



WisDOT 2024-2029 STP-Urban Program Application

NOTE: This application is required for each new potential 2024-2029 program cycle project. Please review the application instructions (see link below) to assist you in completing the application.

[STP-Urban Application Instructions](#)

Population Category:
50,000 to 200,000

Project Description

Project Sponsor: **City of Schofield** Facility Owner: **City of Schofield**

Project Location:

Municipality: **City of Schofield**

County: **Marathon**

On Route: **Ross Ave**

At Route (Start): **Schofield Ave**

Offset: **0** (tenths of a mile)

Toward Route (End): **Pine**

Is the project a planning, administration, or other non-infrastructure project? Yes No If yes, please select the type of project and provide a brief explanation: **SELECT**

NOTE: Attach an 8½ x 11 map showing the project location. A WISLR map is REQUIRED (refer to the following link)
<http://wisconsindot.gov/Pages/doing-bus/local-gov/wislr/default.aspx>

Length of Project: **0.5** (tenths of a mile)

Average Daily Traffic (ADT): **5700** ADT Year: **2019** Posted or Statutory Speed Limit(s): **25** (mph)

Functional Classification: **Minor Arterial**

NOTE: Roadway must be functionally classified as a Collector or higher to be eligible for funding.

Existing Facility

Number of Lanes: **2**

Lane Width: **17**

Cross Section: Rural Urban

Pavement Type: **Asphalt**

If Combination, explain:

Pavement Width: **32-36**

Pavement Rating: **4**

Pavement Condition: **poor w/transverse & alligator cracking**

Year Last Improved:

2018

Shoulder Type: **Curb and Gutter**

If Combination, explain:

Shoulder Width: **0**

Existing Sidewalk? Yes, one side Yes, both sides No

Existing bicycle accommodations? Yes, on street Yes, off street No

If Yes to either of previous questions, are bicycle/pedestrian accommodations designated as part of a regional or local bicycle or pedestrian system?

Yes No

Lighting: **SELECT**

Lighting Style: **Standard**

Any federal-aid-eligible structures within the existing facility? Yes No If yes, please indicate the structure ID #s):

Does a railroad facility exist within 1000 feet of the project limits? Yes No If yes, specify:

At-grade Crossing

Owner of Railroad facility **Foxy / Watco**

NOTE: If there are any pertinent railroad considerations, design funds may be included for Railroad Review Costs.

Known Safety Issues? Yes No If yes, specify: **pedestrian crossing inside of signals** (consider applying for Highway Safety Improvement Program [HSIP] funds if applicable)

Is this project within a F4R site? Yes No If YES, a completed 23 CFR 667 Resiliency Scope Certification form and a copy off the completed evaluation must be submitted with this application.

NOTE: Refer to the following link, *Facilities Repeatedly Requiring Repair and Reconstruction (F4R)*

<https://wisconsin.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/f4r.aspx>

Project Justification

Explain why the project is needed, including the scope and appropriate detail on the project's uniqueness and complexity. Describe specific deficiencies such as pavement cracking, edge raveling, surface deterioration, substandard geometrics, etc. Include and separately identify any 100% locally funded components of the project that are part of the overall improvement.

The 0.5 mile stretch of Ross Ave from Business Highway 51 (Schofield Ave) to Metro Drive is a minor arterial with an average daily traffic loading of 5,600 cars per day. This stretch of roadway runs east to west and connects the City of Schofield and Village of Weston. Aside from a vertical sag curve at the intersection with Schofield Ave, the roadway is relatively flat with no horizontal curves. The project area is made up of two quarter mile segments which are separated by an at grade railroad crossing. The west segment services a highly industrialized area and provides access to many businesses that utilize heavy truck traffic. The east segment has mostly residential properties directly adjacent to it, however it also serves as a major access route to another heavy industrialized area located to the norther of Ross Ave.

The existing roadway has two 17-foot-wide lanes with curb and gutter. There is 4-ft wide sidewalk on both sides of the road through the length of the project, the west segment has a concrete terrace, and the east segment has a grass terrace. The last major reconstruction project was completed in 2005 where a majority of the pavement and base course was replaced. Since that time, the city has conducted a crack sealing project in 2018 along with other small projects to maintain the roads' serviceability. At this point, Ross Ave is seeing transverse and alligator cracking and is beginning to show signs of rutting. Before these issues turn into larger problems, the city plans to replace the base course, pavement, curb and gutter, sidewalks, and all other ancillary items for the full 0.5 mile stretch.

As a part of the Ross Ave corridor, there are several segments of storm sewer, sanitary sewer, and watermain. To maintain proper drainage and to ensure the system keeps operating properly, the city is applying for funding assistance to install new storm sewer inlets, manholes, and pipes.

Independently of the federally assisted roadway project, the city intends to supply funding for improvements to local water and sewer utilities. The sanitary sewer trunkline is in good condition due to continued efforts from the city, however the manholes are showing signs and deterioration and require replacement. The watermain is undersized and requires additional work to be able to accommodate future growth in the area.

As mentioned earlier, there is a railroad crossing that separates the east and west segments. Preliminary discussions with WisDOT indicates that no major work needs to be done at this area aside from some minor sidewalk adjustments and standard coordination.

If approved for funding, the city plans to request qualifications from local engineering firms to complete a more extensive analysis of the roadway and determine the extent of repairs needed. The firm will also ensure that all lane widths, shoulder widths, ditches, and side slopes will meet applicable standards.

Proposed Improvement

NOTE: Applicants should refer to the traffic data and design standards information in the instructions prior to completing this section of the application.

Improvement Type: **Reconstruction** If Combination, explain: Overall Length: **2900** (feet)

Rural Cross Section Length: (tenths of a mile)

Urban Cross Section Length: **0.5** (tenths of a mile)

Will the project add lanes? Yes No If Yes, describe which part(s) of the project will receive additional lanes:

Grading: Minimal Moderate Extensive

New Pavement Type: **Hot Mix Asphalt** If Combination, explain: Width: **32-36** Length: **2900**

New Shoulder Type: **Gravel** If Combination, explain: Width: Length:

Sidewalk One side or both: **both** Width: **5** Length: **5800**

Are bicycle/pedestrian accommodations required as part of a local or regional plan? Yes No If yes, specify:

Curb and Gutter Length: **5800**

Signals Location:

Roundabout Location:

NOTE: Refer to FDM 11-26 for modern roundabout information (<http://wisconsin.gov/rdwy/fdm/fd-11-26.pdf>).

Railroad improvements

Lighting: **SELECT** Lighting Style: **SELECT**

Beam Guard

Permanent and Temporary Pavement Marking

Permanent and Temporary Signing

Storm Sewer

Structure Structure Type: **SELECT**

Work Required: **SELECT**

Structure #(s):

Sizes and Descriptions:

Traffic Management During Construction: **Road Open with Staged Construction**

Do you anticipate submittal of an exception to standards request? Yes No

If yes, please describe:

Low-Risk Project Delivery Model

WisDOT, in collaboration with the Federal Highway Association and Wisconsin counties, is continuing the efforts to reduce cost by streamlining delivery and oversight processes on low complexity Local Projects through the development of the Low-Risk Project Delivery Model.

More information on the low-risk delivery model can be found here: <https://wisconsin.gov/Pages/doing-bus/local-gov/lpm/lowrisk-program.aspx>

Please indicate if you are interested in discussing if your project fits the low-risk delivery model requirements

Yes No

Environmental/Cultural Issues

Agriculture	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:
Archaeological sites	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:
Historical sites	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:
Lakes, waterways, floodplains	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:
Wetland	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:
Stormwater management	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:
Hazardous materials sites	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:
Hazardous materials on existing structure	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:
Upland habitat	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:
Endangered/threatened/migratory species	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:
Section 4(f)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:
Section 6(f)	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:
Through/adjacent to tribal land	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Not Investigated	Comments:

Miscellaneous Issues

Construction Schedule Restrictions (trout spawning activities, migratory bird, local events): Yes No
If yes, please explain.

Has there been any real estate acquired or transferred in anticipation of this project? Yes No
If yes, please explain.

Right of Way: **(NOTE: It is recommended that local funds be used to acquire right of way.)**
Check all that are applicable.
 None Less than ½ acre More than ½ acre
 Parklands Large parcels Strips Temporary interests

Other Concept Notes: Provide any additional relevant project information that has not been covered in another section of the application.

CONFIDENTIAL INFORMATION

Cost Estimate, Project Priority, and Scheduling

Applicants should reference the following WisDOT web page prior to completing this section of the application:
<http://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/highway/tools.aspx>

NOTE: Requesting design and construction projects in the same fiscal year is not allowed.

NOTE: All applications must include a sheet documenting the calculations performed to create the estimate(s).

Tied Projects? All requests for design must be tied to a construction project. Please indicate which projects will be tied (if applicable):

Construction:

Project Priority: 1

FY 2025 FY 2026 FY 2027 FY 2028 FY 2029

Total

Federal Share

Local Share

	<u>Total</u>	<u>Federal Share</u>	<u>Local Share</u>
Participating Roadway Cost	\$1499501	\$1199600	\$299900
Participating Structure Cost	\$0	\$0	\$0
Total Participating Cost	\$1369576	\$1095660.80	\$237915.20
Non-Participating Roadway Cost (100% Local)	\$419836.25	\$0	\$419836.25
Non- Participating Structure Cost (100% Local)	\$	\$0	\$
Total Non-Participating Construction Cost	\$	\$0	\$
A. Subtotal Construction Costs	\$1789412.25	\$1095660.80	\$693751.45
B. Construction Engineering Costs (Coordinate with WisDOT Region)	\$212225	\$169780	\$42445
C. State Review for Construction (Provided by WisDOT Region)	\$20400	\$16320	\$4080
Total Construction Cost Estimate with Construction Engineering and State Review (sum lines A, B and C)	\$2022037	\$1281760	\$740276

NOTE: All estimates will be reviewed by WisDOT Region staff for consistency with current practices and approaches. WisDOT Region staff, in agreement with the local sponsor, may revise estimates in these categories due to the complexity of the project or other factors. WisDOT will notify the sponsor of any changes to estimates within the application and determine whether the sponsor wishes to continue with the application with the revised estimate.

Design:

100% Locally Funded (state review is required to be included as 100% locally funded) OR

80% Federally Funded ("design only" projects are not allowed)

Project Priority: 2

FY 2025 FY 2026 FY 2027 FY 2028 FY 2029

	<u>Total</u>	<u>Federal Share</u>	<u>Local Share</u>
A. Design Plan Development	\$431155	\$344924	\$86231
B. State Review for Design (provided by WisDOT Region)	\$16200	\$12960	\$3240
Total Design Cost Estimate with State Review (sum lines A and B)	\$447355	\$357884	\$89471

NOTE: WisDOT Region staff, in agreement with local sponsor, may revise estimates in the Plan Development, State Review for Design, and State Review for Construction categories based on the complexity of the project or other factors.

NOTE: Costs for Railroad Review of plans will be added when there are pertinent railroad considerations.

Real Estate: (Recommend funding with local funds.)

Project Priority:

FY 2025 FY 2026 FY 2027 FY 2028 FY 2029

Total Real Estate Cost (Round to next \$1,000) \$

Utility: (Compensable utility costs must be \$50,000 minimum per utility. Recommend funding with local funds.)

Project Priority:

FY 2025 FY 2026 FY 2027 FY 2028 FY 2029

Total Utility Cost (Round to next \$1,000) \$

NOTE: WisDOT Utility Policy link: <http://wisconsin.gov/rdwy/fdm/fd-18-01.pdf>

Other (Planning, Administration, or Other Non-infrastructure)

Please select the type of project: **SELECT**

Project Priority:

FY 2025 FY 2026 FY 2027 FY 2028 FY 2029

Total Other Cost (Round to next \$1,000) \$

WisDOT Information – Shaded area to be completed by WisDOT staff only.

Additional Confidential Information	
FOR WISDOT USE ONLY – enter the following information at application review	
WisDOT Region Reviewer:	Date:
WisDOT Region Comments on Application:	

FOR WISDOT USE ONLY – enter the following information after project approval

Approved Federal Funding Amount:	Construction: \$
	Design: \$
	Real Estate: \$
	Utility: \$
	Other: \$
	TOTAL: \$

Key Program Requirements Confirmation

Please confirm your understanding of the following project conditions by **typing your name, title and initials** in the boxes at the bottom of this page. **A Head of Government/Designee with fiscal authority for the project sponsor, not a consultant, must initial below AND sign the next page of this application.**

- a. All Federal Funding will be limited at the estimate amount unless an increase is approved by WisDOT. Additional costs incurred over the limit will be 100% the responsibility of the project sponsor.
- b. A federally funded design project must be tied to a construction project. Stand alone design projects are no longer eligible for funding (this does not apply to MPO area projects).
- c. Only new projects may apply, existing projects are ineligible for additional funds through the new cycle process. Existing projects requiring additional funds are encouraged to use the existing Project Change and Cost Increase processes.
- d. Federally-funded projects must be designed in accordance with all applicable federal design standards (even if the design for a federally-funded project was 100% locally funded).
- e. The sponsor must provide matching dollar funding of at least 20% of project costs.
- f. The sponsor must not incur costs for any phase of the project until that phase has been authorized for federal charges and the WisDOT Region has notified the sponsor that it can begin incurring costs. Otherwise, the sponsor risks incurring costs that will not be eligible for federal funding.
- g. As the work progresses, the state will bill the project sponsor for work completed which is not chargeable to federal funds. Upon completion of the project, a final audit will be made to determine the final division of costs. If reviews or audits show any of the work to be ineligible for federal funding, the project sponsor will be responsible for any withdrawn costs associated with the ineligible work.
- h. The project sponsor will pay to the state all costs incurred by the state in connection with the improvement that exceed federal financing commitments or are ineligible for federal financing. In order to guarantee the project sponsor's foregoing agreements to pay the state, the project sponsor, through its duly authorized officers or officials, agrees and authorizes the state to set off and withhold the required reimbursement amount as determined by the state from any moneys otherwise due and payable by the state to the municipality.
- i. If the project sponsor should withdraw the project, it will reimburse the state for any costs incurred by the state on behalf of the project.
- j. For 100% locally funded design projects, costs for design plan development and state review for design are 100% the responsibility of the local project sponsor. Project sponsors may not seek federal funding for only state review for design projects.

- k. The sponsor agrees to state delivery and oversight costs by WisDOT staff and their agents. These costs include review of design and construction documents for compliance with federal and state requirements, appropriate design standards, and other related review. These costs will vary with the size and complexity of the project. The sponsor agrees to add these costs to the project under the same 80% federal and 20% local match requirements.
- l. Transportation construction projects using federal funds except sidewalks, are likely general improvements that primarily benefit the public at large and for which special assessments cannot be levied under s. 66.0703, Wis. Stats. Municipalities desiring to obtain the required local project funding through special assessments levied against particular parcels should seek advice of legal counsel. See Hildebrand v. Menasha, 2011 WI App 83.

I confirm that I have read and understand project conditions (a) through (l) listed above:

Name: **Mark Thuot** Title: **Director of Public Works**

Accepted (please type your initials here): *MT*

Contact Information and Signatures

Application prepared by a consultant? Yes No If yes, consultant information and signature required below.

Consultant Company Name: Company Location (City, State):

Consultant Signature (electronic only):

Date:

NOTE: It is **not permissible** for a consultant to fill out applications gratis (or for a small fee) for a municipality and then be selected to do the design work on a project **unless** the municipality either:

a. uses a one-step QBS process with the scope of work to include the grant application and the design services, if authorized; or

b. uses a two-step QBS process with the scope of work for the first selection for the preparation of the grant application(s) and the second selection for the actual design(s).

In both cases, all costs incurred prior to WisDOT project authorization are the responsibility of the municipality.

See FDM 8-5-3 for additional information: <http://wisconsin.gov/rdwy/fdm/fd-08-05.pdf>

Sponsor Agency: **City of Schofield**

Contact Person: **Mark Thuot**

(Note: must be Head of Government or Designee)

Title: **Director of Public Works**

Address: **351 Alderson St, Schofield, WI 54476**

Telephone: **715-571-8286**

Email: mthuot@cityofschofield.org

Only one project sponsor is allowed per project. As a representative of the project sponsor, the individual that signs below confirms that the information in this project application is accurate. A local official, not a consultant, must sign the application. I understand that completion of this application does not guarantee project approval for federal funding.

Head of Government/Designee Signature (electronic only): *Mark Thuot*

Date:

10/25/23

Local Unit of Government Agency (when owner differs from sponsor):

Owner Signature (when owner differs from sponsor) (electronic only):

Date:

WisDOT Information – Shaded area to be completed by WisDOT staff only.

FOR WISDOT USE ONLY – enter the following information at application review

NOTE: Please add any WisDOT application comments in the comments section on the Confidential page A-6.

Subprogram: Project Improvement Type:

Region Reviewer's Name:

Reviewer's Title:

Date Received:

WisDOT Region Reviewers Signature:

Date:

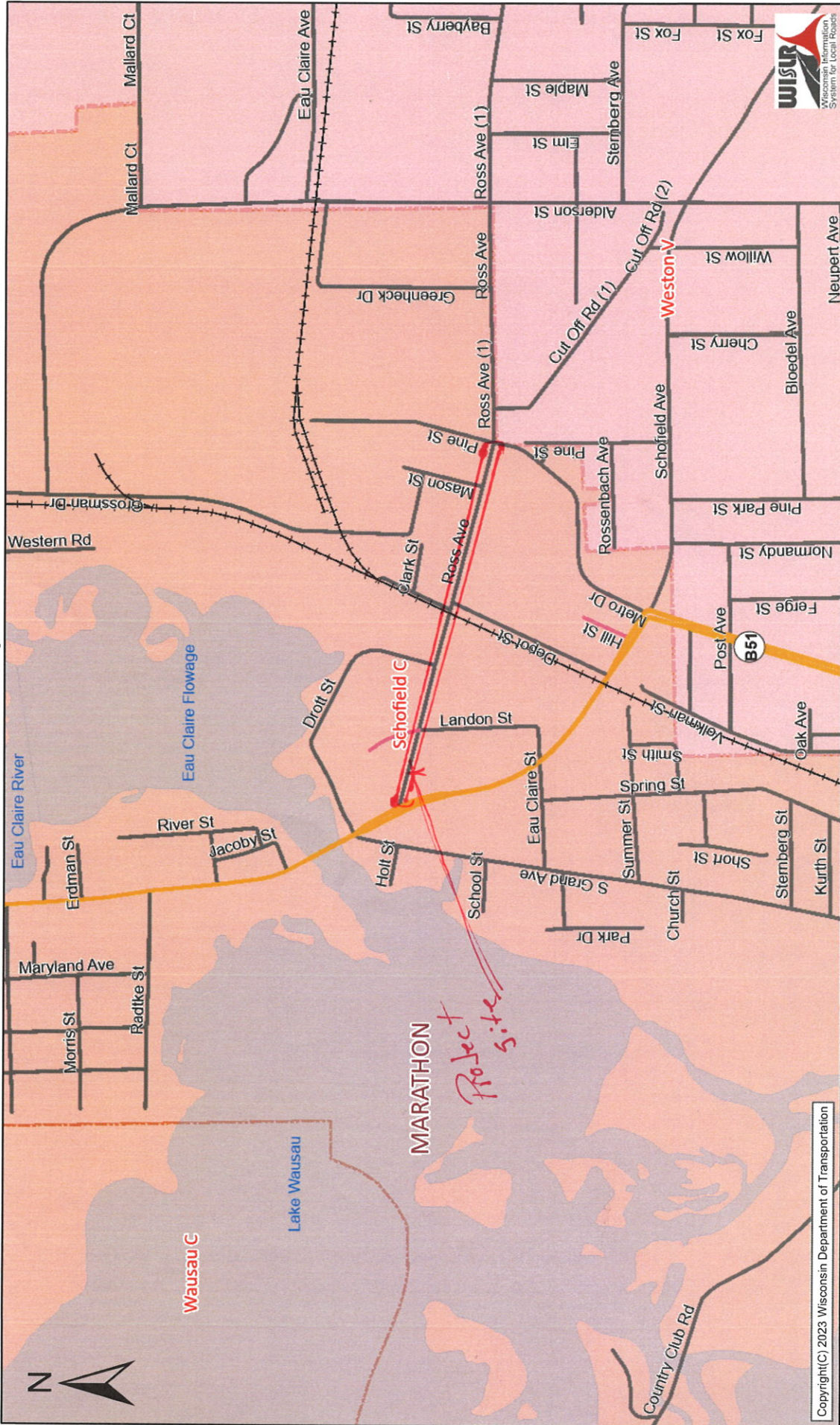
FOR WISDOT USE ONLY – enter the following information after project approval

Project ID(s):

PRELIMINARY ESTIMATE FOR LOCAL PROGRAM ROADWAY PROJECTS

Item	Quantity	Unit of Measure	Unit Price	Cost
REMOVALS				
Pavement		Sq. Yard		
Curb and Gutter	5610	Feet	\$2.50	\$14,025.00
Sidewalk	28050	Sq. Feet	\$1.25	\$35,062.50
Guardrail		Feet		
Manholes/Inlets	22	Each	\$500.00	\$11,000.00
Storm Sewer Pipe	800	Feet	\$4.00	\$3,200.00
EARTHWORK				
Common Excavation (Cut)	7800	Cubic Yard	\$14.25	\$111,150.00
Borrow Excavation (Fill)		Cubic Yard		
Rock Excavation		Cubic Yard		
ROADWAY				
Base Aggregate Dense	8150	Ton	\$18.00	\$146,700.00
Asphalt Pavement	3000	Ton	\$90.00	\$270,000.00
Concrete Pavement	200	Sq. Yard	\$75.00	\$15,000.00
Curb and Gutter	5610	Feet	\$27.50	\$154,275.00
Sidewalk	30,800	Sq. Feet	\$7.00	\$215,600.00
Beam Guard		Feet		
Beam Guard Terminals		Each		
DRAINAGE				
Storm Sewer Pipe	800	Feet	\$65.00	\$52,000.00
Inlets & Covers	16	Each	\$2,250.00	\$36,000.00
Manholes & Covers	6	Each	\$3,500.00	\$21,000.00
Culvert Pipe		Feet		
SIGNING AND MARKING				
Signs		Each		
Pavement Marking	12000	Feet	\$2.50	\$30,000.00
ELECTRICAL				
Traffic Signals		Lump Sum		
Street Lighting		Lump Sum		
BRIDGES & BOX CULVERTS				
1.				
2.				
OTHER SIGNIFICANT ITEMS				
1. Staking	1	Lump Sum	\$30,000.00	\$30,000.00
2. Erosion Control	1	Lump Sum	\$15,000.00	\$15,000.00
3. Traffic Control	1	Lump Sum	\$30,000.00	\$30,000.00
Subtotal ----->				\$1,190,012.50
Mobilization ----->				\$150,000.00
Misc. Items ----->				\$159,488.50
TOTAL ----->				\$1,499,501.00

WISLR Map



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