

WIS 32 Improvements – Frequently Asked Questions February 2024

Will the railroad bridge be replaced?

No, the railroad bridge will not be replaced with the project. The railroad bridge is owned and operated by Canadian National Railway, is in good condition and has a significant service life remaining. WisDOT has evaluated traffic patterns in this segment of the project and replacing the railroad bridge is cost prohibitive and would not significantly improve traffic mobility with the extension of a second eastbound lane under the bridge.

Have you taken into consideration safety concerns regarding the WIS 32 eastbound lane drop near Seventh Street?

Yes, the eastbound lane drop at Seventh Street is being reviewed. WisDOT has studied the traffic patterns and reviewed the crash history for this segment of the project. Adding a second eastbound lane from Seventh Street to Fort Howard Avenue/Reid Street would require replacing the railroad bridge and significant modifications to the intersection of Fort Howard Avenue/Reid Street/Main Avenue. While the eastbound lane drop at Seventh Street will remain, it will be brought up to current standards for design, pavement markings and signing.

Why is WisDOT not considering traffic signals at Fifth Street and Main Avenue? What investigation was all done there?

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Through the project scoping and preliminary design phase of the project, WisDOT reviewed the project limits for any safety or operational needs, which includes investigating changes in intersection control such as adding traffic signals or making a change from traffic signals to a roundabout. An Intersection Control Evaluation (ICE) was completed for the intersection of Fifth Street and Main Avenue. The ICE analysis reviews the existing traffic operations, crash history and future operations using the forecasted traffic for the design year (construction year plus 20 years) considering potential changes in geometry and control. The ICE determined that the intersection did not meet any of the nine warrants for installing a traffic signal in the current year or the design year (2048). The ICE determined that the existing two-way stop control was the appropriate control for the intersection in the design year.

To address concerns about pedestrian safety, WisDOT is proposing to install bump outs on Main Avenue for the crosswalks in the northeast, southeast and southwest quadrants. The bump outs will make pedestrians more visible and will shorten the length of the crosswalks for the pedestrians to minimize their exposure to traffic on Main Avenue.

What was all investigated as part of this project?

A variety of items were investigated as part this project. This includes:

- Public comments and concerns
- Traffic crash reports
- Pavement condition

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- Storm sewer condition
- Traffic volume reports
- Traffic trends
- Forecasts for future demands
- Environmental study

The findings are then reviewed and assessed with the results used to develop the corridor's preferred alternative design.

Who is responsible for the cost of the project?

WIS 32 within the city of De Pere, from the intersection of Broadway and Cook Street to the intersection of Eighth Street and Ash Street, is designated a connecting highway. Connecting highways are local streets and roads that carry state trunk highway traffic through cities and villages. As a connecting highway, WisDOT is responsible for cost associated with the pavement replacement of the roadway between the curb and gutters excluding the parking lanes. Costs for improvements made to the corridor outside of this, such as sidewalk improvements, is the responsibility of the City of De Pere. More information on connecting highways can be found at [WisDOT's Connecting Highway](#) webpage.

QUESTIONS

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