



Public Involvement Meeting WIS 52 (East Wausau Avenue)

North 6th Street to North 18th Street
Marathon County

May 14, 2025

Introductions

- WisDOT
 - Preston Bohn, WisDOT Project Manager
 - Michael Jelinek, WisDOT Project Leader
 - Kevin Kujawa, WisDOT Supervisor
- Project design team
 - Stephanie Christensen, EMCS
 - Scott Kaiser, EMCS



Purpose of Public Involvement

- Our objective during this meeting is to discuss the project and obtain your input on the following along WIS 52
 - Identified needs
 - Proposed improvement alternatives
 - Preliminary traffic management



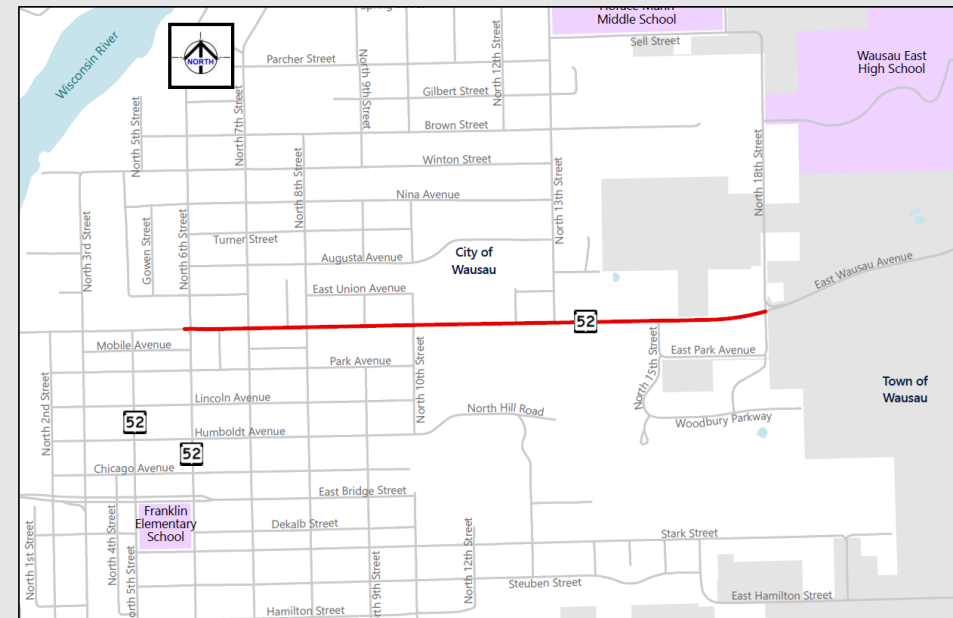
Presentation Agenda

- Project Location
- Project Information
- Purpose and Need
- Proposed Improvements
- Alternatives
- Traffic Management
- Real Estate
- Business Coordination
- Project Schedule
- Input Exercise
- Open Discussion



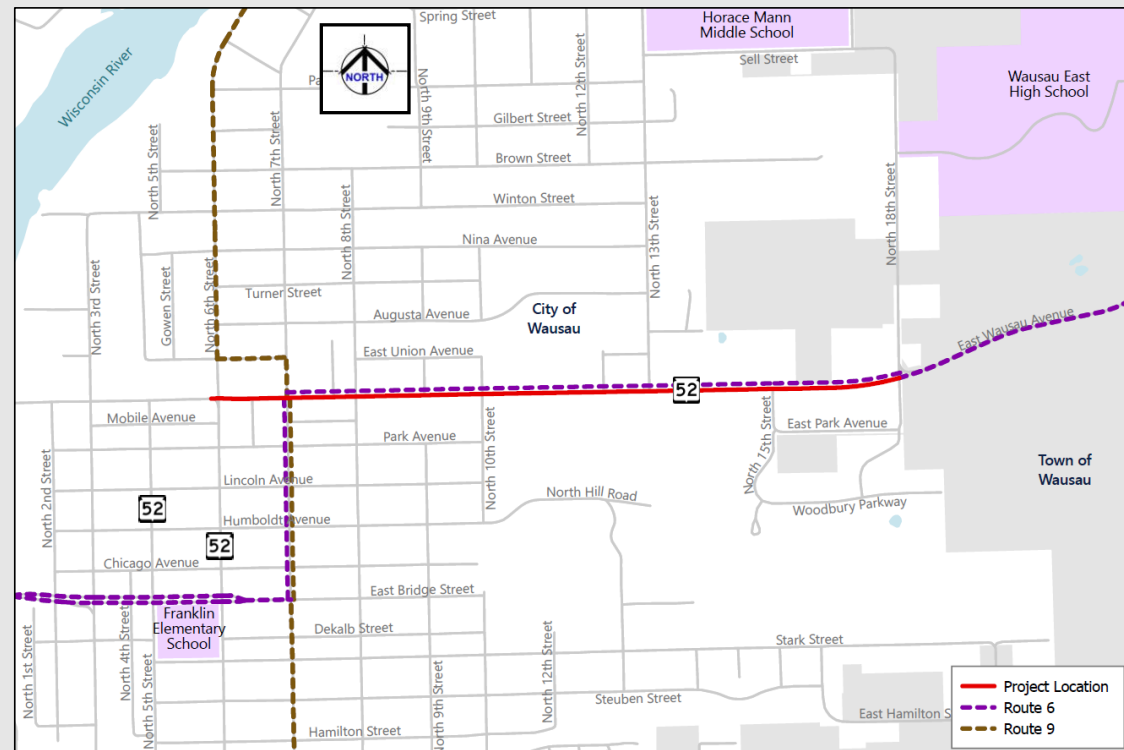
Project Location

- City and Town of Wausau
 - North 6th Street to North 18th Street
 - Includes the North 6th Street intersection
 - Does not include the North 18th Street intersection except for sidewalk and curb ramp improvements



Project Location

- WIS 52 is a designated Wausau Metropolitan Planning Organization (MPO) bicycle route
 - Route 6 from North 7th Street to the east
 - Route 9 crosses at North 7th Street



Project Location

- WIS 52 is a connecting highway
 - Carries state highway traffic on local streets
 - Connecting highway aids from WisDOT help the City maintain WIS 52 to state highway standards
 - The City of Wausau
 - Maintains the roadway and drainage systems
 - Controls access
 - Owns the right of way



Project Information

- We are proposing to improve one mile of WIS 52
 - WIS 52 is a priority commuter route and access to Wausau schools
- Deteriorated pavement is the primary project need
 - Pavement was reconstructed in 1988 and 1991 with concrete pavement
 - Added turn lanes at North 18th Street in 2005
 - Asphalt overlay from North 6th Street to North 13th Street in 2008
 - The pavement has met the end of its service life



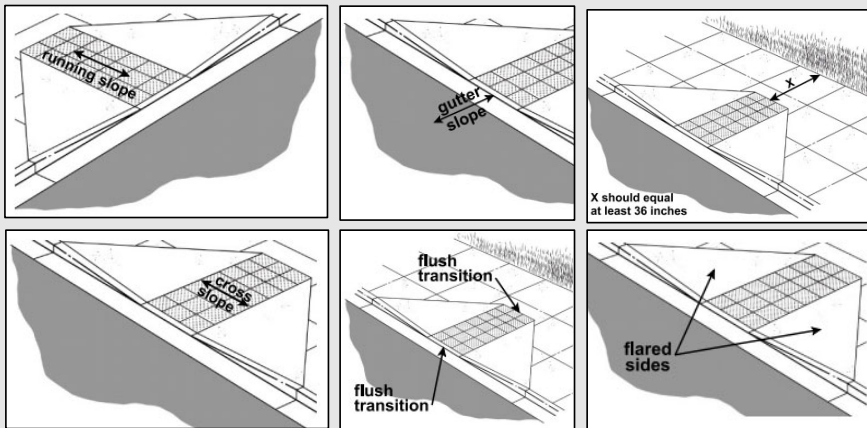
Additional Project Needs

- Deteriorated curb and gutter and drainage inlets
- City sewer and water are deteriorating and outdated
 - North 6th Street to North 13th Street
- North 6th Street intersection
 - Outdated traffic signal equipment
 - Poor pedestrian accommodations
 - Curb ramps do not meet ADA standards
 - No pedestrian push buttons on the traffic signals
 - No marked crosswalks



Additional Project Needs

- Curb ramps do not meet ADA standards along WIS 52
- No pedestrian facilities are present along the north side of WIS 52 from North 13th Street to North 18th Street

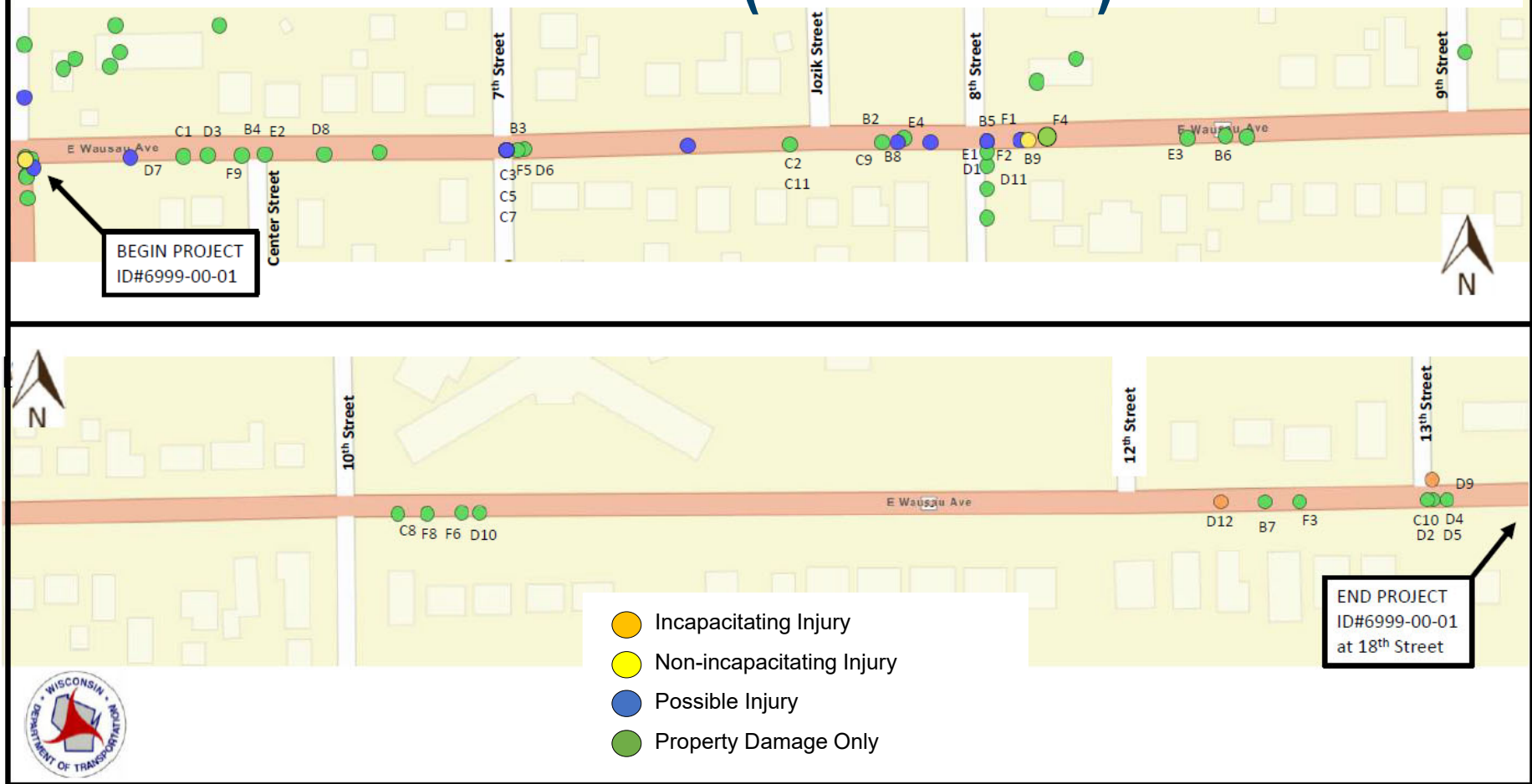


Safety Needs

- This project required review of crashes during the design process
- Ongoing crashes between North 6th Street and North 13th Street
 - Crash data (2017 to 2021): total of 41 crashes
 - 51% of crashes involved rear end collisions
 - 37% of crashes consisted of angle collisions at driveways and intersections
 - The lack of turn lanes was determined to be a contributing factor
 - School-age traffic was also a contributing factor
 - 40% of the drivers involved in the crashes were under 25 years of age
 - Most crashes occurred during the AM and PM school travel periods



Crash Plot (2017 – 2021)



Safety Needs

- Review of current crash data demonstrates that similar crash patterns are continuing to occur
- WIS 52 qualified for safety improvement funding in April 2024
 - Funding can only be used for safety improvements
 - Would address crashes between North 6th Street and North 13th Street



Proposed Improvements

- Pavement improvements
 - Full depth pavement replacement with new asphalt pavement
 - 5.5-inches asphaltic pavement
 - 12-inches base aggregate (drains and supports the asphaltic pavement)
 - 16-inches granular subbase and fabric (added support due to poor soils)
 - Underdrain (drains the granular subbase layer)
 - The pavement type selection is based on life cycle cost analysis
- Replace curb and gutter



Proposed Improvements

- Drainage improvements
 - Replace all drainage inlets
 - Repair the storm sewer as needed throughout the project
 - Address overland flow from the south side of WIS 52 to minimize icing on sidewalks and roadway with added drain tile
 - Locations to be determined during design



Proposed Improvements

- Pedestrian improvements
 - Replace sidewalks
 - Upgrade curb ramps to meet ADA standards, where feasible
 - Add sidewalk from North 13th Street to North 18th Street on the north side of WIS 52 (subject to city approval)
 - Replace and add crosswalks at most intersections



Proposed Improvements

- Municipal facility improvements
 - Replace sanitary sewer and water (North 6th Street to North 13th Street)
 - Install a new street lighting system (subject to city approval)
- North 6th Street intersection improvements
 - Install new traffic signals and add pedestrian push buttons
 - Upgrade the intersection geometry to better accommodate pedestrians
 - Mark new crosswalks
 - Intersection improvements are the same for all alternatives



Safety Improvements

- All alternatives
 - New signing, marking, and head-per-lane traffic signals at North 6th Street
- Alternative specific safety improvements
 - The project will evaluate multiple typical sections including a median turn lane (two-way left-turn lane) to improve safety
 - The project will evaluate access modifications between Jozik Street and North 8th Street to aid reducing crashes

The selected typical section is subject to public input and approval of the environmental document.



Alternatives

- Alternatives

- No-build alternative
- Alternative A1/A2 – safety improvements with median left turn lane
- Alternative B1/B2 – no safety improvements
- Alternative C – combination of Alternative A, B, and added input
- Alternative D – replace in kind alternative



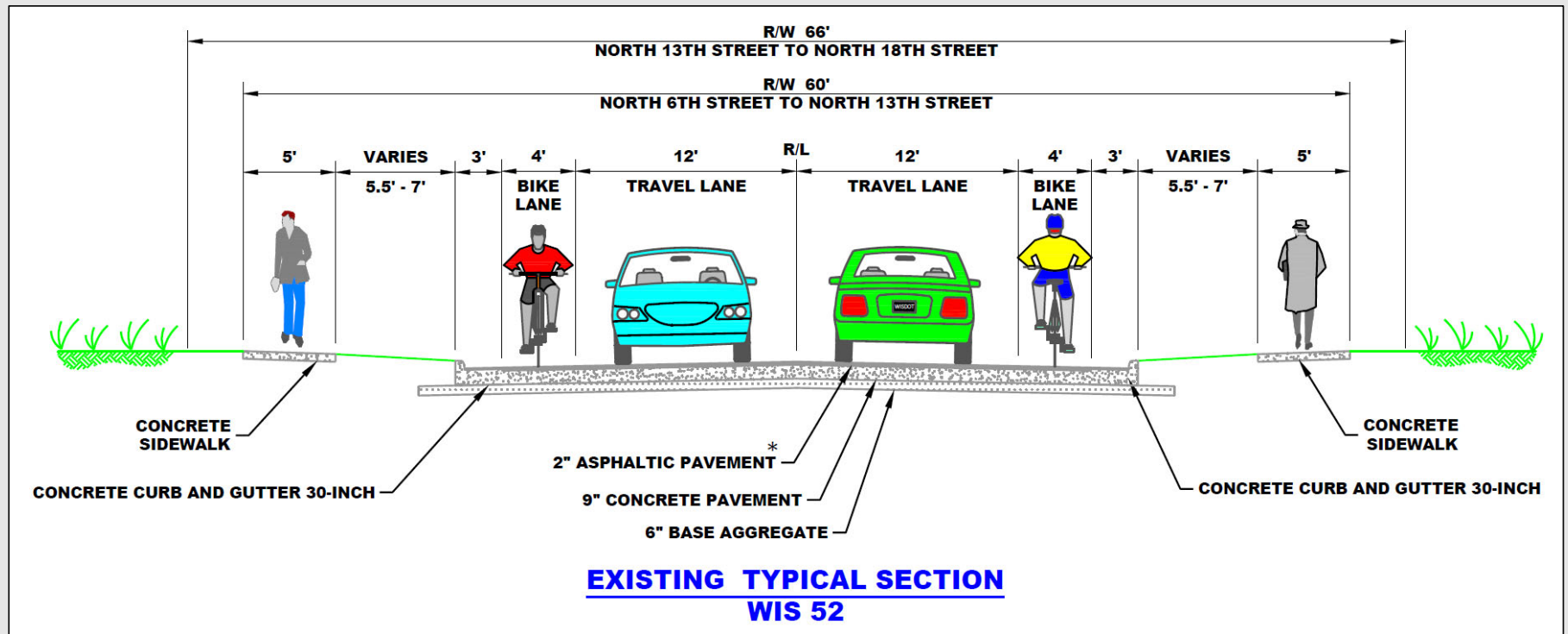
No-Build Alternative

- No-Build Alternative

- Maintains all existing conditions
- Continues maintenance of pavement, drainage, and utility systems
- Does not address identified needs
- Results in increasing maintenance costs over time



No-Build Alternative





EXISTING STREET VIEW LOOKING EAST FROM NORTH 7TH STREET

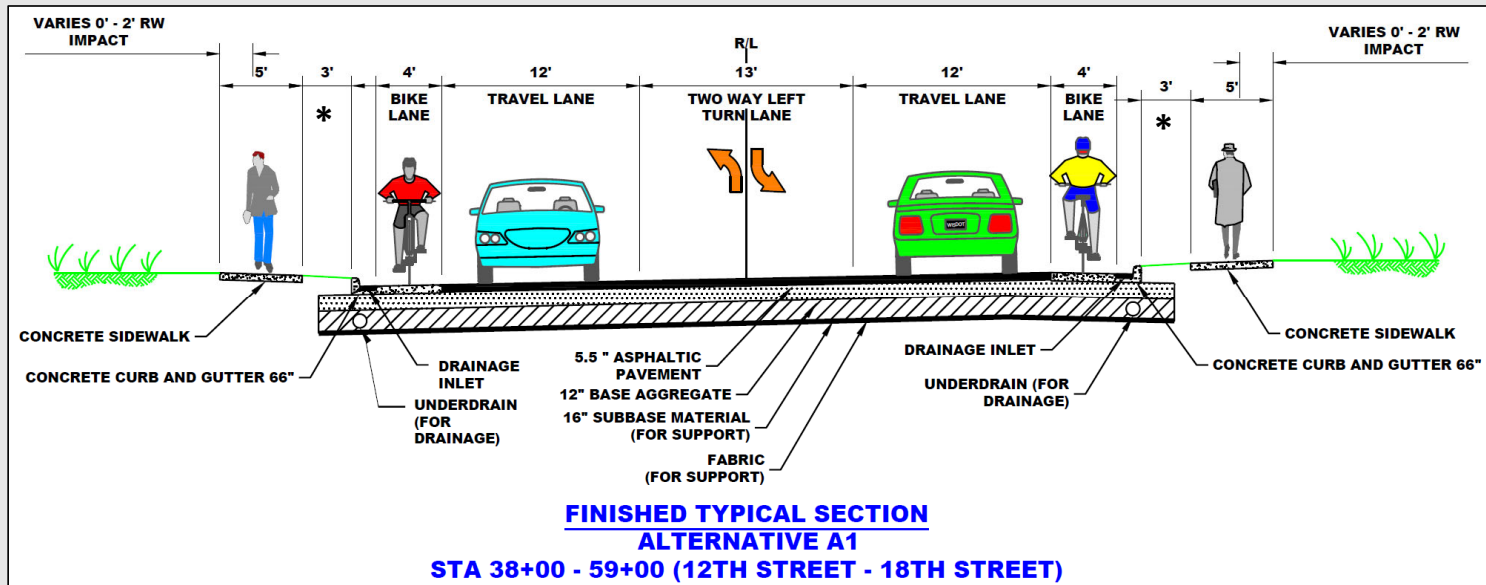
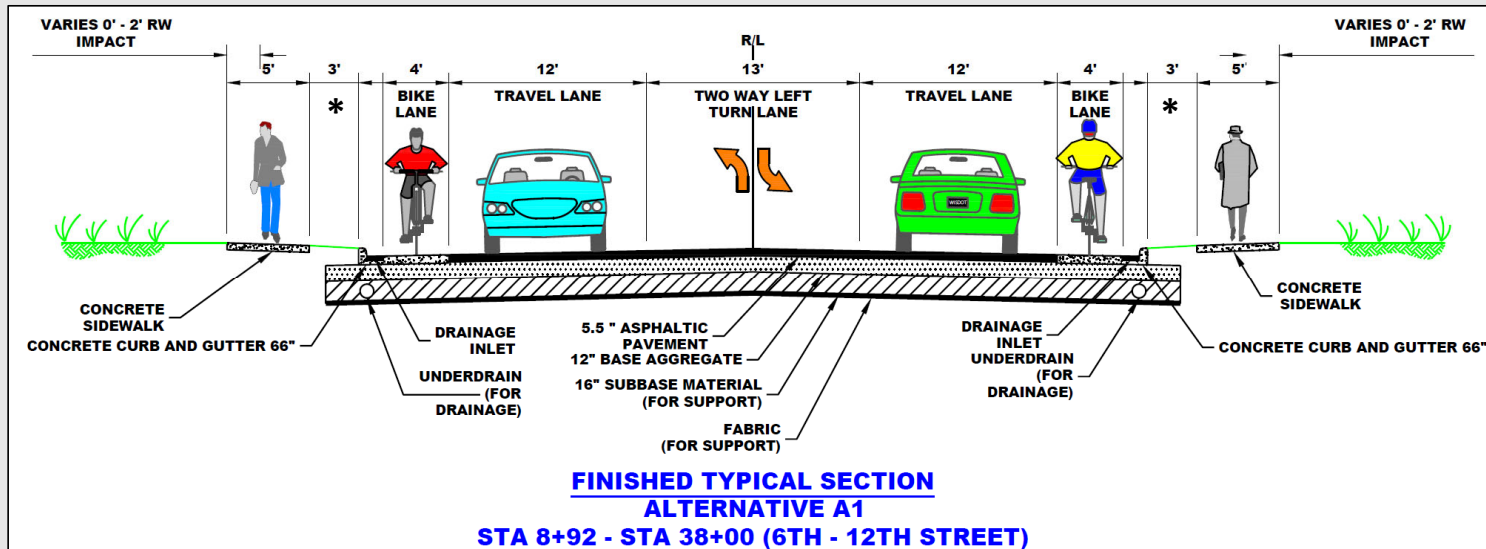


**RENDERED EXISTING STREET VIEW LOOKING EAST FROM
NORTH 7TH STREET**

Alternative A1

- Alternative A1 - safety improvement with median left turn lane
 - 12-ft travel lanes and 13-ft median turn lane
 - 4-ft bike lanes within gutter pan (uses a wider 66-inch curb and gutter)
 - New sidewalks (5 to 6-foot width)
 - Terrace varies from 0-ft to 3-ft to minimize impacts
 - The narrower terrace accommodates signs and power poles
 - If replanting of any trees is desired, a terrace of 5-ft (min) is required





***See exhibits
for areas
without a
grass terrace**

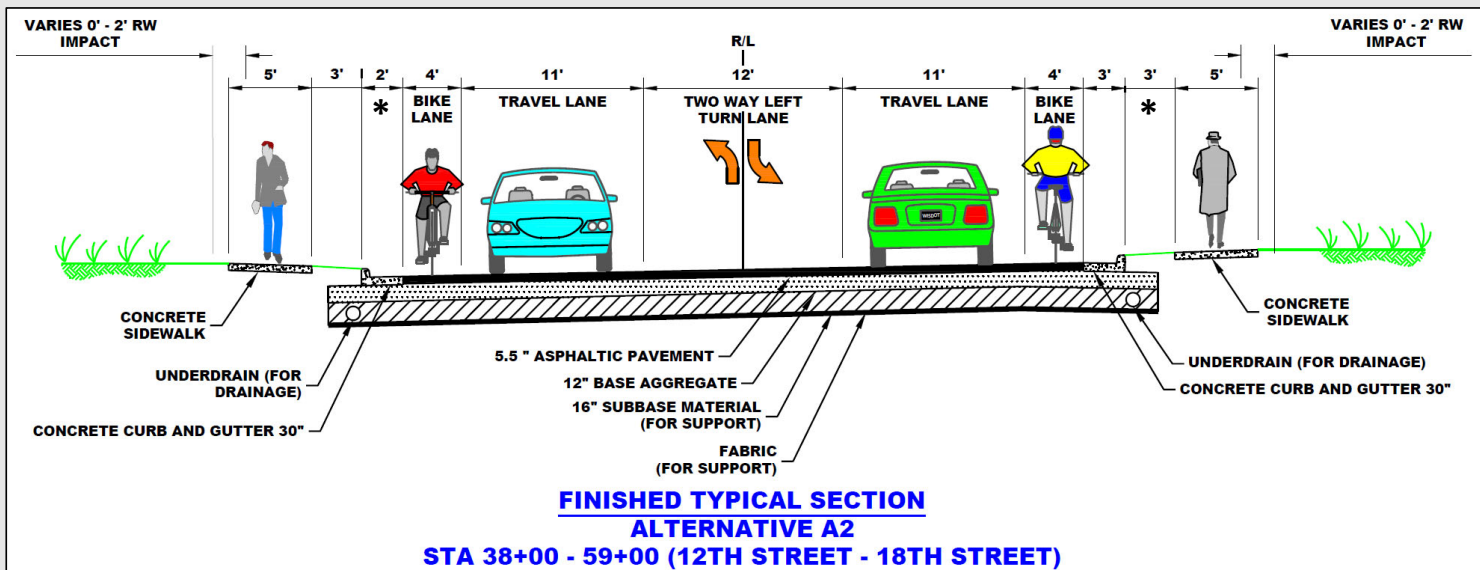
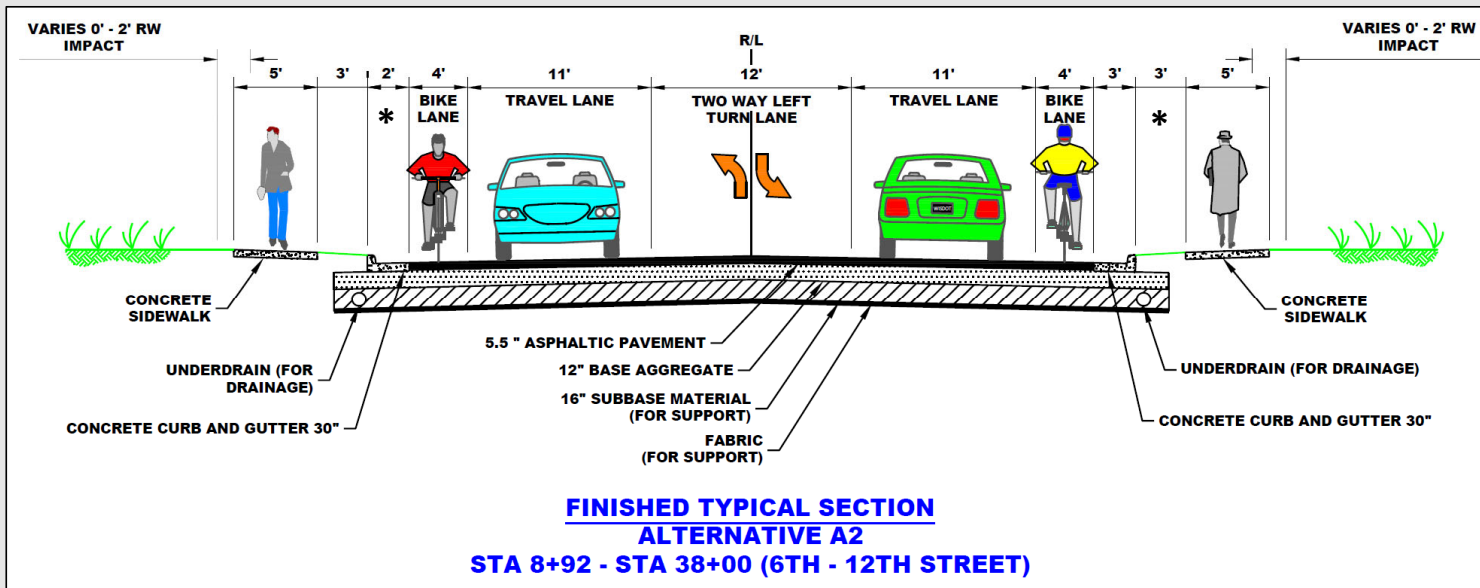


**RENDERED PROPOSED STREET VIEW LOOKING EAST FROM
NORTH 7TH STREET (ALTERNATIVE A1)**

Alternative A2

- Alternative A2 - safety improvement with median left turn lane
 - Implements minimum standards to reduce impacts
 - 11-ft travel lanes and 12-ft median turn lane
 - 4-ft bike lane with standard 30-inch curb and gutter
 - New sidewalks (5 to 6-foot width)
 - Terrace varies from 0-ft to 3-ft to minimize impacts
 - The narrower terrace accommodates signs and power poles
 - If replanting of any trees is desired, a terrace of 5-ft (min) is required





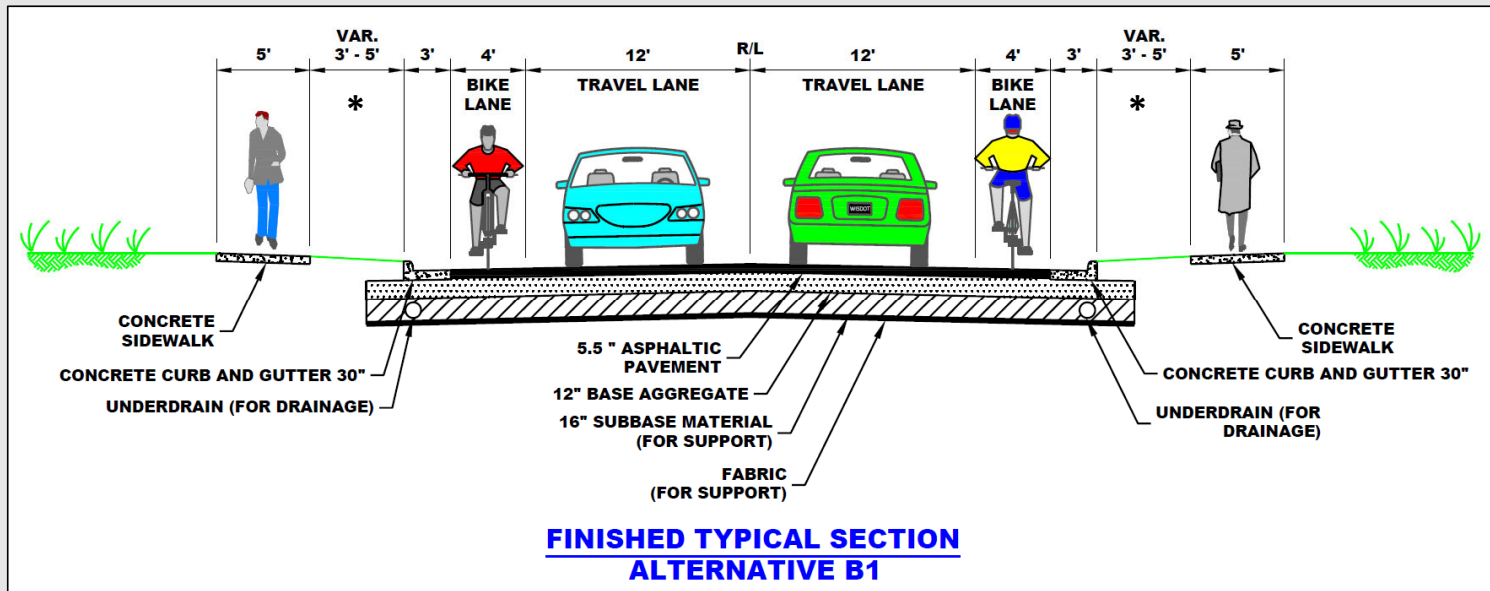
***See exhibits for
areas without a
grass terrace**



Alternative B1

- Alternative B1 – no safety improvements
 - 12-ft travel lanes
 - 4-ft bike lane with standard 30-inch curb and gutter
 - New sidewalks (5 to 6-foot width)
 - Terrace is typically 5-ft
 - Terrace varies from 0-ft to 5-ft to minimize impacts at select locations
 - The narrower terrace (3-ft) accommodates signs and power poles
 - If replanting of any trees is desired, a terrace of 5-ft (min) is required





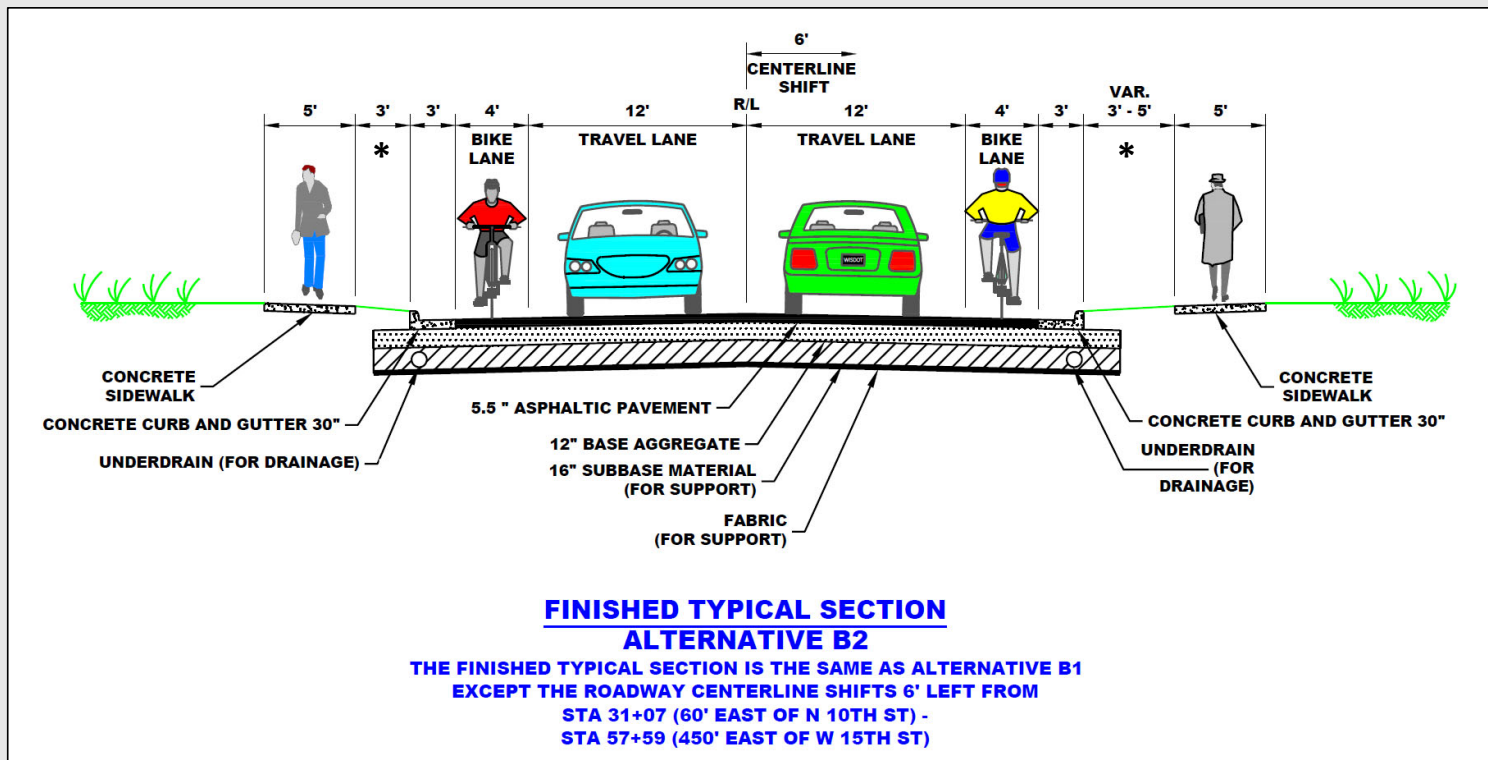
*See exhibits for areas without a grass terrace



Alternative B2

- Alternative B2 – no safety improvements
 - Same as Alternative B1 except that the centerline is shifted 6-ft north from North 10th Street to North 15th Street
 - Alignment shift is being considered avoid making steep driveway slopes along the south side of WIS 52 worse
 - Desirable driveway slopes (max) 10.5% up, 8.5% down (new construction standards)
 - Absolute driveway slopes (max) 15% up or down (new construction standards)
 - Approximately 16 driveways have existing slopes steeper than 10%
 - Approximately 3 driveways have existing slopes steeper than 15%
 - Design balances driveway slopes on the left and right sides of WIS 52 and attempts to avoid making driveway slopes worse, if feasible





*See exhibits for areas without a grass terrace

Alternative C

- Alternative C – combination of various alternatives
 - Alternative C could be some combination of Alternative A (safety improvements), Alternative B (no safety improvements), and other input collected from stakeholders



Alternative D

- Alternative D – replace in kind alternative
 - Replaces all pavement and curb and gutter at existing elevations
 - Replaces sidewalk only where impacted due to curb ramp upgrades, utility, and drainage work
 - Would retain features similar to the existing conditions with limited changes to pavement and driveway slopes and drainage patterns
 - Minimizes all impacts, where feasible



Preliminary Impacts

Alternative	No-Build	Alt A1	Alt A2	Alt B1	Alt B2	Alt C	ALT D
Improves Pavement and Drainage	--	✓	✓	✓	✓	TBD	TBD
Improves Pedestrian Accommodations	--	✓	✓	✓	✓	TBD	TBD
Improves North 6 th Street Intersection	--	✓	✓	✓	✓	TBD	TBD
Provides Bicycle Accommodations	--	✓	✓	✓	✓	TBD	TBD
Improves Safety	--	✓	✓	--	--	TBD	TBD
New Permanent Right of Way (acre)*	--	0.4	0.3	0.1	0.2	TBD	TBD
Temporary Easements (acre)*	--	2.6	2.6	2.2	2.0	TBD	TBD
Permanent Drainage Easements (acre)*	--	0.02	0.02	0.03	0.02	TBD	TBD
Tree Impacts	--	✓	✓	✓	✓	TBD	TBD

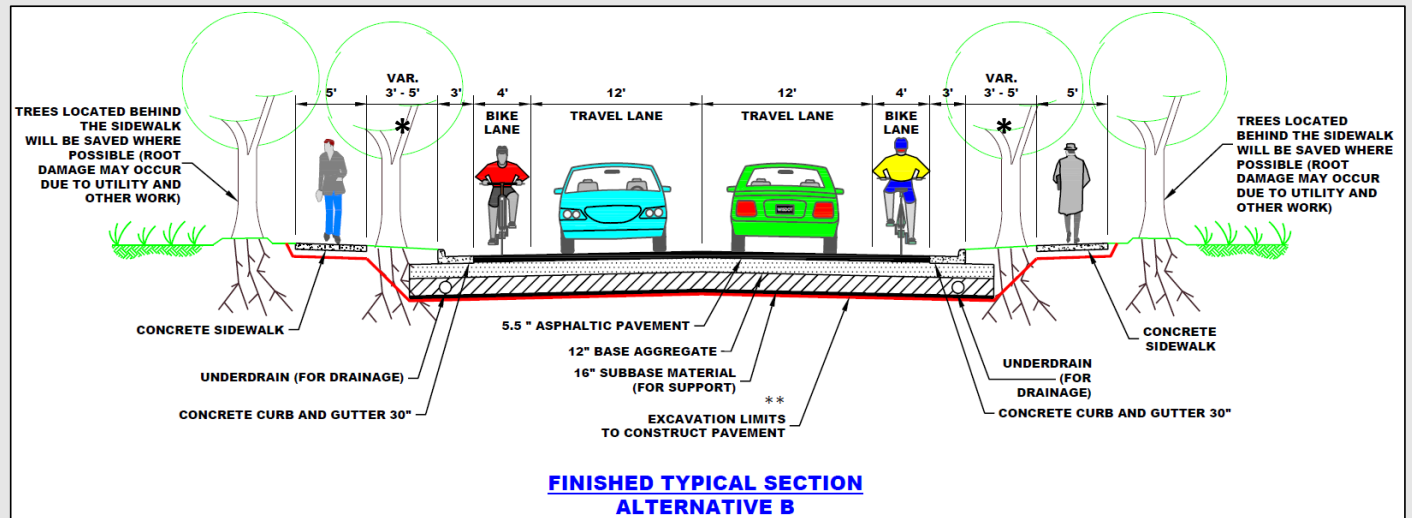
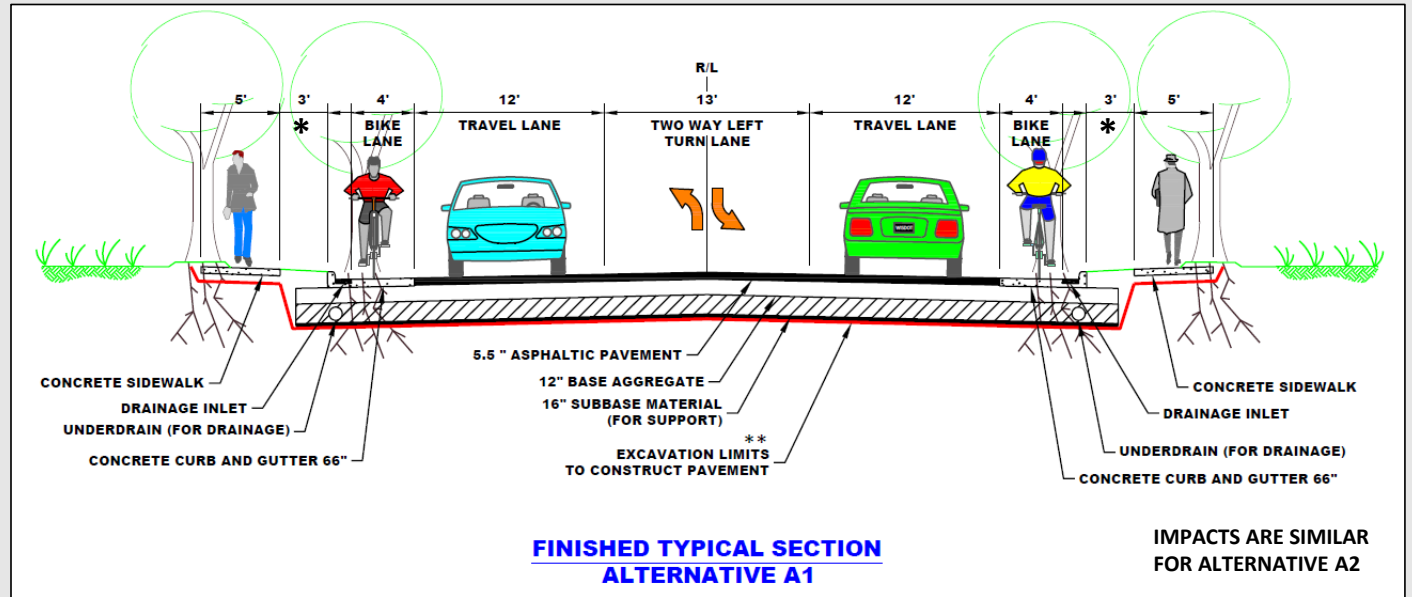
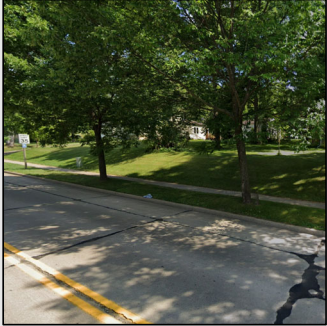
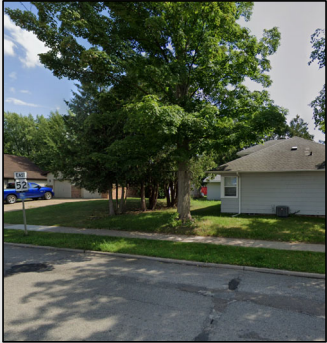


*Values are based on level of design completed

Preliminary Tree Impacts

- Tree impacts shown with an asterisk (✱) on the exhibits
 - Due to 3-foot pavement excavation and utility impacts, there will be similar tree and tree root impacts for all proposed alternatives
 - Saving any trees will be determined during the design process
- Ash trees are shown with a different color asterisk (✱)
 - Emerald ash borer (EAB) is an invasive beetle that kills ash trees
 - Per Wisconsin DNR, EAB commonly kills ash trees costing local governments significant dollars for tree removal and replacement
 - The City has a plan in place for management of ash trees
 - <https://www.marathoncounty.gov/services/urban-forestry>





*See exhibits for areas without a grass terrace

Proposed Traffic Impacts

- Construction is currently scheduled for 2029
- WIS 52 traffic will be detoured
 - Various state and county routes will be evaluated
- WIS 52 will remain open to local and emergency traffic
 - Local staging requirements will be determined during the design process
 - Coordination for postmaster, garbage, bus routes, etc.
- Property and business owners are encouraged to provide information on traffic and access needs on your comment form



Real Estate

- Right of way and temporary easements are required
 - Fee acquisition may be required for the new roadway and curb ramp upgrades (narrow strips)
 - Temporary easements will be required for blending slopes, driveway match points, staging, and utility connections
 - Permanent easements may be required for drainage features



Real Estate

- The City of Wausau will acquire real estate
 - Preliminary real estate needs shown on the exhibits
 - Acquisition is scheduled to begin in spring 2026
 - The City is reimbursed for eligible real estate costs by WisDOT
- A real estate handout will be available at the public meeting



Business Coordination

We're In This Together!

- Visit wisconsindot.gov/together
 - Tips, tools and resources
 - Business coordination guide
- Project team is here to help
 - What information would help you...
 - Inform customers about the project?
 - Coordinate with suppliers?
 - Communicate with employees?



Project Update/Next Steps

- Data collection - Fall 2024
- City kickoff meeting - March 12, 2025
- Local Officials Meeting #1 - April 16, 2025
- Public Involvement Meeting #1 - May 14, 2025 **
- Concept plans and reports - Summer 2025
- Local Officials Meeting #2 - Fall 2025
- Public Involvement Meeting #2 - Fall 2025 **
- Environmental Document - Winter 2025
- Preliminary plans and reports - Spring 2026
- Right of Way Acquisition – Spring 2026 to Spring 2028
- Final plans - May 1, 2028
- Construction - 2029

** Additional public meetings will be held, as required, during the design and construction process.



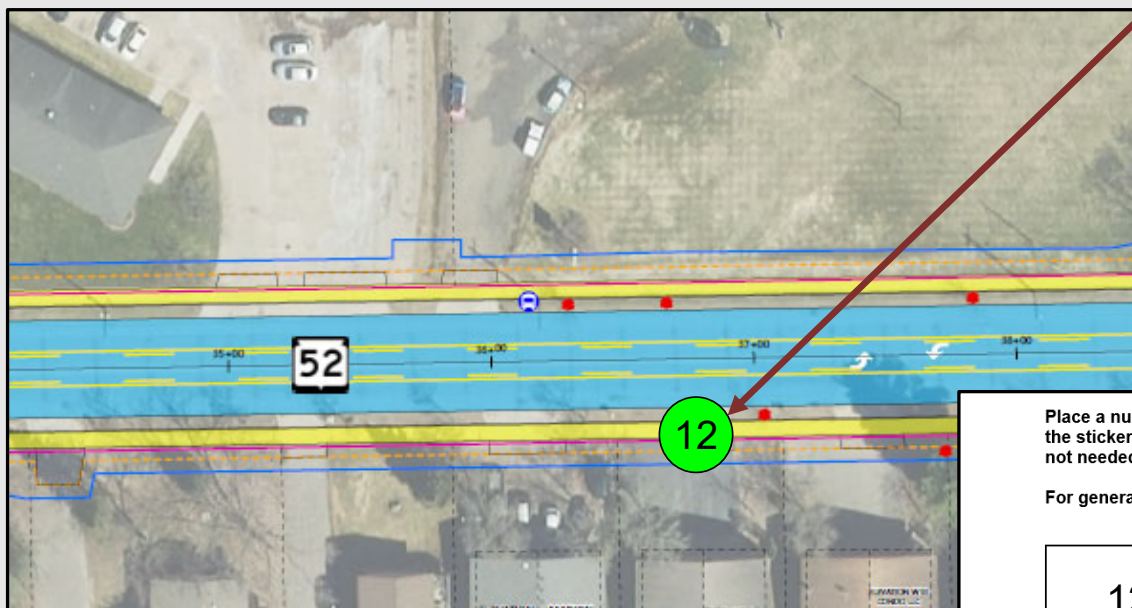
- Pick up a comment form and stickers
 - This comment form is different from the one in your handout packet

- 



The information in this document including names, addresses, phone numbers, email addresses, and signatures is not confidential, and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, sections 19.31 - 19.39 of the Wisconsin Statutes.

Input Exercise



**STEP 1 - Place
numbered sticker
on the map.**

**STEP 2 - Write
number and
comment on form.**

12

13

14

Place a numbered sticker on the map near the location for which you would like to comment. Write the sticker number in the box below and comment in the adjacent spaces. A numbered sticker is not needed for general comments.

For general comments, please use the comment form at the end of your handout packet.

12

PLACE YOUR COMMENT HERE



Public Input & Comments

- Public comment period will be held until May 28, 2025

- **Via email or phone**

- Michael Jelinek
- Wisconsin Department of Transportation
- 1681 Second Avenue South
- Wisconsin Rapids, WI 54495
- (715) 421-8098
- Michael.Jelinek@dot.wi.gov

Deaf, hard-of-hearing, deaf-blind,
and speech-disabled persons
can contact the Wisconsin Relay
Service by dialing 711.

<https://wisconsindot.gov/Pages/projects/by-region/nc/wis52marathon/default.aspx>

