



August 23, 2023

## MEMORANDUM

**TO:** Community Life, Infrastructure and Public Property Committee  
**FROM:** Kim Manley, Interim Administrator  
**SUBJECT:** Continued Kowalski Road Discussion

At the last meeting the Committee, there was continued discussion on the concerns brought forward by Mr. and Mrs. Goytowski who live on Kowalski Road. Their concern is truck and semi-truck traffic on Kowalski Road. They reported that four (4) semi-trucks within two hours traveled in front of their home also numerous dump trucks. The dump trucks were loaded with various materials. They believe the road was not designed for this type of traffic.

After, continued discussion on ideas of a designated truck route or weight limits occurred. It was noted that with weight limits the Village would have to create an ordinance to that affect but also have a way to actually weigh vehicles, which at this time the Village does not.

Direction was to have the interim Administrator contact the Dept. of Transportation again on the potential for creating a truck route. Also, to bring a map back to the next meeting to give the Committee a visual of the roads in the area that the Goytowski's have suggested as alternate routes. The interim Administrator was unable to speak with the Department of Transportation before this meeting. A map of the area is included in the packet of materials.

**Comprehensive Plan Reviewed:** The Village also has a 2019 Comprehensive Land Use Plan for transportation which within the plan defines different types of roads and their intended uses within the Village. Under the "Local Roadways" – page #79 – second paragraph – it defines Kowalski Road as being a principal arterial, minor arterial and collector route. The definitions for each are also included on page #78 and #79 of the Comprehensive Land Use Plan. Maps from the Plan are also included which identified trips per day.

**ACTION ITEM:** Continue discussion on Kowalski Road.

### Marathon County Comprehensive Plan, 2016

The infrastructure chapter of the Marathon County Comprehensive Plan focuses on maintaining and developing the transportation system to keep Marathon County attractive to businesses and residents. This chapter discusses roads, bicycle and pedestrian transportation, snowmobile and ATV use, public transportation, airports, and freight. This chapter also discusses the connection of land use to transportation.

### North Central Wisconsin Regional Bicycle & Pedestrian Plan, 2018

This 2018 plan is a region-wide effort to improve bicycling and walking across the communities. The plan assesses existing conditions related to bicycling and walking, identifying other potential trail and route user groups, identifying routes and describing policies and programs to assist local governments in improving bicycling and walking to promote connectivity between communities and destinations throughout North Central Wisconsin.

### Connections 2030

Connections 2030 is a 25-year statewide multi-modal transportation plan that is policy-based. The policies are tied to “tiers” of potential financing levels. One set of policy recommendations will focus on priorities that can be accomplished under current funding levels. Another will identify policy priorities that can be achieved if funding levels increase. Finally, the Wisconsin Department of Transportation also identifies critical priorities that we must maintain if funding were to decrease over the planning horizon of the plan.

## ***Inventory & Trends***

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This section of the plan reviews local roads, bike & pedestrian trails, airports, rail service, and transit. There are no water transportation services in the Village. These together form the transportation system within the Village and connect the Village to the larger state transportation system.

### **Road Classification**

**Principal Arterials:** Serve corridor movements having trip length and travel density characteristics of an interstate or interregional nature. These routes generally serve all urban areas with populations greater than 5,000 or connect major centers of activity. They carry the highest traffic volumes and are designed to accommodate longer trips.

**Minor Arterials:** Like principal arterials, minor arterials also serve cities, large communities, and other major traffic generators providing intra-community continuity and service for trips of moderate length, with more emphasis on land access than principal arterials.

**Collectors:** Provide both land access service and traffic circulation within residential neighborhoods, commercial areas, and industrial areas. The collector system distributes trips from the arterials through the area to the local streets. The collectors also collect traffic from the local streets and channel it onto the arterial system.

**Local Roads:** Compromise all facilities not on one of the higher systems. They serve primarily to provide direct access to abutting land and access to higher order systems. Local streets offer the lowest level of mobility, and high volume through-traffic movement on these streets is usually discouraged.

### **Local Roadways**

Local roads (streets) create the primary transportation system. These roads allow people and goods to move within the Village and provide connections to the county, state and federal road networks. The **Transportation Map** shows the transportation network in Kronenwetter.

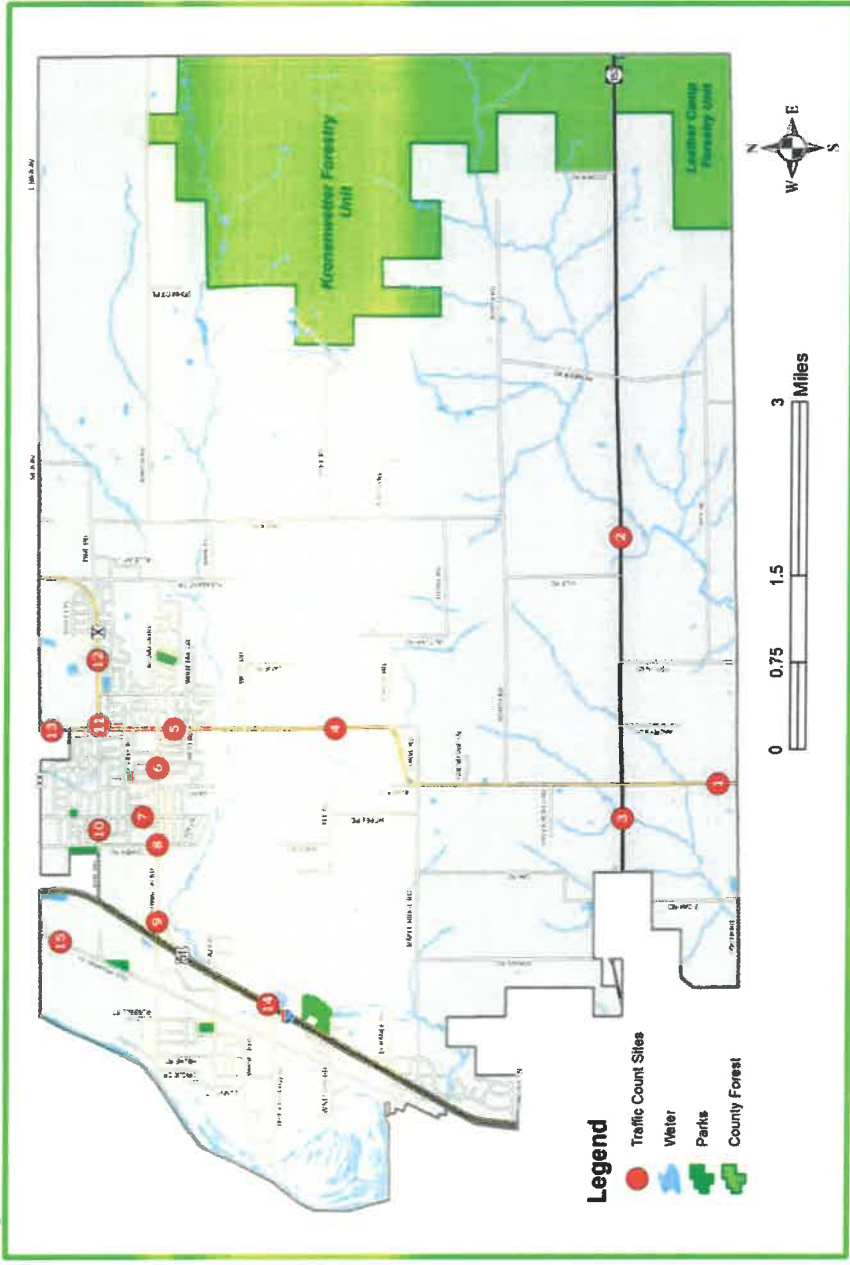
The Village of Kronenwetter's principal arterials include I-39/U.S. Highway 51 and Old Highway 51. State Highway 153 west of Oak Road to I-39/U.S. Highway 51, County Highway XX south to Kowalski Road, and County Highway X running east-west are classified as minor arterials. State Highway 153 east of Oak Road, County Highway X south of Kowalski Road, Kowalski Road, and Tower Road are all classified as collector routes.

The Village of Kronenwetter road network consists of roughly 10.57 miles of federal highways, about 8.51 miles of state highways, about 9.19 miles of county highways, and about 106.52 miles of local roads. WisDOT requires all local units of government to submit road condition rating data every two years as part of the Wisconsin Information System for Local Roads (WISLR). The Pavement Surface Evaluation and Rating (PASER) program and WISLR are tools that local governments can use to manage pavements for improved decision making in budgeting and maintenance. Municipalities can use this information to develop better road budgets and keep track of roads that are in need of repair.

The Community Survey that was conducted as a part of this Comprehensive Plan asked respondents multiple questions regarding transportation within the Village. Some results from these questions are highlighted throughout this chapter.

A summary of pavement conditions in the Village of Kronenwetter can be found in **Table 6.1**. Data for pavement conditions is provided for the years 2012 and 2017. Roads exhibiting a surface condition rating at or below "fair" must be examined to determine what type of reconstruction or strengthening is necessary. The roads that display a surface rating of "good" or better will only require minimal preventative maintenance to promote safe travel conditions.

**Figure 6.1: Traffic Count Locations**



**Table 6.3: Annual Average Daily Traffic at Recorded Sites in Kronenwetter**

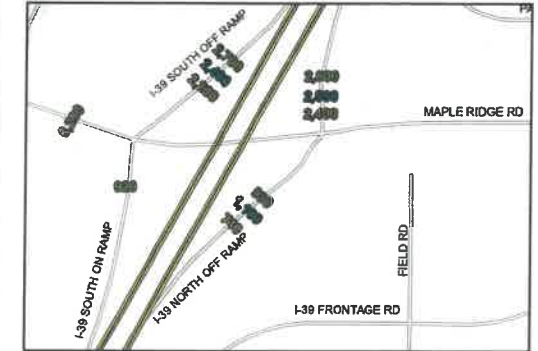
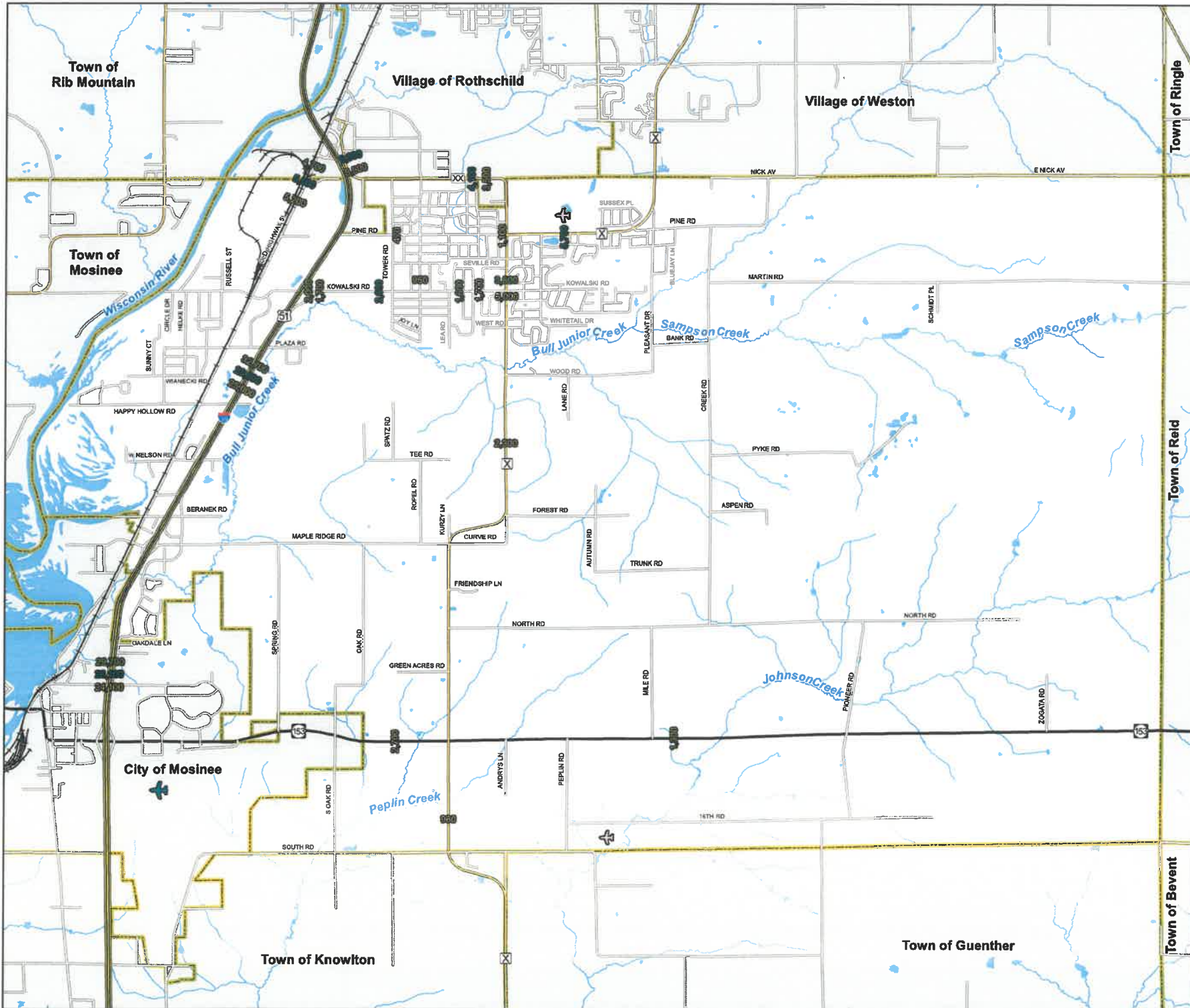
Site	2004	2007	2010	2013	2016
1	1,500	---	960	---	---
2	1,100	1,500	1,300	---	---
3	2,900	2,400	2,700	---	---
4	4,200	---	2,300	---	---
5	---	---	5,000	---	3,800
6	1,500	---	1,700	---	1,600
7	---	---	950	---	---
8	2,100	---	---	2,600	---
9	1,600	---	1,700	---	2,000
10	---	---	470	---	---
11	---	---	1,100	---	---
12	---	4,200	4,600	5,700	---
13	---	3,900	3,500	4,100	---
14	---	---	25,000	29,800	32,700
15	---	---	5,200	5,500	4,700

---: No count available. Source: WisDOT

# Transportation

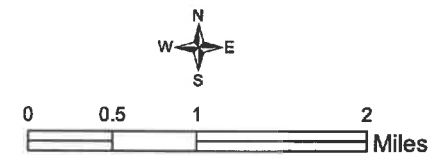
## Village of Kronenwetter

Marathon County, Wisconsin



I-39 - Maple Ridge Road Interchange Traffic Counts

- Minor Civil Divisions
- U.S. Highways
- State Highways
- County Highways
- Local Roads
- Railroad
- Water
- Commercial Service
- Grass Strip (Private)
- Average Daily Traffic Count, 2010
- Average Daily Traffic Count, 2013
- Average Daily Traffic Count, 2016

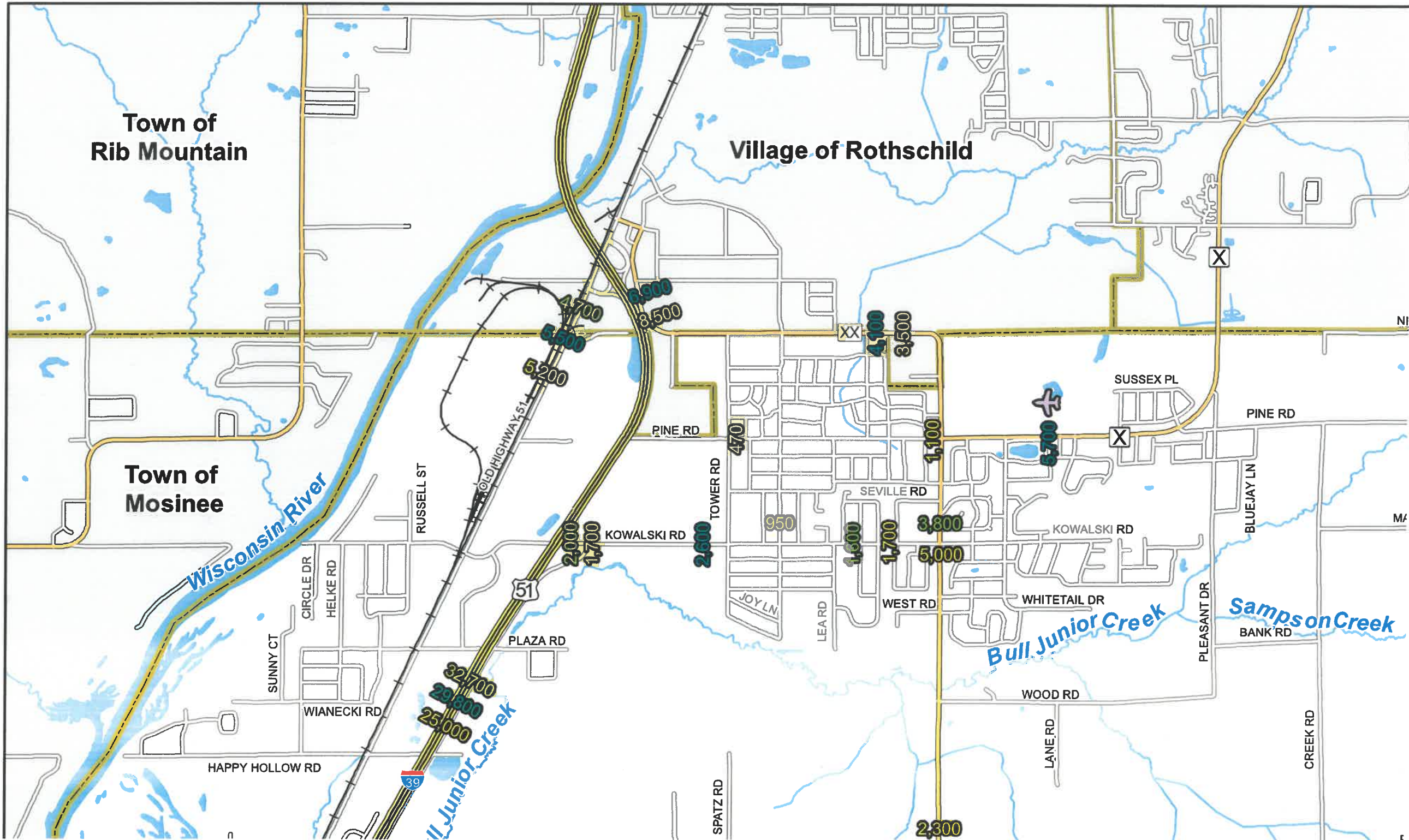


Source: WI DNR, NCWRPC, Marathon Co, Wis DOT  
This map is neither a legally recorded map nor a survey and is not intended to be used as one. This drawing is a compilation of records, information and data used for reference purposes only. NCWRPC is not responsible for any inaccuracies herein contained.



Prepared By  
**North Central Wisconsin Regional Planning Commission**

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# My Custom Report

Location: Kowalski Road/Creciente Rd  
 Address: Kowalski Road/Creciente Rd  
 Speed Limit: From schedule 35 mph

Report Period: 2023-07-22  
 Total Vehicle Count: 6689

2023-07-22 Section 6, ItemL. 6689

Date/Time	Total Vehicle	Average Speed (mph)
2023-07-22	601	32
2023-07-23	647	31
2023-07-24	809	32
2023-07-25	H 877	32
2023-07-26	866	H 33
2023-07-27	782	H 33
2023-07-28	830	32
2023-07-29	605	31
2023-07-30	672	32
<b>Summary</b>	<b>SUM: 6689</b>	<b>AVG: 32 mph</b>

2023  
 Sign - only north -  
 one way only -  
 double for actual

H - highest value in the column, bolded H is highest H value in report  
 \*\* "n/a" - means the sign did not collect any data at the time stipulated in the report. "n/a" values are NOT included in calculations.