



WIS 32, City of De Pere Corridor Study

**Public Involvement Meeting
May 26, 2016**



City of De Pere





Agenda

- **Study overview**
 - Gather input on remaining downtown alternatives
 - Share railroad bridge analysis and decision
- **Study and roadway reconstruction schedule**
- **Presentation closing with brief Q&A**
- **Open house format**



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Corridor Study Purpose

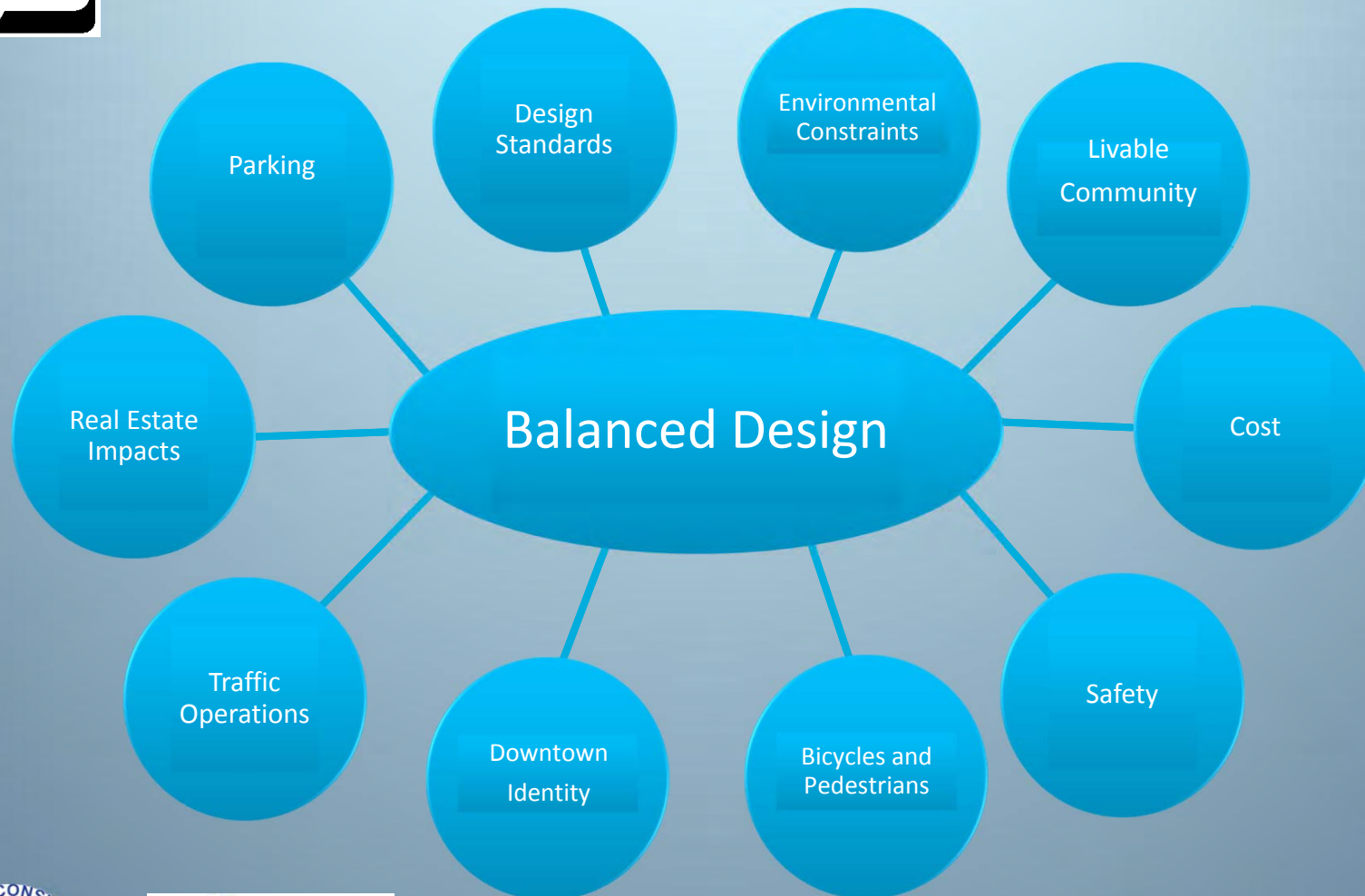
- Develop typical cross sections for reconstructed roadway
- Analyze existing and proposed traffic patterns
- Determine intersection operations
- Explore bicycle/pedestrian and transit options
- Investigate existing railroad bridge
- Identify utility replacements
- Complete preliminary design
- Funded improvement project year 2022 construction schedule



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Project Considerations



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Review of Alternatives

- **Alternative 1** – Improve Existing Configuration
- ~~Alternative 2 – Two-Way Conversion~~
- ~~Alternative 2B – Convert Reid Street to WIS 32~~
- **Alternative 3** – 3rd and 4th Street One-Way Pairs
- ~~Alternative 4 – Downtown Master Plan (Reverse Flow Circulating Lane between 3rd and 6th Street)~~
- ~~Alternative 5 – Modified Downtown Plan (Reverse Flow Circulating Lane between 4th and 6th Street. Between 3rd and 4th Street would remain one way pairs)~~



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Remaining Alternatives

Alternative 1

- **Maintain existing traffic flow while addressing safety and capacity at specific locations**
- **Locations with improvements/changes**
 - **Main Ave & 4th Street**
 - **Main Ave & 6th Street**
 - **Reid Street & 3rd Street**
 - **Traffic Calming**



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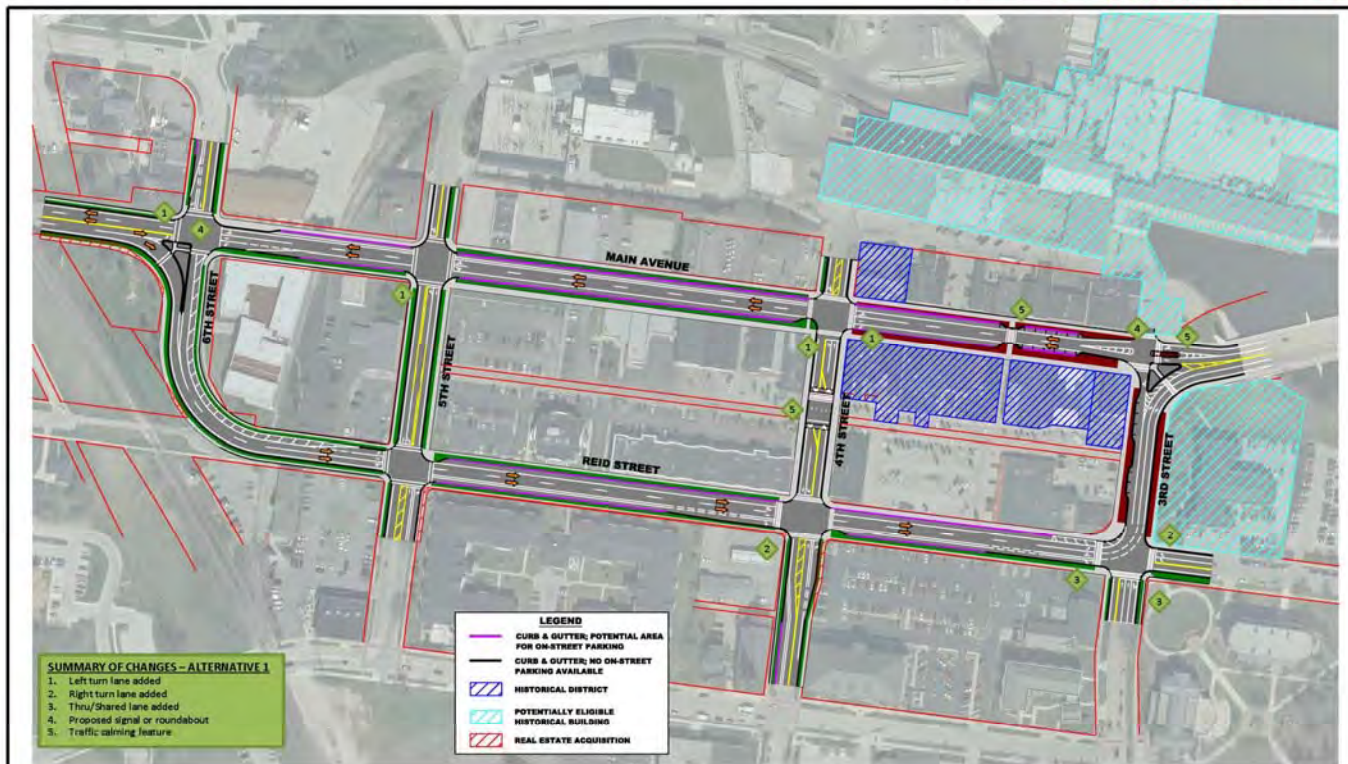


Remaining Alternatives

Alternative 1

- Alternative 1 – Improve Existing Configuration

Preliminary – For Display Purposes Only



SUMMARY OF CHANGES – ALTERNATIVE 1

1. Left turn lane added
2. Right turn lane added
3. Thru/Shared lane added
4. Proposed signal or roundabout
5. Traffic calming feature

LEGEND

- CURB & GUTTER; POTENTIAL AREA FOR ON-STREET PARKING
- CURB & GUTTER; NO ON-STREET PARKING AVAILABLE
- HISTORICAL DISTRICT
- POTENTIALLY ELIGIBLE HISTORICAL BUILDING
- REAL ESTATE ACQUISITION



Alternative 1 - Improve Existing Configuration



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5th and 6th Street Concepts

- Improves intersection operation at 5th Street
- 6th Street may meet signal warrants
- Eight parking spaces gained on 5th Street



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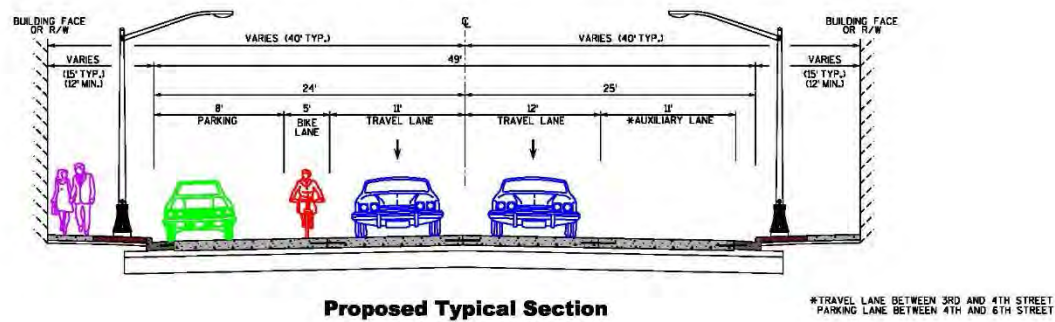


Remaining Alternatives

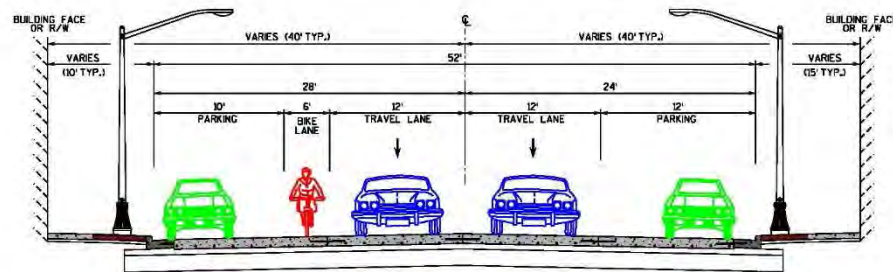
Alternative 1

- Alternative 1 – Main Avenue Typical Section

Main Avenue (WIS 32) Typical Sections
Alternative 1 - Improve Existing Conditions



Proposed Typical Section



Existing Typical Section



D:\open4\Typical Sections\ALT 1 - Main Avenue.dwg 2/1/2014 1:30:51 PM (user)



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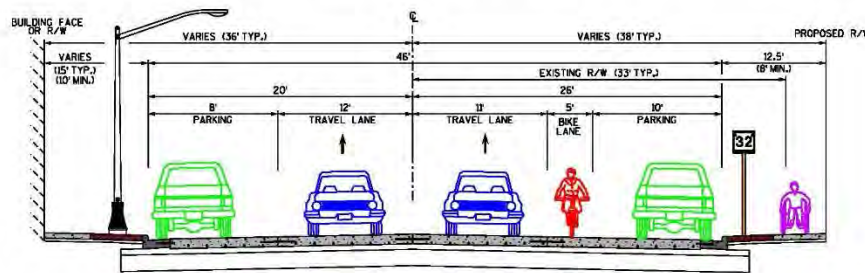


Remaining Alternatives

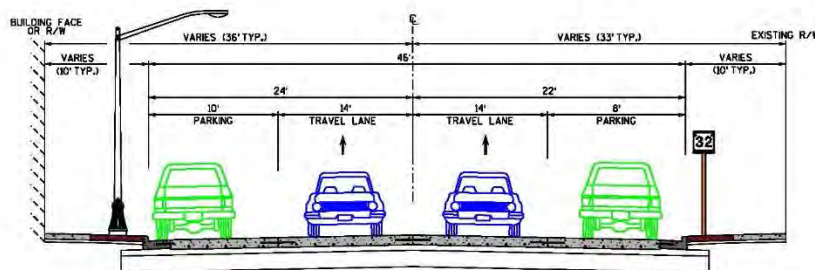
Alternative 1

- Alternative 1 – Reid Street Typical Section

Reid Street (WIS 32) Typical Sections
Alternative 1 - Improve Existing Conditions



Proposed Typical Section



Existing Typical Section



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Remaining Alternatives ***Alternative 3***

- **Improve operations and safety within the existing roadway footprint**
- **Locations with improvements/changes**
 - **3rd Street one-way northbound from Grant to Main (minimum)**
 - **4th Street one-way southbound from Main to Grant (minimum)**
 - **Main Ave & 6th Street**
 - **Traffic Calming**



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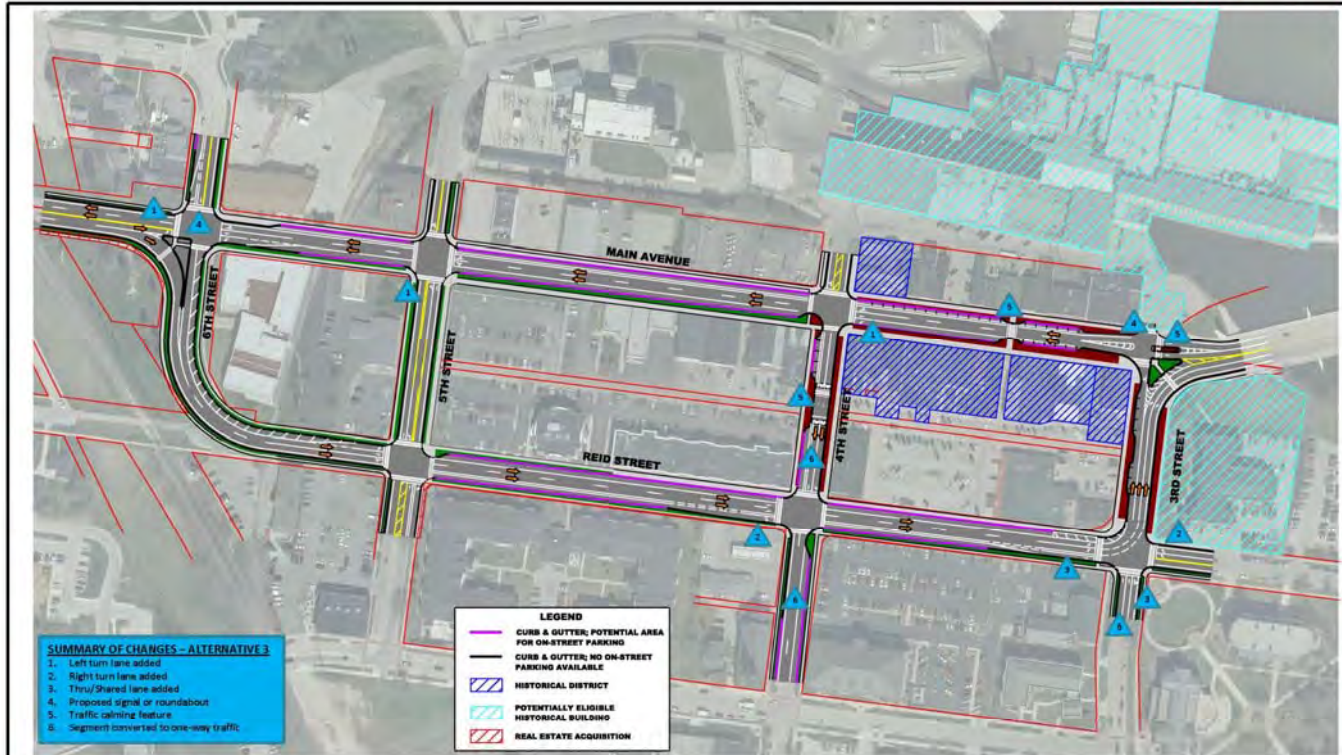


Remaining Alternatives

Alternative 3

- Alternative 3 – 3rd and 4th Street One-Way Pairs

Preliminary – For Display Purposes Only



Alternative 3 - 3rd and 4th Street One-Way Pairs



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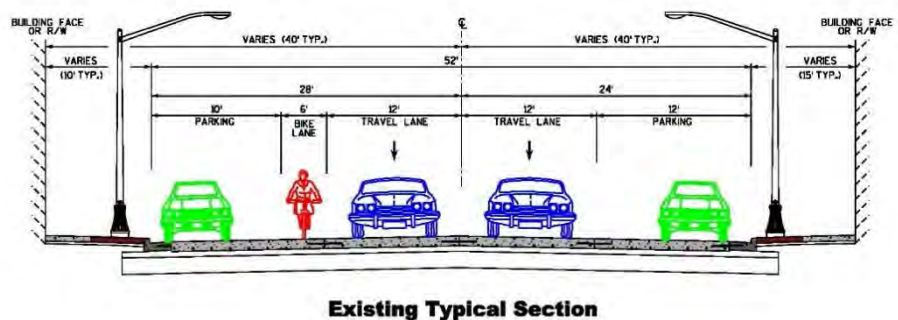
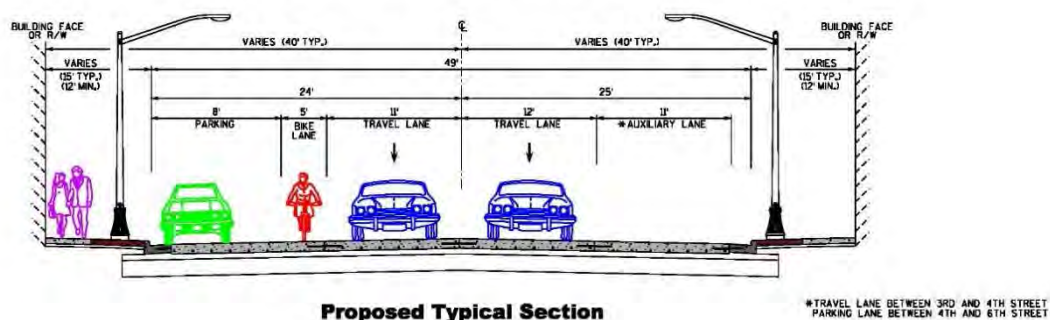


Remaining Alternatives

Alternative 3

- Alternative 3 – Main Avenue Typical Section

Main Avenue (WIS 32) Typical Sections
Alternative 3 - 3rd and 4th Street One-Way Pairs



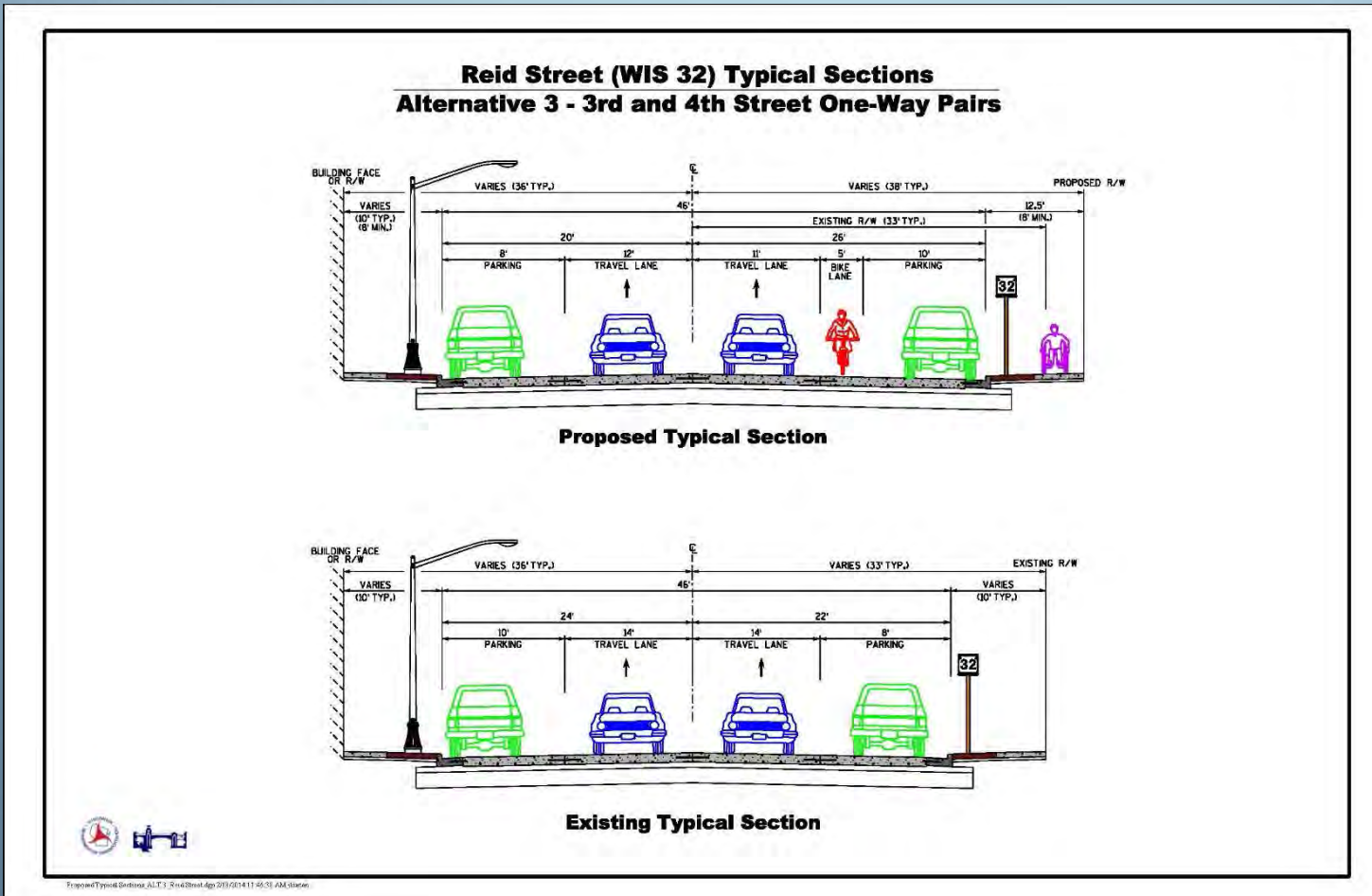
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Remaining Alternatives

Alternative 3

- Alternative 3 – Reid Street Typical Section



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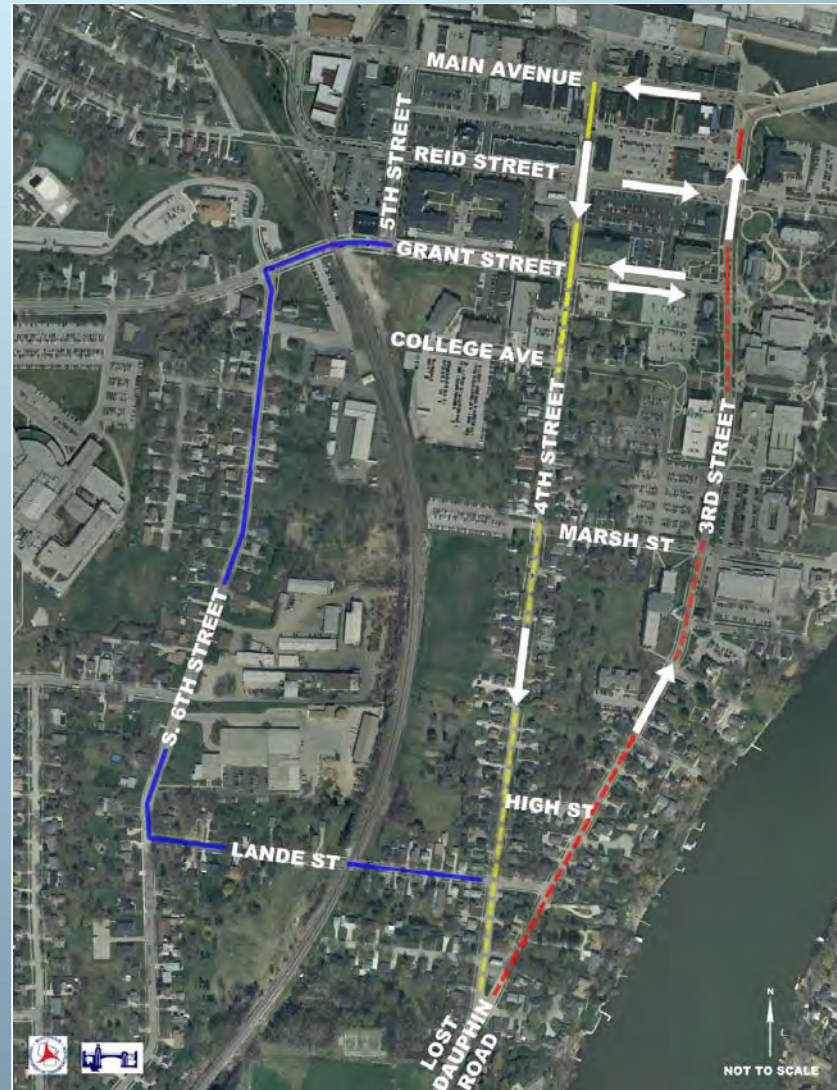
Alternative 3 – 3rd and 4th Street One-Way Pair



3rd Street looking North



4th Street looking North



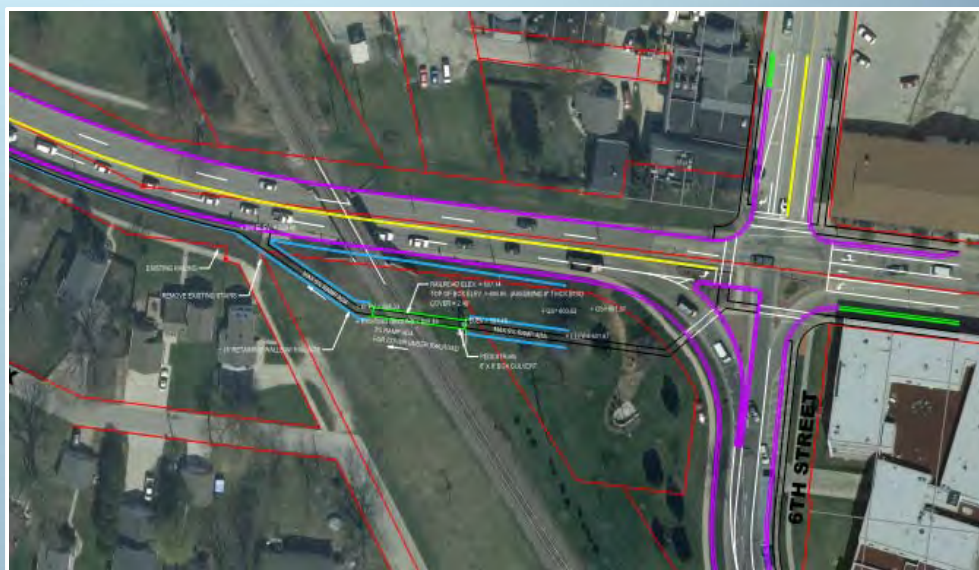
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Railroad Alternatives Analysis

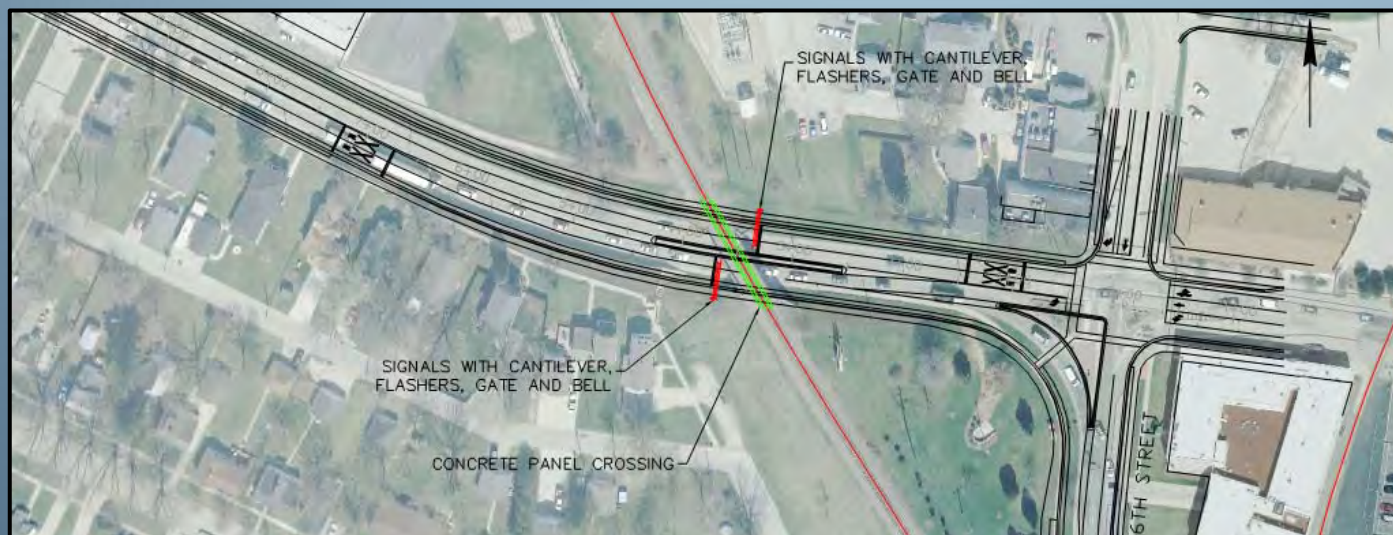
Alternative 1

Maintain the existing bridge with the addition of a multi-use underpass



Alternative 4

At-Grade Crossing

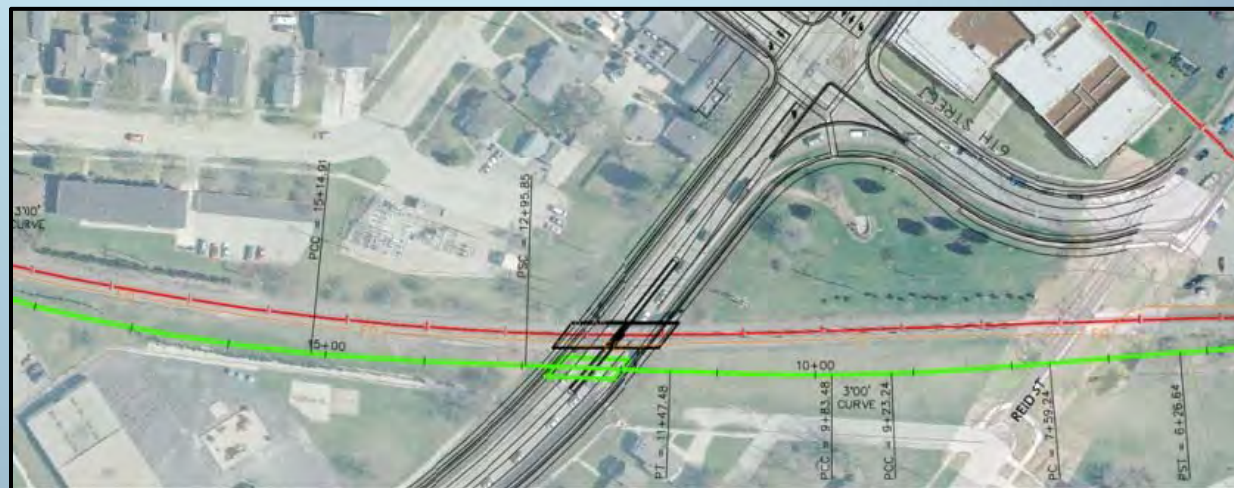


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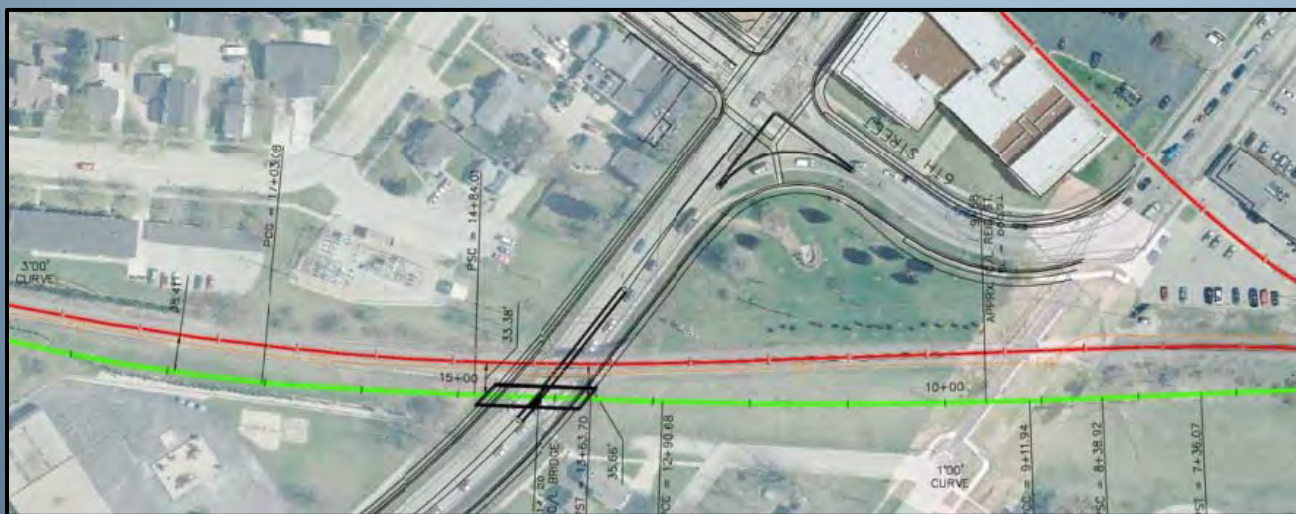


Railroad Alternatives Analysis

Alternative 2
Shoo-Fly Bridge



Alternative 3
Permanent Offset
Alignment



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Railroad Cost-Benefit Analysis

- **Methodology and Measures**
 - **Used Established Industry Standard for Rail/Roadway Cost-Benefit Analysis**
 - Construction Costs
 - User Delay
 - Operational Cost
 - Crash Reduction/Safety Improvements
- **Level of Service Analysis**
 - Traffic Capacity and Operations Analysis
 - Applied results to the railroad cost-benefit analysis



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Railroad Bridge Conclusions

Year 2022 reconstruction project will not include expansion of the CN Railroad Bridge.

- **Cost Benefit Analysis**
- **Traffic Analysis**
- **Funding**

8th street to 6th Street Segment will be reconstructed with a similar roadway cross section.

Possible reconstruction near the end of the bridges useful life.



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Study and Roadway Reconstruction Schedule

- **Public Involvement Meeting – May 26, 2016**
- **Study Decision on Preferred Alternative Design-Summer 2016**
- **30% Plan Submittal – Summer 2016**
- **Section 106– Summer 2016**
- **Environmental Document – November 2016**
- **Study Conclusion /Transition to Project Development Team in Fall 2016**
- **City Utility Work 2021**
- **Construction 2022**



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Presentation Closing with Q&A

- **General questions as a group before we move to open forum?**
 - **Comments and feedback on remaining downtown alternatives**
 - **Comments and feedback on railroad bridge investigation and conclusion**



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Thank You



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