

Donald A. Tilleman Bridge WIS 54 (Mason Street) Projects

Public Involvement Meeting #3

October 29, 2025

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

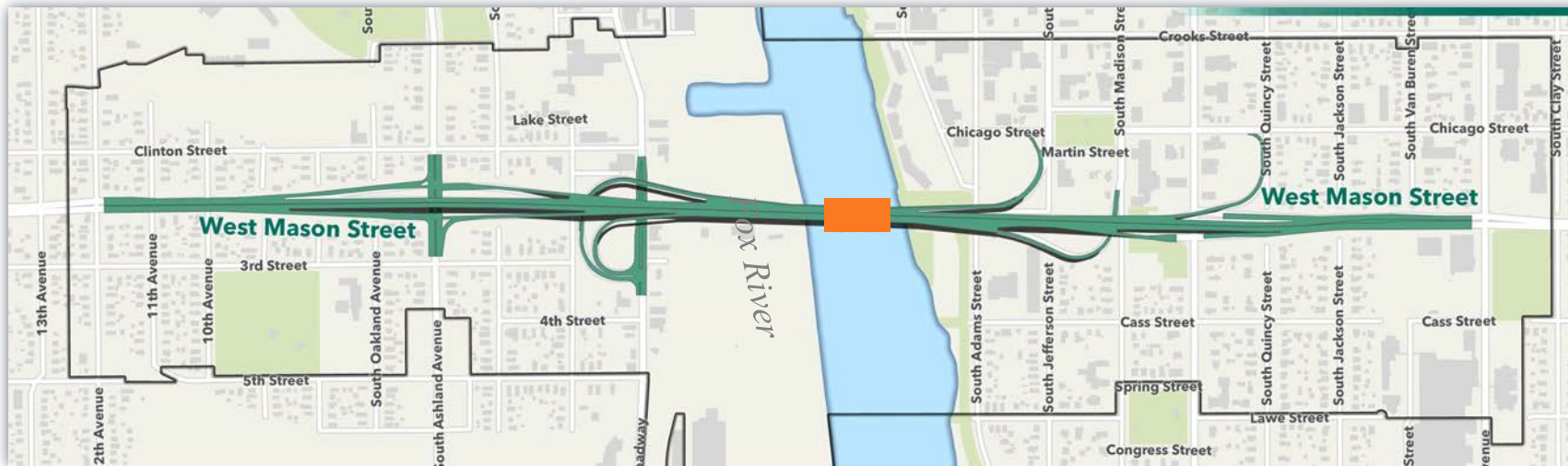


PROJECT INTRODUCTIONS



- 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.

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



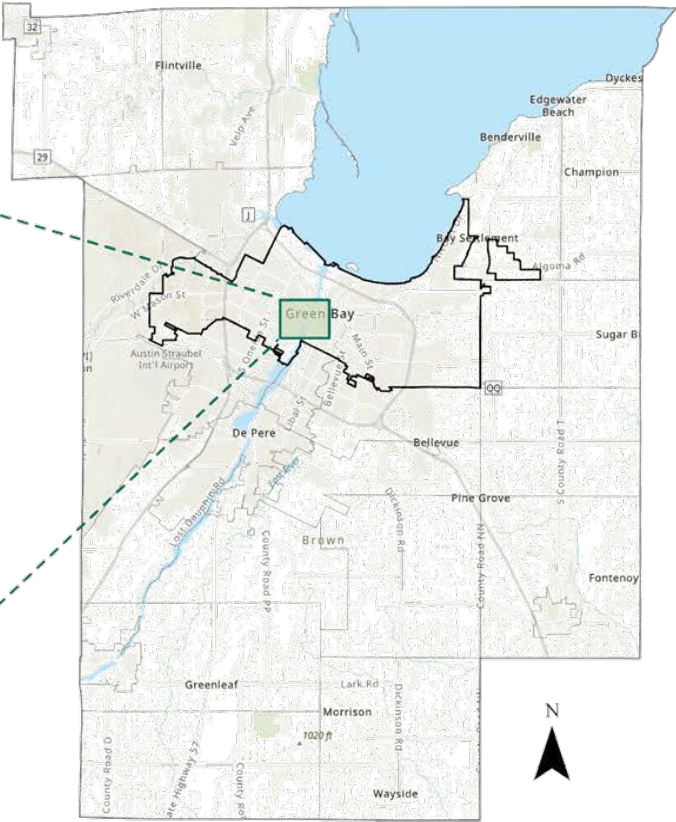
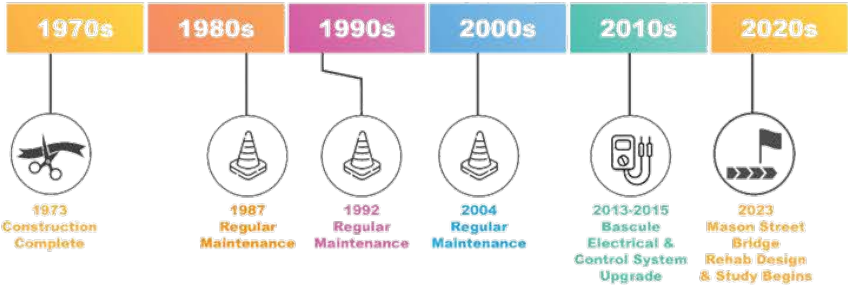
Reconstruction or Replacement Study Limits Bascule Span over the Fox River



STUDY LOCATION



HISTORY OF THE MASON STREET BRIDGE



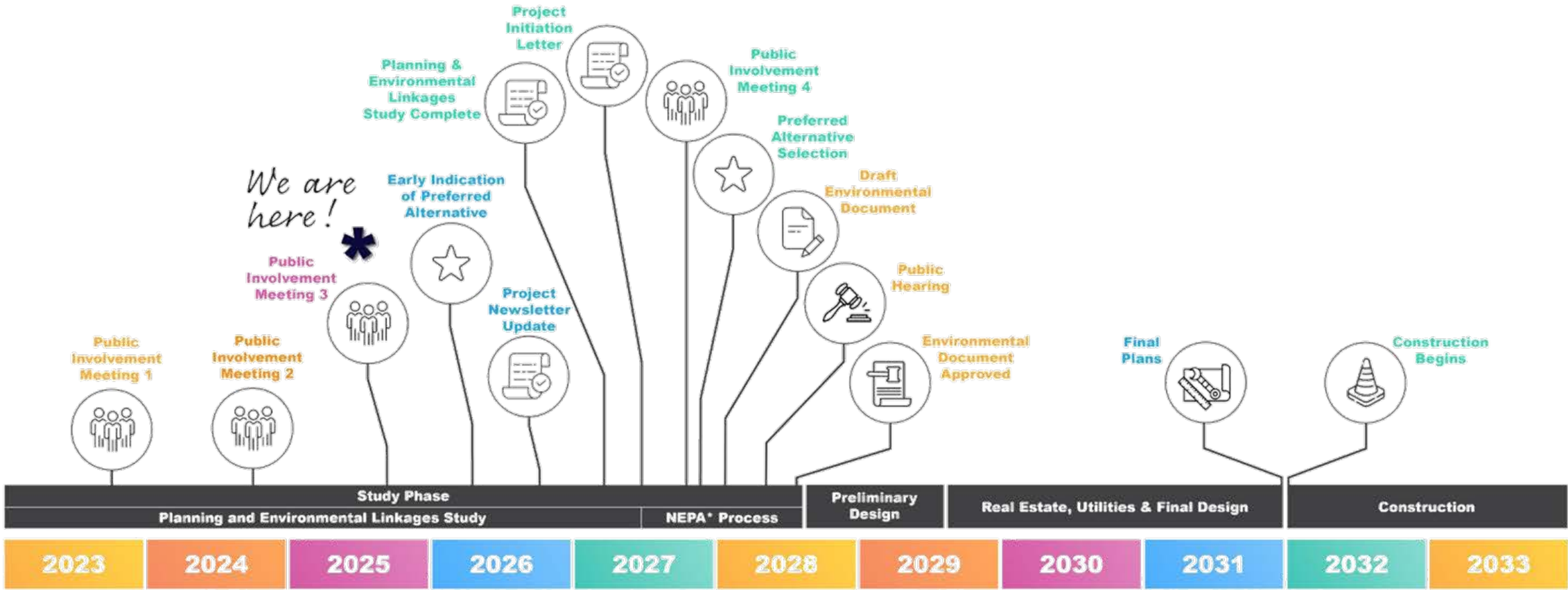
Mason Street (WIS 54) is a major east-west arterial that links I-43 to I-41 in the city of Green Bay. Built in 1973, the Donald A. Tilleman bridge is now 50 years old and carries an average of 34,200 vehicles per day. The elevated portion of Mason Street has limited pedestrian facilities with a sidewalk 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 in 2023 and will continue through Fall 2028.



*NEPA is the National Environmental Policy Act. The NEPA process begins when a federal agency develops a proposal to take a major federal action.



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.



STUDY PROGRESS: 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, H2 & H4)
- 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
- Feedback from the September 2024 public meeting and further study have been used to refine the alternatives for additional public feedback today.

ROADWAY GEOMETRY / MULTIMODAL DESIGN

Alternative E2

- Mason Street as an Elevated Roadway between Ashland Avenue and Monroe Avenue and **the bascule remains at its existing elevation.**
- Bascule bridge is reconstructed to accommodate a slightly wide cross section.
- 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

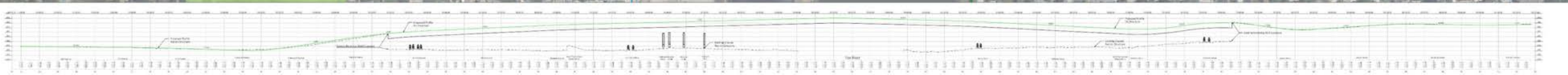
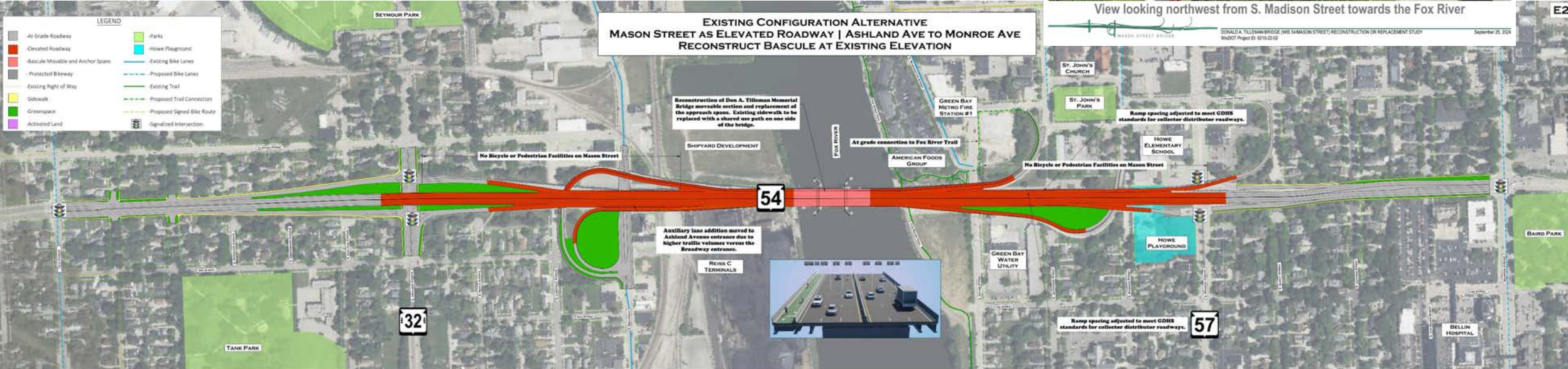


View looking northwest from S. Madison Street towards the Fox River

DONALD A. TELLEMAN BRIDGE (OVER SAMMON STREET); RECONSTRUCTION OR REPLACEMENT STUDY
WisDOT Project ID: 1210-22-02
September 25, 2024

E2

EXISTING CONFIGURATION ALTERNATIVE MASON STREET AS ELEVATED ROADWAY | ASHLAND AVE TO MONROE AVE RECONSTRUCT BASCULE AT EXISTING ELEVATION



ROADWAY GEOMETRY / MULTIMODAL DESIGN

Alternative H1D – ON ALIGNMENT

- 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 is lowered $\approx 6'$

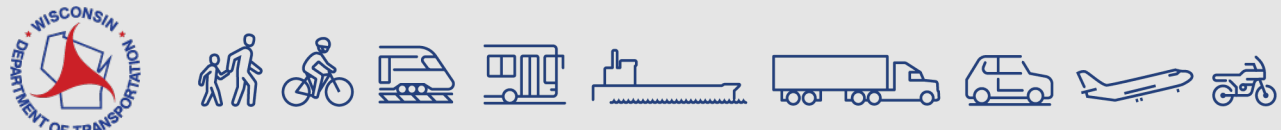
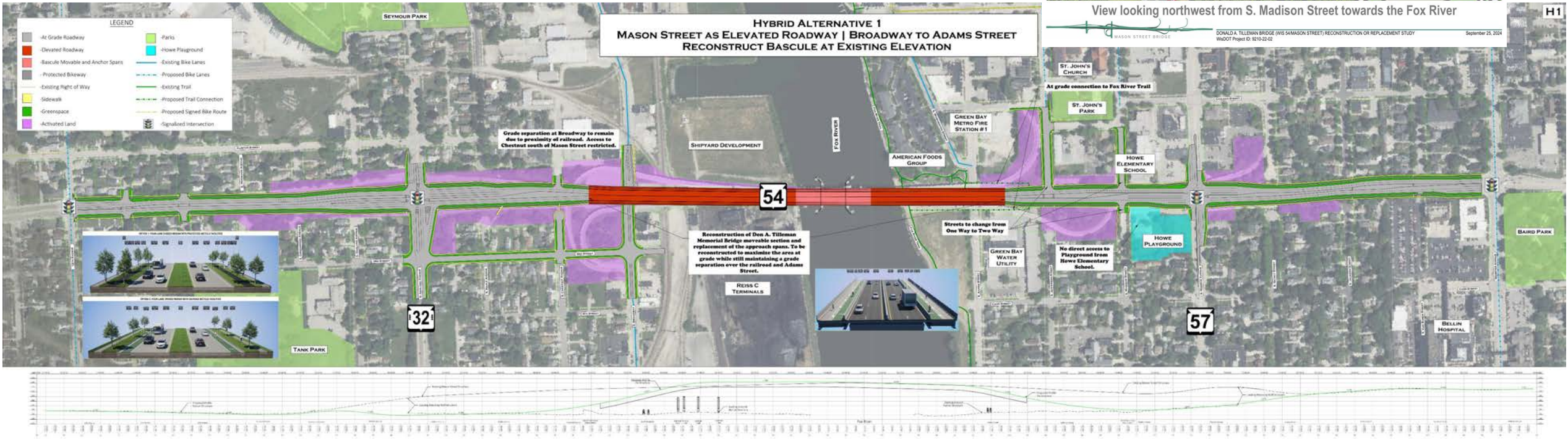
ALTERNATIVE H1

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

September 25, 2024
WISDOT Project ID: 1210-22-02



ROADWAY GEOMETRY / MULTIMODAL DESIGN

Alternative H2D – ON ALIGNMENT

- 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 be lowered $\approx 13.3'$.

ALTERNATIVE H2

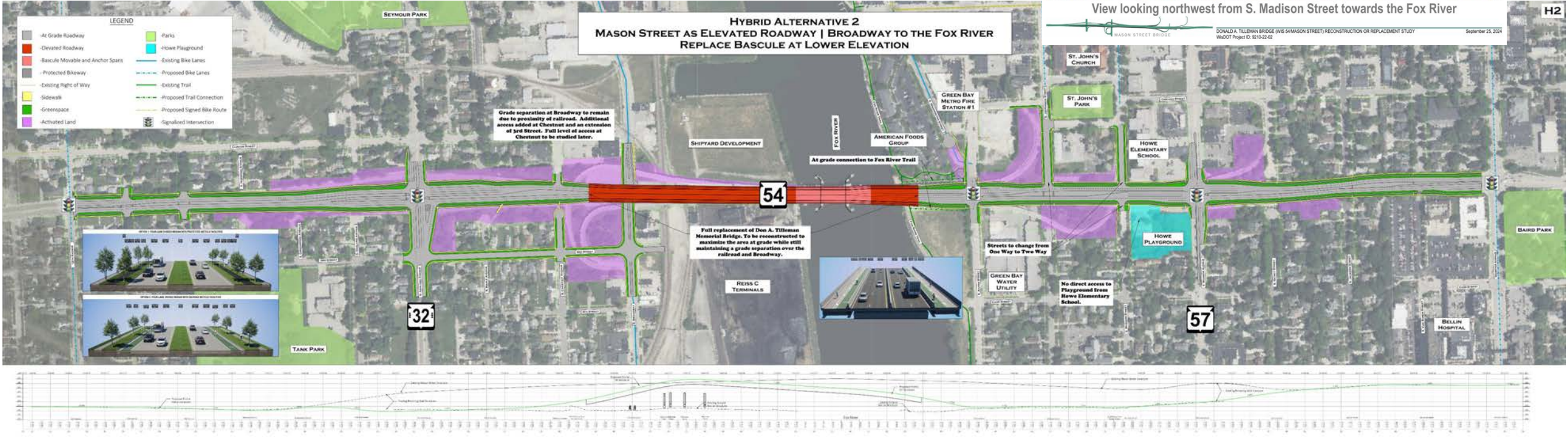
Hybrid Alternative 2
Mason Street as Elevated Roadway | Broadway to the Fox River
Replace Bascule at Lower Elevation



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

September 25, 2024
WhDOT Project ID: 1210-22-02

H2



ROADWAY GEOMETRY / MULTIMODAL DESIGN

Alternative H4D – ON ALIGNMENT

- Mason Street as an elevated roadway between Broadway and Adams Street.
- New at-grade intersections are created at Ashland Avenue, Adams Street and Monroe Avenue.

The elevation of the bascule will be lowered approximately 13.3'.

- Jug Handle connection provides access between Mason Street & Broadway

ALTERNATIVE H4

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



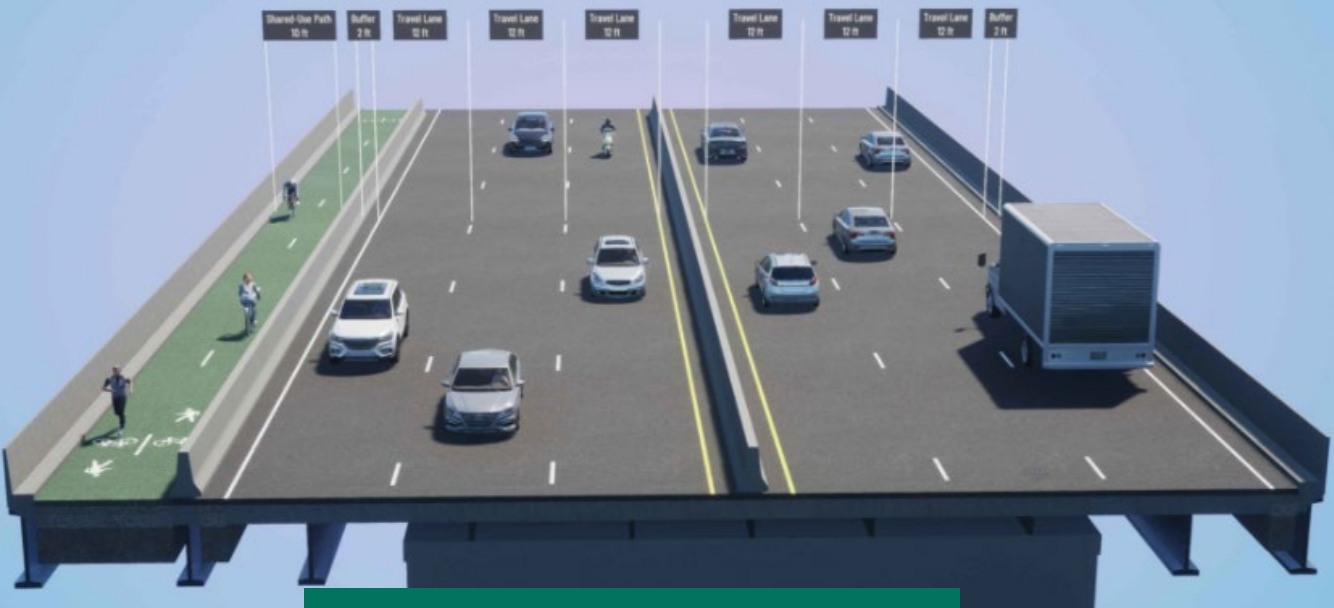
View looking northwest from S. Madison Street towards the Fox River

Donald A. Tillemann Bridge (1915 Mason Street) Reconstruction or Replacement Study
WisDOT Project ID: 1210-22-02
September 25, 2024

H4



MASON STREET ALTERNATIVES



ALTERNATIVES E2



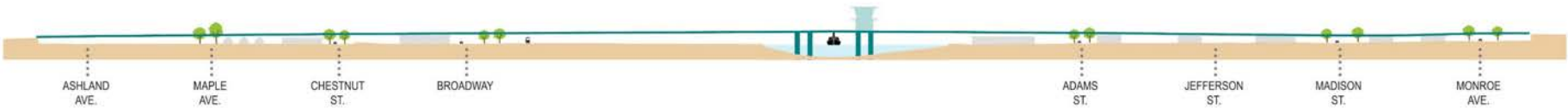
ALTERNATIVES H1, H2 & H4



ALTERNATIVE ELEVATION VIEW COMPARISON

MASON STREET TODAY - EXISTING CONDITION

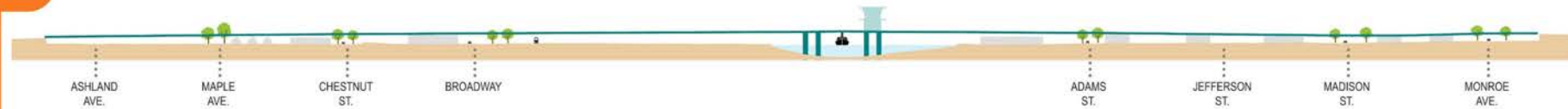
Mason Street today is a grade-separated structure from S. Ashland Avenue on the west side, to S. Monroe Avenue on the east side.



POSSIBLE ALTERNATIVES

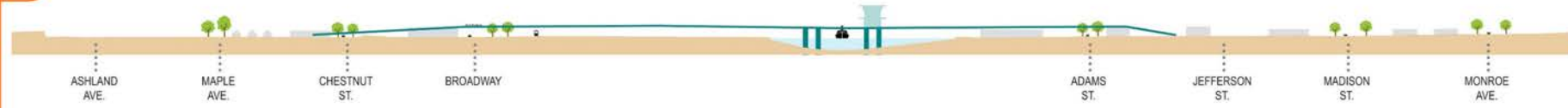
E2

Will it stay a grade-separated structure from S. Ashland Ave. on the west side, to S. Monroe Ave. on the east side?



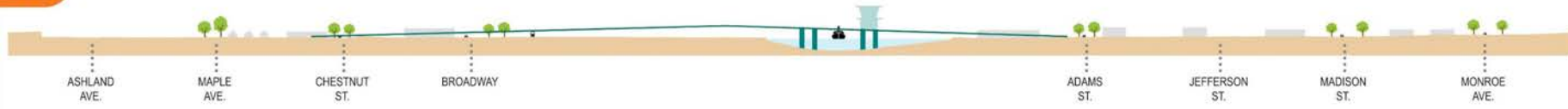
H1

Will it remain elevated structure from Chestnut St. to Jefferson St. with new at-grade intersections at Ashland Ave. and Monroe Ave.?



H2/H4

Will it remain elevated structure between Chestnut St. and the existing east bank of the Fox River with new at-grade intersections at Ashland Ave., Adams St., and Monroe St.?

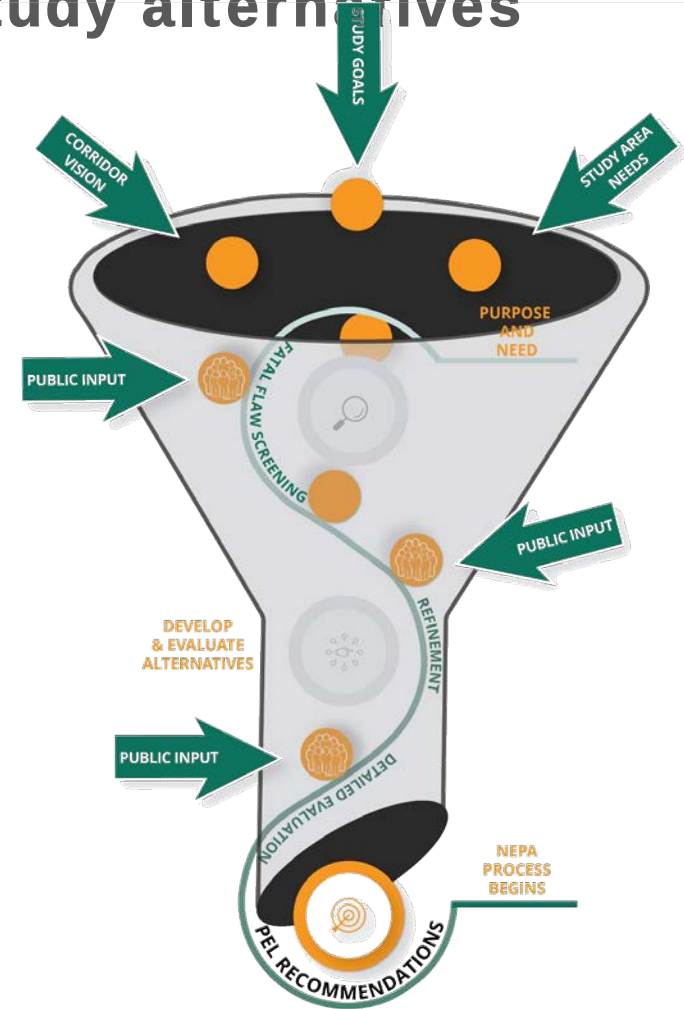


REFINED ALTERNATIVES



The study team continues to refine the viable study alternatives

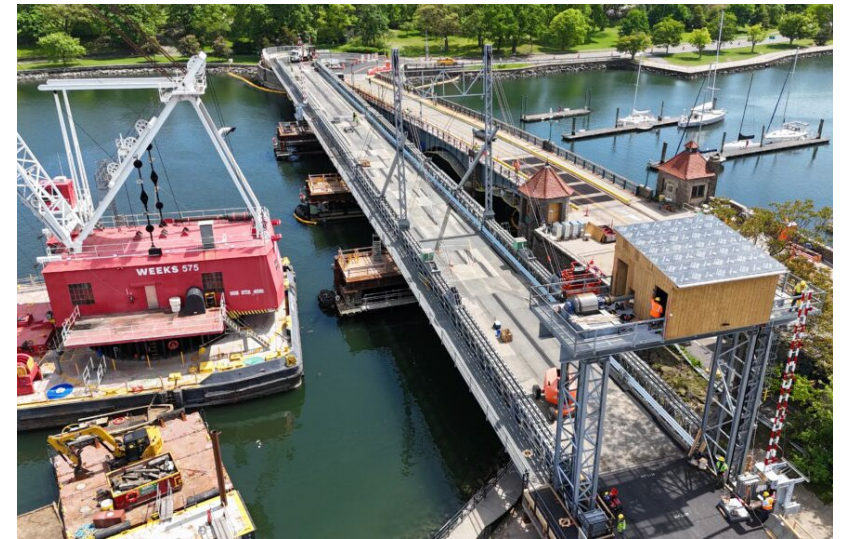
- Functional plan development
- On-going agency coordination
- Structure life cycle cost assessment
- Navigation study: Assess impacts/concerns for bridge elevation change
- Traffic analysis
- Predictive safety analysis



REFINED ALTERNATIVES

Constructability Assessment

- Analyze impacts to closure of Mason Street to both vehicle and marine traffic
- Introduced new study options
 - On-Alignment Roadway/Bridge: Alternatives that follow the existing bridge and roadway path. (“D” Nomenclature)
 - Off-Alignment Roadway/Bridge: Sub-Alternatives that replace the bridge and roadway using a new path that bends south or north of the existing bridge crossing location. (“E” South and “F” North Nomenclature)
- Evaluate duration of construction schedules



REFINED ALTERNATIVES



Preliminary Assessment of Physical and Environmental Impacts

- Polychlorinated biphenyls (PCB) cap
- Municipal well relocation & Fox river water line
- Shipyard development
- Relocations
- Transit impacts
- Fox river trail
- Astor historic district
- Floodplain impacts
- Howe Elementary playground impacts



HOWE PLAYGROUND /PARK RESOURCES & ACCESS

PLAYGROUND/PARK USE

Is the playground/park used by anyone other than Howe Elementary School students?

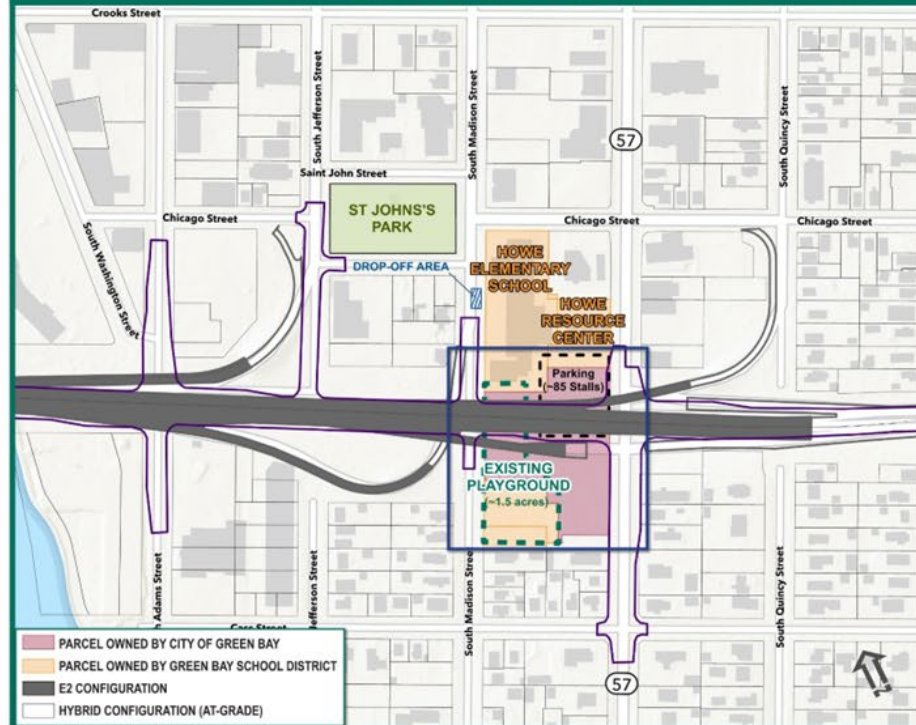
Are there any resources in the playground/park area that are used by the public?
For example, is the open space used for recreational soccer games?

How does the public access the playground/park area?

How are the resources within the playground/park area used by the school?

We want to hear from you!

EXISTING CONDITIONS



HOWE PLAYGROUND INVENTORY



OPPORTUNITIES

The impact on the connection between Howe Elementary School and the existing playground/park will vary depending on the alternative.

The E2 Alternative keeps the elevated structures in place between Madison St and Monroe Ave. This means:

- No impacts to the Howe playground/park location, resources or connectivity

The Hybrid Alternatives (H1, H2 & H4) bring Mason St down to grade between Madison St and Jefferson St. This means:

- Impacts to the physical location of the playground/park as well as access to it from the north side of Mason St
- The study team is looking at options that include:
 - Relocation of the playground/park
 - Maintaining the existing location and looking at reconfiguration and connectivity to maintain its use by the school and the public



Do you have a playground connection idea? We want to hear it!

Fill out a comment form and submit your idea.

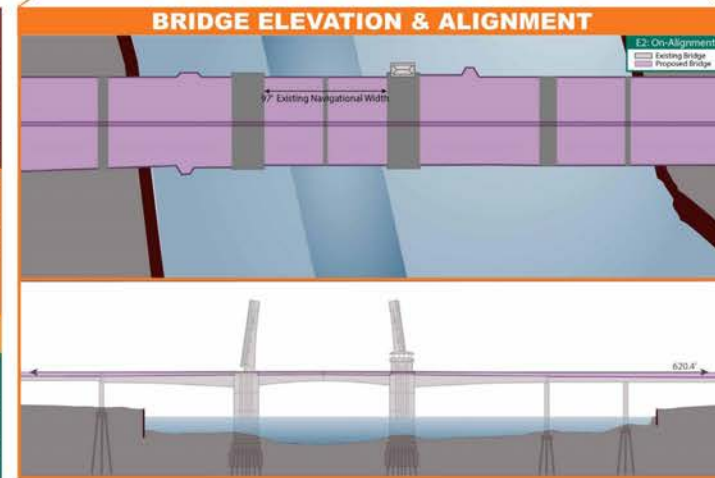
SAMPLE ASSESSMENT BOARD

- ☐ Roadway Geometry
- ☐ Multi-Modal Design
- ☐ Bridge Operations & Maintenance
- ☐ Constructability
- ☐ Environmental
- ☐ Traffic
- ☐ Safety

ALTERNATIVE E2: Mason Street as Elevated Roadway: Ashland Avenue to Monroe Avenue Reconstruct Bascule at Existing Elevation



ROADWAY GEOMETRICS & MULTI-MODAL DESIGN	- Expressway layout similar to existing configuration - Ashland Avenue remains a grade separated interchange - Eastbound auxiliary lane addition moved west from Broadway entrance ramp to Ashland entrance ramp due to higher traffic volume at Ashland entrance ramp - Mason Street over the Fox River is a six-lane roadway with a multi-use bikeway on the north side of the bridge - No bicycle/pedestrian improvements outside of Fox River crossing
BRIDGE OPERATIONS & MAINTENANCE	- Mason Street remains as an elevated roadway between Ashland Avenue and Monroe Avenue ~436,000 sq ft of fixed span bridge replaced, maintenance of bridge as connecting highway by City of Green Bay - Bascule remains at its existing elevation and is reconstructed with a new deck, the bridge substructure not replaced - Navigation channel width not changed - Vertical clearance of navigation channel not changed
CONSTRUCTABILITY	Mason Street closure = 10.5 months.
ENVIRONMENTAL	- No relocations - Minimal impacts to wetlands - No impact to polychlorinated biphenyls (PCB) engineered caps located in the Fox River south of the existing bridge - Temporary access impacts (with detours) to Howe Elementary School Playground, Fox River Trail, transit routes, and Shipyard redevelopment
TRAFFIC	Maintains existing conditions, operations, travel times, speeds, and circulation/flow patterns.
SAFETY	- High-volume ramp at Ashland Ave changed to an add lane instead of a merge. - Bike/ped facilities added on bridge, signal enhancements at Ashland Ave ramp



BUSINESS COORDINATION

We're In This Together.



- Visit 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 the website

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



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. Project Schedule & background
2. Purpose & Need
3. PEL Study Process
4. Environmental Resources
5. Howe Playground/Park Resources & Access
6. Alternatives Elevation Comparison
7. E2 Geometric Layout
8. E2 Assessment Summary
9. H1D/H1E Geometric Layout
10. H1D Assessment Summary
11. H1E Assessment Summary
12. H2D Geometric Layout
13. H2D Assessment Summary
14. H4D Geometric Layout
15. H4D Assessment Summary
16. Alternative Comparison Matrix



PROJECT CONTACT INFORMATION



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QUESTIONS



Questions?

