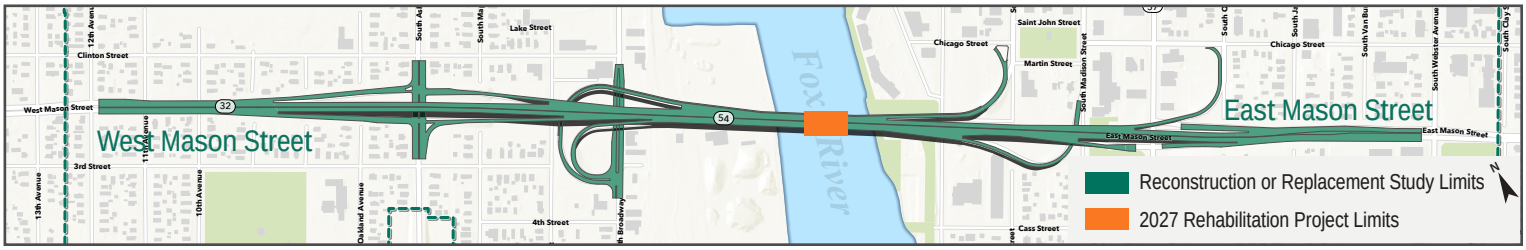
WELCOME!

The Wisconsin Department of Transportation (WisDOT) has begun the study of Mason Street from 12th Avenue to Webster Avenue.

This is the first of three public meetings planned for the project. We will share our progress, including the information we have collected and analyzed through the data gathering stage of the study. This meeting will be conducted in an open-house format with the opportunity to have one-on-one discussions with project team members. The project team will be available to answer your questions between 5 p.m.–7 p.m, with a formal presentation beginning at 5:30 p.m. Public Involvement Meeting #2, planned for fall 2024, will include alternatives for consideration and feedback from the public.

TWO PROJECTS, FOCUSED ON MASON STREET



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.

PROJECT SCOPE

Donald A. Tilleman Bridge (WIS 54/Mason Street) Reconstruction or Replacement Study (2023-2026)

The study limits include approximately 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. It also includes the ramps at Ashland Avenue, S. Broadway, S. Jefferson Street, S. Madison Street, and S. Monroe Street that carry traffic between the elevated portion of Mason Street and the at-grade downtown street network.

This study will consider a wide range of alternatives to address the short-term and long-term needs for the Donald A. Tilleman Bridge and approach infrastructure. The study is being done in accordance with National Environmental Policy Act (NEPA) guidelines. 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

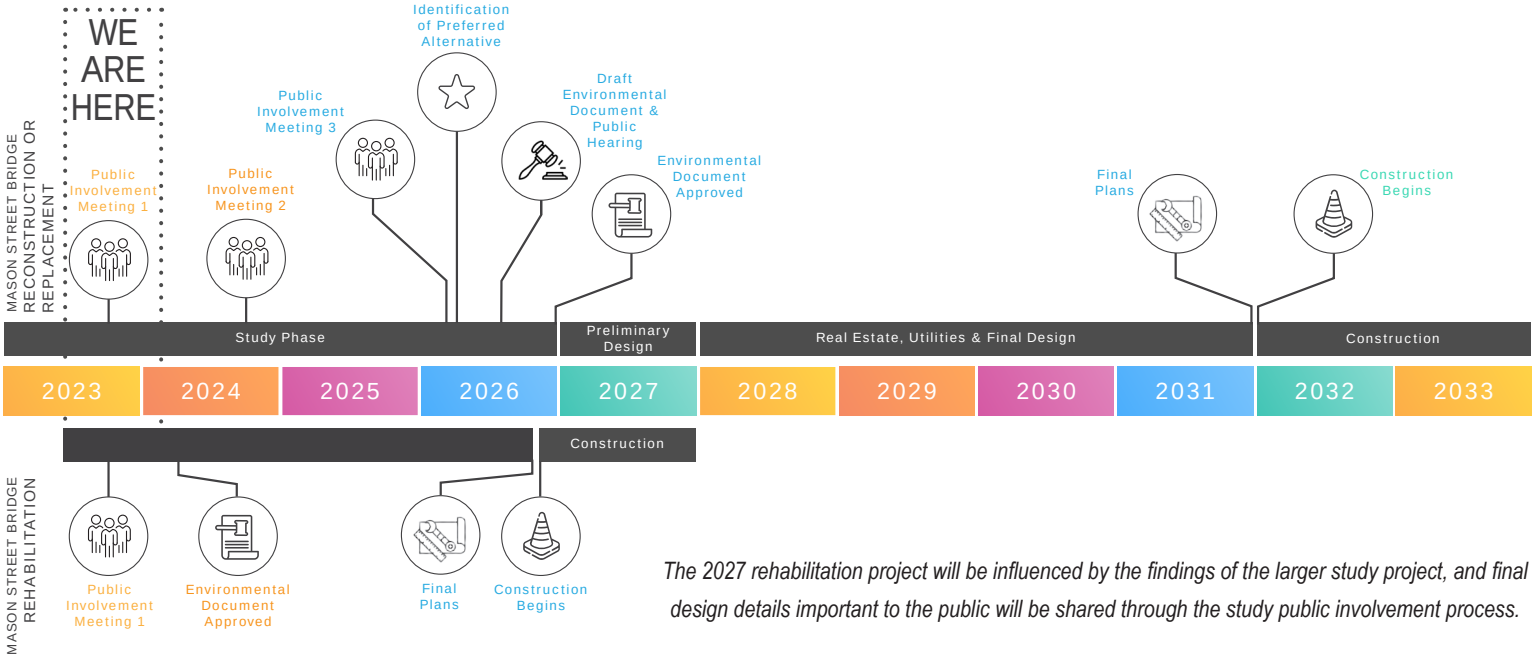
The study limits are restricted to the operable (bascule) bridge at the Fox River.

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. Since the larger study project will not determine a preferred alternative until 2026; WisDOT has identified needed maintenance items that are planned to occur in advance of the larger project. Currently, the planned improvements include:

- Replacement of bridge deck grates, steel center median, and bascule span stringers
- Abrasive blast cleaning and bridge painting
- Replacement/repair of deteriorated concrete
- Replacement/repair of various other mechanical and electrical elements of the existing lift bridge structure in need of rehabilitation.

The final scope of work for this project will be influenced by the findings of the Reconstruction or Replacement Study and the identification of a preferred alternative.

PROJECT SCHEDULES



The 2027 rehabilitation project will be influenced by the findings of the larger study project, and final design details important to the public will be shared through the study public involvement process.

ALTERNATIVES TO BE STUDIED

Within the study limits, Mason Street is a grade-separated structure (or elevated highway) from just west of Ashland Avenue to S. Monroe Avenue. Due to the age and condition of these structures, the study will take a comprehensive look at a broad range of alternatives that will range from the existing configuration (Mason Street continuing to be grade-separated) to an at-grade alternative where Mason Street will reconnect with the existing street grid system.

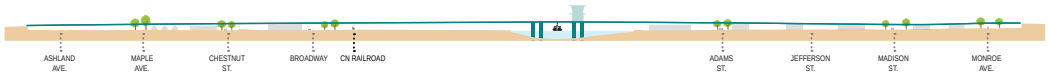
In addition to these two alternatives, the team will consider hybrid scenarios that allow Mason Street to remain grade-separated for a portion of the corridor while considering reconnecting to the street grid at other locations.

WHAT WILL MASON STREET'S FUTURE BE?

The study team is looking for input from the public today to assist with establishing alternatives for the study of the reconstruction or replacement of the Mason Street Bridge .

MASON STREET TODAY

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

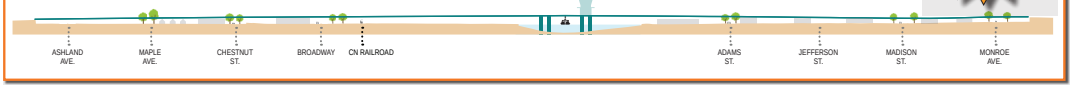


HERE ARE A COUPLE OF IDEAS:

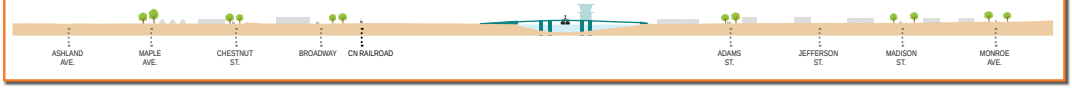
Please share your thoughts with representatives from the study team today OR log a comment online following the meeting.

We want to hear from you!

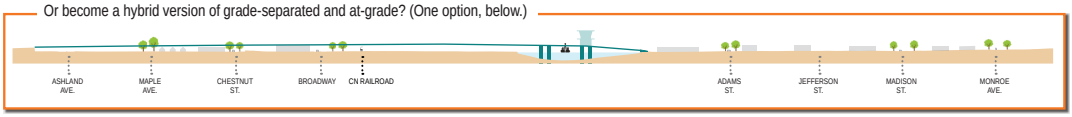
Will it stay a grade-separated structure from S. Ashland Avenue on the west side, to S. Monroe Avenue on the east side?



Could it all come down to grade, except the crossing over the Fox River?



Or become a hybrid version of grade-separated and at-grade? (One option, below.)



Over the next year, the study team will prepare alternatives that will consider the infrastructure condition, review mobility for all corridor users, and identify areas of concern for project improvements. The alternatives will be evaluated for impacts to both the natural and socio-economic environment and will be available for comment at the next public meeting.

PROJECT CONTACT & WEBSITE

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https://wisconsindot.gov/Pages/projects/by-region/ne/masonstudy32/default.aspx