course, 5LT	TONS	1044	\$78.00	\$81,432.00
	5	Sign Installation	EA	13	\$150.00	\$1,950.00
	6	Aggregate Shoulder 3/4"	TON	250	\$30.00	\$7,500.00
		<b>PROJECT B BID ITEMS 1-6 TOTALS</b>				<b>\$118,862.00</b>
<b>PROJECT C: SUNSET DRIVE, BEACH ROAD TO BORCHERT ROAD</b>						
	1	Mobilization/ Bonds/ Insurance	LS	1	\$1,000.00	\$1,000.00
	2	Traffic Control	LS	1	\$2,000.00	\$2,000.00
	3	Common Excavation	CY	115	\$50.00	\$5,750.00
	4	Saw cutting	SY	515	\$2.50	\$1,287.50
	5	Concrete Curb and Gutter	LF	510	\$22.00	\$11,220.00
	6	Perforated Catch Basin, 5' Dia w/ FR&Gr	EA	1	\$5,000.00	\$5,000.00
	7	Rip Rap, 6"-8"	SY	6	\$75.00	\$450.00
	8	Asphaltic Seal Coat	SY	5785	\$2.00	\$11,570.00
	9	HMA Leveling Course, 5LT	TON	500	\$78.00	\$39,000.00
	10	Sign Installation	EA	10	\$150.00	\$1,500.00
	11	Aggregate Shoulder 3/4"	TON	105	\$30.00	\$3,150.00
		<b>PROJECT C BID ITEMS 1-11 TOTALS</b>				<b>\$81,927.50</b>
		<b>PROJECT C BID ITEMS 2-7</b>				<b>\$23,707.50</b>
<b>PROJECT D: ROLLING OAK LANE</b>						
	1	Mobilization/ Bonds/ Insurance	LS	1	\$500.00	\$500.00
	2	Traffic Control	LS	1	\$500.00	\$500.00
	3	Asphaltic Seal Coat	SY	3232	\$2.00	\$6,464.00
	4	HMA Leveling Course, 5LT	TON	170	\$85.00	\$14,450.00
	5	Sign Installation	EA	1	\$150.00	\$150.00
	6	Aggregate Shoulder 3/4"	TON	24	\$45.00	\$1,080.00
		<b>PROJECT D BID ITEMS 1-6 TOTALS</b>				<b>\$23,144.00</b>
		<b>TOTAL PROJECTS A,B,D</b>				<b>\$329,160.00</b>
		<b>TOTAL PROJECTS A THRU D</b>				<b>\$411,087.50</b>
		Engineering				\$10,000.00
		Signs				\$3,000.00
		Pavement Stripping				\$5,000.00
		<b>TOTAL PROJECT COST A,B,D</b>				<b>\$347,160.00</b>
		<b>ADOPTED 2022 BUDGET</b>				<b>\$349,968.00</b>

Town of Verona  
 2021 Road Condition Ratings  
 November 2021

Rating scale

9-10=no maintenance req'd  
 7-8= crack sealing minor patching  
 5-6=chip sealingsealcoat  
 3-4=leveling/paving  
 1-2=reconstruction

Road	From	To	Rating
Schmid	CTH G	End	2
Wesner	CTH PB	End	2
Flint	Riverside	End	2
Brandance	CTH G	End	2
Shagbark	Hickory	End	2
Sunset	CTH PB	Borchert	3
Grandview	Fitchrona	CTH PB	3
Maple Grove	North Limit	South Limit	3
Whalen	Fitchrona	Town Limit	3
Bartlett	Purcell	End	3
Beach	Sunset	End	3
Rolling Meadow	Shady Oak	End	3
Seven Springs	Dairy Ridge	End	3
Forest	Fritz	End	3
Sugar Ridge	Sugar River	End	3
Pine Row	WI-69	End	3
Jeffy Trail	South limit	Midtown	3
Hidden River	Riverside	North End	3
Rolling Oaks	CTH PB	End	4
Fitchrona	Nesbitt	Lacy	4
Fitchrona	Lacy	North of Whalen	4
Borchert	Purcell	North Limit	4
Nor-del Hill	Shady Oak	End	4
Oak Hill	Shady Oak	End	4
Shady Bend	CTH M	CTH M	4
Riverside	Spring Rose	WI-69	4
Shady Hill	Shady Oak	End	4
Bobcat	Dairy Ridge	End	4
Sunset	WI-69	Range Trail	5
Shady Oak	CTH PD	Mid Town	5
Spring Rose	US 18/151	South Limit	5
Cross Country	West		5
Manhattan	WI-69	End	5
Hickory Ridge	Raymond	End	5
Red Stone	CTH PB	East End	5
Sugar River	Riverside	Marshview	5
Marshview	CTH G	End	5
Valley	Sugar River	WI-69	5
White Crossing	Dairy Ridge	CTH PD	5
Spring Rose	South Limit	Riverside	5
Spring Rose	us 18/151	South Limit	5
Fritz	Riverside	South Limit	5
Jaggi Drive	Fritz	End	5
Prairie Cir	South end	CTH PD	5
Purcell	CTH PB	Borchert	6

Town of Verona  
 2021 Road Condition Ratings  
 November 2021

Rating scale

9-10=no maintenance req'd  
 7-8= crack sealing minor patching  
 5-6=chip sealing/sealcoat  
 3-4=leveling/paving  
 1-2=reconstruction

Dairy Ridge	Spring Rose	US 18/151	6
Davis Hills	CTH M	South End	6
Cross Country	Middle	Limit	6
Range Trail	CTH M	South Limit	7
Marty	Raymond	Mid Town	7
Boulder Hill	Stony Ridge	End	7
Stony Ridge	CTH M	CTH M	7
Rock Ridge	Stony Ridge	End	7
Nesbitt	West Limit	Fitchrona	7
Mid Town	Timber Ln	East Limit	7
Hula	Cross Country	End	7
Locust	WI-69	Verona Limit	7
Timber Lane	CTH PD	North Limit	7
Paulson	West Limit	Timber Ln	7
Country View	South Limit	CTH PD	7
Tonto Trl	Fitchrona	End	7
Cross Count Circ	Cross Country	North End	7
Stardust	Cross Country	South End	7
Windswept Way	CTH PD	End	7
Cross Country	Madison Limit	Verona Limit	7
Horse Shoe Bend	CTH PB	CTH PB	8
Allegheny	Nesbitt	End	8
Andes	Everest	End	8
Cortina	Nesbitt	End	8
Everest	Cortina	Allegheny	8
Demarco	Tonto Trail	End	8
Pheasant	Fitchrona	End	8
Goose Lake Dr	Fitchrona	End	8
Black Cherry	Sunset	End	8
Woods	CTH PD	North Limit	9
Cross Country	Middle	Limit	9
Raymond	CTH M	East Limit	10



# TECHNICAL MEMORANDUM

**To:** Claudia Guy, PE, City of Fitchburg  
Chris Barnes, PE, Town of Verona

**From:** Ann-Marie Kirsch, PE, AE2S

**Re:** **Fitchrona Road/Goose Lake Flood Study**

**Date:** July 16, 2021

---

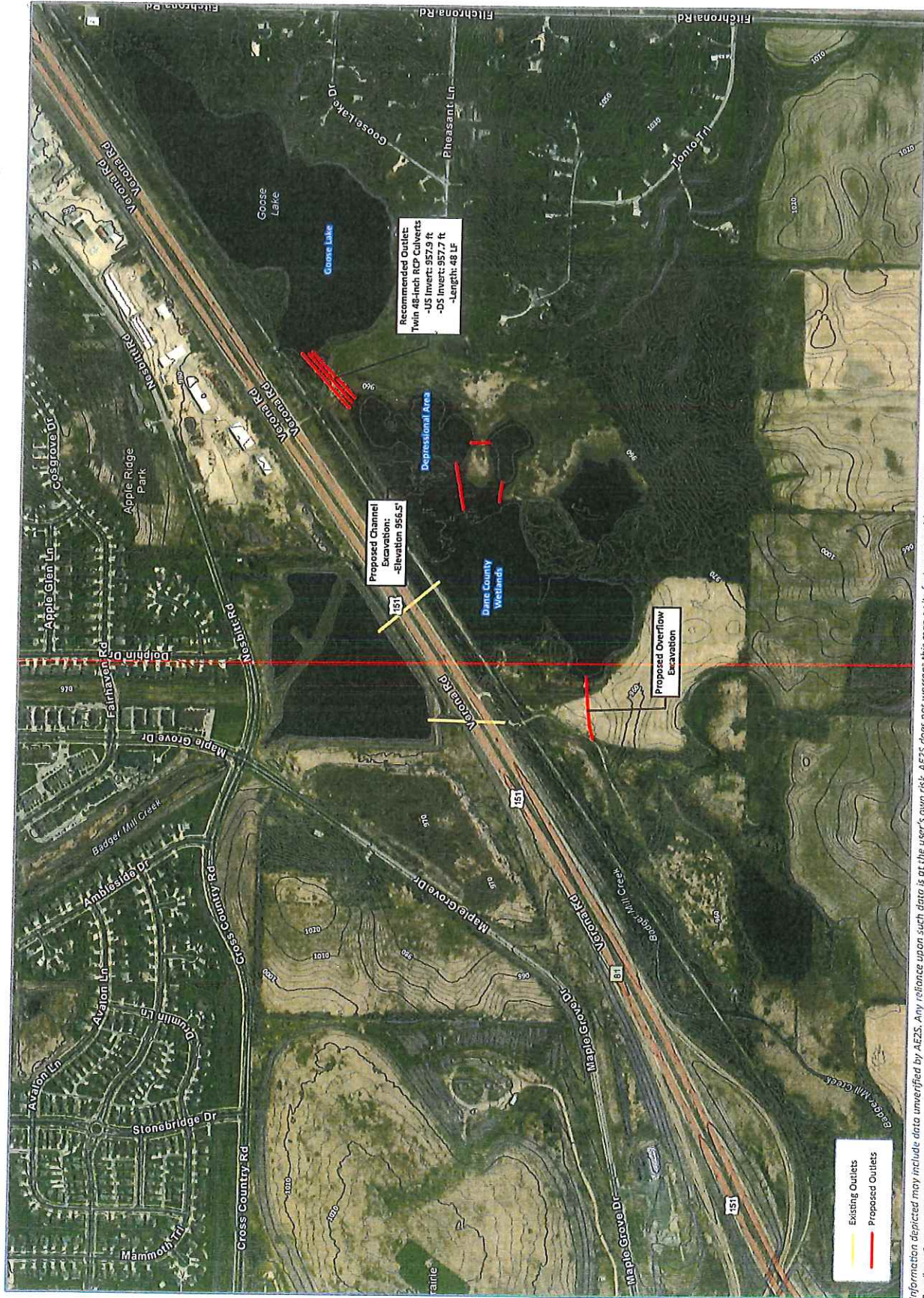
## **RECOMMENDATIONS**

### **Goose Lake to Badger Mill Creek Capacity Improvements**

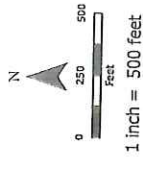
Based on the analysis completed for this study, the recommended improvements are shown in **Figure 1** on the following page and summarized below:

- Improved Goose Lake outlet structure— Twin 48-inch concrete pipe culverts (lowers normal water surface elevation of Goose Lake about 1.6 feet (959.3 ft to 957.9 ft).
- Grade a new channel between depressional areas south of USH 18/151.
- Lower the overflow and grade a channel at southwest end of the depressional areas, which then flows through a natural wetland area before flowing into Lower Badger Mill Creek.
- Install a backflow preventer on the 30-inch corrugated metal pipe under USH 18/151.

Changes in the 100-year water surface elevation and flow rates are summarized in **Figure 2**. Note that improving the conveyance through the Dane County Park lands results in a change in timing of hydrograph peaks, resulting in an increase in the peak discharge rate downstream of the confluence of the Goose Lake outflow and the main stem of Lower Badger Mill Creek. While the Wisconsin Department of Natural Resources states that this is not a regulatory issue, increasing downstream peak discharge rates may have an impact on downstream property owners.



Information depicted may include data unverified by AES2. Any reliance upon such data is at the user's own risk. AES2 does not warrant this map or its features are either spatially or temporally accurate. Coordinate System: NAD 1983 HARN WISCRS Dane County Feet | Edited by: akirsch | W:\P\Fitchburg Public Works\14827-2019-009\GIS\Fitchburg Stormwater Improvements.aprx | Preferred Alternative



Locator Map Not to Scale

City of Fitchburg  
Dane County, WI

Figure 1  
**RECOMMENDED  
ALTERNATIVE**

REGIONAL STORMWATER  
MANAGEMENT STUDY AND  
DESIGN- FITCHRONA ROAD  
AND GOOSE LAKE

Date: 3/10/2021





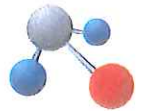


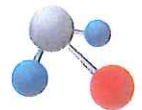
Figure 2 Preferred Alternative Impacts on 100-year Storm

**Table 1** shows the existing and proposed Goose Lake flood levels relative to the elevation that Fitchrona Road begins to flood from backwater in Goose Lake. In existing conditions, the least severe storm event expected to impact Fitchrona Road from backwater conditions is between the 5- and 10-year storm event. This is improved to between the 25- and 50-year storm event with the preferred alternative.

**Table 1: Preferred Alternative Flood Risk**

EVENT	EXISTING CONDITIONS	PREFERRED ALTERNATIVE
100-year	965.2	963.5
50-year	964.7	962.7
25-year	964.0	961.9
10-year	962.7	960.8
5-year	961.8	960.3
2-year	961.1	959.9

Min. Fitchrona Road Elev = 962.5 ft



### **Fitchrona Road Capacity Improvements**

Fitchrona Road can also frequently flood (1-2 year return period) from upstream flooding sources—Quarry Ridge basin overflow and the Nesbitt/Bavaria Pond overflow. Downstream conveyance capacity improvements at Goose Lake combined with doubling the existing storm sewer along the west side of Fitchrona Road along the roadway will reduce the risk of flooding from upstream sources to approximately a 5-year return period.

We recommend installation of 400 LF of 30-inch diameter concrete storm sewer pipe as part of the upcoming reconstruction project for Fitchrona Road, provided there is room in the roadway for the additional storm sewer. We do not recommend additional storm sewer capacity if it would require boring under USH 18/151 because of the high costs and permitting issues associated with boring as compared to the benefits of providing the additional conveyance capacity.

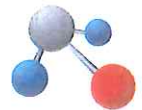
### **Recommended Alternative Opinion of Probable Costs**

Opinion of probable costs for the preferred alternative for Goose Lake to Lower Badger Mill Capacity Improvements is \$293,600, which includes a 40 percent estimating contingency, 18 percent for engineering and administrative costs, and \$10,000 for WDNR/USACE Permitting. The opinion of probable cost does not include land acquisition costs or costs associated with securing drainage easements. The opinion of probable cost does not include the cost of materials and installation of the proposed 30-inch storm sewer along Fitchrona Road (estimated at \$60,000), nor does it include roadway restoration and other associated costs. The opinions of probable cost should be considered a Class 4 estimate as classified by the Association for the Advancement of Cost Engineering (AACE International), which is consistent with an opinion of probable cost prepared as part of a feasibility study.

## **BACKGROUND**

### **Purpose**

AE2S was contracted by the City of Fitchburg and Town of Verona, Wisconsin, to evaluate existing flooding issues at Goose Lake, which extend to Fitchrona Road, resulting in extended road closures. The scope of services included two public information meetings, and the evaluation of three alternatives to increase the level of service at Fitchrona Road. Finally, AE2S evaluated the impact of current plans to increase capacity under Fitchrona Road to reduce the risk of flooding from upstream sources, combined with plans to lower Goose Lake Water surface



elevations. The purpose of this memo is to describe the results of our analyses and recommendations for future improvements to the Goose Lake outlet and Fitchrona Road drainage infrastructure.

### **Modeling Approach**

The computer model, XP-SWMM, was used to compute peak flow rates for the 2-, 5-, 10-, 25-, 50-, and 100-year storm events based on the MSE4 rainfall distribution and rainfall depths from NOAA Atlas 14 (2.84, 3.49, 4.09, 5.01, 5.80, and 6.66 inches, respectively). Hydraulic modeling was also completed using the XP-SWMM tool. Electronic copies of the hydrologic and hydraulic models are included with this memo as **Appendix A**.

### **Data Sources**

The following data sources were used as part of this study:

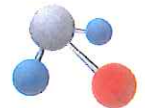
- AECOM XP-SWMM model and supporting memorandum
- City of Madison and Dane County LiDAR DEM and Orthophotos
- Dane County parcel data
- WisDOT record drawings for USH 18/151
- Historical aerial photographs
- Flood Insurance Study HEC-HMS model, obtained from WDNR
- Flood Insurance Study report (current effective)
- City of Fitchburg storm sewer GIS layer
- Dane County 1-foot topographic information
- Site visits and observations

All elevations reported in this memorandum are relative to NAVD88, unless otherwise noted.

### **EXISTING CONDITIONS**

The Goose Lake watershed is approximately 1770 acres in size (see **Figure 4**), and the level of development within the tributary area has greatly increased over the last 20 years. While previously predominantly rural and rural-residential in character, much of the watershed is now dominated by large-scale commercial development accompanied by infrastructure changes including the USH 18/151 expansion and grade separation at CTH PD. A general location map is shown in **Figure 3**, on the following page.

The existing drainage patterns are generally from northeast to southwest. One subwatershed flows through the Nesbitt-Limestone basin, south across USH 18/151 to the Quarry Ridge Basin,



and then west to Goose Lake. Another subwatershed flows through the Nesbitt-Bavaria Pond before flowing south to Goose Lake. There are several other treatment practices located more upstream in the watershed, including the Nesbitt Heights pond, Nesbitt Heights infiltration cells, Jung's pond, and many smaller private facilities. During large storm events, overflow will travel directly from the Nesbitt-Limestone basin to the Nesbitt-Bavaria pond along the north side of USH 18/151, and from Jamestown Basin to the Nesbitt-Bavaria pond along the east side of Fitchrona Road. **Figure 16** shows local drainage patterns in more detail. Goose Lake also receives direct runoff from the rural residential area surrounding the lake and upstream agricultural lands. **Figure 4** shows relevant watersheds, with the area that flows to Goose Lake from Fitchrona Road shown in red, the area flowing directly into the lake shown in orange, and the area that flows into the wetland complex downstream of Goose Lake shown in yellow.

# PUBLIC INVOLVEMENT MEETING

I.D. 5796-00-04  
Town of Verona, Valley Road  
Sugar River Bridge, B-13-0886  
Local Street  
Dane County  
December 14, 2021

Welcome to the public involvement meeting to discuss the replacement of the bridge carrying Valley Road over the Sugar River. The intent of the meeting is to present information about the proposed project and to gather input from you.

Feel free to view the displays and ask representatives from Ayres and the Town of Verona any questions. An informal presentation is planned for shortly after the onset to help explain the displays and project.

A comment form is available for your comments and concerns about this project. Please provide written comments by either returning them today or sending them to the address shown.

## **PROJECT PURPOSE AND NEED**

The purpose of this project is to address the deteriorated bridge structure on Valley Road in Dane County. The bridge is located at the crossing of the Sugar River, approximately one mile west of the junction with STH 69. The existing bridge needs to be replaced because it is structurally deficient.

## **PROPOSED IMPROVEMENTS**

While the “no build” option was considered, it did not meet the project’s purpose and need. The preferred alternative is to replace the two-span concrete haunched slab bridge with a new two-span concrete flat slab bridge. The bridge width between railings will be 30 feet and the bridge will have a normal crown of 2%.

The 380-foot long project will include replacing the bridge and rebuilding about 300 feet of roadway. The roadway horizontal alignment will approximately match the existing condition. The vertical profile will rise about 0.1 foot to the west and lower about 0.5 foot to the east to increase drainage across the structure. The project is anticipated to temporarily impact 0.25 acres of adjacent private right-of-way. Work included will be bridge removal, new bridge construction, grading, placement of crushed aggregate base course and asphalt pavement, guardrail, erosion control, and minor landscaping.

## **TRAFFIC CONTROL**

During construction, the bridge will be closed at the structure. Access to private entrances and a detour will be open throughout construction. The project will last approximately 3 months during the summer 2023.

## **ENVIRONMENTAL**

Approximately 0.2 acres of wetlands will be impacted on the project. Necessary permits for wetland and in-stream impacts will be completed with the DNR and US Army Corps of Engineers.

Work in the Sugar River may not occur from September 15<sup>th</sup> through May 15<sup>th</sup> to protect fish populations. No impacts to the DNR property are anticipated.

## **TENTATIVE PROJECT SCHEDULE**

Public Involvement Meeting	December 14, 2021	90% Plans Complete	June 2022
Environmental Document	January 2022	Final Plans Complete	August 1, 2022
Design Study Report	February 2022	Bid Letting	November 8, 2022
Real Estate Acquisition	March-June 2022	Bridge Construction	Summer 2023

STATE PROJECT	
PROJECT	5796-00-74
FEDERAL PROJECT	

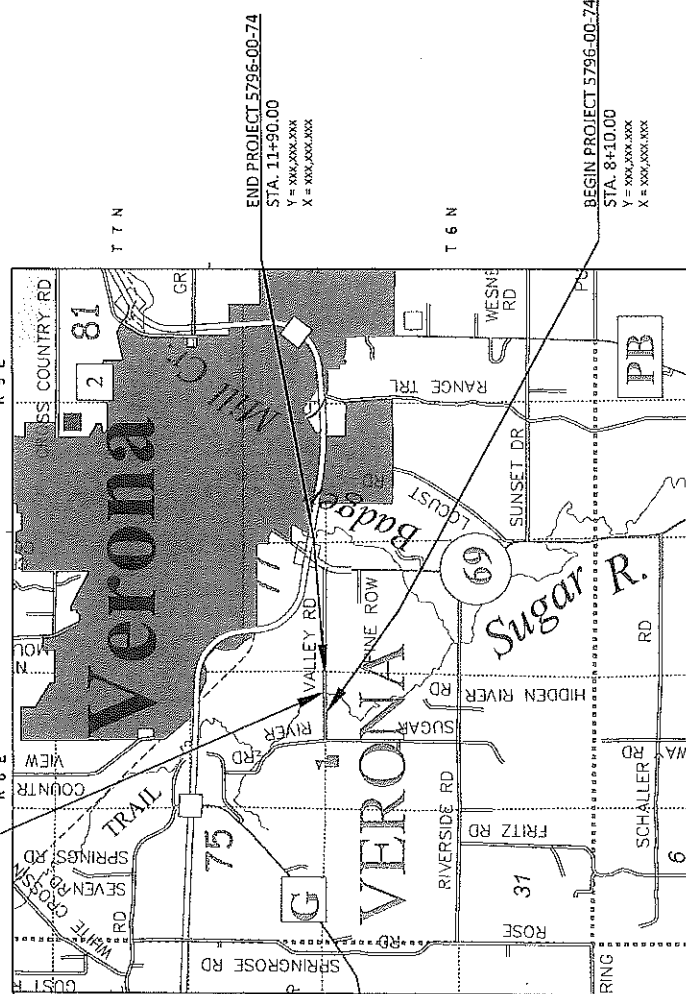
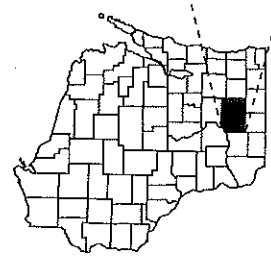
**STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION  
PLAN OF PROPOSED IMPROVEMENT  
TOWN OF VERONA, VALLEY ROAD  
Sugar River Bridge B-13-0886  
LOCAL STREET  
DANE COUNTY**

STATE PROJECT NUMBER  
**5796-00-74**

**ORDER OF SHEETS**

Section No.	Title
1	Typical Sections and Details
2	Estimate of Quantities
3	Miscellaneous Quantities
4	Right of Way Plat
5	Plan and Profile (incl. Erection Control Plans)
6	Standard Detail Drawings
7	Sign Plates
8	Structure Plans
9	Computer Earthwork Data
9	Cross Sections

TOTAL SHEETS =



DESIGNATION 5796-00-74  
 A.A.D.T. (2023) = <100  
 A.A.D.T. (2043) = <100  
 D.H.V. =  
 D.D. =  
 T. = 3.5%  
 DESIGN SPEED = 45 MPH  
 ESALS =

**CONVENTIONAL SYMBOLS**

	CORPORATE LIMITS		PROFILE
	PROPERTY LINE		ORIGINAL GROUND
	LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)
	EXISTING RIGHT OF WAY		SPECIAL DITCH
	PROPOSED OR NEW RIGHT OF WAY		GRADE ELEVATION
	SLOPE INTERCEPT		CULVERT (Profile View)
	REFERENCE LINE		UTILITIES
	EXISTING CULVERT (Box or Pipe)		ELECTRIC
	PROPOSED CULVERT (Box or Pipe)		FIBER OPTIC
	COMBUSTIBLE FLUIDS		GAS
	MARSH AREA		SANITARY SEWER
	WOODED OR SHRUB AREA		STORM SEWER
			WATER
			UTILITY PEDESTAL
			POWER POLE
			TELEPHONE POLE

SCALE 0 1 MI  
 LAYOUT  
 TOTAL NET LENGTH OF CENTERLINE = 0.072 MILES

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), DANE COUNTY, NAD83 (2011). GRID BEARINGS AND GRID DISTANCES SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), DANE COUNTY, NAD83 (2011). GRID BEARINGS AND GRID DISTANCES ARE THE SAME AS GROUND DISTANCES. ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

ACCEPTED BY  
TOWN OF VERONA

Date: \_\_\_\_\_ JOB# \_\_\_\_\_

ORIGINAL PLANS  
**AMT**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

PREPARED BY  
Surveyor \_\_\_\_\_  
Designer \_\_\_\_\_  
Regional Engineer \_\_\_\_\_  
Regional Supervisor \_\_\_\_\_

APPROVED FOR THE DEPARTMENT  
DATE: \_\_\_\_\_

PROJECT ID: **5796-00-74**  
WITH: N/A

COUNTY: **DANE**

**GENERAL NOTES**

- NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY UTILITY WHICH IS NOT A MEMBER OF DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.
- THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT LOCATION THAT ARE NOT SHOWN. THE CONTRACTOR IS RESPONSIBLE FOR FIELD LOCATING ALL UTILITIES.
- A SAWED JOINT WILL BE REQUIRED WHERE NEW PAVEMENT IS TO MEET AN EXISTING PAVED SURFACE.
- EXACT TRAFFIC CONTROL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- ALL SIGN LOCATIONS SHALL BE REVIEWED BY THE ENGINEER PRIOR TO INSTALLATION.
- NO TREES OR SHRUBS SHALL BE REMOVED UNLESS DESIGNATED FOR REMOVAL BY THE ENGINEER.
- PROTECT FROM DAMAGE AND COMPLETE SHOULDER WORK AROUND ANY EXISTING SIGNS OR MAILBOXES THAT ARE TO REMAIN IN PLACE.
- RESTORATION OF EXPOSED SLOPES AND DITCHES SHALL TAKE PLACE WITHIN 7 CALENDAR DAYS AFTER FINISHED GRADING IS COMPLETE.
- WETLANDS ARE PRESENT IN THE PROJECT AREA. DO NOT DISTURB WETLANDS OUTSIDE THE PROPOSED SLOPE INTERCEPTS.
- IF AN EXISTING SIGN IS TO BE REMOVED AND REPLACED WITH A NEW SIGN, DO NOT REMOVE THE EXISTING SIGN PRIOR TO INSTALLATION OF THE NEW SIGN.
- THE LOCATIONS OF EROSION CONTROL ITEMS SHALL BE PLACED AS SHOWN ON THE PLAN OR AS DIRECTED BY THE ENGINEER. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.
- FERTILIZER SHALL NOT BE USED WITHIN 20 FEET OF NAVIGABLE WATERWAYS OR WETLANDS.
- ASPHALT PAVEMENT SUGGESTED LAYERS:  
 - TOP: 1.75-INCH  
 - LOWER: 2.25-INCH

**ABBREVIATIONS**

A.D.T.	AVERAGE DAILY TRAFFIC
ATMS	ARTERIAL TRAFFIC MANAGEMENT SYSTEM
B.M.	BENCHMARK
B.C.	BENCH MARK
B.O.B.	BEGINNING OF BRIDGE
B.T.E.	BEGINNING OF TIE
C&G	CURB AND GUTTER
C.E.	COMMERCIAL ENTRANCE
CONST	CONSTRUCTION
CP	CONTROL POINT
CTR.	CENTERLINE
D.H.T.	DESIGN HOURLY TRAFFIC VOLUME
D.M.S.	DYNAMIC MESSAGE SIGN
EB	EASTBOUND
EXIST	EXISTING
GALV.	GALVANIZED
H.W.	HIGHWAY
H.W.A.	HIGHWAY AHEAD
H.S.	HIGH STRAIGHT
ITS	INTELLIGENT TRAFFIC SYSTEM
MAX	MAXIMUM
MIN	MINIMUM
NB	NORTHBOUND
NOR	NORMAL
OR	ORIGIN
PCC	POINT OF COMMON CURVATURE
PGI	PROFILE GRADE LINE
PI	POINT OF INTERSECTION
PRC	POINT OF REVERSE CURVATURE
PT	POINT OF TANGENCY
R.V.T.	REVERSE CURVATURE
REQ'D	REQUIRED
SB	SOUTHBOUND
SYM	SYMMETRICAL
T.	TRAFFIC CONDITION CAMERA
TCC	TRAFFIC CONDITION CAMERA
VAR	VARIABLE
WB	WESTBOUND
WL	WEIGHT
X-WALK	CROSS WALK

**PROJECT CONTACTS**

**TOWN OF VERONA PUBLIC WORKS**  
 TONY MARCINIAK  
 DIRECTOR OF PUBLIC WORKS  
 7669 CTH PD,  
 VERONA, WI 53583  
 P: (608) 807-4471  
 E: CMARNE@TOWN.VERONA.WI.US

**WISCONSIN DEPARTMENT OF NATURAL RESOURCES**  
 ERIC HEGGELUND  
 SOUTHWEST REGION HEADQUARTERS  
 3811 FISH HATCHERY ROAD  
 VERONA, WI 53571  
 P: (608) 276-3300  
 E: ERIC.HEGELUND@WISCONSIN.GOV

**DESIGNER**  
 INMANN, P.E.  
 ANRES ASSOCIATES  
 5203 EAST TERRACE DRIVE, SUITE 200  
 MADISON, WI 53718  
 P: (608) 448-1239  
 E: INMANN@ANRESASSOCIATES.COM

**UTILITIES**

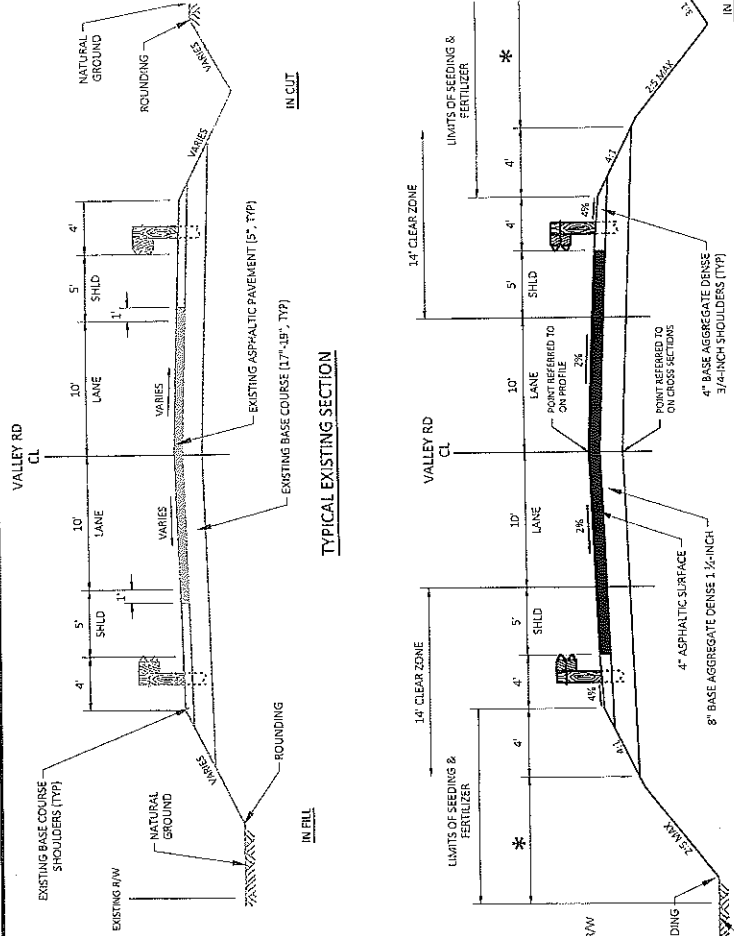
**AT&T**  
 TONY MARCINIAK  
 P.O. BOX 47  
 WAIKESHA, WI 53187  
 P: (262) 506-4804  
 E: T.MARCINIAK@AT&T.CO.UK

**ALLIANT ENERGY**  
 NICK NIEMANN  
 2147 CO HWY PB  
 VERONA, WI 53583  
 P: (608) 845-1205  
 C: (608) 502-9051  
 E: NICHOLASNIEMANN@ALLIANTENERGY.COM

**TDS TELECOM**  
 JERRY MYERS  
 525 JUNCTION ROAD  
 MADISON, WI 53717  
 P: (608) 664-4404  
 C: (608) 664-3100  
 E: JERRY.MYERS@TDSTELECOM.COM

\*\* DENOTES UTILITIES THAT ARE NOT DIGGERS HOTLINE MEMBERS

**DIGGERS HOTLINE**  
 Dial 811 or (800)242-8511  
 www.DiggersHotline.com

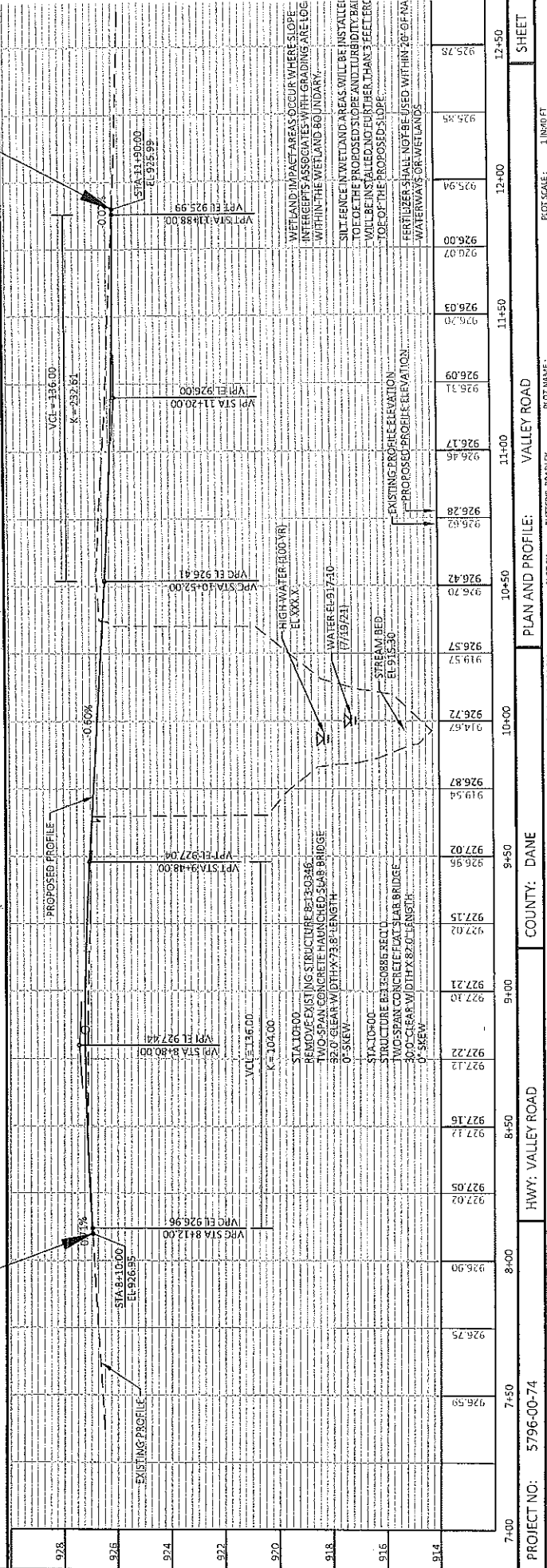
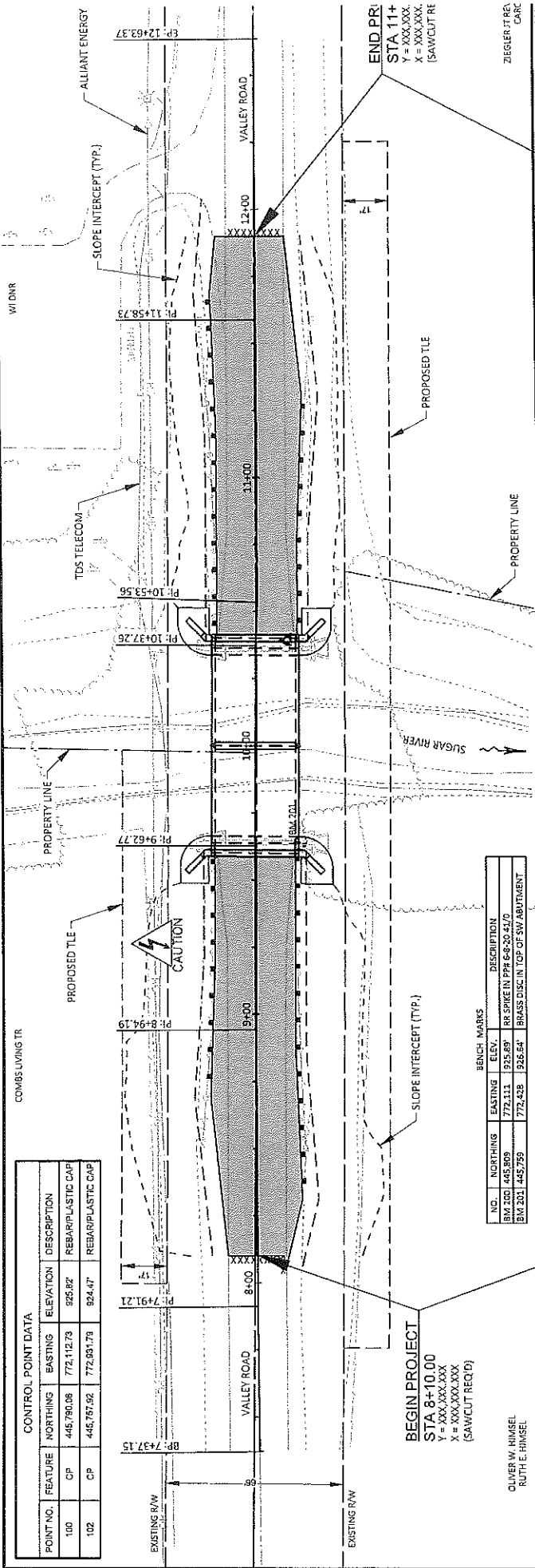


**TYPICAL EXISTING SECTION**

**FINISHED TYPICAL SECTION**

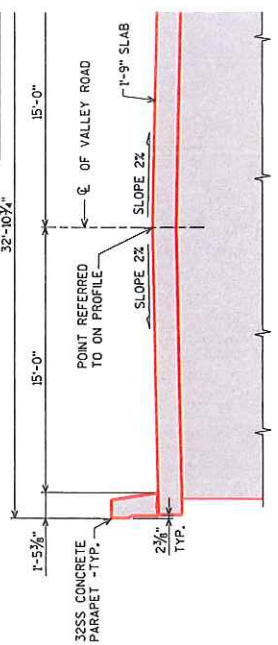
STA. 8510 - STA. 9145  
 STA. 10441 - STA. 11490

\* LIMITS OF SALVAGED TOPSOIL AND MULCH



STATION	ELEVATION	DESCRIPTION
928		
926		
924		
922		
920		
918		
916		
914		





**TYPICAL SECTION THRU BRIDGE**

**DESIGN DATA**

**LIVE LOAD:**  
 DESIGN LOADING: HL-93  
 INVENTORY RATING FACTOR: 1.0  
 WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) \* KIPS  
 STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 #/S.F.

**MATERIAL PROPERTIES:**  
 CONCRETE MASONRY (SUPERSTRUCTURE)  $f'_c$   
 HIGH STRENGTH BAR STEEL REINFORCEMENT (GRADE 60)  $f_y$

**HYDRAULIC DATA:**  
 100 YEAR FREQUENCY  
 $Q_{90} = 2,335$  c.f.s.  
 $VEL = 6.3$  f.p.s.  
 $HW_{90} = EL. 923.74$   
 WATERWAY AREA = 371 SQ. FT.  
 DRAINAGE AREA = 14.7 SQ. MI.  
 ROADWAY OVERTOPPING = N/A  
 SCOUR CRITICAL CODE = 5  
 DATUM = NAVD86 (2012)

**FOUNDATION DATA:**  
 2 YEAR F1  
 $O_2 = 640$   
 $VEL = 3.2$   
 $HW_2 = EL.$

**TRAFFIC DATA:**  
 A.A.D.T. \* <100 (2023)  
 A.A.D.T. \* <100 (2043)  
 R.D.S. \* 45 M.P.H.

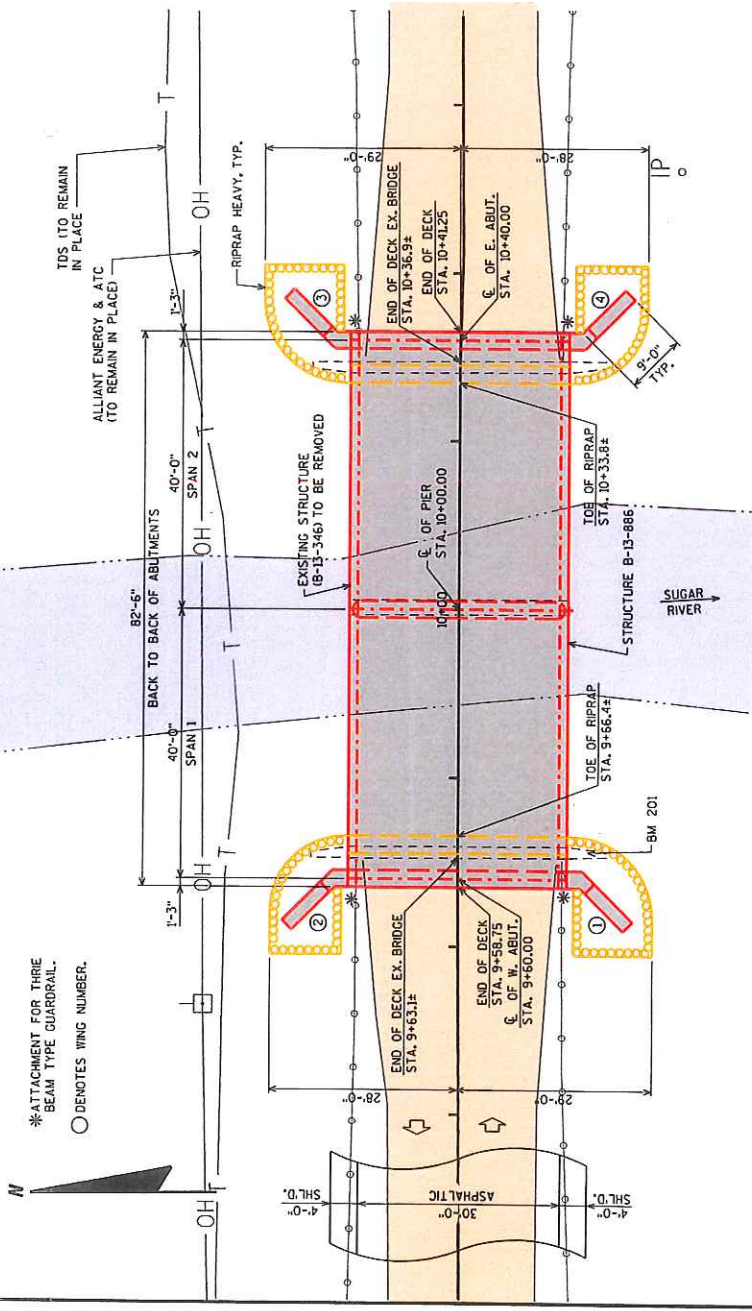
**ABUTMENTS TO BE SUPPORTED ON HP 10 X 42 STEEL PILING DRIVEN TO REQUIRED DRIVING RESISTANCE OF TONS # PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED LENGTH \*-0".**

**\* THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR USING MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.**

NO.	DATE	REVISION
ORIGINAL PLANS BY AVRES 3433 C		
EQU. CI		
WWW.AVRES.COM		
STATE OF WI		
DEPARTMENT OF TR		
ACCEPTED		
CHIEF STRUCTURES DESIGN		
STRUCTURE B-1		
VALLEY ROAD OVER		
COUNTY	DANE	TOW
DESIGN SPEC	BRIDGE DESIGN SPEC	DESIGNED BY
DATE	BY	CHKD.

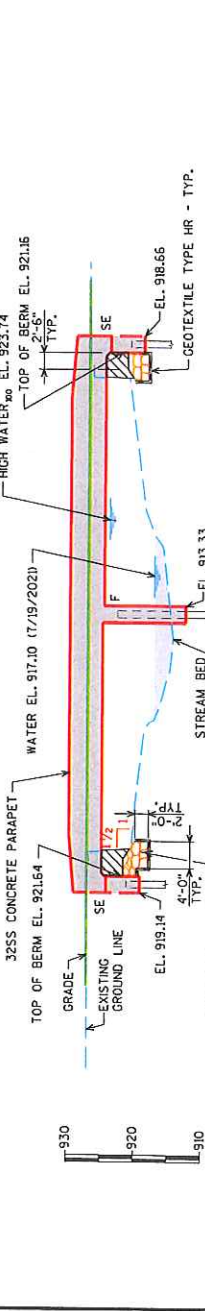
BRIDGE OFFICE CONTACT:  
 ARON BONK  
 (608)-261-0261

CONSULTANT CONTACT:  
 DAN SYDOW  
 (715)-834-3161



**PLAN**

TWO-SPAN CONCRETE FLAT SLAB BRIDGE



**ELEVATION**

COST OF EXCAVATION OR FILL IN THE HATCHED AREA SHALL BE INCLUDED IN THE CONTRACT LUMP SUM. SEE ALSO EXCAVATION FOR STRUCTURES BRIDGES B-13-886\*.

REMOVE EXISTING SUBSTRUCTURE AS NEEDED. COST CONSIDERED INCIDENTAL TO REMOVING STRUCTURE ITEM. TYPICAL AT ALL SUBSTRUCTURES.

**LIST OF DRAWINGS**

1. GENERAL PLAN
2. QUANTITIES AND NOTES
3. SUBSURFACE EXPLORATION

BENCH MARK:  
 BM 201  
 BRASS DISC IN TOP OF SW ABUTMENT  
 STA. 9+64.2±, 17.0 LT.  
 EL. 926.54

**PROFILE GRADE LINE**  
 (℄ OF VALLEY ROAD)



\* ATTACHMENT FOR THREE BEAM TYPE GUARDRAIL.  
 ○ DENOTES WING NUMBER.



DATE: \_\_\_\_\_  
 CHECKED BY: \_\_\_\_\_  
 DATE: \_\_\_\_\_  
 CORRECTED BY: \_\_\_\_\_  
 DATE: \_\_\_\_\_



# Municipal Mitigation Strategy Worksheet

Sept. 2021

- Use this worksheet to develop a mitigation strategy for your municipality.
- Use a separate worksheet for each mitigation strategy.
- **By TH Oct. 21**, submit all *mitigation strategy worksheets* in MS WORD format to [mclellan@countyofdane.com](mailto:mclellan@countyofdane.com) and [husen.sara@countyofdane.com](mailto:husen.sara@countyofdane.com) .

<b>Municipality</b>		<b>Town of Verona</b>	
<b>Mitigation Strategy Name</b>		<b>Flooding</b>	
<b>Mitigation strategy goal</b>			
<i>Highlight the applicable strategic category</i>	Prevention		Natural Resource Protection
	Property Protection		Critical Facilities Protection
	Public Education & Awareness		Structural Project
<i>Describe the overall improvements to the community including the purpose for and the desired outcome from implementing this strategy</i>	The Town of Verona has a duty to protect residents from unpredictable hazards, and flooding dangers and risks can be reduced by purchasing vulnerable properties located in the identified flood way and floodplain areas. This purchase would also facilitate the installation of erosion protection and revetment structures to prevent scour and undermining of bridge structures.		
	The desired outcome would be an elimination of property damage due to flooding and improved safety to residents by reducing flooding frequencies to roads and bridges.		
<b>Define the steps to achieving this mitigation strategy</b>			
<b>1. Identify properties subject to historical flooding damage and areas suitable for revetment/erosion protection measures.</b>			
a. <i>Responsible Party</i> – Town Staff			
b. <i>Funding source</i> – Municipal Budget			
c. <i>Completion date</i> –1-2023			
<b>2. Determine if voluntary purchase of properties is desired by the property owner</b>			
a. <i>Responsible Party</i> – Town Board			
b. <i>Funding source</i> – Municipal Budget			
c. <i>Completion date</i> –6-2023			

<b>Municipality</b>	<b>Town of Verona</b>
<b>Mitigation Strategy Name</b>	<b>Flooding</b>
<p>3. Grant writing to FEMA – Pre-Disaster Mitigation Grant Program in order to fund property purchase</p> <p>d. <i>Responsible Party</i> – Town Staff</p> <p>e. <i>Funding source</i> – Municipal Budget</p> <p>f. <i>Completion date</i> – Complete within first twelve months of project initiation.</p>	
<p>4. <b>Implementation process/construction after awarded grant is received.</b></p> <p>a. <i>Responsible Party</i> – Private Party Appraisal/Acquisition Contractor</p> <p>b. <i>Funding source</i> – FEMA, Municipal Budget</p> <p>c. <i>Completion date</i> – 2-3 years after project initiation.</p>	

# Municipal Mitigation Strategy Worksheet

Sept. 2021

- Use this worksheet to develop a mitigation strategy for your municipality.
- Use a separate worksheet for each mitigation strategy.
- **By TH Oct. 21**, submit all *mitigation strategy worksheets* in MS WORD format to [mclellan@countyofdane.com](mailto:mclellan@countyofdane.com) and [husen.sara@countyofdane.com](mailto:husen.sara@countyofdane.com) .

<b>Municipality</b>		<b>Town of Verona</b>	
<b>Mitigation Strategy Name</b>		<b>Flooding</b>	
<b>Mitigation strategy goal</b>			
<i>Highlight the applicable strategic category</i>	Prevention		Natural Resource Protection
	Property Protection		<b>Critical Facilities Protection</b>
	Public Education & Awareness		Structural Project
<i>Describe the overall improvements to the community including the purpose for and the desired outcome from implementing this strategy</i>	<p>The Town of Verona has a duty to protect residents from unpredictable hazards, and flooding dangers and risks can be reduced by purchasing an emergency engine driven centrifugal trash pump.</p> <p>The desired outcome would be the ability to quickly and effectively pump water from culverts and storm sewers that are at or over design capacities during and after a storm event. This strategy would and improved safety to residents by reducing flooding frequencies to roads and bridges.</p>		
<b>Define the steps to achieving this mitigation strategy</b>			
<b>1. Identify areas subject to flooding which could be relieved by pumping</b>			
a. <i>Responsible Party</i> – Town Staff			
b. <i>Funding source</i> – Municipal Budget			
c. <i>Completion date</i> –1-2023			
<b>2. Determine if available pump systems would be effective for specific rainfall events</b>			
a. <i>Responsible Party</i> – Town Board			
b. <i>Funding source</i> – Municipal Budget			
c. <i>Completion date</i> –6-2023			

Municipality	Town of Verona
Mitigation Strategy Name	Flooding
<p><b>3. Grant writing to FEMA – Pre-Disaster Mitigation Grant Program in order to fund property purchase</b></p> <ul style="list-style-type: none"><li>d. <i>Responsible Party</i> – Town Staff</li><li>e. <i>Funding source</i> – Municipal Budget</li><li>f. <i>Completion date</i> – Complete within first twelve months of project initiation.</li></ul>	
<p><b>4. Implementation process/construction after awarded grant is received.</b></p> <ul style="list-style-type: none"><li>a. <i>Responsible Party</i> – Town Staff/ Pump Vendor</li><li>b. <i>Funding source</i> – FEMA, Municipal Budget</li><li>c. <i>Completion date</i> – 1 year after project initiation.</li></ul>	

# Municipal Mitigation Strategy Worksheet

Sept. 2021

- Use this worksheet to develop a mitigation strategy for your municipality.
- Use a separate worksheet for each mitigation strategy.
- **By TH Oct. 21**, submit all *mitigation strategy worksheets* in MS WORD format to [mclellan@countyofdane.com](mailto:mclellan@countyofdane.com) and [huseen.sara@countyofdane.com](mailto:huseen.sara@countyofdane.com) .

<b>Municipality</b>		<b>Town of Verona</b>	
<b>Mitigation Strategy Name</b>		<b>Wind Storm</b>	
<b>Mitigation strategy goal</b>			
<i>Highlight the applicable strategic category</i>	Prevention		Natural Resource Protection
	Property Protection		Critical Facilities Protection
	Public Education & Awareness		Structural Project
<i>Describe the overall improvements to the community including the purpose for and the desired outcome from implementing this strategy</i>	<p>The Town of Verona has a duty to protect residents from unpredictable wind storm events and hazards, and a program to remove dead and hazardous trees from the public right of way would provide improved security and safety for residents and other road users by reducing the number of road closures and accidents related to downed trees and utilities.</p> <p>The desired outcome would be a public road network free of recognizable tree hazards and vulnerable utility lines as well as improving emergency response times by minimizing unforeseen road closures.</p>		
<b>Define the steps to achieving this mitigation strategy</b>			
<p><b>1. Survey locations of hazardous trees and private overhead utilities in the public right of way</b></p> <p>a. <i>Responsible Party</i> – Town Staff/Private Utility Companies</p> <p>b. <i>Funding source</i> – Municipal Budget</p> <p>c. <i>Completion date</i> – 1-2023</p>			

<b>Municipality</b>	<b>Town of Verona</b>
<b>Mitigation Strategy Name</b>	<b>Wind Storm</b>
<p><b>2. Seek public input for removal of trees in the public right of way with respect to esthetics and public safety.</b></p> <ul style="list-style-type: none"> <li>a. <i>Responsible Party</i> – Town Board</li> <li>b. <i>Funding source</i> – Municipal Budget</li> <li>c. <i>Completion date</i> –12-2023</li> </ul>	
<p><b>3. Grant writing to FEMA – Pre-Disaster Mitigation Grant Program</b></p> <ul style="list-style-type: none"> <li>d. <i>Responsible Party</i> – Town Staff</li> <li>e. <i>Funding source</i> – Municipal Budget</li> <li>f. <i>Completion date</i> – Complete within first twelve months of project initiation.</li> </ul>	
<p><b>4. Implementation process/construction after awarded grant is received.</b></p> <ul style="list-style-type: none"> <li>a. <i>Responsible Party</i> – Third Party/Private Contractor/ Utility Companies</li> <li>b. <i>Funding source</i> – FEMA</li> <li>c. <i>Completion date</i> – 2-4 years after project initiation.</li> </ul>	



# Municipal Mitigation Strategy Worksheet

Sept. 2021

- Use this worksheet to develop a mitigation strategy for your municipality.
- Use a separate worksheet for each mitigation strategy.
- **By TH Oct. 21**, submit all *mitigation strategy worksheets* in MS WORD format to [mclellan@countyofdane.com](mailto:mclellan@countyofdane.com) and [huseen.sara@countyofdane.com](mailto:huseen.sara@countyofdane.com) .

<b>Municipality</b>		<b>Town of Verona</b>	
<b>Mitigation Strategy Name</b>		<b>Winter Storm</b>	
<b>Mitigation strategy goal</b>			
<i>Highlight the applicable strategic category</i>	<b>Prevention</b>	Natural Resource Protection	
	Property Protection	Critical Facilities Protection	
	Public Education & Awareness	Structural Project	
<i>Describe the overall improvements to the community including the purpose for and the desired outcome from implementing this strategy</i>	<p>The Town of Verona has a duty to protect residents from unpredictable winter storm hazards, and the creation of a natural wind break to prevent snow drifting at selected areas would be an effective means of mitigating drifting and blowing snow during winter snow events.</p> <p>The desired outcome would be a preventive method of mitigating snow drifting by the purchase and installation of t evergreen tree species at observed areas of drifting snow. A natural wind break would decrease the amount of time w and materials necessary to keep roads open and improve safety for vehicles and other road users.</p>		
<b>Define the steps to achieving this mitigation strategy</b>			
<p><b>1. Identify hazardous and problematic road areas which could benefit from brine application and/ or snow fencing.</b></p> <p>a. <i>Responsible Party</i> – Town Staff</p> <p>b. <i>Funding source</i> – Municipal Budget</p> <p>c. <i>Completion date</i> – 1-2025</p>			
<p><b>2. Seek public input on Natural wind break installation in lieu of typical seasonal snow fencing in the public right of way or on private property.</b></p> <p>a. <i>Responsible Party</i> – Town Board</p> <p>b. <i>Funding source</i> – Municipal Budget</p> <p>c. <i>Completion date</i> –6-2024</p>			

<b>Municipality</b>	<b>Town of Verona</b>
<b>Mitigation Strategy Name</b>	<b>Winter Storm</b>
<p><b>3. Grant writing to FEMA – Pre-Disaster Mitigation Grant Program</b></p> <ul style="list-style-type: none"><li>d. <i>Responsible Party</i> – Town Staff</li><li>e. <i>Funding source</i> – Municipal Budget</li><li>f. <i>Completion date</i> – Complete within first six months of project initiation.</li></ul>	
<p><b>4. Implementation process/construction after awarded grant is received.</b></p> <ul style="list-style-type: none"><li>a. <i>Responsible Party</i> – Town Staff/ Equipment Vendor/Installation Contractor</li><li>b. <i>Funding source</i> – FEMA, Town Budget</li><li>c. <i>Completion date</i> – 4 years after project initiation.</li></ul>	

# Municipal Mitigation Strategy Worksheet

Sept. 2021

- Use this worksheet to develop a mitigation strategy for your municipality.
- Use a separate worksheet for each mitigation strategy.
- **By TH Oct. 21**, submit all *mitigation strategy worksheets* in MS WORD format to [mclellan@countyofdane.com](mailto:mclellan@countyofdane.com) and [husen.sara@countyofdane.com](mailto:husen.sara@countyofdane.com) .

<b>Municipality</b>		<b>Town of Verona</b>	
<b>Mitigation Strategy Name</b>		<b>Winter Storm</b>	
<b>Mitigation strategy goal</b>			
<i>Highlight the applicable strategic category</i>	<b>Prevention</b>	Natural Resource Protection	
	Property Protection	Critical Facilities Protection	
	Public Education & Awareness	Structural Project	
<i>Describe the overall improvements to the community including the purpose for and the desired outcome from implementing this strategy</i>	<p>The Town of Verona has a duty to protect residents from unpredictable winter storm hazards, and additional snow equipment to apply brine (water and salt mixture) distribution to road would be an effective means of addressing snow and ice conditions.</p> <p>The desired outcome would be a preventive method of mitigating snow drifting and applying material to minimize snow and ice buildup and improve winter road safety for vehicles and other road users while decreasing the amount of pure salt applied to the road network.</p>		
<b>Define the steps to achieving this mitigation strategy</b>			
<p><b>1. Identify hazardous and problematic road areas which could benefit from brine application and/ or snow fencing.</b></p> <p>a. <i>Responsible Party</i> – Town Staff</p> <p>b. <i>Funding source</i> – Municipal Budget</p> <p>c. <i>Completion date</i> – 1-2023</p>			
<p>a. <b>Seek public input on brine application in lieu of/in addition to, salt and sand distribution.</b></p> <p>b. <i>Responsible Party</i> – Town Board</p> <p>c. <i>Funding source</i> – Municipal Budget</p> <p>d. <i>Completion date</i> –6-2023</p>			

<b>Municipality</b>	<b>Town of Verona</b>
<b>Mitigation Strategy Name</b>	<b>Winter Storm</b>
<b>2. Grant writing to FEMA – Pre-Disaster Mitigation Grant Program</b> e. <i>Responsible Party</i> – Town Staff f. <i>Funding source</i> – Municipal Budget g. <i>Completion date</i> – Complete within first six months of project initiation.	
<b>3. Implementation process/construction after awarded grant is received.</b> a. <i>Responsible Party</i> – Town Staff/ Equipment Vendor/Installation Contractor b. <i>Funding source</i> – FEMA, Town Budget c. <i>Completion date</i> – 2 years after project initiation.	