



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: **Village of Weston** Facility Owner: **Village of /Town of Weston**

Project Location:

Municipality: **Village of /Town of Weston**

County: **Marathon**

On Route: **Ross Ave**

At Route (Start): **River Bend Rd**

Offset: (tenths of a mile)

Toward Route (End): **Pauls Ave**

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: **1.1** (tenths of a mile)

Average Daily Traffic (ADT): **1,000** ADT Year: **2021** Posted or Statutory Speed Limit(s): **45** (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: **11**

Cross Section: Rural Urban

Pavement Type: **Asphalt**

If Combination, explain:

Pavement Width: **22**

Pavement Rating: **3/4**

Pavement Condition: **Poor, moderate rutting with cracks in the wheel paths, longitudinal and transverse cracking with slight raveling, patches in fair condition, occasional potholes**

Year Last Improved:

1971 pavement / 2002 Slag Seal

Shoulder Type: **Gravel**

If Combination, explain:

Shoulder Width: **4 ft**

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: **Spot**

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: **SELECT**
Owner of Railroad facility

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: **Blind intersection at Ross and Kramer, many near misses**
(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 Village of Weston and Town of Weston propose to reconstruct Ross Avenue between River Bend Rd/Powers St and Pauls Ave. Included with this route is the intersection of Ross Ave and Kramer Ln which is proposed to become a roundabout intersection as opposed to the current multi-intersection curve layout. The total project length is 1.1 miles. The corporate boundary between the Village and Town of Weston varies along the centerline of Ross Avenue. Initially the road is entirely in the Village, then approximately 620 feet east of River Bend Rd, the north half of the road is in the Town and the south half is in the Village. Then at Kramer Ln where the road turns to the north, it is 100% in the Town of Weston for ¼ mile where then the west half is in the Village and the east half remains in the Town up to the Pauls Ave intersection.

The purpose of the project is to reconstruct the entire roadway with new pavement as well as a multi-use path to connect the existing multi-use path on Ross which stops at River Bend Rd with the neighborhood park (Machmueller Park) at the north end of the project. The intersection of Ross and Kramer is proposed to be reconstructed with a roundabout to eliminate two blind intersections which exist with the current curve and intersection layout. The roundabout will help improve safety at this intersection as well as aid in reducing traffic speeds around the corner.

This intersection is a main connector for local school bus traffic as they travel from the primarily residential subdivisions to the north and west of the project site to the schools located south and east of the roadway. There is also a gravel pit located just north of the Ross Ave and Pauls Ave intersection which sees frequent dump truck and heavy equipment traffic.

From a safety standpoint, this project will improve the existing intersection geometry at Kramer Ln and Ross Ave to remove the blind turning maneuvers which will reduce the near misses. The addition of the multi-use path will also provide separation of pedestrian traffic and heavy truck and agricultural machinery traffic.

The current roadway pavement is from the early 1970's and has reached the end of its useful life. There are remnants of a slag seal on the road, but evidence of significant cracking and rutting within the wheel paths shows through. The proposed roadway section would consist of two 11-foot travel lanes with a 4-foot paved bike lane and a 2-foot concrete shoulder. The pavement section would consist of 4-inches of Hot Mix Asphalt (HMA) over 12-inches of base

aggregate dense. The improvements would also include a 10-foot multi-use path on the south and then west side of the road.

Ross Avenue is classified as a minor arterial and carries approximately 1,000 ADT based on recent traffic counts. River Bend Rd south of Ross Ave at the west end of the project is classified as a collector street and Kramer Ln south of Ross Ave is also classified as a collector street.

Besides vehicle traffic, this section of Ross Ave is also part of the Wausau Area Bike Routes as designated as Route 14. This route is at the far east end of the signed route and ends at Machmueller Park on the north end of the project limits.

This project was also included in the Village's Comprehensive Plan which was adopted in 2016. The project was highlighted as needing an intersection improvement at Ross Ave and Kramer Ln as well as a need to address bicycle and pedestrian traffic through this corridor.

This project has the potential to spur further economic development as there is approximately 40 acres on the north side of Ross Ave just east of River Bend Rd which is currently in the process of being annexed into the Village of Weston as a 90 lot subdivision development. There is also approximately 120 acres on the east side of Ross Ave between Kramer Ln and Pauls Ave which is currently for sale for future development. Developers have looked at both properties in recent years, but one of the obstacles of developing this land is the lack of water and sewer infrastructure. One of the non participating costs involved with this project is the extension of public water and sewer mains along this corridor to loop the water system and provide sanitary sewer service.

Overall, this is a road that has reached the end of its useful life and is in need of replacement and the proposed improvements would greatly improve this corridor in terms of functionality, safety and multi-modal access.

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: **5,770** (feet)

Rural Cross Section Length: **1.1** (tenths of a mile)

Urban Cross Section Length: (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: **30 ft** Length: **5,770 ft**

New Shoulder Type: **Combination** If Combination, explain: **4' asphalt with then a 2' concrete shoulder** Width: **6 ft** Length: **5,770 ft**

Sidewalk One side or both: **one** Width: **10 ft** Length: **5,770 ft**

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

Village of Weston requires bicycle and pedestrian accommodations along arterial roadways

Curb and Gutter Length:

Signals Location:

Roundabout Location: **Ross and Kramer intersection**

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

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://wisconsin.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

| | Total | Federal Share | Local Share |
|---|-----------------------|-----------------------|-----------------------|
| Participating Roadway Cost | \$2,447,038.98 | \$1,957,631.19 | \$489,407.80 |
| Participating Structure Cost | \$ | \$ | \$ |
| Total Participating Cost | \$2,447,038.98 | \$1,957,631.19 | \$489,407.80 |
| Non-Participating Roadway Cost (100% Local) | \$ | \$0 | \$ |
| Non- Participating Structure Cost (100% Local) | \$ | \$0 | \$ |
| Total Non-Participating Construction Cost | \$2,457,110.70 | \$0 | \$2,457,110.70 |
| A. Subtotal Construction Costs | \$4,904,149.68 | \$1,957,631.19 | \$2,946,518.50 |
| B. Construction Engineering Costs (Coordinate with WisDOT Region) | \$494,535 | \$395,628 | \$98,907 |
| C. State Review for Construction (Provided by WisDOT Region) | \$20,400 | \$16,320 | \$4,080 |
| Total Construction Cost Estimate with | \$5,419,084.68 | \$2,369,579.19 | \$3,049,506.50 |

| | | | |
|--|--|--|--|
| Construction Engineering and State Review (sum lines A, B and C) | | | |
|--|--|--|--|

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:

FY 2025 FY 2026 FY 2027 FY 2028 FY 2029

| | <u>Total</u> | <u>Federal Share</u> | <u>Local Share</u> |
|--|--------------|----------------------|--------------------|
|--|--------------|----------------------|--------------------|

| | <u>Total</u> | <u>Federal Share</u> | <u>Local Share</u> |
|--|--------------|----------------------|--------------------|
| A. Design Plan Development | \$ | \$ | \$ |
| B. State Review for Design (provided by WisDOT Region) | \$ | \$ | \$ |
| Total Design Cost Estimate with State Review (sum lines A and B) | \$ | \$ | \$ |

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: **Michael Wodalski**

Title: **Director of Public Works**

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

Contact Information and Signatures

| | |
|--|---------------------------------|
| Application prepared by a consultant? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> 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: Village of Weston | |
| Contact Person: Michael Wodalski | (Note: must be Head of Government or Designee) |
| Title: Director of Public Works | |
| Address: 4747 Camp Phillips Rd. Weston, WI 54476 | |
| Telephone: 715-241-2636 | |
| Email: mwodalski@westonwi.gov | |
| 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): <i>Michael Wodalski</i> | |
| Date: 10/19/2023 | |
| 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):

Village of Weston, Marathon County, WI
Town of Weston, Marathon County WI
Ross Ave from River Bend Rd/Powers St to Pauls Ave
MSIS Application
Supplemental Information

Project Overview:

The Village of Weston and Town of Weston propose to reconstruct Ross Avenue between River Bend Rd/Powers St and Pauls Ave. Included with this route is the intersection of Ross Ave and Kramer Ln which is proposed to become a roundabout intersection as opposed to the current multi-intersection curve layout. The total project length 1.09 miles. The corporate boundary between the Village and Town of Weston varies along the centerline of Ross Avenue. Initially the road is entirely in the Village, then approximately 620 feet east of River Bend Rd, the north half of the road is in the Town and the south half is in the Village. Then at Kramer Ln where the road turns to the north, it is 100% in the Town of Weston for ¼ mile where then the west half is in the Village and the east half remains in the Town up to the Pauls Ave intersection.

The purpose of the project is to reconstruct entire roadway with new pavement as well as a multi-use path to connect the existing multi-use path on Ross which stops at River Bend Rd with the neighborhood park (Machmueller Park) at the north end of the project. The intersection of Ross and Kramer is proposed to be reconstructed with a roundabout to eliminate two blind intersections which exist with the current curve and intersection layout. The roundabout will help improve safety at this intersection as well as aid in reducing traffic speeds around the corner.

This intersection is a main connector for local school bus traffic as they travel from the primarily residential subdivisions to the north and west of the project site to the schools located south and east of the roadway. There is also a gravel pit located just north of the Ross Ave and Pauls Ave intersection which sees frequent dump truck and heavy equipment traffic.

MSID Criteria

Safety:

- Existing intersection geometry at Kramer Ln has two blind maneuvers.
- Near misses are very common at this intersection
- Existing roadway does not provide physical separation of truck traffic and pedestrians
- Constructing a roundabout will increase intersection service level and reduce severity of crashes



Figure 1: School Bus looking to turn westbound on Ross Ave. Note this is a slow accelerating vehicle and the sight line to ensure traffic heading south to westbound is difficult.

As shown in the picture to the side, as you head south on Ross Ave towards the Kramer Ln intersection, traffic looking to continue south has very little time to determine if there is a car traveling around the corner. Similarly, traffic looking to go west from Kramer Ln has very little vision of any traffic traveling southbound to westbound.

The project will also include a multi-use path to connect the neighborhood streets along Ross Ave to the neighborhood Park on the north side of the project. This will provide a safe route for pedestrians and will minimize their interactions with vehicles and large trucks and equipment.

Reconstruction:

The current roadway pavement is from the early 1970's and has reached the end of its useful life. There are remnants of a slag seal on the road, but evidence of significant cracking and rutting within the wheel paths shows through. The proposed roadway section would consist of two 11-foot travel lanes with a 4-foot paved shoulder/bike lane and a 2-foot concrete shoulder. The pavement section would consist of 4-inches of Hot Mix Asphalt (HMA) over 12-inches of base aggregate dense. The improvements would also include a 10-foot multi-use path on the south and then west side of the road.

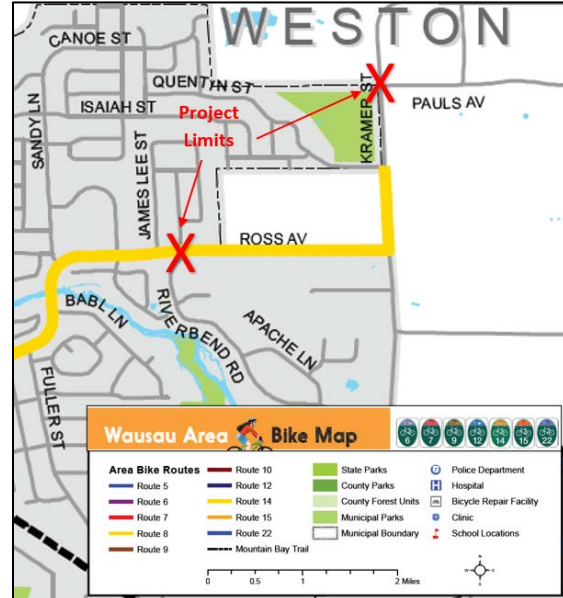
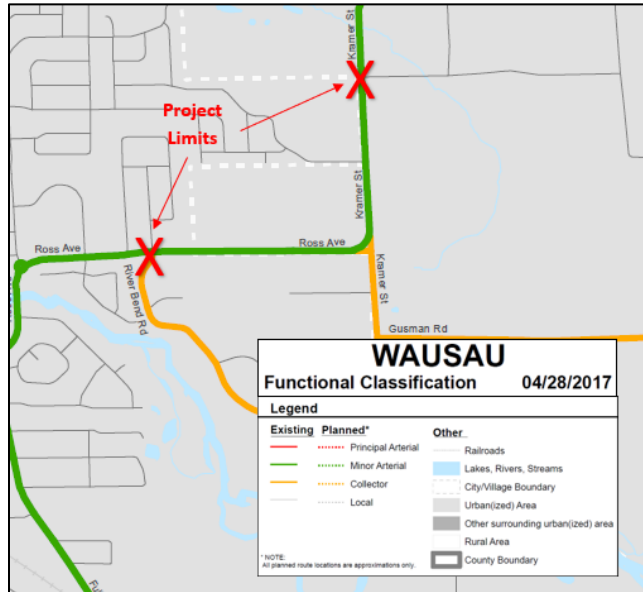


Figure 2: Examples of the blind maneuvers at this intersection.



High Traffic Volume:

Ross Avenue is classified as a minor arterial and carries approximately 1,000 ADT based on recent traffic counts. River Bend Rd south of Ross Ave at the west end of the project is considered a collector street and Kramer Ln south of Ross Ave is also considered a collector street.



Besides vehicle traffic, this section of Ross Ave is also part of the Wausau Area Bike Routes as designated as Route 14. This route is at the far east end of the signed route and ends at Machmueller Park on the north end of the project limits.

Due to the residential neighborhoods near the project location and their relationship to the regional elementary school and middle school, this route is the major thoroughfare for bus traffic. Additionally, the gravel pit just north of Machmueller Park has frequent dump truck and heavy equipment traffic in and out of the project area. This is also an area that still has active farms, and it is not uncommon for large farm equipment to utilize the roadway as well.



Figure 3: Large Equipment Leaving the Gravel Pit at Ross and Pauls Ave. Machmueller Park is off to the right in the picture.

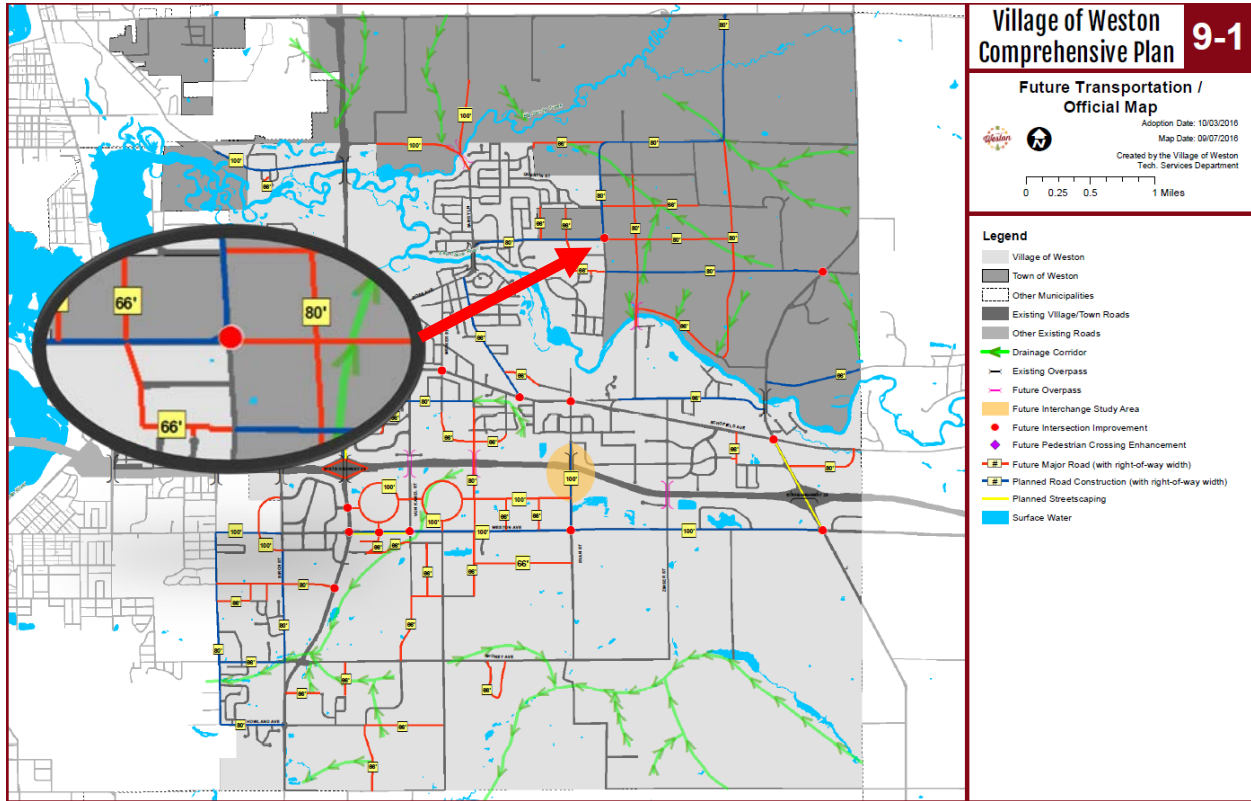


Figure 4: Farm equipment frequently utilizes this route to travel between fields.

Comprehensive Planning:

- Capital Improvement Planning: The Town of Weston and Village of Weston have included the Ross Ave Project in their long-range Capital Improvement Plans.

- Comprehensive Planning: The Village of Weston's Comprehensive Plan (<http://westonwi.gov/DocumentCenter/View/3164/Volume-2-Visions-and-Directions-10316?bidId=>) identifies this project as a future intersection improvement on the Future Transportation Map as well as in the text of the document.



- The below excerpt is included in the Village's Comprehensive Plan on Page 9-5:
 - **Ross Avenue and Kramer Lane.** Near the village's northeastern edge, Ross Avenue and Kramer Lane currently provide access to the Sandy Meadows neighborhood and Machmueller Park. In the future, as presented in Chapter 3: Land Use, additional residential development is expected to the east and north. The intersection of these two roads is in need of nearer-term safety and community entryway improvements. These two roads will also require future expansion to address increasing vehicular, bike, and pedestrian traffic. Roadway projects here (and elsewhere) should coordinate the laying of conduit to encourage broadband expansion.
- Figure 9-1 of the Village's Comprehensive Plan identifies Reconstructing Ross Ave from River Bend Road to Kramer Ln as Project 7.
- Chapter 10 of the Village of Weston's Comprehensive Plan focuses on Intergovernmental Cooperation, in particular for Economic Growth. This project is a great example of the Village partnering with a neighboring community to improve economic opportunities for our local business community.

Other Factors:

Economic Development: This portion of the Town and Village is zoned for future single family and planned neighborhood zoning which is a mixture of single family and small commercial development. There is approximately 40 acres available on the north side of Ross Ave just east of River Bend Rd that will become much more developable once the project is completed due to water and sewer extension. Additionally, there is approximately 120 acres on the east side of Ross Ave between the Kramer and Pauls intersections which is currently for sale for future neighborhood development. This project will aid in providing sewer and water service to the area and making development much more likely.

Overall, this is a road that has reached the end of its useful life and is in need of replacement. This project checks a lot of the boxes as far as joint jurisdiction, pavement condition, safety concerns, traffic volumes, and economic development potential which makes it a great candidate project for the Municipal Street Improvement Supplemental Program (MSIS).

Figure 9-1: Village of Weston Priority Roadway Projects

| Number | Description of Project | Recognized in Other Plans? |
|--------|---|--|
| 1 | Camp Phillips Road, focused initially on intersection, safety, resurfacing, and streetscape improvements | Not yet |
| 2 | Replace westbound on-ramp and eastbound off-ramp at the Camp Phillips Road/Highway 29 interchange | Marathon County LRTP |
| 3 | Improve safety at major intersections, particularly along Camp Phillips Road and Schofield Avenue | Generally not yet |
| 4 | Improve bike and pedestrian facilities (e.g., bike lane, shared-use path) to Birch and Alderson Streets, with connections between the two along Weston Avenue | Wausau MPO Bike & Pedestrian Plan, TIP |
| 5 | Create or improve pedestrian infrastructure at Sternberg Avenue and Camp Phillips Road (near Weston Elementary), Alderson Street at Park Ridge Drive, Eau Claire Avenue at Camp Phillips Road, and Ross Avenue at Corozalla Drive | Wausau MPO Bicycle and Pedestrian Plan |
| 6 | Encourage WisDOT or Wausau MPO to study possible interchange at Ryan Street and Highway 29 | Not yet |
| 7 | Reconstruct Ross Avenue, from River Bend Road to Kramer Lane (including Kramer intersection) | Town of Weston, TIP |
| 8 | Construct Northwestern Avenue extension to Sandy Meadow neighborhood | TIP |
| 9 | Construct road network within southeast quadrant of Highway 29 and Camp Phillips Road for retail development | TIP |

June 12, 2019

Milt Olson – Chairman Town of Weston

Re: Intersection of Ross Ave and Kramer Lane in the Town of Weston

Milt,

The purpose of this letter is to express support to change the intersection of Ross Ave and Kramer Lane in the Town of Weston.

I have been witness to numerous “near misses” on this corner over the years and also have been one of the near misses. Just last week I saw a man riding a bicycle pulling a child in a cart and a car going north bound just missed them. I have also witnessed many vehicles running the stop signs on this intersection in both directions. Most times it’s not a slow roll through the stop sign, but hit the gas and go through at a high rate of speed.

Many vehicles take the corner at high rates of speed, crossing the centerline when going northbound, or going way low when going westbound.

With the increase in homes in the area and Machmueller Park, there is a substantial increase in the number of walkers, joggers and bicyclists using these roads and corner. So the number of “near misses” will increase or worst case a bad accident will happen on this corner.

I do understand there is a cost to reconstruct this corner and many have voiced disagreement to changing the intersection. But we need to realize the Town of Weston has changed in this area, it is less rural and more urban. What is the cost of bad accident? Or how do you explain to someone the opportunity was there to remedy the issue, but nothing was done?

I would request that the Town of Weston Board approve the reconstruction of this intersection.

Thanks

Pete Erdman

Figure 5: Letter from Resident Pete Erdman to Town of Weston Chairman regarding safety concerns of the Kramer and Ross Intersection. Mr. Erdman lives at the NW corner of the Ross and Kramer Intersection

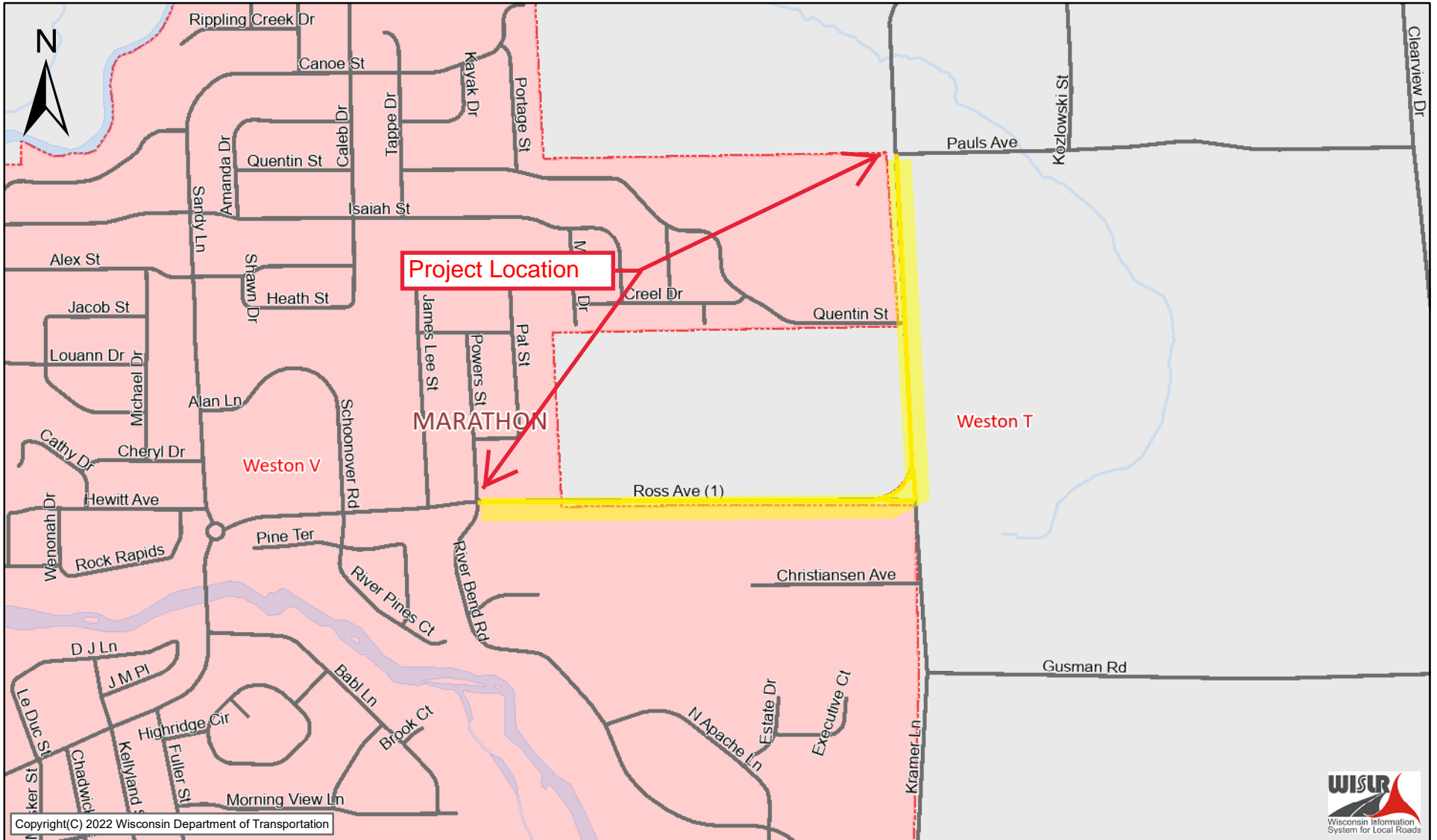
EXHIBIT A
Estimated Costs for Street Reconstruction "PRELIMINARY"
Ross Ave (River Bend to Paul's)
30 foot pavement, 4" thick

| Item Number | Item Description | Units | Total Project Cost | | | Inflation (10%) |
|-------------|---|-------|--------------------|-------------|-----------------------|------------------------|
| | | | Estimated Quantity | Unit Price | Total Project Cost | Total Cost w/Inflation |
| 100 | Sanitary Sewer | | | | | |
| 104 | PVC Sanitary Sewer, 8 inch | L.F. | 3300.00 | \$75.00 | \$247,500.00 | \$272,250.00 |
| 105 | PVC Sanitary Sewer, 10 inch | L.F. | 4625.00 | \$90.00 | \$416,250.00 | \$457,875.00 |
| 106 | Sanitary Manhole, 48 inch | EA. | 20.00 | \$7,500.00 | \$150,000.00 | \$165,000.00 |
| 107 | Manhole Frame and Cover (R1550A(1040)-5080) | EA. | 20.00 | \$825.00 | \$16,500.00 | \$18,150.00 |
| 108 | PVC Wye, 8 inch x 4 inch | EA. | 16.00 | \$175.00 | \$2,800.00 | \$3,080.00 |
| 109 | PVC Wye, 8 inch x 6 inch | EA. | | \$175.00 | \$0.00 | \$0.00 |
| 110 | PVC Wye, 10 inch x 6 inch | EA. | 2.00 | \$175.00 | \$350.00 | \$385.00 |
| 111 | Sanitary Sewer Lateral, 6 inch | EA. | | \$90.00 | \$0.00 | \$0.00 |
| 112 | Sanitary Sewer Lateral, 4 inch | L.F. | 720.00 | \$85.00 | \$61,200.00 | \$67,320.00 |
| 113 | Lateral Connection & Adjustment | EA. | 18.00 | \$250.00 | \$4,500.00 | \$4,950.00 |
| 114 | Mobilization - Sanitary | LS | 1.00 | \$25,000.00 | \$25,000.00 | \$27,500.00 |
| 115 | Television Inspection | LF | 7925.00 | \$2.00 | \$15,850.00 | \$17,435.00 |
| | Sanitary Sewer Subtotal | | | | \$939,950.00 | \$1,033,945.00 |
| 200 | Water | | | | | |
| 202 | Hydrant, Waterous 8' Bury - Yellow | EA. | 11.00 | \$8,500.00 | \$93,500.00 | \$102,850.00 |
| 207 | Mobilization - Water | LS | 1.00 | \$25,000.00 | \$25,000.00 | \$27,500.00 |
| 208 | Connect to Existing (8-inch) | EA. | 1.00 | \$2,000.00 | \$2,000.00 | \$2,200.00 |
| 209 | Connect to Existing (12-inch) | EA. | 1.00 | \$3,500.00 | \$3,500.00 | \$3,850.00 |
| 210 | Ductile Iron Watermain, 6 inch - Thickness Class 50 | L.F. | 440.00 | \$70.00 | \$30,800.00 | \$33,880.00 |
| 211 | Ductile Iron Watermain, 8 inch - Thickness Class 50 | L.F. | | \$90.00 | \$0.00 | \$0.00 |
| 212 | Ductile Iron Watermain, 12 inch | L.F. | 5950.00 | \$100.00 | \$595,000.00 | \$654,500.00 |
| 213 | Gate Valve, 6 inch | EA. | 11.00 | \$2,500.00 | \$27,500.00 | \$30,250.00 |
| 214 | Gate Valve, 8 inch | EA. | | \$3,000.00 | \$0.00 | \$0.00 |
| 215 | Gate Valve, 12 inch | EA. | 13.00 | \$4,500.00 | \$58,500.00 | \$64,350.00 |
| 216 | Ductile Iron Tee, 10 X 10 x 8 | EA. | | \$645.00 | \$0.00 | \$0.00 |
| 217 | Ductile Iron Tee, 12 X 12 x 6 | EA. | 11.00 | \$1,000.00 | \$11,000.00 | \$12,100.00 |
| 218 | Ductile Iron Tee, 12 X 12 x 12 | EA. | 3.00 | \$1,250.00 | \$3,750.00 | \$4,125.00 |
| 221 | 12" Ductile Iron Fittings | EA. | 24.00 | \$2,120.00 | \$50,880.00 | \$55,968.00 |
| 222 | Rigid Insulation Board, 4-Inch | S.F. | | \$2.50 | \$0.00 | \$0.00 |
| 223 | Plug (12") | EA. | 2.00 | \$1,000.00 | \$2,000.00 | \$2,200.00 |
| 224 | Plug (8") | EA. | | \$115.00 | \$0.00 | \$0.00 |
| 225 | Water service Group, 1 inch | EA. | 18.00 | \$2,500.00 | \$45,000.00 | \$49,500.00 |
| 226 | Copper Water Service, 1 inch | L.F. | 720.00 | \$75.00 | \$54,000.00 | \$59,400.00 |
| | Water Subtotal | | | | \$1,002,430.00 | \$1,102,673.00 |

EXHIBIT A
Estimated Costs for Street Reconstruction "PRELIMINARY"
Ross Ave (River Bend to Paul's)
30 foot pavement, 4" thick

| Item Number | Item Description | Units | Total Project Cost | | | Inflation (10%) |
|---|--|-----------|--------------------|---------------------|------------------------|------------------------|
| | | | Estimated Quantity | Unit Price | Total Project Cost | Total Cost w/Inflation |
| 300 | Storm Sewer | | | | | |
| 301 | Culvert Pipe | LF | 300.00 | \$200.00 | \$60,000.00 | \$66,000.00 |
| | Storm Sewer Total | | | | \$60,000.00 | \$66,000.00 |
| 400 | Street Reconstruction | | | | | |
| 401 | Remove Existing Pavement | SY | 15,386.67 | \$5.00 | \$76,933.33 | \$84,626.66 |
| 402 | Mobilization - Streets | LS | 1.00 | \$25,000.00 | \$25,000.00 | \$27,500.00 |
| 403 | Crushed Aggregate Base Course | CY | 6,444.44 | \$25.00 | \$161,111.11 | \$177,222.22 |
| 404 | Asphalt Pavement Binder | TN | 2,900.00 | \$85.00 | \$246,500.00 | \$271,150.00 |
| 405 | Asphalt Pavement Surface | TN | 1,740.00 | \$85.00 | \$147,900.00 | \$162,690.00 |
| 406 | Shoulders | SY | - | \$13.00 | \$0.00 | \$0.00 |
| 407 | Pavement Marking | LF | 23,080.00 | \$2.00 | \$46,160.00 | \$50,776.00 |
| 408 | Traffic Control | LS | 1.00 | \$15,000.00 | \$15,000.00 | \$16,500.00 |
| 409 | Permanent Signs | EA. | 10.00 | \$200.00 | \$2,000.00 | \$2,200.00 |
| 410 | ROUNDBOUT | LS | 1.00 | \$600,000.00 | \$600,000.00 | \$660,000.00 |
| | Street Reconstruction Subtotal | | | | \$1,320,604.44 | \$1,489,720.72 |
| 500 | Curb and Gutter | | | | | |
| 502 | 24" Concrete Shoulder | L.F. | 11,540.00 | \$18.00 | \$207,720.00 | \$228,492.00 |
| 505 | Crushed Aggregate Base Course | CY | 854.81 | \$25.00 | \$21,370.37 | \$23,507.41 |
| | Curb and Gutter Subtotal | | | | \$229,090.37 | \$251,999.41 |
| 600 | Sidewalk and Driveways | | | | | |
| 601 | Asphalt Multi-Use Path, 10-foot | SY | 6,411.11 | \$13.00 | \$83,344.44 | \$91,678.88 |
| 602 | Crushed Agg Base Course, 8 Inch | CY | 1,709.63 | \$30.00 | \$51,288.89 | \$56,417.78 |
| | Sidewalk and Driveways Subtotal | | | | \$134,633.33 | \$150,464.86 |
| 700 | Landscaping and Mobilization | | | | | |
| 701 | Topsoil, Seed, Fertilizer & Mulch | SY | 19,233.33 | \$7.50 | \$144,250.00 | \$158,675.00 |
| 703 | Silt Fence | LS | 1.00 | \$10,000.00 | \$10,000.00 | \$11,000.00 |
| | Landscaping and Mobilization Subtotal | | | | \$154,250.00 | \$169,675.00 |
| Street and Drainage Subtotal | | | | | \$ 1,898,578.14 | \$ 2,127,859.99 |
| Street/Drainage Contingency (15%) | | | | | \$ 284,786.72 | \$ 319,179.00 |
| Total Participating (Street/Drainage) Cost | | | | | \$ 2,183,364.86 | \$ 2,447,038.98 |
| Water and Sewer Utility Subtotal | | | | | \$ 1,942,380.00 | \$ 2,136,618.00 |
| Water/Sewer Contingency (15%) | | | | | \$ 291,357.00 | \$ 320,492.70 |
| Total Non Participating (Water/Sewer) Cost | | | | | \$ 2,233,737.00 | \$ 2,457,110.70 |
| Survey and Engineering Costs (10%) | | | | | \$ 408,194.30 | \$ 457,489.90 |
| Total Project Costs | | | | | \$ 4,825,296.16 | \$ 5,361,639.58 |

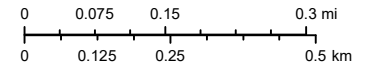
Ross Ave (River Bend to Pauls)



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|--|--|---|--|---|
| <ul style="list-style-type: none"> —+— Railroads State Trunk Network — Interstate Highway — USH Highway — USH Connecting Highway — State Trunk Highways | <ul style="list-style-type: none"> — STH Connecting Highways — On-Off Ramp — Connector — Frontage Road — Wayside — Rest Area | <ul style="list-style-type: none"> — Weigh Station County Roads --- County Trunk Hwy --- County Forest Roads --- Other County Roads | <ul style="list-style-type: none"> Local Roads — Municipal/Local Roads — Ineligible Roads — Rivers — Lakes | <ul style="list-style-type: none"> Cities/Villages/Towns — City — Village — Town — Counties |
|--|--|---|--|---|