



WisDOT 2026-2031 STP-Urban Program Application

NOTE: This application is required for each new potential 2026-2031 program cycle project. Please review the application instructions (see link below) to assist you in completing the application.

Please click here for access to the [STP-Urban Application Instructions](#).

Population Category:
5,000 to 20,000

Project Description

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

Project Location:

Municipality: **City of Schofield** County: **Marathon**

On Route: **Grossman Drive**

At Route (Start): **Mason Dr** Offset: **2** (tenths of a mile)

Toward Route (End): **Alderson St**

Is the project a planning, administration, or other non-infrastructure project? Yes No

If yes, please select the type of project and provide a brief explanation: **SELECT**

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

Length of Project: **3** (tenths of a mile)

Average Daily Traffic (ADT): **3326** ADT Year: **2024** Posted or Statutory Speed Limit(s): **25** (mph)

Functional Classification: **Collector**

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

Existing Facility

Number of Lanes: **2** Lane Width: **12** Cross Section: Rural Urban

Pavement Type: **Asphalt** If Combination, explain: Pavement Width: **24**

Pavement Rating: **3** Pavement Condition: **Poor** Year Last Improved: **1984**

Shoulder Type: **Gravel** If Combination, explain: Shoulder Width: **5 ft**

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

Existing Bicycle Accommodations? Yes - on street Yes - off street No

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

Yes No

Lighting: **Spot** Lighting Style: **Standard**

Any federal-aid-eligible structures within the existing facility? Yes No

If yes, please indicate the structure ID #(s):

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

Owner of Railroad facility: **North American Rail Network Lines CN: FOXY Foxy-Watco**

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

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

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

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

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

Project Justification

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

Grossman Drive is a one mile long north/south collector roadway which serves a regional industrial center that serves both the City of Schofield and the Village of Weston. The average daily traffic per WISLR of 3,326 vehicles per day is made up mostly of heavy truck traffic but also includes passenger car traffic for employees of the respective businesses within the industrial park. There is also some local traffic generated from the residential area on the south end of the roadway. Lastly, Grossman Drive terminates to the north at a cul-de-sac which provides parking for a kayak launch which provides pedestrian access to the Great Pinery Heritage Waterway water trail system via the Eau Claire River .

In 2019 the City of Schofield completed a reconstruction project for Grossman Drive which shifted the corridor within the existing right-of-way, made improvements to underground utilities, and installed a widened pavement lane to be used as a multi-use trail. The limits for this work were the northernmost 3,000 feet of the corridor. The City is proposing similar improvements to the remaining southern portion of the corridor. Of the remaining 2,000 feet there is a rural cross section and an urban cross section separated by a railroad crossing with the rural segment to the north.

The existing rural segment consists of two-twelve foot paved driving lanes with five foot gravel shoulders. The urban segment has thirty-two feet of pavement with twenty-four inch vertical face curb and gutter. Throughout the project there is a consistent 50 foot wide right of way which was established in the 2019 project. The proposed improvement area has a PASER rating of 3 and is seeing signs of failure through rutting, alligator cracking, transverse cracking, and lateral cracking.

The proposed improvements for Grossman Drive include a full reconstruction of the roadway and necessary improvements to the underground utilities. While staying within the right-of-way, both the rural and urban sections of Grossman Drive will be shifted to the East and will have its profile adjusted such that it can accept runoff from the properties East of the City right-of-way. The roadway will be given a consistent 2% slope draining to the West and will have the roadway widened to accommodate a multi-use trail in accordance with the Wisconsin Bicycle Facility Design Handbook. A majority of the land west of Grossman Drive is either owned by the City or North American Rail Network Lines CN: FOXY and has ditching which can accommodate the proposed runoff.

Grossman Drive presents many other unique features as spelled out below:

City Utilities:

Grossman Drive is a vital hub for City owned Storm Sewer, Sanitary Sewer, and Drinking Water utilities. The storm sewer network under Grossman Drive not only serves Grossman, but it is a continuation of the network which begins on Ross Ave. It also receives drainage which is collected in the adjacent industrial properties. For the proposed work, the existing inlets and trunkline within the project will be removed, but only new trunkline storm sewer will be installed. This will promote infiltration of runoff while still keeping the vital trunk line active.

The City's only water tower is located within the project limits, just West of the right-of-way near the transition from existing urban to rural roadway. Additionally, one of the City's main municipal wells is located to the East of the Grossman Drive right-of-way just North of the proposed project limits. The 2019 project included improvements to the valve and hydrant layout at the well site. There will be no major changes to the City's water

distribution system as a part of the project, but the City will make necessary maintenance efforts during this project to ensure continued operation of the system.

With the North end of Grossman Drive having access to the Eau Claire River, it sits at a lower elevation than a large portion of the rest of the City. As such, a major sanitary sewer lift station was installed during the 2019 project. The force main from this station runs through the proposed project area and its continued operation is imperative to the City’s collection system. The City will assess this line and make any necessary improvements concurrent with the proposed roadway work.

Congestion:

There are multiple times a day when there is an influx of cars on the road when a shift of workers is released from one of the industrial buildings. Due to the deterioration in the road, cars are forced to adjust and shift into the oncoming traffic lane to avoid the holes and hazards. This creates pauses and backup, as well as creates obstacles for bicycle and pedestrian traffic at these key times.

Municipal Coordination:

Although the City of Schofield will be the sole sponsor on this project, it will impact surrounding communities and it has their support. The neighboring municipality which will most benefit from this project is the Village of Weston. Weston and Schofield are currently partnering on the nearby STP-Urban project 6999-13-03. This project is a reconstruction of Ross Avenue and Alderson Street which will improve access into the industrial park from Alderson Street, which is currently the only roadway which allows heavy vehicles to enter or exit the industrial park. The proposed improvement to Grossman will facilitate access to the industrial park by adding another route for heavy vehicles. By making improvements to the roadways within the industrial park, both municipalities will see a benefit in overall traffic flows.

Multi-modal improvements:

The proposed extension of the multi-use trail on Grossman Drive will allow for connections to an extensive network of trails. Currently, the only pedestrian accommodations within the corridor are the ones installed during the 2019 project. These improvements are isolated with no real way for pedestrians to access them. By extending the pedestrian accommodations to the southern limits of Grossman, the City will be able to connect to the upcoming trails to be installed on Ross Ave and Depot Street.

As mentioned earlier, the City of Schofield and the Village of Weston are in the process of designing improvements to Ross Ave, just south of this proposed project. Part of this project involves the construction of a multi-use trail which will connect to an existing system that runs East out of town and eventually connects to the local Eau Claire River Trail and to the Mountain Bay State Trail. Additionally, the City of Schofield has an active project which includes the construction of a pedestrian bridge over Business 51 at the Depot St intersection. This bridge will allow Depot Street to connect the Ross Ave trail system to another trail system which runs north/south within Schofield and connects to the Village of Rothschild.

With the continued growth of popularity for silent sports, this trail addition will not only increase non-motorist accommodations, but it will also increase safety as it will be installed to the most current safety standards.

The project will not disproportionately impact low-income or minority populations, as the project is located within an established industrial corridor. Benefits extend not only to businesses, employees, and industrial traffic that rely on this roadway, but enhance safety and access for all residents and recreational users as well. By extending the multi-use trail and connecting to regional trail systems, the project will expand affordable, non-motorized transportation and recreation opportunities for the broader community. As the work is limited to infrastructure in the industrial park, the benefits will be shared equitably without creating displacement or other undue burdens for vulnerable populations.

Proposed Improvement

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

Improvement Type: **Reconstruction** If Combination, explain: Overall Length: **1800** (feet)

- Rural Cross Section Length: **3** (tenths of a mile)
- Urban Cross Section Length: (tenths of a mile)

Will the project add lanes? Yes No

If Yes, describe which part(s) of the project will receive additional lanes: **Full project length to receive multi-use**

trail

Grading: Minimal Moderate Extensive

New Pavement Type: **Hot Mix Asphalt** If Combination, explain: Width: **35** Length: **1800**

New Shoulder Type: **Gravel** If Combination, explain: Width: **2** Length: **1800**

Sidewalk One side or both: Width: Length:

Are bicycle/pedestrian accommodations required as part of a local or regional plan? Yes No

If yes, specify: **Schofield Outdoor Recreation Plan & Bike / Pedestrian Plan (10 foot paved pedestrian with 3**

foot paved separation)

Curb and Gutter Length:

Signals Location:

Roundabout Location:

NOTE: Refer to [FDM 11-26](#) for modern roundabout information.

Railroad improvements

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

Beam Guard

Permanent and Temporary Pavement Marking

Permanent and Temporary Signing

Storm Sewer

Structure Structure Type: **SELECT** Work Required: **SELECT**

Structure #(s): Sizes and Descriptions:

Preliminary Quantity Estimates *(please enter 0 if none anticipated)*

| | | |
|--------------------------------------|--|--------------------------------------|
| Asphalt Pavement: 2300 (tons) | Concrete Pavement: 121 (square yds) | Excavation: 15000 (cubic yds) |
| Base Course: 7122 (tons) | Bridge Deck Area: (square ft) | Milling: (square yds) |
| Diamond Grinding: (square yds) | Traffic Striping: 3600 (linear ft) | Rubblizing: (square yds) |
| | Concrete Masonry: (cubic yds) | |

NOTE: Refer to [FDM 19-5 Attachment 3.2](#) for guidance on estimating each of these quantities.

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

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

If yes, please describe:

Low-Risk Project Delivery Model

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

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

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

Yes No

Environmental/Cultural Issues

- | | | | | |
|-------------------------------|---|--|---|----------------------|
| Agriculture | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No | <input type="checkbox"/> Not Investigated | Comments: |
| Archaeological sites | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No | <input type="checkbox"/> Not Investigated | Comments: |
| Historical sites | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No | <input type="checkbox"/> Not Investigated | Comments: |
| Lakes, waterways, floodplains | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No | <input type="checkbox"/> Not Investigated | Comments: |
| Wetland | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No | <input type="checkbox"/> Not Investigated | Comments: |
| Stormwater management | <input checked="" type="checkbox"/> Yes | <input type="checkbox"/> No | <input type="checkbox"/> Not Investigated | Comments: Use |

swail instead of storm sewer

- | | | | | |
|---|------------------------------|--|--|-----------|
| Hazardous materials sites | <input type="checkbox"/> Yes | <input type="checkbox"/> No | <input checked="" type="checkbox"/> Not Investigated | Comments: |
| Hazardous materials on existing structure | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No | <input type="checkbox"/> Not Investigated | Comments: |
| Upland habitat | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No | <input type="checkbox"/> Not Investigated | Comments: |
| Endangered/threatened/migratory species | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No | <input type="checkbox"/> Not Investigated | Comments: |
| Section 4(f) | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No | <input type="checkbox"/> Not Investigated | Comments: |
| Section 6(f) | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No | <input type="checkbox"/> Not Investigated | Comments: |
| Through/adjacent to tribal land | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> No | <input type="checkbox"/> Not Investigated | Comments: |

Miscellaneous Issues

Construction Schedule Restrictions (trout spawning activities, migratory bird, local events): Yes No

If yes, please explain.

Has there been any real estate acquired or transferred in anticipation of this project? Yes No

If yes, please explain.

Right of Way: **(NOTE: It is recommended that local funds be used to acquire right of way.)**

Check all that are applicable.

- None Less than ½ acre More than ½ acre
 Parklands Large parcels Strips Temporary interests

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

(Application continued on the next page.)

CONFIDENTIAL INFORMATION

Cost Estimate, Project Priority, and Scheduling

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

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

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

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

NOTE: Attach a completed version of the [Local Program Project Scheduling Tool](#) to this application. This document is REQUIRED for application consideration.

I confirm that I have attached a completed copy of the Local Program Project Scheduling Tool to this application.

Construction:

Project Priority: 1

FY 2027 FY 2028 FY 2029 FY 2030 FY 2031

Total

Federal Share

Local Share

| | Total | Federal Share | Local Share |
|----------------------------|--------------|----------------------|--------------------|
| Participating Roadway Cost | \$918973 | \$735178 | \$183795 |

| | | | |
|--|--------------------|--------------------|------------------|
| Participating Structure Cost | \$ | \$ | \$ |
| Total Participating Cost | \$ | \$ | \$ |
| Non-Participating Roadway Cost (100% Local) | \$40000 | \$0 | \$40000 |
| Non- Participating Structure Cost (100% Local) | \$ | \$0 | \$ |
| Total Non-Participating Construction Cost | \$ | \$0 | \$ |
| A. Subtotal Construction Costs | \$1,241,774 | \$993,419 | \$247,758 |
| B. Construction Engineering Costs (Coordinate with WisDOT Region) | \$107,911 | \$86,328 | \$21,583 |
| C. State Review for Construction (Provided by WisDOT Region) | \$18,750 | \$15,000 | \$3,750 |
| Total Construction Cost Estimate with Construction Engineering and State Review (sum lines A, B and C) | \$1,368,435 | \$1,094,748 | \$273,687 |

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

Design:

- 100% Locally Funded (state review is required to be included as 100% locally funded) **OR**
 80% Federally Funded (“design only” projects are not allowed)

Project Priority: 1

- FY 2027 FY 2028 FY 2029 FY 2030 FY 2031

| | <u>Total</u> | <u>Federal Share</u> | <u>Local Share</u> |
|--|------------------|----------------------|--------------------|
| A. Design Plan Development | \$232,214 | \$185,771 | \$46,443 |
| B. State Review for Design (provided by WisDOT Region) | \$22,350 | \$17,888 | \$4,462 |
| Total Design Cost Estimate with State Review (sum lines A and B) | \$254,564 | \$203,651 | \$51,003 |

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

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

- a. All Federal Funding will be limited at the estimate amount unless an increase is approved by WisDOT. Additional costs incurred over the limit will be 100% the responsibility of the project sponsor.
- b. A federally funded design project must be tied to a construction project. Stand alone design projects are no longer eligible for funding (this does not apply to MPO area projects).
- c. Only new projects may apply, existing projects are ineligible for additional funds through the new cycle process. Existing projects requiring additional funds are encouraged to use the existing Project Change and Cost Increase processes.
- d. Federally funded projects must be designed in accordance with all applicable federal design standards (even if the design for a federally funded project was 100% locally funded).
- e. The sponsor must provide matching dollar funding of at least 20% of project costs.
- f. The sponsor must not incur costs for any phase of the project until that phase has been authorized for federal charges and the WisDOT Region has notified the sponsor that it can begin incurring costs. Otherwise, the sponsor risks incurring costs that will not be eligible for federal funding.
- g. As the work progresses, the state will bill the project sponsor for work completed which is not chargeable to federal funds. Upon completion of the project, a final audit will be made to determine the final division of costs. If reviews or audits show any of the work to be ineligible for federal funding, the project sponsor will be responsible for any withdrawn costs associated with the ineligible work.
- h. The project sponsor will pay to the state all costs incurred by the state in connection with the improvement that exceed federal financing commitments or are ineligible for federal financing. In order to guarantee the project sponsor's foregoing agreements to pay the state, the project sponsor, through its duly authorized officers or officials, agrees and authorizes the state to set off and withhold the required reimbursement amount as determined by the state from any moneys otherwise due and payable by the state to the municipality.
- i. If the project sponsor should withdraw the project, it will reimburse the state for any costs incurred by the state on behalf of the project.
- j. For 100% locally funded design projects, costs for design plan development and state review for design are 100% the responsibility of the local project sponsor. Project sponsors may not seek federal funding for only state review for design projects.
- k. The sponsor agrees to state delivery and oversight costs by WisDOT staff and their agents. These costs include review of design and construction documents for compliance with federal and state requirements, appropriate design standards, and other related review. These costs will vary with the size and complexity of the project. The sponsor agrees to add these costs to the project under the same 80% federal and 20% local match requirements.
- l. Transportation construction projects using federal funds except sidewalks, are likely general improvements that primarily benefit the public at large and for which special assessments cannot be levied under s. 66.0703, Wis. Stats. Municipalities desiring to obtain the required local project funding through special assessments levied against particular parcels should seek advice of legal counsel. See Hildebrand v. Menasha, 2011 WI App 83.

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

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

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

Contact Information and Signatures

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

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

Consultant Signature (electronic only): _____

Date: _____

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

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

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

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

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

Sponsor Agency: **City of Schofield**

Contact Person: **Mark Thuot**

(Note: must be Head of Government or Designee)

Title: **Director of Public Works**

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

Telephone: **715-571-8286**

Email: **mthuot@schofieldwi.gov**

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

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

Date:

09/08/2025

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

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

Date:

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

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

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

Subprogram: Project Improvement Type:

Region Reviewer's Name:

Reviewer's Title:

Date Received:

WisDOT Region Reviewers Signature:

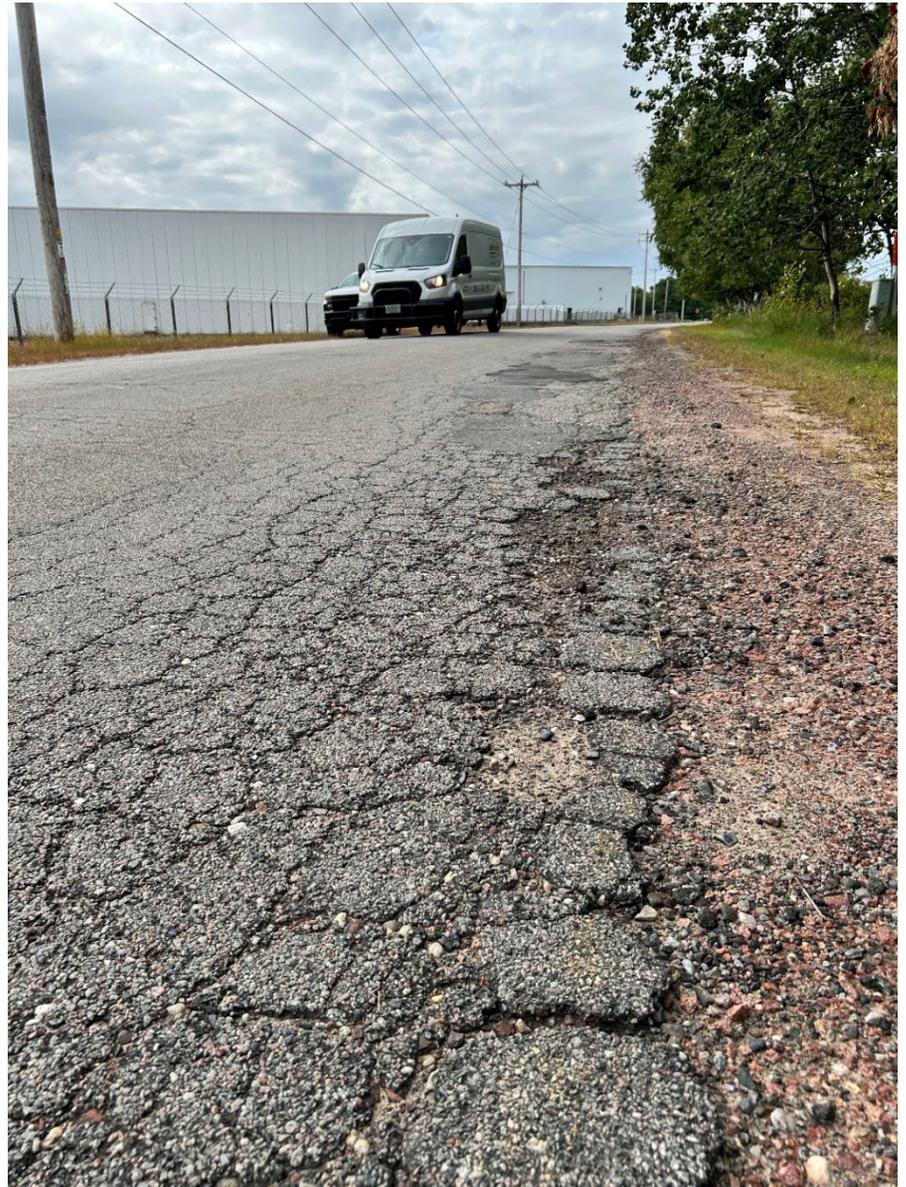
Date:

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

Project ID(s):



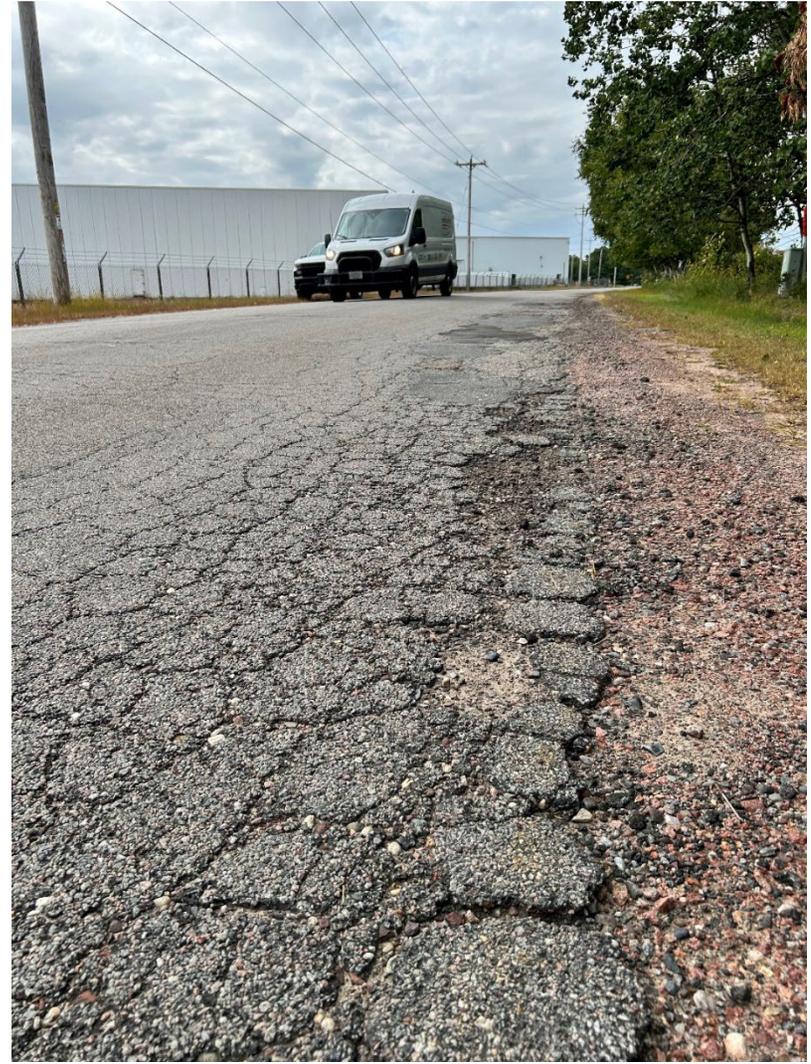
Alligator cracking over 80% and severe rutting



Rutting in road. Severe shoulder deterioration. Lack of base with poor draining and ditching



Severe distress and extensive loss of integrity near bed in the road causing traffic diversion to oncoming lane



Significant shoulder distortion



South end of project – severe deterioration



Dilapidated and abandoned rail needs to be removed

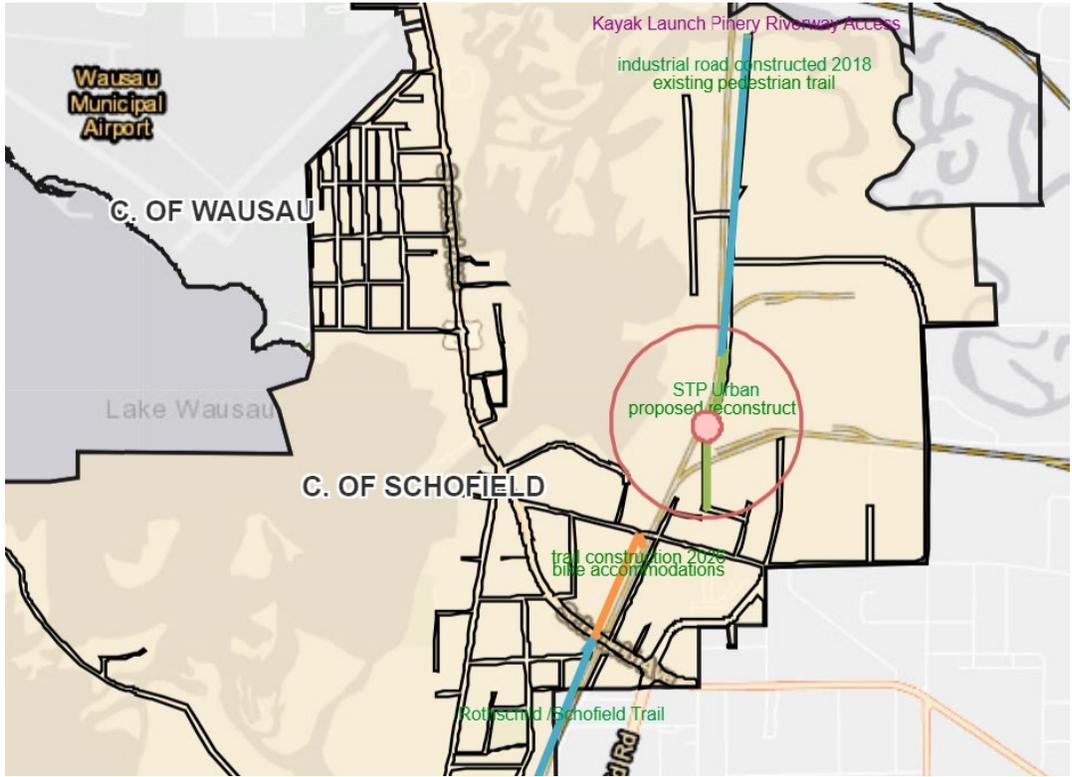
This is the coverage area for the Aerial Photo Map



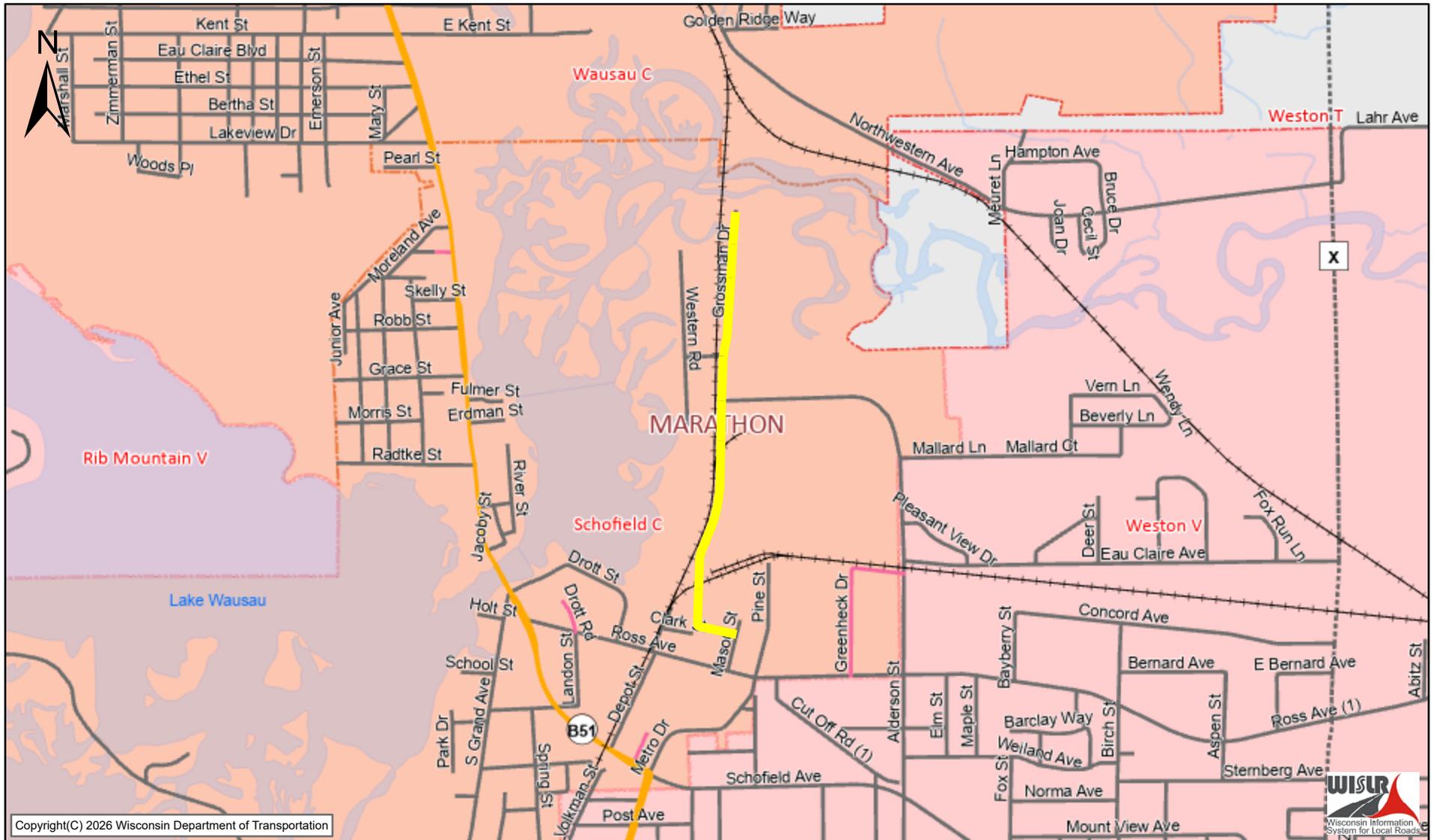
/

A screenshot of a web application titled "Property Viewer". The interface includes a search bar with the text "Find address or place", a map showing the area around Wausau and Schofield, and a legend on the right. The legend is divided into three sections: "Municipal_Jurisdiction" with categories arterial (light blue), collector (pink), local (orange), and us (dark red); "Right of Way" with a white triangle icon; and "Municipal Boundaries" with categories "C. OF SCHOFIELD" (yellow outline) and "Other" (white outline). The map shows various colored lines representing different road types and boundaries. A scale bar indicates 0.4 miles, and the coordinates are -89.590 44.919 Degrees.

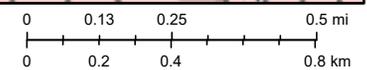




WISLR Map



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- | | | | |
|--|--|---|---|
| <ul style="list-style-type: none"> — Railroads State Trunk Network — State Trunk Highways — STH Connecting Highways | <ul style="list-style-type: none"> County Roads ... County Trunk Hwy Local Roads — Municipal/Local Roads — Ineligible Roads | <ul style="list-style-type: none"> — Rivers — Lakes Cities/Villages/Towns — City | <ul style="list-style-type: none"> — Village — Town — Counties |
|--|--|---|---|

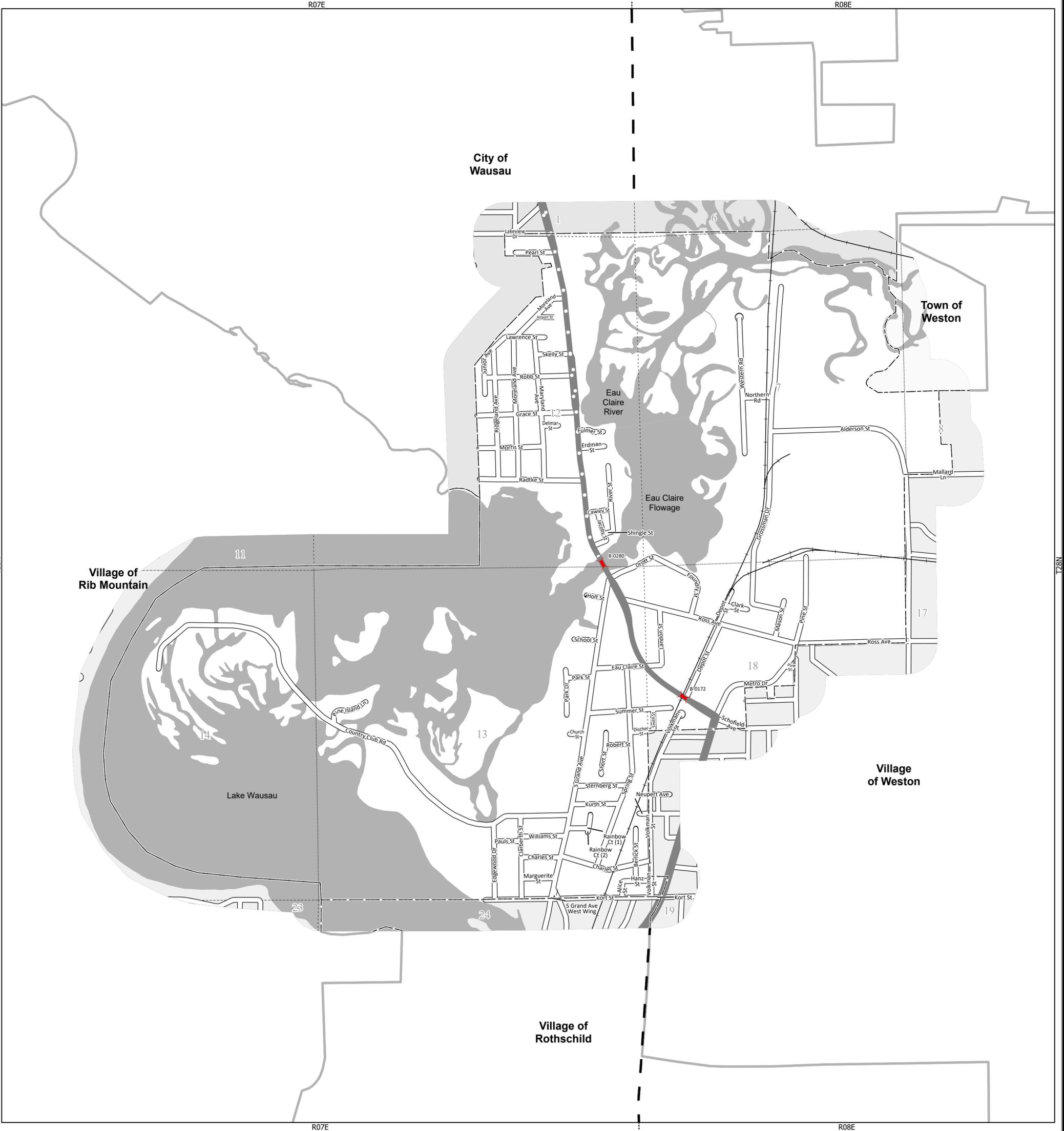


| COUNTY | MILEAGE FOR COUNTY TRUNKS | MILEAGE FOR COUNTY OTHER ROADS |
|----------|---------------------------|--------------------------------|
| MARATHON | 0.00 | 0.00 |
| | | |
| | | |

| DATE | MILEAGE FOR LOCAL ROADS/STREETS | LOCAL ROADS/STREETS | | |
|------------|---------------------------------|--|--------|-------|
| | | Certified in accordance with sec. 86.30 Wis. stat. | | |
| (1) 4-1-25 | 16.11 | Name: | Title: | |
| (2) 1-1-26 | . | Signature: | | Date: |
| (3) 4-1-26 | . | | | |

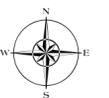
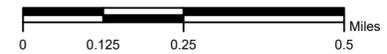
CITY OF
SCHOFIELD
COUNTY: MARATHON

- (1) THIS DATA REPRESENTS THE LAST CERTIFIED MILEAGE AS CORRECTED BY WISDOT WHICH MAY HAVE BEEN USED FOR PAST TRANSPORTATION AIDS.
 (2) THE TOWN CHAIRMAN OR CITY/VILLAGE CLERK IS TO FILL IN THE MILEAGE TO BE CERTIFIED AS OPEN TO THE PUBLIC AS OF THE FOLLOWING JANUARY, INCLUDING THE NEW CHANGES THAT ARE MADE ON THE PLAT.
 (3) THIS DATA REPRESENTS MILEAGE ADJUSTMENTS MADE BY WISDOT DUE TO FIELD VERIFICATION, INVENTORY, ANNEXATION, ETC. TRANSPORTATION AID PAYMENTS MAY BE MADE BASED ON THIS FIGURE.



Legend

- Local Road
- State Trunk
- PLSS Border
- Park Road - Local
- Bridges
- CVT Border
- State Connecting Highway
- Railroads



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LPA Project Design Schedule Tool

| | | | | |
|---------------------------------|-------------------------|---------------|---|-------------------------------------|
| Sponsor | City of Schofield | | Environment Complexity Checklist | Yes |
| County | Marathon | | Roadway/ Structure Widening | <input checked="" type="checkbox"/> |
| Roadway/ Structure ID | Grossman Drive | | Project to Impact Public Land | <input type="checkbox"/> |
| Project Limits | Mason St to Alderson St | | Historical Property in Limits | <input type="checkbox"/> |
| Project Length | 1800 feet | | Archeological Site in Limits | <input type="checkbox"/> |
| AADT Traffic Count/ Count Year | 3326 | 2024 | Project to Impact Floodplain | <input type="checkbox"/> |
| Program Cycle (Start/ End Year) | | | Hazardous Material Open Site | <input type="checkbox"/> |
| Project Type | Reconstruction | | Endangered Species Mitigation | <input type="checkbox"/> |
| Fed funding in Design | Yes | | Wetland or Waterway Impacts | <input type="checkbox"/> |
| Real Estate | None | | Public Concerns with Project | <input type="checkbox"/> |
| Curb Ramps | No | | Other Project Concerns | <input type="checkbox"/> |
| Railroad | Signal or Crossing Work | | | |
| Utility Timeline | Reconstruction | | | |
| Environmental Complexity | Low | | | |
| Minimum Project Timeline | 52 | Months | SMA to LET | |
| Design Timeframe | 43 | Months | Design Contract Authorized - PS&E | |

| <u>Recommended Schedule</u> | <u>Deadline</u> |
|---|-----------------|
| SMA & Authorization Approved | 10/1/2023 |
| Consultant Selection (DT1515) | 1/1/2024 |
| Design Contract Authorized | 4/1/2024 |
| Environmental Document Signed | 8/1/2025 |
| Design Study Report Signed | 9/1/2025 |
| Plat Recorded/ Real Estate Start | N/A |
| PSE | 11/1/2027 |
| Recommended Letting | 2/1/2028 |
| Construction Year | 2028 |

| |
|-----------------------------------|
| User Instructions |
| Manual Entry for Blue Cells |
| Check Box in Gray Cells |
| Select from List for Orange Cells |

| Becher-Hoppe Associates, Inc. | | | Opinion of Probable Costs | | | Date: | 2-Sep-25 |
|-------------------------------|------------|------------------------|---|--------------------|------|------------------|--------------|
| | | | City of Schofield | | | BHA Project No.: | |
| | | | Grossman STP Urban | | | Prepared By: | |
| (715) 845-8000 | | | 2025.002 | | | Checked By: | |
| Item No. | WisDOT REF | Project Manual Section | Item Description | Estimated Quantity | Unit | Unit Cost | Total Cost |
| 1 | 204.0100 | - | Removing Concrete Pavement | 121 | SY | \$8.00 | \$965.33 |
| 2 | 204.0150 | - | Removing Curb & Gutter, Size Varies | 995 | LF | \$9.00 | \$8,955.00 |
| 3 | 204.0210 | - | Removing Manholes | 6 | EA | \$1,000.00 | \$6,000.00 |
| 4 | 204.0220 | - | Removing Inlets | 5 | EA | \$750.00 | \$3,750.00 |
| 5 | 204.0245 | - | Removing Storm Sewer (8-inch, 12-inch) | 1,250 | LF | \$25.00 | \$31,250.00 |
| 6 | 205.0100 | - | Excavation Common | 15,000 | CY | \$15.00 | \$225,000.00 |
| 7 | 213.0100 | - | Finishing Roadway | 1 | LS | \$5,000.00 | \$5,000.00 |
| 8 | 305.0110 | - | Base Aggregate Dense 3/4 Inch | 278 | TON | \$30.00 | \$8,333.33 |
| 9 | 305.0120 | - | Base Aggregate Dense 1 1/4 Inch | 6,844 | TON | \$18.00 | \$123,200.00 |
| 10 | 455.0605 | - | Tack Coat | 560 | GAL | \$7.50 | \$4,200.00 |
| 11 | 460.6423 | - | HMA Pavement 3 MT 58-28 H | 1,380 | TON | \$95.00 | \$131,100.00 |
| 12 | 460.6424 | - | HMA Pavement 4 MT 58-28 H | 920 | TON | \$100.00 | \$92,000.00 |
| 13 | 465.0120 | - | Asphaltic Surface Driveways and Field Entrances | 32 | TON | \$150.00 | \$4,858.75 |
| 14 | 602.0810 | - | Concrete Driveway 6-Inch | 121 | SY | \$75.00 | \$9,050.00 |
| 15 | 608.0318 | - | Concrete Pipe Reinforced Class III 18-Inch | 1,250 | LF | \$200.00 | \$250,000.00 |
| 16 | 611.0530 | - | Manhole Covers, Type J | 6 | EA | \$700.00 | \$4,200.00 |
| 17 | 611.2004 | - | Manholes, 4-FT Diameter | 6 | EA | \$3,500.00 | \$21,000.00 |
| 18 | 616.0406 | - | Fence Chain Link Salvaged 6-FT | 1,000 | LF | \$16.00 | \$16,000.00 |
| 19 | 619.1000 | - | Mobilization | 1 | EA | \$50,000.00 | \$50,000.00 |
| 20 | 624.0100 | - | Water | 50.00 | MGAL | \$25.00 | \$1,250.00 |
| 21 | 625.0500 | - | Salvaged Topsoil | 2,000 | SY | \$4.00 | \$8,000.00 |
| 22 | 627.0200 | - | Mulching | 2,000 | SY | \$0.70 | \$1,400.00 |
| 23 | 628.1905 | - | Mobilizations Erosion Control | 1 | EA | \$200.00 | \$200.00 |
| 24 | 628.1910 | - | Mobilizations Emergency Erosion Control | 1 | EA | \$300.00 | \$300.00 |
| 25 | 628.7504 | - | Temporary Ditch Checks | 10 | EA | \$10.00 | \$100.00 |
| 26 | 629.0210 | - | Fertilizer Type B | 1.26 | CWT | \$130.00 | \$163.80 |
| 27 | 630.0130 | - | Seeding Mixture No. 30 | 54 | LB | \$15.00 | \$810.00 |
| 28 | 643.5000 | - | Traffic Control | 1 | EA | \$15,000.00 | \$15,000.00 |
| 29 | 646.2020 | - | Marking Line Epoxy, 6-Inch | 3,600 | LF | \$1.50 | \$5,400.00 |
| 30 | 646.5020 | - | Marking Arrow, Epoxy | 5 | EA | \$300.00 | \$1,500.00 |
| 31 | 646.5120 | - | Marking Word, Epoxy | 5 | EA | \$325.00 | \$1,625.00 |
| 32 | 646.5220 | - | Marking Symbol, Epoxy | 5 | EA | \$240.00 | \$1,200.00 |
| 33 | 646.5320 | - | Marking Railroad Crossing Epoxy | 2 | EA | \$1,500.00 | \$3,000.00 |
| 34 | - | 02 41 13 | Removing Watermain | | LF | | \$0.00 |
| 35 | - | 33 01 15 | Temporary Water Service, Project | | LS | | \$0.00 |
| 36 | - | 33 05 00 | Pipe Insulation 2 inch | | SF | | \$0.00 |
| 37 | - | 33 11 00 | Connecting to Existing Watermain | | EA | | \$0.00 |
| 38 | - | 33 11 00 | Hydrant | | EA | | \$0.00 |

| Item No. | WisDOT REF | Project Manual Section | Item Description | Estimated Quantity | Unit | Unit Cost | Total Cost |
|----------|------------|------------------------|---------------------------------------|--------------------|------|-----------|-----------------|
| 39 | - | 33 11 00 | Ductile Iron Watermain, 8 inch | | LF | | \$0.00 |
| 40 | - | 33 11 00 | Ductile Iron Watermain, 6 inch | | LF | | \$0.00 |
| 41 | - | 33 11 00 | Valve And Box, 8 inch | | EA | | \$0.00 |
| 42 | - | 33 11 00 | Valve And Box, 6 inch | | EA | | \$0.00 |
| 43 | - | 33 11 00 | Ductile Iron Tee, 8 inch x 8 inch | | EA | | \$0.00 |
| 44 | - | 33 11 00 | Ductile Iron Tee, 8 inch x 6 inch | | EA | | \$0.00 |
| 45 | - | 33 11 00 | Ductile Iron Coupling, 6 inch | | EA | | \$0.00 |
| 46 | - | 33 11 00 | Ductile Iron Reducer, 8 inch x 6 inch | | EA | | \$0.00 |
| 47 | - | 33 11 00 | Ductile Iron 90 Degree Bend, 8 inch | | EA | | \$0.00 |
| 48 | - | 33 11 00 | Ductile Iron 45 Degree Bend, 8 inch | | EA | | \$0.00 |
| 49 | - | 33 11 00 | Ductile Iron Cap, 6 inch | | EA | | \$0.00 |
| 50 | - | 33 11 00 | Corporation Stop, 1 inch | | EA | | \$0.00 |
| 51 | - | 33 11 00 | Curb Stop And Box, 1 inch | | EA | | \$0.00 |
| 52 | - | 33 11 00 | Copper Water Service, 1 inch | | LF | | \$0.00 |
| | | | | | | | \$1,034,811.22 |
| | | | | Construction Costs | | | \$1,034,811.22 |
| | | | | 20% Contingency | | | \$ 206,962.24 |
| | | | | Project Total | | | \$ 1,241,773.46 |

Data

| Project Type | Utility | | Program | Months | Design Contract Included | Months | Environmental Complexity | Months | Real Estate | Months | Railroad | Months | Construction Year | Base |
|-----------------------|-------------------------|----------|----------------------|--------|--------------------------|--------|--------------------------|--------|---|--------|----------------------------------|--------|-------------------|----------|
| | Preliminary engineering | Timeline | | | | | | | | | | | | |
| Bridge Rehabilitation | | 2 | STP 205 Bridge | 2 | No | 0 | Low | 4 | None | 0 | None within 1000 ft | 0 | 2025 | 5/1/2025 |
| Bridge Replacement | 12 | 2 | STP 206 Local | 2 | Yes | 6 | Medium | 6 | Temporary Interests Only (TIE) | 12 | Near or in Project (w/in 1000ft) | 12 | 2026 | 5/1/2026 |
| Resurfacing | 12 | 2 | STP 206 Rural | 2 | | | High | 9 | Permanent Interest (PAI, HE, Fee, & Existing ROW) | 15 | Signal or Crossing Work | 24 | 2027 | 5/1/2027 |
| Pavement Replacement | 12 | 2 | STP 206 Urban | 4 | | | Extreme | 12 | Tribal Land Interest | 24 | Highway over railroad | 36 | 2028 | 5/1/2028 |
| Recondition | 12 | 4 | STP 206 Urban in MPO | 6 | | | | | Relocation | 24 | Highway under the railroad | 48 | 2029 | 5/1/2029 |
| Reconstruction | 12 | 5 | HSP/HBRK | 2 | | | | | | | | | 2030 | 5/1/2030 |
| Expansion | 12 | 6 | TAP | 3 | | | | | | | | | 2031 | 5/1/2031 |
| Major Project | 12 | 9 | TEA | 3 | | | | | | | | | 2032 | 5/1/2032 |
| Signal/ Signage | 12 | 2 | CMAQ | 3 | | | | | | | | | 2033 | 5/1/2033 |
| Trail/ Pedestrian | 12 | 3 | | | | | | | | | | | 2034 | 5/1/2034 |
| Other | 12 | 3 | | | | | | | | | | | 2035 | 5/1/2035 |

Complexity Scale Low 1

Complexity Scale Low 1