



CITY OF MERRILL
BOARD OF PUBLIC WORKS
AGENDA • WEDNESDAY AUGUST 26, 2015

Regular Meeting

City Hall Council Chambers

4:00 PM

1. Call to Order
2. Preliminary items:
 1. Vouchers
3. Other agenda items for consideration:
 1. Receive waivers and consider bids on Hendricks Street (between East Sixth Street and East Eighth Street) project.
 2. Consider bid for culvert pipe liner on Thielman Street.
 3. Consider Bicycle and Pedestrian Plan. At a meeting on August 11, 2015, the Common Council referred the plan to the Health and Safety Committee and the Board of Public Works.
4. Monthly Reports:
 1. Street Commissioner Lupton
 2. Building Inspector/Zoning Administrator Pagel
 3. Consider placing monthly reports on file
5. Establish date, time and location of next regular meeting
6. Public Comment Period
7. Adjournment

8/2015
 SET:
 DR SET: 01 City of Merrill
 SEQUENCE : ALPHABETIC
 TO/FROM ACCOUNTS SUPPRESSED

-----ID-----				GROSS	P.O. #			
POST DATE	BANK CODE	-----DESCRIPTION-----	DISCOUNT	G/L ACCOUNT	-----ACCOUNT NAME-----			DISTRIBUTION
=====								
01-000059		AMERICAN ASPHALT OF WI						
I-5300029374		HOT MIX #1		3,225.78				
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015			1099: N			
		HOT MIX #1			10 53300-03-75000	Patching Materials		3,225.78
I-5300029474		HOT MIX #1		1,194.90				
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015			1099: N			
		HOT MIX #1			10 53300-03-75000	Patching Materials		1,194.90
I-5300029591		HOT MIX #1		1,793.04				
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015			1099: N			
		HOT MIX #1			10 53300-03-75000	Patching Materials		1,793.04
I-5300029613		HOT MIX #1		1,193.52				
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015			1099: N			
		HOT MIX #1			10 53300-03-75000	Patching Materials		1,193.52
I-5300029665		HOT MIX #1		1,200.87				
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015			1099: N			
		HOT MIX #1			10 53300-03-75000	Patching Materials		1,200.87
I-5300029697		HOT MIX #1		2,379.23				
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015			1099: N			
		HOT MIX #1			10 53300-03-75000	Patching Materials		2,379.23
I-5300029861		HOT MIX #1		1,197.20				
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015			1099: N			
		HOT MIX #1			10 53300-03-75000	Patching Materials		1,197.20
		=== VENDOR TOTALS ===		12,184.54				
=====								
01-001243		ARING EQUIPMENT COMPANY, INC.						
I-710936		REAR VIEW MIRROR		218.65				
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015			1099: N			
		REAR VIEW MIRROR			10 53240-03-40000	Operating Supplies		218.65
		=== VENDOR TOTALS ===		218.65				
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01-002222		ARROW TERMINAL, LLC						
I-0099957-IN		SOCKET, WORKLAMP, WIRE,		924.95				
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015			1099: N			
		SOCKET, WORKLAMP, WIRE,			10 53240-03-40000	Operating Supplies		924.95
I-0100065-IN		6 VOLT BATTERY		47.76				
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015			1099: N			
		6 VOLT BATTERY			10 53240-03-40000	Operating Supplies		47.76

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POST DATE	BANK CODE	DESCRIPTION	GROSS DISCOUNT	P.O. # G/L ACCOUNT	ACCOUNT NAME	DISTRIBUTION
=====						
01-002222	ARROW TERMINAL, LLC	(** CONTINUED **)				

I-0100120-IN		TRAILER PLUGS, BRACKET, PIGTAIL	262.12			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		TRAILER PLUGS, BRACKET, PIGTAIL		10 53240-03-40000	Operating Supplies	262.12
		=== VENDOR TOTALS ===	1,234.83			
=====						
01-003513	BATTERIES PLUS					

I-069-109978-01		2-12V FLOODED BUS	399.80			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		2-12V FLOODED BUS		10 53240-03-40000	Operating Supplies	399.80
		=== VENDOR TOTALS ===	399.80			
=====						
01-001521	BAY TOWEL, INC.					

I-2012883		BAY TOWEL, INC.	103.58			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		BAY TOWEL, INC.		10 53240-03-46000	Uniform Services	32.52
		BAY TOWEL, INC.		10 53620-03-46000	Uniform Services	20.34
		BAY TOWEL, INC.		10 53635-03-46000	Uniform Services	7.92
		BAY TOWEL, INC.		10 53300-03-46000	Uniform Services	38.70
		BAY TOWEL, INC.		10 53310-03-46000	Uniform Services	4.10

I-2016371		BAY TOWEL, INC.	97.10			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		BAY TOWEL, INC.		10 53240-03-46000	Uniform Services	32.04
		BAY TOWEL, INC.		10 53620-03-46000	Uniform Services	10.34
		BAY TOWEL, INC.		10 53635-03-46000	Uniform Services	7.92
		BAY TOWEL, INC.		10 53300-03-46000	Uniform Services	42.70
		BAY TOWEL, INC.		10 53310-03-46000	Uniform Services	4.10

I-2019812		BAY TOWEL, INC.	92.78			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		BAY TOWEL, INC.		10 53240-03-46000	Uniform Services	31.72
		BAY TOWEL, INC.		10 53620-03-46000	Uniform Services	10.34
		BAY TOWEL, INC.		10 53635-03-46000	Uniform Services	7.92
		BAY TOWEL, INC.		10 53300-03-46000	Uniform Services	38.70
		BAY TOWEL, INC.		10 53310-03-46000	Uniform Services	4.10

I-2023286		BAY TOWEL, INC.	99.26			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		BAY TOWEL, INC.		10 53240-03-46000	Uniform Services	32.20
		BAY TOWEL, INC.		10 53620-03-46000	Uniform Services	10.34
		BAY TOWEL, INC.		10 53635-03-46000	Uniform Services	7.92
		BAY TOWEL, INC.		10 53300-03-46000	Uniform Services	44.70
		BAY TOWEL, INC.		10 53310-03-46000	Uniform Services	4.10
		=== VENDOR TOTALS ===	392.72			

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01-002088		BOB'S WEST 64				
I-25312		TIRE REPAIR - STREET 2000 GMC	10.60			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		TIRE REPAIR - STREET 2000 GMC		10 53240-03-40000	Operating Supplies	10.60
		=== VENDOR TOTALS ===	10.60			
=====						
01-002809		CARQUEST OF MERRILL				
C-160657		UNIVERSAL OM	29.98CR			
8/15/2015	1	DUE: 7/27/2015 DISC: 7/27/2015		1099: N		
		UNIVERSAL OM		10 53240-03-40000	Operating Supplies	29.98CR
I-159853		AIR FILTER	19.14			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		AIR FILTER		10 53240-03-40000	Operating Supplies	19.14
I-160026		GOLD BATTERY	111.83			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		GOLD BATTERY		10 53240-03-40000	Operating Supplies	111.83
I-160028		BRK&MET PARTS CLNR	47.76			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		BRK&MET PARTS CLNR		10 53240-03-40000	Operating Supplies	47.76
I-160280		FILTERS	105.11			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		FILTERS		10 53240-03-40000	Operating Supplies	105.11
I-160460		11 FILTERS	207.15			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		11 FILTERS		10 53240-03-40000	Operating Supplies	207.15
I-160461		MULTI-CONDUCTOR CBL	47.25			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		MULTI-CONDUCTOR CBL		10 53240-03-40000	Operating Supplies	47.25
I-160465		FILTER	21.94			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		FILTER		10 53240-03-40000	Operating Supplies	21.94
I-160548		PRIMER AEROSOL, MASTERBLEND	187.17			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		PRIMER AEROSOL, MASTERBLEND		10 53240-03-40000	Operating Supplies	187.17
I-160656		UNIVERSAL OM, PRIMER AEROSOL	138.30			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		UNIVERSAL OM, PRIMER AEROSOL		10 53240-03-40000	Operating Supplies	138.30

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01-002809	CARQUEST OF MERRILL	(** CONTINUED **)				

I-160687		FILTERS	40.55			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		FILTERS		10 53240-03-40000	Operating Supplies	40.55

I-160701		FILTERS	148.32			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		FILTERS		10 53240-03-40000	Operating Supplies	148.32
=== VENDOR TOTALS ===			1,044.54			
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01-001857	CHRISTENSEN MACHINERY & SUPPLY					

I-1114294		BANDSAW BLADE	213.95			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		BANDSAW BLADE		10 53240-03-40000	Operating Supplies	213.95
=== VENDOR TOTALS ===			213.95			
=====						
01-000212	FASTENAL COMPANY					

I-82265		FASTENAL COMPANY	145.38			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		FASTENAL COMPANY		10 53240-03-40000	Operating Supplies	145.38

I-82323		FASTENAL COMPANY	18.41			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		FASTENAL COMPANY		10 53240-03-40000	Operating Supplies	18.41

I-82432		FASTENAL COMPANY	12.99			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		FASTENAL COMPANY		10 53240-03-40000	Operating Supplies	12.99

I-82537		FASTENAL COMPANY	5.33			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		FASTENAL COMPANY		10 53240-03-40000	Operating Supplies	5.33

I-82560		FASTENAL COMPANY	5.94			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		FASTENAL COMPANY		10 53240-03-40000	Operating Supplies	5.94

I-82706		FASTENAL COMPANY	10.98			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		FASTENAL COMPANY		10 53240-03-40000	Operating Supplies	10.98
=== VENDOR TOTALS ===			199.03			

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01-000718 GLEN-RAY RADIATORS, INC.						

I-160882		INSTALL NEW CORE IN RADIATOR	1,590.00			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		INSTALL NEW CORE IN RADIATOR		10 53240-03-40000	Operating Supplies	1,590.00
=== VENDOR TOTALS ===			1,590.00			
=====						
01-003164 HEARTLAND COOPERATIVE SERVICES						

I-292321		LAWN MIX	188.00			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		LAWN MIX		10 53300-03-40000	Operating Supplies	188.00
=== VENDOR TOTALS ===			188.00			
=====						
01-003786 JFTCO, INC						

I-C216657		SEAL KITS	247.32			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		SEAL KITS		10 53240-03-40000	Operating Supplies	247.32
=== VENDOR TOTALS ===			247.32			
=====						
01-001961 LEGACY DISTRIBUTION						

I-4128		COMPLETE HELMET SYSTEM(4)	128.73			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		COMPLETE HELMET SYSTEM(4)		10 53300-03-32000	Safety Educ/Materials	128.73
=== VENDOR TOTALS ===			128.73			
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01-000313 LINCOLN CO TREASURER'S OFFICE						

I-9985		GARBAGE	8,360.80			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		GARBAGE		10 53620-03-94000	Tipping Fees	8,360.80
=== VENDOR TOTALS ===			8,360.80			
=====						
01-000157 LONDERVILLE STEEL						

I-409194		LONDERVILLE STEEL	968.80			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		LONDERVILLE STEEL		10 53240-03-40000	Operating Supplies	968.80
=== VENDOR TOTALS ===			968.80			

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Packet Pg. 7

8/2017
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-----ID-----			GROSS	P.O. #			
POST DATE	BANK CODE	-----DESCRIPTION-----	DISCOUNT	G/L ACCOUNT	-----ACCOUNT NAME-----		DISTRIBUTION
=====							
01-002549		MEDFORD COOPERATIVE INC					
I-4011883		FUEL	18,838.58				
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N			
		FUEL		10 53240-03-40000	Operating Supplies		18,838.58
		=== VENDOR TOTALS ===	18,838.58				
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01-000041		MERRILL ACE HARDWARE					
I-140904		OVEN CLNR	25.96				
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N			
		OVEN CLNR		10 53240-03-40000	Operating Supplies		25.96
I-141021		TRIM ROLLER REFILLS	10.98				
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N			
		TRIM ROLLER REFILLS		10 53240-03-40000	Operating Supplies		10.98
I-141167		CHALK POWDER	6.18				
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N			
		CHALK POWDER		10 53240-03-40000	Operating Supplies		6.18
I-141294		SCRAPR, STRAP HOLD	25.14				
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N			
		SCRAPR, STRAP HOLD		10 53240-03-40000	Operating Supplies		25.14
I-141592		GARDEN SPRAYER	15.99				
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N			
		GARDEN SPRAYER		10 53300-03-40000	Operating Supplies		15.99
		=== VENDOR TOTALS ===	84.25				
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01-001693		MID-STATE TRUCK SERVICE INC					
I-143266U		LIGHT TURN	52.37				
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N			
		LIGHT TURN		10 53240-03-40000	Operating Supplies		52.37
		=== VENDOR TOTALS ===	52.37				
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01-000529		MID-STATES EQUIPMENT INC					
C-1513728-01		PUMP	490.00CR				
8/15/2015	1	DUE: 3/23/2015 DISC: 3/23/2015		1099: N			
		PUMP		10 53240-03-40000	Operating Supplies		490.00CR
I-1251839-01		ORING FLANGE	81.28				
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N			
		ORING FLANGE		10 53240-03-40000	Operating Supplies		81.28

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01-000529		MID-STATES EQUIPMENT INC				(** CONTINUED **)
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I-1257466-01		FF MALE TIP, FF FEMALE COUPL	890.00			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		FF MALE TIP, FF FEMALE COUPLR		10 53240-03-40000	Operating Supplies	890.00
		=== VENDOR TOTALS ===	481.28			
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01-000516		MONROE TRUCK EQUIPMENT				
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I-5301420		VALVE FLOW CNTRL	386.65			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		VALVE FLOW CNTRL		10 53240-03-40000	Operating Supplies	386.65
		=== VENDOR TOTALS ===	386.65			
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01-000540		NAPA AUTO PARTS				
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I-545154		V-BELTS	24.50			
8/14/2015	1	DUE: 8/14/2015 DISC: 8/14/2015		1099: N		
		V-BELTS		10 53240-03-40000	Operating Supplies	24.50
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I-545935		WATER SEPARATOR SENSOR	32.48			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		WATER SEPARATOR SENSOR		10 53240-03-40000	Operating Supplies	32.48
=====						
I-546243		SPARK PLUG	12.52			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		SPARK PLUG		10 53240-03-40000	Operating Supplies	12.52
=====						
I-547720		TRANS-TUNE	9.77			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		TRANS-TUNE		10 53240-03-40000	Operating Supplies	9.77
=====						
I-547744		REARVIEW MIRROR ADH	3.38			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		REARVIEW MIRROR ADH		10 53240-03-40000	Operating Supplies	3.38
=====						
I-549763		AEROSOL	41.94			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		AEROSOL		10 53240-03-40000	Operating Supplies	41.94
		=== VENDOR TOTALS ===	124.59			

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=====						
01-002711		O'REILLY AUTO PARTS				
I-268221		BOLT	8.98			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		BOLT		10 53240-03-40000	Operating Supplies	8.98
		=== VENDOR TOTALS ===	8.98			
=====						
01-002323		POWERPLAN				
C-1284490		V-BELT	76.72CR			
8/15/2015	1	DUE: 5/21/2015 DISC: 5/21/2015		1099: N		
		V-BELT		10 53240-03-40000	Operating Supplies	76.72CR
I-1308095		CLUTCH PAC, ANVIL	764.10			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		CLUTCH PAC, ANVIL		10 53240-03-40000	Operating Supplies	764.10
I-1315666		SEAL KIT 2", PLUG BREATHER,1/	127.24			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		SEAL KIT 2", PLUG BREATHER,1/4		10 53240-03-40000	Operating Supplies	127.24
		=== VENDOR TOTALS ===	814.62			
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01-000080		QUICKSILVER BROADCASTING LLC				
I-15070086		JULY 4TH	98.00			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		JULY 4TH		10 53635-03-20000	Publish Legal Notices	98.00
I-15070147		BIG ITEMS	207.00			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		BIG ITEMS		10 53635-03-20000	Publish Legal Notices	207.00
		=== VENDOR TOTALS ===	305.00			
=====						
01-000531		RENT-A-FLASH OF WI				
I-48190		TRUCK ROUTE, LANE DESIGNATION	712.40			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		TRUCK ROUTE, LANE DESIGNATION		10 52110-03-40000	Operating Supplies	712.40
I-48434		GLASS BEADS	1,085.60			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		GLASS BEADS		10 52110-03-40000	Operating Supplies	1,085.60
		=== VENDOR TOTALS ===	1,798.00			

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POST DATE	DISCOUNT	G/L ACCOUNT	-----ACCOUNT NAME-----	DISTRIBUTION		
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01-003735 RIESTERER & SCHNELL, INC						
I-859099	252.34					
8/15/2015 1		1099: N				
		10 53240-03-40000	Operating Supplies	252.34		
=====						
I-873372	30.61					
8/15/2015 1		1099: N				
		10 53240-03-40000	Operating Supplies	30.61		
=====						
=== VENDOR TOTALS ===		282.95				
=====						
01-000546 SCHAEFFER MFG CO						
I-MN9318	147.12					
8/15/2015 1		1099: N				
		10 53240-03-40000	Operating Supplies	147.12		
=====						
=== VENDOR TOTALS ===		147.12				
=====						
01-003787 SUNBELT RENTALS, INC						
I-53869762-001	309.27					
8/15/2015 1		1099: N				
		10 53314-03-91000	Equipment Rental	309.27		
=====						
=== VENDOR TOTALS ===		309.27				
=====						
01-002834 T & P SALES & SERVICE						
I-00449	24.00					
8/15/2015 1		1099: N				
		10 53240-03-40000	Operating Supplies	24.00		
=====						
I-420	24.00					
8/15/2015 1		1099: N				
		10 53240-03-40000	Operating Supplies	24.00		
=====						
=== VENDOR TOTALS ===		48.00				
=====						
01-002847 TOMAHAWK TRUCK PARTS, LLC						
I-09P902432	4.30					
8/15/2015 1		1099: N				
		10 53240-03-40000	Operating Supplies	4.30		
=====						
I-09P902457	267.44					
8/15/2015 1		1099: N				
		10 53240-03-40000	Operating Supplies	267.44		

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-----ID-----				GROSS	P.O. #		
POST DATE	BANK CODE	-----DESCRIPTION-----	DISCOUNT	G/L ACCOUNT	-----ACCOUNT NAME-----	DISTRIBUTION	
=====							
01-002847		TOMAHAWK TRUCK PARTS, LLC				(** CONTINUED **)	

I-09P902509		QUICK REL VLV	8.07				
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N			
		QUICK REL VLV		10 53240-03-40000	Operating Supplies		8.07
=== VENDOR TOTALS ===			279.81				
=====							
01-003101		TRANSPORT REFRIGERATION, INC					

C-0375654		CORE	1,000.00CR				
8/15/2015	1	DUE: 7/06/2015 DISC: 7/06/2015		1099: N			
		CORE		10 53240-03-40000	Operating Supplies		1,000.00CR
=====							
I-0376222		SOLENOID REPAIR	97.27				
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N			
		SOLENOID REPAIR		10 53240-03-40000	Operating Supplies		97.27
=====							
I-0376772		BUS COOLING ISSUE	911.05				
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N			
		BUS COOLING ISSUE		10 53240-03-40000	Operating Supplies		911.05
=== VENDOR TOTALS ===			8.32				
=====							
01-000278		TRIDENT SUPPLY					

I-H7752		TISSUE	33.95				
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N			
		TISSUE		10 53230-03-40000	Operating Supplies		33.95
=== VENDOR TOTALS ===			33.95				
=====							
01-002501		VERIZON WIRELESS					

I-9748200165		ACCT 486469553-00001	7.03				
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N			
		ACCT 486469553-00001		10 53230-02-25000	Telephone & Fiber		7.03
=====							
I-9749870059		ACCT 486469553-00001	17.75				
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N			
		ACCT 486469553-00001		10 53230-02-25000	Telephone & Fiber		17.75
=== VENDOR TOTALS ===			24.78				

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Packet Pg. 12

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-----ID-----			GROSS	P.O. #		
POST DATE	BANK CODE	-----DESCRIPTION-----	DISCOUNT	G/L ACCOUNT	-----ACCOUNT NAME-----	DISTRIBUTION
=====						
01-000284	VIP	ALL-VALUE				
I-94214		FOLDER, HANG; CHAIR	275.97			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		FOLDER, HANG; CHAIR		10 53240-03-40000	Operating Supplies	275.97
I-94216		PEN	14.99			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		PEN		10 53240-03-40000	Operating Supplies	14.99
I-94323		LABEL	9.99			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		LABEL		10 53240-03-40000	Operating Supplies	9.99
=== VENDOR TOTALS ===			300.95			
=====						
01-000855	ZIENTARA FLEET	EQUIPMENT INC.				
I-0110408P		CHAMBER COMPLETE, VENTILATION	100.80			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		CHAMBER COMPLETE, VENTILATION,		10 53240-03-40000	Operating Supplies	100.80
I-0110409P		AIR FILTER	26.86			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		AIR FILTER		10 53240-03-40000	Operating Supplies	26.86
I-0110623P		FILTERS	61.23			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		FILTERS		10 53240-03-40000	Operating Supplies	61.23
I-0110910P		QR VALVE, FILTERS, AIR SAFETY	65.00			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		QR VALVE, FILTERS, AIR SAFETY		10 53240-03-40000	Operating Supplies	65.00
I-0110911P		FUEL FILTER, AIR SAFETY	18.66			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		FUEL FILTER, AIR SAFETY		10 53240-03-40000	Operating Supplies	18.66
I-0111429P		STD LUBE VERSION OF ELF,	35.04			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		STD LUBE VERSION OF ELF,		10 53240-03-40000	Operating Supplies	35.04
I-1134361		AIR FILTER	15.74			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		AIR FILTER		10 53240-03-40000	Operating Supplies	15.74
I-1134675		FILTERS	60.46			
8/15/2015	1	DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
		FILTERS		10 53240-03-40000	Operating Supplies	60.46

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POST DATE	BANK CODE	-----ID-----	DESCRIPTION-----	GROSS DISCOUNT	P.O. # G/L ACCOUNT	-----ACCOUNT NAME-----	DISTRIBUTION
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01-000855 ZIENTARA FLEET EQUIPMENT INC. (** CONTINUED **)

I-1134752			FILTERS, CARTRIDS	59.65			
8/15/2015	1		DUE: 8/15/2015 DISC: 8/15/2015		1099: N		
			FILTERS, CARTRIDS		10 53240-03-40000	Operating Supplies	59.65
=== VENDOR TOTALS ===				443.44			
=== PACKET TOTALS ===				52,155.22			

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** T O T A L S **

INVOICE TOTALS 53,751.92
DEBIT MEMO TOTALS 0.00
CREDIT MEMO TOTALS 1,596.70CR

BATCH TOTALS 52,155.22

** G/L ACCOUNT TOTALS **

BANK	YEAR	ACCOUNT	NAME	AMOUNT	=====LINE ITEM=====		=====GROUP BUDGET=====	
					ANNUAL BUDGET	BUDGET OVER AVAILABLE BUDG	ANNUAL BUDGET	BUDGET OVER AVAILABLE BUDG
2015	10	-21-0000	Accounts Payable Control	52,155.22 *				
	10	-52110-03-40000	Operating Supplies	1,798.00	1,000	1,218.00- Y	33,100	23,614.03
	10	-53230-02-25000	Telephone & Fiber	24.78	8,250	4,053.83	54,533	17,999.11
	10	-53230-03-40000	Operating Supplies	33.95	10,000	3,730.18- Y	54,533	17,989.94
	10	-53240-03-40000	Operating Supplies	28,413.44	355,000	149,360.66	585,129	251,625.43
	10	-53240-03-46000	Uniform Services	128.48	750	17.83	585,129	279,910.39
	10	-53300-03-32000	Safety Educ/Materials	128.73	3,500	259.24- Y	298,148	131,400.93
	10	-53300-03-40000	Operating Supplies	203.99	7,000	3,047.99	298,148	131,325.67
	10	-53300-03-46000	Uniform Services	164.80	3,250	2,333.65	298,148	131,364.86
	10	-53300-03-75000	Patching Materials	12,184.54	45,000	30,999.45	298,148	119,345.12
	10	-53310-03-46000	Uniform Services	16.40	350	260.41	47,961	23,341.87
	10	-53314-03-91000	Equipment Rental	309.27	0	309.27- Y	30,830	10,241.27
	10	-53620-03-46000	Uniform Services	51.36	850	456.14	276,543	133,731.00
	10	-53620-03-94000	Tipping Fees	8,360.80	93,500	42,177.17	276,543	125,421.56
	10	-53635-03-20000	Publish Legal Notices	305.00	2,250	1,477.00	196,691	92,532.34
	10	-53635-03-46000	Uniform Services	31.68	800	528.42	196,691	92,805.66
	99	-14-0010	Due from General Fund	52,155.22 *				
			** 2015 YEAR TOTALS	52,155.22				

AKEY ENGINEERING SERVICE, LLC

INVOICE

CIVIL DESIGN AND LAYOUT

N2062 Cain Creek Road
Merrill, WI 54452
Phone 715-297-2034

DATE:
INVOICE #
FOR:

August 2, 2015
15-009
July Invoice



Bill To:
City of Merrill
Attn: City Clerk
1004 E 1st Street
Merrill, WI 54452

\$ 5,400 -52-57001-08-25555
\$ 2,700 -63-50000-07-55757
\$ 2,700 -63-50000-07-55647

DESCRIPTION	AMOUNT
Superior Street Staking 20 hrs. @ \$60/hr.	\$1,200.00
Superior Street Project Management 160 hrs. @ \$60/hr.	\$9,600.00
Trophy Lot, Scott St., Cleveland St., 2015 Paving Layout and Project Management 22 hrs. @ \$60/hr. 46-57100-02-57500	\$1,320.00
Sidewalk/curb and gutter layout, Memorial Dr., Car Quest, City Hall 18 hrs. @ \$60/hr 52-57001-08-23500	\$1,080.00
Pocket Park Estimate 9 hrs. @ \$60/hr 46-57100-02-57500	\$540.00
2015 Additional Paving Estimates Preparation 8 hrs. @ \$60/hr 10-53100-02-13250	\$480.00
ADA Parks Survey, Layout, Estimate 4 hrs. @ \$60/hr 10-53100-02-13250	\$240.00
TOTAL	\$ 14,460.00

If you have any questions concerning this invoice please contact me at 715-297-2034

KU 8/12/2015

THANK YOU FOR YOUR BUSINESS!

002411



330 N. 4th Street, Wausau, WI 54403-5417
Telephone: 715-845-8000 | www.becherhoppe.com

INVOICE
TIN 39-0875123

July 31, 2015 ✓
Project No: 2013.046.00
Invoice No: 18994

Kathy Unertl
Finance Director
City of Merrill
1004 East First Street
Merrill, WI 54452-2586

Wal-Mart Third Party Engineering Services

Includes Public Information Meeting and outreach, construction progress meetings, coordination with the general contractor and City Staff, coordination with WisDOT, scheduling and on site resident project representation and surveying for quality verification.

Kathy, Please note we are billing our additional cost to date for Wal-Mart project. We are working on closing out the project and will have additional costs.

December 12, 2014 - Meeting with Wal-Mart and City for Wal-Mart driveway, stormwater, drainage design issues.

June 29, 2015 - Meeting with Wal-Mart and City for Wal-Mart driveway, stormwater, drainage design issues.

Professional Services from June 27, 2015 to July 24, 2015

Professional Personnel

	Hours	Amount
Totals	2.00	
Total Labor		290.00

Reimbursable Expenses

Travel

Total Reimbursables

43-57500-08-33450
Total this Invoice 19.55
19.55
\$309.55

KU
8/11/2015

Billings to Date

	Current	Prior	Total
Labor	290.00	244,837.41	245,127.41
Consultant	0.00	3,731.50	3,731.50
Expense	19.55	5,139.75	5,159.30
Unit	0.00	5,173.42	5,173.42
Totals	309.55	258,882.08	259,191.63

RECEIVED

AUG 03 2015

BY: _____



330 N. 4th Street, Wausau, WI 54403-5417
Telephone: 715-845-8000 | www.becherhoppe.com

INVOICE
TIN 39-0875123

002411

July 30, 2015 ✓
Project No: 2012.081.00
Invoice No: 18968

Kathy Unertl
Finance Director
City of Merrill
1004 East First Street
Merrill, WI 54452-2586

Professional services for final design, construction documents and construction services for the new Central Fire Station to be constructed at 427 East Second Street.

Professional Services from June 27, 2015 to July 24, 2015

Phase	020	Design Development Phase (l/s)		
Fee				
Billing Phase	Fee	Percent Complete	Earned	
Becher Hoppe	5,380.00	100.00	5,380.00	
Structural Services	1,000.00	100.00	1,000.00	
Total Fee	6,380.00		6,380.00	
		Previous Fee Billing	6,380.00	
		Current Fee Billing	0.00	
		Total Fee	0.00	
			Total this Phase	0.00

Phase	021	Additional Services (t/m)		
Additional Services - Additional on site visits regarding contractor questions and owners concerns of existing ongoing issues with workmanship and to complete the facility per the letter issued by Tom Hayden, City Attorney dated May 14, 2014.				
			Total this Phase	0.00

Phase	022	Construction Document Phase (l/s)		
Fee				
Billing Phase	Fee	Percent Complete	Earned	
Becher-Hoppe	46,330.00	100.00	46,330.00	
Structural Services	8,000.00	100.00	8,000.00	

RECEIVED
AUG 03 2015

OVER

TERMS - Payment is due upon receipt. Amounts unpaid after 30 days will bear interest of 1.5% per month (18% annually) until paid.
BY: REMIT TO: Becher-Hoppe Associates, Inc. 330 N 4th St, Wausau, WI 54403-5417 Email: accountspayable@becherhoppe.com

Project	2012.081.00	Merrill, City of - Fire Station	Invoice	18968
HVAC / Electrical Services	24,500.00	100.00	24,500.00	
Total Fee	78,830.00		78,830.00	
		Previous Fee Billing	78,830.00	
		Current Fee Billing	0.00	
		Total Fee		0.00
		Total this Phase		0.00

Phase	030	Bidding or Negotiation Phase (I/s)		
Fee				
Billing Phase	Fee	Percent Complete	Earned	
Becher Hoppe	6,445.00	100.00	6,445.00	
Structural Services	600.00	100.00	600.00	
HVAC / Electrical Services	1,750.00	100.00	1,750.00	
Total Fee	8,795.00		8,795.00	
		Previous Fee Billing	8,795.00	
		Current Fee Billing	0.00	
		Total Fee		0.00
		Total this Phase		0.00

Phase	036	Construction Phase (I/s reimburs to 060)		
Fee				
Billing Phase	Fee	Percent Complete	Earned	
Becher Hoppe	52,392.00	100.00	52,392.00	
Structural Services	2,400.00	100.00	2,400.00	
HVAC / Electrical	8,750.00	100.00	8,750.00	
RPR duties	18,720.00	100.00	18,720.00	
Total Fee	82,262.00		82,262.00	
		Previous Fee Billing	82,262.00	
		Current Fee Billing	0.00	
		Total Fee		0.00
		Total this Phase		0.00

Phase	060	Reimbursables (t/m)		
Printing, reproductions, plots, postage, and approval fees.				
Reimbursable Expenses				
Travel			25.30	
Total Reimbursables			25.30	25.30
		Total this Phase		\$25.30

Phase	065	Contractor Related Issues - Roof (t/m)		
Issues directly related to the roof per the various roofing inspections.				

OVER

Project	2012.081.00	Merrill, City of - Fire Station	Invoice	18968
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Professional Personnel

	Hours	Rate	Amount	
Project Manager, Associate AIA	13.40	105.00	1,407.00	
Totals	13.40		1,407.00	
Total Labor				1,407.00
		Total this Phase		\$1,407.00
		Total this Invoice		<u>\$1,432.30</u>

52-57200-08-27300

1124
8/11/2015

City of Merrill Bid Results - Thursday, 8/20/2015**Asphaltic Pavement - Hendricks Street
(Between 6th St. - 8th St.)**

Musson Bros., Inc.	\$104,879.00
Rhineland, WI	
Merrill Gravel & Sand Const. Co.	\$95,060.50
Merrill, WI	

BID FORM

<u>Item</u>	<u>Amount</u>
Remove Existing Pavement	2,008 sy @ \$ <u>2.00</u> /sy = <u>4,016.00</u>
Unclassified Excavation	446 cy @ \$ <u>17.00</u> /cy = <u>7,582.00</u>
Remove Sidewalk	310 sf @ \$ <u>1.20</u> /sf = <u>372.00</u>
Crushed Aggregate Base Course	519 cy @ \$ <u>22.00</u> /cy = <u>11,418.00</u>
Asphaltic Pavement	350 Ton @ \$ <u>79.90</u> /Ton = <u>27,965.00</u>
30" Curb and Gutter	1390 lf @ \$ <u>19.50</u> /lf = <u>27,105.00</u>
4" Sidewalk	600 sf @ \$ <u>6.00</u> /sf = <u>3,600.00</u>
6" Concrete Apron	360 sf @ \$ <u>7.00</u> /sf = <u>2,520.00</u>
Install Catch Basin	1 Each @ \$ <u>2,000.00</u> /Each = <u>2,000.00</u>
Adjust Catch Basin, New Inlet Cover	1 Each @ \$ <u>1,000.00</u> /Each = <u>1,000.00</u>
Adjust Manhole	3 Each @ \$ <u>900.00</u> /Each = <u>2,700.00</u>
Topsoil, Seed and Mulch	618 sy @ \$ <u>7.00</u> /sy = <u>4,326.00</u>
Sawcut Existing Pavement	110 lf @ \$ <u>2.50</u> /lf = <u>275.00</u>
Traffic Control	1 lump sum @ \$ <u>10,000.00</u> /LS = <u>10,000.00</u>
	Total = <u>104,879.00</u>

This is a unit price bid and will be paid for as described in the bid items. Payment will be upon completion and acceptance of the project by the City of Merrill. All bid items are bid according to the Plan and Bid Item descriptions attached. Any change in the scope of work shall be paid for at a price agreed upon prior to beginning work.

All applicable taxes and fees are included in the price set forth above. Please include any projected fuel cost adjustments. No adjustments will be allowed after bids are received. Bidder agrees that all work shall be substantially complete by October 2nd, 2015. The City of Merrill reserves the right to reject any and all bids or to accept any bid deemed to be in the best interest of the city and to waive any informalities in the bidding.

MUSSON BROS, INC
P.O. BOX 818
RHINELANDER, WI 54501

BID FORM

<u>Item</u>	<u>Amount</u>
Remove Existing Pavement	2,008 sy @ \$ <u>1.00</u> /sy = <u>2008.00</u>
Unclassified Excavation	446 cy @ \$ <u>13.50</u> /cy = <u>6021.00</u>
Remove Sidewalk	310 sf @ \$ <u>0.42</u> /sf = <u>130.20</u>
Crushed Aggregate Base Course	519 cy @ \$ <u>22.00</u> /cy = <u>11418.00</u>
Asphaltic Pavement	350 Ton @ \$ <u>81.40</u> /Ton = <u>28490.00</u>
30" Curb and Gutter	1390 lf @ \$ <u>22.30</u> /lf = <u>30997.00</u>
4" Sidewalk	600 sf @ \$ <u>8.25</u> /sf = <u>4950.00</u>
6" Concrete Apron	360 sf @ \$ <u>9.75</u> /sf = <u>3510.00</u>
Install Catch Basin	1 Each @ \$ <u>1525.00</u> /Each = <u>1525.00</u>
Adjust Catch Basin, New Inlet Cover	1 Each @ \$ <u>775.00</u> /Each = <u>775.00</u>
Adjust Manhole	3 Each @ \$ <u>300.00</u> /Each = <u>900.00</u>
Topsoil, Seed and Mulch	618 sy @ \$ <u>4.10</u> /sy = <u>2533.80</u>
Sawcut Existing Pavement	110 lf @ \$ <u>2.75</u> /lf = <u>302.50</u>
Traffic Control	1 lump sum @ \$ <u>1500.00</u> /LS = <u>1500.00</u>
	Total = <u>95060.50</u>

This is a unit price bid and will be paid for as described in the bid items. Payment will be upon completion and acceptance of the project by the City of Merrill. All bid items are bid according to the Plan and Bid Item descriptions attached. Any change in the scope of work shall be paid for at a price agreed upon prior to beginning work.

All applicable taxes and fees are included in the price set forth above. Please include any projected fuel cost adjustments. No adjustments will be allowed after bids are received. Bidder agrees that all work shall be substantially complete by October 2nd, 2015. The City of Merrill reserves the right to reject any and all bids or to accept any bid deemed to be in the best interest of the city and to waive any informalities in the bidding.

Merrill Gravel & Sand Construction Co
 2505 E. Sturdevant St
 Merrill WI 54452

BID FORM

<u>Item</u>	<u>Amount</u>
95" x 67" Polymeric Smooth Cor Reline pipe 120 lf @ \$ <u>298.00</u> /lf =	<u>35,760.00</u>
2 - 95" x 67" Polymeric Smooth Cor end sections 2 each @ \$ <u>2,100</u> /each =	<u>4,200</u>
Total =	<u>39,960.00</u>

This is a unit price bid and will be paid for as described in the bid items. Payment will be upon completion and acceptance of the project by the City of Merrill. All bid items are bid according to the Plan and Bid Item descriptions attached. Any change in the scope of work shall be paid for at a price agreed upon prior to beginning work.

All applicable taxes and fees are included in the price set forth above. The City of Merrill reserves the right to reject any and all bids or to accept any bid deemed to be in the best interest of the city and to waive any informalities in the bidding.

SUBMITTED ON 8/17/15 (date)
 BIDDER'S SIGNATURE [Signature]
 TYPE/PRINT NAME/COMPANY Contech Engineered Solutions

We acknowledge the receipt of addendum # _____.

Solutions & products for your site development,
bridge, and stormwater management needs.



Keith W. Johnson, PE
Regional Sales Engineer

PO Box 1
Kimberly, WI 54136

Fax: 920-687-2561
Cell: 920-860-0989
kjohnson@conteches.com

ADVERTISEMENT FOR BIDS

Culvert Pipe Liner

(Material Only)

The City of Merrill, Lincoln County, Wisconsin, will receive sealed bids for 95" x 67" Polymeric Smooth Cor Reline pipe with 24" bands with gaskets and 2" grout ports or Equivalent Culvert Pipe Liner and end sections for lining an existing 114" x 72" metal culvert on Thielman Street. Bids will be accepted until 2 pm, August 20th, 2015, at the City of Merrill City Hall, at which time they will be opened, read aloud and placed on file for further action. Bids shall be returned to the City Clerk's office located at 1004 E First Street, Merrill, WI 54452. Bid Documents and Specifications will be available from the City Clerk's Office Monday, August 10th, 2015.

The City of Merrill reserves the right to reject any and all bids or to accept any bid deemed to be in the best interest of the city and to waive any informalities in the bidding.

BIDDING REQUIREMENTS

Examination of Contract Documents and Site

It is the responsibility of each bidder, before submitting a Bid, to examine the Contract Documents thoroughly, visit the site to become familiar with existing conditions and compare conditions to the final design, study and carefully correlate Bidder's observations with Contract Documents, notify the City or Engineer of any conflicts, errors or discrepancies.

Contract Time

The pipe liner shall be delivered to Thielman Street by September 7th, 2015.



City of Merrill Bicycle and Pedestrian Plan 2015

Prepared by North Central Wisconsin Regional Planning Commission



July 1, 2015
Draft

Attachment: Bicycle and Pedestrian Plan (1215 : Consider Bicycle and Pedestrian Plan)

Merrill Bicycle & Pedestrian Plan Acknowledgements

Merrill Park & Recreation Commission

Mike Willman, Chairperson
Brian Artac
Ben Debroux
Troy Peiper
Jean Raven
Melissa Schroeder
Dave Sukow

Advisory Group participants

Sharon Anderson
Noel Bushor
Anthony Gerlach
Brenda Mamer
Chris Schotz
Sue Weith

Principal staff who assisted in the development of this plan

Chief Ken Neff, Police Department
Dick Lupton, Streets Commissioner
Dan Wendorf, Director, Merrill Parks & Recreation Department
Fred Heider, AICP, Principal Author, North Central Wisconsin Regional Planning Commission

Cover photo sources: NCWRPC

DRAFT: July 1, 2015

This plan was developed by NCWRPC with guidance from the Advisory Group of citizens and oversight provided by the Merrill Park & Recreation Commission. Funding provided by a grant from the U.S. Department of Transportation, with additional funding from WisDOT, NCWRPC, and Merrill.

For more information contact:

North Central Wisconsin Regional Planning Commission
210 McClellan Street, Suite 210
Wausau, WI 54403
715-849-5510
www.ncwrpc.org



July 1 DRAFT

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Attachment: Bicycle and Pedestrian Plan (1215 : Consider Bicycle and Pedestrian Plan)

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ATTACHMENTS

- A. Merrill, Bicycle & Pedestrian Crashes, 2005-2012
- B. Bicycle Crash Analysis for Wisconsin
- C. Bicycle Tune-Up Bill Summary Sheet
- D. Bike Route Signs & Road Markings for Merrill
- E. River Bend Trail Map
- F. Bicycle Parking Guidelines
- G. School Success Story: Omro WI
- H. Recommended STH 64 & 107 Area Improvement Panels
- I. Recommended Downtown Bike Route Loop Improvements
- J. Recommended 6th Ward STH 64 Improvements
- K. Recommended MARC & Stange Park Additions
- L. River Bend Trail crossing signs

CHAPTER 1

INTRODUCTION

PURPOSE

The primary emphasis of this plan is to develop a more bicycle and pedestrian friendly transportation system in the City of Merrill. Biking and walking are essential to maintaining and promoting the quality of life for residents and visitors of Merrill.

Merrill's motto is "the city of parks." With such a statement comes a feeling that there are easily accessible parks for all residents. Many positive attributes make Merrill a great place to walk or bike for daily trips and for recreation. Historic downtown buildings and houses in some neighborhoods, surrounded by rivers and towering white pines provide scenic beauty to travel through. Distances are short to walk or bike. Many destinations are within a 3.5- mile, 20-minute, bicycling distance of most residents. Topography in Merrill is generally flat with gradual hills that are convenient to climb on a bike or to walk. With all the reasons that make Merrill a good place to walk and bike, 6.7% of commuter trips in 2010 (U.S. Census 2006-2010 ACS) occurred by walking and biking, and 13% of school trips in 2015 (SRTS tally) were made by walking or biking.

This is a citywide plan developed by the Merrill Bike & Pedestrian Advisory Group (see back of plan cover) with oversight provided by the Merrill Parks and Recreation Commission, and technical assistance provided by NCWRPC. Efforts were made to include additional local citizens, schools and businesses to make all of Merrill bicycle and pedestrian friendly. Adoption of this plan does not commit Merrill to funding projects listed in this plan, however, success in obtaining possible grant money may require that a project be listed in this plan.

Funding for this effort was provided in part by a grant from the Wisconsin Department of Transportation. Staff support was provided by the North Central Wisconsin Regional Planning Commission. This Plan outlines recommendations to improve conditions for bicycling and walking in Merrill.

Some of the main components of this plan include:

- A review of existing conditions (e.g. sidewalk locations, crash data, pinch points, education, and existing plans & laws);
- Bike route planning;
- Vision, mission, goals, and objectives; and
- Recommendations that are policy based, in addition to education, enforcement, engineering, and evaluation.

There are recommendations for many City departments and Merrill area groups, along with the Highway Dept. and WisDOT based upon jurisdiction.

BICYCLING AND WALKING AS TRANSPORTATION

Bicycling and walking are two of the most efficient ways to get around. Walking is ubiquitous; nearly everyone depends on walking for at least part of every trip, if only from the parking lot to the nearest building. Although some lament that “people just can’t seem to walk anywhere anymore,” the reality is that, given the opportunity, many people choose to walk from one place to another, particularly if they can do so safely and conveniently. During the past fifty years, however, there is no question that we Americans have become increasingly auto-dependent. This is partially by choice, and partly as the result of a development pattern where individual land uses (e.g. retail, fast food, and schools) exist on the periphery of communities. Not only are edge of town land uses a long walk from where people live, but they may be a half-mile or more from the nearest sidewalk. Conditions such as these not only discourage able-bodied pedestrians, they literally prevent access for pedestrians with special needs, a group that includes elderly, children, and people with disabilities.

DEFINING WHO RIDES BICYCLES

Not everyone who walks or bikes has the same ability or confidence riding. Age, experience, and bicycling ability dictate where and when individuals (or parents, in the case of children) feel comfortable to safely bicycle on roads.

Age Differences

In general, young bicyclists are found in places where a park is within a mile from their home, and where development is clustered, like in a city’s downtown. Some kids learn the basics of balance and control with their first bicycle by the age of four. By the time they turn 10 years old many children are allowed to ride to school if the route is safe, or to the store, or to visit friends. By the time kids reach their junior high years (7-9th grades), they often have good traffic safety skills. Bicycles are their primary means of independent mobility beyond walking.

Many high school students stop riding their bikes as infatuation with the car takes hold. But after high school, some people come back to bicycling, especially if they attend college. Beyond school, many people limit their bicycling to family outings, recreational trail riding, and within a few miles of their homes for low-impact exercise.

Some adults bicycle to work. The latest trend is that young adults are choosing where to live based upon how walkable or bikeable their commute is. Other adults may use bicycles for touring long distances. Bicycle clubs which tend to cater to people in the 25 to 50 age group often sponsor rides through rural areas (e.g. GRABAAWR, which passes through Merrill).

By retirement age, many people who have not ridden for years take up bicycling again as a way to keep limber and fit. For some older adults, the bicycle or adult tricycle may be their only means of independent travel. In many cases, these bicyclists will ride close to home or on local trails.

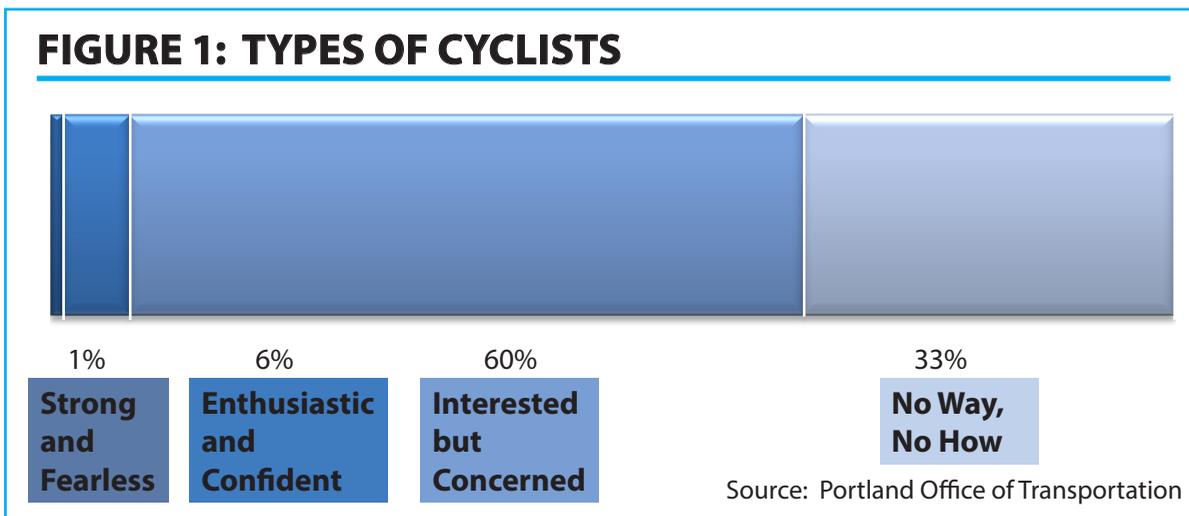
The challenge to increasing bicycling among the general population is making biking appeal to the big “interested but concerned” contingent.

By building a bicycle network that addresses the needs for the “interested but concerned” group, the more confident bike riders will also be served.

Types of Cyclists

The American population can be divided into four classes of bicyclists (see Figure 1):

- **1 percent describe themselves as “fearless.”**
These riders are confident in their abilities and will ride regardless of roadway condition, amount of traffic, or inclement weather.
- **6 percent call themselves “enthusiastic and confident.”**
Riders are comfortable sharing the road with motor vehicles, but they prefer to ride on separate facilities like bike lanes. May or may not ride in inclement weather.
- **60 percent are “interested but concerned” about their vulnerability.**
Very few of these people regularly ride a bicycle, but they like riding. They are concerned that their route is not safe to ride, so they don’t ride very often, and definitely do not ride when the weather is bad.
- **33 percent say “no way, no-how” to biking.**
They are not interested in bicycling at all, not even for recreation.



TYPES OF PEDESTRIANS

Everyone is a pedestrian at some point in their trip, whether it is from home to car, or walking to the bus stop. There are essentially two groups of pedestrians: 1) general pedestrians who walk, and 2) pedestrians with limitations that make walking difficult or impossible. The general pedestrian is anyone who can walk along and across streets without being limited by physical, sensory, or cognitive impairments. Other pedestrians, such as the elderly, children, people with physical or mental disabilities, and the blind may have limitations that make walking more challenging.

Since there are people with different abilities, then understanding how they need to interact with pedestrian facilities is the first step for policy makers in creating accessible facilities. The needs of disabled people and other pedestrians should determine what is accessible design that everyone can use. WisDOT’s Pedestrian Policy Plan 2020 was used in this section to identify the types of pedestrians and their limitations for navigating the built environment.

Children

Facilities designed to separate and protect children will be welcomed by everyone else. General limitations of children include:

- One-third less peripheral vision than adults, making it difficult to see turning vehicles or those down the road;
- Less cognitive ability and experience to judge speed and distance, making safe crossings more difficult;
- Lower auditory development makes it difficult to localize the direction of vehicle sounds;
- Overconfidence in their judgments may result in poor decisions on crossing timing;
- Inability to read or comprehend warning signs, traffic signals, and directional aids;
- Inexperience dealing with complex traffic situations results in poor decisions; and
- No sense of fear.

Nearly one-fourth of Wisconsinites are younger than 15 years of age. Children do not develop adequate sight, thinking, and hearing abilities necessary to cross streets safely until age 10 or later.
- WisDOT, Ped. Policy Plan

In Merrill, 53% of bike or pedestrian crashes with vehicles involved people 16 years old and under.

Mobility Impairments

People with mobility impairments include those who use wheelchairs, crutches, canes, walkers, orthotics, and prosthetic limbs.

Characteristics common to mobility impaired individuals include:

- Space requirements to accommodate their assistive device (for example, manual wheelchairs have an average turning radius of 5 feet and require a minimum width of 3 feet of sidewalk); and
- Difficulty negotiating soft surfaces (e.g. grass, sand, or loose gravel).

Sensory Impairments

Sensory impairments include problems with depth perception, deafness, tunnel vision, blindness, or color blindness. Assistive technologies may include hearing aids, corrective lenses, white canes, or guide dogs. For visually impaired users, intersections are easiest to negotiate when the line of travel from the edge of the sidewalk to the opposite curb is straight and unimpeded by obstacles rather than skewed as at some irregularly shaped intersections. Designing curb ramps to face the line of travel across a road, as shown in Figure 2, will greatly assist visually impaired users. Pedestrians with hearing problems cannot hear vehicles approaching. Driveways pose a challenge because the hearing impaired pedestrian is unable to hear the vehicle especially when shrubs or fences block the sound and view.

For visually impaired users, intersections are easiest to negotiate when the line of travel from the edge of the sidewalk to the opposite curb is straight and unimpeded by obstacles.
- WisDOT, Ped. Policy Plan

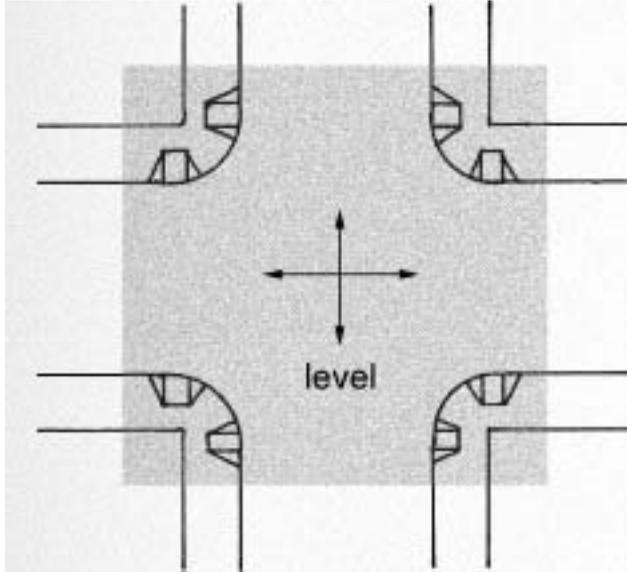
Cognitive Impairments

People with cognitive impairments have difficulty perceiving, recognizing, understanding, interpreting, and responding to information. Cognitive disabilities can hinder a person’s ability to think, learn, and reason. Facility designers might consider that such a reduced capacity for sensory processing and problem solving may cause such people to experience more difficulties negotiating unfamiliar environments.

Overall, level sidewalks and well designed ramps and crossings complement people with disabilities.
- WisDOT, Ped. Policy Plan

FIGURE 2: CURB RAMP PLACEMENT AT INTERSECTION

The preferred design is to have a separate curb ramp aligned with each crossing direction to allow all pedestrians to cross at the same location. At most intersections, a pair of perpendicular curb ramps placed at 90 degree angles to one another is the optimal design for meeting these criteria.



The shaded area represents the portion of the intersection that should be level for pedestrian travel.
Source: FHWA, Designing Sidewalks and Trails for Access.

The challenge to increasing walking among the general population is making walking conditions safer for people with impairments.

Repairing the existing infrastructure to accommodate pedestrians with various impairments will also inspire others to get out and walk.

CHAPTER 2

EXISTING CONDITIONS

Knowing what currently exists provides a baseline for monitoring changes in facility use. An inventory of roadway conditions, bicycling and walking facilities, and crash locations will build this baseline.

ROADWAY CONDITIONS

Generally, the wider the road, the more vehicle and bicycle traffic it can accommodate, because fewer **triple pass occurrences** would restrict traffic speed. It is the law in Wisconsin that a motor vehicle must provide at least 3 feet between it and a bicycle when passing.

 Buses are wider than cars, and buses are about 8.5 feet wide; so a car (less than 8.5 feet wide) + 3 feet + a bike + an on-coming car can fit on a road that is 24 feet wide without any of the three vehicles leaving the pavement. The car passing the bike would probably cross the centerline slightly to make room for the bike, while still maintaining room for the on-coming vehicle.

Triple Pass Occurrence

A *triple pass occurrence* is when a bicycle, and oncoming motor vehicle, and an overtaking motor vehicle arrive at the same lateral section at the same time.

Functional Classification

Functional classification groups highways and streets according to the character of service they are intended to provide, ranging from a high degree of travel mobility to land access functions. Merrill's Functional Classification for roads is Map 2.

Roads rated on Map 1 are the higher traffic volume roads that are functionally classified by WisDOT as: Collector, Minor Arterial, or Principal Arterial. Most road recommendations will focus on these types of roads.

Bikeability of Roads

All roads in Merrill that are classified as *collector, minor arterial, or principal arterial* were rated for their level of bicycle friendliness by WisDOT in 2014 (Map 1 – Bikeability of Roads). Low traffic volumes and paved surfaces often make neighborhood roads in Merrill ideal for bicycling, so most neighborhood streets are considered as having the “best conditions” for bicycling, and therefore are not rated on Map 1.

Traffic Volumes

Traffic counts identify how many motor vehicles pass a point during the count period. Some counters are calibrated to also identify bicycles, but neither WisDOT nor Lincoln County are using such counters at this time.

Historically, Center Avenue was USH 51 before the current USH 51 freeway was constructed. Most of Center Avenue was constructed as a 4-lane road, but the Wisconsin River Bridge was only constructed to support 2-wide lanes of traffic, and was therefore a bottleneck at busy tourism times of the year.

When WisDOT constructed the roundabout on Center Avenue at STH 64, they determined that only 2-lanes of the former USH 51 (now Center Ave) were needed, thus proving that excess road capacity now exists on Center Avenue. The roundabout construction coincided with reconstruction of STH 64, west to Mill Street. This STH 64 reconstruction modified the 2-lane road with 2-parking lanes, to retain 2 wide travel lanes and now have a center turn lane instead of any on-street parking in these 3 blocks, all within the same road right-of-way.

The 2013 Access Safety Study of STH 64 at Pine Ridge Avenue identified what the projected peak traffic needs would be in this area. Currently, STH 64 between Stuyvesant Street and Eagle Drive has traffic levels around 8,900 AADT, and projected AADT of 14,500 to 15,550 by 2043.

See Map 2 (Functional Classification of Roads) for 2010 traffic volumes. 

Truck Routes

Several state highways in Merrill are *Designated Long Truck Routes*, which means that the heaviest, longest, and oversized trucks that can legally operate in Wisconsin can use these roads. See Map 3 – Truck Routes. WisDOT requires a 12-foot wide lane to accommodate these trucks.

The City of Merrill also has designated a few additional roads for through truck traffic.

National research indicates that bicycles and trucks can exist successfully in the same city by separating bicycle traffic from truck traffic and by developing context sensitive solutions where the two modes of travel need to use the same roads.

No truck & bike or truck & pedestrian crashes occurred from 2005-2012 in Merrill.

CRASH DATA

Safety is often cited as the primary reason people do not bike or walk more. Creating a safer environment for these activities is an important focus that requires an understanding of safety issues and proven actions that can be taken to improve safety. Crashes involving motor vehicles that result in injuries or fatalities to bicyclists and pedestrians have been recorded at the state and federal levels for many years.

Over the past decades, traffic safety experts have been moving away from the term **accident** in favor of the term **crash** to describe a collision. An accident is defined as an unforeseen and unplanned event or circumstance. WisDOT made this change in 1990 because traffic crashes are not accidents, but avoidable events caused by a single variable or chain of variables.

Crash data are reported universally for Wisconsin on Form MV400. However, it is important to highlight some shortcomings:

- 1. Some studies indicate that as few as 10% of all bicycle crashes are reported;
- 2. Some roads with a higher frequency of bicycle crashes may have higher bicycle use;
- 3. Very likely that there will be no detectable pattern of bicycle crashes because of the small number reported in rural areas and small cities.

Merrill Crash Data

In Merrill, it appears that many crashes occur along the downtown loop of STH 64 and other main roads. Some known difficult crossings throughout the City also have additional crashes.

Here are some statistics about crashes that involved a bike or a pedestrian in Merrill:

- There were 30 bike and pedestrian crashes between 2005-2012;
- 63% of these crashes involved a bike, and 36% involved a pedestrian;
- Half are male and half are female [nationally, most crashes are male];
- 53% of these crashes involved people ages 16 and under;
- 27% of these crashes involved people ages 17-64;
- 17% of these crashes involved people ages 65 and over, with 1 person's age not listed in the data.

A summary of Merrill crash data collected between 2005-2012 is in Attachment A, and shown on Map 4.

Wisconsin Bike Crash Analysis

A bicycle crash analysis that was performed for Wisconsin in 2006 (Attachment B) has some major findings that directly affect bicycle planning in Merrill:

“Four out of the top five crash types indicate that the motorist made the critical error. This may indicate that motorists are not fully aware of bicyclists on the roadway and that increased education is necessary.”

“For local rural roads [like county highways near Merrill], the greater the width, the lower the bicycle-vehicle crash rate. Twenty foot roadways had a crash rate that was double the crash rate of 22 foot roadways, but the 22 foot roadways had a rate that was over 40% higher than 24' roadways. Overtaking-type crashes were significantly lower for 24' roadways.”

“Rural state highways had much lower bicycle-vehicle crash rates than local roads. Similar to local roads, 24-foot roadways had significantly lower crash rates than 22-foot roadways. Interestingly, having three foot paved shoulders did not improve the crash rate among these widths of roadways. However, the crash rate did significantly lessen when five [foot] paved shoulders were added [compared to three foot paved shoulders].”

Since crash typing provides an indicator of critical errors or actions that likely led to the crash rather than on assigning fault, then potential options for reducing specific types of crashes can be identified. These options include better engineering and design, increased education, stronger enforcement, or a combination. As an example, the most frequent crash type involving children is mid-block ride out. Eliminating on-street parking would be one way (engineering/design) to reduce the incidence of this type of crash; however, educating parents and children to this danger may be more effective and less controversial. Similarly, while there are a number of engineering and design techniques that would be effective in reducing the number of bike crashes involving turning motor vehicles, using educational and enforcement techniques to alert both bicyclists and motorists of this concern should be a complementary strategy. These are but two of a litany of common causes for bike crashes and are cited because they demonstrate that there are multiple techniques that are available for improving safety for both bicyclists and pedestrians. At the same time, they show that having a clear understanding of how, where, and why crashes occur can be a crucial determinant in effectively targeting dollars for safety related improvements.

Types of Bike Crashes

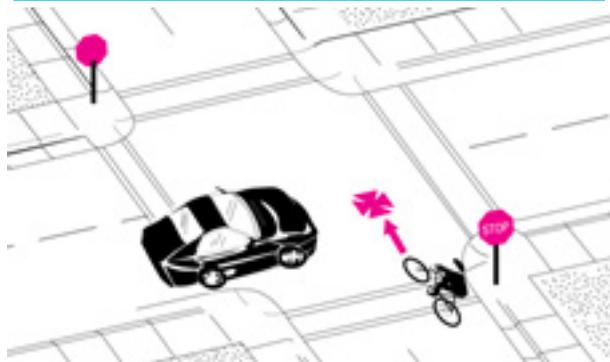
Studies have shown that it is possible to "type" crashes into distinct categories. A study undertaken by the FHWA of crashes involving bicycles and moving motor vehicles in six states has identified 38 different crash types. With a database of nearly 3,000 incidents, there are enough incidents in each crash type to provide a relatively good indicator of where, why, and how most crashes occur.

The FHWA study found that the most common crash types were: (Figure 3)

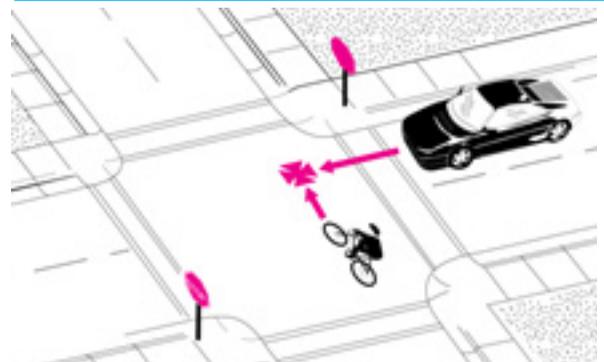
- 1.) ride out at stop sign (9.7%)
- 2.) drive out at stop sign (9.3%)
- 3.) ride out at intersection – other (7.1%)
- 4.) drive out at mid-block (6.9%)

FIGURE 3: TOP CRASH TYPES

1. Ride out at stop sign



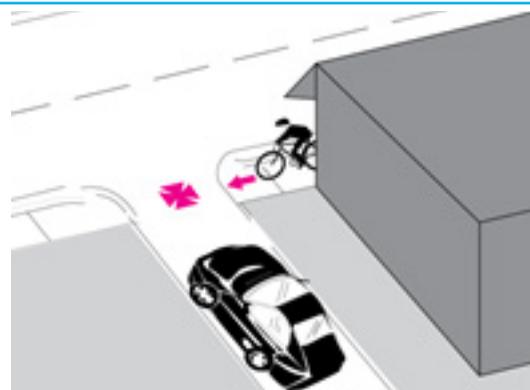
2. Drive out at stop sign



3. Ride out at intersection-other



4. Drive out at mid-block

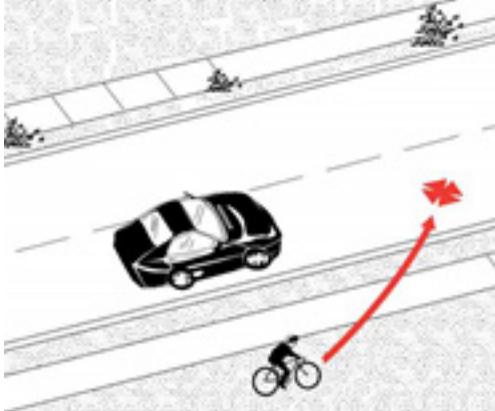


Source: FHWA, Crash-Type Manual for Bicyclists

FIGURE 4: TOP CRASH TYPES INVOLVING CHILDREN

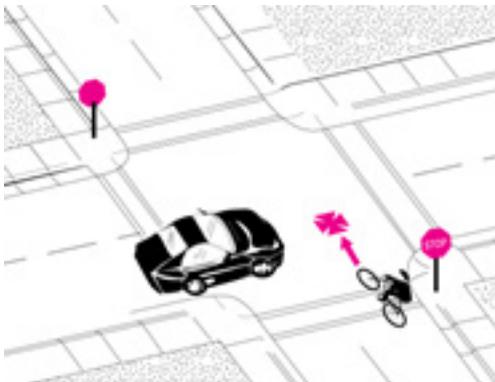
1. *Bicyclist mid-block ride-out*

1. Rides of the curb;
2. Rides out at a driveway;
3. Rides into the road from a gravel shoulder or parking lane.



2. *Bicyclist ride-out at controlled intersection*

Rides through a stop sign.



3. *Bicyclist makes unexpected turn or swerves into traffic*

Four common possibilities:

- Left turn: parallel paths, same direction
- Left turn: parallel paths, facing approach
- Swerve left: parallel paths, same direction
- Right turn: bicyclist riding wrong way

Source: FHWA, Crash-Type Manual for Bicyclists

The three most common crash types involving children: (Figure 4)

- 1.) bicyclist mid-block ride-out
- 2.) bicyclist ride-out at controlled intersection
- 3.) bicyclist makes unexpected turn or swerves into traffic

WALKING AND BICYCLING FACILITIES

Pedestrian Infrastructure

Sidewalks are the primary piece of infrastructure that everyone thinks of when asked where walking is allowed, but the road itself is a walking surface. In Merrill all roads except Highway 51 are legal to walk and bike on. It is not safe to walk in a travel lane of a 4-lane highway, and it would slow down traffic flow, so sidewalks or a 5-foot paved shoulder are usually provided for people to walk on. Walking is only acceptable on low volume streets and streets that are wide enough to allow for parked vehicles. If there are too many parked vehicles taking advantage of this space, then sidewalks should be installed.



Crosswalks are the other piece of infrastructure for people to use when crossing streets. In Wisconsin, every street intersecting another street has crosswalks regardless if they are marked or not.

Difficult walking areas and crosswalks within Merrill are shown on Map 8, Bike & Pedestrian Pinch Points.

The challenge for road designers is to balance competing user types (cars, trucks, bikes, pedestrians) in the limited amount of right-of-way, and to develop a transportation infrastructure that provides equal access and safety for all user types.

Determining if a 4-lane highway or other road should have sidewalks or paved shoulders, directly relates to how many people are projected to walk along that road in a given day. For example, all state highways now have 3-foot wide paved shoulders to reinforce the lane pavement, but also to provide a minimal amount of pavement for bicyclists. Rural state highways only have at least 5-foot wide paved shoulders because someone has determined that a higher amount of walkers and bikers would impede traffic (cause too many triple pass occurrences), so the extra pavement (wide paved shoulder) is warranted.

This plan takes into account where people are walking now or where they could be walking if the right facilities or circumstances were in place for them to walk confidently.

In Merrill, sidewalks exist on both sides of many roads, but there are significant gaps or missing altogether in various residential neighborhoods.

Map 7, Walking and Biking Facilities, shows where sidewalks are in Merrill, along with other bike and pedestrian facilities.

Bicyclist Infrastructure

Paved roads are the main bicycling infrastructure. In Merrill all roads except Highway 51 are legal to walk and bike on. Pavement width, road geometry, traffic volume (both bicyclist and motor vehicles), and speed limit determine if a road is bicycle friendly or not.

Map 1, Bikeability of Roads, shows what roads in Merrill are listed as bicycle friendly by WisDOT. Another way to view this map is that bicyclists who are confident enough in their riding ability (“fearless” & “enthusiastic and confident”) will use this map to plan what roads are safe to use right now for their daily commute.

Map 8, Bike & Pedestrian Pinch Points, shows what roads and intersections in Merrill were identified through this planning process as not friendly for bicycling or walking.

Attachment: Bicycle and Pedestrian Plan (1215 : Consider Bicycle and Pedestrian Plan)

Bicycle parking is a key piece of infrastructure that is necessary when people decide to bike to destinations. Schools are traditionally the only places that have enough bike parking for their users. When bicycling becomes a transportation choice vs. a recreational use, then more bike parking will show up at other employers, commercial and civic locations. Locking a bike to any number of objects is not adequate bike parking, although it will show where the immediate need for bike parking exists. A bike owner needs a convenient safe place to secure their bike, which is a similar need to a motor vehicle owner. Basically, well designed bike parking allows a bike to be secured using a U-lock, supports the locked bike so it does not fall down, and is located on a paved surface near the main entrance. See Attachment F for summarized bike parking guidance.

Bicycle wayfinding is also bike route development. Some roads are just too busy for most users to feel comfortable riding on, so alternate routes are needed. Other parallel roads and the River Bend Trail both provide this alternative. While riders are on streets or paths that are not the main roads in Merrill, then they may need some guidance that directs them to common civic, commercial district, and park destinations. There are two common sources for constructing and locating proper wayfinding signage: The Manual for Uniform Traffic Control Devices, and the NACTO Urban Bikeway Design Guide.

 Map 8, Bike & Pedestrian Pinch Points, shows where there are roads that are difficult to bike on and intersections that are difficult to cross. Walking and biking facility improvements should be a higher priority at these places before addressing other areas in the City.

On-street bicycle facilities in Merrill:

- **Taylor Street bike lanes** (Figure 5) were added with the recent road resurfacing.
- **East 1st Street**, between Polk St. and Scott St. (Figure 5), has no bicycle markings on it. What makes this road bike friendly now are: 1) the City removed parking from both sides, which created two 18-foot wide travel lanes (only 12-foot travel lanes are needed for truck routes), and 2) the 25 mph speed limit was retained, which is a safe speed for sharing the lane (up to 35 mph). The “interested but concerned” bike riders may still not feel confident enough without the white line identifying a “bike lane.”

Off-street bicycle and pedestrian facilities in Merrill:

- **Lions Park staircase** (Figure 5) is in fair condition, is lit at night, and connects to the neighborhood above. A sign could be installed on East Street that directs people to this publicly available staircase.
- **Lions Park dirt ramp path** (Figure 6) is an informal path with very steep drop off ramp that was made through many bicycle users riding down the hill. See recommendation about how to improve Lions Park Dirt Path.
- **River Bend Trail** (Figures 9 & 10) is the newly developing bikeway along a former railroad right-of-way. See Attachment E for the planned route, Map 10 for the existing route, and Map 7 which shows completed sections.
- **Stange Park** (Figures 11, 12, & 13) has 5 bridges, all of which are in great condition, but all of the pathways to them are in poor condition.
- **Trails at the MARC**  (Figure 14) are for recreation and also connect with trails and roads inside of Council Grounds State Park. Some curb ramps and path connections are needed at the MARC to make the trails bicycle friendly.

Figure 5: Lions Park Stairs



Figure 6: Lions Park Dirt Path



Figure 7: Taylor Street Bike Lanes



Figure 8: East 1st Street



Figure 9: River Bend Trail



Figure 10: River Bend Trail - Bridge



Attachment: Bicycle and Pedestrian Plan (1215 : Consider Bicycle and Pedestrian Plan)

Figure 11: Trails and Bridges in Stange Park



Figure 12: Prairie River Pedestrian Bridge



Figure 13: Stange Park Paths



Figure 14: Trails at the MARC



BICYCLING EDUCATION

Bike Rodeos are safety clinics aimed at teaching children under 15 years old the basics of riding a bike in a neighborhood. Clinics usually include bike safety inspections, a safety lecture about the rules of the road (10 to 15 minutes), followed by a ride on a miniature “chalk street” course set up in a parking lot where young cyclists are shown where and how to apply the rules. Optional activities include helmet fittings and prizes. 

In Merrill, the police department has been providing bicycle education in 3rd and 4th grades. The Merrill Optimist Club along with Merrill Park and Recreation Department and the Merrill Police Department provides bicycle safety training at the annual Children’s Festival, which targets toddlers up to 5th grade.

Attachment: Bicycle and Pedestrian Plan (1215 : Consider Bicycle and Pedestrian Plan)

REFERENCE PLANS AND LAWS

Each plan and law listed below affects bicycling facilities in Merrill.

Merrill's Municipal Code

Various municipal codes in Merrill relate to where sidewalks are required, size and strength requirements, who may bicycle on them, and maintenance responsibility. The codes also state where bikeways are required, along with their design, maintenance, and use.

Merrill's Comprehensive Plan

Merrill was in the process of updating their Comprehensive Plan while the Bicycle and Pedestrian Plan was being completed. The Transportation chapter of the Comprehensive Plan will reference this Bicycle and Pedestrian Plan.

Complete Streets Law

Wisconsin's Pedestrian and Bicycle Accommodations law addressing Complete Streets was codified in 2009. It was incorporated as State statute §84.01(35) and later into administrative rule as Transportation 75.

Complete Streets are roadways designed and operated to enable safe, convenient, and comfortable access and travel for all users. Pedestrians, bicyclists, motorists and public transport users of all ages and abilities are able to safely and comfortably move along and across a complete street.

All roads receiving state or federal funding through the Wisconsin Department of Transportation must also accommodate bicycles and pedestrians per this law. Local governments may pass their own Complete Streets ordinances to cover their own road networks. Specific guidelines related to traffic counts, and if the road is urban or rural, are used in these ordinances to determine whether a sidewalk, path, or lane is needed to accommodate bicycles and pedestrians.

State Trails Network Plan

This 2001 document clarifies the Wisconsin Department of Natural Resources (WDNR) role and strategy in the provision of all types of trails. The plan identifies a series of potential trail corridors that would link existing trails, public lands, natural features, and communities. This statewide network of interconnected trails would be owned and maintained by municipalities, private entities, and partnerships of the two. Preserving transportation corridors, such as old rail lines, is specifically discussed as a very important strategy in the creation of recreational and alternative transportation corridors.

One Segment affects Merrill (see Map 6):

Segment 18 – Tomahawk to Wisconsin Dells

From the end of the Bearskin/Hiawatha Trail in Tomahawk, this corridor would go south to Merrill, and then into the West Central Region terminating in Wisconsin Dells. Part of State Highway 107 has wide shoulders to accommodate bicycles and was identified in the Wisconsin Bicycle Transportation Plan 2020. When the remaining section of highway is reconstructed, wide shoulders will be included. Going south, this corridor links to Wausau, where it could link up to Mountain Bay Trail from there by road corridors.

North Central Wisconsin Regional Bicycle Facilities Network Plan, 2004

North Central Wisconsin Regional Planning Commission created this document to guide the development of an interconnected bikeway system for the North Central Wisconsin Region at the county level.

One route is listed: "Scenic Bike Auto Tour" on Map 6. The following improvement description from this plans was created to facilitate implementation:

"Lincoln also has a scenic bike and auto tour, which is incorporated into the Regional trail network and linked to the Hiawatha. This tour route includes STH 107, long suggested as a designated bike route due to good bicycle suitability and its scenic track along the Wisconsin River. The tour also includes STH 17, which is not so well suited to bicycling and should be a candidate for bicycling improvements such as an expanded paved shoulder."



STH 64 / Pine Ridge Avenue, Access Safety Study, 2013

This study was requested by WisDOT due to their desire to transfer the right-of-way property along STH 64 between Eagle Drive and Pine Ridge Avenue to the City.

Bicycle and pedestrian facilities were considered as part of the study, and recommendations were made for the whole study area.

River Bend Trail

This is a venture by citizens and businesses to develop a recreational trail on specific vacant railroad right-of-ways in Merrill. See Attachment E. Completed segments appear on Map 7.



CHAPTER 3

ROUTE PLANNING

TRAVEL DEMAND

Motorists can expect to encounter bicyclists and pedestrians nearly anywhere on roadways in and near Merrill. As you can see on Map 5, Major Trip Generators, there are schools, parks, and major employers in every corner of Merrill. Travel distances are short enough for residents to walk and bike to many destinations.

The national average bicycle trip length is 2.31 miles. The national average pedestrian trip length is less than 2 miles. WisDOT through the Safe Routes To School program considers a 2-mile radius around each school as the focus area where walking and bicycling facilities need scrutiny.

Map 9, Latent Walking and Biking Demand, shows the potential for more walking and biking to occur when conditions become favorable for the “interested but concerned” bicyclist and similar minded pedestrians. Housing density, school enrollments, and employer interviews were used to map where potential demand for walking and biking facilities may increase those activities.

PUBLIC PARTICIPATION

To create bicycle and pedestrian facilities that local residents want, several methods of public participation were used.

August 22, 2013 – the whole Merrill community was notified about this planning process in a presentation that piggy-backed on a well attended public meeting regarding a temporary alternate route for the River Bend Trail. NCWRPC had a poster and provided a brief introduction about the citywide bicycle and pedestrian plan that would kick-off soon.

January 14, 2014 – Advisory Group Meeting #1 – At this meeting most group members were able to share where the problem areas are. Additional information was provided to them after the meeting about how to start a fun ride and what bike racks are best to install.

May 29, 2014 – The Advisory Group performed a Walk Audit at several problem areas throughout the City. The Parks and Recreation Commission identified the Walk Audit areas with NCWRPC guidance.

June 19, 2014 – A second Walk Audit was performed with staff from Merrill’s Streets Dept., Merrill’s Parks & Recreation Dept., NCWRPC, and WisDOT. Through performing this exercise we noticed additional problem areas and strategies to fix the problems.

January 27, 2015 – Advisory Group Meeting #2 – At this meeting a transportation study was reviewed along with various plan maps. Bike routes were identified to serve all of Merrill, and direction was given for staff to identify where transportation use of the bicycle is occurring in Merrill, since the Advisory Group identified themselves mainly as recreational users.

April 13, 2015 – A third Walk Audit was performed with staff from Merrill’s Streets Dept., Merrill’s Parks & Recreation Dept. and NCWRPC, regarding creating a bicycle boulevard, and reviewing how to best mark the downtown bike route loop.

April 2015 – NCWRPC staff took a two day tour of Merrill where they:

1. Performed Walk Audits and took pictures of various locations that were identified as problematic for walking or biking;
2. Interviewed seniors at two events in the Merrill Community Enrichment Center about how they get around Merrill;
3. Conducted interviews with facility managers at Church Mutual, Ministry Good Samaritan, Weinbrenner Shoe Company, and Semco Windows and Doors to get a feel for how many employees may be walking and biking.

May 20, 2015 – Advisory Group Meeting #3 – An initial plan draft, a series of maps, and a set of goals were reviewed. Feedback received related to....

June 3, 2015 – Park & Recreation Committee – The initial plan draft, revised from Advisory Group Meeting #3, was reviewed and released for public review.

Public Review Period – The Plan was available for public review at the T.B. Scott Library and online.

July 1, 2015 – Public Hearing

CHAPTER 4

VISION, MISSION, GOALS, & OBJECTIVES

The following mission, goals, and objectives were created by the Advisory Group working with NCWRPC.

VISION:

For children and adults to safely bicycle and walk throughout Merrill for daily trips and recreational purposes.

MISSION:

Develop a transportation system that is safe and easily shared by motorists, bicyclists, and pedestrians, by bringing all streets up to a comfortable level of compatibility.

GOAL 1. MAKE ALL ROADS SAFE TO WALK OR BIKE

All roads in Merrill are available for people to walk and bicycle on. Some roads are dangerous or very uncomfortable to walk or bicycle on, and therefore need alternative routes or the road right-of-way needs some other accommodation to make it safe for all users.

Objective 1.1 – Identify very hazardous road segments for prioritization so that basic bicycling improvements can be scheduled to make those segments safer.

Objective 1.2 – Identify pinch points where walking could be dangerous due to predictable and observable hazards.

Objective 1.3 – Sign and possibly paint pavement markings for bike routes so drivers become aware to share the road with bicyclists.

Objective 1.4 – Create better outdoor recreation wayfinding and trailhead signage.

GOAL 2. PROVIDE BICYCLE PARKING

Everyone who owns a bicycle has a place to securely park it at home, but many destinations do not provide secure bicycle parking.

Objective 2.1 – Provide bicycle parking guidance through fact sheets to all employers.

Objective 2.2 – Provide bicycle parking in downtown commercial areas in the street furniture zone of the sidewalk and in select street parking spots (like at the ends of each block).

Objective 2.3 – Create a bicycle parking ordinance.

GOAL 3. PROVIDE SAFE ROUTES TO SCHOOLS

This is an opportunity to make walking and bicycling to school safer for children in grades K-8, and to increase the number of families who encourage their children to walk and bike.

Objective 3.1 – Apply for Safe Routes To School assistance for each school.



GOAL 4. BUILD BIKE FACILITIES FOR “INTERESTED BUT CONCERNED” BICYCLISTS

All roads in Merrill are available for people to walk and bicycle on. Some roads are dangerous or very uncomfortable to ride on, so the challenge is making biking appeal to this huge contingent of “interested but concerned” bicyclists.

Objective 4.1 – When a road is 25 MPH, has a painted center line, and is not a truck route,  paint a white line (urban shoulder) to make lanes that are not wider than 10-feet. Narrow roads promote slower driving. 

Objective 4.2 – On bike routes and paths that are not on the main roads in Merrill, design and install bicyclist oriented wayfinding signage that directs them to common civic, commercial district, and park destinations.

Objective 4.3 – Place 4-lane sections of Center Avenue and STH 64 on road diets to provide bike lanes. Side street traffic will also benefit due to fewer lanes to cross.

GOAL 5. DESIGN WALKING FACILITIES FOR IMPAIRED INDIVIDUALS

Making it easier for impaired individuals to walk around will also benefit everyone else.

Objective 5.1 – Make intersections predictable for visually impaired users to navigate by pointing curb ramps in the line of travel across a road.

Objective 5.2 – Provide adequate crosswalk lighting for pedestrians using the crosswalk, and for vehicle drivers to see pedestrians in crosswalks in time to stop for pedestrians.

Objective 5.3 – Create sidewalks that are level and have properly sloping ramps at crosswalks. Replace stairs in the sidewalk line of travel with gradually sloping sidewalks, and keep sidewalks level at driveways so that only the driveway apron slopes to meet the road – or lower the whole sidewalk instead of slanting it toward the road.

Objective 5.4 – Where paths are needed, but asphalt or concrete are not desired, provide flat hard packed surfaces that are wide enough to allow wheelchairs to navigate a path during a rain event (at least 5-foot wide). A saturated grass path will be too soft to allow a wheelchair to pass.

Attachment: Bicycle and Pedestrian Plan (1215 : Consider Bicycle and Pedestrian Plan)

CHAPTER 5

RECOMMENDATIONS

Plan support and endorsement both by public officials and residents alike will greatly enhance the potential that key policy based recommendations related to bicycle and pedestrian issues will be implemented. These recommendations are seen as an important first step in promoting uniform bicycle and pedestrian facility decisions throughout the city.

In addition to policy-based recommendations, NCWRPC created education, enforcement, engineering and evaluation recommendations. Where possible, the recommendations have been developed to establish priorities for undertaking specific actions. This will help decision-makers understand the value of their actions within the broader context of Merrill's overall bicycle and pedestrian network.

The cost-effectiveness of physical improvements often can be influenced by when, where, and how specific projects are undertaken. For example, adding paved shoulders to a larger road project is less costly than paving the shoulders as a "stand-alone" project. Similarly, since roadways with traffic volumes under 400 vehicles per day are generally considered acceptably safe for bicycling, expenditures for marking bike lanes to such a low volume road would be difficult to justify.

IMPLEMENTATION

The recommendations on the following pages will identify an implementation schedule for each one. The following guidance for how soon a recommendation could occur is listed by each specific recommendation:

- Short-range (less than 5 years)
- Intermediate (5 to 10 years)
- Long-range (more than 10 years)

It is important to note that implementation is heavily reliant on the availability of sufficient funding. Specific infrastructure recommendations need to be further developed at the time a project is undertaken. Routing will also be dependent on the physical characteristics of the location to be developed.

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Attachment: Bicycle and Pedestrian Plan (1215 : Consider Bicycle and Pedestrian Plan)

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POLICY RECOMMENDATIONS

Advertise Infrastructure Changes

Determine how individual or grouped infrastructure projects will be introduced, or advertised, to residents.

Time frame: Short term after an infrastructure project is completed.

Responsible party: Parks & Recreation Commission, Street Department.

Investments in infrastructure should be supported by promotional programs, such as bike-to-work days and bicycle training, Safe Routes to School programs, and other programs that facilitate bicycling, including bike sharing systems and those that accommodate bicycles on buses.

Create Sidewalk Plan

A citywide sidewalk inventory does not exist, but the annual ward inspection program does exist. Many neighborhoods throughout Merrill have partial sidewalks, either missing in mid-block, or whole blocks are missing sidewalks in neighborhoods that have sidewalks around most other blocks. This recommendation is to digitize the locations of existing sidewalks, and then to determine where the high priority sidewalks are needed. City codes may need to change too.

Time frame: Short term to create inventory, and Intermediate to implement sidewalk plan.

Responsible party: Street Department.

This recommendation includes:

1. Create a citywide GIS layer that identifies where every sidewalk is.
2. Upon GIS layer creation, review what neighborhoods should have sidewalks:
 - Roads To Have Sidewalks
 - a. All roads designated as truck routes (Map 3) should have sidewalks on both sides (unless one side of a block has no uses between intersections, or no reason for through pedestrian access.);
 - b. Other streets that serve as major pedestrian access routes to and from pedestrian traffic generators, see Map 5 (e.g. businesses, restaurants, schools, parks, & high density multifamily housing) [per Merrill Code Sec. 111-173];
 - c. All streets that have sidewalk along only a portion of a block between two intersections [per Merrill Code Sec. 111-173];
 - d. All streets that are functionally classified as Collector or Arterial that are also shown on Map 8 as having pinch points. This recommendation is only to place sidewalks (or 5-foot paved shoulders on rural roads) on both sides of each road section that is a pinch point on Map 8; and
 - e. Perform Safe Routes To School analysis at each elementary school to determine high priority roads to add sidewalks to.
3. Create a 5-year plan to install and remove sidewalk citywide, and to install ADA approved curb ramps that point in the direction of travel across roads, to bring the whole city up to an acceptable level of pedestrian friendliness.

Attachment: Bicycle and Pedestrian Plan (1215 : Consider Bicycle and Pedestrian Plan)

Change New Sidewalk Width in Code

Change minimum sidewalk width from 4-feet to 5-feet in new residential areas.

Time frame: Short term.

Responsible party: City Council.

Merrill Municipal Code Sec. 32-54, Sidewalks (4), states that sidewalks in residential areas shall be 4-foot wide. The minimum width that Safe Routes To School money will cover is a 5-foot wide sidewalk.  any block of a street has a sidewalk that is less than 4-feet wide in 50 percent or more of that block, then change the code to upgrade the sidewalk to 5-feet wide.

Allow Bikeway To Replace Sidewalk

Change Merrill Code to allow bikeway to also serve as a sidewalk.

Time frame: Short term.

Responsible party: City Council.

Merrill Municipal Code Sec. 111-173 states that bikeway construction does not replace the requirement to also have a sidewalk.

Remove Snow and Ice from Stange St Segment of River Bend Trail

Remove snow and ice from the River Bend Trail bikeway segment parallel to Stange Street.

Time frame: Short term.

Responsible party: River District Development Foundation, Streets Department.

The Stange Street segment of the River Bend Trail is projected to have high neighborhood pedestrian use to get to work. The River District Development Foundation owns the whole road right-of-way, because they purchased the railroad right-of-way, and Stange Street was built within it. Instead of having the City construct a sidewalk on Stange Street, the 10-foot width of the River Bend Trail will suffice as a bikeway and sidewalk within this area. The trail will be a convenient well used path for those who work nearby.

EDUCATION AND ENCOURAGEMENT RECOMMENDATIONS

Every road in Merrill except USH 51 is available for bicyclists to ride on. The bicycle is defined as a vehicle [340.01(5)]. The bicyclist is granted the same rights and is subject to the same duties as the driver of any other vehicle [346.02(4)(a)]. Figure 1 on page 3 shows that generally 60% of residents are “interested but concerned” about their vulnerability riding with traffic, and generally 30% of residents have no desire to bike, which means that 90% of the population probably drives or gets a ride most of the time. Teaching motorists to share the road and teaching bicyclists to ride safely will go a long way to helping everyone share the road.

Paint Bike Lanes and Sharrows As Part Of Public Education

Time frame: Short term.

Official bicycle routes are new in Merrill, so a refresher course on motorists sharing the road with bicyclists, and bicyclists understanding where to ride on the road are needed.

Painting bike lanes and sharrows on Collectors, Minor Arterials, and Major Arterials:

- Provide a continuous reminder to motorists that bikes are always allowed on the road; and
- Tell bicyclists the best place to be in the lane for safety and predictability.



Citywide Biking and Walking Encouragement Activities

Time frame: Short term.

One way to inform is through doing. A group of volunteers that wants to promote bicycling in Merrill could coordinate a variety of activities in Merrill.

1. Setting up bike rides creates excitement about bicycling, and improves a person’s confidence when riding with traffic. Group rides are more visible to a motorist than a single bicyclist, which makes riding safer. This could be regular weekly or monthly occurrence, or a few large events with “waysides” every few miles. All of these rides would be set up by a volunteer group of individuals working with the City or private property owners to get all the necessary approvals.



Source: Spokehaven.com

2. National Bike To Work, and Bike & Walk To School days are annual events that could be used to promote the opening of a new bike path or route, and bike education could occur within a week before the event.

Bike To Work Week – League of American Bicyclists has online resources for any group or agency to coordinate a successful event: <http://bikeleague.org/bikemonth>.

Bike & Walk To School Day – National Center for Safe Routes To School has online resources for any group or agency to coordinate a successful event: <http://www.walkbiketoschool.org/>.

The Wisconsin Bike Fed will also assist communities with either event.

School Biking and Walking Encouragement Activities

Time frame: Intermediate.

School districts are asked to do more with less resources. The Omro School District in Wisconsin was faced with reduced staffing for bicycling programs, so they decided to incorporate bicycling into their Physical Education classes. Over a decade they have built up various bicycle education opportunities. 

See success story in Attachment G.

Print Bike Routes on Tourism Map

Time frame: Short term.

Many visitors are coming to Merrill and asking for bike maps. Printing a bike map will show residents and visitors the best ways to bike to common destinations. Print bike route map with only approved and marked bike routes and trails.

Bicycle Education Classes

Time frame: Short term.

Share & Be Aware includes a variety of pedestrian, bicyclist, and driver education classes that are taught by The Wisconsin Bike Fed. These Share & Be Aware classes are paid for by a grant from WisDOT, so no local money is needed, but advanced registration with the Wisconsin Bike Fed is needed, as their classes are very popular.

Class descriptions and advanced registration available online:
<http://wisconsinbikefed.org/for-your-community/share-be-aware/classes/>

The lead party to complete or initiate the tasks is **bolded**.

Share & Be Aware Class	Responsible Parties
<u>Skills for Pedestrians</u> This class can be tailored for a senior citizen audience as they are at a higher crash risk, but is appropriate for all adults.	Community Enrichment Center, Merrill Housing Authority , Bike Fed.
<u>Go by Bike.</u> The course focuses on getting people to try biking for journeys less than 3 miles long.	Library , Bike Fed.
<u>Driver's Ed & Driver's Ed Refresher Course.</u>	Course providers , Bike Fed.
<u>Law Enforcement's Role in Promoting Bicyclist and Pedestrian Safety.</u>	Police , Bike Fed.

Update existing bicycle safety training for children by replacing bike rodeo with bike camp and family bike class, or Safety City.

A sampling of safety issues covered in Safety City classes are:

- **Traffic Safety:** Traffic lights, stop signs, pedestrian rules, cross walks, safety patrols
- **Stranger Safety:** Various situations involving strangers and what to do
- **Poison Safety:** Learn about dangers of poison and medicines
- **Water Safety:** Discuss safety around water
- **Fire Safety:** Meet a firefighter, learn about fire safety in your home
- **School Bus Safety:** Learn about bus safety, and how to follow driver's rules
- **Bicycle Safety:** We will be riding bikes and learning all about helmets

Class	Responsible Parties
Bicycle education in 3rd and 4th grades.	Police
Bicycle education at annual Children's Festival.	Optimist Club, Police, Park & Rec.

Education In Lieu of Punishment

Time frame: Short term.

Responsible party: Merrill Police, Municipal Court.

Some communities have found success with offering a bicycle and pedestrian education course as an alternative for bicyclists, pedestrians, and motorists who are first-time offenders of bicycle and pedestrian related rules of the road.

Bicycle Education Website

Time frame: Short term.

Responsible party: Merrill Parks & Recreation, Streets Department, Merrill IT, NCWRPC.

Each department in Merrill has their own set of web pages within the City’s website. Adding bike and pedestrian information to the website under both the Parks & Recreation Department, and the Streets Department web pages (both would link to the same pages) would provide general safety and informational materials and videos to increase the level of biking and walking savvy among Merrill residents.

ENFORCEMENT RECOMMENDATIONS

Many laws are in the municipal code to keep people safe. A lack of strict compliance with those laws is often a reason why residents do not walk or bike to local destinations. 

Roadway Design – Vision Zero Deaths

Where there is a history of traffic crashes (Map 4) or where there are pinch points (Map 8), consider what traffic measures to use to reduce perceived or actual danger with walking or biking on problem roads.

Time frame: Short term to Long term depending upon what traffic measure is chosen.

Responsible party: Streets Department, Merrill Police, WisDOT, Highway Department.

Research shows that lowering a speed limit without other improvements like road design changes or improved police enforcement does not work to slow traffic. Roadway design affects people’s speeds.

Traffic Measures to slow speeds, deter distracted driving, and help make walking and biking more comfortable:

- Reduce the number of travel lanes (road diets);
- Reduce the width of travel lanes;
- Make crosswalks more visible;
- Paint bike lanes where roads are already wide enough;
- Shorten crosswalks;
- Add raised median islands in the middle of busy streets as a refuge for pedestrians at crosswalks;
- Reduce turning radius at intersections, without restricting truck turns;
- Install traffic circles – usually done where residential street speeds are high;



Crosswalk Enforcement

Consider adding crosswalk enforcement into the annual rotation of police duties.

Time frame: Short term.

Responsible party: Merrill Police.

Crosswalk enforcement campaigns are an effective way to remind motorists of their duty to yield to pedestrians in crosswalks. A press release is usually associated with such campaigns to make the broader public aware of how to operate in the crosswalk areas in Merrill.

School Zone Speed Enforcement

Consider adding school zone speed limit enforcement into the annual rotation of police duties.

Time frame: Short term.

Responsible party: Merrill Police, local school, Streets Department.

Work with the Streets Department to make sure crosswalks are properly signed and marked, and then work with the school chosen for that year’s speed limit enforcement campaign to provide additional education in the local school newsletter.



Peter Lagerwey

Sidewalk Snow and Ice Removal Enforcement

Enforce the Merrill sidewalk snow & ice clearing ordinance.

Time frame: Short term.

Responsible party: Every business and resident, Streets Department, Police Department.

Sidewalks are not useful in winter if they are covered with impassible amounts of snow and ice. Every business or resident on a corner lot should be reminded to keep their corner sidewalk ramps clear. If the sidewalk ramp is not cleared, then people in wheelchairs cannot access the sidewalk, and may need to use the nearest driveway to get off the road. 



Source: NCWRPC

ENGINEERING RECOMMENDATIONS

Use the Wisconsin Bicycle Facility Design Handbook (WisDOT), the WisDOT Facilities Development Manual, the Manual for Uniform Traffic Control Devices (MUTCD), the National Association of City Transportation Officials' (NACTO) Urban Bikeway Design Guide, and other guides and regulations when designing any bike or pedestrian accommodations mentioned in this plan.



Sidewalk Maintenance

Inspect sidewalks in Merrill for impassible cracks, tripping hazards, and overgrown vegetation, and then create a multi-year improvement plan as part of the annual ward inspection program.

Time frame: Intermediate.

Responsible party: Streets Department.

Roads are inspected and slated for annual improvements. Sidewalks as a ~~mode of~~ transportation also deserve inspection and improvements listed in a multi-year improvement plan.

See "Create Sidewalk Plan" under Policy Recommendations.

Pedestrian Signals

Reprogram the pedestrian signal phase to be automatic during every traffic light cycle, and to provide a Leading Pedestrian Interval.

Time frame: Short term.

Pedestrian pushbuttons are detectors intended to provide pedestrians with the ability to activate a pedestrian signal and reassure pedestrians that they will receive a crossing indication. However, only approximately 50 percent of pedestrians at intersections activate pushbuttons to cross at the intersection. To improve potential use of the pushbuttons and compliance with pedestrian signals, pushbuttons should be designed and installed to maximize convenience, conspicuity, and communication for pedestrians. Section 4E.08 of the MUTD provides specific guidance on the location of pushbuttons at traffic signals.

Leading Pedestrian Interval (LPI) - An LPI gives pedestrians an advance walk signal before motorists get a green signal, giving the pedestrian several seconds to start walking in the crosswalk before a concurrent signal is provided to vehicles. This makes pedestrians more visible to motorists and motorists more likely to yield to them. Typical LPI settings provide 3 to 6 seconds of advance walk time. LPI has been used successfully in several places, such as New York City, for two decades and studies have demonstrated LPI reduces conflicts and crashes for pedestrians.

LPIs enhance pedestrian visibility and reinforce their right-of-way over turning vehicles.

Attachment: Bicycle and Pedestrian Plan (1215 : Consider Bicycle and Pedestrian Plan)

Bicycle Parking

Create a bicycle parking ordinance to require certain amounts of bike parking and the location of bike parking at every employer within a given time. 

Time frame: Short term to create a bike parking ordinance.

Time frame: Intermediate to implement bike parking ordinance.

Installing bike racks by each employer, both public and private, or conveniently located in a commercial district, would provide secure parking for residents and visitors.

A set of bicycle parking recommendations from the Association of Pedestrian and Bicycle Professionals (APBP) is summarized in Attachment F. The amount of space needed for a bike rack, and how to determine good bike rack designs are included in those guidelines.

Warehouses, and other employers, may choose to use a closet or create a fenced in bicycle parking area within their building for employees to store their bikes, in addition to providing some public bike parking.

Some considerations:

- Will the bicycle be secure in the storage area?
- Will anyone with a bicycle in the storage area be able to get their bike out without tipping over the remaining bicycles in the area?
- Is there a shower facility and gym lockers available for bicyclists to clean up in? A shower and lockers are not required, but some riders may need them to maintain their professional appearance to customers.

Bike Racks on Buses

Add exterior bike racks to buses. 

Time frame: Intermediate.

Many public transportation agencies are providing bicycle racks on buses, enabling what might be a long bicycling trip to be shortened by using transit for part of the journey. In 2001, only 32 percent of buses in the U.S. had exterior racks for bicycles, but that figure rose to 72 percent by 2010. Bike parking is another key aspect for integrating bicycling with public transit.



Safe Routes To School

Create Safe Routes To School plans for each elementary school to increase the number of kids walking and biking to school. 

Time frame: Short term.

School districts to work with WisDOT and NCWRPC to perform a Safe Routes To School analysis at each school to determine what engineering, encouragement, education, enforcement, and evaluation tasks need to be completed to encourage more students to walk and bike to school.

Route Wayfinding Signs

Assemble an advisory group to work with the Streets Department or Parks & Recreation Commission on choosing wayfinding sign types, colors, and what the routes should be called, or what locations should be listed on wayfinding signs.

Time frame: Short term.

Review if a designated bicycle route needs upgrades, or has "favorable conditions." Once the upgrades are done, or favorable conditions exist, then install signs. "Favorable conditions" is defined for Merrill as having "good" or "moderate" conditions on Map 1; so a bike route with favorable conditions may be signed (see Map 1 Conditions Described box). If a road is not rated on Map 1 for bicycling conditions, then its rating is "good."

There are two parts to bike route wayfinding:

1. The route name itself, shown on a map, will tell users where they are; and
2. Places with or without mileages may be placed on additional signs.

Always follow MUTCD standards for mounting height and lateral placement from edge of path or roadway. Additional guidance and standards clarification are provided by the NACTO Urban Bikeway Design Guide. Use the WisDOT regional bike and pedestrian coordinator as a resource for planning and designing bike and pedestrian facilities on state and federally funded projects.

Lions Park Dirt Path

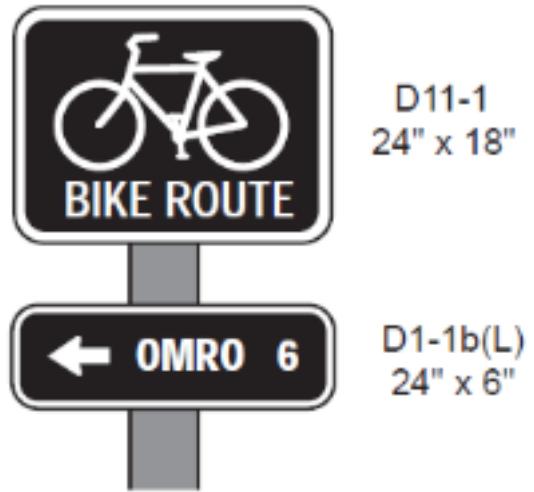
Create a secondary path down this hill that is manageable for more abilities, including wheelchairs.

Time Frame: Intermediate.

The key to an enjoyable average tread grade is to keep it as low as reasonable while fulfilling the objectives of the trail. Designing the average grade to 4-6% may necessitate creating a switchback or serpentine path and adding some near level sections for wheelchairs to pause before continuing down or up the path. Review Trail Design and Construction on AmericanTrails.org for additional guidance.

Mark the original dirt path and the secondary path per a nationally recognized standard like the IMBA Trail Difficulty Rating System (e.g. white circle to double black diamond), other useful standards also exist.

FIGURE 15:



Bike route sign (top)
Bike destination sign (bottom)
Source: WisDOT Bicycle Facility Design Handbook



Source: ICORR

Grass Paths for Wheelchairs

Pave grass paths for wheelchair accessibility (Attachment K).

Time Frame: Short term.

Grass paths are often too soft to allow wheelchairs to travel on them without getting stuck. These paths should be paved, so wheelchairs may pass when the ground is saturated. If asphalt or concrete are not used, then pave the path with crushed rock to a minimum of 5-feet, and design the path so water does not sit on it.

Make Recreation Facilities ADA Accessible

Create a plan for how and when each recreational facility citywide will become ADA accessible.

Time Frame: Short term.

For example, add a sidewalk to connect the Thrid Street sidewalk to the basketball court along the Prairie River.

This recommendation is also in the Merrill Outdoor Recreation Plan.



Solid line is proposed sidewalk.

Source: Google

Sidewalk Ramps

Install sidewalk ramps on both sides of each crosswalk, and line up the ramps to direct people straight across the street.

Time frame: Long term to replace ramps throughout the City.



Crosswalk may not have ramps on both sides, because a driveway is nearby. Additionally, visually impaired individuals have a difficult time identifying where the crosswalk is. Ramps are useful for visually impaired, wheelchair users, and parents with strollers.



Add a sidewalk ramp that is separated from the driveway.

Double sidewalk ramps.

Source: NCRWPC

Third Street Bridge Over Prairie River

Make the sidewalk along the Third Street Bridge over the Prairie River wheelchair accessible and add bike lanes to the bridge. 

Time Frame: Short term to install sidewalk ramps and bike lanes.

Time Frame: Intermediate to widen the sidewalk on the bridge.

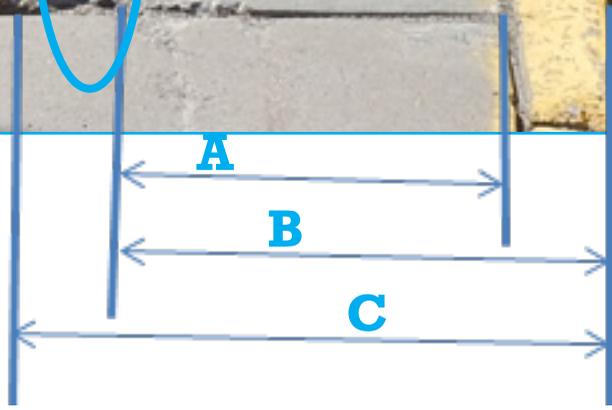
The Third Street Bridge over the Prairie River is not wheelchair accessible, and ramps at crosswalks on both sides of the bridge are missing.



Sidewalk surface is pitted, making it inaccessible to wheelchairs.

Ovals indicate uneven pavement, making the sidewalk inaccessible to wheelchairs.

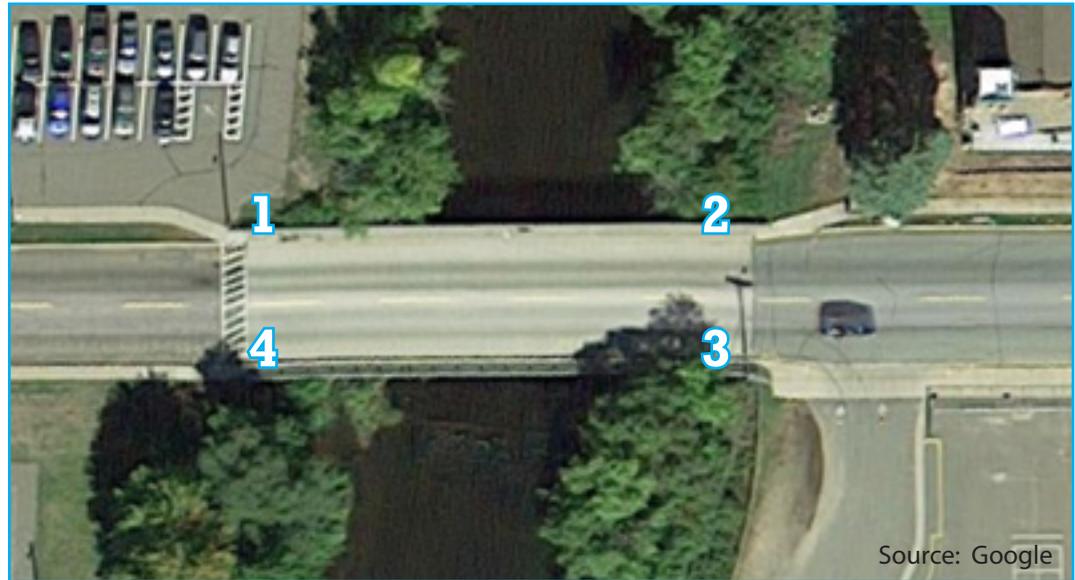
Source: NCWRPC



A = Distance between car brace cement and crease between sidewalk and curb.
B = Distance between car brace cement and curb face.
C = Distance 1-inch away from car brace cement and curb face.

Attachment: Bicycle and Pedestrian Plan (1215 : Consider Bicycle and Pedestrian Plan)

The minimum width for an ADA-compliant sidewalk is **36 inches**; and 32 inches at any one point.



Using the A, B, and C distances from the opposite page, the table below shows the current widths of the sidewalks at the four marked corners of the Third Street Bridge.

	1	2	3	4
A	34"	25"	23"	33"
B	40"	31"	29"	40"
C	47"	39"	36"	47"

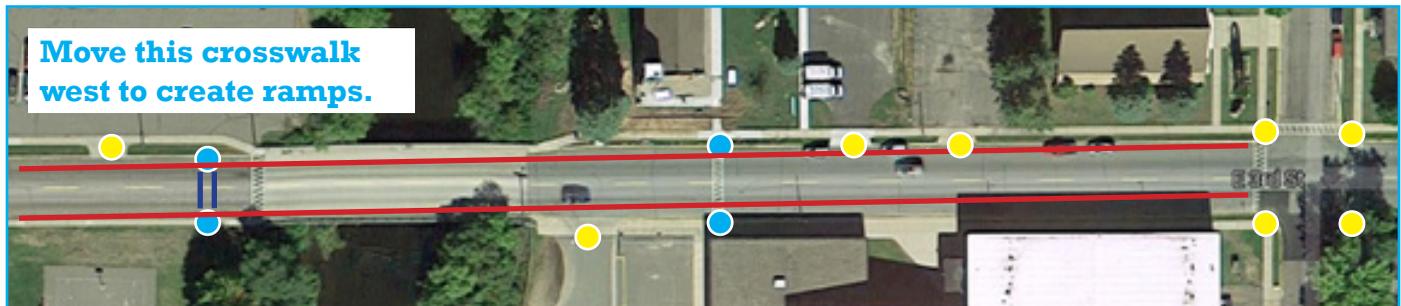
Short Term Recommendation: Install ADA crosswalk ramps, and paint bike lanes. Wheelchairs will need to use these bike lanes to cross the Prairie River, because points #2 and #3 on the bridge sidewalk are wide enough for a wheelchair.

Long Term Recommendation: Repair the pitted sidewalk surface on the bridge, and widen the bridge sidewalk to at least 5-feet on both sides of the bridge.

Street Improvements

Add ramps and bike lanes (Logan St west to Stange Park driveway) as per below:

- = Proposed Sidewalk Ramp
- = Existing Sidewalk Ramp or Driveway
- = Potential Bike Lane
- || = Potential New Crosswalk



Source: Google

Remove Sidewalk Trip Hazards

Use saw cutting or grinding to eliminate sidewalk tripping hazards when the concrete slab is still in good condition.

Time Frame: Short term.

Sidewalks are reviewed for tripping hazards in Merrill as part of the *annual ward inspection program*. Managing ADA compliance, risk, and budget is the balancing act necessary to provide safe sidewalks in any community.

Four common methods to remove trip hazards include:

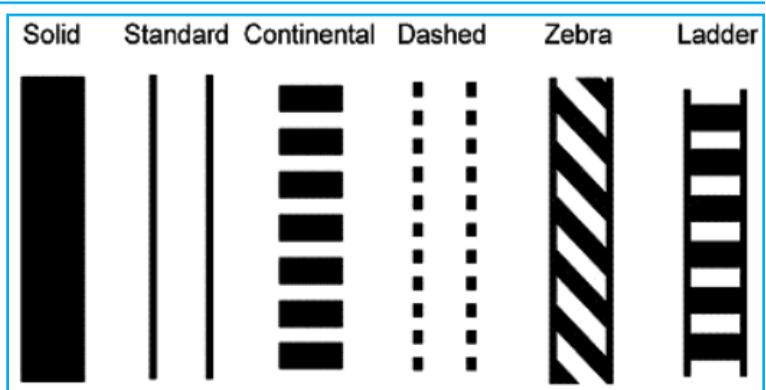
1. Saw cutting (permanent fix);
2. Grinding (permanent fix);
3. Patching and ramping (temporary fix); and
4. Removing and replacing concrete slabs (permanent fix).

Crosswalk Improvements

Increase visibility with new crosswalk marking patterns.

Time Frame: Short term.

Where either the Streets or Police Departments determine that extra visibility is needed for a crosswalk, paint a more visible crosswalk style (e.g. Continental, Zebra, or Ladder) as seen at right:



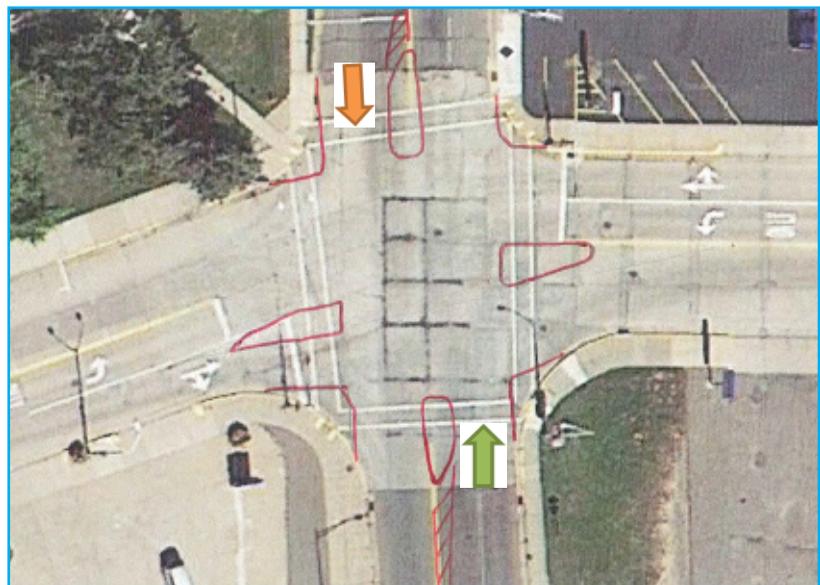
Center Avenue and Main Street

Revise the Center Ave and Main St intersection to improve pedestrian crossings.

Time Frame: Intermediate.

 Add medians for pedestrians to rest while crossing each street. Design medians so that trucks can turn onto each street.

Red lines in drawing at right represent new medians and curb extensions with new ADA approved sidewalk ramps pointing in the direction of travel.



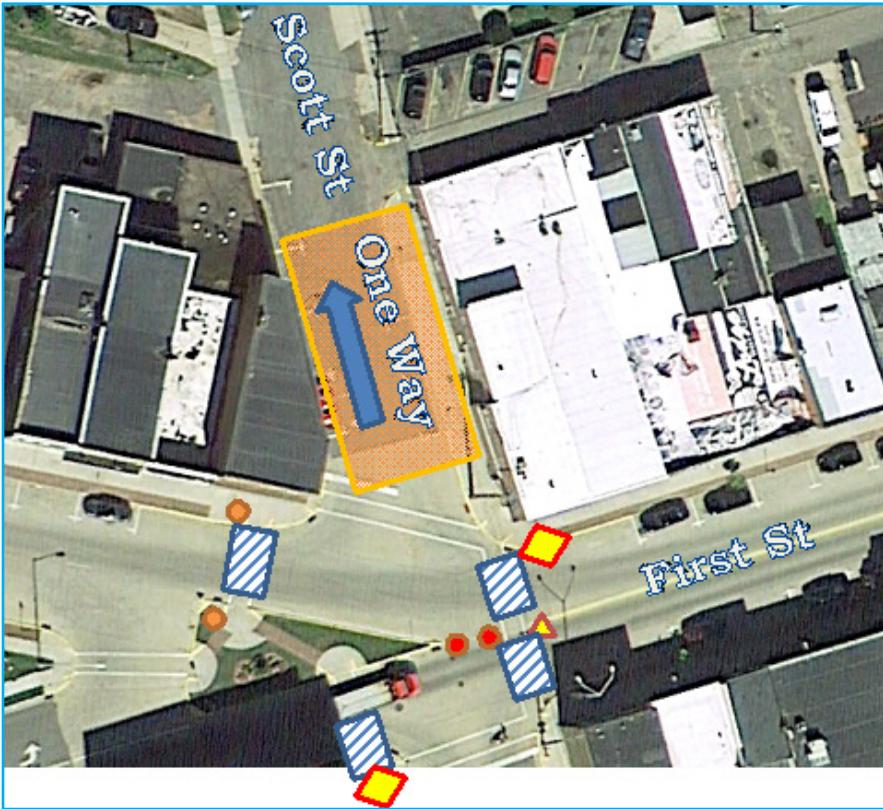
-  = Replace 2 travel lanes with 1 travel lane and a bike lane.
-  = Replace 1 travel lane and a turn lane with 1 travel lane and a bike lane.

First Street and Scott Street

Revise the First St and Scott St intersection to improve pedestrian crossings.

Time Frame: Short Term

Make part of Scott St one way (see graphic) and allow diagonal parking on that section of the road.



-  = Flashing LED beacon pedestrian crosswalk (Figure A)
-  = Flexible delineator with reflective band (Figure B)
-  = Double-sided YIELD Crossing panel with portable base (Figure C)
-  = Paint high visibility crosswalk (such as Continental, Zebra, or Ladder from Crosswalk Improvements recommendation)
-  = Replace "No Left Turn" signs with pedestrian crosswalk and arrow signs (W11-2 & W16-7P). May place a double-sided "No Left Turn" sign in the median.

Figure A: Crosswalk Beacon Assembly

Install a Double Light Rapid Flash Beacon assembly on both sides of crosswalk, on west side so pedestrians can see when lights are flashing.

Make sure that beacons automatically adjust their brightness with daylight conditions, or day and night.

Includes:

- 2 amber LED beacons;
- 1 microwave pedestrian detector to automatically actuate signal;
- 1 pedestrian sign (W11-2);
- 1 arrow sign (W16-7P); and
- wiring to connect two of these assemblies to electricity and to each other on both sides of the crosswalk.



Do not install a Rectangular Rapid Flash Beacon (RRFB). Due to the brief time that drivers will have to view this assembly, the brightest RRFBs are too small and dim to adequately warn drivers of pedestrians in the crosswalk.



Figure B: Flexible Delineator

Install 3 of these flexible delineators with reflective bands in the middle of Scott St to reinforce that through traffic is not allowed.

Flexible delineators will still allow emergency vehicles to run over the posts.



Figure C: YIELD Crossing Panel

Install a double-sided YIELD Crossing panel with portable base on the double yellow line, just east of the crosswalk. This location will reinforce that left turns are not allowed.



Review Crosswalk Lighting Citywide.

Most crosswalks are colocated with intersections. Lighting levels should allow detection of pedestrians in enough time to yield to pedestrians at crosswalks.

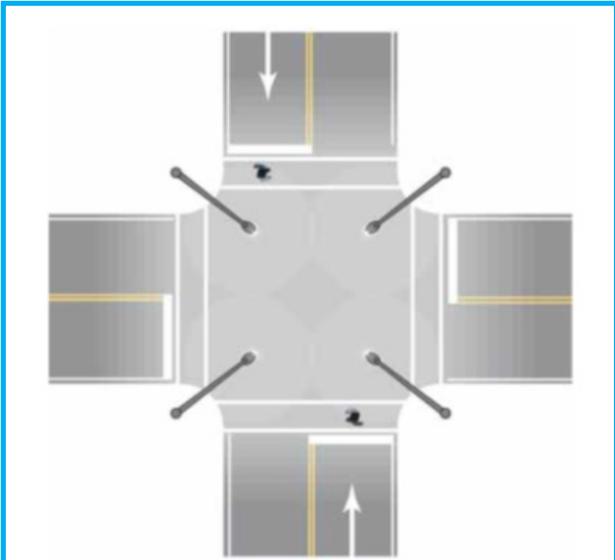
Time frame: Long term.

Begin with intersections:

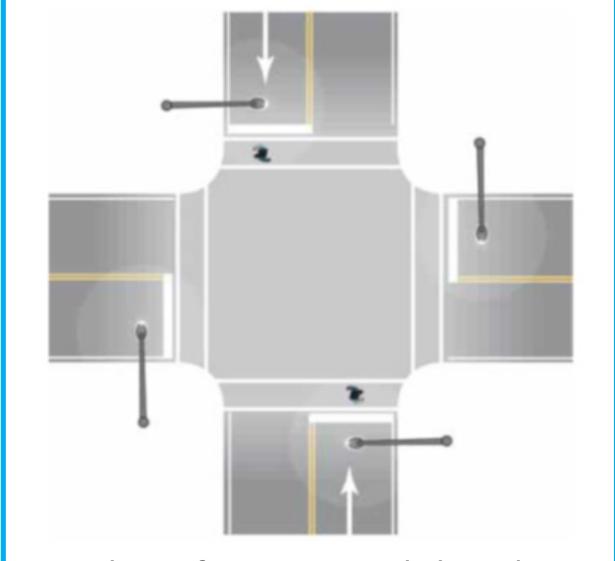
- Identified as pinch points on Map 8;
- Identified by Safe Routes To School;
- Downtown intersections; and
- River Bend Trail crossings.

FHWA Research Findings [FHWA-HRT-08-053]

- A vertical illuminance level of 20 lx measured at 1.5 m (5 ft) from the road surface allowed drivers to detect pedestrians in midblock crosswalks at adequate distances under rural conditions.
- A higher level of vertical illuminance may be required for crosswalks when:
 - » There is a possibility of continuous glare from opposing vehicles.
 - » The crosswalk is located in an area with high ambient light levels.
 - » The crosswalk is located at a lighted intersection.
 - » The luminaire selected will influence the best mounting location and height of the luminaire with respect to the crosswalk.
- The vertical illuminance level that allowed drivers to detect pedestrians at adequate distances was the same for high pressure sodium and metal halide sources; however, MH or other white light sources may provide better facial recognition and comfort for pedestrians.



Traditional intersection lighting layout.



New design for intersection lighting layout for crosswalks.

Source: FHWA

Attachment: Bicycle and Pedestrian Plan (1215 : Consider Bicycle and Pedestrian Plan)

Bike Routes

Recommendation: Designate bike routes to cover the whole city.

Time frame: Intermediate to implement bike routes.

All of the proposed bike routes on Map 10 and recommended improvements on Map 11, and Attachments H & I, will need City Council approval and Streets Department implementation.

When scheduling a repaving project, check to see if it is a designated segment on Map 10 or 11, then check for the recommended improvement under that segment’s description on pages 42-48.

Each proposed bike route becomes a bike route when the City:

1. Officially designates by ordinance one of the segments or part of a segment named below (e.g. Segment 1) per WI State Statute 349.23; and
2. Installs bike route signs (see recommendation: “Route Wayfinding Signs”), and marks the pavement if necessary to make “favorable conditions” for bicycling.

A bike route may be officially designated when there are “favorable conditions” for bicycling. If a route is inherently dangerous, then it should not be officially designated until it becomes acceptable to bicycle on. “Favorable conditions” is defined for Merrill as having “good” or “moderate” conditions on Map 1; so a bike route with favorable conditions may be signed. If a road is not rated on Map 1 for bicycling conditions, then its rating is “best.”

Map 1 Condition Descriptions

“Best” conditions for bicycling include roads with light volumes of traffic and may have many other favorable factors such as good sight distance and minimal truck traffic. This classification also includes highways approaching a moderate level of traffic but with paved shoulders.

“Moderate” conditions for bicycling are roads that have moderate traffic volumes for the amount of pavement width present. This classification may also include county and state highways with paved shoulders, but slightly more traffic. Due to moderate traffic volumes, less experienced cyclists should use care on these segments.

“Undesirable” conditions for bicycling include roads with moderately high traffic volumes with no paved shoulders, or high traffic volumes with narrow paved shoulders, and may have moderate to high truck traffic. This classification could also include some moderate volume roadways, but with an assortment of negative factors for bicycling. Bicyclists should try to plan around these roads and or use considerable caution when using them. Bicyclists should have appropriate amounts of expertise with these types of riding conditions if choosing these roads.

Bike Route Descriptions:

RIVER BEND TRAIL

The River District Development Foundation is coordinating bikeway development along with the City. WisDOT and DNR both have trail building standards to follow for the enjoyment of all users. This recommendation is for trail builders to follow WisDOT and DNR trail standards when constructing any section of the trail, regardless of whether WisDOT or DNR money is used or not.

SEGMENT 1 – FOSTER STREET AND EMMERICH STREET

Time frame: Short term.

This on-street route connects Otts Park to other routes. No improvements are necessary beyond posting bike route signs.

SEGMENT 2 – COTTAGE STREET

Time frame: Short term.

Cottage Street is the north-south alternative to using State Street, which is a truck route. Parking was recently removed from one side of Cottage Street. Since this road will have bicycle traffic from the River Bend Trail, then in addition to installing Trail and bike route signs, paint shared lane markings (sharrows) per MUTCD standards, in the curb lane where there is no on-street parking, and paint sharrows outside of the curb parking lane on the other side of the road.

SEGMENT 3 – PROSPECT STREET AND 10TH STREET

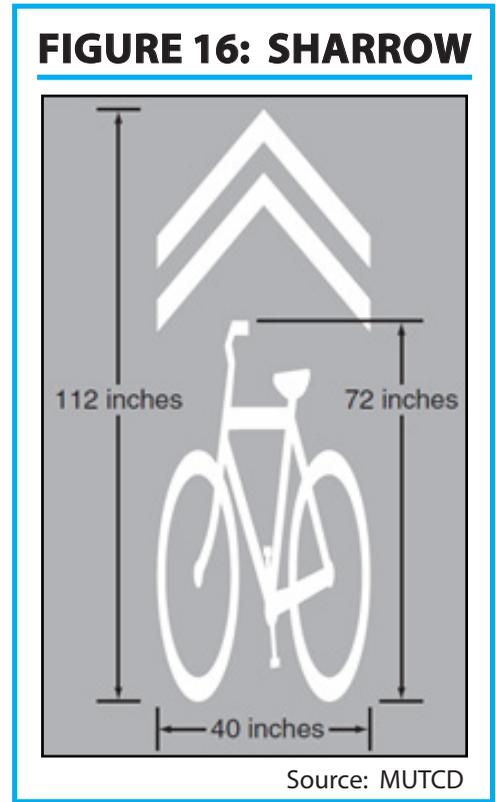
Time frame: Short term.

Prospect Street connects Kate Goodrich Elementary School, and Third Street, south to the River Bend Trail. The only improvement needed is to improve how Prospect, north of STH 107, intersects with STH 107. Part of this intersection creates blind corners and high speed turns. See the #2 diagram  Attachment H for the intersection improvement.

SEGMENT 4 – MILL STREET AND DUNGINSKI ROAD

Time frame: Short term.

Mill Street connects downtown with a local scenic route out of the City to connect with CTH K. No improvements necessary beyond posting bike route signs.



Attachment: Bicycle and Pedestrian Plan (1215 : Consider Bicycle and Pedestrian Plan)

SEGMENT 5 – PIER STREET AND MERRILL MEMORIAL FOREST

Time frame: Intermediate.

Pier Street is a main north-south street that becomes CTH JJ out of the City, which leads to the Merrill Memorial Forest. The only improvement is to add 5-foot asphalt paved shoulders to Pier Street from the north end of the Prairie River bridge, north to Taylor Street. See Figure __ to pave an extra space for bicyclists to cross the railroad tracks.

When the County repaves CTH JJ, this recommendation is to add 5-foot asphalt paved shoulders from Taylor Street north to the end of the double yellow center line (no passing zone), and then to widen the remaining pavement to at least 24-feet wide, if paved shoulders are not added.

SEGMENT 6 – CENTER AVENUE / CTH K

Time frame: Short term.

Center Avenue was USH 51 before the current freeway was constructed. This recommendation is to add a bike lane on both sides of Center Ave from Joe Snow Rd north across the Wisconsin River Bridge up to the Main Street turn lane. Add a sharrow at the end of the northbound bike lane. Begin bike lane again on both sides of Center Ave, from Main St to bike ramp onto/off of sidewalk in roundabout. Add a “bicycles may use sidewalk” sign on a post just before the bike ramp on all four sides leading into the roundabout. Also, change Merrill’s Municipal Code to allow all bicyclists to use the sidewalk within the roundabout.

North of the roundabout on Center Ave to Lake Street, perform a road diet by reducing the 4 travel lanes, to 2 travel lanes, a two-way center turn lane, and curb bike lanes on both sides. Keep the current lane configuration from Lake St to 14th Street. Paint sharrows per MUTCD in the curb area on both sides.

On CTH K, from CTH G north to Pope Road, paint bike lanes on both sides. Adding the bike lanes on both sides of CTH K will reinforce to motorists that bicyclists may be in the area. This will provide a safe space to bike within the existing road pavement.



SEGMENT 7 – SALES STREET

Time frame: Short term.

Sales Street, north of STH 64, is wide enough to accommodate two travel lanes and two parking lanes. The parking lane is not heavily used on this street, so no improvements are necessary beyond installing bike route signs. If speeding becomes a problem on this road, then painting an “urban shoulder,” which is a white line to create 10-foot travel lanes, may slow traffic down due to drivers perceiving the road to be narrower. This urban shoulder would automatically allow parking (unless a no parking zone is created) and bikes to operate in this area without additional signage.

Sales Street south of STH 64 is wide enough for one travel lane if cars are parked on both sides. Add bike route signs high enough to be seen over parked cars, and choose posts just after driveways or roads where parked cars would not obstruct the sign visibility.

SEGMENT 8 – MEMORIAL DRIVE

Time frame: Short term.

Memorial Drive, north of STH 64, is wide enough to accommodate two travel lanes and two parking lanes. The parking lane is not heavily used on this street, so no improvements are necessary beyond installing bike route signs. If speeding becomes a problem on this road, then painting an urban shoulder, which is a white line to create 10-foot travel lanes, may slow traffic down due to drivers perceiving the road to be narrower. This urban shoulder would automatically allow parking (unless a no parking zone is created) and bikes to operate in this area without additional signage.

Memorial Drive south of STH 64 is wide enough for one travel lane if cars are parked on both sides. Add bike route signs high enough to be seen over parked cars, and choose posts just after driveways or roads where parked cars would not obstruct the sign visibility.

SEGMENT 9 – RIVERSIDE AVENUE TO JEFFERSON ELEMENTARY

Time frame: Intermediate.

This is a low traffic volume bike route, south of the Wisconsin River, that connects Center Ave with Jefferson Elementary and continues west to STH 64 out of the City.

Map 8 shows a couple of pinch points on both ends of Riverside Avenue. To make these pinch points **bicycle friendly**, paint sharrows in travel lanes of Riverside Ave, between State St and just east of Schultz Street due to parked cars often using the parking lane, and then also paint sharrows on the road in front of the athletic center – paint westbound sharrows in curb zone per MUTCD, and paint eastbound sharrows in curb zone per MUTCD until on-street handicapped parking is allowed where sharrows should then be painted in the travel lane per MUTCD.

To make these pinch points **pedestrian friendly**, install sidewalk on at least one side of Riverside Ave (both sides would be best), between State St and Schultz Street due to parked cars often using the parking lane, and then also install sidewalks on both sides of Riverside Ave from Center Ave west to the last driveway of the athletic center parking lots on either side of the road, allowing each driveway to act as the pedestrian ramp to the road.

SEGMENT 10 – SIXTH STREET/STH 64 ALTERNATIVE

Time frame: Short term.

This route was chosen as an alternative to riding on STH 64 from Park Ridge Avenue to STH 107 (Grand Ave).

Map 8 shows that 3rd St, between Center Ave and Grand Ave, is a pinch point for bicyclists due to high traffic volumes (but not as high as STH 64) and the allowance for parking on both sides. If parking was removed from one side, and bike lanes were added to both sides, then 3rd Street would provide bicyclists more confidence with using this road.

Due to half of Third Street identified as a bicycle pinch point on Map 8, then the STH 64 Alternative route was moved to Sixth Street.

For most of this bike route, only posting bike route signs is needed.



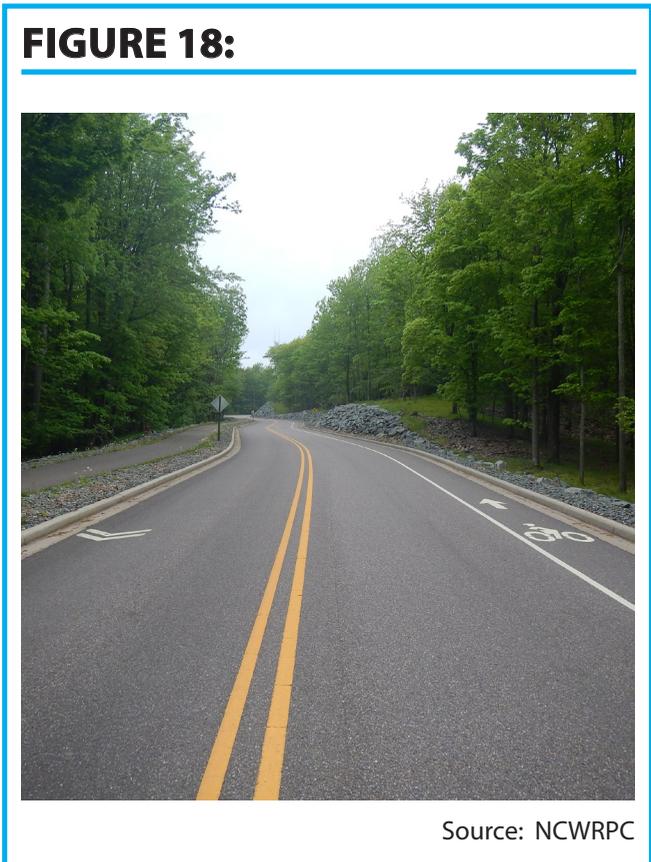
On Sixth Street, parking is allowed on both sides, but the traffic volume is low. Due to expecting a high amount of bike traffic on Sixth Street this road’s recommendation includes:

- Paint the center line of sharrows 11 feet away from the curb in each direction;
- Review where stop signs are necessary, and which stop signs may be replaced with yield signs to reduce the amount of complete stops that bicyclist would be required to make;
- If traffic on Sixth St and cross traffic streets are moving faster than the posted speed limits, then consider replacing stop signs with yield signs and adding traffic circles to the middle of the intersection. Neighborhood traffic circles can include a paved apron or mountable curb to accommodate the turning radii of larger vehicles like fire trucks or school buses. Larger circles should include splitter islands (painted on the pavement) at the approaches.

Since one block of Sixth St and one block of Logan St, by Athletic Park, are gravel roads, then until they are paved, re-route this bike route south a block onto Fifth St, and then back to Logan St, and then down to Third Street. Re-inforce where the route is by painting the center line of sharrows 11 feet away from the curb in each direction on Blaine St, Fifth St, and Logan Street.

The Third St bridge over the Prairie River is not ADA accessible for wheelchairs. To provide immediate space for wheelchairs to cross the Prairie River, paint bike lanes on Third Street, from Logan St west to the old pool’s parking lot driveway. Paint a bike lane going up Parkway Dr and paint sharrows coming down Parkway Dr (see #2, Attachment H). Bikes move closer to traffic speed going down hills. (Figure 18)

On Merrill St, make changes per Panel #2 in Attachment H, and paint sharrows on both sides.



SEGMENT 11 – NORTH ROUTE, CTH G AND TAYLOR STREET

Time frame: Intermediate

This route crosses on the north side of Merrill from STH 17, west to the MARC. In addition to installing bike route signs, pave 5-foot shoulders onto both sides of CTH G, from Memorial Drive east to STH 17 – but do not mark these shoulders as bike lanes. This is an ATV route, and ATVs must remain on the paved surface, so these paved shoulders will benefit bicyclists and ATVs. For CTH G west of Memorial Drive, request an exception from WisDOT to modify the two-way center turn lane from 14-feet wide to 11-feet wide.  This extra lane width may be used, in addition to extra pavement, to provide bike lanes on both sides.

Center Avenue’s recommendations are under Segment 6’s description.

Pier Street’s recommendations are under Segment 5’s description.

On Taylor Street, bike lanes exist from Pier St to Jefferson Street. This recommendation is to extend those bike lanes west until Taylor Street intersects with STH 107.



SEGMENT 12 – MAIN STREET/STH 64

Time frame: Short term.

Bikeability of Roads, Map 1, shows most of STH 64 in Merrill is either rated “moderate” or “undesirable” for bicycling. These recommendations are designed to make STH 64 safer for bicyclists and possibly change the rating to “moderate” for the whole length within the existing roadway surface. Map 3 shows that STH 64 is a designated long truck route, meaning that the largest trucks that can operate in Wisconsin can operate on this road. WisDOT requires that a travel lane in each direction on STH 64 must remain 12-foot wide. Due to truck traffic, this road may not become the “best” conditions for bicycling. Proper bicyclist education along with engineering changes will still make STH 64 an acceptable road to bicycle on.

Main Street east of Stuyvesant St is a 4-lane road out to just past Eagle Drive, then Main St becomes a 4-lane divided highway into the USH 51 interchange.

The 2013 STH 64 / Pine Ridge Avenue, Access Safety Study, analyzed the potential future safety and operational capacity of traffic leading into this intersection. Bicycle and pedestrian needs were taken into account as part of the study too. WisDOT indicates that road diets from four lanes down to three lanes have been very successful on roads with AADT less than 17,500, and even up to 25,000 AADT with an engineering study. Due to an actual AADT of 8,900 and projected AADT of 14,500-15,000 in 2043, Main St is a good candidate roadway for a road diet.

Recommendation is to perform a road diet on Main Street east of Stuyvesant St out to just past Eagle Drive. A road diet for this roadway would convert the undivided 4-lane roadway into two travel lanes, a center turn lane, and two outside bike lanes. 

Recommendation for STH 64 as it winds through Stuyvesant St and 1st St:

- Allow bicyclists to use the sidewalks through these intersections; and
- Paint sharrows in these intersections per Attachment 

Recommendation for STH 64, west of Center Avenue to Polk Street:

- Paint bike lanes or sharrows, and install signs per Attachment I diagrams.

Recommendation for STH 64, between Polk St and STH 107 intersection:

- Paint bike lanes or sharrows, and install signs per Panels #1, 3, & 4 in Attachment H.

Recommendation for STH 64, between Polk St and STH 107 intersection:

- Paint bike lanes or sharrows, and install signs per Panels #1, 3, & 4 in Attachment H.

Recommendation for STH 64, between the Prairie River Bridge and the Wisconsin River Bridge:

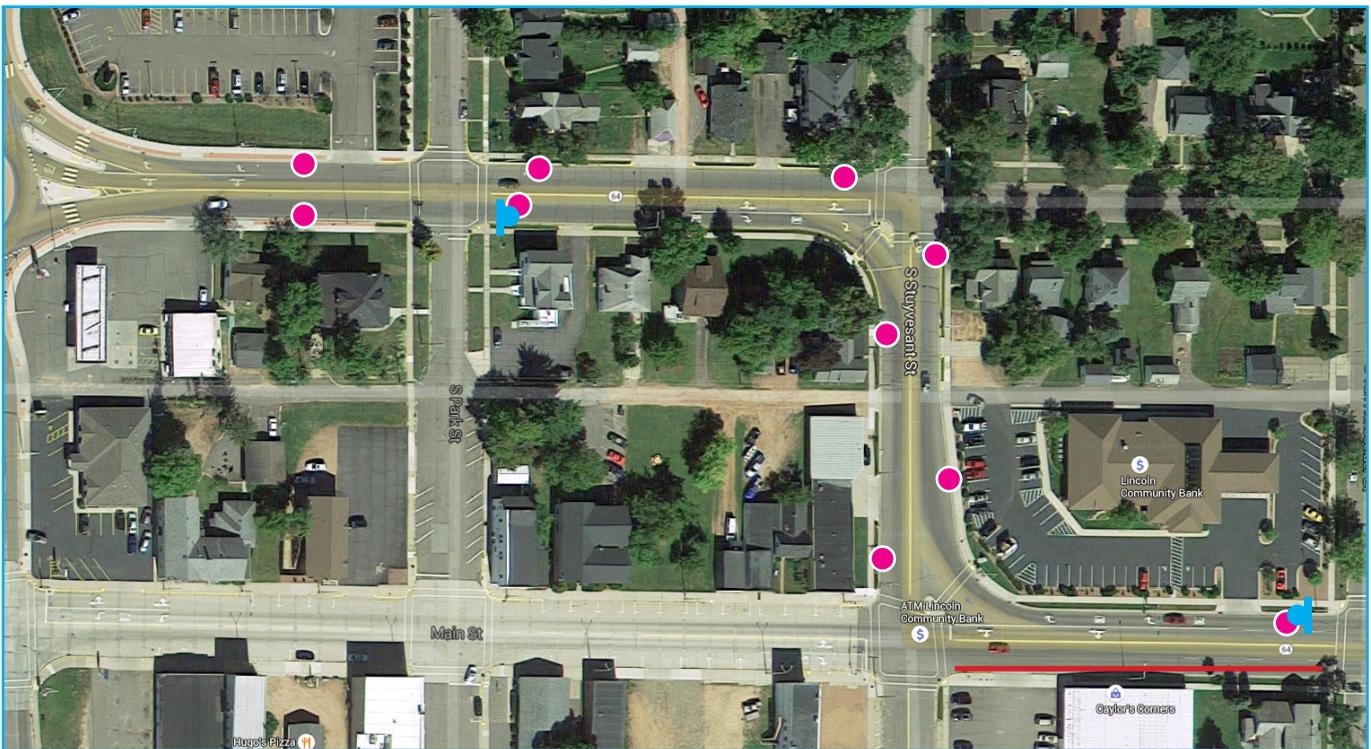
- Replace on-street parking, except between Prospect St and Genesee St, with bike lanes, and paint sharrows per "Recommendation for Hwy 64 between Rivers" in Attachment J.

Recommendation for STH 64, from Cottage St west to Glen Dr:

- Replace on-street parking with bike lanes.
- Where on-street parking will remain, paint an urban shoulder, which is a solid white line painted 12-feet away from the roadway center line. Urban shoulders provide space for parking, and when cars are not there it may be used by bicyclists.



FIGURE 19: STH 64 CURVE BIKE MARKINGS



- = Sharrows
- = Potential Bike Lane
- ➔ = "Bicyclists May Use Sidewalk" Sign (Figure 17)

Source: NCWRPC

ROAD DIET

Road Diets are a safety-focused alternative to a four-lane, undivided roadway. The most common type of Road Diet involves converting an existing four-lane, undivided roadway segment that serves both through and turning traffic into a three-lane segment with two through lanes and a center, two-way left-turn lane (TWLTL). The reclaimed space can be allocated for other uses such as bike lanes, pedestrian refuge islands, bus lanes and parking. The benefits of Road Diets include:

- **Safety.** Road Diets can make the roadway environment safer for all users. Studies indicate a 19 to 47 percent reduction in overall crashes when a Road Diet is installed on a previously four-lane undivided facility. For pedestrians, Road Diets result in fewer lanes to cross and provide an opportunity to install refuge islands that slow vehicles in the midblock crossing area, which is where 70 percent of pedestrian fatalities occur.
- **Low Cost.** Road Diets make efficient use of the roadway cross-section. The majority are installed on existing pavement within the right-of-way. When planned in conjunction with reconstruction or simple overlay projects, the safety and operational benefits of Road Diets are achieved essentially for the cost of restriping pavement lanes. Striping can also be ground of and the whole road repainted.
- **Quality of Life.** Road Diets can make shared spaces more livable and contribute to a community-focused, Complete Streets environment. On-street parking and bike lanes can also bring increased foot traffic to business districts.



SEGMENT 13 – GRAND AVE/STH 107

Time frame: Short term for repainting crosswalks.

Time frame: Long term for reconfiguring intersections.

Grand Avenue/STH 107 was laid out in a 45 degree angle from the north-south and east-west road grid. With such a layout comes acute and obtuse angled intersections that are much longer to cross than perpendicular intersections. Longer crosswalks increase the safety risk for pedestrians because they are in the road longer, and curb ramps need to be specially designed to face the line of travel for visually impaired individuals to accurately cross the street. Several of the pinch point intersections, shown on Map 8, may be inexpensively redesigned by repainting crosswalks and adding new curb ramps to increase pedestrian safety with crossing STH 107. Other recommendations suggest realigning whole intersections, which will take a long time to implement with reconstruction road projects.

Recommendation for STH 107 is:

- Paint two 12-foot travel lanes, then paint an urban shoulder, which is a white line painted 12-feet away from the roadway centerline. Parking or bike riding could occur in the curb lane.
- Make crosswalk improvements per Panels #3, and 5 through 10 in Attachment H.



EVALUATION RECOMMENDATIONS

Reviewing how programs are working and how people are interacting on a regular basis determine if changes are needed to get the desired effect.

Program Counts

Always count how many people are participating in a bicycle education class, or fun ride, or Walk & Bike To School day event.

Time frame: Short term.

Responsible party: Same entity that is organizing event.

If few people are coming to an event in proportion to all the potential residents in Merrill, then changes are needed to make the program useful.

Bike and Pedestrian Counts

Annually count how many people are biking and walking.

Time frame: Short term.

Responsible party: Volunteers in coordination with Park & Recreation Commission.

One of the greatest challenges facing the bicycle and pedestrian field is the lack of documentation on usage and demand. Without accurate and consistent demand and usage figures, it is difficult to measure the positive benefits of investments in these modes, especially when compared to the other transportation modes such as the private automobile. Annual bicycle and pedestrian counts provide a direct way to track usage trends over time. The National Bicycle & Pedestrian Documentation Project provides a recommended methodology and timing, survey and count forms free online. Local trainers Volunteers conduct the counts under a local government committee, so little financial burden exists. Don't forget to provide a thank you token of appreciation to the volunteers.

BOARD OF PUBLIC WORKS
STREET COMMISSIONER'S REPORT
August 26, 2015

WORK:

Repair storm sewers
 Grade gravel roads.
 Patch streets for water repairs.
 Patch streets for seal coating.
 Patch pot holes.
 Sweep Streets
 Mow private properties for weed notices.
 Mow city properties and right of ways.
 Remove dead, dying or hazard trees.
 Cut brush by bridges and along right of ways.
 Fill in depressions in old landfill cap.
 Mow grass and weeds at old city landfill.
 Street line painting(crosswalks, parking stalls, Stange Street for bike/pedestrian path).
 Paint parking stalls.
 Trim trees.
 City garage maintenance and repairs.
 Install new LED street lights.
 Repair and install signs.
 Normal Garbage Collection.
 Large item garbage collection
 Normal Single Stream Recycle Collection.
 Yard waste and bundles brush collection

Maintenance Shop: Repairs and preventative maintenance on equipment from the Street Dept, Park Dept, Fire and Ambulance Dept, Transit Dept. and Water and Sewage Utility.

EQUIPMENT: Repairs performed on equipment were normal preventative maintenance and repairs.

Dick Lupton
 Street Commissioner

TO: Board of Public Works

FROM: Darin Pagel, Building Inspector

Dear Board Members,

Since the last meeting, have been very busy with multiple issues around the City . The following are some highlights.

Daily building and zoning questions, issuance of permits, and inspections.

Have been working on multiple exterior maintenance and nuisance files.

Working with City attorney on multiple issues.

Have been working on some future development.

Working on exterior maintenance for summer compliance.

Working on garbage cleanup of properties.

We have included exterior maintenance and nuisance list.

Sidewalk project in full swing, should wrap up within a week or so.

I am on vacation this week so I will not be at the meeting, Thank you.

PERMIT TYPE	FEES	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	GRAND TOTAL
New Residence	\$685.00				1									1
Mobile Homes	\$75.00													0
Re. Remodel<500	\$375.00				1									1
Re. Remodel>500	\$475.00													0
Re. Remodel Small	\$65.00	2			4	1	2	3						12
Mechanical	\$65.00	4	2	8	6	6	7	1						34
Garages	\$175.00	1			2	3	1	1						8
Storage Bldg. w/o Elec	\$125.00		1		1			2						4
Wrecking	\$125.00	1		4	3	2	7	2						19
Decks/Porches	\$175.00	1		2		1	3							7
Signs	\$70.00			2		2		9						13
Fence	\$65.00			4	7	3	3	6						23
Commercial New	\$575.00													0
Comm. Remodel<500	\$385.00			1										1
Comm. Remodel>500	\$585.00													0
Comm. Remodel Small	\$115.00	1						1						2
Comm. Zoning Only	\$110.00			1	1		2	1						5
Moving	\$100.00													0
Swimming pools	\$75.00				1									1
Tel. Comm	\$50.00													0
Chicken Coop	\$25.00				1		2							
Number of Permits:		10	3	22	27	18	25	26	0	0	0	0	0	131
Total Permit Amount		\$ 1,085.00	\$ 255.00	\$ 1,565.00	\$ 3,010.00	\$ 1,125.00	\$ 2,345.00	\$ 1,660.00						\$ 11,045.00

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Packet Pg. 81

Property Owner	Street#	Street Name	Insp Date	Description of Violations	Comp Date	Attorne
La Vern Witter Trust	1601	10th E.	10-08-14	Need to paint fascia on gargage and garage doors along with repairing an	Closed	YES
David Strenberg	100	10th W.	04-21-15	Yard clean-up	Closed	no
Tim Hein	114	10th W.	04-21-15	Painting	07-21-2016	no
Tim Hein	114	10th W.	04-21-15	Remove storage shed	Closed	no
Fox Point Partners LLC	1905	14th E.	08-19-14	Commercial exterior paint	09-01-15	no
Aleasha Gorham	501	1st E.	05-04-15	5-Day Garbage Clean-up	Closed	no
Amber Gutowski-Shelafoe	1608	1st E.	05-26-27	Need to remove freezer on deck	Closed	no
Brian Howe	900	1st E.	04-22-14	Orders to condemn commercial building	Closed	YES
Chris Malm	801	1st E.	05-12-12	Need to complete the painting on east side and window sills	Wausau Attorney	YES
Fergien Family Trust	810	1st E.	10-23-14	Need to remove business sign frame	Closed	no
Greg & Holly Schield	1304	1st E.	04-25-14	Need to paint windows on house, paint garage and trim	Closed	no
Robert & Peggy Johnson	1601	1st E.	08-07-15	Paint House	10-07-15	no
Rosealine Gaines	203	1st E.	06-02-15	5-Day Garbage Clean-up	Closed	no
Scott Martin	1501	1st E.	08-03-15	Complaint- See file	08-17-15	no
T&T Evergreen	205	1st E.	06-02-15	5-Day Garbage Clean-up	Closed	no
T&T Evergreen	205	1st E.	06-02-15	Complaint-Unfit for human habit.-Call for Inspec. Before rented!	Closed	no
Allen Shidell	608	2nd E.	03-12-15	Need to remove signs for no longer in business	Closed	no
Dan Jackson	200	2nd E.	05-05-15	Garage paint	08-22-15	no
Darla Schmuman	1700	2nd E.	05-04-15	paint windows,fining,repair roof	08-21-15	no
Darla Schmuman	1700	2nd E.	04-27-15	5-day Garbage Clean-up	Closed-S.D.	no
Darla Schuman	1700	2nd E.	05-05-15	Clean out garage	Closed	no
Darrell Hanke	718	2nd E.	02-03-15	Nuisance Complaint	vacant 04-13-15	no
Eugene Williams	501	2nd E.	03-23-15	Orders to condemn dipidated house and garage	Closed	no
Gail Mattson	1006	2nd E.	06-18-15	Comlaint-See File	08-18-15	no
kathy Badeau	1000	2nd E.	03-20-15	Paint house, garage, windows, trim and doors	08-23-15	no
Kenneth Trostle	509	2nd E.	04-13-15	Complaint - Orders to condemn dipidated house	Closed	no
Lucille Waldburger (Deceased)	503	2nd E.	03-21-12	Need to paint house and garage	Closed	YES

Outstanding Ext Maint 2015

8/17/2015

4.2.b

Packet Pg. 82

Property Owner	Street#	Street Name	Insp Date	Description of Violations	Comp Date	Attorne
Pat & Kathleen Woller	1004	2nd E.	02-06-15	Remove tires, wooden crates, and debris in yard area	Closed	no
Teresa & Tony Chladek	1410	2nd E.	04-25-14	Paint front porch on house	Attorney Office	YES
William Frazier	1003	2nd E.	09-17-14	Repair garage	10-17-15	no
Dennis Nass	504	3rd E.	07-15-15	5-Day Garbage Clean-up	Closed-S.D. 7/23	no
Eugene Oleson	710	3rd E.	05-13-15	Temp. struct	Closed	no
G&L Prop Management	605	3rd E.	12-17-14	Orders to condemn dipidated house	Closed	no
Marcy Peverell	600	3rd E.	03-12-15	Paint garage and house	08-31-15	no
William & Sharon Harvey	900	3rd E.	05-21-14	Paint trim, windows and fascia boards on house	06-01-2016	no
Andrew Wallace	404	4th E.	11-28-12	Need to paint house & remove garage	Attorney Office	YES
Andrew Wallace	112	4th E.	05-02-14	Need to paint trim on house(Tom has file 9/15/14)	Closed	no
Craig Schultz	601	4th E.	06-25-14	Need to repair soffit and complete siding and paint windows on garage	Closed	YES
Craig Schulz	601	4th E.	06-08-15	5-Day Garbage Clean-Up	Closed	no
Craig Schulz	601	4th E.	03-20-15	5-Day Garbage Clean-up	Closed-S.D.	no
Joseph & Patricia Dorgan	501	4th W.	01-21-15	Paint garage doors, paint windows and trim on house and replace soffit	Closed	no
Steven Kruegler	600	4th W.	01-21-15	Paint apartment, see file	Closed	no
Park City Credit Union(New ow	204	5th E.	05-02-14	Need to paint house, trim, windows and doors	08-31-15	YES
Rickey & Ninette Candler	209	5th E.	05-02-14	Need to install siding on garage and paint trim	08-31-15	no
Sandra Gantner	205	5th E.	05-02-14	Need to paint garage and trim	Closed	no
Duane Fryar	308	5th W.	01-13-15	Paint dormer on house	Closed	no
Nathan Kramer	511	5th W.	01-21-15	Paint house and fascia, windows, doors and trim on garage	09-01-15	no
Pam Toth	602	5th W.	01-21-15	Paint and straighten garage(has variance for new garage)	Closed	no
Tom Ball	508	5th W.	01-21-15	Paint house, windows, trim, garage trim, windows and doors	Closed	no
Arlene Smith	1200	6th E.	08-22-13	Need to paint house and garage	Closed	no
Ella Wilder	1308	6th E.	08-03-15	5-Day Garbage Clean-up	Closed	no
Fred Reinichen	703	6th E.	05-21-14	Paint around windows and paint house and trim	Attorney Office	YES
James & Sherryl Dallman	808	6th E.	05-20-14	Need to paint shed, trim, windows, doors on shed(s)	Attorney Office	YES
Jamie Plisch	904	6th E.	03-10-15	Orders to remove dipidated garage	Closed	no

Outstanding Ext Maint 2015

8/17/2015

Property Owner	Street#	Street Name	Insp Date	Description of Violations	Comp Date	Attorne
Rick Hargrave	908	6th E.	09-15-14	Exterior painting	Closed	no
William Baumann	1403	6th E.	06-05-15	Yard clean-up and shed permit	09-30-15	no
Jerome & Joy Ziegelbauer	203	6th W.	01-14-15	Paint house and garage, windows, trim and replace broken windows	09-16-15	no
Creative Home Finance	1000	7th E.	04-28-15	painting house and repair shed (per Darin 7/16/15)	08-22-15	no
Creative Home Finance	1000	7th E.	04-28-15	Yard cleanup and parking	Closed	no
Dolores Kleinhans	509	7th E.	02-10-15	Complaint - (unoccupied, will call before renting)	08-10-15	no
Dolores Kleinhans	509	7th E.	11-07-14	Complaint-See file on painting and missing siding orders (exterior)	Attorney Office	YES
Dolores Kleinhans	509	7th E.	05-04-15	5-Day Garbage Clean-up	Closed-S.D.	no
Gerald & Jane Kleinhans	1008	7th E.	05-21-14	Orders to condemn the house	Closed	no
ken Schneider	804	7th E.	07-15-15	5-Day Garbage Clean-up	Closed	no
Kevin Delp	507	7th E.	03-20-15	5-day Garbage Clean-up	Closed	no
Kevin Delp	507	7th E.	07-01-15	5-Day Garbage Clean-up	Closed S.D.,07-09	no
Linda Cottrell-Noland	410	7th E.	03-26-15	5-Day Garbage Clean-up (Nuisance)	Closed-S.D.	no
Robert E Galella	504	7th E.	10-15-14	Fixing siding around windows and paint	Closed	no
Robert Galella	505	7th E.	03-30-15	Residential parking area too large/ Build Garahe per ZBA	11-01-15	no
Robert Galella	505	7th E.	03-20-15	5-Day Garbage Clean-up	Closed	no
Ryan Ott	700	7th E.	05-21-14	Paint trim and fascia boards on garage	Closed	YES
Gail Luedtke	906	7th W.	07-27-15	Complaint-Need to paint house, windows, trim, fascia, soffit on house an	09-27-15	no
Greg Zipp	1405	8th E.	03-20-15	Orders to condemn dilapidated house	09-23-15	YES
Randall Kurszewski	1009	8th E.	05-21-14	Paint windows, trim and doors, and house	09-12-15	YES
Steven Krugler	1210	8th E.	06-10-15	Trees over sidewalk	Closed	no
Jon & Angela Drew	1308	9th E.	05-15-14	Need to paint house	Closed	no
Lincoln County (Pat)	1108	9th E.	08-07-15	Orders to condemn dilapidated building	09-13-15	no
Allen Cortright	208	Blaine	06-02-15	5-Day Garbage Clean-up	Closed	no
Andre Galella	609	Blaine	08-10-15	5-Day Garbage Clean-up	08-17-15	no
HSBC Bank	410	Blaine	05-05-14	Orders to condemn accessory building	Closed	no
Lonnie Woller	604	Blaine	05-02-14	Need to remove temporary structure(06-15-2015)	Attorney Office	YES

Outstanding Ext Maint 2015

8/17/2015

Property Owner	Street#	Street Name	Insp Date	Description of Violations	Comp Date	Attorne
Wesley Ramer	206	Blaine	05-05-14	Painting	Closed	no
Wesley Ramer	206	Blaine	06-02-15	5-Day Garbage Clean-up	Closed	no
Gary Christie	107	California S.	08-19-14	Remove garage or repair the structure	09-05-15	no
Kristina Velasque	807	Cedar	04-29-13	Need to paint house & garage	Closed	no
Grecian Delight	809	Center N.	05-31-13	Orders to remove business sign and pole - no longer in business	Attorney Office	YES
Grecian Delight	809	Center N.	05-17-12	Need to paint canopy, fascia on restaurant	Closed	YES
Randall Kurszewski	301	Center N.	03-05-15	Exterior painting	09-01-15	no
Tommy Miller	703	Center S.	06-11-13	Need to paint exterior of building (business/house)	Closed	YES
Steve Meunchow	807	Chippewa	02-17-15	5-Day Garbage Clean-up	Closed	no
Brian Howe	210	Cleveland	05-19-15	5-Day Garbage Clean-up	Closed	no
Brian Howe	210	Cleveland	06-25-13	Need to paint windows, window trim and fascia on house & garage	Closed	no
Jennifer & Chad Schmidt	307	Cleveland	03-31-15	Complaint-See file interior complaint-Jenny to call before renting this out	09-01-15	YES
Jennifer & Chad Schmidt	307	Cleveland	05-21-14	Paint house, trim and windows	Closed	no
MOSER, LLC	211	Cleveland	06-18-14	Need to paint house and garage, trim, doors, windows	08-19-15	no
Todd Smith	308	Cleveland	05-21-14	Need to replace rotted board and paint house, trim, windows and replac	Attorney Office	YES
Jeffrey Schellhorn	601	Cottage	06-02-15	5-Day Garbage Clean-up	Closed	no
Steven & Rose Strom	400	Cottage	05-30-14	Paint garage, trim repair roof/ panit windows on house	Closed	no
Andrew Duginski	1601	Cotter Ave.	05-11-15	Paint windows, doors, trim, fascia, siding and reroof garage	Closed	no
Jesse Bauman	206	Court N	03-11-15	5-Day Garbage Clean-up	Closed	no
LSL Prop/ Quality Title	102	Court S.	07-17-15	Paint exterior	09-16-15	no
Roseann Koruc	208	Douglas	06-03-15	Roseann deceased on 6-3-15 and family talking to me about CDBG loan	08-25-15 (CDBG)	no
Christine Peck	308	East	01-14-15	Paint garage doors and trim and paint sofft and trim on house	09-14-15	no
Clara Lawinger	408	East	04-21-15	Repair retaining wall	Closed	no
Creative Home Finanace	407	East	01-14-15	Paint non-vinly areas on house	Closed	no
Creative Home Recovery	405	East	01-14-15	Paint non-vinyl on house, windows, trim	Closed	no
Fick Brothers LLC	406	East	01-14-15	Paint trim, windows and doors on house	Closed	no
Gerald & Jane Kleinhans	403	East	09-08-14	Exterior orders - Court Ordered	Closed	YES

Outstanding Ext Maint 2015

8/17/2015

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Packet Pg. 85

Property Owner	Street#	Street Name	Insp Date	Description of Violations	Comp Date	Attorne
Gerald & Jane Kleinhans	403	East	06-03-15	5-Day Garbage Clean-up	Closed -S.D.	no
James Styza	503	East	01-14-15	Paint windows on house and paint doors on garage	Closed	no
Jason Peroutka	210	East	01-14-15	Replace garage window, and paint windows, trim and fascia on garage	08-18-15	no
Jerry Kleinhans	403	East	10-17-14	Replace steps and sidewalk to porch	Closed	no
Karla Schmidt	601	East	01-14-15	Paint windows on house. Paint trim, fascia and fix siding on garage	Closed	no
Kegan Parnell	401	East	01-14-15	Paint windows on house	Closed	no
Kelly Collins	502	East	01-14-15	Paint doors, trim on garage and fence	Closed	no
Larry Peeters	209	East	01-14-15	Insall siding on shed and paint trim	09-01-15	no
Lorrie Shafer	505	East	01-14-15	Paint porch, trim and windows on house	09-01-15	no
Michael Pfund	310	East	01-14-15	Paint garage, trim and fascia on garage and fix leanign fence	10-14-15	no
Robert Brietzke	205	East	01-14-15	Paint non-vinyl on house, soffits and finish siding garage and paint garag	Closed	no
Scott Blaubach	508	East	01-14-15	Paint garage and trim	Closed	no
Todd & Hilary Schulz	511	East	01-14-15	Paint windows, fascia and siding on house	Closed	no
Tracy Brown	200	East	01-14-15	Paint porch	Closed	no
Wis Home Recovery Fund	305	East	06-29-15	Complaint-Unoccupied	09-10-15	no
Brent Scantlin	100	Foster N.	08-07-14	Paint north side of building	07-01-2016	no
Andrea Krueger	100	Foster S.	05-14-15	5-Day Garbage Clean-up	Closed-S.D.	no
Gerald & Jane Kleinhans	108	Foster S.	11-20-12	Orders to condemn dilapidated house and garage	08-31-15	YES
JRS Properties Management	106	Foster S.	06-25-14	Need to fix soffit and paint, windows and trim	10-01-15	no
Mark Raymer	120	Foster S.	10-01-14	Painting porch, stairs,trim	Closed	no
Deborah Boyd	500	Genesee	07-16-15	5-Day Garbage Clean-up	Closed	no
Andrea Krueger	600	Genesee N.	01-21-15	Finish installing soffit and fascia on house	08-21-15	no
Christopher Patraw	408	Genesee N.	01-21-15	Paint windows, and trim on house	08-22-15	no
Christopher Sprague/Colleen C	411	Genesee N.	01-21-15	Fix fascia, paint windows, doors , trim on house and paint garage and rep	Closed	no
Clarence & Eldru Hinz	501	Genesee N.	01-21-15	Paint peeling porch on house and paint garage	Closed	no
Daniel Hodkiewicz	302	Genesee N.	01-21-15	Paint windows on house	Closed	no
Darin & Diane Westover	402	Genesee N.	01-21-15	Paint garage, windows and trim	Closed	no

Outstanding Ext Maint 2015

8/17/2015

Property Owner	Street#	Street Name	Insp Date	Description of Violations	Comp Date	Attorne
David Peck	605	Genesee N.	11-20-13	Need to paint garage, repair garage roof, paint house windows, trim and	09-01-15	no
Evan Woller	511	Genesee N.	01-21-15	Paint windows on house, paint fascia, doors, trim on garage and replace	10-01-15	no
Gerald & Jane Kleinhans	602	Genesee N.	01-21-15	Need to paint windows, fascia and porch on house, paint windows, trim	Attorney Office	YES
Gilberto & Lynn Rodriguez	406	Genesee N.	01-21-15	Install siding to the addition on the garage	Closed	no
Kelly Collins	606	Genesee N.	01-21-15	Remove garage	10-01-15	no
Kristy Stoerzer	400	Genesee N.	01-21-15	Paint garage	Closed	no
Larry Peeters	305	Genesee N.	01-21-15	Paint windows and trim on house and paint shed	09-01-15	no
Lloyd Jacobson	306	Genesee N.	01-21-15	Paint house along with doors, windows, trim and paint trim on garage	Closed	no
Maria Galella	405	Genesee N.	01-21-15	Paint house and garage, finish installing siding and repair roof	08-22-15	no
Michael Jeske	601	Genesee N.	01-15-15	Complete exterior of the shed	Closed-S.D.	no
Pat Bonneville	604	Genesee N.	01-15-15	Garage remove	06-18-16	no
Roy Williamson	300	Genesee N.	01-21-15	Paint windows, trim, fascia on house and trim fascia on garage	Closed	no
Thomas Weckwerth	706	Genesee N.	01-20-15	Need to paint windows on house, and garage	08-20-15	no
Tork Enterprises LLC	307	Genesee N.	01-21-15	Paint windows, trim on house and garage and paint garage doors and fix	08-22-15	no
Victor Milewczyk	401	Genesee N.	01-21-15	Finish siding garage	Closed	no
William & Larisa Millis	303	Genesee N.	01-21-15	Paint porch windows and trim on house and paint garage	Closed	no
Wire Products	106	Genesee N.	02-03-15	Paint entire bldg, windows, trim and doors	08-31-15 - Court	YES
Joseph Hojan	126	Genesee S.	05-13-15	Commercial yard clean-up	09-14-15	no
George Bost	508	Grand Ave	10-06-14	See File for violations	Closed	no
Budde Steinbeck	1005	Grand Ave.	06-04-14	order to raze		no
Danny Woller	700	Grand Ave.	02-17-15	Paint rear of house and repair roof	Closed	no
Hassan Hejazivand	314	Grand Ave.	02-02-15	Paint windows, trim on building	Closed	no
Jesse Hoffman	413	Grand Ave.	02-03-15	Paint trim, windows, remove tarps, temp. struc and semi	Closed	no
Jesse Kane	903	Grand Ave.	06-04-14	Orders to condemn dilapidated garage/ Fix fascia and paint garage	09-07-15	YES
Jesse Kane	903	Grand Ave.	05-29-15	5-Day Garbage Clean-up	Closed-S.D.	no
Michael & Jayne Thiel	801	Grand Ave.	05-30-14	Repair roof on garage, paint doors, trim and fascia	ZBA	no
Park City Baptist Church	216	Grand Ave.	02-02-15	Paint no-vinyl areas on church and windows	Closed	no

Outstanding Ext Maint 2015

8/17/2015

4.2.b

Packet Pg. 87

Property Owner	Street#	Street Name	Insp Date	Description of Violations	Comp Date	Attorne:
Paul & Patricia Ryan	809	Grand Ave.	05-30-14	Orders to condemn dilapidated house and garage	Closed	no
Shirley Eggers	405	Grand Ave.	02-03-15	Paint windows, trim, fascia and doors	Closed	no
Andy & Marie Ament	807	Hendricks	02-25-15	Complaint from Kathy U. & Dave. J. (See file)	08-27-15	no
Haunted House LLC	700	Hendricks	05-11-11	Need to remove smokestack and large roof vent (per C.P.)	04-08-2018	no
Larry & Shawn Romatoski	213	Hendricks	02-11-15	5-day Garbage Clean-up	Closed	no
Robert Thompson	104	Hendricks	03-17-15	Orders to condemn dilapidated house and garage (complaint)	Closed	no
kelly Collins	404	Himes	07-15-15	5-Day Garbage Clean-up	Closed	no
Lokemoen Dev. Co	1501	Hwy 107	06-05-14	See file	Closed	no
Donald Townsend	1905	Jackson	07-02-14	Orders to condemn dilapidated garage	Closed	no
Becky & Michael Rick	605	Jefferson	01-14-15	Paint garage and doors	Closed	no
Jerry Ziegelbauer Jr.	606	Jefferson	01-14-15	Replace missing siding and paint windows, trim and doors on house & ga	Closed	no
John Kleinschmidt	1006	Jefferson	07-24-14	See file	Closed	no
Lois Dupke	707	Jefferson	01-14-15	Paint dormer on house	Closed	no
Thomas Kuehn	803	Jefferson	01-14-15	Paint non-vinyl areas, finish siding on house and paint garage trim and d	Closed	no
Eric Ven Rooy	307	Lake	06-05-15	Complaint- garbage on deck	Closed	no
George Japke	109	Lake	04-25-14	Trim on house, windows and paint garage trim and doors	Attorney Office	YES
Shari Rodriquez	1200	Lake	05-16-14	Need to paint house, windows and trim	Attorney Office	YES
Bernice Tesky	404	Liberty	01-21-15	Paint garage doors	Closed	no
Christopher & Jill Mcelhatton	607	Liberty	01-21-15	Paint garage doors	Closed	no
Dan Schmidt	507	Liberty	01-21-15	Paint garage	Closed	no
Donald Franc	609	Liberty	01-21-15	Repair porch and replace missing siding, paint windows, porch posts	Closed	no
Gloria Clark (Bannister)	603	Liberty	01-21-15	Paint house windows, soffit and trim, paint garage, trim and fascia	08-29-15	no
Gloria Clark (Bannister)	603	Liberty	04-01-15	5-Day Garbage Clean-up (Nuisance)	Closed-S.D.	no
Gloria Clark (Bannister)	603	Liberty	05-27-15	5-Day Garbage Clean-up	Closed-S.D.	no
John Kratz	616	Liberty	01-21-15	Paint garage addition and trim	Closed	no
Laufenberg Rentals	605	Liberty	01-21-15	Paint garage trim and fascia	08-23-15	no
Ralph Schulz	305	Liberty	01-21-15	Trim out windows, paint windows and doors on house	09-23-15	no

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4.2.b

Packet Pg. 88

Property Owner	Street#	Street Name	Insp Date	Description of Violations	Comp Date	Attorne
Tim Diels	411	Liberty	01-21-15	Paint house, fascia, windows, door and trim on garage	09-23-15	no
Jennifer & Chad Schmidt	307	Logan	05-02-14	Need to paint house, trim, windows, replace rotted boards	09-01-15	no
ABC Rentals	1319	Main E.	10-21-14	Fix steel on commercial building	Closed	no
Andre Galella	2606	Main E.	04-25-14	Orders to condemn dilapidated building	Closed	no
Andrea Krueger	1421	Main E.	04-13-15	5-Day Garbage Clean-up	Closed-S.D.	no
Dennis Abegglen	925	Main E.	06-25-15	Fix east side and paint	08-25-15	no
Gloria Clark (Bannister)	1909	Main E.	02-18-15	Complaint	08-17-15	YES
Kelly Collins	1003	Main E.	06-25-15	Fix brick and paint	08-25-15	no
Los Mezcales	3450	Main E.	12-19-14	Temp Structures	Closed	no
Makn LLC	2407	Main E.	08-26-14	Need to remove business sign	08-22-15	no
Merrill Federal S&L	911	Main E.	09-10-14	Orders to remove dipidated building	Closed	YES
Park City Credit Union	1223	Main E.	10-22-14	Painting, windows, brick repair	10-05-15	no
Randall Kurszewski	1805	Main E.	06-11-15	painting and yard cleanup	09-12-15	no
Rick Hargrave	1208	Main E.	06-09-15	Need to tuck-point and paint garage	08-31-15	no
Whispering Pines	2600	Main E.	06-04-15	Complaint - Open sewers	Closed	no
Steve Sabatke	2600	Main E. #79	04-28-15	deck without permit	Deck Removed	no
Andrew Mcvinnie	416	Main W.	07-06-15	Paint back porch area	09-06-15	no
Fick Brothers LLC	412	Main W.	02-02-15	Paint front of building and trim	Closed	no
Greg Kornack	414	Main W.	02-02-15	Paint warehouse and paint windows on main building	Closed	no
Humphrey's Pub	500	Main W.	02-03-15	Paint garage, west side of bldg, replace windows on east side	09-06-15	no
James Boman	2001	Main W.	05-27-15	Brush cleanup	Closed	no
Jo Ellen James	604	Main W.	02-03-15	Paint windows, and wood portion in rear	09-01-15	no
Kelly Collins	410	Main W.	02-02-15	Trim rear windows and replac missing siding in front	Closed	no
Mitchell Ek	418	Main W.	02-02-15	Paint main bldg., windows and trim	11-06-15	no
Paul Meyer	1800	Main W.	07-21-14	Need to paint doors and trim on garage	Closed	no
Philip Henrichs	411	Main W.	02-03-15	Paint front of building, windows, trim	Closed	no
Robert & Trina Johnson	407	Main W.	02-03-15	Paint bldg, windows and trim	09-07-15	no

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Property Owner	Street#	Street Name	Insp Date	Description of Violations	Comp Date	Attorne
Georgene Oestrich	1202	Mathews	08-13-15	5-Day Garbage Clean-up	08-20-15	no
Mark Draper	1601	Mathews	05-11-15	Paint windows, doors, trim, fascia and repair siding and reroof garage	12-31-15	no
Nora Kudick	1515	Mathews	05-11-15	Paint windows, doors, trim, fascia, siding on garage and remove garage s	Closed	no
Jared Duginski	301	Merrill	02-02-15	Need to paint house and garage, windows and trim	Closed	no
Rita Kimmons	700	Mill N.	07-15-15	5-Day Garbage Clean-up	Closed-S.D. 7/23	no
T&T Evergreen	111	Oregon s.	06-18-15	5-Day Garbage Clean-Up	Closed	no
Greg & Holly Schield	315	Park	04-28-14	Need to paint house	09-09-15	no
Dolores Kleinhans	101	Park N.	01-13-14	Orders to condemn dilapidated accessory structure	Closed	YES
Joseph Pickard	105	Park N.	04-28-14	Orders to remove addition, fix siding ,paint	Closed	no
Ryan Schwartzman	206	Park N.	04-28-14	Need to paint house and eaves on garage	09-16-15	no
Christine Vorpapel	207	Park S.	04-23-14	Paint garage and doors	Attorney Office	YES
Roy Williamson	111	Pier	05-27-15	5-Day Garbage Clean-up	Closed	no
Wal-Mart	505	Pine Ridge	12-19-14	Temp Structures	Closed	no
Mike Chrudimsky	107	Poplar N.	09-17-14	Paint garage	09-07-15	no
Andre Galella	600	Prospect	01-14-15	Paint all non-vinyl areas on house and garage, fascia on house	Closed	no
Craig & Jennifer Erickson	116	Prospect	02-02-15	Need to paint windows and trim on main bldg. and paint garage	09-06-15	no
Greg & Dawn Leavitt	700	Prospect	01-14-15	Paint windows and trim on house	Closed	no
Jeremy Grubb	800	Prospect	01-14-15	Paint trim on house and paint garage along with trim	Closed	no
Joshua Jensen	606	Prospect	01-14-15	Paint house and garage along with windows and trim	Closed	no
Krall Rentals LLC	110	Prospect	02-02-15	Need to paint build., windows and trim, brick	10-02-15	no
Robert Ricci	610	Prospect	01-14-15	Paint service door and trim on garage	Closed	no
Walter Smith	120	Prospect	02-02-15	Need to paint all non-brick areas on bldg. and accessory structrues	09-07-15	no
Patricia Ricci	304	Prospect N	01-14-15	Repair Fence	Closed	no
Bev Kleist	703	Prospect N.	01-13-15	Paint trim and windows on house	Closed	no
Danny Thomas	411	Prospect N.	07-15-15	5-Day Garbage Clean-up	Closed	no
Ed Livingston	410	Prospect N.	01-14-15	Paint windows, doors and trim on house	08-18-15	no
Emily Pflingston	510	Prospect N.	01-14-15	Paint garage and windows and trim on house	08-18-15	no

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Property Owner	Street#	Street Name	Insp Date	Description of Violations	Comp Date	Attorne
Gary Wesbrock	303	Prospect N.	01-14-15	Paint shed doors and trim	Closed	no
Gerald & Jane Kleinhans	611	Prospect N.	06-20-13	Need to paint house and garage and repair beam and foundation on fron	Closed	YES
Hanson Residence Trust	505	Prospect N.	01-13-15	Paint garage and trim	Closed	no
James Young	509	Prospect N.	01-13-15	Paint house along with fascia, trim	Closed	no
James Ziegel	609	Prospect N.	01-13-15	Paint windows and trim on house	Closed	no
Jeremy Ryan	810	Prospect N.	01-13-15	Paint house & garage, windows, trim, and fence	Closed	no
John & Sharon Woller	300	Prospect N.	01-14-15	Paint garage, windows and trim	Closed	no
John & Sharon Woller	300	Prospect N.	05-04-15	5-Day Garbage Clean-up(Complaint from John Burgener on behalf of a ca	Closed	no
John Benzinger	701	Prospect N.	01-13-15	Need to paint house, doors, windows, trim, repair porch struc. And repla	Closed	no
Leroy Schmidt	507	Prospect N.	07-10-15	Replace Roof	11-01-15	no
Leroy Schmidt	507	Prospect N.	01-13-15	Paint house and replace broken window on garage	Closed	no
Lucky 7 Services	205	Prospect N.	01-13-15	Replace fascia on garage	Closed	no
MAD management LLC	211	Prospect N.	01-14-15	Paint house, trim and repair garage doors	09-16-15	no
Mark & Jan Gartmann	402	Prospect N.	01-14-15	Complete siding on garage	Closed	no
Nicole Hill	209	Prospect N.	01-13-15	Replace roof on garage	Closed	no
Pamela Porath	818	Prospect N.	01-13-15	Need to paint trim and windows on garage	Closed	no
Patricia Carron	311	Prospect N.	01-14-15	Paint garage and garage doors and repair garage door	Closed	no
Ray Krall	110	Prospect N.	07-09-15	Complaint - Smell of Sewer gas	Closed -No Valid	no
Ron & Bonnie Ludwig	407	Prospect N.	07-15-15	5-Day Garbage Clean-up	Closed	no
Sandra Winchell	502	Prospect N.	01-14-15	Paint garage doors	Closed	no
HSBC Bank USA	122	Prospect S.	08-27-14	Orders to condemn dipidated house	Closed	YES
Anthony Hendrickson	1408	River	04-22-14	Need to paint porch(replace rotted boards), paint shed and trim and doo	Close	no
William Kamke & Sons	1202	River	04-22-14	Orders to condemn dilapidated building	08-30-15	no
Daniel Garner	502	Riverside W.	04-21-15	Comlaint- Painting and porch repair	09-21-15	no
Daniel Garner	502	Riverside W.	04-21-15	Complaint - Yard clean up	Closed	no
Fawn Zernicke	605	Riverside W.	06-23-15	Need to remove chickens and ducks	Closed	no
Lincoln County Fairgrounds		Sales	01-21-13	Need to paint the exterior of the animal barn	09-27-15	D.J.

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Property Owner	Street#	Street Name	Insp Date	Description of Violations	Comp Date	Attorne
Amanda Kaiser	700	Scott	07-16-15	5-Day Garbage Clean-up	Closed	no
Joseph Frederick/Donna Gadsb	310	Scott N.	05-07-13	Need to paint house	Attorney Office	YES
Kenneth Mootz	214	Scott N.	05-06-15	Painting and siding	09-15-15	no
Kim Fiebke	1007	St Paul Dr.	05-27-15	5-Day Garbage Clean-up	Closed	no
Amy Schmidt	615	State N.	02-17-15	Paint garage	Closed	no
Beverly Kleist - Randy Martin	610	State N.	02-17-15	Paint house, windows, trim. Finish siding garage, fix leaning fence	09-20-15	no
Christopher Kleinschmidt	618	State N.	02-17-15	Paint windows, trim on house	Closed	no
Christopher Kleinschmidt	618	State N.	06-02-15	5-Day Garbage Clean-up	Closed	no
Dolores Kleinhans	402	State N.	06-26-14	Need to repair soffit and fascia and paint, paint porch area	Closed	YES
Dorothy Seidel	808	State N.	02-17-15	Paint house	Closed	no
Eva Haugen	608	State N.	02-17-15	Paint windows, trim, doors on house and garage and replace missing glas	08-20-15	no
Evan & Dawn Woller	605	State N.	02-17-15	Paint garage	10-01-15	no
Gerald & Jane Kleinhans	704	State N.	02-17-15	Paint house & gargage, replace windows, sills, porch beam	08-18-15	no
Gerald & Jane Kleinhans	704	State N.	02-17-15	Need to remove debris from back porch	Closed	no
Harbour Portfolio	509	State N.	02-17-15	Paint garage, paint trim on house and finish wrapping porch roof	Closed	no
Holly Schulz	612	State N.	02-17-15	Paint house and garage, windows and trim	09-28-15	no
Jennifer Schmidt	616	State N.	02-17-15	Paint trim, windows and fix siding on shed	08-20-15	no
Jennifer Schmidt	616	State N.	02-17-15	Paint trim and windows on house and finish siding acc. Struc.	10-19-15	no
John Lamonica	510	State N.	11-10-14	Orders to condemn dipidated house	Closed	no
John Sladek	504	State N.	02-17-15	Paint cement block on house	Closed	no
Karyl Malzahn	614	State N.	02-17-15	Paint garage	Closed	no
Ken & Carolyn Sutton	825	State N.	02-17-15	Paint garage	08-18-15	no
kevin Jacoby	500	State N.	02-17-15	Paint garage doors and trim on garage	Closed	no
Laufenberg Rentals	609	State N.	02-17-15	Paint garage	Closed	no
Laufenberg Rentals	609	State N.	04-27-15	5-day Garbage Clean-up	Closed-S.D.	no
Lincoln Wood	701	State N.	02-16-15	Need to paint exterior of commercial building	Closed	no
Lynn Blas	115	State N.	07-21-14	Need to paint house	Attorney Office	YES

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Property Owner	Street#	Street Name	Insp Date	Description of Violations	Comp Date	Attorne
Lynn Blas	115	State N.	04-30-15	5-Day Garbage Clean-up	Closed	no
McClay Enterprises Wausau	700	State N.	02-17-15	Paint house and garage, windows, trim, and doors	Closed	no
Ramona Bergman	811	State N.	02-17-15	Need to finish siding and fascia on house	08-18-15	no
Ramona Bergman	811	State N.	02-17-15	Need to clean up back porch area	Closed	no
Robert & Julie Mutz	813	State N.	02-17-15	Paint rear of house	08-18-15	no
Van & Gretchen Geiser	824	State N.	02-17-15	Paint windows, doors on house	08-18-15	no
Virginia Schaper	611	State N.	02-17-15	Paint garage and doors	08-18-15	no
Jerome Ulschmid	900	State S	06-04-15	Ext maint	09-04-15	no
DC Motors Inc.	2200	Sturdevant	01-21-13	Orders to condemn dilapidated building	Attorney Office	YES
Kevin & Stacey Haring	111	Stuyvesant	04-25-14	Need to paint house	Closed	no
Anna Kaspar Hudson	604	Superior	06-30-15	5-Day Garbage Clean-up	Closed	no
Charles Meyer	204	Thomas	06-02-15	5-Day Garbage Clean-up	Closed	no
Charles Meyer	204	Thomas	06-10-15	5-Day Garbage Clean-up	Closed	no
Amos Robl	206	Thomas N.	02-27-15	5-Day Garbage Clean-up	Closed	no
Gerald & Jane Kleinhans	105	Thomas N.	07-21-14	Need to paint house, trim and windows	Attorney Office	YES
Vicki Anderson ET AL	105	Thomas S.	10-28-13	Need to replace damaged siding, paint windows, trim and doors	10-01-15	no
Elinor Kuehn(deceased)	1102	Van Buren	05-18-15	Complaint-Per Dave & Mayor to do nothing on this complaint	Closed	no
Ken & Lynette Kowalski	1904	Water	06-10-15	5-Day Garbage Clean-up	Closed-S.D.,6-24	no
Ken Kowalski	1904	Water	06-18-15	Garage Improvement	11-01-15	no
Ken Brewington	1908	Webster	05-29-15	Firewood in front yard	09-10-15	no
Patricia Laessig	916	West	04-02-15	5-Day Garbage Clean-up	Closed	no
Beth Ann Wiedeman	700	Wisconsin	06-04-14	Paint garage, trim, fascia and paint house	Closed	no
Grace Ecklund	607	Wisconsin	08-06-15	5-Day Garbage Clean-up	Closed	no
Jeremy Suardi	303	Wisconsin	09-16-14	Garage siding and painting	Closed	no
John Manderfield	601	Wisconsin	05-30-14	Paint house and garage, trim, doors, windows, repair roof on garage	Closed	no
Michael Wanie	302	Wisconsin	05-30-14	Need to paint trim and doors on garage - paint acces., ect.	09-01-15	no
Peter Brown	505	Wisconsin	06-02-15	5-Day Garbage Clean-up	Closed	no