



# 2026-2030 TRANSPORTATION ALTERNATIVES PROGRAM (TAP) PROGRAM APPLICATION

UPDATED: AUGUST 2025

**APPLICATION SOLICITATION: JUNE 17, 2025, UNTIL OCTOBER 31, 2025**

**Note:** This application is required for each Transportation Alternative Program (TAP) project in a program cycle. Please review and utilize the TAP guidelines and application instructions when completing this document. Applicants will be notified if their application is found ineligible. Visit the Wisconsin Department of Transportation (WisDOT) TAP [webpage](#) for more information and program resources.<sup>1</sup>

## Application Type

**Respond to the following questions to identify your application type:**

Check the primary location of your project below (Select **only one** option below)

- Rural** (Population less than 5,000)
- Urban** (Population 5,000 – 50,000)
- Urban Metropolitan Planning Organization (MPO)** (Population 50,000 – 200,000)

### Wausau MPO

MPO Priority: **Priority Rank** – due prior to application deadline

- Urban Transportation Management Area (TMA)** (Population greater than 200,000)

**Note:** If located primarily within a TMA area, select the appropriate TMA from the list below:

- |                                    |   |
|------------------------------------|---|
| <input type="checkbox"/> Appleton  | <input type="checkbox"/> Milwaukee        |
| <input type="checkbox"/> Green Bay | <input type="checkbox"/> Round Lake Beach |
| <input type="checkbox"/> Madison   |   |

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<sup>1</sup> <https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/tap.aspx>.

# Project Applicant Information

## Name, Location of Public Sponsor and Sponsor Type:

Applicant Agency Name: **Village of Rothschild**

Application Type (Check appropriate box):

- Local government (check one):  County  City  Village  Town
- Regional transportation authority  Transit agency
- State or federal natural resource/public land agency  Non-Profit Organization
- School district or school(s)  Tribal Nation

## Primary Applicant Agency Contact Information:

**Important:** Contact listed here must represent the agency who is beholden to the federal grant.

Name: Tiimothy D Vergara Title: Administrator of Public Works Street Address: 211 Grand Avenue, Rothschild Wisconsin 54474 Phone: (715)359-3660

Municipality: Rothschild State: WI Zip: 54474

E-mail: tvergara@rothschildwi.com

## Secondary Applicant Agency or Private Organization Contact Information (if applicable):

**Important:** Contact WisDOT if your proposal includes ineligible entities or public-private partnerships.

Organization / Agency Name:

Name: Title: Street Address: Phone: ( ) -

Municipality: State: WI Zip:

E-mail:

## Head of the Local Public Sponsor Agency or Private Organization Signatory Contact Information:

Organization / Agency Name: Village of Rothschild

Name: Dan Helgeson Title: Village President Street Address: 211 Grand Avenue, rothschild Wisconsin 54474 Phone: (715) 297-4777

Municipality: Rothschild State: WI Zip: 54474

E-mail: dhelgeson@rothschildwi.com

# Proposed Activity and Location

## Project Title: **Weston Avenue Multi-Use Pedestrian Trail**

### Activity Questionnaire:

Using the checkboxes below, Identify your project type:

- Bicycle-Pedestrian (BP)  
 Planning Study  Infrastructure

Construction of Turnouts, Overlooks, and Viewing areas (TOV)

Historic Preservation and rehabilitation of historic transportation facilities (HP)

Safe Routes to School (SRTS)

- Planning Study  In-School Programing  Infrastructure  TAP STARS (See page 14)

**Note:** Applicants proposing a project within the SRTS eligibility category **MUST** complete the 'School Demographics' and 'Safe Routes to School Plan' sections on page 9 below.

Is the proposed project on a State Highway?

Yes  No

Name of State Highway:

Does the proposed project intersect a State Highway?

Yes  No

Name of State Highway:

Does this project run parallel to a state highway?

Yes  No

Is this project on or parallel to a local road or street?

Yes  No

If yes, provide the name of the road or street: **Weston Avenue**

Does this project cross a state highway?

Yes  No

If yes to any of these questions, attach an existing typical cross-section of the roadway, showing right of way, travel lanes, shoulder, and sidewalk (if applicable). Examples are available in [FDM15-1-5](#) attachment [5.3](#) of the WisDOT Facilities Development Manual (FDM).

Will this project be constructed as part of another planned road project?

Yes  No

If yes, specify who is responsible for the project (state, county, or local) and when the road project is scheduled for construction: Enter Project Owner and Construction Schedule Here.

If yes, specify the source (federal, state, local, or other) and provide additional details such as state/federal project IDs. Provide Additional Detail Here

Will any exceptions to standards be requested?

Yes  No

If yes, provide a brief description of the exceptions that may be requested:

### Rail Facilities:

Does a railroad facility exist within 1,000 feet of the project limits?

Yes  No

If yes, specify: Choose an item.

If yes, does the project physically cross a rail facility?

Yes  No

Will an easement from Office of the Commissioner of Railroads (OCR) be required?  Yes  No

Is the proposed project location in an area with known safety issues?  Yes  No  
If yes, specify:

**Note:** consider applying for Highway Safety Improvement Program (HSIP) funds if applicable).

Does your school or community have a Safe Routes to School plan?  Yes  No  
If yes, can it be viewed online?

Yes, the website address is <https://www.ncwrpc.org/dc-everest-safe-routes-to-school-2026/>

No, it is attached with the application.

If no, please describe, in no more than 400 words, any SRTS-related planning efforts undertaken by the school or community.

**Location:**

County: Marathon

WisDOT Region: 5

Census Tract Number: 10

Municipality or Census Designated Place: **Rothschild**

Describe location, boundaries, and length of the project: Weston Avenue: Volkman Street to Alderson Street: 4,200 LF

Street Address of Project (if located on a highway or road):

**Identified Planning**

Is project identified in a long-range transportation plan?  Yes  No

If Y, link to plan: [https://wausaumpo.org/wp-content/uploads/2024/10/2025\\_2028\\_WausauMPO\\_TIPDocument\\_FINAL.pdf](https://wausaumpo.org/wp-content/uploads/2024/10/2025_2028_WausauMPO_TIPDocument_FINAL.pdf)

Is project identified in a bicycle-pedestrian plan?  Yes  No

If Y, link to plan: [https://wausaumpo.org/wp-content/uploads/2022/05/WausauMPO\\_BikePedPlan\\_2021\\_Update.pdf](https://wausaumpo.org/wp-content/uploads/2022/05/WausauMPO_BikePedPlan_2021_Update.pdf)

Is project identified in an outdoor recreation plan?  Yes  No

If Y, link to plan:

[https://www.rothschildwi.com/residents/amenities/parks\\_and\\_recreation/village\\_of\\_rothschild\\_\\_outdoor\\_recreation\\_plan.php](https://www.rothschildwi.com/residents/amenities/parks_and_recreation/village_of_rothschild__outdoor_recreation_plan.php)

Is project identified in a comprehensive plan?  Yes  No

If Y, link to plan: <https://www.ncwrpc.org/village-of-rothschild-comprehensive-plan/>

Is project identified in any other planning document?  Yes  No

If Y, link to plan:

[https://www.rothschildwi.com/businesses/village\\_profile/commercial\\_development\\_data.php](https://www.rothschildwi.com/businesses/village_profile/commercial_development_data.php)

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

The "other planning document" above is the Village of Rothschild's Amended CIP 2025-2031 document. Rothschild is currently in a website transition. Therefore the link for the current Village: CIP 2025-2031 may not work correctly. However, it can be emailed separately if needed upon request.

# Brief Project Summary (100 words or less)

Provide a brief project summary in the field below. This information should adequately describe the scope of your project but should not be as detailed as narrative question #1.

The Weston Avenue Multi-Use Pedestrian Trail Project is driven by public safety and closing a gap in connectivity of the trail system(s). The current collector roadway is 2/3 rural and 1/3 urban cross sectional design with both 25 and 35 mph speed zones. The project is proposed to have an off street multi-use trail constructed along with additional sidewalk and/or on street bike lanes.

# Project Benefit

Check all applicable project benefits, then describe in application narrative:

**ENVIRONMENTAL**

- Increases likelihood of modal shift to biking, walking or transit from utilitarian car travel.
- Increases access and connection to the natural environment.

**PUBLIC HEALTH** - Project would have a demonstrable impact upon public health of applicant community.

**ECONOMIC** - Project would go beyond community enhancement to address a specific "communities of concern," including elderly, disabled, minority, and low-income population? The project within ½ mile of affordable housing complex(s). The project improves low-income access to transit, jobs, education, and essential services.

**SAFETY** - Project addresses a specific safety concern. The project contains or addresses:

- Collision data
- Lack of adequate safe crossing or access
- Lack of separated facility
- High speed/volume
- Provides sidewalk or pathway, with curb-cuts
- Provides bike lanes, markings, and signage
- Implements traffic calming measures
- Signage, warning light devices, and/or markings directed to safety concern
- Provides crosswalk enhancement (striping, refuge island, RRFB signal, etc.)

**For SRTS Projects there is:**

- Documented bike/pedestrian crash involving school age children or crossing guard at arrival/dismissal times near the school.
- Crossings of state highways, main arterial roads or other high speed or high traffic volume roads.
- Lack of bicycle and pedestrian facilities or lack of connectivity of facilities that do exist.
- High level of parental concern documented in survey data.
- Few or no children who live within 1 mile walk or bike. Busing may be offered to everyone because of documented hazards.
- Children are walking but application shows that unsafe conditions exist.

**HISTORICAL AND/OR PRESERVATION SIGNIFICANCE** – Project would have strong historical or preservation benefit.

**ECONOMIC DEVELOPMENT** – Project facilitates economic development by increasing bicycle/pedestrian traffic in commercial corridors or by creating a destination that will help retail.

## Real Estate (RE) /Right of Way (ROW)

**Note:** It is recommended that local funds be used to acquire right of way. WisDOT recommends applicants review of the WisDOT Real Estate [webpage](#)<sup>2</sup>:

Was any real estate acquired or transferred in anticipation of this project?  Yes  No

*If yes, please explain.*

List any other funding (past or present) used within the proposed project limits (i.e., DNR Stewardship)

**None**

Is ROW acquisition anticipated for this project?  Yes  No

*If yes, provide a brief description of the property anticipated for acquisition and check all boxes that apply to ROW acquisition for this project:*

*Permanent limited easements would be likely from Volkman Street, easterly to Wall Street on the north side of the right of way.*

**Less than ½ acre**

**Large parcels**

**More than ½ acre**

**Temporary interests**

**Parklands**

**If right of way was acquired in anticipation of this project**, attach a detailed list of available, completed project and parcel acquisition documentation. Refer to Section 11.2, Records Management, found in the [Local Program Real Estate Manual \(LP RE Manual\)](#).<sup>3</sup>

If right of way was acquired in anticipation of this project, did the acquisition contain any buildings or relocation?  Yes  No

If right of way is required, will acquisition occur through a transfer of an adequate interest in real property?  Yes  No

Is the project on existing state-owned highway right of way (ROW)?  Yes  No

If yes, have you contacted the WisDOT Regional Access Section to inform them of proposed facility within state right of way?  Yes  No

*If yes, please explain what has been done to date.*

**For real estate questions, please contact Megan Munden, WisDOT Local Program Statewide Local Program Real Estate Manager, at (715) 392-7962 or [megan.munden@dot.wi.gov](mailto:megan.munden@dot.wi.gov).**

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<sup>2</sup> <https://wisconsin.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/lpa-re-info.aspx>.

<sup>3</sup> <https://wisconsin.gov/dtsdManuals/re/lpa-manual/lpa-manual-2022-Final.pdf>.

## Environmental/Cultural Issues

- Agriculture  
Comments:  Yes  No  Not Investigated
- Archaeological sites  
Comments:  Yes  No  Not Investigated
- Historical sites  
Comments:  Yes  No  Not Investigated
- Designated Main Street area  
Comments:  Yes  No  Not Investigated
- Lakes, waterways, floodplains  
Comments:  Yes  No  Not Investigated
- Wetland  
Comments:  Yes  No  Not Investigated
- Storm water management  
Comments: Stormwater needs to be evaluated.  Yes  No  Not Investigated
- Hazardous materials sites  
Comments:  Yes  No  Not Investigated
- Hazardous materials on existing structure  
Comments:  Yes  No  Not Investigated
- Upland habitat  
Comments:  Yes  No  Not Investigated
- Endangered/threatened/migratory species  
Comments:  Yes  No  Not Investigated
- [Section 4\(f\)](#)  
Comments:  Yes  No  Not Investigated
- [Section 6\(f\)](#)  
Comments:  Yes  No  Not Investigated
- Through/adjacent to tribal land  
Comments:  Yes  No  Not Investigated

# Planning Considerations

**Construction Schedule Restrictions** (trout, migratory bird, local events): **None.**

**Local Force Account (LFA):** Will the proposed project utilize municipal employees to complete any portion of the construction activities?  Yes  No

*If yes, explain the desired LFA portion of the project.*

**Note:** LFA work must include labor, equipment, and materials. The purchase of materials only is not considered to be a legitimate project.

**Note:** Please review WisDOT TAP Guidelines for restrictions on certain LFA work as of July 1, 2015.

**Maintenance** (only complete this section if project involves infrastructure improvement):

Will the facility be maintained for year-round bicycle-pedestrian access?  Yes  No

If no to the above question & a trail, will snowmobile use be permitted in winter?  Yes  No

*If yes to the previous question, provide comment:*

Anticipated fee for trail use:  Yes  No

*If yes to the previous question, provide comment:*

Anticipated equestrian use on trail:  Yes  No

*If yes to the previous question, provide comment:*

## Other Funding Sources

Has there been, or will there be a road improvement project in this project area?  Yes  No

If yes, year: 2029

If yes, check all:

State Highway Project

Pavement Replacement

STP

Reconstruction

Local Bridge

New Construction

LRIP

Describe:

Has the municipality anticipated, requested, or previously received other federal or state funding from WisDOT for the improvement?  Yes  No

If yes, please indicate all the other funding sources that are anticipated, have been requested or previously received with the associated project ID(s):

Highway Safety Improvement Program (HSIP)  Anticipated  Requested Approved ID:

Local Roads Improvement Program (LRIP)  Anticipated  Requested Approved ID:

Railroad Programs  Anticipated  Requested Approved ID:

Surface Transportation Program – Rural  Anticipated  Requested Approved ID:

Surface Transportation Program – Urban  Anticipated  Requested Approved ID:

Agricultural Roads Improvement Program (ARIP)  Anticipated  Requested Approved ID:

Congestion Mitigation Air Quality Improve Program (CMAQ)  
 Anticipated  Requested Approved ID:

Carbon Reduction Program (CRP)  Anticipated  Requested Approved ID:

Transportation Enhancements Program Approved ID:

Bicycle & Pedestrian Facilities Program Approved ID:

Safe Routes to School Approved ID:

Transportation Economic Assistance Program  Anticipated  Requested Approved ID:

Flood Damage Aids  Anticipated  Requested Approved ID:

State Funding (Describe):  Anticipated  Requested Approved ID:

Other:  Anticipated  Requested Approved ID:

# School Demographics

COMPLETE ONLY IF SUBMITTING A PROJECT WITHIN THE SRTS ELIGIBILITY CATEGORY

**What is the name(s) and demographics for each school affected by the proposed program or project?**

*Optional: Alternatively, SRTS project applicants may submit a narrative response/attachment 1 detailing school demographics provided that all fields below are answered in such attachment.*

School name:                      School population:                      Grades of students at school:

Estimated number of students currently walking to school (if known):

Estimated number of students currently biking to school (if known):

Does the school have any policies related to walking or biking?

Distance eligibility for riding a bus:                      Number of children not eligible for busing:

Number of students eligible for busing because of a hazard situation:

Percentage of students living within one mile of the school:

Percentage of students living within two miles of the school:

Percentage of students eligible for free or reduced-cost school meals:

Community(s) served by school:                      Community(s) population:

# Budget

## **CONFIDENTIAL INFORMATION**

### **Project Costs, Priorities, and State Fiscal Years:**

Complete the table below for the appropriate fiscal years of the application/project cycle (2026-2030). If a sponsor proposes to construct a project in phases throughout multiple years, schedule the project costs as appropriate and provide further details in the project description. In addition to the table below, **attach a detailed breakdown of project costs in Microsoft Excel**. This detailed breakdown must clarify assumptions made in creating the budget such that a third-party reviewer would be able to substantiate the assumptions.

**Submit a separate application and budget for each project or stand-alone project segment for which you are willing to accept funding**, or for a bike/pedestrian trail section that could function as a separate facility. Project requests are not considered for partial funding.

### **Project Cost Guidelines:**

WisDOT suggests the following cost minimums all proposed TAP projects:

	<b>Infrastructure Projects</b>	<b>Non-Infrastructure Projects</b>
> 5,000 Census Designated Population Areas <i>(i.e., TAP Urban (5,000 – 50,000), TAP Urban (50,000 – 200,000), TAP TMA (&gt;200K+))</i>	Minimum project cost of \$300,000, including any design work. \$100,000 minimum for any federally funded real estate costs.	Minimum project cost of \$50,000.
< 4,999 Census Designated Population Areas <i>(i.e., TAP Rural (&lt;5K))</i>	Minimum project cost of \$50,000.	Minimum project cost of \$20,000.

Applicants may work with the Local Program Manager within their region for assistance to estimate costs more accurately. All estimates will be reviewed by WisDOT Region staff for consistency with current practices and approaches. Also, WisDOT Region staff 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.

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

### **Project Prioritization**

TAP Applicants are advised that submitting multiple applications is welcome. However, WisDOT is limited in its ability to award projects based on, funding availability, existing schedules, and selection committee discretion.

If a sponsor is submitting more than one project, the sponsor must rank each project in priority order, e.g., 1 (highest priority) to 5 (lowest), for the local priority among five projects. Local ranking will be used as a guide in project selection. **Project Priority: 1**

## Project Delivery Method

Briefly describe the preferred method of project delivery (i.e., consultant contract, local delivery, etc.)

**Delivery Method:** Consultant Contract

**Design:**

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

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

Schedule Preference:  FY 2026  FY 2027  FY 2028  FY 2029  FY 2030

**A. Plan Development** ([Contact WisDOT Region](#)) Percentage: % \$

**B. State Review for Design** ([Contact WisDOT Region](#)) Percentage: % \$

**Design with State Review Cost Estimate** (sum lines A and B) \$

**Construction:**

**Basis for Construction Estimate:**  Itemized  Per Square Foot  Past Projects

Other, please specify:

**Schedule Preference:**  FY 2027  FY 2028  FY 2029  FY 2030

**Construction (minimum \$300,000):**

Federal Share of the Participating Construction Cost (80%) \$

Local Share of the Participating Construction Cost (20%) \$

Non-Participating Construction Cost (100% Local) \$

**A. Subtotal Construction Costs:** \$

**B. State Review for Construction:** ([Contact WisDOT Region](#))  
Percentage: % \$

**C. Construction Engineering Costs:** \$

**Construction with State Review Cost Estimate** (sum lines A, B, & C) \$

**Real Estate:** (Recommend funding with local funds.)

FY 2027  FY 2028  FY 2029  FY 2030

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

**Utility:** (Recommend funding with local funds)

**Note:** Compensable utility costs must be \$50,000 minimum per utility.

FY 2026  FY 2027  FY 2028  FY 2029  FY 2030

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

**Other:** (Planning Studies, SRTS Programing, etc.)

FY 2026    FY 2027    FY 2028    FY 2029    FY 2030

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

**TAP STARS APPLICATION (SRTS Activities-Only)**

WisDOT encourages rural (< 5,000 in population, outside of MPO borders) school districts and other eligible entities to consider applying for a TAP STARS project. While all activities are consistent with a traditional TAP project, TAP STARS allows new program participants to select from a list of pre-assembled TAP SRTS project templates.

To **confirm TAP STARS eligibility**, find your community on the TAP STARS GIS map linked below:

<https://wisdot.maps.arcgis.com/apps/webappviewer/index.html?id=381e0ea4576f48c3bd302e60cf291384>

See the TAP STARS Proposal Addendum for SRTS project templates:

<https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/aid/tap.aspx>

FY 2026    FY 2027    FY 2028    FY 2029    FY 2030

**TAP STARS TEMPLATE:**   *ENTER OPTION #*

**Total TAP STARS Cost** (round to next \$1,000)  
**\$**

**Note:** WisDOT Policy link: <http://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrces/rdwy/default.aspx>.

**Note:** WisDOT Region staff 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.

# Narrative Response

Provide a narrative response attachment answering questions 1 through 5, making sure to provide information in response to each sub-question. Please limit the response to three (3) double-spaced pages, using a **minimum 11-point font size**.

## 1. Project Description And Overview

This is an expanded summary based on page 5 of the application. It is a general overview of the project, including type of facility or project, location (please attach a location map or maps) and any other information about the project. Please keep it concise.

## 2. Project Planning, Preparation & Local Support

Describe the degree to which this project was planned for and the local support and commitment for the project. If this project is part of a plan (bike-pedestrian plan, safe routes to school plan, transportation plan, comprehensive plan, etc.), describe that plan and the project's priority within it. If this is a planning project describe how this project will be integrated into other efforts. For SRTS projects, describe walk/bike audits, parent surveys and data on crashes that support the selection of this project.

## 3. History of Sponsor Success, Deliverability and Commitment to Multimodal

How will the project be implemented on time? What obstacles or problems must be overcome to implement this project? Considering project obstacles, describe how the project sponsor will comply with state law and policy requiring project commencement within four years of the award date, and project completion within approximately six years?

Please describe prior experience with other multimodal projects and success in delivering those projects in the year in which they were scheduled. For example, were you able to deliver the project in the year it was programmed? Have you ever had to turn back awarded federal funds? Please explain. If problems were experienced in the past, what will be done for this project to ensure successful completion? Describe the project sponsor's commitment to multimodal programs and facilities generally. Examples include a complete street ordinance, advisory committees, or inclusion of multimodal accommodations in any other local program projects.

## 4. Project Utility & Connectivity

### *For Infrastructure Projects*

Describe the degree to which this project serves utilitarian rather than recreational purposes and how, if at all, the project adds connectivity to the state's multi-modal transportation network, including bicycle, pedestrian, and transit facilities. Describe how, if at all, the proposed project would connect to these existing land uses: park, school, library, public transit, employment and/or retail centers, residential areas, etc. Describe how this project fills a multimodal gap or serves as a backbone to a local multimodal network.

### *For Planning Projects*

Describe how implementation of a plan would serve a broad geographic area and adds connectivity to the state's multimodal transportation network. Describe how this project fills a multimodal gap or serves as a backbone to a local multimodal network.

### *For Safe Routes to School Programming Projects*

Will the project get a higher percentage of children walking and biking to school? Address how this would remove safety issues for students who are already walking/biking. Address the following desired outcomes: reduction in parent concerns that keep them from allowing children to walk/bike; potential for changes in hazard busing; change in policy limiting walking/biking to school; increased school commitment to promoting walking/biking; improved driver behaviors in the school zone; making it more appealing for children to walk/bike; more law enforcement participation in walking/biking issues.

#### **5. Project Benefit – Environmental, Liability, Economic, Public Health, Historical Preservation, Economic Development, and Safety**

Describe the benefits likely derived from the proposed project, this description should correspond to the project benefit section on page 6. Beyond connectivity, it is advantageous that a potential TAP project demonstrates a tangible contribution to a community benefit.

## Local Resolution of Support

There is or there will be a local resolution of support for the proposed project, executed by a governing body that has the authority to make financial commitment on behalf of the project sponsor (i.e., County Board, City Council, Village/Town Board, or Regional Planning Commission Policy Board).

Yes  No

Please note that a resolution **is required** for an application to be eligible, which means a **copy of the resolution** should be submitted to the **Region Local Program Manager** no later than **5:00 PM December 29, 2025**.

# Key Program Requirements Confirmation

Please confirm your understanding of the following project condition by typing your name, title, and initials at the bottom of this section. **A Head of Government/Designee with fiscal authority for the project sponsor must initial this section and sign this application. Sponsor consultant(s) should not initial or sign project applications.**

**Note:** WisDOT will deem ineligible any application that does not provide confirmation to this section.

- a. Private organizations proposing projects must have a public project sponsor such as a local government unit.
- b. The project sponsor or private partner must provide matching dollar funding of at least 20% of project costs.
- c. This is a reimbursement program. The project sponsor must finance the project until federal reimbursement funds are available.
- d. 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 other costs that are ineligible for federal reimbursement. In order to guarantee the project sponsor's foregoing agreements to pay the state, the project sponsor, through its duly executed officers or officials, agrees and authorized the state to set off and withhold the required reimbursement amount as determined by the state from any monies otherwise due and payable by the state to the municipality.
- e. The project 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.
- f. The project sponsor will follow the applicable federal and state regulations required for each phase of the project. Some of these are described in the Guidelines. The requirements include, but are not limited to, the following: a Qualifications Based Selection (QBS) process for design and engineering services (Brooks Act); real estate acquisition requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and amendments; competitive procurement of construction services; Davis-Bacon wage rates on federal highway right-of-way projects; WisDOT FDM & Bicycle Facilities Handbook; ADA regarding accessibility for the disabled; MUTCD regarding signage; U.S. Department of the Interior standards for historic buildings. Each WisDOT Region can provide copies of the current *Sponsor's Guide to Non-Traditional Transportation Project Implementation*, and references for sections of the Facilities Development Manual (FDM) and other documents necessary to comply with federal and state regulations. **Applicants who plan to implement their projects as Local Let Contracts using the Sponsor's Guide must become certified that they are capable of undertaking these projects.**
- g. Snowmobile use is only allowable by local ordinance. Trail fees may only be charged on a facility if the fees are used solely to maintain the trail. WisDOT reserves the right to require that facilities be snowplowed as part of a maintenance agreement where year-round use by bicyclists and pedestrians is expected.
- h. For infrastructure projects, the project sponsor agrees to maintain the project facility. Failure to maintain the facility, or sale of the assets improved with FHWA funds prior to the end of its useful life, will subject the sponsor to partial repayment of federal funds or additional stipulations protecting the public interest in the project for its useful life.
- 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. The project 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 match requirements 80% / 20% match requirements.
- k. Projects that are fully or partially federally funded must be designed in accordance with all applicable federal design standards, even if design of the project was 100% locally funded.
- l. As the project progresses, the state will bill the project sponsor for work completed that is ineligible for federal reimbursement. Upon project completion, a final audit will determine the final division of costs as between the state and the project sponsor. If reviews or audits reveal any project costs that are ineligible for federal funding, the project sponsor will be responsible for any withdrawn costs associated with the ineligible work.
- m. \*\*\*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 only for state review of design projects.
- n. The project sponsor acknowledges that the requisite project commencement requirement and that failure to comply with the applicable commencement deadline will jeopardize federal funding. Commencement is within four years of the date of the project award. The project must be commenced within four (4) years of the project award date according to Sec. 85.021, Wis. Stats. For construction projects, a project is commenced when construction is begun. For planning projects, a planning project is commenced when the planning study is begun. For non-infrastructure projects that do not fall within any of the above categories, a project is considered commenced on the date that WisDOT receives the first reimbursement request from the project sponsor, as noted on form DT1713 in the 'Date Received' field.
- o. The project sponsor acknowledges that the requisite project completion timeline for approved TAP projects will be memorialized in a state-municipal agreement, and failure to comply with the applicable project timeline will jeopardize federal funding.
- p. Federally funded transportation construction projects, with the exception of sidewalks, are likely improvements that benefit the public at large. Improvements of this type cannot generally be the basis of levying a special assessment pursuant to Wis. Stat. § 66.0703. Municipalities who wish to obtain project funding via special assessment levied against particular parcels should seek advice of legal counsel. See Hildebrand v. Menasha, 2011 WI App. 83.

Please confirm your understanding of the following project condition by typing your name, title, and initials at the bottom of this section. A Head of Government/Designee with fiscal authority for the project sponsor must initial this section and sign this application. Sponsor consultant(s) should not initial or sign project applications.

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

Name: **Dan Helgeson**

Title: **Village President**

**Accepted (please initial here): DH**



# Application and Attachments

Submit applications and attachments utilizing the contact information contained in the corresponding TAP Pre-Scoping Application Instructions. Applicants must **submit eligible applications on or before 5PM on October 27, 2025**, and must include the following documents:

- A completed application **in Microsoft Word format**
- Narrative Response: maximum of **three double-spaced** pages, **11-point font size with 1-Inch margins**
- Cost Estimate Detail as required in the **'Project Costs and Dates'** section of this application
- For infrastructure projects, a project map (Size 8½ by 11, standard letter)
- A **local resolution of support** for the proposed project (Due by December 29, 2025)
- If right of way was acquired in anticipation of this project**, attach a detailed list of available, completed project and parcel acquisition documentation (**see page 7**)

## **OPTIONAL Attachment**

- If proposed project crosses or runs parallel to a local road, street, or state highway**, attach a typical cross-section of the existing roadway with right of way, travel lanes, shoulder, and sidewalk (if applicable)
- SRTS School Demographics** Information

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

**FOR WISDOT USE ONLY –This information must be entered on the spreadsheet and on the application.**

WisDOT Region comments on application, including eligibility concerns:

Region Reviewer's Name:

Reviewer's Title:

Date Received:

**Village of Rothschild: 2026-2030 Weston Avenue Multi-Use Pedestrian Trail Project**  
**Application Narrative**

**1. PROJECT DESCRIPTION AND OVERVIEW.**

Over the last 20 years, the Village of Rothschild has continued to work toward constructing multi-use pathways that are consistent with both master County, MPO, and Village plans by use of lower ADT roadways (classifications) and interconnections to the adjacent Villages and Cities completing bike and pedestrian connections and multi-use trail systems throughout its jurisdictional boundary.

The subject area is within the right-of-way of a collector roadway and has a speed of both 25 mph and 35 mph respectively. The segment of Weston Avenue from Volkman Street to Alderson Street has both a rural and urban cross-sectional design components. The segment from Volkman Street to Wall Street is approximately 2,865 LF in length, 28 LF of pavement width, and is currently constructed of a rural cross section design. Conceptually, this segment would be configured to have an off-street trail. The remaining segment from Wall Street to Alderson Street is approximately 1,250 LF and is of an urban cross-sectional design with 38 LF of pavement and a 24" curbs on both sides. The urban section will either have a trail section, on street bike lanes, or sidewalk added. The project proposes constructing approximately 4,100 LF of both off and on street, multi-use trails from Volkman Street to Alderson Street. The off-street trail is proposed 10' wide. This project is *critical* in closing a gap in our trail system for those recreational, student, and commuter uses groups.

**2. PROJECT PLANNING, PREPARATION & LOCAL SUPPORT.**

This proposed trail project is recommended in multiple documents at both the Village and the Wausau Metropolitan MPO level and is a high priority project due to the impact of removing a gap for multi-use in connectivity.

As the Village has grown, Rothschild has recognized that developing a safe off street east-west bike/pedestrian connection on Weston Avenue from Volkman Street to Alderson Street is critical to develop safety features for bike and pedestrian users while also serving to close a gap in the link to the Village of Weston's trail system; especially connectivity to the north-south bridge crossing at STH 29 on Birch Street and connectively to the multi-use trail on Camp Phillips/CTH XX.

The proposed trail will improve linkage to the Safe Routes to School (SRTS) efforts by DC Everest and improvements made in conjunction with the district. The proposed trail will make a significant connection to sidewalk used by the DC Everest High School students via Alderson Street and also those students using the Volkman Street trail to the DC Everest junior high school. The DC Everest School District supports the proposed trail.

Maintenance of the trail will be provided by the Rothschild Department of Public Works year-round. A local cycling group, The Wausau Wheelers, has provided some maintenance for their events on various segments of the trail system as needed.

### **3. HISTORY OF SPONSOR SUCCESS, DELIVERABILITY AND COMMITMENT TO MULTI-MODAL.**

The Village of Rothschild has been awarded and completed many types of grant awards on time and by the criteria required by each funding source as shown below.

- 2007 Stewardship Grant for the Cedar Creek Trail.
- 2009 & 2012 Stewardship Grants for Gaska Park Trail and Volkman Street Trail.
- 2015 General Fund for the Volkman Street Trail from Lili Lane to East Grand Avenue.
- 2018-2024 Rothschild/Schofield TAP Grant for the BUS HWY 51 Bypass Project.
- 2023 Rothschild/Weston MSID Funding for Weston Avenue Roundabout/Street & Trail.

### **4. PROJECT UTILITY AND CONNECTIVITY**

The project is located within the greater Wausau metropolitan area; a population center of greater than 75,000 people. In 2024, the Mountain Bay Trail was re-routed through the urbanized areas to

make it easier and safer for those trail users to actually traverse to Rib Mountain from the east that included the use of the STH 29 bridge crossing at Birch Street. Additional multi-modal transportation benefits and need of the proposed project includes increasing access between neighborhoods and schools, providing an east-west commuter route and bike route connectivity, and provides connectivity to link existing Marathon County Bike Routes and planned trails.

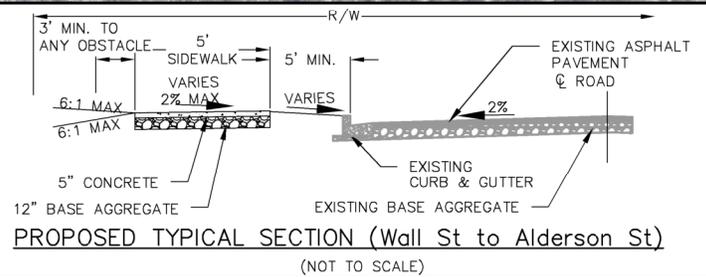
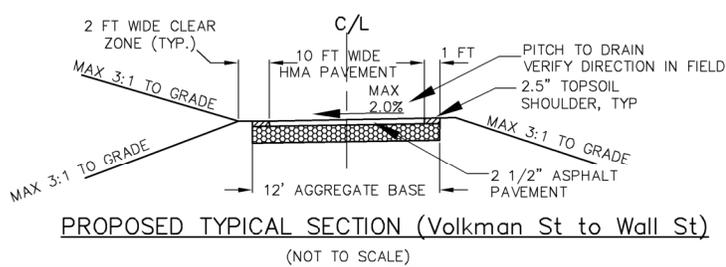
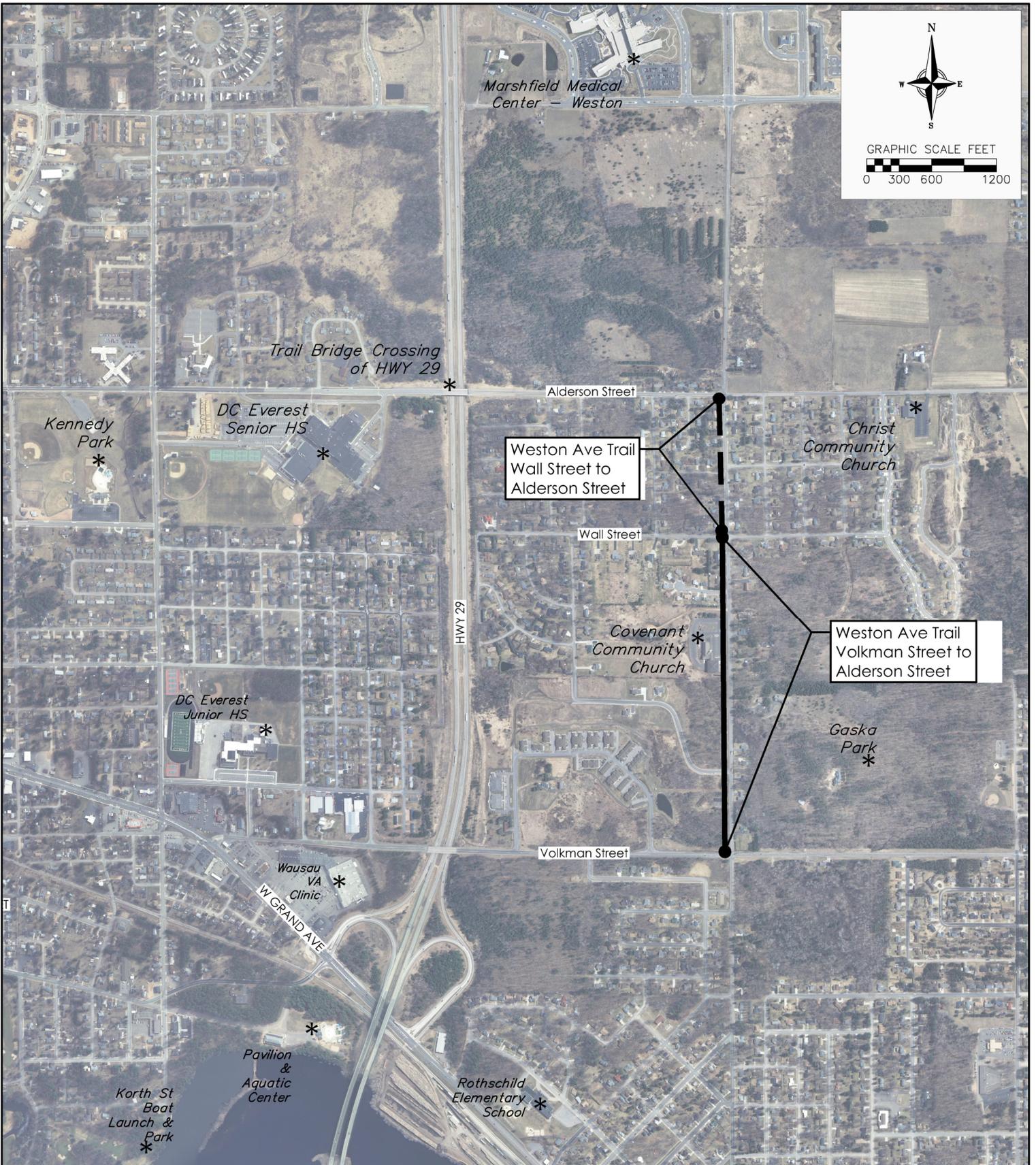
Safe Routes to School Programming. DC Everest's SRTS programs are currently being designed and developed to make walking and bicycling to school safer for children in grades K-12, and to increase the number of children who choose to walk and bicycle found at <https://www.ncwrpc.org/dc-everest-safe-routes-to-school-2026/>.

## **5. PROJECT UTILITY AND CONNECTIVITY**

The proposed trail addresses public safety, first and foremost, and then public health, wellbeing, and a strong sense of community. The proposed trail closes an existing and significant gap in Rothschild trail system and the metropolitan trail network and provides a means of multi-modal transport for residents in the areas for walking, bicycling, and running.

There has been an increase in bicycle and pedestrian users along with much of the recently built infrastructure in the area. However, the areas within and adjacent to the project limits have become increasingly hazardous due to an increase in vehicle versus bicycle and pedestrian use and lack of accommodations for them. Without the proposed project, safety concerns will certainly continue and be modified as traffic increases. As developments in other areas of the Village and region continue to increase, the safety concerns will equally increase.

The Wausau MPO Bicycle & Pedestrian Plan provides documentation of various types including traffic stress, etc., and a need to provide diverse transportation networks to meet safety, mobility, livability, environmental, and economic goals.

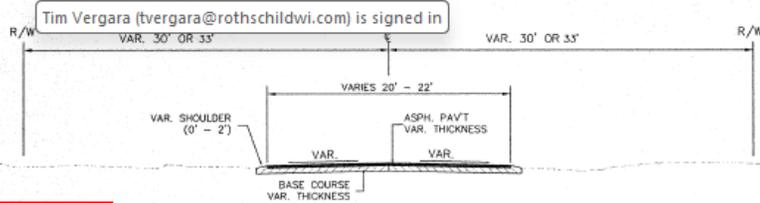


**Rothschild Trail Extension - Weston Avenue (Volkman Street - Alderson Street)****Preliminary Opinion of Probable Cost****September 2025****Village of Rothschild****Weston Avenue (Volkman Street to Wall Street)**

Item No.	Item Description	Units of Measure	Estimated Quantity	Unit Cost	Item Total
1	Clearing & Grubbing (LFA Performed by Rothschild)	LS	0	\$ 2,500.00	\$ -
2	Mobilization & Bonding	LS	1	\$ 30,000.00	\$ 30,000.00
3	Silt Fence	LF	3000	\$ 5.00	\$ 15,000.00
4	Common Excavation (2200 CY estimated)	LS	1	\$ 66,000.00	\$ 66,000.00
5	Finish Grading in Prep of Stone Base	LF	2865	\$ 4.50	\$ 12,892.50
6	HMA Pavement (2 1/2")	TON	500	\$ 165.00	\$ 82,500.00
7	Base Aggregate - 1 1/4" (12")	TON	3200	\$ 30.00	\$ 96,000.00
8	Trail Sign	EA	6	\$ 500.00	\$ 3,000.00
9	Restoration W/ Seed, Emat, & Fertilizer	SY	8000	\$ 6.00	\$ 48,000.00
10	Pavement Markings	LF	150	\$ 25.00	\$ 3,750.00
11	Curb & Gutter Replacement with Concrete Ramps and Truncated Dome Detectable Warning Fields	EA	5	\$ 6,500.00	\$ 32,500.00
<b>Subtotal:</b>				<b>\$</b>	<b>389,642.50</b>

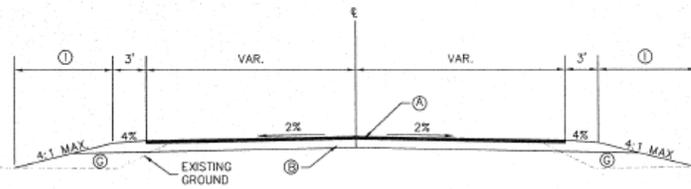
**Weston Avenue (Wall Street to Alderson Street)**

Item No.	Item Description	Units of Measure	Estimated Quantity	Unit Cost	Item Total
1	Clearing & Grubbing (LFA Performed by Rothschild)	LS	1	\$ -	\$ -
2	Mobilization & Bonding	LS	1	\$ 14,000.00	\$ 14,000.00
3	Silt Fence	LF	1250	\$ 5.00	\$ 6,250.00
4	Common Excavation (1000 CY estimated)	LS	1	\$ 30,000.00	\$ 30,000.00
5	Finish Grading in Prep of Stone Base	LF	1250	\$ 4.50	\$ 5,625.00
6	5" Concrete Sidewalk	SF	6500	\$ 12.00	\$ 78,000.00
7	Base Aggregate - 1 1/4" (12")	TON	1400	\$ 30.00	\$ 42,000.00
9	Restoration W/ Seed, Emat, & Fertilizer	SY	4000	\$ 6.00	\$ 24,000.00
10	Pavement Markings	LF	80	\$ 25.00	\$ 2,000.00
11	Curb & Gutter Replacement with Concrete Ramps and Truncated Dome Detectable Warning Fields	EA	4	\$ 6,500.00	\$ 26,000.00
<b>Subtotal:</b>				<b>\$</b>	<b>227,875.00</b>
<b>Project Subtotal</b>				<b>\$</b>	<b>617,517.50</b>
<b>Contingency (15%)</b>				<b>\$</b>	<b>92,627.63</b>
<b>Village of Rothschild Total</b>				<b>\$</b>	<b>710,145.13</b>



Existing Cross Section: Rural

EXISTING STREET SECTION



TYPICAL SECTION WITHOUT CURB & GUTTER

© Copyright 1994, Becker-Hoppe Assoc., Inc.

DRAWN BY:		
CHD BY: RWV		
DATE: 3-24-95		
SCALE: 1"=5'		
REVISIONS:		
NO.	DESCRIPTION	DATE

NOTES:



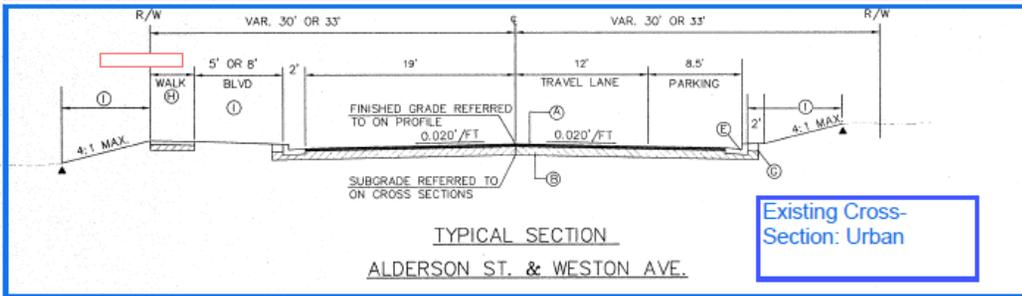
SUBCONSULTANTS:

PROJECT:  
**WESTON AVENUE & ALDERSON STREET**  
OWNER:  
VILLAGE OF ROTHSCHILD

SHEET TITLE:  
**TYPICAL SECTIONS**

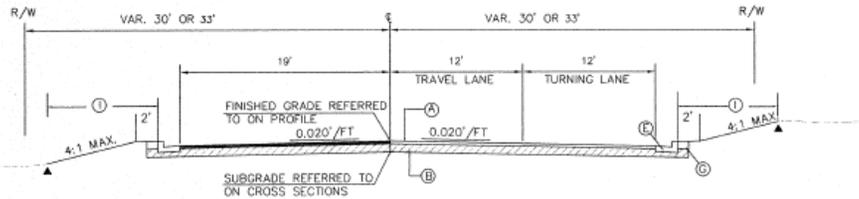
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SHEET NUMBER 2 OF 25

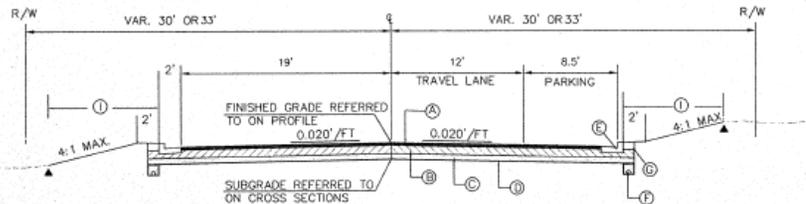


TYPICAL SECTION ALDERSON ST. & WESTON AVE.

Existing Cross-Section: Urban



TYPICAL SECTION WITH TURNING LANE WESTON AVENUE 32+00 - 33+63



TYPICAL SECTION WITH SUB-BASE COURSE & DRAIN TILE SEE PLAN FOR LOCATIONS

LEGEND

- (A) 3" ASPHALT PAVEMENT
- (B) 9" CRUSHED AGG. BASE COURSE
- (C) 6" FREE DRAINING SUB-BASE COURSE
- (D) GEOTEXTILE FABRIC
- (E) 24" CONC. CURB & GUTTER
- (F) 4" PERF. DRAIN TILE
- (G) UNCL. EXCAV. FILL
- (H) CONC. WALK - 4" (SEE PLAN FOR LOCATIONS)
- (I) TOPSOIL, FERT, SEED, MULCH
- ▲ ROUNDING AT SLOPE INTERCEPT



September 25 2025

Mr. Timothy Vergara, PE  
Administrator of Public Work  
Village of Rothschild  
211 Grand Avenue  
Rothschild WI 54474

Regarding Weston Avenue Proposed Multi Use Trail

Dear Mr. Vergara

On behalf of the Weston Avenue Proposed Multi Use Trail myself and many of my biking and walking friends support the Village's initiative to construct a multi-use pedestrian trail on, or directly adjacent, to Weston Avenue, from Volkman Street to Alderson Street.

Due to many injuries early in life I started biking at about age 55. I met one of my friends by chance on a road when he said I should join the Wausau Wheelers Bike Club. Five or six years later I was the president of the Wheelers and started with 43 members. After 5 years our club grew to over 200 members. We grew because we got involved with many community events like Irish Fest, Bike Rodeos and other community events that included biking and walking. We are now with over 300 members and ride out of the Aspirus YMCA every Tuesday at 6:00 pm. I, along with two others, lead a Thursday ride at 10:00 am from various starting points. Today was a 35-mile ride. I'm 75, we have a couple of 79-year-olds, some in their early 70's and some in their 50's and 60's! Additionally, I and many bike members were on the Wausau and Bike Ped committee to help grow the biking infrastructure in the Wausau Area. I would say that there is a strong interest in adding additional trail opportunities.

The proposed project will be very beneficial to the public, young or old! Off the road trails in Weston or other parts of our area are welcome and add a definite safety value.

Sincerely

*Dennis Helke*

Dennis Helke  
Former Wausau Wheelers Bike Club President  
Former Member of the Wausau Sub Bike Ped Committee  
Current old man biker!!!

September 25, 2025

Timothy D. Vergara, PE  
Administrator of Public Works  
Village of Rothschild  
211 Grand Avenue  
Rothschild WI, 54474

**RE: Weston Avenue Proposed Multi-Use Trail**

Dear Mr. Vergara,

On behalf of myself, past President Dennis Helke, and the entire Wausau Wheelers board of directors, we support the Village's initiative to construct a multi-use pedestrian trail on, or directly adjacent to Weston Avenue, from Volkman Street to Alderson Street.

This proposed route is important because there aren't any existing pedestrian or bike facilities in this area, which is a gap between two existing pedestrian routes at Alderson Street and Volkman Street. This roadway gets used regularly by all types of users, including students, pedestrians, and bicyclists of all ages.

This project will be very beneficial to the public since it will help to keep pedestrians safe as they travel the Weston Avenue corridor. Additionally, it also keeps motorists safe from the other users by separating them from this busy, narrow-paved roadway.

Sincerely,



Todd J. Treu  
President  
Wausau Wheelers Bicycle Club, Inc.  
PO Box 164, Schofield, WI 54476  
E-mail: [pres.wausauwheelers@gmail.com](mailto:pres.wausauwheelers@gmail.com)  
PH: 715-551-6539

**Wausau Wheelers Board of Directors Members:** David Buckner, Margaret Donnelley, Tim Fraser, Bob Mayer, Kim Gathman, Sue Henning, Lisa Janis, Robert Keinbaum, Doug Loomans, and Todd Treu