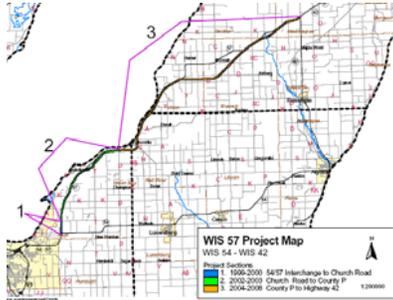


Celebrating Local Transportation Improvements: Door County - 1990 to 2006



Wis 57 Four-lane Improvement Project – Green Bay to Sturgeon Bay

WisDOT is developing Wis 57 as a four-lane divided highway with access management, allowing for uninterrupted travel from Green Bay to Sturgeon Bay. The project will significantly enhance public safety and will greatly improve accessibility of the county for the vital tourism, industrial and commercial sectors of the local economy.

The seeds of this project date back to March 1989, when WisDOT submitted the Corridor 2020 plan to then-Governor Thompson. This plan was designed to create a network of superior quality highways, promoting economic development and inter-city transportation throughout the state into the 21st Century. Wis 57 was identified as a connector route and a key part of this plan. In 2004, the Green Bay to Dyckesville section of highway was completed. This year, the Dyckesville bypass and Brussels Hill to Wis 42 sections will be completed. The entire project should be completed in 2008.

Funding source: WisDOT \$74 Million



New Sturgeon Bay Bridge (Maple to Oregon)

With the Legislature confirming the need for a new bridge to service downtown Sturgeon Bay, a new \$34 Million bridge was approved in July 2005 and scheduled for construction in July of 2006. Having only one year from approval to construction required an unprecedented effort to be put forth

by WisDOT, their consultant (Teng and Associates) and the City. The preparation of plans and specifications in less than 12 months required the City and WisDOT to develop a working relationship beyond any that had occurred in the past and is a remarkable accomplishment. Dredging the Sturgeon Bay shipping channel will take place July-September 2006. Construction of the bridge and approach streets is scheduled to begin October 2006 and be completed by January 2008.

Funding sources: WisDOT \$32.5 Million; County \$1.5 Million; City \$2.1 Million



Rehabilitate Michigan Street Bridge

The process to rehabilitate the Michigan Street Bridge began more than a decade ago. Through WisDOT's project development review process, it was determined in 2002 that the 75-year-old steel frame bridge structure could be rehabilitated cost effectively and its prominent place on the waters of Sturgeon Bay preserved for another generation to enjoy. This structure - with its steel arches

and historically significant Scherzer Truss draw mechanism - has been the lifeline that has allowed the local economy to thrive. The 8- to 12-month rehabilitation schedule and the extensive projected downtime was critical to community and state understanding of the need to build the new Maple to Oregon Bridge before starting the Michigan Street Bridge project. The rehab project will begin after completion of the Maple to Oregon Bridge.

Funding source: WisDOT \$14 Million

Wis 42-57 Bypass Safety Enhancement Project

Recognizing the need to improve safety on the Wis 42-57 bypass corridor through Sturgeon Bay, in 1996 WisDOT entered into an agreement with Door County and the City of Sturgeon Bay to develop a safe and efficient corridor by preserving and enhancing the level of service for vehicle travel and protecting the health, safety and general well being of travelers on and crossing Wis 42-57. In 2001 a memorandum of understanding was finalized by these agencies that identified specific intersection improvements and transportation enhancements for meeting the project goals. WisDOT constructed several intersection improvements, including signalization in 2001 to 2002. Additional improvements for the Egg Harbor Road intersection and a frontage road between Utah and Michigan Streets are in the design stage. The project's success can already be measured in the reduction in the total number of accidents and their severity.



Funding source: WisDOT \$3.1 Million



Shipyard Cluster Expansion

In 2004, DCEDEC, the City of Sturgeon Bay, Bay Shipbuilding Company and Palmer Johnson Yachts, released the findings of the Sturgeon Bay Shipbuilding Cluster Master Plan. The plan was developed to address the future infrastructure needs and to facilitate the growth of the two Sturgeon Bay shipbuilding companies. Phase I of the Plan, at a cost of \$29 million, includes a new production facility for

Palmer Johnson and upgrading the boat launch system Bay Shipbuilding and Palmer Johnson both currently use. The two shipyards estimate that the project will contribute to the creation of 600 new jobs within the next three years. It is anticipated that funding and construction plans will be finalized and construction begun in 2006.

Funding sources: WisDOT \$7 million; public and other private funds \$22 million

Sturgeon Bay East Side Dock Improvement

A WisDOT Harbor Assistance Grant to the City was used to transform a blighted and failing industrial dock space into the “Welcome Mat” to Sturgeon Bay for the increasing number of cruise and passenger ships on the Great Lakes. In addition to providing the necessary mooring space and services for cruise ships, the \$1.42 Million project anchors the redevelopment of the former PBI Shipyard into a waterfront development with walkways and other amenities enjoyed by both local residents and visitors to Sturgeon Bay. Located along First Place between Oregon and Pennsylvania Streets, the 375-foot steel dock wall, along with concrete promenades and walkways, was completed in 2004.



Funding sources: WisDOT \$1,160,000; City \$284,000



Sturgeon Bay Sawyer Dock Improvement

A WisDOT Harbor Assistance Grant to the City funded the replacement of approximately 415 feet of failing wood piling dock wall with a steel dock wall, along with associated dredging and other improvements. The renovated dock space creates more than 900 feet of usable water frontage (when combined with dock wall leased from the DNR) to allow Bay Shipbuilding Company to complete winter

maintenance on additional commercial freighters. Bay Shipbuilding Company

estimates that each vessel that “winters” in Sturgeon Bay typically generates gross revenue upwards of \$500,000 and may employ 25 or more people. The renovated dock wall can also be leased for other commercial transportation ventures, particularly during the summer. The \$1.5 Million project, located on the City’s west side along the Sawyer Park waterfront, was completed at the end of 2005.

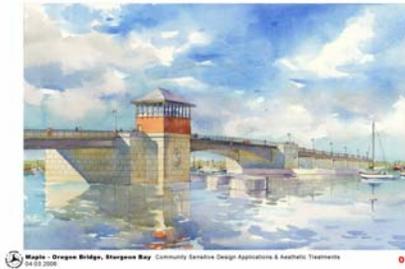
Funding sources: WisDOT \$1.2 Million; City \$300,000



Sturgeon Bay Third Avenue Reconstruction

Third Avenue is the main business corridor for the City's historic downtown retail district. This road was partially enhanced in the 1980's and a new concrete surface is to be installed along with storm sewer improvements. Traffic calming and pedestrian friendly crosswalks will enhance the project to retain the City's current environment. The project now proposed from Jefferson to Oregon Street will allow for this retail corridor to expand another two blocks, which should accommodate several years of growth.

Funding Sources: WisDOT \$798,400; City \$400,000



Local Road Discretionary Fund Grant

The City has received notice that we are one of eight Wisconsin communities that will receive local road improvement discretionary funding. The award-winning project is the Oregon Street bridge approach from Third Avenue to the waterfront, and lessens the local burden for road restoration that will result from the planned bridge from Maple to Oregon.

Funding Sources: WisDOT \$438,000; City \$600,000

Expenditures
WisDOT: \$134.22 Million
Other Funding: \$27.2 Million
Grand Total: \$161.4 Million



Information provided by the Wisconsin Department of Transportation; County of Door; City of Sturgeon Bay; Door County Economic Development Corporation