



VILLAGE OF
Rothschild

Weston Ave Reconstruction Public Involvement Meeting

Village of Weston, Wisconsin
Village of Rothschild, Wisconsin
March 29, 2023

Presented by:
MSA Professional Services, Inc.
Chad Grundemann, PE, Project Manager
Tom Hubbard, Senior Engineering Technician



AGENDA

PROJECT PRESENTATION

1. Project Background
2. Project Purpose and Needs
3. Project Limits
4. Proposed Funding Sources
5. Existing Conditions Review
6. Design
7. Project Cost (Preliminary Estimate)
8. Anticipated Project Schedule
9. Other Discussion Topics

Questions & Comments

After the presentation there will be time allowed for all residents to be heard.
Please hold all questions and comments until after the Project Presentation.
Thank you.

PROJECT BACKGROUND

Project timeline and what steps has the Village taken to get to today?

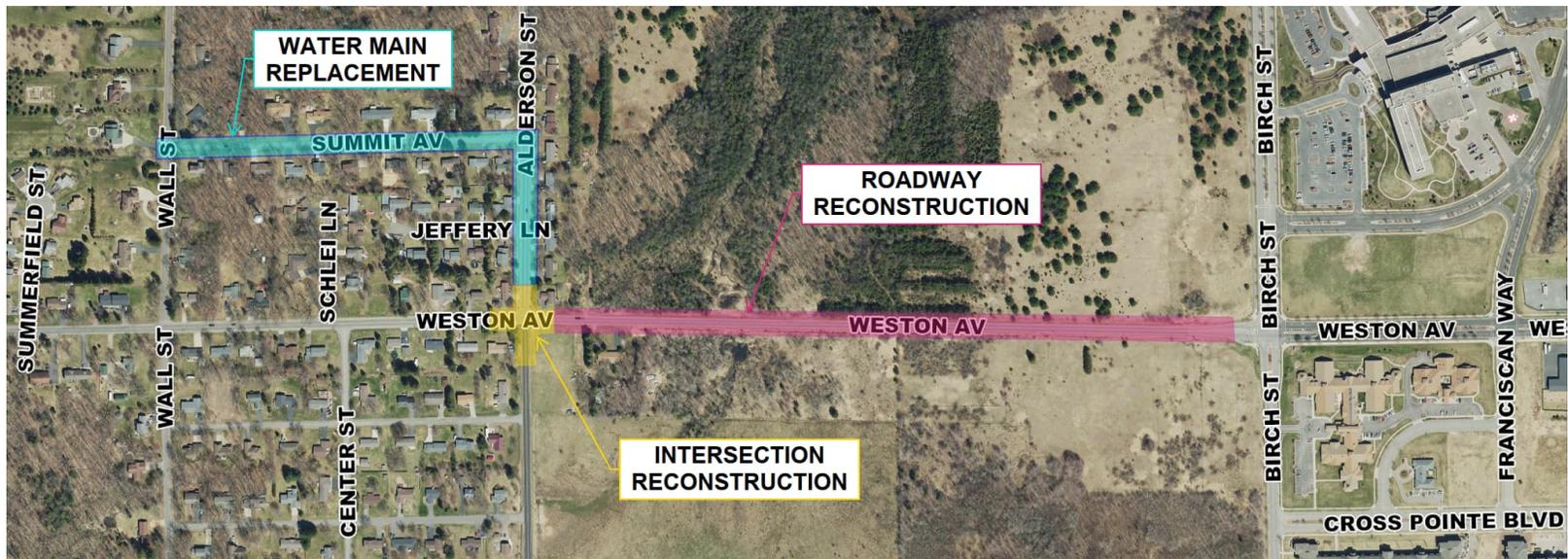
- ❖ 2021 & Prior: The Village's performed a corridor study for the project.
- ❖ Summer 2021: MSA completed intersection study for Weston Avenue and Alderson Street. A compact roundabout was the recommended alternative.
- ❖ November 2021: The Village's applied for LRIP Grant.
- ❖ 2022: \$733,463.03 in LRIP funding was awarded to the Village's.
- ❖ March 2023: Project Preliminary Design started.

PROJECT PURPOSE AND NEED

Why reconstruct the roadway?

- ❖ Safety (potholes, narrow shoulders, no pedestrian accommodation, inadequate pavement thickness, etc.)
- ❖ Roadway surface and substructure is beyond its service life
- ❖ Higher future traffic volumes
- ❖ System linkage between the Village of Weston and Village of Rothschild
- ❖ Promotes current and future economic development along the corridor for the Village's

PROJECT LIMITS



PROPOSED FUNDING SOURCES

Project Funding Sources

- ❖ In 2022, the Village of Rothschild and Village of Weston were awarded LRIP Grants for this project in the amount of \$733,463.03. Per the agreement, the funds will be equally split for the proposed work for 2024.

Special Assessments

- ❖ The Village's are not considering special assessments for the improvements.

EXISTING CONDITIONS REVIEW

PURPOSE AND NEED OF THE PROJECT

Why is the Village planning the reconstruction of Weston Avenue?

- I. Safety
- II. Existing Roadway
- III. Pedestrian Accommodations

EXISTING CONDITIONS REVIEW - SAFETY

- ❖ Existing watermain along Alderson St is cast iron and has reached the end of its useful life.
- ❖ Lack of safe roadway width for a minor arterial and roadway pavement deficiencies create an unsafe driving surface for vehicles.
- ❖ Loose debris from pavement deterioration can be thrown at vehicle windshields.
- ❖ Potholes from pavement failure can lead to vehicle structural damage and tire blow outs.
- ❖ Rutting and cross-section slope is not consistent, resulting in ponding and the inability to shed water leading to icing or hydroplaning.
- ❖ Existing roadway width is inadequate for the traffic volume and percentage of truck traffic experienced on the roadway.
- ❖ Shoulder width is inadequate for the traffic volume.
- ❖ User delay is increasing at the Weston Avenue / Alderson Street all way stop controlled intersection.
- ❖ Between 2010 and 2019, 11 crashes reported at Weston Avenue and Alderson Street intersection.

EXISTING CONDITIONS REVIEW – ROADWAY

Pavement Conditions

- According to the Wisconsin Information System for Local Roads (WISLR), Weston Avenue has a rating of 4 on a 1-10 rating scale (rating of 4 means that the roadway needs structural improvement by rehabilitation or reconstruction)
- Pavement has continued to deteriorate resulting in poor ride quality, drainage issues and frequent maintenance
- Existing surface exhibits overall rutting throughout the project length with longitudinal and transverse cracking; areas of alligator cracking with potholes and rutting within the traffic wheel path
- Existing pavement thickness is inadequate for increase traffic volumes (AADT of 4,100 projected for 2041) and percentage of trucks
- Reconstruction recommended considering safety concerns given the substandard width of the roadway and nearing stage of full reconstruction



In addition to indicating the surface condition of a road, a given rating also includes a recommendation for needed maintenance or repair. This feature of the rating system facilitates its use and enhances its value as a tool in ongoing road maintenance.

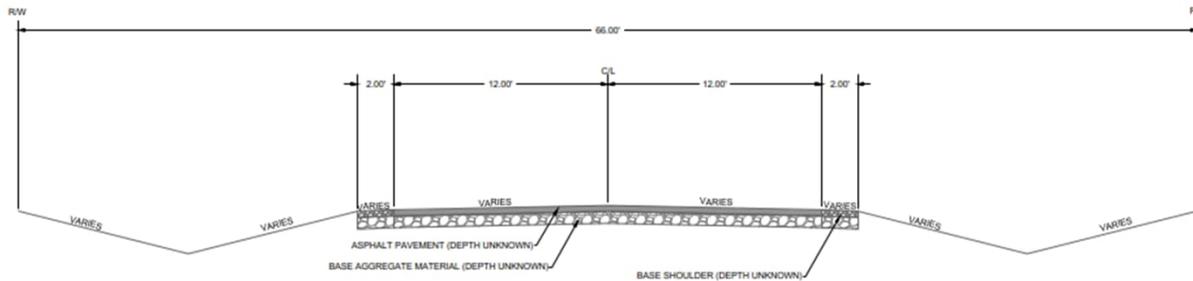
RATINGS ARE RELATED TO NEEDED MAINTENANCE OR REPAIR

Rating 9 & 10	No maintenance required
Rating 8	Little or no maintenance
Rating 7	Routine maintenance, cracksealing and minor patching
Rating 5 & 6	Preservative treatments (sealcoating)
Rating 3 & 4	Structural improvement and leveling (overlay or recycling)
Rating 1 & 2	Reconstruction



EXISTING CONDITIONS REVIEW – ROADWAY – WESTON AVENUE

- ❖ Existing Roadway Width
 - ❖ 12 ft of Driving Lanes with 2 ft shoulders
 - ❖ Side Slope Ditches with No Curb and Gutter, No Sort of Pedestrian Accommodation
 - ❖ 24 ft Edge of Pavement to Edge of Pavement
- ❖ Existing Right-of-Way Width
 - ❖ 66 Feet, Right-of-Way to Right-of-Way



EXISTING TYPICAL SECTION - WESTON AVE
(ALDERSON STREET TO BIRCH STREET)



EXISTING CONDITIONS - PEDESTRIAN ACCOMODATIONS



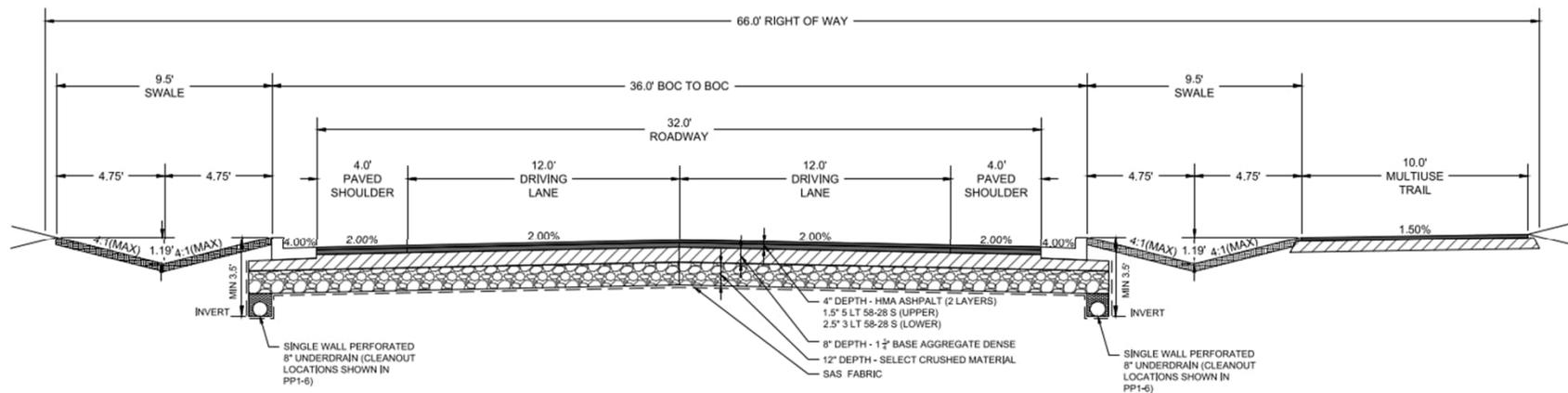
DESIGN

- 1. Proposed Typical Sections**
- 2. Proposed Roundabout – Alderson Street & Weston Avenue, Types of Roundabouts, and Concept & Photos of Compact Roundabout**
- 3. Sidewalk Crossings and Multi-Use Path**
- 4. Proposed Utility Improvements (Sanitary and Water) and Photos From Past Projects**
- 5. Landscaping and Tree Removals**
- 6. Land Acquisition**

DESIGN - PROPOSED TYPICAL SECTIONS – WESTON AVE

Weston Avenue

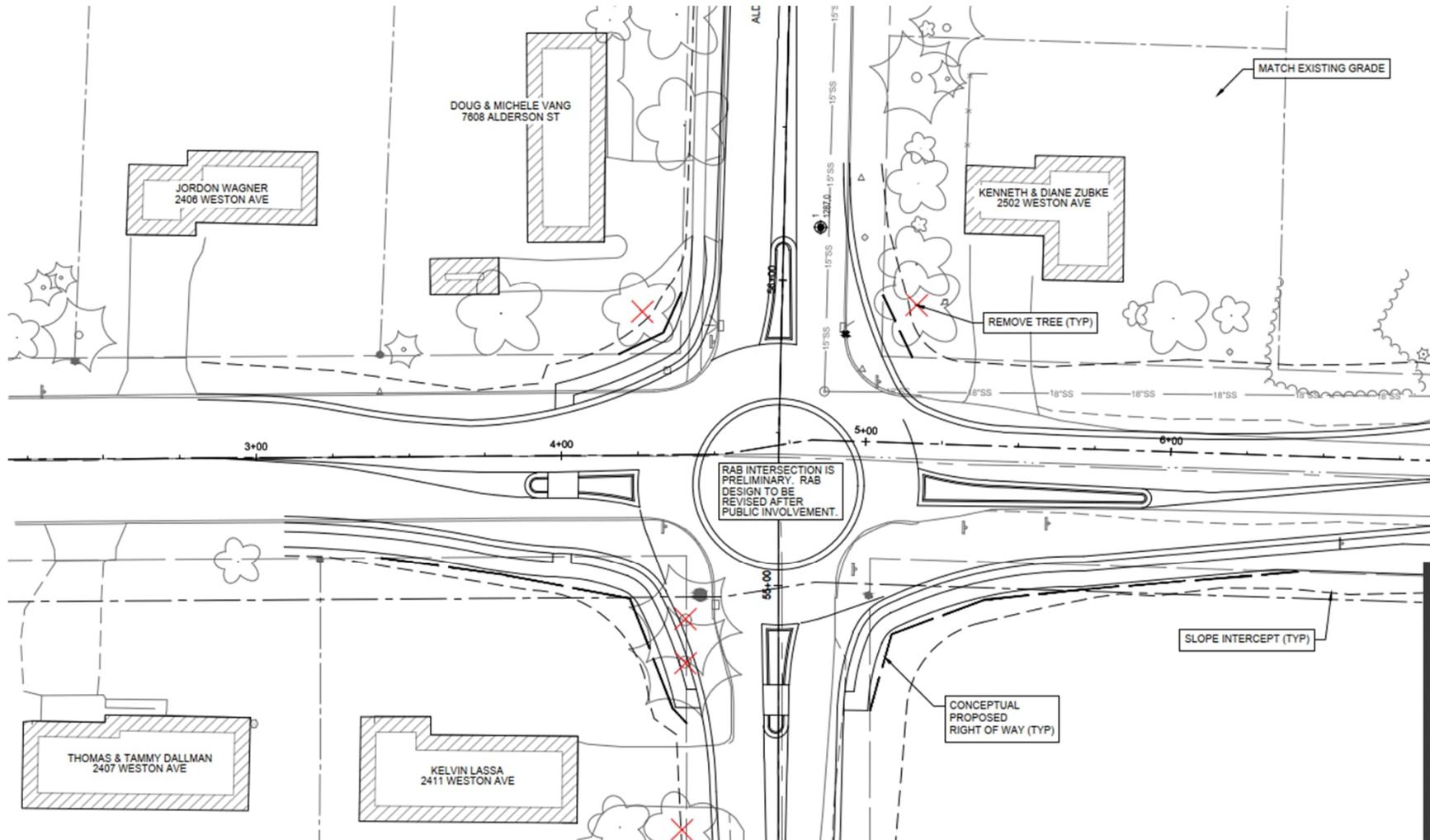
- Roadway will be parallel to ROW, positioned approx. 11.5 ft off West ROW line, and 21.5 ft off East ROW line
- 9.5' swales on both sides
- 10' multi-use path will be added to south side
- 4.25" HMA Pavement, 8" Depth - 1 ¼" Base Aggregate, 12" Depth - Select Crushed with SAS Fabric
- 2 ft curb and gutter



WESTON AVE PROPOSED SECTION (STA 7+00 - 11+00 & STA 14+00 - 29+56)
NOT TO SCALE

NOTES:
1) FINAL 1.5" LIFT OF ASPHALT TO BE CONTINUOUS
ACROSS WIDTH OF ROADWAY

DESIGN - PROPOSED ROUNDABOUT – ALDERSON STREET & WESTON AVE



DESIGN - PROPOSED ROUNDABOUT – ALDERSON STREET & WESTON AVE

So why a roundabout?

- Roundabouts of all sizes are more efficient; the one that'll be constructed is a compact roundabout
- They support a higher capacity of traffic than all-way stop-control (AWSC) because they can service two to three vehicles at any time
- They offer flexibility in coping with variations in both volumes and proportions of traffic flow during all times of the day
- Roundabouts are proven to reduce the number of fatal and severe injury crashes
 - head-on and T-bone collisions are eliminated
 - less severe crashes result from lower travel speeds
- They result in reduced delay, reduced fuel consumption and reduced vehicle emissions
 - Stops and starts use more fuel
 - Because roundabouts reduce the number and duration of stops, they also reduce vehicle emissions and fuel consumption

DESIGN - PROPOSED ROUNDABOUT - TYPES OF ROUNDABOUTS (EXAMPLES)



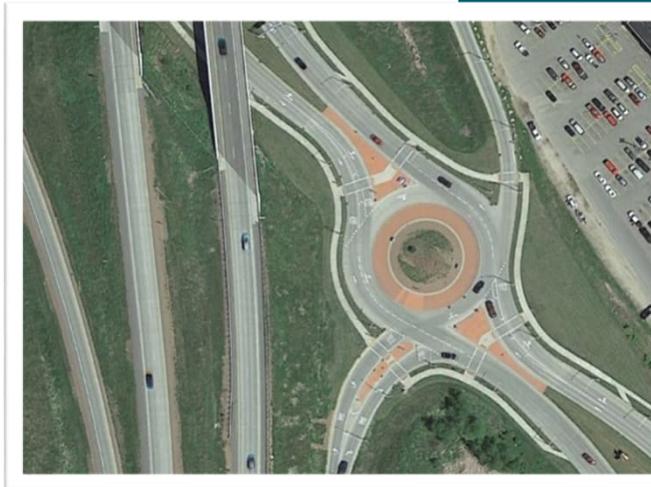
Mini Roundabout – 70 ft Diameter



Compact Modern Roundabout
90 ft Diameter



Standard Modern Roundabout
140 ft Diameter



Multilane Modern Roundabout
190 ft Diameter



Rotary (Not a Modern Roundabout)
280 ft Diameter – Not Recommended!

DESIGN - PROPOSED ROUNDABOUT – KEY FEATURES OF A “MODERN” ROUNDABOUT

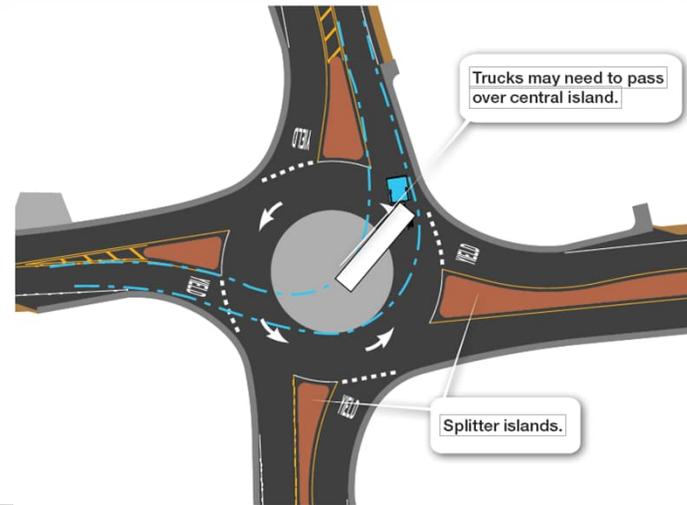
- Geometry curvatures (entry flare, central island, etc) to control speed
- Yield at entry to circulating traffic (traffic inside the roundabout does NOT yield)
- Pedestrian crossing about 25 ft from entrance/exit (allows for the driver to assess and yield for pedestrians prior to assessing roundabout entry)



DESIGN - PROPOSED ROUNDABOUT - EFFECTS OF ROUNDABOUTS

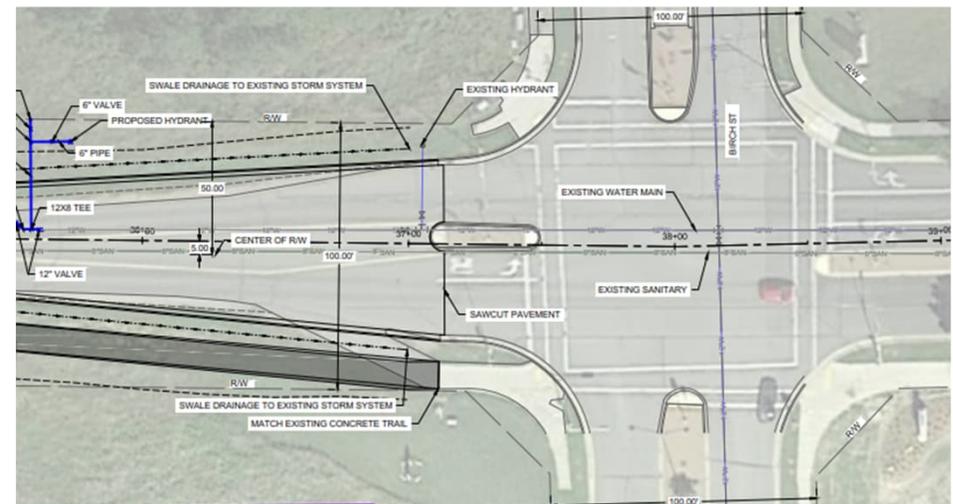
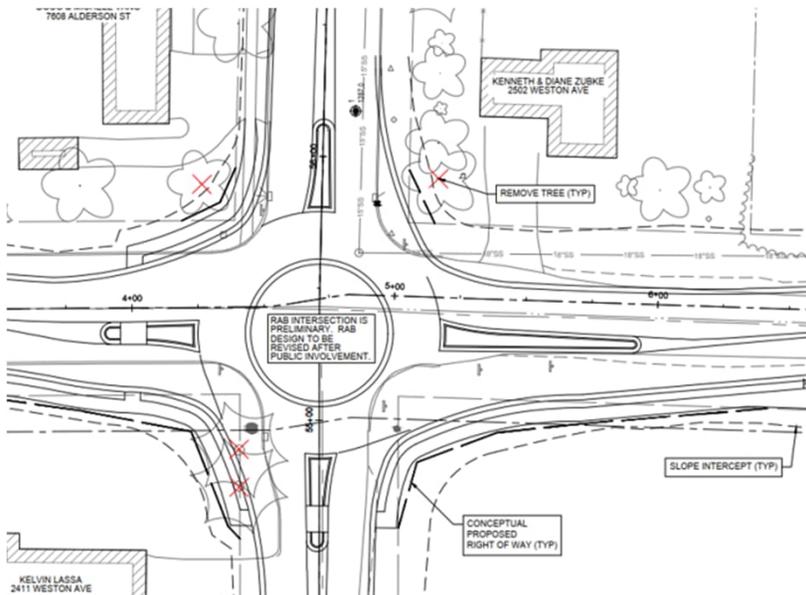
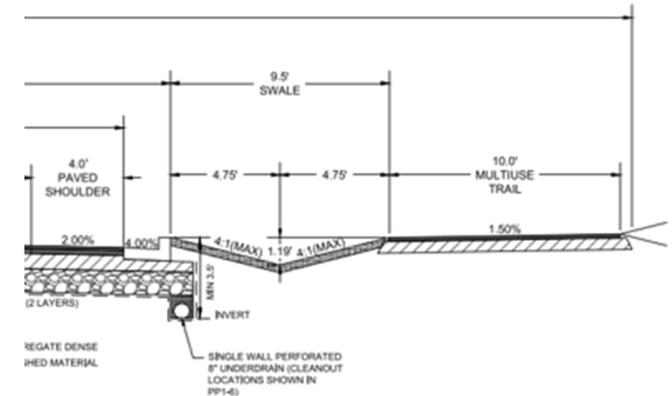


DESIGN - PROPOSED ROUNDABOUT – CONCEPT & PHOTOS OF COMPACT ROUNDABOUTS



DESIGN – SIDEWALK CROSSINGS & MULTI-USE PATH

- Currently, no connectivity on Weston Ave between the Village of Weston and Village of Rothschild
- Weston Ave identified in the Wausau MPO's Master Bike and Pedestrian Plan as a bike route however currently there is nothing connecting cyclists and pedestrians to get from one side to the other



DESIGN – PROPOSED UTILITY IMPROVEMENTS (SANITARY & WATER)

Sanitary Main

- Sanitary Sewer will be extended to the west 700 ft from Birch St along Weston Ave. Sanitary main will be new 8" PVC

Water Main

- Weston Avenue (Alderson Street to Birch Street)
 - New 12" ductile iron water main
 - Service laterals will be replaced to the ROW line with 1" copper
- Alderson Street (Weston Avenue to Summit Avenue)
 - Upsize to new 12" ductile iron water main
 - The existing cast iron water main has reached the end of its useful life
 - The existing service laterals will be connected to the new water main
- Summit Avenue (Wall Street to Alderson Street)
 - Upsize to new 12" ductile iron water main
 - The existing cast iron water main has reached the end of its useful life
 - Service laterals will be replaced to the ROW line with 1" copper

DESIGN – PROPOSED UTILITY IMPROVEMENTS – PHOTOS FROM PAST PROJECTS



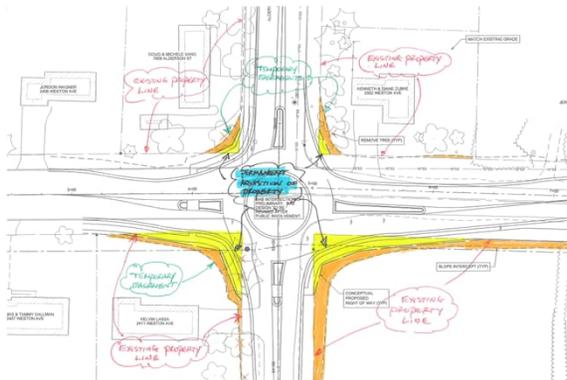
DESIGN - LANDSCAPING AND TREE REMOVALS

- Trees within the Village's right of way or acquisition areas that need to be removed for the project are shown on the project exhibits



DESIGN – LAND ACQUISITION

- Fee and temporary construction easement acquisition is anticipated for the roundabout and for temporary construction easement all along Weston Avenue



PROJECT COST (PRELIMINARY ESTIMATE)

WESTON AVE RECONSTRUCTION – ALDERSON STREET TO BIRCH STREET

TOTAL:
\$2,574,144.45

1) Water (100% Weston)

2) Sanitary Sewer (100% Weston)

3) Street, Storm Sewer, and Multi-Use Path
(50% Weston, 50% Rothschild)

4) Compact Roundabout (25% Weston, 75%
Rothschild)

ANTICIPATED PROJECT SCHEDULE

DATE	MILESTONE
Fall / Winter 2022	Topographic Survey and Preliminary Design Began
March 2023	Public Information Meeting March 29 (We are here!)
February 2024	Final Plans Completion
March 2024	Bidding Advertisements and Bid Opening
May 2024	Anticipated Construction Start
November 2024	Anticipated Construction Completion

OTHER DISCUSSION TOPICS

- Final specifics will be determined upon selection of a contractor closer to construction:
 - Mailboxes
 - Garbage and recycling
 - Access to driveways
 - Construction progression
 - School Bus Service
 - Discuss driveway access during construction and disability accommodations
 - Does property owner want any extra work done on their private side driveway or other items? If so, they'll need to contact the street Contractor directly. Extra work done on homes will not be included as an addition to this project, it will be a separate and private arrangement between property owner and the Contractor or a separate contractor of the property owners choosing.



QUESTIONS AND COMMENTS?

Please provide written comments on the forms provided today or mail them back within one week. You can also email comments to cgrundemann@msa-ps.com by April 7, 2023.



