



OFFICIAL NOTICE & AGENDA REGULAR MEETING

MEETING: Infrastructure & Facilities Committee
DATE/TIME: Thursday, September 10, 2026, at 5:00 PM
LOCATION: Wausau City Hall — Council Chambers
407 Grant Street, Wausau WI, 54403

MEMBERS:
Bruce Trueblood (C) Matt Hoenecke
Andrew Wiskowski (VC) Kristin Slonski
Michael Martens

AMENDED

- 1 Public comment on agenda items and reading of the City of Wausau Public Comment Statement.**
- 2 Consent agenda.**
 - a. Approving a preliminary resolution to set a public hearing to vacate a portion of Right Of Way near 15 Fulton St
- 3 Consideration of the minutes of the preceding meeting(s).**

August 13, 2026 Regular Infrastructure and Facilities Minutes
- 4 Discussion and possible action.**
 - a. Resident planting/landscaping in the boulevard area
- 5 Discussion.**
 - a. **Snow plowing policy**
 - b. Review of the 2027-2031 infrastructure and facility projects.
 - c. Define the Committee
 - d. Future agenda items
- 6 Adjournment.**

Bruce Trueblood, Chairperson

NOTICE POSTED AT CITY HALL (407 GRANT STREET) AND
TRANSMITTED TO THE OFFICIALLY DESIGNATED NEWSPAPER

DATE: 09/04/2026
TIME: 11:30am
POSTED BY: Lori Wunsch



This meeting can be viewed on
YouTube and Channel 981 on Cable TV

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City of Wausau
(715) 261-6500 | clerk@wausauwi.gov
wausauwi.gov





Engineering

DATE: September 10, 2026
TO: Infrastructure & Facilities Committee
SUBJECT: Approving a preliminary resolution to set a public hearing to vacate a portion of Right Of Way near 15 Fulton St

PURPOSE

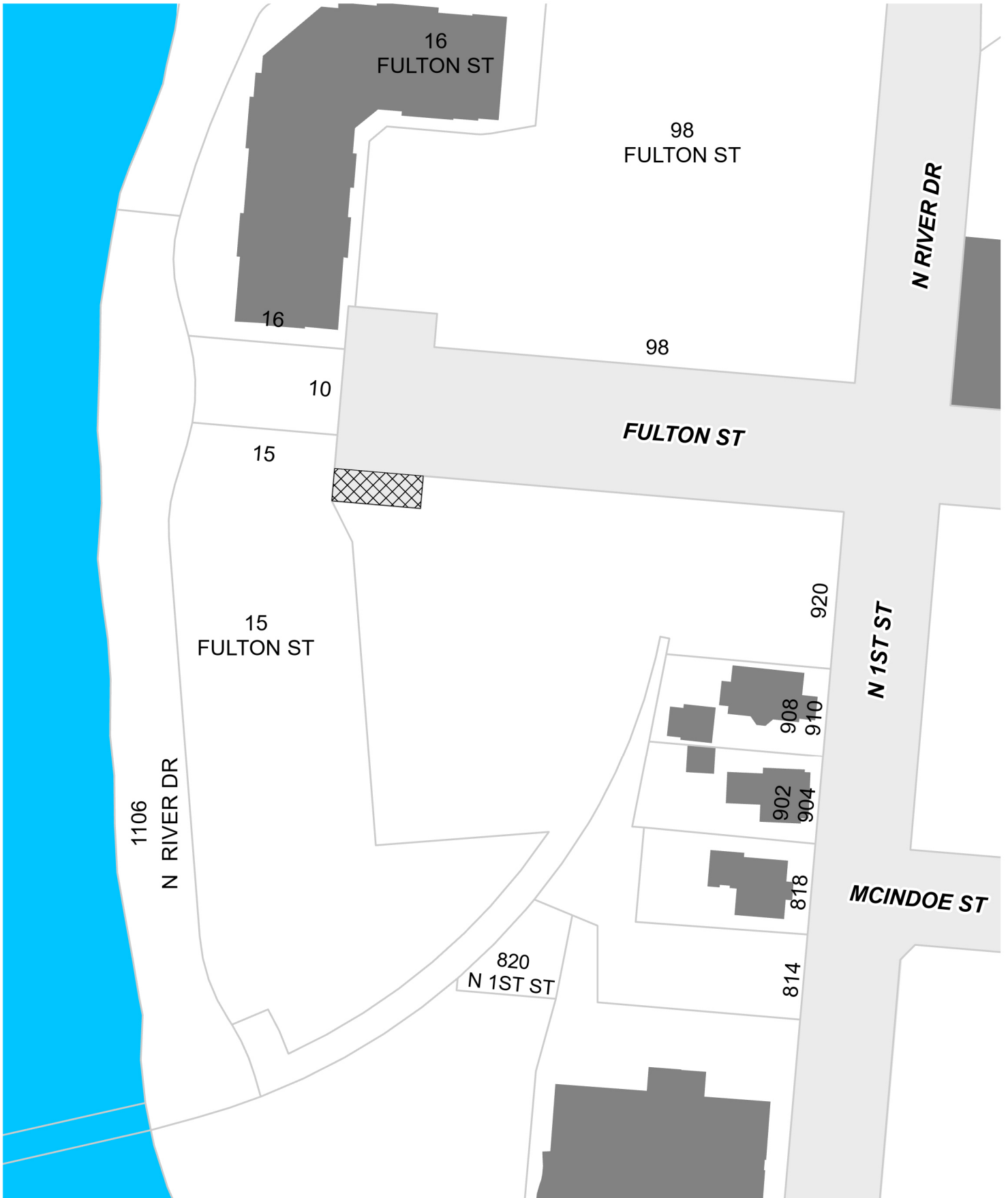
The purpose of this item is to set a public hearing to vacate a portion of right of way on Fulton Street.

BACKGROUND

Community Development and the Vanguard has requested the City of Wausau vacate a portion of Fulton Street. The right of way is needed to facilitate the construction of the development.

RECOMMENDATION

staff recommends approving setting a public hearing.



NOTES:

1. This map was compiled and developed by the City of Wausau and Marathon County GIS. The City and County assume no responsibility for the accuracy of the information contained herein. Nor will any of their employees or officials be held liable for any improper or incorrect use of the map and/or data.
2. Map features developed from several sources including, but not limited to aerial photography, LIDAR and GPS.
3. Parcel features developed from Marathon County land records.

Proposed Vacation City of Wausau

Map Date: August 05, 2026



0 387.5 775 1,550
Feet

Legend

- Proposed Vacation
- Parcels
- Existing Right-of-Way
- Existing Building

LEGAL DESCRIPTION
FULTON STREET R/W VACATION

Part of the Fulton Street public R/W as shown on Certified Survey Map No. 18819 recorded in the Office of Register of Deeds for Marathon County as Document No. 1825111, being part of NW 1/4 of the SW 1/4, Section 25, and part of Government Lot 6, Section 26, Township 29 North, Range 7 East, City of Wausau, Marathon County, Wisconsin, described as follows:

Commencing at the South ¼ corner of said Section 26; thence N 89°00'45" E, along the South line of Southeast ¼ of said Section 26, 2552.60 feet to the Southeast corner of said Section 26; thence North 4°53'40" E, 1952.10 feet to the intersection of the Westerly right-of-way of North 1st Street and the South line of Lot 2 of Certified Survey Map No. 19069 recorded in the Office of Register of Deeds for Marathon County as Document No. 1845587; thence N 4°50'03" E, along said Westerly right-of-way, 109.62 feet to the Southeast corner of said Certified Survey Map No. 18819, also being the intersection of the Southerly right-of-way of Fulton Street and said Westerly right-of-way of N. 1st Street; thence N 85°07'43" W, along the Southerly line of said Certified Survey Map No. 18819 and said Southerly right-of-way of Fulton Street, 294.05 feet to an angle point in said Southerly line, the point of beginning;

Thence S 4°53'30" W, along said right-of-way, 22.67 feet to the Southerly-most line of said Certified Survey Map No. 18819; thence N 85°06'30" W, along said Southerly-most line, 62.00 feet to the Westerly line of said Certified Survey Map No. 18819; thence N 4°53'30" E, along said Westerly line, 62.00 feet; thence S 85°06'30" E, 62.00 feet to said angle point in the Southerly line of Certified Survey Map No. 18819, the point of beginning.



OFFICIAL MINUTES REGULAR MEETING

MEETING: Infrastructure & Facilities Committee
DATE/TIME: Thursday, August 13, 2026, at 5:00 PM
LOCATION: Wausau City Hall — Council Chambers
407 Grant Street, Wausau WI, 54403

MEMBERS:
Bruce Trueblood (C) Matt Hoenecke
Andrew Wiskowski (VC) Kristin Slonski
Michael Martens

Members Present: Bruce Trueblood, Matt Hoenecke, Michael Martens, Andrew Wiskowski, Kristin Slonski

Members Not Present:

Members Excused:

Present 5, Not Present 0, Excused 0

Noting the presence of a quorum, the Chairperson called the meeting to order at 05:01 PM.

1 Public comment on agenda items and reading of the City of Wausau Public Comment Statement.

Chair Trueblood read the public comment statement.

No Public Comment

2 Consideration of the minutes of the preceding meeting(s).

July 9, 2026 Regular Infrastructure and Facilities Minutes

Motion by Alderperson Wiskowski, seconded by Alderperson Hoenecke, to approve **July 9, 2026** Regular Infrastructure and Facilities Minutes. Motion Passed 5-0.

3 Discussion and possible action.

a. Parking restrictions on Greenfield Ave from Fernwood Dr to Summit Dr

Wesolowski mentioned this is a housekeeping item. It had been passed by the committee prior as parking restrictions from November 1st - April 1st. When council passed the ordinance, it was missing the wording November 1st - April 1st. This would correct the wording in the ordinance, since the no parking was mainly for snow plowing season.

Motion by Alderperson Hoenecke, seconded by Alderperson Martens, to approve Parking restrictions on Greenfield Ave from Fernwood Dr to Summit Dr. Motion Passed 5-0.

b. Resolution from the Infrastructure and Facilities Committee accepting an Easement with Wisconsin Public Service for underground utility facilities at 1603 Marten Street

Wesolowski stated this is for the utilities for the wastewater lift station that is being constructed. There is a need for an easement across the city-owned parcel to get the electricity to the lift station.

Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve an Easement with Wisconsin Public Service for underground utility facilities at 1603 Marten Street. Motion Passed 5-0.

c. Approving Easement for WIN, LLC. at 814 N. 1st Street

Wesolowski stated the easement was approved at this committee as an easement for Elexco, when it should have been for WIN, LLC. It is the same easement, just a different name. Staff recommends approval.

Motion by Alderperson Slonski, seconded by Alderperson Hoenecke, to approve an Easement for WIN, LLC. at 814 N. 1st Street. Motion Passed 5-0.

- d. Joint resolution from the Infrastructure and Facilities Committee and the Planning Commission approving the Transportation Project Plat for BUS 51 (Grand Ave) from Lakeview Dr to Kent St**

Wesolowski stated the DOT will be reconstructing Grand Ave, from Lakeview to Kent. This plat outlines the easements that are needed. The city is coordinating the efforts and buying the properties, and will be reimbursed from the DOT 100%. This plat allows the real estate consultant to begin negotiations with the property owners.

Motion by Alderperson Hoenecke, seconded by Alderperson Slonski, to approve BUS 51 / Marathon / 6999-02-20 Transportation Project Plat, Grand Ave from Lakeview Dr to Kent St. Motion Passed 5-0.

- e. Resolution from Infrastructure and Facilities Committee approving the State Municipal Financial Agreement (1st Revision) for BUS 51 (Grand Ave) from Lakeview Dr to Kent St**

Wesolowski stated this is a revised SMA; The city is responsible for 25% of the engineering costs, that has not changed. What has changed is we have a better estimate of the local utilities (sewer and water) that the city is 100% responsible for. We will need to extend up Kent to get to a few utilities. This revision brings it up to where the design is now. With finishing the 60% plan, we now have a better cost estimate. This is similar to the initial agreement, other than the local utility costs are further defined. Trueblood clarified that for the Plat we are reimbursed 100%, whereas for this item we are reimbursed for 75% of the design. Wesolowski stated that's correct and that it is shown on table 1 in the packet with the state's cost being \$3,718,002 and the city's cost being \$595,598. The state is paying for 100% of the roadway, our costs are 25% of the design and sewer and water. Slonski clarified that the city's responsibility is \$595,598, and questioned how different that was from the initial estimate. Wesolowski stated he doesn't have the initial utility cost. He stated that we design the utilities in house. Whatever the cost is, we pay 100%. They have not changed that they will pay 100% of the roadway and 75% of the design costs. Hoenecke asked if we anticipate additional revisions before 2029? Wesolowski stated that he doesn't believe so, with the plans being at 60%, the costs are locked down.

Motion by Alderperson Martens, seconded by Alderperson Hoenecke, to approve BUS 51 / Marathon / 6999-02-10 / State Municipal Financial Agreement (1st Revision) for Grand Ave, Lakeview Dr to Kent St. Motion Passed 5-0.

- f. Resolution from the Infrastructure and Facilities Committee approving State/Municipal agreement for BUS 51, CTH U to West Campus Drive**

Wesolowski stated the DOT is going to be reconstructing BUS 51 from basically the entrance to NTC to Campus Drive. DOT is 100% responsible for that. The only cost to the city is the replacement of some sanitary sewer manholes and some water valves that need to be adjusted, totaling \$5,340. This agreement outlines those costs and who is responsible for the different aspects of the work.

Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve BUS 51 / Marathon / Project ID 6999-00-11 / State Municipal Financial Agreement for BUS 51, CTH U to West Campus Drive. Motion Passed 5-0.

- g. Resolution from the Infrastructure and Facilities Committee approving State Municipal Maintenance Agreement for BUS 51, CTH U to West Campus Drive**

Wesolowski specified that this agreement states that the city will maintain the state-owned section of roadway, we will maintain crosswalks, plow intersections, concrete terraces, and maintain our sewer and water facilities. Hoenecke asked if we anticipate any new responsibilities that we will have that we don't currently have. Wesolowski stated that there will be PED ramps and curb ramps due to improved pedestrian crossing. Increased responsibilities would be plowing and keeping those areas clear in the winter, and painting of crosswalk areas as needed. Hoenecke asked if Wesolowski had an idea of what those additional responsibilities would cost. Wesolowski stated that it would be added to a snowplowing route, so it is hard to anticipate an amount. Slonski summarized that with these

improvements to the street and the pedestrian walkways, this agreement states that the city is responsible for the ongoing maintenance after completion.

Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve BUS 51 / Marathon / Project ID 6999-00-81 / State Municipal Maintenance Agreement for BUS 51, CTH U to West Campus Drive. Motion Passed 5-0.

h. Amending Section 6.48.010 Mowing Required

Wiskowski has heard a lot about this item due to people getting citations for mowing, since it is unclear if it is their yard and the boulevard in front of the house or one or the other. In conversations that he had with some of his neighbors, they were not aware that it was not an ordinance that they needed to maintain the boulevard. He had residents ask him if they were supposed to be maintaining the grass in the boulevard then why can they not plant things in the grass or redefine the boulevard into something that isn't just grass. He feels the wording of the ordinance is very confusing as to what residents can or cannot plant in the boulevard area. Bonino clarified that as things currently sit, the inspectors have assumed that it is the property owners' responsibility to maintain the grass on the boulevard. In most other municipalities throughout the state there has been some sort of ordinance or language stating that it is the property owners' responsibility. Wiskowski stated that the way the ordinance is, it seems to imply that you could plant in that area as long as they are not weeds, grass or brush which cause or produce hay fever in human beings, exhale unpleasant or noxious odors, or may conceal filthy deposits or provide a place for the accumulation of trash or litter. He has had residents ask about pollinator gardens and native plant spaces. Chair Trueblood stated that is a little beyond the scope of this item. However, he would like clarification on that as well. Wiskowski asked if we have historically provided citations to residents for this. Bonino stated that typically when he has seen them issued it is for the entire lawn and the boulevard area being overgrown. What prompted this is that someone came and asked about the boulevard strip and who is responsible for maintaining it. It was found that we didn't have anything in our code stating it is the property owners' responsibility to maintain that area. Wiskowski understands the mowing part of the ordinance he is just looking ahead to when it is communicated to the public, and what questions could come up about what is allowed to plant or not plant, based on how the public interprets what is said in the ordinance. Slonski agreed. It reads that you can plant anything you want as long as they are not weeds, grass or brush which cause or produce hay fever in human beings, exhale unpleasant or noxious odors or may conceal filthy deposits or provide a place for the accumulation of trash or litter. Is that our intention? If so, the ordinance is fine. If it is our intention for it to be just grass, then that needs to be written into the ordinance rather than the way it is worded now, which does seem to permit other plantings. Bonino noted that the way staff view it now is that the boulevard is part of the maintenance of their lawns, so they could keep their boulevard as they do their lawn. Trueblood stated that the question before us tonight is about mowing, which is what we do in practice now. You're just asking that we codify what we are doing in practice. Whether we will allow ground cover or rock formations can be addressed later. Hoenecke stated that we talk about planting things, but what is to stop someone from digging everything up and filling it with rock? Bonino noted there are other ordinances regarding the boulevard, including the plantings of shrubbery and trees. This ordinance is specific to maintaining the grass itself. Hoenecke asked if this is a big problem or concern in the summer. Wiskowski stated that he has a number of residents that complain about neighbors not mowing. He feels we can approve the mowing issue, but we should attend to the wording of what residents can or cannot plant. Slonski disagrees a bit; the ordinance seems pretty clear, it does allow for planting. As long as that is what we want it to say, she believes it is a good idea to codify it, so residents know what their rights and responsibilities are.

Motion by Alderperson Slonski, seconded by Alderperson Martens, to approve Amending Section 6.48.010 Mowing Required. Motion Passed 5-0.

i. Approving Stormwater Maintenance Agreement with Beacon Resources, LLC. at 731 N 1st Street

Niksich stated this is the typical maintenance agreement for properties that are redeveloped and greater than one acre, to make sure they maintain their stormwater facilities. Hoenecke asked if we have a means by which to verify they have done that. Niksich stated periodic

inspections are done.

Motion by Alderperson Martens, seconded by Alderperson Slonski, to approve a Stormwater Maintenance Agreement with Beacon Resources, LLC. at 731 N 1st Street. Motion Passed 5-0.

j. Amending Section.10.40.040 Rules of the Road and Areas of Operations.

Edmondson stated that the bicycle and pedestrian advisory committee have looked at a micro gap that exists between the Thomas St bridge and Oak Island Park. It is for the Rivers Edge Parkway trail and there is a segment where you need to bike on the road to connect the two stretches of the trail, which is a little awkward and unsafe feeling. This proposal is to allow bicycles to be used on the sidewalk as written in the ordinance, with the intent of creating a multi-use path near term. This would be to legalize the use of bicycles on the sidewalk until the multi-use path is put in place. This has gone to Public Health and Safety also and has been forwarded on from that committee as well. Martens stated that his only concern is that the sidewalk from Thomas St Bridge down to Oak Island Park is not only a hill, but a curvy hill. Has the safety issue of cyclists encountering pedestrians been considered? Edmondson said that was a topic of discussion at both the Bike Ped and Public Health and Safety meetings. The sentiment is that there is some inherent risk with that but less so than the potential on-street risk with the awkward intersection. A multi-use path would be something we would want to prioritize from a budget standpoint. Martens noted that the signage would say May use the sidewalk, so cyclists will not be required to use the sidewalk, they could opt out and take the roadway. Edmondson confirmed that is correct. Hoenecke wanted to clarify, are there any concerns about the sidewalk not being wide enough in its present condition. Edmondson stated that there are concerns a multi-use path is sufficient to have bicycles and pedestrians, but it's known the intent is to have this be a point of connectivity. It's a way to codify it and prioritize the multi-use path in the budget, since this is considered a gap right now in infrastructure.

Motion by Alderperson Slonski, seconded by Alderperson Wiskowski, to approve Amending Section.10.40.040 Rules of the Road and Areas of Operations.. Motion Passed 5-0.

k. Authorizing sign disposition plan for City signs

Edmondson stated four city signs have been replaced, two were retained. There has been quite a bit of interest in them from both the private sector and the Historical Society. The staff memo outlines that preserving one for public education and to preserve our history is worthwhile. The second one would follow the Sale of City-Owned Personal Property as outlined in the municipal code. Trueblood noted there is the letter of interest from the historical society in the packet. Hoenecke motioned to approve with an amendment that we give the historical society the first choice of which sign they would like to keep for their collection.

Motion by Alderperson Hoenecke, seconded by Alderperson Martens, to approve Authorizing sign disposition plan for City signs. Motion Passed 5-0.

l. Approving Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of Thomas Street and River Drive.

Trueblood questioned if we had already approved this. Edmondson stated that there are two that have come before the committee, and the locations are very close in proximity. The one that was approved last month was for Thomas St where the Rivers Edge Parkway meets the road on the west side of the bridge. It is not really an intersection. it is where the trail meets the road. This one is for the area we discussed earlier, which is the micro gap area. This is an extension of the intersection where River Dr. meets Thomas St. The pedestrian counts were not met. However, the bicycle and pedestrian advisory committee, considering the new housing development nearby, and the proximity to the farmers market, thought it was worth moving forward. Edmondson did want to note that the staff recommendation is not for approval. Engineering has looked at it and does not feel that it meets our best practices or benchmarks for approval. Staff are not recommending approval. Martens has concerns about placing an RRFB at this location, since we have just approved one at the other side of the bridge at McCleary, where the trail crosses. That one makes sense. Having another one 500 feet away on the other side of the bridge just doesn't make sense. If this is a concern, and we see an uptick in pedestrians once the 700 Grand Ave is completed, and it starts to lease up, we can take a look at pedestrian information in that corridor and decide what will be best at that time to keep people moving. Martens will not be supporting at this time. Hoenecke agrees

with him. There are standards that we have set to decide if something is necessary. We can always reconsider this at a later date and time. We have a standard and should follow the standard. Otherwise, why do we have them? Slonski moved to table it until the completion of the 700 Grand Ave housing redevelopment. Trueblood asked for clarification if the lights would do on Thomas St or if they would go on River Dr. Edmondson stated they would be at the existing high visibility crosswalk, so they would be the crosswalk across Thomas St. The property on Thomas is out for ROI by the county for redevelopment now. If this light gets put there, and they begin redeveloping, it could be years before pedestrians can cross there again. Hoenecke seconded. Martens stated the trouble with tabling is we then have to have a timeframe for when the item will be brought back. He thinks it's safer just to deny and let the options be open down the road for pedestrian flow once the corridor is developed. Slonski withdrawals motion, second withdrawals as well.

Motion by Alderperson Martens, seconded by Alderperson Hoenecke, to approve Approving Rectangular Rapid Flashing Beacon (RRFB) at the pedestrian crossing at the intersection of Thomas Street and River Drive.. Motion Failed 0-5.

- m. Approving non-binding letter of intent between City of Wausau and TLC Properties (Lamar) for purchase of perpetual easement for advertising signs placed at 1514 N. 3rd Street**

Bonino stated the city received a letter from Lamar about a permanent easement for the billboard at 1514 N 3rd St, which is city-owned property. The city had inherited the lease when they purchased the property and have continued to lease to Lamar. Staff recommends not giving the easement, you would not be able to get rid of the billboard if there was a development opportunity. Martens remembers the discussion about the previous lease renewal. The body wanted to keep the lease terms relatively short to maintain flexibility in case of development. In 2023, the lease term was increased to 5 years, due to the flexibility of the lease and being able to walk away at any time. A permanent easement to get 10 years worth of lease payments does not seem like a great deal for the city. Wiskowski stated he is not in favor of losing control or future opportunities to a billboard that is not in our interests.

Motion by Alderperson Hoenecke, seconded by Alderperson Slonski, to approve a non-binding letter of intent between City of Wausau and TLC Properties (Lamar) for purchase of perpetual easement for advertising signs placed at 1514 N. 3rd Street. Motion Failed 0-5.

- n. Approving Access Agreement with 3M Company at 1300 Cleveland Avenue**

This item was pulled from the agenda prior to the start of the meeting.

- o. Approving Encroachment Permit for 630 N.3rd Street**

Wesolowski and Bill Herbert from inspections met with Randy Williams about the bollards. The company has recently rehabbed this building and wants to protect the stone on the building during snowplowing operations. The building goes right up to the right of way, so if the bollards are put up they will be in the right of way. So they are asking for an encroachment easement. Engineering doesn't have an issue with the easement, the attorney's office would draft the easement if the committee approves. Martens asked if the bollards fit aesthetically with the rest of the area. Wesolowski stated he feels they will look nice and go well with the building. Trueblood asked if the bollards would be owned by the business. Wesolowski stated they would be owned and maintained by the business. Wiskowski asked who would be responsible for the removal if road work is done in that area in the future. Wesolowski stated it would be the property owners' responsibility to install, maintain, and move if need be; we are just giving them permission to place them in the right of way.

Motion by Alderperson Hoenecke, seconded by Alderperson Wiskowski, to approve Approving Encroachment Permit for 630 N.3rd Street. Motion Passed 5-0.

4 Discussion.

- a. Consideration and interest negotiating the purchase of the County Highway Property located at 1430, 1308, and 1212 West St for a new Fleet Maintenance Facility and potential combined facility fleet facility with Metro Ride**

Lindman stated that over the past year and a half to two years staff has had communications with the county about this property. There has been interest from the city to purchase this

property. As many know, DPW has struggled to find property for a new fleet facility that we have planned and have been working on. This property would work well. Right now, MetroRide is working on considering a new facility or retrofitting there facility. This property would be large enough for both Fleet and Metro Ride to fit on, which would allow for some shared facilities, such as wash stations, bulk fluids, and storage areas. Lindman and Mayor Diny were speaking with the county administrator, and they are open to considering an offer from the city for the purchase of that property. Since it would potentially be used for city purposes, this committee would have purview on whether they would like to move forward with considering making an offer for the property. Trueblood stated that, for some background, the need for a new fleet facility has come up in multiple committees. Our facility is out of date with some of the buildings being over 80 years old. They no longer meet our needs. This is definitely something that the city needs. The question is if this is the correct property. Hoenecke questioned if there had been a detailed look at the property as to what is there and what we could rehabilitate to meet our needs from the established infrastructure that is currently there. Lindman stated that him and his management staff had walked through the building and the majority, if not all, of it would have to be removed and start anew. Hoenecke stated that it was disappointing. Lindman agreed. Slonski clarified that what was being asked for was that the negotiations continue, that there is nothing on the table right now, and we are not talking about submitting an offer at this time. Lindman stated, we are looking at preparing an offer for the county to consider. There is no commitment, further discussions will happen at committee and council. Slonski stated that they have been discussing it in many subcommittees and with the body as a whole, as it is clearly needed, and exploration of this seems to be a very worthwhile endeavor. Wiskowski, considering its metro ride and fleet, potentially more than that depending on what happens down the road, he likes this space as an opportunity. One thing he would like to see as it moves forward to the next steps is the current evaluation of the existing fleet property and MetroRide property. So we would have an idea of what we could sell those spaces for if we purchase these properties. Lindman mentioned that the DPW facility off of Myron will remain. The fleet maintenance would be the only part of that facility that would be moving, and those buildings would be repurposed for additional space down at DPW. Metro Ride is looking at a couple of different properties. This would be one of them to partner with us. Lindman will talk with Ron at Metro Ride about an evaluation for that property if they completely move out of their current location. Wiskowski would just like to see some numbers, even if it's just theoretical, just so we have an idea of the asset we are holding that could potentially offset the cost of purchasing. Lindman will work with our assessors to run some of those numbers. Trueblood asked if members had toured the current fleet facility. Wiskowski stated that just for the public, the fleet building is in dire condition. Martens asked how much space was at the county location. Lindman stated it is about 12 acres, we need 6 for the Fleet facility, and MetroRide he said would need less than we do. Lindman has been working with community development and in discussions with the county about whether the facility could be put on 9 acres, then possibly 3 acres right on 17th would be able to be looked at for redevelopment and sale. We would focus on the acreage that we need and potentially have some space where a piece could be sold.

b. Future Agenda Items

Boulevard rewording, to make it clearer to the public.
Snow Plowing Policy
Define the committee

5 Adjournment.

Motion by Alderperson Wiskowski, seconded by Alderperson Martens, to approve Adjournment..
Motion carried. Meeting adjourned at 05:59 PM.

**The recording of this meeting may be viewed on
YouTube [@CityofWausauMeetings](#)**



City of Wausau
(715) 261-6500 | clerk@wausauwi.gov
wausauwi.gov



DRAFT



Engineering

DATE: September 10, 2026
TO: Infrastructure & Facilities Committee
SUBJECT: Snow plowing policy

PURPOSE

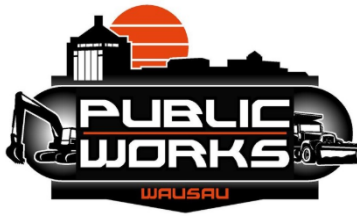
Discussion and action on plowing procedures for center boulevard streets

BACKGROUND

Public Works was asked to provide options for consideration on plowing operations for Highland Park Boulevard. Citizens in that area would like snow to be plowed to the center boulevard.

RECOMMENDATION

Plow streets toward the outside. It is the safest and most efficient way to plow. Continue to close the sidewalks in the center boulevard (Highland Park area). The sidewalks in that area are on a hill and will require significant time and material to keep safe.



Dustin Kraege
Public Works Superintendent

TEL: (715) 261-6963
FAX: (715) 261-6969

TO: Infrastructure and Facilities Committee

FROM: Dustin Kraege

DATE: 6/24/2026

SUBJECT: Staff Report Regarding Plowing Operations in the Highland Park and Southeast Side Neighborhoods.

Citizen Request:

1. Public Works to plow towards the grass centered boulevards in the Highland Park and Southeast Side neighborhoods.
2. If snow plowing continues to plow snow to the right side of the road, Highland Park would like the center median sidewalks plowed and remain open in the winter.

Background:

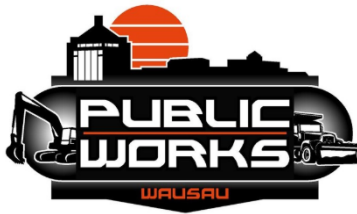
In years past Public Works plowed snow towards the center boulevards in both neighborhoods and the center median sidewalks in the Highland Park neighborhood were closed during winter months. Plowing operations changed due to safety, efficiency, and consistency of city-wide service concerns were identified.

Plowing towards the center required equipment to travel the wrong way down the street creating safety and liability concerns for the City. Having strobe lights on our equipment does not authorize us to violate traffic laws and the pow drivers may be cited for these traffic violations. Close calls and conflicts with traffic were an issue.

Public Works continually looks for ways to be more efficient in our general operations. We continue to be responsible for more lanes of plowing, and we need to do this with the same number of drivers and resources. Plowing towards the center decreases our efficiency and increases the time spent in the plow route. This does not align with the Winter Maintenance Policy, the 2026 adopted budget mission, or the goal of innovative public service in the city's strategic plan.

Considerations:

1. Past practice should not be a justification for overlooking the safety, efficiency, and city-wide consistency of operations. Operations change as issues and challenges are identified.



Dustin Kraege
Public Works Superintendent

TEL: (715) 261-6963
FAX: (715) 261-6969

2. The requests of individuals or groups occasionally do not align with the goals and directives of Public Works. Public Works serves the City of Wausau as a collective therefore service levels should be consistent and benefit the collective.
3. It will cost less to clear the sidewalks in Highland Park than to plow towards the center boulevards. Sidewalks can be cleared with one pass versus a minimum of two to clear a street.
4. The streets in Highland Park are similar in size to other neighborhoods therefore, the street may be cleared in one pass and the amount of snow getting deposited in drive approaches is consistent with other areas of the city.
5. Intersections on streets with center boulevards are larger than those without. More snow in the center of that intersection is further justification to plow towards the outside instead of the center. Additional time will need to be spent removing the snow from the intersection if snow is plowed to the center.
6. The cost of efficiency loss is small for typical snow falls and plow events but over the course of winter this time adds up and even more so with larger snow events. Public Works staff view plowing operations as a city-wide operation and services to the City of Wausau should be consistent.
7. Every service the City provides comes at a cost. Increasing service levels will increase and making special considerations throughout the city will increase costs.
8. Sidewalks are handled differently throughout the City. Further review and changes to the City sidewalk route may be necessary going forward.

Directives guiding Public Works:

(Winter Maintenance Policy page 4.)

A. PURPOSE OF WINTER MAINTENANCE POLICY

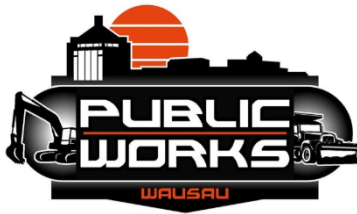
The City of Wausau Department of Public Works (DPW) is the governmental agency responsible for winter snow and ice mitigation. **The department's goal is to provide a timely and efficient response to winter storm conditions.**

The Department of Public Works is guided by the directives of the Common Council through this Winter Maintenance Policy designed to establish the priorities and level of service the department will provide.

The intent of this policy is not to provide inflexible mandates, but rather to provide general policy statements intended to guide operational decisions.

The Common Council, through the Capital Improvements and Street Maintenance Committee, may review and/or make changes to the Winter Maintenance Policy at any time.

(2026 Adopted Budget page 108.)



Dustin Kraege
Public Works Superintendent

TEL: (715) 261-6963
FAX: (715) 261-6969

MISSION:

To effectively and efficiently deliver engineering and project management services, land use planning, GIS based mapping, parking facility operations, and routine public works services to the citizens of Wausau; respond to uncontrollable natural events such as snowstorms, windstorms, or flooding conditions with trained personnel; and provide effective and fair enforcement of zoning, building and housing codes.

(2022-2027 Strategic Plan page 8.)

Strategic Goal

Create and implement practices, policies and procedures to enhance and optimize public services for our community

Recommendation:

Public Works plowing equipment is most efficient at plowing to the right. There are over 500 lane miles of streets and over 19 miles of sidewalks and trails to maintain. Every inefficiency in plowing affects more than just the streets it occurs on. To plow efficiently to the left requires additional or different equipment. Proper equipment plowing to the center boulevard will still take more time because the windrows will be in the middle of the intersection and need to be removed. Every man hour reduced increases our efficiency towards opening streets back to an acceptable safety level.

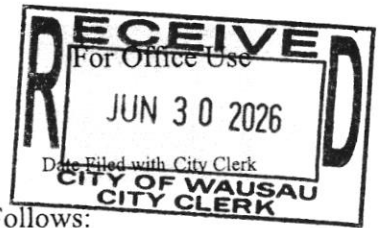
1. Plow streets to the side of the road, not to center boulevards. This is the most efficient way to clear the street.
2. Decide if the sidewalks in the Highland Park area shall remain open during the winter months. Public Works will either put up signage to close them or plow them as directed.

PETITION

TO THE MAYOR AND COMMON COUNCIL
OF THE CITY OF WAUSAU, WISCONSIN

A Petition For:

- ☐ Alley Vacation ☐ Sanitary Sewer ☐ Storm Sewer ☒ Other as Follows:
☐ Blacktop Paving ☐ Street Light ☐ Watermain
☐ Curb and Gutter ☐ Street Vacation ☐ Zoning Change



*to return to the practice
of plowing street snow to the
center boulevard*

The undersigned petitioners respectfully request that your honorable body take such action as will cause the:

*property owner or resident on Boulevard properties (Midway Blvd,
Oakwood Blvd, Elmwood Blvd, Mount View Blvd, Eau Claire Blvd.)
SES Boulevards safer travel conditions during snow season*

Signature of Electors	Print Name Clearly	Print Home Address	Date of Signing
<i>[Signature]</i>	Lynn Kordus	2409 Oakwood Bl	6/2/26
<i>[Signature]</i>	Gary Kordus	2409 Oakwood Bl	6/2/26
<i>[Signature]</i>	Barbara Heilmann	2401 Oakwood Blvd	6/2/26
<i>[Signature]</i>	Jon Wasleske	2313 Oakwood Blvd	06/02/26
<i>[Signature]</i>	Jackie Imhoff	2315 Oakwood Blvd	06/2/26
<i>[Signature]</i>	Tony Imhoff	2315 Oakwood Blvd	11/21/26
<i>[Signature]</i>	Cunnu Imhoff	2315 Oakwood Blvd	16/21/26
<i>[Signature]</i>	Maria Imhoff	2315 Oakwood Blvd	6/2/26
<i>[Signature]</i>	Nora Imhoff	2315 Oakwood Blvd	6/2/26
<i>[Signature]</i>	Katie Vanryzin	2310 Oakwood Blvd	6/3/26
<i>[Signature]</i>	Jean Turner	2515 Oakwood Blvd	June 3-26
12.			
13.			
14.			
15.			

AFFIDAVIT OF CIRCULATOR

STATE OF WISCONSIN

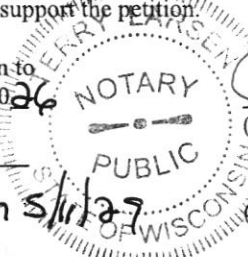
CITY OF WAUSAU

Jean M. Rolnecki being duly sworn disposes and says that he is a resident of the affected area, residing at *146 Eau Claire Blvd* in the City of Wausau; that he is personally acquainted with the persons who have signed the foregoing petition; that he knows them to be residents of the affected area; that they signed the same with full knowledge of the contents thereof; that their respective residents are stated therein; that each signer signed the same on the date stated opposite his name; and that he intends to support the petition.

Filed in the Office of the City Clerk and sworn to before me this *30th* day of *June*, 20*26*

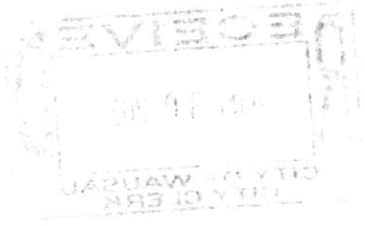
[Signature]
Signature of City Clerk or designee

My Commission Expires on 5/1/27



Jean M. Rolnecki
(Signature of Circulator)

146 Eau Claire Blvd
(Address of Circulator) *Wausau, WI 54403*

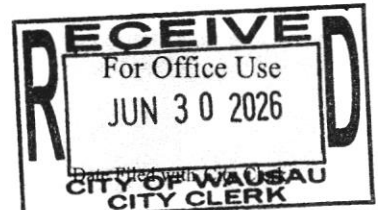


PETITION

TO THE MAYOR AND COMMON COUNCIL
OF THE CITY OF WAUSAU, WISCONSIN

A Petition For:

- ☐ Alley Vacation ☐ Sanitary Sewer ☐ Storm Sewer ☒ Other as Follows:
☐ Blacktop Paving ☐ Street Light ☐ Watermain
☐ Curb and Gutter ☐ Street Vacation ☐ Zoning Change



to return to the practice
of plowing street snow to the
center boulevard

The undersigned petitioners respectfully request that your honorable body take such action as will cause the:

property owner or resident on Boulevard properties (Midway Blvd,
Oakwood Blvd, Elmwood Blvd, Mount View Blvd, Eau Claire Blvd.)
SES Boulevards safer travel conditions during snow season

Signature of Electors	Print Name Clearly	Print Home Address	Date of Signing
1. <u>Elaine Grobler</u>	Elaine Grobler	2202 Oakwood Blvd	6/2/26
2. <u>Mike Fisher</u>	Mike Fisher	2306 Oakwood Blvd	6/2/26
3. <u>Elizabeth Fischer</u>	Elizabeth Fischer	2306 Oakwood Blvd	6/2/26
4. <u>Mitchell Hartman</u>	Mitchell Hartman	2310 Oakwood Blvd	6/2/26
5. <u>Don Jang</u>	Don Jang	2814 Oakwood Blvd	6/2/26
6. <u>Gary Lee Ky</u>	Gary Lee Ky	2314 Oakwood Blvd	6/2/26
7. <u>Sheila Waring</u>	Sheila Waring	2408 Oakwood Blvd	6/2/26
8. <u>Jim Waring</u>	Jim Waring	2408 Oakwood Blvd	6/2/26
9. <u>Diana Rayburn</u>	Diana Rayburn	2410 Oakwood Blvd	6/2/26
10. <u>Ashley Rayburn</u>	Ashley Rayburn	2410 OAKWOOD BLVD	6/2/26
11. <u>Pat Drechsler</u>	Pat Drechsler	2516 Oakwood Blvd	6/2/26
12. <u>Steve Schuman</u>	Steve Schuman	2511 Oakwood Blvd	6/2/26
13. <u>Maggie Wolf</u>	Maggie Wolf	2506 Oakwood Blvd	6/2/26
14. <u>Gravin Wolf</u>	Gravin Wolf	2506 Oakwood Blvd	6/2/26
15. <u>Evelyn Schreiner</u>	Evelyn Schreiner	2415 Oakwood B	6/2/26

AFFIDAVIT OF CIRCULATOR

STATE OF WISCONSIN
CITY OF WAUSAU

Jean M. Rolnecki being duly sworn disposes and says that he is a resident of the affected area, residing at 146 Eau Claire Blvd in the City of Wausau; that he is personally acquainted with the persons who have signed the foregoing petition; that he knows them to be residents of the affected area; that they signed the same with full knowledge of the contents thereof; that their respective residents are stated therein; that each signer signed the same on the date stated opposite his name; and that he intends to support the petition.

Filed in the Office of the City Clerk and sworn to before me this 30th day of June, 2026

Jerry Jansen
Signature of City Clerk or designee

My Commission Expires 5/1/29



Jean M. Rolnecki
(Signature of Circulator)

146 Eau Claire Blvd
(Address of Circulator)

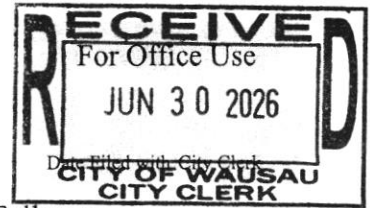
Wausau WI 54403

PETITION

TO THE MAYOR AND COMMON COUNCIL
OF THE CITY OF WAUSAU, WISCONSIN

A Petition For:

- ☐ Alley Vacation ☐ Sanitary Sewer ☐ Storm Sewer ☒ Other as Follows:
☐ Blacktop Paving ☐ Street Light ☐ Watermain
☐ Curb and Gutter ☐ Street Vacation ☐ Zoning Change



to return to the practice of plowing street snow to the center boulevard

The undersigned petitioners respectfully request that your honorable body take such action as will cause the:

property owner or resident on Boulevard properties (Midway Blvd, Oakwood Blvd, Elmwood Blvd, Mount View Blvd, Eau Claire Blvd.)
SES Boulevards safer travel conditions during snow season

Signature of Electors	Print Name Clearly	Print Home Address	Date of Signing
1. Karen Briggs	Karen Briggs	154 Eau Claire Blvd	5/31/26
2. Maria J. Wood	Marcia J Wood	302 Eau Claire Blvd.	5/31/26
3. Richard Wood	Richard L. Wood	302 Eau Claire Blvd	5/31/26
4. Alex Rutter	Alex Rutter	210 Eau Claire Blvd	5/31/26
5. Chad Karl	CHAD KARL	502 EAU CLAIRE BLVD	5/31/26
6. Pamela Barrister	Pamela Barrister	506 Eau Claire Blvd	5/31/26
7. Tim Barrister	Tim Barrister	506 Eau Claire Blvd	5/31/26
8. Gigi Malone	Gigi Malone	514 Eau Claire Blvd	5/31/26
9. Maria A Andrae	Maria A Andrae	514 Eau Claire Blvd	5/31/2026
10. Kimberly Kelley	Kimberly Kelley	126 Eau Claire Blvd	5/31/2026
11. VAUGHN R. WASSER	VAUGHN R. WASSER	142 EAU CLAIRE BLVD	5/31/2026
12. Jesus Alvarez	Jesus Alvarez	158 Eau Claire Blvd	5/31/2026
13. Maria Alvarez	Maria Alvarez	158 Eau Claire Blvd	5/31/2026
14. Janet Alvarez	Janet Alvarez	158 Eau Claire Blvd	5/31/2026
15.			

AFFIDAVIT OF CIRCULATOR

STATE OF WISCONSIN
CITY OF WAUSAU Karen Briggs being duly sworn disposes and says that he is a resident of the affected area, residing at 154 Eau Claire Blvd. in the City of Wausau; that he is personally acquainted with the persons who have signed the foregoing petition; that he knows them to be residents of the affected area; that they signed the same with full knowledge of the contents thereof; that their respective residents are stated therein; that each signer signed the same on the date stated opposite his name; and that he intends to support the petition.

Filed in the Office of the City Clerk and sworn to before me this 29th day of June 2026

Sandra Ruthford
Signature of City Clerk or designee



Karen Briggs
Signature of Circulator

154 Eau Claire Blvd.
Address of Circulator
Wausau, WI 54403

My commission expires

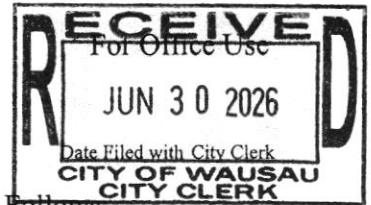


PETITION

TO THE MAYOR AND COMMON COUNCIL
OF THE CITY OF WAUSAU, WISCONSIN

A Petition For:

- ☐ Alley Vacation ☐ Sanitary Sewer ☐ Storm Sewer ☒ Other as Follows.
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center boulevard*

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Oakwood Blvd, Elmwood Blvd, Mount View Blvd, Eau Claire Blvd.)
SES Boulevards safer travel conditions during snow season*

Signature of Electors	Print Name Clearly	Print Home Address	Date of Signing
1. <i>Theran Peterson</i>	Theran Peterson	416 Eau Claire Blvd	5/31/26
2. <i>Chad Baltz</i>	Chad Baltz	128 Eau Claire Blvd	5/31/26
3. <i>Wendy Larson</i>	Wendy Larson	142 Eau Claire Blvd	5/31/26
4. <i>Todd Pauls</i>	Todd Pauls	130 Eau Claire Blvd	5-31-26
5. <i>Jean Rolnecki</i>	Jean Rolnecki	146 Eau Claire Blvd	5-31-26
6. <i>Michael Rolnecki</i>	Michael Rolnecki	146 Eau Claire Blvd	5-31-26
7. <i>Janet Hintz</i>	Janet Hintz	106 Eau Claire Blvd	6/1/26
8. <i>BEN WEAVER</i>	BEN WEAVER	124 EAU CLAIRE BLVD	06/01/26
9. <i>Barbara J Klasinski</i>	Barbara J Klasinski	150 Eau Claire Blvd	6/23/26
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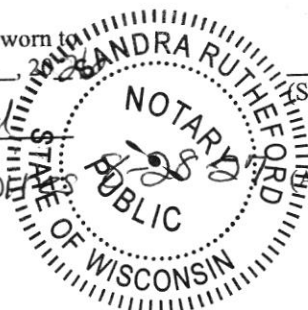
AFFIDAVIT OF CIRCULATOR

STATE OF WISCONSIN
CITY OF WAUSAU Karen Briggs being duly sworn disposes and says that he is a resident of the affected area,
residing at 154 Eau Claire Blvd. in the City of Wausau; that he is personally acquainted
with the persons who have signed the foregoing petition; that he knows them to be residents of the affected area; that they signed the same
with full knowledge of the contents thereof; that their respective residents are stated therein; that each signer signed the same on the date
stated opposite his name; and that he intends to support the petition.

Filed in the Office of the City Clerk and sworn to
before me this 29th day of June, 2026

Sandra Ruthford
Signature of City Clerk or designee

My Commission expires



Karen Briggs
(Signature of Circulator)

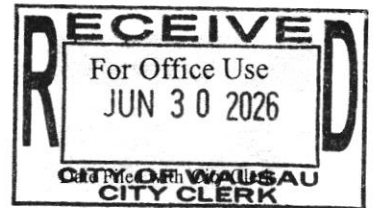
154 Eau Claire Blvd.
(Address of Circulator) Wausau, WI 54403

PETITION

TO THE MAYOR AND COMMON COUNCIL
OF THE CITY OF WAUSAU, WISCONSIN

A Petition For:

- ☐ Alley Vacation ☐ Sanitary Sewer ☐ Storm Sewer ☒ Other as Follows:
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☐ Curb and Gutter ☐ Street Vacation ☐ Zoning Change



*to return to the practice
of plowing street snow to the
center boulevard*

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*property owner or resident on Boulevard properties (Midway Blvd,
Oakwood Blvd, Elmwood Blvd, Mount View Blvd, Eau Claire Blvd.)
SES Boulevards safer travel conditions during snow season*

Signature of Electors	Print Name Clearly	Print Home Address	Date of Signing
1. <i>Sara Prihoda</i>	SARA PRIHODA	2311 MIDWAY BLVD.	6/5/26
2. <i>Lukasz Konopka</i>	LUKASZ KONOPKA	402 FAUCLAIR LCT	6/5/26
3. <i>Mary Konopka</i>	Mary Konopka	402 Eau Claire Blvd.	6/5/26
4. <i>Jessica Pearson</i>	Jessica Pearson	401 Eau Claire Blvd	6/5/26
5. <i>Tracy Roach</i>	Tracy Roach	2408 Midway Blvd	6/5/26
6. <i>Daren Cowan</i>	Daren Cowan	2511 Midway Blvd	6/5/2026
7. <i>Danyelle Cowan</i>	Danyelle Cowan	2511 Midway Blvd	6-5-2026
8. <i>Meredith Benson</i>	Meredith Benson	2411 Midway Blvd	6-5-26
9. <i>Caleb Benson</i>	Caleb Benson	2411 Midway Blvd.	6-05-2026
10. <i>Sergiy L. Horsens</i>	Sergiy L. Horsens	2405 Midway Blvd	6-5-26
11. <i>Dorothy L. Emerson</i>	Dorothy L. Emerson	2209 Midway Blvd	6-5-26
12. <i>Sarah Esser</i>	Sarah Esser	2412 Midway Blvd.	6/5/26
13. <i>Angelo Butron</i>	Angelo Butron	2502 Midway Blvd	6/5/26
14. <i>Kayla Glenn</i>	Kayla Glenn	2502 Midway Blvd	06/05/26
15. <i>Bonnie Spangberg</i>	Bonnie Spangberg	2505 Midway Blvd	06/05/26

AFFIDAVIT OF CIRCULATOR

STATE OF WISCONSIN
CITY OF WAUSAU SARA PRIHODA being duly sworn disposes and says that he is a resident of the affected area,
residing at 2311 Midway Blvd in the City of Wausau; that he is personally acquainted
with the persons who have signed the foregoing petition; that he knows them to be residents of the affected area; that they signed the same
with full knowledge of the contents thereof; that their respective residents are stated therein; that each signer signed the same on the date
stated opposite his name; and that he intends to support the petition.

Filed in the Office of the City Clerk and sworn to
before me this _____ day of _____, 20__

State of: Wisconsin

County of: Douglas

Signature of City Clerk or designee _____

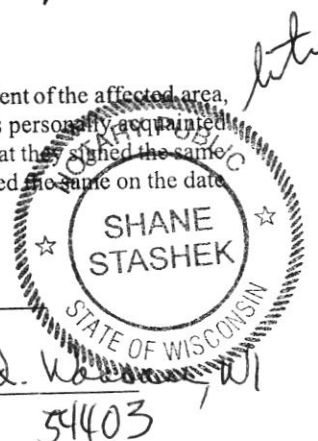
This document was signed before me
this 8 day of June, 20 26

by Sara Prihoda
Notary Public Shane Stashek
(print name)

My commission expires 4/28/2028

Sara Prihoda
(Signature of Circulator)

2311 Midway Blvd. Wausau, WI
(Address of Circulator)



PETITION

TO THE MAYOR AND COMMON COUNCIL
OF THE CITY OF WAUSAU, WISCONSIN

A Petition For:

- ☐ Alley Vacation ☐ Sanitary Sewer ☐ Storm Sewer
☐ Blacktop Paving ☐ Street Light ☐ Watermain
☐ Curb and Gutter ☐ Street Vacation ☐ Zoning Change

☒ Other as Follows:

to return to the practice of plowing street snow to the center boulevard

The undersigned petitioners respectfully request that your honorable body take such action as will cause the:

property owner or resident on Boulevard properties (Midway Blvd, Oakwood Blvd, Elmwood Blvd, Mount View Blvd, Eau Claire Blvd.) SES Boulevards safer travel conditions during snow season

Signature of Electors	Print Name Clearly	Print Home Address	Date of Signing
1.	Shante Courryga	2411 Midway Blvd	6-5-2026
2.	Brent Zinkel	2314 Midway Blvd	6-7-26
3.	Dzun Follendorf	2314 Midway Blvd.	6/7/26
4.	MARCUS ESSER	2412 Midway Blvd	6/7/26
5.	PATRICIA A. STEFFER	2506 Midway BL	6/7/26
6.	Linda Strong	2205 Midway Blvd.	6/8/26
7.	Jacquelyn Bushey	2404 Midway Blvd	6/8/26
8.			
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AFFIDAVIT OF CIRCULATOR

STATE OF WISCONSIN
CITY OF WAUSAU

being duly sworn disposes and says that he is a resident of the affected area, residing at _____ in the City of Wausau; that he is personally acquainted with the persons who have signed the foregoing petition; that he knows them to be residents of the affected area; that they signed the same with full knowledge of the contents thereof; that their respective residents are stated therein; that each signer signed the same on the date stated opposite his name; and that he intends to support the petition.

Filed in the Office of the City Clerk and sworn to before me this _____ day of _____, 20____

County of: Marathon

Signature of Notary Public was signed before me this _____ day of _____, 20____

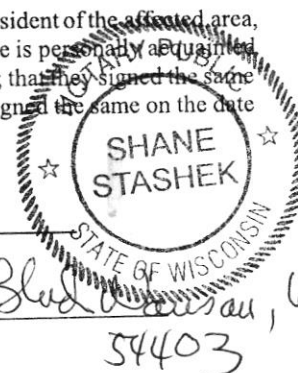
by Sara A. Prihoda

Notary Public Shane Stashek
(print name)

My commission expires 12/31/2028

(Signature of Circulator)

2311 Midway Blvd Wausau, WI
(Address of Circulator)



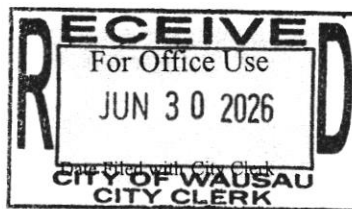


PETITION

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A Petition For:

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Oakwood Blvd, Elmwood Blvd, Mount View Blvd, Eau Claire Blvd.)
SES Boulevards safer travel conditions during snow season*

Signature of Electors	Print Name Clearly	Print Home Address	Date of Signing
1. <i>[Signature]</i>	AVA RICHARDSON	2204 MIDWAY BLVD	6/13/2026
2. <i>[Signature]</i>	CHARLIE LEIGH	2208 MIDWAY BLVD	6/13/2026
3. <i>[Signature]</i>	Rhonda Moaks	2509 Midway Blvd	6/13/2026
4. <i>[Signature]</i>	John Moaks	2509 Midway Blvd	6/13/26
5. <i>[Signature]</i>	Karen Dunlap	2510 Midway	6-13-26
6. <i>[Signature]</i>	LINDA NIKOLAI	315 Eau Claire Blvd	6.13.2026
7. <i>[Signature]</i>	ERNA H-EMMERICH	315 Eau Claire Blvd	6-13-2026
8.			
9.			
10.			
11.			
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AFFIDAVIT OF CIRCULATOR

STATE OF WISCONSIN

CITY OF WAUSAU SARA PRUHODA being duly sworn disposes and says that he is a resident of the affected area, residing at 2311 MIDWAY BLVD in the City of Wausau; that he is personally acquainted with the persons who have signed the foregoing petition; that he knows them to be residents of the affected area; that they signed the same with full knowledge of the contents thereof; that their respective residents are stated therein; that each signer signed the same on the date stated opposite his name; and that he intends to support the petition.

Filed in the Office of the City Clerk and sworn to before me this _____ day of _____, 20__

State of: Wisconsin

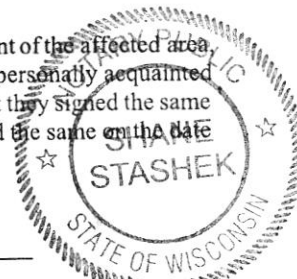
County of: Douglas
Signature of City Clerk or designee

This document was signed before me this 18th day of June, 20 26

by [Signature]
Notary Public Steve Stashek
(print name)

My commission expires 11/05/2028

Sara Pruhoda
(Signature of Circulator)
2311 Midway Blvd, Wausau
(Address of Circulator)
54403

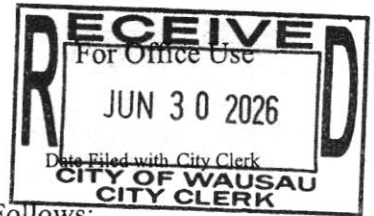


PETITION

TO THE MAYOR AND COMMON COUNCIL
OF THE CITY OF WAUSAU, WISCONSIN

A Petition For:

- ☐ Alley Vacation ☐ Sanitary Sewer ☐ Storm Sewer ☒ Other as Follows:
☐ Blacktop Paving ☐ Street Light ☐ Watermain
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*property owner or resident on Boulevard properties (Midway Blvd,
Oakwood Blvd, Elmwood Blvd, Mount View Blvd, Eau Claire Blvd.)
SES Boulevards safer travel conditions during snow season*

Signature of Electors	Print Name Clearly	Print Home Address	Date of Signing
<i>Alison Howrey</i>	Alison Howrey	2202 Mount View	6/1/26
<i>Julia Ann Sklow</i>	Julia Ann Sklow	2318 Mount View Blvd	6-1-26
<i>John W Bullak</i>	John W Bullak	2318 Mount View Blvd	6-1-26
<i>Jeff Osswald</i>	Jeff Osswald	2406 Mount View Blvd	6/1/26
<i>GARY J. PASSOW</i>	GARY J. PASSOW	2504 MOUNTVIEW BLVD	6/1/26
<i>Karla Moreno</i>	Karla Moreno	2508 Mountview Blvd	6-1-26
<i>Mary Weazel</i>	Mary Weazel	2518 Mount View Blvd	6/1/26
<i>Deborah Olson</i>	Deborah Olson	2513 Mount View Blvd	6/1/26
<i>Tina Carrier</i>	Tina Carrier	2511 Mount View Blvd	6/1/26
<i>Nichole Guenther</i>	Nichole Guenther	2425 Mount View Blvd	6/1/26
<i>Joan M. Shavie</i>	Joan M. Shavie	2413 Mt. View Blvd	6/1/26
<i>James G. Shavie</i>	James G. Shavie	2413 Mt. View Blvd	6/1/26
<i>Jessica L Baumann</i>	Jessica L Baumann	2409 Mount View Blvd	6/1/26
<i>Matthew Brandt</i>	Matthew Brandt	2409 Mount View Blvd	6/1/26
<i>Chue Lor</i>	Chue Lor	2405 Mount View Blvd	6/1/26

AFFIDAVIT OF CIRCULATOR

STATE OF WISCONSIN

CITY OF WAUSAU Mike Fischer being duly sworn disposes and says that he is a resident of the affected area, residing at 2306 Oakwood Blvd in the City of Wausau; that he is personally acquainted with the persons who have signed the foregoing petition; that he knows them to be residents of the affected area; that they signed the same with full knowledge of the contents thereof; that their respective residents are stated therein; that each signer signed the same on the date stated opposite his name; and that he intends to support the petition.

Filed in the Office of the City Clerk and sworn to before me this 8th day of June, 2026

Signature of City Clerk or designee

Ellie Harris
Marathon Co,
State of WI
Commission expires 11/25/30



Signature of Circulator

(Address of Circulator)

2306 Oakwood Blvd, Wausau

PETITION

TO THE MAYOR AND COMMON COUNCIL
OF THE CITY OF WAUSAU, WISCONSIN

A Petition For:

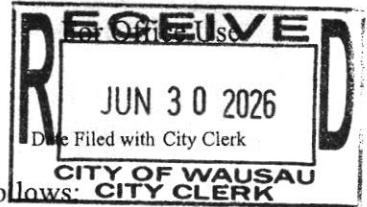
- ☐ Alley Vacation ☐ Sanitary Sewer ☐ Storm Sewer
☐ Blacktop Paving ☐ Street Light ☐ Watermain
☐ Curb and Gutter ☐ Street Vacation ☐ Zoning Change

☒ Other as Follows:

to return to the practice of plowing street snow to the center boulevard

The undersigned petitioners respectfully request that your honorable body take such action as will cause the:

property owner or resident on Boulevard properties (Midway Blvd, Oakwood Blvd, Elmwood Blvd, Mount View Blvd, Eau Claire Blvd.)
SES Boulevards safer travel conditions during snow season



Signature of Electors	Print Name Clearly	Print Home Address	Date of Signing
1. <u>[Signature]</u>	<u>[Signature]</u>	2405 mountview blvd	6/1/26
2. <u>[Signature]</u>	Patrick Langer	2315 Mount View Blvd	6/1/26
3. <u>[Signature]</u>	Amy Hoffman	2303 Mount View Blvd.	6/1/26
4. <u>[Signature]</u>	Susan Schaefer	2311 Mount View Blvd	6/1/26
5. <u>[Signature]</u>	William Bertram	2207 Mt. View Blvd	6/1/26
6. <u>[Signature]</u>	Mitchell Thomas	2303 Mt. View Blvd	6/2/26
7. <u>[Signature]</u>	Matthew J. Dwyer	2910 MT View Blvd	6/2/26
8. <u>[Signature]</u>	Amanda R. Vandervliet	2401 Mt View Blvd	6/3/26
9. <u>[Signature]</u>	Bonnie Weiler	2505 mt. view Blvd	6/7/26
10.			
11.			
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AFFIDAVIT OF CIRCULATOR

STATE OF WISCONSIN

CITY OF WAUSAU Mike Fisher being duly sworn disposes and says that he is a resident of the affected area, residing at 2306 oakwood Blvd in the City of Wausau; that he is personally acquainted with the persons who have signed the foregoing petition; that he knows them to be residents of the affected area; that they signed the same with full knowledge of the contents thereof; that their respective residents are stated therein; that each signer signed the same on the date stated opposite his name; and that he intends to support the petition.

Filed in the Office of the City Clerk and sworn to before me this 8th day of June, 2026

[Signature]
Signature of City Clerk or designee

Marathon Co,
State of WI
Commission expires 11/25/30



[Signature]
(Signature of Circulator)

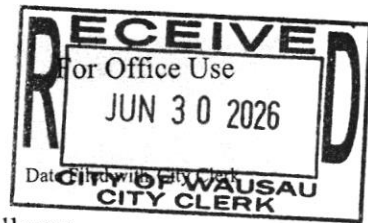
2306 oakwood Blvd Wausau
(Address of Circulator)

PETITION

TO THE MAYOR AND COMMON COUNCIL
OF THE CITY OF WAUSAU, WISCONSIN

A Petition For:

- ☐ Alley Vacation ☐ Sanitary Sewer ☐ Storm Sewer ☒ Other as Follows:
☐ Blacktop Paving ☐ Street Light ☐ Watermain
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SES Boulevards safer travel conditions during snow season*

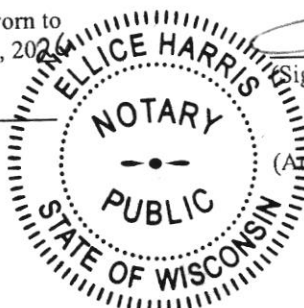
Signature of Electors	Print Name Clearly	Print Home Address	Date of Signing
<i>[Signature]</i>	Jean E. Crooks	119 Eau Claire Blvd	5/31/26
<i>[Signature]</i>	STEVEN K. Crooks	119 Eau Claire Blvd	5/31/26
<i>[Signature]</i>	Deborah Case	113 Eau Claire Blvd	5/31/26
<i>[Signature]</i>	Rebecca case	113 Eau Claire Blvd	5/31/26
<i>[Signature]</i>	Eric Case	113 Eau Claire Blvd	5/31/26
<i>[Signature]</i>	Rosemary Gleason	129 Eau Claire Blvd	5/31/26
<i>[Signature]</i>	Sean Dunn	137 Eau Claire Blvd	5/31/26
<i>[Signature]</i>	Kelly Sargent	137 Eau Claire Blvd	5/31/26
<i>[Signature]</i>	Kevin Cooper	145 Eau Claire Blvd	5/31/26
<i>[Signature]</i>	Michael LARSON	145 Eau Claire Blvd	5/31/26
<i>[Signature]</i>	Jarquin Nitzsche	155 Eau Claire Blvd	5/31/26
<i>[Signature]</i>	Oliver Hornby	211 Eau Claire Blvd	5/31/26
<i>[Signature]</i>	Chris Nikolai	315 Eau Claire Blvd	5/31/26
<i>[Signature]</i>	TODD SACKMANN	505 EAU CLAIRE BLVD	5/31/26
<i>[Signature]</i>	Josh Pearson	401 Eau Claire Blvd	5/31/26

AFFIDAVIT OF CIRCULATOR

STATE OF WISCONSIN
CITY OF WAUSAU STEVEN Crooks being duly sworn disposes and says that he is a resident of the affected area,
residing at 119 Eau Claire Blvd in the City of Wausau; that he is personally acquainted
with the persons who have signed the foregoing petition; that he knows them to be residents of the affected area; that they signed the same
with full knowledge of the contents thereof; that their respective residents are stated therein; that each signer signed the same on the date
stated opposite his name; and that he intends to support the petition.

Filed in the Office of the City Clerk and sworn to
before me this 2nd day of June, 2026

Ellice Harris
Signature of City Clerk or designee



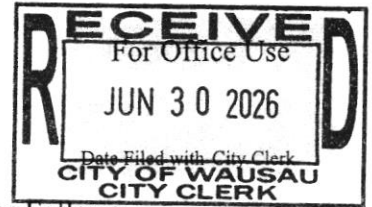
[Signature]
Signature of Circulator)

119 Eau Claire Blvd
(Address of Circulator) 54403

PETITION

TO THE MAYOR AND COMMON COUNCIL
OF THE CITY OF WAUSAU, WISCONSIN

A Petition For:



- ☐ Alley Vacation ☐ Sanitary Sewer ☐ Storm Sewer ☒ Other as Follows:
☐ Blacktop Paving ☐ Street Light ☐ Watermain
☐ Curb and Gutter ☐ Street Vacation ☐ Zoning Change

*to return to the practice
of plowing street snow to the
center boulevard*

The undersigned petitioners respectfully request that your honorable body take such action as will cause the:

*property owner or resident on Boulevard properties (Midway Blvd,
Oakwood Blvd, Elmwood Blvd, Mount View Blvd, Eau Claire Blvd.)
SES Boulevards - safer travel conditions during snow season*

Signature of Electors	Print Name Clearly	Print Home Address	Date of Signing
1. <i>William Gleason</i>	William Gleason	129 Eau Claire Blvd	5/31/26
2. <i>Sara Eiten</i>	SARA EITEN	121 Eau Claire Blvd	6/5/2026
3.			
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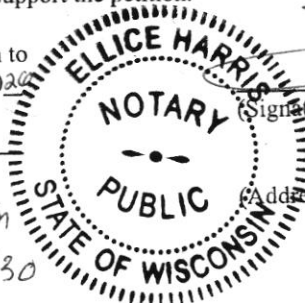
AFFIDAVIT OF CIRCULATOR

STATE OF WISCONSIN
CITY OF WAUSAU STEVEN Crooks being duly sworn disposes and says that he is a resident of the affected area,
residing at 119 EAU CLAIRE Blvd WAUSAU, WI 54403 in the City of Wausau; that he is personally acquainted
with the persons who have signed the foregoing petition; that he knows them to be residents of the affected area; that they signed the same
with full knowledge of the contents thereof; that their respective residents are stated therein; that each signer signed the same on the date
stated opposite his name; and that he intends to support the petition.

Filed in the Office of the City Clerk and sworn to
before me this 29th day of June, 2026

Ellie Harris
Signature of City Clerk or designee

Marathon County, Wisconsin
My Commission expires 1/25/30



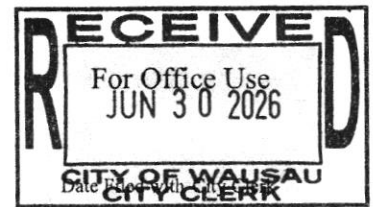
[Signature]
(Signature of Circulator)

119 EAU CLAIRE Blvd WAUSAU, WI 54403
(Address of Circulator)

PETITION

TO THE MAYOR AND COMMON COUNCIL
OF THE CITY OF WAUSAU, WISCONSIN

A Petition For:



- ☐ Alley Vacation ☐ Sanitary Sewer ☐ Storm Sewer ☒ Other as Follows:
☐ Blacktop Paving ☐ Street Light ☐ Watermain
☐ Curb and Gutter ☐ Street Vacation ☐ Zoning Change

to return to the practice of plowing street snow to the center boulevard

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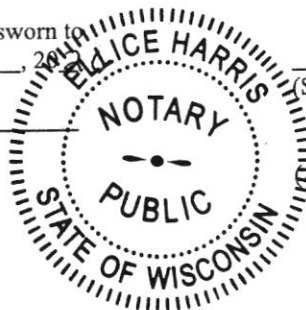
Signature of Electors	Print Name Clearly	Print Home Address	Date of Signing
	Kyle Utecht	2401 Elmwood Blvd	5/31/2026
	Elizabeth Utecht	2401 Elmwood Blvd.	5/31/2026
	Barbrene Pass	2501 Elmwood Blvd	5/31/2026
	JAMES PASS	2501 Elmwood Blvd	5-31-26
	MARC ECKERT	2503 ELMWOOD BLVD	5/31/26
	Joe Lahr	2509 Elmwood	6/2 5/31/26
	Susan Engbrecht	2518 Elmwood	5/2/26
	TOINA SIRIANNI	2510 Elmwood	5/31/26
	MARK TOMASSEN	2514 ELMWOOD BLVD	5-31-26
	JEAN KOHN	2506 Elmwood Blvd	5-31-26
	Pamela Frustaglio	2311 Elmwood Blvd	5-31-26
	Dillinger Frustaglio	2311 Elmwood Blvd	5-31-26
	Rachel Wann	2206 Elmwood Blvd	5-31-26
	Kent Busig	2201 Elmwood Blvd	5-31-26
	Jodi Kreuser	2205 Elmwood Blvd	5/31/26

AFFIDAVIT OF CIRCULATOR

STATE OF WISCONSIN
CITY OF WAUSAU Jean Crooks being duly sworn disposes and says that he is a resident of the affected area, residing at 119 Eau Claire Blvd in the City of Wausau; that he is personally acquainted with the persons who have signed the foregoing petition; that he knows them to be residents of the affected area; that they signed the same with full knowledge of the contents thereof; that their respective residents are stated therein; that each signer signed the same on the date stated opposite his name; and that he intends to support the petition.

Filed in the Office of the City Clerk and sworn to before me this 2nd day of June, 2026

Ellis Harris
Signature of City Clerk or designee



Jean Crooks Jean Crooks
(Signature of Circulator)
119 Eau Claire Blvd
(Address of Circulator)

Kody Hart

Subject: FW: Petition Highland Park Blvd signatures re:plowing policy for July 9 infrastructure meeting

From: danielle fischer <aaach000@hotmail.com>

Sent: Thursday, July 2, 2026 11:32 AM

To: Rachel Brown <Rachel.Brown@wausauwi.gov>

Subject: Petition Highland Park Blvd signatures re:plowing policy for July 9 infrastructure meeting

You don't often get email from aaach000@hotmail.com. [Learn why this is important](#)

Hello-

Please see the attached signatures from every household in the highland park neighborhood regarding our request to revert back to the previous plow/snow removal procedure.

Please confirm receipt.

Thank you.

Danielle Fischer

1212 Highland Park Blvd

Wausau, WI 54403

715-212-5917

By signing below, I confirm that I am a property owner or resident on Highland Park Boulevard, Everest Boulevard, or Krutzer Boulevard, and I ask the City of Wausau to return to the practice of plowing street snow to the boulevard median.

#	Printed Name(s)	Address	Signature	Date
1	Roger A. & Jennifer B. Sweeney	1000 Highland Park Blvd	Bonnie Kraft	5/12/26
2	Andrew A. & Sarah E. Nappesek	1010 Highland Park Blvd	RMM Nappesek	5/12/26
3	Bonnie J. Kraft	1016 Highland Park Blvd	Roger Kraft	5/12/26
4	Paul & Elayna R. Clark	1020 Highland Park Blvd	Paul Clark	5/11/26
5	Michael T. O'Malley	1022 Highland Park Blvd	MT O'Malley	5/13
6	Steven & Susan Immel	1065 Highland Park Blvd	Steve Immel	5/19
7	Mathew W. Aschbrenner & Kristen H. Bagnall	1100 Highland Park Blvd	Mathew Aschbrenner	5/12
8	Robert & Mary Brodhead	1101 Highland Park Blvd	Robert Brodhead	5-12
9	Jens Brown, Indigo David B. & Nicole M. Satter	1105 Highland Park Blvd	Jens Brown	5-13
10	Alice M. Kuether & Greg Strasser	1106 Highland Park Blvd	Alice M. Kuether	5-13
11	Charles E. & Elizabeth W. Keefe	1111 Highland Park Blvd	Charles Keefe	5-12-26
12	Courtney J. Olson & Felix S. Gallo	1206 Highland Park Blvd	Courtney Olson	5-12-26
13	Corey & Lydia Philippi	1208 Highland Park Blvd	Corey Philippi	5-13-26
14	Danielle R. Fischer & Nicholas De Jong	1212 Highland Park Blvd	Danielle Fischer	5-13-26
15	John & Ellen O'Malley	1215 Highland Park Blvd	John O'Malley	5-13
16	Andrew C. Grimen	1216 Highland Park Blvd	Andrew Grimen	5-14-26

#	Printed Name(s)	Address	Signature	Date
17	Eugene P. & Connie J. Lemmer	1219 Highland Park Blvd	Eugene Lemmer	5/13/26
18	Robert J. Reinertson & Sally J. Scinto-Reinertson	1220 Highland Park Blvd	Robert J. Reinertson	5/13/26
19	Beth O'Malley	1222 Highland Park Blvd	Beth O'Malley	5/13/26
20	Charles N. & Maxine A. Piser	1225 Highland Park Blvd	Charles N. Piser	5/12/26
21	Vylus & Anne Leskys	1010 Everest Blvd	Vylus Leskys	5/12/26
22	Mark & Nancy Dolenshek	1012 Everest Blvd	Mark Dolenshek	5/12/26
23	Scott Johnson	1014 Everest Blvd	Scott Johnson	5/12/26
24	Jeremy & Carolyn Marchl	1025 Everest Blvd	Jeremy Marchl	5-12-26
25	Steven & Paula Tewes	1217 Kreuzer Blvd	Paula Tewes	5-14-26

Additional Signatures

Additional household members, co-owners, or boulevard residents not pre-listed:

#	Printed Name(s)	Address	Signature	Date
1	Angelina Leskys	1010 Everest Blvd.	Angelina Leskys	5/12/2026
2	Sally Scinto-Reinertson	1220 Highland Park Blvd	Sally Scinto-Reinertson	5/19/26
3	JASON TROXELL Robyn Troxell	1010 ADAM ST WAUSAU WI 54983	JEM	6-10-26
4				
5				
6				
7				
8				

NEIGHBORHOOD PETITION

Restore Snow Plowing to the Boulevard Median

Highland Park, Everest, and Kreutzer Boulevards — Wausau, Wisconsin

What This Petition Asks

We, the undersigned property owners and residents of Highland Park Boulevard, Everest Boulevard, and Kreutzer Boulevard, ask the City of Wausau to return to its long-standing practice of plowing street snow toward the center and depositing it on the boulevard median.

Our streets are designed with wide central boulevards specifically to accommodate snow storage. For decades, the City made appropriate use of this space. A few winters ago, the practice changed, and street snow is now plowed to the outside of the street and into private driveways. We are asking the City to reverse that change.

Why

The current practice creates an unnecessary hardship for our neighbors. Many residents of these blocks are elderly, and the heavy plow ridges deposited at the end of driveways are physically dangerous to clear. Our boulevards offer something most Wausau streets do not: a designated alternative location for street snow that does not burden any private property.

We also note an inconsistency in the current arrangement. Homeowners are required by City ordinance to clear the public sidewalk abutting their property within 24 hours of a snowfall, subject to citation and billing for non-compliance. The public sidewalks on our boulevards, however, sit in the City-owned median, where they do not abut any private parcel and cannot be reached under the homeowner ordinance. The City has chosen to plow into our driveways and also leave the median sidewalks uncleared all winter. The City's own snow removal policy confirms that crews will not remove snow from the end of private driveways, even though plows have pushed it there.

Returning to plowing toward the median resolves both problems at once: it lifts the burden from driveways and keeps the path open for the City to maintain the median sidewalks it owns.

Important Meeting Dates

This petition is being delivered to the City of Wausau Infrastructure & Facilities Committee, which is responsible for street maintenance policy. The committee meets on the second Thursday of each month at 5:15 p.m. in the Council Chambers at Wausau City Hall, 407 Grant Street.

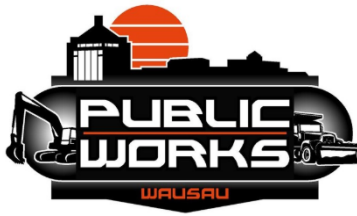
Thursday, May 14, 2026 — 5:15 p.m. — Council Chambers, City Hall. This meeting will orient the new slate of committee members. Of the five members serving in the prior term, only Alder Michael Martens remains. For that reason, the committee has scheduled the vote on this matter for the following month.

Thursday, June 11, 2026 — 5:15 p.m. — Council Chambers, City Hall. This is the meeting at which the Infrastructure & Facilities Committee is expected to take up and vote on the boulevard snow removal practice. Neighbors are encouraged to attend and register to speak.

Current committee members: Alder Michael Martens (continuing), Alder Vicki Tierney, Alder Matt Hoenecke, Alder Bruce Trueblood, and Alder Andrew Wiskowski. Members may be reached through the City Council page at wausauwi.gov.

Signatures

Sent from my iPhone



Options for Plowing Roads with Center Boulevards

Center Boulevard Street Plowing Options:

1. Continue plowing the streets to the outside curb.

Plowing is most efficient in this manner. Most city plows are designed to work in this way. Years of research went into plowing methods and designs to create efficient snow removal. All streets are plowed to the right and to the outside curb. Residents do get snow pushed into their driveway approaches and it is typical living in Wisconsin.

2. Plow streets to the center boulevards.

To implement this city wide would significantly increase the time in these routes to remove the snow. Operators cannot drive the wrong way on streets as they would risk being ticketed, we are not exempt from this enforcement. The additional work to clear intersections and round corners would create some additional safety hazards.

3. Pick and choose which streets get plowed to the center.

Being consistent with our plowing operations helps maintain efficiency, continuity and safety within all plow routes. Changes to how routes plow and/or remove snow would be a change in the current policy and would need full council approval as it would have an impact on time, resources and cost.

Sidewalk plowing in highland park area, with center boulevard sidewalks.

1. Continue to close the sidewalks in the winter. They haven't been opened in years and we do not recall any complaints.
2. Start clearing the sidewalks in this area.

Clearing these sidewalks would add significant time to the sidewalk clearing route. This would be lower priority route.

Agenda Item No.

STAFF REPORT TO IF COMMITTEE – April 9, 2026

AGENDA ITEM
Discussion and possible action on plowing procedures for center boulevard streets
BACKGROUND
Public Works was asked to provide options for consideration on plowing operations for Highland Park Boulevard. Citizens in that area would like snow to be plowed to the center boulevard.
FISCAL IMPACT
Plowing towards the outside of streets is the standard and most efficient way to plow a street. Any directive requiring inefficient or additional work will add cost to snow operations.
STAFF RECOMMENDATION
Plow streets toward the outside. It is the safest and most efficient way to plow. Continue to close the sidewalks in center boulevards (highland park area). The sidewalks in that area are on a hill and will require significant time and material to keep safe.
Staff contact: Dustin Kraege

April 21, 2026

Dustin Kraege, Superintendent
Wausau City Hall
407 Grant Street
Wausau, WI 54403

Mary Brodhead
1101 Highland Park Blvd
Wausau, WI 54403

Dear Mr. Kraege,

I am writing to you regarding your analysis of snow plowing in our Highland Park Neighborhood. As you may recall, I attended the committee meeting on Thursday the 9th of April and spoke with you for a moment after the meeting. As a resident of the Highland Park Neighborhood, I have seen the plowing regimen change in 2023 from putting the snow on the wide grassy boulevard between the lanes to shoving the snow to the opposite sides and piling it up in residents yards and driveways.

Our house has the first driveway a block up the hill from 10th street, so the plow gathers up all the snow from the street and a lot of it flows out into our driveway as the plow goes by. This is our personal experience, but I know that all the neighbors have similar situations. The large grassy boulevard remains virtually snow-free all winter while the citizens struggle to keep their driveways clear.

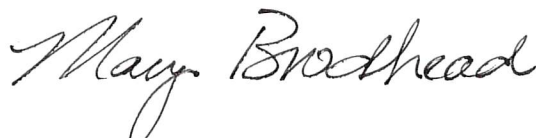
As you do your analysis, I ask that you consider the following:

- The pavement on each side of the boulevard is wider than the average half of a city street so there is more snow to remove than on most city streets.
- The grassy boulevard between the lanes on Highland Park Blvd is very wide and has plenty of room for a winter's worth of snow. The sidewalk has never been cleared anyway, and the neighbors are fine with that as long as the city then uses that space to put snow.
- A point was made at the meeting that if the city plows to our boulevard, then it will have to do that for all boulevards. I think that's a good idea as long as those boulevards can handle the snow load. I can guarantee that the residents of those neighborhoods would welcome that change, too.

Until 2023 the city plowed all the snow to the grassy boulevard. At some point that changed – for the worse in the minds of the residents. I ask that you recommend changing back to the way it was done for decades and plow the snow to the boulevard instead of the yards and driveways. I can be reached at 715-574-7333.

Thank you for all you and your department do to keep Wausau traffic moving safely during and after snowfalls.

Sincerely,
Mary Brodhead



cc: Eric Lindman, Director Public Works

From: Carol Lukens <Carol.Lukens@wausauwi.gov>
Sent: Wednesday, June 24, 2026 12:23 PM
To: Dustin Kraege <Dustin.Kraege@wausauwi.gov>
Subject: Plowing

Hi Dustin,

Thanks so much for following up and I'm sorry I haven't gotten back to you before this.

The comments at the last meeting were basically the same as what you heard - that because of the narrowness of each lane on the boulevard street and how it is plowed, folks end up getting a lot of snow a couple of feet out into the street and then have to snow blow that as well as sidewalks and driveways in order to get out of their driveways. Otherwise, they end up having to back up onto big piles of snow near the curb and don't have enough room. They're concerned about the safety issues of not being able to get out of their driveways and/or get out without backing into or hitting someone.

Another elderly woman, Sara Prihoda, emailed me the following:

I'm enclosing a picture of the time that we had slush from much rain and ice that got pushed into our driveways. The picture is somewhat dark, as it was early in the morning. However, the ice was packed up 2 to 3 feet in my driveway. This caused major safety issues for me, in that if I needed to get out of my driveway - it would've been impossible. My neighbors had to help me chop my way out in order to leave the house. It took a good hour or more to do so.

The city was previously plowing away from our driveways towards the center boulevards and we request that this be reinstated. This has become a hardship for those of us living on city boulevards. (I've attached the photo she sent me.)

Lastly, I believe some folks on the SES were gathering signatures on a petition and I think they were going to submit it for the packet.

If you have any other questions, Dustin, please let me know. I am truly grateful for your willingness to work on this with the residents.

Carol M. Lukens
District 1 Alder
City of Wausau
715-261-6831



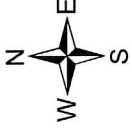


Mount View Blvd - 0.49 Miles Elmwood Blvd - 0.49 Miles Midway Blvd - 0.49 Miles Oakwood Blvd - 0.49 Miles Ewing St - 0.49 Miles

NOTES:
1. Duplication of this map is prohibited without the written consent of the City of Wausau Engineering Dept.
2. This map was compiled and developed by the City of Wausau and Marathon County GIS. The City and County assume no responsibility for the accuracy of the information contained herein.
3. Map features developed from several sources such as GPS, Ortho Imagery, etc.
4. Portions of the map were developed from Marathon County land records.

BOULEVARD ROADS

City of Wausau

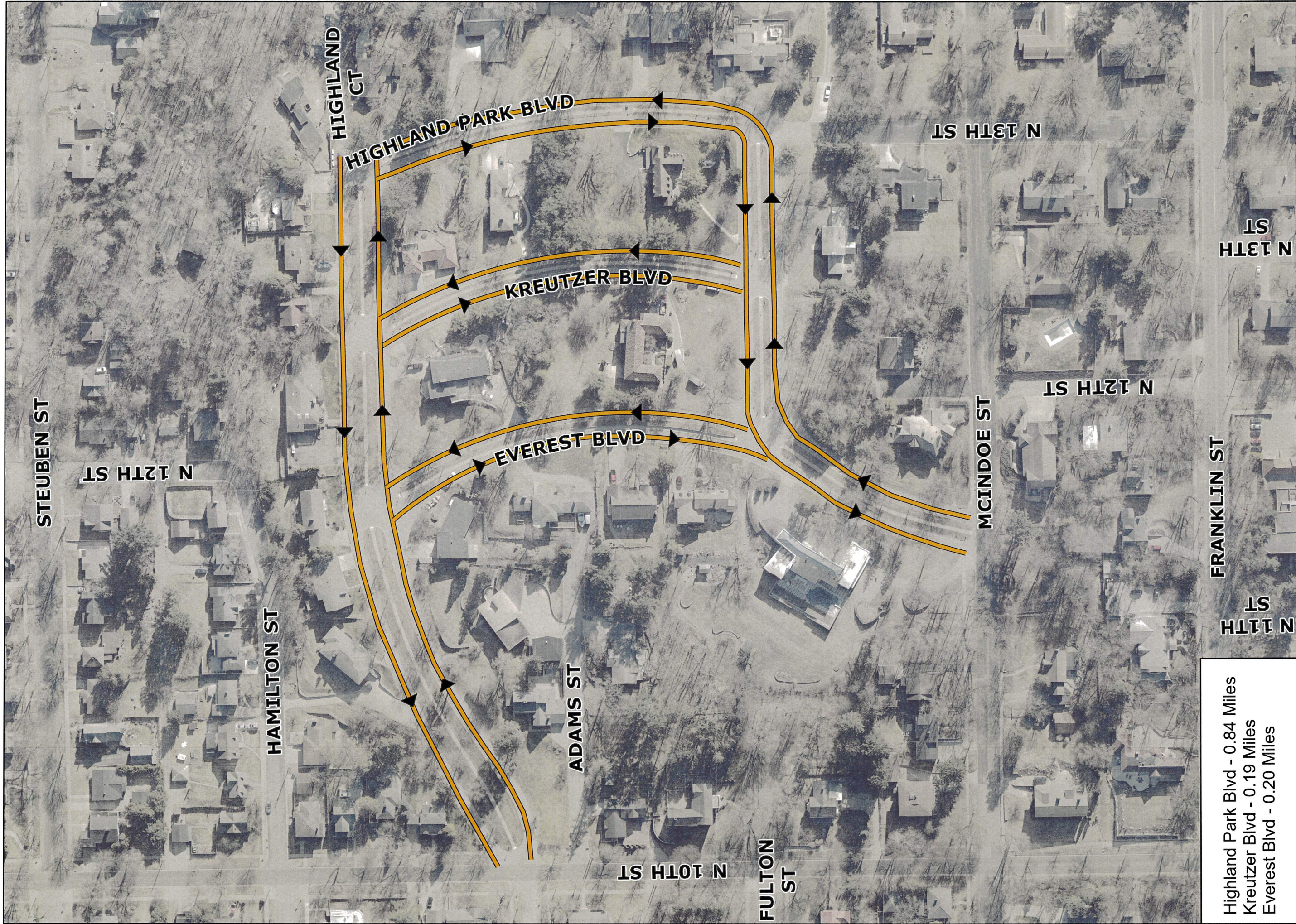


0 25 50 100 Feet



Boulevard Roads

Map Date: May 05, 2026



Highland Park Blvd - 0.84 Miles
Kreutzer Blvd - 0.19 Miles
Everest Blvd - 0.20 Miles

NOTES:
1. Duplication of this map is prohibited without the written consent of the City of Wausau Engineering Dept.
2. This map was compiled and developed by the City of Wausau and Marathon County GIS. The City and County assume no responsibility for the accuracy of the information contained herein.
3. Map features developed from several sources such as GIS, Ortho Imagery, etc.
4. Parcel features developed from Marathon County land records.



Eau Claire Blvd - 0.81 Miles



Department of Public Works
GIS Division
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(715) 261-6740 gis@mail.ci.wausau.wi.us

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BOULEVARD ROADS

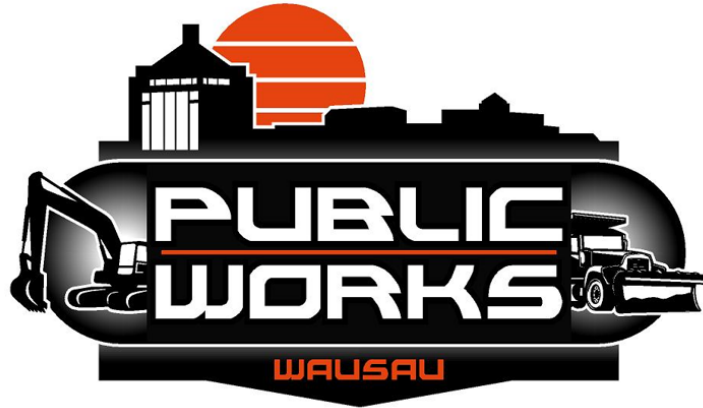
City of Wausau

Map Date: May 05, 2026



0 2550 100 150
Feet

Boulevard Roads



CITY OF WAUSAU

WINTER STREET MAINTENANCE

POLICY

Revised November 2023

Adopted January 23, 2024

TABLE OF CONTENTS

	<u>Page</u>
PART I – PURPOSE AND OVERVIEW	4
A. Purpose of Winter Maintenance Policy	4
B. Snow and Ice Storms	4
C. DPW Alerting Procedures	5
D. Personnel Responsibilities	5
E. Emergencies	5
F. Snow Emergencies	6
PART II – PRIORITIES AND LEVEL OF SERVICE	
6	
A. Arterial Streets	7
B. Collector Streets	7
C. Local Streets and Parking Lots	7
D. Residential Only Streets	7
E. Sidewalks	8
PART III – SNOW AND ICE CONTROL	8
A. Plowing	8
B. Salting	8

C. Sanding	9
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Page

PART III – SNOW REMOVAL	9
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A. Overview	9
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B. Goals	10
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PART I

PURPOSE AND OVERVIEW

A. PURPOSE OF WINTER MAINTENANCE POLICY

The City of Wausau Department of Public Works (DPW) is the governmental agency responsible for winter snow and ice mitigation. The Department's goal is to provide a timely and efficient response to winter storm conditions.

The Department of Public Works is guided by the directives of the Common Council through this Winter Maintenance Policy designed to establish the priorities and level of service the department will provide.

The intent of this policy is not to provide inflexible mandates, but rather to provide general policy statements intended to guide operational decisions.

The Common Council, through the Capital Improvements and Street Maintenance Committee, may review and/or make changes to the Winter Maintenance Policy at any time.

B. SNOW AND ICE STORMS

Wausau, Wisconsin is located at the 45th parallel, halfway between the Equator and the North Pole. Three of the four seasons, fall, winter, and spring can produce snow and ice storms resulting in slippery streets and hazardous driving conditions.

Ice storms are often fast developing, resulting from a combination of rain, and falling temperatures. Once temperatures drop below 32°F, precipitation can glaze streets in minutes. The response will be to apply sand or salt on curves, hills, and intersections.

Snowstorms are much more common than ice storms. According to the National Weather Service, Wausau's 30-year average for annual snow fall is 59.6".

Each snowstorm has its own characteristics, which may include:

1. The intensity of the storm, ranging from heavy snow to light flurries.
2. The type of snow, whether wet or dry.
3. The amount of wind, which can produce drifting snow and clogged streets long after the snow has stopped falling.
4. The temperature, which influences the effectiveness of sand and salt.
5. The timing of the snowstorm, which may determine how traffic is affected and dictate the type of snowplowing activity.

C. DPW ALERTING PROCEDURES

The Department of Public Works recognizes its responsibility to assist the public by either anticipating or reacting to changing weather conditions as quickly and efficiently as possible. For that reason, there is a supervisor or lead person on call 24 hours a day, seven days a week.

In addition to local weather broadcasts and alerts, staff monitors vendor supplied specialized weather forecasting information, and receives updates from the National Weather Service Forecast Office.

During normal off-duty hours at DPW, the Wausau Police Department will contact the on-call person at DPW whenever street conditions become hazardous. DPW will then investigate whether the hazardous conditions exist in isolated areas or city wide and determine the appropriate response.

D. PERSONNEL RESPONSIBILITY

Snow and ice storms present a threat to public health, safety, and welfare. To reduce these threats, DPW staff are expected to respond for duty when called. This includes nights, weekends, and holidays. Normal work schedules may be adjusted to respond to changing weather conditions including but not limited to:

1. Starting Early
2. Staying Late
3. Changing or Staggering Shifts

Federal Motor Carrier regulations recommend that staff is limited by hours of service except during snow emergencies. For the safety of our drivers and other motorists, plow drivers will be limited to no more than 12 hours on duty and 10 hours driving, after which time they should be given 8 hours off to get proper rest before returning to work during normal winter operations.

During long duration storms, priority streets will be maintained by night shift staff or by staggering the plowing crews.

E. EMERGENCIES

Public Works responds to many types of emergencies. In the interest of public safety there are times when operations will need to operate outside of established levels of service or priorities.

Emergencies are defined as follows, but not limited to:

1. Immediate need for Police, Fire, or Emergency Medical Assistance. If crews must leave the public right of way to respond to an emergency, public works may provide necessary assistance such as opening a driveway or parking area to provide access.
2. Isolated problem areas where access is urgently needed before other areas are handled.
3. Icy conditions due to a water main break, accidents, or vegetation and other types of debris blocking streets or access.

Any time there are emergencies, Public Works will adjust our operations to assist.

F. SNOW EMERGENCY

The Director of Public Works is authorized to declare a “Snow Emergency” when winter weather conditions require it. Typical reasons would be large snow accumulations or ice storms. Declarations can occur any time severe weather has happened or is highly likely to happen.

During snow emergencies, parking is restricted on all city streets. While a snow emergency declaration may be inconvenient and frustrating to residents, it affords Public Works the opportunity to plow the streets curb to curb in a timely manner, thus reducing the amount of snow and ice buildup on streets. During snow emergencies DPW drivers are authorized to be on duty for 16 hours and 14 hours driving, before being sent home for 8 hours to rest.

PART II

PRIORITIES AND LEVEL OF SERVICE

To promote operational awareness, priority and level of service, goals have been established for the various street classifications within the City. The purpose of these goals is to guide winter maintenance operations.

Factors such as service level expectations, responsible use of deicer chemicals, road safety, traffic levels, and industry “best practices” are just some of the criteria considered in the development of these goals. The City will strive to meet these goals. It is important to understand that the time it may take to achieve them will be dependent upon weather

conditions, accidents, equipment down time, and other factors such as vacancies, staff sick or medical leave, vacations, emergency needs of Police and Fire or other departments.

All streets fall into one of the following classifications: arterial, collector, local, and residential only. The priority plowing map is posted on the City's website. The accumulation expectations and timing of the winter storm will normally dictate when plowing operations will begin.

To make the most efficient use of available resources, the City has established priorities to determine the type of ice control that is going to be used as well as the order of snow control operations if resources need to be limited.

A. ARTERIAL STREETS

Arterial streets have the highest levels of traffic. Connecting highways, and the main streets in the city make up these streets. The City's priority plowing map includes these streets.

The goal for winter maintenance of arterial streets is to plow through storms maintaining 24-hour coverage. Apply salt to maintain minimal snow or ice buildup after the storm.

B. COLLECTOR STREETS

Collector streets are highly traveled streets and those designated to aid in moving traffic out of local and residential areas during storms. The City's priority plowing map includes these streets as well.

The goal for winter maintenance of collector streets is to plow during storms when possible and clear as quickly as possible after the storm ends. Maintain a significant portion of bare pavement, especially in the wheel tracks. Apply salt or sand depending on route to achieve pavement or traction goals.

C. LOCAL STREETS AND PARKING LOTS

Local streets tend to only have traffic from within the neighborhood. These streets are not on the City's priority plowing map. Parking lots include only lots owned by the City.

The goal for winter maintenance of local streets and parking lots is to plow within 24 hours of the end of the storm. Snow and ice buildup are expected and will be sanded at intersections, curves, and hills.

D. RESIDENTIAL ONLY STREETS

Residential only streets typically only have traffic from the residents who live on that street. Dead ends and cull de sac's fall into this category.

The goal for winter maintenance of residential only streets is to plow them within 24 hours of the end of the storm. Snow and ice buildup is expected, and will be sanded at intersections, curves, and hills.

E. SIDEWALKS

The City maintains roughly 19 miles of sidewalk that falls on City owned property, or the City has agreed to maintain.

The goal for winter maintenance of sidewalks is to plow them within 72 hours of the end of the storm. This matches what is expected of property owners. Normally salt is not used on sidewalks because of damage to concrete and vegetation. Some snow and ice buildup are expected and will be addressed as needed. Extra effort is placed on mechanical removal and in most situations, will be done before the 72 hours. Heavily used sidewalks such as along Grand Avenue are prioritized over less used sidewalks.

PART III

SNOW AND ICE CONTROL OPERATIONS

A. PLOWING

Plowing or mechanical snow removal can involve plowing, sweeping, and blowing snow from streets, lots, and sidewalks. Plowing is labor and equipment intensive. Mechanical removal is a preferred method for clearing snow because it reduces the amount of chemicals required to meet our pavement goals.

Plowing or other methods of removal may commence any time snow has accumulated or is starting to accumulate. Early removal reduces the amount of snow that can build up, further reducing the amount of chemicals needed.

B. SALTING

Salting is the application of solid or liquid chemical products to aid in maintaining bare pavement by preventing or removing snow and ice buildup. The City uses modern equipment and techniques designed to reduce the amount of chemicals required.

Salting operations may commence prior to or during storms to meet pavement goals.

**Salt is not applied to all streets because it is harmful to waterways.

C. SANDING

Sanding is the application of an abrasive substance for the purpose of increasing traction. Sand does contain a small amount of salt to keep it from freezing into solid chunks. Sand is applied to areas requiring more traction such as intersections, curves, and hills.

Sanding operations may commence during or after storms to increase traction.

**Sand is not applied to all areas with snow or ice buildup because it contains salt that can be harmful to waterways.

PART IV

SNOW REMOVAL OPERATIONS

A. OVERVIEW

After “significant accumulation” of snow has developed, either through a large snowfall event or successive snow falls, snow removal operations are initiated in accordance with established practice, safety considerations, or anticipation of weather conditions such as additional snow or spring thaw.

Snow removal operations consist of loading snow into trucks and hauling it to a site where it is pushed into piles and left to thaw in the spring.

The purpose of snow removal is to reduce the issues associated with large snowbanks.

B. GOALS

The goal of snow removal is to maintain proper visibility and parking space in designated areas of the City. To make room for future snow accumulation and reduce the flood risks associated with spring thaw.

SES Streets

<u>Street Name</u>	<u>Amount plowed to curb</u>	<u>Grass Blvd. Width</u>
Kent St.	17' 9"	NA
Emerson St.	17'	NA
Eau Claire Blvd. wo blvd	17' 9"	NA
Ethel St.	17' 9"	NA
Bertha St.	17' 9"	NA
Pied Piper Ln.	18' 6"	NA
Lake View Dr.	17' 9"	NA
Midway Blvd.	16' 9"	11'
Oakwood Blvd.	16' 9"	11'
Elmwood Blvd.	16' 9"	11'
Mount View Blvd.	16' 9"	11'
Eau Claire Blvd.	16' 6"	11'

<u>Intersection</u>	<u>Diameter</u>
Mount View & Bertha	73'
Pied Piper & Bertha	65'
Emerson & Bertha	61'

Hospital

<u>Street Name</u>	<u>Amount plowed to curb</u>	<u>Grass Blvd. Width</u>
Wildwood Ln.	17' 9"	NA
Polzer Dr.	15' 5"	NA
N. 28th Ave.	25'	19' 9"

<u>Intersection</u>	<u>Diameter</u>
N. 28th & Wildwood	80'

Station 3

<u>Street Name</u>	<u>Amount plowed to curb</u>	<u>Grass Blvd. Width</u>
S. 36th Ave.	17' 9"	NA
S. 32nd Ave.	17' 9"	NA
Stewart Ave.	28' 9"	17'

<u>Intersection</u>	<u>Diameter</u>
Stewart & S. 36th Ave.	85'

Highland Park Streets

<u>Street Name</u>	<u>Amount plowed to curb</u>	<u>Grass Blvd. Width</u>
N. 13th St.	14' 9"	NA
McIndoe St.	16' 3"	NA
n. 10th St.	S. 13' 6", N. 12'	NA
Fulton St.	14' 9"	NA
Franklin St.	16' 9"	NA
Adams St.	12' 9"	NA
Highland Park Blvd.	16' 9"	South 22' 6" w/sidewalk, East 13' w/sidewalk, North 32' 6" w/sidewalk
Everest Blvd.	16' 9"	13' w/ sidewalk on one side of Blvd.
Kruetzer Blvd.	16' 9"	13' w/sidewalk

<u>Intersection</u>	<u>Diameter</u>
South Kruetzer & Highland Park	73'
North Everest & Highland Park	77'
South Everest & Highland Park	80'

Marathon Park

<u>Street Name</u>	<u>Amount plowed to curb</u>	<u>Grass Blvd. Width</u>
S. 6th Ave.	15'	NA
S 7th Ave.	13' 9"	NA
Stewart Ave.	36'	7'

<u>Intersection</u>	<u>Diameter</u>
Stewart & N. 7th	76'

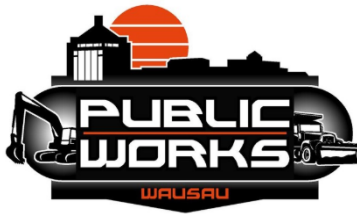
Others

<u>Street Name</u>	<u>Amount plowed to curb</u>
Rosecrans St.	16' 6"
Sherman St.	16' 3"
Plumer St.	17' 9"
Dunbar St.	17' 9"
Washington St.	15'
Park Ave.	16' 6"
Turner St.	15'
W. Knox St.	17' 9"
Bopf St.	16'

Comments from citizens about why street should be plowed to the center boulevards.

1. Public Works plowed it that way for decades; we should continue to do that based on past practice. The neighborhood was happy with it.
2. It is too hard to move the snow from their driveways because some of their residents are elderly or have mobility issues.
3. It is too much snow to move because their streets and intersections are larger than others, so residents get more snow than most.
4. The sidewalks didn't get cleared in Highland Park and they should if we aren't plowing to the center.
5. Taxes are high so we should offer better service for residents.
6. The amount of money it would cost to plow into the center versus the outside, is a small amount compared to the overall budget, so it should be plowed that way.
7. The boulevards in Highland Park are wide and can hold all winter snow for the season.
8. It will cost more to plow the sidewalks in Highland Park than what it saves to plow to the outside of the street.

<u>Equipment</u>	<u>Rental Rate</u>
Wheel Loader	\$178/hr
Loader Plow	\$244/month
Municipal Tractor	\$82/hr
Plow	\$114/month
Broom	\$47/hr
Skid Steer	\$205/hr
Plow	\$114/Month
Broom	\$47/hr



Dustin Kraege
Public Works Superintendent

TEL: (715) 261-6963
FAX: (715) 261-6969

TO: Infrastructure and Facilities Committee

FROM: Dustin Kraege

DATE: 9/3/2026

SUBJECT: Left-Side Wing Cost Estimate

The price for a left-hand wing, typically used on a highway plow truck, is estimated to be about \$20,000. That does not include modifications and upfits, which could easily double that cost depending on requirements. A reasonable total cost estimate would be \$40,000.

When speaking with vendors one of the challenges is that left-side wings are not common, so options are limited. It was recommended that if the city chooses to move forward with left-hand plowing ordering a unit designed for that purpose would be better than trying to modify an existing unit. Modifying equipment can cost more, increase risk, and likely not perform as well as a unit designed for its intended use. Customizing a unit will not have the same warranty or factory support after the purchase.

Another thing to consider is that adding additional equipment, whether a new machine or just an attachment, isn't a one-time cost. The Fleet budget will need to increase to maintain and replace the unit when it reaches its end of life.

Dept. of Public Works & Utilities



Eric Lindman, P.E.
Director of Public Works & Utilities

TO: Infrastructure & Facilities Committee

FROM: Eric Lindman, P.E.
Director of Public Works & Utilities

DATE: September 10, 2026

SUBJECT: Review and Discussion of the 2027-2031 Infrastructure Capital Budget

At the July I&F meeting there was a request to have a discussion of the Infrastructure Capital Budget. Attached is the 5-year proposed capital budget. In July there was discussion regarding beginning the planning and initial design/feasibility of the downtown street traffic flow changes; this has been known as the "Toole Plan". This plan was presented to the Committee at the July meeting for their review.

Engineering staff have been working with the DOT for the past several years to reroute the connecting highways, Hwy 51 and Hwy 52, outside of the downtown area. This effort was completed in 2025. The advantage of not having the downtown streets designated as connecting highways is the DOT no longer has jurisdiction or control over these streets, and the city has many more options to address traffic flow and safety issues. Many of these streets still are classified as high traffic streets which allows us to pursue state funding for reconstruction to lessen the burden on local funds.

The Toole Plan was a multiyear plan developed by a consultant. The plan included many public involvement meetings, stake holder meetings and public engagement workshops. The plan was developed based on public input, stakeholder input, elected official input and staff input. The plan was/is widely supported and now that development within the downtown area has begun it is important we begin to look at feasibility of addressing traffic flows, making bike/ped accommodation and addressing any safety concerns. The Toole Plan lays out concepts to address these items but does not include any engineering design or actual feasibility or any up-to-date costs for considering any projects. The proposed engineering professional services would prepare 30% plans along with establishing costs for different phases of improvements within the downtown area and allow the council to establish priorities of projects. The 30% design would determine feasibility of projects and allow the city to pursue outside funding to help support the costs of these projects.

This would be an 18-month process for developing 30% plans. These plans would include traffic studies/traffic counts and signal intersection evaluations as well. It is estimated this work would be completed in 2028.

Total Cost of Each Project by Year							
Department - Project Name		Current Year: 2027	Year 1: 2028	Year 2: 2029	Year 3: 2030	Year 4: 2031	Total
Engineering Division							
	Alley Paving	45,000	45,000	45,000	45,000	45,000	225,000
	Asphalt Overlay	800,000	850,000	900,000	1,000,000	1,000,000	4,550,000
	Boulevard Trees & Landscaping	25,000	25,000	25,000	25,000	25,000	125,000
	Business Campus Trail East-West Connector	-	-	-	-	-	0
	Concrete Pavement Repair	300,000	300,000	300,000	300,000	300,000	1,500,000
	Downtown Sidewalk and Curb Replacement	150,000	150,000	150,000	150,000	150,000	750,000
	East Parking Ramp Facade	700,000	-	-	-	-	700,000
	East Wausau Avenue Reconstruction STH 52	300,000	-	3,500,000	-	-	3,800,000
	Other Professional Services	75,000	75,000	75,000	75,000	75,000	375,000
	Parking Ramp Maintenance	300,000	300,000	300,000	300,000	300,000	1,500,000
	Pavement Marking Project	100,000	100,000	100,000	100,000	100,000	500,000
	Reconstruction of 12th Street from Forest Street to Jackson Street	-	-	125,000	-	-	125,000
	Reconstruction of Brown Street from 5th Street to 13th Street	-	2,440,000	-	-	-	2,440,000
	Reconstruction of Emerson Street from Ethel Street to Eau Claire Boulevard	160,000	-	-	-	-	160,000
	Reconstruction of Ethel Street from Grand Avenue to Zimmerman Street	1,830,000	-	-	-	-	1,830,000
	Reconstruction of Forest Street from Bellis Street to 12th Street	-	-	665,000	-	-	665,000
	Reconstruction of Garfield Avenue from Marathon Park to 3rd Avenue	-	-	920,000	-	-	920,000
	Reconstruction of Mount View Boulevard from Ethel Street to Eau Claire Boulevard	160,000	-	-	-	-	160,000
	Reconstruction of North 11th Avenue from Elm Street to Cedar Street	-	-	-	840,000	-	840,000
	Reconstruction of North 11th Street from East Crocker Street to Sylvan Street	-	820,000	-	-	-	820,000
	Reconstruction of North 3rd Avenue from West Eldred Street to Randolph Street	-	410,000	-	-	-	410,000
	Reconstruction of North 4th Avenue from Merrill Avenue to Randolph Street	-	-	-	815,000	-	815,000
	Reconstruction of North 9th Avenue from Bridge Street to West Strowbridge Street	-	-	-	-	1,205,000	1,205,000
	Reconstruction of North 9th Avenue from Elm Street to Bridge Street	-	-	1,470,000	-	-	1,470,000
	Reconstruction of Park Avenue from 2nd Street to 10th Street	-	-	-	2,040,000	-	2,040,000
	Reconstruction of Pied Piper Lane from Ethel Street to Eau Claire Boulevard	135,000	-	-	-	-	135,000
	Reconstruction of Pine Ridge Boulevard from Westhill Drive to Plaza Drive	-	-	-	-	1,500,000	1,500,000
	Reconstruction of Plumer Street from Grand Avenue to Battery Street	-	-	-	612,000	-	612,000
	Reconstruction of South 11th Avenue from West Thomas Street to Flieth Street	1,630,000	-	-	-	-	1,630,000
	Reconstruction of South 17th Avenue from Sherman Street to Stewart Avenue	250,000	250,000	-	1,750,000	-	2,250,000
	Reconstruction of South 17th Avenue from Sherman Street to the Railroad Tracks	-	1,620,000	-	-	-	1,620,000
	Reconstruction of South 4th Street from River Drive to Forest Street	-	-	-	-	870,000	870,000
	Reconstruction of West Eldred Street from North 3rd Avenue to North 1st Avenue	-	330,000	-	-	-	330,000
	Resurfacing of Bus 51 from Stewart Avenue to Merrill Avenue	47,360	-	-	-	-	47,360
	Sidewalk Replacement	300,000	300,000	300,000	300,000	300,000	1,500,000
	Signal Rehab - BUS 51/1st Ave at Bridge Street	-	497,007	-	-	-	497,007
	Signal Rehab - BUS 51/Grand Ave at Thomas Street	-	499,760	-	-	-	499,760
	Signal Rehab - WIS 52/5th Street at Bridge Street	-	889,141	-	-	-	889,141
	Signal Rehab - WIS 52/6th Street at Bridge Street	-	1,074,863	-	-	-	1,074,863
	Solar Array - Drinking Water Treatment Facility	1,980,000	-	-	-	-	1,980,000
	Storm Sewer - BMP Construction/Modification, Testing, Maintenance	25,000	25,000	25,000	25,000	25,000	125,000
	Storm Sewer - Consultant Design and Study Fees	200,000	10,000	10,000	10,000	10,000	240,000
	Storm Sewer Other Costs - DNR fees, Outreach Program, Training, Stormwater Coalition Membership	25,000	25,000	25,000	25,000	25,000	125,000
	Downtown Street Traffic Flow & 30% Design (Toole Plan)	150,000					150,000
Total		9,687,360	11,035,771	8,935,000	8,412,000	5,930,000	44,000,131

Funding Sources

The table below shows a summary of the funding sources for CIP projects by year.

		Fiscal Year					
Department / Funding Source / Funding Type		Current Year: 2027	Year 1: 2028	Year 2: 2029	Year 3: 2030	Year 4: 2031	Total
Engineering Division							
	Capital Projects Fund / GO Bonds or Notes	5,682,360	7,686,077	3,280,000	5,537,000	5,245,000	27,430,437
	Capital Projects Fund / Grants	900,000	2,664,694	-	1,350,000	-	4,914,694
	Capital Projects Fund / Other	-	-	3,500,000	-	-	3,500,000
	Capital Projects Fund / Property Tax Levy	425,000	235,000	235,000	235,000	235,000	1,365,000
	TID 11 / GO Bonds or Notes	-	-	-	-	-	0
	TID 11 / Grants	-	-	-	-	-	0
	TID 12 / GO Bonds or Notes	1,150,000	450,000	450,000	450,000	450,000	2,950,000
	TID 8 / Cash Funding	-	-	1,470,000	840,000	-	2,310,000
	Water Fund / Cash Funding	-	-	-	-	-	0
	Water Fund / GO Bonds or Notes	1,380,000	-	-	-	-	1,380,000
	TID 12 / GO Bonds or Notes	150,000					150,000
Engineering Division Total		9,687,360	11,035,771	8,935,000	8,412,000	5,930,000	44,000,131