



CITY OF MARSHFIELD
MEETING NOTICE

AGENDA
BOARD OF PUBLIC WORKS
CITY OF MARSHFIELD, WISCONSIN
MONDAY, SEPTEMBER 2, 2014 at 6:00 PM OR IMMEDIATELY FOLLOWING
THE FINANCE, BUDGET & PERSONNEL COMMITTEE MEETING
COUNCIL CHAMBERS, CITY HALL PLAZA

1. Call meeting to order – Chairman Feirer
2. Approval of minutes of August 18, 2014 Board of Public Works meeting
3. Citizen Comments
4. Construction Updates – Presented by Brian Panzer, Street Superintendent and Tom Turchi, City Engineer
5. Request to extend snow removal contract for Parks facilities through May 1, 2015 at the same rates – Presented by Ben Steinbach, Parks & Recreation Supervisor
6. Award bid for demolition of problem properties at 204 and 206 South Peach Avenue – Presented by Dick Pokorny, Building Services Supervisor
7. Request to approve design services agreement with HGA, Inc. for the new bear enclosure at Wildwood Zoo – Presented by Ed Englehart, Parks & Recreation Director
8. Approval of emergency repairs to influent screw pump baffles at the Wastewater Treatment Plant – Presented by Sam Warp, Wastewater Superintendent
9. Board of Public Works plan review and approval to seek bids for Northeast Lift Station Improvements – Presented by Sam Warp, Wastewater Superintendent
10. Review of traffic control at the intersection of 21st Street and Laemle Avenue – Presented by Tom Turchi, City Engineer
11. Approval of truck route on Cherry Avenue from 29th Street to 500 feet north – Presented by Tom Turchi, City Engineer
12. Approval of Project Agreement with WisDOT for East 29th Street reconstruction (Hume Avenue to Veterans Parkway) – Presented by Dan Knoeck, Director of Public Works
13. Review of Section 13-126 Trees and Shrubs of the Municipal Code regarding private trees over public sidewalks – Presented by Tom Turchi, City Engineer
14. Recommended items for future agendas
15. Adjournment

Posted this 29th day of August, 2014 at 4:00 PM by Daniel G. Knoeck, Director of Public Works

NOTE

It is possible that members of and possibly a quorum of other governmental bodies of the municipality may be in attendance at the above-stated meeting to gather information; no action will be taken by any governmental body at the above-stated meeting other than the governmental body specifically referred to above in this notice.

Upon reasonable notice, efforts will be made to accommodate the needs of disabled individuals through appropriate aids and services. For additional information or to request this service, contact Mary Anderson, Public Works Department at 630 South Central Avenue or by calling (715) 387-8424

BOARD OF PUBLIC WORKS BACKGROUND
09/02/14

1. Call meeting to order – Chairman Feirer
2. Approval of minutes of August 18, 2014 Board of Public Works meeting
3. Citizen Comments
4. Construction Updates – Presented by Brian Panzer, Street Superintendent and Tom Turchi, City Engineer
5. Request to extend snow removal contract for Parks facilities through May 1, 2015 at the same rates – Presented by Ben Steinbach, Parks & Recreation Supervisor
See attached memo. **Recommend approval.**
6. Award bid for demolition of problem properties at 204 and 206 South Peach Avenue – Presented by Dick Pokorny, Building Services Supervisor
See attached memo and bid summary. **Recommend approval of the low bid of Don Nikolai Construction, Inc. of Marshfield, WI in the amount of \$22,500 and authorize execution of a contract.**
7. Request to approve design services agreement with HGA, Inc. for the new bear enclosure at Wildwood Zoo – Presented by Ed Englehart, Parks & Recreation Director
See attached memo and engineering proposal. **Recommend approval.**
8. Approval of emergency repairs to influent screw pump baffles at the Wastewater Treatment Plant – Presented by Sam Warp, Wastewater Superintendent
See attached memo. **Recommend approval.**
9. Board of Public Works plan review and approval to seek bids for Northeast Lift Station Improvements – Presented by Sam Warp, Wastewater Superintendent
See attached memo and plan sheet. **Recommend approval and authorize solicitation of bids.**
10. Review of traffic control at the intersection of 21st Street and Laemle Avenue – Presented by Tom Turchi, City Engineer
See attached memo. **Recommend that the traffic control be changed so that Laemle Avenue yields to 21st Street and that the yield signs on 21st Street be removed.**
11. Approval of truck route on Cherry Avenue from 29th Street to 500 feet north – Presented by Tom Turchi, City Engineer
See attached memo. **Recommend establishing a Heavy Truck Route on Cherry Avenue from 29th Street to 500' North.**
12. Approval of Project Agreement with WisDOT for East 29th Street reconstruction (Hume Avenue to Veterans Parkway – Presented by Dan Knoeck, Director of Public Works
See attached memo and project agreement. **Recommend approval.**
13. Review of Section 13-126 Trees and Shrubs of the Municipal Code regarding private trees over public sidewalks – Presented by Tom Turchi, City Engineer
This is an informational item only.
14. Recommended items for future agendas
15. Adjournment

BOARD OF PUBLIC WORKS MINUTES
OF AUGUST 18, 2014

Meeting called to order by Chairman Feirer at 5:30 PM in the Council Chambers of City Hall Plaza.

PRESENT: Mike Feirer, Tom Buttke, Gary Cummings, Chris Jockheck and Ed Wagner

EXCUSED: None

ALSO PRESENT: Alderperson Earll; City Administrator Barg; Director of Public Works Knoeck; City Engineer Turchi; Assistant City Engineer Cassidy; Parks & Recreation Director Englehart; Building Services Supervisor Pokorny; Assistant Street Superintendent Winch; the media; and others.

PW14-115 Motion by Cummings, second by Jockheck to recommend approval of the minutes of the August 4, 2014 Board of Public Works meeting.

Motion Carried

Citizen Comments - None

Director of Public Works Knoeck presented a Street Division construction update. City Engineer Turchi presented an Engineering Division construction update.

PW14-116 Motion by Wagner, second by Buttke to recommend approval of the quotations submitted by Holton Brothers, Inc. of \$11,000 and Brander Construction Technology, Inc. of \$8,000 for analysis of exterior cracking and water leakage problems at City Hall Plaza, and further recommend a budget resolution be prepared transferring \$21,000 from BS-K-3943 Penthouse Guardrail Project to a new CIP Project BS-K-3966 and refer to the Finance, Budget and Personnel Committee for consideration.

Motion Carried

Parks & Recreation Director Englehart presented information regarding the Comprehensive Outdoor Recreation Plan. He asked that Board of Public Works members review the plan and provide comments to him by the end of August. A brief presentation is scheduled to be made at the September Board of Public Works meeting with a recommendation to adopt the plan.

PW14-117 Motion by Buttke, second by Cummings to recommend approval of the amendment to the Strand Associates, Inc. design engineering services contract for the Wildwood-McMillan Connector Trail Project at a cost not to exceed \$25,000 and authorize execution of the amendment.

Motion Carried

PW14-118 Motion by Buttke, second by Jockheck to recommend approval of the plans for the Jack Hackman Field Storage Building as presented and direct staff to prepare bid documents and proceed to solicit bids.

Motion Carried

PW14-119 Motion by Wagner, second by Cummings to recommend approval of the preliminary 2015 Asphalt Paving List as presented.

Motion Carried

PW14-120 Motion by Wagner, second by Cummings to recommend that the first Board of Public Works meeting for September, 2014 be held on Tuesday, September 2, 2014 immediately following the Finance, Budget & Personnel meeting.

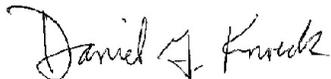
Motion Carried

Recommended items for future agendas –

Knoeck offered a reminder of the upcoming Board of Public Works annual bus tour which is scheduled for Monday, September 8, 2014, leaving City Hall at 5:30 PM. A request was made that the bus makes a stop at the cemetery to allow Board members the opportunity to visit the chapel and see the issues firsthand.

Motion by Jockheck, second by Cummings that the meeting be adjourned at 6:10 PM.

Motion Carried

A handwritten signature in cursive script that reads "Daniel G. Knoeck".

Daniel G. Knoeck, Secretary
BOARD OF PUBLIC WORKS

City of Marshfield
Department of Public Works
Street Division
407 West 2nd Street
Marshfield, Wisconsin 54449



Brian G. Panzer
Street Superintendent
(715) 486-2081
FAX: (715) 387-8669
brian@ci.marshfield.wi.us

To: Michael Feirer, Chairman, Board of Public Works
Members, Board of Public Works

From: Brian Panzer, Street Superintendent *Brian Panzer*

R.E.: B.O.P.W.'s Street Division Construction Update for September 2, 2014

Date: August 28, 2014

Asphalt Mill-In-Place

State Ave. – 4th St. to Adler Rd: storm water work complete; asphalt milling September 16th; paving to be scheduled
Wisconsin Ave. – 6th St. to Adler Rd: storm water work complete; asphalt milling September 16th; paving to be scheduled
Hardacre Ave. – 5th St. to 6th St.: storm water work complete; asphalt milling September 16th; paving to be scheduled

Broadway Ave. – Upham St. to McMillan St.: to be scheduled
Laird St. – Shawano Drive to St. Joe's Ave.: to be scheduled
Shawano Drive – Upham St. to Broadway Ave.: to be scheduled

Carmen Drive – Waushara Drive to Upham St.: complete
Debra Lane – Carmen Drive to Hume Ave.: complete
Renee Lane – Debra Lane to Upham St.: complete

Asphalt Overlays

Adams Ave. – 6th St. to 8th St.: waiting for Water Utility project to conclude to complete prep work

Adams Ave. – 5th St. to 6th St.: complete
6th St. – Oak Ave. to Columbus Ave.: complete
11th St. – Central Ave. to Oak Ave.: complete
Doerge St. – Peach Ave. to Palmetto Ave.: complete

Street Reconstructions

Upham St. – Central Ave. to 300' east: scheduled to begin September 15th

4th St. - 8th St. to west end: to be scheduled

Park St. – 7th St. to Oak Ave.: complete

Storm Sewer Maintenance/Construction

-Storm water inlet, M.H. and main repairs/replacements with associated street restoration throughout the city: ongoing
-General storm water ditching with drain tile installation as required throughout the city: ongoing
-Installation of driveway culverts with related ditching throughout the city as required: ongoing
-X-culvert and inlet culvert replacements as required throughout the city: ongoing

-Storm sewer main at Renee Lane and Debra Lane: complete
-Storm sewer with street reconstruction on Park St.: complete

Sanitary Sewer Maintenance/Reconstruction

-M.H. replacements/Mono-forming and main repairs on all asphalt mill-in-place and overlay streets as required: ongoing
-M.H. replacements or Mono-forming and main repairs from Clearwater Committee priority list: to be scheduled

Street Maintenance

-Crack sealing of concrete streets: complete
-Crack sealing of asphalt streets: complete
-Slag sealing of asphalt streets: complete
-Specialized joint sealing on concrete streets: to be scheduled
-General asphalt patching, city wide as required: to be scheduled

Memo

To: Board of Public Works
From: Ben Steinbach, Parks and Recreation Maintenance Supervisor
Date: August 26, 2014
Re: Request to extend current contracts for snow removal for one year.

Background

The Parks and Recreation Department has utilized contracted service providers to remove snow in the parks at varying degrees since the early 2000's. We currently have four contractors that we work with; one for Oak Avenue Community Center, Wildwood Station, Griese Park, Fairgrounds Park, Prairie Run Trail and Hamus Nature Preserve; one for Weber Park and Mill Creek Connector trail; one for Praschak Wayside; and one for Braem Park. We currently perform snow removal in-house on all park property sidewalks, park roads and the majority of pedestrian off-road trails.

Analysis

Currently, the snow removal contracts are for a three-year term. The contracts have expired as of May 15th, 2014. By extending the current contracts by one year, all contracts will expire May 15th, 2015. In addition, I am considering increasing the term of the contract to five years versus our current three-year term.

The primary considerations for the recommendation are:

- Limited time before the snow season to receive competitive bidding.
- Staff efficiencies gained from reducing the snow removal bid process from a three to five-year term.
- Possibly more competitive bidding due to the length of term.

I met with the owners of the contracts, and they are agreeable to holding our current prices for snow removal until May 15th, 2015.

Recommendation

I recommend the Board of Public Works extend the snow removal contracts with Scheider Construction, Pro Cut Lawn Service, Beaver Creek Nursery and Allar Service until May 15th, 2015.

Concurrence:



Steve Barg, City Administrator



Ed Englehart, Parks and Recreation Director



City of Marshfield Memorandum

TO: Board of Public Works
FROM: Dick Pokorny, Building Services Supervisor
DATE: August 27, 2014

RE: Request for approval of bid for demolition of buildings at 204 & 206 S. Peach Ave.

BACKGROUND

These properties have not been fixed up at all in the last few decades. Neighbors started to complain about them. The attached garage on the 206 S. Peach Ave. was the worst as it was falling down. The City of Marshfield ordered the owner to fix or repair the garage and house at this address. The city also received tenant complaints regarding conditions of the interior of this property. We then requested the owner to allow us entry for a housing inspection. The Owner did not return the required paperwork, so the City Attorney obtained a Special Inspection Warranty signed by a judge. This allowed Building Services and the Assessors the necessary access to determine housing issues and valuation of property. Our internal inspection determined that the duplex was uninhabitable. No one was living there at this time. The assessed value of the structure plummeted due to the extreme neglect discovered. The city then ordered the owner to raze the entire structure. The owner has not made any attempt to comply with the raze order.

While we were inspecting 206 S. Peach, a tenant who had recently lived at 204 S. Peach, made a complaint about their apartment's living conditions. The city sent a request to inspect the inside of that building. A week later both residences were totally smashed on the inside and out. All valuables, including wiring in walls and attics were torn out, and all windows, walls and doors were severely damaged. Due to the unsafe floor conditions of both empty properties they were posted as not habitable. Building Services also hired a contractor to board them up as they were not safe for entry. Building Services Division then advertised for bids for the demolition of both properties' structures.

ANALYSIS

The requested bid work is for razing of all structures on both properties. Bids were received by five contractors for this project and opened on Wednesday August 27, 2014 in the office of the Building Services Supervisor. See attached bid summary. The project is funded under the Building Services and Inspection budget for "Miscellaneous Nuisance Enforcement and Condemnations".

RECOMMENDATION I recommend approval of the low bid from **Don Nikolai Construction, Inc.**, at a cost not to exceed **\$22,500.00** and authorize execution of a contract.

dp

Concurrence:

Daniel G. Knoeck
Director of Public Works

Concurrence:

Steve Barg
City Administrator

**BID SUMMARY
FOR
DEMOLITION OF BUILDINGS – 204 & 206 SOUTH PEACH AVENUE**

Company Name	Bid Amount 204 S Peach Ave	Bid Amount 206 S Peach Ave	Total Bid	Bid Bond
Fahrner Excavating, Inc. PO Box 36 Plover, WI 54467	\$9,213.00	\$14,908.00	\$24,121.00	Yes
Don Nikolai Construction, Inc. 8867 East 29th Sreet Marshfield, WI 54449	\$11,250.00	\$11,250.00	\$22,500.00	Yes
Nikolay Transport Company, Inc. 514 East 29 th Street PO Box 387 Marshfield, WI 54449	\$12,324.00	\$11,474.00	\$23,798.00	Yes
Earth, Inc. 4362 Dairy Road Arpin, WI 54410	\$17,865.00	\$15,795.00	\$33,660.00	Yes
Steen Construction, Inc. N16206 Liberty Street Dorchester, WI 54425	\$13,904.00	\$13,365.00	\$27,269.00	Yes

Memo

To: Board of Public Works
From: Ed Englehart, Parks and Recreation Director
Date: August 28, 2014
Re: Architectural Services Agreement for Grizzly Bear Exhibit at Wildwood Zoo.

Background

The existing bear exhibit at the Wildwood Zoo was constructed in 1971 and does not provide adequate animal control and handling features, or adequate space and environment for bears in a captive wildlife setting. In 2011, the City contracted with Hammel, Green and Abrahamson, Inc. (HGA) to develop a conceptual design and establish a construction cost estimate for the project. The design team included city staff, zoo veterinarian care professionals, Zoological Society members and citizen representation. In addition, we received valuable input from individuals with both state and international knowledge regarding the care and exhibiting of bears in a captive wildlife setting. The design process was completed in early 2012.

In March of 2013, the Board of Public Works approved the design plan and authorized fundraising efforts. The Wildwood Zoological Society undertook the fund raising efforts and established a fund at the Marshfield Area Community Foundation to hold donations for the project and other improvements at the zoo. A quiet fundraising campaign has taken place over the past few months, which has been very successful and is nearing the goal of funding necessary to construct the exhibit. A community fund drive will be announced on September 13th to complete the fundraising for the project by the end of this year.

Analysis

With the success of the fundraising, it is important to complete the construction documents to allow for bidding to take place in early 2015 so construction can be completed in the fall of 2015. This type of design is unique and HGA has the experience and proven ability to successfully provide the needed services. They were selected for the preliminary design services based on their qualifications from a limited number of qualified firms. Due to their knowledge of the project and prior work it is felt they are the most qualified firm to provide the necessary architectural services. HGA has submitted an agreement outlining their services to complete the project. The fee is \$77,000 plus reimbursable expenses identified in the agreement. As part of the fundraising efforts, a local construction firm has stepped forward and agreed to provide construction management services for the project. This was a critical development, and recent meetings with both HGA staff and individuals from the local construction firm have reaffirmed the expectations of all parties in regard to the services to be provided in the design, bidding and construction process. The key point that came out of these meetings is the need for HGA to begin the design process to allow for the bidding and construction to take place at an optimum time period. Pending approval of the agreement by the City, staff from HGA would be at the Wildwood Zoo the week of September 22nd, to begin the construction design process. A formal agreement between the City and the construction firm for the construction management services at no cost is being developed and will be brought to the Board of Public Works at an upcoming meeting.

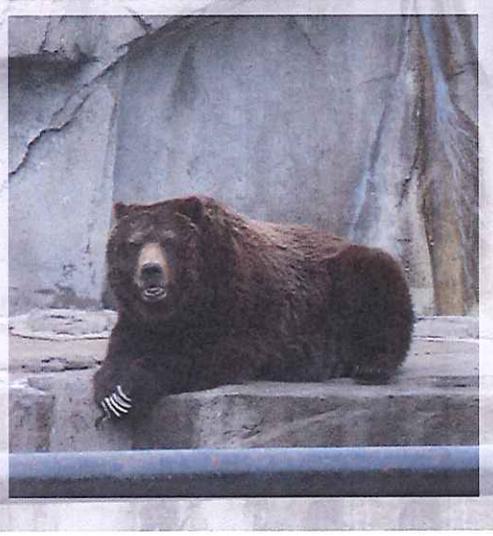
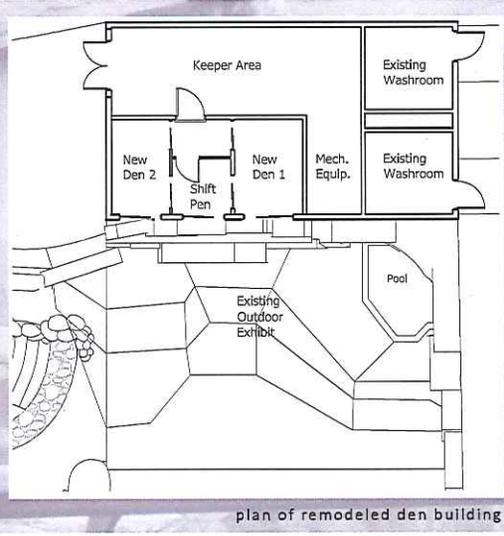
The City has previously budgeted \$90,000 to assist with this project. Attached are renderings of the proposed project.

Recommendation

I recommend the Board of Public Works approve the agreement with Hammel, Green, and Abrahamson, Inc., Milwaukee, Wisconsin, for architectural services for the new bear exhibit in the amount of \$77,000, plus reimbursable expenses not to exceed a total cost of \$90,000, and direct staff to execute a contract.

Concurrence: 

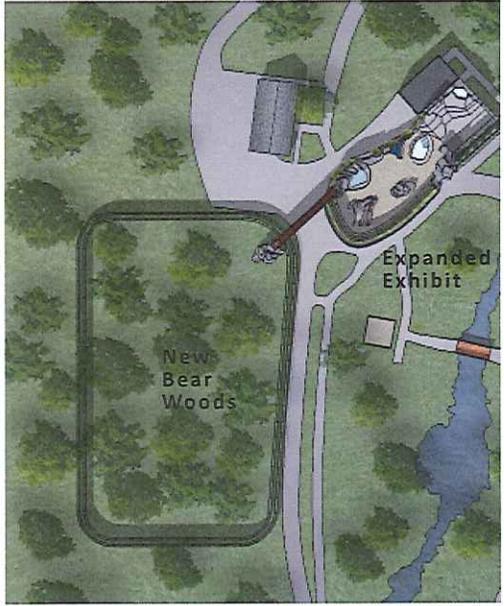
Steve Barg, City Administrator



plan of remodeled den building



Grizzly Bear Exhibit



overall site plan

Wildwood Park Zoological Society

the details

- Home for two grizzly bears.
- Expand existing 1,200 square foot primary outdoor exhibit with additional 4,600 square feet of groomed space.
- Develop a new "Bear Woods" consisting of almost an acre (39,700 square feet) of bear enrichment grounds in existing wooded area.
- Connect the "Bear Woods" to the primary exhibit with a new enclosed bridge that spans 65 feet.
- Remodel existing den building with new state-of-the-art animal containment and care facilities.
- Create a more natural bear environment with diverse opportunities for enrichment.
- Additional pools with recirculating water.
- 15 feet wide, 2 sided, glass viewing window into exhibit providing shade and shelter for visitors in addition to potential up-close bear encounters.



overall view



view to west

the project

With the passing of long time zoo resident Ms Grizz, Wildwood Park Zoological Society is preparing to update and expand the Grizzly Bear Exhibit. This enclosure will incorporate more natural elements such as grass, trees and water features for the bears to live and play in. This new exhibit will be an example of Wildwood Zoo's continued dedication to providing our animals the highest quality of care, and our visitors with premier wildlife viewing and educational opportunities. Your financial support will help make this project a reality.





New Grizzly Exhibit Location
 Wildwood Zoo
 2/7/2012

This is not a legal survey document. This map was compiled by the City of Wildwood Geographic Information System based on the best available information. The City of Wildwood does not warrant the accuracy of the data or the results of the map. The City of Wildwood is not responsible for any errors or omissions on this map.

0 37.5 75 112.5
 Feet



City of Marshfield
Wastewater Utility
2601 E. 34th Street
Marshfield, WI 54449-5363



MARSHFIELD
Wastewater Utility

Sam Warp Jr.
Wastewater Superintendent
(715) 591-2022
Fax (715) 591-2027
sam.warp@ci.marshfield.wi.us

To: Board of Public Works
Chairman – Mike Feirer
Members – Tom Buttke, Chris Jockheck, Ed Wagner, Gary Cummings
From: Sam Warp Jr., Wastewater Superintendent
Subject: Influent screw pump baffles
Date: September 2, 2014

Background

All the wastewater from the City flows down to a wet well located outside the influent building. There, one of three screw pumps lift the wastewater up to the fine screens and then it gravity flows through the plant. One pump is always in operation and two are used for high flow events.

Analysis

Strand Associates specified the influent screw pumps because of their low operating and life cycle costs. In 14 years of daily operation the only repair has been one lower bearing that was defective on install. The crew inspects the complete pump setup every year, per the maintenance manual. Last year they noted that edges of the metal was rusting badly, but the face of the baffles was fine. This year, the bolts that support the baffles are rusted through, and the turn buckles are completely gone. The faces of the baffles are rusting and probably will be completely through by next year. The baffles are really just resting in place with no support at this time. The original spec was for painted/coated steel baffles and standard steel hardware.

Innovative machine gave us a quote to fabricate the baffles at \$12,426 less expensive than the original supplier and these will be 316 stainless steel. Staab Construction issued a quote to use only stainless steel hardware and to install the three baffles.

These repairs need to be finished before winter, but it was not budgeted. These would qualify for use of the equipment replacement fund.

Summary/Recommendations

I recommend we hire Innovative Machine Specialties to fabricate replacement baffles for the three influent screw pumps at \$22,890 and hire Staab construction to supply the necessary hardware and complete the installation of these baffles, not to exceed \$29,100. I further recommend that a budget resolution be referred to the Finance, Budget and Personnel Committee to fund this project with monies from the wastewater equipment replacement fund.

Thank You.

Concurrence:

Dan Knoeck
Director of Public Works

Keith Strey
Finance Director

Steve Barg
City Administrator







City of Marshfield
Wastewater Utility
2601 E. 34th Street
Marshfield, WI 54449-5363



MARSHFIELD
Wastewater Utility

Sam Warp Jr.
Wastewater Superintendent
(715) 591-2022
Fax (715) 591-2027
sam.warp@ci.marshfield.wi.us

To: Board of Public Works
Chairman – Mike Feirer
Members – Tom Buttke, Chris Jockheck, Ed Wagner, Gary Cummings
From: Sam Warp Jr., Wastewater Superintendent
Subject: North East Lift Station Improvements
Date: September 2, 2014

Background

Approximately one-third of the wastewater from the City of Marshfield flows through the North East Lift Station located at 1728 Galvin Ave. This would include most property north of the railroad tracks, including the Hospital and Clinic. This lift station was built in 1976, with most of the station still using the original equipment today. There are no replacement parts for equipment that has been out of production for that long. Town and County Engineering has set a course to replace many of the key components and two pumps that will handle the disposable wipes.

This project is part of the financial package that was approved at the common council meeting on 8/26/2014, presented by Keith Strey and PFM. It would be funded by long-term debt.

Analysis

Town and Country Engineering is proposing two bid packages, one for the equipment purchase and the other for the installation. This way the City will have more control over the equipment selected and who will install it, versus one contractor that would find their sub-contractors. It also keeps the bids very competitive because vendors stay within their specialty and don't sub out parts they can't handle.

Town and Country will need to draft the plans and specifications for the lift station project. Then two separate packages will be sent out for bid. The bids will be reviewed and if okay, then awarded. The equipment will be ordered with most of the electrical and the pumps not arriving here until early 2015. Some underground electrical will be completed this fall.

Summary/Recommendations

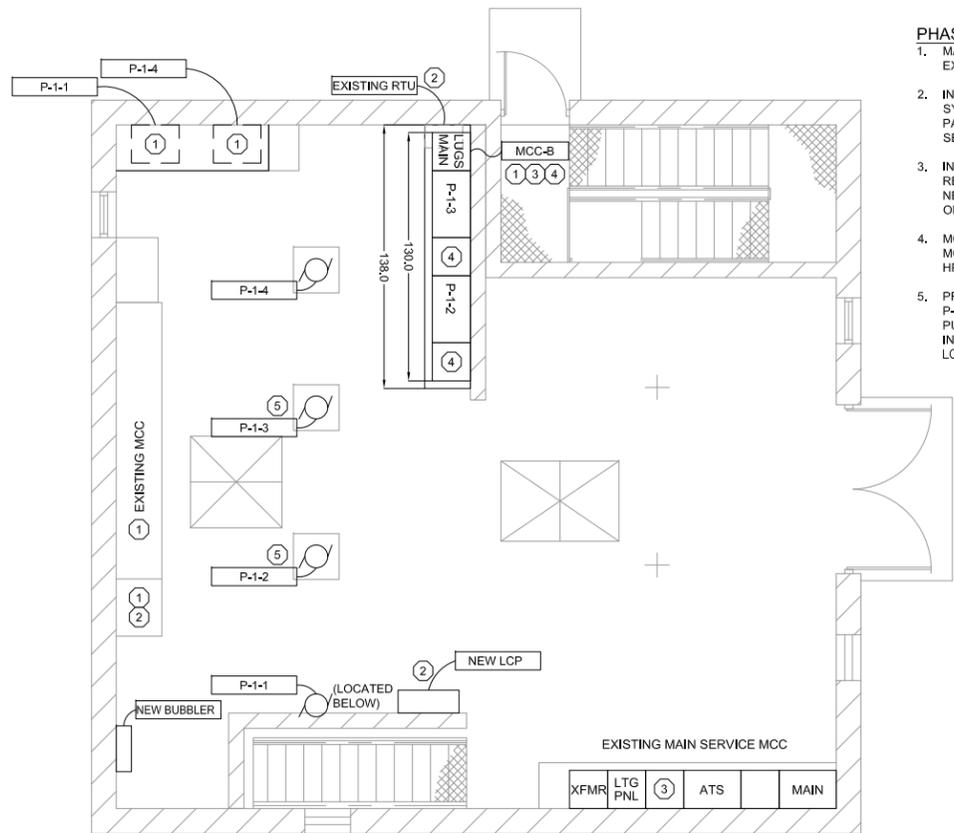
I recommend the Board of Public Works approve the concept as presented and for staff to direct Town and Country Engineering to prepare the two bid packages and proceed to solicit bids.

Thank You.

Concurrence:

Dan Knoeck
Director of Public Works

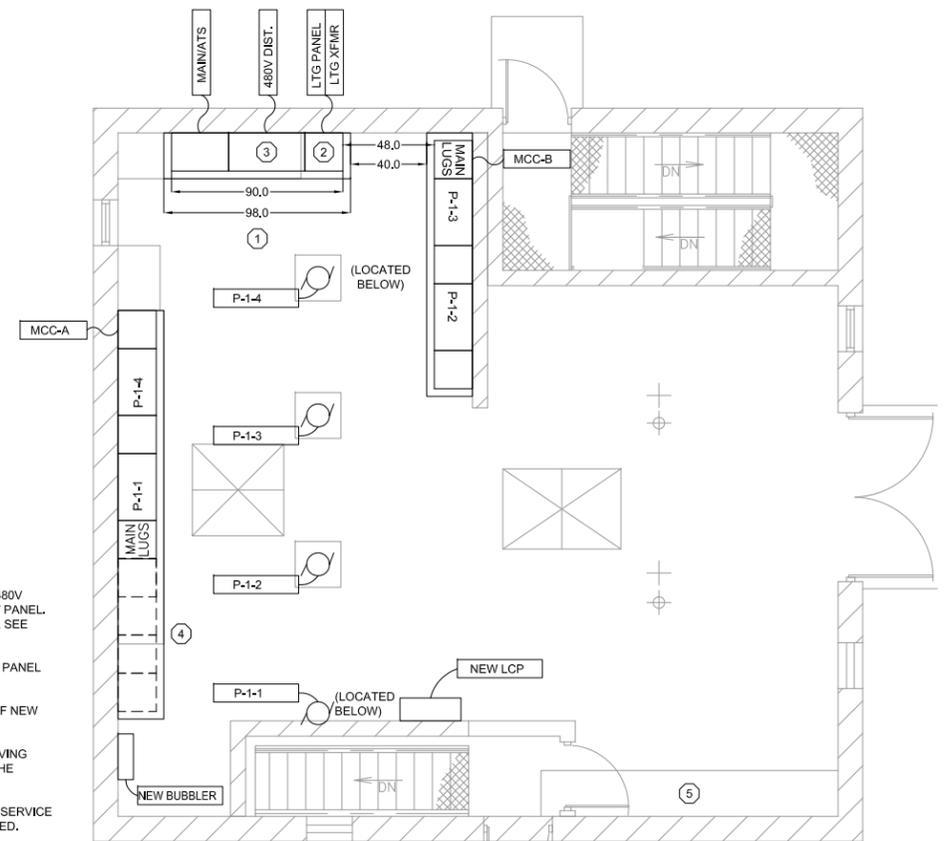
Steve Barg
City Administrator



POWER & INSTRUMENTATION PLAN
ELEVATION = 1194.00

PHASE I - STEP 1: (X)

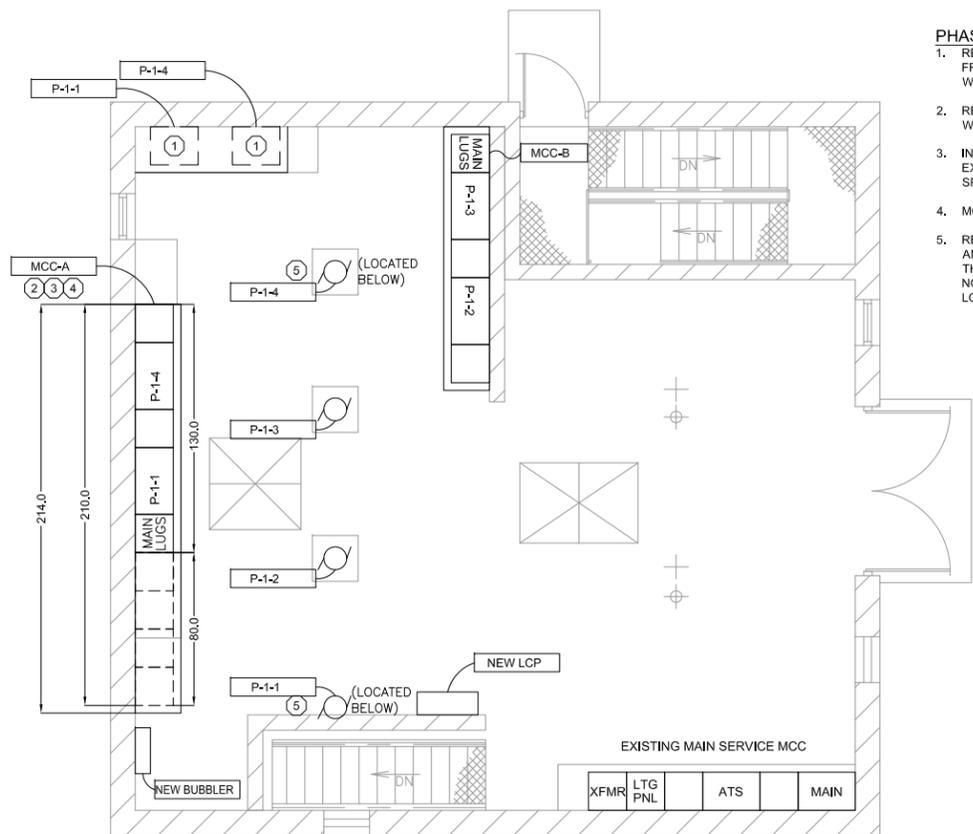
1. MAINTAIN EXISTING MCC AND CONTROLS FOR OPERATION OF EXISTING PUMPS DURING INSTALLATION OF MCC-B
2. INSTALL NEW PLC BASED CONTROL PANEL, PROVIDE NEW BUBBLER SYSTEM FOR USE WITH NEW LCP, REMOVE EXISTING CONTROL PANEL AND RTU FROM SERVICE ONCE NEW PLC PANEL IS IN SERVICE.
3. INSTALL NEW MCC-B SECTIONS TO SERVE P-1-2 AND P-1-3, RE-ROUTE EXISTING 400 AMP TO FEED NEW MCC, SEE ONE-LINE, IF NECESSARY, PROVIDE TEMPORARY FEEDER FROM THE MAIN LUGS ON MCC-B TO SERVE THE SOFT START FOR P-1-4.
4. MCC-B LUGS TO BE RATED FOR 800 AMP FEEDER FOR FUTURE USE. MOTOR CONTROLLERS SHALL BE RATED FOR FUTURE PUMPS (200 HP FRAME SIZE).
5. PROVIDE NEW RACEWAY AND DRIVE CABLE TO SERVE P-1-2 AND P-1-3, SEE ONE LINE AND FEEDER SCHEDULE FOR SIZING, FEED PUMPS P-1-2 AND P-1-3 FROM NEW MCC-B, COMPLETE INTERCONNECT CONTROL WIRING FROM MCC-B TO THE NEW LCP.



POWER & INSTRUMENTATION PLAN
ELEVATION = 1194.00

PHASE II: (X)

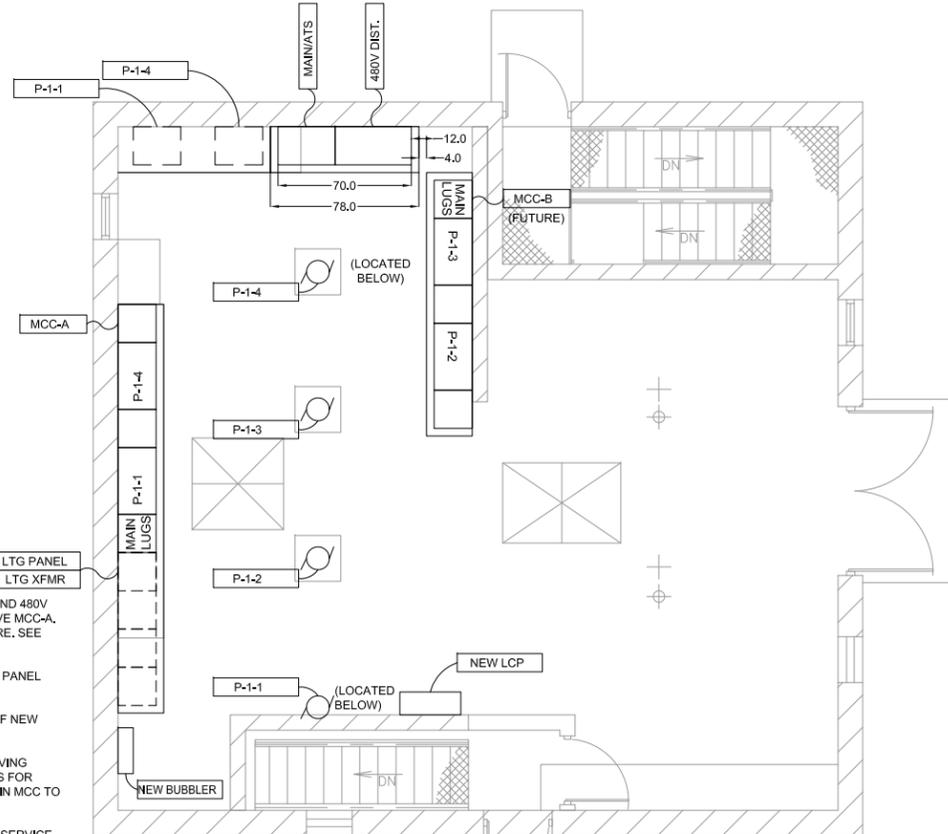
1. INSTALL NEW 1200 AMP SERVICE ENTRANCE RATED ATS, 480V DISTRIBUTION PANEL, LIGHTING TRANSFORMER AND 120V PANEL, PROVIDE 800 AMP FEEDERS TO SERVE MCC-A AND MCC-B, SEE ONE-LINE.
2. RE-ROUTE ALL LIGHTING CIRCUITS TO THE NEW LIGHTING PANEL LOCATION.
3. RE-ROUTE EXISTING 480V FEEDERS TO BE SERVED OUT OF NEW 480V DISTRIBUTION PANEL.
4. INSTALL ADDITIONAL MCC-A SECTIONS TO FACILITATE MOVING STARTERS FOR HVAC AND PROCESS EQUIPMENT FROM THE EXISTING MAIN MCC TO MCC-A, SEE ONE-LINE.
5. REMOVE EXISTING MAIN MCC FROM SERVICE AFTER NEW SERVICE HAS BEEN POWERED UP AND ALL LOADS HAVE BEEN MOVED.



POWER & INSTRUMENTATION PLAN
ELEVATION = 1194.00

PHASE I - STEP 2: (X)

1. REMOVE EXISTING VFD AND SOFT START SERVING P-1-1 AND P-1-4 FROM SERVICE, REMOVE FEEDER RACEWAY AND CONDUCTOR WHICH HAD BEEN SERVING THESE MOTOR CONTROLLERS.
2. REMOVE EXISTING MCC AND CONTROL CABINET SECTION ON THE WEST WALL, 600 AMP FEEDER IS TO BE RE-USED.
3. INSTALL NEW MCC-A SECTIONS TO SERVE P-1-1 AND P-1-4, RE-USE EXISTING 600 AMP TO FEED NEW MCC, ENSURE HOUSEKEEPING PAD SPACE FOR FOUR FUTURE SECTIONS AS INDICATED, SEE ONE-LINE.
4. MCC-A LUGS TO BE RATED 800 AMP FOR FUTURE USE.
5. REMOVE RACEWAY AND CONDUCTOR PRESENTLY SERVING P-1-1 AND P-1-4, PROVIDE NEW RACEWAY AND DRIVE CABLE TO SERVE THESE MOTORS, SEE ONE LINE AND FEEDER SCHEDULE FOR SIZING, NOTE THAT P-1-4 IS REPLACED WITH A NEW DRY PIT SUBMERSIBLE LOCATED AT THE LOWER LEVEL.



POWER & INSTRUMENTATION PLAN
ELEVATION = 1194.00

PHASE II - ALTERNATE: (X)

1. INSTALL NEW 1200 AMP SERVICE ENTRANCE RATED ATS AND 480V DISTRIBUTION PANEL, PROVIDE 800 AMP FEEDER TO SERVE MCC-A, RE-FEED EXISTING VFD AND SOFT START, MCC-B IS FUTURE, SEE ONE-LINE.
2. RE-ROUTE ALL LIGHTING CIRCUITS TO THE NEW LIGHTING PANEL LOCATION.
3. RE-ROUTE EXISTING 480V FEEDERS TO BE SERVED OUT OF NEW 480V DISTRIBUTION PANEL.
4. INSTALL ADDITIONAL MCC-A SECTIONS TO FACILITATE MOVING LIGHTING TRANSFORMER AND 120V PANEL AND STARTERS FOR HVAC AND PROCESS EQUIPMENT FROM THE EXISTING MAIN MCC TO MCC-A, SEE ONE-LINE.
5. REMOVE EXISTING MAIN MCC FROM SERVICE AFTER NEW SERVICE HAS BEEN POWERED UP AND ALL LOADS HAVE BEEN MOVED.



City of
Marshfield
Memorandum

TO: Board of Public Works
FROM: Thomas R. Turchi
DATE: August 29, 2014
RE: Review of Traffic Control at 21st Street and Laemle Avenue.

Background

A request was brought forth to review the traffic control at the intersection of Laemle Avenue and 21st Street.

Analysis

The current traffic control is as follows:

- Yield Control - Laemle Avenue at 21st Street for eastbound 21st Street only.

Currently the traffic control at this intersection has both legs of 21st Street yielding to Laemle Avenue.

In the 2007 to 2027 comprehensive plan both Laemle Avenue and 21st Street are classified as "Low Volume" streets.

The speed limits for both streets are 25 MPH.

Traffic crash history for this intersection from 2007 thru 2013 is shown below:

- There are no recorded traffic crashes during this period.

The traffic volumes for this intersection are as follows:

- Laemle Avenue – North of 21st Street - 990 ADT (August 2014 Count).
- 21st Street - East of Laemle - 930 ADT (August 2014 Count).
- 21st Street – West of Laemle – 380 ADT (August 2014 Count).

In a review of vision triangles at this intersection there are no obstructions.

Typically to avoid confusion for drivers using a 'T' – intersection the normal thought would be to place the control on the non through street unless usually high traffic counts dictate otherwise.

Recommendation

I recommend that the traffic control be changed so that Laemle Avenue yield's to 21st Street and that the yield signs on 21st Street be removed and that the "Administrative Code to Traffic and Parking" be amended to reflect the changes.

Concurrence

Steve Barg
City Administrator

Dan Knoeck
Director of Public Works



City of Marshfield Memorandum

TO: Board of Public Works
FROM: Thomas R. Turchi
DATE: August 28, 2014
RE: Consideration of Truck Route status on Cherry Avenue from 29th Street to the north.

Background

Paget Equipment is about to complete the construction of a new building which will obstruct a route used by trucks to enter and exit their site. During this process they questioned their ability to utilize the section of Cherry Avenue noted above as a primary access route for truck traffic.

Analysis

Parcels adjacent to this section of Cherry Avenue are zoned as:

GI – General Industrial
LI – Light Industrial
CMU – Community Mixed Use

With this type of adjacent zoning it would be expected that truck traffic would utilize this this street. There is little to no information as to how this section of Cherry Avenue was originally constructed which is showing some deterioration via potholes and asphalt pavement cracking. It will be necessary to plan for some type of pavement rehabilitation in the future for this section of Cherry Avenue, regardless of truck route status.

Note the delivery of commodities via truck is allowed per code on non-truck routes. Access to Paget via Cherry Avenue will be occurring daily which can be considered more than a typical delivery of commodities. Therefore, upgrading the status on this section of Cherry Avenue to a Heavy Truck Route will eliminate any confusion for trucks entering and existing Paget via Cherry Avenue.

Recommendations

I recommend that Cherry Avenue from 29th Street to the north be included as a Heavy Truck Route within the city and that the "Administrative Code for Traffic and Parking" be amended to include the recommended change.

Concurrence

Steve Barg, City Administrator

Daniel G. Knoeck, Director of Public Works



**City of
Marshfield**
Memorandum

August 27, 2014

TO: Board of Public Works

FROM: Dan Knoeck, Director of Public Works

SUBJECT: Project Agreement with WISDOT for E. 29th Street (Hume to Veterans Pkwy)

BACKGROUND

Earlier this year, we were notified that the City was selected to receive federal funding for reconstruction of East 29th Street from Hume Avenue to Veterans Parkway. The original funding application was for the segment of 29th Street from Washington to Veterans Parkway but the project was shortened to better fit available funding. In order to initiate the project, a State/Municipal Agreement must be executed.

ANALYSIS

A copy of the agreement is attached. Under the agreement, the City will pay 100% of the design cost with construction being split 80% federal and 20% local. The estimated federal share of construction is \$799,200 and the local share is \$226,800. The original application requested funding in 2016 however to balance all of the approved projects, our project was pushed back to 2018. The design process will begin later this year with selection of a design consultant.

RECOMMENDATION

I recommend approval of the State/Municipal Agreement with WISDOT and authorize it's execution.

Concurrence: 
Steve Barg, City Administrator



**STATE/MUNICIPAL AGREEMENT
FOR A STATE- LET STP Urban
Program PROJECT**

**Program Name: STP Urban
Population Group: 5,000 to 20,000
Sub-program #: 206**

Date: 08/08/2014
I.D.: 6995-11-01, 71
Road Name: East 29th Street
Limits: Hume Avenue to Veterans Parkway
County: Wood
Roadway Length: 0.4 miles
Functional Classification: Minor Arterial
Project Sponsor: City of Marshfield

The signatory, **city of Marshfield** hereinafter called the Municipality, through its undersigned duly authorized officers or officials, hereby requests the State of Wisconsin Department of Transportation, hereinafter called the State, to initiate and effect the highway or street improvement hereinafter described.

The authority for the Municipality to enter into this agreement with the State is provided by Sections 86.25(1), (2), and (3) and Section 66.0301 of the Statutes.

NEEDS AND ESTIMATE SUMMARY:

All components of the project must be defined in the environmental document if any portion of the project is federally funded. The Municipality agrees to complete all participating and any non-participating work included in this improvement consistent with the environmental document. No work on final engineering and design may occur prior to approval of the environmental document.

Existing Facility - Describe and give reason for request: **The existing roadway is an urban cross section with two 12 foot lanes with 6 foot paved shoulders that serves the municipality's developing East Industrial Park. The pavement is in poor condition with extensive longitudinal and transverse cracking as well as extreme joint deterioration. The existing 1978 concrete pavement was constructed over a six-inch granular base over native soil with no subsurface drainage system, which has been inadequate to support the heavy traffic loads. The pavement was last patched in 1999 and 2000. This roadway has been identified in the Municipality's Bicycle Plan as an important link in the overall bicycle route network. The roadway has some street lighting. Sidewalk currently exists on the north side of 29th Street west of the project limits. The existing roadway doesn't have any substandard horizontal or vertical alignment. The Canadian National rail line is located along the northeast side of STH 13, which is located at the east end of the project, just outside the project limits.**

Proposed Improvement - Nature of work: **It is proposed to complete a reconstruction project. The project will include the construction of sidewalk, curb and gutter, replacement of some of the lateral storm sewer and the marking of on-street bicycle accommodations. Additional work will include permanent and temporary pavement markings. Some temporary interests of right of way may be required.**

Describe non-participating work included in the project and other work necessary to completely finish the project that will be undertaken independently by the Municipality. Please note that non-participating components of a project/contract are considered part of the overall project and will be subject to applicable Federal requirements: **None identified at this time.**

The Municipality agrees to the following 2013-2018 STP Urban Program project funding conditions:

Project construction costs are funded with 80% federal funding when the municipality agrees to provide the remaining 20%, in accordance with the STP Urban program guidelines. **The design and real estate are 100% locally funded.** Non-participating costs are 100% the responsibility of the Municipality. Any work performed by the Municipality prior to federal authorization is not eligible for federal funding. The Municipality will be notified by the State that the project is authorized and available for charging.

This project is currently scheduled in State Fiscal Year **2018**. **In accordance with the State's sunset policy for STP Urban projects, the subject 2013-2018 STP Urban Program improvement must be constructed and in final acceptance within six years from the start of State Fiscal Year 2015, or by June 30, 2020.** Extensions may be available upon approval of a written request by or on behalf of the Municipality to WisDOT. The written request shall explain the reasons for project implementation delay and revised timeline for project completion.

The dollar amounts shown in the Summary Funding Table below are estimates unless explicitly identified as maximum amounts. The final Municipal share is dependent on the final Federal participation, and actual costs will be used in the final division of cost for billing and reimbursement.

PHASE	SUMMARY OF COSTS				
	Total Est. Cost	Federal Funds	%	Municipal Funds	%
ID 6995-11-01					
State Review	\$27,000	\$0	0%	\$27,000	100%
ID 6995-11-71					
Participating Construction	\$900,000	\$720,000	80%	\$180,000	20%
Non-Participating Construction			0%		100%
State Review	\$99,000	\$79,200	80%	\$19,800	20%
subtotal 6995-11-71	\$999,000	\$799,200		\$199,800	
Total Est. Cost Distribution	\$1,026,000	\$799,200	N/A	\$226,800	N/A

This request is subject to the terms and conditions that follow (pages 3–7) and is made by the undersigned under proper authority to make such request for the designated Municipality and upon signature by the State and delivery to the Municipality shall constitute agreement between the Municipality and the State. No term or provision of neither the State/Municipal Agreement nor any of its attachments may be changed, waived or terminated orally but only by an instrument in writing executed by both parties to the State/Municipal Agreement.

Signed for and in behalf of: city of Marshfield (please sign in blue ink.)		
Name	Title	Date
Signed for and in behalf of: city of Marshfield (please sign in blue ink.)		
Name	Title	Date
Signed for and in behalf of: city of Marshfield (please sign in blue ink.)		
Name	Title	Date
Signed for and in behalf of the State :		
Name	Title	Date

GENERAL TERMS AND CONDITIONS:

1. All projects must be in an approved Transportation Improvement Program (TIP) or State Transportation Improvement Program (STIP) prior to requesting authorization.
2. Work prior to federal authorization is ineligible for federal funding.
3. The Municipality, throughout the entire project, commits to comply with and promote all applicable federal and state laws and regulations that include, but are not limited to, the following:
 - a. Environmental requirements, including but not limited to those set forth in the 23 U.S.C. 139 and National Environmental Policy Act (42 U.S.C. 4321 et seq.)
 - b. Equal protection guaranteed under the U.S. Constitution, WI Constitution, Title VI of the Civil Rights Act and Wis. Stat. 16.765. The municipality agrees to comply with and promote applicable Federal and State laws, Executive Orders, regulations, and implementing requirements intended to provide for the fair and equitable treatment of individuals and the fair and equitable delivery of services to the public. In addition the Municipality agrees not to engage in any illegal discrimination in violation of applicable Federal or State laws and regulations. This includes but is not limited to Title VI of the Civil Rights Act of 1964 which provides that "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." The Municipality agrees that public funds, which are collected in a nondiscriminatory manner, should not be used in ways that subsidize, promote, or perpetuate illegal discrimination based on prohibited factors such as race, color, national origin, sex, age, physical or mental disability, sexual orientation, or retaliation.
 - c. Prevailing wage requirements, including but not limited to 23 U.S.C 113 and Wis. Stat. 103.50.
 - d. Buy America Provision and its equivalent state statutes, set forth in 23 U.S.C. 313 and Wis. Stat. 16.754.
 - e. Competitive bidding requirements set forth in 23 U.S.C 112 and Wis. Stat. 84.06.
 - f. All DBE requirements that the State specifies.
 - g. Federal Statutes that govern the Surface Transportation Program, including but not limited to 23 U.S.C. 133.
 - h. General requirements for administering federal and state aids set forth in Wis. Stat. 84.03.

STATE RESPONSIBILITIES AND REQUIREMENTS:

4. Funding of each project phase is subject to inclusion in Wisconsin's approved 2013-2018 STP Urban program. Federal funding will be limited to participation in the costs of the following items, as applicable to the project:
 - a. The grading, base, pavement, and curb and gutter, sidewalk, and replacement of disturbed driveways in kind.
 - b. The substructure, superstructure, grading, base, pavement, and other related bridge and approach items.
 - c. Storm sewer mains necessary for the surface water drainage.
 - d. Catch basins and inlets for surface water drainage of the improvement, with connections to the storm sewer main.

- e. Construction engineering incident to inspection and supervision of actual construction work (except for inspection, staking, and testing of sanitary sewer and water main).
 - f. Signing and pavement marking.
 - g. New installations or alteration of street lighting and traffic signals or devices.
 - h. Landscaping.
5. The work will be administered by the State and may include items not eligible for Federal participation.
6. As the work progresses, the State will bill the Municipality for work completed which is not chargeable to Federal funds. Upon completion of the project, a final audit will be made to determine the final division of costs. If reviews or audits show any of the work to be ineligible for Federal funding, the Municipality will be responsible for any withdrawn costs associated with the ineligible work.

MUNICIPAL RESPONSIBILITIES AND REQUIREMENTS:

7. Work necessary to complete the 2013-2018 STP Urban Program improvement project to be financed entirely by the Municipality or other utility or facility owner includes the items listed below.
- a. Real estate for the improvement.
 - b. Preliminary Engineering and design.
 - c. Management Consultant and State Review Services.
 - d. New installations of or alteration of sanitary sewers and connections, water, gas, electric, telephone, telegraph, fire or police alarm facilities, parking meters, and similar utilities.
 - e. Damages to abutting property after project completion due to change in street or sidewalk widths, grades or drainage.
 - f. Detour routes and haul roads. The municipality is responsible for determining the detour route.
 - g. Conditioning, if required and maintenance of detour routes.
 - h. Repair of damages to roads or streets caused by reason of their use in hauling materials incident to the improvement.
 - i. All work related to underground storage tanks and contaminated soils.
 - j. Street and bridge width in excess of standards, in accordance with the current WisDOT Facilities Development Manual (FDM).
8. The construction of the subject improvement will be in accordance with the appropriate standards unless an exception to standards is granted by WisDOT prior to construction. The entire cost of the construction project, not constructed to standards, will be the responsibility of the Municipality unless such exception is granted.
9. Work to be performed by the Municipality without Federal funding participation necessary to ensure a complete improvement acceptable to the Federal Highway Administration and/or the State may be done in a manner at the election of the Municipality but must be coordinated with all other work undertaken during construction.
10. The Municipality is responsible for financing administrative expenses related to Municipal project responsibilities.

11. The Municipality will include in all contracts executed by them a provision obligating the contractor not to discriminate against any employee or applicant for employment because of age, race, religion, color, handicap, sex, physical condition, developmental disability as defined in s. 51.01 (5), sexual orientation as defined in s. 111.32 (13m), or national origin.
12. The Municipality will pay to the State all costs incurred by the State in connection with the improvement that exceed Federal financing commitments or are ineligible for Federal financing. In order to guarantee the Municipality's foregoing agreements to pay the State, the Municipality, through its above duly authorized officers or officials, agrees and authorizes the State to set off and withhold the required reimbursement amount as determined by the State from any moneys otherwise due and payable by the State to the Municipality.
13. **In accordance with the State's sunset policy for STP Urban Program projects, the subject 2013-2018 STP Urban Program improvement must be constructed and in final acceptance within six years from the start of State Fiscal Year 2015, or by June 30, 2020.** Extensions may be available upon approval of a written request by or on behalf of the Municipality to WisDOT. The written request shall explain the reasons for project implementation delay and revised timeline for project completion.
14. If the Municipality should withdraw the project, it will reimburse the State for any costs incurred by the State on behalf of the project.
15. The Municipality will at its own cost and expense:
 - a. Maintain all portions of the project that lie within its jurisdiction (to include, but not limited to, cleaning storm sewers, removing debris from sumps or inlets, and regular maintenance of the catch basins, curb and gutter, sidewalks and parking lanes [including snow and ice removal]) for such maintenance through statutory requirements in a manner satisfactory to the State, and will make ample provision for such maintenance each year.
 - b. Regulate [or prohibit] parking at all times in the vicinity of the proposed improvements during their construction.
 - c. Regulate [or prohibit] all parking at locations where and when the pavement area usually occupied by parked vehicles will be needed to carry active traffic in the street.
 - d. Assume general responsibility for all public information and public relations for the project and to make fitting announcement to the press and such outlets as would generally alert the affected property owners and the community of the nature, extent, and timing of the project and arrangements for handling traffic within and around the project.
 - e. Provide complete plans, specifications, and estimates.
 - f. Provide relocation orders and real estate plats.
 - g. Use the *WisDOT Utility Accommodation Policy* unless it adopts a policy, which has equal or more restrictive controls.
 - h. Provide maintenance and energy for lighting.
 - i. Provide proper care and maintenance of all landscaping elements of the project including replacement of any plant materials damaged by disease, drought, vandalism or other cause.
16. It is further agreed by the Municipality that:
 - a. The Municipality assumes full responsibility for the design, installation, testing and operation of any sanitary sewer and water main infrastructure within the improvement project and relieves the state and all of its employees from liability for all suits, actions, or claims resulting from the sanitary sewer and water main construction under this agreement.

- b. The Municipality assumes full responsibility for the plans and special provisions provided by their designer or anyone hired, contracted or otherwise engaged by the Municipality. The Municipality is responsible for any expense or cost resulting from any error or omission in such plans or special provisions. The Municipality will reimburse WisDOT if WisDOT incurs any cost or expense in order to correct or otherwise remedy such error or omission or consequences of such error or omission.
- c. The Municipality will be 100% responsible for all costs associated with utility issues involving the Contractor, including costs related to utility delays.
- d. All signs and traffic control devices and other protective structures erected on or in connection with the project including such of these as are installed at the sole cost and expense of the Municipality or by others, will be in conformity with such "Manual of Uniform Traffic Control Devices" as may be adopted by the American Association of State Highway and Transportation Officials, approved by the State, and concurred in by the Federal Highway Administration.
- e. The right-of-way available or provided for the project will be held and maintained inviolate for public highway or street purposes. Those signs prohibited under Federal aid highway regulations, posters, billboards, roadside stands, or other private installations prohibited by Federal or State highway regulations will not be permitted within the right-of-way limits of the project. The municipality, within its jurisdictional limits, will remove or cause to be removed from the right-of-way of the project all private installations of whatever nature which may be or cause an obstruction or interfere with the free flow of traffic, or which may be or cause a hazard to traffic, or which impair the usefulness of the project and all other encroachments which may be required to be removed by the State at its own election or at the request of the Federal Highway Administration, and that no such installations will be permitted to be erected or maintained in the future.

LEGAL RELATIONSHIPS:

- 17. The State shall not be liable to the Municipality for damages or delays resulting from work by third parties. The State also shall be exempt from liability to the Municipality for damages or delays resulting from injunctions or other restraining orders obtained by third parties.
- 18. Contract Modification: This State/Municipal Agreement can only modified by written instruments duly executed by both parties. No term or provision of neither this State/Municipal Agreement nor any of its attachments may be changed, waived or terminated orally.
- 19. Binding Effects: All terms of this State/Municipal Agreement shall be binding upon and inure to the benefits of the legal representatives, successors and executors. No rights under this State/Municipal Agreement may be transferred to a third party. This State/Municipal Agreement creates no third- party enforcement rights.
- 20. Choice of Law and Forum: This State/Municipal Agreement shall be interpreted and enforced in accordance with the laws of the State of Wisconsin. The Parties hereby expressly agree that the terms contained herein and in any deed executed pursuant to this State/Municipal Agreement are enforceable by an action in the Circuit Court of Dane County, Wisconsin.

PROJECT FUNDING CONDITIONS

- 21. The Municipality agrees to the following **2013-2018 STP Urban Program** project funding conditions:
 - a. **ID 6995-11-01: Design** is funded 100% by the municipality. This phase includes Plan Development, Management Consultant Review, and State Review.
 - b. **Real estate** is funded 100% by the Municipality. Real estate acquisition is 100% the responsibility of the municipality.

c. 6995-11-71: Construction:

- i. Costs for the reconstruction project includes the following major work items, pavement removal, grading, base course, storm sewer, curb & gutter, pavement ,sidewalk , topsoil and landscaping items and all other items necessary to complete the project are funded with 80% federal funding, when the municipality agrees to provide the remaining 20%.
- ii. Non-participating construction costs are funded 100% by the Municipality. Costs include construction delivery.
- iii. Costs for this phase include an estimated amount for state review activities, to be funded 80% with federal funding and 20% by the Municipality.

[End of Document]



Marshfield Municipal Code 13-126 Trees and Shrubs

- Maintenance of trees and shrubs
 - Trees to be kept trimmed
- Obstruction of view at intersections prohibited



Municipal Code Chapter 13 – Public Works

www.marshfield.wi.us

(7) *Maintenance of trees and shrubs.* Maintenance of trees and shrubs shall be in accordance with the following:

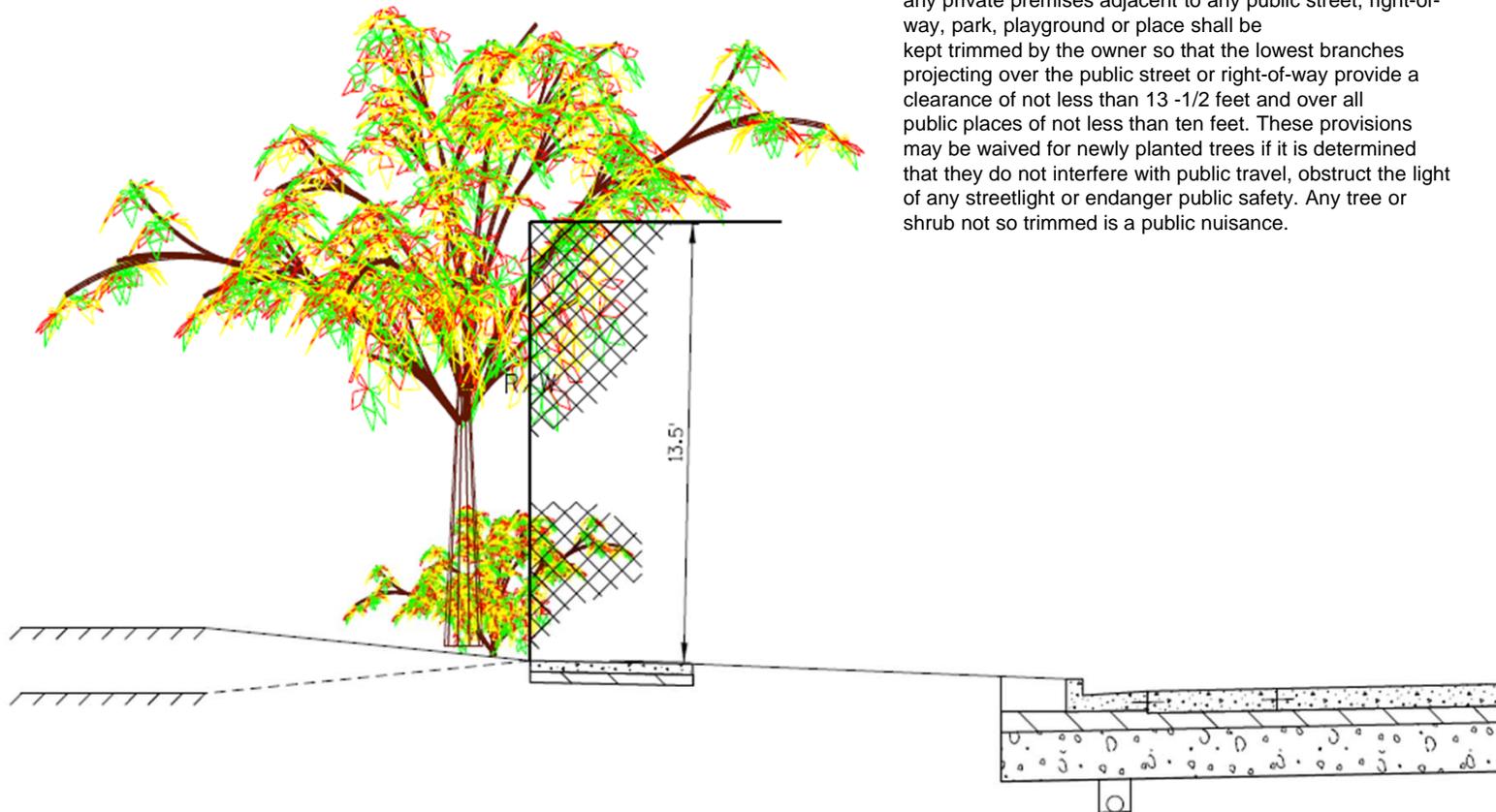
(a) *Trees to be kept trimmed.* Trees and shrubs standing upon any private premises adjacent to any public street, right-of-way, park, playground or place shall be kept trimmed by the owner so that the lowest branches projecting over the public street or right-of-way provide a clearance of not less than 13 -1/2 feet and over all public places of not less than ten feet. These provisions may be waived for newly planted trees if it is determined that they do not interfere with public travel, obstruct the light of any streetlight or endanger public safety. Any tree or shrub not so trimmed is a public nuisance.

(b) *Obstruction of view at intersections prohibited.* Obstruction of the view at intersections is prohibited as follows:

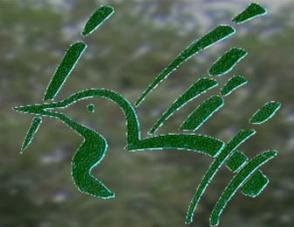
1. Intersections where traffic devices are not installed. At all intersections where traffic devices are not installed, a sight triangular area at all corners shall be established by measurements along intersecting street centerlines, and within the sight triangular area and within the setback area along the street between corners no person shall install, set out, maintain or allow the installation, setting out or maintenance of any hedges, shrubbery, natural growth or fence higher than three feet above the level of the center of the adjacent intersection. This shall not apply to trees trimmed to the trunk to a line at least eight feet above the level of the center of the intersection or saplings or plant species of open growth habits and not planted in the form of a hedge, which are so planted and trimmed as to leave a clear and unobstructed cross-view. The triangular area shall be determined by connecting points on the street centerlines which are 90 feet from the intersection of the centerline. For purposes of this subsection, the term "traffic devices" shall include only stop signs and traffic control signals as defined by the Wisconsin Statutes.
2. Intersections where traffic devices are installed. At all intersections where traffic devices are installed, a sight triangular area at all corners shall be established by measurements along intersecting street centerlines, and within the sight triangular area and within the setback area along the street between corners no person shall install, set out, maintain or allow the installation, setting out or maintenance of any hedges, shrubbery, natural growth or fence higher than three feet above the level of the center of the adjacent intersection. This shall not apply to trees trimmed to the trunk to a line at least eight feet above the level of the center of the intersection or saplings or plant species of open growth habits and not planted in the form of a hedge, which are so planted and trimmed as to leave a clear and unobstructed crossview. The triangular area shall be determined by connecting points on the street centerlines which are 90 feet from the intersection of the centerline as to through streets. The triangular area shall be determined by connecting points on the street centerlines which are 60 feet from the intersection of the centerline, as to all other streets. For purposes of this subsection, the term "traffic devices" shall include only stop signs and traffic control signals as defined by the Wisconsin Statutes.



Clearance over Sidewalk and Rights of Way



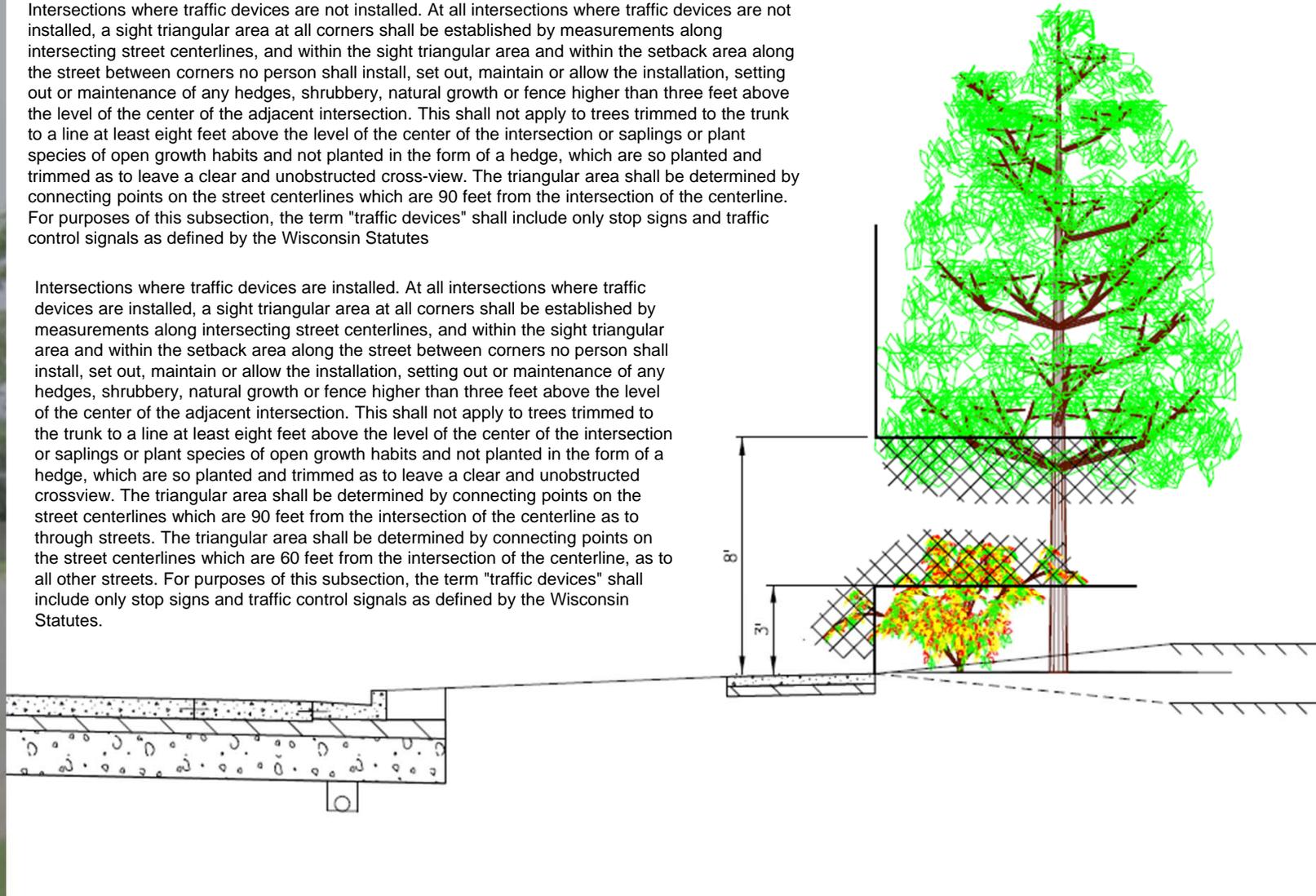
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Obstructions of View at Intersections “Vision Triangles”

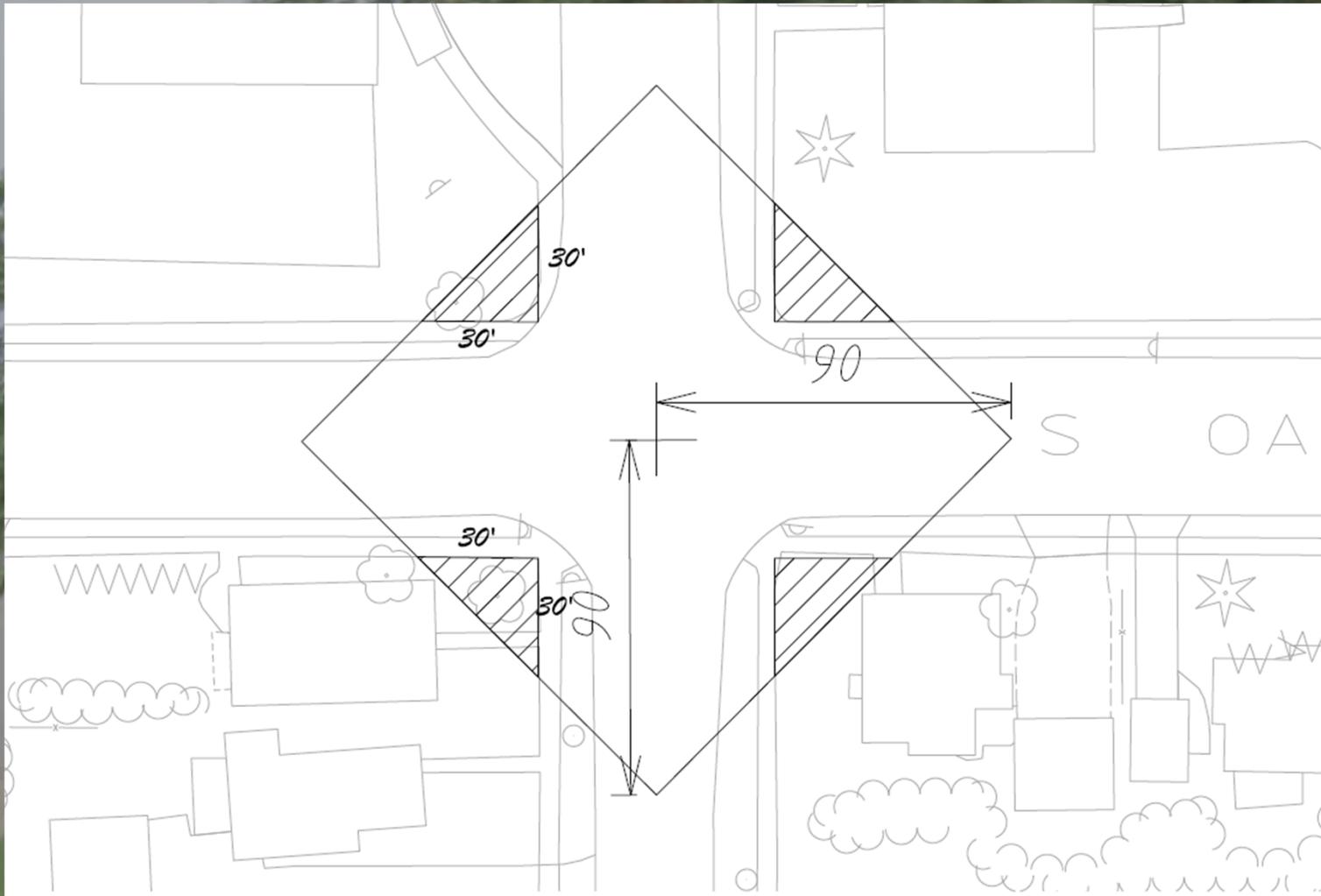
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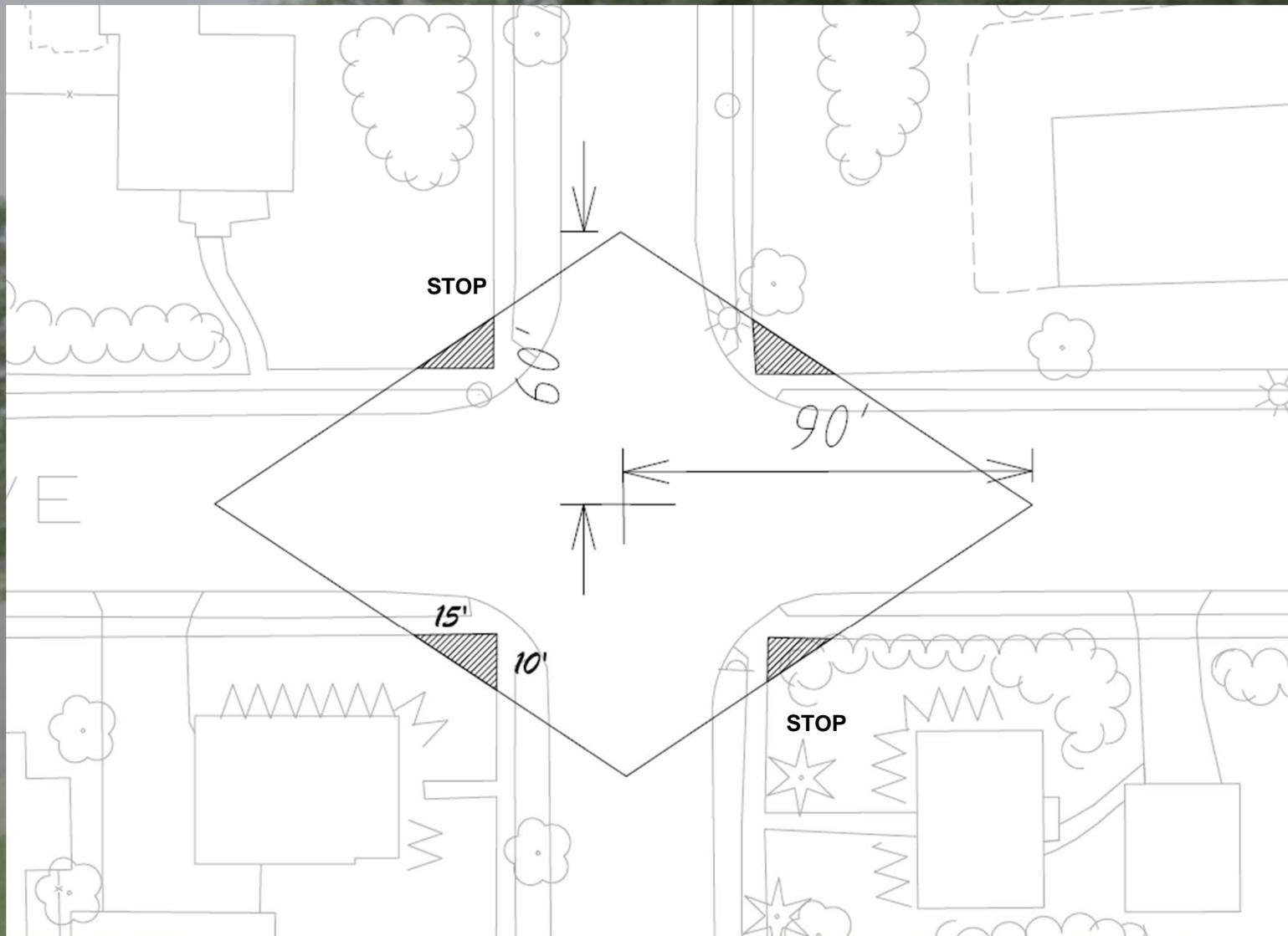


Vision Triangle at a un-controlled intersection.



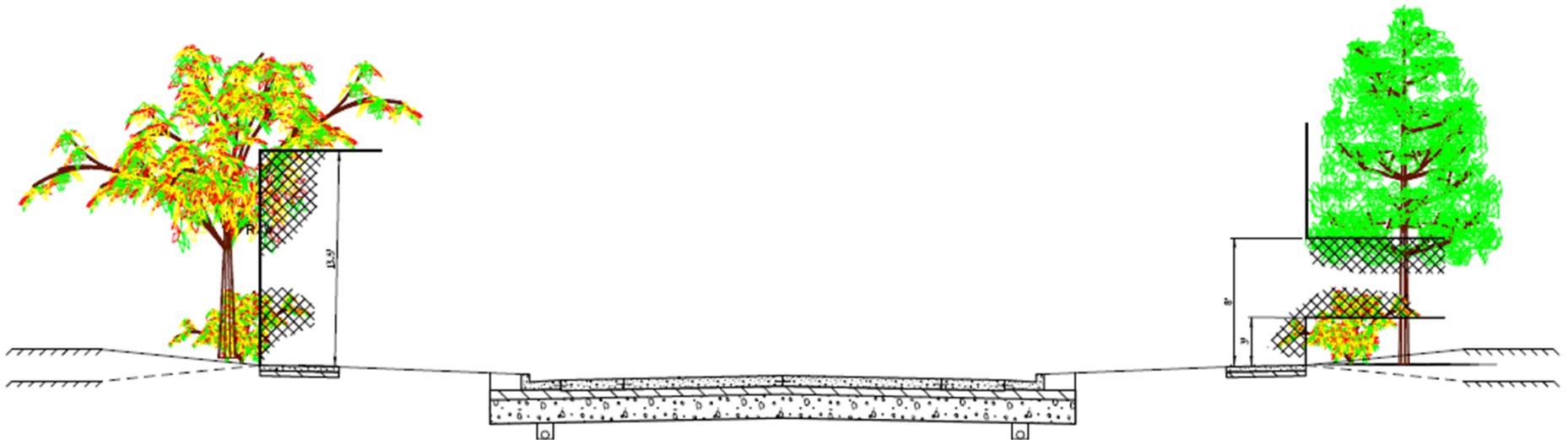


Vision Triangle at for a intersection with traffic control.





Following this presentation this power point will be made available on the Engineering Division Web Page



Questions or concerns about this topic can be directed to the City Engineer:

Tom Turchi
715.486.2034
tom@ci.marshfield.wi.us