

# **WIS 57 Improvement Project**

Randall Avenue to Marine Street

City of De Pere and Village of Allouez

Brown County

Project ID 4085-38-00

Project ID 4085-39-00



## **Public Involvement Meeting**

June 17, 2015

5 p.m. to 7 p.m.

Aldo Leopold Community School Gymnasium





## Welcome!

The purpose of tonight's meeting is to familiarize you with the details of the project, to present the preferred alternative, and seek your input for the proposed reconstruction of WIS 57 from Randall Avenue in the city of De Pere to the village of Allouez northern village limit, just north of Marine Street.

### **A short project presentation will be given at 5:10 p.m.**

This meeting will be conducted in an open house format. We encourage you to review the project exhibits on display and direct questions or comments to any of the project representatives. Verbal or written comments are encouraged. Also, as asked in the previous meetings, if you are aware of drain tiles, underground sprinklers, drainage problems, or other underground facilities that could be impacted by the construction, please share this with design staff.

### **Description of Projects**

The proposed improvement includes:

#### ***WIS 57 (Riverside Drive) from south village limits to north village limits, village of Allouez (ID 4085-38-00)***

WIS 57 will be reconstructed as a four-lane urban roadway from the south village limit, located near the Fox Point Boat Launch, to the north village limit in the village of Allouez, just north of Marine Street. The approximate length of the project is 3.0 miles.

#### ***WIS 57 (Broadway Street) from Randall Avenue to north city limits, city of De Pere (ID 4085-39-00)***

WIS 57 will be reconstructed as a four-lane urban roadway from Randall Avenue in the city of De Pere to the northern city limit in the city of De Pere, located near the Fox Point Boat Launch. The approximate length of the project is 0.4 miles.

Work under these projects includes:

- replacement of underlying utilities (water and sanitary sewer) by the municipalities
- reconstruction of the existing pavement, curb and gutter, and sidewalk
- replacement of the existing storm sewer system along the entire project
- intersection improvements
- construction of new sidewalk throughout the corridor
- construction of aesthetic enhancements along the corridor, including trees

No significant changes in profile or alignment are planned for this project. These projects may be constructed concurrently.

## **Changes since Public Involvement Meeting No. 2 on October 8, 2014**

### **Refined roadway layout**

At the previous public meeting, two roadway alternatives were presented, one consisted of a four-lane roadway with a raised median or center turn lane and the other consisted of a four-lane roadway without a median. After the meeting, the comments received by the public were evaluated, along with comments from the stakeholder committee, the Allouez Village Board, and the City of De Pere Public Works Committee. Based on the comments a refined roadway alternative was created by combining portions of the two previous alternatives.

### **Reduction in width of on-street bicycle accommodations**

The previous alternatives provided on-street bicycle accommodation consisting of a 5-foot paved surface and a 2-foot gutter for a total width of 7 feet for the accommodation on each side of the roadway. Based on review of comments received, the bike accommodations have been reduced to a 3-foot paved surface and a 1-foot gutter for a total width of **4 feet** for the accommodation on each side of the road.

### **Reduction in width of grass terrace located between the roadway and sidewalk**

The previous alternative provided a 6-foot grass terrace between the roadway and sidewalk. The width of the terrace has been reduced to 5 feet along most of the corridor. The terrace is an important component of an urban roadway. It provides space for utilities, street signs, street lighting, tree plantings, snow storage, and a buffer between the sidewalk and roadway.

### **Addition of raised median refuges**

Raised islands were shown on the October 8, 2014 exhibits to provide a refuge within the median for pedestrians crossing WIS 57. The introduction of a refuge allows a pedestrian to cross one direction of traffic at a time, rather than attempting to cross all four lanes at once.

### **Selection of intersection control (traffic signals or roundabouts)**

The use of roundabouts or signalized intersections have been analyzed along the corridor. Based on the evaluations the following treatments have been recommended to be incorporated into the preferred design:

- WIS 57 at the WIS 172 eastbound ramps – maintain signalized intersection
- WIS 57 at the WIS 172 westbound ramps – maintain signalized intersection
- WIS 57 at Allouez Avenue – new signalized intersection
- WIS 57 at St. Joseph's Street – maintain stop control

Additionally, the sight lines at all local road intersections along WIS 57 will be evaluated for opportunities to improve operations and safety of the intersections.

## Proposed Roadway Alternative Description

### Existing roadway section

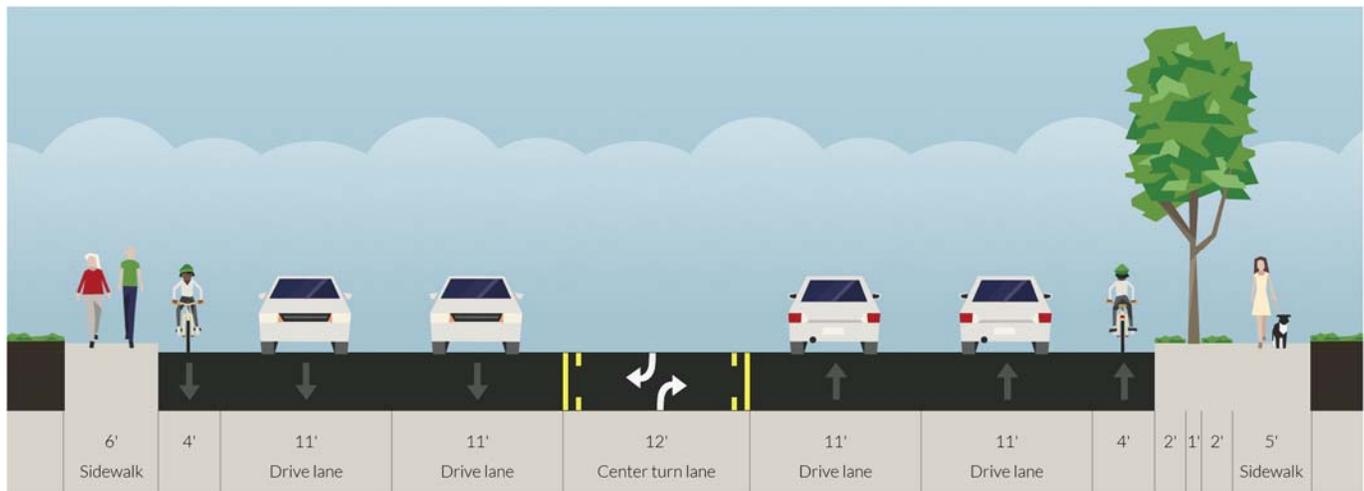
The existing WIS 57 typical section consists of a 48-foot wide urban roadway with two lanes of traffic in each direction.

### Preferred roadway section

Two lanes of traffic in each direction are required to accommodate the existing and future traffic volumes within the project limits. There are two different roadway configurations incorporated into one proposed roadway:

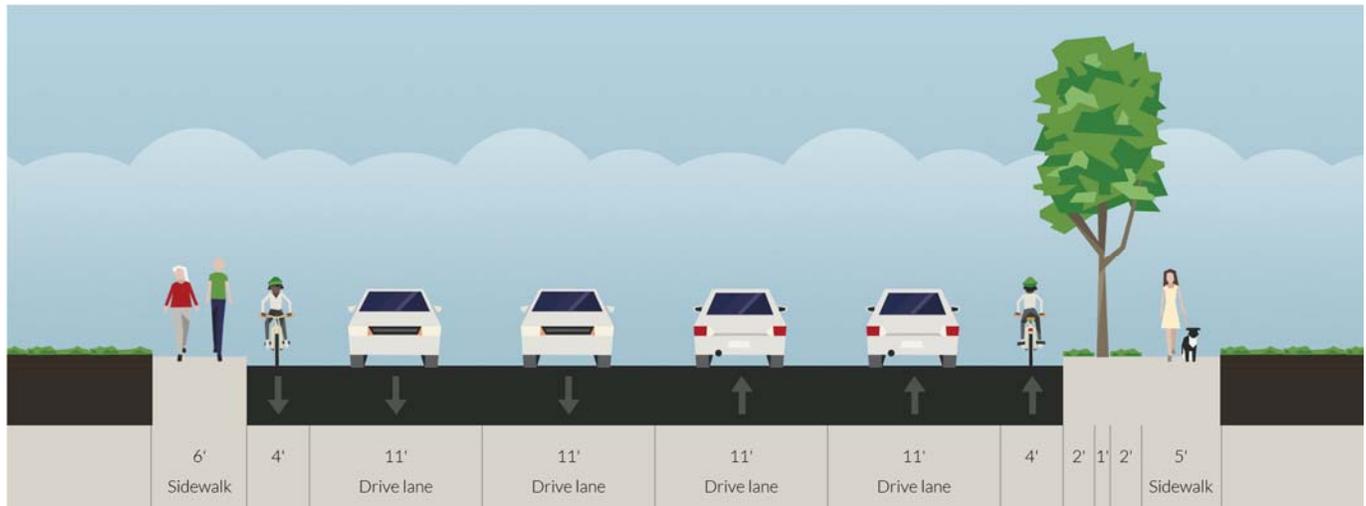
The first section is a 64-foot wide urban roadway that consists of a 12-foot wide center turn lane, two 11-foot wide travel lanes in each direction and a 4-foot wide bike accommodation on each side of the roadway. The center turn lane will provide room for a left turning vehicle to exit the flow of traffic while waiting to make the left turn. Additionally, pedestrian refuges are provided at various location within the median to allow non-motorized users opportunity to cross each direction of traffic separately. This section is located between:

- South project limits to Briar Lane
- Stambaugh Road to Lazarre Street
- Allouez Avenue to St. Francis Park
- Derby Lane to north project limit



The second section consists of a 52-foot wide urban roadway that consists of two 11-foot wide travel lanes in each direction and a 4-foot wide bike accommodation on each side of the roadway. The roadway would widen to provide space for two pedestrian crossings, one between Briar Lane and St. Francis Drive and another between Arrowhead Drive and St. Mary's Boulevard. This section is located between:

- Briar Lane to Stambaugh Road
- Lazarre Street to Miramar Avenue
- St. Francis Park to Derby Lane



**Pedestrians and non-motorized facilities**

Sidewalk is proposed along the east side of WIS 57 from the south project limit to the north project limit to maintain pedestrian connectivity for pedestrians traveling north-south throughout the entire corridor. A continuous sidewalk on the east side also provides an opportunity for residents using local streets between Webster Avenue and WIS 57 to walk or bicycle to WIS 57 to travel north or south along WIS 57 to access other residences, businesses, or to one of the following improved crossing locations:

- Near the southern project limits (near the Crow’s Nest Apartments)
- Near the Fox Point Boat Launch
- Between Briar Lane and St. Francis Street
- Between Arrowhead Drive and St. Mary’s Street
- Near Quincy Court, south of Marine Street

Additionally, other crossing opportunities will be available at signalized intersections at the WIS 172 westbound ramps and at Allouez Avenue.

On the west side of WIS 57, sidewalk is proposed from the south project limit to Stambaugh Road, from Allouez Avenue to St. Francis Park, and near Marine Street to provide a connection from the improved crossing to the sidewalk in the City of Green Bay.

## **Right of Way Needs**

Right of way acquisition and temporary grading easements will be required for the project. There are several encroachments (such as signs and landscaping areas) within right of way which will need to be moved prior to construction. Real estate acquisition is scheduled to begin in 2016.

## **Park Impacts**

At Heritage Hill State Park, right of way is required for the additional pavement on WIS 57, providing space for sidewalk on the east side of the roadway, storm sewer, and extending the existing pedestrian underpass within Heritage Hill. Temporary limited easements will also be required for grading open spaces and construction equipment access.

## **Construction Staging**

WisDOT is committed to staging this project in a manner that minimizes impacts to local businesses while completing the project in as short a timeframe as possible. While the construction staging has not been completed at this time, the following traffic control is anticipated:

- A regional detour will be posted by WisDOT to redirect vehicles passing through the Green Bay Area along WIS 57.
- Locally, WIS 57 traffic will remain open to one lane in each direction on a paved roadway surface between:
  - Randall Avenue to WIS 172
  - Allouez Avenue to northern project limits
- Between WIS 172 and Allouez Avenue, WisDOT is evaluating the following two options:
  - Option 1: Close the highway to through traffic to expedite construction on the segment and to reduce construction costs. Access to properties would be maintained on a gravel surface.
  - Option 2: Maintain the roadway open to traffic, one lane in each direction on a paved surface.
- WisDOT will coordinate with planners for the variety of events that occur along WIS 57 such as Celebrate De Pere, events at Heritage Hill State Park, and the Cellcom Marathon to maintain access during these events.

## **Corridor Aesthetics**

Four workshops have been conducted with staff from the Village of Allouez, City of De Pere, and members from both communities. From the workshops, the committee identified various colors, patterns, and plantings to be evaluated further and incorporated into the roadway to enhance the appearance of the corridor within the surrounding community. As part of tonight's meeting, we are also seeking your input into which colors and pattern selected by the committee you prefer along the WIS 57 corridor. Displays are available at tonight's meetings for you to mark your preference.

## **Proposed Schedule**

- Complete Environmental Report – Fall 2015
- Begin Final Design – Winter 2016
- Real Estate Needs Identified – 2016
- Utility Construction/Relocations – Fall 2017
- Construction – Two year construction 2018 and 2019
  - Construction from south project limits to WIS 172 to be completed during one construction season.
  - Construction from WIS 172 to north project limits to be completed during one construction season.

## **Public Comments**

We encourage you to talk to our project staff, view exhibits and discuss the proposed improvements. If you have questions or comments about the project, please use the contact information listed below. For written comments, please use the comment form provided and drop it in the comment box or mail your comments to us by July 6, 2015.

Comments can also be received via the project website at: [www.dot.wisconsin.gov/projects/neregion/57/](http://www.dot.wisconsin.gov/projects/neregion/57/)

Thank you for attending the public involvement meeting regarding the proposed improvements to WIS 57 in Brown County.

## **Contacts**

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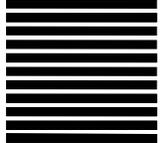
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**Attn: Andrew Fulcer, Project Manager**

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