# CITY OF MERRILL

# INFRASTRUCTURE PROJECTS

# AND RELATED CAPITAL ITEMS

# 2020 ADOPTED BUDGET

Revised: 11/12/2019

## City of Merrill - Tax Increment District (TID)

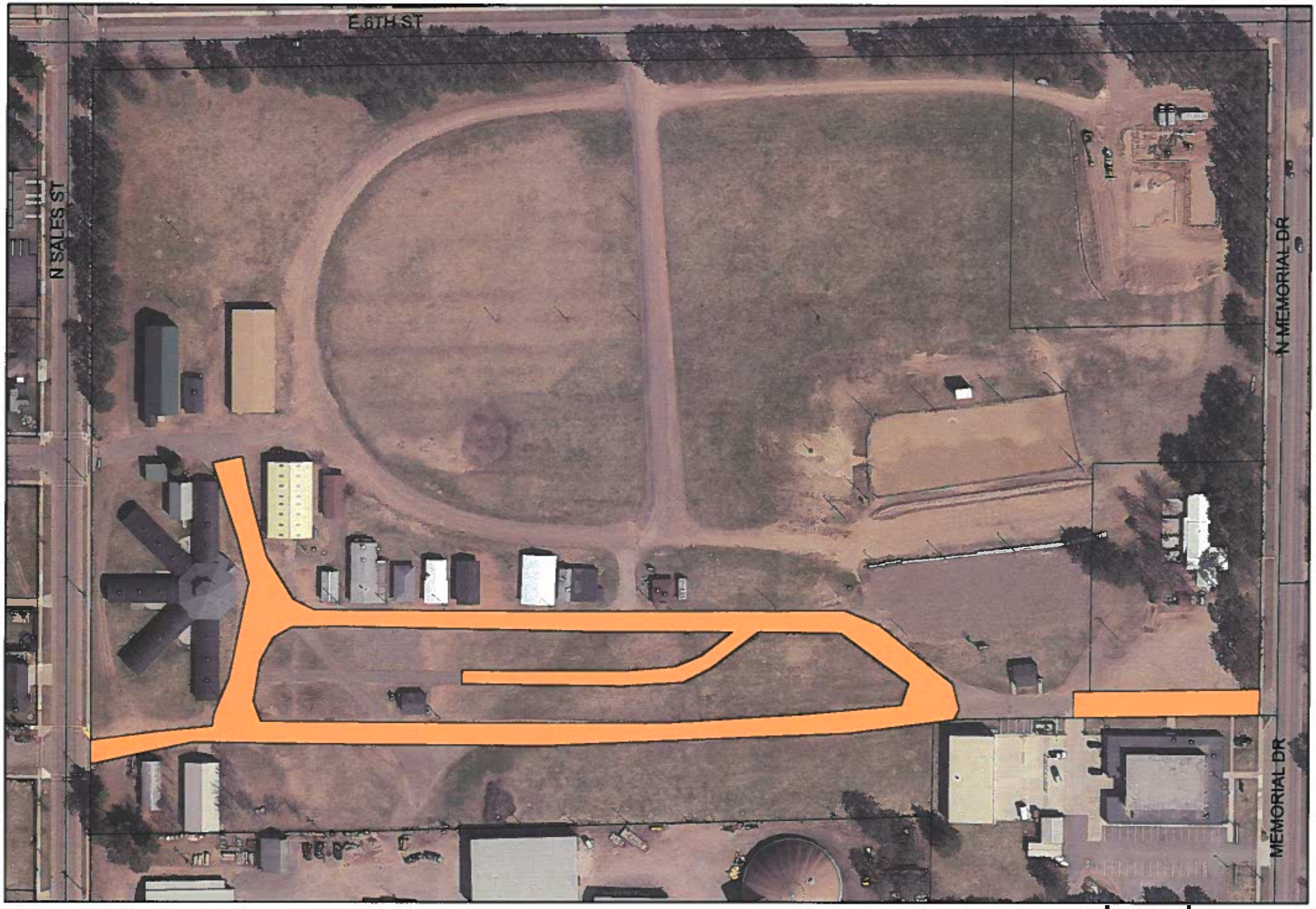
### Infrastructure Investments - 2020 Budget

| | Street: | From: | To: | Project Type: | Additional Info.: | Water: | Sewer: | City: | Total: |
|---|---|---|---|---|---|---|---|---|---|
| TID No. 3 | Merrill Festival Grounds | | | Pavement Replacement | Final TID No.3 expenditures | | | $150,000 | $150,000 |
| TID No. 3 | Mill St. | E. Main St. | E. 1st St. | Replacement concrete street | Last downtown concrete street | | | $60,000 | $60,000 |
| TID No. 8 | Grand Ave. | W. Main St. | N. State St. | Street reconstruction | Water Mains | $150,000 | $150,000 | $350,000 | $650,000 |
| TID No. 8 | N. Prospect St. | W. Main St. | Grand Ave. | Street reconstruction | Water Mains | $30,000 | $30,000 | $70,000 | $130,000 |
| TID No. 8 | S. Genessee St. | W. Main St. | Stange St. | Replacement concrete street | Water Mains | $50,000 | $50,000 | $120,000 | $220,000 |
| TID No. 5 | Marc Dr. | State Rd. 107 | Entire Street | New LED streetlights | TID5 Tax Increment | | | $35,000 | $35,000 |
| TID No. 7 | N. Mill St. | FreMarq - northern building | | Extend water & sanitary sewer service | | $15,000 | $15,000 | | $30,000 |
| TID No. 11 | W. St. Paul St. | Champagne St. | N. State St. | Currently gravel | **If Ott houses constructed** | | | $150,000 | $150,000 |
| | | | | | **Total Proposed:** | **$245,000** | **$245,000** | **$935,000** | **$1,425,000** |
| | | | | | **Total Water & Sewer Funds:** | **$230,000** | **$230,000** | | **$460,000** |
| | | | | | **Total TIDs:** | **$15,000** | **$15,000** | **$935,000** | **$965,000** |

The proposed new utility extensions (TID No. 7 and TID No. 11) would be TID contributions.

### Infrastructure Investments - Future (Dependent upon housing development project):

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| TID No. 11 | Superior St. | W. 10th St. | W. St. Paul St. | Extension of utilities and street | **If Ott houses constructed** | $35,000 | $35,000 | $175,000 | $245,000 |

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# 2020 Projects

I-2

**Legend**

- Water and Sewer
- Pavement

N
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# 2020 Projects



**Legend**

- Water and Sewer
- Pavement

# 2020 Projects



**Legend**

- Pavement
- Water and Sewer

# 2020 Projects

I-5

**Legend**

Streetlights

N
W E
S

# 2020 Projects

I-6

**Legend**

- Water & Sewer
- Curb, Gutter & Pavement

## City of Merrill - Tax Increment District (TID)

### Infrastructure Investments - 2020 Budget (Carryover from 2019)

| | Street: | From: | To: | Project Type: | Additional Info.: | Water: | Sewer: | City: | Total: |
|---|---|---|---|---|---|---|---|---|---|
| TID No. 12 | Logan St. | E. 5th St. | E. 6th St. | Currently gravel | 2019 Carryover | | | $30,000 | $30,000 |
| TID No. 12 | E. 6th St. | Logan St. | N. Blaine St. | Currently gravel | 2019 Carryover | | | $45,000 | $45,000 |
| | | | | | **Total:** | **Installed Water in 2019** | **None** | **$75,000** | **$75,000** |

City of Merrill pending 2019 borrowing for this TID No. 12 investment.

### Infrastructure Investments - 2020 General Obligation (GO) - Tax Levy

| | Street: | From: | To: | Project Type: | Additional Info.: | Water: | Sewer: | City: | Total: |
|---|---|---|---|---|---|---|---|---|---|
| Capital GO | N. Court St. | E. 2nd St. | E. 5th St. | Utility/Street Replacement | Deferred from 2019 | $50,000 | $40,000 | $60,000 | $150,000 |
| Capital GO | N. Poplar St. | E. 1st St. | E. 4th St. | Utility/Street Replacement | Deferred from 2019 | | $20,000 | $90,000 | $110,000 |
| | | | | | **Total:** | **$50,000** | **$60,000** | **$150,000** | **$260,000** |

Project was deferred due to emergency replacement of Jackson Street after major deterioration during 2018-2019 winter.

# 2020 Projects



**Legend**

- Water and Sewer
- Pavement

## City of Merrill - Tax Increment District (TID)

## Preliminary Infrastructure Investments - 2021 Budget

### Wisconsin Multimodal Local Supplement (MLS) Grant request being submitted 12/2019:

| | Street: | From: | To: | Project Type: | Additional Info.: | Water: | Sewer: | City: | Total: |
|---|---|---|---|---|---|---|---|---|---|
| TID No. 4 | N. Pine Ridge Ave. | Zastrow's Beer Man | County Hwy G | Extension of utilities and new street | 90% MLS Grant - Streets | $200,000 | $200,000 | $800,000 | $1,200,000 |
| TID No. 4 | County Hwy G | City Industrial/Business Park | Johnson St. | Extension of utilities & turning lanes | 90% MLS Grant - Streets | $140,000 | $140,000 | $100,000 | $380,000 |
| | | | | | **Total Proposed:** | **$340,000** | **$340,000** | **$900,000** | **$1,580,000** |
| | | | | | | 90% MLS Grant - Streets | | $810,000 | |
| | | | | | | Balance - TID No. 4 - Streets | | $90,000 | |
| | | | | | | **Total TID No. 4 Revenue Bonds** | | | **$770,000** |

The proposed new Water and Sewer extensions would be TID No. 4 contributions.

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1 inch = 299 feet

# Potential 2020 Project

Legend
- TurningLanes
- Pavement
- Water & Sewer

# Wisconsin Department of Transportation 2020-2021 Multimodal Local Supplement (MLS) Guidelines

September 2019

## Purpose and Description

The Wisconsin 2019-21 budget provides $75 million in one-time general purpose revenue funding (GPR) for multimodal transportation projects on the local system through the Multimodal Local Supplement (MLS). The MLS program mirrors aspects of the Local Roads Improvement Program (LRIP) but is not subject to the same restrictions and is available to an expanded range of project improvement types. The program pays up to 90% of total eligible costs with local governments providing a minimum of 10% cost share.

MLS funding is available for new projects statewide related to:

- Roads
- Bridges
- Transit vehicle purchase and facility projects
- Bicycle and pedestrian accommodations
- Railroads
- Harbors

Local and tribal governments are eligible for MLS funding. A six-year project completion, i.e., project sunset, is required for approved projects, similar to the completion timeframe for other Local Programs (e.g., Local Bridge, LRIP). Each approved project will be issued a State Municipal Agreement (SMA) prior to project commencement.

The MLS program is focused on local project delivery. Local units of government can apply for design and construction or construction only; design only funding is not eligible through this program. Projects on the National Highway System (NHS) or complex projects with a federal interest may require departmental oversight to assist with environmental documents. Additional departmental oversight is available upon local sponsor request. A local project sponsor may contract with a county for administrative oversight. Local staff resource time is not eligible for funding through this program.

MLS projects can be locally let, must be advertised for bid for a minimum of 15 days, and contracts awarded to the lowest responsible bid. Low bid procurement of asphaltic hot-mix only is eligible for funding as part of an eligible MLS project, but project total costs must meet the MLS minimum threshold for funding consideration.

## Funding and Project Selection

MLS funding is split between the following local government types:

| Allocation | County | City/Village | Town | Total |
|---|---|---|---|---|
| Multimodal Local Supplement (MLS) | $26,669,333 | $19,039,500 | $29,291,167 | $75,000,000 |
| After Kaukauna Bridge Set Aside[1] | $26,082,667 | $18,452,832 | $28,704,501 | $73,240,000 |

MLS is a reimbursement program, allowing for partial reimbursement as the local sponsor incurs costs throughout the project. Local sponsors are responsible for any project cost overage beyond the award amount.

[1] Consistent with biennial budgetary discussions, $1.76M of MLS funding is reserved for the Kaukauna Veterans Memorial Lift Bridge ($2.2M project cost reimbursed with 80% state funding). This reserved amount is split between the three funding categories ($586,666 from each category).

The project selection process is competitive, with an emphasis on measurable economic benefits, and involves stakeholder input. Equitable geographic distribution[2] is a consideration in the formation of project selection committees and for the final project selections.

The following table illustrates the MLS committee structure:

| MLS Proposed Committees[3] | | |
|---|---|---|
| **Counties** | **Towns** | **Cities/Villages** |
| Statewide committee comprised of 8 County Highway Commissioners, one from each of the 8 established WCHA districts. | Statewide committee comprised of up to 12 town officials, 2 from each WTA district. The committee will also include industry representatives from timber, dairy and agriculture. | Statewide committee comprised of up to 12 city/village local officials. |

If a tribal government application is received for the MLS program, a tribal government representative will be appointed by the WisDOT Secretary's office to sit on the committee that reviews the application.

MLS application materials are posted to the WisDOT website: https://wisconsindot.gov/Pages/doing-bus/local-gov/astnce-pgms/default.aspx. MLS project applications are submitted to WisDOT DTIM using the e-mail address provided in the application instructions: DOTLocalPrograms@dot.wi.gov.

The MLS project application deadline is **5:00 pm on Friday, December 6, 2019.** Submitting applications prior to the deadline allows WisDOT additional time to review applications and communicate with local sponsors regarding outstanding questions. Late applications will not be accepted.

MLS has a minimum project total cost of $250,000 for counties, cities and villages and a minimum project total cost of $50,000 for towns. The maximum MLS project award amount is $3,500,000.

The committees will use a scoring rubric as follows:

| A. Project Type Scoring Evaluation – All Projects Scores Under One Criteria | | |
|---|---|---|
| **Project Type** | **Score** | **Evaluation Criteria (would be fully developed by appropriate section)** |
| Road/Bridge | 0-25 | Safety, serviceability, project type, e.g., reconstruction, traffic |
| Transit | 0-25 | Increases ridership, asset management |
| Railroad | 0-25 | Asset management, increase capacity, safety |
| Bicycle Pedestrian | 0-25 | Safety, modal shift, accessibility |
| Harbor | 0-25 | Increases capacity, infrastructure improvements |
| Multiple* | 0-25 | Equalized score based on multiple project types |
| **B. Universal Evaluation - All Projects Scored Under Each Criteria** | | |
| **Category** | **Score** | **Evaluation Criteria** |
| Economic Impact | 0-10 | Transportation importance to community |
| Connectivity | 0-5 | Connections to or accommodations for other modes |
| Cost Effectiveness | 0-5 | Viability of proposed solution compared to other treatment alternatives |
| Other | 0-5 | Additional considerations, such as regional significance |
| **Total Score = Project Type Score (A) + Universal Evaluation Score (B)** | | |

*Projects with more than one mode are limited to a total of 25 points.

[2] Each committee will be comprised of local officials from geographic areas that ensure statewide representation. Final project award selections from each committee will represent a distribution of funding to urban and rural areas across the state.

[3] MLS Committee members are recommended by the Wisconsin County Highway Association (WCHA), Wisconsin Towns Association (WTA) and League of Wisconsin Municipalities (LWM), respectively, and approved by the WisDOT Secretary. WisDOT staff or other designees may serve on each committee.

Final project selections are forwarded by the statewide MLS committees to the WisDOT Secretary for final award. Project awards will be announced in early 2020.

### Local Sponsor Eligibility

All project applications must be submitted by an eligible sponsor. Local units of government with the taxing authority to guarantee the availability of local match funds are eligible project sponsors.

Wisconsin's eleven federally recognized tribal governments are eligible to apply for project funding. Tribal governments may apply to any MLS category. If a tribal government application is related to a specific county or municipal facility, the application will be forwarded to that selection committee.

If a project is sponsored on behalf of a private organization, the public sponsor retains responsibility for the project. However, the public sponsor will enter into a legal agreement with the private organization to ensure that the private party complies with all applicable requirements of the program.

### Project Eligibility

Project funding is available for new projects. MLS funding cannot be added to existing WisDOT state or federally funded projects. MLS project applications are not subject to the eligibility rules of other WisDOT local improvement programs.

- Project funding is available for road and bridge replacement, reconstruction, rehabilitation or widening. Construction of new roads or bridges are eligible for funding. Equipment purchases are not eligible for funding through this program. Connecting highways are not eligible. Road or bridge projects located on the National Highway System (NHS) or complex projects may require departmental oversight.
- Project funding is available for transit vehicle purchase, transit equipment and transit facility construction projects. Operations costs are not eligible for funding through this program.
- Project funding is available for bicycle and pedestrian on-road and off-road trail facilities, rails to trails and historic transportation facilities. Outdoor advertising and vegetation management practices are not eligible through this program.
- Project funding is available for rail line rehabilitation, passenger rail and intermodal freight facilities. Railcar acquisitions are not eligible for funding through this program.
- Project funding is available for harbor dredging, port infrastructure expansion and repair of dock walls. Operations costs are not eligible for funding through this program.

### Real Estate and Utilities

Real estate project costs under $100,000 must be entirely locally funded. Local project sponsors should be aware of federal Uniform Act guidelines when purchasing real estate for an MLS project. Utility costs related to relocation, removal or new utilities are ineligible for funding through this program.

### Historical, Natural and Archeological Resources

All state and federal environmental regulations need to be coordinated through the appropriate regulatory agency. The acquisition of Department of Natural Resources (DNR) and Wisconsin Historical Society (WHS) permits are the responsibility of the project sponsor.

### Post-Approval Process

Sponsors are responsible for all project costs incurred prior to notification that project authorization has occurred. Sponsors must not begin work on any phase of the project for which they will seek reimbursement until receipt of notification from WisDOT that this work can begin to incur costs.

### Project Changes

Sponsors must contact WisDOT if a project cannot be implemented as outlined in an original application. MLS funding is both limited and competitive, and initial award levels cannot be increased.

### Project Completion/Reimbursement

Project reimbursement documents may be submitted to WisDOT before completion of the project for partial project reimbursement. MLS reimbursement request forms will be provided with the signed SMA and the authorization to incur costs form. Expenditures incurred prior to authorization are not eligible for reimbursement. Project reimbursement documents may also be submitted to WisDOT at time of project completion for one-time reimbursement. Total project reimbursement amounts cannot exceed initial program award amounts.

Project reimbursements will be issued to the primary sponsor. The following required documentation must be submitted to WisDOT upon request of reimbursement:

- A copy of the advertisement to bid – ideally an Affidavit of Publication – identifying the text of the ad, the name of the publication in which it was placed and the dates it was advertised. MLS projects can be locally let, but must be advertised for bid for a minimum of 15 days.
- Lowest responsible bid award and rejection notices or dated board minutes, including action taken.
- An Exception to Standards, if applicable to the project.
- Documentation to confirm contractor(s) payment.

### Records Retention

Documentation for each project must be kept for 12 years from date of project completion. WisDOT expects MLS sponsors to keep accurate records and reports, such as payroll documents and material specifications pertaining to construction activities, in the event of an audit. When WisDOT performs project reviews, the sponsor is required to supply copies of all project documentation.

### WisDOT Statewide Program Contacts for Multimodal Local Supplement

Merrill Mechler-Hickson
DOT Program Officer
merrill.mechlerhickson@dot.wi.gov
Phone: (608) 261-8977

Ryan Spaight
MLS Program Manager
ryan.spaight@dot.wi.gov
Phone: (608) 266-1322

### MLS Informational Webinars:

- **Monday, September 30, 2019: 9:00 am to 10:30 am**
- **Wednesday, October 2, 2019: 1:00 pm to 2:30 pm**
- **Thursday, October 10, 2019: 2:00 pm to 3:30 pm**

MLS informational webinars are optional, and each contains similar information. We recommend potential sponsors sign up for one webinar. If you are interested in participating in a MLS informational webinar, please select one of the dates and send an e-mail to the following WisDOT email address: DOTLocalPrograms@dot.wi.gov. Specific webinar links will be sent to you prior to the date(s).

City of Merrill, Wisconsin

*Capital Plan*

2020 thru 2029

# PROJECTS & FUNDING SOURCES BY DEPARTMENT

| Department | Project # | 2020 | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Capital - Infrastructure** | | | | | | | | | | | | |
| Street Lawn Trees | *TCAP-13-002* | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | *100,000* |
| Street Sealcoat | *TCAP-14-005* | 52,385 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | *502,385* |
| Sidewalk-Concrete Maintenance | *TCAP-15-001* | 90,000 | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 | *990,000* |
| Black Dirt Screening | *TCAP-18-009* | 25,000 | | 25,000 | | 25,000 | | 25,000 | 25,000 | 25,000 | 25,000 | *175,000* |
| Crushing - Street Materials | *TCAP-18-013* | 50,000 | | 50,000 | | 50,000 | | | 50,000 | | | *200,000* |
| M-1 StreetsProjects | *TCAP-19-010* | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 | *1,500,000* |
| Street Resurfacing | *TCAP-20-010* | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 | *1,000,000* |
| Bridges - Inspection/Decks | *TCAP-22-010* | | | 200,000 | | | | | | | | *200,000* |
| Stormwater Detention - MS-4 | *TCAP-23-003* | 137,710 | | | 300,000 | | | | | | | *437,710* |
| **Capital - Infrastructure Total** | | **615,095** | **410,000** | **685,000** | **710,000** | **485,000** | **410,000** | **435,000** | **485,000** | **435,000** | **435,000** | ***5,105,095*** |
| ***Borrowing-20-Years (City Tax Levy)*** | | 496,240 | 385,000 | 635,000 | 685,000 | 435,000 | 385,000 | 385,000 | 435,000 | 385,000 | 335,000 | *4,561,240* |
| ***Grant - WI DNR*** | | 68,855 | | | | | | | | | | *68,855* |
| ***Special Assessments*** | | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | *150,000* |
| ***Tax Levy*** | | 22,500 | 22,500 | 22,500 | 22,500 | 22,500 | 22,500 | 22,500 | 22,500 | 22,500 | 22,500 | *225,000* |
| ***Capital - Infrastructure Total*** | | **602,595** | **422,500** | **672,500** | **722,500** | **472,500** | **422,500** | **422,500** | **472,500** | **422,500** | **372,500** | ***5,005,095*** |
| **Grand Total** | | **615,095** | **410,000** | **685,000** | **710,000** | **485,000** | **410,000** | **435,000** | **485,000** | **435,000** | **435,000** | ***5,105,095*** |

# Capital Plan

2020 *thru* 2024

# City of Merrill, Wisconsin

**Project #** **TCAP-13-002**
**Project Name** **Street Lawn Trees**

| | | | |
|---|---|---|---|
| **Type** | Improvement | **Department** | Capital - Infrastructure |
| **Useful Life** | 20 years | **Contact** | Park & Rec. Director |
| **Category** | Street Improvements | **Priority** | 2 Important |

## Description

**Total Project Cost: $130,000**

Annual Capital Fund amount for replacement of street lawn trees (following street/utility infrastructure projects).

## Justification

As part of many street and utility infrastructure projects, tree removals are required. New street lawn trees will be planted by Parks & Recreation Department.

| Prior | Expenditures | 2020 | 2021 | 2022 | 2023 | 2024 | Total | Future |
|---|---|---|---|---|---|---|---|---|
| 20,000 | Other | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 50,000 | 60,000 |
| Total | Total | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 50,000 | Total |

| Prior | Funding Sources | 2020 | 2021 | 2022 | 2023 | 2024 | Total | Future |
|---|---|---|---|---|---|---|---|---|
| 20,000 | Tax Levy | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 50,000 | 60,000 |
| Total | Total | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 | 50,000 | Total |

## Budget Impact/Other

# Capital Plan 2020 *thru* 2024

## City of Merrill, Wisconsin

**Project #** TCAP-14-005
**Project Name** Street Sealcoat

| | | | |
|---|---|---|---|
| **Type** | Improvement | **Department** | Capital - Infrastructure |
| **Useful Life** | 10+ years | **Contact** | Street Superintendent |
| **Category** | Street Department | **Priority** | 1 Critical |

### Description

**Total Project Cost: $1,011,643**

Effective with 2013 City budget, City is borrowing for on-going sealcoating of streets.

The Series 2016 borrowing included $143,000 in borrowing. This will cover actual 2016 and 2017 expenses, as well as for 2018..

### Justification

Needed maintenance of street infrastructure to extend life of pavement.

| Prior | Expenditures | 2020 | 2021 | 2022 | 2023 | 2024 | Total | Future |
|---|---|---|---|---|---|---|---|---|
| 509,258 | Construction/Maintenance | 52,385 | 50,000 | 50,000 | 50,000 | 50,000 | 252,385 | 250,000 |
| Total | Total | 52,385 | 50,000 | 50,000 | 50,000 | 50,000 | 252,385 | Total |

| Prior | Funding Sources | 2020 | 2021 | 2022 | 2023 | 2024 | Total | Future |
|---|---|---|---|---|---|---|---|---|
| 511,173 | Borrowing-20-Years (City Tax Levy) | 52,385 | 50,000 | 50,000 | 50,000 | 50,000 | 252,385 | 250,000 |
| Total | Total | 52,385 | 50,000 | 50,000 | 50,000 | 50,000 | 252,385 | Total |

### Budget Impact/Other

# Capital Plan 2020 *thru* 2024

# City of Merrill, Wisconsin

**Project #** TCAP-15-001
**Project Name** Sidewalk-Concrete Maintenance

| | | | |
|---|---|---|---|
| **Type** | Maintenance | **Department** | Capital - Infrastructure |
| **Useful Life** | 20 years | **Contact** | Building Inspector |
| **Category** | Sidewalks/Paths | **Priority** | 2 Important |

## Description

**Total Project Cost: $1,664,000**

On-going sidewalk and concrete maintenance program (including curb & gutter and ADA ramps).

Due to unavailability of cost-effective contractors, proposed Street Department work beginning in 2020. This proposal is dependent upon automation of Garbage and Recycling operations.

## Justification

Replacement of public sidewalks, curb & gutter, and ADA ramps based upon City Building Inspector and Street Superintendent inspections.

| Prior | Expenditures | 2020 | 2021 | 2022 | 2023 | 2024 | Total | Future |
|---|---|---|---|---|---|---|---|---|
| 674,000 | Construction/Maintenance | 90,000 | 100,000 | 100,000 | 100,000 | 100,000 | 490,000 | 500,000 |
| Total | Total | 90,000 | 100,000 | 100,000 | 100,000 | 100,000 | 490,000 | Total |

| Prior | Funding Sources | 2020 | 2021 | 2022 | 2023 | 2024 | Total | Future |
|---|---|---|---|---|---|---|---|---|
| 714,000 | Borrowing-20-Years (City Tax Levy) | 75,000 | 85,000 | 85,000 | 85,000 | 85,000 | 415,000 | 500,000 |
| Total | Special Assessments | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 | 75,000 | Total |
| | Total | 90,000 | 100,000 | 100,000 | 100,000 | 100,000 | 490,000 | |

## Budget Impact/Other

City Street Department program would allow maximum expenditures for this on-going concrete replacement operation. Property owners would also have lower Special Assessments.

# Capital Plan

2020 *thru* 2024

## City of Merrill, Wisconsin

**Project #** TCAP-18-009
**Project Name** Black Dirt Screening

| | | | |
|---|---|---|---|
| **Type** | Maintenance | **Department** | Capital - Infrastructure |
| **Useful Life** | | **Contact** | Street Superintendent |
| **Category** | Street Improvements | **Priority** | 1 Critical |

### Description

**Total Project Cost: $200,000**

Purcahse of screened black dirt for use on City streets and facility projects.

### Justification

Material needed for various City street and facility projects. Will be purchased at < $25,000 on as-needed.

| Prior | Expenditures | 2020 | 2021 | 2022 | 2023 | 2024 | Total | Future |
|---|---|---|---|---|---|---|---|---|
| 25,000 | Other | 25,000 | | 25,000 | | 25,000 | 75,000 | 100,000 |
| Total | Total | 25,000 | | 25,000 | | 25,000 | 75,000 | Total |

| Prior | Funding Sources | 2020 | 2021 | 2022 | 2023 | 2024 | Total | Future |
|---|---|---|---|---|---|---|---|---|
| 37,500 | Tax Levy | 12,500 | 12,500 | 12,500 | 12,500 | 12,500 | 62,500 | 95,000 |
| Total | Total | 12,500 | 12,500 | 12,500 | 12,500 | 12,500 | 62,500 | Total |

### Budget Impact/Other

Finance Director has establish future Non-Lapsing account for any unexpended amounts.

# Capital Plan 2020 *thru* 2024

## City of Merrill, Wisconsin

**Project #** TCAP-18-013
**Project Name** Crushing - Street Materials

| | | | |
|---|---|---|---|
| **Type** | Improvement | **Department** | Capital - Infrastructure |
| **Useful Life** | 20+ years | **Contact** | Street Superintendent |
| **Category** | Street Improvements | **Priority** | 2 Important |

### Description

**Total Project Cost: $286,000**

Hiring contractor, with crushing equipment, to crush asphalt and concrete materials removed from City of Merrill streets.

### Justification

Recycling of former streets materials reduces costs for future street infrastructure projects. Last crushing in 2017 expenditure of $38,519.

Public Works Director received three bids for crushing work scheduled for spring 2020.

| Prior | Expenditures | 2020 | 2021 | 2022 | 2023 | 2024 | Total | Future |
|---|---|---|---|---|---|---|---|---|
| 86,000 | Other | 50,000 | | 50,000 | | 50,000 | 150,000 | 50,000 |
| Total | Total | 50,000 | | 50,000 | | 50,000 | 150,000 | Total |

| Prior | Funding Sources | 2020 | 2021 | 2022 | 2023 | 2024 | Total | Future |
|---|---|---|---|---|---|---|---|---|
| 86,000 | Borrowing-20-Years (City Tax Levy) | 50,000 | | 50,000 | | 50,000 | 150,000 | 50,000 |
| Total | Total | 50,000 | | 50,000 | | 50,000 | 150,000 | Total |

### Budget Impact/Other

Projected two to four year cycle for crushing depending upon City street infrastructure projects.

# Capital Plan 2020 *thru* 2024

## City of Merrill, Wisconsin

**Project #** TCAP-19-010
**Project Name** M-1 StreetsProjects

**Type** Improvement
**Useful Life** 20+ years
**Category** Street Improvements

**Department** Capital - Infrastructure
**Contact** Public Works Director
**Priority** 2 Important

### Description

**Total Project Cost: $1,673,400**

Non-TID utility and street improvements proposed for 2020 include:
Poplar St. (E. 2nd St. to E. 4th St.)
Court St. (E. 2nd St. to E. 6th St.)

### Justification

Effective 2021, on-going replacement of primary residential streets.

| Prior | Expenditures | 2020 | 2021 | 2022 | 2023 | 2024 | Total | Future |
|---|---|---|---|---|---|---|---|---|
| 173,400 | Construction/Maintenance | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 | 750,000 | 750,000 |
| Total | Total | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 | 750,000 | Total |

| Prior | Funding Sources | 2020 | 2021 | 2022 | 2023 | 2024 | Total | Future |
|---|---|---|---|---|---|---|---|---|
| 173,400 | Borrowing-20-Years (City Tax Levy) | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 | 750,000 | 750,000 |
| Total | Total | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 | 750,000 | Total |

### Budget Impact/Other

These are Non-TID projects requiring General Obligation (GO) borrowing for curb, gutter, and paving after utility improvements.

# Capital Plan

2020 *thru* 2024

# City of Merrill, Wisconsin

**Project #** **TCAP-20-010**
**Project Name** **Street Resurfacing**

| | | | |
|---|---|---|---|
| **Type** | Improvement | **Department** | Capital - Infrastructure |
| **Useful Life** | 15 years | **Contact** | Street Superintendent |
| **Category** | Street Resurfacing | **Priority** | 1 Critical |

## Description

**Total Project Cost: $1,000,000**

Resurfacing of City streets that are not in need of utility work; however, street condition beyond the point of a surface treatment like chip sealing. This may include milling the surface layer of asphalt and laying a new surface coat as well as thin overlays of other streets.

## Justification

Current funding levels will not allow us to make enough progress on resurfacing of City streets. We are responsible for 72 miles of streets which means that we should be resurfacing 3-4 miles per year. We are currently completing about 1-2 miles annually as part of larger utility projects which will continue to put us behind schedule.

| Expenditures | 2020 | 2021 | 2022 | 2023 | 2024 | Total | Future |
|---|---|---|---|---|---|---|---|
| Construction/Maintenance | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 | 500,000 | 500,000 |
| Total | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 | 500,000 | Total |

| Funding Sources | 2020 | 2021 | 2022 | 2023 | 2024 | Total | Future |
|---|---|---|---|---|---|---|---|
| Borrowing-20-Years (City Tax Levy) | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 | 500,000 | 500,000 |
| Total | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 | 500,000 | Total |

## Budget Impact/Other

# Capital Plan 2020 *thru* 2024

# City of Merrill, Wisconsin

**Project #** **TCAP-23-003**
**Project Name** **Stormwater Detention - MS-4**

| | | | |
|---|---|---|---|
| **Type** | Improvement | **Department** | Capital - Infrastructure |
| **Useful Life** | 25+ years | **Contact** | City Administrator |
| **Category** | Storm Sewer/Drainage | **Priority** | 1 Critical |

## Description

**Total Project Cost: $487,710**

Design and construction of stormwater detention pond along Champagne Dr. and north of Thielman St. State of Wisconsin previously delayed required 2013 stormwater enforcement standard.

City of Merrill must update MS-4 Stormwater Permit (i.e. Urban Non-Point Source and Stormwater Plan). City has been awarded 50% State of Wisconsin Department of Natural Resources grant funding for 2020.

## Justification

To meet initial MS-4 Stormwater requirements, two detention ponds were proposed and approved by the Wisconsin DNR. Estimated costs for future engineering and construction in 2023.

MS-4 Stormwater Permit must be updated in 2020. City awarded 50% State grant funding.

| Prior | Expenditures | 2020 | 2021 | 2022 | 2023 | 2024 | Total |
|---|---|---|---|---|---|---|---|
| 50,000 | Planning/Design | 137,710 | | | | | 137,710 |
| Total | Construction/Maintenance | | | | 300,000 | | 300,000 |
| | Total | 137,710 | | | 300,000 | | 437,710 |

| Prior | Funding Sources | 2020 | 2021 | 2022 | 2023 | 2024 | Total |
|---|---|---|---|---|---|---|---|
| 50,000 | Borrowing-20-Years (City Tax Levy) | 68,855 | | | 300,000 | | 368,855 |
| Total | Grant - WI DNR | 68,855 | | | | | 68,855 |
| | Total | 137,710 | | | 300,000 | | 437,710 |

## Budget Impact/Other

City purchased land North of Thielman Street in 2011 for proposed stormwater pond. City already owns Champagne Street area.