



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, DECEMBER 8, 2025, @ 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 11/10/25 Public Works & Utility Committee Minutes](#)
6. [Acknowledge November 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: Bloedel Ave](#)



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

11. 2026 Street Reconstruction Typical Section Discussion: Concord Ave
12. Winter 2025 Surplus Auction Items for approval
13. Seasonal Weight Limit Discussion for Granite Ridge Subdivision
14. Hospital Area Repaving Change Order #3

FUTURE ITEMS

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

18. Remarks from Committee members.

19. Announcements.

ADJOURNMENT

VILLAGE OF WESTON, MARATHON COUNTY, WISCONSIN

OFFICIAL MEETING AGENDA OF THE PUBLIC WORKS & UTILITY COMMITTEE

HELD ON MONDAY, NOVEMBER 10, 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

Roll call indicated four PW members present.

<u>Member</u>	<u>Present</u>
Zeyghami, Hooshang {Chair}	YES
Jordan, Joe {Vice Chair}	YES – ARRIVED AT 4:56 PM
Hubbard, Tom	YES
Schuster, Fred	EXCUSED
Mumper, Roy	YES

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

Audience in attendance, via Zoom: Ben Andrews – MSA and Tonia Westphal – Clark Dietz

Audience members present in person: None

4. PUBLIC COMMENTS

None.

5. Approval of 10/13/25 Public Works & Utility Committee Minutes

Motion by Mumper, second by Hubbard move to approve the October 13, 2025, meeting minutes.

Yes Vote: 3 No Votes: 0 Abstain: 0 Not Voting: 2 Result: PASS

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

6. Acknowledge October 2025 Water and Sewer Permits

Motion by Hubbard, second by Mumper move to acknowledge September 2025 Water and Sewer permits.

Yes Vote: 3 No Votes: 0 Abstain: 0 Not Voting: 2 Result: PASS

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

PRESENTATIONS

7. Community Development Block Grant – Public Facilities Program (PF) Opportunities

Ben Andrews at MSA presented and explained the annual program. Andrews explained the funding up to \$1 million per project, eligibility and deadlines.

Discussed the difference in the community benefit versus the neighborhood benefit projects.

Wodalski presented and explained the projects in need of AC watermain replacement (Ferge St, Pine Park, Bloedel, Cherry St, Willow St) which would be eligible for the grant.

Andrews explained MSA’s initial proposal of \$3,000. Additional services are billed at approximately \$137 per hour.

Motion by Mumper, second by Jordan move to recommend Wodalski work with MSA to put together a proposal to present to the Village Board and add to the Board Agenda to complete CBDG income survey.

Yes Vote: 3 No Votes: 0 Abstain: 1 Not Voting: 1 Result: PASS

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

STAFF REPORTS

8. CIP Update

Wodalski explained his report to the Committee.

Discussed manhole dips on the newly paved roads. Wodalski stated they are being addressed as the projects near the end.

9. Street Operations Update

Blarek explained his report to the Committee.

Brush and leaf pick up is on schedule.

Cleaned up striping issues on Mesker St.

Discussed the youth apprentice and DC Everest youth apprenticeship program.

10. Utility Operations Update

Swenson explained his report to the Committee.

Water main flushing and sewer jetting are completed.

Swenson stated the bulk fill station is in place. Crow is in the process of completing the customer payment process.

Discussed Wells 1 and 5 being taken offline with the DNR and options.

POLICY DISCUSSIONS AND RECOMMENDATIONS

11. Well 3 Iron, Manganese and PFAS Treatment Project Construction Services Proposal

Wodalski explained the proposal, costs and finances.

Wodalski stated the project qualified for the Safe Drinking Water Loan for 50% of the project costs the balance of the cost is funded through the Utility fund.

Motion by Mumper, second by Hubbard move to recommend the Village Board approve the engineering services Agreement with AECOM for Construction Related Services for the Well 3 PFAS Pre-Treatment Project for a price not to exceed \$393,502.00

Yes Vote: 4 No Votes: 0 Abstain: 0 Not Voting: 1 Result: PASS

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

12. Alderson and Jelinek Real Estate Services Proposal

Wodalski explained services proposal.

Discussed the design process. Wodalski stated Dolan is doing the design in house. MSA is assisting with the Roundabout design, and public works will be doing the utility design.

Discussed proposal costs and land acquisition costs.

Zeyghami requested a plan/layout of the land acquisition.

Motion by Mumper, second by Jordan move to recommend the Village Board approve the Right of Way Services contract with MSA for the Alderson St and Jelinek Ave intersection in an amount not to exceed \$28,425.00.

Yes Vote: 3 No Votes: 0 Abstain: 1 Not Voting: 1 Result: PASS

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

13. Shorey Ave to Lexington Ct Utility Looping Project

Wodalski explained the project.

Wodalski stated this would be a private and public partnership.

There would be a possibility of eliminating the Heritage Hills Lift Station with an approximate future savings of \$400,000.

Motion by Hubbard, second by Mumper move to recommend the Village Board authorize staff to continue working with Lewis Construction on the potential utility looping project.

Yes Vote: 4 No Votes: 0 Abstain: 0 Not Voting: 1 Result: PASS

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

14. Shorey Ave Sewer Extension at Cedar Park St

Swenson explained the request for the sewer extension from Chad Gumz.

Swenson stated there is currently a sanitary service at 2112 Shorey Ave which would provide access for installation of the sewer extension.

Wodalski requested the Committee state public sewer is available and recommend moving forward with an access fee agreement.

Motion by Mumper second by Hubbard move to recommend the Village Board approve staff to work on sanitary sewer extension to the lot owned by Chad Gumz through an access fee/developer agreement.

Yes Vote: 4 No Votes: 0 Abstain: 0 Not Voting: 1 Result: PASS

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

15. Purchase of a Trench Box

Wodalski explained the purpose, need and cost of trench box.

Discussed trench box size and use.

Motion by Jordan, second by Hubbard move to recommend the Village Board approve the purchase of 8x8 adjustable Trench Box with Spreaders from United Rentals for \$10,600.00

Yes Vote: 4 No Votes: 0 Abstain: 0 Not Voting: 1 Result: PASS

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

16. Next meeting date(s):

- a) Monday, December 8, 2025 @ 4:30 p.m. Regular Meeting
- b) Monday, January 12, 2026 @ 4:30 p.m. Regular Meeting

17. Topics for future meetings

- a) Watermain Replacement Plan
- b) Water and Sanitary Sewer Rate Reviews – To be provided in Jan. or Feb. 2026
- c) Village wide WPS Street Lighting Update
- d) Consolidation of Ryan Street Yard Material Site with the Village of Rothschild

18. Remarks from Staff

None.

19. Remarks from Committee members

Jordan congratulated the staff on the paving projects.
Zeyghami congratulated the staff on the water treatment project
Mumper said thank you to the Street’s Dept for the striping cleanup.

20. Announcements

None.

ADJOURNMENT

Motion by Jordan, second by Mumper to adjourn the PW meeting at 6:02 p.m.

Yes Vote: 4 No Votes: 0 Abstain: 0 Not Voting: 1 Result: PASS

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

Public Works & Utility Meeting – Meeting Minutes 11/10/25
Prepared by: Stacy Gilmeister, Utility Clerk

Jordan, Joe {Vice Chair}	YES
Hubbard, Tom	YES
Schuster, Fred	---
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>
11/12/2025	202501842	WAUSAU PLUMBING PLUS	GERALD BARNETT	5906 WESTON AVE	WAUSAU PLUMBING PLUS	METER
11/14/2025	202501863	FRANCE SERVICE	CHRISTOPHER BARNETT	5802 WESTON AVE	FRANCE SERVICE	METER
11/14/2025	202501821	WAUSAU PLUMBING PLUS	GERALD BARNETT	5906 WESTON AVE	WAUSAU PLUMBING PLUS	LATERAL
11/14/2025	202501862	FRANCE SERVICE	CHRISTOPHER BARNETT	5802 WESTON AVE	FRANCE SERVICE	LATERAL

REQUEST FOR CONSIDERATION

Public Mtg/Date:	Public Works Committee – 12/8/2025
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.

I also included an updated table with our PASER ratings for our streets and a table showing our surface maintenance over the past several years. I think these all show a good summary of how the investment into our roads shows the incremental improvement year over year.

- **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.

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.

REQUEST FOR CONSIDERATION

4. Fuller St Reconstruction:
 - Construction scheduled for 2025
 - Consultant: Becher Hoppe

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.

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

Design work is proceeding.

REQUEST FOR CONSIDERATION

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

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

3. Cedar Creek Interceptor Access Road:

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

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:

REQUEST FOR CONSIDERATION

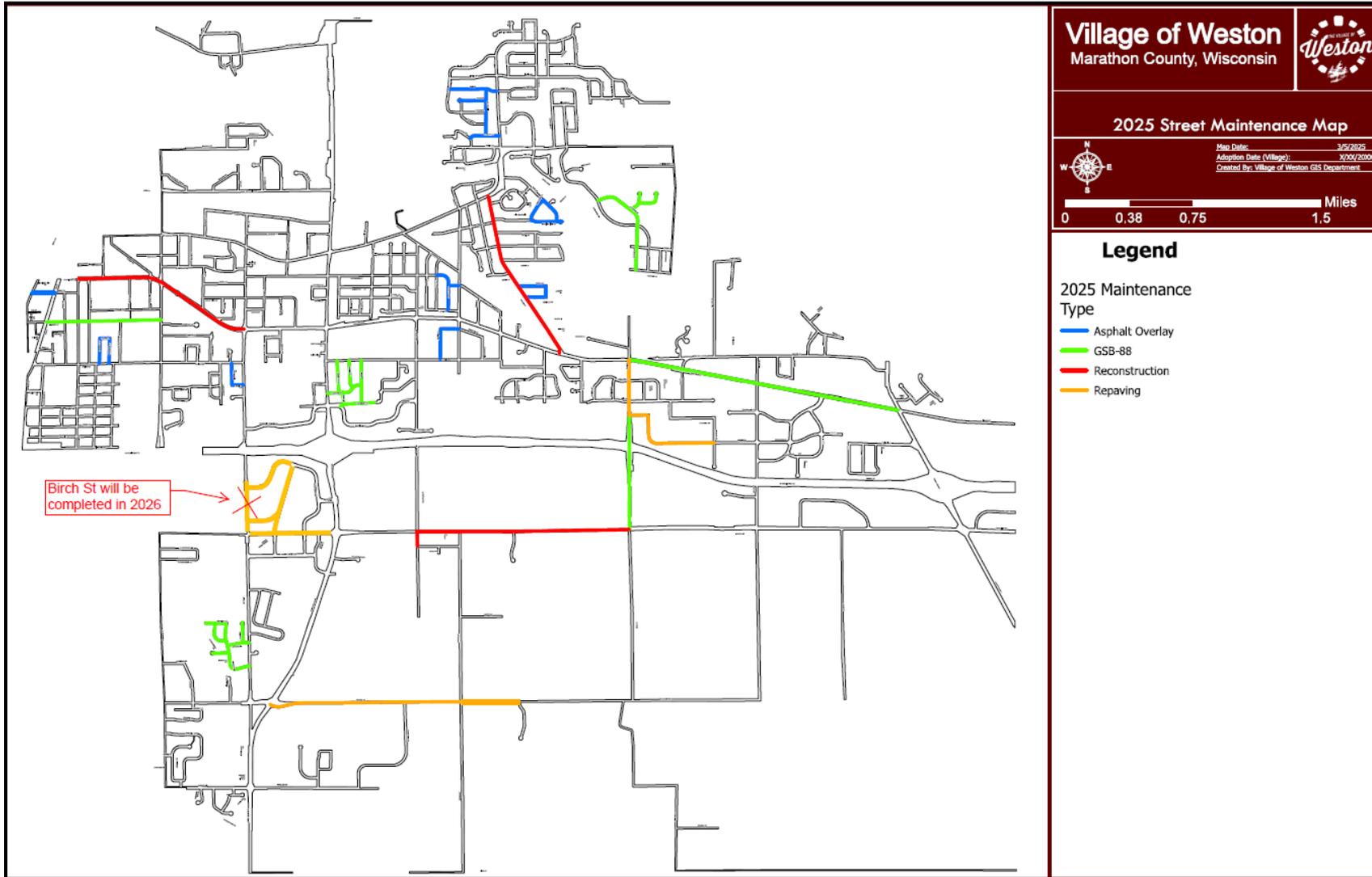
Recommended Language for Official Action

No Action is needed, solely a discussion item.

Or, Something else

Additional action:

2025 Pavement Work



Paving and Surface Maintenance Miles 2021-2025

Overall Street Maintenance and Repaving Miles						
Year	2025	2024	2023	2022	2021	5-yr avg
Miles Maint	16.10	14.98	10.30	8.62	8.11	11.62
Total Miles	119.40	119.07	118.83	118.34	118.34	
% Maint	13.49%	12.58%	8.66%	7.28%	6.85%	9.77%

GSB-88 (Rejuvenators)		Overlay		Crack Seal*		Repaving		Reconstruct	
Street	Miles	Street	Miles	Street	Miles	Street	Miles	Street	Miles
Crestwood Acre	1.08	Michael and Cheryl	0.44	Westfair (E of Mesker)	0.14	Ryan (Schofield to Commer	0.32	Fuller	1.03
Windemere Oaks	0.93	Coronado/Lawndale	0.35	Hilgeman	0.13	Commerce (Ryan to RickyW	0.64	Weston Ave (V	1.25
Apache / Exective	0.92	Babl/Twin Pines/Moi	0.51	Eau Claire Ave	0.99	Shorey (X to Anastasia)	1.47	Schofield Ave I	1.06
Neupert	0.66	Birchwood/Terrier	0.19	Quentin (Creel to Ros	0.23	Von Kanel (Weston to Shirle	0.09		
Ryan St	0.65	Post (W of S1)	0.12	Windemere Oaks Nei	1.01	Weston Ave (Birch to X)	0.51		
Schofield Ave	1.62	Jacob	0.17	Edgewood Estates N	0.29	Cranberry	0.36		
		Alex (W of Sandy)	0.28	N Apache	0.59	Ministry	0.49		
		Jean Ellen / Sternbe	0.31	Trotzer	0.04	Franciscan (Weston to Mini	0.09		
		Prarie/Westfair (W of	0.28	Raybelle	0.46	Saxon/Regent/Meridian	0.29		
				Rudolph	0.19				
				Deer	0.15				
				Pleasant View	0.19				
				Kramer (S of Gusmar	0.50				
Total	5.86	Total	2.65	Total	22.91	Total	4.25	Total	3.34

*Crack Seal miles have some hidden rows due to the number of streets crack sealed each year.

** Maintenance miles are counted only for new pavement or full surface treatment, thus crack seal miles are not included.



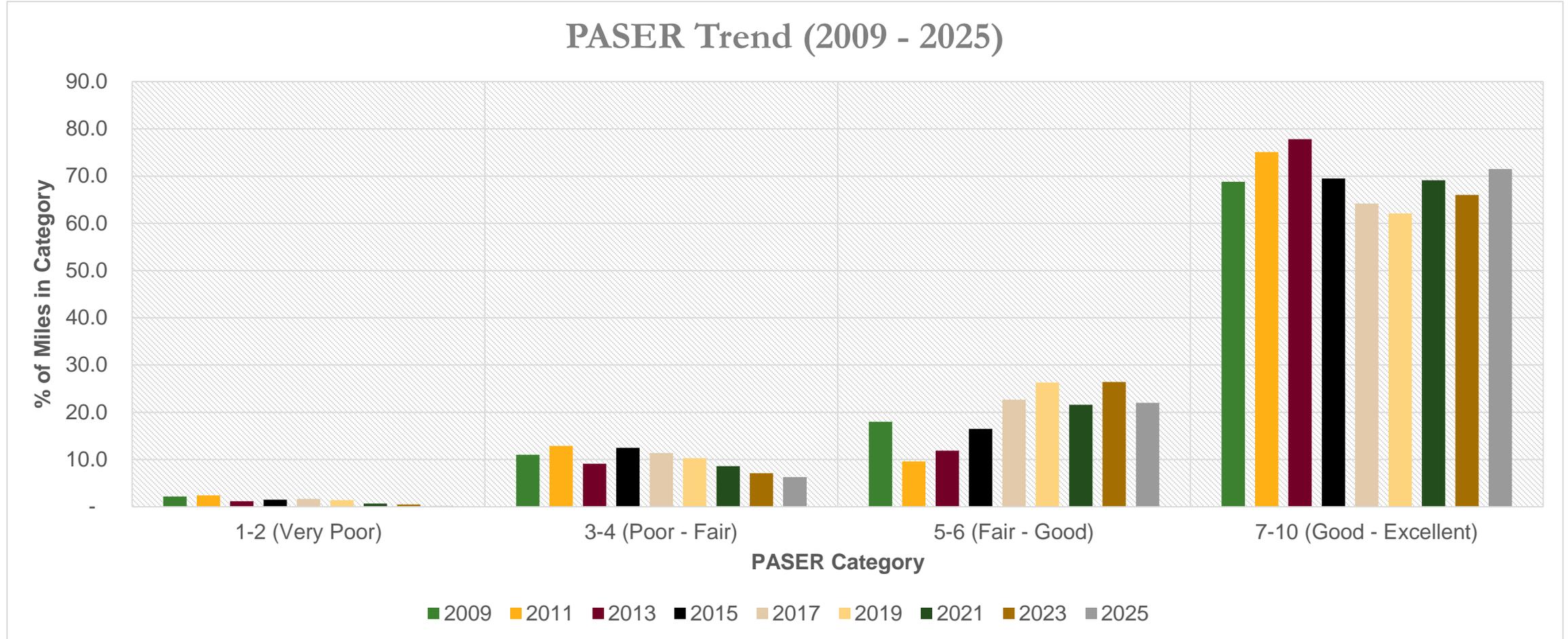
PASER as a percentage of Street Miles

PASER Rating	2009	2011	2013	2015	2017	2019	2021	2023	2025
1-2 (Very Poor)	2.2%	2.4%	1.2%	1.5%	1.7%	1.4%	0.7%	0.5%	0.2%
3-4 (Poor – Fair)	11.0%	12.9%	9.1%	12.5%	11.4%	10.3%	8.6%	7.1%	6.3%
5-6 (Fair – Good)	18.0%	9.6%	11.9%	16.5%	22.7%	26.3%	21.6%	26.4%	22.0%
7-10 (Good – Excellent)	68.8%	75.1%	77.8%	69.5%	64.2%	62.1%	69.1%	66.0%	71.5%

□ In general:

- Less Than 10% of streets are in the Poor to Very Poor Range
- 22% are in the Fair to Good
- +70% of Streets are Good to Excellent (new pavement/roads)
 - Overlays generally used to get the 5-6 streets back to the 7-10 range
 - Reconstructs used to get the 1-4 streets to the 7-10 range
 - Crack sealing, GSB-88 and similar treatments are used to keep the 7-10 roads in the 7-10 range.

PASER by % Miles (2009 - 2025)



STAFF REPORT

Public Mtg/Date:	Public Works Committee – 12/08/2025
Description:	Street Operations Update
From:	Forrest Blarek, Street Superintendent
Question:	Solely an update on project status

Background

Current Street Operations Projects



- DPW staff was street sweeping at the beginning of the month, which continued for a couple weeks.
- When the weather starts to get into the mid to low 30s street sweeping operations get shut down.

STAFF REPORT



- DPW crews finished up the fall curbside yard waste pick up.
- Crews were able to stay on schedule for both brush and leaf picking.
- Once the crew were done with the scheduled date pick up they went over the previous days to pick up any other piles that were put out beyond the scheduled dates.

STAFF REPORT



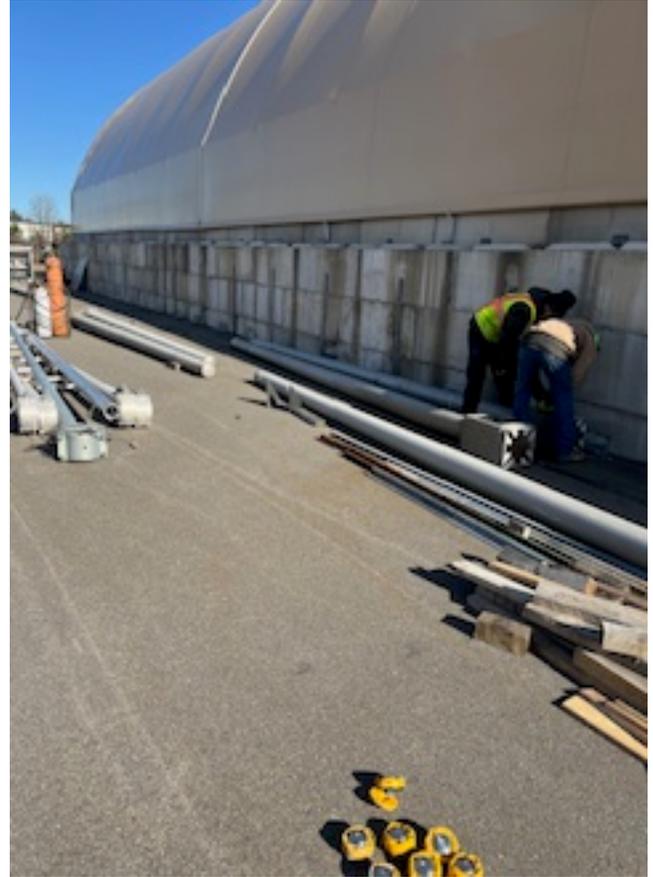
- DPW crews spent a few weeks patching streets.
- Staff utilized hot mix asphalt for the patching operations to make it more permanent in the areas that needed repairs.

STAFF REPORT



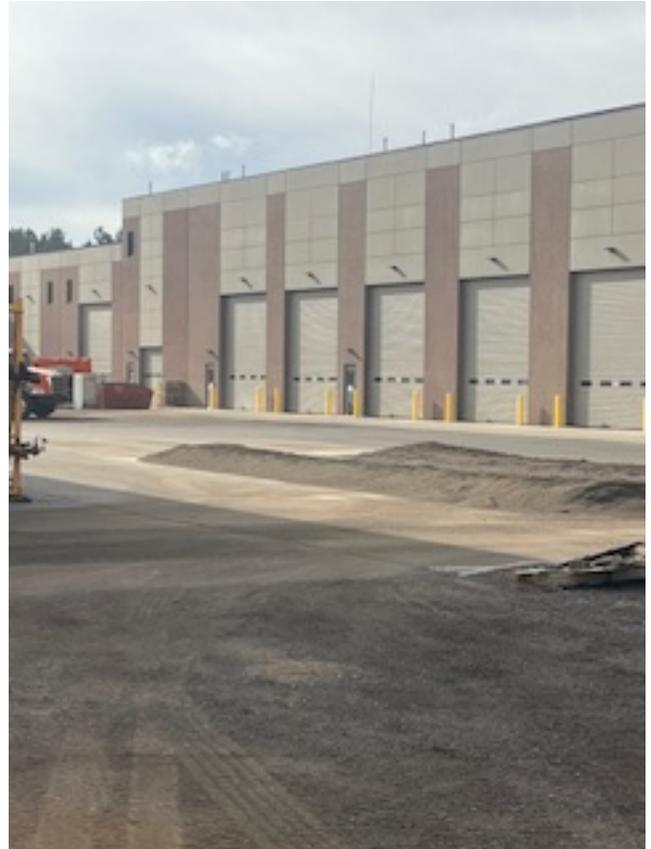
- DPW put thermo plastic rings around manholes and water valves.
- This operation takes 2 crews which consist of 2 staff members each.
- By placing the thermo plastic rings around structures that are no longer flush with the surface allows the snowplows to ride up over the structure preventing damage to the structure and preventing damage to the snow plow itself.
- The two crews were able to get through the Village to do these repairs in a 2-week time frame.

STAFF REPORT



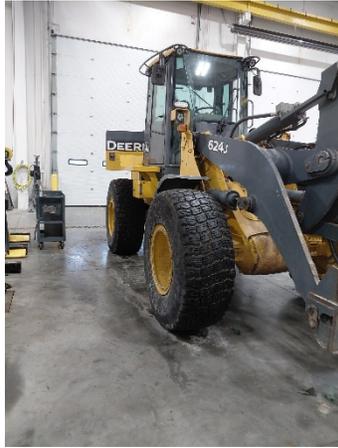
- Staff also worked on cleaning up the backyard of the municipal shop where all the streetlights and traffic lights were dropped off from the Schofield Ave project.
- They disassembled and organized the poles and lights which were put onto pallets and stowed away so they would not get buried or damaged from snow removal.

STAFF REPORT



- DPW staff hauled in sand to be mixed with salt
- Staff hauled in 20 quad axel truckloads of sand which equals around 340 yards.
- Staff then mixes the sand with salt and then stacks it in the shed so it's ready for winter.

STAFF REPORT



- Pic-1: Unit 113 Snowblower for sidewalk machine service.
- Pic-2: Unit 38 front end loader, replace starter, wash, and service.
- Pic-3: Unit 37 front end loader mounted snowblower, service and replace main chain drive.
- Pic-4: Fabricate temporary mailbox stands to replace the concrete in a bucket temp mailbox.
- Pic-5: Repair mini excavator bucket.

Other repairs not pictured:

- Unit 29, seasonal change over to a plow truck. Truck is used for leaf collection. Remove radiators for cleaning, through washing and service.
- Unit 60, seasonal change over to plow truck. Remove radiators for cleaning, replace A/C condenser and service.

STAFF REPORT

Seasonal changeover tasks:

- Make sure plows/wings are installed and functional on all pieces of equipment.
- Additional undercoating to all trucks.
- Cleaned up and organized Ryan St. garage and set up pallet racking for storage.
- Put together auction items and list.

Work completed by youth apprentice:

- Helped put together pallet racking at Ryan St.
- Replaced starter motor in front end loader #38.
- #113 sidewalk machine, serviced the snowblower.
- Replaced wheel bearings and seals on the front end lower mounted broom.
- Helped clean the garage at Ryan St.
- Helped prepare auction items going for sale.
- Unit #4, Utility van, was serviced.

UTILITY REPORT FOR NOVEMBER 2025

1. Superintendent Comments

a. Water

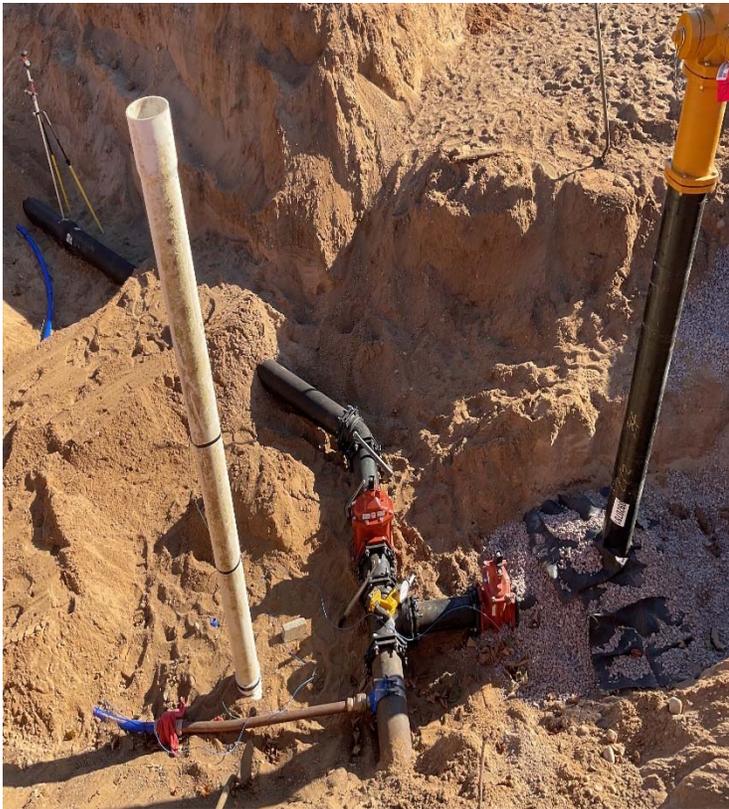
- Cleared Black Cap hydrants for Winter
- Watermain Flushing completed
- Collected Investigative Raw samples from Wells
- Private Well sampling collected
- Well #4 portion of Treatment Plant permanent PFAS removal project completed (Photos in report)
- Lateral inspections for water and sewer (Photos in report)
- Treatment Plant overhead fill work continued. It should be ready for use in the next month.
- Ongoing projects wrapped up for year (Green Tree, Hinner Springs)

b. Sewer

- Fox St. Lift Station pump pulled due to plug
- Eau Claire River Lift Station pump #2 pulled for maintenance
- Progress Way Lift Station pumps installed. Worked with Energenecs.
- Televised Sanitary Sewer along Jelinek Ave.
- Sewer Jetting continued and wrapped early November
- Clean, collect pH Probe data also re-calibrated probes
- Clean bad spots
- Lift Station Cleaning completed
- Lift Station(s) standby generator general maintenance
- Lift Station(s) pump filters cleaned/replaced



PFAS REMOVAL FOR WELL 4 COMPLETED AT TREATMENT PLANT



LATERAL INSPECTIONS

c. SCADA

- SCADA is completed and we are working on final adjustments. Reviewing AECOM Draft Site Report.

d. Diggers Hotline Locates

- Village Utility Operators marked approximately 132 locates. Many communication installations, project planning as well as upgrades to WPS gas lines.

e. Work Orders

- Village Utility Operators completed 13 Work Orders. The majority of work orders were for various water meter installations, meter communication issues, lateral inspections and water quality responses.

f. Contract Work/Activities Completed/Upcoming

- Permanent PFAS project complete at Treatment Plant for Well #4 portion. Well #3 project should be getting underway soon.
- Entered Monthly well data to DNR.
- AECOM SCADA project final adjustments over Winter.
- Street/Subdivision Projects: Schofield Ave., Weston Ave, Fuller St., Hinner Springs, Green Tree Acres.
- Conducted numerous Water/Sewer Lateral Inspections.
- 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	50
Multi Family	5
Commercial/Industrial	5
Total	60

*A new customer includes new connections and change in residencies

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)
August					
Total	11,741	23,760	-	-	18,388
Peak	523	907	-	-	784
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
	23,416	89,858	-	17,860	36,763

Note reduction in use of Wells 1 and 5 now that Well 4 is running again.

	Rippling Creek (#6)	Well #7	Well #8	TOTALS
August				
Total	5,554	9,741	9,880	79,064
Peak	284	460	470	429
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
	24,598	39,048	39,771	
	Total gal X 1000			271,314
	Total gal X 1000 (Less Foremost)			181,456

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)
August			
Total	20,595	16,106	36,701
September			
Total	18,202	15,015	33,217
October			
Total	17,398	14,464	31,862
November			
Total	16,035	12,605	28,640
	72,230	58,190	130,420

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
Oct	74.3	74.8	74.5	70.1	53.7	56	55	7.5	0	47.4	46
Nov	59.5	59.9	59.9	52.9	50	42.6	43.6	5.6	0	64.4	13.1

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
Oct	42.2	37.3	0	18.3	25.6	35.2	10.3	20.5	26.6	38	38.5
Nov	34	31.9	3.3	5.1	17.7	24.4	7.8	17.2	20.5	29.9	29.7

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
Oct	21	21.7	40.1	40.2	59	178.5	0.8	0.5
Nov	20.3	20.9	27.4	27.4	90.5	93.3	0.4	0.5

Summary of Lift Station Hours for last two months.

REQUEST FOR CONSIDERATION

Public Mtg/Date:	Public Works & Utilities – 12/08/2025
Description:	2026 Street Reconstruction Typical Section Discussion: Bloedel 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 Bloedel 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 narrow right of way (50'), private utility facilities, mature trees, and nearby amenities (e.g., businesses, parks, existing pedestrian accommodations) or institutions (e.g., schools).

1. Existing Typical Section
 - For reference to what is the existing typical street section
2. Finished Typical Section (Alt. A)
 - Widen lanes to 13', add 2' concrete shoulder, maintain swales and add 5' sidewalk along north side of the street.
3. Finished Typical Section (Alt. B)
 - Widen lanes to 13', add 2' concrete shoulder, and maintain swales on both sides of the street.

Attached Docs:	(1) Aerial image and street view of Bloedel Ave, (2) Draft Typical Sections including Existing and Alternatives A & B
-----------------------	--

Committee Action:	To discuss and determine a preferred alternative
--------------------------	---

Fiscal Impact:	To be determined
-----------------------	-------------------------

Recommendation:	To be discussed
------------------------	------------------------

Recommended Language for Official Action

I Move to Recommend Staff proceed with Typical Section Alternative (A or B) for the 2026 Capital Improvement Project planned for Bloedel Avenue.

Or, Something else

Additional action:

**2026 CAPITAL IMPROVEMENT PROJECT
BLOEDEL AVENUE**

ATTACHMENT (1)



STREET VIEW LOOKING EAST FROM PINE PARK STREET



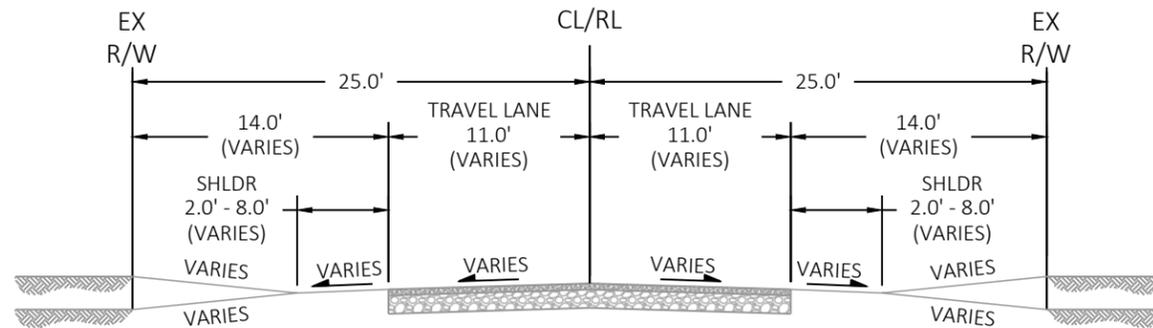
STREET VIEW LOOKING WEST FROM CHERRY STREET



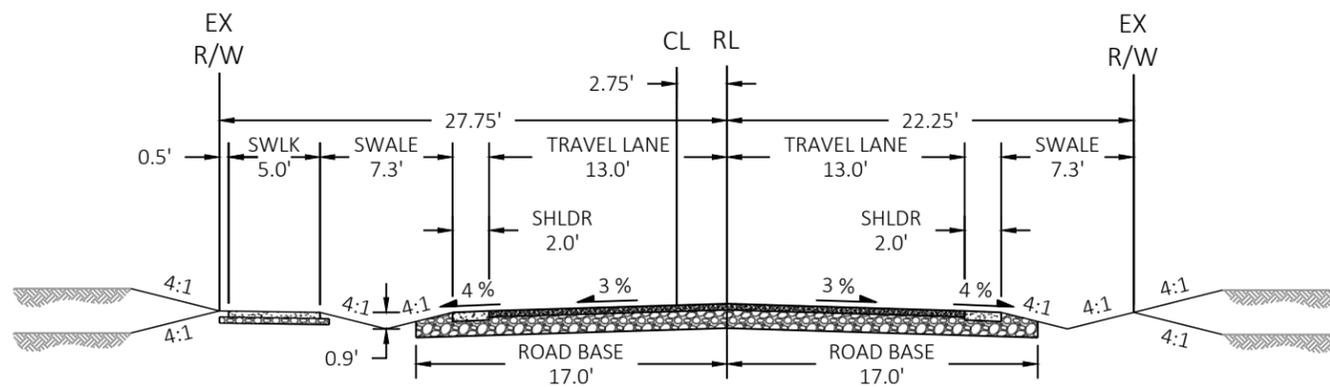
STREET VIEW LOOKING EAST FROM CHERRY STREET



STREET VIEW LOOKING WEST FROM ALDERSON STREET



EXISTING TYPICAL SECTION
 BLOEDEL AVENUE
 STA 10'B'+25 - STA 32'B'+00



FINISHED TYPICAL SECTION (ALT. A)
 BLOEDEL AVENUE
 ALTERNATIVE A - SIDEWALK, SOUTH SIDE ONLY
 STA 10'B'+25 - STA 32'B'+00

LEGEND

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

REVISION	DATE
---	---
---	---
---	---
---	---

SURVEYOR: SMH
DESIGNER: IWD
DRAFTER: IWD
REVIEWER: MIW
APPROVER: ---

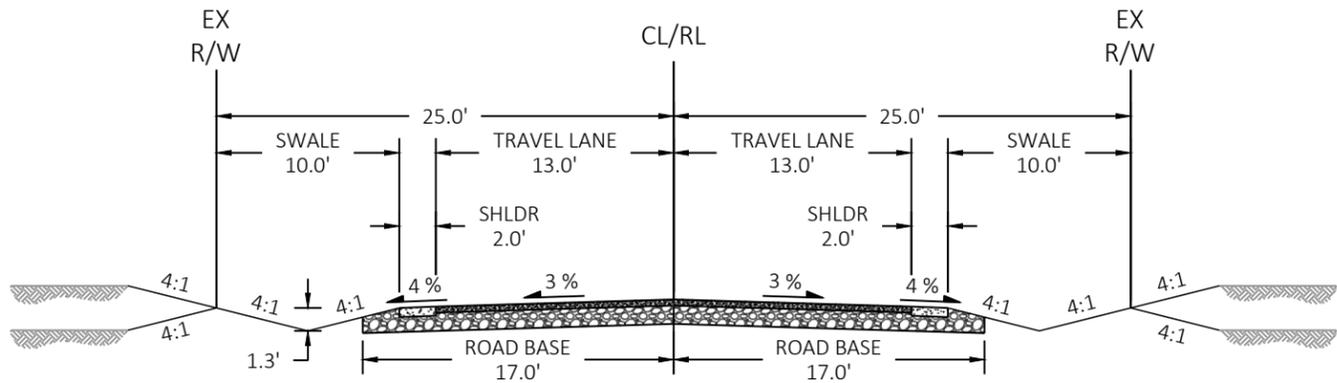
TYPICAL SECTIONS (DRAFT)
 BLOEDEL AVENUE AND WELL NO. 1
 CAPITAL IMPROVEMENT
 PRELIMINARY

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



PROJECT NO.
 57-2026-01

SHEET
 1/2



FINISHED TYPICAL SECTION (ALT. B)

BLOEDEL AVENUE
 ALTERNATIVE B - SWALES ONLY
 STA 10'B'+25 - STA 32'B'+00

LEGEND

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

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

TYPICAL SECTIONS (DRAFT)

BLOEDEL AVENUE AND WELL NO. 1
 CAPITAL IMPROVEMENT
 PRELIMINARY

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



PROJECT NO.
 57-2026-01

SHEET
 2/2

REQUEST FOR CONSIDERATION

Public Mtg/Date:	Public Works & Utilities – 12/08/2025
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.

Attached Docs:	(1) Aerial image and street view of Concord Ave, (2) Draft Typical Sections including Existing and Alternatives A, B, C, & D
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Committee Action:	To discuss and determine a preferred alternative
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Fiscal Impact:	To be determined
-----------------------	-------------------------

Recommendation:	To be discussed
------------------------	------------------------

REQUEST FOR CONSIDERATION

Recommended Language for Official Action

I Move to Recommend Staff proceed with Typical Section Alternative (A, B, C, or D) for the 2026 Capital Improvement Project planned for Concord Avenue.

Or, Something else

Additional action:

**2026 CAPITAL IMPROVEMENT PROJECT
CONCORD AVENUE**

ATTACHMENT (1)



STREET VIEW LOOKING EAST FROM BAYBERRY STREET



STREET VIEW LOOKING WEST FROM BIRCH STREET



STREET VIEW LOOKING EAST FROM BIRCH STREET



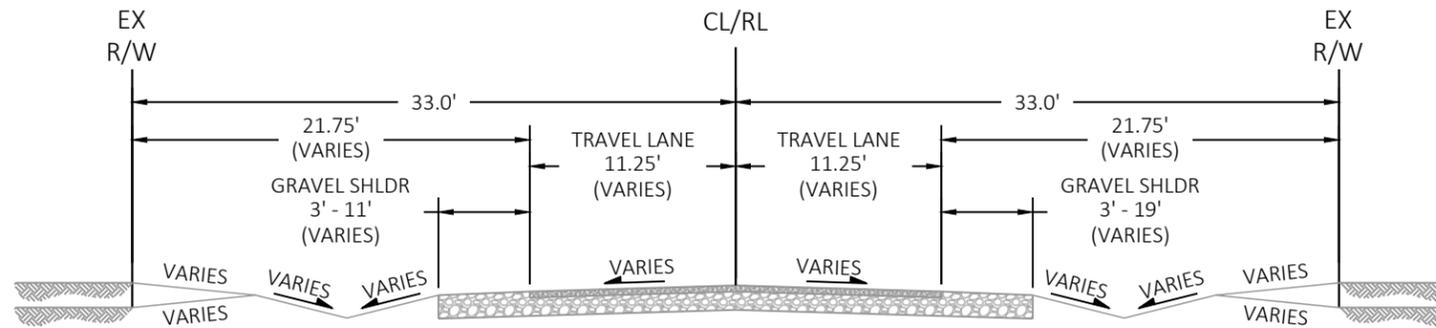
STREET VIEW LOOKING WEST FROM WOW LOGISTICS



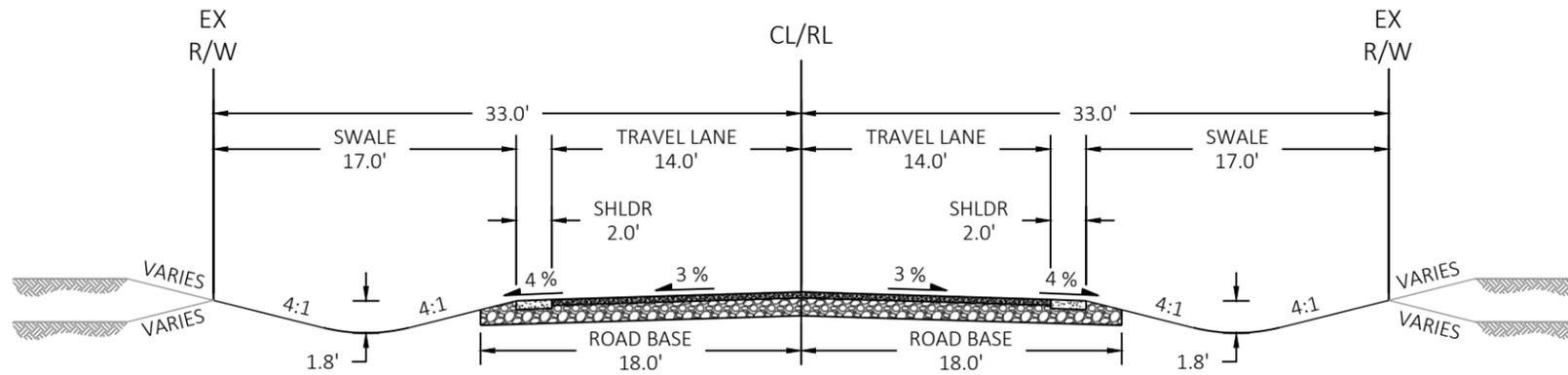
STREET VIEW LOOKING EAST FROM WOW LOGISTICS



STREET VIEW LOOKING WEST FROM CAMP PHILLIPS ROAD



EXISTING TYPICAL SECTION
 CONCORD AVENUE
 STA 20+00 - STA 58+00



FINISHED TYPICAL SECTION (ALT. A)
 CONCORD AVENUE
 ALTERNATIVE A - SWALES ONLY
 STA 20+00 - STA 58+00

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
 CAPITAL IMPROVEMENT
 DESIGN

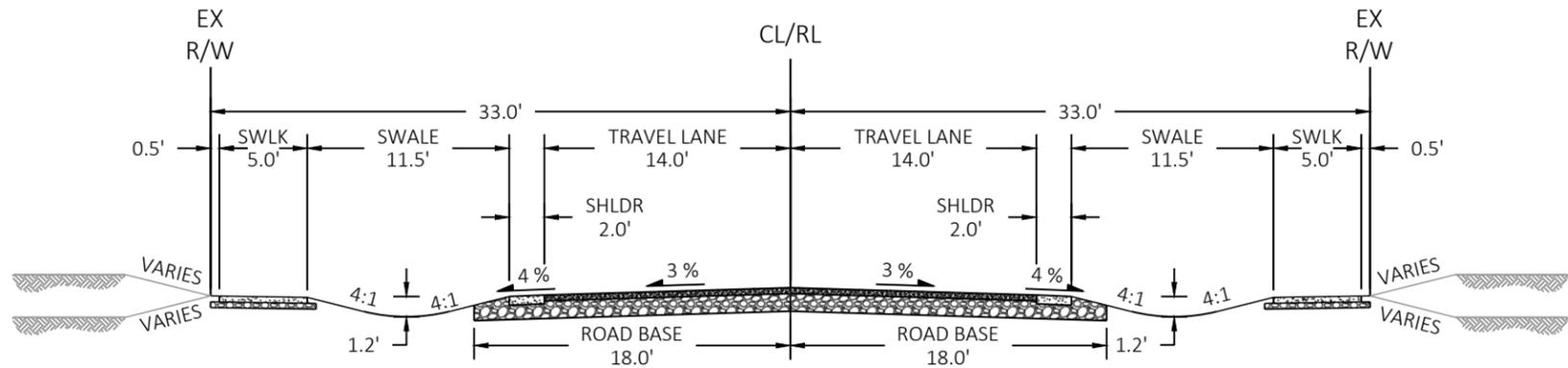
VILLAGE OF WESTON
 4747 CAMP PHILLIPS ROAD
 WESTON, WISCONSIN 54476
 PHONE: 715-359-6114
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 WWW.WESTONWI.GOV



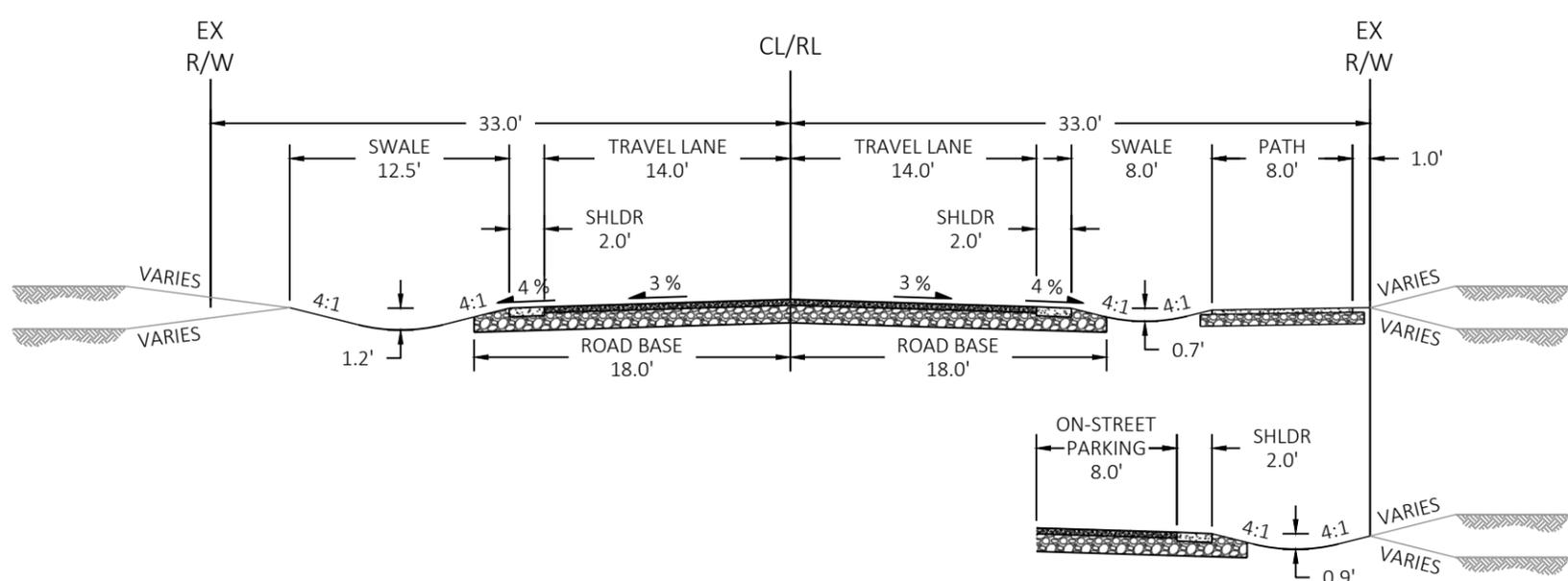
PROJECT NO.
 57-2026-02

SHEET
 1/2

FILE NAME : P:\WORKS\PROJECTS\10_STREET CORRIDORS\CONCORD AVE\17-2026-02_CONCORD-BAYBERRY RECON\40_DESIGN\42_INTERNAL\CADD\SHEETS\PLAN\0203-TS.DWG
 PLOT BY : ISAAC DOLAN
 PLOT DATE : 12/4/2025 11:59 AM



FINISHED TYPICAL SECTION (ALT B)
 CONCORD AVENUE
 ALTERNATIVE B - SIDEWALK, BOTH SIDES WITH SWALES
 STA 20+00 - STA 58+00



FINISHED TYPICAL SECTION (ALT. C / ALT. D)
 CONCORD AVENUE
 ALTERNATIVE C - MULTI-USE PATH, SOUTH SIDE ONLY WITH SWALES
 ALTERNATIVE D - ONE ON-STREET PARKING LANE (EITHER SIDE) WITH SWALES
 STA 20+00 - STA 58+00

LEGEND

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

ALTERNATIVE C

ALTERNATIVE D

REVISION	DATE
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TYPICAL SECTIONS (DRAFT)
 CONCORD AVENUE AND BAYBERRY STREET
 CAPITAL IMPROVEMENT
 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
 2/2

REQUEST FOR CONSIDERATION

Public Mtg/Date:	Public Works – 12/8/2025
Description:	Disposition of Surplus Property
From:	Michael Wodalski, Director of Public Works Brian Schmidt, Fleet Foreman
Question:	Should the Public Works Committee Approve the disposal of surplus property?

Background

Per Village ordinance 2.602, any property valued in excess of one hundred dollars (\$100) shall be brought to the Public Works Committee for approval to dispose of the property as well as to establish an appraised value.

Attached is a list of property and the estimated value. The items are proposed to be placed on the Wisconsin Surplus Online Auction site or a similar auction site. We have had good luck selling items online in the past. The items being sold are generally items that were replaced with new equipment, deemed outdated/obsolete, unsafe and/or are parts for vehicles/equipment the Village no longer owns and there isn't a use for them with the current equipment.

The funds from the sale of the equipment would go back into the Capital Fund as is the usual practice.

Attached Docs:	Pictures of surplus items
Committee Action:	
Fiscal Impact:	All proceeds are put into the Capital Improvement Fund to reduce future borrowing needs.
Recommendation:	Staff recommendation is to dispose of the listed property as shown.

Recommended Language for Official Action

I Move to declare the attached property surplus and authorize staff to sell/dispose of these items as listed.

Or, Something else

Additional action:

Village of Weston Auction Items

Fall 2025

Auction Item #1

Item Name	Unit 4
Description	2019 Peterbilt/Vactor truck.
Condition	Good
Starting Bid	TBD
Est Value	?



Auction Item #2 Through #10

Item Name	Lights
Description	Traffic Signal lights Removed from Schofield Ave. There will be nine lots of lights to be sold. Each will consist of about five lights per lot.
Condition	Used, Weathered.
Starting Bid	\$0
Est Value	?



Auction Item #11 Through #19

Item Name	Traffic signal Posts
Description	Nine lots of light poles from Schofield Ave. Each lot will consist of three to five poles.
Condition	Fair
Minimum Bid	A minimum bid will be set based upon their scrap value.



Auction Item #20

Item Name	Trailer
Description	Home made single axle trailer. Was used to haul Asphalt roller. Was replaced.
Condition	Fair
Est Value	\$400.00



Auction Item #21

Item Name	Western plow
Description	10FT Western plow from a Truck that was retired from plowing.
Condition	Outdated hook-ups and controls, fair condition.
Est Value	\$500.00



Auction Item #22

Item Name	10FT plow Blade
Description	Flink 10FT plow that was used with our front-end loaders. Unit has not gotten used since the purchase of Wing style plows.
Condition	Fair
Starting Bid	\$0
Est Value	\$100



Auction Item #23

Item Name	Arrow board
Description	Arrow board removed from truck.
Condition	Fair
Starting Bid	\$0
Est Value	\$100



Auction Item #24

Item Name	Pressure Washer
Description	Beaver hot water pressure washer. It was taken out of old municipal building before it was sold.
Condition	Fair
Est Value	\$500



Auction Item #25

Item Name	Hard Hats
Description	Hard hats that are not used due to the lack of chin strap.
Condition	Good
Est Value	\$50.00



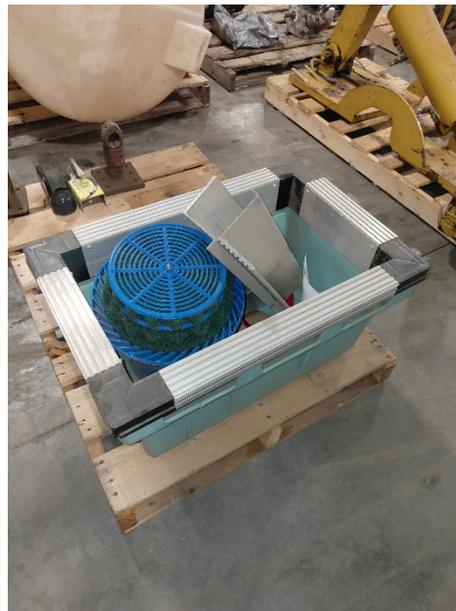
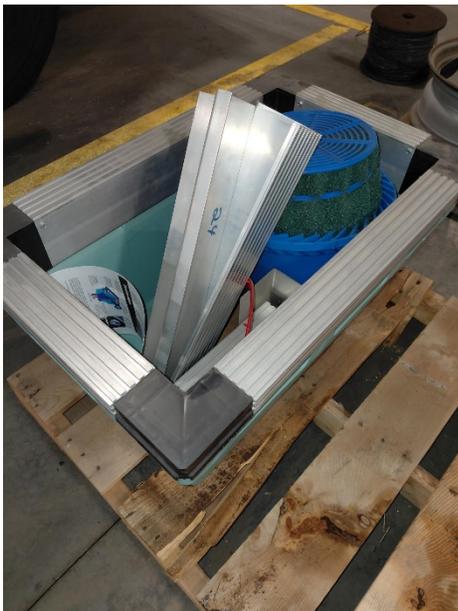
Auction Item #26

Item Name	Wheels
Description	Dually wheels, Vehicle was sold that they came off.
Condition	Fair
Est Value	\$50.00



Auction Item #27

Item Name	Catch Basin
Description	Catch basin that was on shelving at old municipal center. We do not see using it in the future.
Condition	Never used
Starting Bid	\$0
Est. Value	\$50.00



Auction Item #28

Item Name	Trailer Hitches
Description	Trailer tongue hitches. The Village uses pintle style on all equipment. Therefore, these will not get used.
Condition	New and good used
Starting Bid	\$0
Est Value	\$50.00



Auction Item #29

Item Name	Plastic Tank
Description	75 gallon tank that was removed from a concrete mixing trailer.
Condition	Good, used
Est Value	\$100.00



Auction Item #30

Item Name	Water Pump
Description	Pump was removed from tanker truck and updated.
Condition	Used. Believed to run.
Est Value	\$50.00



Auction Item #31

Item Name	6.5HP engine
Description	Honda 6.5 HP engine that needs repair.
Condition	Removed from service due to corrosion around crankshaft.
Est Value	\$25.00



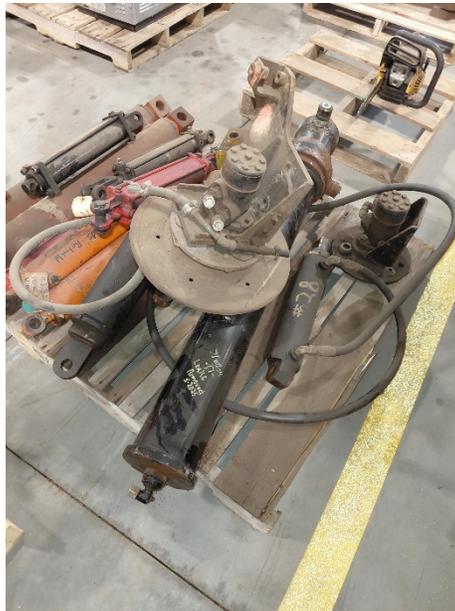
Auction Item #32

Item Name	Front lift Group
Description	Homemade front lift group that was mounted to the grader and used with shoulder machine. No longer needed.
Condition	Good,
Est. Value	\$100.00



Auction Item #33

Item Name	Hydraulic Cylinders and Motors
Description	Cylinders and motors that have been on the shelf for years.
Condition	Unknown condition or compatibility of most.
Est Value	\$100.00



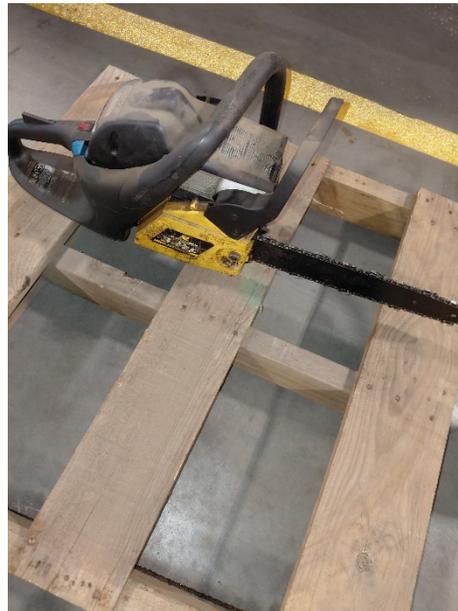
Auction Item #34

Item Name	Slushy machine
Description	Slushy maker that was removed from Kennedy Pool.
Condition	Used
Est Value	\$1,000



Auction Item #35

Item Name	Chainsaw
Description	Used McCulloch chainsaw
Condition	Unknown
Est Value	\$25.00



Auction Item #36

Item Name	Wacker Generator
Description	Generator was updated and did not get used.
Condition	Used, believed to run
Est Value	\$150.00



Auction Item #37

Item Name	Loader Hooks
Description	Loader attachment-side hooks. They are a different style than what we use.
Condition	Used.
Est Value	\$50.00



Auction Item #38

Item Name	Graco Sprayers
Description/Reason for selling	Graco airless paint sprayers. We do not have a use for them.
Condition	Used
Est Value	\$50.00



Auction Item #39

Item Name	Drum pump
Description	Hand drum pump. Barrel is empty.
Condition	Used, Unknown age
Est Value	\$50.00



Auction Item #40

Item Name	Fuel transfer tank
Description	Used 90-gallon tank. Removed from truck that was sold but does not fit any other units we have.
Condition	Good-Used
Est Value	\$100.00



Auction Item #41

Item Name	Wisconsin Engine
Description	Gas V-4 engine that was removed from shoulder machine when it was rebuilt.
Condition	Good. Ran when removed. Est production date 1974
Est Value	\$200.00



REQUEST FOR CONSIDERATION

Public Mtg/Date:	Public Works – 12/8/2025
Description:	Seasonal Weight Limits for Granite Ridge Subdivision
From:	Michael Wodalski, Director of Public Works
Question:	Should the Public Works Committee Approve keeping seasonal weight limits in place on Old Costa Rd during the construction of the Granite Ridge Subdivision?

Background

As staff has begun working through the Development Agreement for the Granite Ridge Subdivision, the Developer has asked that: *“The Village allow access to the subdivision through Old Costa Lane and Connie Lane with no weight limits during construction.”*

The adjacent map shows this area of the Village and the roads that are typically restricted. The roads highlighted in red are not restricted and any other road is then restricted during the spring thaw.

Thus, Schofield Ave, Fuller St heading north, Mesker St and then Stella and E Jelinek within the business/industrial area are not restricted. All other streets though in the residential areas are posted for seasonal weight limits.

The purpose of the seasonal weight limits is to preserve the life of the roadways as many of them were not built to withstand heavy loads all year round.

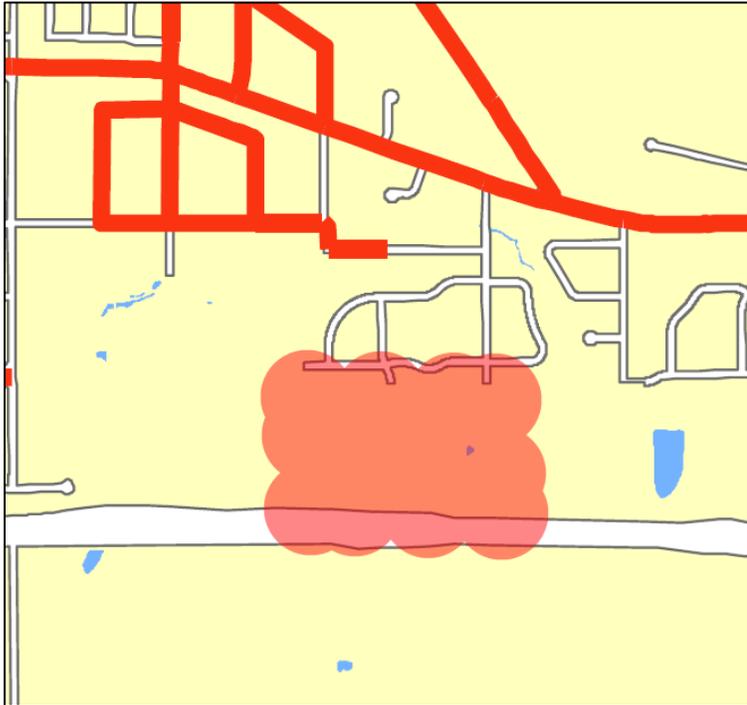


Figure 1: Seasonal Weight Limits in the Old Costa area. (Red streets are not seasonally restricted)

During the spring thaw, water and ice get trapped within the roadway structure which then weakens the roads ability to support the roadway and loads above them. One way to think of it is driving on sand vs. mud. The dry sand will support you, but when the sand is oversaturated with water and turns to mud, there is no structural support anymore. I have also attached a briefer from the Wisconsin Transportation Information Center regarding weight limits as well as a soils map of the area with the soil descriptions from the Marathon County Soil Survey. In general, this portion of the

REQUEST FOR CONSIDERATION

Village has poorly draining soils with high ground water. The two main soil types in this area are the MgA (Meadland loam) and the Oe (Oesterle loam). We do try to mitigate this with future construction by installing draitile and other subsurface drainage mechanisms to keep water out of the pavement structure. The new roads within the subdivision will be built with draitile, Breaker Run and Geotextile Fabric to mitigate the impacts of the underlying soils.

Existing Old Costa Ln is currently rated as a 5 on our PASER, which is largely due to excessive cracking and some rutting on the roadway. Our staff did lane wedge several areas of the road this past summer to help it get to that 5 rating, otherwise it would likely be a 3 or 4 and is on the cusp of needing reconstruction.

Going back to the ask then by the Developer, staff is not comfortable granting year-round access as Old Costa Ln is not built to withstand these heavy loads during the spring thaw and running concrete trucks and loaded dump trucks during that time will likely cause the road to fail. The Village will need to reconstruct Old Costa within the near future, but this is the only road in/out of the subdivision so a premature failure of the roadway would cause an emergency repair to be made so access can be maintained for the properties currently accessed from Old Costa.

We have historically tried to work with Developer's during this time if they need a load of drywall or lumber delivered, we'll allow smaller concrete loads as well to keep vehicles within a Class B weight based on the number of supporting axles.

Attached Docs: **Bulletin on Weight limits and soils map with description.**

Committee Action:

Fiscal Impact: **TBD**

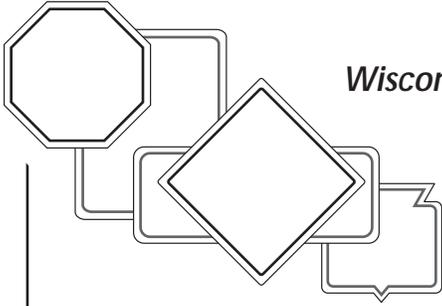
Recommendation: **Staff recommendation is to keep seasonal weight limits in place on Old Costa Rd and the streets within the Wandering Springs Subdivision as been past practice.**

Recommended Language for Official Action

I Move _____.

Or, Something else

Additional action:



Using Weight Limits to Protect Local Roads

Wisconsin's extensive local road system is a lifeline for our state and local economies. Farms and businesses depend heavily on these roads to move manufactured, forest and agricultural products. Highway and street agencies need them to economically transport road-building materials. The public also relies on truck transportation to receive goods at reasonable prices. However, heavy truck loads can damage local road pavements, especially in spring when they are weakened because they are saturated with water.

Local officials have a responsibility to preserve our investment in roads by protecting them from excess damage caused by trucks carrying heavy loads. They have the authority to restrict truck weights under state statutes. However, local officials must carefully balance the public good in protecting roads against the legitimate need for efficient transportation.

We can't do anything to control the weather, but we can regulate how much weight is carried on certain roads, especially during spring thaw. According to a national study by the Federal Highway Administration (FHWA), reducing truck weights by just 20% between late February and early May can increase the life of vulnerable pavements by 62%. Cutting weights in half increases pavement life by 95%. To be most effective, truck weight control programs should be coordinated with the Wisconsin Department of Transportation, adjoining local road agencies, the trucking industry, and the public.

This bulletin describes the causes of spring weakness in roads, how heavy loads do damage, and the characteristics of vulnerable roads. Techniques are introduced for determining which roads need protection in spring and when roads are vulnerable, along with guidelines on how to set weight limits. Year round restriction on roads and bridges is also discussed briefly. Another Wisconsin Transportation Information Bulletin, *How Vehicle Loads Affect Pavement Performance, No. 2*, discusses in more detail how heavy trucks damage pavements.



As spring thaw weakens pavements, trucks carrying heavy loads can damage them.

How freezing affects pavements

A road's design is based on a reasonable estimate of the average loads it will carry during its projected life. That is why Interstate highways carrying thousands of trucks a day have thick concrete pavements while rural roads, built for local traffic and a few trucks, are often a few inches of compacted gravel or asphalt laid on a shallow base. Soil types and local drainage characteristics also affect design and load capacity.

To build roads, designers use calculations based on strength and moisture tests of the natural soil or subgrade. The road base and surface depth are then designed for the average condition. Roads can be designed for the worst soil conditions but the cost is usually not justified by the expected use.

When the weather gets cold, pavements and the water trapped within them freeze near the surface. As cold temperatures persist and go lower, the frost line moves deeper into the soil. Frost depth may range from relatively minor—one or two feet during mild winters in southern Wisconsin—to extremes of five to eight feet during severe winters in the northern part of the state.

Frost action and frost heaves

Pavements can be severely damaged in winter by frost heaves from water freezing in the soil. Damage can be particularly bad when the heaving is greater in one pavement section than another or when it occurs next to structures that don't move, like bridges or manholes.

There are three critical factors in frost heave: freezing temperatures, a source of water, and susceptible soils. Frost heave results not just from the natural expansion of water as it freezes, but from the buildup of a series of ice layers, called lenses, that form at the freezing front as it penetrates downward. This can cause heaves of a few inches to several feet.

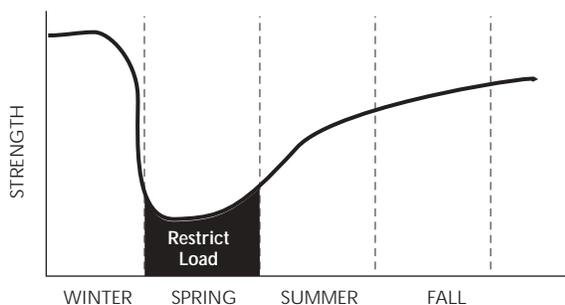
Water comes from the normal water table. Problems are more severe when the water table is near the pavement surface, but significant frost heaving can occur even when it is many feet below the actual frost depth.

Frost-susceptible soils are fine-grained like silt and clay. These permit water to move from the water table to the freezing front through capillary action. Silt is usually the worst because it has enough capillary action to move water and its pore spaces are big enough to transmit large amounts of water. Granular soils like sand have relatively large pore spaces which generally do not have sufficient capillary action to be frost susceptible.

Spring thaw

In spring, roads begin to thaw from both the top and bottom. As ice in the pavement melts, water saturates the road's base and subgrade. These layers lose strength, like a handful of mud compared to dry soil. As thawing continues, melt water becomes trapped in the upper subgrade, unable to drain away through the frozen soils below. Pavements weaken considerably in a very short time under these conditions.

The weakness can continue for weeks or months after the pavement is completely thawed. It takes a long time for water to leave the pavement because frost-susceptible silt and clay soils are relatively slow to drain.



Variation in pavement strength throughout the year.

How heavy vehicles damage roads

Without adequate support, a pavement or gravel surface deflects too much under trucks carrying heavy loads, developing cracks or ruts. These then let more moisture penetrate, worsening the cycle until the road fails completely. The amount of damage a road sustains is directly related to the weight of the load and how often it is applied, according to tests by AASHTO (the American Association of State Highway and Transportation Officials). Passenger autos and light duty vehicles are not a problem. It is trucks carrying legal weight loads of up to 80,000 GVW over weakened surfaces which do the damage. When trucks carry loads that are heavier than the statutory weight limit, the potential for damage is much higher.



Another factor is the amount of weight and number of tires on each axle. Damage increases rapidly with higher axle loads and actually worsens at a faster rate than the load increases. A nine-ton axle load, for example, causes about ten times more damage than a five-ton axle load. Distributing a vehicle's weight and its payload over more axles and tires makes the load lighter at each point of contact, reducing damage to the road.

However, low-inflation tires do not protect roads from damage. It has been commonly assumed that large loads carried by off road equipment would have little adverse affect because they have flotation tires or treads that allow them to work in soft soils. In actual field tests, the South Dakota DOT showed that off road equipment with axle loads that exceeded legal limits caused damage to asphalt, sealcoat, and gravel roads and shortened pavement life.

Imposing restrictions on truck weight limits is a reasonable and practical way to protect vulnerable local roads when they are at their weakest. Spring weight limits should begin with the first thawing and continue until the pavement is again strong enough to carry normal loads.

Choosing roads for spring weight restrictions

Consider the following factors in deciding which roads or segments should have restrictions.

- *Pavement thickness* Asphalt surfaces of two inches or less, or total pavement less than 12 inches thick.
- *Type of subgrade* Fine-grained subgrade soils, like silts and clays, and areas with a high water table and poor drainage.
- *Past experience* Areas with alligator cracking or rutting that break up every year and need frequent patching and repair.
- *Amount and type of truck traffic* Consider all truck traffic and especially seasonally higher volumes of trucks carrying heavy loads.
- *Surface deflection* Pavement sections where the surface deflects or bends 50% more during spring thaw than in summer. Also, increased deflection lower than 50% on weaker pavements where summer deflections are relatively high.
- *Pavement age/condition* Weight restrictions can protect your investment in new pavements and prolong the life of weak or aging pavements.

Year round restrictions — Class II and Class B roads

All public roads are considered to be Class A unless designated otherwise. Vehicle weight restrictions established in Chapter 348 are intended for travel on Class A highways. Some roads, designated Class II or Class B, have permanent weight restrictions, with some exceptions.

The state may designate certain highways as Class II. These are limited to legal loads. No overloads are allowed, even when the hauler has an overload permit. About 1600 miles of state highway, mostly in the north and west, are Class II.

State, county and local authorities may designate all or a portion of their systems as Class B highways under Sections 349.15 and 349.16, Wisconsin Statutes. This designation reduces the permitted weight, year round, not to exceed 60% of the legal load limits. It takes effect when signs are posted and remains in effect until the signs are removed.

Two types of loads are exempted under Class B designation. The rules now allow local pick-up and delivery of full legal loads. Also, waste haulers can haul their full legal load if, because of health concerns, the material must be removed from a septic or holding tank within 24 hours and if they minimize their travel on the weight-restricted roads.



Class B highway designation, which in general is permanent, not seasonal, is intended for situations where the pavement cannot withstand normal, legal truck weights. Such roads may not have been constructed to adequately handle these loads, or they may be roads through low areas with poor supporting soils. The Class B designation is well understood by industry. It is a reasonable option for local authorities when they believe it is necessary to protect pavement. WisDOT recognizes this local authority through administrative code. For example TRANS 255.12(6) requires explicit written permission for movement on Class B local roads even if a state permit has been issued.

Posting reduced load limits, such as a 24-ton limit, is an alternative for protecting roads in weak condition. Local officials may choose this option if the exemptions which were added in 2002 to Class B for local pickup and delivery are unacceptable.

Some bridges may also need protection. Although their strength is not affected by freezing, bridges may be weakened by age. Load limits should be determined by a competent bridge inspector or consulting engineer. As with roads, local agencies have authority to post weight limits for bridges under Chapter 349 of the Wisconsin Statutes. In addition to a sign at the bridge, there must be an advance warning sign at the nearest intersection.

Determining weight limit reductions

A weight reduction of just 20% during critical weeks in March and April can make a major difference in pavement life according to a study by the Federal Highway Administration. As weights are reduced further, potential pavement life increases even more.

Local agencies have the authority to determine seasonal weight limits on their road systems. About 50% of the normal limit is typical, but establishing limits that are consistent with those set by the state DOT and adjoining agencies on nearby roads is strongly recommended. For state highways WisDOT normally uses a

Load reduction	Increase in pavement life
20%	62%
30%	78%
40%	88%
50%	90%

spring weight limit of six tons per single axle and 10 tons per tandem axle.

To be effective, loads should be reduced at least 20%, while reduction over 60% may have little added benefit. Nationally, the average reduction is 44% which would lengthen

pavement life by about 88%, according to study results. Consider other factors also, however. Thin or weak pavements may need significant reductions during spring thaw; small or even modest load reductions will not prevent damage.

Since limits will be ineffective if local haulers do not cooperate with them, the most effective restrictions are reasonable and directly related to pavement damage.

Other remedial actions

Along with restricting load limits, consider other ways of protecting pavements. When haulers seek exemptions, consider including special requirements. For example, a load could be made in two smaller loads. The route could be modified so that pick-up or delivery is made at the start or end, or so that the route is traveled in a different direction. The goal is to minimize the length of travel and number of truck loads on weak road sections.

Another common approach to exceptions is to require that deliveries be made at night or in the early morning when roads may be stronger due to overnight freezing. Be careful not to overuse this approach. If substantial subgrade thawing has started, a light frost in the pavement surface offers limited value.

Physical changes can also help. For example, where pavements are shaded, you can increase exposure to sunlight by removing trees, billboards or other obstacles. Eliminate standing water in roadside ditches and fill pavement surface cracks to reduce the amount of water getting to the freezing zone.

Improve drainage in the roadbed by removing frost susceptible soils. A three foot combined depth of pavement and replacement base will prevent substantial subgrade freezing in the coldest winter in 10, according to the 1993 AASHTO Design Guide.

Install geosynthetics between the free water layer and the freezing zone. Optimal placement depth and whether multiple layers are needed remains to be determined, however. Geosynthetic

reinforcements may also limit damage during spring thaw by helping bridge weak areas and limiting pavement spread.

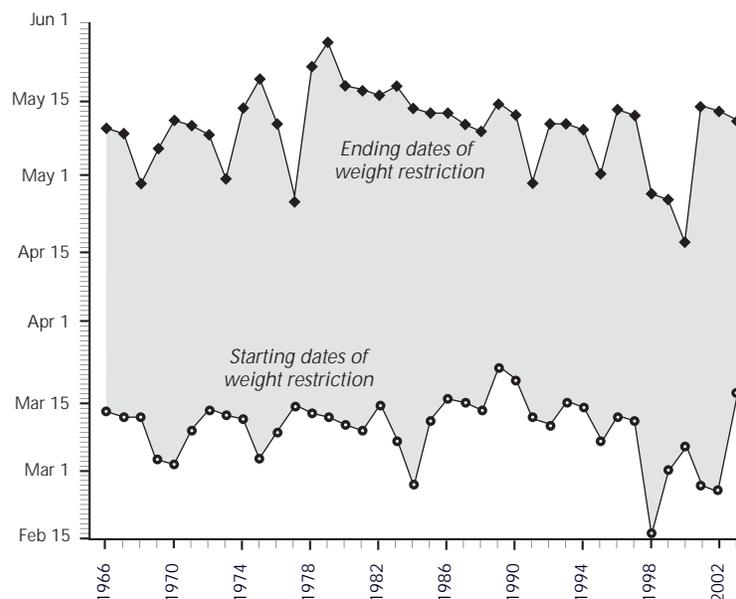
When to begin restrictions

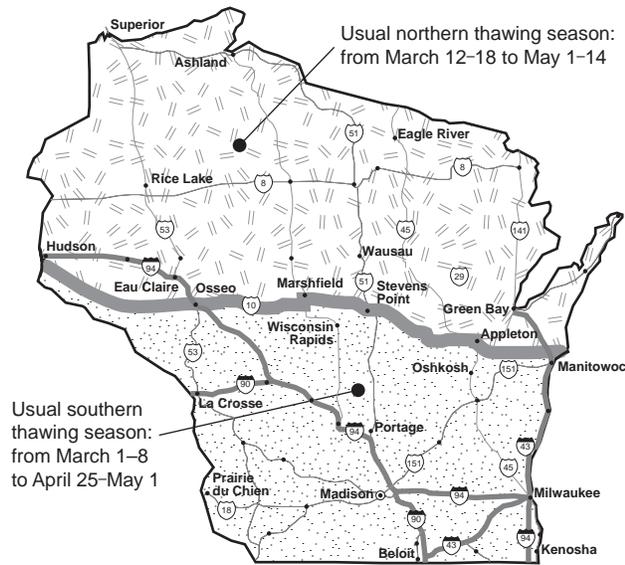
It can be difficult to determine when the thaw begins. In Wisconsin, it generally starts in early March and is complete by early May. According to 38 years of data from the Wisconsin Department of Transportation (WisDOT), the average date for legal load restrictions on some state highways is March 10. Posting usually begins between March 1–8 in the southern half of the state and March 12–18 in the north. The posted road period generally ends between April 25–May 1 in the south and May 1–14 in the north. However conditions in the state can vary considerably from north to south, and even from road to road in the same county. Unusually warm winters also affect road posting dates. Local knowledge of typical thaw periods is extremely helpful.

Since a uniform system of spring weight restrictions is more understandable and enforceable, it is vital to coordinate with the Wisconsin DOT, the county, and adjoining road agencies. Also, when weight limits are not uniform or when some communities post limits and others don't, vulnerable unposted roads may be damaged by truck traffic taking alternate routes.

Local officials should time their road postings to coincide with the spring weight restrictions that WisDOT posts on the state highway system. The county highway department, WisDOT district maintenance office, and the WisDOT central maintenance office can tell you when they will begin.

Wisconsin Spring Weight Limits Season on Class II Road Sections





Thawing conditions can vary considerably from north to south.

To decide on a posting date, WisDOT uses information from frost tubes buried in pavements around the state. A liquid in the tubes changes color when it freezes. District maintenance staff check the tubes periodically to determine frost depth and location.

There are also about 60 automatic pavement and weather monitoring stations in place around the state. By watching reports from these stations on pavement surface temperatures and at 18 inches below the surface, county and state highway staffs can better predict when spring thawing is underway.

For local roads, you generally must use judgment and experience. However, a Thawing Index (TI)—calculated like heating degree days used by winter fuel suppliers—can help you predict when to begin restrictions. Figuring thawing degree days involves recording daily high and low air temperatures in your community and making a

simple calculation. For weaker or problem pavements you may want to record daily highs and lows at the site. Studies also show that the Thawing Index is more reliable for fine-grained soils than coarse-grained ones.

Begin using the Thawing Index when the average daily temperature rises above 29° F—chosen as a reference temperature because tests show that an asphalt pavement surface is 32° F when air temperature is about 29° F. For midwinter thaws, use 31° F as the reference temperature for the Thawing Index because of lower sun angle and increased cloud cover in midwinter.

You can use high and low temperature predictions from a five-day advance weather forecast to project when load restrictions must take effect. This will allow you to prepare the public and alert local heavy haulers.

Pavement thickness determines how many thawing degree days are needed for applying spring load restrictions. The FHWA study *Guidelines for Spring Highway Use Restrictions* has established “should” and “must” Thawing Index levels for thick and thin pavements (see below). The “should” level estimates thaw to the bottom of the base course. The “must” level estimates thaw to about four inches below the bottom of the base course.

When to remove restrictions

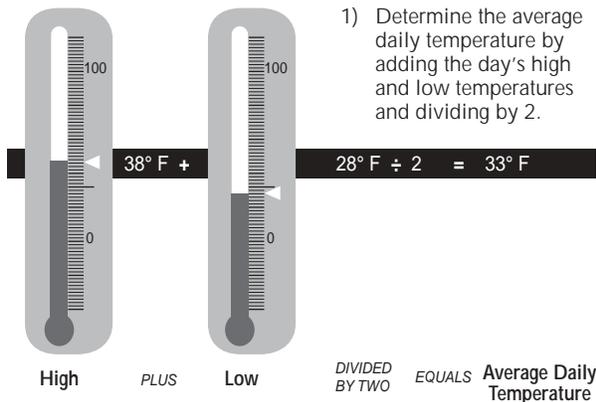
In general, keep weight restrictions in place until soils are completely thawed and drained to normal moisture levels. The most accurate way to tell is by testing for

Thawing Index levels for posting load restrictions on asphalt

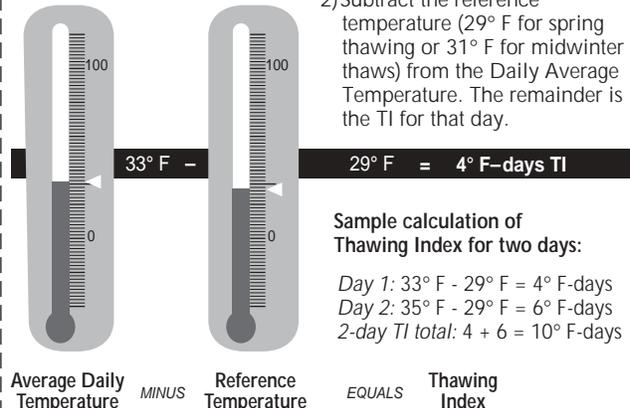
Pavement structure	Thawing Index	
	“Should” Level	“Must” Level
THIN Asphalt 2” or less Base course 6” or less	10° F-days	40° F-days
THICK Asphalt more than 2” Base course more than 6”	25° F-days	50° F-days

Calculating the Thawing Index

Compute average daily temperature



Compute Thawing Index (TI)



2) Subtract the reference temperature (29° F for spring thawing or 31° F for midwinter thaws) from the Daily Average Temperature. The remainder is the TI for that day.

Sample calculation of Thawing Index for two days:

Day 1: 33° F - 29° F = 4° F-days
Day 2: 35° F - 29° F = 6° F-days
2-day TI total: 4 + 6 = 10° F-days



deflection. However, combining judgement and experience with an estimate based on the Thawing Index is very economical and will suffice in many cases.

To make this estimate you must know the Winter Freezing Index. The Freezing Index is calculated the same way as the Thawing Index, using 32° F as the reference temperature. Beginning when the average daily temperature has been below 32° F for several days, calculate daily average temperatures. (Add the high and the low for the day and divide by 2.) Subtract the average daily temperature from 32° F and record the result. Keep a running total until spring thawing begins. This total is the winter's freezing index in your area. High and low temperatures reported in the local media may also work well enough for this purpose.

To calculate the total number of thawing degree days until the thaw is complete, multiply the Winter Freezing Index by 0.3. For example, for a Winter Freezing Index of 1375° F-days, the Thawing Index would be 412° F-days: $0.3 \times 1375 = 412$

Implementing local weight limits

Authority

To institute a permanent weight limit on a road, the local elected board or council should pass an appropriate ordinance and post the necessary signs. For a temporary restriction like spring load limits, the "authority in charge of maintenance" can impose the limits under Section 349.16 of the *Wisconsin Statutes*.

It may not be clear who is the "authority in charge of maintenance." It is best for the local board or council, at a regularly scheduled meeting, to specifically identify a person or position to have that authority. For county trunk highways, the highway commissioner is commonly chosen. Towns, villages or cities should designate their highway superintendent, road foreman, street superintendent, or similarly titled officer. The board or council should also give this person or position authority to issue special weight permits.

The local authority can impose weight limits on a highway or bridge that they believe will be damaged because of roadbed weakness or other special conditions. Signs must be posted to give notice of the restrictions, and these signs must conform to the current *Manual on Uniform Traffic Control Devices* and the *Wisconsin Supplement* to that manual. For bridges there must be an advance warning sign at the nearest intersection. Limits become enforceable as soon as signs are in place.



It can be complicated to analyze the capacities of individual pavements and bridges. Local authorities may use their judgement and knowledge of existing pavement conditions or may hire a consultant to conduct engineering analyses. Limits based on actual testing will stand up to potential litigation better than those based on experience alone.

Legal authority for establishing weight limits is found in Chapters 348 and 349 of the Wisconsin State Statutes. Chapter 348 establishes restrictions on the size, weight and loading of vehicles. Section 348.15 establishes specific truck weight limitations and exemptions.

Sections 348.25, 348.26 and 348.27 outline the provisions for permits for vehicles of excessive size and weight. Such permits are generally issued by the state Department of Transportation for state highways. Local officials also have authority to issue credentials for their road systems under Section 348.26(2).

Chapter 349 gives state and local agencies authority to regulate movement of heavy vehicles. Section 349.15 provides the authority to establish Class B highways on local roads. Section 349.16 gives the authority for local officials to impose special or seasonal weight limitations. Section 349.17 is the authority for cities, villages, and towns to establish designated truck routes.

Exemptions and enforcement

State statutes have many provisions permitting overloads for specific commodities such as milk and logs. As a result, some people believe that this special treatment applies to local roads with load restrictions. This is not the case. In fact, local weight limits override **all** special permits in the statutes. Local officials **may** make exceptions, but are not required to.

Once load limits are posted, numerous requests for exceptions are likely. Local agencies may make exceptions, but it is important to be consistent and reasonable. Overusing exceptions weakens the effectiveness of load limit programs.

Public agency vehicles are not exempt from weight and size restrictions. All statutory restrictions and locally adopted weight restrictions apply uniformly to public vehicles as well as private trucks.

To implement your authority to issue exemptions under Section 349.16(3) it is best to put the exemptions in writing. For commodities that will be exempted either seasonally or permanently, make a good faith effort to publish these rules. If, as a local official, you intend to exempt some commodities, you can still restrict their movement by specifying how often each day they may travel on a road. You may also require that they travel at specific times during the day, such as before 7:30 am when overnight temperatures may have temporarily strengthened the road. Like the basic exemptions, these restrictions should be in writing and publicized.

Before posting roads, local agencies should plan how to enforce the limits. Law enforcement officers can order an apparent violator off the highway and issue citations. Repeat violators must pay higher amounts, and the amount to be paid increases with the amount of weight over the limit.

State Patrol officers and county deputies are authorized to enforce weight limits. The State Patrol offers annual training sessions on enforcing truck sizes and weights for local law enforcement officials. Scales used to enforce weight laws must be certified accurate.

Haulers have another considerable incentive to comply. Under Section 86.02 of the Statutes, a party which has caused damage to the highway is liable for triple the cost to repair the damages. These are collected through civil court.

Speed enforcement is also important because damage is increased at high speed.

Permits

Haulers with loads over the weight and size limitations can request permits for travel on state trunk highways from the Wisconsin DOT. Permits can be for a single trip or multiple trips and are issued at the WisDOT central office in Madison.

Except for vehicles authorized in the Statutes to have excess axle weights (Sections 348.15(3) (bg, br, & bv), trucks which intend to also use local road systems must obtain permission from the local maintenance authority.

Local agencies should establish permit procedures and designate a person with authority to issue them. Assigning this to the same person who establishes weight limits is reasonable and convenient. However, if a different person is issuing permits—the town clerk, for example—it is a good idea to coordinate with the local authority which establishes the limits. Local permit forms may be individualized, but many local officials have found it useful to copy WisDOT forms.

Single trip permits authorize an overweight or oversized vehicle to make one trip over a designated route. The local authority should carefully select roads and bridges that can adequately handle the excess load. Determining these permitted routes can be complex and may require help from an engineering consultant.

When the state puts roads into “thaw status,” it reduces maximum weights for single trip permits. It also suspends the authority for moving overweight loads that are divisible (like garbage, logs, agricultural products), and declares certain vulnerable state highways as Class II roadways which limits the maximum weight during spring thaw to a GVW of 80,000. Class II roadways may also be temporarily posted for even lower weight limits.

Signing for weight restrictions

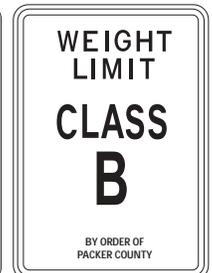
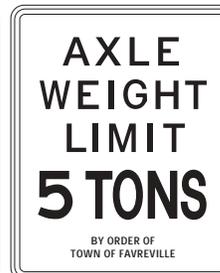
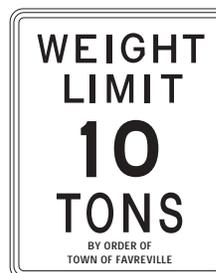
Weight restriction signs are regulatory and should be white with black lettering to conform with the federal *Manual on Uniform Traffic Control Devices (MUTCD)* and the *Wisconsin Supplement*. Uniform signing improves cooperation and makes

enforcement easier. All weight limit signs must say: “by order of” the local agency.

Class B highway signs should be installed at intersections with other highways.

Bridge weight restriction signs must follow instructions from WisDOT. These signs must include the gross weight and maximum limits for axle loads. Signs should be posted at the bridge and also far enough in advance that trucks can detour around the limited structure.

Permanent special weight signs must be permanently installed and designate the maximum gross weight.



Temporary weight limits such as spring load restrictions should also be on standard signs that are reflectorized and that meet the standards of the *MUTCD*. Hand painted and faded signs are not appropriate.

Communication

Effective communication with the public, your own agency, and affected haulers is essential. Alert the local media when weight restrictions are imminent. Remind drivers of public works trucks that weight restrictions apply to them too. Contact industries which make local deliveries or supply local services and tell them what the limits are and when limits will begin.

Consult with local haulers about ways to protect particularly vulnerable roads. For example, milk haulers could alter the order of pick up to lessen the weight at a bad site, or septic pumpers may limit how full their tanks are when traveling problem roads to service customers.

Large construction projects that require hauling heavy construction materials need special coordination in advance. Local officials and contractors should plan together well before the limits are imposed. They can agree on specific hauling routes using roads that are both strong enough and reasonably efficient.

Advance agreements with contractors and other heavy haulers can be very effective. Informal agreements or formal contracts assign responsibility to these haulers for repairing damage along their routes. Some agencies require bonds or escrow accounts in advance to ensure compliance. Inspecting haul routes ahead of time is important in enforcing these agreements. Photographing or video taping is also helpful in documenting existing condition. These techniques establish pavement conditions before spring thaw begins.

The alternative to advance agreements—establishing very restrictive weight limits after bids are in or construction is underway—can be very disruptive and costly, and may result in litigation. Both contractors and local agencies are responsible for this advance coordination.

Summary

Protecting local roads from damage by heavy vehicles is the responsibility of local authorities. *Wisconsin Statutes* provide adequate authority to exercise this control. In establishing weight restrictions, local authorities must use judgment and common sense to balance the need for protecting roads with maintaining commerce and an efficient transportation system. Close coordination with Wisconsin DOT and adjoining local agencies is essential to an effective program. Also, set a good example with your own agency. Be sure that all publicly-owned equipment observes the weight restrictions.

Resources

Guidelines for Spring Highway Use Restrictions, Federal Highway Administration, Report No. FHWA-TS-87-209, Turner-Fairbank Highway Research Center, 6300 Georgetown Pike, McLean, VA 22101-2296. And related videotapes.

State Highway Maintenance Manual, Guideline 30.06, January 1, 1993, Wisconsin Department of Transportation, State Maintenance Engineer for Highways, PO Box 7916, Madison, WI 53707-7916.

How Vehicle Loads Affect Pavement Performance, Wisconsin Transportation Information Bulletin, No. 2, Wisconsin Transportation Information Center-LTAP, 432 N. Lake St., Madison, WI 53706.

Other references

Study Effects of Off-Road Equipment Tires on Flexible and Granular Pavements. An Executive Summary of the South Dakota Department of Transportation describes damage to test pavements. The report is available for download at: http://www.state.sd.us/Applications/HR19ResearchProjects/oneproject_search.asp?projectnbr=SD1999-15 (The 131 page report is a 4.4 MB pdf file.)

Frost Heave: What causes it and how we can interfere with it, Special Bulletin #19, November 1995. Written by Dr. Rich Reid, Asst. Prof. of Civil Engineering, South Dakota State University, for South Dakota Transportation Technology Transfer Service.

A Guide to Spring Highway Use Restrictions: When to Apply, How Long to Apply, and When to Remove. The Bridge Fact Sheet, Spring 1994, Michigan Local Technical Assistance Program, Houghton, Michigan.

Posting and Bonding Local Roads: A Solution to Damages Caused by Heavy Haulers, LTAP Technical Information Sheet #57, January 1994, by Alan L. Gesford, LTAP Engineer, Pennsylvania Local Roads Program, Penn State Harrisburg, 777 West Harrisburg Pike, Middletown, PA 17057-4898.

Walsh County's Load Limit Enforcement Program, by Harvey Melstad, in *The Center Line*, Fall 1990, North Dakota State University.

Legal Opinions by Attorney J.R. Habeck, in the newsletter of the Wisconsin Towns Association.

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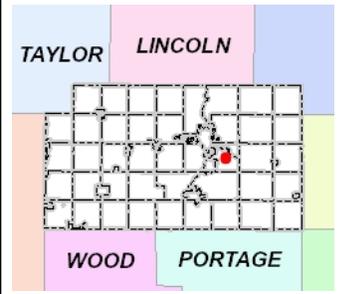
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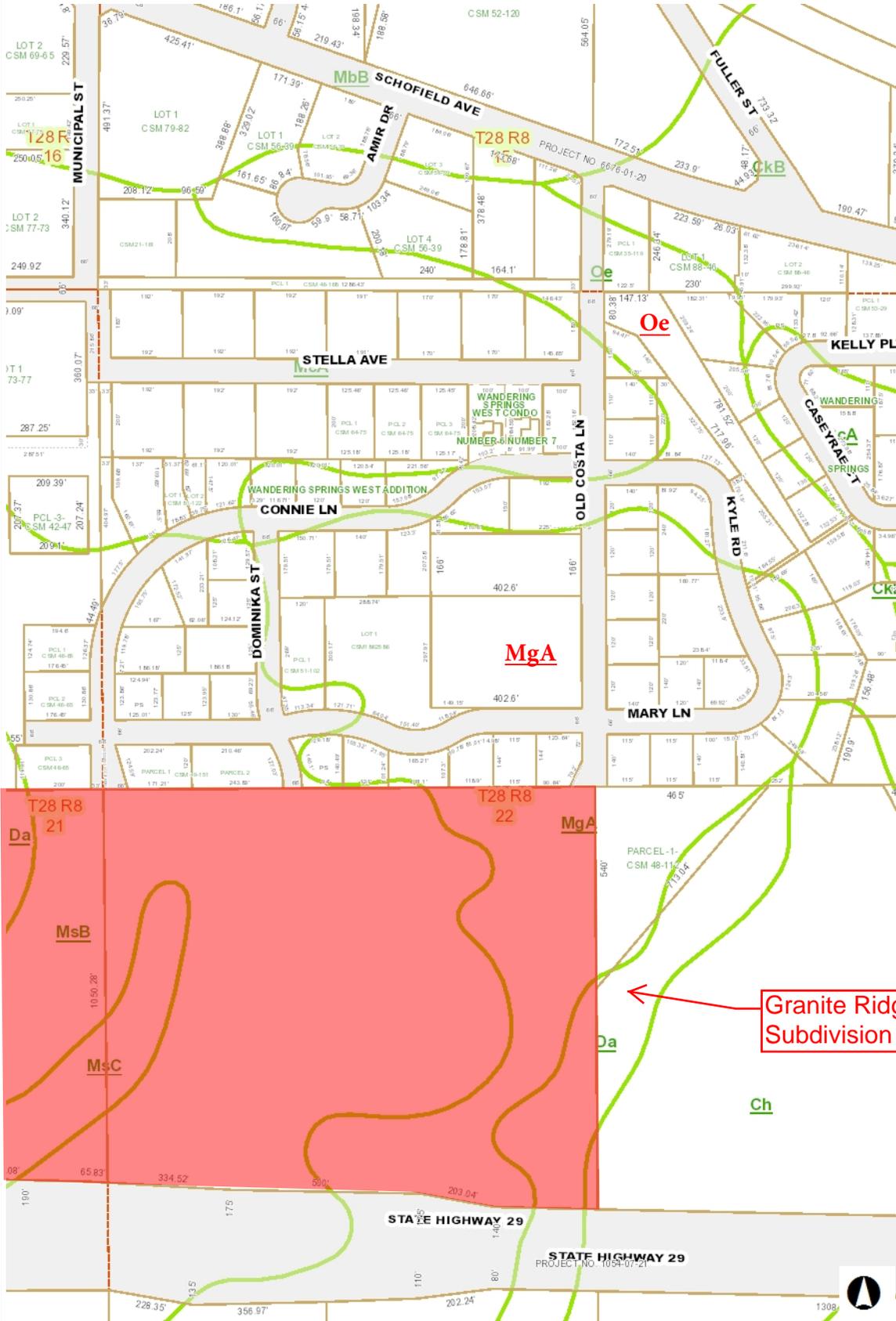


Land Information Mapping System



Legend

- Road Names
- Parcels
- Parcel Lot Lines
- Land Hooks
- Section Lines/Numbers
- Right Of Ways
- Named Places
- Municipalities
- NRCS Soils



Notes

Granite Ridge Soil Map

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200.00 0 200.00 Feet

NAD_1983_HARN_WISCRS_Marathon_County_Feet

THIS MAP IS NOT TO BE USED FOR NAVIGATION

MfA—Marshfield silt loam, 0 to 3 percent slopes

This deep, nearly level and gently sloping, poorly drained soil is in depressions and drainageways on ground moraines. It is subject to ponding. Most areas are long and narrow or irregular in shape and range from about 10 to 480 acres in size.

Typically, the surface layer is very dark brown, mottled silt loam about 8 inches thick. The subsurface layer is grayish brown, mottled silt loam about 8 inches thick. The subsoil is light brownish gray, mottled silt loam and loam about 18 inches thick. The substratum to a depth of about 60 inches is dark yellowish brown, mottled sandy loam. In some places the subsoil is sandy loam. In other places the substratum is gravelly loam, gravelly clay loam, gravelly sandy loam, or gravelly loamy sand.

Included with this soil in mapping are small areas of the somewhat poorly drained Withee soils in the higher landscape positions and small areas of the very poorly drained Cathro soils in the lower positions in the drainageways and depressions. The upper part of the Cathro soils is muck. Included soils make up about 5 to 15 percent of individual mapped areas.

Permeability is moderately slow or moderate in this Marshfield soil. Surface runoff is very slow or ponded. Available water capacity is high. The organic matter content in the surface layer is moderate to very high. During wet periods a seasonal high water table is within a depth of 1 foot.

Many areas of this soil are used as cropland. Some are used as woodland or pasture.

Undrained areas are generally unsuitable as cropland because of wetness. If drained, this soil is suited to corn and small grain and to grasses and legumes for rotational hay and pasture. Land smoothing and surface drains help to remove excess water. Many areas are in intermittent drainageways and should be used as grassed waterways.

Drained areas are suited to permanent pasture and hayland. Proper stocking rates, rotational grazing, pasture renovation, and timely deferment of grazing help to keep the pasture in good condition.

This soil is suited to trees. Because of the wetness, the trees should be planted by hand or machine on prepared ridges. Planting vigorous nursery stock helps to overcome seedling mortality. Harvesting is frequently limited to periods when the soil is frozen. Harvesting by clear-cut or area-selection methods helps to prevent windthrow of the remaining trees. Competing vegetation interferes with natural

regeneration following harvest. It can be controlled by applying suitable herbicides or by mechanical removal.

This soil is suited to the development of wetland wildlife habitat. Shallow ponds can be excavated, and the vegetation that provides food and cover can be planted or can naturally regenerate.

Because of the ponding and the moderately slow permeability, this soil is generally unsuited to septic tank absorption fields. Because of the ponding, it is generally unsuited to dwellings. Overcoming these limitations is difficult.

This soil is poorly suited to local roads and streets because of low soil strength, ponding, and frost action. The ponding can be overcome by removing the surface water through culverts and ditches or by adding fill material to raise the road above the ponding level. Culverts also help to prevent road damage by equalizing the water level on each side of the road. Low strength and frost action can be overcome by excavating the upper part of the soil and replacing it with coarse textured base material, such as sand or gravel.

The land capacity classification is IIIw in drained areas and VIw in undrained areas. The woodland ordination symbol is 3W.

MgA—Meadland loam, 0 to 3 percent slopes

This deep, nearly level and gently sloping, somewhat poorly drained soil is in slightly convex and concave areas on broad ground moraines. Most areas are long and narrow or irregular in shape and range from about 10 to 640 acres in size.

Typically, the surface layer is very dark brown loam about 2 inches thick. The next layer is dark brown loam about 5 inches thick. Below this is brown and dark yellowish brown, mottled loam about 18 inches thick. The subsoil is dark yellowish brown, mottled loam about 16 inches thick. The substratum to a depth of about 60 inches is multicolored gravelly loam. In some places the upper part of the soil is silt loam or sandy loam. In other places the subsoil and substratum are clay loam or clay.

Included with this soil in mapping are small areas of the well drained Mosinee soils, the moderately well drained Guenther soils, and the poorly drained Dancy and Sherry soils. Guenther and Mosinee soils are in the higher landscape positions. Dancy and Sherry soils are in depressions and drainageways. Also included are small areas of Rockers soils in landscape positions similar to those of the Meadland soil and

small areas of Meadland soils that have cobbles and stones in the surface layer or that have bedrock within a depth of 60 inches. Rockers soils are loamy sand in the upper part. Included soils make up about 5 to 15 percent of individual mapped areas.

Permeability is moderate or moderately slow in this Meadland soil. Surface runoff is slow. Available water capacity is high. The organic matter content in the surface layer is moderate or moderately low. During wet periods a seasonal high water table is at a depth of 1.0 to 2.5 feet.

Some areas of this soil are used as cropland. Others are used for pasture or woodland.

This soil is suited to corn and small grain and to grasses and legumes for rotational hay and pasture. Unless the soil is adequately drained, excess water limits the choice of crops or results in crop damage in most years. It also delays field preparation, planting, or harvest. Land smoothing, surface drains, and diversions help to remove this water.

This soil is suited to permanent pasture and hayland. Proper stocking rates, pasture renovation, rotational grazing, and timely deferment of grazing help to keep the pasture in good condition.

This soil is suited to trees. Because of wetness, the trees should be planted by hand or machine on prepared ridges. Harvesting is frequently limited to periods when the soil is frozen. Harvesting by clear-cut or area-selection methods helps to prevent windthrow of the remaining trees. Competing vegetation interferes with natural regeneration following harvest. It can be controlled by applying suitable herbicides or by mechanical removal.

This soil is suited to the development of openland and woodland wildlife habitat. The vegetation that provides food and cover can be planted or can naturally regenerate.

Because of the wetness and the moderately slow permeability, this soil is poorly suited to septic tank absorption fields. In some areas the effluent can be pumped to an absorption field in better suited soils that are higher on the landscape.

Because of the wetness, this soil is poorly suited to dwellings. Building dwellings without basements on fill material, which raises the level of the site, or constructing basements above the level of wetness helps to overcome this limitation. The limitation also can be overcome by installing a subsurface drainage system that has a dependable outlet, such as a gravity outlet.

Because of frost action, this soil is poorly suited to local roads and streets. This limitation can be overcome by replacing the upper part of the soil with coarse textured base material, such as sand or gravel,

or by installing a good surface and subsurface drainage system.

The land capability classification is IIw. The woodland ordination symbol is 5W.

MhA—Meadland loam, 0 to 3 percent slopes, stony

This deep, nearly level and gently sloping, somewhat poorly drained soil is in slightly convex and concave areas on broad ground moraines. Many cobbles and stones are in the surface layer. Most areas are irregular in shape and range from about 4 to 1,280 acres in size.

Typically, the surface layer is very dark gray loam about 3 inches thick. The subsurface layer is dark grayish brown loam about 2 inches thick. The next layer is dark brown, mottled sandy loam about 4 inches thick. Below this is about 6 inches of dark brown and brown, mottled loam and sandy loam. The subsoil is dark brown, mottled loam about 10 inches thick. The substratum to a depth of about 60 inches is brown, mottled loam. In some places the upper part of the soil is silt loam, sandy loam, or loamy sand. In other places the subsoil and substratum are clay loam or clay.

Included with this soil in mapping are small areas of the well drained Mosinee soils, the moderately well drained Guenther soils, and the poorly drained Dancy soils. Guenther and Mosinee soils are in the higher landscape positions. Dancy soils are in drainageways and depressions. Also included are small areas of Meadland soils that have bedrock within a depth of 60 inches or have rock outcrops. These outcrops are mostly igneous and metamorphic rock but are sandstone in some areas in the southeastern part of Guenther Township. Inclusions make up about 5 to 15 percent of individual mapped areas.

Permeability is moderate or moderately slow in this Meadland soil. Available water capacity is high. The organic matter content in the surface layer is moderate or high. During wet periods a seasonal high water table is at a depth of 1.0 to 2.5 feet.

Many areas of this soil are used as woodland. A few are used for pasture or wildlife habitat.

This soil is generally unsuited to corn and small grain and to grasses and legumes for rotational hay and pasture because of wetness and the many stones.

This soil is suited to trees. The use of planting and harvesting equipment is limited by the stones and wetness. Harvesting is frequently limited to periods when the soil is frozen. Harvesting by clear-cut or area-selection methods helps to prevent windthrow of

cover crops, and a cropping system that includes rotational hay and pasture help to prevent excessive soil loss.

Drained areas are suited to permanent pasture and hayland. Proper stocking rates, pasture renovation, rotational grazing, and timely deferment of grazing help to keep the pasture in good condition.

This soil is suited to trees. Because of wetness, the trees should be planted by hand or machine on prepared ridges. Planting vigorous nursery stock reduces the seedling mortality rate. Harvesting is frequently limited to periods when the soil is frozen. Harvesting by clear-cut or area-selection methods helps to prevent windthrow of the remaining trees. Competing vegetation interferes with natural regeneration following harvest. It can be controlled by applying suitable herbicides or by mechanical removal.

This soil is suited to the development of wetland wildlife habitat. Shallow ponds can be excavated, and the vegetation that provides food and cover can be planted or can naturally regenerate.

Because of the ponding, this soil is generally unsuited to septic tank absorption fields and dwellings. Overcoming this hazard is difficult.

Because of the ponding, this soil is poorly suited to local roads. This hazard can be overcome by removing the surface water through culverts and ditches or by adding fill material to raise the roads above the ponding level. Culverts also help to prevent road damage by equalizing the water level on each side of the road.

The land capability classification is VIw in undrained areas. The woodland ordination symbol is 6W.

Oe—Oesterle loam, 0 to 2 percent slopes

This deep, nearly level, somewhat poorly drained soil is on flats adjacent to depressions and drainageways on outwash plains and stream terraces. Most areas are long and narrow or irregular in shape and range from about 4 to 80 acres in size.

Typically, the surface layer is very dark grayish brown loam about 7 inches thick. The next layer is brown, dark yellowish brown, and dark brown, mottled sandy loam about 7 inches thick. The subsoil is about 16 inches thick. It is mottled. It is dark brown sandy loam in the upper part and light yellowish brown loamy sand in the lower part. The substratum to a depth of about 60 inches is light yellowish brown, mottled sand. In some places thin strata of sandy loam, loamy sand, loam, or silt loam are in the substratum. In other places the surface layer is sandy loam. In some areas the upper part of the soil is loamy sand or silt loam.

Included with this soil in mapping are small areas of the moderately well drained Mahtomedi and Scott Lake soils and the poorly drained and very poorly drained Minocqua soils. Mahtomedi and Scott Lake soils are in the slightly higher landscape positions. Minocqua soils are in depressions and drainageways. Also included are small areas of Meehan soils in landscape positions similar to those of the Oesterle soil. Meehan soils have more sand and less silt and clay in the surface layer and subsoil than does the Oesterle soil. Included soils make up about 5 to 15 percent of individual mapped areas.

Permeability is moderate in the upper part of the subsoil in this Oesterle soil and rapid in the substratum. Surface runoff is slow. Available water capacity is low. The organic matter content in the surface layer is moderate. During wet periods a seasonal high water table is at a depth of 1 to 3 feet.

Many areas of this soil are used as cropland. Some are used as woodland. A few are used for pasture.

This soil is suited to corn and small grain and to grasses and legumes for rotational hay and pasture. Unless the soil is adequately drained, excess water limits the choice of crops or results in crop damage in most years. It also delays field preparation, planting, and harvesting. Controlled open ditch or tile drainage is needed to lower the water table. Where this soil is drained, however, crop yields are limited by the low available water capacity. Irrigation can supplement rainfall. Proper management of crop residue and green manure crops help to maintain or increase organic matter content and conserve moisture.

This soil is suited to permanent pasture and hay. Proper stocking rates, pasture renovation, rotational grazing, and timely deferment of grazing help to keep the pasture in good condition.

This soil is suited to trees. Because of wetness, the trees should be planted by hand or machine on prepared ridges. Harvesting is frequently limited to periods when the soil is frozen. Harvesting by clear-cut or area-selection methods helps to prevent windthrow of the remaining trees. Competing vegetation interferes with natural regeneration following harvest. It can be controlled by applying suitable herbicides or by mechanical removal.

This soil is suited to the development of openland and woodland wildlife habitat. The vegetation that provides food and cover can be planted or can naturally regenerate.

Because of the wetness and a poor filtering capacity, this soil is poorly suited to septic tank absorption fields. It can readily absorb the effluent but does not adequately filter it. The poor filtering capacity

can result in the pollution of ground water. In some areas both of these limitations can be overcome by constructing a mound of suitable filtering material. In places the effluent can be pumped to an absorption field in better suited soils that are higher on the landscape.

Because of the wetness, this soil is poorly suited to dwellings. Building dwellings without basements on fill material, which raises the level of the site, or constructing the basement above the level of wetness helps to overcome this limitation. Otherwise, the wetness can be reduced by installing a subsurface system that has a dependable outlet, such as a gravity outlet.

Because of frost action, this soil is poorly suited to local roads and streets. This limitation can be overcome by installing a subsurface drainage system in the roadbed or by replacing the upper part of the soil with coarse textured base material, such as sand or gravel.

The land capability classification is IIw. The woodland ordination symbol is 3W.

Pg—Pits, gravel

This map unit occurs as areas where sand and gravel or weathered bedrock has been removed to a depth of at least several feet. Most areas are irregular in shape and range from about 4 to 160 acres in size.

Typically, the material remaining on the bottom and sidewalls of the pits is sand and gravel; weathered, soft sandstone; or gravelly and sandy material weathered from coarse grained granite, which is locally known as rotten granite.

Included in mapping are areas of spoil from the excavated pits. The spoil includes soil material that was pushed from the pit area before excavation and piles of other discarded material, such as stones or boulders that are too large to be crushed.

Many pits are still in use; however, other pits have been abandoned. Some of the spoil areas are overgrown with trees, brush, and weeds. Some abandoned pits have water in them. In reclaiming the areas, land shaping and the addition of suitable topsoil generally are required to establish a plant cover.

Onsite investigation is needed to determine the suitability of the pit areas for septic tank absorption fields, for dwellings, and for local roads and streets.

This map unit has not been assigned a land capability classification or a woodland ordination symbol.

Ph—Pits, quarries

This map unit occurs as areas where bedrock has been removed to a depth of at least several feet. Most areas are irregular in shape and range from about 4 to 160 acres in size.

Typically, the material remaining on the bottom and sidewalls of the quarries is dark, fine grained igneous rock; quartzite; hard sandstone; or reddish igneous rock, commonly known as red granite.

Included in mapping is spoil from the excavated pits. The spoil includes soil material that was pushed from the pit area before excavation and piles of other discarded material, such as stones or boulders.

Many pits are still in use; however, other pits have been abandoned. Some of the spoil areas are overgrown with trees, brush, and weeds. Some abandoned pits have water in them. Reclamation of these pits is difficult and generally is impractical.

These pits are unsuited to septic tank absorption fields, to dwellings with or without basements, and to local roads and streets because of the slope, ponded water, and exposed bedrock.

This map unit has not been assigned a land capability classification or a woodland ordination symbol.

Po—Plover sandy loam, 0 to 2 percent slopes

This deep, nearly level, somewhat poorly drained soil is on slightly concave flats in glacial lake basins, on delta kames, and on stream terraces. Most areas are irregular in shape and range from about 4 to 80 acres in size.

Typically, the surface layer is very dark grayish brown sandy loam about 7 inches thick. The subsurface layer is brown, mottled sandy loam about 7 inches thick. The next layer is dark brown and brown, mottled sandy loam about 14 inches thick. The subsoil is about 14 inches thick. It is dark brown and mottled. It is sandy loam in the upper part and loam in the lower part. The upper part of the substratum is dark brown, mottled, stratified sandy loam and loamy fine sand. The lower part to a depth of about 60 inches is yellowish brown, mottled, stratified sand and sandy loam. In some places the upper part of the soil is loamy sand, loam, or silt loam. In other places the substratum is sand and gravel.

Included with this soil in mapping are small areas of the moderately well drained Alban and Graycalm soils in the slightly higher landscape positions and areas of

REQUEST FOR CONSIDERATION

Public Mtg/Date:	Public Works & Utilities – 12/08/2025
Description:	2025 Various Street Rehabilitations – Change Order No. 3
From:	Isaac Dolan, Staff Engineer
Question:	Should the Public Works Committee Recommend the Village Board approve Change Order No. 3 to extend substantial completion and final payment dates for the 2025 Various Street Rehabilitations?

Background

During the project, the Contractor found additional water valve boxes and manhole castings that required replacement due to deterioration and material failure than what was estimated prior to bidding. Additionally, the Public Works and Utilities Department requested additional removal and replacement of existing concrete curb and gutter which resulted in added time for the Contractor to complete the work.

The Contractor was able to complete asphalt and concrete curb and gutter replacements on six of the seven project streets. Change Order No. 3 is required to revise the contract dates to complete work on the remaining street (Birch Street) in 2026 when temperatures and conditions improve so that construction can resume. The contract dates are required to be revised as follows:

- Substantial Completion - May 29, 2026
- Final Payment – June 12, 2026

Attached Docs:	Change Order No. 3
Committee Action:	To be determined.
Fiscal Impact:	\$0.00
Recommendation:	Staff recommends the approval of Change Order No. 3.

Recommended Language for Official Action

I Move to Recommend the Village Board approve Change Order No. 3 for the 2025 Various Street Rehabilitations project.

Or, Something else

Additional action:

CHANGE ORDER NO.: 03

Owner:	Village of Weston	Owner's Project No.:	57-2025-05
Engineer:	Village of Weston	Engineer's Project No.:	-
Contractor:	RC Pavers LLC	Contractor's Project No.:	-
Project:	2025 Various Street Rehabilitations		
Contract Name:	2025 Various Street Rehabilitations		
Date Issued:	December 15, 2025	Effective Date of Change Order:	November 14, 2025

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

Description:

During the project, the Contractor found additional water valve boxes and manhole castings that required replacement due to deterioration and material failure than what was estimated prior to bidding. Additionally, the Public Works and Utilities Department requested additional removal and replacement of existing concrete curb and gutter which resulted in added time for the Contractor to complete the work.

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- Final Payment – June 12, 2026

Attachments:

None.

Change in Contract Price	Change in Contract Times
Original Contract Price: \$ <u>667,490.15</u>	Original Contract Times: Substantial Completion: <u>October 10, 2025</u> Ready for final payment: <u>October 24, 2025</u>
Increase from previously approved Change Orders No. 1 to No. 2: \$ <u>1,602,064.80</u>	Increase from previously approved Change Orders No.1 to No. 2: Substantial Completion: <u>November 14, 2025</u> Ready for final payment: <u>November 28, 2025</u>
Contract Price prior to this Change Order: \$ <u>2,269,554.95</u>	Contract Times prior to this Change Order: Substantial Completion: <u>November 14, 2025</u> Ready for final payment: <u>November 28, 2025</u>
No change this Change Order: \$ <u>0.00</u>	Increase this Change Order: Substantial Completion: <u>May 29, 2026</u> Ready for final payment: <u>June 12, 2026</u>
Contract Price incorporating this Change Order: \$ <u>2,269,554.95</u>	Contract Times with all approved Change Orders: Substantial Completion: <u>May 29, 2026</u> Ready for final payment: <u>June 12, 2026</u>

<p style="text-align: center;">Recommended by Engineer (if required)</p> <p>By: <u></u></p> <p>Title: <u>Staff Engineer</u></p> <p>Date: <u>12/01/2025</u></p> <p style="text-align: center;">Authorized by Owner</p> <p>By: _____</p> <p>Title: _____</p> <p>Date: _____</p>	<p style="text-align: center;">Accepted by Contractor</p> <p>_____</p> <p>_____</p> <p style="text-align: center;">Approved by Funding Agency (if applicable)</p> <p>By: <u>N/A</u></p> <p>Title: <u>N/A</u></p> <p>Date: <u>N/A</u></p>
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