

Public Works Committee Agenda
Tuesday September 13, 2022 7:00 AM
Town of Verona Hall, 7669 County Highway PD

1. Call to Order/Additions to Agenda/Approve Agenda
2. Action: Review Minutes of August 23, 2022
3. Discussion and Possible Action: Discontinuation of a Town Highway, Wesner Road **(10 Minutes)**
4. Discussion: Procedures and criteria for installation of sidewalks and multi-use trails **(20 Minutes)**
5. Discussion: Potential 2023 road improvement program candidates and update of the 10-year Capital Improvement Program **(20 minutes)**
6. Update: Madison Metropolitan Sewerage District Interceptor extension for lower Badger Mill Creek **(5 minutes)**
- 7.
8. Information: Valley Road Bridge Engineering Update **(5 minutes)**
9. Development Updates: **(5 minutes)**
 - a. Farm 6, Fitchrona Roadt
 - b. Marty Farms Redevelopment
10. Equipment Condition Update **(5 minutes)**
11. Schedule September Committee Meeting and set agenda items
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, August 23, 2022, 7:00 AM
Town of Verona Hall, 7669 County Highway PD

Present: Mike Duerst - Chair, John Senseman, Manfred Enburg,

Absent: Russ Swiggum

Also Present: Christopher Barnes - Public Works Director, Mark Judd - Patrolman

Public Present: None

1. **Call to Order/Additions to Agenda/Approve Agenda** - Chair Duerst called the meeting to order at 7:00 AM. Duerst asked for additions and approval of the agenda. Enburg moved to accept the agenda, seconded by Senseman, motion carried.
2. **Action: Review Minutes of July 19, 2022** - The minutes were reviewed by the committee. Enburg moved to approve the July minutes as submitted, second by Senseman, motion carried.
3. **Discussion and Possible Action: Recommendation for acceptance as a public Town road for Twin Rock Subdivision (Twin Rock Road, Prairie Vista Drive, Dragonfly Court)** - Barnes presented the draft resolution in the agenda for discussion and the approval and acceptance process for public roads. The subject roads have been constructed and inspected and found to be complete. Duerst mentioned that he had witnessed the road construction and was impressed with the quality of the project. Motion to recommend the resolution to the Board for approval by Enburg, second by Senseman, motion carried.
4. **Discussion and Possible Action: Recommendation for acceptance as a public Town road for Prairie Circle Extension** - Barnes presented the draft resolution in the agenda for discussion and the approval and acceptance process for public roads. Prairie Circle extension has been constructed and inspected and found to be complete. Motion to recommend the resolution to the Board for approval by Enburg, second by Senseman, motion carried.
5. **Update: Madison Metropolitan Sewerage District Interceptor extension for lower Badger Mill Creek** - Duerst asked Barnes to explain the project. Barnes stated that the MMSD was moving forward with their plan to extend the gravity interceptor sewer to Mid Town Road from County Highway PD to serve additional areas and eliminate the sewer lift station on Mid Town Road. Barnes stated that the project has been in the long range MMSD plan for approximately 20 years. Senseman asked how the sewer would impact Badger Mill Creek area and the Richardson Cave. Barnes stated that if the sewer was to be built, he would advocate for stubs be built to allow for the eventual extension of the sewer to unserved areas of the Town. Enburg explained that based on his experience, the construction would be quite invasive to the area due to the width of the construction zone and depth of the sewer. Discussion followed. Barnes stated that MMSD had solicited engineering proposals for the project and would be making a selection this fall. Duerst mentioned that since the route of the proposed sewer was through the Town, that the Town would be quite involved in the process.

6. **Discussion: Potential 2023 road improvement program candidates and update of the 10-year Capital Improvement Program** - Barnes introduced a potential 2023 road program that would include the Town share of Fitchrona Road jointly with the City of Fitchburg. Barnes also discussed a plan where if the grant funding with Fitchburg was delayed, a possible program could include Maple Grove Drive, Range Trail, Whalen Road, Purcell Road, Bartlett Court, Beach Road, Borchert Road, and Red Stone Lane. Discussion followed. Senseman asked what the cost of such a program would be. Barnes stated that he had it estimated at \$415,000. Senseman stated that the finance committee had budgeted \$350,000 for roads in 2023.
7. **Information: Valley Road Bridge Engineering Update** - Barnes stated that the bridge was in for final review with WISDOT and was set for a fall letting.
8. **Development Updates:**
 - a. Dairy Ridge Heights Plat - None
 - b. Marty Farms Redevelopment – None
9. **Equipment Condition Update** - Judd mentioned that he was continuing to mow and would be prepping for winter season.
10. **Schedule September Committee Meeting and set agenda items** - The September meeting was set for September 13, 2022 at 7:00 am with a continued discussion of the 2023 program.
11. **Adjourn** - Motion by Enburg, second by Senseman to adjourn at 8:32 am. The meeting was adjourned.

Approved: September 13, 2022

Prepared By: W. Christopher Barnes

Memorandum

To: Rose Johnson
From: Allen D. Reuter
Date: January 5, 2004
Re: Discontinuing Town Roads

The following summarizes the procedures available to discontinue a Town road. Note that special requirements apply to certain types of roads (such as roads dividing two towns or the town and a city or village, roads running from a town into another town or municipality, etc.). The following procedures would apply to a town road located wholly within the town and not bordering any other governmental unit or property owned by another governmental unit.

Depending on when the road was laid out, and whether it has been improved, used, available for public use, worked, etc., it is also possible that the road has been discontinued by the passage of time. That would eliminate the need to discontinue the road under these procedures, although these procedures would result in a clear record showing the status of the road.

A. Discontinuing a Town road per §80.02-80.09.

1. Application.
 - a. Must be signed by 6 resident freeholders. I interpret this to mean 6 owners of land within the Town who also live within the Town.
 - b. Must be in writing.
 - c. Must be delivered to a Town Supervisor or Clerk.
 - d. Must describe the portion of the highway to be discontinued.
 - e. May contain a list of properties benefited and damaged in order to avoid having to publish notice of that list (if the description would be more than 200 words).
2. Lis Pendens (notice under §840.11) must be filed at same time as, or before, application.
3. Notice of Hearing.
 - a. Town Obligations.
 - i. Town must prepare notice of the meeting where the discontinuance will be decided.
 - ii. Notice must specify the highway to be discontinued.
 - iii. Notice must identify the tracts through which the highway passes and/or the properties that will be benefited or damaged by the discontinuance.
 - iv. If the description of lands would be > 200 words, it can be eliminated from the notice (provided it is in the application) and instead the notice can state that the description is in the application

and identify (name and address) the clerk who has the application for review.

- b. Applicant's obligations.
 - i. Send notice by registered mail to all occupants and owners of lands affected by the proposed discontinuance.
 - ii. Notice must be sent at least 10 days before the hearing.
 - iii. Give notice by registered mail to the DNR and to the county land conservation committee.
 - iv. Publish a class 2 notice.
- 4. Action on application.
 - a. Town Board must determine that all notices were properly sent.
 - b. Town Board must personally view the highway at issue.
 - c. Town Board must hold a hearing to take input on reasons for and against discontinuance.
 - d. Town Board decides on the application based on the best interest of the public.
 - e. Town Board can adjourn, but not beyond 30 days after the application.
 - i. Note: I interpret this to mean that any decision on vacating a highway under this section must be decided within 30 days after the application is filed.
 - f. If the application is granted, the Town Board must issue and file an order discontinuing the highway.
 - i. Order must describe the highway (Town can survey if necessary).
 - ii. Order must be signed by Board
 - iii. Order must be filed with the clerk
 - iv. Clerk must note the date and time of recording.
 - v. Order, along with an award of damages, must be filed within 10 days from the date of the decision.
 - vi. Certified copy of the Order must be sent to the county highway commissioner.

B. Discontinuing a Town road per §66.1003.

- 1. Petition by Abutting Owners [§66.1003(2)].
 - a. Must be written petition.
 - i. Must be signed by:
 - 1. the owners of all the frontage of the lots and lands abutting upon the road to be discontinued
 - 2. the owners of more than one-third of the frontage of the lots and lands abutting on the remainder of the road which lies within 2,650 feet of the ends of the portion to be discontinued (or whatever portion of that 2,650 feet as is within the town.
 - ii. Procedure does not apply to town line roads.
 - b. Lis Pendens (notice under §840.11) must be filed before or at time of filing Petition.

- c. Town Board publishes Class 3 notice of hearing on petition.
 - d. Town Board holds public hearing and votes on discontinuance.
2. Town Board Resolution (alternative to B1 above)[§66.1003(3)].
- a. Board introduces resolution declaring road vacated and discontinued because the public interest requires it.
 - i. Cannot result in landlocked parcel.
 - ii. Lis pendens (notice under §840.11) must be filed before or at time of introduction of resolution.
 - b. Notice and Hearing.
 - i. A hearing on the resolution not less than 40 days after the date on which the resolution is introduced.
 - ii. Town must publish Class 3 notice.
 - iii. Personal service of the notice on the owners of all lots and lands abutting upon the road being discontinued at least 30 days before the hearing.
 - iv. If personal service cannot be made within the town, a copy of the notice can be mailed to the owner's last-known address at least 30 days before the hearing.
 - c. Right of property owners to object.
 - i. Right to object
 - 1. *any* owner of property abutting on discontinued portion.
 - 2. $1/3$ of the owners along the first 2650 feet of remaining portion.
 - ii. Effect of Objection
 - 1. requires $2/3$ vote of membership of Town Board to vacate if objection is filed.

construct or repair any bridge or culvert that is on, or that after the construction will be connected to, an existing highway maintained by the town may file a petition for county aid with the county highway commissioner. The petition shall describe the location and size of the bridge or culvert and shall contain a statement that the town has provided the funds required by sub. (3).

(2) **FUNDING REQUIREMENTS.** (a) Except as provided in par. (b), upon receipt of a petition for a bridge or culvert with a 36–inch or greater span, or a structure of equivalent capacity to carry water, the county board shall appropriate the sum required by sub. (3) and shall levy a tax therefor. The tax, when collected, shall be held in a separate account administered by the county highway committee.

(b) If on January 1, 2003, a county has a policy of providing funding only for bridges and culverts larger than the requirement of par. (a), the county may refuse to fund bridges and culverts that do not meet the minimum requirements of that policy. The minimum size bridge or culvert that a county is required to fund under this section may be raised, but not lowered, by the affirmative vote of a majority of the towns in the county. The county board of any county that has never granted aid under this section may, in its discretion, refuse all petitions under sub. (1).

(3) **SHARED COST.** The town and county shall each pay one-half of the cost of construction or repair. In determining the cost of construction or repair of any bridge or culvert, the cost of constructing or repairing any approach not exceeding 100 feet in length shall be included.

(4) **EMERGENCY PETITION.** Whenever the construction or repair of any bridge or culvert must be made without delay, the town board may file its petition with the county clerk and the county highway committee, explaining the necessity for immediate construction or repairs. It shall then be the duty of the town board and the county highway committee to construct or repair the bridge or culvert as soon as practicable. The construction or repair of a bridge or culvert undertaken pursuant to this subsection shall entitle the town to the same county aid that the town would have been entitled to had it filed its petition with the county board as provided in sub. (1).

(5) **SUPERVISION OVER DESIGN, CONSTRUCTION, AND COST.** The county highway committee and the town board shall have full charge of design, sizing, letting, inspecting, and accepting the construction or repair, but the town board may leave the matter entirely in the hands of the county highway committee. The county highway committee and the town board must agree on the cost of the project and must consult each other during construction.

(6) **CONSTRUCTION REQUIREMENTS.** No county order may be drawn under sub. (2) for the construction of a bridge or culvert unless the design and construction comply with requirements under s. 84.01 (23).

(7) **NO TAX.** Except as provided in ss. 61.48 and 84.14 (3), nothing contained in this section shall authorize the levy of a tax upon the property in any city or village that is required to maintain its own bridges.

(8) **ADMINISTRATION CHARGE.** The county may charge the towns that apply for aid under this section an administration charge. The administration charge shall be fixed as a percentage of the total costs of administering aid under this section and the percentage shall be no more than the percentage that the county charges the state for records and reports.

History: 1977 c. 190; 1981 c. 296; 1983 a. 192 s. 303 (2); 1983 a. 532; 2003 a. 214 ss. 140 to 145, 147, 159; Stats. 2003 s. 82.08; 2013 a. 152.

NOTE: 2003 Wis. Act 214, which affected this section, contains extensive explanatory notes.

The county is obligated to pay its half of the cost of construction or repair of a bridge even if the final cost exceeds the amount the town requested in the petition. An estimate is sufficient in a petition for aid. Costs need not be determined exactly. *Town of Grand Chute v. Outagamie County*, 2004 WI App 35, 269 Wis. 2d 657, 676 N.W.2d 540, 03–1897.

The bridge at issue in this case was not a “bridge on a highway maintainable by the town” under s. 81.38 [now s. 82.08] because the bridge aid petition did not request funding to help connect the bridge to a highway maintainable by the town, there was

no existing highway extending to the planned bridge site at the time of the petition, and the bridge was not connected to a highway maintainable by the town upon completion. Section 81.38 requires funding for only those bridges built on highways in existence at the time of a bridge’s construction. *Town of Madison v. County of Dane*, 2008 WI 83, 311 Wis. 2d 402, 752 N.W.2d 260, 06–2554.

Although a 2003 act changed the phrase “highway maintainable” to “highway maintained,” this amendment did not change the substantive meaning of the statute. *Town of Madison v. County of Dane*, 2008 WI 83, 311 Wis. 2d 402, 752 N.W.2d 260, 06–2554.

NOTE: The above annotations cite to s. 81.38, the predecessor statute to s. 82.08.

82.09 County aid for dams used for bridges. A town board may file a petition with the county board stating that the town board has voted to acquire the right to use a roadway on a dam. The petition shall contain a legal description and scale map of the dam and roadway, and shall state the amount agreed to be paid to the owner for the use of the roadway. Upon receipt of a petition, the county board shall appropriate a sum equal to 50 percent of the amount agreed to be paid for the use. The county board shall, on the order of the chairperson of the county board and county clerk, cause such sum to be paid to the treasurer of the town whenever the town board notifies the county highway commissioner that a contract for the use of the roadway has been executed.

History: 2003 a. 214 s. 151.

NOTE: 2003 Wis. Act 214, which affected this section, contains extensive explanatory notes.

SUBCHAPTER II

BASIC PROCEDURES

82.10 Initiation of procedures. (1) **APPLICATION FOR HIGHWAY CHANGES.** Six or more resident freeholders may apply to the town board to have a highway laid out, altered, or discontinued. The application shall be in writing and shall be delivered to the town clerk. The application shall contain all of the following:

(a) A legal description of the highway to be discontinued or of the proposed highway to be laid out or altered.

(b) A scale map of the land that would be affected by the application.

(2) **RESOLUTION.** Notwithstanding sub. (1), the town board may initiate the process of laying out, altering, or discontinuing a town highway by the introduction of a resolution. The resolution shall contain all of the following:

(a) A legal description of the highway to be discontinued or of the proposed highway to be laid out or altered.

(b) A scale map of the land that would be affected by the resolution.

(3) **NOTICE REQUIREMENTS.** Upon receipt of an application under sub. (1) or the introduction of a resolution under sub. (2), the board shall provide notice of the time that and the place where it will meet to consider the application or resolution. The notice shall contain a legal description of the highway to be discontinued or of the proposed highway to be laid out or altered and a scale map of the land that would be affected by the application or resolution.

(4) **NOTICE RECIPIENTS.** (a) The town board or, at the town board’s direction, the applicants shall publish a class 3 notice under ch. 985 and shall, at least 30 days before the hearing, give notice by registered mail to all of the following:

1. The owners of record of lands through which the highway may pass.

2. The owners of record of all lands abutting the highway.

3. The department of natural resources.

4. The county land conservation committee in each county through which the highway may pass.

5. The secretary of transportation, if the highway that is the subject of the application or resolution is located within one-quarter mile of a state trunk highway or connecting highway.

6. The commissioner of railroads, if there is a railroad highway crossing, within the portion of the highway that is the subject of the application or resolution.

(b) If procedures are begun under sub. (1), the applicants shall bear the cost of publication. If the procedures are begun under sub. (2), the town shall bear the cost of publication.

(5) **LIS PENDENS.** In the case of an application under sub. (1), the applicant shall file a lis pendens under s. 840.11. In the case of a resolution under sub. (2), the board shall file a lis pendens within 10 days of the introduction of the resolution.

History: 2003 a. 214 ss. 29, 34 to 38, 161; 2009 a. 107, 223.

NOTE: 2003 Wis. Act 214, which affected this section, contains extensive explanatory notes.

82.11 Meeting. (1) The town supervisors shall personally examine the highway or proposed highway that is the subject of an application or resolution under s. 82.10. At the time and place stated in the notice under s. 82.10, the town board shall hold a public hearing to decide, in its discretion, whether granting the application or resolution is in the public interest. Before the town board holds a public hearing on or takes any action on the application or resolution, the town board must be satisfied, by affidavit of the applicant or otherwise, that the notices in s. 82.10 (4) have been given.

(2) (a) No town official may act in laying out, altering, or discontinuing a highway if acting would result in a violation of the code of ethics under s. 19.59 or of a local ordinance enacted under s. 19.59 (1m). If a town official is prevented from acting, the remaining town officials shall act.

(b) Every town shall have a written policy on how the town board will act on an application or resolution when there are fewer than 2 supervisors in the town who are able to act on the application or resolution. In the absence of a policy, the town clerk may act. If the town clerk is prevented from acting, the treasurer may act.

History: 2003 a. 214 ss. 33, 40, 162.

NOTE: 2003 Wis. Act 214, which affected this section, contains extensive explanatory notes.

82.12 Highway order. (1) A town board shall make a determination upon any application or resolution to lay out, alter, or discontinue any highway within 90 days after receipt of the application or introduction of a resolution.

(2) If the board determines under sub. (1) to lay out, alter, or discontinue any highway, it shall issue a highway order. The highway order shall be recorded with the register of deeds for the county in which the highway is or will be located and shall be filed with the town clerk. The town clerk shall submit a certified copy of the order to the county highway commissioner. If the town has an official map, the order shall be incorporated into the official map.

(3) The determination not to issue a highway order shall be final for one year. No application to lay out, alter, or discontinue a highway shall be filed within one year from the date of a determination not to issue a highway order covering the highway or portion of the highway covered in the refused application.

History: 2003 a. 214 ss. 42, 74, 76, 163.

NOTE: 2003 Wis. Act 214, which affected this section, contains extensive explanatory notes.

82.13 Highways to school buildings. Upon being notified that a public school in a town lacks highway access, the town board shall lay out a highway to the public school, using the procedures in this subchapter. No application for the highway shall be necessary. Section 82.12 (3) shall not apply to proceedings under this section.

History: 2003 a. 214 s. 72; Stats. 2003 s. 82.13.

NOTE: 2003 Wis. Act 214, which affected this section, contains extensive explanatory notes.

82.14 Acquiring rights to land; damages from discontinuance. (1) Unless the acquisition can be made by mutual agreement, the town board shall utilize the procedures under s. 32.05 to acquire rights to land for the purpose of laying out or altering a town highway.

(2) If lands acquired by contract for highway purposes are encumbered, and the owners of the fee and of the encumbrance do not agree on the allocation of any damages to be paid due to the taking, the damages may be paid to the clerk of the circuit court of the county in which the land is located. Upon the application of any interested party and upon not less than 5 days' written notice to the other party, the court may apportion the damages paid to the clerk among the parties.

(3) An owner of property abutting on a discontinued highway whose property is damaged by the discontinuance may recover damages as provided in ch. 32.

History: 2003 a. 214 ss. 82, 164.

NOTE: 2003 Wis. Act 214, which affected this section, contains extensive explanatory notes.

82.15 Appeal of a highway order. Any person aggrieved by a highway order, or a refusal to issue such an order, may seek judicial review under s. 68.13. If the highway is on the line between 2 counties, the appeal may be in the circuit court of either county.

History: 2003 a. 214.

NOTE: 2003 Wis. Act 214, which affected this section, contains extensive explanatory notes.

The judge's role is administrative and not judicial. Entry of judgment is beyond a circuit judge's jurisdiction under this section. *Town Board of Taycheedah v. Webb*, 118 Wis. 2d 362, 348 N.W.2d 591 (Ct. App. 1984).

NOTE: The above annotation cites to s. 80.17, the predecessor statute to this section.

This section contemplates certiorari review under s. 68.13 as the prescribed method for review of a highway order or of a refusal to issue such an order. Section 68.13 establishes both the procedure and a time limit for seeking review of a highway order under most circumstances. Inasmuch as the plaintiffs were seeking a determination that a town's refusal to issue a highway order was not in accordance with law, they should have proceeded under s. 68.13. *Dawson v. Town of Jackson*, 2011 WI 77, 336 Wis. 2d 318, 801 N.W.2d 316, 09–0120.

The 30-day period during which certiorari review is available for a town board's highway order to lay out, alter, or discontinue a highway begins to run on the date that the highway order is recorded by the register of deeds. *Pulera v. Town of Richmond*, 2017 WI 61, 375 Wis. 2d 676, 896 N.W.2d 342, 15–1016.

82.16 Highway orders; presumptions. (1) Every order laying out, altering, or discontinuing a highway under this chapter, and any order restoring the record of a highway, shall be presumptive evidence of the facts therein stated and of the regularity of all the proceedings prior to the making of the order.

(2) The validity of an order described in sub. (1), if fair on its face, is not open to collateral attack, but may be challenged in an action brought under s. 82.15.

(3) It shall be presumed that a release was given by the owners of the lands over which the highway was laid out and the public shall be entitled to use the full width of the highway, as laid out, without further compensation if all of the following apply:

(a) An order laying out the highway has been filed for more than 30 years.

(b) No award of damages or agreement or release has been filed.

(c) The highway, or a part of the highway, has been used by the public and public money has been expended on the highway for at least 5 years.

History: 1979 c. 323; 2003 a. 214 ss. 94 to 96, 166; Stats. 2003 s. 82.16; 2003 a. 327.

NOTE: 2003 Wis. Act 214, which affected this section, contains extensive explanatory notes.

82.17 Highway papers, where filed. All applications, orders, awards, bonds, and other papers relating to the laying out, altering, or discontinuing of highways under this chapter shall be promptly filed in the office of the town, city, or village clerk where the highway is located, except as otherwise specifically provided in this chapter.

History: 2003 a. 214 s. 93; Stats. 2003 s. 82.17.

NOTE: 2003 Wis. Act 214, which affected this section, contains extensive explanatory notes.

82.18 Width of highways. Except as otherwise provided in this chapter, highways laid out under this chapter shall be laid out at least 66 feet wide unless, in the town board's discretion, that

TOWN OF VERONA

TO: Public Works Committee

DATE: September 9, 2022

FROM: W. Christopher Barnes, Public Works Director

SUBJECT: Procedures and criteria for the installation of sidewalks and multi-use trail in the Town

Recently the town office was contacted regarding possibility to install a sidewalk along a portion of a Town road. Specifically, the request was made to install a sidewalk on Cross County Road from the Ice Age Trail crossing to the Redden Soccer field complex. The resident that contacted the office, had recently been walking on Cross County Road and had a near miss experience with a vehicle. The resident mentioned the number of pedestrians that use the shoulder curb area to walk between the soccer complex and the trail (the adjacent sidewalk to East Pass). She inquired as to the process to request a sidewalk be installed.

A review of the town ordinances indicated that there is not an ordinance which sets forth the procedures, process, funding and criteria for the installation of sidewalk. Additionally, the current comprehensive plan contains the following section:

Pedestrian and Bicycle Transportation

Walkers and bikers currently use the Town's existing trails, roadways, and sidewalks, although sidewalks are not available in most portions of the Town. WisDOT maintains a map of bicycling conditions for Dane County

(<http://wisconsin.dot.gov/Documents/travel/bike/bike-maps/county/danew.pdf>). MATPB also maintains a map that shows route types (i.e., on street, multi-use path, etc.) and suitability of roadways

(http://madisonareampo.org/maps/documents/DaneCo_Bicycle_Map_FULLL.pdf).

One major bicycle trail, the Military Ridge State Trail, is located in the Town. The Badger State Trail is located just southeast of the Town. New multi-use paths will be constructed along CTH M, north of Cross Country Road, and CTH PD, west of CTH M. At the present time, the Town has no plans to construct any multi-use paths.

Nationally a move towards "Complete Street" policies has been ongoing for the last 10 years with Wisconsin requiring local governments to abide by Federal Policies and State Statutes to install non-motorized transportation facilities in a federally funded project. Considering the continued development in the Town, it maybe timely to consider the process and requirements by which non-motorized facilities such as sidewalk, trails and paths be considered.

Attachment

Capital Improvement Program 2023-2033
Town of Verona

Capital Preventive Maintenance (CPM)

8/22/2022

Scheduled Year	Road	From		To		Classification	Miles	Length		Road Maintenance Type (Cost per Foot)				Total Cost
		North	South	North	South			Year	Year	25% Wedge/Chip	50% Wedge/Chip	100% Wedge/Chip	Chip Seal cul de sac	
2023	Maple Grove	North Town Limit	South Limit	North Town Limit	South Limit	Primary travel-shared	0.63	3326	3					
	Range Trail	North Town Limit	South Limit	North Town Limit	South Limit	Rural subdivision	1.75	9240	5					
	Whalen	Fitchrona	West Town Limit	West Town Limit	West Town Limit	Primary travel-shared	0.94	4963	3			\$156,688.22		
	Purcell	CTH PB	Borchert	Borchert	Borchert	Primary travel-shared	0.75	3860	6					
	Bartlett	Purcell	End	End	End	Rural subdivision	0.12	634	3					
	Beach	Sunset	End	End	End	Rural subdivision	0.13	686	3					
	Borchert	Purcell	North Limit	North Limit	North Limit	Primary travel-shared	0.29	1531	4					
	Red Stone	CTH PB	East End	East End	East End	Rural subdivision	0.17	898	5					
	Fitchrona	Nesbitt	Lacy	Lacy	Lacy	Primary travel-shared	0.28	1478	4					
	Total						5.06			\$114,527.95	\$29,337.79	\$156,688.22	\$70,009.63	\$395,563.60
2024	Riverside	Spring Rose	WI-69	WI-69	WI-69	Primary travel corridor	2.75	14520	4/3					
	Davis Hills	CTH M	South End	South End	South End	Rural subdivision	0.19	1003	6					
	Fitchrona	Nesbitt	Lacy	Lacy	Lacy	Primary travel-shared	0.28	1478	4					
	Shady Bend	CTH M	CTH M	CTH M	CTH M	Rural subdivision	0.59	3115	4					
	Total									\$6,952.18	\$278,203.20	\$59,687.23	\$325,000.00	\$669,842.61

§ 157-1 Placement of signs and guideposts.

[Amended 6-3-2014 by Ord. No. 100-2014]

The Commissioner of Public Works shall place suitable street signs on each street at convenient distances apart and shall erect at all intersections of private ways a sign cautioning the public against entering upon such ways. He or she shall erect and maintain suitable guideposts and shall cause permanent bounds, measurements or landmarks to be erected at the termini and angles of all streets and ways located, altered or widened in accordance with the plan as City Engineer.

§ 157-2 Betterment assessments.

[Amended 10-17-2000 by Ord. No. 359-00]

Whenever a street is constructed, no betterment assessment shall result therefrom.

§ 157-3 Construction of sidewalks.

[Amended 10-19-1971 by Ord. No. 880-71; 4-20-1999 by Ord. No. 113-99]

- A. Whenever the City, or any department thereof, undertakes to repair or reconstruct any sidewalk, the City shall not assess any betterment to any person benefitting by the repair or reconstruction.
- B. If a petition is filed with the Council for the construction of a new sidewalk, and the petition is supported by a substantial number of abutters to the proposed sidewalk as determined by the Council, the Council may provide for the assessment of a reasonable amount, not exceeding one-half the cost of the construction, upon the abutting estates. The Council shall not assess any cost or betterment unless the Council first conducts a public hearing as provided in § 157-9.

6 - Sidewalk Fiscal & Construction - Osceola

Ordinance #96
Streets & Alleys
Sidewalk Fiscal and Construction - Village of Osceola

PROVIDING A SIDEWALK FISCAL AND CONSTRUCTION POLICY

The Village Board of the Village of Osceola, Polk County, Wisconsin, do ordain as follows:

Section 1:

This Ordinance shall constitute a Charter Ordinance as that term is defined at §66.01(2)(a), Wis. Stats. By virtue of its adoption of this Ordinance, the Village does hereby elect that, other than enactments of statewide concern as shall with uniformity affect every Village in the state, the whole or any part of any law relating to the local affairs of the village, pertaining to the subject matter hereof, shall cease to be in effect in the Village.

Section 2:

Effective Date. Subject only to §66.01(5), this Ordinance shall take effect February 1, 1999 and shall remain in effect thereafter until repealed in accordance with the law.

Section 3:

Fiscal Policy - Sidewalk Construction. For each year commencing with calendar year 1999, the Village Board shall on an as-needed basis, budget a sum of approximately \$.001 (1 Mil) per \$1,000 of assessed value and not less than \$.0005 (1/2Mil) per \$1,000 of assessed value for the purpose of sidewalk construction and/or repair and/or replacement in the Village as long as there is deemed to be a need. Need for sidewalk construction shall be determined annually by the Village Board. The sole exception shall be that if no sidewalk construction under Section 4a below is contemplated for a calendar year, no sum shall be budgeted.

Section 4 :

Sidewalk construction, repair and replacement - Existing and New Development

Sub Section a: Village Moneys to be Utilized to Construct and/or Repair and/or Replace Sidewalks Along Existing Streets. It is the intent of the Village that all of the sums budgeted under Section 3, above, shall be made available for and shall be utilized only with respect to the construction/repair/replacement of sidewalks along existing streets. For the purposes of the Ordinance, "existing streets" shall mean Village streets opened to vehicular traffic prior to January 1, 1999.