



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.¹

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 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:

- Appleton
- Green Bay
- Madison
- Milwaukee
- Round Lake Beach

¹ <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 Weston**

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: Michael Wodalski Title: Director of Public Works Street Address: 4747 Camp
Phillips Rd Phone: (715)241-2636

Municipality: Weston State: WI Zip: 54476

E-mail: mwodalski@westonwi.gov

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: Marathon County Highway Department

Name: Kevin Lang Title: Highway Commissioner Street Address: 1430 West Street Phone:
(715) 261-1809

Municipality: Wausau State: WI Zip: 54401

E-mail: kevin.lang@marathoncounty.gov

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

Organization / Agency Name: Village of Weston

Name: Mark Maloney Title: Village President Street Address: 4747 Camp Phillips Rd
Phone: (715) 359-6114

Municipality: Weston State: WI Zip: 54476

E-mail: mmaloney@westonwi.gov

Proposed Activity and Location

Project Title: County Road X and Sternberg Ave Pedestrian Improvements

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: **County Road X/Camp Phillips Rd and Sternberg Ave**

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: *Village of Weston and Marathon Ccounty, project is scheduled for construction in 2028*

If yes, specify the source (federal, state, local, or other) and provide additional details such as state/federal project IDs. *State ID 6659-02-71*

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: **High traffic volume and tough to cross intersection**

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/weston-elementary-safe-routes-to-school/>

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: **North Central**

Census Tract Number: **11.03**

Municipality or Census Designated Place: **Village of Weston**

Describe location, boundaries, and length of the project: Intersection of County Road X/Camp Phillips Rd and Sternberg Ave

Street Address of Project (if located on a highway or road): 5200 Camp Phillips Rd Weston WI 54476

Identified Planning

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

If Y, link to plan: <https://westonwi.gov/DocumentCenter/View/2850/Official-Map-adopted-12-21-16?bidId=>

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

If Y, link to plan:

Is project identified in an outdoor recreation plan? Yes No

If Y, link to plan:

Is project identified in a comprehensive plan? Yes No

If Y, link to plan: <https://westonwi.gov/DocumentCenter/View/12358/Comprehensive-Plan-Volume-2-Vision-Directions-Adopted-12-16-2024?bidId=>

Is project identified in any other planning document? Yes No

If Y, link to plan: <https://westonwi.gov/DocumentCenter/View/3165/County-Road-X-Corridor-Plan-2-22-2017?bidId=>

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

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 Project is an intersection enhancement at Sternberg Ave and County Road X to improve the safety of crossing the intersection to access Weston Elementary School on the east side of the road. The Project is proposed to include new High Visibility Rectangular Rapid Flash Beacons (RRFBs) as well as a pedestrian refuge island. New signage and pavement markings will also be included with the project along with updated curb ramps and sidewalk along the school property.

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](#)²:

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)

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:

To install a refuge island road ROW will need to be acquired on both sides of County Road X. The east side of the road is the Elementary School.

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 \(LP RE Manual\)](#).³

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.

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

³ <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: 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: 2028

If yes, check all:

- | | |
|--|---|
| <input type="checkbox"/> State Highway Project | <input type="checkbox"/> Pavement Replacement |
| <input checked="" type="checkbox"/> STP | <input type="checkbox"/> Reconstruction |
| <input type="checkbox"/> Local Bridge | <input type="checkbox"/> New Construction |
| <input type="checkbox"/> LRIP | |

Describe: The STP Project that Marathon County has will address the roadway from Sternberg Ave to Eau Claire Ave, but does not include the Sternberg Ave intersection or pedestrian facilities south of Ross Ave.

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) | <input type="checkbox"/> Anticipated <input type="checkbox"/> Requested Approved ID: |
| Local Roads Improvement Program (LRIP) | <input type="checkbox"/> Anticipated <input type="checkbox"/> Requested Approved ID: |
| Railroad Programs | <input type="checkbox"/> Anticipated <input type="checkbox"/> Requested Approved ID: |
| Surface Transportation Program – Rural | <input type="checkbox"/> Anticipated <input type="checkbox"/> Requested Approved ID: |
| Surface Transportation Program – Urban | <input type="checkbox"/> Anticipated <input type="checkbox"/> Requested Approved ID: |
| Agricultural Roads Improvement Program (ARIP) | <input type="checkbox"/> Anticipated <input type="checkbox"/> Requested Approved ID: |
| Congestion Mitigation Air Quality Improve Program (CMAQ) | <input type="checkbox"/> Anticipated <input type="checkbox"/> Requested Approved ID: |
| Carbon Reduction Program (CRP) | <input type="checkbox"/> Anticipated <input type="checkbox"/> Requested Approved ID: |
| Transportation Enhancements Program | Approved ID: |
| Bicycle & Pedestrian Facilities Program | Approved ID: |
| Safe Routes to School | Approved ID: |
| Transportation Economic Assistance Program | <input type="checkbox"/> Anticipated <input type="checkbox"/> Requested Approved ID: |
| Flood Damage Aids | <input type="checkbox"/> Anticipated <input type="checkbox"/> Requested Approved ID: |
| State Funding (Describe): | <input type="checkbox"/> Anticipated <input type="checkbox"/> Requested Approved ID: |
| Other: | <input type="checkbox"/> Anticipated <input type="checkbox"/> 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: Weston Elementary - School population: **533** Grades of students at school: K-5

Estimated number of students currently walking to school (if known): 19

Estimated number of students currently biking to school (if known): 1

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

Distance eligibility for riding a bus: > 1/2 Mile Number of children not eligible for busing: 66

Number of students eligible for busing because of a hazard situation: 23

Percentage of students living within one mile of the school: 25%

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: Village of Weston, City of Wausau Community(s) population:
Weston - ~16,000, Wausau ~40,200

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:

	Infrastructure Projects	Non-Infrastructure Projects
> 5,000 Census Designated Population Areas <i>(i.e., TAP Urban (5,000 – 50,000), TAP Urban (50,000 – 200,000), TAP TMA (>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 (<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:**

Project Delivery Method

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

Delivery Method: Local

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%) \$282,216.00

Local Share of the Participating Construction Cost (20%) \$70,554.00

Non-Participating Construction Cost (100% Local) \$42,200.00

A. Subtotal Construction Costs: \$423,324

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: **Michael Wodalski**

Title: **Director of Public Works**

Accepted (please initial here): MJW

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 Weston, Marathon County, WI
Marathon County Highway Department, Marathon County WI
DC Everest School District, Weston, WI
Sternberg Ave and CR-X Intersection Improvements
TAP Grant – SRTS Application
Narrative Response

1. Project Overview:

The Village of Weston, Marathon County Highway Department, DC Everest School District and North Central Wisconsin Regional Planning Commission worked to create a Safe Routes to School Plan for Weston Elementary School in 2024. As part of this plan, infrastructure improvements along County Road X (a.k.a. Camp Phillips Rd) were identified. County Road X is a Marathon County Maintained highway and a major arterial through the Village of Weston with most recent traffic counts of 11,000 AADT south of Sternberg Ave and 9,000 AADT north of Sternberg Ave.

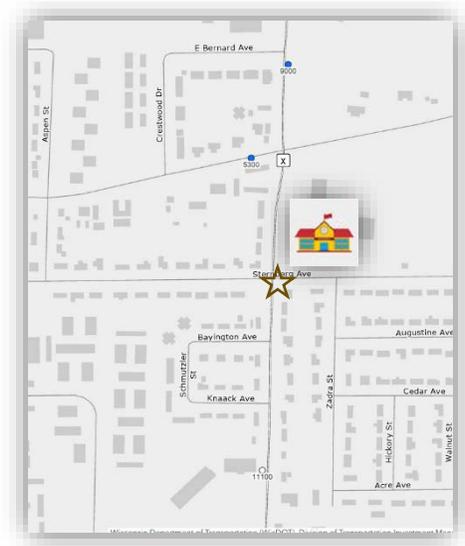


Figure 1: Traffic Counts from WisDOT

The proposed project will improve pedestrian accommodations primarily at the intersection of Sternberg Ave and CR-X as well as the

connecting corridor north to Ross Ave. The proposed improvements include the installation of Rectangular Rapid Flashing Beacons (RRFBs), pedestrian refuge islands on CR-X at Sternberg Ave, new sidewalk on the west side of CR-X between Sternberg and Ross Ave due to existing sidewalk being only

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

Figure 2: Excerpt from Village of Weston Comprehensive Plan listing this intersection specifically as Number 5, along with general references to Camp Phillips Road intersection improvements as Numbers 1 and 3 also.

4-ft wide, upgraded curb ramps along the corridor as well as updated signage and pavement markings to better indicate the school zone and pedestrian crossing.

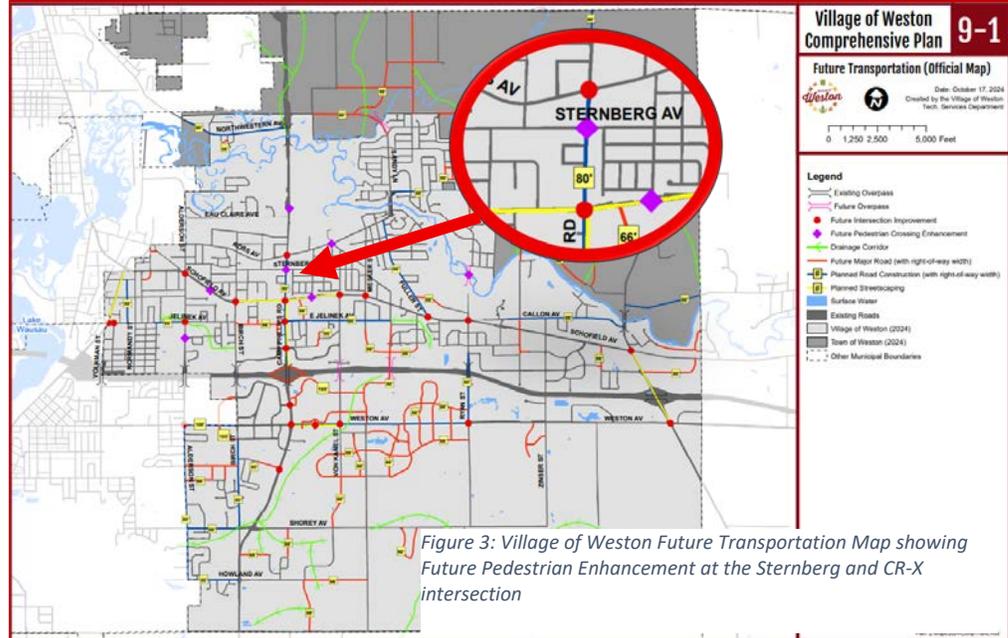


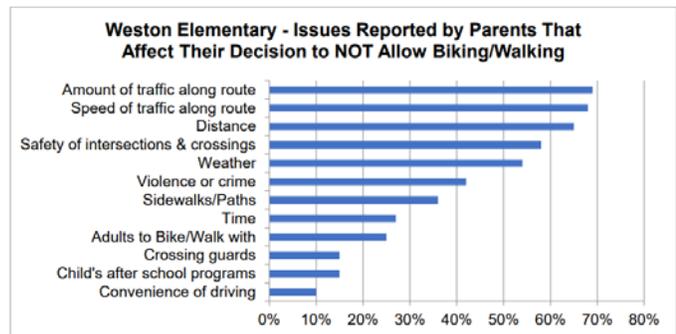
Figure 3: Village of Weston Future Transportation Map showing Future Pedestrian Enhancement at the Sternberg and CR-X intersection

2. Project Planning, Preparation & Local Support

This project was included in the Safe Routes to School Plan for Weston Elementary which was adopted by the DC Everest School Board and Village of Weston in 2024. The Village of Weston Also has adopted a Comprehensive Plan and a Camp Phillips Corridor Plan which show this intersection as a future infrastructure project. The top 3 projects all reference intersection improvements along Camp Phillips Road (a.k.a. County Road X). Results (See Figure 2 for project list and Figure 3 for Map of improvements).

In addition to this project being within the Village of Weston’s planning documents, Weston Elementary conducted a Safe Routes to School Plan for improvements as well. Based on the parent surveys, the biggest reason students don’t currently walk or bike to school are: Amount of traffic along the route, Speed of traffic along route, Distance, Safety of intersections and crossings. The proposed project is intended

FIGURE 10: What of the following issues affect your decision to NOT allow walking or biking?



Source: Parent Surveys, October 2022

to address 3 of these 4 items that are currently deterring students from walking and biking to school.

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

This project is planned to be built in 2028 in conjunction with the reconstruction of Camp Phillips Rd/CR-X as part of an STP-Urban grant received by the Marathon County Highway Department. The only major obstacle may be right of way purchases at the Sternberg intersection, however Village staff will begin that work immediately if awarded a grant. The Village of Weston is currently working through 3 different STP-Urban grants, completed an STP-Urban project on Northwestern Ave a couple years ago and has also successfully completed several Local Road Improvement Projects (LRIP) over the last 5 years which have all been completed on or ahead of schedule.

The Village is currently in the process of conducting a Pedestrian and Bicycle Masterplan which has TAP Planning Funds. The Village of Weston does have a Complete Streets Ordinance and continues to add pedestrian accommodations every year.

4. Project Utility & Connectivity (Infrastructure and SRTS)

This project will help all users more safely cross County Road X near Weston Elementary School. During school time it will improve safety for children and as a whole will improve the general public's ability to cross at this intersection. The desired outcome is to have more children walking to school and reducing the reliance on parent drop offs and bussing.

5. Project Benefit

Overall this project will improve the safety of pedestrians utilizing the Sternberg Ave and County Road X intersection. This is a major arterial road with businesses to the north and south and residential neighborhoods east and west. By making this intersection a safer crossing, people of all economic classes will be able to benefit from the project and move about the community to access employment, retail, housing, school and government options.

TAP Grant Application Estimate

Sternberg Ave and CR-X/Camp Phillips Rd intersection and School Improvements					
Item	Quantity	Units	Unit Price	Cost	Cost + Inflation
Removals					
Clearing/Grubbing		LS	\$ 15,000.00	\$ -	\$ -
Pavement	900	SY	\$ 4.90	\$ 4,410.00	\$ 4,650.00
Curb & Gutter	400	LF	\$ 4.00	\$ 1,600.00	\$ 1,690.00
Sidewalk	2,800	SF	\$ 1.00	\$ 2,800.00	\$ 2,950.00
Manholes/Inlets	5	EA	\$ 325.00	\$ 1,630.00	\$ 1,720.00
Earthwork					
Common Excavation	300	CY	\$ 25.00	\$ 7,500.00	\$ 7,910.00
Topsoil Excavation		CY	\$ 2.80	\$ -	\$ -
Roadway					
Mobilization	1	LS	\$ 20,000.00	\$ 20,000.00	\$ 21,100.00
Crushed Agg. Base Course	300	CY	\$ 24.00	\$ 7,200.00	\$ 7,600.00
Breaker Run		CY	\$ 26.00	\$ -	\$ -
Asphaltic Pavement Binder	159	Tons	\$ 90.00	\$ 14,337.00	\$ 15,130.00
Asphaltic Pavement Surface	106	Tons	\$ 95.00	\$ 10,089.00	\$ 10,640.00
Temporary Asphalt Pavement		Tons	\$ 75.00	\$ -	\$ -
Median Concrete	400	SF	\$ 10.00	\$ 4,000.00	\$ 4,220.00
Curb & Gutter	600	LF	\$ 16.00	\$ 9,600.00	\$ 10,130.00
Sidewalk	2,800	SF	\$ 6.50	\$ 18,200.00	\$ 19,200.00
Driveways		SF	\$ 10.00	\$ -	\$ -
Storm Sewer & Drainage					
Storm Sewer Pipe	180	LF	\$ 90.00	\$ 16,200.00	\$ 17,090.00
Inlets & Covers	2	EA	\$ 5,000.00	\$ 10,000.00	\$ 10,550.00
Manholes & Covers	3	EA	\$ 7,500.00	\$ 22,500.00	\$ 23,740.00
Landscaping/Erosion Control					
Topsoil, Seed, Fertilizer & Mulch	600	SY	\$ 7.50	\$ 4,500.00	\$ 4,750.00
Street Trees		EA	\$ 380.00	\$ -	\$ -
Silt Fence/Inlet Protection		LS	\$ 10,000.00	\$ -	\$ -
Signing & Marking					
Permanent Signs	4	EA	\$ 300.00	\$ 1,200.00	\$ 1,270.00
Permanent Marking	1	LS	\$ 40,000.00	\$ 40,000.00	\$ 42,200.00
Traffic Control	1	LS	\$ 10,000.00	\$ 10,000.00	\$ 10,550.00
Electrical					
Street Light	1	EA	\$ 25,000.00	\$ 25,000.00	\$ 26,370.00
RRFB System	1	EA	\$ 60,000.00	\$ 60,000.00	\$ 63,300.00
Subtotal				\$ 290,766.00	\$ 306,760.00
15% Contingency				\$ 43,615.00	\$ 46,010.00
Grand Total (Road and Storm Sewer Items)				\$ 334,381.00	\$ 352,770.00
Utilities (Sanitary Sewer and Water)				\$ 40,000.00	\$ 42,200.00
Engineering/Surveying (12% Construction Costs)				\$ 40,130.00	\$ 42,340.00
Grand Total (All Items)				\$ 414,511.00	\$ 437,310.00

VILLAGE OF WESTON, WISCONSIN
RESOLUTION NO. 2024-006

A RESOLUTION, Adopting the Weston Elementary Safe Routes to School Plan

WHEREAS, the Village of Weston, Marathon County, supports improving walking and biking routes for students to get to school; and

WHEREAS, the health and safety of children is of highest concern to the citizens of the Village of Weston; and

WHEREAS Safe Routes to School (SRTS) efforts help remove barriers to walking and biking to school, and reduce traffic congestion and speed in and around schools; and

WHEREAS the Wisconsin Department of Transportation (WisDOT) requires, that in order to be eligible for funding of needed projects, municipalities need to either create or amend their SRTS Plan; and

WHEREAS, the Village of Weston has developed a SRTS Plan for the dual purposes of serving as a guide for future programming and infrastructure improvements (the 6 E's of education, encouragement, engineering, equity, enforcement and evaluation), and in order to be eligible for various funding programs including WisDOT's Transportation Alternatives Program (TAP grant); and

WHEREAS, the Village of Weston had staff on the SRTS Task Force; and

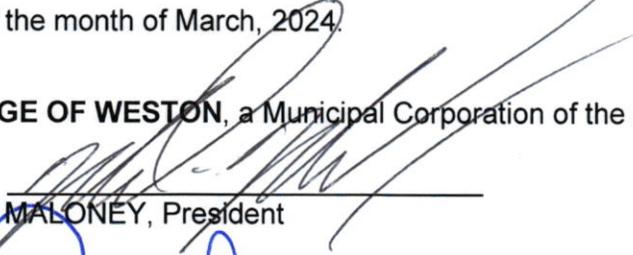
WHEREAS, the SRTS Task Force collected data, reviewed the results, and provided direction for SRTS Plan development, and then incorporated those results into the SRTS Plan.

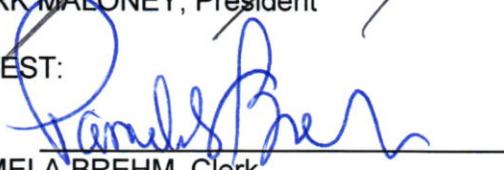
NOW THEREFORE, BE IT RESOLVED, that the Village of Weston hereby adopts Resolution 2024-006

BE IT FURTHER RESOLVED, that the Village of Weston staff is directed to begin implementing this SRTS Plan by coordinating efforts among both entities who created this plan (Village of Weston and Weston Elementary)

PASSED BY THE BOARD OF TRUSTEES OF THE VILLAGE OF WESTON, at a meeting thereof this 18th day of the month of March, 2024.

VILLAGE OF WESTON, a Municipal Corporation of the State of Wisconsin.

By: 
MARK MALONEY, President

ATTEST:
By: 
PAMELA BREHM, Clerk

