



VILLAGE OF WESTON, MARATHON COUNTY, WISCONSIN
OFFICIAL MEETING AGENDA OF THE PUBLIC WORKS & UTILITY 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 12, 2026, @ 4:30 P.M., in the Board Room, at the Weston Municipal Center 4747 Camp Phillips Rd.

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.

Join Zoom Meeting by Computer

<https://zoom.us/j/5445915099>

Join Meeting by Phone:

+1 312 626 6799

Meeting ID: 544 591 5099

AGENDA ITEMS

1. Meeting called to order by Public Works & Utility Committee Chair Zeyghami
2. Welcome, introductions and acknowledgement of guests.
3. Roll Call by Recording Secretary
 - Public Works Committee: Hooshang Zeyghami {C}, Joe Jordan {VC}, Tom Hubbard, Roy Mumper, Fred Schuster
4. PUBLIC COMMENTS
5. [Approval of 12/8/25 Public Works & Utility Committee Minutes](#)
6. [Acknowledge December 2025 Water and Sewer Permits](#)

STAFF REPORTS

7. [CIP Update](#)
8. [Street Operations Update](#)
9. [Utility Operations Update](#)

POLICY DISCUSSIONS AND RECOMMENDATIONS

10. [2026 Street Reconstruction Typical Section Discussion: Concord Ave](#)
11. [2026 Weston Landfill Gas Extraction and Groundwater Monitoring Services Contract](#)



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

12. Schofield Ave (Normandy St to Birch St) Change Order #1
13. E Jelinek Ave Change Order #4
14. Construction Services Agreement for Granite Ridge Subdivision
15. Speed Limit Ordinance Updates – Chapter 82.600

FUTURE ITEMS

16. Next meeting date(s):

- | | | |
|----|--------------------------------------|-----------------|
| a) | Monday, February 9, 2026 @ 4:30 p.m. | Regular Meeting |
| b) | Monday, March 9, 2026 @ 4:30 p.m. | Regular Meeting |

17. Topics for future meetings

- a) Village wide WPS Street Lighting Update
- b) Consolidation of Ryan Street Yard Material Site with the Village of Rothschild
- c) Watermain Replacement
- d) Water and Sanitary Sewer Rate Reviews

18. Remarks from Staff

19. Remarks from Committee members.

20. Announcements.

ADJOURNMENT

VILLAGE OF WESTON, MARATHON COUNTY, WISCONSIN

OFFICIAL MEETING AGENDA OF THE PUBLIC WORKS & UTILITY COMMITTEE

HELD ON MONDAY, DECEMBER 08, 2025 @ 4:30 PM, IN THE BOARD ROOM AT 4747 CAMP PHILLIPS ROAD

AGENDA ITEMS

- 1. Meeting called to order by Public Works & Utility Committee Chair Zeyghami at 4:30 p.m.
- 2. Welcome, introductions and acknowledgement of guests.
- 3. Roll Call by Recording Secretary

<u>Member</u>	<u>Present</u>
Zeyghami, Hooshang {Chair}	YES
Jordan, Joe {Vice Chair}	YES
Hubbard, Tom	YES
Schuster, Fred	YES
Mumper, Roy	YES

Village Staff in attendance, in-person: Wodalski, Blarek, Swenson, Dolan, Gebert, and Gilmeister.

Audience in attendance, via Zoom: None

Audience members present in person: Katrina Clark and Lisa Beck

4. PUBLIC COMMENTS

None.

5. Approval of 11/10/25 Public Works & Utility Committee Minutes

Motion by Jordan, second by Mumper move to approve the November 10, 2025, meeting minutes.

Yes Vote: 5 No Votes: 0 Abstain: 0 Not Voting: 0 Result: PASS

<u>Member</u>	<u>Voting</u>
Zeyghami, Hooshang {Chair}	YES
Jordan, Joe {Vice Chair}	YES
Hubbard, Tom	YES
Schuster, Fred	YES
Mumper, Roy	YES

6. Acknowledge November 2025 Water and Sewer Permits

Motion by Schuster, second by Hubbard move to acknowledge November 2025 Water and Sewer permits.

Yes Vote: 5 No Votes: 0 Abstain: 0 Not Voting: 0 Result: PASS

<u>Member</u>	<u>Voting</u>
Zeyghami, Hooshang {Chair}	YES
Jordan, Joe {Vice Chair}	YES
Hubbard, Tom	YES
Schuster, Fred	YES
Mumper, Roy	YES

STAFF REPORTS

7. CIP Update

Wodalski explained his report to the Committee.

Wodalski stated the projects are complete for the winter. There will be some restoration work done in spring on Fuller St., Weston Ave. and Schofield Ave.

Wodalski explained the PASER ratings of street conditions and reconstruction.

Street ratings are submitted to the State every two years.

8. Street Operations Update

Blarek explained his report to the Committee.

Discussed safety procedures.

Discussed neighbors combining brush piles into one big pile rather than several small piles. This would decrease the debris left behind and increase efficiency.

9. Utility Operations Update

Swenson explained his report to the Committee.

Discussed quantity of water pumped from Wells 1 & 5, which is decreased because Well 4 is up running through the PFAS treatment system. Wells 1 & 5 are pumped to waste periodically to keep the wells active.

Discussed the status of the SCADA system.

POLICY DISCUSSIONS AND RECOMMENDATIONS

10. 2026 Street Reconstruction Typical Section Discussion: Bloedel Ave

Wodalski and Dolan explained the reconstruction alternate A or B plans with a 50’ right-of-way.

Discussed sidewalk benefits. There has been no discussion with residents at this time. The Village of Weston will present the reconstruction information at an informational meeting with the residents.

Discussion was held regarding stormwater construction. Wodalski stated the stormwater connects into the existing stormwater.

Motion by Hubbard, second by Mumper move to Recommend Staff proceed with Typical Section Alternative A for the 2026 Capital Improvement Project planned for Bloedel Avenue.

Yes Vote: 5 No Votes: 0 Abstain: 0 Not Voting: 0 Result: PASS

<u>Member</u>	<u>Voting</u>
Zeyghami, Hooshang {Chair}	YES
Jordan, Joe {Vice Chair}	YES
Hubbard, Tom	YES
Schuster, Fred	YES
Mumper, Roy	YES

11. 2026 Street Reconstruction Typical Section Discussion: Concord Ave

Dolan and Wodalski explained the reconstruction alternate A, B, C, or D plans. This is an industrial corridor with a 66’ right-of-way.

Discussion was held regarding business parking lots, future sidewalk, current semi-truck parking, current road condition and future road construction options.

Committee requested additional option plans for this project.

No motion – deferred to next meeting.

12. Winter 2025 Surplus Auction Items for approval

Wodalski presented the auction items.

Discussion was held regarding the Purple Wave auction surplus versus Wisconsin

Surplus.

Motion by Schuster, second by Mumper move to declare the attached property surplus and authorize staff to sell/dispose of these items listed through Wisconsin Surplus.

Yes Vote: 5 No Votes: 0 Abstain: 0 Not Voting: 0 Result: PASS

<u>Member</u>	<u>Voting</u>
Zeyghami, Hooshang {Chair}	YES
Jordan, Joe {Vice Chair}	YES
Hubbard, Tom	YES
Schuster, Fred	YES
Mumper, Roy	YES

13. Seasonal Weight Limit Discussion for Granite Ridge Subdivision

Wodalski explained the request.

Zeyghami requested a video be taken of the road before construction and after construction.

Discussed weight limit guidelines in the Village and circumstances. Wodalski explained a situation in the Birch St subdivision.

Motion by Zeyghami, second by Schuster move to declare in keeping the seasonal weight limit for the Granite Ridge Subdivision.

Yes Vote: 5 No Votes: 0 Abstain: 0 Not Voting: 0 Result: PASS

<u>Member</u>	<u>Voting</u>
Zeyghami, Hooshang {Chair}	YES
Jordan, Joe {Vice Chair}	YES
Hubbard, Tom	YES
Schuster, Fred	YES
Mumper, Roy	YES

14. Hospital Area Repaving Change Order #3

Dolan explained the Change Order.

Motion by Schuster, second by Hubbard move to Recommend the Village Board

approve Change Order No. 3 hospital area repaving.

Yes Vote: 5 No Votes: 0 Abstain: 0 Not Voting: 0 Result: PASS

<u>Member</u>	<u>Voting</u>
Zeyghami, Hooshang {Chair}	YES
Jordan, Joe {Vice Chair}	YES
Hubbard, Tom	YES
Schuster, Fred	YES
Mumper, Roy	YES

15. Next meeting date(s):

- a) Monday, January 12, 2026 @ 4:30 p.m. Regular Meeting
- b) Monday, February 9, 2026 @ 4:30 p.m. Regular Meeting

16. Topics for future meetings

- a) Village wide WPS Street Lighting Update
- b) Consolidation of Ryan Street Yard Material Site with the Village of Rothschild
- c) Watermain Replacement
- d) Water and Sanitary Sewer Rate Reviews

17. Remarks from Staff

Gebert reminded the Committee of the transition to Harters as of January 1. New carts will be delivered beginning next week but do not use them until January 1st.

Wodalski appreciated the discussion from the Committee regarding Bloedel Ave & Concord Ave projects.

18. Remarks from Committee members

Mumper thanked the staff for work done this year.

19. Announcements

None.

ADJOURNMENT

Motion by Mumper, second by Hubbard to adjourn the PW meeting at 5:56 p.m.

Yes Vote: 5 No Votes: 0 Abstain: 0 Not Voting: 0 Result: PASS

<u>Member</u>	<u>Voting</u>
Zeyghami, Hooshang {Chair}	YES

Jordan, Joe {Vice Chair}	YES
Hubbard, Tom	YES
Schuster, Fred	YES
Mumper, Roy	YES

DRAFT

<u>DATE</u>	<u>PERMIT #</u>	<u>APPLICANT</u>	<u>CUSTOMER NAME</u>	<u>SERVICE ADDRESS</u>	<u>PLUMBING CONTRACTOR</u>	<u>PERMIT</u>
12/22/2025		GREEN TREE CONSTRUCTION	GREEN TREE CONSTRUCTION	3816 MUSKIE DR	A1 PLUMBING & HEATING	METER
12/22/2025		GREEN TREE CONSTRUCTION	GREEN TREE CONSTRUCTION	3816 MUSKIE DR	A1 PLUMBING & HEATING	LATERAL
12/29/2025		GREEN TREE CONSTRUCTION	GREEN TREE CONSTRUCTION	3830 MUSKIE DR	A1 PLUMBING & HEATING	METER
12/29/2025		GREEN TREE CONSTRUCTION	GREEN TREE CONSTRUCTION	3830 MUSKIE DR	A1 PLUMBING & HEATING	LATERAL
12/29/2025		GREEN TREE CONSTRUCTION	GREEN TREE CONSTRUCTION	3836 MUSKIE DR	A1 PLUMBING & HEATING	METER
12/29/2025		GREEN TREE CONSTRUCTION	GREEN TREE CONSTRUCTION	3836 MUSKIE DR	A1 PLUMBING & HEATING	LATERAL

REQUEST FOR CONSIDERATION

Public Mtg/Date:	Public Works Committee – 1/12/2026
Description:	Capital Improvement Plan Update
From:	Michael Wodalski, Director of Public Works
Question:	Solely an update on project status

Background

Current Capital Improvement Plan Projects

Below is an update on the status of the various Capital Improvement Plan Projects that are ongoing.

- **Street Projects:**

1. Weston Ave (CR-X to CR-J):

- East Construction Phase: ~100% Complete
- West Construction Phase 1 – Complete with some minor restoration left
- West Construction Phase 2 – Substantially Complete
- Consultant: AECOM
- Contractor: Integrity Grading and Excavating

The project is considered substantially complete. Two residents have already connected to the new water and sewer lines. There will be some punch-list items to complete in spring.

2. Schofield Ave (Normandy Ave to Birch St): \$2,652,390 in Grant Funds

- Construction Year: 2025
- Consultant: Clark Dietz
- Contractor: Haas

Project is substantially complete. There will be follow up in spring on punch-list items. Final balancing Change Order is in the packet, overall the project came in under initial bid price.

3. Ross Ave (Metro Dr/Pine St to Alderson St): \$2,634,977 in Grant Funds

- Consultant: Becher Hoppe
- Anticipate Construction in 2027 per DOT agreement

Design work is ongoing. ROW acquisition will be the main task over winter.

4. Fuller St Reconstruction:

- Construction scheduled for 2025
- Consultant: Becher Hoppe

REQUEST FOR CONSIDERATION

Similar to other projects this year, this is complete with then punch-list work to be completed in spring.

5. Ross Ave and CR-X Intersection: **\$2,352,000 in Grant Funds**

- Construction Year: ~2028
- Consultant: SEH

Preliminary design is ongoing. In conjunction with this project a Transportation Alternative Project (TAP) grant was submitted in October for improvements at the Sternberg Ave crossing of CR-X.

6. Ross Ave (River Bend to Pauls): **\$2,211,598 in Grant Funds**

- Construction Year: ~2028
- Consultant: Becher Hoppe

Working with the Town on the agreement. Had some preliminary design meetings with Becher Hoppe and Mead and Hunt on the roundabout layout as well as location of water and sewer utilities along the corridor.

7. Business 51 (Volkman St to Schofield Ave):

- Construction Year: 2029/30
- Consultant: Becher Hoppe

Becher Hoppe has submitted the 30% plans to the DOT. Now we just wait for the DOT to progress with their design.

On a related note, the Village of Rothschild as asked us if we would be able to do the Volkman St work possibly in 2026, which includes water and sewer main replacement between BUS 51 and McIntyre. I did mention I would prefer to wait until 2027 as we are planning to have the Alderson and Jelinek intersection under construction in 2026 and this project then would be another spot at the STH 29 highway crossings that would be under construction causing some traffic issues. With it being a smaller project I could see us though trying to take it on after the Alderson and Jelinek project is completed.

8. Business 51/STH 29 Storm Pond:

- Construction Year: 2026/27
- Consultant: Strand

Working through the various grant programs and continuing discussion with DNR and DOT on state contributions for the project.

9. Alderson St and Jelinek Ave Intersection:

- Construction Year: 2026
- Consultant: Village / MSA

REQUEST FOR CONSIDERATION

Design work is proceeding. ROW Plat hopefully will be ready for approval within the next week.

10. Bike and Pedestrian Masterplan:

HKGI will be providing an update in January with the results of the survey and listening sessions.

11. Bloedel Ave:

- Construction Year: 2026
- Consultant: Village

Design is moving forward with the Typical section recommended by Public Works in the December Meeting.

12. Concord Ave and Bayberry St:

- Construction Year: 2026
- Consultant: Village

Will be discussing typical section as part of the Public Works Meeting.

- Utility Projects:

1. Well 4 PFAS Treatment:

- Construction spring/summer 2025
- Consultant: AECOM
- Contractor: August Winter

The GAC Tanks have been installed and water has been pumping to the system as of 10/24/2025. August Winter is following up on several punch-list items.

2. Well 3 PFAS Pre-Treatment:

- Construction spring/summer 2026
- Consultant: AECOM
- Contractor: 8Pine

Currently working through PSC Construction Authorization for this project. Construction is anticipated to begin in early 2026. We had the preconstruction meeting with 8Pine on 1/8/2026 and we'll be going through shop drawings/submittals over the next few months until they break ground.

3. Cedar Creek Interceptor Access Road:

- Construction: Anticipate TBD
- Consultant: Mi-Tech/TBD

REQUEST FOR CONSIDERATION

Held a Teams Meeting with MSA to review work to date and determine next steps for Right of Way.

Attached Docs:

Committee Action: N/A

Fiscal Impact:

Recommendation:

Recommended Language for Official Action

No Action is needed, solely a discussion item.

Or, Something else

Additional action:

STAFF REPORT

Public Mtg/Date:	Public Works Committee – 01/12/2026
Description:	Street Operations Update
From:	Forrest Blarek, Street Superintendent
Question:	Solely an update on project status

• Background

Current Street Operations Projects:



- DPW staff have been busy with snowfall events.
 - There was a total of 14 different snow/ice related events throughout the month of December.
 - With the earlier storms staff were able to clear the roads in a timely manner, then came the cold and frozen the ice on the roads.
 - Staff went out numerous days with sand/salt mix to help with trying to reestablish decent traction to most roadways.
-
- The snow events that happened when the temperature dropped below 15 degrees Fahrenheit are the ones that require more attention with ice control since salt doesn't activate that well at or under that temperature.

STAFF REPORT



- DPW crews worked on the overflow bank area at the Kellyland drainage basin area.
- The crew cut the trees and removed stumps and brush in this area.
- They also did the excavation of the dirt to shape the overflow area, put down fabric, and rip rapped rock this section of the pond.
- DPW staff will finish the topsoil and seeding of this area in the springtime 2026.

STAFF REPORT



- Staff started brushing along retention ponds throughout the Village.
- The mini excavator fitted with a brush head is used for mowing down brush and weeds keeping the ponds looking nice and making it easier to inspect them to see if sediment removal is needed.
- This task needs to be done on an annual basis.

STAFF REPORT



- DPW staff also went out and got hand brushing done in between snow plowing.
- The Village has a lot of areas where staff can't use a machine to do the work so trimming by hand needs to be done.
- Staff still have a long list of trimming of ROW to be done and will be working on it throughout the winter months weather permitting.

STAFF REPORT



STAFF REPORT

Pictured from left to right.

- Unit 113 Larue Snow Blower, Service, Misc repairs, replaced drive chain and added a tensioner.
- Unit 81 Elgin Street Sweeper, Deep clean, Service, Removing worn rusted and worn for inspection. Will be replacing many of them. The rest will be sent for sandblasting and painting. Replaced wearable items such as center broom and skirting.
- Parks Turfcut, replace hydrostatic pump.
- Fabricate trailer for Hydro seeder. Staff are repurposing a trailer to have the hydro seeder mounted to it. We are fabricating steps and fenders that can be stood on. This will make it easier to fill. We will also be fabricating rake storage and a place for grass seed and bales of mulch.
- More details about the turf maker hydro seeder:
 - 430-gallon unit at 8.3 lbs. =3570 lbs.
 - Trailer weight is 1200 lbs.
 - 175 lbs. of mulch and seed
 - Total trailer weight=4950lbs.
 - Minus 1,000 pounds of tongue weight
 - Each axel (2) is rated at 3500lbs. and will have brand new E-load range trailer tires installed on metal rims. Which are a 10-ply rating and designed for significant loads. One tire at max inflation which is (80 PSI) supports 3,000-3,700 pounds per tire.
- Unit 25, Service and check over. Replace brake chambers. Rear spring Bolsters.

Work not pictured

- Unit 38 Service, Check over.

STAFF REPORT

- Unit 202, Replace plow bypass valves. Radio was cutting out while plowing.
- Unit 231 Service.
- Unit 10, Headlight issues while plowing. Replaced relays.
- Unit 7, Service, Replaced tires and TPMS sensors.
- Unit 6, Replaced plow wire harness.

Seasonal work

- Continue to inspect snow equipment for issues such as worn pins, loose parts, light issues.
- Inspect and replace hydraulic hoses.
- Replace cutting edges as needed
- Fabricate Curb guards.
- Shop staff have also been out helping with snow removal.

Work completed by youth apprentice

- Assisting in fabricating Hydro seeder trailer.
- Serviced 231
- Repairs to unit 7
- All repairs to unit 81
- Completed Unit 202 repairs
- Replaced pump on Turfcats mower/sweeper
- Shop and equipment cleaning

UTILITY REPORT FOR DECEMBER 2025

1. Superintendent Comments

a. Water

- Well #2 (Kerry) replace thermostat
- Well #2 (Kerry) check valve replacement due to leak (Photo in report)
- Well 7/8 chlorine leak repair
- Treatment Plant check valve on Pump #2 troubleshooting
- Zinser St. Hydrant issue determination (Photo in report)
- Began out 1.5" and 2" meter change outs
- Private Well sampling collected
- Heater troubleshooting at Everest Tower, Rippling Creek, Sternberg and Treatment Plant
- Well #4 portion of Treatment Plant permanent PFAS removal project completed
- Treatment Plant overhead fill work continued. It should be ready for use soon. Waiting on programming.
- Ongoing projects wrapped up for year



REPLACED LEAKING CHECK VALVE AT KERRY



PRESSURE ISSUE DETERMINATION DUE TO UNATHORIZED HYDRANT USE

b. Sewer

- Eau Claire River Lift Station pump #2 flange replacement
- Park Terrace Lift Station pump #1 pulled (Photo in report)
- Heater troubleshooting at Mesker/Jelinek, Progress Way, and Trotzer Lift Stations
- Cleaned out Vac Truck #4 to prep for auction
- Replaced Vac Truck #4 suction hose
- Assisted Rothschild with sewer jetting near Harbor Freight
- Cleaned out televising van
- Jet and Televis Sanitary Sewer along Alderson St., Jelinek Ave. and Bloedel Ave.
- Clean, collect pH Probe data also re-calibrated probes
- Clean bad spots
- Lift Station(s) standby generator general maintenance
- Lift Station(s) pump filters cleaned/replaced



PARK TERRACE LIFT STATION PLIGGED PUMP PULLED

c. Diggers Hotline Locates

- Village Utility Operators marked approximately 60 locates. Many communication installations, project planning as well as upgrades to WPS gas lines.

d. Work Orders

- Village Utility Operators completed 22 Work Orders. The majority of work orders were for various water meter installations, meter communication issues, lateral inspections and water quality responses.

e. Contract Work/Activities Completed/Upcoming

- Permanent PFAS project complete for Well #4 portion. Well #3 project underway soon.
- Entered Monthly well data to DNR.
- Street/Subdivision Projects: Completed for the year
- Water main flushing completed.
- Lift Station cleaning completed.
- Sanitary Sewer jetting completed.

2. Customers Added

New customers added during the month.

Type	No. of Customers
Residential Single Family/Condo's	42
Multi Family	3
Commercial/Industrial	1
Total	46

*A new customer includes new connections and change in residences

3. Water Pumped in 1,000s of gallons (Last 4 Months)

Well 3 (5/27/22) is down due to PFAS. The Well #4 portion of Treatment Plant project completed.

	Alta Verde (#1)	Kerry (#2)	Mesker (#3)	Sternberg (#4)	Bloedel (#5)
September					
Total	7,970	21,913	-	-	12,511
Peak	496	843	-	-	783
October					
Total	3,694	21,872	-	4,496	5,839
Peak	281	851	-	575	450
November					
Total	11	22,313	-	13,364	25
Peak	11	852	-	595	25
December					
Total	7	22,243	-	13,860	13
Peak	7	981	-	524	13
	11,682	88,341	-	31,720	18,388

	Rippling Creek (#6)	Well #7	Well #8	TOTALS
September				
Total	6,796	10,410	10,650	70,250
Peak	356	616	629	465
October				
Total	7,123	10,853	11,061	64,938
Peak	436	672	687	494
November				
Total	5,125	8,044	8,180	57,062
Peak	243	419	427	322
December				
Total	5,295	8,236	8,380	58,034
Peak	226	317	323	299
	24,339	37,543	38,271	
	Total gal X 1000			250,284
	Total gal X 1000 (Less Foremost)			161,943

4. Wastewater Flows (Last 4 Months)

Rib Mountain Metropolitan Sewerage District Flow Charge Totals.

	Bus. 51 Flow (X1000)	Cedar Creek Flow (X1000)	Total Flow Charge (X1000)
September			
Total	18,202	15,015	33,217
October			
Total	17,398	14,464	31,862
November			
Total	16,035	12,605	28,640
December			
Total	17,085	13,253	30,338
	68,720	55,337	124,057

5. Lift Station Hours

Lift Station Hours											
2025	Harlyn		Fox St.		Mesker/Jelinek			Kathleen		E.C. River	
Month	Pump 1	Pump 2	Pump 1	Pump 2	Pump 1	Pump 2	Pump 3	Pump 1	Pump 2	Pump 1	Pump 2
Nov	59.5	59.9	59.9	52.9	50	42.6	43.6	5.6	0	64.4	13.1
Dec	82.1	82.6	77	69.3	62.4	65.5	65.8	7.7	0	100.3	1.5

2025	Tanya/Tricia		Progress Way		Pointe		Park Terrace		Ryan St.		
Month	Pump 1	Pump 2	Pump 1	Pump 2	Pump 1	Pump 2	Pump 1	Pump 2	Pump 1	Pump 2	Pump 3
Nov	34	31.9	3.3	5.1	17.7	24.4	7.8	17.2	20.5	29.9	29.7
Dec	48.4	42.4	3.7	4.6	22.3	37.1	8.8	24.2	27.4	40.7	40.5

2025	Heritage Hills		Ross Ave.		Mesker/Colleen		Trotzer	
Month	Pump 1	Pump 2	Pump 1	Pump 2	Pump 1	Pump 2	Pump 1	Pump 2
Nov	20.3	20.9	27.4	27.4	90.5	93.3	0.4	0.5
Dec	22.2	22.9	34.5	34.5	119.7	124.3	0.7	0.6

Summary of Lift Station Hours for last two months.

REQUEST FOR CONSIDERATION

Public Mtg/Date:	Public Works & Utilities – 01/12/2026
Description:	2026 Street Reconstruction Typical Section Discussion: Concord Ave
From:	Michael Wodalski, Director of Public Works & Utilities Isaac Dolan, Staff Engineer
Question:	Does the Public Works Committee have a preferred typical section to be used on Concord Avenue for Staff to proceed with during design?

Background

Staff have prepared a few alternative typical sections (please refer to attachment) based on a preliminary review of the corridor and its use. Constraints that have been considered during the evaluation to date include private utility facilities, preliminary discussions with Crystal Finishing and WOW Logistics, current maintenance requirements of the roadway, existing businesses, and nearby amenities or institutions.

1. Existing Typical Section
 - For reference to what is the existing typical street section
2. Finished Typical Section (Alt. A)
 - Widen lanes to 14', add 2' concrete shoulder, and maintain swales on both sides of the street.
3. Finished Typical Section (Alt. B)
 - Widen lanes to 14', add 2' concrete shoulder, maintain swales and add 5' sidewalk on both sides of the street.
4. Finished Typical Section (Alt. C)
 - Widen lanes to 14', add 2' concrete shoulder, maintain swales, and add an 8' multi-use path on one side of the street.
5. Finished Typical Section (Alt. D)
 - Widen lanes to 14', add 2' concrete shoulder, maintain swales, and add an 8' parking lane along street.

Continuation from December Meeting:

6. Finished Typical Section (Alt. E)
 - E.1 – Outside WOW Logistics (same as F.1), E.2 – At WOW Logistics
 - Widen lanes to 14', add 2' concrete shoulder, maintain swales, add 5' sidewalk on north side, and add 10' asphalt shoulder (temporary truck parking) along north side of street only along WOW Logistic Check-In Building.
 7. Finished Typical Section (Alt. F)
 - F.1 – Outside WOW Logistics (same as E.1), F.2 – At WOW Logistics
-

REQUEST FOR CONSIDERATION

- Widen lanes to 14', add 2' concrete shoulder, maintain swales, add 5' sidewalk on north side, and add 2-5' asphalt shoulder (temporary truck parking) along north side of street.

Attached Docs: **Draft Typical Sections for Alternatives E.1, E.2, F.1, & F.2**

Committee Action: **Return next month with two alternatives showing pedestrian accommodations and temporary parking accommodations in the area of WOW Logistics.**

Fiscal Impact: **To be determined**

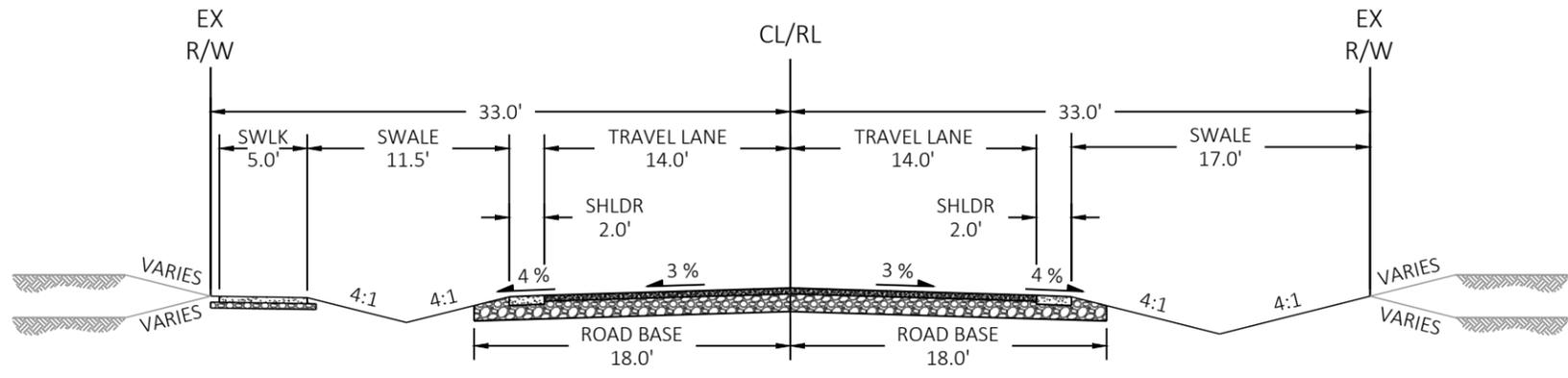
Recommendation: **To be discussed**

Recommended Language for Official Action

I Move to Recommend Staff proceed with Typical Section Alternative (E or F) for the 2026 Capital Improvement Project planned for Concord Avenue.

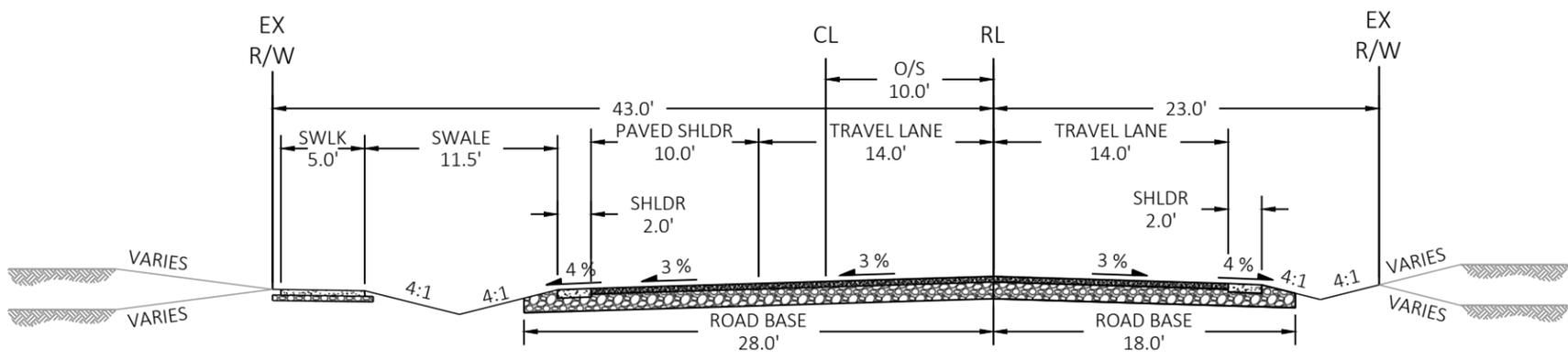
Or, Something else

Additional action:



FINISHED TYPICAL SECTION (ALT E.1)
 CONCORD AVENUE
 ALTERNATIVE E.1 - SIDEWALK NORTH SIDE ONLY, BOTH SIDES WITH SWALES
 OUTSIDE WOW LOGISTICS SIGN-IN BUILDING

- LEGEND**
- EXISTING GROUND
 - EXISTING BASE AGGREGATE
 - EXISTING PAVEMENT
 - FINISHED CONCRETE SIDEWALK/SHOULDER
 - FINISHED BASE AGGREGATE
 - FINISHED ASPHALT PAVEMENT



FINISHED TYPICAL SECTION (ALT. E.2)
 CONCORD AVENUE
 ALTERNATIVE E.2 - SIDEWALK NORTH SIDE ONLY, PARKING SHOULDER NORTH SIDE ONLY ALONG WOW LOGISTICS
 (ROADWAY CENTERLINE SHIFTED TO SOUTH)
 ALONG WOW LOGISTICS SIGN-IN BUILDING

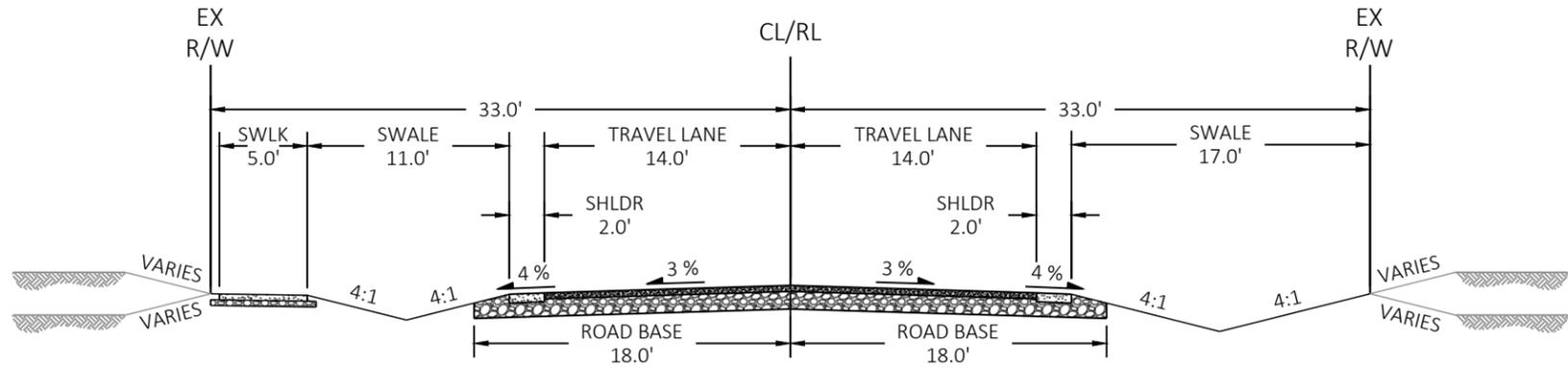
REVISION	DATE
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SURVEYOR: SMH
DESIGNER: IWD
DRAFTER: IWD
REVIEWER: MIW
APPROVER: MIW

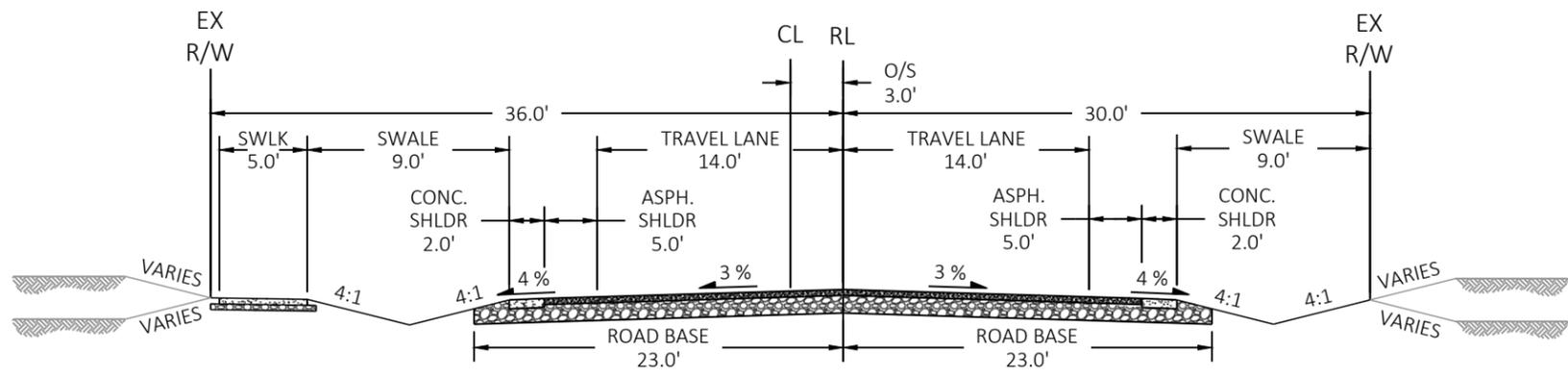
TYPICAL SECTIONS (DRAFT)
 CONCORD AVENUE AND BAYBERRY STREET
 DESIGN

VILLAGE OF WESTON
 4747 CAMP PHILLIPS ROAD
 WESTON, WISCONSIN 54476
 PHONE: 715-359-6114
 FAX: 715-359-6117
 WWW.WESTONWI.GOV

PROJECT NO. 57-2026-02
SHEET 3/XX



FINISHED TYPICAL SECTION (ALT F.1)
 CONCORD AVENUE
 ALTERNATIVE F.1 - SIDEWALK NORTH SIDE ONLY, BOTH SIDES WITH SWALES
 OUTSIDE WOW LOGISTICS SIGN-IN BUILDING



FINISHED TYPICAL SECTION (ALT. F.2)
 CONCORD AVENUE
 ALTERNATIVE F.2 - SIDEWALK NORTH SIDE ONLY, REDUCED PARKING SHOULDER BOTH SIDES ALONG WOW LOGISTICS
 (ROADWAY REFERENCE LINE SHIFTED TO SOUTH)
 ALONG WOW LOGISTICS SIGN-IN BUILDING

LEGEND

- EXISTING GROUND
- EXISTING BASE AGGREGATE
- EXISTING PAVEMENT
- FINISHED CONCRETE SIDEWALK/SHOULDER
- FINISHED BASE AGGREGATE
- FINISHED ASPHALT PAVEMENT

REVISION	DATE
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TYPICAL SECTIONS (DRAFT)
 CONCORD AVENUE AND BAYBERRY STREET
 DESIGN

VILLAGE OF WESTON
 4747 CAMP PHILLIPS ROAD
 WESTON, WISCONSIN 54476
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 WWW.WESTONWI.GOV



PROJECT NO.
 57-2026-02

SHEET
 4/XX

REQUEST FOR CONSIDERATION

Public Mtg/Date:	Public Works – 1/12/2026
Description:	Landfill Monitoring Services
From:	Michael Wodalski, Director of Public Works
Question:	Should the Public Works Committee recommend the Village Board approve a contract with Mi-Tech for Landfill Monitoring and Reporting Services in 2026 for a cost of \$23,350?

Background

The Village has worked with Mi-Tech and formerly CWE for the state and federal requirements for monitoring and reporting of the closed landfill (now the dog park).

The attached proposal is for the continuation of their services through 2026. Their work includes monitoring the gas extraction system to ensure it is running appropriately as well as groundwater monitoring to ensure the ground water around the closed landfill is not experiencing any new contamination.

The Village has \$30,000 budgeted in the Refuse & Recycling fund for 2026 to cover the costs of the Landfill Monitoring and Reporting.

Attached Docs: - Proposal from Mi-Tech

Committee Action: - Mi-Tech has performed this service for the past 15+ years

Fiscal Impact: - Cost of \$23,350 is within the \$30,000 budget for Landfill Services

Recommendation: Staff recommends approving a contract with Mi-Tech

Recommended Language for Official Action

I Move to recommend the Village Board approve the 2026 Landfill Monitoring Contract with Mi-Tech for a cost of \$23,350.

Or, Something else

Additional action:



Work Order 12814_2026

Client Name: Village of Weston Mi-Tech Job No: 12814

Project Name: Village of Weston Landfill – 2026 Monitoring & Reporting Services

Project Location: License #01703 / Weston, WI

This *Work Order* is hereby appended to Exhibit A of the executed *Professional Services Agreement*, dated 01/21/2025, by and between CLIENT and Mi-Tech Services, Inc. (CONSULTANT).

SCOPE OF WORK

All monitoring and reporting will be completed in accordance with all applicable State and Federal codes and in accordance with the current Sampling Plan for the landfill.

Landfill Gas Extraction System Monitoring

Gas Extraction Wells

The 20 gas extraction wells (GEW-1 thru GEW-20) are monitored monthly for % oxygen, % methane, lower explosive limit (LEL), wellhead pressure, and valve setting. During each monitoring event the status and condition of the wells are evaluated and recorded on the Field Sheet.

Blower Station

The blower station is monitored twice monthly. During each monitoring event the status and condition of the blower station is evaluated and recorded on the Field Sheet. The blower station has one sample port that is monitored twice monthly for % oxygen, % methane, lower explosive limit (LEL), wellhead pressure, gas flow rate, and valve setting. Once per year a gas sample is collected from the blower station and sent to an analytical laboratory for analysis of methane, nitrogen, carbon dioxide, carbon monoxide, oxygen, and Volatile Organic Compounds (VOCs).

Gas Monitoring Wells

There are three Gas Monitoring Wells (GMW-1 thru GMW-3) on the perimeter of the landfill that are utilized to check for potential soil methane migration. The wells are monitored quarterly (4 times per year) for % oxygen, % methane, and lower explosive limit (LEL).

Condensate Tank

The liquid depth in the condensate tank from the Gas Extraction System is recorded monthly (during the monthly gas extraction well monitoring events). Twice annually (during the semi-annual groundwater monitoring events), a sample of the condensate is field analyzed for pH, temperature, conductivity, odor, color, and turbidity. A sample is then submitted to an analytical laboratory for analysis of Total Alkalinity, Iron, Manganese, Chloride, Total Suspended Solids (TSS) and Chemical Oxygen Demand (COD). Once annually (during the December monitoring event) the condensate sample is also laboratory analyzed for Volatile Organic Compounds (VOCs).

Maintenance and Troubleshooting

The gas extraction system is connected to an autodialer that automatically contacts Mi-Tech personnel in the event of a fault within the system. The system is programmed to detect a number of faults including power loss, blower unable to start, flare failure to ignite, and high liquid levels in the condensate tank. Mi-Tech will respond to any calls as soon as possible. Mi-Tech will also provide on-going maintenance and troubleshooting for the system, as needed. Annual maintenance is performed on parts of the blower system as part of a preventive maintenance plan.

Groundwater Monitoring

Landfill Groundwater Monitoring Wells

The Weston Landfill has 12 groundwater monitoring wells, monitored twice annually (June and December). During each monitoring event the status and condition of each well is recorded on the Field Sheet. All wells are sampled per the current Sampling Plan. Field Parameters include groundwater elevation, pH, temperature, conductivity, odor, color, and turbidity. Samples are submitted to an analytical laboratory for analysis of Total Alkalinity, Iron, and Manganese. Seven of the wells are also monitored for Arsenic. Once annually (during the December monitoring event) 5 of the wells are also monitored for Volatile Organic Compounds (VOCs). Field blanks, trip blanks, and duplicates are collected per WDNR requirements.

Municipal Wells

The Mesker and the Sternberg municipal wells are monitored twice annually as part of the Sampling Plan for the landfill. Field Parameters include pH, temperature, conductivity, odor, color, and turbidity. Samples are submitted to an analytical laboratory for analysis of Total Alkalinity, Iron, Manganese, and Chloride. Once annually (during the December monitoring event) both wells are also monitored for Volatile Organic Compounds (VOCs).

Methods

Mi-Tech performs groundwater sampling in accordance with ch. NR 140 standards, and more specifically, collects and handles groundwater samples in accordance with sampling procedures defined in the Groundwater Sampling Desk Reference (WDNR PUBL-DG-037-96), and the Groundwater Sampling Field Manual (WDNR PUBL-DG-038-96). As each sample is collected, it is appropriately labeled and placed in a cooler, on ice. Upon completion of sampling, coolers are shipped to our subcontracted analytical laboratories (CT Laboratories), paying close attention to sample holding time. Proper chain of custody is completed throughout the entire process.

WDNR Data Reporting

Twice annually, after the June and December groundwater monitoring events and upon receipt of laboratory data, we will enter all field and laboratory data into a Microsoft Excel database for creation of TADS (Turn Around Documents) for WDNR GEMS submittal. The completed TADS and associated Environmental Data Certification Form will be submitted to the WDNR within 60 days of the semi-annual groundwater sampling events, per WDNR requirements. Client will be copied on the submittal as confirmation of on-time submittal. Report will include all field data sheets, analytical data, TADS (turn-around documents), environmental data certification form, and a signed cover letter.

Annual GES Report

Per the WDNR Sampling Plan for the landfill, Mi-Tech will prepare and submit the Annual Gas Extraction System Operation, Maintenance, and Monitoring Report for the landfill. The report is due at the beginning of the following calendar year and summarizes the gas extraction system over the previous year, including the results of monitoring activities, any operational problems, system maintenance, and an assessment of the landfill cover system.

COST ESTIMATE

The Level of Investment (LOI) to complete the Services is estimated at **\$ 23,350** broken down as follows:

<u>Professional Services</u>	
Mi-Tech Environmental Services:	\$ 15,350
<u>Equipment & Reimbursables</u>	
(approx.)	\$ 4,157
<u>Analytical Lab</u>	
Test America (annual gas sample):	\$ 800
CT Laboratories (all other analytical):	<u>\$ 3,043</u>
Subtotal:	\$ 3,843
TOTAL:	\$ 23,350

The work will be billed on a time and material basis in accordance with the attached fee schedule. The LOI is an estimate based on our understanding of the site conditions and the anticipated level of effort required to complete the scope of work. If efforts beyond those considered in the cost estimate are required, the client will be notified, orally or in writing, and an estimate of the additional efforts will be provided.

SCHEDULE

This Work Order is effective as of the last date indicated below and expires upon completion of Scope of Work or termination of the PSA, whichever occurs first.

AUTHORIZED REPRESENTATIVES

IN WITNESS WHEREOF, this Work Order has been executed on behalf of Mi-Tech and on behalf of CLIENT as of the last date indicated below.

MI-TECH SERVICES, INC.

VILLAGE OF WESTON

Stephanie M. Finamore, M.S., P.G.
Environmental Manager

_____ Date

_____ Name:
Title:

_____ Date

MI-TECH SERVICES, INC.
FEE SCHEDULE
for Professional Services

Hourly Rates

Senior Engineer/PE	\$140.00/hour
Project Engineer/PE.....	\$130.00/hour
Design Engineer 2/PE.....	\$120.00/hour
Design Engineer/PE.....	\$110.00/hour
Staff Engineer	\$100.00/hour
Engineering Technician 3.....	\$90.00/hour
Engineering Technician 2.....	\$88.00/hour
Engineering Technician 1.....	\$80.00/hour
Project Manager.....	\$90.00/hour
Senior Environmental Scientist/PG	\$110.00/hour
Project Environmental Scientist.....	\$100.00/hour
Senior Environmental Specialist.....	\$95.00/hour
Staff Environmental Scientist	\$90.00/hour
Environmental Specialist.....	\$85.00/hour
Environmental Technician.....	\$80.00/hour
Lab Technician.....	\$80.00/hour
GIS Specialist	\$100.00/hour
GIS Technician	\$90.00/hour
Professional Land Surveyor	\$120.00/hour
Survey Project Manager.....	\$109.00/hour
Staff Surveyor	\$105.00/hour
Survey Technician	\$97.00/hour
Survey Crew (2 Man)	\$165.00/hour
Right of Way Agent	\$82.00/hour
Permit Coordinator.....	\$70.00/hour
CAD Technician.....	\$75.00/hour
Per Diem (meals).....	\$45.00/day
Lodging	At Cost
Mileage (or current IRS rate).....	\$0.70/mile

MI-TECH SERVICES, INC.
FEE SCHEDULE
for Professional Services

Materials, Equipment & Consumables

Groundwater Sampling

Sampling Field Kit	\$25.00/day
Groundwater Pump	\$100.00/day
Peristaltic Pump	\$22.00/day
Generator	\$45.00/day
Water Level Indicator	\$25.00/day
pH/Conductivity/Temp Meters	\$30.00/day
DO/ORP Meters	\$30.00/day
Disposable Bailer	\$15.00/each
Disposable Groundwater Filter	\$20.00/test
Metal Detector	\$40.00/day
Padlock	\$15.00/each
Plastic	\$1.50/foot

Soil Sampling

Sampling Field Kit	\$25.00/day
PID Meter	\$75.00/day

Air / Gas Sampling

Sampling Field Kit	\$20.00/day
GEM5000	\$150.00/day

Environmental Review

Wetland Delineation Field Kit	\$20.00/day
Wood Stake	\$0.60/each
Flagging Ribbon	\$2.50/each

MI-TECH SERVICES, INC.
FEE SCHEDULE
for Professional Services

Hazardous Materials Handling

Tyvek Suit	\$10.00/each
Drum	\$40.00/each
Plastic	\$1.50/foot

Surveying

Iron Pipe	\$3.00/each
Wood Stake	\$0.60/each
Pink Glo Stake Chaser.....	\$0.20/each
Flagging Ribbon.....	\$2.50/each
Marking Paint.....	\$5.00/each

Construction Testing

Measuring Wheel	\$9.00/day
Metal Detector.....	\$40.00/day
Micrometer / Caliper.....	\$5.00/day
Wood Stake Product.....	\$0.50/each

Cleaning and repair charges will be assessed for equipment contaminated or damaged by site conditions.

Rate schedule does not include all equipment, supplies, and/or materials necessary for job specific or specialized projects. Such items will be billed directly to the project. Any additional equipment, supplies, and/or materials necessary for job specific or specialized projects will be discussed and agreed upon between Mi-Tech and the client prior to use or invoice of these items.

REQUEST FOR CONSIDERATION

Public Mtg/Date:	Public Works – 1/12/2026
Description:	Schofield Ave (Normandy St to Birch St) Change Order #1
From:	Michael Wodalski, Director of Public Works
Question:	Should the Public Works Committee Recommend the Village Board approve Change Order #1 for the Schofield Ave (Normandy St to Birch St) Construction Project for a decrease in construction price of \$265,315.00?

Background

This change order is the first and final change order for the project which is considered a balancing change order where contract quantities are finalized to represent the final cost of the project. The final contract cost ends up being \$5,983,410.75. The original contract price was \$6,248,725.75 thus the project came in \$265,315.00 under the original bid amount, this equates to 4.24% of the total original bid price. I think it's important to show how project costs are finalized at the end of projects as these are unit price contracts based on estimated quantities and then paid by the actual amount installed which can be different.

Attached is the change order document showing where quantities were higher or lower than originally estimated. With approval we can make the final payment and close out this project. There is still a warranty period for the work that is still in effect into the fall of 2026. By making final payment we are then eligible to seek reimbursement for the DOT grant on this project as well.

Attached Docs: - Change Order Document

Committee Action: - Construction Contract was previously approved

Fiscal Impact: - Final Project Construction Cost is \$5,983,410.75

Recommendation: Staff recommends approving Change Order #1

Recommended Language for Official Action

I Move to Recommend the Village Board Approve Change Order #1 for the Schofield Ave (Normandy St to Birch St) Construction contract to finalize the construction contract price at \$5,983,410.75.

Or, Something else

Additional action:

Change Order No. 1

Date of Issuance: 12/15/25

Effective Date: 12/15/2025

Owner: Village of Weston

Owner's Contract No.:

Contractor: Haas Sons, Inc.

Contractor's Project No.:

Engineer: Clark Dietz, Inc.

Engineer's Project No.: W07724001

Project: Schofield Ave Reconstruction

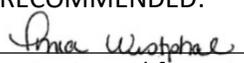
Contract Name:

The Contract is modified as follows upon execution of this Change Order:

Description: Balancing change order following final pay application for project closeout. See Table 1 below for final quantity adjustments.

Attachments: Final Quantity Adjustments

CHANGE IN CONTRACT PRICE	CHANGE IN CONTRACT TIMES <i>[note changes in Milestones if applicable]</i>
Original Contract Price: \$ <u>6,248,725.75</u>	Original Contract Times: Substantial Completion: <u>10/31/25</u> Ready for Final Payment: <u>11/21/25</u> days or dates
[Increase] [Decrease] from previously approved Change Orders No. ___ to No. ___: \$ <u>N/A</u>	[Increase] [Decrease] from previously approved Change Orders No. ___ to No. ___: Substantial Completion: <u>N/A</u> Ready for Final Payment: <u>N/A</u> days
Contract Price prior to this Change Order: \$ <u>6,248,725.75</u>	Contract Times prior to this Change Order: Substantial Completion: <u>10/31/25</u> Ready for Final Payment: <u>11/21/25</u> days or dates
Decrease of this Change Order: \$ <u>265,315.00</u>	[Increase] [Decrease] of this Change Order: Substantial Completion: <u>N/A</u> Ready for Final Payment: <u>N/A</u> days or dates
Contract Price incorporating this Change Order: \$ <u>\$5,983,410.75</u>	Contract Times with all approved Change Orders: Substantial Completion: <u>10/31/24</u> Ready for Final Payment: <u>11/21/24</u> days or dates

<p>RECOMMENDED:</p> <p>By: <u></u> Engineer (if required)</p> <p>Title: _____</p> <p>Date: <u>12/15/2025</u></p>	<p>ACCEPTED:</p> <p>By: _____ Owner (Authorized Signature)</p> <p>Title: _____</p> <p>Date: _____</p>	<p>ACCEPTED:</p> <p>By: _____ Contractor (Authorized Signature)</p> <p>Title: _____</p> <p>Date: _____</p>
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Approved by Funding Agency (if applicable)

By: _____ Date: _____
Title: _____

Table 1: Final Quantity Adjustment

ITEM #	DESCRIPTION	UNIT PRICE	ORIGINAL QUANTITY	QUANTITY ADJUSTMENT	FINAL QUANTITY	CONTRACT PRICE ADJUSTMENT
5	TRACKING PAD (UNDISTRIBUTED)	\$200.00	4	-4	0	\$ (800.00)
8	ROCK EXCAVATION - UTILITY TRENCH (UNDISTRIBUTED)	\$200.00	40	-40	0	\$ (8,000.00)
17	REMOVING CONCRETE SIDEWALK	\$8.00	2600	1008	3608	\$ 8,064.00
18	REMOVING PAVEMENT, DRIVEWAYS	\$8.00	1900	-320	1580	\$ (2,560.00)
19	EBS AND BACKFILL (UNDISTRUBUTED)	\$29.58	850	-850	0	\$ (25,143.00)
20	BASE AGGREGATE 1.25" DENSE GRADED	\$17.64	10500	3239.09	13739.09	\$ 57,137.55
21	TACK COAT	\$4.70	3130	-2618	512	\$ (12,304.60)
22	HMA PAVEMENT 2 MT 58-34 S (BINDER, 4-INCH)	\$87.42	10750	843.12	11593.12	\$ 73,705.55
23	HMA PAVEMENT 4 MT 58-34 S (SURFACE, 2.5-INCH)	\$97.47	6750	-875.21	5874.79	\$ (85,306.72)
24	TEMPORARY WATER MAIN TRENCH ASPHALT PATCHING (UNDISTRIBUTED, 2-INCH)	\$160.10	200	-159.62	40.38	\$ (25,555.16)
25	ASPHALTICFLUME	\$62.32	50	-43	7	\$ (2,679.76)
26	CONCRETE CURB & GUTTER 24-INCH TYPE D	\$14.82	13750	-767	12983	\$ (11,366.94)
27	CONCRETE SIDEWALK 4-INCH	\$4.36	18450	7575	26025	\$ 33,027.00
28	CONCRETE SIDEWALK 6-INCH	\$6.36	7650	-2438	5212	\$ (15,505.68)
29	CURB RAMP DETECTABLE WARNING FIELD (Natural Finish)	\$49.71	620	-40	580	\$ (1,988.40)
30	CURB RAMP DETECTABLE WARNING FIELD RADIAL (Natural Finish)	\$70.97	225	-31	194	\$ (2,200.07)
31	CONCRETE DRIVEWAY 6-INCH	\$6.36	15300	-981	14319	\$ (6,239.16)
32	CONCRETE DRIVEWAY HES 6-INCH (UNDISTRIBUTED)	\$7.56	50	-50	0	\$ (378.00)
33	HMA DRIVEWAY, 4 MT 58-34 S (SURFACE, 3-INCH OR MATCH EXISTING)	\$33.84	550	251	801	\$ 8,493.84
34	PAVEMENT MARKING, PAINT 4-INCH	\$0.50	8700	-1648	7052	\$ (824.00)
35	PAVEMENT MARKING, PAINT 6-INCH (TURN LANE DIVIDER)	\$0.70	2600	-247	2353	\$ (172.90)
36	PAVEMENT MARKING, CROSSWALK PAINT 24"	\$17.50	2350	-292	2058	\$ (5,110.00)
37	MARKING YIELD LINE (PAINT) 18-INCH	\$25.00	50	-3	47	\$ (75.00)
40	MARKING STOP LINE PAINT 18-INCH	\$16.50	450	123	573	\$ 2,029.50
41	MARKING DIAGONAL PAINT 6-INCH	\$5.25	170	-12	158	\$ (63.00)
42	MARKING CURB PAINT	\$6.00	730	89	819	\$ 534.00
44	CONCRETE CURB & GUTTER 18-INCH TYPE D (REVERSE)	\$13.38	8550	-1171	7379	\$ (15,667.98)
45	CONCRETE CURB & GUTTER 18-INCH TYPE J (REVERSE)	\$13.43	1575	-50	1525	\$ (671.50)
46	CONCRETE RIBBON 8-INCH (REVERSE, PINNED)	\$4.39	820	-820	0	\$ (3,599.80)
47	CONCRETE MEDIAN SLOPED NOSE	\$12.09	2425	370	2795	\$ 4,473.30
48	STAMPED CONCRETE (RED 4" Brick Pattern)	\$6.78	22500	-1864	20636	\$ (12,637.92)
49	TREE PROTECTION	\$100.00	25	-25	0	\$ (2,500.00)
53	NEW BANNER POLE BASE (UNDISTRIBUTED)	\$1,500.00	10	7	17	\$ 10,500.00
54	REMOVE AND SALVAGE PLANTERS	\$150.00	38	-38	0	\$ (5,700.00)
55	REMOVE AND SALVAGE BOLLARDS	\$100.00	65	-65	0	\$ (6,500.00)
56	REMOVE AND SALVAGE BANNERS	\$200.00	43	-43	0	\$ (8,600.00)
58	REMOVE EXISTING WATERMAIN	\$25.00	150	105	255	\$ 2,625.00
62	WATER MAIN OR HYDRANT LEAD, DUCTILE IRON, 6-INCH	\$115.00	250	-27	223	\$ (3,105.00)
64	WATER MAIN, DUCTILE IRON, 12-INCH	\$137.07	1220	-44	1176	\$ (6,031.08)
69	GATE VALVE & BOX, 6-INCH	\$2,900.00	1	1	2	\$ 2,900.00
70	GATE VALVE & BOX, 8-INCH	\$4,600.00	13	3	16	\$ 13,800.00
73	HYDRANT	\$6,800.00	6	1	7	\$ 6,800.00
75	ADJUST WATER VALVES	\$500.00	14	22	36	\$ 11,000.00
76	WATER SERVICE SET	\$5,000.00	2	-1	1	\$ (5,000.00)
77	WATER SERVICE LATERAL (BORED)	\$80.00	200	-94	106	\$ (7,520.00)
78	RIGID INSULATION BOARD (UNDISTRIBUTED)	\$20.00	275	37	312	\$ 740.00
82	SANITARY SEWER PIPE, PVC 8-INCH (UNDISTRIBUTED)	\$415.00	5	44	49	\$ 18,260.00
83	SANITARY SEWER PIPE, PVC 12-INCH	\$228.00	105	179	284	\$ 40,812.00
84	SANITARY SEWER PIPE, DI 12-INCH	\$460.00	5	1	6	\$ 460.00
85	SANITARY SEWER LINING, 15-INCH (delete 2600)	\$66.30	2600	-2600	0	\$ (172,380.00)
86	SANITARY SEWER LINING, 10-INCH	\$39.27	2625	126	2751	\$ 4,948.02
87	SANITARY SEWER LINING, 8-INCH	\$55.08	240	-2	238	\$ (110.16)
88	SANITARY SEWER LATERAL LINING	\$71.93	1775	-1775	0	\$ (127,675.75)
91	STORM SEWER PIPE RCP CLASS V, 12-INCH	\$86.00	50	-6	44	\$ (516.00)
92	STORM SEWER PIPE RCP CLASS V, 15-INCH	\$92.00	90	-3	87	\$ (276.00)
93	STORM SEWER PIPE RCP CLASS V, 18-INCH	\$95.00	30	-20	10	\$ (1,900.00)
94	UNDERDRAIN WITH STONE TRENCH (UNDISTRIBUTED)	\$71.50	100	-100	0	\$ (7,150.00)
97	INLET, 2'X3' (24" SUMP)	\$5,350.00	9	3	12	\$ 16,050.00
98	MANHOLE, STORM 4' DIA (24" SUMP)	\$1,050.00	15	15	30	\$ 15,750.00
99	SANITARY MANHOLE 4' DIA	\$1,158.00	140	-11.21	128.79	\$ (12,981.18)
105	FRAMES AND COVERS, STAMPED "SANITARY", NEENAH R-1683	\$1,950.00	38	-1	37	\$ (1,950.00)
124	ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) ALDERSON ST	\$2,830.00	0	2	2	\$ 5,660.00
125	ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) ACE HARDWARE	\$2,830.00	0	1	1	\$ 2,830.00
126	ELECTRICAL SERVICE METER BREAKER PEDESTAL (LOCATION) BIRCH ST	\$2,830.00	0	1	1	\$ 2,830.00
CONTRACT ADJUSTMENT TOTAL						\$ (265,315.00)

REQUEST FOR CONSIDERATION

Public Mtg/Date:	Public Works – 1/12/2026
Description:	E Jelinek (CR-X to Mesker) and Von Kanel (Barbican Ave to Schofield Ave) Change Order #4
From:	Michael Wodalski, Director of Public Works
Question:	Should the Public Works Committee Recommend the Village Board approve Change Order #4 for the E Jelinek (CR-X to Mesker) and Von Kanel (Barbican Ave to Schofield Ave) Construction Project for an increase in construction price of \$26,017.46?

Background

This change order is the final change order for the project which is considered a balancing change order where contract quantities are finalized to represent the final cost of the project. There were 3 previous change orders that added items to the original contract which is based on estimated quantities. The final contract cost ends up being \$2,353,207.49. The original contract price was \$2,317,067.50 thus the project came in \$36,139.99 over the original bid amount, this equates to 1.56% of the total original bid price. I think it's important to show how project costs are finalized at the end of projects as these are unit price contracts based on estimated quantities and then paid by the actual amount installed which can be different.

Attached is the change order document showing where quantities were higher or lower than originally estimated and the biggest item is the rock excavation had a higher quantity than expected which was related to the sanitary sewer and watermain work so the additional cost is utility related and not general fund related. With approval we can make the final payment and close out this project. There is still a warranty period for the work that is still in effect into the summer of 2026.

Attached Docs: - Change Order Document

Committee Action: - Previous change orders were approved

Fiscal Impact: - Final Project Construction Cost is \$2,353,207.49

Recommendation: Staff recommends approving Change Order #4

Recommended Language for Official Action

I Move to Recommend the Village Board Approve Change Order #4 for the E Jelinek (CR-X to Mesker) and Von Kanel (Barbican Ave to Schofield Ave) Construction contract to finalize the construction contract price at \$2,353,207.49.

Or, Something else

Additional action:

Date of Issuance: 01/07/26

Effective Date: 01/07/26

Owner: Village of Weston

Owner's Contract No.:

Contractor: Francis Melvin, Inc.

Contractor's Project No.:

Engineer: Clark Dietz, Inc.

Engineer's Project No.: W0770070

Project: E Jelinek & Von Kanel Street Recon 2024

Contract Name:

The Contract is modified as follows upon execution of this Change Order:

Description: Balancing change order following final pay application for project closeout. See Table 1 below for final quantity adjustments.

Attachments: Final Quantity Adjustments

CHANGE IN CONTRACT PRICE	CHANGE IN CONTRACT TIMES <i>[note changes in Milestones if applicable]</i>
Original Contract Price: \$ <u>2,317,067.50</u>	Original Contract Times: Substantial Completion: <u>10/25/24</u> Ready for Final Payment: <u>11/15/24</u> days or dates
[Increase] [Decrease] from previously approved Change Orders No. <u>1</u> to No. <u>3</u> : \$ <u>10,122.53</u>	[Increase] [Decrease] from previously approved Change Orders No. <u> </u> to No. <u> </u> : Substantial Completion: <u>N/A</u> Ready for Final Payment: <u>N/A</u> days
Contract Price prior to this Change Order: \$ <u>2,327,190.03</u>	Contract Times prior to this Change Order: Substantial Completion: <u>11/15/24</u> Ready for Final Payment: <u>11/15/24</u> days or dates
Increase of this Change Order: \$ <u>26,017.46</u>	[Increase] [Decrease] of this Change Order: Substantial Completion: <u>N/A</u> Ready for Final Payment: <u>N/A</u> days or dates
Contract Price incorporating this Change Order: \$ <u>2,353,207.49</u>	Contract Times with all approved Change Orders: Substantial Completion: <u>11/15/24</u> Ready for Final Payment: <u>11/15/24</u> days or dates

<p>RECOMMENDED:</p> <p>By: <u><i>Anna Wozniak</i></u> Engineer (if required)</p> <p>Title: <u>Project Manager</u></p> <p>Date: <u>01/07/26</u></p>	<p>ACCEPTED:</p> <p>By: _____ Owner (Authorized Signature)</p> <p>Title: _____</p> <p>Date: _____</p>	<p>ACCEPTED:</p> <p>By: _____ Contractor (Authorized Signature)</p> <p>Title: _____</p> <p>Date: _____</p>
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Approved by Funding Agency (if applicable)

By: N/A Date: _____
Title: _____

ITEM #	DESCRIPTION	UNIT PRICE	ORIGINAL QUANTITY	QUANTITY ADJUSTMENT	FINAL QUANTITY	CONTRACT PRICE ADJUSTMENT
1	Mobilization, Bonds, and Insurance	\$105,485.00	1	0	1	\$ -
2	Traffic Control	\$12,750.00	1	0	1	\$ -
3	Erosion and Sedimentation Controls	\$3,100.00	1	0	1	\$ -
4	Quality Control	\$2,600.00	1	0	1	\$ -
5	Sawcutting		Incidental			\$ -
6	Clearing (Undistributed)	\$45.90	100	52	152	\$ 2,386.80
7	Grubbing (Undistributed)	\$10.20	100	43	143	\$ 438.60
8	Removing Pipe Culvert	\$280.00	22	1	23	\$ 280.00
9	Removing Curb & Gutter	\$1.90	410	0	410	\$ -
10	Removing Concrete Sidewalk	\$4.90	40	0	40	\$ -
11	Removing Pavement Driveways	\$4.15	1850	0	1850	\$ -
12	Removing Concrete Pavement	\$6.20	350	-350	0	\$ (2,170.00)
13	Removing existing sanitary manholes	\$660.00	6	0	6	\$ -
14	Removing existing storm structures	\$330.00	22	0	22	\$ -
15	Excavation Common	\$11.83	14000	0	14000	\$ -
16	Rock Excavation - Utility Trench (Undistributed)	\$155.00	40	423	463	\$ 65,565.00
17	Excavation below subgrade (Undistributed)	\$25.50	500	-79	421	\$ (2,014.50)
18	Base Aggregate Dense 1-1/4"	\$11.32	9700	0	9700	\$ -
19	Sand	\$15.16	2500	0	2500	\$ -
20	HMA Pavement 4 LT 58-34 S (Surface)	\$84.76	2790	-313.83	2476.17	\$ (26,600.23)
21	HMA Pavement 3 LT 58-34 S (Binder)	\$79.76	2610	-233.83	2376.17	\$ (18,650.28)
22	HMA Driveways, 3 INCH	\$25.63	1740	53	1793	\$ 1,358.39
23	Tack Coat	\$3.62	1370	-120	1250	\$ (434.40)
24	Curb Ramp Detectable Warning Field	\$910.00	14	0	14	\$ -
25	24" Concrete Shoulder	\$12.63	11900	-219.5	11680.5	\$ (2,772.29)
26	Concrete Curb & Gutter 24-Inch Mountable	\$26.26	780	138.5	918.5	\$ 3,637.01
27	Concrete Curb & Gutter 18-Inch Type D	\$40.40	40	-9	31	\$ (363.60)
28	Concrete Curb & Gutter 24-Inch Type D	\$40.40	150	10	160	\$ 404.00
29	Concrete Curb & Gutter 30-Inch Type D	\$40.40	110	-8	102	\$ (323.20)
30	Concrete Sidewalk 4-Inch	\$6.87	1130	537	1667	\$ 3,689.19
31	Concrete Pavement 9-Inch	\$12.63	1840	-1840	0	\$ (23,239.20)
32	Tracking Pad	\$1,275.00	4	-4	0	\$ (5,100.00)
33	Inlet Protection (Type A)	\$40.00	74	0	74	\$ -
34	Temporary Ditch Checks	\$50.00	87	-19	68	\$ (950.00)
35	Culvert Pipe Checks	\$65.00	4	-3	1	\$ (195.00)
36	Silt Fence	\$2.35	4900	-124	4776	\$ (291.40)
37	Riprap Medium	\$77.00	12	5	17	\$ 385.00
38	Restoration	\$51,715.00	1	0	1	\$ -
39	Erosion Mat Class I Type A (Undistributed)	\$2.65	10800	2528	13328	\$ 6,699.20
40	Pavement Marking, Center Line (Yellow Epoxy 4")	\$0.82	11640	146	11786	\$ 119.72
41	Pavement Marking, Lane Line (White Epoxy 4")	\$0.82	7280	159	7439	\$ 130.38
42	Pavement Marking, Stop Line (White Epoxy 18")	\$16.32	60	6	66	\$ 97.92
43	Pavement Marking Crosswalk (24")	\$18.36	370	18	388	\$ 330.48
44	Marking word Paint	\$306.00	5	0	5	\$ -
45	Marking Arrow Paint	\$317.00	2	-2	0	\$ (634.00)

WATERMAIN						
46	Watermain, DIP, 6-Inch	\$42.16	100	9	109	\$ 379.44
47	Watermain, DIP, 8-Inch	\$29.87	2390	-43	2347	\$ (1,284.41)
48	Bend (45 degree, 6-Inch)	\$549.00	1	8	9	\$ 4,392.00
49	Bend (11.25 degree, 8-Inch)	\$618.00	1	3	4	\$ 1,854.00
50	Bend (22.5 degree, 8-Inch)	\$632.00	2	0	2	\$ -
51	Bend (45 degree, 8-Inch)	\$636.00	7	7	14	\$ 4,452.00
52	Tee (6-Inch)	\$1,010.00	1	0	1	\$ -
53	Tee (8-Inch)	\$880.00	4	0	4	\$ -
54	Tee (8x6-Inch)	\$1,095.00	5	0	5	\$ -
55	Reducer (8x6-Inch)	\$690.00	1	1	2	\$ 690.00
56	Reducer (14x8-Inch)	\$1,377.00	1	-1	0	\$ (1,377.00)
57	Gate Valve and Box (6-Inch)	\$2,281.00	6	1	7	\$ 2,281.00
58	Gate Valve and Box (8-Inch)	\$3,160.00	8	0	8	\$ -
59	Hydrant	\$6,550.00	6	0	6	\$ -
60	Water Service Set (1-Inch)	\$975.00	13	1	14	\$ 975.00
61	Copper Service Laterals Trenched (1-Inch)	\$42.84	260	8	268	\$ 342.72
62	Rigid Insulation Board, 4-Inch (Undistributed)	\$5.10	560	272	832	\$ 1,387.20
63	Connect to Existing (6-Inch) - Water	\$560.00	4	0	4	\$ -
64	Connect to Existing (8-Inch) - Water	\$995.00	4	1	5	\$ 995.00
65	Connect to Existing (14-Inch) - Water	\$2,170.00	1	-1	0	\$ (2,170.00)
SANITARY SEWER						
66	Sanitary Laterals, PVC 6-Inch	\$42.50	280	-56	224	\$ (2,380.00)
67	Sanitary Sewer Pipe, PVC 8-Inch	\$51.61	1570	-324	1246	\$ (16,721.64)
68	WYES (8"x6")	\$454.00	9	0	9	\$ -
69	Sanitary Cleanout	\$1,155.00	1	0	1	\$ -
70	Connect to existing sanitary	\$695.00	10	-1	9	\$ (695.00)
71	Television Inspection	\$3.57	1570	-324	1246	\$ (1,156.68)
72	Force main access structure and assembly	\$15,435.00	1	0	1	\$ -
STORM SEWER						
73	Underdrain with stone trench 6 - Inch	\$8.65	4210	0	4210	\$ -
74	Storm sewer pipe (N12 HDPE, 12-Inch)	\$33.21	2640	359	2999	\$ 11,922.39
75	Storm sewer pipe (N12 HDPE, 15-Inch)	\$51.16	70	-70	0	\$ (3,581.20)
76	Storm sewer pipe (N12 HDPE, 24-Inch)	\$53.18	570	64	634	\$ 3,403.52
77	Storm sewer pipe (N12 HDPE, 30-Inch)	\$72.47	640	21	661	\$ 1,521.87
78	24" Nyloplast drainage structure	\$2,922.00	37	2	39	\$ 5,844.00
79	36" Nyloplast drainage structure	\$7,354.00	4	1	5	\$ 7,354.00
80	Apron Endwall (HDPE, 12-Inch)	\$385.00	4	0	4	\$ -
81	Connect to existing storm	\$698.00	6	0	6	\$ -
MANHOLES						
82	Manhole (48" Sanitary)	\$445.00	58	-1	57	\$ (445.00)
83	Manhole with outside drop (48" Sanitary)	\$73,850.00	1	0	1	\$ -
84	Frames and covers (R-1550-A, Type B Lid Non-Rocking)	\$1,116.00	6	0	6	\$ -
85	Manhole (48" Storm)	\$461.00	27	-5	22	\$ (2,305.00)
86	Manhole (60" Storm)	\$1,014.00	18	6	24	\$ 6,084.00
87	Inlet Covers Type C	\$1,320.00	8	0	8	\$ -
88	Adjusting manhole	\$740.00	15	0	15	\$ -

REQUEST FOR CONSIDERATION

Public Mtg/Date:	Public Works – 1/12/2026
Description:	Granite Ridge Subdivision Phase 1 - Construction Representative Contract
From:	Michael Wodalski, Director of Public Works
Question:	Should the Public Works Committee recommend the Village Board Approve the Construction Representative Contract with Vreeland Associates for the Granite Ridge Subdivision – Phase 1 Project for an estimated amount of \$53,000 - \$55,000?

Background

Timber Ridge Builders, LLC is getting ready to construct the first phase of the Granite Ridge Subdivision starting this month and completing construction in summer 2026. The developer (Timber Ridge) is responsible for installing the new public infrastructure (water, sewer, storm water, streets and sidewalk). As part of the Development Agreement with Timber Ridge, they are to reimburse the Village for any costs incurred for all consultant fees, including engineering. The Construction Representative is responsible for making sure the infrastructure is installed according to the approved plans and specifications of the project.

The design engineer, MTS has opted not to provide construction services for this project so staff sought quotes from several local firms in conjunction with Timber Ridge. Timber Ridge then was given the opportunity to decide their preference as they are the ones who ultimately pay the cost of the services. Vreeland Associates is the firm selected to provide the construction oversight. Staff sees no issues with Vreeland performing this work as they have provided this service on past projects as well.

All costs associated with the contract with Vreeland will be reimbursed by the developer, thus there is not a fiscal impact to the Village.

Attached Docs: - Proposal from Vreeland

Committee Action:

Fiscal Impact: - The estimated range of \$53,000 to \$55,000 will be reimbursed by the Developer.

Recommendation: Staff recommends approving the construction representative contract with Vreeland Associates

Recommended Language for Official Action

I Move to recommend the Village Board Approve the Construction Representative Contract with Vreeland Associates for the Granite Ridge Subdivision – Phase 1 for the estimated contract range of \$53,000 - \$55,000.

Or, Something else



6103 Dawn St.
Weston, WI 54476
Phone #: 715-241-0947

November 7th, 2025

Mr. Micheal Wodalski
Director of Public Works
Village of Weston
4747 Camp Phillips Road
Weston, WI 54476

RE: Phase 1 Granite Ridge

Dear Mr. Wodalski

We are pleased to respond to your request for construction monitoring services on the Granite Ridge Subdivision new development project. As a professional land surveying and engineering firm, located in the Village of Weston, for the last 25 years we have been dedicated to continue to provide services to the village we live and work in and see the continued growth of our community.

This proposal will address construction monitoring services for the completion of Granite Ridge Phase 1 including completion of utilities and street infrastructure improvements based on Marathon Technical Services plans. Based on the information provided from Village of Weston and Marathon Technical Service following services will be provided during the completions of Granite Ridge Subdivision Phase 1.

1. Conduct a Pre-Construction Meeting
2. Monitor, on a daily, fulltime basis, the contractors pipe laying, rock excavation, pipe trench backfilling, pipe trench compaction and performance testing activities. Monitor, as needed, the contractor's road building activities.
3. Coordinating with subcontractors as needed for soil proctor, compaction tests, and/or concrete testing. The testing would be coordinated through AET (American Engineering & Testing).
4. Record daily notes on construction activities.
5. Make construction record notes on CR's plan print.
6. Provide measurements of buried facilities and prepare as-built construction drawings.
7. Provide written report to the Village, with photographs, summarizing the construction activities.
8. Make regular contact with the Village staff regarding project status.

Tasks completed by others;

- a. Plat staking.



6103 Dawn St.
Weston, WI 54476
Phone #: 715-241-0947

b. Construction Staking

We will provide the construction monitoring services at a rate of \$100/hr. this construction monitoring services hourly rate, during the time of contractor is on-site, is for full-time monitoring during pipe laying and backfill activities and part-time during road building and concrete work. This includes compensation for vehicles, report forms, photographs and miscellaneous items.

The village will dictate the level of services desired for the infrastructure as they will accept as a public improvement. The level of services will be established at the pre-construction meeting. The level of service will drive the total cost of construction monitoring.

Based on the information provided by Weston we estimate 400 hours of CR time during sanitary sewer, watermain, lateral utility pipe laying, storm sewer, and curb underdrains. The street construction, concrete and restoration work have an estimated of 60 hours for periodic site checks. With that we estimate construction monitoring services to be in the range of \$46,000 to \$48,000 for full-time construction monitoring during pipe laying and as needed during street construction, depending on the efficiencies of the contractor and the weather conditions. With there not being a schedule provided at this time this is an estimate that can vary.

AET for the typical material testing demands on soils, concrete and pavement for Phase 1. We estimate the subcontractor cost to be \$5,000.

Following the completion of the project we estimate the construction record drawings preparation to be \$2,000.

The total for construction monitoring services is estimated to be \$53,000 to \$55,000.

All work under this agreement will be performed in accordance with Wisconsin codes and Statutes and Local Codes and Ordinances. Client, by the undersigned, hereby agrees to be responsible for payment of the charges for the above-described work. **Work will begin after we receive a signed contract**, payment of each invoice is due in full within 30 days of receipt. In the event collection proceeding becomes necessary, all costs of collection, necessary disbursements, and attorney fees, will be paid by Client, in addition to all other relief Vreeland is entitled. The parties hereto have executed this Agreement as of date set forth below, and by so signing, certify that they have been duly and properly authorized by their respective entities to make the commitments contained herein, intending them to be binding upon their respective entities and to execute this Agreement on their behalf.

It would be a pleasure to perform this work for you. If this proposal is acceptable, please sign one copy and return it for our files. Please contact us if you have any questions. We are able to meet with you and review the proposal if you so desire.

Sincerely,

Dustin Vreeland, PE
Engineer

Accept Proposal _____

REQUEST FOR CONSIDERATION

Public Mtg/Date:	Public Works Committee – 1/12/2026
Description:	Speed Limit Ordinance Updates – Chapter 82.600
From:	Michael Wodalski, PE (Director of Public Works & Utilities) Isaac Dolan, PE (Staff Engineer)
Question:	Should the Public Works Committee recommend the Village Board make the attached updates to the Speed Limit Ordinance – Chapter 82.600 of the Weston Municipal Code?

Background

The topic of Speed Limits came up during the discussion on Weston Avenue at the Community Life and Public Safety Committee (CLPS) on 1/5/2026. As staff started reviewing the speed limit ordinance, there were other streets missing and modifications that should be made regardless of any changes on Weston Avenue.

I do have below information regarding Weston Avenue between CR-X and Ryan Street that was presented at the CLPS Meeting where the roadway was designed as a 35 MPH roadway and as such we'd need to have the ordinance reflect that speed limit reduction. Regarding Weston Avenue itself, changing the speed limit has been discussed since 2021 as part of the Weston Ave Corridor Plan and reconstruction process.

In 2023 we had opened up the new portion of Weston Ave from Ryan St to CR-J which was initially signed at 35 MPH, but was later changed back to 45 MPH. This section of Weston Ave from Ryan St to CR-J was designed as a 50 MPH roadway and doesn't have the same residential constraints that the portion west of Ryan St has which is why the western portion was designed as a 35 MPH roadway. As I look at the existing speed limits in the Village there are other streets that likely should be reduced from the higher speed limits such as Shorey Ave due to the amount of driveways that now exist along the roadway.

There are likely other streets we may want to discuss as well outside of Weston Ave. One street I noticed which I have a proposed change on is Nick Ave west of Heeren St is currently signed as a 35 MPH street, but according to our ordinance is a 55 MPH street. Similarly, we have Weston Ave east of CR-J listed as a 55 MPH street, but Ringle has it as 45 MPH once you hit their limits, so I'm thinking that should be moved down to 45 MPH (there is not a speed limit sign within Village of Weston boundaries). E Nick Ave then is not listed in the ordinance either. I refrained from adding that street in as I think we'd want it to match Kmiecik Street as this is mainly one long continuing street. However, Kmiecik Street is also listed as a 55 MPH street and this is a long gravel road, I do not believe anyone would travel 55 MPH on it, but it would be legal to do so. We should discuss that as well.

REQUEST FOR CONSIDERATION

If there are any other streets or items that the committee would like to discuss please let us know. Below is what was put together by Staff Engineer Dolan for the 1/5/2026 CLPS Meeting.

RFC information from 1/5/2026 Community Life and Public Safety Committee Meeting

A resident that lives in the vicinity of Weston Avenue has requested the Village of Weston consider increasing the speed limit along Weston Avenue between Von Kanel Street and Ryan Street from 35 MPH to 45 MPH.

During the design phase of the project, residents in attendance at the public information meeting had shared with the Village that they were in support of the lower 35 MPH speed limit along this segment of Weston Avenue between Camp Phillips Road and Ryan Street. The speed limit then increases to 45 MPH along Weston Avenue between Ryan Street and CTH J. The 35 MPH street segment has residential homes, natural areas, and agricultural areas along it while the 45 MPH street segment has a few residential homes, Prohaska Park, natural areas, and commercial lots. For your reference, please find attached the following references:

- Wisconsin DOT (WisDOT) Speed Limit reference from the Traffic Engineering, Operations & Safety Manual
- Weston Avenue Design Criteria Technical Memo prepared by AECOM, the consultant for the Weston Avenue Reconstruction project

When streets are reconstructed, it is engineering practice that the physical geometry be designed using established design standards for horizontal, vertical, and cross-sectional criteria to provide drivers with adequate sight distance (clear line of sight) to observe obstructions and hazards that may be along or entering the street. These design standards are used so that drivers can safely identify, decide, react, and complete, also known as perception-reaction time, a maneuver while travelling along the street.

It is generally known that some drivers may drive a little faster than the posted speed limit, so engineers may choose to use design criteria based on a design speed of 5 MPH over the posted speed limit which is a typical practice for state roadways. This practice is recommended by the Wisconsin Department of Transportation in its Facility Development Manual (FDM) which is the design standard used on state roads and by many Wisconsin communities as it references national design standards and practices.

The request is to increase the speed limit by 10 MPH to 45 MPH which is higher than the design speed used to design this segment of Weston Avenue as documented in the attached technical memo from AECOM. This section of street may feel safer at a higher speed for the driver but that is only one variable of many variables used to design streets so they are safe for all users.

REQUEST FOR CONSIDERATION

Other considerations to acknowledge if the speed limit were increased to 45 MPH are the residents living along this segment of Weston Avenue which will still be required to:

- (1) back out onto the road from their driveways,
- (2) cross to the south side of the street to collect their mail, and
- (3) pedestrians and bicyclists will be travelling along the shoulder.

Some additional information is provided below for reference during discussion as it relates to increasing the speed limit along Weston Avenue.

- Figure 1 - Distance along Weston Avenue between Camp Phillips Road and Ryan Street is approximately 9,000 feet (~1.7 miles) with respect to the distance from STH 29, approximately 2,600 feet (~0.5 miles) north of Weston Avenue where the speed limit is currently 65 MPH. Controlled access to STH 29 is available at Camp Phillips Road and CTH J.
- Table A - This speed limit change would reduce the overall travel time by roughly half a minute (less than 30 seconds).
- Figure 2 - The probability of a collision being fatal for a person struck by a vehicle increases as the speed of that vehicle increases. As shown, increasing speed by only 10 MPH increases the likelihood of fatality by 25%.



Figure 1: Overview of Weston Avenue (Camp Phillips Road – Ryan Street)

REQUEST FOR CONSIDERATION

Table A: Change in Travel Times with Increase Speed Limit to 45 MPH between Von Kanel Street and Ryan Street

Intersecting Street (Along Weston Avenue, Travelling West to East)	Segment Distance, Rounded (FT)	Cumulative Distance, Rounded (FT)	Current Speed Limit (MPH)	Current Travel Time (SEC)	Proposed Speed Limit (MPH)	Proposed Travel Time (SEC)	Travel Time Difference with Speed Limit Change (SEC)
Camp Phillips Rd/CTH X	0	0	---	0.00	---	0.00	0.00
Von Kanel St	2,500	2,500	35	48.70	35	48.70	0.00
Heeren St	1,330	3,830	35	74.61	45	68.85	5.76
Lindenwood Ct	1,680	5,510	35	107.34	45	94.31	13.03
Ryan St	3,560	9,070	35	176.69	45	148.25	28.44
Zinser St	3,930	13,000	45	236.23	45	207.79	28.44
Progress Way (W)	1,350	14,350	45	256.69	45	228.25	28.44
Jones St	1,270	15,620	45	275.93	45	247.49	28.44
Progress Way (E)	850	16,470	45	288.81	45	260.37	28.44
CTH J	2,910	19,380	45	332.90	45	304.46	28.44
Total Travel Time (Current → Proposed / Difference, Δ) =				5.55 MIN	→	5.07 MIN	0.47 MIN

Impact Speed and a Pedestrian's Risk of Death

Speeding is a significant contributor to deaths on our roadways and is particularly hazardous to pedestrians. Yet, speeding remains worryingly common.



Sources: Fatality Analysis Reporting System; Early Estimates of Motor Vehicle Traffic Fatalities and Fatality Rate by Sub-Categories in 2020, DOT HS 813 118, June 2021; AAA Foundation for Traffic Safety, [Impact Speed and a Pedestrian's Risk of Severe Injury or Death](#) ; National Traffic Speeds Survey III: 2015, DOT HS 812 485, March 2018.

Figure 2: U.S. Department of Transportation: Safer Speeds - Impact Speed and a Pedestrian's Risk of Death (<https://www.transportation.gov/safe-system-approach/safer-speeds>)

Attached Docs:

1. WisDOT Traffic Engineering, Operations & Safety Manual (TEOpS), Traffic Regulations-Speed Limits (13-05)
2. AECOM Design Criteria Technical Memorandum, Weston Avenue (CTH X – CTH J)

Committee Action: CLPS did not take any action

Fiscal Impact: To be determined.

Recommendation: Staff recommends the attached changes.

Recommended Language for Official Action

I move to _____

Or, Something else _____

Additional action: _____

ARTICLE 82-VI SPEED LIMITS

Sec 82.600 Speed Limits

§c 82.600 Speed Limits

1. A traffic and engineering investigation having been made on the following described, highways, roads and streets, the maximum permissible speed at which vehicles may be operated on said highway, road or street is herewith established as reasonable and safe pursuant to Wis. Stats §§ 346.57 and 349.11, shall be as set forth herein, subject to erection of standard signs giving notice thereof.
 - a. The maximum permissible speed for all vehicles on the following described village highway, road or street in the Village of Weston shall be 25 miles per hour:

ABITZ LANE	North from Ross Avenue to its terminus
ABRAHAM STREET	North from Callon Avenue to it terminus
ACRE AVENUE	East from Zadra Street to South Timber Street
ALAN LANE	East from Sandy Lane to Schoonover Road
ALDERSON STREET	North from State Highway 29 to Mallard Court
ALEX STREET	East from River Meadow Drive to Caleb Drive
ALTA VERDE STREET	North from Highland Avenue to Neupert Avenue
AMANDA DRIVE	South from Flambeau Street to Isaiah Street
AMIR DRIVE	South from Schofield Avenue to its terminus
ANDREA STREET	East from Brehm Street to Brianna Street
ANNABELLE COURT	East from Von Kanel Street to its terminus
ANTEOPE DRIVE	South from Decoy Street to Canoe Street
NORTH APACHE LANE	North from River Bend Road to River Bend Road
APACHE LANE	North from Trotzer Lane to River Bend Road
ARROW STREET	North from Sternberg Avenue to its terminus
ASPEN STREET	North from Sternberg Avenue to Bernard Avenue
AUGUSTINE AVENUE	East from Zadra Street to Von Kanel Street
BABL LANE	East from Ross Avenue to Morning View Lane
BARBICAN AVENUE	East from East Everest Avenue to its terminus
BARCKLAEY WAY	East from its terminus to Quirt-Sann Drive
BAYBERRY STREET	North from Ross Avenue to Concord Avenue
BAYINGTON AVENUE	South from Schmutzler Avenue to Knaack Avenue
BECKY BOULEVARD	South from Lora Lee Lane to Feith Avenue
BERNARD AVENUE	East from Birch Street to Aspen Street
EAST BERNARD AVE.	East from Crestwood Drive to Camp Phillips Road (County Road X)
BEVERLY LANE	East from Random Street to Wendy Lane
BIRCH STREET	South from Concord Avenue to Weston Avenue

BIRCHWOOD LANE	North from Terrier Lane to its terminus
NORTH BIRCH LANE	North from Neupert Avenue to Oak Avenue
SOUTH BIRCH LANE	South from Neupert Avenue to Business U.S. Highway 51
BLOEDEL AVENUE	East from Pine Park Street to Alderson Street
BOXER LANE	East from Setter Road to Labrador Road
BREHM STREET	South from Christie Lane to Andrea Street
BRIANNA STREET	South from Christie Lane to Andrea Street
BROLTA LANE	South from Sandhill Drive to Howland Avenue
BROOK COURT	East from Babl Lane to its terminus
BRUCE DRIVE	South from Northwestern Avenue to Cecil Street
BURNS STREET	North from Jelinek Avenue to its terminus
BUSKA STREET	North from Parkway Lane to Harwood Avenue
CALEB DRIVE	South from Decoy Street to Heath Street
CAMP PHILLIPS ROAD	South from Ross Avenue to Schofield Avenue
CANOE STREET	East from Sandy Lane to its East terminus
CARIBOU LANE	North from River Pointe Road to its terminus
CARTER AVENUE	East from Birch Street to Gordon Street
CASEYRAE COURT	South from Kelly Place to Teagan Lane
CASTLEBERRY CIRCLE	South from Warwick Drive to Windsor Drive
CATHY DRIVE	North from Hewitt Avenue to its terminus
CECIL STREET	South from Northwestern Avenue to its terminus
CEDAR AVENUE	East from Zadra Street to Rae James Street
CHADWICK STREET	South from Colleen Avenue to its terminus
CHEROKEE STREET	North from Trotzer Lane to Kiowa Lane
CHERRY STREET	South from Schofield Avenue to Bloedel Avenue
CHERYL STREET DRIVE	East from Cathy Drive to Sandy Lane
CHRISTIANSEN AVENUE	West from Kramer Lane to its terminus
CHRISTIE LANE	West from County Road J to its terminus
COLLEEN AVENUE	East from Mesker Street to Chadwick Street
COMMUNITY CENTER DRIVE	East from Birch Street to East Everest Avenue
COMPASS CIRCLE	East from Fieldcrest Lane to its terminus
CONCORD AVENUE	East from Bayberry Street to Camp Phillips Road (County Road X)
CONNIE LANE	West from Kyle Road to Mary Lane
CORONADO STREET	North from Jelinek Avenue to Cortez Lane
COROZALLA DRIVE	East from Ross Avenue to Mesker Street
CORTEZ LANE	East from Lawndale Street to Coronado Street

COUNTRY CREEK LANE	East from Alderson Street to Meadow Creek Lane
CRANBERRY BOULEVARD	East from Birch Street to Ministry Parkway

CREEL DRIVE	East from Musky Drive to Quentin Street
CREST RIDGE AVENUE	East from Tower Ridge Place to Von Kanel Street
CRESTWOOD DRIVE	South from East Bernard Avenue to Ross Avenue
CROSS POINTE BOULEVARD	East from Birch St to Meadow Rock Drive
CROSS TRAIL LANE	North from Standing Oak Drive to its terminus
CUT OFF ROAD	South from Ross Avenue to Schofield Avenue
DALEY AVENUE	East from Machmueller Street to Alta Verde Street
DANIELLE DRIVE	South from Lora Lee Lane to Feith Avenue
DAWN STREET	South from Callon Avenue to Solar Avenue
DECKER STREET	North from Callon Avenue to Scenic Drive
DECOY STREET	East from Antelope Drive to Caleb Drive
DEER STREET	North from Eau Claire Avenue to its terminus
DELIKOWSKI STREET	South from Joseph Avenue to Jelinek Avenue
DELONAY STREET	West from Normandy Street to its terminus
D.J. LANE	East from Le Duc Street to J.M. Place
DOMINIKA STREET	South from Connie Lane to its terminus
DOUGLAS LANE	East from Camp Phillips Road (County Road X) to Kirk Street
DUSK STREET	South from Callon Avenue to Solar Avenue
EAU CLAIRE AVENUE	East from Alderson Street to Camp Phillips Road (County Road X)
EDWARD STREET	South from Schofield Avenue to its terminus
ELM STREET	South from Ross Avenue to Sternberg Avenue
EL SEGUNDO AVENUE	East from Normandy Street to Alta Verde Street
ERIC STREET	South from Jason Avenue to Jelinek Avenue
ESTATE DRIVE	North from North Apache Lane to its terminus
EVEREST AVENUE	East from Volkman Street to Alta Verde Street
EAST EVEREST AVENUE	West from Tower Ridge Place to its West terminus
EXECUTIVE COURT	East from Estate Drive to its terminus
FEITH AVENUE	East from Teagan Lane to its terminus
FELCH DRIVE	North from Ross Avenue to its terminus
FERGE STREET	South from Post Avenue to Jelinek Avenue
FIELDCREST LANE	North from Callon Avenue to its terminus
FLAMBEAU STREET	East from Amanda Drive to Caleb Drive
FLORLANA LANE	West from West Raybelle Drive to its terminus
FOOTHILL AVENUE	West from Alta Verde Street to its terminus
FOUNTAIN CIRCLE	North from its south terminus to its north terminus
FOX RUN LANE	North from Eau Claire Avenue to its terminus
FOX STREET	South from Sternberg Avenue to Schofield Avenue

FRANCISCAN WAY	South from Ministry Parkway to Cross Pointe Boulevard
FULLER STREET	South from Ross Avenue to Schofield Avenue
GLAD STREET	South from Mount View Avenue to Schofield Avenue
GORDON STREET	South from Sternberg Avenue to Schofield Avenue
SOUTH GORDON STREET	South from North Krueger Avenue to its terminus
GREEN PASTURES LANE	East from Birch St to its terminus

HAMPTON AVENUE	East from Meuret Avenue to Northwestern Avenue
HARDWOOD AVENUE	East from Alderson Street to Buska Street
HEATH STREET	East from Shawn Drive to Caleb Drive
HEATHER STREET	South from Thomas Avenue to Rogan Lane
HERITAGE HILLS DRIVE	North from Howland Avenue to Newberry Drive
HEUSS AVENUE	East from Volkman Street to Alta Verde Street
HEWITT AVENUE	West from Sandy Lane to Pine Ridge Lane
HICKORY STREET	South from Cedar Avenue to Acre Avenue
HIDDEN RIVER CIRCLE	East from Fuller Street to Babl Lane
HIDDLE RIVER COURT	East from Hidden River Circle to its terminus
HIGHLAND AVENUE	East from its West terminus to its East terminus
HIGH RIDGE CIRCLE	South from Hidden River Circle to Hidden River Circle
HILGEMANN STREET	South from Westfair Avenue to East Jelinek Avenue
HINNER SPRINGS DR	South from Green Pastures Ln to Birch Street
HOLLY AVENUE	West from Von Kanel Street to its terminus
HORIZON COURT	East from Birch Street to its terminus
HOWLAND AVENUE	East from County Road X to Woodland Drive
HUBERT AVENUE	East from James Lee Street to Pat Street
HUNT STREET	South from Callon Avenue to Feith Avenue
ISAIAH STREET	East from River Meadow Drive to Walleye Drive
JACKRABBIT DRIVE	South from Perch Drive to Muskie Drive
JACOB STREET	West from Sandy Lane to Roxann Drive
JAEQUELYN ROAD	South from Lora Lee Lane to Feith Avenue
JAMAR STREET	South from Sternberg Avenue to Schofield Avenue
JALEN CIRCLE	West from Teagan Lane to its terminus
JAMES LEE STREET	South from Hubert Avenue to Ross Avenue
JANELLE STREET	South from Christie Lane to Andrea Street
JANICE AVENUE	West from Fuller Street to its terminus
JASON STREET	East from Eric Street to Jessica Street
JEAN ELLEN STREET	South from Sternberg Avenue to Lee Avenue
JELINEK AVENUE	East from BR US 51 to Birch Street
EAST JELINEK AVENUE	East from Camp Phillips Road (County Road X) to Municipal Street
JESSICA STREET	South from Jason Street to Jelinek Avenue
J.M. PLACE	South from D.J. Lane to Ross Avenue
JOAN DRIVE	South from Northwestern Avenue to its terminus
JONES STREET	South from Weston Avenue to its terminus
JOSEPH AVENUE	East from Alderson Street to Delikowski Street

KATHLEEN STREET	South from East Monterey Avenue to East Everest Avenue
KAYAK DRIVE	East from Tappe Drive to Canoe Street
KAZIAK CT	East from Birch Street to its terminus

KECK AVENUE	East from BR US 51 to Burns Street
KELLY PLACE	East from CaseyRae Court to Teagan Lane
KELLYLAND STREET	South from D.J. Lane to Moyer Avenue
KENNEDY AVENUE	East from South Timber Lane to Von Kanel Street
KIOWA LANE	East from Apache Lane to Cherokee Street
KIRK STREET	South from East Jelinek Avenue to East Everest Avenue
KNAACK AVENUE	East from Bayington Street to Camp Phillips Road (County Road X)
NORTH KRUEGER AVENUE	East from South Gordon Street to Edward Street
SOUTH KRUEGAR AVENUE	East from South Gordon Street to Edward Street
KYLE ROAD	South from Connie Lane to Mary Lane
LABRADOR ROAD	South from Jelinek Avenue to Setter Road
LAGUNA AVENUE	East from Normandy Street to Alta Verde Street
LANG LANE	West from Ryan Street to its terminus
LAWNDALE STREET	South from Cortez Lane to Highland Avenue
LE DUC STREET	South from D.J. Lane to Ross Avenue
LEE AVENUE	East from Linda Street to Mesker Street
LEEDS COURT	North from Leyburn Drive to its terminus
LEXINGTON COURT	West from Heritage Hills Drive to its terminus
LEYBURN DRIVE	East from Windsor Drive to Birch Street
LINDA STREET	South from Corozalla Drive to Lee Avenue
LOOK STREET	South from Barclay Way to Weiland Avenue
LORA LEE LANE	East from Shawana Street to Jaequelyn Road
LOUANN DRIVE	West from Michael Drive to River Meadow Drive
MACHMUELLER STREET	South from Jelinek Avenue to Foothill Avenue
MAKENZIE DRIVE	South from Quentin Street to Creel Drive
MAPLEFIELD WAY	South from Green Pastures Ln to Hinner Springs Drive
MAPLE STREET	South from Ross Avenue to Sternberg Avenue
MARY LANE	East from Connie Lane to Kyle Street
MC INTYRE AVENUE	East from Volkman Street to Machmueller Street
MEADOW CREEK LANE	South from Parkway Lane to Country Creek Lane
MEADOW ROCK DRIVE	South from Weston Avenue to CR-X
MEMORIAL COURT	North from Schofield Avenue to its terminus
MERIDIAN AVENUE	East from Fuller Street to Regent Street

MESKER STREET	South from Ross Avenue to East Jelinek Avenue
MEURET LANE	North from Northwestern Avenue to its terminus
MICHAEL DRIVE	North from Cheryl Drive to Alex Street

MINISTRY PARKWAY	East from Birch Street to Cranberry Boulevard
MONTEREY AVENUE	East from Lawndale Street to Alta Verde Street
EAST MONTEREY AVENUE	East from Kathleen Street to Camp Phillips Road (County Road X)
MOOSE DRIVE	South from Creel Drive to its terminus
MORNING VIEW LANE	East from Fuller Street to its terminus
MOUNT VIEW AVENUE	East from Fox Street to Schofield Avenue
MOYER AVENUE	West from Fuller Street to Kellyland Street
MUNICIPAL STREET	South from Sternberg Avenue to Stella Avenue
MUSKIE DRIVE	South from Isaiah Street to its terminus
NEUPERT AVENUE	East from Volkman Street to Alderson Street
EAST NEUPERT AVENUE	East from Alderson Street to its terminus
NEWBERRY DRIVE	East from Heritage Hills Drive to Heritage Hills Drive
NORMA AVENUE	East from Fox Street to Birch Street
NORMANDY STREET	South from Schofield Avenue to Highland Avenue
NORTHLAND STREET	South from Everest Avenue to Foothill Avenue
OAK AVENUE	East from North Birch Lane to its terminus
OAK TERRACE	South from Pine Terrace to River Pines Court
OLD COSTA LANE	South from Schofield Avenue to Mary Lane
ORION LANE	South from Howland Avenue to Crosstrail Lane
PARK RIDGE DRIVE	East from Alderson Street to Labrador Road
PARKWAY LANE	West from Meadow Creek Lane to its terminus
PAT STREET	South from Hubert Avenue to Powers Street
PERCH DRIVE	East from Muskie Dr to its terminus
PENINSULA LANE	From north terminus to south terminus
PHEASANT RUN COURT	South from Howland Avenue to its terminus
PINE PARK STREET	South from Schofield Avenue to Jelinek Avenue
PINE RIDGE LANE	South from Hewitt Avenue to Riverfront Place
PINE STREET	South from village limits to Schofield Avenue
PINE TERRANCE	From its west terminus to Oak Terrace
PLEASANT VIEW DRIVE	East from Alderson Street to Eau Claire Avenue
POINTE ROAD	East from Alderson Street to its terminus
PORTAGE STREET	South from Canoe Street to Quentin Street
POST AVENUE	East from Volkman Street to Normandy Street

POWERS STREET	South from Richards Avenue to Ross Avenue
PRAIRIE STREET	South from Westfair Avenue to East Jelinek Avenue

PRIEBE AVENUE	East from Volkman Street to BR US 51
PROGRESS WAY	North from Weston Avenue to Weston Avenue
PUFFER STREET	South from Beverly Lane to Mallard Court
QUENTIN STREET	(east segment) East from Tappe Drive to its terminus
QUENTIN STREET	East from Amanda Drive to Caleb Drive
QUIRT SANN DRIVE	South from Ross Ave to Weiland Avenue
RADTKE AVENUE	West from Elm Street to its terminus
RAE JAMES STREET	South from Cedar Avenue to Holly Avenue
RANDOM STREET	South from Vern Lane to Mallard Court
RANDY JAY STREET	South from East Jelinek Avenue to Douglas Lane
RANDYLYN STREET	South from Feith Avenue to Ryan Amy Drive
EAST RAYBELLE DRIVE	East from West Raybelle Drive to Eau Claire Avenue
WEST RAYBELLE DRIVE	South from East Raybelle Drive to Eau Claire Avenue
RED OAK COURT	East from River Bend Road to its terminus
REGENT STREET	South from Saxon Avenue to Meridian Avenue
RICHARDS AVENUE	East from James Lee Street to Pat Street
RICHFLEX STREET	South from Mount View Avenue to its terminus
RICKYVAL STREET	South from Ryan Amy Drive to its terminus
RIDGE POINT CIRCLE	East from Tower Ridge Place to its terminus
RIPPLING CREEK DRIVE	East from its terminus to Antelope Drive
RIVER BEND ROAD	South from Ross Avenue to Trotzer Lane
RIVERFRONT PLACE	East from west terminus to east terminus
RIVER MEADOW DRIVE	North from Louann Drive to Winding Creek Road
RIVER PINES COURT	South from Ross Avenue to its terminus
RIVER POINTE LANE	East from Caribou Lane to Peninsula Lane
ROBIN STREET	South from Douglas Lane to East Everest Avenue
ROCK RAPIDS ROAD	South from Hewitt Avenue to Wenonah Drive
RODNEY STREET	South from East Jelinek Avenue to Douglas Lane
RODS WAY	East from County Highway J to Caribou Lane
ROGAN LANE	East from Fuller Street to Heather Street
ROSE STREET	South from Mount View Avenue to its terminus
ROSSENBACH AVENUE	West from Pine Street to its terminus
ROXANN DRIVE	West from Michael Drive to Jacob Street

RUDOLPH DRIVE

North from Eau Claire Avenue to Deer Street

RYAN AMY DRIVE	East from Randylyn Street to Rickyval Street
RYAN STREET	South from Lang Lane to North from Schofield Avenue to River Trail Drive
SANDGATE COURT	West from Windsor Drive to its terminus
SANDHILL DRIVE	East from Alderson Street to Broлта Lane
SANDY LANE	North from Ross Avenue to Winding Creek Drive
SARUS LANE	East from Alderson Street to Siberian Drive
SAXON AVENUE	East from Fuller Street to Regent Street
SCENIC DRIVE	East from its west terminus to its east terminus
SCHMUTZLER STREET	East from Bayington Street to Camp Phillips Road (County Road X)
SCHOONOVER ROAD	South from Alan Lane to Ross Avenue
SCOTT STREET	South from Corozalla Drive to Lee Avenue
SERVICE LANE	West from Zinser Street to its terminus
SETTER ROAD	South from Boxer Lane to Labrador Road
SHAWN DRIVE	South from Alex Street to Heath Street
SHAWNA STREET	South from Lora Lee Lane to Feith Avenue
SHEPHERD LANE	South from Park Ridge Drive to Park Ridge Drive
SHIRLEY AVENUE	East from Von Kanel Street to Heeren Street
SHOREY AVENUE	East from Alderson Street to Camp Phillips Road (County Road X)
SIBERIAN DRIVE	West from Broлта Lane to its terminus
SILVER HAWK WAY	South from its terminus to Rippling Creek Drive
SKI LANE	South from Kostuck Lane to its terminus
SOLAR AVENUE	East from Dusk Street to Dawn Street
STANDING OAK DRIVE	South from Howland Avenue to its terminus
STELLA AVENUE	East from Municipal Street to Old Costa Lane
STERNBERG AVENUE	East from Alderson Street to Fox Street
STERBERNG AVENUE	East from Fox Street to Municipal Street
STONE RIDGE DRIVE	North from Cross Pointe Boulevard to Weston Avenue to its terminus
SUNSET STREET	North from Holly Avenue to its terminus
SYNERGY COURT	South from Venture Circle to its terminus
TANYA STREET	South from Tricia Avenue to Heather Street
TAPPE DRIVE	North from Isaiah Street to its terminus Quentin Street

TAPPE DRIVE	South from its terminus to Quentin Street
TEAGAN LANE	South from Schofield Avenue to Feith Avenue

TERRIER LANE	East from Birchwood Lane to Birch Street
THOMAS AVENUE	East from Chadwick Street to Heather Street
SOUTH TIMBER STREET	South from Ross Avenue to Holly Avenue
TOWER RIDGE PLACE	South from E Jelinek Avenue to East Everest Avenue
TRANSPORT WAY	East from Camp Phillips Road (County Road X) to its terminus
TRICIA AVENUE	East from Fuller Street to its terminus
TROTZER LANE	West from Kramer Lane to Apache Lane
TWIN PINES LANE	South from Babl Lane to Morning View Lane
VERN LANE	East from Random Lane to Wendy Lane
VOLKMAN STREET	North from Mc Intyre Avenue to BR US 51
VON KANEL STREET	South from Corozalla Drive to its terminus (State Highway 29)
WALLEYE DRIVE	North from Creel Drive to Isaiah Street
WALNUT STREET	South from Cedar Avenue to Acre Avenue
WARWICK DRIVE	West from Windsor Drive to its terminus
WEILAND AVENUE	East from Alderson Fox Street to Birch Street
WENDY LANE	South from Vern Lane to Beverly Lane
WENONAH DRIVE	South from Hewitt Avenue to Rock Rapids Road
WESTFAIR AVENUE	East from Prairie Street to Hilgemann Street
WESTON PINES LANE	West from Camp Phillips Road (County Road X) to its terminus
WESVIEW BOULEVARD	West from Camp Phillips Road (County Road X) to Stone Ridge Drive
WINDING RIDGE WAY	West from Camp Phillips Road (County Road X) to its terminus
WILLOW STREET	South from Schofield Avenue to Bloedel Avenue
WINDEMERE PLACE	North from Shorey Avenue to its terminus
WINDING CREEK DRIVE	East from River Meadow Drive to Sandy Lane
WINDSOR DRIVE	South from Warick Drive to Birch Street
WOODLAND DRIVE	South from Shorey Avenue to Howland Avenue
ZANDRA STREET	South from Sternberg Avenue to Acre Avenue
ZINSER STREET	South from Callon Avenue to Schofield Avenue

- b. The maximum permissible speed for all vehicles on the following described village highway, road or street in the Village of Weston shall be 30 miles per hour:

CAMP PHILLIPS ROAD

South from Schofield Avenue to State Highway 29

ZINSER STREET	South from State Highway 29 to Weston Ave.
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- c. The maximum permissible speed for all vehicles on the following described village highway, road or street in the Village of Weston shall be 35 miles per hour:

ADVENTURE WAY	East from County Road J to its terminus
ALDERSON STREET	South from Weston Avenue to Howland Avenue
BIRCH STREET	South from Weston Avenue to Shorey Avenue
BR US 51	South from north village limits to 100' north of Volkman Street
CALLON AVENUE	East from Schofield Avenue Hunt Street to County Road J
CAMP PHILLIPS ROAD	North from Ross Avenue to North Village limits
CAMP PHILLIPS ROAD	South from State Highway 29 to Weston Avenue
COMMERCE DRIVE	East from Ryan Street to its terminus
COUNTY HIGHWAY J	North from Schofield Avenue to North Village limits
ENTERPRISE WAY	South from Schofield Avenue to its terminus
HARNEY AVENUE	East from Heeren Street to its terminus
HOWLAND AVENUE	East from Alderson Street to County Road X
KRAMER LANE	South from Ross Avneue to Trotzer Lane
KOSTUCK LANE	East from Willard Lane to its terminus
MALLARD COURT	East from Alderson Street to Puffer Street
NICK AVENUE	West from Heeren Street to its terminus
NORTHWESTERN AVENUE	West from Camp Phillips Road (County Road X) to west village limits
ROSS AVENUE	East from Metro Drive to Powers Street
RYAN STREET	South from Schofield Avenue to Feith Avenue
SCHOFIELD AVENUE	East from BR US 51 to .1 mile east west of Von Kanel Street
TECHNOLOGY DRIVE	West from Enterprise Way to its terminus
VENTURE CIRCLE	South from Enterprise Way to Enterprise Way
VOLKMAN STREET	North from south village limits to Mc Intyre Avenue
VON KANEL STREET	South from its north terminus (State Highway 29) to Weston Avenue
WESENECK STREET	West from County Road J to its terminus
WESTON AVENUE	East from Alderson Street to Ryan Street Camp Phillips Road (County Road X)
WILLARD LANE	North from Callon Avenue to Kostuck Lane

ZINSER STREET

South from Schofield Avenue to State Highway 29

- d. The maximum permissible speed for all vehicles on the following described village highway, road or street in the Village of Weston shall be 40 miles per hour:

SCHOFIELD AVENUE	East from .1 mile west of Von Kanel Street to County Road J
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- e. The maximum permissible speed for all vehicles on the following described village highway, road or street in the Village of Weston shall be 45 miles per hour:

CAMP PHILLIPS ROAD	South from Weston Avenue to South Village limits
COUNTY HIGHWAY J	North from 200 feet south of State Highway 29 to Schofield Avenue
HEEREN STREET	South from Weston Avenue to Nick Avenue
ROSS AVENUE	East from Powers Street to Kramer Lane Pauls Avenue
RYAN STREET	South from Feith Avenue to Shorey Avenue
SHOREY AVENUE	East from Camp Phillips Road (County Road X) to Zinser Street
WESTON AVENUE	East from Camp Phillips Road (County Road X) Ryan Street to County Road J
ZINSER STREET	South from Weston Avenue to Shorey Avenue

- f. The maximum permissible speed for all vehicles on the following described village highway, road or street in the Village of Weston shall be 55 miles per hour:

COUNTY HIGHWAY J	South from 200' south of State Highway 29 to south village limits
K EMIECIK STREET	South from Shorey Avenue to its terminus
NICK AVENUE	West from Heeren Street to its terminus
SCHOFIELD AVENUE	East from County Road J to east village limits
WESTON AVENUE	East from County Road J to east village limits

- g. The maximum permissible speed for all vehicles on the following described village highway, road or street in the Village of Weston shall be 65 miles per hour:

STATE HIGHWAY 29	East from west village limits to east village limits
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2. In the absence of a specific speed limit for newly constructed highways, roads or streets in essentially residential and commercial subdivisions, the speed limit shall be 25 miles per hour. A traffic survey shall be conducted in order to determine the appropriateness of that limit when the subdivision is completed. In light of that traffic survey the speed limit may be adjusted by ordinance for specific highways, roads or streets.

(Ord. Of 4-19-04, Ord. Of 9-20-04, Ord. Of 4-9-05, Ord. of 6-6-05, Ord. of 11-11-05, Ord. Of 8-25-06, Ord. of 3-5-10, Ord. of 6-10-10; Ord. of 12-23-11, Wis. Stats. §§ 346.57 and 349.11)

HISTORY

Amended by Ord. [Chapter 82 Sec. 82.200 Speed Limits](#) on 11/29/2000
Amended by Ord. [Chapter 82 Sec. 82.200 Speed Limits](#) on 8/25/2001
Amended by Ord. [Chapter 82 Sec 82.200 Speed Limits](#) on 4/25/2004
Amended by Ord. [Chapter 82 Sec 82.200 Speed Limits](#) on 9/24/2004
Amended by Ord. [Chapter 82 Sec 82.200 Speed Limits](#) on 4/9/2005
Amended by Ord. [Chapter 82 Sec 82.200 Speed Limits](#) on 5/13/2005
Amended by Ord. [Chapter 82 Sec 82.200 Speed Limits](#) on 6/22/2005
Amended by Ord. [Chapter 82 Sec 82.200 Speed Limits](#) on 11/11/2005
Amended by Ord. [Chapter 82 Sec 82.200 Speed Limits](#) on 8/25/2006
Amended by Ord. [Chapter 82 Sec 82.200 Speed Limits](#) on 3/5/2010
Amended by Ord. [Chapter 82 Sec 82.200 Speed Limits](#) on 6/10/2010
Amended by Ord. [Chapter 82 Sec 82.200 Speed Limits](#) on 12/23/2011
Amended by Ord. [15-016](#) on 9/10/2015
Amended by Ord. [15-027](#) on 11/18/2015
Amended by Ord. [18-006](#) on 3/27/2018
Renumbered by Ord. [18-017](#) on 7/19/2018



Traffic Engineering, Operations & Safety Manual

Chapter 13 Traffic Regulations

Section 5 Speed Limits

13-5-1 Statutory Authority and the Approval Process

November 2024

Speed limits are absolute limits that are established for a roadway under ideal conditions. They also help traffic enforcement by setting standards for what is an unsafe speed. Setting speed limits appropriately helps to reduce the significant risks drivers impose on others – especially vulnerable road users.

The concept of establishing speed limits is based upon the nationally accepted principle that the majority of drivers are cautious, prudent and drive at speeds that are reasonable, regardless of the posted speed limit. This “reasonable and prudent” theme is part of the Wisconsin State Statutes in ss. [346.57 \(4\)](#) and ss. [349.11 \(7\)](#).

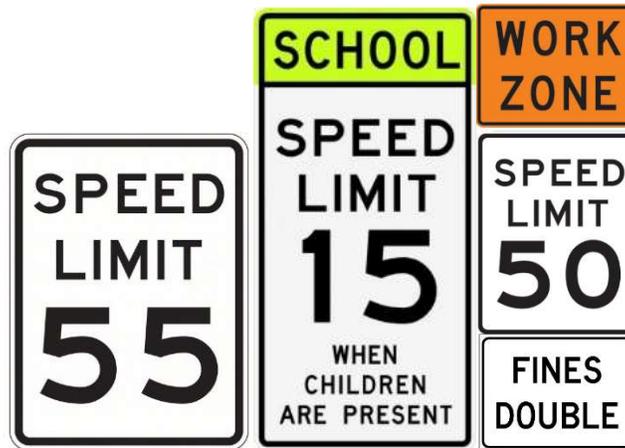
The policy described within aligns with Wisconsin State Statutes and the [Wisconsin Manual on Uniform Traffic Control Devices](#) (WMUTCD) [1].

13-5-2 Types of Speed Limits

November 2024

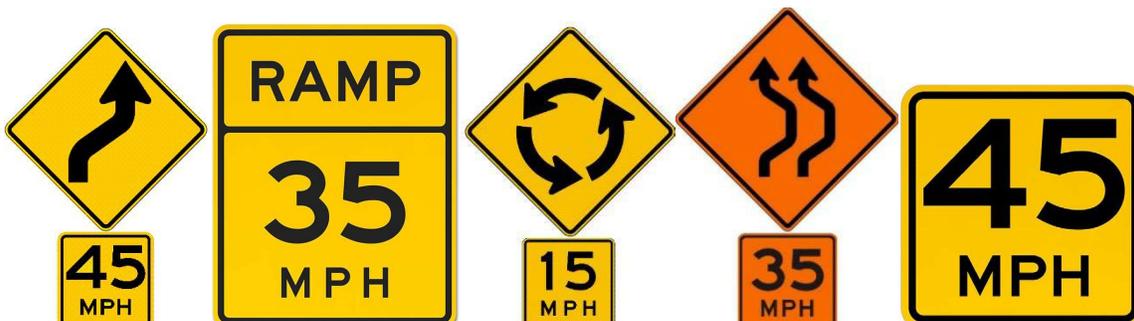
Regulatory

Speed limits posted with a white background and black legend sign are maximum speed limits that a road user must adhere to under average or ideal conditions. These are referred to as regulatory speed limits and examples are shown below. Regulatory speed limits are absolute speed limits, above which it is unlawful to drive regardless of roadway conditions, traffic volumes, pedestrian presence, school activity, highway construction or maintenance workers or other factors.



Advisory

Speed limits posted with a yellow or orange background with black legend sign are warning signs used to advise a road user of a recommended driving speed for an upcoming road condition or hazard. These are used in situations where there is a small section of road that *should* be traveled at a lower speed. These can be used at curves, intersections with reduced visibility, or within work zones. These signs are advisory and not enforceable in Wisconsin unless a driver is driving too fast for conditions. Below are examples of advisory speed limits.



13-5-3 Types of Regulatory Speed Limits**November 2024****Statutory Speed Limits**

Statutory speed limits are established by state law and are based on the classification (or type) of roadway (e.g., 70 mph on freeways, 45 mph on rustic roads). Statutory speed limits in Wisconsin are governed by ss. [346.57](#) which establish maximum/minimum speed limits for all roadways. These limits are established legislatively and are applied throughout Wisconsin on public roadways. Statutory speed limits ensure a limit is in place on all roads.

Modified Speed Limits (Modifications to Statutory Speed Limits)

Modified speed limits are typically established on roadways where the statutory speed limit or existing limit is no longer appropriate due to a change in land use, road design, access, traffic volumes, construction/maintenance activity, or number of crashes or crash potential along a roadway. Modified speed limits *should not* be used to address spot safety issues. Often, other engineering countermeasures are more appropriate to address safety issues.

Unless speed limits are set initially by state statutes (statutory speed limits), all speed limits in Wisconsin must be established through an engineering and traffic investigation.

Speed limits that are not used in Wisconsin are as follows:

- Nighttime speed limits – limits that are adjusted based on day or night conditions.
- Minimum speed limits – limits establishing the lowest allowable speed for a roadway.
- Specialty vehicle speed limits (e.g., trucks, golf carts, etc.) – limits applied to certain classes of vehicles.
 - Exceptions include: [All-Terrain Vehicles \(ATV\) and Utility Terrain Vehicles \(UTV\)](#)
- Seasonal speed limits – limits that are applied for a specified period(s) during the year, generally at locations with significantly different levels of roadside activity at different times (e.g., high traffic tourist area popular in summer).

13-5-4 Definitions**November 2024**

An engineering and traffic investigation is the analysis and evaluation of available pertinent information including, but not limited to, the safety and operational efficiency of all road users, and the application of appropriate principles, provisions, and practices as contained in the [WMUTCD](#).

The following provides definitions of information typically included within an engineering and traffic investigation.

Roadway Context Terminology

Roadway Geometry is information on the roadway facility's features and dimensions such as lane widths, shoulder widths, curb and gutter presence, curves, sidewalk/pathways, presence of lighting, and available sight distance.

Traffic Volume is used to describe the number of vehicles at a given location on an average day of the year. This is often expressed as either an Average Daily Traffic (ADT) or Annual Average Daily Traffic (AADT) count.

Area Type is a designation for the setting of the environment where the roadway facility is located. There are three area types:

- Urban – locations that have a population of 5,000 or greater. In urban settings there is minimal undeveloped land and several buildings including schools, commerce centers and others.
- Rural – locations that have a population less than 5,000. In rural settings there are typically large areas of undeveloped land with minimal buildings or residences. These may include small towns and unincorporated communities.
- Suburban – transitional areas between rural and urban settings. These typically are locations that are built up areas on the outskirts of cities and villages.

Functional Classification is a transportation planning term that defines how a route *should* perform in serving the flow of traffic through a highway network. It is the grouping of highways, roads and streets by the character of

service they provide (e.g., principal arterial, minor arterial, collector (major/minor), local street).

Vulnerable Road User encompasses non-motorists including people walking, biking or rolling. These include pedestrians, bicyclists, other cyclists, and individuals utilizing other means of personal transportation.

Speed Terminology

Operating Speed (Free-Flow Speed) is defined as the speed at which a driver operates a typical vehicle, or a speed at which the overall traffic operates during free-flow conditions. Free-flowing speed is defined as conditions in which a driver has the ability to choose a speed of travel without undue influence from other traffic, traffic control devices (e.g., traffic signals, roundabouts), conspicuous police presence, or environmental factors. In other words, the driver of a free-flowing vehicle chooses a speed that they find comfortable on the basis of the appearance of the road [2] [3]. WisDOT measures free-flowing vehicle speeds when there is a gap of five seconds or more between vehicles per lane.

Design Speed is the speed selected during the roadway design process that determines the various geometric design features of the roadway such as horizontal alignment, vertical alignment, and cross-section design elements [4]. This includes lane widths, shoulder widths, curb and gutter presence, curves, and available sight distance.

The following are definitions for speed-related performance metrics:

- 85th Percentile Speed is the speed at or below which 85 percent of the sample of free-flowing vehicles travel.
- 50th Percentile Speed (also known as the median speed) is the speed at which 50 percent of the sample of free-flowing vehicles travel.
- Average speed is the typical speed of the sample of free-flowing vehicles. This is calculated by taking the sum of all observed speeds within the same sample and dividing by the total number of observations.
- Pace is the 10-mph range of travel speeds containing the largest number of observed vehicles. This is a metric used to assess the speed dispersion or spread of vehicle speeds. A normal speed dispersion *should* have approximately 70% of the vehicles within this 10-mph range.
- Speed variance is the difference in travel speeds of vehicles traveling on the same stretch of roadway simultaneously. Large speed variances increase the potential for crashes.

Roadway Classifications

State Trunk Highways (STH) are highways that include both Wisconsin State Highways and United States (US) Highways that are maintained by WisDOT. In Wisconsin, these are highways designated with numbers.

County Trunk Highways are highways maintained by County Highway Departments or other municipalities. In Wisconsin, these are highways designated with letters.

Local Streets are roadways that are maintained by incorporated municipalities (i.e., villages/cities) that serve primarily residential traffic and provide a connection between highway systems.

Town Roads are typically low-volume roadways that are maintained by townships.

Rustic Roads are roadways designated by the Rustic Roads Board which have characteristics that promote natural features or wildlife and low volume for the purposes of recreational enjoyment. For more information see the [Rustics Road webpage](#).

Alleys are roadways that are narrow passages between or behind development.

Freeways are high-speed roadways that are access-controlled, and all crossroads are grade-separated (i.e., interchanges/overpasses).

Expressways are high-speed roadways that are partially access-controlled, and crossroads can be either at-grade intersections or grade-separated (i.e., interchanges/overpasses).

Other

Variable speed limits are limits that can dynamically change based on traffic, weather or other conditions.

Connecting Highways are local streets and roads that carry state highway travel and are marked as STHs through cities and villages.

Outlying district is an area contiguous to any highway within the corporate limits of a city or village where on each side of the highway within any 1,000 feet, buildings are spaced on average more than 200 feet apart.

Semiurban district is an area contiguous to any highway where on either or both sides of the highway within any 1,000 feet, buildings are spaced on average less than 200 feet apart.

13-5-5 Background

November 2024

Modified speed limits are typically established on roadways where the statutory speed limit or an existing speed zone is no longer appropriate due to changes in land use, access, traffic volumes, number of crashes or crash potential along the highway. Speed zoning is a means of establishing uniform regulatory speed limits for similar driving conditions throughout the state. It is a means of informing motorists who may be unfamiliar with the road of the "reasonable" driving speeds under ideal operating conditions. Speed limits are established under ideal conditions and not based on temporary situations (e.g., construction, seasonal variations in traffic/pedestrian volumes, special events).

Unreasonably low speed limits, also called irrational speed limits, are not effective in changing driver behavior and have several negative effects. While irrational speed limits do not result in desired driver behavior, resulting negative effects include higher financial cost due to the need for increased enforcement, higher potential for crashes due to larger variability in vehicle speeds, and encouragement of motorist disregard of other, rational posted speed limits. Irrationally low speed limits also promote a false sense of security among residents and pedestrians who may expect that posting lower limits will change drivers' speed behavior.

Driving environment is the main influence on motorists' speeds. Drivers rely heavily on cues from the roadway environment to judge how fast they are traveling. The primary basis for how a motorist estimates their speed is the visual sensation they observe from the roadway geometrics (e.g., lane width, presence of curves, on-street parking, access along the roadway, bicycle and pedestrian activity, sidewalks/pathways, presence of lighting, etc.) and other information about objects in their immediate vicinity. Roadway design and driving environment *should* be balanced to achieve the following goals [2]:

- The driver's perceptual experience of the roadway *should* be consistent with the intended travel speed
- There *should* be some consistency between relevant roadway cues and the posted regulatory speed.

13-5-6 Authority

November 2024

The statutory authority for establishment of regulatory speed limits is provided in ss. [346.57](#) and ss. [349.11](#). These statutes vest WisDOT with the authority to establish regulatory speed limits on the state trunk highway system. Furthermore, the statutes provide WisDOT with approval authority (refer to ss. [349.11\(3\)\(c\)](#)) for some regulatory speed limits that local units of government establish.

Statutes define that all speed limit changes **shall** be based on an engineering and traffic investigation, including modifications allowed under Statute. An engineering and traffic investigation **shall** be performed by a registered professional engineer with appropriate traffic engineering expertise and/or experience in traffic engineering studies, or by an individual working under the supervision of such an engineer, through the application of procedures and criteria established by the engineer. An engineering and traffic investigation **shall** be documented in writing.

Connecting Highway

Connecting highways are local streets and roads that carry state highway traffic and are marked as State Trunk Highways. Wisconsin ss. [84.02\(11\)](#) and ss. [86.32\(1\)](#) define connecting highways and the funding provided to maintain these roadways. Connecting Highway funding aids are used to maintain these streets and roads at state trunk highway system standards and compensate local governments for the incremental costs of through-traffic routed over municipal streets. For more information see the [Connecting Highway webpage](#).

Connecting Highway speed limits are maintained by the respective municipality. Wisconsin ss. [86.32](#) states such maintenance, operation and traffic control of the connecting highways and swing and lift bridges **shall** be subject to review and approval by WisDOT.

Municipalities that maintain connecting highways are responsible for the maintenance and traffic control of the roadway which includes establishing speed limits. Thus, local authorities responsible for these roadways **shall** follow information within [Table 6.1](#) to establish speed limits. Proposed changes to speed limits on these facilities

that impact the operation of connecting highways **shall** be subject to review and approval by WisDOT.

Approval Authority

Local Government

- Local units of government, under their respective maintenance jurisdictions, can approve speed limit modifications as allowed in [Table 6.1](#).
- When speed limits are recommended outside of the approval authority defined by ss. [349.11](#), local units of government are required to coordinate with WisDOT. For information on how to request WisDOT to review a speed limit modification, see [TEOpS 13-5-7.1](#).
- Local units of government *should* follow the guidance outlined within [TEOpS 13-5](#) to satisfy the requirements of an engineering and traffic investigation.

Table 6.1 Speed Limits and Local Authority

Statutory (Fixed) Limits per ss. 346.57(4)	What Local Governments ^(a) can do per ss. 349.11(3) and (7)
70 mph – Freeway/Expressway	N/A
65 mph – Freeway/Expressway	N/A
55 mph – State Trunk Highway	N/A
55 mph – County Trunk Highway	Lower the speed limit to 50 or 45 mph
55 mph – Town Road	Lower the speed limit to 50 or 45 mph
45 mph – Rustic Road	Lower the speed limit to 40, 35 or 30 mph
35 mph – Town Road with average driveway spacing less than 150 feet	Lower the speed limit to 30 or 25 mph
25 mph – Inside corporate limits of a city or village	Raise the speed limit up to 55 mph Lower the speed limit to 20 or 15 mph
15 mph – Street or Town Road adjacent to a public park	Lower the speed limit to 10 or 5 mph
15 mph – Alley	Lower the speed limit to 10 or 5 mph
15 mph – Pedestrian Safety Zone (with a public transit stop)	No changes permitted
Construction or temporary maintenance zones	See TEOpS 13-5-16 and 13-5-17
School zone/School crossing	See TEOpS 13-5-12
Connecting Highway	Subject to WisDOT approval
(a) All speed limit changes shall be based on an engineering and traffic investigation, including modifications allowed under Statute. Local governments can implement speed limit changes on the local road system without WisDOT approval when proposals are within the constraints identified above.	

WisDOT Regional offices

- Regional offices are authorized to approve speed limit changes on local roads and streets, including county trunk highways, where those changes fall outside the authorized limits that the local authorities *may* exercise as specified in the statutes.
- Regional offices are authorized to establish reductions in speed limits in construction zones on a temporary basis while the need for the reduction exists.
- Regional offices are authorized to approve speed limits which fall within 5 mph of the measured 85th percentile speed and no more than 2 mph below the measured average speed, or where speed limits are established based on statutory requirements. In the absence of speed information, regional staff **shall** coordinate with WisDOT Bureau of Traffic Operations (BTO). Exceptions include:
 - Adjusting speed limits due to relocations from development, access modifications or adjusting due to signage requirements. Extensions *should not* exceed 300' without BTO approval. Speed studies *may* be required for extensions due to these changes.
 - Construction of new roadway facilities or reconstruction of existing facilities in which speeds are posted in accordance with the design speed. If speeds are posted below the design speed, coordination with BTO is required.

WisDOT Bureau of Traffic Operations (BTO)

- The following **shall** be approved by the Traffic Analysis and Safety Unit (TASU) within BTO:
 - Speed limits not meeting the criteria defined above and within [Table 6.1](#).
 - Speed studies that are not able to collect speed data (e.g., short roadways).
 - Modifications or proposed modifications on expressways/freeways with posted speeds greater than or equal to 65 mph.
 - Use of variable speed limits.

13-5-7 Engineering and Traffic Investigation Procedure November 2024

Request Process

Requests to review a speed zone on the State Trunk Highway (STHs) **shall** be submitted in writing by a local unit of government or County Traffic Safety Commission and include the following:

- Current regulatory speed limit and begin/end points
- Proposed regulatory speed limit
- Proposed begin/end points of proposed zone(s)
- Reasoning for the request (e.g., change in land use, access, traffic volumes, crash trends)

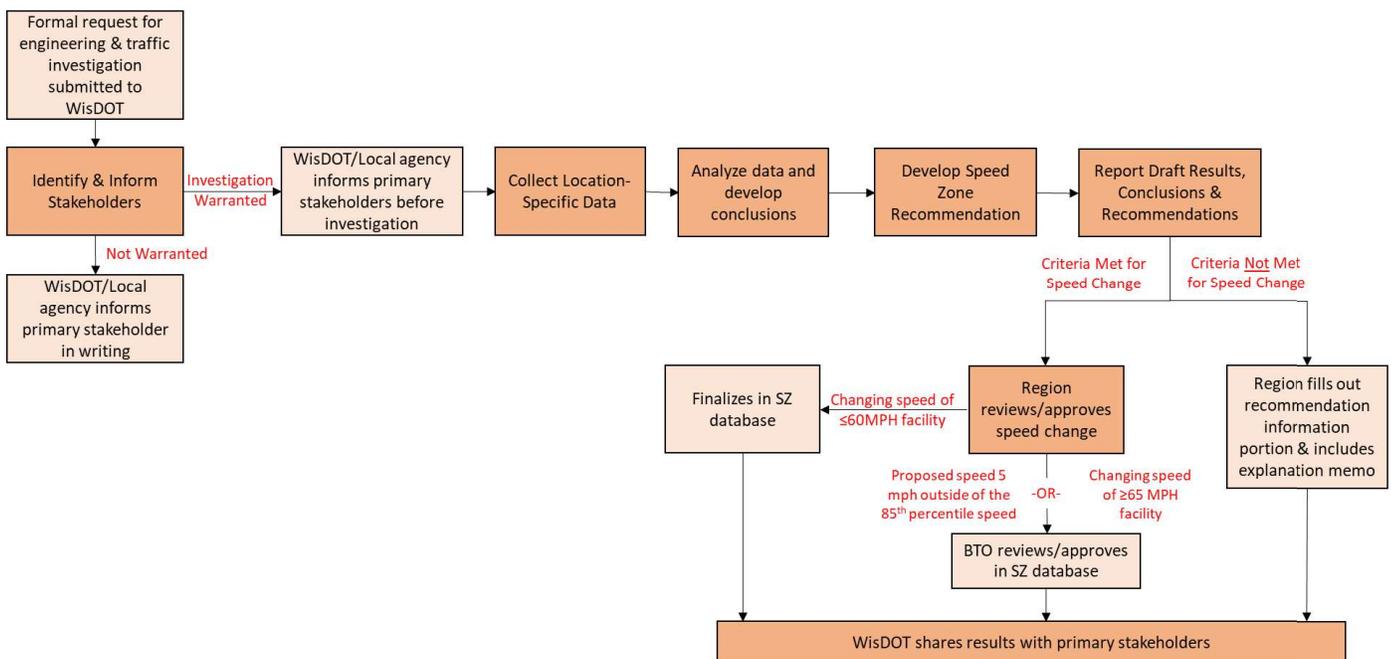
For contact information, please see the WisDOT [Speed Limits webpage](#).

Upon receipt of request, WisDOT will then determine if a review of the speed limit is appropriate. WisDOT does not entertain requests to modify speed limits from individual citizens or advocacy groups. Considerations for speed limit adjustments **shall not** be based solely on the following:

- Noise complaints
- Accommodating specialty vehicles (e.g., ATV/UTV)
- Correcting spot safety concerns
- Future concerns that have not yet occurred (e.g., future development, future roadway improvements)

If an engineering and traffic investigation is warranted, WisDOT will then follow a process outlined in [Figure 7.1](#).

Figure 7.1 Engineering and Traffic Investigation Process



Requirements

For a speed limit to be effective, it *should*:

- Reflect consistent application of traffic engineering principles
- Be a reasonable speed so the majority of drivers will comply voluntarily
- Be based on ideal or average conditions and not temporary situations (e.g., construction, seasonal variations in traffic/pedestrian volumes, special events)
- Local units of government *should* follow the guidance outlined within this manual to satisfy the requirements of an engineering and traffic investigation.
- For state-maintained highways, a traffic engineer with a Wisconsin Professional Engineer License is required to approve a speed limit modification.

An engineering and traffic investigation **shall** include the following section headings. Include information within each section as appropriate based on the study location.

1. Roadway Context Information

- Primary function or purpose of roadway (e.g., residential street, thoroughfare, commuter route, freight route, recreational route, etc.)
- Roadway environment (e.g., development adjacent to the road, average building setback, and types of land use)
- Roadway characteristics (e.g., number of lanes, lane widths, shoulder type and width, roadway curvature, median type, sight distance, presence of curb and gutter, etc.)
- Roadside features (e.g., presence of and distance to roadside hazards including trees, rock outcrops, street furniture, embankments, edge drop-off, side slopes, water bodies, etc.)
- Area Type (e.g., urban, suburban, rural)
- Access density (e.g., number and type of driveways and intersections, etc.)
- Road users (e.g., pedestrians, bicyclists, ATV/UTV, horse and buggies, other vulnerable road users, etc.)
- Traffic Volumes (e.g., AADT/ADT, truck volumes and proportions, pedestrian and bicycle volumes, etc.)
- Public transit volume and location or frequency of stops
- Other information relevant to the roadways purpose and function (e.g., parking practices, functional classification, design speed, etc.)

2. Safety Information

- Years reviewed (minimum of 3 years of reported crash history)
- Number and type of crashes
- Number of injury and fatal injury crashes
- Number of vulnerable road user crashes

3. Speed performance metrics

- 85th percentile speed
- 50th percentile speed
- Average speed
- Pace

4. Other relevant information

- Review of past speed studies to identify any trends in operating speeds

- Recent significant changes (traffic control changes, speed limit adjustments, lane adjustments, new development, etc.)
- Current level of enforcement

For urban and suburban roadways, and on rural roadways that serve as main streets through developed areas of communities, speed performance metrics *should not* be used as the sole criterion to establish speed limits without consideration of roadway context factors described above. On a freeway, expressway, or rural highway (outside urbanized locations or conditions), the speed limit that is posted *should* be within 5 mph of the 85th percentile speed of free-flowing traffic as long as all the factors described within the roadway context section of this policy have been considered and determined to be non-mitigating.

After analyzing information collected above as part of an engineering and traffic investigation, the analyst **shall** use it to develop and support speed zone recommendations. The engineering and traffic investigation **shall** provide a recommendation indicating whether conditions warrant a need to modify the speed limit of the studied section of roadway or not. Decisions regarding the potential change in a speed limit *should* be based on the objective findings of the engineering and traffic investigation and on conditions that exist at the time of the evaluation.

There are expert system tools available to aid in the process of determining appropriate speed limits which can be used to supplement the requirements listed above:

- [USLIMITS2](#)
- [NCHRP 966: Posted Speed Limit Setting Procedure and Tool](#)

13-5-8 Transitioning between Speed Limits

November 2024

Roadway context and environmental factors play a critical role in establishing appropriate speed limits. Drivers must perceive the need to transition from one speed to another. Development density adjacent to the roadway, building setback distance, the number of streets and driveways that access the roadway, sight distance, roadway features including the presence of curb and gutter, shoulders, medians, sidewalks, pedestrians, bicyclists, and other vulnerable road users provide cues to the driver based on their past experiences. Other aspects considered when setting appropriate speed limits are the number and type of crashes observed, traffic volumes, and observed speeds.

[Figure 8.1](#) illustrates several different roadway context scenarios.

Figure 8.1 Roadway Context Classifications



Source: *Florida DOT's context classification, 2020* [5]

[Table 8.1](#) provides planning-level speed limit recommendations based on the roadway context classifications.

Table 8.1 Design speeds based on context classifications

Context Category	Design Speeds (mph)
Natural	55
Rural	45, 50, 55
Rural Town	40, 45
Suburban Residential	35, 40, 45
Suburban Commercial	35, 40, 45
Urban General	25, 30
Urban Center	20, 25, 30
Urban Core	20, 25, 30

Minimum speed zone lengths *should* follow the guidance in [Table 8.2](#). Engineering judgement *should* be used in determining the appropriate length given the roadway context. If conditions require lengths shorter than those described below, coordinate with BTO's Traffic Analysis and Safety Unit for approval.

Table 8.2 Minimum length of speed zones

Speed Limit (mph)	Minimum Length (miles)
≤40	0.3
45, 50, 55	0.6
60, 65, 70	1.0

Note: Adjusted values from *Methods and Practices for Setting Speed Limits* [6]

Speed Zone Termination Points

The begin and end points of a speed zone *should* be located in locations with adequate sight distance and in advance of where the roadway environment changes (e.g., driveway density, lane transitions, curb and gutter presence, etc.) such that a driver may expect a different speed.

When the roadway environment or roadway characteristics change (e.g., driveway density, lane transitions, curb and gutter presence), the regulatory speed limit sign **shall** be located at the changed condition. Examples include placing speed limit signage within straight sections of roadway or prior to entering a community where there is minimal development, but the roadway characteristics change (e.g., unpaved shoulders to curb and gutter). In advance of the of changed condition, the reduced speed limit sign **shall** be located based on [TEOpS 2-3-30](#). The location of the reduced speed limit sign *should* be adjusted based on engineering judgement such that it is located where adequate sight distance is available or in advance of the changed condition based on site conditions.

Both travel directions of speed zones *should* begin and end at the same location to align with driver expectation. Roadway conditions, existing signage and other factors play a role in locating where speed limit signs can be placed in the field. When posted, the beginning and end points of a speed zone **shall** match the ordinance/declaration description as close as possible.

Roadway characteristics such as access points and intersections sometimes prevent speed zones from being aligned in both directions. In situations where a speed zone is written to change at an intersection, the signs **shall** be posted on either side of the intersection. When reviewed as part of a study or within an improvement project, efforts *should* be made to modify these speed zones to align on one side of the intersection.

- For situations in which the separation of the begin and end points is significant or different speeds are posted for each direction, engineering judgement *should* be used.
- If conditions require an offset speed zone coordinate with BTO's Traffic Analysis and Safety Unit for approval.

Gateway Treatments

Gateway treatments are used to capture the attention of a driver to provide awareness of changes in the roadway environment and encourage them to reduce their speed. Examples of this include enhanced signing (e.g., additional warning signage, beacons, dynamic speed display signs), median islands, curb extensions/bump-outs, roundabouts, chicanes, etc. Gateway treatments are important tools to consider in areas where there are large reductions in the posted speed due to an abrupt change in the roadway environment.

13-5-9 Data Collection Best Practices**November 2024**

A speed investigation *should* be performed during non-peak traffic conditions, during daylight hours, and under ideal weather conditions on a typical weekday, when motorists are likely to be traveling at uninterrupted/free-flow speeds. Collecting speed data during peak commute times, unique events, weekends, or holidays may unintentionally capture more variable travel characteristics.

A template for summarizing and reporting speed performance metrics is available on the Speed Limit [References and Resources webpage](#).

Below are best practices for collecting speed performance metrics:

- The observer or speed-measuring device *should* be inconspicuous to the observed traffic so unusual driver behavior does not skew data.
- Speed data *should* be collected away from factors that might influence vehicle speeds, such as railroad crossings, intersections, horizontal and vertical curves, and work zones.
- Vehicle headway (the time between successive vehicles per lane) of five or more seconds *should* be present for reliable speed observations. Measurements collected with smaller headways may not reflect free-flow conditions, as the lead vehicle may influence the speed of the vehicle(s) behind it.

Sample Size Requirements

Selecting a sample size (number of observations) is an important step in collecting speed performance metrics. Below are requirements to help set an appropriate sample size:

- A minimum sample size for speed data collection *should not* be less than 100 vehicles per lane per direction. For example:
 - 200 vehicles for a roadway with one through lane in each direction
 - 400 vehicles for a roadway with two through lanes in each direction
- For roadways classified as very-low volume local roads, the minimum sample size *should not* be less than 30 vehicles. If the analyst anticipates that a sample of 30 vehicles cannot be collected within a reasonable amount of time, coordinate with BTO's Traffic Analysis and Safety Unit to identify alternative data sources or collection methods.

Data Collection Methods

An analyst can use a variety of data collection devices. These devices can be grouped into three categories, which for these purposes, are based on the location that the speed data collection device is installed.

- Manually operated handheld devices that are portable and can be used in most places (e.g., radar gun and laser gun).
- In-road devices that are installed into or on top of the roadway surface (e.g., pneumatic road tube).
- Out-of-road devices that are installed overhead or to the side of the roadway surface (e.g., radar recorders).

Each device has distinct advantages and disadvantages for collecting and analyzing data that may factor in determining the appropriate device to use for a particular location. See WisDOT's [Data Collection Methods document](#) on the [Traffic Operations Manual webpage](#) for more information.

13-5-10 Documentation**November 2024****Speed Zone Database**

The approval process for speed limit modifications proposed by WisDOT on the State Trunk Highway system is conducted electronically within the [Speed Zone Database](#). The following summarizes the different levels of review and approval.

1. If an engineering and traffic investigation is completed on an established speed zone, the investigation findings and other relevant documents **shall** be stored within the database.
2. If WisDOT Regional office authority is met (see [TEOpS 13-5-6.2](#)), the designated Regional approver **shall** electronically sign/approve the speed zone declaration.
3. If WisDOT Bureau of Traffic Operations (BTO) approval is needed, coordinate with BTO's Traffic Analysis and Safety Unit for approval of the speed zone declaration.

Format

Speed zone declarations **shall** reference recognizable and permanent landmarks (e.g., intersections or highways) and denote a distance to or from these landmarks. Landmarks that change (e.g., construction limits, city limits, building names, railroad crossings, etc.) **shall not** be used.

13-5-11 Local Speed Limits**November 2024****Request Process**

Coordinate with the appropriate government agency to discuss concerns or proposed modifications on county highways, city or village roads, or town roads. Upon receipt of request, local authorities can initiate action to modify a speed limit and create a new speed zone on a local road through an engineering and traffic investigation. [TEOpS 13-5](#) is provided to help guide local agencies in establishing appropriate speed limits. Wisconsin ss. [346.57](#) and ss. [349.11](#) are most applicable to modification of regulatory speed limits. These statutes, and local government authority are summarized in [Table 6.1](#).

The following are common examples for local agencies:

- The roadway does not currently have a posted speed and is rural in nature (e.g., sparse development, no curb and gutter, gravel shoulders and grass ditches). In this scenario, by ss. [346.57](#), the speed limit is 55 mph.
- Lowering a 55-mph county trunk highway or rural roadway to 50 or 45 mph. In this scenario, the county or township *may* lower the speed limit to either 50 or 45 mph under the approval authority listed in ss. [346.57](#) and ss. [349.11](#) without WisDOT approval, but an engineering and traffic investigation is required to support the change.

Ordinances

It is recommended that the local approval process include legal adoption of the speed zone recommendation through passage of an ordinance. This establishes a legal record of the speed limit modification and allows the speed zone to be enforceable by law enforcement agencies. Proposed changes that lie outside the constraints presented in [Table 6.1](#) **shall** be reviewed and approved by WisDOT before legal adoption by local authorities. It is recommended that the local process conclude with the local authority responding to the submitting party in writing, providing notification of approval or an explanation of the reasons for denial. The following is an example county ordinance.

Sample Ordinance

Establishment of Speed Zones

The Board of Supervisors of the County of Alpha do ordain as follows:

A traffic and engineering investigation having been made on the following described highways, the maximum permissible speed at which vehicles *may* be operated on said highways, which speed is herewith established as reasonable and safe pursuant to Section 349.11, Wisconsin Statutes, **shall** be as set forth herein subject to approval by the Wisconsin Department of Transportation, and upon the erection of standard signs giving notice thereof, all in Alpha County Wisconsin:

1. County Trunk Highway "A", Town of Soup, Alpha County.

Forty-five miles per hour from its intersection with County Trunk Highway "B", northerly to its intersection with State Trunk Highway 201.

2. County Trunk Highway "B", Town of Blank, Alpha County.

Thirty miles per hour from the intersection of Rabbit's Foot Ave, northerly to a point 0.35 miles north of said intersection.

Documentation

Typical documentation of an engineering and traffic investigation can include a cover letter, memo describing the background and roadway context, map and/or photos of the area, safety information, speed performance metrics, findings, methodologies, and any other documentation to help support the recommendation. Contact the local WisDOT Regional office for an example of an engineering and traffic investigation or for any questions on the speed limit setting process. See WisDOT's [Speed Limit webpage](#) for contact information.

Speed Limits Within and Outside Incorporated Areas (Outlying District and Semiurban District)

Outlying District and Semiurban Districts are defined in ss. [346.57\(1\)\(ar\)](#) and [346.57\(1\)\(b\)](#) respectfully. These statutes are meant to establish speed limits based on access (building) density and *should not* be used as the sole criteria to establish a speed limit without consideration of other factors listed within [TEOpS 13-5-7.2](#).

13-5-12 School Zones

November 2024

Wisconsin State Statutes require that school advance warning signs be installed and maintained on every highway where a school ground is contiguous to the highway. There is no requirement that a school speed limit be posted except where it differs from the 15-mph provision in ss. [346.57 \(4\)\(a\)](#) and [\(b\)](#). These two provisions place the requirement on the motorist to reduce speed to 15 mph when children are present, even in the absence of speed limit signs.

Sign Requirements

School speed limits require the use of a regulatory school speed zone sign. For more information on school signage, see [TEOpS 2-3-54](#). If used, they *should* be posted at 10 mph less than the posted regulatory speed limit of the roadway.

The physical arrangements of schools along state trunk highways vary greatly. The following are examples to help illustrate guidelines within this policy. Other locations not fitting these will have to be reviewed to determine the appropriate use of school zone signs.

Urban Areas

- In a built-up section of a city or village, where the roadway speed limit is low (i.e., ≤30 mph) and sidewalks are present, many or most of the children walk to school. However, some children may be transported by vehicles which can lead to congestion.
- In developed areas, sudden stoppages and slowdowns are common. If the roadway is a higher speed facility (e.g., 35 mph or greater) it would be desirable to study the location to determine the appropriate school speed limit for the roadway.

Rural Areas

- In a rural area, the school may be the only development along the roadway. In these areas, speed limits often are higher and there are few to no children who bike or walk to school. It is WisDOT's policy to refrain from posting school speed limits under these conditions.
- Since children are unlikely to be present in vicinity of the roadway, school speed limit signs are ineffective at changing a motorist's behavior. If there are no children present, do not post a school speed limit sign. See [TEOpS 2-3-54](#) for information on school signage.

Conflicts with signs

Where school speed limits are posted, it is considered good practice to omit the full-time regulatory speed limit signs in the school zone to prevent confusion or avoid giving motorists grounds for disobeying the school speed limit.

13-5-13 Dynamic Speed Display Signs

November 2024

See [TEOpS 2-1-7](#) regarding policy for dynamic speed display signs.

13-5-14 Posted versus Design Speeds

November 2024

Design speed is used to establish design parameters for the various features of the roadway. The selected design speed *should not* be based on speed measurements but *should* be established based on factors such as the anticipated adjacent land use, topography, crash risks, and operating speed of the roadway. The posted speed **shall not** exceed the statutory speed limit and *should* be equal to or 5 mph lower than the selected design speed. When conditions prevent a roadway feature or element from meeting design speed requirements, the posted speed **shall not** be based on the individual design speed of the feature.

Local agencies *should* coordinate with the [WisDOT regional offices](#) if they have any questions with respect to design speeds and approval authorities outlined in [Table 6.1](#).

Policy

For construction of new roadway facilities or reconstruction of existing facilities, the posted speed limit *should* be posted in accordance with the design speed. Below are considerations for establishing appropriate speed limits on new or reconstructed facilities:

- For WisDOT improvement projects, the project team **shall** coordinate with the regional traffic and planning sections to mutually agree upon an appropriate speed limit. The regional traffic unit **shall** document the speed zone with a speed zone declaration. See [TEOpS 13-5-10](#).
- Posted speeds *should* generally be equal to or within 5 mph of the selected design speed.
 - There are cases, however, where the posted speeds *may* be higher or lower than the design speed for a section of highway.
 - For speed limits posted below the design speed, coordination with the Traffic Analysis and Safety Unit (TASU) in the Bureau of Traffic Operations (BTO) is required.
- Isolated intersections with reduced speed limits **shall** be investigated for design modifications rather than maintaining a posted reduced speed. See [TEOpS 13-5-15](#).
- Conversion of a two-lane roadway to a four-lane roadway **shall not** automatically constitute changing the speed limit from 55 mph to 45 mph.
- Where local roads are converted to state highways or built on relocation, such as bypasses, the speed limit *should* be based on the new geometrics of the roadway and the function and purpose of the highway as either an expressway or conventional highway.
 - The function of the highway includes adjacent land use, spacing of access points and proximity to the roadway.
 - The speed limit that existed prior to the conversion to a state highway *may not* necessarily be retained.

Design parameter considerations

Design parameters and features of the roadway are initially based on a design speed but careful consideration *should* be used to design a roadway to achieve an appropriate operating speed. Design speeds are used to design a roadway to operate safely and efficiently to serve its intended purpose. In some situations, there may be features that are unable to meet these design thresholds and may require a motorist to travel at a reduced speed. See [FDM 11-10-1.5](#) for more information and documentation requirements.

Individual design features such as isolated horizontal and vertical curves **shall not** dictate posted speed limits unless safety issues are identified post-construction. Other examples include:

- **Free-flow ramps at system and service interchanges** - Ramps are signed with advisory speeds mounted under a horizontal alignment sign and ramp speed warning sign.
- **Curves and/or turns with a speed rating less than design speed on a section of highway** – Curves and/or turns are signed with horizontal alignment signs and an advisory speed that provides a motorist with the recommended safe operating speed of the curve or turn.
 - Example: A 55 mph rural section of highway often has turns and curves that necessitate the driver to lower their speed in order to safely negotiate the curve or turn. The regulatory speed limit is not changed for each one of these turns or curves.
- **At transition sections from 4 to 2 lanes** - The transition area where a divided highway becomes an undivided highway *should* use engineering judgement to determine the proper location of where these speed limit transitions occur.
- **Other design features** - such as the presence and offset of curb, curb type (e.g., vertical face, sloped face), wider or narrower shoulders, or other design features **shall not** be a determining factor in establishing an appropriate speed limit in isolation.

13-5-15 Speed Limits on Approach to Controlled Intersections

November 2024

Sections of the state highway system in the immediate vicinity of a controlled intersection *should not* be considered for a speed zone reduction due strictly to the presence (or planned presence) of an intersection control condition. Intersection control conditions include stop conditions (one-way, two-way or all-way), traffic signals, roundabouts, or access restrictions (controlled either by regulatory signs or channelizing islands).

If requests for a modified speed limit in advance of a controlled intersection stem from safety concerns, roadway improvements *should* be considered that pertain to the specific site (e.g., channelized or extended turn lanes, modification to signal phasing or timing, rumble strips, advance warning signs, warning beacons, signing/markings enhancements, etc.). Speed limit reductions in advance of the intersection will likely not influence safety and may even promote poor engineering decisions in the future (e.g., signal equipment placement, signal timing or sign placement).

Existing locations that do not comply **shall** be allowed to remain until such time as the intersection is resurfaced or reconstructed.

Rather than establishing a lower speed limit in advance of a controlled intersection, consider design features such as:

- **Stop Conditions** – Proper placement of advance warning signs (per [WMUTCD](#)).
- **Traffic Signals** – Intersection lighting (per [TEOpS 11-4-2](#)) and Dilemma zone detection on high-speed approaches (per [Traffic Signal Design Manual \(TSDM\) 8-1-6](#)).
- **Roundabouts** – Proper geometric design of splitter islands, roadway curvature (per [FDM 11-26](#)) and lighting (per [TEOpS 11-4-3](#)).
- **Corridor Access Management** – Proper geometric design principles (per [FDM 7-35](#)).

13-5-16 Temporary Traffic Control Zones (Construction Work Zone Speed Limits)

November 2024

Refer to [Section 6B.01](#), Temporary Traffic Control Plans, of the [WMUTCD](#) for more information on reducing the speed in temporary traffic control zones (i.e., construction work zones). Reductions in speed limits for temporary traffic control zones *should* be evaluated according to the criteria in this policy. [Table 16.1](#) provides an illustration of different temporary traffic control zone scenarios.

There is often less need for reduced speed limits in temporary traffic control zones on rural conventional highways. On rural conventional highways, drivers do not have the same expectation for free-flowing traffic as they do on rural freeways. With driveway access and crossing movements on conventional highways, drivers tend to be alert to such movements and other similar conflicts even without reduced speed limits.

Temporary traffic control zones which require lower operating speeds due to changes in alignment (e.g., crossovers and transitions) or other work activities that occupy a short work area, *should* use warning signs with advisory speed plaques in lieu of regulatory speed limit signs.

Authority

The WisDOT work zone operations engineer within BTO has approval authority for temporary traffic control zone speed limits on all interstates and facilities with a posted speed of 65 mph or greater. The WisDOT regional work zone engineer has the authority to approve and establish temporary traffic control zone speed limits on all other roadways.

Policy

Engineering judgment **shall** be used when determining appropriate speed zones. This policy is intended to assist with the development of an appropriate work zone speed limit. Contact the regional work zone engineer or BTO for assistance with applying this policy.

Speed zones provide drivers an indication of what is considered a reasonable speed for that section of roadway. Proximity to construction activities, drop offs, lane closures, narrow lanes/shoulders and pavement condition all influence the driver's determination of a reasonable speed. The type of construction work, project length, area type (i.e., urban vs. rural), facility type, occurrence of night work and traffic mix (e.g., commuter, recreational, truck percentages) all impact driver expectations and the determination of what is a reasonable speed. The policy criteria described below *should* only be used for facilities during intermediate-term and long-term work activities as defined in [Part 6 of the WMUTCD](#).

Speed reductions in segments without active work can lead to disregard of the posted speed. Work with your project manager to incorporate standard special provisions for removing temporary speed zones when active work is not taking place.

Policy criteria 1 through 6 *should* be evaluated, along with engineering judgment, to develop an appropriate work zone speed limit. The most restrictive work zone impact *should* be used as the determining condition.

All reduced work zone speed limits **shall** be approved prior to approval of the 90% Transportation Management Plan (TMP).

Temporary Traffic Control Zone Policy Criteria

1. Interstates and Expressways with 70 or 65 mph speed limit:
 - If bi-directional traffic separated by concrete barrier temporary precast, then speed limit *may* be lowered to 60 mph if warranted.
 - If bi-directional traffic separated by tubular markers, then reduce to 55 mph.
 - If workers are present within 12 feet of live traffic without positive protection* for any length or work area, then reduce to 55 mph.
 - If work area is less than or equal to 0.5 miles in length with lane shifts or narrowed travel lanes and has positive protection*, then post warning signs with an advisory speed plaque.
 - If work area is less than or equal to 0.5 miles in length with no lane shifts or narrowed travel lanes and has positive protection*, then do not lower the speed limit.
 - If work is taking place outside the clear zone, then do not lower the speed limit.
 - During periods of no work activity, restore speed limit to posted speed. Such speed limit reduction **shall** be subject to documented approval by the BTO work zone operations engineer. When a reduced work zone speed limit is recommended in the TMP, a temporary speed zone declaration **shall** be completed and sent to BTO for approval.
2. Expressways and other multi-lane highways with 55 or 50 mph speed limit:
 - Reduce to 45 mph only in situations that have a combination of extreme lane shifts, narrowed lanes, bi-directional traffic, or milled surfaces.

- Restore speed limit to normal posted speed when reduction criteria are not present.
3. Multi-lane highways with 45 mph speed limit:
 - Reduce speed limit to 35 mph only in situations that have a combination of extreme lane shifts, narrowed lanes, bi-directional traffic, or milled surfaces.
 4. Two-lane rural highways with 55 mph speed limit:
 - Reduce to 45 mph only in situations that have a combination of extreme lane shifts, narrowed lanes or milled surfaces.
 - A flagging operation in and of itself would typically not warrant a reduced speed limit since motorists are controlled by the flagging devices.
 5. Two-lane rural roadways with speed limit of 45 mph or less:
 - Typically, no reduction in speed limit.
 - *May* consider a speed reduction up to 10 mph in increments of 5 mph in situations that have a combination of extreme lane shifts, narrowed lanes or milled/gravel surfaces.
 6. Two-lane urban roadways with speed limit of 40 mph or less
 - No change in speed limit except reduction to 35 mph *may* be considered in situations that have a combination of extreme lane shifts, narrowed lanes or milled/gravel surface.

*Positive protection is defined by FHWA as a temporary precast concrete barrier that contains or redirects vehicles and separates workers from the active travel lanes.

Table 16.1 Example Temporary Traffic Control Zone Scenarios

	<p>Bi-directional traffic separated by flexible tubular markers</p>
	<p>Active work areas within 12-ft. of live traffic without positive protection</p>
	<p>Lane shift to shoulder or temporary pavement</p>
	<p>Lane closure without positive protection</p>

Work Zone Temporary Speed Zone Declarations

Reduced speed limits in temporary traffic control zones are subject to approval by the BTO work zone operations engineer. A Temporary Speed Zone Declaration (TSZD) **shall** be submitted through the Department's online Wisconsin Transportation Management Plan (WisTMP) system.

- Complete the [Temporary Speed Zone Declaration Form](#) and attach it to Section 4 of the TMP.
- The TSZD will be approved by BTO and/or the regional work zone engineer by signing the 90% TMP.

13-5-17 Maintenance Work Zones

November 2024

Wisconsin ss. [349.11\(10\)](#) provides that a county *may* establish a speed limit through a maintenance work zone on a state trunk highway less than the authorized speed limit. This includes all freeways and interstate highways. The State Patrol will enforce the speed limit but need to be informed of its inauguration and the ordinance, resolution, or action enacting it.

Follow [TEOpS 13-5-16](#), policy criteria 1-6 when establishing a temporary speed zone reduction for maintenance activities.

Document the reduced regulatory speed in the [Wisconsin Lane Closure system](#) (WisLCS).

13-5-18 References

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- [1] **Federal Highway Administration.** *Manual on Uniform Traffic Control Devices for Streets and Highways, 11th Edition*, FHWA, December 2023.
- [2] **National Cooperative Highway Research Program.** *Human Factors Guidelines for Road Systems*, Washington D.C., NCHRP, 2012.
- [3] **Federal Highway Administration.** *Safe System Approach for Speed Management*, FHWA, May 2023.
- [4] **American Association of State Highway and Transportation Officials.** *A Policy on Geometric Design of Highways and Streets, 7th Edition*, AASHTO, 2018.
- [5] **Florida Department of Transportation.** *FDOT Context Classification Guide*, FDOT, July 2020.
- [6] **Federal Highway Administration.** *Methods and Practices for Setting Speed Limits*, FHWA, 2012.

Memorandum

**ATTACHMENT
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To Michael Wodalski, P.E. – Village of Weston, Director of Public Works

Copy N/A

Subject **Design Criteria Technical Memorandum
Village of Weston
Weston Avenue (CTH X – CTH J)**

From Zach Larson, P.E. – AECOM

Date November 1, 2021

The purpose of this memorandum is to discuss the design criteria used for the Weston Avenue project. The current status of this project is at 30%.

A. Background

The Services Agreement between AECOM and the Village of Weston includes the roadway design of Weston Avenue between CTH X and CTH J.

The project will be broken out into two segments as follows:

1. Ryan Street to CTH J (2023 Construction)
2. CTH X to Ryan Street (2024 Construction)

The Services Agreement also states that a Design Criteria Technical Memo documenting the roadway design parameters used for the Weston Avenue corridor between CTH X and CTH J shall be provided.

This memorandum documents the decisions and assumptions of the design parameters used.

B. Design Standards Used

CTH X (Camp Phillips Road) – Ryan Street

- 1) Speed
 - a) Posted: 35 MPH, Existing is 45 MPH posted and will be reduced
 - b) Design: 40 MPH
- 2) AADT
 - a) Construction Year: 2,955 AADT (2023)
 - b) Design Year: 4,255 AADT (2043)
- 3) Roadway Functional Design Classification
 - a) FDM Design Class – Collector, C4
 - i) *Source: WisDOT Functional Classification Criteria pdf*
(<https://wisconsindot.gov/Documents/projects/data-plan/plan-res/functional/mpa/wausau.pdf>)
 - ii) *Source: FDM 11-15, Attachment 1.2, FDM 11-20, Attachment 1.1*
- 4) Sight Distance
 - a) Stopping Sight Distance – 305-feet
 - i) *Source: FDM 11-10-5, Attachment 5.1*

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- b) Intersection Sight Distance – For Case B1, P=590-feet, SU=710-feet; B2, P=475-feet, SU=590-feet, However, each intersection needs to be evaluated and adjusted for additional lane width.
 - i) Source: *FDM 11-10-5.1.4.2, Table 5.2, Upper minimums listed*
- c) Vision Triangle – Avt/Bvt = 120
 - i) Source: *FDM 11-10, Att 5.13*
- 5) Travel Way
 - a) Width – 12-foot lane width
 - i) Source: *FDM 11-15 Attachment 1.2 & 1.16*
 - b) Cross-Slope – 2% is normal cross slope. 4% is maximum superelevation used.
 - i) Source: *FDM 11-15 Attachment 1.6 & FDM 11-15-1.6*
 - ii) Source: *FDM FDM 11-10-5.3 Table 5.7 for superelevation*
- 6) Median Width – Varies from 7-feet for raised median to a 14-foot TWLTL.
- 7) Auxiliary Lane
 - a) Type – no Auxiliary lanes used on this project
 - b) Width – N/A
 - c) Cross-Slope – N/A
- 8) Shoulder
 - a) Type
 - i) Curb to be used on outside for first ¼ mile.
(1) Source: *FDM 11-20-1.2.2 & (Att 1.1 & 1.3)*
 - ii) Combination of HMA / Base Aggregate to be used east of curb section
(1) Source: *FDM 11-15, Attachment 1.4, 1.5, & 1.16*
 - b) Width – 8-feet total (5-feet paved HMA)
 - i) Source: *FDM 11-15, Attachment 1.4 & 1.16*
 - c) Cross-Slope – HMA paved shoulder will match adjacent travel lane. Base Aggregate will be 4%.
 - i) Source: *FDM 11-15-1.7*
- 9) Lateral / Horizontal Clearance
 - a) Width - Greater of 6-ft or finished shoulder width +2-ft
 - i) Source: *FDM 11-15-1.13.2.3, Table 1.2*
- 10) Clear Zone
 - a) Width – 16-feet
 - i) Source: *FDM 11-15-1, Attachment 1.9*
- 11) Slopes
 - a) Inside Clear Zone – 4:1
 - b) Outside Clear Zone – 3:1 in over 15-feet of fill, 4:1 if under 15-feet of fill
 - i) Source: *FDM 11-15, Attachment 1.6 & 1.8*
 - c) Maximum Grade – 7%
 - i) Source: *FDM 11-10, Attachment 5.3*
 - d) Minimum Grade – 0.5%
 - i) Source: *FDM 11-10-5.4.1*
 - e) Vertical Curves
 - i) K Values, Crest = 70 for Cat 1, Upper minimum, Sag = 79 for Cat 1, Upper minimum
(1) Source: *FDM 11-10, Attachment 5.4 & 5.6*

Ryan Street – CTH J

- 1) Speed
 - a) Posted: 45 MPH, Existing is 45 MPH
 - b) Design: 50 MPH
- 2) AADT
 - a) Construction Year: 3,020 AADT (2024)
 - b) Design Year: 4,320 AADT (2044)
- 3) Roadway Functional Design Classification
 - a) FDM Design Class – Collector, C4
 - i) Source: *WisDOT Functional Classification Criteria pdf*
(<https://wisconsindot.gov/Documents/projects/data-plan/plan-res/functional/mpa/wausau.pdf>)
 - ii) Source: *FDM 11-15, Attachment 1.2, FDM 11-20, Attachment 1.1*
- 4) Sight Distance
 - a) Stopping Sight Distance – 425-feet
 - i) Source: *FDM 11-10-5, Attachment 5.1*
 - b) Intersection Sight Distance – For Case B1, P=735-feet, SU=885-feet, For Case B2, P=590-feet, SU=735-feet; However, each intersection needs to be evaluated and adjusted for additional lane width.
 - i) Source: *FDM 11-10-5.1.4.2, Table 5.2, Upper minimums listed*
 - c) Vision Triangle – Avt/Bvt = 150
 - i) Source: *FDM 11-10, Att 5.13*
- 5) Travel Way
 - a) Width – 12-foot lane width
 - i) Source: *FDM 11-15 Attachment 1.2 & 1.16*
 - b) Cross-Slope – 2% is normal cross slope. 4% is maximum superelevation used.
 - i) Source: *FDM 11-15 Attachment 1.7 & FDM 11-10-5.3.3*
 - ii) Source: *FDM FDM 11-10-5.3 Table 5.7 for superelevation*
- 6) Median Width – No median used on the east project limits.
- 7) Auxiliary Lane
 - a) Type – no Auxiliary lanes used on this project
 - b) Width – N/A
 - c) Cross-Slope – N/A
- 8) Shoulder
 - a) Type
 - i) Combination of HMA / Base Aggregate to be used east of curb section
(1) Source: *FDM 11-15, Attachment 1.4, 1.5, & 1.16*
 - b) Width – 8-feet total (5-feet paved HMA)
 - i) Source: *FDM 11-15, Attachment 1.4 & 1.16*
 - c) Cross-Slope – HMA paved shoulder will match adjacent travel lane. Base Aggregate will be 4%.
 - i) Source: *FDM 11-15-1.7*
- 9) Lateral / Horizontal Clearance
 - a) Width - Greater of 6-ft or finished shoulder width +2-ft
 - i) Source: *FDM 11-15-1.13.2.3, Table 1.2*
- 10) Clear Zone
 - a) Width – 26-feet
 - i) Source: *FDM 11-15-1, Attachment 1.9*

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11) Slopes

- a) Inside Clear Zone – 4:1
- b) Outside Clear Zone – 3:1 in over 15-feet of fill, 4:1 if under 15-feet of fill
 - i) *Source: FDM 11-15, Attachment 1.6 & 1.8*
- c) Maximum Grade – 6%
 - i) *Source: FDM 11-10, Attachment 5.3*
- d) Minimum Grade – 0.5%
 - i) *Source: FDM 11-10-5.4.1*
- e) Vertical Curves
 - i) K Values, Crest = 136 for Cat 1, Upper minimum, Sag = 96 for Cat 1, Upper minimum
(1) *Source: FDM 11-10, Attachment 5.4 & 5.6*