

# **Public Involvement Meeting**

**WIS 52  
Wausau to Aniwa  
Elm Road to US 45  
Marathon and Shawano counties**

Project ID: 9010-03-30(60)



**July 19, 2016  
6 to 7 p.m.  
Hewitt Town Hall**

**H12399 County Highway Q  
Wausau, WI**

## Purpose of the meeting

Welcome to the public involvement meeting to discuss a proposed improvement project on WIS 52 between Elm Road and US 45 in Marathon and Shawano counties.

The objective of today's meeting is to present information regarding the purpose and need for the proposed improvements, discuss conceptual design alternatives, answer questions, and obtain your input. A brief presentation is scheduled to begin at 6 p.m. After the presentation, the meeting will follow an open house format.

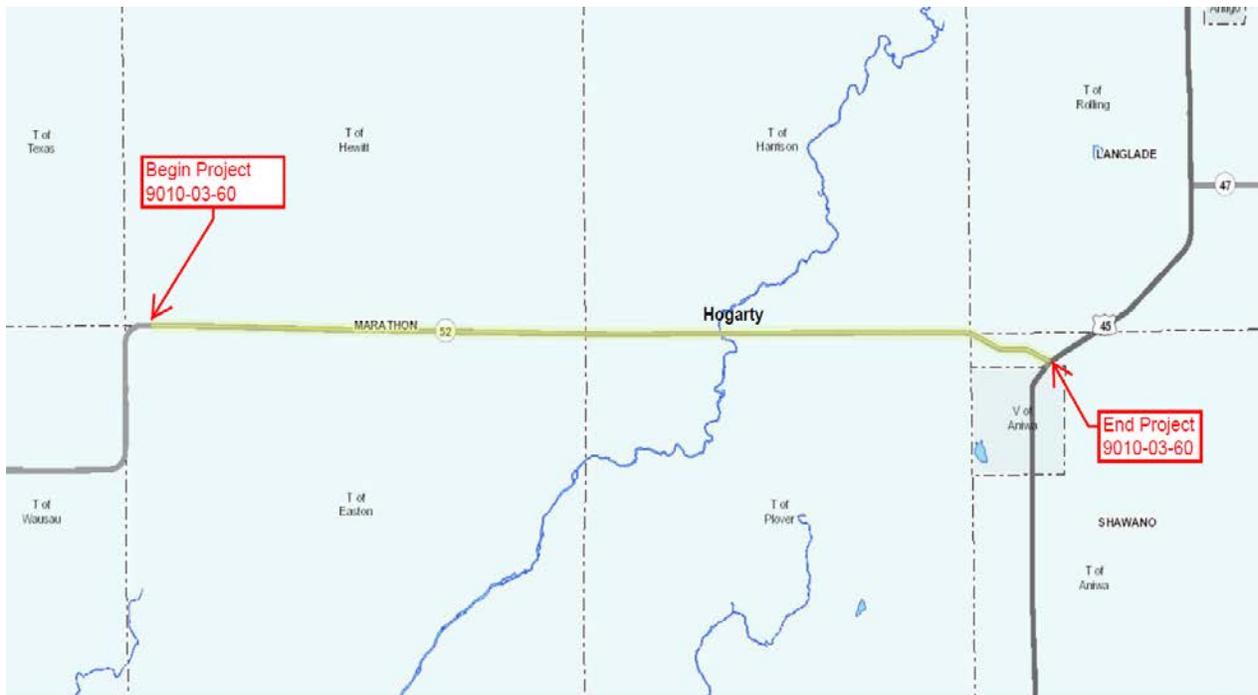


Figure 1: Project Location Map

## Purpose and need for roadway improvements

The pavement on this section WIS 52 is showing signs of deterioration in the form of cracking and rutting. The pavement structure is sound. The distress is primarily limited to the upper layers of the highway surface. There are spot locations, west of Hogarty, with wider cracking and deeper rutting from the pavement moving out and away from the crack (lateral shoving).

The existing pavement structure is shown in **Figure 2**. In the locations with the most severe distress, where lateral shoving has occurred, the existing asphalt formed a crack about 9 feet from the centerline, which is at the edge of the underlying concrete pavement. Because of the soil types present on this section of WIS 52, once this crack has formed, the pavement begins to move laterally away from the roadway. These locations contribute to a deteriorating ride quality (smoothness), as well as a safety concern with standing water during rain events.

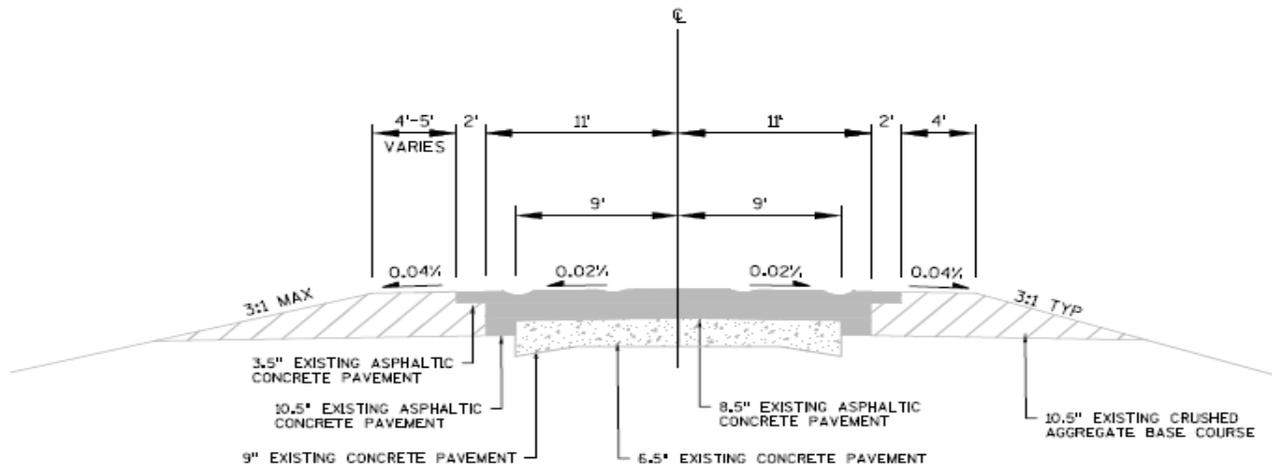


Figure 2: WIS 52 Typical Existing Section

Additionally, several culverts have deteriorated. Several other culverts contributed to deteriorating ride quality by heaving in the late winter and spring, resulting in an advisory speed reduction.

This project is needed to prolong the life of the pavement structure, replace the deteriorated drainage structures, and restore the pavement riding surface.

## Proposed improvements

We plan to replace nine culvert pipes as part of this project.

We are evaluating several improvement alternatives to address the deteriorating pavement.

- **Alternative 1: Chip seal**

This solution seals the surface of the pavement and protects it from further deterioration. A chip seal is the most cost effective at protecting the existing pavement structure.

It would not address surface distresses or ride quality (smoothness); particularly spot locations of cracking that began as a result of the weakened surface. These locations are located west of Hogarty.

- **Alternative 2: Hot-in-place Recycling (HIR)**

HIR heats the top 1 inch of the existing pavement, adds an oil rejuvenating agent to the heated mix, and shapes a new riding surface. The new surface is then covered with a chip seal. This solution addresses shallow pavement surface distresses, restores the pavement ride quality (smoothness), seals the surface, and protects from further deterioration. However it would not address distresses extending deeper than 1 inch into the structure.

This is the most expensive alternative.

- **Alternative 3: 1.75 inch mill and overlay**

The existing structure would be milled to remove the upper most 1.75 inches of pavement. A 1.75 inch layer of new asphalt would be paved on top of the milled structure.

This solution addresses most of the pavement surface distresses, seals the existing pavement structure, restores the pavement ride quality (smoothness), and protects the structure from further deterioration. However, it would not correct the cause of the rutting distresses found west of Hogarty.

- **Alternative 4: 1.75 inch mill and overlay with wedging**

1. The asphalt surface in the center 16 feet of the roadway (8 feet on either side of centerline) would be milled to remove the top 1.75 inches of pavement.
2. The remaining 10 feet of roadway (5 feet on each outside edge) would be milled (See Figure 3) to remove approximately 4.25 inches at the outer edge of asphalt.
3. This outer 5 feet on either side would be wedged with new asphalt to match the elevation of the center 16 feet of roadway.
4. The entire pavement width would have a 1.75 inch layer of new asphalt placed.

This solution addresses the pavement surface distresses, seals the existing pavement structure, restores the pavement ride quality (smoothness), protects the structure from further deterioration, and provides additional pavement structure on the outside edge.

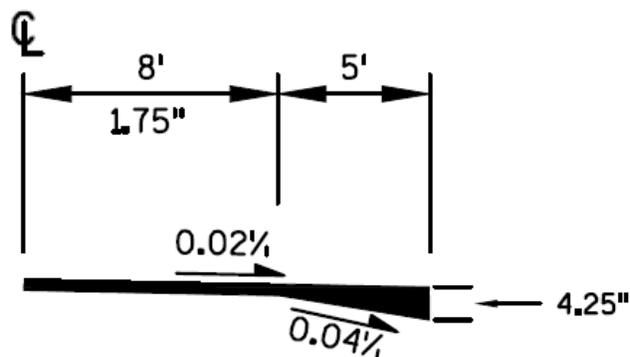


Figure 3 - WIS 52 half section with increased slope and wedging

To further improve the pavement ride quality, we plan to investigate areas of frost heaving in late summer 2016.

Alternatives to address heaving include:

- Mixing the granular material with native/surrounding soils. This will allow the road to move more uniformly and eliminate the heaving and corresponding roughness.
- Using a stabilizing fabric to minimize the heaving

## **Selection of a preferred alternative**

We determine the preferred alternative (solution) based on:

- Safety
- Cost
- Public input
- Input from regulatory agencies and local governments
- Information gathered regarding natural and social impacts

## **Potential traffic impacts**

Traffic impacts vary based on the preferred alternative to improve the highway. However, we anticipate keeping WIS 52 open during construction.

Motorists can expect to encounter periodic, daytime, single lane closures in each direction. Lane widths on WIS 52 may be temporarily reduced for certain types of work.

Temporary interruptions in access will occur at driveways when work is occurring directly in front of your home or business. The contractor will be required to contact homeowners and businesses in advance of the work.

## **Project update/next steps**

Local officials meeting	May 18, 2016
Local officials meeting	June 28, 2016
Public involvement meeting	July 19, 2016
Local officials meeting	August 2016
Selection of a preferred alternative	September 2016
Second public involvement meeting	September 2016
Complete final plans	February 2017
Construction	Currently scheduled summer 2018 Could begin as early as spring 2017

For more information about the WIS 52 improvement project, please visit the project website:

<http://wisconsin.gov/Pages/projects/by-region/nc/wis52/default.aspx>

## Public input/comments

We encourage you to talk to the project representatives and ask questions. Attached to this handout is a sheet for your written comments and input regarding the proposed improvements. Pre-paid and addressed envelopes are available at the sign-in table. Please mail any written comments about the project before **August 2, 2016** or leave them in the comment box tonight. You can also email your comments to the contacts listed below.

Your comments assist us in developing a project that will serve the needs of the traveling public as well as the needs of the local communities. Your input is welcome and appreciated throughout the design process.

For more information, please contact:

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