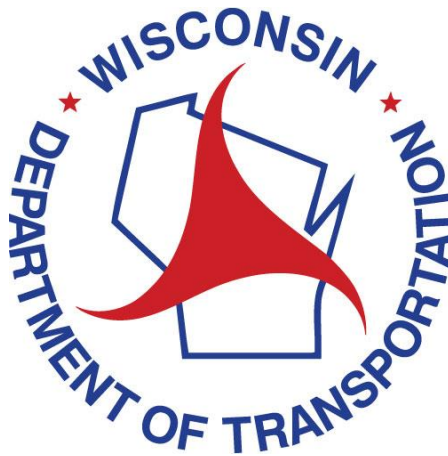


# Public Involvement Meeting Handout

**WIS 32  
Main Avenue and Reid Street  
City of De Pere  
Brown County**

**Project ID: 4190-17-00**



**October 20, 2025**

This handout and other items are available on this project's design website at



<https://wisconsindot.gov/Pages/projects/by-region/ne/32depere/default.aspx>

*Thank you for your interest in this project. We look forward to your feedback.*

## Purpose of handout

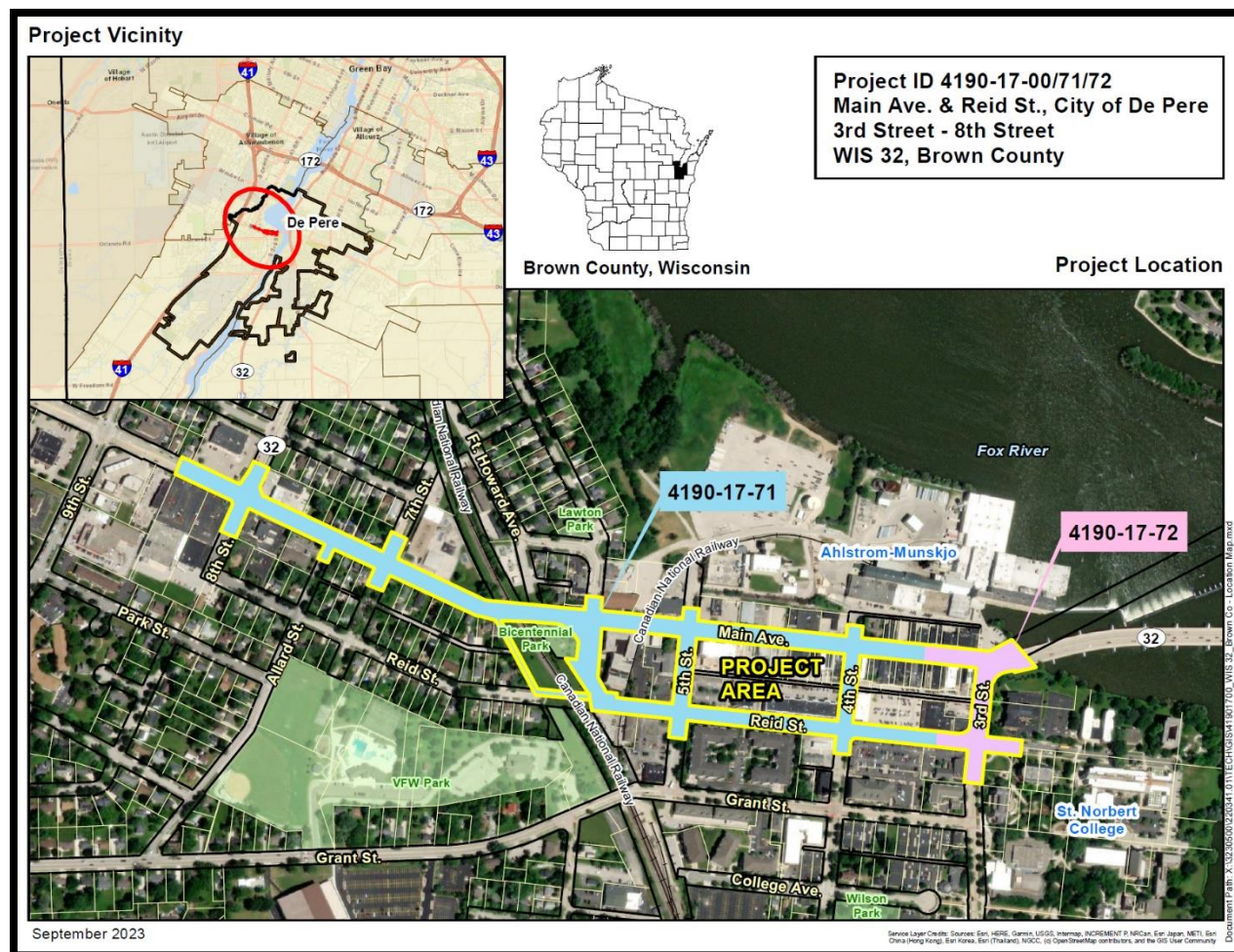
The Wisconsin Department of Transportation (WisDOT) is in the process of developing proposed improvements for 0.7 miles of WIS 32 in the city of De Pere, Brown County. The purpose of this handout is to provide information regarding the improvements being considered, describe the potential impacts it would have on the community, and offer an opportunity for public comment.

## Public input/comments

Your comments assist us in developing a project that will serve the needs of the traveling public as well as the needs of the local community. All comments are welcomed and appreciated throughout the design process. Included at the end of this handout, as well as on the project website, is a comment form that may be used for written comments regarding the proposed improvements under consideration. You are encouraged to fill out this form and return using the pre-paid mailer attached. Comments may also be submitted via email or phone to any of the contacts listed below.

## Project location

WIS 32 west of the Fox River in the city of De Pere between Eighth Street and the Claude Allouez Bridge, Brown County, Wisconsin.



## **Project purpose and need**

The purpose of the project is to restore the ride quality of the existing deteriorated pavement and upgrade other roadway deficiencies on WIS 32 through the city of De Pere.

The existing concrete pavement is deteriorating and has been patched numerous times. The Pavement Condition Index (PCI) is used to measure the condition of the roadway with 0 as the worst possible condition and 100 as the best. The PCI is calculated based on the results of a detailed pavement distress survey that identifies pavement distress type, distress severity and distress quantity. The PCI for WIS 32 has a condition rating as low as 21. Further, the existing storm sewer is deteriorating and many curb ramps along the project are not compliant with the standards of the Americans with Disabilities Act (ADA).

## **Anticipated benefits**

The proposed improvements will include the following benefits:

- Provide motorists with a smoother riding surface resulting in less wear on vehicles.
- Decreased annual maintenance costs for the city, saving taxpayer dollars.
- Improved accessibility for pedestrians by bringing the non-compliant curb ramps into compliance with ADA standards.
- Replacement of the aging underground utilities prior to roadway paving.
- Safety improvements at the at-grade railroad crossings.
- Improved bike and pedestrian accommodations.

## **Proposed Improvements/Scope of Work**

### **Main Avenue**

For the section for Main Avenue from the Claude Allouez Bridge to approximately 331/334 Main Avenue, the proposed scope of work is to repair the concrete pavement that was constructed when the Claude Allouez Bridge was replaced in 2007 and bringing the existing curb ramps into compliance with the current ADA standards. The existing footprint of the street will be narrowed to match the roadway section of the reconstructed section described in the following paragraph which will provide additional terrace space on both sides of the street. The existing brick terrace will be replaced with colored and stamped concrete.

From approximately 331/334 Main Avenue to Fort Howard Avenue, the existing footprint of the street will be narrowed. The existing concrete pavement and curb & gutter will be replaced to provide two driving lanes, a parking lane on each side of the street and a bike lane on the north side of the street. The reconstructed street will be centered in the right-of-way to provide approximately equal amounts of terrace and sidewalk space on each side of the street. All the curb ramps will be reconstructed to current ADA standards. Bump outs will be constructed at the intersections of Fourth Street and Fifth Street with Main Avenue. The intersection of Fort Howard Avenue will be reconfigured to provide improved bike and pedestrian accommodations. The at-grade railroad crossing will be reconstructed including the addition of gates and signals. The existing storm sewer system is in poor to fair condition and will be replaced.

From Fort Howard Avenue to Seventh Street, the existing concrete pavement and curb & gutter will be replaced to provide two westbound lanes and one eastbound lane. The reconstructed street will be centered under the existing railroad bridge. The existing storm sewer system is in poor to fair condition and will be replaced. The sidewalk on the south side of the street from the crosswalk at the island at Fort Howard Avenue to Seventh Street will be removed. Pedestrians will be rerouted to use the sidewalk along the Main Avenue Annex and the path crossing the railroad tracks along the vacated Reid Street back to the sidewalk along Reid Street. The existing curb ramps at Seventh Street will be reconstructed to current ADA standards. In addition, the sidewalk and curb ramps for the rerouting of pedestrians along Main Avenue Annex and vacated Reid Street will be reconstructed to ADA standards.

From Seventh Street to the end of the project at Eighth Street, the existing footprint of the street will be widened approximately two feet on each side. The existing concrete pavement and curb & gutter will be replaced to provide two 11-foot driving lanes in each direction. All the curb ramps will be reconstructed to current ADA standards. The intersection of Eighth Street will be reconstructed to better accommodate the large vehicles using the intersection. The westbound Main Avenue right turn lane to North Eighth Street will be extended to the east. The driveways to Kwik Trip will be relocated further away from the intersection. The existing storm sewer system is in poor to fair condition and will be replaced.

### **Reid Street**

From the Fort Howard Avenue/Main Avenue intersection to the at-grade railroad crossing on Reid Street, the existing footprint of the street will be narrowed. The existing concrete pavement and curb & gutter will be replaced to provide two driving lanes and a bike lane on the south side of the street. The at-grade railroad crossing will be reconstructed including the addition of gates and signals. The existing storm sewer system is in poor to fair condition and will be replaced.

From the at-grade railroad crossing on Reid Street to Fifth Street, the existing concrete pavement and curb & gutter will be replaced to provide two driving lanes, a left turn lane at Fifth Street and a bike lane on the south side of the street. The existing on-street parking in this section of Reid Street will be removed. The curb ramps at Fifth Street will be reconstructed to meet ADA standards. The existing storm sewer system is in poor to fair condition and will be replaced. The existing traffic signals at Fifth Street will be upgraded to work in conjunction with the new gates and signals to be installed at the at-grade railroad crossing west of the intersection.

From Fifth Street to the driveway at 303 Reid Street, the existing concrete pavement and curb & gutter will be replaced to provide two driving lanes, a parking lane on each side of the street and a bike lane on the south side of the street. The reconstructed street will be the same width as the existing street. Bump outs will be constructed at the intersection of Fourth Street and the curb ramps will be reconstructed to current ADA standards. The existing storm sewer system is in poor to fair condition and will be replaced.

From the driveway at 303 Reid Street to Third Street, the proposed scope of work is to repair the concrete pavement that was constructed when the Claude Allouez Bridge was replaced in 2007. One section of storm sewer along the south curb line that is in poor condition will be replaced.

### **Third Street**

From Reid Street to the Claude Allouez Bridge, the proposed scope of work is to repair the concrete pavement that was constructed when the Claude Allouez Bridge was replaced in 2007. The existing curb ramps will be reconstructed to current ADA standards. The existing brick terrace along the west side of Third Street will be replaced with colored and stamped concrete.

### **Traffic impacts**

The project is proposed to be constructed in five stages while utilizing a detour as described below. The below initial concepts will be refined in final design and are detailed below:

#### ***Stage 1 (pre-construction transportation management (TMP) work)***

- Remove islands at Third/Main and Fort Howard/Main.
- Install Temporary Signals at Fourth & Main.
- TMP work at Broadway/Main/Wisconsin Roundabout (east end of bridge) - if necessary.
- Install WIS 32 Detour
  - Northbound WIS 32 – beginning at the WIS 32/57 roundabout at the east end of Claude Allouez Bridge, continue north on WIS 57 (Broadway) to WIS 172 westbound to Pilgram Way to WIS 32 (Ashland Avenue).
  - Southbound WIS 32 – WIS 32/Ashland Avenue turn right onto Vanderperren Way to WIS 172 eastbound to WIS 57 (Riverside) south to the WIS 32/57 roundabout at the east end of the Claude Allouez Bridge.

#### ***Stage 2 (Reid Street reconstruction)***

- Bi-directional traffic (one lane in each direction) on Main Avenue utilizing the existing pavement width.
- Reconstruct Reid Street
  - Fifth Street/Reid Street intersection must be reconstructed before closing Main Avenue under the railroad bridge.
  - Fourth Street/Reid Street intersection must remain open if the Fifth Street/Reid Street intersection is closed.
  - Access to Nicolet Restaurant may be on gravel via Reid Street from either Main Avenue or Fifth Street.
  - At grade Reid Street railroad crossing reconstructed.
  - Third Street pavement repairs may be done during this time.
  - Storm sewer repairs on Reid Street within the -72 project footprint need to be done at this time.
  - Third Street/Reid Street curb ramps should be done during this time.
  - Ped detour needed for curb ramp work and any sidewalk replacement areas.

- Main Avenue Annex sidewalk and Reid Street Path reconstructed.
- Depending upon timing of the mill shutdown, may need to reconstruct Fifth/Main intersection during this time period. If so, Reid Street from and including the intersection of Fourth Street to Third Street will need to be open to provide for rerouting of truck traffic to the official WIS 32 detour route. All other vehicles can utilize Grant Street to continue west.

### ***Stage 3 (Main Avenue under the railroad bridge)***

- Full roadway closure between Fort Howard and Eighth Street.
- Shall not begin before June 5, 2028, and must finish by September 1, 2028 (13 weeks).
- Ped detour needed for curb ramp work and any sidewalk replacement areas.
- May be concurrent with Stage 2 above provided:
  - Fifth Street is open from the mill to Grant Street.
- Eighth Street Intersection
  - Southbound Eighth Street to westbound Main Avenue traffic is maintained.
  - Eastbound Main Avenue to northbound Eighth Street is detoured via N Ninth Street to Ashland Avenue.
  - All eastbound Main Avenue traffic needs to turn right onto S Eighth Street
  - No northbound traffic on S Eighth Street allowed. Traffic from the neighborhood on the south side of Main Avenue will need to utilize Allard Street to Park Street to S Ninth Street or allow traffic to cross Main at Seventh Street to leave the neighborhood.
  - Build east half of Eighth Street intersection.

### ***Stage 4 (Main Avenue downtown reconstruction)***

- Shall not begin before the completion of Stage 2 but may be done concurrently with Stage 3.
- Bi-directional traffic (one lane in each direction) on Third Street and Reid Street.
- Reconstruct Main Avenue between Third Street and Fort Howard Avenue
  - Access across Main Avenue at Fifth Street needs to be maintained at all times except for the period of the Mill shutdown.
  - Fourth Street/Main Avenue intersection must remain open if the driveway to the parking lot/alley at Main Avenue/Third Street is closed.
  - At grade Main Avenue railroad crossing reconstructed.
  - Reconstruct the north half of Fort Howard intersection.
  - Main Avenue (-72 project) pavement repairs may be done during this time.
  - Narrowing of the east half of 300 block of Main Avenue shall be done.
  - Main Avenue/Third Street curb ramps should be done during this time.
  - Ped detour needed for curb ramp work and sidewalk replacement areas.
- Eighth Street Intersection
  - Finish constructing the east half of the intersection (if it was not completed during Stage 3).
  - Temporary signal may be needed.

- Stage construct the west half of the intersection keeping one lane open both eastbound and westbound.
  - **Substage 4B** - Build Northwest quadrant of intersection.
    - Shift Main Avenue traffic to the south side of Main Avenue.
    - No northbound traffic (no eastbound left turns nor westbound right turns allowed onto N Eighth Street) from Main Avenue.
    - Shift southbound N Eighth Street traffic over to east in northbound lanes.
    - Northbound traffic from Main Avenue to utilize N Ninth Street to Ashland Avenue.
    - Northbound traffic on S Eighth Street must turn either left or right at Main Avenue, no northbound through traffic.
  - **Substage 4C** - Build Southwest quadrant of intersection.
    - Shift Main Avenue traffic to the north side of Main Avenue.
    - No southbound traffic (no eastbound right turns nor westbound left turns allowed onto S Eighth Street) from Main Avenue.
    - Southbound traffic on N Eighth Street must turn either left or right at Main Avenue, no southbound through traffic.
    - Southbound through traffic from N Eighth Street or Main Avenue will need to use either S Ninth Street, Allard Street or S Seventh Street in lieu of S Eighth Street.

#### ***Stage 5 (Post reconstruction restoration)***

- Shall not begin before Stage 4 Main Avenue downtown reconstruction has been completed.
- Fort Howard intersection island - remove temporary asphalt and build island.
- Third Street/Main Avenue island - remove temporary asphalt, build island and associated curb ramps.
- Once traffic has been restored to Main Avenue and Reid Streets, complete any remaining work associated with the -72 project id.
- Complete the remaining contract work on the project.
- Remove WIS 32 Detour.

#### **Schedule**

- Final Design: 2025 – 2027
- Real Estate Acquisition: 2026 - 2027
- Utility Reconstruction/Relocations: 2027
- Roadway construction is currently scheduled for 2028.

#### **Real estate**

Temporary Limited Easements (TLE) and some fee acquisition will be required for replacing the curb ramps and sidewalk.

Real estate Agents with De Pere will be reaching out soon to affected property Owners.

### **Business Resource: WisDOT's In This Together program**

WisDOT recognizes businesses located in work zones or impacted by detour routes have special needs. WisDOT's In This Together program is offered to business, organizations and community leaders as an idea source as they plan for road construction in their area. It includes promotional examples, case studies and a specially designed Business Coordination Guide with information on:

- Planning ahead
- Staying informed
- Keeping customers informed
- Tips for businesses
- Temporary signing for businesses

WisDOT's In This Together website is located at [www.wisconsin.dot.gov/Together](http://www.wisconsin.dot.gov/Together)

### **Public input/comments**

Please submit comments to WisDOT using one of the following methods so that we receive them **by November 14, 2025**, to be considered during design.

1. Fill out the comment form attached to this document and mail to WisDOT using the prepaid mailer.
2. Email comments or questions to the contacts listed below.
3. Call one of the contacts below.

### **Project contacts**

Josh Lang, P.E.  
Project Manager  
Wisconsin Department of Transportation  
944 Vanderperren Way  
Green Bay, WI 54304  
Phone: (920) 492-4141  
Email: [joshua.lang@dot.wi.gov](mailto:joshua.lang@dot.wi.gov)

Mark Kantola  
Region Communications Manager  
Wisconsin Department of Transportation  
944 Vanderperren Way  
Green Bay, WI 54304  
Phone: (920) 492-4153  
Email: [mark.kantola@dot.wi.gov](mailto:mark.kantola@dot.wi.gov)



# WisDOT Highway Project Public Comment Form

Project ID 4190-17-00  
WIS 32  
Main Avenue and Reid Street, City of De Pere  
Brown County

Please place this form in the comment box or mail **by November 14, 2025**, to the address on the back of this sheet. Comments can also be e-mailed to [joshua.lang@dot.wi.gov](mailto:joshua.lang@dot.wi.gov). Your comments assist us in developing a project that will serve the needs of the traveling public as well as the needs of the local community. Your input is welcome and appreciated throughout the design process.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Daytime Phone Number (optional): \_\_\_\_\_

Email Address (optional): \_\_\_\_\_

Please Print Comments (attach additional sheets if necessary)

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

*The information in this document including names, addresses, phone numbers, e-mail addresses, and signatures is not confidential, and may be subject to disclosure upon request, pursuant to the requirements of the Wisconsin open records law, sections 19.31 - 19.39 of the Wisconsin Statutes.*

----- Fold Here -----



NO POSTAGE  
NECESSARY  
IF MAILED  
IN THE  
UNITED STATES

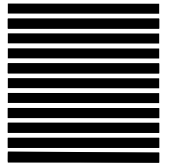
DOTRNE1 2009

**BUSINESS REPLY MAIL**

FIRST CLASS MAIL PERMIT NO. 2226 MADISON, WI

POSTAGE WILL BE PAID BY ADDRESSEE

**WISCONSIN DEPARTMENT OF TRANSPORTATION  
NORTHEAST REGION  
944 VANDERPERREN WAY  
GREEN BAY, WI 54304-9879**



**Attention: Joshua Lang, P.E.**

----- Fold Here -----