



**OFFICIAL MEETING PACKET OF THE
PUBLIC WORKS & UTILITY COMMITTEE**

**CHAIRPERSON/TRUSTEE JON ZIEGLER PRESIDING
PUBLIC WORKS DIRECTOR MICHAEL WODALSKI; STAFF ADVISOR**

This regular monthly meeting of the Public Works & Utility Committee, composed of five (5) appointed members, will convene, during the 21st session of the elected Board of Trustees, at ***Weston Municipal Center, which is located at 5500 Schofield Avenue, Weston, on MONDAY, January 13, 2020, at 4:30 p.m.***



**Village of Weston, Wisconsin
ATTENTION – NOTICE OF PUBLIC MEETING**

Meeting: **PUBLIC WORKS & UTILITY COMMITTEE**

Members: **Hubbard, Jensen, Priebe, Zeyghami, Ziegler**

Ex-Officio: **Donner, Wodalski**

Date/Time: **Monday, January 13, 2020, at 4:30 p.m.**

Location: **Weston Municipal Center, 5500 Schofield Avenue, Weston, WI 54476**

Agenda: **The agenda packet will be sent out 3 days prior to the meeting.**

Attendance: Committee members, Department Directors, and other guests, please indicate if you will, or will not, be attending so we may determine in advance if there will be a quorum with an RSVP to the Staff Advisor(s):

RSVP:

Michael Wodalski mwodalski@westonwi.gov (715) 359-6114	Keith Donner kdonner@westonwi.gov (715) 359-6114
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PLEASE NOTE THE FOLLOWING INFORMATION:

This notice was posted at the Municipal Center, and on the Village's website at www.westonwi.gov, and was emailed to local media outlets (Print, TV, and Radio) on 1/08/2020 @ 2:33 pm.. Any posted agenda is subject to change up until 24 hours prior to the date and time of the meeting.

A quorum of members from other Village governmental bodies (boards, commissions, and committees) may attend the above-noticed meeting to gather information. Should a quorum of other government bodies be present, this would constitute a meeting pursuant to State ex rel. Badke v. Greendale Village Bd., 173 Wis.2d 553,494 N.W.2d 408 (1993). Wisconsin State Statutes require all agendas for Committee, Commission, or Board meetings be posted in final form, 24 hours prior to the meeting.

Any person who has a qualifying disability, as defined by the Americans with Disabilities Act, requiring that meeting or material to be in an accessible location or format, must contact the Weston Municipal Center at 715-359-6114, so any necessary arrangements can be made to accommodate each request.



VILLAGE OF WESTON, MARATHON COUNTY, WISCONSIN OFFICIAL MEETING AGENDA OF THE PUBLIC WORKS & UTILITY COMMITTEE

TO THE HONORABLE TRUSTEE JON ZIEGLER AND FOUR (4) APPOINTED MEMBERS OF THE PUBLIC WORKS COMMITTEE: The following items were listed on the agenda in the Village Clerk's Office, in accordance with Chapter 2 of the Village's Municipal Code and will be ready for your consideration at the next regular meeting of the Public Works Committee which has been scheduled for **MONDAY, JANUARY 13, 2020 @ 4:30 P.M.**, in the Board Room, at the Weston Municipal Center.

A quorum of members from other Village governmental bodies (boards, commissions, and committees) might attend the above-noticed meeting to gather information. Should a quorum of other government bodies be present at this meeting it would constitute a meeting pursuant to State ex rel. Badke v. Greendale Village Bd., 173 Wis.2d 553,494 N.W.2d 408 (1993). No official actions other than those of the Public Works Committee shall take place.

Wisconsin State Statutes require all agendas for Committee, Commission, or Board meetings be posted in final form, 24 hours prior to the meeting. Any posted agenda is subject to change up until 24 hours prior to the date and time of the meeting.

AGENDA ITEMS

1. Meeting called to order by Chairman Ziegler.
2. Welcome, introductions and acknowledgement of guests.
3. Roll Call by Recording Secretary – Tom Hubbard, John Jensen, Matthew Priebe, Hooshang Zeyghami {VC}, Jon Ziegler {C},
4. [Approval of 12/09/19 minutes.](#)
5. Public Comments.
 - a.
6. Acknowledgement of water and sewer permits and applications.
None.

ACKNOWLEDGE WORK PRODUCT TRANSMITTALS

7. [Village of Weston Housing Assessment Report](#)
8. [Sanitary Sewer Master Plan Update Final Report](#)
9. [Stormwater Quality Management Plan Update Grant Award](#)

EDUCATION, PRESENTATIONS, AND REPORTS

POLICY DISCUSSIONS AND RECOMMENDATIONS

10. [Recommendation to Approve Revised Street Light Policy](#)
11. [Capital Improvement Plan Project Scoring](#)



**VILLAGE OF WESTON, MARATHON COUNTY, WISCONSIN
OFFICIAL MEETING AGENDA OF THE PUBLIC WORKS & UTILITY COMMITTEE**

RESOLUTIONS/ORDINANCES

14.

FUTURE ITEMS

15. Next meeting date(s):

- | | |
|--|-----------------|
| a. Monday, February 10, 2020 @ 4:30 p.m. | Regular Meeting |
| b. Monday, March 9, 2020 @ 4:30 p.m. | Regular Meeting |
| c. Monday, April 13, 2020 @ 4:30 p.m. | Regular Meeting |
| d. Monday, May 11, 2020 @ 4:30 p.m. | Regular Meeting |
| e. Monday, June 8, 2020 @ 4:30 p.m. | Regular Meeting |
| f. Monday, July 13, 2020 @ 4:30 p.m. | Regular Meeting |

16. Topics for future meetings

- a. **Capital Improvement Plan**
- b. **Sanitary Sewer Rate Review**

17. Remarks from staff

- a. Weston School Neighborhood Public Information Meeting Follow Up

18. Remarks from Committee members.

19. Announcements.

ADJOURNMENT BY 6 P.M.

Village of Weston, Wisconsin
OFFICIAL MEETING MINUTES OF THE PUBLIC WORKS & UTILITY COMMITTEE
Monday, December 9, 2019, at 4:30 p.m.

AGENDA ITEMS

1. Meeting called to order by Vice-Chairman Zeyghami at 4:30 pm
2. Welcome, introductions and acknowledgement of guests.

Roll Call by Recording Secretary

Jon Ziegler {C}	Present by Phone
Hooshang Zeyghami {VC}	Present
John Jensen	Present
Matthew Priebe	Present
Tom Hubbard	Present

3. Approval of 10/14/19 minutes.

M/S/P Priebe/Jensen: to approve the minutes from the meeting 10/14/19 meeting with the change to add roundabout to number 11.

Yes Vote: 5 No Vote: 0 Abstain: 0 Not Voting: 0 Result: Pass

Jon Ziegler	Yes
Hooshang Zeyghami	Yes
John Jensen	Yes
Matthew Priebe	Yes
Tom Hubbard	Yes

4. Public Comments.
 - a. Estate Dr Yard Repair Request

This will be skipped for this meeting, as the resident is not here.

5. Acknowledgement of water and sewer permits and applications.

None.

PRESENTATIONS AND REPORTS

6. Proposed Pilot Kitchen Food Scrap Drop-Off Program Presentation

Parker presented Kelly Adlington from Recycling Connections. Parker indicated that Kelly assisted her in the composting project this summer. Residents wanted to know about building their own. Adlington has created and managed a collection and composting project in Stevens Point. She would like to start a pilot project and recommended it be best to start out a drop off site instead of a collection drop off center. This was brought to the Board of Trustees in August. Zeyghami indicated that residents have less food waste than restaurants and grocery stores. Businesses would be prohibited to use this, as they should have their own way of disposing of food waste. Adlington says that they do a curb side pick up in Stevens Point where it is a free drop site with a 32 gallon waste barrel. Each week it is completely full. Adlington says it does take time to build up and educate the public. Adlington says that there is very little work for the staff at Weston, as Hsu's Growing Supply would pick up the material. A rough estimate would be \$127.00 for every other week. Parker indicated that we had that approved in the recycling budget. Zeyghami asked if the DNR had anything for this type of project. Parker said that HSU has a DNR license for food waste. Zeyghami said do they have any type of grant. Adlington said she didn't think so. Zeyghami asked why residents wouldn't just take their food scraps right to Hsu's. Parker said they would have to go clear across Wausau. Parker thinks this will show residents how much food waste they have. Hubbard said we may not want to charge residents right away as it may deter them from participating.

M/S/P Hubbard/Priebe approved to move forward with program.

Yes Vote: 5 No Vote: 0 Abstain: 0 Not Voting: 0 Result: Pass

Member Present:

Jon Ziegler	Yes
Hooshang Zeyghami	Yes
John Jensen	Yes
Matthew Priebe	Yes
Tom Hubbard	Yes

7. Capital Improvement Plan Presentation

Wodalski indicated that the last time a CIP was adopted was 2011. We have identified a large amount of projects that should be done. The Village borrowed 5.5 million for large projects, equipment, etc. in 2019. Some of the projects were the SCADA system upgrades, Weston School neighborhood, Harlyn lift station, Margaret Street sewer and water projects.

Wodalski indicated that compared to our population group comparisons, we are still on the low end of what the Village spends on infrastructure. These

improvements will benefit the Community by providing a quality of life, improving public safety, economic vitality and level of service, clean drinking water, and better sanitation.

Wodalski reviewed Marathon County's process on scoring projects. They have a rolling replacement life on such things as snowplow trucks which have a 12 year life cycle. Instead of having a couple years where we have a large number of items to replace, we could even out the purchases over the years. We need to reinvest in our Parks, as some of them have not been updated in some time. Wodalski gave each of the Board Members information to take home and go through the projects and score them on their importance and/or necessity and have those at our next meeting. Then in February Wodalski could have the comparisons done for the projects.

POLICY DISCUSSIONS AND RECOMMENDATIONS

8. Discussion on Capital Improvement Plan Prioritization for Public Works and Utilities.

Wodalski passed out packets to each of the Board Members. The direction moving forward from the BOT is to prioritize the projects for 2020 to 2024. The ranking sheets Wodalski gave the Board Members described the various criteria for the projects. The criteria are: 1) is it required by State or Federal law, 2) necessity for the project, 3) safety impact, 4) existing infrastructure, new infrastructure, 5) consistency with plans, 6) operating budget impact, 7) capital funding, 8) growth and economic development, and 9) quality of life.

Wodalski asked if the Committee could go through and rate all the projects based on the nine-point criteria we borrowed from Marathon County. Ideally, on the top there is a scoring sheet, where the Committee can score the projects. Ziegler suggested that we bring these back to our January meeting, Wodalski can combine the results, and then in February we can discuss the results. Priebe asked if the mandatory projects would have a heavier weight than the others. Wodalski said since this is our first time rating projects this way there may be some kinks to work out, and weighing the categories is always a possibility moving forward.

9. Street Light Policy Discussion

Wodalski said in eliminating the Public Safety Committee, street lights were moved to the Public Works Committee. We have to look at what makes sense and where we would need to install them. As a Committee we may see where these are needed when we are throughout Weston. Zeyghami suggested we be proactive. We review where the lights are needed, write a report, and present to the Board on where they are needed. Wodalski said we have few sections with our lights, most are WPS's. Some of the areas we have our street lights are on Schofield Ave from Normandy to Birch St, Barbican Ave and Community Center Dr, around the hospital area of Birch St, and Cross

Point. We have \$2,500 set aside for initial installations for WPS to install the lights. There are existing power poles at both of the locations below, so it should be fairly easy.

- a. Recommendation to install a street light at the corner of Radtke Ave and Elm St
- b. Recommendation to install a street light at the corner of Callon Ave and Hunt St.

M/S/P Priebe/Jensen approved to move forward to approve the street lights as long as they stay under \$2,500.

Yes Vote: 5 No Vote: 0 Abstain: 0 Not Voting: 0 Result: Pass

Member Present:

Jon Ziegler	Yes
Hooshang Zeyghami	Yes
John Jensen	Yes
Matthew Priebe	Yes
Tom Hubbard	Yes

10. Recommendation to approve a Stormwater Management Plan Update on Contract.

Wodalski indicated we had contracted with Strand to submit a storm water planning grant to the DNR in April. With Strands help we scored in the top half of the applications and this is a 50/50 matching grant. Cost of the project is \$144,560, thus \$72,280 would be the village's cost. We haven't received the official letter awarding us the grant, but we should shortly. When we get that letter, we would like to move forward with the storm water update as it is required by the DNR. Priebe asked if any other companies do the work Strand does and how can we just give the contract to one company without other people's prices. Wodalski ran into different consultant at the conference he attended last and that consultant would not do a proposal against Strand. Wodalski said we paid Strand for that. Ziegler indicated that Strand had all the initial information and if at that point you go with another company, it is taking more time and could cost more. Wodalski said we should've asked for additional proposals on the front end, but they helped us and had the basic information.

M/S/P Jensen/Hubbard approved to move forward with contract with Strand not to exceed \$144,560.

Yes Vote: 5 No Vote: 0 Abstain: 0 Not Voting: 0 Result: Pass

Member Present:

Jon Ziegler	Yes
Hooshang Zeyghami	Yes
John Jensen	Yes
Matthew Priebe	Yes
Tom Hubbard	Yes

11. Recommendation to Approve Engineering Services Amendment No. 2 with MSA for the Margaret Street Reconstruction Water & Sewer Project

Wodalski said this is an amendment due to for the unanticipated work that occurred on Cedar Creek Dr as the water main was not where we thought it was. The original contract was for the design. The first amendment was to have them be the construction project manager. We had to do some design changes because the water main was not where it was supposed to be. Wodalski said \$7,800 for the additional survey done, the design for 800 feet of Cedar Creek Dr, which was 10 hours a day for 3 days.

M/S/P Jensen/Priebe approved to move forward with program.

Yes Vote: 4 No Vote: 0 Abstain: 1 Not Voting: 0 Result: Pass

Member Present:

Jon Ziegler	Yes
Hooshang Zeyghami	Yes
John Jensen	Yes
Matthew Priebe	Yes
Tom Hubbard	Abstained

12. Discussion on 2020 Sanitary Sewer Rates

Swenson indicated that we are not quite ready to present this. We have had some hiccups with reports that need to be run.

13. Discussion on Step II Water Rates

Wodalski said the water rate study came back in 2018 with Step I rates, however, Step II rates were deferred. This past fall we were able to get all the 1 ½ and 2 inch water meters replaced. We have completed entire project. We are now ready to implement Step II rates. Step II rates are fairly reasonable which is about 3%, whereby Step I was 15%. The base rates stayed the same, but the usage charges have increased. The next step is to notify and upload completion with PSC and we would be hoping the increase to go into effect for the next billing cycle which would be January 16, 2020. The rates were developed by PSC.

M/S/P Priebe/Hubbard – approval of Step II Water Rate increase.

Yes Vote: 5 No Vote: 0 Abstain: 0 Not Voting: 0 Result: Pass

Member Present:

Jon Ziegler	Yes
Hooshang Zeyghami	Yes
John Jensen	Yes

Matthew Priebe Yes
Tom Hubbard Yes

RESOLUTIONS/ORDINANCES

FUTURE ITEMS

14. Next meeting date(s):

- | | |
|--|-----------------|
| a. Monday, January 13, 2020 @ 4:30 p.m. | Regular Meeting |
| b. Monday, February 10, 2020 @ 4:30 p.m. | Regular Meeting |
| c. Monday, March 9, 2020 @ 4:30 p.m. | Regular Meeting |
| d. Monday, April 13, 2020 @ 4:30 p.m. | Regular Meeting |
| e. Monday, May 11, 2020 @ 4:30 p.m. | Regular Meeting |
| f. Monday, June 8, 2020 @ 4:30 p.m. | Regular Meeting |

15. Topics for future meetings

None.

16. Remarks from staff

None.

17. Remarks from Committee members.

Wodalski stated the new staff members have been getting trained in the plow trucks and routes. We had an employee injury issue that came up which was a small hiccup. Staff responded well to the first snow fall.

The new snow plow truck should be here by the end of this year.

Priebe brought up the question about streetlights and if the village has LED lights as there is a good deal on LED lights now. Wodalski informed him that the village owns all LED lights.

18. Announcements.

None.

ADJOURNMENT BY 5:28 P.M.

Yes Vote: 5 No Vote: 0 Abstain: 0 Not Voting: 0 Result: Pass

Jon Ziegler Yes

Hooshang Zeyghami	Yes
John Jensen	Yes
Matthew Priebe	Yes
Tom Hubbard	Yes

VILLAGE OF WESTON, MARATHON COUNTY, WISCONSIN
5500 SCHOFIELD AVENUE, WESTON, WI 54476
REQUEST FOR CONSIDERATION

Public Mtg/Date: **Public Works & Utility Committee – 1/13/2020**

Description: **Acknowledge Village of Weston Housing Assessment Report**

From: **Jennifer Higgins, Director of Planning & Development**

Question: **Item is on agenda for informational purposes only. It was approved by the Board of Trustees (BOT) in December 2019 after thorough review by the Plan Commission (PC) and Community Development Authority (CDA).**

Background

On April 5, 2018, 2017 Wis. Act 243 was signed into law. When it was being developed in the Assembly it had been called the Developers bill (2017 AB 770) as it was sought by the WI Realtors & the WI Builders Associations. The main purpose of the bill was to limit municipal powers to regulate development and recover the cost of serving new development.

Over the last few years, staff has been working with the PC/CDA on projects to help the Village meet the requirements of Act 243. The first major project was the Zoning Ordinance update with the assistance from the Zoning Steering Committee and MDROffers which was approved in January 2019 by the PC and BOT.

The next project required was to complete a housing study so that we can create a Housing Assessment Report and have it posted online by the state's 1/1/20 deadline. Staff worked with the NCWRPC on this Report in later half of 2019. The Final Report was presented to the PC/CDA at meetings in December and adopted by the Board at their December 16th meeting. As part of this project there is also a state requirement to complete an annual report of our new housing fees.

A webpage has been created and named, New Housing Fee Report, per the requirements of Wisconsin Act 243. It is required to be a stand-alone page on the Village website. You can access it and the documents online at <http://www.westonwi.gov/643/New-Housing-Fee-Report>.

Attached Docs: [Housing Assessment Report](#)

[New Housing Fee Report](#)

VILLAGE OF WESTON, MARATHON COUNTY, WISCONSIN
5500 SCHOFIELD AVENUE, WESTON, WI 54476
REQUEST FOR CONSIDERATION

Committee Action: The PC and CDA reviewed and recommended approval of both reports on 12/9/19 and 12/10/19 respectively. The Board of Trustees took final action to approve the Report at their 12/16/19 meeting.

Fiscal Impact: TBD.

Recommendation: Acknowledgement of the Report.

Staff felt the Public Works Committee should be aware of this report as there are future action items and recommendations which will need to be addressed by the Village and the Public Works Committee will be an integral part of some of the discussions. For example, we will need to have a discussion on our philosophy on sewer and water extensions. At times it inhibits growth because subdivision development can become too costly depending on how far the developer needs to extend the service to get to their development.

Recommended Language for Official Action

I move to acknowledge the Village of Weston Housing Assessment Report as presented by staff and posted to the Village's website as required by Wisconsin Act 243.

Additional action: None.

REQUEST FOR CONSIDERATION

Public Mtg/Date:	Public Works Committee – 1/13/2020
Description:	Acknowledge Sanitary Sewer Master Plan Update Final Report
From:	Michael Wodalski, Director of Public Works
Question:	Should the Public Works Committee Acknowledge the Sanitary Sewer Master Plan Update Final Report?

Background

The Village of Weston contracted with Clark Dietz initially in spring of 2018 to develop a Sanitary Sewer System Master Plan Update. Part of the study has been presented in 2019 with the completion of the Capacity, Management, Operation & Maintenance (CMOM) plan as required by Wisconsin Administrative Code, NR 210. The other part of the study focused on the overall existing system and recommendations for replacement/upgrades to existing lift stations and sewer mains.

This document is also very useful in looking at future growth in the Village and what updates may be necessary to accommodate that growth. The link to the full report is: <https://westonwi.gov/DocumentCenter/View/6458/Sanitary-Sewer-Master-Plan-Update-Final-103019-reduced>.

This item is for acknowledgement at this time and some of the items found in the report will be part of the Capital Improvement Plan Discussion. We will have a more thorough review of the document at a future meeting.

Attached Docs:	Link to the report is above
Committee Action:	Committee has discussed the CMOM in 2019
Fiscal Impact:	Several maintenance and capital projects are described in the report.
Recommendation:	Staff recommendation is to acknowledge the Final Report.

Recommended Language for Official Action

I Move to Recommend to the Village Board acknowledging the Sanitary Sewer Master Plan Update Final Report.

Or, Something else

Additional action:

REQUEST FOR CONSIDERATION

Public Mtg/Date:	Public Works Committee – 1/13/2020
Description:	Acknowledge Receipt of Stormwater Quality Management Plan Update Grant Award
From:	Michael Wodalski, Director of Public Works
Question:	Should the Public Works Committee Acknowledge the Stormwater Quality Management Plan Grant Award?

Background

The Village of Weston has received a grant from the Wisconsin Department of Natural Resources (WDNR) to update the Village's Storm Water Quality Management Plan. The total Grant Amount is \$72,280. At the last Public Works Meeting the contract with Strand Associates was approved, pending official receipt of the WDNR grant.

This item is on the agenda to acknowledge official receipt of the grant from the WDNR and staff will be moving forward with Strand in completing the plan update.

Attached Docs:	Letter from WDNR and Grant Agreement
Committee Action:	Committee has approved a contract with Strand Associates to perform the study related to the grant funds.
Fiscal Impact:	Grant funds of \$72,280 will be used to offset plan costs.
Recommendation:	Staff recommendation is to acknowledge the receipt of grant funds.

Recommended Language for Official Action

I Move to Recommend to the Village Board acknowledging the Stormwater Quality Management Plan Grant Award.

Or, Something else

Additional action:



December 20, 2019

► REQUIRES IMMEDIATE ACTION ◀
Urban Nonpoint Source & Stormwater Mgt
Grant# USP37192Y20
Grant Amount: \$72,280.00

Michael Wodalski, P.E., Director of Public Works
Village of Weston
5500 Schofield Ave
Weston, WI 54476

Dear Mr. Wodalski:

Congratulations! On behalf of the Governor, we are pleased to forward to you a grant agreement for financial assistance for the following project: *Stormwater Quality Management Plan Update*.

This grant, and any reimbursements made under it, is governed by very specific statute and administrative code provisions. Accordingly, please read the grant documents thoroughly, paying particular attention to the Scope and Conditions sections for eligibility, grantee requirements and reimbursement provisions. There are also a number of activities where you must obtain prior departmental review and authorization before proceeding; *please see Conditions section of your grant agreement*. You are obligated to submit a Final Report with your final reimbursement request for the projects completed under this grant; products developed under the grant are a required component. We want to make you aware that the state share of the cost for developing the Illicit Discharge Program is included in grant budget line 1 for Urban Stormwater/Erosion Plan (BMP U8).

In late January/early February 2020, DNR and UW-Extension will hold a grant administration webinar to provide information about seeking reimbursement from DNR, amending your grant, completing the final report, etc. All grantees receiving CY 2020 grant awards must attend the webinar or view the webinar recording prior to submitting the first reimbursement request for their grant. An invitation to the webinar will be sent to you soon. Stay tuned for details!

To accept this grant, please review the agreement and transmit a copy signed by the authorized government official, along with the completed Grantee Contact Page, as well as evidence that your community has committed the necessary funding for the local share, to the Bureau of Community Financial Assistance using one of the return methods below.

Via E-mail:	Via US Postal Service:
DNRCFANONPOINTGRANTS@wisconsin.gov	Nonpoint Source Program Grant Manager Bureau of Community Financial Assistance Wisconsin DNR P. O. Box 7921 Madison, WI 53707-7921

Please review this grant thoroughly and if you have any questions, contact your Regional Nonpoint Source Coordinator, Terry Kafka, at (715) 498-0432. You may be contacted by the Office of the Governor or your state Legislator concerning the issuance of a press release to publicize the grant award. Thank you for your continued cooperation with Wisconsin's Runoff Management Program.

Sincerely,

for 
Ann Kipper, Deputy Administrator
External Services Division

Enclosure(s)
C (e-copy):

Terry Kafka, Regional Nonpoint Source Coordinator, DNR West Central Region
Corinne Johnson, Nonpoint Source Program Grant Manager, CF/2

-- PLANNING GRANT AGREEMENT --

Form 8700-327 (rev. DEC 2019)

Notice: By signing this agreement, the grantee indicates concurrence with the conditions of this agreement, authorized under ss. 281.66 and 283, Wis. Stats., and chs. NR 151, 154, 155 and 216. This agreement must be signed and returned to the address above within 30 days so that funds will be reserved for this project. Failure to return a signed agreement will result in denial of grant funds. Personally identifiable information collected will be used for program administration and may be made available to requesters as required under Wisconsin's Open Records Law [ss. 19.31 - 19.39, Wis. Stats.].

PART 1. GRANT ADMINISTRATION INFORMATION

Grant Number USP37192Y20	Grant Award Date January 1, 2020		
Grantee (Unit of Government) Village of Weston			Total Grant Amount \$72,280
Project Name Stormwater Quality Management Plan Update		Grant Period From January 1, 2020 Through December 31, 2021	
Authorized Government Official Michael Wodalski, P.E., Director of Public Works		Grantee Contact Michael Wodalski, P.E., Director of Public Works	
Government Official Address 5500 Schofield Ave		Contact's E-mail Address mwodalski@westonwi.gov	
City, ZIP Code, County Weston, 54476, Marathon County		Contact's Telephone Number (715) 241-2636 Fax No.	
Name of Department Regional Nonpoint Source Coordinator, Phone Number and Email Address Terry Kafka, (715) 498-0432, Terence.Kafka@wisconsin.gov			DNR Region West Central Region

PART 2. ELIGIBLE COST-SHARE BUDGET DATA

Note: Line items cannot be exceeded without approval in advance from the DNR.

Budget Line Item Description	State Cost-Share Amount	Cost-share Percentage
1. Urban Stormwater/Erosion Plan – BMP U8	\$64,725.00	50%
2. Utility Formation/Feasibility Analysis – BMP U9	\$3,440.00	50%
3. Information and Education Program – BMP U11	\$1,090.00	50%
4. Stormwater/Erosion Control Ordinances – BMP U12	\$3,025.00	50%
Total Maximum Grant Amount	\$72,280.00	

PART 3. PURPOSE AND SCOPE

This grant provides cost-share funding and authorizes reimbursement by the DEPARTMENT for the above-named project as described in the grant application submitted for the grant period in Part 1 above. Reimbursements may be made for work performed and expenses incurred for the following eligible local assistance activities to address storm water management under chs. NR 151 and NR 216, Wis. Adm. Code, or Total Maximum Daily Load goals.

Storm water planning activities will be undertaken by the municipality and will result in the following products per the grant application: update erosion control ordinance; develop construction site erosion control program; develop post-construction storm water management ordinance for new and re-development; develop post-construction storm water management program; develop storm water quality management plan for meeting developed urban area performance standards; develop storm sewer system map; develop storm water pollution prevention plan; develop illicit discharge procedures and ordinance; conduct a financial feasibility analysis; and develop education and outreach plan.

PART 4. CONDITIONS

A. General Conditions:

A.1. The Wisconsin Department of Natural Resources (DEPARTMENT) and the GRANTEE identified in Part 1 above mutually agree to perform this agreement in accordance with the Urban Nonpoint Source Water Pollution Abatement and Storm Water Management Grant Program and ss. 281.66 and 283, Wis. Stats., and chs. NR 151, 154, 155, and 216, Wis. Adm. Code, and with the project proposal, application, terms, promises, conditions, plans, specifications, estimates, procedures, maps and also any assurances attached and made a part of this agreement.

- A.2. This agreement, together with any referenced parts and attachments, shall constitute the entire agreement and previous communications or covenants pertaining to this agreement are superseded. Any revisions to this agreement must be made by written amendment, signed by both parties, prior to the termination date of this agreement, whether for changes in scope, grant period, or cost. Requests to extend the grant period must be made 45 days or more before the end of the grant period in Part 1.
- A.3. Failure by the GRANTEE to comply with the terms of this agreement shall not cause the suspension of all obligations of the State if, in the judgment of the Secretary of the DEPARTMENT, such failure was due to no fault of the GRANTEE. In such case, any amount required to settle at minimum costs any irrevocable obligations properly incurred shall be eligible for reimbursement under this agreement, at the DEPARTMENT's discretion.
- A.4. Eligibility for cost-sharing reimbursement is governed by the provisions of ch. NR 155, Wis. Adm. Code. Cost-share rates and applicability may be further limited by departmental contract approval(s), which may restrict the cost-share amount due to the eligibility requirements of the statute and codes.
- A.5. The amount listed in Part 2 above is the maximum amount the DEPARTMENT may reimburse under this agreement.
- A.6. The GRANTEE:
1. Agrees to comply with all applicable Federal, Wisconsin, and local laws in fulfilling the terms of this agreement. In particular, GRANTEE agrees to comply with all applicable local and state contract and bidding requirements. GRANTEE should consult its legal counsel with questions concerning contracts and bidding. For assistance, GRANTEE may consult Procurement Guide for Local Governments Receiving DNR Grants.
 2. Promises, in consideration of the promises made by the DEPARTMENT, to execute the project described in accordance with this agreement.
 3. May decline the offer of financial assistance provided through this agreement, in writing, at any time prior to the start of the project and before expending any funds. After the project has been started or funds expended, this agreement may be rescinded, modified, or amended only by mutual agreement in writing.
 4. Agrees that its employees or agents are not employees or agents of the DEPARTMENT for any purpose, including Worker's Compensation.
 5. Agrees, to save, keep harmless, defend and indemnify the DEPARTMENT and all its officers, employees and agents, against any and all liability claims, costs of whatever kind and nature, for injury to or death of any person or persons, and for loss or damage to any property (state or other) occurring in connection with or in any way incident to or arising out of the occupancy, use, service, operation or performance of work in connection with this agreement or omissions of GRANTEE's employees, agents or representatives.
 6. Agrees to reimburse the DEPARTMENT of any and all funds the DEPARTMENT deems appropriate in the event the GRANTEE fails to comply with the conditions of this agreement or project proposal as described or fails to provide public benefits as indicated in the project application, proposal description or this agreement. In addition, should the GRANTEE fail to comply with the conditions of this agreement, fail to progress due to non-appropriation of funds, or fail to progress with or complete the project to the satisfaction of the DEPARTMENT, all obligations of the DEPARTMENT under this agreement may be terminated, including further project cost payment.
 7. Agrees, in connection with the performance of work under this agreement, not to discriminate against any employee or applicant for employment because of age, race, religion, color, disability, handicap, sex, physical condition, developmental disability as defined in s. 51.01(5), Wis. Stats., sexual orientation or national origin. This provision shall include, but not be limited to, the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination, rates of pay or other forms of compensation; and selection for training, including apprenticeship. Except with respect to sexual orientation, the GRANTEE further agrees to take affirmative action to ensure equal employment opportunities, as required by law. The GRANTEE

agrees to post in conspicuous places available, for employees and applicants for employment, notices to be provided by the contracting officer setting forth the provisions of the nondiscrimination clause.

8. Agrees that accounting for project funds shall conform to generally accepted accounting principles and practices, and that GRANTEE shall maintain a financial management system, separate from all other GRANTEE activities, for this agreement.
9. Agrees to comply with the cost containment and procurement procedures in the applicable administrative codes governing this agreement.
10. Agrees that all contracts or scope of service agreements related to this grant-funded project must obtain prior approval of the DEPARTMENT Regional Nonpoint Source Coordinator for this grant, with respect to reimbursement eligibility and conformity with standards and storm water permitting requirements.
11. Agrees to retain and make available to the DEPARTMENT for inspection all fiscal records, including invoices and canceled checks, that support all project costs claimed by the GRANTEE, for three years from the date of final payment by the DEPARTMENT or three years after the end of the Grant period, whichever is later, or for a longer period if required by the DEPARTMENT for audit purposes.
12. Agrees to complete and submit project progress reports to the DEPARTMENT Regional Nonpoint Source Coordinator identified in Part 1 of this agreement with each request for partial grant reimbursement.
13. Agrees, within 60 days of the grant expiration date, to complete and submit a Final Report Form (Form # 3400-189P), including copies of grant deliverables, and final request for grant reimbursement to the DEPARTMENT's Regional Nonpoint Source Coordinator for review and approval.
14. Agrees that reimbursements may only be made for work performed, and expenses incurred, during the grant period as specified in Part 1 above.
15. Agrees to comply with annual Single Audit requirement, at its own expense, if combined total state and federal grant awards received by the GRANTEE from all sources is \$750,000 or more during the calendar year. Annual Single Audit requirements are specified in 2 CFR Part 200 Uniform Administrative Requirements, Cost Principles, & Audit Requirements for Federal Awards (referred to as Uniform Guidance) and the Wisconsin State Single Audit Guidelines found at: <http://www.doa.state.wi.us/Divisions/budget-and-finance/financial-reporting/state-controllers-office/state-single-audit-guidelines> issued by the Wisconsin Department of Administration (DOA), State Controller's Office.
16. Should consider following methods for controlling, transporting and disposing of aquatic invasive plants and animals and water in which they may be contained, as described in the DEPARTMENT's Manual Code 9183.1 *Boat, Gear, and Equipment Decontamination and Disinfection* and available on the DEPARTMENT's website at: <http://dnr.wi.gov/topic/invasives/disinfection.html>.

A.7. The DEPARTMENT:

1. Promises, in consideration of the covenants and agreements made by the GRANTEE, to obligate for the GRANTEE the amount identified in Part 2 above and to tender to the GRANTEE that portion of the obligation that is required to pay the DEPARTMENT's share of the costs based on the cost-share percentage listed in Part 2 above for eligible project work performed and expenses incurred during the grant period noted in Part 1 above.
2. Agrees that the GRANTEE shall have sole control of the method, hours worked, and time and manner of any performance under this agreement other than as specifically provided in this document. The DEPARTMENT reserves the right only to ensure that the project is progressing or has been completed in compliance with the agreement. The DEPARTMENT takes no responsibility of supervision or direction of the performance of the agreement to be performed by the GRANTEE or the GRANTEE's employees or agents. The DEPARTMENT further agrees that it will exercise no control over the selection and dismissal of the GRANTEE's employees or agents.

3. Shall reimburse the grantee at a rate of one-half the cost-share rate stipulated in Part 2 above until completed product(s) is submitted to, and approved by, the DEPARTMENT and the DEPARTMENT has approved the project's Final Report.
4. Shall reimburse costs incurred for completed grant project deliverables at amounts not to exceed those itemized for each grant deliverable in the DEPARTMENT's professional service agreement approval letter(s).

B – Special Condition

Environmental and Natural Heritage Concerns. Research and findings must include at least preliminary determinations on the potential for environmental hazards, cultural, historical, endangered and threatened resources, along with the potential for wetland and Chapter 30 conflicts, within the areas of prospective structural practice installations.

FOR THE GRANTEE

By:

Authorized Government Official

Title

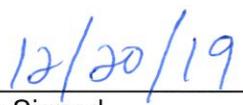
Date Signed

FOR THE STATE OF WISCONSIN

By:



for Ann Kipper, Deputy Administrator
External Services Division



Date Signed

(Printed Name, If Different Than Authorized Government Official on P.1)

When returning the signed grant, you must also include evidence of your community's local share of the grant project costs – such as a copy showing its inclusion in the municipal budget, or other evidence that the community has, in fact, committed the necessary funding to complete the project.

REQUEST FOR CONSIDERATION

Public Mtg/Date:	Public Works Committee – 1/13/2020
Description:	Recommendation to Approve Revised Street Light Policy
From:	Michael Wodalski, Director of Public Works
Question:	Should the Public Works Committee Recommend Approving the Revised Street Light Policy?

Background

The Village of Weston has used a version of the attached street light policy since the early 2000's. The policy sets certain parameters for where a street light should be installed for a new subdivision (which is consistent with the Village's subdivision ordinance) and it also states in which cases a street light may be installed on existing streets.

The only part of the policy that has been changed is the policy refers to the Safety Committee, however the Public Safety Committee was dissolved in 2019 and the Public Works Committee is now responsible for street lighting requests. I have updated the policy changing the responsible Committee to the Public Works Committee instead of the Safety Committee. These changes make the policy consistent with current committee structure.

Attached Docs:	- Revised Street Light Policy
Committee Action:	Discussed the existing policy at the 12/9/19 Meeting
Fiscal Impact:	Costs are on a case by case basis as requests for installation are made.
Recommendation:	Staff recommendation is to approve the revised street lighting policy.

Recommended Language for Official Action

I Move to Recommend to the Village Board approving the revised Street Light Policy.

Or, Something else

Additional action:

VILLAGE OF WESTON
STREET LIGHTING POLICY



November 28, 2000
Revised: January 13, 2020

VILLAGE OF WESTON STREET LIGHTING GUIDELINES

PURPOSE

The lighting of streets facilitates several outcomes; vehicle traffic, pedestrian safety and general community aesthetics. It is with these goals in mind that the Village of Weston Public Works Committee under the authority of the Village of Weston Village Board and the Public Works Department hereby establish these general guidelines

NEW SUBDIVISIONS:

The Village shall establish, within any developer's agreement, the provision for street lighting with the developer paying all costs for the purchase and installation of the proposed street lighting. After installation, the Village of Weston shall pay for the operational costs. The Village of Weston shall maintain a sufficient budget to provide for the operational costs of any new lighting after installation.

1. The developer shall install street lighting using the standard systems recommended by Wisconsin Public Service Corporation or its successor. No street lighting shall be installed which does not conform to these standards.
2. The developer shall submit a "street lighting plan" to Wisconsin Public Service Corporation for their recommendation and comment. After which such plan shall be submitted to the Village of Weston Public Works Committee for review and recommendations. That plan shall include:
 - a. The location of existing street lighting.
 - b. A light at each intersection.
 - c. A light at any portion of the roadway where the direction changes at least 15 degrees.
 - d. At least one light every one tenth (528 feet) of a mile on alternating sides of the roadway which does not have an intersecting road.
 - e. At the end of any cul-de-sac in those cases where the distance from the nearest lighted intersecting road is greater than one tenth (528 feet) of a mile away.

EXISTING STREETS/ROADS

The Village may install street lighting on existing subdivisions, streets, roads, intersections and cul-de-sacs within the Village, paying all costs for the purchase, installation and operational costs of the proposed street lighting. The Village of Weston shall maintain a sufficient budget to provide for the installation and operational costs of sufficient new lighting. All requests for new street lighting shall be submitted with a detailed description of the location of the requested installation to the Village of Weston Public Works Committee. If the application is unclear, the requestor shall be asked to provide a “rough” map or diagram of the desired location(s).

1. The Public Works Committee, with approval of the Village Board, may request the installation of street lights based upon the following criteria:
 - a. A light at an intersection.
 - b. A light at any portion of a roadway where the direction changes at least 15 degrees.
 - c. At least one light every one tenth (528 feet) of a mile on alternating sides of the roadway which does not have an intersecting road. Each of these requests shall be evaluated based upon population density, traffic volume, topography and any ambient lighting in determining the need for lighting.
 - d. At the end of any cul-de-sac in those cases where the distance from the nearest lighted intersecting road is greater than one tenth (528 feet) of a mile away. Each of these requests shall be evaluated based upon population density, traffic volume, topography and any ambient lighting in determining the need for lighting.
2. The lighting, so provided shall be in conformity with the lighting system indigenous, if any, to the general location.
3. The lighting system shall be the most cost effective available from Wisconsin Public Service Corporation or its successors.
4. The Village of Weston shall establish a “waiting list” to place such requests so that an orderly and timely installation program will be followed.

REQUEST FOR CONSIDERATION

Public Mtg/Date:	Public Works Committee – 1/13/2020
Description:	Discussion on Capital Improvement Plan Prioritization for Public Works and Utilities
From:	Michael Wodalski, Director of Public Works
Question:	Ranking of CIP Projects for Public Works and Utilities

Background

The Public Works Committee has been tasked with scoring the Public Works related projects for the Capital Improvement Plan. The project scoring will be discussed at the meeting and we'll go through the related scores.

Attached is a list of criteria that will be used to prioritize each project as well as the ranking sheet and Project Descriptions.

Attached Docs:	- CIP Project Prioritization Document - Ranking Forms
Committee Action:	Committee has discussed the proposed CIP projects at previous meetings in 2019
Fiscal Impact:	Approximate costs for each project is listed in the proposed CIP Document.
Recommendation:	Staff recommendation is to have the committee members rank the projects listed and then discuss project results to be forwarded to the Village Board

Recommended Language for Official Action

I move to forward project rankings to the Village Board.

Or, Something else

Additional action:

PROJECT PRIORITIZATION

I. PROJECT CATEGORIES

The categories for capital projects may change over time with changes in public policy emphasis. Projects shall be grouped into one of the following five categories:

- A. Public Works
- B. Enterprise Funds
- C. Culture & Recreation
- D. Facilities
- E. Equipment

II. PROJECT PRIORITIZATION

Department directors shall identify project priorities to help determine which projects are recommended for inclusion in the five-year CIP.

A matrix system will be used to establish a priority for each project in the various categories. The system considers nine criteria to evaluate projects. A project is given a score of 0, 1, 3, or 5, for each criterion. The maximum possible priority score will then be 45 total points.

The scoring system is to be applied as follows:

- 0 – the project provides no benefits in the category
- 1 – the project provides minimal benefits in the category
- 3 – the project provides some benefits in the category
- 5 – the project unquestionably provides benefits in the category.

The following is a description of the nine criteria:

1. REGULATORY COMPLIANCE

This criterion includes regulatory mandates, or likely mandates, requiring construction or replacement of capital assets to protect public health and/or public safety, and/or the environment.

- Is the project required to comply with federal, state, or local requirements?

2. NEED/NECESSITY

This criterion relates to projects that represent a need to be undertaken immediately or in the very near future. Projects scoring high in this category must demonstrate an immediate need or benefit.

- If this project is not funded are the direct negative consequences significant?

- Does the project prevent irreparable damage to existing facilities?

3. PUBLIC SAFETY/HEALTH IMPACT

Public safety and health impacts applies to fire protection, law enforcement, emergency response, communications, safe roads, public health, and flood control. Improvements to facilities and infrastructure for services which directly affect the safety and health of citizens will score high in this category.

- Does the project directly reduce risk to the employees or property of the Village?
- Does the project directly impact the public safety and health of the citizens of the Village?
- If the project is not undertaken, how significant is the threat to employees and/or the public safety/health?

4. EXISTING INFRASTRUCTURE

This criterion correlates to basic infrastructure needs of the Village. Preserving and maintaining existing assets is a priority over constructing or acquiring new assets.

- Will the project preserve or repair the structural integrity of existing infrastructure to extend the useful life or reduce operating costs?
- Do the resources spent on maintaining the existing infrastructure justify upgrading or replacement?
- Does the project provide additional capacity, function, or upgrade outdated assets?
- Has the existing asset exceeded its useful life based on industry standards?

5. CONSISTENCY WITH PLANS

This category relates to the degree the project supports the objectives of the Village as stated in plans and policies such as the comprehensive plan, master plans, studies, citizen surveys, and strategic plans.

- Does the project support recommendations or objectives in plan or study?
- Does the project conform to the goals of a strategic plan?
- Does the project relate to the results of a citizen survey or advisory referendum?

6. OPERATING BUDGET IMPACT

Some projects may affect the operating budget for a short period of time or for the life of the asset. A project requiring new staffing will have a negative effect on budget for the life of the facility. Replacement of a roof will not require additional resources from the operating budget for several years. Replacement of a pump station should have positive impacts in the form of reduced maintenance and lower energy costs.

- Will the project result in lower costs for personnel and/or maintenance?
- Will the project lead to increased productivity?
- Will the project require additional capital equipment beyond what is included in the project budget?
- Does the project result in additional revenue generating opportunities?

7. CAPITAL FUNDING

Capital projects can be funded through sources other than fund balances and borrowing by the Village. Developer funds, grants, donations, and special assessments are all sources of external funding. This category relates to the degree the Village's funding is leveraged by outside funding.

- No outside funding = 0
- 1% – 25% outside funding = 1
- 25% - 50% outside funding = 3
- 50% or more outside funding = 5

8. GROWTH/ECONOMIC DEVELOPMENT

This category relates to project which foster development, redevelopment, and expansion of businesses and growth areas. Projects which help create jobs and generate positive financial benefits to the Village qualify in this category.

- Does the project have the potential to promote economic development throughout the Village?
- Will the project produce long-term jobs in the Village?
- Does the project promote economic development in the urbanized area?

9. QUALITY OF LIFE/PLACEMAKING

This category applies to the level with which a project makes the Village a favorable place to live. Quality parks, roads, utility systems and other projects benefiting all citizens, greatly impact the quality of life for Village residents.

- Does the project increase or enhance recreational opportunities and/or green space?
- Does the project improve transportation efficiency?
- Does the project target the quality of life for all residents or a limited demographic?
- Does the project increase or enhance cultural or educational opportunities?
- Does the project improve the overall health of Village residents?

After the scoring of a project is completed by all reviewers, the average of all scores will be assigned to the project. Projects will then be given an overall priority ranking of 1 through 4 as follows:

Priority Rank = 1 = Essential
Priority Rank = 2 = Necessary
Priority Rank = 3 = Desirable
Priority Rank = 4 = Deferrable

Project Score 21 or above
Project Score 10 to 21
Project Score 5 to 10
Project Score less than 5

Village of Weston, Wisconsin
CAPITAL IMPROVEMENTS PROGRAM
 2020 thru 2024

PROJECTS BY DEPARTMENT

Department	Project #	Priority	2020	2021	2022	2023	2024	Total
Culture & Recreation								
Aquatic Center - Pool Controller	AC20-Cont	n/a	4,000					4,000
Aquatic Center - Drop Slide Repairs	AC20-DSRep	n/a	10,000					10,000
Aquatic Center - Electrical Connection Upgrades	AC20-Elec	n/a	10,000					10,000
Aquatic Center - Heat Filter Room	AC20-FiltRM	n/a	25,000					25,000
Aquatic Center - Lifting Crane for Pool Motors	AC20-Lift	n/a	10,000					10,000
Aquatic Center - Log Slice Repairs	AC20-Logs	n/a	27,000					27,000
Aquatic Center - Parking Lot Repairs	AC20-Parking	n/a	20,000					20,000
Aquatic Center - Pool Surface Repairs	AC20-PoolSu	n/a	100,000	80,000				180,000
Aquatic Center - Shower Upgrades	AC20-Shower	n/a	19,000					19,000
Aquatic Center - Regenerative Filter Media	AC21-Media	n/a		275,000				275,000
Aquatic Center - Log Slide Safety Pads	AC21-Pads	n/a		25,000				25,000
Aquatic Center - Roof Replacement	AC21-Roof	n/a		75,000				75,000
Aquatic Center - Gear Operators	AC22-Gears	n/a			10,000			10,000
Aquatic Center - Slide and Activity Pump Upgrades	AC22-PumpUp	n/a			35,000			35,000
Aquatic Center - Water Ride Anchors	AC22-RideAnc	n/a			4,000			4,000
Aquatic Center - Water Play Structure	AC22-WatStr	n/a			350,000			350,000
One Ton Truck 6	EQ22-Truck6	n/a			45,000			45,000
Backstop fencing replacement at Kennedy	PR20-KenBack	n/a	24,000					24,000
Replace Kennedy Restroom Facility	PR20-KenRR	n/a	80,000					80,000
Park Shelter and Bathroom Painting	PR20-Paint	n/a	10,000					10,000
Yellow Banks Restroom Replacement	PR20-YB-BR	n/a	175,000					175,000
Yellowbanks Shelter Roof	PR20-YBShRf	n/a	8,000					8,000
Sandhill Play Structure Upgrades	PR21-SH Play	n/a		40,000				40,000
Park Shop Expansion	PR21-Shop	n/a		100,000				100,000
Kennedy Park Play Structure Upgrades	PR22-KenPlay	n/a			40,000			40,000
Prohaska Park Development	PR22-PP UTIL	n/a			1,000,000			1,000,000
Machmueller Park Play Structure Upgrades	PR23-MachPI	n/a				40,000		40,000
Culture & Recreation Total			522,000	595,000	1,484,000	40,000		2,641,000
Enterprise Funds								
Utility Crossings of River at Ryan St	EF20-ECRXING	n/a		1,580,000				1,580,000
SCADA Upgrades	EF20-SCADA	n/a	225,000					225,000
TMDL Modeling	EF20-TMDL	n/a	131,120					131,120
Trisha/Tonya Lift Station	EF20-TrishaT	n/a	500,000					500,000
Well #7 - Camp Phillips Road	EF20-Well	1		1,100,000				1,100,000
Bloedel Well Iron/Mang Removal	EF21-BLOED	n/a	75,000	600,000				675,000
Utility Van 88	EQ20-Van88	n/a	31,000					31,000
Enterprise Funds Total			962,120	3,280,000				4,242,120
General Government								
Safety Building Upgrades	GG20-SAFBLD	n/a	300,000	289,000				589,000
Yardwaste Site Access Control	GG20-Yard	n/a	50,000					50,000
New Municipal Center	GG22-MunCen	n/a	497,000		14,503,000			15,000,000

Department	Project #	Priority	2020	2021	2022	2023	2024	Total
General Government Total			847,000	289,000	14,503,000			15,639,000
Public Safety								
SAFER 2020 Equipment	PS20-SAFER	n/a	204,701					204,701
SAFER 2021 Equipment	PS21-SAFER	n/a		351,846				351,846
SAFER 2022 Equipment	PS22-SAFER	n/a			282,925			282,925
SAFER 2023 Equipment	PS23-SAFER	n/a				540,740		540,740
SAFER 2024 Equipment	PS24-SAFER	n/a					300,000	300,000
Public Safety Total			204,701	351,846	282,925	540,740	300,000	1,680,212
Public Works								
Excavator 23 (2016-20)	EQ15-Exca23	n/a	62,070					62,070
Mini Excavator	EQ16-MiniEx	n/a	13,310	6,655				19,965
Plow Truck 70 (2016-20)	EQ16-Truck70	n/a	40,245					40,245
Plow/Leaf Truck 60 (2017-21)	EQ17-Truck60	n/a	75,205	75,205				150,410
End Loader 32	EQ20-Load32	n/a	64,000					64,000
Mobile Column Hoists	EQ20-MobCol	n/a	35,000					35,000
Skid Steer	EQ20-Skid	2	60,000					60,000
One Ton Truck 21	EQ20-Truck21	n/a	65,000					65,000
Pickup Truck 55 (Sign Truck)	EQ20-Truck55	n/a	75,000					75,000
Plow Truck 69 Replacement	EQ20-Truck69	n/a	215,000					215,000
Wing For Loader 38	EQ20-Wing	n/a	40,000					40,000
Grader	EQ21-Grader	n/a		325,000				325,000
Pickup Truck 2	EQ21-Truck2	n/a		36,000				36,000
Tri-Axle Truck 28 Replacement	EQ21-Truck28	n/a		175,000				175,000
Replacement 1-Ton Dump Truck #31	EQ21-Truck31	n/a		45,000				45,000
End Loader 14	EQ22-Load14	n/a			225,000			225,000
Mini Excavator	EQ22-MiniEx	n/a			100,000			100,000
Bucket Truck 111 Replacement	EQ23-Buck	n/a				170,000		170,000
Plow Truck 10 Replacement	EQ23-Truck10	n/a				215,000		215,000
Quad Axle Truck 15 (2023)	EQ23-Truck15	n/a				180,000		180,000
Weston School-Arrow/Sunset/S. Timber/Kennedy/VonK	PW19-School	1	2,092,452					2,092,452
2020 Intersection Studies	PW20-Inters	n/a	60,000					60,000
Crestwood Acres - (Rodney/Kirk/Douglas Area)	PW20-Crest	2	109,236	2,621,674				2,730,910
2020 Curb Repairs	PW20-Curb	n/a	75,000					75,000
2020 Asphalt Overlays	PW20-Overlay	n/a	100,000					100,000
2020 Schofield Ave Repairs (Birch to X)	PW20-SCHOAve	n/a	175,000					175,000
Birch St (Cross Pointe to Shorey)	PW21-BirchS	n/a		1,787,583				1,787,583
Kramer Ln - Gusman to Trotzer	PW21-Kraemer	n/a		69,756				69,756
2021 Asphalt Overlays	PW21-Overlay	n/a		100,000				100,000
Shorey Ave - X to Heeren	PW21-Shorey	n/a		200,000				200,000
E Jelinek and Von Kanel	PW22-EJEL-VK	n/a			2,340,000			2,340,000
Howland Ave (Brolta to CTH X)	PW22-Howland	n/a			420,849			420,849
2022 Asphalt Overlays	PW22-Overlay	n/a			100,000			100,000
Ross Ave and Kramer Ln (River Bend to Quentin)	PW22-Ross	n/a			2,091,000			2,091,000
Birch St (Jelinek to Com Cen Dr)	PW23-BirchN	n/a				1,400,070		1,400,070
Ferge and Delonay Reconstruction	PW23-Ferge	n/a				1,614,866		1,614,866
Northwestern Ave (CTH X to Town/Wausau Boundary)	PW23-Nrwstrn	n/a				2,290,000		2,290,000
2023 Asphalt Overlays	PW23-Overlay	n/a				100,000		100,000
Intersection Improvement CTH X/Ross	PW24-CPR/ROS	n/a					937,500	937,500
Everest Ave Reconstruction	PW24-Everest	n/a					1,425,676	1,425,676
Fuller St (Ross to Schofield Ave)	PW24-Fuller	n/a					1,658,000	1,658,000
Public Works Total			3,356,518	5,441,873	5,276,849	5,969,936	4,021,176	24,066,352

Department	Project #	Priority	2020	2021	2022	2023	2024	Total
GRAND TOTAL			5,892,339	9,957,719	21,546,774	6,550,676	4,321,176	48,268,684

Report criteria:

Active Projects

All Account Number data

All Categories

All Contacts

All Criteria data

All Priority Levels

All Projects

All Source Types

Department: Conservation & Development or Culture & Recreation or Enterprise Funds or General Government or Health & Human Services or Public Safety or Public Works

Type: E or F or L or S or U or Z

Village of Weston Capital Improvement Plan Projects 2020-2024

Project Name:	Ryan Street Utility Crossings
Project Background:	<p>The project consists of creating a second crossing of the Eau Claire River with water and sewer utilities at Ryan St. The project will connect to the existing utilities located at the intersection of Estate Dr and N Apache Ln. Included in the project is the installation of water and sanitary sewer mains as well as the reconstruction of Apache Ln along the route.</p> <p>This project will create a second loop of the watermain which will help to provide more reliable service to those customers north of the Eau Claire River. This will also open up more potential for development on the north side of the Village as there will be better access for gravity sewer mains.</p>
	<p>1. <u>Regulatory Compliance:</u> There is not a mandate to do the project, however looping watermains is highly recommended.</p>
	<p>2. <u>Need/Necessity:</u> The looping of the watermain provides a needed connection and redundancy to the water system. Without that connection a failure of the pipe on Ross Ave could lead to service outages for residents on the north side of the river. The extension of sanitary sewer also allows for further development opportunities on the north side of the river.</p>
	<p>3. <u>Public Safety/Health Impact:</u> Improving the water system redundancy ensures adequate water supply to utility customers on the north side of the river.</p>
	<p>4. <u>Existing Infrastructure:</u> This project would provide new infrastructure in the form of water and sewer mains.</p>
	<p>5. <u>Consistency with Plans:</u> The Village's Comprehensive Plan notes that roads will be considered for reconstruction once it has a PASER rating of 5 or lower, current ratings for Apache and N Apache range from 4-6. The Comprehensive Plan also mentions addressing the infrastructure needs in older neighborhoods outside the current utility service area which this project does.</p>
	<p>6. <u>Operating Budget Impact:</u> The project will result in less money spent on patching the road during the year. Potential for more customers could mean an increase in operating revenue for the water and sewer utilities, but likely an increase in expenses as well.</p>
	<p>7. <u>Capital Funding:</u> No outside funding is anticipated at this time outside of the potential for special assessments for connecting to the sewer and water mains.</p>
	<p>8. <u>Growth/Economic Development:</u> Extending the water and sewer facilities helps open up further areas on the north side of the river for development as there would be more potential for connecting to sewer and water.</p>
	<p>9. <u>Quality of Life/Placemaking:</u> The project will improve the local roadway, but also improve the reliability of water service for residents north of the river.</p>

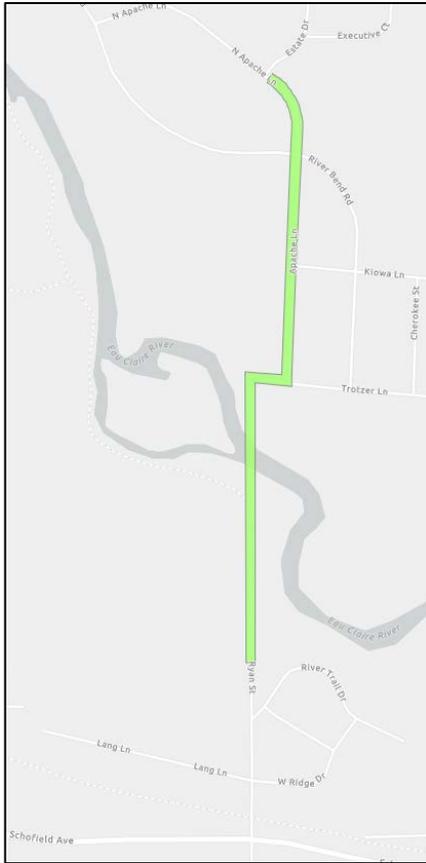


Figure 1: Project Location Map

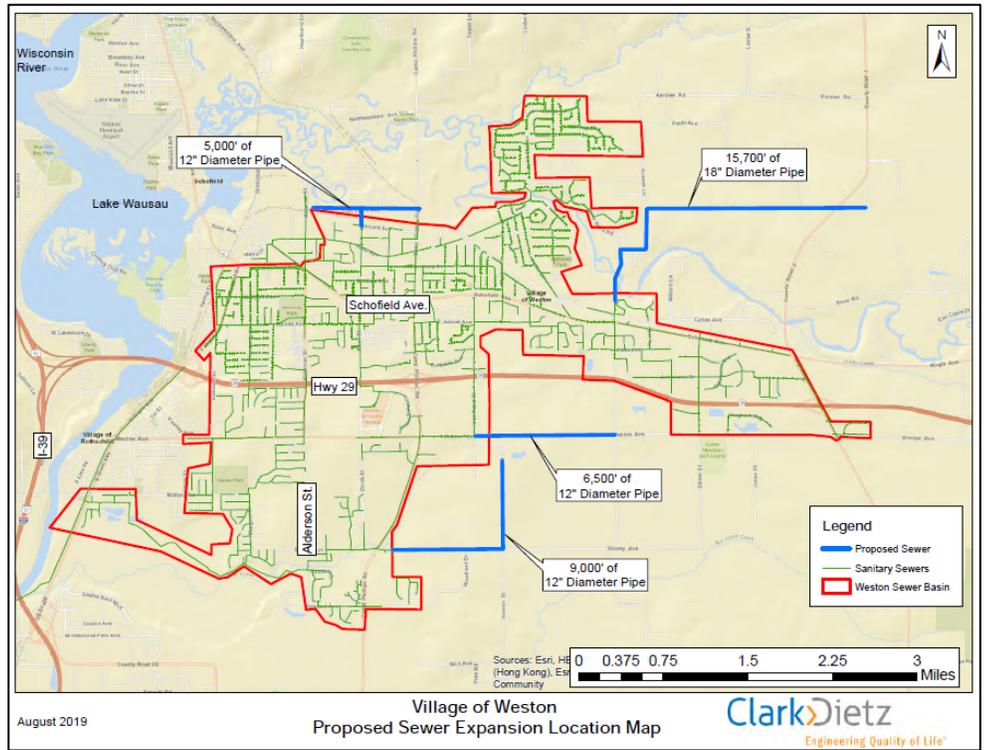


Figure 2: Proposed Sewer Expansion Location Map: Excerpt from Section 5.2.3 of the Sanitary Sewer Master Plan Update completed in 2019 states: "An 18-inch diameter sewer with a length of 15,700 feet could be installed along Gusman Road to the Ryan Street lift station. This would allow approximately 800 acres of the Town of Weston to be connected to the existing sewer network by gravit."

Village of Weston Capital Improvement Plan Projects 2020-2024

Project Name:	SCADA System Upgrades
Project Background:	<p>The project consists of updating the Village’s SCADA system to implement new controls for the water system as well as to add the sanitary sewer lift stations into the SCADA system. The current SCADA system was updated in 2012. It feels like the SCADA system was never completed as there seem to have been issues with the system since it was put in to service.</p> <p>The SCADA system is important as it allows the utility operators to see in real time the water elevations in the towers, which wells are on/off, if there are any alarms/issues at a specific site. Staff is also able to remotely turn pumps on/off, acknowledge alarms, etc. and do not have to drive to each site saving valuable time. The reporting feature of the SCADA system hasn’t ever quite worked right either and this makes it difficult for staff to generate reports and be able to find trends and identify any problems that may be occurring with the various wells.</p> <p>In addition to the water system, any upgrades to the SCADA system would include adding the sanitary sewer lift stations as well. Currently staff goes to each of the 13 lift stations 3 times a week to check on run times and to see if anything seems out of place. By having the stations on a SCADA system, there would be less need to physically go to each station if everything is running as planned. Run times could be calculated by the system and data could be transmitted without any manual data entry. This is another opportunity to save staff time driving to all of the stations and then entering the information. Having the data more readily available will also allow staff to better track issues with the stations.</p>
	<p>1. <u>Regulatory Compliance:</u> There is not a mandate to do the project, however having a reliable SCADA system helps the operators maintain a safe water utility.</p>
	<p>2. <u>Need/Necessity:</u> The SCADA system is important for the water utility as it ensures pumps are turning on/off when they need to. If pumps fail to turn on, the utility could run out of water, or if the pumps fail to turn off, the tanks would overflow, and water would be wasted. The SCADA system allows staff to remotely manage the operations without having to physically be at all of the sites.</p>
	<p>3. <u>Public Safety/Health Impact:</u> As noted above, an unreliable SCADA system could create public health issues if wells do not turn on and there is a loss in system pressure.</p>
	<p>4. <u>Existing Infrastructure:</u> This project would replace the existing system.</p>
	<p>5. <u>Consistency with Plans:</u> The Preliminary Draft of the Village’s Water Master Plan study states that the controls system should have a significant upgrade. Additionally, one of the recommendations of the Village’s Sewer Study Master Plan that was completed in 2019 stated that “The Village should plan for eventual combination of a SCADA system for the sewerage utility to the existing water utility SCADA system.”</p>
	<p>6. <u>Operating Budget Impact:</u> The Village has been making piecemeal updates to the SCADA system in recent years and by updating the whole system at once it’ll reduce the need to utilize operating funds during the year. An improved SCADA system could also reduce the amount of time staff spends driving to and from utility facilities and time spent with data entry.</p>
	<p>7. <u>Capital Funding:</u> No outside funding is anticipated at this time.</p>

- | |
|---|
| <p>8. <u>Growth/Economic Development</u>: One of the key elements of growth is providing public sewer and water facilities. Updating the SCADA system will allow staff to better monitor those systems and thus provide better service.</p> |
| <p>9. <u>Quality of Life/Placemaking</u>: The project would have an impact on the overall health of the Village as it should solidify the Village's utility systems and ensure they're reliable.</p> |

Village of Weston Capital Improvement Plan Projects 2020-2024

Project Name:	TMDL (Stormwater) Modeling
Project Background:	<p>The project consists of updating the Village’s Storm Water Model as required by the Wisconsin Department of Natural Resources (WDNR) for the purpose of determining the Total Maximum Daily Load (TMDL) of Phosphorus in the Village’s storm water system. The study would address current phosphorus levels as well as quantify the effect that current best management practices such as storm water ponds, ditches/swales, inlets with sumps, etc. has on reducing phosphorus in storm water before it is released into the rivers and streams in and around the Village of Weston.</p> <p>The last time the Village updated its storm water model was in 2009 as part of the WDNR requirements at that time to analyze Total Suspended Solids (TSS) removal.</p>
	<p>1. <u>Regulatory Compliance:</u> This study is required by the WDNR and US Environmental Protection Agency (EPA) as Wisconsin River TMDL was approved on April 26, 2019.</p>
	<p>2. <u>Need/Necessity:</u> There is a need to comply with state and federal regulations. The study will also assist the Village with identifying the best methods to address phosphorus removal moving forward.</p>
	<p>3. <u>Public Safety/Health Impact:</u> The end result of the project is to help the Village reduce the amount of phosphorus reaching the nearby rivers and streams and thus making the waters around us healthier.</p>
	<p>4. <u>Existing Infrastructure:</u> This project would study the existing infrastructure and aid the Village in making decisions about future infrastructure investments.</p>
	<p>5. <u>Consistency with Plans:</u> The Comprehensive Plan notes in Figure 8-1 that as state and federal mandates require, the Village should attempt to meet TMDL requirements as well as keep village ordinances and practices up to date, both of which the updated storm water study would do.</p>
	<p>6. <u>Operating Budget Impact:</u> The short-term impact should be negligible, however longer term, the study may find that the Village will need to do more frequent maintenance and cleaning of storm water facilities. However, no actual impact will be known until the study is complete.</p>
	<p>7. <u>Capital Funding:</u> The Village has received a 50/50 grant from the WDNR to conduct this study.</p>
	<p>8. <u>Growth/Economic Development:</u> In order to take on future growth, the Village needs to have a plan to globally address phosphorus treatment. Similar to how some of the Village’s regional storm water basins have been designed, it may be possible to utilize Village owned facilities to treat phosphorus from private lands, thus reducing the amount of land that a land owner/developer would need to dedicate solely to storm water requirements as the regional system would take care of those requirements.</p>
	<p>9. <u>Quality of Life/Placemaking:</u> The project should improve the long-term water quality of the Eau Claire River, Cedar Creek, Wisconsin River and any other water body that flows in and around the Village of Weston.</p>

Village of Weston Capital Improvement Plan Projects 2020-2024

Project Name:	Tricia/Tanya Lift Station
Project Background:	The project consists of replacing the existing vacuum prime lift station with a submersible station. This is the last vacuum prime lift station in the utility and after this unit is replaced all stations will function similarly. This project will likely cost a little more than other lift station projects as 3-phase power will need to be brought to the site. There have been historic problems with grease build-up at this station and part of the replacement will try to address that problem from being a recurring theme.
	1. <u>Regulatory Compliance:</u> This project is not required.
	2. <u>Need/Necessity:</u> The biggest issue is with the station losing its prime and the extra maintenance required to get it back in working order. There are also grease build-up issues that may be more related to the wastewater entering and not the station itself, but any new design could look at addressing that issue.
	3. <u>Public Safety/Health Impact:</u> The need for reliable lift stations ensures that wastewater does not back up into customer's buildings.
	4. <u>Existing Infrastructure:</u> This is a replacement of existing infrastructure.
	5. <u>Consistency with Plans:</u> The Sanitary Sewer Master Plan recommended that the Tanya/Tricia Lift Station be replaced. It also mentions looking at possibly rerouting a sanitary main to the Ryan St lift station
	6. <u>Operating Budget Impact:</u> Upgrading the station should reduce the amount of staff spends with routine maintenance on the station in the short-term.
	7. <u>Capital Funding:</u> There is no outside funding expected.
	8. <u>Growth/Economic Development:</u> Likely little impact to growth as the area tributary to the station is built-out.
	9. <u>Quality of Life/Placemaking:</u> The project should improve the long-term reliability of the lift station to move wastewater downstream.

Village of Weston Capital Improvement Plan Projects 2020-2024

Project Name:	Well #7 – Camp Phillips Road
Project Background:	<p>The project consists of installing a new municipal well in Yellow Banks Park on the south side of the Eau Claire River. As the Village further develops and grows, there is a need for more water capacity. The Village’s preliminary water master plan shows that by 2025, the Village will need to have additional capacity of 0.43 Million Gallons Per Day and by 2030 that number is anticipated to grow to just over an additional 1 Million Gallons Per Day.</p> <p>The Village purchased the land in 2009 for the purpose of installing a municipal well. In the meantime, the property has also been used as a disc golf course in the interim until a well is built.</p>
	<p>1. <u>Regulatory Compliance:</u> The need for adequate water supply and the Village being able to meet its maximum day demand is nearing the point where another well is necessary.</p>
	<p>2. <u>Need/Necessity:</u> The projected growth of the Village indicates a need for more water to be pumped to the system as indicated in the preliminary water supply analysis referenced in the Project Background above.</p>
	<p>3. <u>Public Safety/Health Impact:</u> The ability to provide clean water is important for community health. The added well capacity would also ensure there is adequate supply for fire protection as well.</p>
	<p>4. <u>Existing Infrastructure:</u> This would be a new well.</p>
	<p>5. <u>Consistency with Plans:</u> The preliminary Water System Master Plan indicates a need for more water supply in the near future to meet maximum day demands and fire flow demands. One of the goals of the Comprehensive Plan, Chapter 8: Community Facilities and Utilities is to Maintain a Clean and Plentiful Water Supply. The well project is also listed in the TIF #1 project plan.</p>
	<p>6. <u>Operating Budget Impact:</u> Adding a new well will increase operating budget costs with the need to pay for electricity, more chemicals, etc.</p>
	<p>7. <u>Capital Funding:</u> There is potential to utilize TIF funds for part of the project.</p>
	<p>8. <u>Growth/Economic Development:</u> A new well will ensure there is ability to further develop and grow in the Village.</p>
	<p>9. <u>Quality of Life/Placemaking:</u> The project will improve water capacity for the Village. With the well located at a Village Park, it may be possible to have an educational opportunity regarding how wells work and perhaps showing the water cycle since the Eau Claire River is nearby as well.</p>

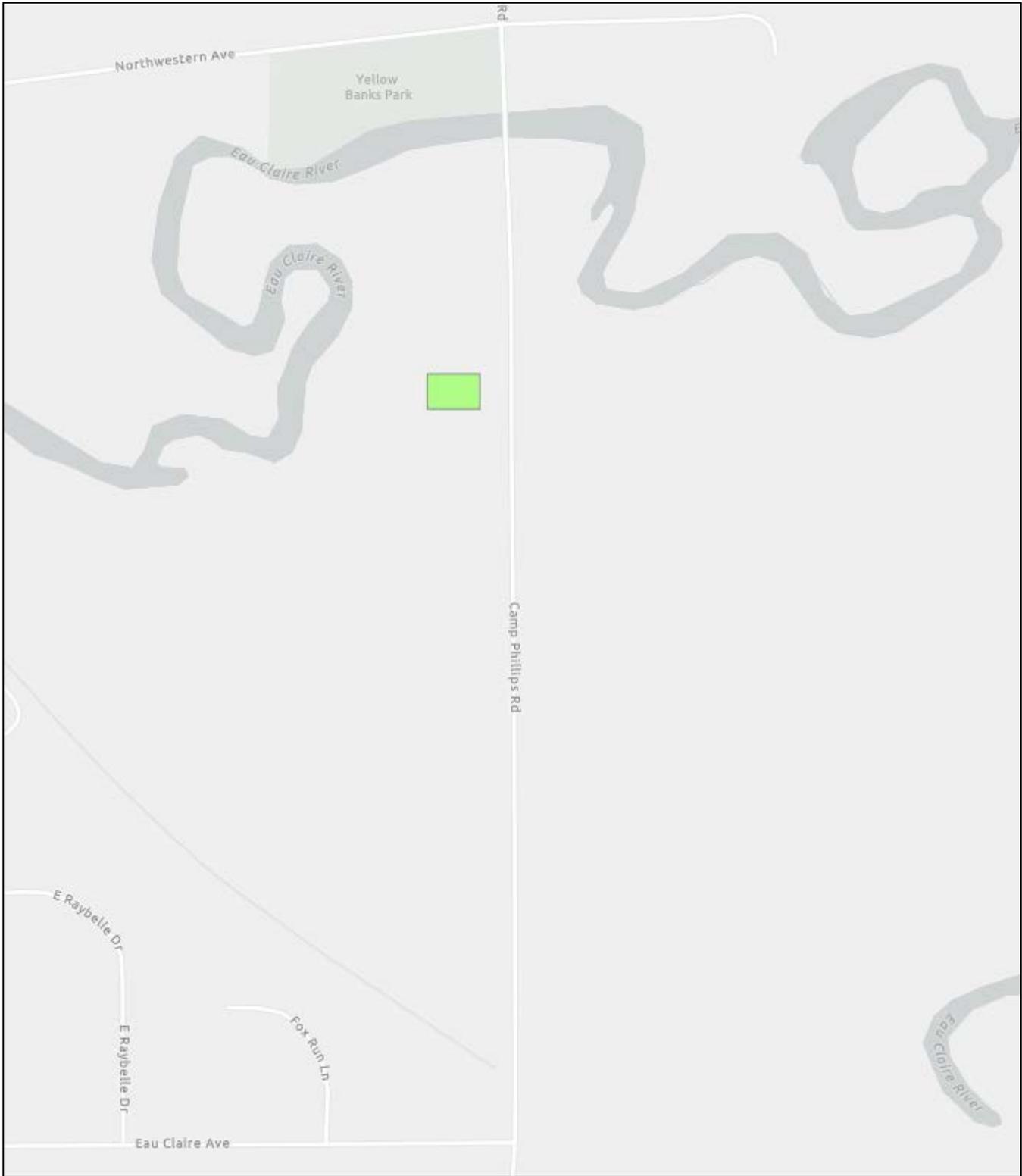


Figure 1: Project Location Map

Village of Weston Capital Improvement Plan Projects 2020-2024

Project Name:	Bloedel Well Iron and Manganese Removal Plant
Project Background:	<p>The project consists of installing an iron and manganese removal plant at the Bloedel Well location. The Bloedel well (or Well 5) has the highest manganese and iron content, at times exceeding the secondary (non-health effects) drinking water standard. The well has been used sparingly in the past to reduce the amount of these elements entering the public water supply. Water quality complaints increase when the well is used more frequently.</p> <p>By adding removal of iron and manganese, the well could pump more frequently making more effective use of all the Village’s wells as the population grows. In addition to the Bloedel Well, the water quality at the Alta Verde Well (Well 1) has been degrading overtime and also exceeds the secondary standards for manganese and iron in the most recent water quality tests. This well is located close enough to the Bloedel Well where a raw water supply from Alta Verde to Bloedel could be installed so there would need to be just one treatment plant for the water from both facilities. This was identified in the most recent draft version of the Water Supply Master Plan. There is already adequate room at the Bloedel site to build an iron and manganese removal plant.</p>
	1. <u>Regulatory Compliance:</u> The water at Alta Verde and Bloedel exceeds the secondary standard. Secondary standards are non-enforceable guidelines regulating contaminants that may cause cosmetic effects or aesthetic effects in drinking water.
	2. <u>Need/Necessity:</u> As the quality of water from the Alta Verde and Bloedel Wells degrades, treatment needs to be done to reduce water quality complaints and improve the Village’s water supply.
	3. <u>Public Safety/Health Impact:</u> The project would remove excessive amounts of iron and manganese in the water which will improve water quality for all users.
	4. <u>Existing Infrastructure:</u> This would be a treatment facility located at the Bloedel Well Site. The treatment facility will allow the current wells to better function and serve the needs of utility customers.
	5. <u>Consistency with Plans:</u> The preliminary Water System Master Plan indicates a need to address the Manganese issue in particular at both these well sites and recommends the installation of a manganese removal plant to improve water quality.
	6. <u>Operating Budget Impact:</u> There will be added expenses with operating a removal plant.
	7. <u>Capital Funding:</u> There are not any outside funds anticipated for this project.
	8. <u>Growth/Economic Development:</u> Improving water quality may aid in economic development.
	9. <u>Quality of Life/Placemaking:</u> Improving water quality should improve the overall health of the Village.



Figure 1: Project Location Map (Potential project would include a raw water (pumped but not treated) line from Alta Verde to Bloedel where a future iron and manganese removal plant would be located).

Village of Weston Capital Improvement Plan Projects 2020-2024

Project Name:	End Loader #32
Project Background:	The current unit was purchased in 2014 and has had hydraulic problems from the beginning. The machine works but isn't user friendly and has a rough ride. When using it for a full day loading trucks staff notes increased soreness and physical fatigue. The hydraulics lag and don't provide a consistent feel or speed when operating. The staff has been working with the local dealer regarding the issues to see if there is a way to improve the hydraulics. The most recent offer from the dealer would get the Village a new loader for a net cost around \$70,000. The current unit was initially purchased through the refuse and recycling fund and it would be proposed the replacement unit would be purchased out of that fund as well.
	1. <u>Regulatory Compliance:</u> There are not any regulatory requirements.
	2. <u>Need/Necessity:</u> The Village has 3 front end loaders in the fleet, and most days all 3 are being used for various tasks as they are versatile pieces of equipment. When one of the units isn't operating at an optimal level, it can make a routine task difficult and frustrating for the operator. This unit also doesn't lend itself to a full day of work as it has excessive bouncing which takes its toll on the operator.
	3. <u>Public Safety/Health Impact:</u> A replacement unit would increase the health of its operator.
	4. <u>Existing Infrastructure:</u> This is the replacement of an existing unit.
	5. <u>Consistency with Plans:</u> An End Loader would typically have a useful life of 20 years, however with the problem this unit has, staff would defer replacing older units that are in the 25 year range, and instead replace this unit.
	6. <u>Operating Budget Impact:</u> There should be a slight reduction as new equipment generally requires less maintenance and less costly repairs.
	7. <u>Capital Funding:</u> The unit would be paid for out of the Refuse and Recycling Fund and not the General Fund as it is used at Ryan St for yard material handling and a new unit would be used for brush pickup throughout the Village as well.
	8. <u>Growth/Economic Development:</u> Providing reliable services helps keep the Village Infrastructure in good order allowing for Growth and Economic Development.
	9. <u>Quality of Life/Placemaking:</u> Not Applicable for this piece of equipment.



Figure 1: Picture of equipment with the front plow and wing configuration.

Village of Weston Capital Improvement Plan Projects 2020-2024

Project Name:	Mobile Column Hoists
Project Background:	<p>This project would be the purchase of an additional set of mobile column hoists. The Village shop had an in-floor hoist that broke several years ago. The plan was to replace that system so there would be an in-floor system as well as a mobile system that could be used so multiple vehicles could be lifted and worked on at the same time.</p> <p>With the discussion of a new building though, staff did not believe it would be justified to install a new in-floor system. Thus, the plan would be to purchase an additional mobile lift system that could be used in any facility moving forward. This would allow multiple vehicles to be lifted and worked on at the same time instead of the limitation of just one vehicle right now.</p>
	<p>1. <u>Regulatory Compliance:</u> There are not any regulatory requirements.</p> <p>2. <u>Need/Necessity:</u> The Village has a mechanic and fleet foreman who maintain the Village's fleet. Having hoists in place so each could be working on a vehicle as well as other staff members who may be changing the oil in their vehicle would increase the efficiency of the shop operations.</p> <p>3. <u>Public Safety/Health Impact:</u> The hoist systems allow staff to work under the vehicle without having to be sliding around on their backs in cramped working conditions.</p> <p>4. <u>Existing Infrastructure:</u> This is the purchase of a new mobile system but would effectively be replacing the in-floor system.</p> <p>5. <u>Consistency with Plans:</u> The recommendation from the Facility Condition Assessment noted a need to provide at least 4 repair bays which the mobile hoists could be used for in the future as well.</p> <p>6. <u>Operating Budget Impact:</u> There could be a reduction in time spent repairing vehicles as staff would have more options and be able to better plan their work.</p> <p>7. <u>Capital Funding:</u> There isn't any outside funding planned for this purchase.</p> <p>8. <u>Growth/Economic Development:</u> Providing reliable services helps keep the Village Infrastructure in good order allowing for Growth and Economic Development.</p> <p>9. <u>Quality of Life/Placemaking:</u> Not Applicable for this piece of equipment.</p>



Figure 1: Picture of the existing hoists lifting a dump truck



Figure 2: Picture of staff working underneath a hoisted truck. This allows staff to more comfortably work on vehicles without having to lay on their backs in tight work areas.

Village of Weston Capital Improvement Plan Projects 2020-2024

Project Name:	Skid Steer 34
Project Background:	<p>This is the replacement of a 1993 Gehl skid steer due to age and increased mechanical problems. The skid steer will be 27 years old in 2020 and the recommended replacement cycle for this type of equipment is in the 15-20 year range depending on hours used.</p> <p>The new unit would be equipped with tracks instead of wheels which will allow staff to use it in uneven terrain and provide an ability that the Village doesn't have with current equipment. The new unit would also be equipped with the hydraulic capabilities for attachments reducing the need to rent a different skid steer in the future for milling pavement, and landscaping attachments for storm sewer and other landscape restoration projects.</p>
	1. <u>Regulatory Compliance:</u> There are not any regulatory requirements.
	2. <u>Need/Necessity:</u> The current unit is past its service life. These units are versatile pieces of equipment that help with park maintenance, storm water projects and street repairs.
	3. <u>Public Safety/Health Impact:</u> Likely not a big impact to public safety or health.
	4. <u>Existing Infrastructure:</u> This is the purchase of a replacement unit.
	5. <u>Consistency with Plans:</u> The recommended service life is 15-20 years which this unit is nearing 27 years.
	6. <u>Operating Budget Impact:</u> There would likely be less time and money spent on maintenance of the machine. Also, rental costs would decrease as this unit would be able to utilize the attachments such as a mill head or landscape rake that the Village has historically had to rent other skid steers for to operate.
	7. <u>Capital Funding:</u> There isn't any outside funding planned for this purchase.
	8. <u>Growth/Economic Development:</u> Providing reliable services helps keep the Village Infrastructure in good order allowing for Growth and Economic Development.
	9. <u>Quality of Life/Placemaking:</u> Not Applicable for this piece of equipment.



Figure 1: Picture of the existing skid steer plowing/removing snow around the Municipal Center

Village of Weston Capital Improvement Plan Projects 2020-2024

Project Name:	One Ton Truck #21
Project Background:	<p>This is the replacement of a 2006 GMC 1-Ton Truck. The box is rusted out and the vehicle is beyond its useful life of 12 years as it will be 14 years old in 2020. For accounting purposes, the depreciation schedule was based off of a 5-year useful life.</p> <p>In replacing this truck, staff is looking at going to a larger sized pickup truck, around the size of an F-550 instead of a 350 to provide larger cargo capacity. There are also trucks in that size that can be equipped with a wing plow if necessary, to aid in full road width plowing. Currently, these trucks are just outfitted with a front plow for taking care of cul-de-sacs and intersections, but this could help diversify the fleet and enhance plowing abilities without adding more vehicles to the fleet.</p>
	1. <u>Regulatory Compliance:</u> There are not any regulatory requirements.
	2. <u>Need/Necessity:</u> The current unit is past its service life.
	3. <u>Public Safety/Health Impact:</u> Likely not a big impact to public safety or health.
	4. <u>Existing Infrastructure:</u> This is the purchase of a replacement unit.
	5. <u>Consistency with Plans:</u> The recommended service life is 12 years which this unit is nearing 14 years.
	6. <u>Operating Budget Impact:</u> There would likely be less time and money spent on maintenance of the truck.
	7. <u>Capital Funding:</u> There isn't any outside funding planned for this purchase.
	8. <u>Growth/Economic Development:</u> Providing reliable services helps keep the Village Infrastructure in good order allowing for Growth and Economic Development. As the Village grows, this truck could be one way to gain plowing capacity without having to add other vehicles or staff as it could plow the full width of a typical residential street.
	9. <u>Quality of Life/Placemaking:</u> Not Applicable for this piece of equipment.



Figure 1: Picture of the existing 1-Ton Truck as it is equipped with the brine tank used for anti-icing.

Village of Weston Capital Improvement Plan Projects 2020-2024

Project Name:	Pickup Truck #55 (Sign Truck)
Project Background:	<p>This is the replacement of a 2005 GMC Pickup Truck. The truck is beyond its useful life of 12 years as it will be 15 years old in 2020. For accounting purposes, the depreciation schedule was based on a 5-year useful life.</p> <p>In replacing this truck, staff is looking at a vehicle that would potentially include a small man-lift to access signs that are higher up as well as an auger attachment for installing new sign posts. This would allow staff to be safer and more productive in repairing and installing signs as well as provide better ergonomic working conditions.</p>
	1. <u>Regulatory Compliance:</u> There are not any regulatory requirements.
	2. <u>Need/Necessity:</u> The current unit is past its service life.
	3. <u>Public Safety/Health Impact:</u> The new truck could improve the working conditions for staff for sign repair and installation.
	4. <u>Existing Infrastructure:</u> This is the purchase of a replacement unit.
	5. <u>Consistency with Plans:</u> The recommended service life is 12 years which this unit is nearing 15 years.
	6. <u>Operating Budget Impact:</u> There would likely be less time and money spent on maintenance of the truck.
	7. <u>Capital Funding:</u> There isn't any outside funding planned for this purchase.
	8. <u>Growth/Economic Development:</u> Providing reliable services helps keep the Village Infrastructure in good order allowing for Growth and Economic Development.
	9. <u>Quality of Life/Placemaking:</u> Not Applicable for this piece of equipment.



Figure 1: Picture of the existing Pickup Truck.

Village of Weston Capital Improvement Plan Projects 2020-2024

Project Name:	Plow Truck #69
Project Background:	<p>This is the replacement of a 2005 Sterling Single Axle Plow Truck. The truck is beyond its useful life of 12 years as it will be 15 years old in 2020. For accounting purposes, the depreciation schedule was based on a 10-year useful life.</p> <p>This truck has problems with controlling the auger and spinner speeds and tends to use more salt/sand than other trucks. This is typically noticeable at intersections where the truck stops and the auger and spinner don't turn off. During the first major snow event in for the winter of 2019-2020 this truck broke down and thus its route ended up becoming snow packed requiring more staff time following up and scraping the roads in the days after the snow event.</p>
	1. <u>Regulatory Compliance:</u> There are not any regulatory requirements.
	2. <u>Need/Necessity:</u> The current unit is past its service life.
	3. <u>Public Safety/Health Impact:</u> The new truck would provide more reliable plowing services to the public and keep roads clear and safe.
	4. <u>Existing Infrastructure:</u> This is the purchase of a replacement unit.
	5. <u>Consistency with Plans:</u> The recommended service life is 12 years which this unit is nearing 15 years.
	6. <u>Operating Budget Impact:</u> There would likely be less time and money spent on maintenance of the truck.
	7. <u>Capital Funding:</u> There isn't any outside funding planned for this purchase.
	8. <u>Growth/Economic Development:</u> Providing reliable services helps keep the Village Infrastructure in good order allowing for Growth and Economic Development.
	9. <u>Quality of Life/Placemaking:</u> Not Applicable for this piece of equipment.



Figure 1: Picture of the existing Plow Truck.

Village of Weston Capital Improvement Plan Projects 2020-2024

Project Name:	Wing Plow for Loader 38
Project Background:	<p>Adding a wing plow for Loader 38 would be a new addition to the Village’s fleet. In 2014 when Loader 32 was replaced, a wing plow was added to it as well as the traditional front plow. This has allowed the loader to now plow the full width of the road and has helped improve the Village’s response time during snow events without adding new pieces of equipment or needing more labor.</p> <p>The plan would be to install a wing plow on Loader 38 which is currently used for plowing cul-de-sacs and multi-use paths during snow events. This would give the Village another piece of equipment capable of plowing the full width of a road and will increase the level of service for residents.</p>
	1. <u>Regulatory Compliance:</u> There are not any regulatory requirements.
	2. <u>Need/Necessity:</u> The addition of a wing plow will provide better plow response.
	3. <u>Public Safety/Health Impact:</u> The wing plow would help improve plowing response and keeping streets clear of snow.
	4. <u>Existing Infrastructure:</u> This is an added attachment for existing equipment.
	5. <u>Consistency with Plans:</u> This isn’t included in any plans.
	6. <u>Operating Budget Impact:</u> There would likely be less time spent plowing and/or less salt used as the loader could plow the street and reduce the amount of plowing for some of the plow trucks.
	7. <u>Capital Funding:</u> There isn’t any outside funding planned for this purchase.
	8. <u>Growth/Economic Development:</u> Providing reliable services helps keep the Village Infrastructure in good order allowing for Growth and Economic Development.
	9. <u>Quality of Life/Placemaking:</u> Not Applicable for this piece of equipment.



Figure 1: Picture of the loader wing on Loader 32, the wing for Loader 38 would be similar and allow staff to plow the full width of the street.

Village of Weston Capital Improvement Plan Projects 2020-2024

Project Name:	Grader #26
Project Background:	<p>This is the replacement of a 2001 Cat 140 H Motor Grader. The grader is beyond its useful life of 15 years as it will be 19 years old in 2020. For accounting purposes, the depreciation schedule was based on a 10-year useful life.</p> <p>The grader is used for snow plowing, grading gravel roads, shouldering and asphalt patch paving to name a few of its uses.</p>
	1. <u>Regulatory Compliance:</u> There are not any regulatory requirements.
	2. <u>Need/Necessity:</u> The current unit is past its service life.
	3. <u>Public Safety/Health Impact:</u> Likely little impact.
	4. <u>Existing Infrastructure:</u> This is the purchase of a replacement unit.
	5. <u>Consistency with Plans:</u> The recommended service life is 15 years old and this unit is nearing 19 years.
	6. <u>Operating Budget Impact:</u> There would likely be less time and money spent on maintenance of the grader.
	7. <u>Capital Funding:</u> There isn't any outside funding planned for this purchase.
	8. <u>Growth/Economic Development:</u> Providing reliable services helps keep the Village Infrastructure in good order allowing for Growth and Economic Development.
	9. <u>Quality of Life/Placemaking:</u> Not Applicable for this piece of equipment.



Figure 1: Picture of the grader scraping ice during the winter.

Village of Weston Capital Improvement Plan Projects 2020-2024

Project Name:	Pickup Truck #2
Project Background:	<p>This is the replacement of a 2005 GMC Pickup Truck. The truck is beyond its useful life of 12 years as it will be 15 years old in 2020. For accounting purposes, the depreciation schedule was based on a 5-year useful life.</p> <p>This truck is used as the fleet/shop truck used for getting parts throughout the day. This truck also has a diesel fuel tank on it so it is able to fuel up the heavy equipment such as the excavators and bulldozers when they're out on a job site or at Ryan St and it doesn't require the equipment to be put on a trailer and brought back to be refueled.</p>
	1. <u>Regulatory Compliance:</u> There are not any regulatory requirements.
	2. <u>Need/Necessity:</u> The current unit is past its service life.
	3. <u>Public Safety/Health Impact:</u> Likely little impact.
	4. <u>Existing Infrastructure:</u> This is the purchase of a replacement unit.
	5. <u>Consistency with Plans:</u> The recommended service life is 12 years old and this unit is nearing 20 years.
	6. <u>Operating Budget Impact:</u> There would likely be less time and money spent on maintenance of the existing truck.
	7. <u>Capital Funding:</u> There isn't any outside funding planned for this purchase.
	8. <u>Growth/Economic Development:</u> Providing reliable services helps keep the Village Infrastructure in good order allowing for Growth and Economic Development.
	9. <u>Quality of Life/Placemaking:</u> Not Applicable for this piece of equipment.



Figure 1: Picture of existing Truck #2

Village of Weston Capital Improvement Plan Projects 2020-2024

Project Name:	Dump Truck #28
Project Background:	<p>This is the replacement of a 1990 Ford Triaxle Dump Truck. The truck is beyond its useful life of 15-17 years as it will be 30 years old in 2020. For accounting purposes, the depreciation schedule was based on a 10-year useful life.</p> <p>This truck is used for general hauling of sand, gravel, snow, yard waste, etc. In the more recent years this truck has been mainly dedicated for use at Ryan St for hauling brush and compost.</p>
	1. <u>Regulatory Compliance:</u> There are not any regulatory requirements.
	2. <u>Need/Necessity:</u> The current unit is past its service life.
	3. <u>Public Safety/Health Impact:</u> Likely little impact.
	4. <u>Existing Infrastructure:</u> This is the purchase of a replacement unit.
	5. <u>Consistency with Plans:</u> The recommended service life is 15-17 years and this unit is nearing 30 years.
	6. <u>Operating Budget Impact:</u> There would likely be less time and money spent on maintenance of the existing truck.
	7. <u>Capital Funding:</u> The funding for this truck would be recommended to come from the Refuse and Recycling Fund as this truck has primarily served in that role over the last several years.
	8. <u>Growth/Economic Development:</u> Providing reliable services helps keep the Village Infrastructure in good order allowing for Growth and Economic Development.
	9. <u>Quality of Life/Placemaking:</u> Not Applicable for this piece of equipment.



Figure 1: Picture of existing Truck #28

Village of Weston Capital Improvement Plan Projects 2020-2024

Project Name:	1-Ton Truck #31
Project Background:	<p>This is the replacement of a 2007 Chevrolet 3500 1-Ton Truck. The truck is at its useful life of 12 years as it will be 13 years old in 2020. For accounting purposes, the depreciation schedule was based on a 10-year useful life.</p> <p>This truck is used for snow plowing cul-de-sacs, well houses, lift stations, pothole patching, hauling small amounts of materials (sand, topsoil, etc.) and general towing of small equipment and trailers.</p>
	1. <u>Regulatory Compliance:</u> There are not any regulatory requirements.
	2. <u>Need/Necessity:</u> The current unit is at its service life.
	3. <u>Public Safety/Health Impact:</u> Likely little impact.
	4. <u>Existing Infrastructure:</u> This is the purchase of a replacement unit.
	5. <u>Consistency with Plans:</u> The recommended service life is 12 years and this unit is nearing 13 years.
	6. <u>Operating Budget Impact:</u> There would likely be less time and money spent on maintenance of the existing truck.
	7. <u>Capital Funding:</u> There is not any outside funding planned for this purchase.
	8. <u>Growth/Economic Development:</u> Providing reliable services helps keep the Village Infrastructure in good order allowing for Growth and Economic Development.
	9. <u>Quality of Life/Placemaking:</u> Not Applicable for this piece of equipment.



Figure 1: Picture of existing Truck #31

Village of Weston Capital Improvement Plan Projects 2020-2024

Project Name:	End Loader #14
Project Background:	<p>This is the replacement of a 1994 John Deere End Loader. The End Loader is past its useful life of 20 years as it will be 26 years old in 2020. For accounting purposes, the depreciation schedule was based on a 10-year useful life.</p> <p>This end loader is one of 3 in the fleet. They're versatile pieces of equipment used for plowing, snow blowing, loading materials (snow, sand, topsoil, etc.), ditching, sweeping with a front broom, etc.</p>
	1. <u>Regulatory Compliance:</u> There are not any regulatory requirements.
	2. <u>Need/Necessity:</u> The current unit is past its service life.
	3. <u>Public Safety/Health Impact:</u> Likely little impact.
	4. <u>Existing Infrastructure:</u> This is the purchase of a replacement unit.
	5. <u>Consistency with Plans:</u> The recommended service life is 20 years and this unit is nearing 26 years.
	6. <u>Operating Budget Impact:</u> There would likely be less time and money spent on maintenance of the existing truck.
	7. <u>Capital Funding:</u> There is not any outside funding planned for this purchase.
	8. <u>Growth/Economic Development:</u> Providing reliable services helps keep the Village Infrastructure in good order allowing for Growth and Economic Development.
	9. <u>Quality of Life/Placemaking:</u> Not Applicable for this piece of equipment.



Figure 1: Picture of existing End Loader #14

Village of Weston Capital Improvement Plan Projects 2020-2024

Project Name:	Mini Excavator – New Purchase
Project Background:	This would be the purchase of an additional new mini-excavator. The Village purchased its current mini-excavator in 2016. Since we’ve had the existing one, it is pretty much used every day from Spring through early winter. It is used for manhole and water valve repairs for asphalt overlay projects, ditching and culvert repairs, it has a brush head to keep right-of-ways clear and many other functions. There are times when an additional one could be used to get more work done throughout the year.
	1. <u>Regulatory Compliance:</u> There are not any regulatory requirements.
	2. <u>Need/Necessity:</u> With only one unit in the fleet, staff finds themselves having to rearrange schedules or utilize the larger excavators instead to perform tasks that the mini would be best utilized for. An additional one in the fleet would minimize disturbance caused by the larger pieces of equipment.
	3. <u>Public Safety/Health Impact:</u> Likely little impact.
	4. <u>Existing Infrastructure:</u> This is the purchase of a new piece of equipment.
	5. <u>Consistency with Plans:</u> Not applicable.
	6. <u>Operating Budget Impact:</u> There would potentially be savings from not having to rent a second unit at times.
	7. <u>Capital Funding:</u> There is not any outside funding planned for this purchase.
	8. <u>Growth/Economic Development:</u> Providing reliable services helps keep the Village Infrastructure in good order allowing for Growth and Economic Development.
	9. <u>Quality of Life/Placemaking:</u> Not Applicable for this piece of equipment.



Figure 1: Picture of existing Mini Excavator installing storm sewer

Village of Weston Capital Improvement Plan Projects 2020-2024

Project Name:	Bucket Truck #111
Project Background:	<p>This is the replacement of a 2001 International Bucket Truck. This truck is nearing its useful life of 20 years as it will be 19 years old in 2020. For accounting purposes, the depreciation schedule was based on a 20-year useful life.</p> <p>This truck is used for tree trimming, street light maintenance, pulling pumps at lift stations and motors at the Aquatic Center, and the auger is used for drilling post holes and turning water valves up/down.</p>
	1. <u>Regulatory Compliance:</u> There are not any regulatory requirements.
	2. <u>Need/Necessity:</u> This is a specialty piece of equipment that has several functions that other pieces of equipment aren't able to do.
	3. <u>Public Safety/Health Impact:</u> Likely little impact.
	4. <u>Existing Infrastructure:</u> This is the purchase of a replacement unit.
	5. <u>Consistency with Plans:</u> The recommended service life is 20 years and this unit is nearing 20 years.
	6. <u>Operating Budget Impact:</u> There would potentially be savings from less time and money spent on maintenance of the existing truck.
	7. <u>Capital Funding:</u> There is not any outside funding planned for this purchase.
	8. <u>Growth/Economic Development:</u> Providing reliable services helps keep the Village Infrastructure in good order allowing for Growth and Economic Development.
	9. <u>Quality of Life/Placemaking:</u> Not Applicable for this piece of equipment.



Figure 1: Picture of existing bucket truck

Village of Weston Capital Improvement Plan Projects 2020-2024

Project Name:	Quad Axle Truck 15
Project Background:	This is the replacement of a 2003 Sterling Tri-Axle Truck. The truck is at its useful life of 15-17 years as it will be 17 years old in 2020. For accounting purposes, the depreciation schedule was based on a 10-year useful life. These trucks are used to haul materials such as snow, sand, topsoil, gravel, etc. throughout the year.
	1. <u>Regulatory Compliance:</u> There are not any regulatory requirements.
	2. <u>Need/Necessity:</u> The current unit is nearing its service life.
	3. <u>Public Safety/Health Impact:</u> Likely little impact.
	4. <u>Existing Infrastructure:</u> This is the purchase of a replacement unit.
	5. <u>Consistency with Plans:</u> The recommended service life is 15-17 years and this unit will be 17 in 2020.
	6. <u>Operating Budget Impact:</u> There would likely be less time and money spent on maintenance of the truck.
	7. <u>Capital Funding:</u> There is not any outside funding planned for this purchase.
	8. <u>Growth/Economic Development:</u> Providing reliable services helps keep the Village Infrastructure in good order allowing for Growth and Economic Development.
	9. <u>Quality of Life/Placemaking:</u> Not Applicable for this piece of equipment.



Figure 1: Picture of existing Dump Truck #15

Village of Weston Capital Improvement Plan Projects 2020-2024

Project Name:	Volkman St Multi-Use Path to DCE Jr High
Project Background:	<p>The Village of Weston received a DNR Stewardship grant for this project in the amount of \$41,124. All project funds must be spent by June 30, 2021. At the very least, design should be done in 2020 with an early construction start in 2021 to complete the project by the June 20, 2021 timeline.</p> <p>The project is meant to connect the DCE Jr. High and the Everest neighborhood with the planned paths in the Village of Rothschild along with the existing paths along Volkman St in the Village of Rothschild. This project would install a separate path on Volkman St from Heuss Ave to Everest Ave and then continue east on Everest Ave to the intersection of Everest Ave and Machmueller.</p> <p>The Village was given a 2-year extension on this project in the spring of 2019. Currently, the Village of Rothschild and City of Schofield received a grant for a trail that would start at Heuss Ave and then go behind the Shopko building to the intersection of Business 51 and Grand Ave and then it will proceed north along the railroad corridor. This project would be a good middle piece to the existing trails and the proposed work with Rothschild and Schofield.</p>
	1. <u>Regulatory Compliance:</u> No specific regulatory compliance except the Village will lose the grant funding if not spent by June 31, 2021.
	2. <u>Need/Necessity:</u> The project would provide an off pavement route for pedestrians and bicyclists to move about on Volkman and Everest Ave.
	3. <u>Public Safety/Health Impact:</u> This project would improve the safety of the route to the DC Everest Jr High along Volkman St for non-motorized users.
	4. <u>Existing Infrastructure:</u> This would be a new piece of infrastructure. However, it would improve the ability for vehicles to utilize the roads as there would be less pedestrians and bicyclists utilizing the driving lanes.
	5. <u>Consistency with Plans:</u> Project is shown on the future recreational facilities map in the Comprehensive Plan.
	6. <u>Operating Budget Impact:</u> The project will slightly increase the need for plowing in the winter as well as some surface maintenance for the duration of its life.
	7. <u>Capital Funding:</u> The project did receive a grant award for 50% of construction costs. Overall the grant should fund at least 35% of the total cost. That includes estimated construction costs as well as engineering and a 15% contingency.
	8. <u>Growth/Economic Development:</u> Residents are always looking for more opportunities for recreation and this would help make this part of the Village more inviting for pedestrians.
	9. <u>Quality of Life/Placemaking:</u> The project increases recreational opportunities and improves transportation safety.



Figure 1: Project Location Map along with Planned Rothschild projects

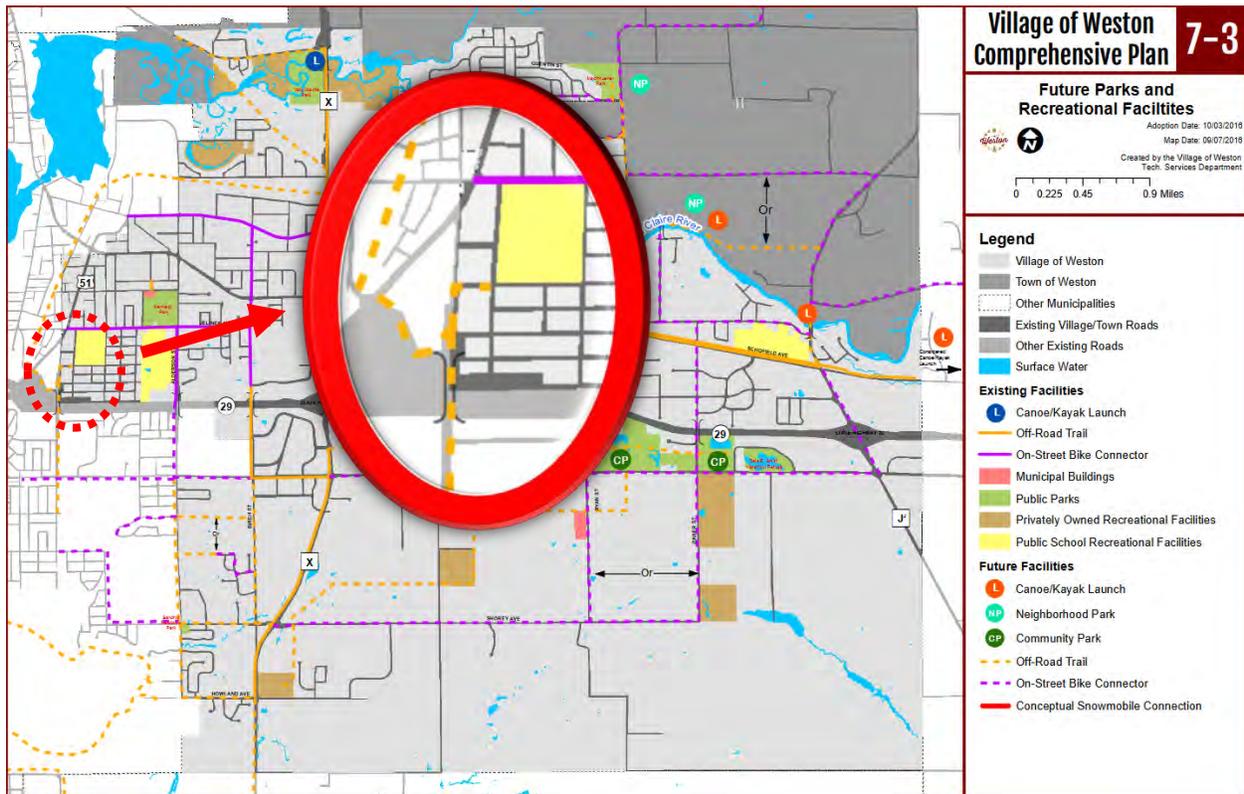


Figure 2: Future Parks and Recreation Facilities Map from Comprehensive Plan: note project shown as a future off-road facility.

Village of Weston Capital Improvement Plan Projects 2020-2024

Project Name:	Weston School Neighborhood Reconstruction Project
Project Background:	<p>The project consists of a complete reconstruction of the streets directly east of Weston Elementary and is the following streets: S. Timber, Sunset, Arrow, Von Kanel (all between Ross/Corozalla and Sternberg) and Kennedy Ave.</p> <p>In total, approximately 5,320 feet (~1 mile) of roads will be reconstructed. The current roads have PASER ratings between 2 and 5 (Average of 3). Besides poor roads, there is also poor drainage in this neighborhood. This past spring pumps were setup on both Sunset and Arrow to pump water to Sternberg as there was water backing up into houses.</p> <p>The watermain in the majority of the project is Asbestos Cement and will be replaced. There have been several issues with freeze-ups in this area over the past few winters.</p> <p>The proposed project reconstructs the streets, would install a drainage network, and would replace water and sanitary sewer lines. Sidewalk will also be installed per Village code.</p>
	1. <u>Regulatory Compliance:</u> There is not a mandate to do the project, but the project will be required to comply with current state and federal regulations.
	2. <u>Need/Necessity:</u> The roads in this area are in very poor condition and require frequent patching during the non-winter months. Additionally, the lack of drainage infrastructure led to excessive water pumping this past spring. By repairing the roads and drainage network, less maintenance dollars will be spent on these roads.
	3. <u>Public Safety/Health Impact:</u> The project will improve the safety of the roads and provide better flood control.
	4. <u>Existing Infrastructure:</u> This is existing infrastructure that will be updated to current standards.
	5. <u>Consistency with Plans:</u> The Village's Comprehensive Plan notes that roads will be considered for reconstruction once it has a PASER rating of 5 or lower, which these roads have.
	6. <u>Operating Budget Impact:</u> The project will result in less money spent for patching primarily on these roads.
	7. <u>Capital Funding:</u> There may be a small portion of this project paid for by Special Assessments <25%.
	8. <u>Growth/Economic Development:</u> The project will help revitalize the neighborhood.
	9. <u>Quality of Life/Placemaking:</u> The addition of sidewalks will improve the recreational opportunities for the neighborhood.



Figure 1: Project Location Map



Figure 2: Pavement on Kennedy At S Timber



Figure 3: Pavement on Von Kanel just South of Kennedy

Village of Weston Capital Improvement Plan Projects 2020-2024

Project Name:	2020 Intersection Studies (Ross and Camp Phillips / Schofield Ave and Ryan)
Project Background:	<p>The project would consist of conducting engineering/traffic control studies for the intersection of Ross Ave and Camp Phillips/CR-X as well as looking at the intersections of Schofield Ave and Ryan St and Schofield Ave and Hunt St.</p> <p>For Ross Ave and Camp Phillips, it has been roughly 20 years since the intersection was last redesigned and the recommendation at the time was to revisit the function of the intersection in 20 years. Staff receives frequent complaints about the poor sight lines and difficulty with making left hand turns, specifically when traveling southbound on County Rd X and trying to go eastbound on Ross Ave.</p> <p>For Schofield Ave and Ryan and Hunt St, with the build-out of the Swiderski development and the recent East Gate Apartments at Ryan St, it is time to evaluate the current intersection configuration and level of service. It is anticipated that any improvements at Ryan St and Schofield Ave will have an impact on Hunt St and Schofield Ave. Thus, those intersections should be looked at in tandem.</p>
	1. <u>Regulatory Compliance:</u> There is not a mandate to do the project.
	2. <u>Need/Necessity:</u> With growth over the past decade and future growth anticipated along the Camp Phillips and Schofield Ave Corridors, these intersections should be evaluated to ensure they're meeting the current service needs of its users.
	3. <u>Public Safety/Health Impact:</u> The project should identify improvement opportunities to make the intersections safer for the traveling public.
	4. <u>Existing Infrastructure:</u> This is an evaluation of existing infrastructure.
	5. <u>Consistency with Plans:</u> The Village's Comprehensive Plan noted major intersection improvements at Ross Ave and Camp Phillips Rd as part of the County Road X Corridor Plan. The Draft Schofield Avenue Corridor Plan notes Ped and Bike Enhancements at Schofield Ave and Ryan as well.
	6. <u>Operating Budget Impact:</u> The project will likely have little near term impact on the operating budget.
	7. <u>Capital Funding:</u> There likely will be no outside funding for this project.
	8. <u>Growth/Economic Development:</u> The project will help identify deficiencies with the existing intersections and should help the Village identify how to make the intersections safer and more efficient to allow for further growth in the Village.
	9. <u>Quality of Life/Placemaking:</u> The project should help identify how to make the intersections safer.



Figure 1: Ross Ave and Camp Phillips Rd intersection improvement noted as a proposed major intersection improvement as shown in the County Road X Corridor Plan in the Village's Comprehensive Plan

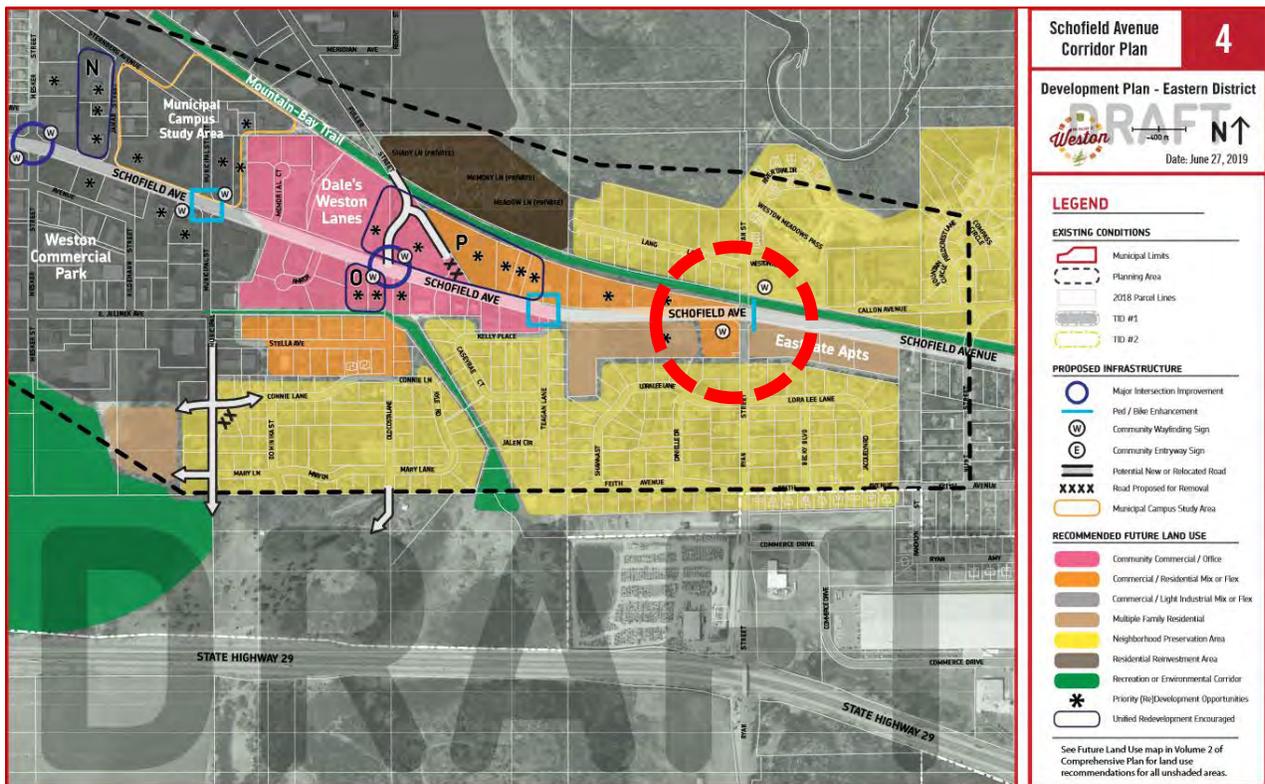


Figure 2: Draft Schofield Ave corridor plan noting Ped/Bike Enhancements at Schofield Ave and Ryan St.

Village of Weston Capital Improvement Plan Projects 2020-2024

Project Name:	Crestwood Acres Neighborhood Reconstruction Project
Project Background:	<p>The project consists of a complete reconstruction of the streets directly east of Camp Phillips Rd and south of E Jelinek Ave. The specific streets are: Randy Jay St., Rodney St., Kirk St., Douglas Ln., Robin St., and E Everest Ave.</p> <p>In total, approximately 5,555 feet (~1 mile) of roads will be reconstructed. The current roads have PASER ratings between 2 and 5. Besides poor roads, there is also poor drainage in this neighborhood as it has clay soils and poorly defined ditch lines and a lack of storm sewer. Water tends to sit in yards from spring until mid-summer.</p> <p>The watermain in the majority of the project is Asbestos Cement and will be replaced. There have been several issues with lateral leaks at the connection to the main and currently there are several broken water valves in the area that need to be replaced.</p> <p>The proposed project reconstructs the streets, would install a drainage network, and would replace water and sanitary sewer lines. Sidewalk will also be installed per Village code.</p>
	1. <u>Regulatory Compliance:</u> There is not a mandate to do the project, but the project will be required to comply with current state and federal regulations.
	2. <u>Need/Necessity:</u> The roads in this area are in very poor condition and require frequent patching during the non-winter months. Additionally, the lack of drainage infrastructure leads to several small ditching projects each year in this area. There are several broken water valves that need to be replaced as well.
	3. <u>Public Safety/Health Impact:</u> Improving the roads will make them safer for the traveling public. Replacing broken valves and old watermain will improve the reliability of the water system in this area.
	4. <u>Existing Infrastructure:</u> This is existing infrastructure that will be updated to current standards. Watermain would likely be upsized on E Everest to provide better looping of mains to the water tower.
	5. <u>Consistency with Plans:</u> The Village's Comprehensive Plan notes that roads will be considered for reconstruction once it has a PASER rating of 5 or lower, which these roads have.
	6. <u>Operating Budget Impact:</u> The project will result in less money spent for patching primarily on these roads as well as less utility funds spent on replacing broken water valves on a case by case basis.
	7. <u>Capital Funding:</u> There may be a small portion of this project paid for by Special Assessments <25%.
	8. <u>Growth/Economic Development:</u> The project will help revitalize the neighborhood
	9. <u>Quality of Life/Placemaking:</u> The addition of sidewalks will improve the recreational opportunities for the neighborhood.

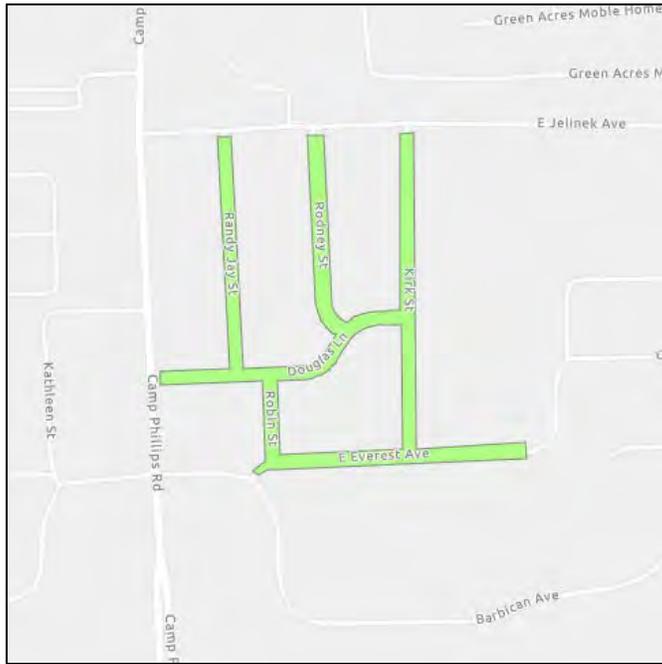


Figure 1: Map of streets included in this planned neighborhood reconstruction.



Figure 2: Kirk St Pavement Deuteriation, typical for the roads in this neighborhood.



Figure 3: Kirk St water service leak from 2017.

Village of Weston Capital Improvement Plan Projects 2020-2024

Project Name:	2020 Curb Repairs
Project Background:	The project consists of replacing deteriorated concrete curb sections primarily on Barbican Ave, but also parts of Schofield Ave.
	1. <u>Regulatory Compliance:</u> There is not a mandate to do the project.
	2. <u>Need/Necessity:</u> There are sections of curb that are in very poor condition. They no longer are providing the support necessary at the pavement edge, nor are they allowing water to adequately drain off the road in their current state. This type of curb also becomes a hazard for plows as it can catch the blade of the plow.
	3. <u>Public Safety/Health Impact:</u> Improving the curb will improve drainage in these areas and get water off the road better.
	4. <u>Existing Infrastructure:</u> This is existing infrastructure that will be repaired.
	5. <u>Consistency with Plans:</u> There isn't anything specific about maintaining curbs, but this is part of making sure the drainage infrastructure is working properly.
	6. <u>Operating Budget Impact:</u> The project will result in less money spent on small section repairs. Improving the curb condition should help prolong the life of the asphalt pavement as water won't sit on the pavement edge. It will also reduce the chances of damage to snow plows during the winter.
	7. <u>Capital Funding:</u> There is not any outside funding for this project.
	8. <u>Growth/Economic Development:</u> Barbican is one of the STH 29 commercial areas adjacent to Camp Phillips Rd and having good infrastructure is helpful in attracting businesses.
	9. <u>Quality of Life/Placemaking:</u> The project will improve the drainage and the aesthetic look of the roadway.



Figure 1: Map of project location



Figure 2: Poor curb line on Barbican westbound

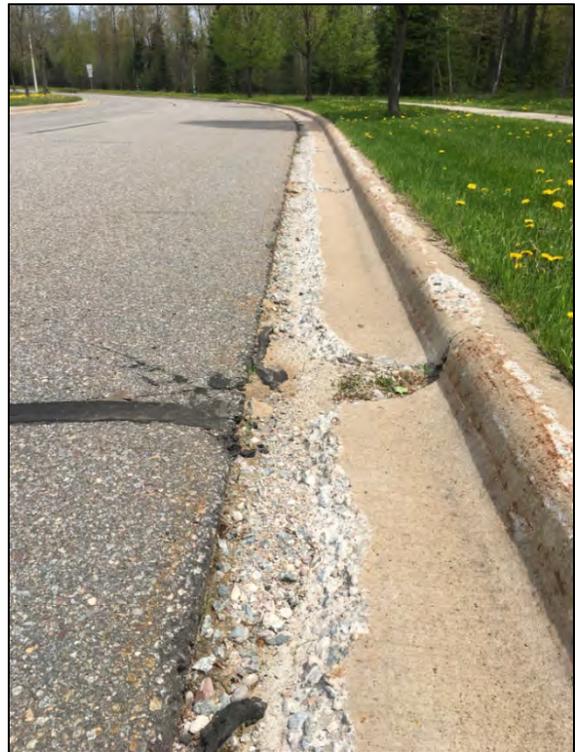


Figure 3: Poor curb line on Barbican eastbound

Village of Weston Capital Improvement Plan Projects 2020-2024

Project Name:	Schofield Ave Repairs (Birch to Camp Phillips)
Project Background:	<p>The project consists of replacing deteriorated concrete pavement sections and curb and gutter on Schofield Ave between Birch St and Camp Phillips Rd.</p> <p>In total, approximately 2,540 feet (~0.5 mile) of road will be repaired as needed along this stretch.</p>
	1. <u>Regulatory Compliance:</u> There is not a mandate to do the project.
	2. <u>Need/Necessity:</u> There are many severe cracks and patched joints and slabs of concrete along this stretch. This road is a major arterial in the Village of Weston with traffic volumes over 15,000 vehicles per day according to the latest DOT traffic counts. Deferred maintenance will only make the cracks grow over time.
	3. <u>Public Safety/Health Impact:</u> Improving the roads will make them safer for the traveling public.
	4. <u>Existing Infrastructure:</u> This is existing infrastructure that will be repaired.
	5. <u>Consistency with Plans:</u> The Village’s Comprehensive Plan notes that roads will be considered for reconstruction once it has a PASER rating of 5 or lower. This road is rated in the 6 range, but it is the busiest road the Village maintains, and it is important to keep it in good condition.
	6. <u>Operating Budget Impact:</u> The project will result in less money spent for patching and temporary fixes on this section of roadway. Patching on Schofield Ave is different than side streets as it requires more traffic control and thus more people to perform the task to ensure it is done safely. By putting all of the repairs together, it is also more cost effective to do large sections of roadway at a time instead of making piecemeal repairs as they become too severe to just patch.
	7. <u>Capital Funding:</u> There is not any outside funding for this project.
	8. <u>Growth/Economic Development:</u> Schofield Ave is the major East/West arterial through the Village of Weston and well-maintained roads along the commercial corridor are important.
	9. <u>Quality of Life/Placemaking:</u> The project will increase the efficiency of the road as drivers will not have to worry about avoiding potholes. It will also fix deteriorated pavement joints which fall along the crosswalk areas on many side streets.

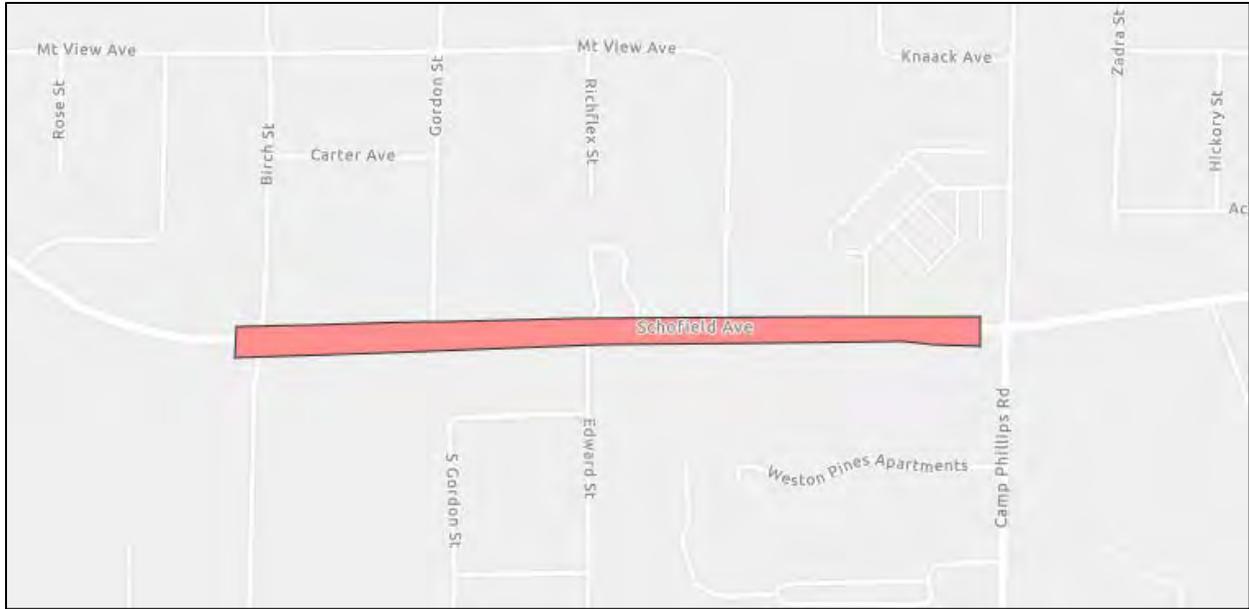


Figure 1: Map of project location



Figure 2: Patched Concrete Joint near Gordon St.



Figure 3: Poor Concrete Joints just west of Camp Phillips Rd

Village of Weston Capital Improvement Plan Projects 2020-2024

Project Name:	Birch St (Cross Pointe to Shorey)
Project Background:	<p>The project consists of reconstructing Birch Street between Cross Pointe Blvd and Shorey Ave. The road is approximately 4,550 ft long (just under a mile).</p> <p>The project will reconstruct the entire road including the base, the water system would be looped closing a key gap in the current distribution system. Drainage would be improved with the new roadway as there are currently issues in the spring with water running across the road due to poorly draining ditches on the east side of the road near Windsor Dr.</p> <p>Pedestrian and bicycle accommodations will also be made on this project, a multi-use path is planned as it would fit in with the existing multi-use path on Camp Phillips and the one on Weston Ave and Birch St to the north via the pedestrian bridge.</p>
	1. <u>Regulatory Compliance:</u> There is not a mandate to do the project.
	2. <u>Need/Necessity:</u> The road is in poor condition and experiences severe heaving in the spring due to the freeze thaw cycle. There is substantial rutting on the street as well. The road also lacks adequate room for non-motorized traffic. Utility wise, there is approximately a 1/4 mile gap in the water distribution system that would be looped in conjunction with this project making water flow more reliable along Birch St.
	3. <u>Public Safety/Health Impact:</u> Improving the roadway will make it safer for the traveling public and a multi-use path will make walking safer. Looping the watermain will help improve the reliability of the water system as well in that area.
	4. <u>Existing Infrastructure:</u> This is existing infrastructure that will be repaired and/or expanded.
	5. <u>Consistency with Plans:</u> The Village’s Comprehensive Plan notes that roads will be considered for reconstruction once it has a PASER rating of 5 or lower. Birch St currently a 4. Also, the multi-use path is identified in the Comprehensive Plan and Recreation Plan as a future project.
	6. <u>Operating Budget Impact:</u> The project will result in less money spent on maintenance for the road in the short term. Historically, staff has spent time thawing culverts and/or cleaning snow out of the ditches to keep water from running across the road in the spring.
	7. <u>Capital Funding:</u> A Local Road Improvement Project Grant was submitted to the DOT in the fall of 2019. If awarded, the grant would pay for 50% of the construction costs.
	8. <u>Growth/Economic Development:</u> On the east side of Birch St., there is currently an 80-acre parcel for sale. Providing updated infrastructure could speed up the development of this property. The northern half of that property also doesn’t have access to sewer and water so this project will provide that as well. There is also an approximate 40 acre parcel on the west side of the road that could be developed in the future as well which was lacking sewer and water access.
	9. <u>Quality of Life/Placemaking:</u> The project will improve the ability for biking and walking along the corridor as well as making the road better for motorists.

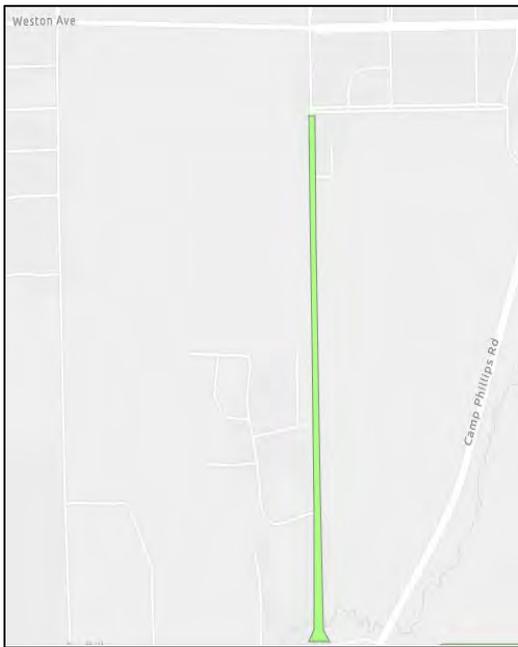


Figure 1: Picture of cracked pavement and rutting in the wheel tracks (~3" deep. This is typical along the length of the roadway)

Figure1: Map of Project Location

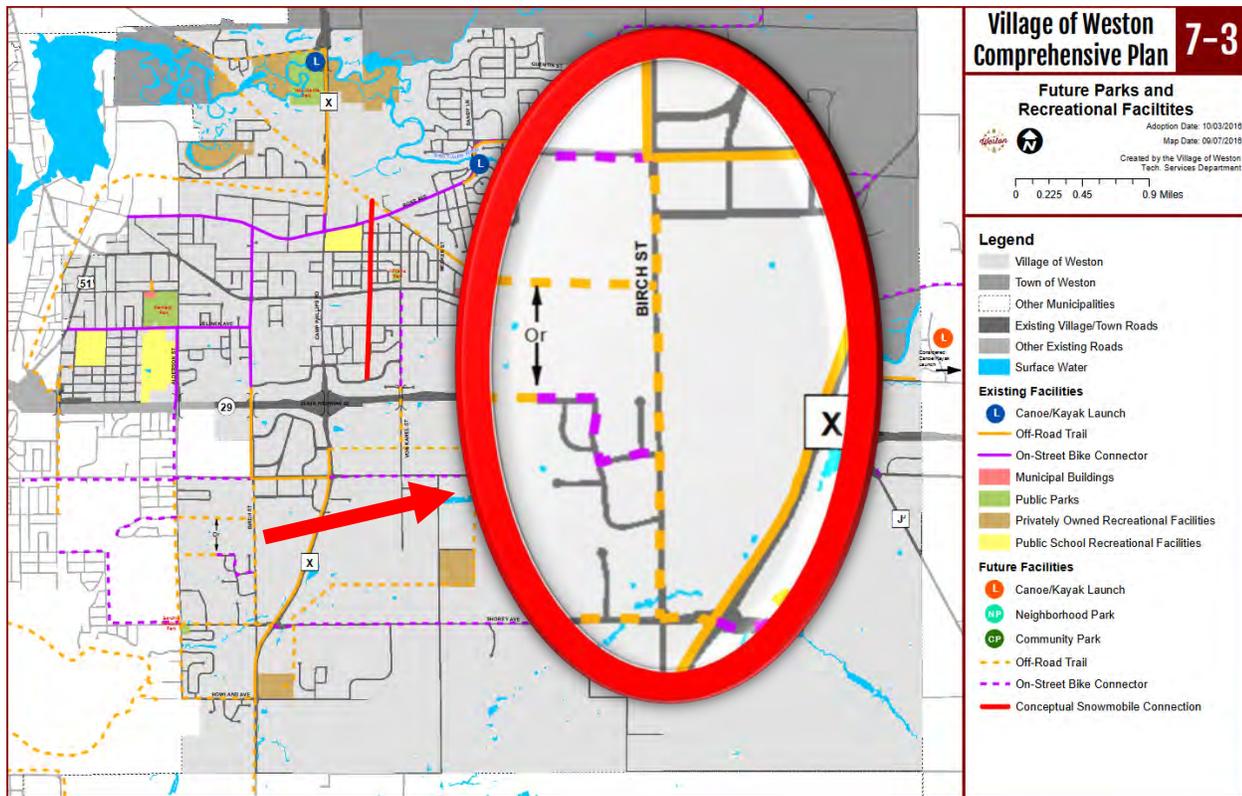


Figure 3: Village's Comprehensive Plan Future Recreational Facilities Map, note Birch St is listed as a Future Off-Road Trail

Village of Weston Capital Improvement Plan Projects 2020-2024

Project Name:	Kramer Ln (Trotzer to Gusman)
Project Background:	The project consists of repaving Kramer Ln from Trotzer to Gusman which is roughly 1/2 mile in length. This is a joint project with the Town of Weston as the east half is in the Town and the west half is in the Village. The road is in poor condition with a current PASER rating of 2.
	1. <u>Regulatory Compliance:</u> There is not a mandate to do the project.
	2. <u>Need/Necessity:</u> The road is in poor condition and has substantial potholes and uneven pavement.
	3. <u>Public Safety/Health Impact:</u> Improving the roadway will make it safer for the traveling public.
	4. <u>Existing Infrastructure:</u> This is existing infrastructure that will be repaved and slightly widened.
	5. <u>Consistency with Plans:</u> The Village's Comprehensive Plan notes that roads will be considered for reconstruction once it has a PASER rating of 5 or lower, current rating is a 2.
	6. <u>Operating Budget Impact:</u> The project will result in less money spent on patching the road during the year.
	7. <u>Capital Funding:</u> A Local Road Improvement Project Grant was submitted to the DOT in the fall of 2019 and the Village has received a 50% matching grant for the Village's portion of the project.
	8. <u>Growth/Economic Development:</u> Repaving the road likely has little impact on growth or economic development as it is in an established neighborhood.
	9. <u>Quality of Life/Placemaking:</u> The project will improve the pavement surface and make the road better for all types of users as it will also be wider to allow for biking and walking more safely on the side of the road.

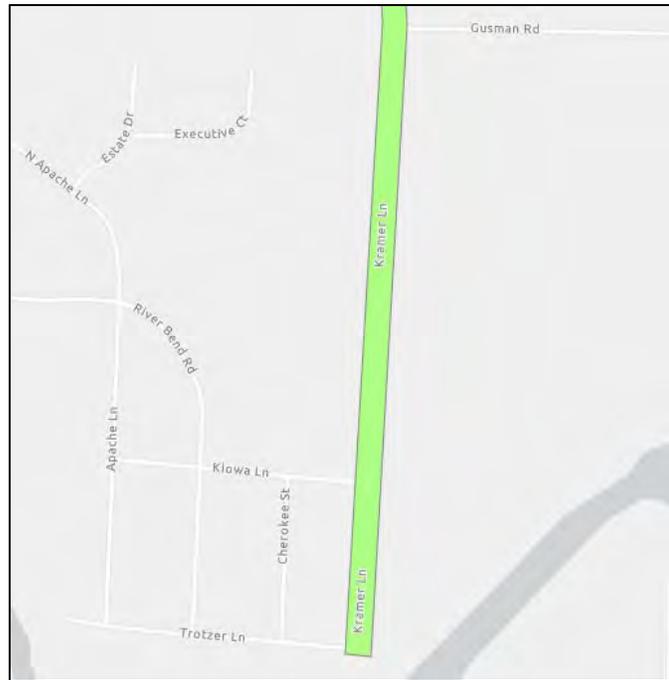


Figure 1: Project Location Map



Figure 2: Kramer Ln, north of Kiowa looking south.



Figure 3: Kramer Ln, north of Kiowa looking north

Village of Weston Capital Improvement Plan Projects 2020-2024

Project Name:	Shorey Ave (Camp Phillips to Heeren)
Project Background:	The project consists of repaving Shorey Ave from Camp Phillips to Heeren Ave which is roughly 1.1 miles in length. The road is in fair condition with a current PASER rating of 5. There is noticeable failure within the wheel tracks leading to rutting and a poor driving surface.
	1. <u>Regulatory Compliance:</u> There is not a mandate to do the project.
	2. <u>Need/Necessity:</u> The road is in fair condition and has some potholes and uneven pavement.
	3. <u>Public Safety/Health Impact:</u> Improving the roadway will make it safer for the traveling public.
	4. <u>Existing Infrastructure:</u> This is existing infrastructure that will be repaved and slightly widened.
	5. <u>Consistency with Plans:</u> The Village’s Comprehensive Plan notes that roads will be considered for reconstruction once it has a PASER rating of 5 or lower, current rating is a 5 as of 2017.
	6. <u>Operating Budget Impact:</u> The project will result in less money spent on patching the road during the year.
	7. <u>Capital Funding:</u> No outside funding is anticipated at this time, a future Local Road Improvement grant could potentially be available after 2022.
	8. <u>Growth/Economic Development:</u> Repaving the road likely has little impact on growth or economic development as it is in an established neighborhood.
	9. <u>Quality of Life/Placemaking:</u> The project will improve the pavement surface and make the road better for all types of users as it will also be wider to allow for biking and walking more safely on the side of the road.

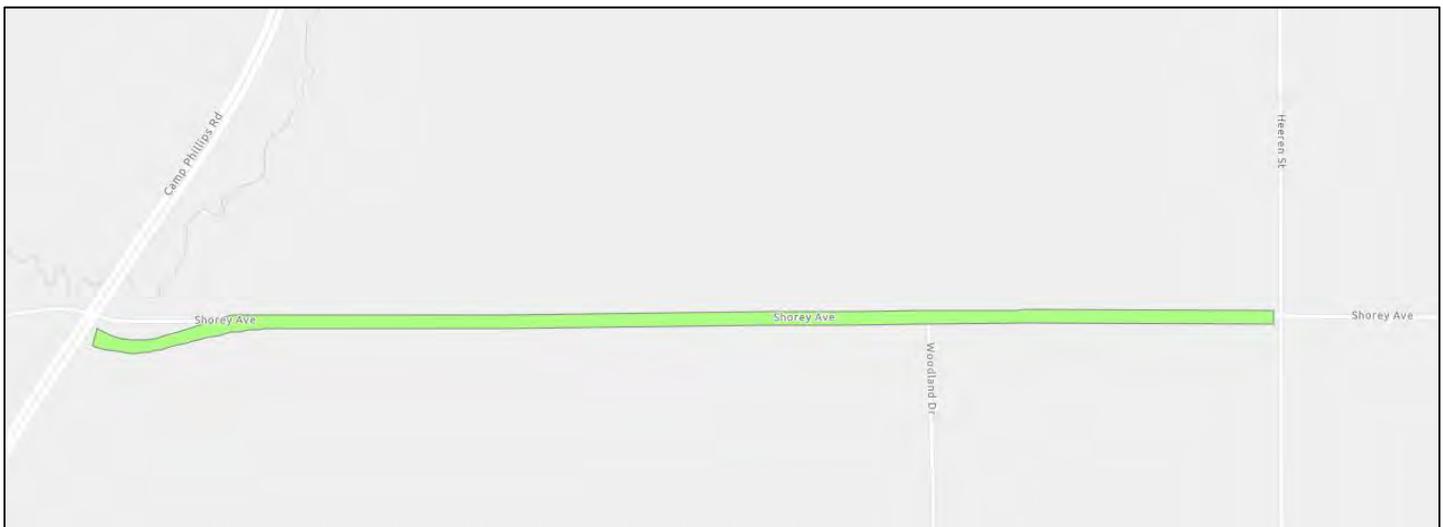


Figure 1: Project Location Map



Figure 2: Shorey Ave west of Heeren looking west. Notice the cracking and patch material in the wheel paths

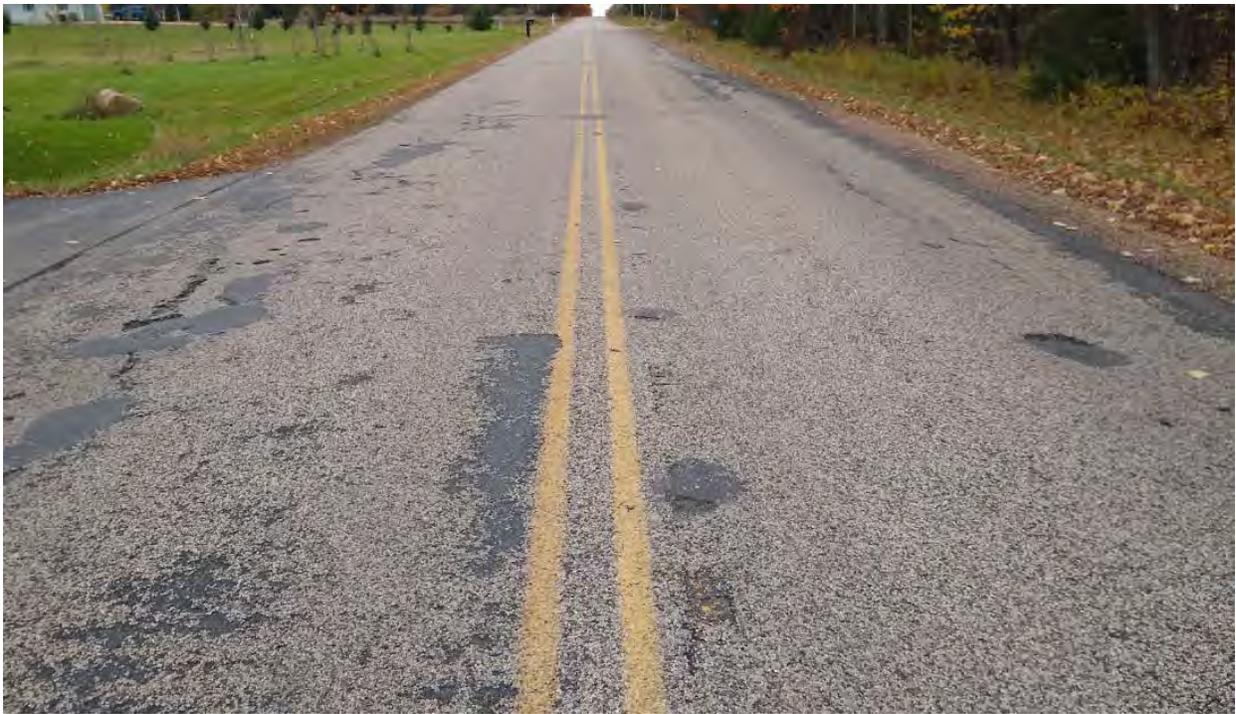


Figure 3: Shorey Ave between CR-X and Woodland looking east towards Woodland. Note the sealcoat failing and appearance of potholes and patch material

Village of Weston Capital Improvement Plan Projects 2020-2024

Project Name:	East Jelinek and Von Kanel
Project Background:	<p>The project consists of the reconstruction of East Jelinek Ave from Camp Phillips Rd to Von Kanel St as well as the reconstruction of Von Kanel St from Barbican Ave to Schofield Ave. East Jelinek has a PASER of 6 and Von Kanel ranges from 3-5.</p> <p>Reconstruction of the road would include a new road, improved drainage, looping of watermain on East Jelinek, pedestrian accommodations and traffic calming measures for East Jelinek will be looked at as well as some drivers use this as an alternate to Schofield Ave to head east from Camp Phillips Rd.</p> <p>This area is just east of the Camp Phillips Corridor and there is potential development opportunities to the north of E Jelinek and west of Von Kanel between E Jelinek and Schofield Ave.</p>
	1. <u>Regulatory Compliance:</u> There is not a mandate to do the project.
	2. <u>Need/Necessity:</u> The road is in fair condition and has some potholes and uneven pavement. Both pavement sections are narrow which makes biking/walking on these routes somewhat dangerous for residents.
	3. <u>Public Safety/Health Impact:</u> Improving the roadway will make it safer for the traveling public. Looping the watermain on East Jelinek will improve the resiliency of the water utility, especially as this is close to one of the water towers. Sidewalks/a multi-use path along this corridor will provide better infrastructure to walk in this neighborhood.
	4. <u>Existing Infrastructure:</u> This is existing infrastructure that will be replaced and there will also be new infrastructure added in the form of a looping watermain and pedestrian accommodations.
	5. <u>Consistency with Plans:</u> The Village’s Comprehensive Plan notes that roads will be considered for reconstruction once it has a PASER rating of 5 or lower, current ratings are in that range with the anticipation they’d be falling to or below a 5 when the roads are reconstructed. The Comprehensive Plan also notes Von Kanel as an on-street bicycle connector in the future.
	6. <u>Operating Budget Impact:</u> The project will result in less money spent on patching the road during the year.
	7. <u>Capital Funding:</u> No outside funding is anticipated at this time.
	8. <u>Growth/Economic Development:</u> Improving the infrastructure around the properties north of E Jelinek and west of Von Kanel may make the land more easily developable.
	9. <u>Quality of Life/Placemaking:</u> The project will improve the pavement surface and make the road better for all types of users as it will also include bicycle and pedestrian accommodations.

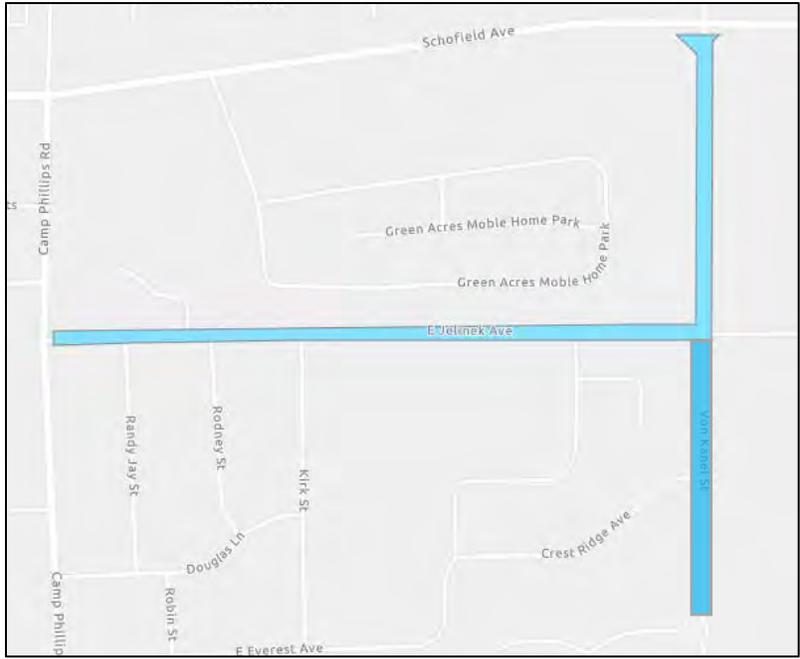


Figure 1: Project Location Map



Figure 2: Von Kanel between E Jelinek and Schofield Ave looking south towards E Jelinek

Village of Weston Capital Improvement Plan Projects 2020-2024

Project Name:	Howland Ave (Brolta to CR-X)
Project Background:	<p>The project consists of the repaving of Howland Ave from Brolta Ln to Camp Phillips Rd. Howland Ave has a PASER of 4-5.</p> <p>Repaving would consist of new base and pavement for the road as well as either a multi-use path or just wider paved shoulders to allow more room for pedestrians and cyclists along the corridor. This would be a connection to the existing multi-use path on Camp Phillips Rd and is a key corridor for those residents living just south of Howland Avenue as well as those that live in the subdivision east of Alderson St and north of Howland Ave. The Weston YMCA would be at the far eastern edge of the proposed project.</p>
	1. <u>Regulatory Compliance:</u> There is not a mandate to do the project.
	2. <u>Need/Necessity:</u> The road is in fair condition and has some potholes, uneven pavement and spots where staff has patch paved in the past. There is noticeably frost heaving of the pavement in the spring time and poor drainage.
	3. <u>Public Safety/Health Impact:</u> Improving the roadway will make it safer for the traveling public. A multi-use path and/or just wider pavement along this corridor will provide better infrastructure to walk in this neighborhood.
	4. <u>Existing Infrastructure:</u> This is existing infrastructure that will be replaced and there will also be new infrastructure potentially added in the form of a multi-use path.
	5. <u>Consistency with Plans:</u> The Village's Comprehensive Plan notes that roads will be considered for reconstruction once it has a PASER rating of 5 or lower, current ratings are in that range with the anticipation they'd be falling to or below a 5 when the roads are reconstructed. The Comprehensive Plan also notes Howland Ave as an off-road trail in the future.
	6. <u>Operating Budget Impact:</u> The project will result in less money spent on patching the road during the year. Potentially a slight increase for plowing the multi-use path if constructed.
	7. <u>Capital Funding:</u> No outside funding is anticipated at this time.
	8. <u>Growth/Economic Development:</u> There probably is not a long-term impact from this project.
	9. <u>Quality of Life/Placemaking:</u> The project will improve the pavement surface and make the road better for all types of users as it will also include bicycle and pedestrian accommodations.



Figure 1: Project Location Map



Figure 2: Howland Ave between Pheasant Run Ct and Brolta Ln looking West to Alderson: Note pavement cracking and noticeable pavement failure on the right side

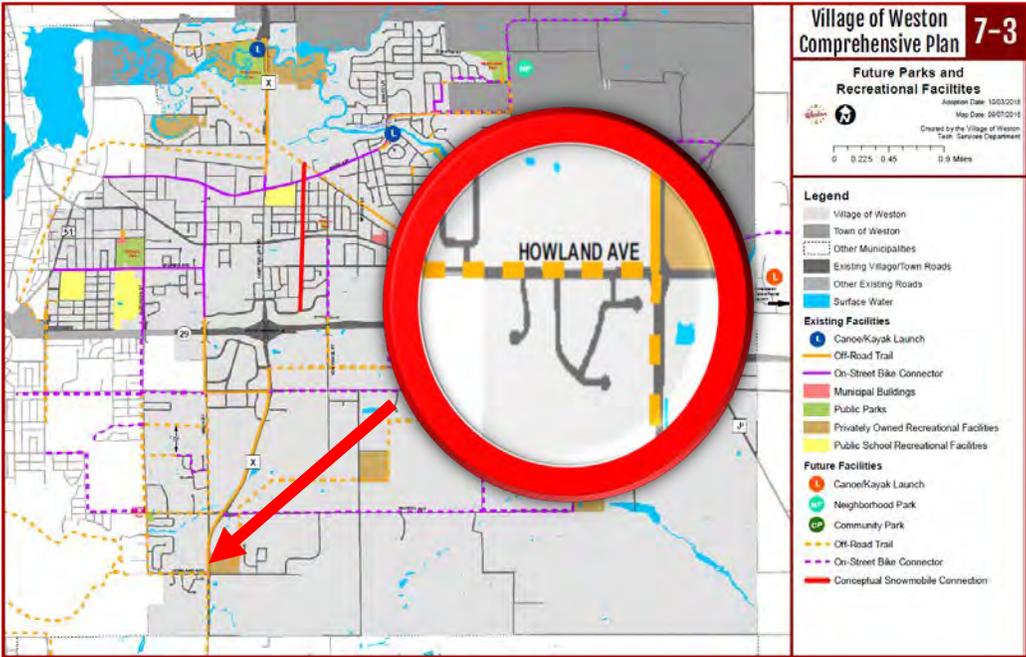


Figure 3: Village of Weston Future Parks and Recreational Facilities Map showing Howland Ave with a Future Off-Road Trail

Village of Weston Capital Improvement Plan Projects 2020-2024

Project Name:	Ross Ave (River Bend Rd to Quentin St)
Project Background:	<p>The project consists of reconstructing Ross Avenue from River Bend Rd to Quentin Street. This would include a multi-use path and some intersection improvements at Ross Ave and Kramer Ln. Machmueller Park is located at the north end of this project and this route is also part of the Wausau MPO Bike Route.</p> <p>This would be a joint project with the Town of Weston as the north side of Ross Ave is in the Town going east west and then as Ross Ave turns north at Kramer Ln, both sides of the road are in the Town until you get to Quentin St.</p> <p>The road was rated as a 6 in PASER in 2017. There are safety concerns at the intersection with Ross and Kramer due to poor visibility around the corner.</p>
	1. <u>Regulatory Compliance:</u> There is not a mandate to do the project.
	2. <u>Need/Necessity:</u> The road is in fair condition and has some potholes and uneven pavement. The intersection at Ross and Kramer is a safety concern as there is poor visibility, particularly for vehicles turning from Ross onto Kramer heading southbound, as well as cars trying to go westbound have a hard time seeing cars heading southbound on Ross. This leads to many near misses at this intersection.
	3. <u>Public Safety/Health Impact:</u> Improving the roadway will make it safer for the traveling public. A multi-use path and/or just wider pavement along this corridor will provide better infrastructure to walk and bike along this corridor.
	4. <u>Existing Infrastructure:</u> This is existing infrastructure that will be replaced and there will also be new infrastructure potentially added in the form of a multi-use path and improvements to the intersection at Kramer and Ross.
	5. <u>Consistency with Plans:</u> The Village's Comprehensive Plan notes that roads will be considered for reconstruction once it has a PASER rating of 5 or lower, current ratings are in that range with the anticipation they'd be falling to or below a 5 when the roads are reconstructed. The Comprehensive Plan also has this project listed in Figure 9-1 as a Priority Roadway Project for the Village. The Future Trail map also has Ross Ave as an on/off-road trail in the future.
	6. <u>Operating Budget Impact:</u> The project will result in less money spent on patching the road during the year. Potentially a slight increase for plowing the multi-use path if constructed.
	7. <u>Capital Funding:</u> No outside funding is anticipated at this time. The Village could look to apply for a grant in the future.
	8. <u>Growth/Economic Development:</u> There is potential for a mixed-use development along the east side of Ross Ave just north of the intersection with Kramer Ln and there is also potential for further residential development along the north side of Ross Ave east of River Bend Rd. New infrastructure could help be the catalyst for those properties further developing.
	9. <u>Quality of Life/Placemaking:</u> The project will improve the pavement surface and make the road better for all types of users as it will also include bicycle and pedestrian accommodations. Potential intersection improvements at Ross and Kramer could provide opportunities for better signage entering the Village and placemaking opportunities.

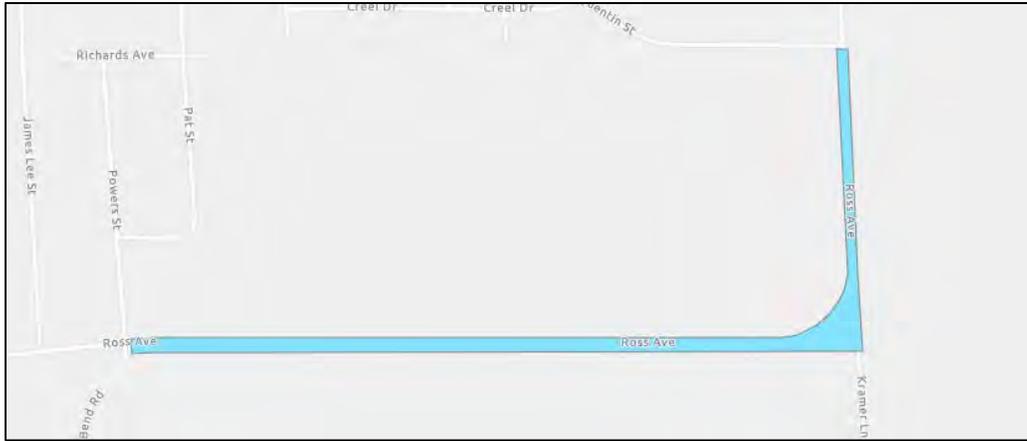


Figure 1: Project Location Map



Figure 2: Ross Ave just south of Quentin St looking south towards Kramer Ln: Note pavement cracking and bike route sign. Also the heavily wooded west side of the road makes for the poor visibility issues at the intersection.

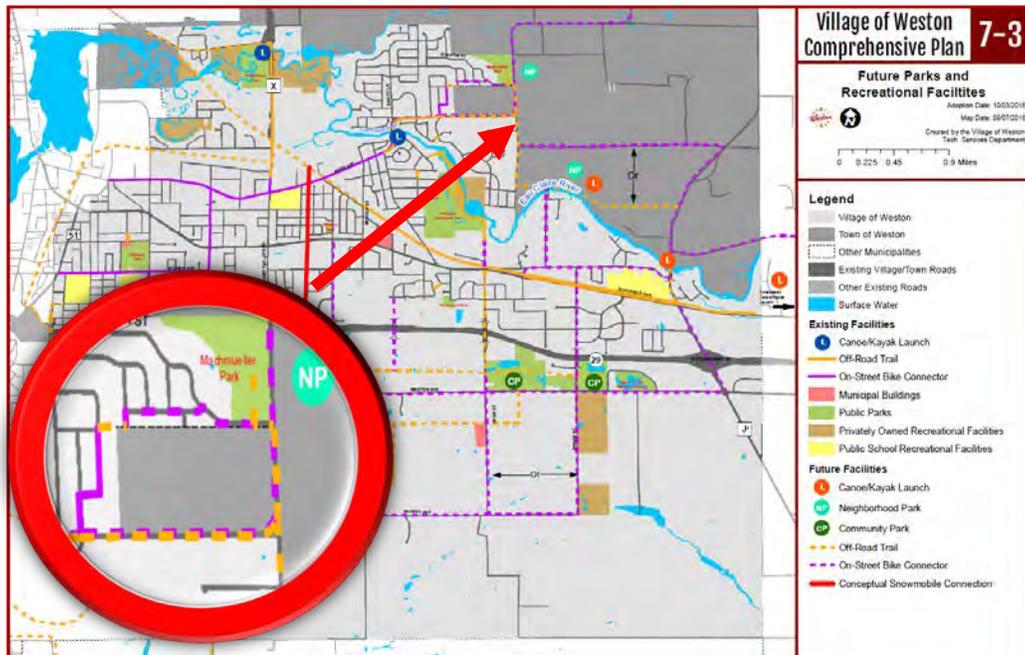


Figure 3: Village of Weston Future Parks and Recreational Facilities Map showing Ross Ave with a Future Off-Road Trail and On-Street Bike Connector

Village of Weston Capital Improvement Plan Projects 2020-2024

Project Name:	Birch St (Jelinek Ave to Community Center Drive)
Project Background:	<p>The project consists of reconstructing Birch Street from Jelinek Ave to Community Center Drive. This would include a combination of sidewalk and/or multi-use path to connect the STH 29 Pedestrian Bridge with the sidewalk at Jelinek Ave filling in an important gap in the Village’s pedestrian network. Birch St has recently been upgraded to a collector street from a local road as part of the Wausau MPO regional transportation plan due to the increase in traffic on the road.</p> <p>The road was rated as a 5-6 in PASER in 2017. There would likely be some added street lighting along the corridor as well.</p>
	<ol style="list-style-type: none"> 1. <u>Regulatory Compliance:</u> There is not a mandate to do the project. 2. <u>Need/Necessity:</u> The road is in fair condition with some potholes and areas of settled pavement. This is also a missing link in the Village’s pedestrian network as we want people to utilize the pedestrian bridge over STH 29, however there is a lack of bicycle and pedestrian accommodations on Birch St to safely get people there. 3. <u>Public Safety/Health Impact:</u> Improving the roadway will make it safer for the traveling public. A multi-use path and/or just wider pavement along this corridor will provide better infrastructure to walk and bike along this corridor. 4. <u>Existing Infrastructure:</u> This is existing infrastructure that will be replaced and there will also be new infrastructure potentially added in the form of a multi-use path. 5. <u>Consistency with Plans:</u> The Village’s Comprehensive Plan notes that roads will be considered for reconstruction once it has a PASER rating of 5 or lower, current ratings are in that range with the anticipation they’d be falling to or below a 5 when the roads are reconstructed. The Comprehensive Plan shows this as an on-street connector and this route is also part of the MPO bike route for the region. 6. <u>Operating Budget Impact:</u> The project will result in less money spent on patching the road during the year. Potentially a slight increase for plowing the multi-use path if constructed. 7. <u>Capital Funding:</u> The Village has applied for a Surface Transportation Program – Urban (STP-U) grant in the Fall of 2019. Depending on how other projects and grant funding ends up, there is potential for this project to receive a 70/30 grant. That won’t be known until Spring of 2020. 8. <u>Growth/Economic Development:</u> The further development of pedestrian and bicycling networks in the region could help with growth. This is also a link from the Schofield Ave corridor to the STH 29 commercial corridor along Community Center Dr. 9. <u>Quality of Life/Placemaking:</u> The project will improve the pavement surface and make the road better for all types of users as it will also include bicycle and pedestrian accommodations.

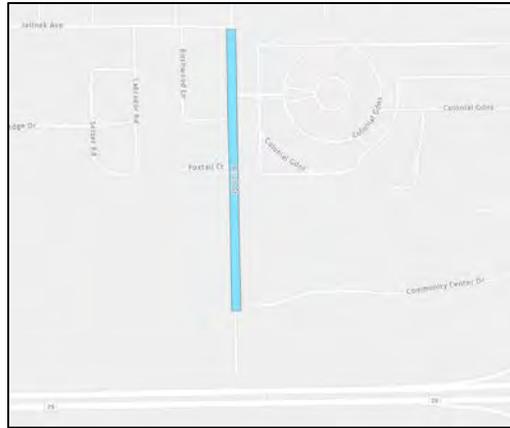


Figure 1: Project Location Map



Figure 2: Birch St at Foxtail Ct looking north towards Jelinek Ave: Note pavement cracking and failed sections that have been patched along the wheel ruts on the left side of the picture.

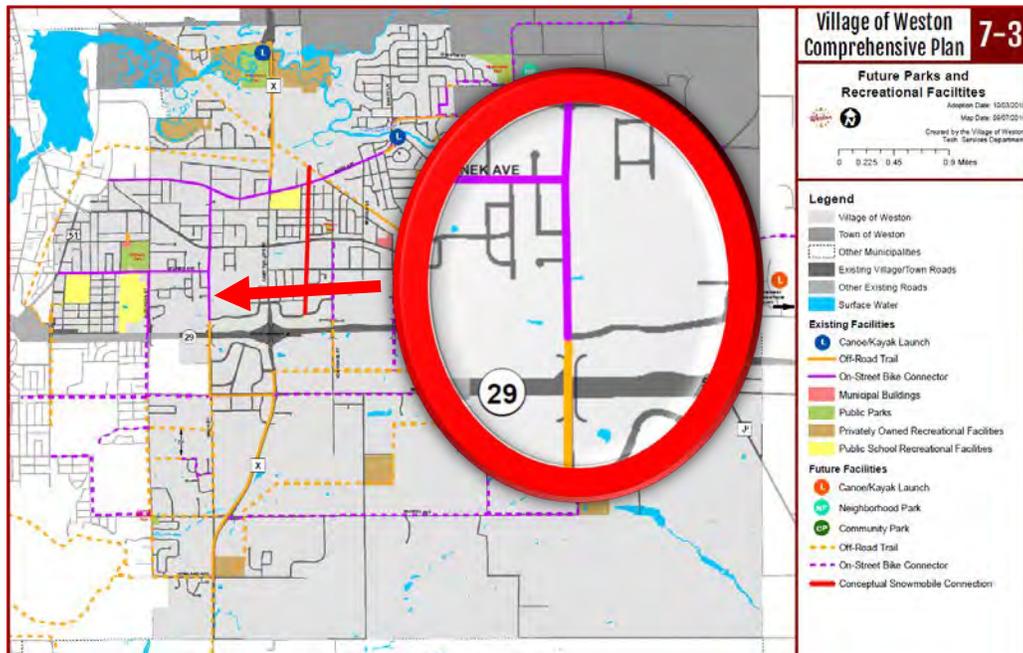


Figure 3: Village of Weston Future Parks and Recreational Facilities Map showing Birch St as an On-Street Bike Connector

Village of Weston Capital Improvement Plan Projects 2020-2024

Project Name:	Ferge and Delonay Reconstruction
Project Background:	<p>The project consists of reconstructing Ferge St from Post Ave to Jelinek Ave and Delonay Street. The project would consist of a complete street reconstruction with pedestrian accommodations where possible. The existing Right-of-Way on Delonay is only 38 feet and Ferge is 50 feet which may limit the possibility of installing pedestrian ways, especially on Delonay. There is existing sidewalk on parts of Ferge, but it is not continuous along the entire route. There are also several drainage issues that would be corrected with this project.</p> <p>The roads were rated as 6-7 in PASER in 2017. There is a vacant lot to the south of Delonay and west of Ferge St behind Sam’s Pizza which was looked at in 2012 when Neupert Ave was reconstructed as a location for a possible storm water pond. As such, the storm sewer on Neupert was installed to someday go that way if needed.</p>
	1. <u>Regulatory Compliance:</u> There is not a mandate to do the project.
	2. <u>Need/Necessity:</u> The roads are in fair condition with some potholes and areas of settled pavement.
	3. <u>Public Safety/Health Impact:</u> Improving the roadway will make it safer for the traveling public. A sidewalk along this corridor will provide better infrastructure to walk along this corridor.
	4. <u>Existing Infrastructure:</u> This is existing infrastructure that will be replaced.
	5. <u>Consistency with Plans:</u> The Village’s Comprehensive Plan notes that roads will be considered for reconstruction once it has a PASER rating of 5 or lower, current ratings are just above that range with the anticipation they’d be falling to or below a 5 when the roads are reconstructed. The Comprehensive Plan also mentions installing pedestrian ways whenever practical with a street reconstruction.
	6. <u>Operating Budget Impact:</u> The project will result in less money spent on patching the road and taking care of drainage problems during the year.
	7. <u>Capital Funding:</u> No outside funding is anticipated, except for possible some small special assessments.
	8. <u>Growth/Economic Development:</u> This project likely has little impact on economic development.
	9. <u>Quality of Life/Placemaking:</u> The project will improve the pavement surface and make the road better for all types of users as it will also include sidewalk on Ferge, at a minimum.



Figure 1: Project Location Map



Figure 2: Ferge St at Delonay looking north towards Post Ave: Note pavement cracking and failed sections that have been patched. Also, there's standing water along the side of the road where water can't drain away



Figure 3: Ferge St between Jelinek and Delonay looking north towards Delonay. Note existence of sidewalk here and then in Figure 2 it does not exist.

Village of Weston Capital Improvement Plan Projects 2020-2024

Project Name:	Northwestern Ave (Camp Phillips to City of Wausau)
Project Background:	<p>The project consists of reconstructing Northwestern Avenue from Camp Phillips Rd to the City of Wausau boundary. The project will include new base, pavement and potentially a multi-use path along the entire route with drainage upgrades. There has been a preliminary thought in the past about including sanitary sewer and water extensions, but that will need to be vetted further in the design analysis.</p> <p>The roads were rated as a 7 in PASER in 2017, however in the spring there are noticeable bumps along the route. This is a signed route on the regional MPO bike route and upgrading the road for cyclists and other non-motorized users is a goal of this project.</p>
	1. <u>Regulatory Compliance:</u> There is not a mandate to do the project.
	2. <u>Need/Necessity:</u> The roads are in fair condition with some potholes and areas of settled pavement.
	3. <u>Public Safety/Health Impact:</u> Improving the roadway will make it safer for the traveling public. A sidewalk/multi-use path along this corridor will provide better infrastructure to walk along this corridor. It would also help connect to the existing path along Camp Phillips Rd and provide a route to Yellowbanks Park.
	4. <u>Existing Infrastructure:</u> This is existing infrastructure that will be replaced along with the possible addition of a multi-use path.
	5. <u>Consistency with Plans:</u> The Village's Comprehensive Plan notes that roads will be considered for reconstruction once it has a PASER rating of 5 or lower, current ratings are just above that range with the anticipation they'd be falling to or below a 5 when the roads are reconstructed. The Comprehensive Plan also shows a future off-road trail on Northwestern Ave. Northwestern Ave is also part of the regional MPO Bike Route. The reconstruction of Northwestern Ave is also included in Figure 9-1 of the Comprehensive Plan as project number 8 and is also included in the MPO's Transportation Improvement Plan (TIP).
	6. <u>Operating Budget Impact:</u> The project will result in less money spent on patching the road and may slightly increase costs if a multi-use path is installed.
	7. <u>Capital Funding:</u> No outside funding is anticipated at this time. This project could qualify for potential grant funding as it is a Collector Street on the classified system. There is no guarantee though.
	8. <u>Growth/Economic Development:</u> This project likely has little impact on economic development.
	9. <u>Quality of Life/Placemaking:</u> The project will improve the pavement surface and make the road better for all types of users as it will also include a multi-use path.



Figure 1: Project Location Map



Figure 2: Northwestern Ave at Yellowbanks Park looking west: Note the patching and wear in the wheel tracks



Figure 3: Northwestern Ave at Bruce Dr looking east Note cracking of pavement and patching in wheel tracks.

Village of Weston Capital Improvement Plan Projects 2020-2024

Project Name:	Ross Ave and Camp Phillips Intersection Improvement
Project Background:	<p>The project consists of reconstructing the intersection of Ross Ave and Camp Phillips Rd. This intersection receives frequent complaints about difficulty turning left and poor left turn visibility. The most frequent issue is the lack of visibility when trying to go from southbound to eastbound when there is a semi-truck trying to turn westbound from northbound as it blocks the other northbound traffic.</p> <p>A new intersection may include dedicated left turn lanes particularly for northbound and southbound traffic, and or other improvements such as a roundabout.</p>
	1. <u>Regulatory Compliance:</u> There is not a mandate to do the project.
	2. <u>Need/Necessity:</u> The intersection currently functions, but there are some safety and visibility issues that should be fixed.
	3. <u>Public Safety/Health Impact:</u> Improving the roadway will make it safer for the traveling public.
	4. <u>Existing Infrastructure:</u> This is existing infrastructure that will be replaced.
	5. <u>Consistency with Plans:</u> The Village’s Comprehensive Plan includes the County Road X Corridor Plan which noted a major intersection improvement at the intersection of Camp Phillips Rd and Ross Avenue. Additionally, the Village’s Future Transportation Map notes a future intersection improvement at this location as well.
	6. <u>Operating Budget Impact:</u> The project may not have much of an impact on the operating budget. One possibility though is if a roundabout is installed, the Village would likely see a savings by not having to maintain the traffic signals at the intersection.
	7. <u>Capital Funding:</u> No outside funding is anticipated at this time. This project could qualify for potential grant funding as it is at the intersection of two Arterial Streets on the classified system. There is no guarantee though.
	8. <u>Growth/Economic Development:</u> This project could have some impact if it makes traffic flow in this area better as it is part of the trucking route for the Industrial Park area north of Ross Ave and west of Camp Phillips Rd.
	9. <u>Quality of Life/Placemaking:</u> The project will improve the efficiency of the intersection.



Figure 1: Project Location Map

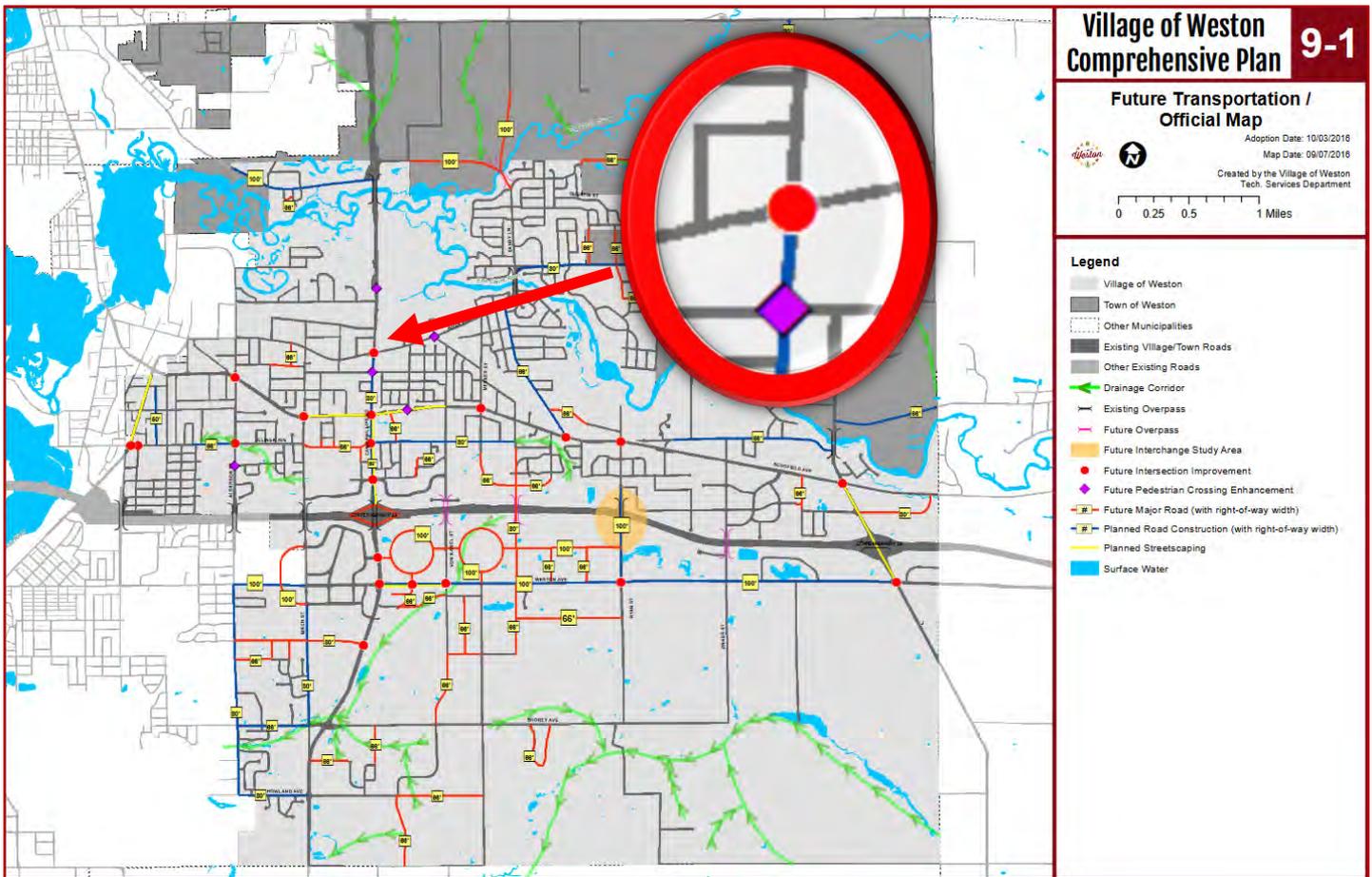


Figure 2: Future Transportation Map showing the intersection of Ross and Camp Phillips as a Future Intersection Improvement

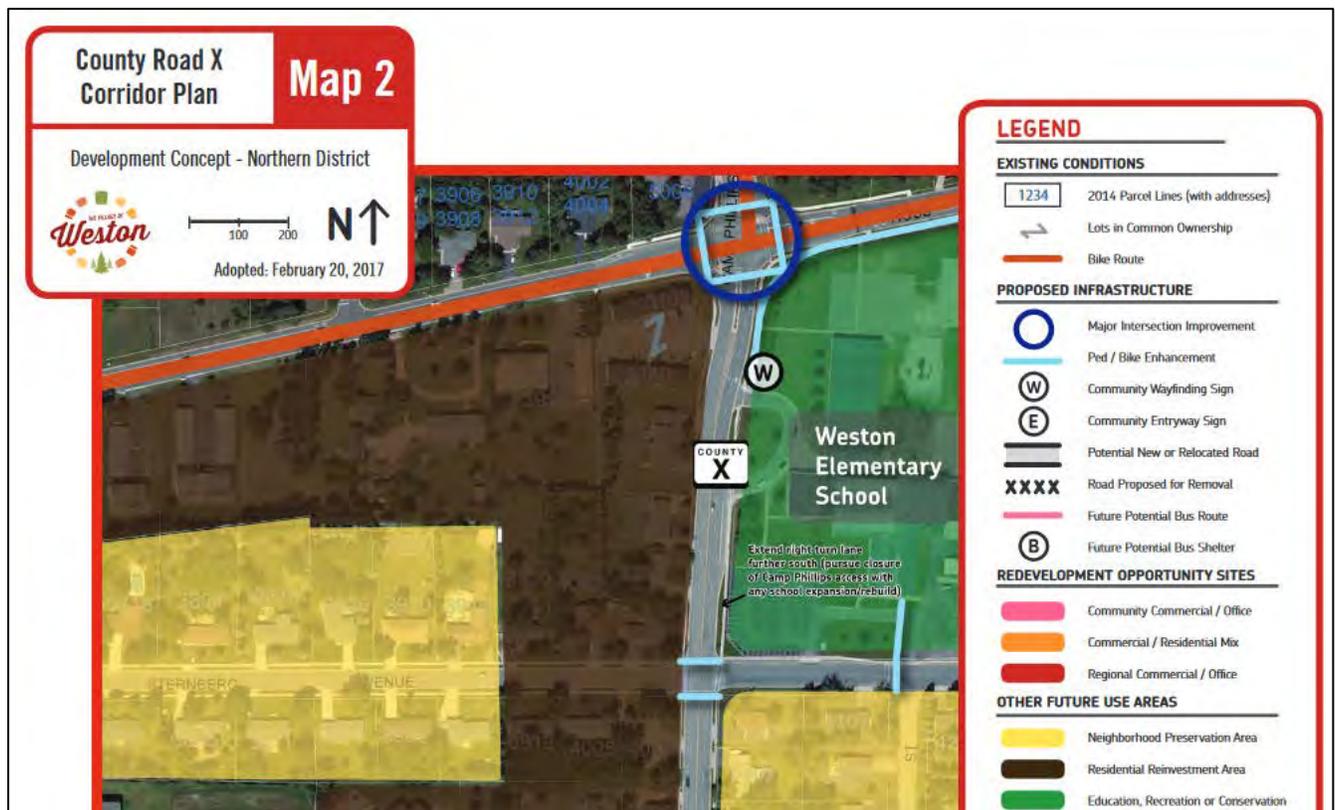


Figure 3: Map 2 of the County Rad X Corridor Plan showing Proposed Infrastructure improvements at this intersection.

Village of Weston Capital Improvement Plan Projects 2020-2024

Project Name:	Everest Ave Reconstruction
Project Background:	<p>The project consists of reconstructing Everest Avenue from Volkman St to Alta Verde. It would include installing sidewalk along the entire route to connect the DCE Jr. High and DCE Sr. High properties as well as the proposed path on Volkman St. The project would also address drainage issues along the corridor as there are few ditches and a lack of water conveyance between intersections. This neighborhood has sidewalk segments but not continuous stretches which would be changed.</p> <p>The roadways along the stretch had a PASER in the 5-7 range in 2017. The watermain is Asbestos Cement Pipe and would be replaced as part of the project.</p>
	1. <u>Regulatory Compliance:</u> There is not a mandate to do the project.
	2. <u>Need/Necessity:</u> The road is in fair condition but is showing signs of aging. The watermain is 50 years old and the average survival life for AC pipe is around 60 years before significant failure is expected.
	3. <u>Public Safety/Health Impact:</u> Improving the roadway will make it safer for the traveling public. Providing a secondary pedestrian way through the neighborhood as well as linking the two schools should improve pedestrian flow through the area.
	4. <u>Existing Infrastructure:</u> This is existing infrastructure that will be replaced.
	5. <u>Consistency with Plans:</u> The Village's Comprehensive Plan notes that roads will be considered for reconstruction once it has a PASER rating of 5 or lower, current ratings are in that range with the anticipation they'd be falling to or below a 5 when the roads are reconstructed. The Village's water master plan would identify the water main in this area as needing to be replaced in the near future.
	6. <u>Operating Budget Impact:</u> The project should reduce street maintenance costs on the road. There is also potential savings in water issues if the pipe is replaced before significant failures occur.
	7. <u>Capital Funding:</u> No outside funding is anticipated at this time except for some small special assessments.
	8. <u>Growth/Economic Development:</u> This project likely has little economic impact.
	9. <u>Quality of Life/Placemaking:</u> The project will improve the efficiency of the road and also provide better pedestrian ways in the neighborhood.

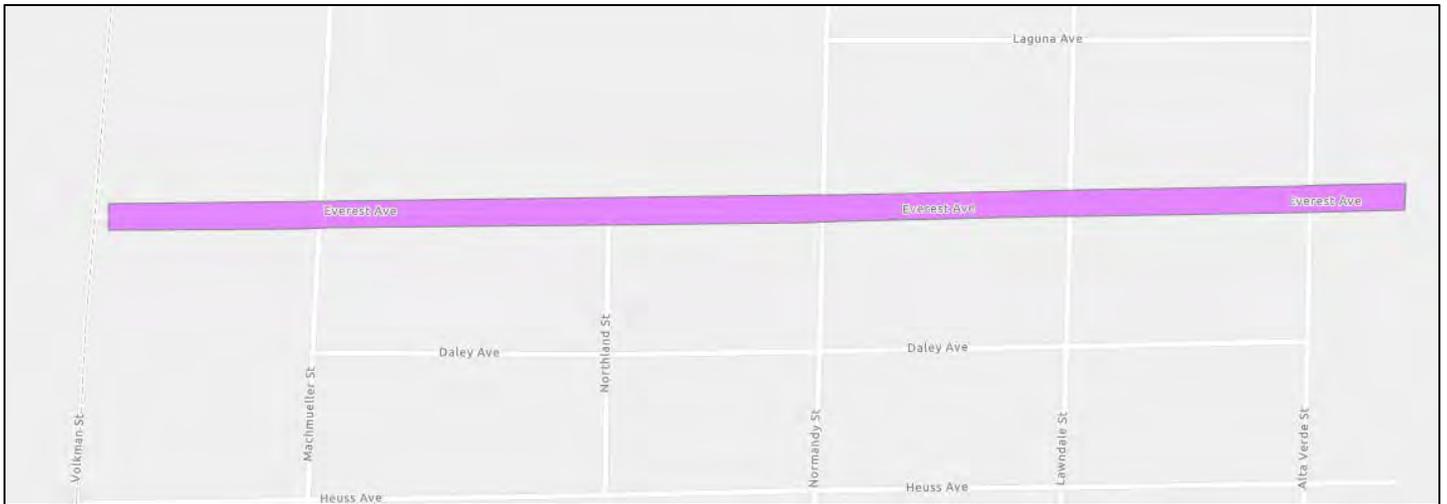


Figure 1: Project Location Map



Figure 2: Everest Ave east of Normandy looking east. Sealcoat is flaking off in spots and reflective cracks are showing through.



Figure 3: Close up look at the pavement on Everest Ave showing the sealcoat flaking off and small potholes in the right wheel tracks

Village of Weston Capital Improvement Plan Projects 2020-2024

Project Name:	Fuller St Reconstruction
Project Background:	<p>The project consists of reconstructing Fuller St from Schofield Ave to Ross Ave. It would include installing sidewalk along the entire route to connect the two main travel corridors. Additionally, watermain will need to be replaced at least on the southern part of the project as there are some fire flow deficiencies around the more industrial uses, likely due to the small diameter watermain used in that area (6-inch). This will be evaluated further as part of the Village’s water distribution master plan. The project would also address drainage issues along the corridor.</p> <p>There is also a proposal to realign the southern end of Fuller St to match it up with Old Costa Ln to the south. This would require some right-of-way acquisition between Weston Lanes and Arrow Sports Bar.</p> <p>The roadways along the stretch had a PASER in the 6-7 range in 2017.</p>
	1. <u>Regulatory Compliance:</u> There is not a mandate to do the project.
	2. <u>Need/Necessity:</u> The road is in fair condition but is showing signs of aging. There is a lack of pedestrian ways for residents to move between the Ross Ave and Schofield Ave corridor. Also, the Mountain Bay Trail crosses Fuller St and is another major non-motorized path for residents to use. There are fire flow constraints near Saxon Ave in the industrial part of Fuller St that should be addressed as part of the project too.
	3. <u>Public Safety/Health Impact:</u> Improving the roadway will make it safer for the traveling public and sidewalks will make it safer for pedestrians. Upgrading water main sizes in certain areas to produce better fire flow supply will aid in fire fighting response as well.
	4. <u>Existing Infrastructure:</u> This is existing infrastructure that will be replaced as well as potentially relocating the intersection with Schofield Ave.
	5. <u>Consistency with Plans:</u> The Village’s Comprehensive Plan notes that roads will be considered for reconstruction once it has a PASER rating of 5 or lower, current ratings are in that range with the anticipation they’d be falling to or below a 5 when the roads are reconstructed. The Village’s water master plan has identified areas of Fuller St to be deficient in fire flow supply. The Future Transportation Map shows an intersection improvement for Fuller and Schofield Ave and the Schofield Avenue Corridor Plan shows an alternate intersection with Fuller and Schofield Ave that lines up with Old Costa Ln to the south.
	6. <u>Operating Budget Impact:</u> The project should reduce street maintenance costs on the road.
	7. <u>Capital Funding:</u> No outside funding is anticipated at this time. Project could apply for DOT grants as it has a functional classification as a minor arterial.
	8. <u>Growth/Economic Development:</u> This project could potentially help spur further commercial growth along the Schofield Ave corridor.
	9. <u>Quality of Life/Placemaking:</u> The project will improve the efficiency of the road and provides better pedestrian access along the route.

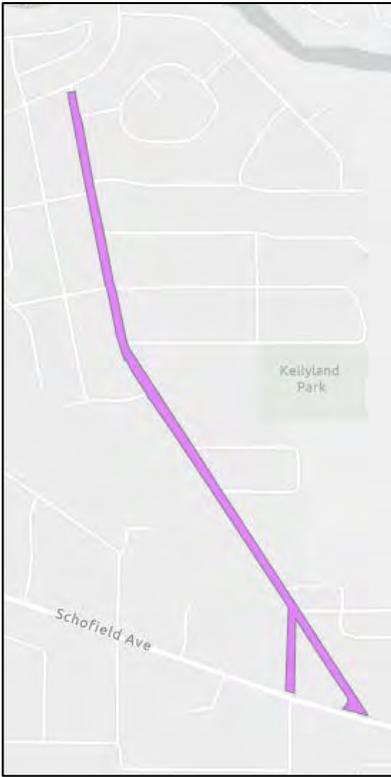


Figure 1: Project Location Map



Figure 2: Fuller St near Thomas Ave looking North. Along the route the edge of the road is broken up which is shown on the right side as well as the reflective cracking through the sealcoat.

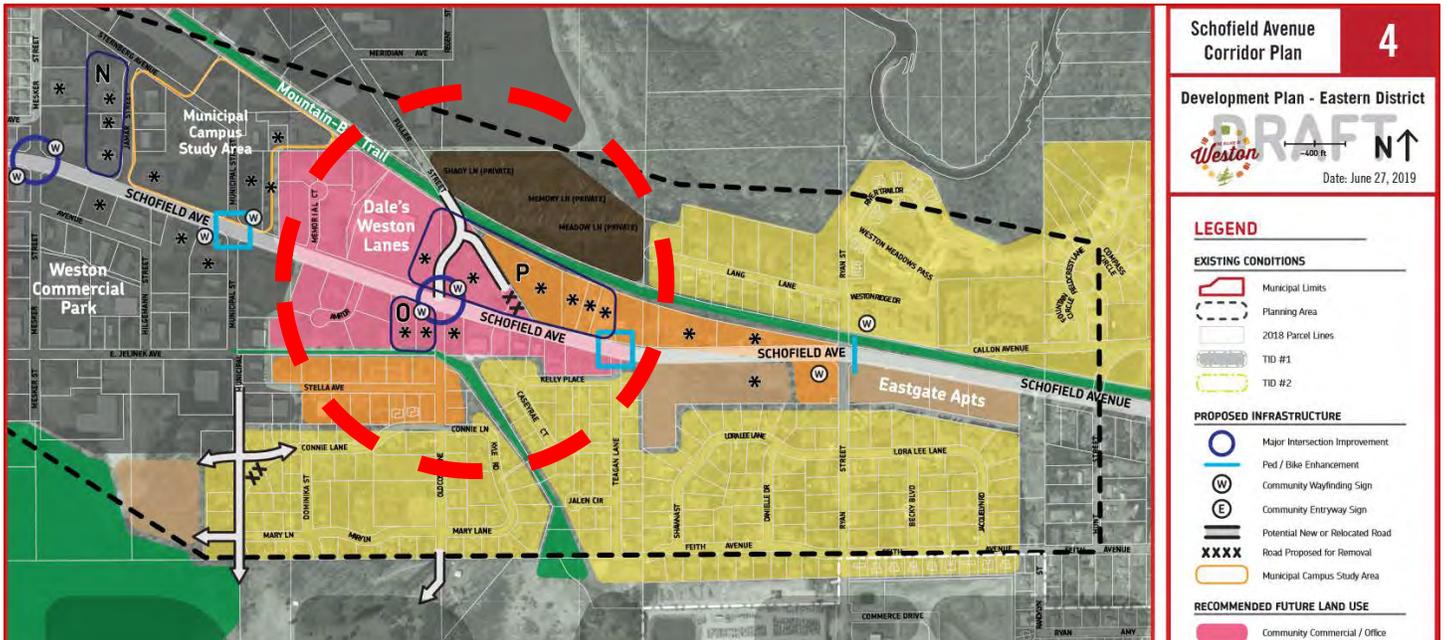


Figure 3: Schofield Avenue Corridor Plan Map for the Eastern District showing the reconfigured Fuller St and Schofield Ave intersection

**END OF
PACKET**