

# Public Involvement Meeting Handout

**WIS 32  
Main Avenue and Reid Street  
City of De Pere  
Brown County**

**Project ID: 4190-17-00**



**January 2025**

This handout and other items are available on this project's design website at



<https://wisconsindot.gov/Pages/projects/by-region/ne/32depere/default.aspx>

*Thank you for your interest in this project. We look forward to your feedback.*

## **Purpose of handout**

The Wisconsin Department of Transportation (WisDOT) is in the process of developing proposed improvements for 0.7 miles of WIS 32 in the city of De Pere, Brown County. The purpose of this handout is to provide information regarding the improvements being considered, describe the potential impacts it would have on the community, and offer an opportunity for public comment.

## **Public input/comments**

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 community. All comments are welcomed and appreciated throughout the design process. Included at the end of this handout, as well as on the project website, is a comment form that may be used for written comments regarding the proposed improvements under consideration. You are encouraged to fill out this form and return using the pre-paid mailer attached. Comments may also be submitted via email or phone to any of the contacts listed below.

## **Project Updates**

The preliminary design continues to be developed and refined prior to finalizing for the next stage of design. Highlights on updates since the last Public Involvement Meeting, October 2023 include:

- Geometric updates to the intersection of Eighth Street and Main Avenue. The major change from existing conditions at the intersection is modifications to the westbound to northbound right turn lane, including lengthening the right turn lane and removal of the existing pork chop island.
- Geometric updates to the eastbound Main Avenue lane drop. To provide more advance warning of the lane drop to drivers, the signing and pavement marking will be improved to address concerns heard at the last public involvement meeting.
- Geometric updates on Main Avenue at Third Street where the travel lane pavement will be preserved. The project will now also include the increase in terrace area by reducing the pavement area providing a consistent typical section between Third Street and Fourth Street.
- The design at the at-grade railroad crossings along the project, including Main Avenue and Reid Street, continue to be investigated and refined. Railroad coordination is ongoing to finalize the design elements at the crossings.
- The design has been further refined in the area of Bicentennial Park. A portion of the sidewalk will be replaced and widening to accommodate bikes crossing from Fort Howard Avenue to Reid Street.
- Additional community sensitive design (CSD) opportunities coordinated with local communities are available for the project. CSD elements provide communities the opportunity to further enhance the project aesthetics and the additional funding opportunities provide more options for communities. WisDOT is coordinating with the city of De Pere to determine what aesthetic elements will be incorporated into the project.

The existing concrete pavement is deteriorating and has been patched numerous times. The Pavement Condition Index (PCI) is used to measure the condition of the roadway with 0 as the worst possible condition and 100 as the best. The PCI is calculated based on the results of a detailed pavement distress survey that identifies pavement distress type, distress severity and distress quantity. The PCI for WIS 32 has a condition rating as low as 21. Further, the existing storm sewer is deteriorating and many curb ramps along the project are not compliant with the standards of the Americans with Disabilities Act (ADA).

## **Anticipated benefits**

The proposed improvements will include the following benefits:

- Provide motorists with a smoother riding surface resulting in less wear on vehicles.
- Decreased annual maintenance costs for the city, saving taxpayer dollars.
- Improved accessibility for pedestrians by bringing the non-compliant curb ramps into compliance with ADA standards.
- Replacement of the aging underground utilities prior to roadway paving
- Safety improvements at the at-grade railroad crossings
- Improved bike and pedestrian accommodations.

## **Proposed Improvements/Scope of Work**

### **Main Avenue**

For the section for Main Avenue from the Claude Allouez Bridge to approximately 331/334 Main Avenue, the proposed scope of work is limited to repairing the concrete pavement that was constructed when the Claude Allouez Bridge was replaced in 2007 and bringing the existing curb ramps into compliance with the current ADA standards. However, the existing footprint of the street will be narrowed to match the roadway section of the reconstructed section described in the following paragraph which will provide additional terrace space on both sides of the street.

From approximately 331/334 Main Avenue to Fort Howard Avenue, the existing footprint of the street will be narrowed. The existing concrete pavement and curb & gutter will be replaced to provide two driving lanes, a parking lane on each side of the street and a bike lane on the north side of the street. The reconstructed street will be centered in the right-of-way to provide approximately equal amounts of terrace and sidewalk space on each side of the street. All the curb ramps will be reconstructed to current ADA standards. Bump outs will be constructed at the intersections of Fourth Street and Fifth Street with Main Avenue. The intersection of Fort Howard Avenue will be reconfigured to provide improved bike and pedestrian accommodations. The at-grade railroad crossing will be reconstructed including the addition of gates and signals. The existing storm sewer system is in poor to fair condition and will be replaced.

From Fort Howard Avenue to Seventh Street, the existing concrete pavement and curb & gutter will be replaced to provide two westbound lanes and one eastbound lane. The reconstructed street will be centered under the existing railroad bridge. The existing storm sewer system is in poor to fair condition and will be replaced. The sidewalk on the south side of the street from the crosswalk at the island at Fort Howard Avenue to Seventh Street continues to be investigated for removal with the project. An alternative if the sidewalk is removed is to re-route the sidewalk along the Main Avenue Annex and the path crossing the railroad tracks along the vacated Reid Street back to the sidewalk along Reid Street. The existing curb ramps at Seventh Street will be reconstructed to current ADA standards. In addition, the sidewalk and curb ramps for the

rerouting of pedestrians along Main Avenue Annex and vacated Reid Street is being investigated to be reconstructed to ADA standards.

From Seventh Street to the end of the project at Eighth Street, the existing footprint of the street will be widened approximately two feet on each side. The existing concrete pavement and curb & gutter will be replaced to provide two 11-foot driving lanes in each direction. All the curb ramps will be reconstructed to current ADA standards. The intersection of Eighth Street will be reconstructed to better accommodate the large vehicles using the intersection. The existing storm sewer system is in poor to fair condition and will be replaced.

### **Reid Street**

From the Fort Howard Avenue/Main Avenue intersection to the at-grade railroad crossing on Reid Street, the existing footprint of the street will be narrowed. The existing concrete pavement and curb & gutter will be replaced to provide two driving lanes and a bike lane on the south side of the street. The at-grade railroad crossing will be reconstructed including the addition of gates and signals. The existing storm sewer system is in poor to fair condition and will be replaced.

From the at-grade railroad crossing on Reid Street to Fifth Street, the existing concrete pavement and curb & gutter will be replaced to provide two driving lanes, a left turn lane at Fifth Street and a bike lane on the south side of the street. The existing on-street parking in this section of Reid Street will be removed. The curb ramps at Fifth Street will be reconstructed to meet ADA standards. The existing storm sewer system is in poor to fair condition and will be replaced. The existing traffic signals at Fifth Street will be upgraded to work in conjunction with the new gates and signals to be installed at the at-grade railroad crossing west of the intersection.

From Fifth Street to the driveway at 303 Reid Street, the existing concrete pavement and curb & gutter will be replaced to provide two driving lanes, a parking lane on each side of the street and a bike lane on the south side of the street. The reconstructed street will be the same width as the existing street. Bump outs will be constructed at the intersection of Fourth Street and the curb ramps will be reconstructed to current ADA standards. The existing storm sewer system is in poor to fair condition and will be replaced.

From the driveway at 303 Reid Street to Third Street, the proposed scope of work is limited to repairing the concrete pavement that was constructed when the Claude Allouez Bridge was replaced in 2007 and replacing one section of storm sewer along the south curb line that is in poor condition.

### **Third Street**

From Reid Street to the Claude Allouez Bridge, the proposed scope of work is limited to repairing the concrete pavement that was constructed when the Claude Allouez Bridge was replaced in 2007 and bringing the existing curb ramps into compliance with the current ADA standards.

## **Traffic impacts**

Impacts to traffic during construction are still being developed and anticipate may include:

- Potential long-term lane and road closures and detours during construction.
- Access to businesses and properties would be maintained during construction.
- A pedestrian detour for construction activities at the curb ramps and on sidewalks and crosswalks.

## **Schedule**

- Virtual Public Involvement Meeting #3: January 28, 2025
- Finalize Preliminary Design and Approve Environmental Document: Spring/Summer 2025
- Final Design: 2025 – 2027
- Real Estate Acquisition: 2026 - 2027
- Utility Reconstruction/Relocations: 2027
- Roadway construction currently scheduled in 2028

## **Real estate**

Temporary Limited Easements (TLE) and some fee acquisition will be required for replacing the curb ramps and sidewalk. The actual amount of real estate needs for the project will be better defined as the proposed improvements are refined during the next phase of the project.

## **Business Resource: WisDOT's In This Together program**

WisDOT recognizes businesses located in work zones or impacted by detour routes have special needs. WisDOT's In This Together program is offered to business, organizations and community leaders as an idea source as they plan for road construction in their area. It includes promotional examples, case studies and a specially designed Business Coordination Guide with information on:

- Planning ahead
- Staying informed
- Keeping customers informed
- Tips for businesses
- Temporary signing for businesses

WisDOT's In This Together website is located at [www.wisconsindot.gov/Together](http://www.wisconsindot.gov/Together)

## **Public input/comments**

Please submit comments to WisDOT using one of the following methods so that we receive them **by February 21, 2025**, to be consider during design.

1. Fill out the comment form attached to this document and mail to WisDOT using the prepaid mailer.
2. Email comments or questions to the contacts listed below.
3. Call one of the contacts below.

## **Project contacts**

Josh Lang, P.E.  
Project Manager  
Wisconsin Department of Transportation  
944 Vanderperren Way  
Green Bay, WI 54304  
Phone: (920) 492-4141  
Email: [joshua.lang@dot.wi.gov](mailto:joshua.lang@dot.wi.gov)

Mark Kantola  
Region Communications Manager  
Wisconsin Department of Transportation  
944 Vanderperren Way  
Green Bay, WI 54304  
Phone: (920) 492-4153  
Email: [mark.kantola@dot.wi.gov](mailto:mark.kantola@dot.wi.gov)

# WisDOT Highway Project Public Comment Form

Project ID 4190-17-00  
WIS 32  
Main Avenue and Reid Street, City of De Pere  
Brown County

Please place this form in the comment box or mail **by February 28, 2025**, to the address on the back of this sheet. Comments can also be e-mailed to [joshua.lang@dot.wi.gov](mailto:joshua.lang@dot.wi.gov). 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 community. Your input is welcome and appreciated throughout the design process.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Daytime Phone Number (optional): \_\_\_\_\_

Email Address (optional): \_\_\_\_\_

Please Print Comments (attach additional sheets if necessary)

[illegible]

*The information in this document including names, addresses, phone numbers, e-mail 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.*



----- Fold Here -----



NO POSTAGE  
NECESSARY  
IF MAILED  
IN THE  
UNITED STATES

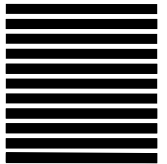
DOTRNE1 2009

**BUSINESS REPLY MAIL**

FIRST CLASS MAIL PERMIT NO. 2226 MADISON, WI

POSTAGE WILL BE PAID BY ADDRESSEE

**WISCONSIN DEPARTMENT OF TRANSPORTATION  
NORTHEAST REGION  
944 VANDERPERREN WAY  
GREEN BAY, WI 54304-9879**



**Attention: Joshua Lang, P.E.**

----- Fold Here -----