

Answers to Frequently Asked Questions about the Southern Bridge Project

Brown County Planning Commission
September 2017

Q: Which Southern Bridge project locations are still being studied?

A: The two project locations that are currently being studied are at Scheuring and Heritage Roads and at Rockland and Red Maple/Southbridge Roads in De Pere.

Q: When will the Southern Bridge project's location be identified?

A: The project's location will be officially identified after the project's Final Environmental Impact Statement (FEIS) is approved by the Wisconsin Department of Transportation and Federal Highway Administration and a Record of Decision (ROD) is signed by the Federal Highway Administration. These approvals are currently planned to be received by the end of 2018.

Q: What work has to be completed before the Southern Bridge project can be constructed?

A: A summary of the work that has to be completed is attached at the end of this paper.

Q: Can a new Interstate 41 interchange be built at Southbridge Road?

A: This will be determined by the results of an Interstate Access Justification Report (IAJR) that is currently being prepared by Brown County in conjunction with the Wisconsin Department of Transportation and Federal Highway Administration.

Q: Why does an Interstate Access Justification Report (IAJR) have to be prepared for this project?

A: An Interstate Access Justification Report (IAJR) must be prepared to evaluate how a new interchange will affect safety and traffic flow along Interstate 41 and at the existing interchanges at Scheuring Road and Freedom Road.

Q: When will the Interstate Access Justification Report (IAJR) be finished?

A: The Interstate Access Justification Report (IAJR) is currently planned to be completed by the end of 2018.

Q: Is Southbridge Road too close to the existing Scheuring Road interchange to allow a new interchange to be constructed at Southbridge Road?

A: No. A new interchange at Southbridge Road would be far enough away from the Scheuring Road interchange. Southbridge Road's distance from Scheuring Road will not be a factor when determining if a new interchange can be constructed.

Q: Will the new Southern Bridge and connecting streets be designed as a freeway like State Highway 172 or Interstates 41 and 43?

A: No. Regardless of the location, the new Southern Bridge and connecting streets will not be designed as a freeway. Instead, the new Southern Bridge's design is planned to resemble the Claude Allouez Bridge in Downtown De Pere (four driving lanes, bicycle facilities, and pedestrian walkways), and the connecting street segments will resemble County Highway GV in Ledgeview and Bellevue and South Huron Road on the east side of Green Bay (four driving lanes, bicycle and pedestrian facilities, and a grass median).

Q: Will Brown County try to get money from the federal government to help pay for the project?

A: Yes. One of the reasons that the Environmental Impact Statement (EIS) is being completed is to enable Brown County to be eligible for federal money to construct the Southern Bridge, the streets that connect to the bridge, and a new interchange at Interstate 41 (if this interchange is approved by the Federal Highway Administration).

Q: What portion of the Southern Bridge project's construction costs can be funded with money from the federal government?

A: Federal money can cover up to 80 percent of the costs associated with building the new Southern Bridge, the streets that connect to the bridge, and an interchange at Interstate 41 (if this interchange is approved by the Federal Highway Administration). However, the actual federal contribution has not yet been determined.

Q: Who should I contact for information about the Southern Bridge project?

A: Please contact:

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Southern Bridge Project Development Process (As of September 2017)

Abbreviations:

WisDOT = Wisconsin Department of Transportation

FHWA = Federal Highway Administration

EIS = Environmental Impact Statement

IAJR = Interstate Access Justification Report

