



Public Involvement Meeting WIS 52 (East Wausau Avenue)

**North 6th Street to North 18th Street
Marathon County**

October 13, 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 improvements
 - Recommended alternative
 - Preliminary traffic management



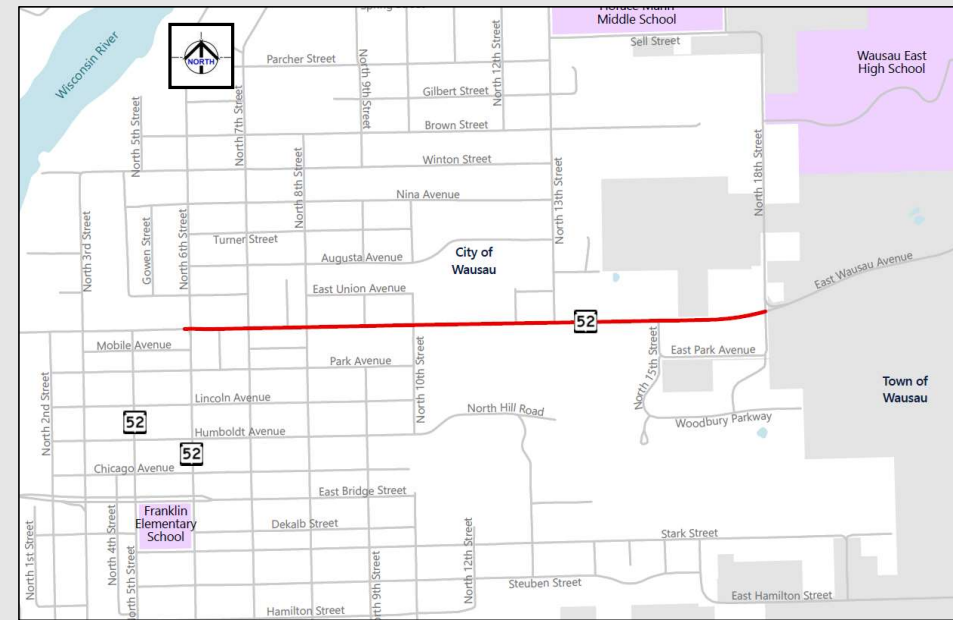
Presentation Agenda

- Project Location
- Project Information
- Purpose and Need
- Proposed Improvements
- Recommended Alternative
- Traffic Management
- Real Estate
- Business Coordination
- Project Schedule
- Open Discussion



Project Location

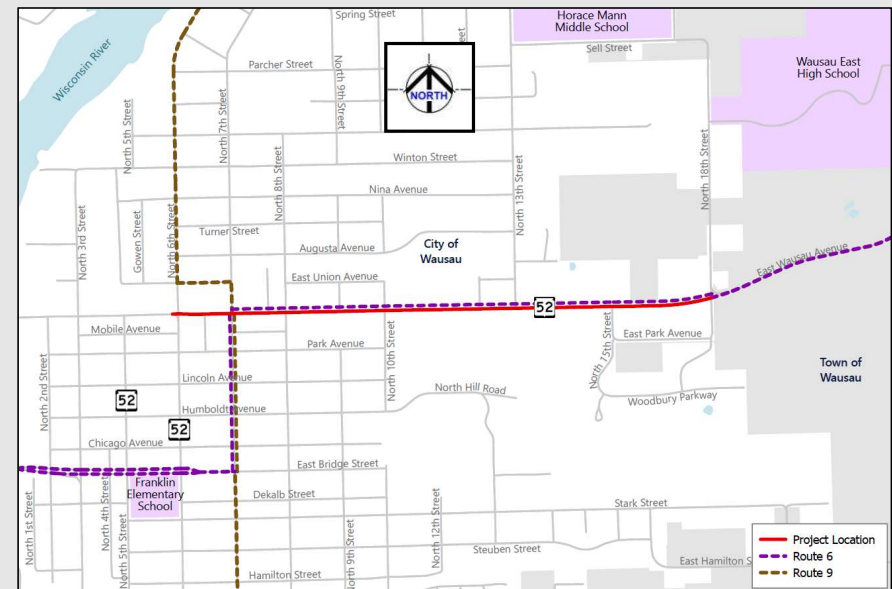
- City and Town of Wausau
 - North 6th Street to North 18th Street
 - Includes the North 6th Street intersection
 - Does not include the North 18th Street intersection except for sidewalk and curb ramp improvements



Project Location

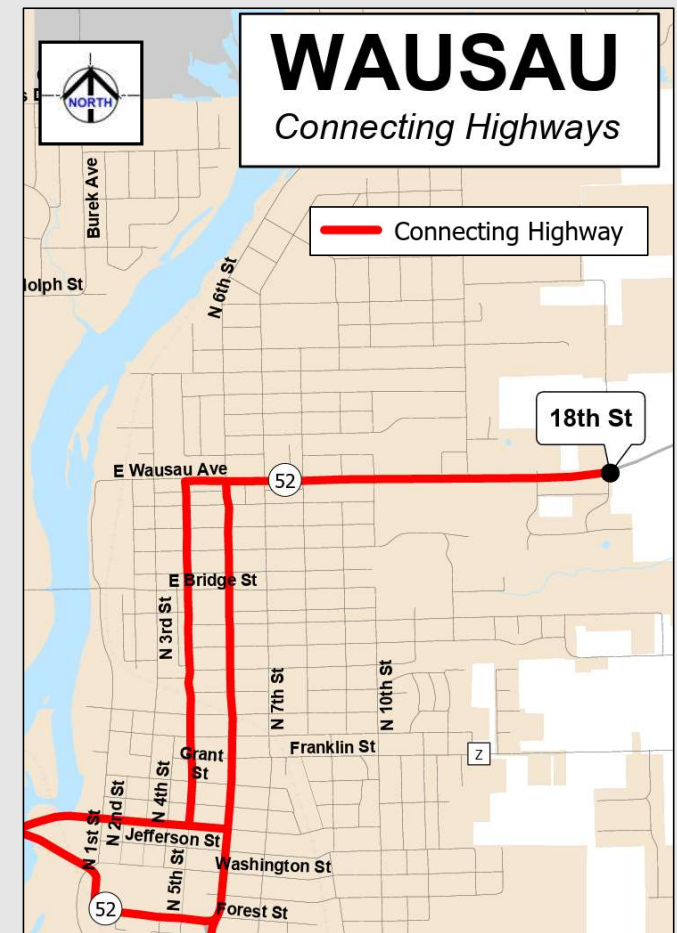
- WIS 52 is a Wausau Metropolitan Planning Organization (MPO) bicycle route
 - Route 6: North 7th Street to the east
 - Route 9: Crosses at North 7th Street
- Adopted MPO plan supports maintenance of on-street marked bicycle lanes

<https://wausaumpo.org/plans-documents/wausau-mpo-bicycle-and-pedestrian-plan/>



Project Location

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



<https://wisconsindot.gov/Pages/projects/data-plan/plan-res/connecting.aspx>



Project Information

- We are proposing to improve one mile of WIS 52
 - Priority commuter route and access to Wausau schools as well as an important route for moving state highway traffic through Wausau
 - Traffic facts:
 - Current Year Average Daily Traffic (2019) – 5,200 to 7,700
 - Design Year Average Daily Traffic (2048) – 5,900 to 8,100
 - Truck Percentage – 9.6%
- Project implementation is in accordance with WisDOT's Asset Management Plan (<https://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrces/rdwy/training-fdm3.aspx>)
 - Top priorities are safety and good pavement conditions at a practicable cost



Project Information

- 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



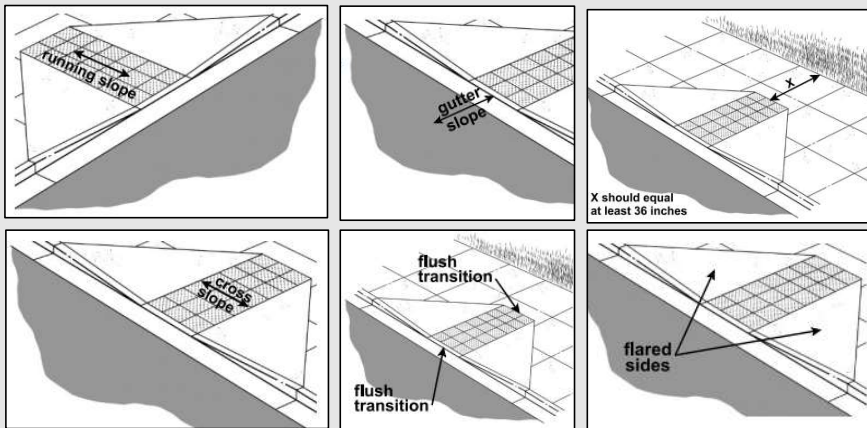
Additional Project Needs

- 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 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 or replace the storm sewer as needed throughout the project
 - Address overland flow and underground seepage from the south side of WIS 52
 - Added drain tile behind sidewalk
 - North 10th Street to North 18th Street – final locations to be determined during the design process



Proposed Improvements

- Pedestrian improvements
 - Upgrade curb ramps to meet ADA standards, where feasible
 - Replace sidewalks
 - 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



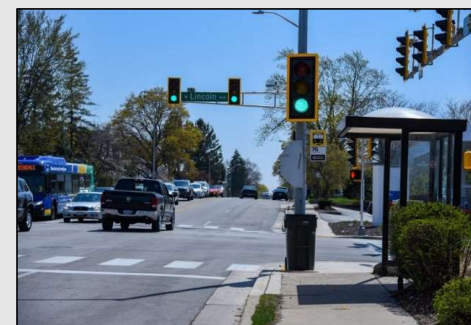
Safety Improvements

- Continuous median two-way left-turn lane
 - North 6th Street to North 13th Street
 - Provides refuge for turning traffic
 - Reduces rear-end crashes
- Pedestrian refuge island at North 13th Street



Safety Improvements

- North 6th Street intersection
 - Modern traffic signals with head per lane signals
(<https://wisconsindot.gov/Pages/safety/safety-eng/signal-head.aspx>)
 - Refuge island in southeast corner to improve crossings for pedestrians
- Potential access modifications to aid in reducing crashes
 - North 6th Street to Center Street
 - Between Jozik Street and North 8th Street



Safety Improvements

- New signing
 - New signing throughout the project
 - City may evaluate installation of rapid flashing beacon signing at select crosswalks (subject to City approval)
- New pavement marking
 - 6-inch pavement marking with 11-foot travel lanes
 - Narrower lanes and wider marking aides in calming traffic and providing delineation of the on-street bicycle lanes
 - Mark crosswalks (high visibility marking, where req'd)



Recommended Alternative

- North 6th Street to North 13th Street
 - 11-ft travel lanes and 12-ft continuous median two-way left-turn lane
 - 4-ft bike lanes with standard 30-inch curb and gutter
 - Integral curb could provide an additional 1-foot for bicycles
 - New sidewalks (5-ft typical)
 - Typical 5-ft terrace
 - Provides buffer between pedestrians and travel lanes
 - Accommodates light poles, signs, snow storage, and future replanting of trees (subject to city approval)
 - Terrace width eliminated at spot locations with 6-ft sidewalk to minimize impacts

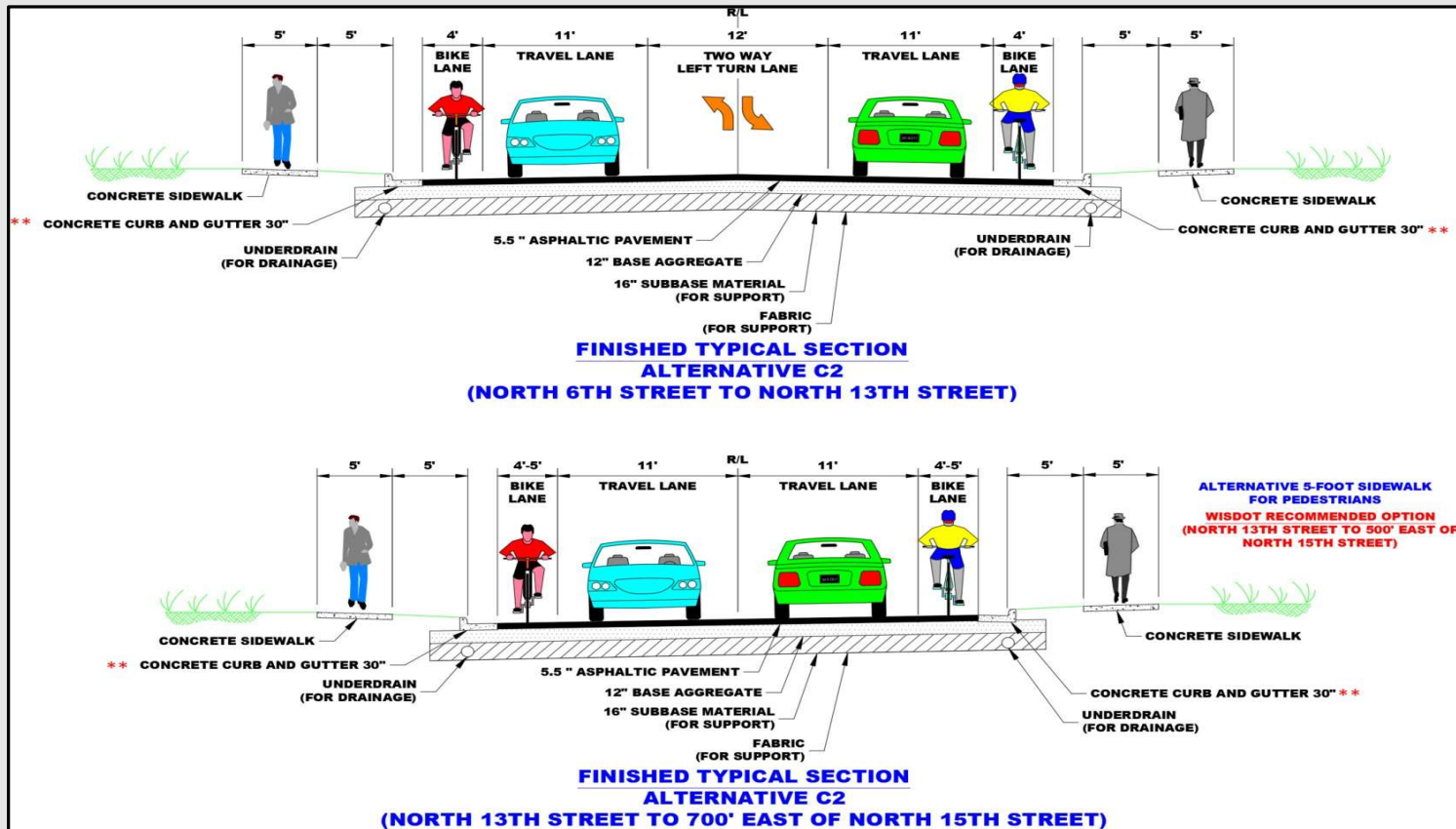


Recommended Alternative

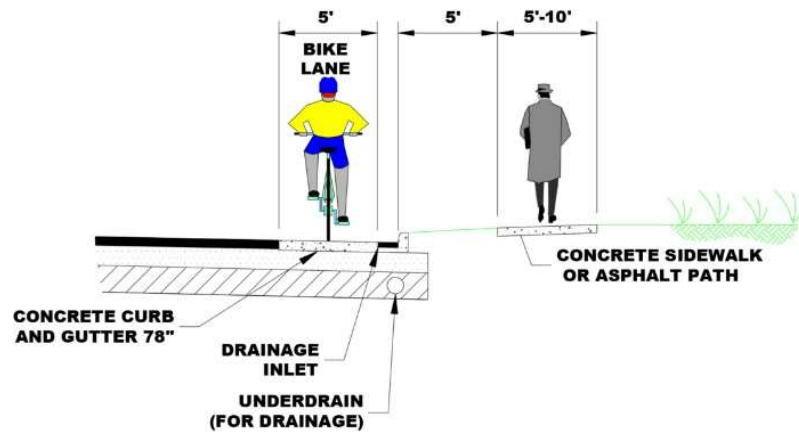
- North 13th Street to North 18th Street
 - 11-ft travel lanes
 - 4-ft to 5-ft bike lane with standard 30-inch curb and gutter
 - Integral curb could provide an additional 1-foot for bicycles
 - New sidewalk (5-ft typical) on north side
 - Subject to City approval and funding participation
 - Option for a 10-ft multi-use path on the south side
 - Subject to City approval and funding participation



Recommended Alternative

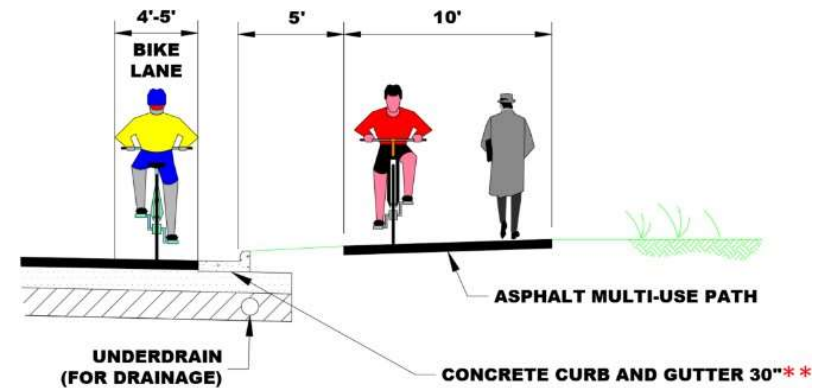


Recommended Alternative



**** ALTERNATIVE 78" CURB AND GUTTER**

(ALTERNATIVE CURB AND GUTTER COULD BE IMPLEMENTED
ALONG ALL SECTIONS OF WIS 52 FOR THE BICYCLE LANE)



ALTERNATIVE 10-FOOT MULTI-USE PATH FOR PEDESTRIANS AND BICYCLES

CITY OF WAUSAU REQUESTED OPTION
(THE PATH IS SUBJECT TO CITY APPROVAL AND FUNDING PARTICIPATION)
(THE EXHIBITS DEMONSTRATE THE IMPACTS REQUIRED FOR A PATH
FROM NORTH 13TH STREET TO NORTH 18TH STREET)



EXISTING STREET VIEW LOOKING EAST FROM NORTH 7TH STREET



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





**EXISTING STREET VIEW LOOKING EAST FROM THE
EAST SIDE OF NORTH 13TH STREET**



**RENDERED EXISTING STREET VIEW LOOKING EAST FROM THE
EAST SIDE OF NORTH 13TH STREET**



PRELIMINARY IMPACTS

Needs and Impacts	Recommended Alternative
Improves Pavement and Drainage	✓
Improves Pedestrian Accommodations	✓
Improves North 6 th Street Intersection	✓
Provides Bicycle Accommodations	✓
Improves Safety (N 6 th St to N 13 th St)	✓
New Permanent Right of Way (acre)*	0.8**
Temporary Easements (acre)*	2.9
Permanent Drainage Easements (acre)*	0.02
Building Relocations	--
Tree Impacts	✓

* Values are based on level of design completed

** Estimated right of way is based on a multi-use path along the south side of WIS 52 from North 13th Street to North 18th Street; impacts would be reduced if a sidewalk is adopted



Preliminary Tree Impacts

- Tree impacts shown with an asterisk (✱) on the exhibits
 - Due to 3-foot pavement excavation and utility impacts, there will be tree and tree root impacts throughout the project
 - 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>



Proposed Traffic Impacts

- Construction is currently scheduled for 2029
- WIS 52 traffic will be detoured
 - Business 51 to County N to County X
- 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 would be required for the new roadway, curb ramp upgrades, and multi-use path
 - Temporary easements would 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 summer 2026
 - The City is reimbursed for eligible real estate costs by WisDOT
- A real estate handout is available for adjacent property owners



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
- Public Involvement Meeting #2 – Oct. 13, 2025 **
- Environmental Document - Winter 2025
- Preliminary plans and reports - Spring 2026
- Right of Way Acquisition – Summer 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.



Public Input & Comments

- Public comment period will be held until Oct. 27, 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>

