

# Donald A. Tillemann Bridge WIS 54 (Mason Street) Projects

## Public Involvement Meeting #2

September 25, 2024

WIS 54 (Mason Street) Bridge Reconstruction or Replacement Study, WisDOT Project ID: 9210-22-02

Mason Street Bridge Rehabilitation, WisDOT Project ID: 9210-22-01



# PROJECT INTRODUCTIONS

## Two projects, focused on Mason Street



Photo of Mason Street Bridge from June 19, 2023



Reconstruction or Replacement Study Limits 2027 Rehabilitation Project Limits

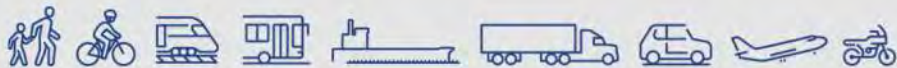


**Donald A. Tilleman Bridge  
(WIS 54/Mason Street)  
Reconstruction or Replacement Study  
PEL (2023 2026)  
NEPA (2027 2028)**

- 1.5 miles of Mason Street from 12th Avenue on the west side of the Fox River to Webster Avenue on the east side of the Fox River.
- The study includes a comprehensive review of alternatives that would address the condition of the infrastructure, review mobility for all users of the corridor, and identify any areas of concern for project improvements.

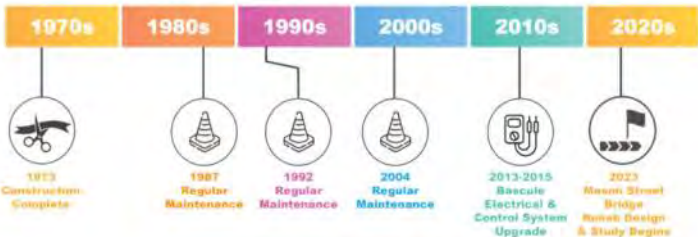
**2027 Donald A. Tilleman Bridge  
Rehabilitation Project**

- The project limits include the operable (bascule) bridge and the adjacent approach spans over the Fox River.
- The purpose of this project is to preserve the long-term operation of the bridge and to address structural deterioration in advance of the larger study project being constructed.

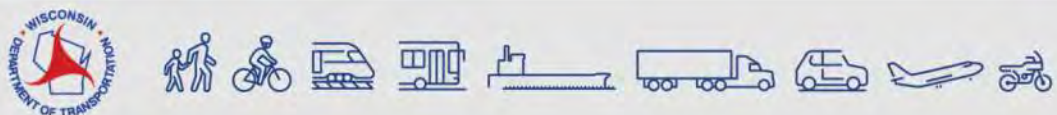


# STUDY LOCATION

## HISTORY OF THE MASON STREET BRIDGE



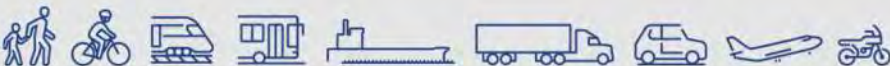
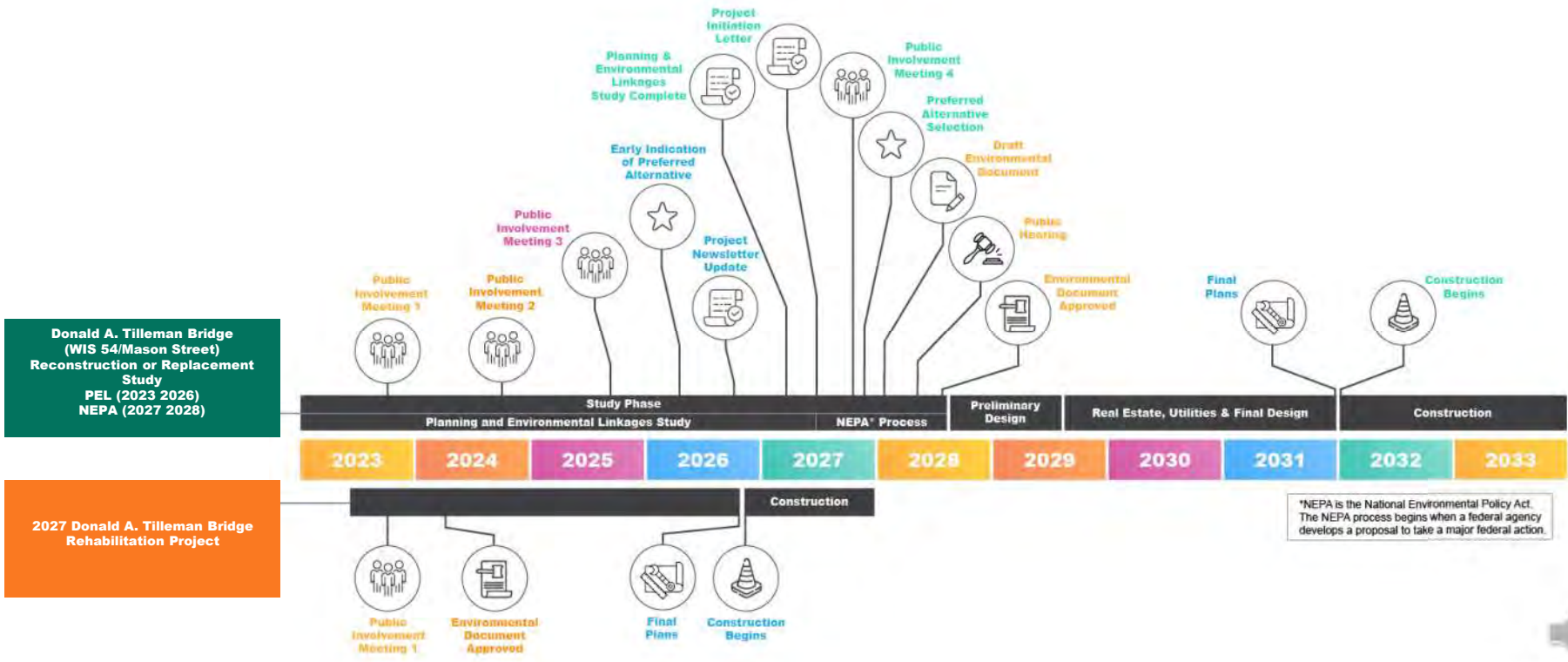
Mason Street (WIS 54) is a major east-west arterial that links I-43 to I-41 in the city of Green Bay. Built in 1973, the Donald A. Tilleman bridge is now 50 years old and carries an average of 34,200 vehicles per day. The elevated portion of Mason Street has limited pedestrian facilities with a sidewalk on the north side of the bridge between S. Jefferson Street and S. Chestnut Avenue. Bicycles are not permitted on Mason Street between 10th Avenue and S. Jackson Street. Green Bay Metro Route 6 (Red line) bus service operates along Mason Street within the study limits but does not stop.



# SCHEDULE



The study phase began last year and will continue through Fall 2028.



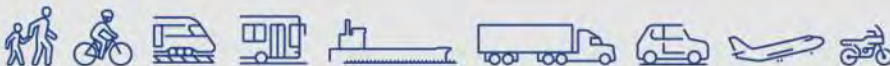


# PUBLIC INVOLVEMENT PLANS



## Public Involvement Goals

- The teams will look to seek meaningful feedback from stakeholders and to provide timely, accurate, and concise information to stakeholders through a wide range of outreach and media communications.
- Our plans are as follows:
  - Create opportunities for outreach and feedback.
  - Solicit feedback from the community regarding the potential range of alternatives to meet the goals.
  - Establish and communicate clear and straightforward information.
  - The WisDOT teams are open to meeting with anyone, anywhere, and at any time to create meaningful discourse.



# TERMINOLOGY



## BASCULE

Bascule refers to the movable portion of the bridge that is raised and lowered.



The bascule portion of the bridge in the raised position to allow a ship passage (shown shaded green).



The bascule portion of the bridge in a lowered position (shown shaded green).



# TERMINOLOGY



## FIXED SPAN or GRADE-SEPARATED, STRUCTURE



Adjacent to the bascule, the Study Area includes several sections of a grade-separated fixed span (shown shaded green). These spans do not move or open and are elevated above the ground.



The Study Area includes multiple ramps that connect the street grid to the grade-separated elevated roadway. The ramps are considered part of the “fixed span structures” (shown shaded green).

*Also known as an “elevated highway”*



# TERMINOLOGY

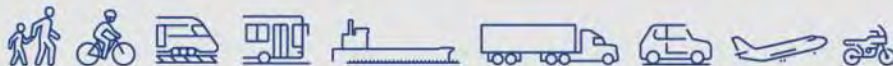


## AT-GRADE ROADWAY

The Study Area includes the at-grade roadway on the west side of the river (from 12th Avenue to approximately 10th Avenue) and the east side of the river (from Webster Avenue to approximately South Quincy Street). At-grade roadway includes eastbound and westbound travel lanes, and at-grade connecting ramps.



The at-grade roadways (travel lanes and ramps) are shaded green, with the “grade-separated” or “fixed span” structures in the distance.





# STUDY PROCESS: WHAT IS A PEL?

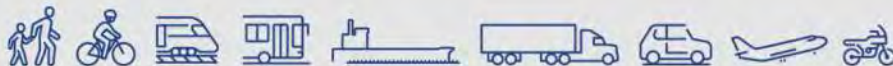


## A “PEL” is a Planning and Environmental Linkages Study. Key features:

1. **Early Coordination:** Involves collaboration among various stakeholders, including local governments, agencies, and the public, to identify potential issues and gather input early on.
2. **Environmental Considerations:** It assesses environmental impacts and potential mitigation strategies at the planning stage, which can lead to more informed decisions and smoother project delivery.
3. **Efficient Project Development:** By addressing potential challenges upfront, a PEL study can help avoid delays and reduce the need for rework during later stages of project development.
4. **Flexible Approach:** The PEL process is adaptable to different types of projects and scales, from corridor studies to specific infrastructure improvements.

*Overall, PEL studies are designed to make transportation planning more:*

- **Efficient**
- **Cost effective**
- **Environmentally responsible**

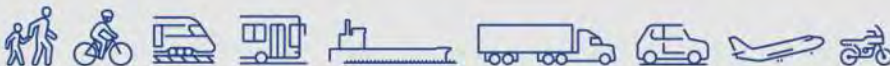


# STUDY PROGRESS



## Development of Mason Street Study Alternatives

- Design Team has developed four alternatives for public feedback
  - Existing configuration with a safety improvement (E2)
  - Three hybrid alternatives (H1 – H3)
- Mason Street and the Canadian National railroad remain grade separated in all current study alternatives
- Alternatives include various design elements including:
  - At grade sections of roadway
  - Elevated sections of roadway (limits defined per alternative)
  - Reconstruction or replacement of the bascule bridge over the Fox River
  - Separate or on-road bicycle\pedestrian facilities
- Preliminary traffic analysis has been completed to verify feasibility of the alternatives as shown
- Feedback from the public will be used for further refine the alternatives
- Next steps include assessment of environmental impacts and costs



# MASON STREET ALTERNATIVES

## Alternative E2

- Mason Street as an Elevated Roadway between Ashland Avenue and Monroe Avenue and the bascule remains at its existing elevation.
- Ashland Avenue remains a grade separated interchange.

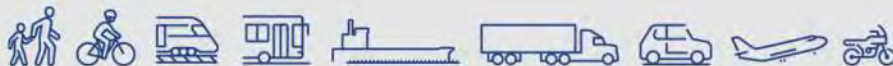
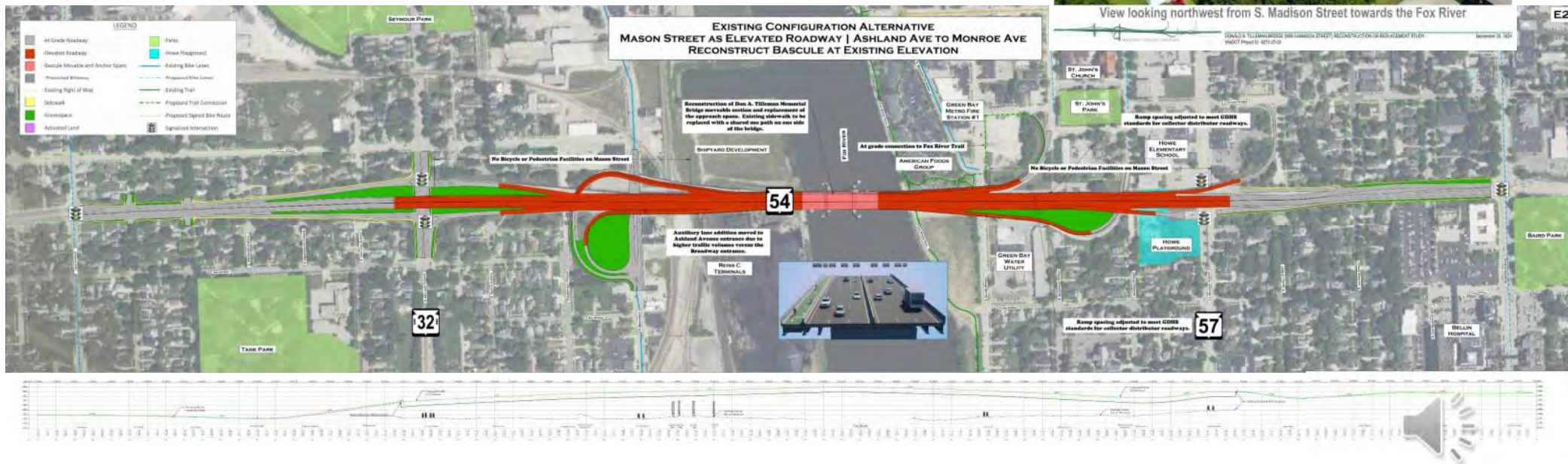
## ALTERNATIVE E2

**Existing Configuration Alternative**  
Mason Street as Elevated Roadway | Ashland Ave to Monroe Ave  
Reconstruct Bascule at Existing Elevation



View looking northwest from S. Madison Street towards the Fox River

E2





# MASON STREET ALTERNATIVES

## Alternative H1

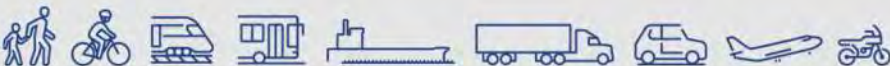
- Mason Street as an elevated roadway between Broadway and Adams Street.
- New at-grade intersections are created at Ashland Avenue and Monroe Avenue.
- The elevation of the bascule remains at the existing elevation.

### ALTERNATIVE H1

Hybrid Alternative 1  
Mason Street as Elevated Roadway | Broadway to Adams Street  
Reconstruct Bascule at Existing Elevation



View looking northwest from S. Madison Street towards the Fox River





# MASON STREET ALTERNATIVES

## Alternative H2

- Mason Street as an elevated roadway between Broadway and the Fox River.
- New at-grade intersections are created at Ashland Avenue, Adams Street and Monroe Avenue.
- The elevation of the bascule span will need to be lowered  $\approx 10'-15'$ .

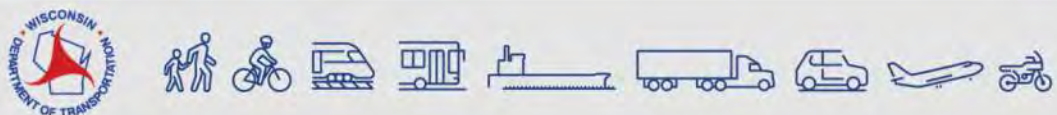
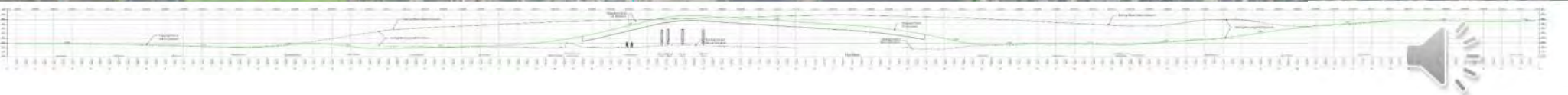
## ALTERNATIVE H2

**Hybrid Alternative 2**  
Mason Street as Elevated Roadway | Broadway to the Fox River  
Replace Bascule at Lower Elevation



View looking northwest from S. Madison Street towards the Fox River

H2





# MASON STREET ALTERNATIVES

## Alternative H3

- Mason remains as an elevated roadway from Broadway to Monroe Avenue and all the ramps on the east side of the river remain.
- Ashland Avenue remains as a grade separated interchange.

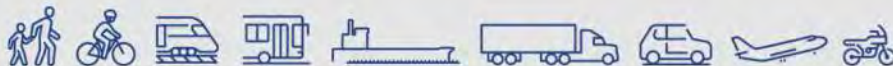
## ALTERNATIVE H3

Hybrid Alternative 3  
Mason Street as Elevated Roadway | Broadway to Monroe Avenue  
Reconstruct Bascule at Existing Elevation



View looking northwest from S. Madison Street towards the Fox River

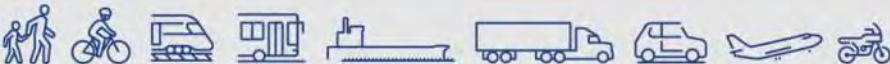
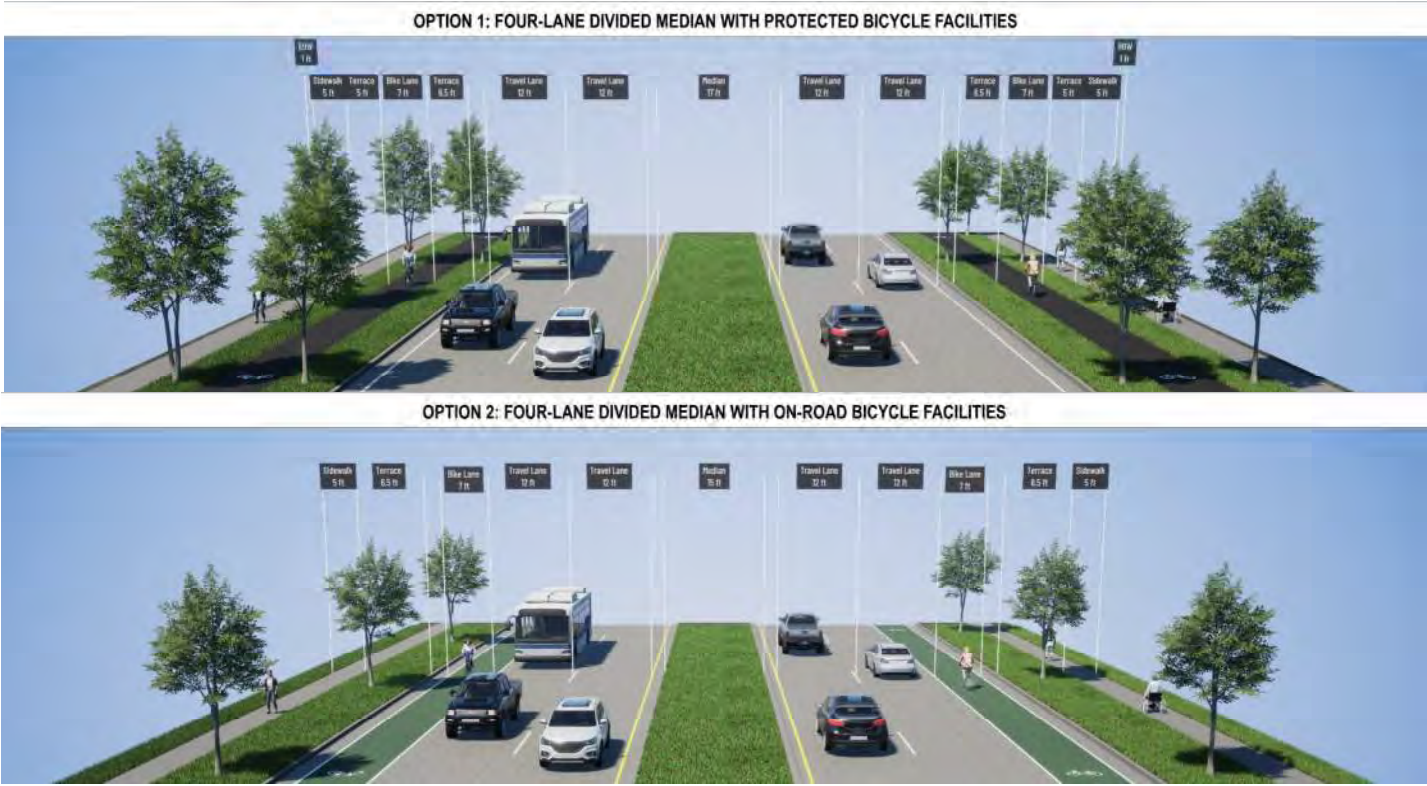
H3



# MASON STREET ALTERNATIVES

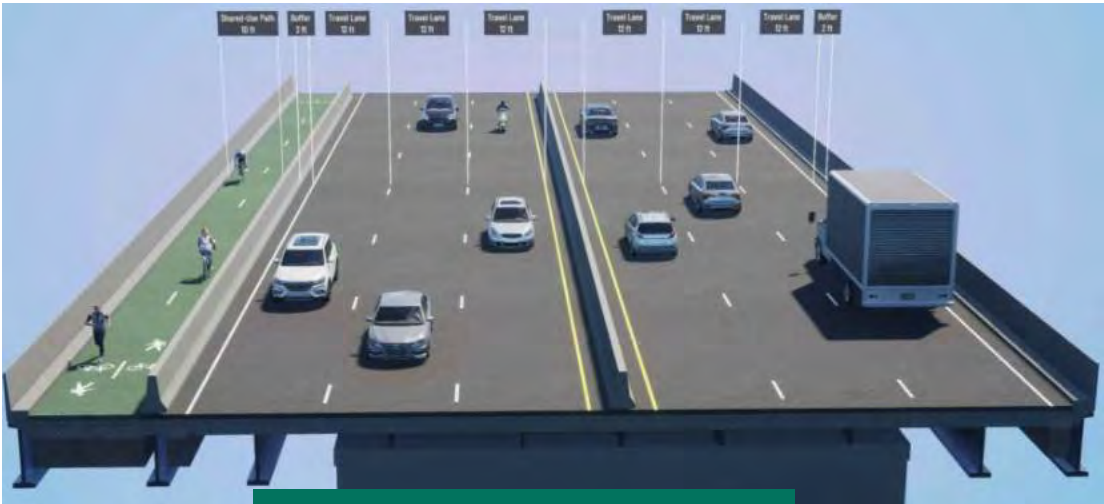


Options include On-road or Separated bicycle/pedestrian facilities





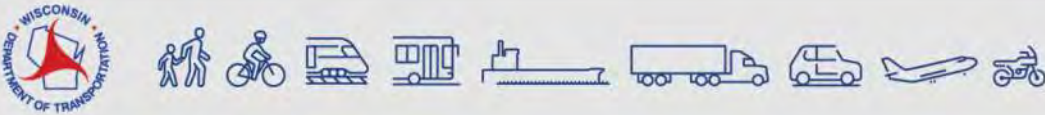
# MASON STREET ALTERNATIVES



**ALTERNATIVES E2 & H3**



**ALTERNATIVES H1 & H2**



# 2027 REHABILITATION PROJECT OVERVIEW, PURPOSE & NEED



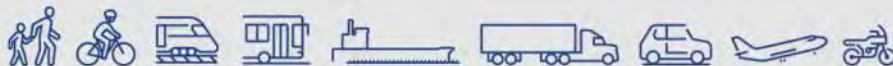
## Rehabilitation-level improvement project.

**Purpose:** Preserve the long-term operation of the Mason Street Bridge.

**Need:** Project is needed to address identified structure deterioration

**Traffic Impacts:** Mason Street Bridge will be closed to traffic on bridge, locked in the down position for up to 4 months, from December 1, 2026, to March 31, 2027.

- Vehicle detour will be provided via the Walnut Street Bridge. Alternative pedestrian accommodations will be provided.
- Bridge will not be able to be opened for marine navigation during bridge closure.

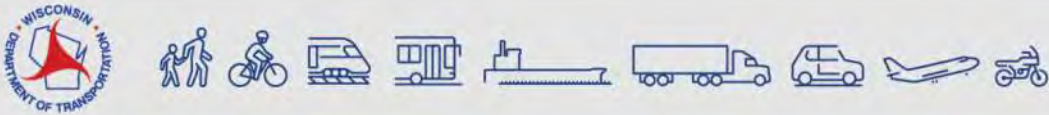
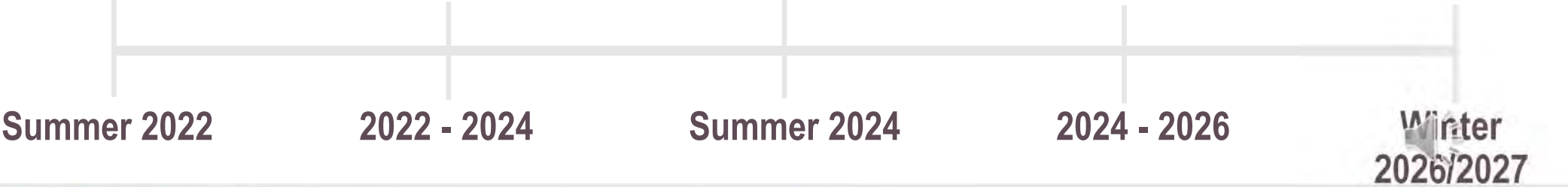


# 2027 REHABILITATION PROJECT TIMELINE & NEXT STEPS



2026  
DRAFT PEL Study  
Complete

WE ARE  
HERE

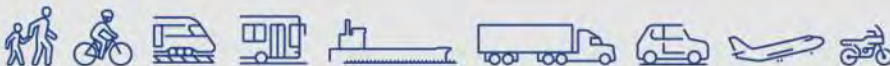




# BUSINESS COORDINATION

## We're In This Together.

- Visit [wisconsindot.gov/together](https://wisconsindot.gov/together)
  - Tips, tools and resources
  - New business coordination guide
- Project team is here to help
  - What information would help you...
    - Inform customers?
    - Coordinate with suppliers?
    - Communicate with employees?

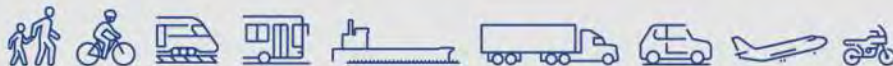


# PROJECT WEBSITES



## Project comments may be entered on both project websites

- 2027 Rehabilitation Project: <https://wisconsindot.gov/Pages/projects/by-region/ne/masonbrrehab/default.aspx>
- Mason Street Study Project: <https://wisconsindot.gov/Pages/projects/by-region/ne/masonstudy32/default.aspx>



# PROJECT CONTACT INFORMATION



## Mason Street Study Contact:

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WisDOT Planning Project Manager

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## Mason Street 2027 Rehab Contact:

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WisDOT Project Manager

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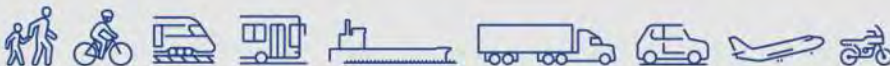
email: [joshua.lang@dot.wi.gov](mailto:joshua.lang@dot.wi.gov)

## Wisconsin Department of Transportation, NE Region Communications Manager:

**Mark Kantola**

phone: (920) 492-4153

email: [mark.kantola@dot.wi.gov](mailto:mark.kantola@dot.wi.gov)



# COMMENTS

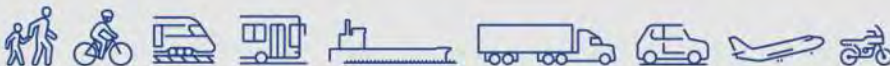


There are multiple ways to provide comment to the project teams:

- Complete a comment form at today's meeting and leave at the sign in sheet.
- Scan the QR code on the comment form and enter your comment through the WisDOT Public Involvement Management Application (PIMA) system.
- Email your comment directly to the WisDOT project manager.
- Download a comment form from the project website pages, complete and mail to WisDOT, postage is pre-paid.
- Commenting on social media posts is not a formal comment entry to our project database.

Please sign-in!

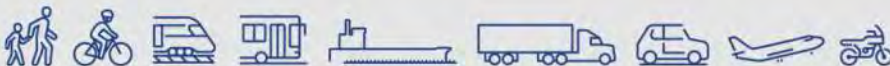
- Members of the project teams are here to assist attendees with electronic sign-in to the meeting. By signing in on the system you will be assured future correspondence regarding project progress and upcoming meetings.



# EXHIBIT REVIEW



1. Study Schedule
2. Purpose & Needs
3. PEL
4. 4 Alternatives
5. Environmental Resources
6. Display Alternative E2 (plan and render)
7. Display Alternative H1 (plan and render)
8. Display Alternative H2 (plan and render)
9. Display Alternative H3 (plan and render)
10. Traffic for Alternatives E2 & H3
11. Traffic for Alternatives H1 & H2
12. 2027 Rehabilitation Project Overview
13. 2027 Rehabilitation Project Needs





# QUESTIONS



Questions?

