

Public Works Committee Agenda
Tuesday January 18, 2022 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 December 21, 2021
 3. Discussion and Possible Action: Driveway Permit Lot 3 CSM 14755, Red Stone Lane **(10 Minutes)**
 4. Discussion and Possible Action: 2022 Road Improvement Program **(10 minutes)**
 5. Discussion and Possible Action: American Rescue Plan Act (ARPA) project funding selection **(15 minutes)**
 6. Discussion and Information: 2022 Brush Collection Program **(15 minutes)**
 7. Information: Valley Road Bridge Engineering Update **(5 minutes)**
 8. Discussion and Possible Action: Valley Road Speed Limit Adoption **(10 Minutes)**
 9. Development Updates: Nothing to report
 10. Equipment Condition Update **(5 minutes)**
 11. Schedule February 16, 2022 Committee Meeting and Set Agenda
 12. Adjourn
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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, December 21, 2021 - 6:30 PM

Town of Verona Hall, 7669 County Highway PD

Present: Phyllis Wiederhoeft - Chair, John Senseman, Russ Swiggum, Mike Duerst

Absent: Manfred Enburg

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 November 16, 2021** -- The minutes were reviewed by the committee. Duerst called for a motion to approve the November minutes as submitted. Seconded by Senseman, motion carried.
3. **Discussion and Information: 2022 Road Improvement Program** -- Wiederhoeft introduced the item and asked Barnes to give a progress update. Barnes stated that the preliminary survey and cost estimating had been done and based upon his cost estimate, not all of Sunset Drive, Grandview Road, and Rolling Oaks Lane could be completed. Barnes stated that it would make logical sense to split Sunset at Beach Road/Deer Haven Trail and plan on doing the westerly portion of the road. Wiederhoeft questioned why not split Grandview Road instead of Sunset. Barnes replied that Grandview Road was in a worse condition overall, and Grandview did not have an intermediate breaking point such as Beach Road. Duerst asked what the budget was in 2021 for road projects. Barnes replied that the 2021 budget was \$312,000, and that the adopted 2022 budget is \$349,900. Barnes stated the next step would be to have MSA engineers begin to prepare the bidding documents. No further discussion.
4. **Discussion and Information: 2021 Road Mileage Certification and PASER Ratings** -- Wiederhoeft asked Barnes to explain the certification process. Barnes explained that the State of Wisconsin requires each local road agency to rate its road conditions every two years. Barnes stated that the town roads had been rated by himself and Mark Judd, and the condition of each road was included in the agenda packet. Overall, road conditions had fallen slightly from 2019, but no trend could be made from that short of a timeframe. No further discussion.
5. **Discussion and Information: Fitchrona Road / Goose Lake Drainage Study Update** -- Barnes reviewed the completed storm water study done by AE2S for addressing flooding in Fitchrona Road and calculating water levels in Goose Lake. He stated that the preferred option to minimize the flooding condition would require a combination of new culverts exiting Goose Lake, some open channel ditching through Dane County parks area downstream of Goose Lake to Badger Mill Creek, and new storm drainage along Fitchrona Road near the US 151 underpass. The estimated cost for this work is approximately \$300,000. Senseman asked who was to pay this cost. Barnes stated that in his opinion, the project costs need to be shared amongst all of the government agencies in the upstream Goose Lake watershed. Duerst questioned Swiggum, as a

contractor, what he thought new culverts at Goose Lake would cost. Swiggum responded that it would depend greatly on the type and size of pipe needed as well as the length, but the \$300,000 estimate sounded reasonable. Barnes stated that both the Town and the City of Fitchburg were pursuing grant programs to bear some of the project cost and that there was no schedule for the recommended improvements. No further discussion

6. **Information: Valley Road Bridge Engineering Update** - Wiederhoeft asked for an update. Barnes stated that a public information meeting held December 14, 2021 at 6:00 pm. Approximately 10 people attended the meeting The consultant had the current plans and cost estimate available at the meeting. The next step will be to submit the plans to WISDOT for preliminary review.
7. **Development Updates:**
 - a. **Twin Rock** -- No new developments; one house has started construction, and another is preparing for permits.
8. **Equipment Condition Update** – Nothing to report.
9. **Schedule January 2022 Committee Meeting and Set Agenda** -- Next meeting will be January 18, 2022 at 6:30 pm. Capital improvement projects for 2022 will be discussed.
10. **Adjourn** -- Motion by Swiggum to adjourn, seconded by Duerst, motion carried. Meeting adjourned at 8:20 pm.

Approved: January 18, 2022

Prepared by: W. Christopher Barnes

Town of Verona
 Driveway Review Checklist
 Location: Lot 3 CSM 14755
 Red Stone Lane
 Date 1/3/2022
 By W. Christopher Barnes



	Yes	No	Comments
Driveway Drawing and Soil Erosion Control Plan	X		
Site Visit Completed	X		
Fee Paid	X		
Fee Escrow deposited			pending
Location Sight Distance > 350 feet	X		
Length > 100 feet Verona Fire Dept. Review			NA
Driveway > 500 feet Passing lane		X	
Driveway > 100 feet Hammerhead		X	
Cleared Path > 22 feet	X		
Driveway Grade < 12%	X		
Driveway width at Road < 26 feet	X		
Culvert Required	X		
Length (24 feet min)	X		
Diameter (15" min)	X		
Flared End walls	X		
Variances requested		X	



Town of Verona
APPLICATION FOR ACCESS/DRIVEWAY
CONSTRUCTION PERMIT

This permit is required and shall be issued in accordance with the provisions the Town of Verona Ordinance 2014-04.

APPLICANT/OWNER INFORMATION			
Name <u>Brock Jones</u>	Contact Name	E-Mail Address <u>bjxsub@gmail.com</u>	
Address <u>131 Jenna Dr #210</u>	City <u>Verona</u>	State <u>WI</u>	Zip Code <u>53593</u>
Office Phone <u>608-770-5152</u>	Alternate Phone	Fax Number	
Permit Mailing Address (if different from above)	City	State	Zip Code
CONTRACTOR INFORMATION (see instructions)			
Company Name <u>Coveted Construction</u>	Contact Name <u>Brock Jones</u>	E-Mail Address <u>covetedconstruction@gmail.com</u>	
Office Phone <u>608-770-5152</u>	After Hours Phone (Required) <u>608-770-5152</u>	Fax Number	
PROPOSED WORK			
Town Road where work will occur/about <u>Redstone Ln</u>		Parcel number/ address <u>0608-351-8646-0</u>	
Will driveway be over 100' long? <input checked="" type="checkbox"/> Yes (Requires Fire Dept approval) <input type="checkbox"/> No		Driveway plan attached? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Estimated Start Date <u>1/1/22</u>	Estimated Ending Date <u>1/14/22</u>	Maximum Grade <12%? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Min width 12'? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Culvert with End Walls (15" minimum)? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		Road Ownership <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	

Once an application is approved, an escrow deposit may be required before the permit is issued.
Note: Driveways that access private roads do not require an escrow deposit.

Residential/Temporary Construction Access/Paved Agricultural Drive Escrow Deposits: \$1,000
Industrial or Commercial Escrow Deposits: \$1,500

- a. Application Fee 1 @ \$250 1
- b. Application Fee for an Improvement to Existing Drive or Culvert Replacement ONLY _____ @ \$100 _____

TOTAL FEES \$250

Check or money order payable to the Town of Verona in the amount of "Total Fees" indicated above is enclosed.

Applicant acknowledges that (s)he has read and understand the requirements for obtaining a permit to work in the Town of Verona road right-of-way. By signing this application, applicant agrees that the Town of Verona may establish additional provisions prior to application approval. Applicants shall receive notification of any special provisions.

Applicant further understands and agrees that the permitted work shall comply with all permit provisions and conditions listed on the issued permit, any special provisions, and any and all plans, details or notes attached hereto and made a part hereof. Property owner is responsible for notifying the Town of Verona of any conditions and/or restrictions.

By Ber
Signature of Applicant / Landowner
Brock Jones
Print Name

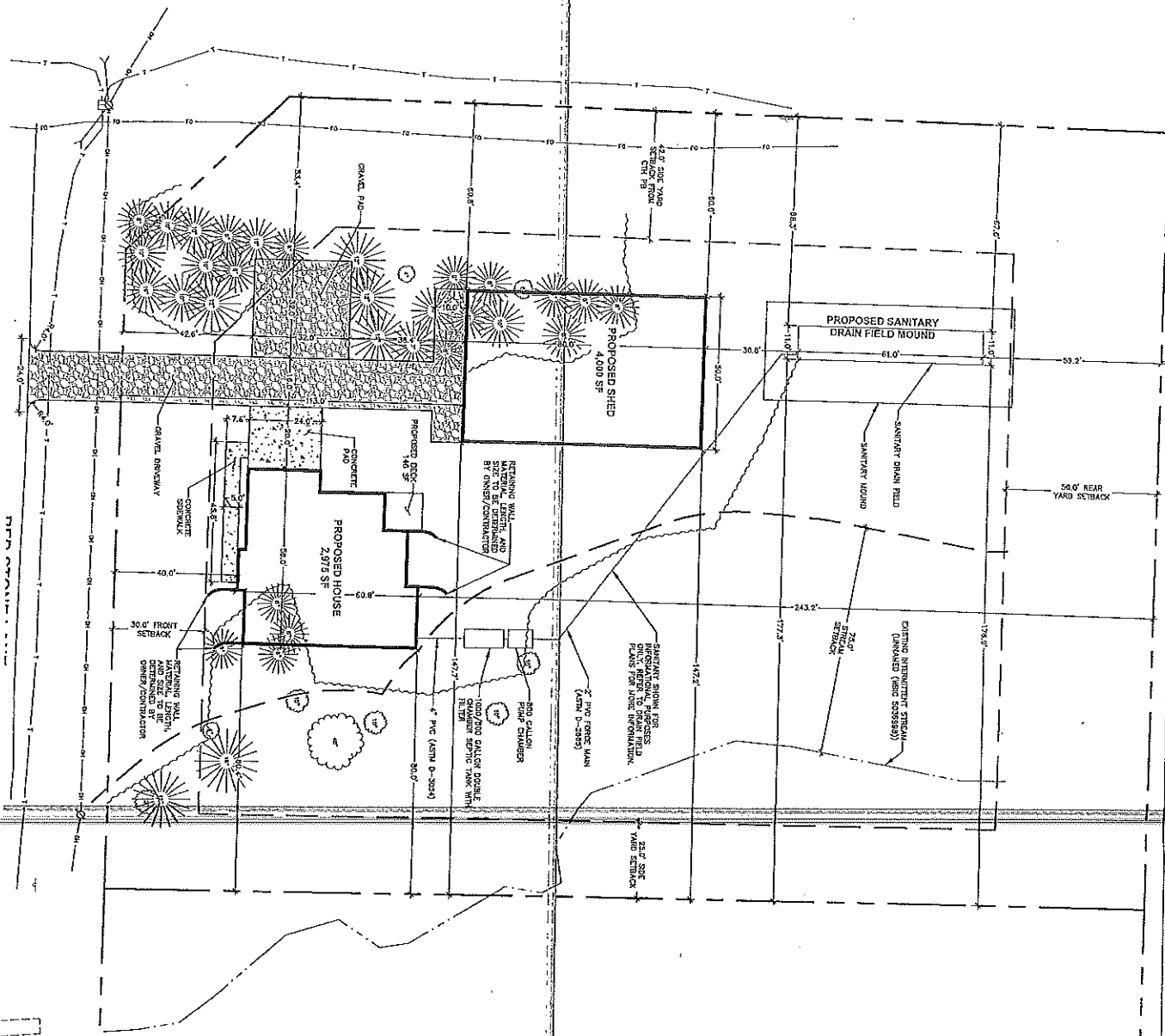
12/21/21
Date
608-770-5152
Phone



Dane County Water Resource Engineering

Shoreland Erosion Control Permit

Permit Number	SE2021-0433			Project Name	Jones House and Driveway		
Approved By	Jim Neidhart			Landowner	Brock Jones		
Issued By	Jim Neidhart			Parcel Number	0608-351-8646-0		
Issued To	Brock Jones			Municipality	Town of Verona		
	Disturbed Lands (sq ft)	New Impervious (sq ft)	Redeveloped Impervious (sq ft)	Location			
	41,000	11,017	0	NE 1/4 of Section 35			
An erosion control, stormwater management, or shoreland mitigation plan for this project has been reviewed and approved under Chapter 11 or 14, Dane County Code of Ordinances. The plan shall be in effect for the duration of the permit. The permit expires on the date included below for erosion control permits. Stormwater management and shoreland mitigation permits are valid in perpetuity. This card must be posted prominently on site until all disturbed soil has been stabilized. This permit is only for the items specified above. Other permits may be required.							
Start Date	12/20/2021		Stabilization Date	9/15/2022		Expiration Date	9/15/2022
For questions or concerns related to this permit please contact Dane County's Water Resource Engineering Division at 608.224.3730							



LEGEND

- ⊗ POWER POLE
- ⊗ TELEPHONE POLE/STAKE
- DECIDUOUS TREE
- ⊙ CONIFEROUS TREE
- NATURAL GAS
- OVERHEAD LINE
- FIBER OPTIC
- ~ UNDERGROUND TELEPHONE
- ~ EDGE OF WOODS OR BRUSH
- PROPERTY LINE
- BUILDING SETBACK LINE
- APPROXIMATE STREAM CENTERLINE
- 75' STREAM OFFSET
- BUILDING OUTLINE & RETAINING WALL
- EDGE OF GRAVEL/CONCRETE
- CONCRETE PARAPET
- GRAVEL
- SANITARY SEWER

GENERAL NOTES

1. ALL WORK IN THE ROW AND/OR PUBLIC EXHIBITION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR SEWER & WATER CONSTRUCTION IN WISCONSIN AND MUNICIPAL REGULATIONS.
2. EXISTING GRAVEL SPOT EXHIBITIONS SHOWN PER PERMITS/CONTRACTS, DURING CONSTRUCTION, MAY BE EXPOSED AT CONSTRUCTION LIMITS.
3. NO NEW EXISTING OUTLINE OR DIMENSIONS OF PROPOSED SUTY BEHIND LOCATIONS, NO LAND DIMENSIONS SHALL BE USED FOR CONSTRUCTION.
4. JOB SHALL BE FIELD HANDLED AND NOT BE INTERFERED BY ANY DIMENSIONS OF THE OWNER/CONTRACTOR FROM THE APPROVED CONSTRUCTION PLAN WHEN THEY RESULT IN DISPARITY ACTIONS BY ANY ON ALL REGULATORY AGENCIES.
5. OWNER/CONTRACTOR TO COORDINATE AND SELECT THE CLEANING LIMITS TO COMPLY WITH CHANGING FLOOD/CONTRACTOR RESPONSIBLE FOR IDENTIFYING ALL TREES TO REMOVE/PRESERVE.
6. FIELD WORK PERFORMED BY JOE PROFESSIONAL SERVICES, INC. ON SEPTEMBER 22, 2021.
7. BEFORE EXCAVATION, APPROPRIATE UTILITY COMPANIES SHOULD BE CONTACTED FOR EXACT LOCATION OF UNDERGROUND UTILITIES. CONTACT DOBBS FORTUNE AT 1.800.242.8511.
8. THE LOCATION OF THE RETAINING WALL ON THIS PLAN SHALL BE VERIFIED BEFORE BEING BENCHMARKED.
9. THE LOCATION OF THE SANITARY SEWER SHALL BE VERIFIED THROUGH THE AGENCY OF THESE BENCHMARKS.
10. THIS PARCEL IS SUBJECT TO ALL EXHIBITIONS AND AMENDMENTS, BOTH RECORDED AND UNRECORDED.

SITE INFORMATION BLOCK

SITE ADDRESS	LOT 3, 2A8, 2022
PROPERTY ACREAGE	2.28 ACRES
NUMBER OF BUILDING STORIES	2
TOTAL BUILDING SQUARE FOOTAGE	7,115 SF
PROPOSED BUILDING LOT COVERAGE RATIO	0.28%
PERMITS, VC, INTERFERED SITE CONTRACT	
EXISTING PERVIOUS SURFACE AREA	0 SF
EXISTING PERVIOUS SURFACE AREA	0 SF
EXISTING PERVIOUS SURFACE AREA RATIO	0.00%
PROPOSED UNDERGROUND SERVICES AREA	11,017 SF
PROPOSED PERVIOUS SURFACE AREA	74,103 SF
PROPOSED UNDERGROUND SERVICES AREA RATIO	0.14%

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
PROJECT A BID ITEMS 1-6 TOTALS					\$187,154.00
PROJECT B: SUNSET DRIVE, CTH PB TO BEACH ROAD					
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
PROJECT B BID ITEMS 1-6 TOTALS					\$118,862.00
PROJECT C: SUNSET DRIVE, BEACH ROAD TO BORCHERT ROAD					
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
PROJECT C BID ITEMS 1-11 TOTALS					\$81,927.50
PROJECT C BID ITEMS 2-7					\$23,707.50
PROJECT D: ROLLING OAK LANE					
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
PROJECT D BID ITEMS 1-6 TOTALS					\$23,144.00
TOTAL PROJECTS A,B,D					\$329,160.00
TOTAL PROJECTS A THRU D					\$411,087.50
Engineering					\$10,000.00
Signs					\$3,000.00
Pavement Stripping					\$5,000.00
TOTAL PROJECT COST A,B,D					\$347,160.00
ADOPTED 2022 BUDGET					\$349,968.00
ADDITIONAL FUNDING ESTIMATE					\$61,119.50

Town of Verona
 ARPA Fund Project options
 13-Jan-22



Approximate amount of Available Funds to the Town

\$175,000

PRELIMINARY

Potential Project	Description	Estimated cost
Fitchrona Road	1 3/4" Asphalt Overlay, Whalen Road to Tonto Trail	\$115,000
Remainder of Sunset Drive	Complete paving and chip seal from Beach Road to Borchert	\$45,000
Town Office HVAC	Replace failed HVAC chiller units	\$28,000
Town Office Digital Sign	Install Digital Informational display on the office sign	\$25,000
Bridge Deck sealing	Epoxy deck sealing at Riverside and Shady Oak	\$20,000
Town Office painting	restraining of wood exterior and interior repainting	\$12,000
Patio Furniture	Purchase patio tables and chairs for rental/town use	\$5,000
Solar Panels	Installation of photovoltaic solar panels at town garage	\$50,000
Broadband Subsidies	Grants to TDS, Charter and or ATT for fiber optic internet expansion	\$10,000
PRELIMINARY		

TOWN OF VERONA

TO: Town Board of Supervisors

DATE: October 1, 2021

FROM: W. Christopher Barnes, Public Works Director

SUBJECT: Brush Disposal Options - Preliminary Report

As requested, Town staff researched several options for sustainable brush collection and disposal for both town operations and for residents. The Public Works Committee has been discussing the issue for several months, and a number of alternatives and programs have been distilled into several options. A summary of other towns in Dane County has also been compiled. The available options are listed below with the pros and cons of each method. For clarity, brush is defined as tree limbs and branches 4" in diameter or smaller and cut to less than 4 feet long. Disposal of yard waste (leaves, grass clippings, weeds, stumps, and garden debris) is not included in the current analysis.

Current Trimming and Brush Policy

The Town Board adopted a Trimming and Brush Policy in 2013 which sets forth conditions and limits on tree, tree limbs, and brush removal within the town road Right of Way. Such removal can sometimes be chipped or disposed of on-site, but most times the tree and brush debris is brought back to the town's Public Works facility for storage and burning. Tree and brush removal are done by both town staff and private tree service when operations are beyond town staff capabilities. Historically, there has not been any form of residential brush collection program for residents. Approximately 1300 cubic yards in debris (loose measure) is generated each year from the town road ROW collection.



Brush Collection Options

1. **Provide monthly brush pick-up for all properties in the town April through November (7 pick-ups or 2 pick-ups) via private company contract. Brush would be processed by Purple Cow Organics.**

This option is utilized by the City of Fitchburg and is performed by Pellitteri Disposal. For the purpose of establishing a cost for residential collection, we have estimated that 50% of the town residents would participate in the program. Currently the town has 772 residential trash and recycling accounts. Based upon nearby communities, we have estimated that each stop will generate one cubic yard of brush per pick-up. Typical cost for this type of program is estimated to be \$41,500. An option to reduce the number of pick-ups to 2 times per year (May and October) would reduce the annual cost of the program to approximately \$25,000.

Pros: Would be a contracted program run much like the trash recycling program and would not require service by town staff. Brush generated by typical town roadside operations would be combined into this option for disposal at the Purple Cow facility on Meyer Road.

Cons: No current budget for this program. Difficult to estimate how many rural residents would use the program.

2. **Provide monthly brush pick-up for all properties in the town April through November (7 pick-ups or 2 pick-ups) with town crew forces, with either purchase or rental of a brush chipper to minimize disposal costs. Brush would be processed by Purple Cow Organics.**

This option entails using town staff to make brush pickups at the 772 residences. The current one full-time employee position would need to be supplemented with at least two additional part-time laborers to maintain an efficient and safe operation. The amount of collected brush would remain the same - one cubic yard per stop. Based on the density of the town, it is reasonable to split the town into east and west sections for pick-up purposes. Each pick-up would require two days of operation, but town staff would have a better understanding of the residents participating, and the total pick-up time could be reduced to account for these areas. The annual cost for the town, including wear and tear on vehicles, additional staff and chipper rental for this type of program is estimated to be \$35,675. An option to reduce the number of pick-ups to two times per year (May and October) would reduce the cost of the program to approximately \$20,400.

Pros: Would utilize existing town staff and equipment. Town staff would be able to customize the pick-up based on the number of participating residents, thereby perhaps shortening the pick-up time required. The brush collected for the program could be combined with debris from town operations.

Cons: No current budget for this program. Hiring reliable and responsible laborers/operators has been very difficult for the town. The program will reduce the time the town patrolman has for other maintenance activities; for example, the mowing program may be reduced from 3 times per year to 2 times.

3. Provide a brush drop-off site to town property owners/residents. Will require on site personnel to monitor for material and proof of residency

This option entails establishing a dedicated drop-off site that residents can use to dispose of brush and could also be utilized by the town staff for right of way cutting. The brush collected could then be either chipped and disposed of, transported to Purple Cow Organics for processing, or burned in a regulated burn facility. A drop-off site would need to be large enough for residents to maneuver for drop-off and convenient to collect and reload for disposal. Any site would need to be monitored by town staff to check for proof of residency and to be sure the brush meets the necessary criteria for drop-off. The site would need to be fenced and gated to discourage fly dumping. Miscellaneous fly dumping of items (TV's, tires, construction debris) does occasionally occur at the current town site. Based on the current level of drop-off and brush collection the cost for this option is estimated at a capital expense of \$10,000 for fencing and site work. The annual expense of this option could vary from \$12,000 to \$23,000 which includes labor for site monitoring, site maintenance, and either chipping or transporting of brush disposal.

Pros: Would be the easiest option to start and would require minimal town resources. The site could be expanded based upon the amount of brush received.

Cons: Would require control of the area to minimize illegal fly dumping with site monitoring and fencing. The existing concrete bin is too small to provide for drop-off so a larger more secure area would need to be provided. The program would not be assessable to residents without the ability to transport their own brush.

4. Contract with neighboring municipality to provide drop-off site for town property owners with fee

Initial contacts with neighboring communities indicate that this is not an option at this time.

5. Provide no brush/yard waste disposal and continue private burning/disposal option for town property owners. The town would continue to handle e the town generated brush separately.

This option would continue the current practice of residents handling their own brush disposal either through burning, chipping or via private landscape service companies.

Pros: There is no cost to the town for this option and therefore would not impact the town budget.

Cons: Would not resolve the lack of a brush program for residents desiring a program. May promote fly dumping of debris by persons looking for disposal sites.



Brush Disposal Options

A separate but important element of the program is the establishment of a reliable, consistent, and legal method of disposing of brush. Since the construction of the new town office and public works garage, the town has collected and burned debris from road ROW tree removal, brush trimming and roadway tree trimming. Burning has been done on-site at the Town Hall under a statewide burning permit. In 2019 the town was informed that a municipal operation is required to have a more comprehensive wood burning facility license. The requirements for a municipal wood burning facility entail a much larger and secure site than the current burn area located at the town facility site. Requirements include a gravel pad area for the actual burn area, a 100 square feet clear fire area perimeter and fenced and locked access. Consequently, staff has reviewed other options for ultimate brush disposal.

Establish a Wood Burning Facility

This option consists of establishing a suitable wood burning area to meet WDNR requirements including a 100-foot setback, gravel burn area, fence and locked gate, and 1000-foot setback from highways, parks or residences. Since the current town facilities do not have enough space to accommodate the required setbacks, another location would need to be identified and purchased/leased. As of this date, it is unclear whether the town could apply for, or be granted, any type of variance from the state requirements. The costs to construct a burn facility suitable for both town use and residents is estimated to cost \$150,000 for the purchase of a 2-acre minimum site and \$75,000 for construction.

Pros: Continues the existing operation. Provides on-site disposal of collected brush without further transport or handling.

Cons: Requires lease or purchase of suitable 2-acre minimum site along with significant site preparation costs. Future requirements for burning will likely become more stringent.

Collection and Storage at Public Works Site and Rental/Purchase of Chipping Equipment

This option consists of the continued collection of brush/wood debris and either renting wood chipping equipment or contracting with a company to chip the material to be handled by the town.

Pros: No additional property required, maintains current practice for storing material on-site
No additional permitting or approvals required. Woodchips could be made available to residents.

Cons: Contract grinding may need to be performed several times a year to use the current brush storage location.

May need to create a new storage area if brush collection volume increase

Will need to find a disposal location for excess chips

Exposes town staff to dangerous chipping operations

Annual Cost (approx.): \$6,000

Collection and Storage at Public Works Site and Transport to Purple Cow Organics for processing

This option consists of outsourcing brush disposal after collection by the town staff. Brush would be collected and stored on site until transported to the Purple Cow Organics facility on Meyer Road as needed.

Pros: No additional property required, maintains current practice for storing material on-site
No additional permitting or approvals required

Could allow a formal process to allow residents to drop off brush

Woodchips could be made available to residents

Cons: Contract chipping and grinding may need to be done several times year based on the available brush storage capacity.

May need to create a new storage area if brush collection volume increases

Will need to find a disposal location for excess chips

Annual Cost (approx.): \$11,000

Additional Factors to Consider as part of a change in the current Brush policy

The town has one full-time public works employee and two older part-time employees. Part-time labor has been very difficult to secure. The last recruiting effort by the town yielded only one viable candidate.

Any program will have to balance the rural areas of the town with the more urban areas in terms of need and frequency.

An aging population has forced some government agencies to assume functions that previously were the responsibility of the residents.

Wisconsin statutes allow for the establishment of special fees and easements to cover the cost of programs such as residential brush collection and disposal as long as the fee collected is consistent with the benefit provided.

As environmental requirements become more restrictive, the requirements for maintaining a compliant burn facility will likely increase and pressures from increased development may reduce the public acceptance of burning brush.

Any program should address equity and access for all town residents.

Attachments

Cc Sarah Gaskell, Planner/Administrator

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 15th through May 15th 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

Meeting Date & Time:

Tuesday, December 14, 2021 @ 6:00pm

Location:

Verona Town Hall
7669 County Highway PD, Verona, WI 53593

Attendees:

In-Person: [See sign-in sheet](#)

- 1) Construction Costs
 - a) Anticipated construction cost (including 14% E&C) = \$824,000 (~\$723,000 bid)
 - i) Federal funding total capped at \$651,817 (incl. E&C) --> currently just over funding limit at \$659,200
 - ii) We will pursue Change Management at a later date if costs don't tighten up
- 2) Schedule
 - a) August 2022 PS&E with November 2022 bid
 - b) 3 month construction duration. Earliest start likely May 15; latest start likely August 15, for 2023 construction.
- 3) Traffic: <100 per day
- 4) Environmental
 - a) Fish window: construction in water must happen from May 16 – September 14
 - i) Use "Removal with Minimal Debris" bridge item
 - b) Endangered species
 - i) NLEB coordination - No roost sites or hibernacula trees within project area
 - ii) Migratory birds ARE on structure = netting needed prior to May 1st, but contractor can do it
 - iii) Wildlife passage will be incorporated under the bridge (likely filling in riprap)
 - iv) Turtle exclusion fencing will be used to mitigate effects on the Blanding's Turtle
 - v) Glade Mallow plant species habitat found in project area, but DNR did not find the species in the project area. Likely no mitigation needed.
 - c) **There was a general discussion about how paddlers will need to portage their boats on the east side and re-enter the water during construction.**
- 5) Public Lands / 4(f) Considerations – None
 - a) **Ayres explained no r/w impacts to public lands, so we could avoid 4(f) use.**
- 6) Cross Section
 - a) 10' lanes with 5' paved shoulders at the bridge. Matching into 22' wide pavement.
 - i) 380' long project (80' long bridge + 300' approaches)
 - b) 4" Asphaltic Pavement over 8" base aggregate dense 1¼-Inch
 - c) 30' clear bridge width
 - d) Guardrail in all 4 corners
- 7) Alternatives Considered
 - a) Two-span concrete haunched slab (A1 or A5)
 - b) Two-span flat slab (A1 or A5)
- 8) Alignment / Profile
 - a) Alignment approx. match existing
 - b) Profile raised about 0.1 ft to the west and lowers about 0.4 ft to the east in order to get as much grade across structure as possible

- c) Design Speed = 45 mph (Town will be lowering the speed limit to 45 mph to improve safety at parking lot entrance) **Town confirmed this issue is on the January 2022 board meeting agenda.**
- 9) Structure
- a) **Existing 74' long two-span concrete variable depth slab, 30' clear width roadway.**
 - b) Proposed two-span concrete flat slab bridge on A5 abutments with angled wings. **No aesthetics.**
 - c) New bridge is 80' long and 30' clear width; **flat slab vs. existing haunched slab for better performance.**
 - d) Normal crown. No skew.
 - e) 32SS concrete parapet, **same as Old PB. Considered 42" steel, 42" concrete parapet, and 42" combo.**
 - f) Navigational clearance will be 7.9' average, **slightly more to the west and less to the east.**
 - i) Slightly lower than existing, but DNR confirmed on 10/7/2021 that lowering was ok as long as clearance during normal base flows is acceptable
 - g) Q100 flood clearance = effectively the same as existing.
 - h) New waterway area 364 sq. ft compared to 358 sq. ft existing
 - i) Soils borings went to 80' on west side and 60' in center and east side
- 10) Right-of-Way
- a) Likely April/May timeframe
 - i) 0.08 acres (3,433 sf) TLE from Combs (fill slopes) **Revised to 0.05 acres with 30% plan.**
 - ii) 0.11 acres (4,902 sf) TLE from Himsel (fill slopes) **Revised to 0.08 acres with 30% plan.**
 - iii) 0.06 acres (2,705 sf) TLE from Ziegler (canoe access) **Revised to 0.05 acres with 30% plan.**
 - b) Acquisition is funded 100% locally
 - c) Plat preparation is funded 80/20 like the rest of the project
 - d) R/w lines likely based on 33' each side of section line
- 11) Utilities
- a) ATC: OH lines on north side. Likely want a few short-term outages for pile driving (3 half days)
 - b) Alliant: undermount on ATC's poles. They can do short-term outages but leaves people without power.
 - i) **Question came up about whether power will need to be turned off. Ayres said it's a possibility, but should be able to do short term outages.**
 - c) TDS: underground 50 pair copper wire on north side. No concern will filling over the top, so likely staying in place.
- 12) Questions?
- i) **Salvage existing roadway material or bridge materials? Town will decided whether they want bridge railing and/or approach guardrail.**
 - ii) New bridge will carry 250,000 lb load with a special permit
 - iii) Fencing
 - (1) Combs fence will need to be removed prior to construction, though they have horses so likely to be point of discussion for how they contain their horses
 - (a) Possibly have contractor install something at TLE edge before existing fence is removed?
 - (b) **The logistics of this fence came up during the meeting, and in a side discussion after the meeting. Follow up with Chris as he said he has seen this situation before and may have ideas.**
 - (2) Himsel fence will need to be removed prior to construction
 - (a) Per Combs, Himsels don't have animals anymore, so likely not a big deal to remove fence ahead of time and unlikely to replace it.
 - (b) **Follow up with Chris. He may want to have a discussion with Himsels even before the real estate process starts to see how big a deal this fence is.**
 - iv) **General questions about the bridge profile - Ayres explained the scale and how to read the profile view**
 - v) **Questions about what guardrail will look like - Dave said several things will look similar to the Old PB project**
 - vi) **There was general discussion about past flooding; 2018 flood over roadway was much > 100-year frequency.**
 - vii) **Detour**
 - (1) **Consensus is detour is needed at least for bikers on the roads. Ayres responded that a detour is planned on the road to the south.**

PUBLIC INVOLVEMENT MEETING

Project I.D. 5796-00-04
Valley Road over the Sugar River - Bridge & Approaches
Dane County

DATE:	TIME:	LOCATION:	PURPOSE:
12/14/2021	6:00 p.m. - 7:00 p.m.	Verona Town Hall, 7669 County Highway PD, Verona, WI 53593	Public Involvement Meeting

ATTENDANCE RECORD

Please Note: The information in this document (including names, addresses, phone numbers, e-mail addresses, and signatures) is not confidential, and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, sections 19.31-19.39 of the Wisconsin Statutes.

NAME (Please Print)	ADDRESS	CITY/STATE/ZIP CODE	PHONE NUMBER	Email (Please fill out if you would like to receive notifications by email)
Hickman, Kelly (Sugar River Investments)			608-692-7910	
KATH, BEN SOUTHWEST INVESTMENTS	930 20th AVE, MADISON	MADISON, WI 53714	608.515.0826	
Wiederbeck, Phyllis	1737 Beach Rd.	Verona WI 53593	608 235-6212	
Paulzloff, Dave	5201 E Terrace Dr, Madison		715-563-5764	paulzloff@ajpressassociates.com
Arnold, Amanda	4125 Hamner, Madison	Madison, WI 53711	612-236-7807	arnold@ajpressassociates.com
Sherry Coombs	7454 Valley Rd	Verona	845-6607	sherrycoombs54@gmail.com
Kirste Uster	6504 Sunset Dr.	Verona	815-222-5982	
Mark Geller	2681 Country View	Verona 53593	608.755.7380	mgeller@town.verona.us
Willi Duns	7209 Rye/Sunrise	Verona		
Amanda Inman	5801 E. Terrace Dr.	MADISON, WI 53718	608-443-1239	inman@ajpressassociates.com

TOWN OF VERONA

TO: Public Works Committee

DATE: January 12, 2022

FROM: W. Christopher Barnes, Public Works Director

SUBJECT: Valley Road Speed Limit Revision

The Town of Verona adopts speed limits for town roads in accordance with Wisconsin Statute 346.57 which establishes limits and restrictions for specific road conditions. Chapter 5 of the town ordinances contains specific speed zones for a number of town roads. Chapter 5 is silent to the adopted speed on Valley Road. Applicable sections of the state statute in part read:

REASONABLE AND PRUDENT LIMIT. No person shall drive a vehicle at a speed greater than is reasonable and prudent under the conditions and having regard for the actual and potential hazards then existing. The speed of a vehicle shall be so controlled as may be necessary to avoid colliding with any object, person, vehicle, or other conveyance on or entering the highway in compliance with legal requirements and using due care.

And

In the absence of any other fixed limits or the posting of limits as required or authorized by law, 55 miles per hour.

The design of the Valley Road bridge replacement has brought into question the posted speed limit on Valley Road and the additional guardrail lengths and shoulder requirements necessary for a posted 55 mile per hour speed limit. A 55 mile per hour design speed requires longer guardrail lengths and much wider shoulder and slope grading limits which could negatively impact the adjacent properties. Currently, Valley Road is posted as 45 miles per hour speed limit westbound and is not posted eastbound. Adopting a 45 mile per hour speed limit on Valley Road will be in conformance with the existing westbound signage. Based upon the existing road conditions, bridge restrictions, and vertical curve, a 45 mile per hour speed limit is reasonable and prudent for Valley Road. Specifically, the Chapter 5 ordinance change would be:

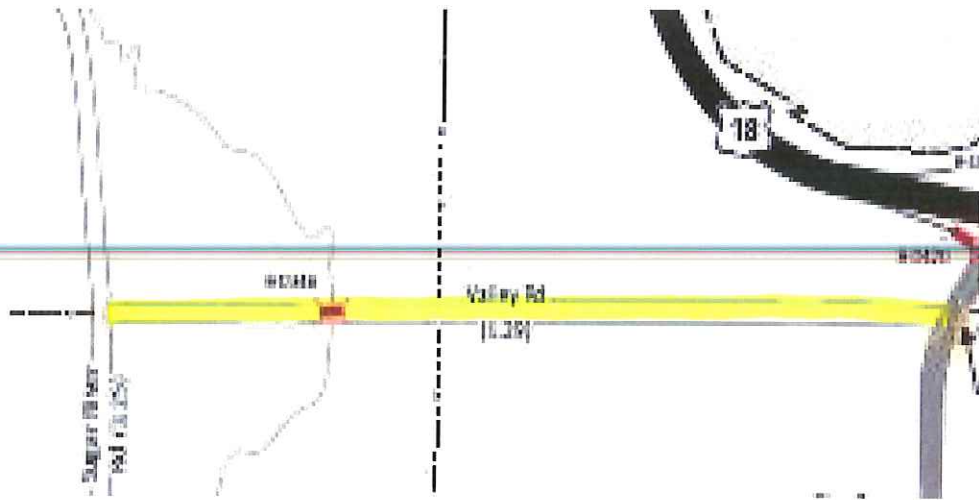
To 45 Miles per Hour: Valley Road from its intersection of Wisconsin State Highway 69 to its intersection with Sugar River Road.

Wisconsin Statutes allow for towns to adopt speed limits and to lower speed limits from 55 miles per hour to 45 miles per hour based upon engineering judgment. The aforementioned conditions are adequate conditions to warrant a speed limit adoption.

It is recommended that the Town of Verona adopt a fixed and adopted speed limit on Valley Road from Wisconsin State Route 69 to the intersection of Sugar River Road as 45 mile per hour in accordance with Wisconsin Statute provisions. Should you have any questions regarding this matter, please let me know.

Speed Limit Adoption Location

North



Valley Road