Appendix I is a new document. It includes no yellow highlights to signify any updates since the June 2020 Tier 1 Draft Environmental Impact Statement.

Appendix I
Community Involvement and Agency Coordination after Draft EIS Publication

Appendix I Table of Contents

I.1

Agency Comments and Project Team Responses

Detailed responses to agency comments appear in this section. A brief summary of responses to agency comments appears in Final EIS Section 4.4.3.

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

July 28, 2020

REPLY TO THE ATTENTION OF:
Mail Code RM-19J

Ian Chidister
Federal Highway Administration – Wisconsin Division
525 Junction Road, Suite 8000
Madison, Wisconsin 53717-2157

Re: Tier 1 Draft Environmental Impact Statement for the South Bridge Connector Project, Brown County, Wisconsin, CEQ No. 20200128

Dear Mr. Chidister:

The U.S. Environmental Protection Agency (EPA) has reviewed the referenced Draft Environmental Impact Statement (DEIS), which was produced by the Federal Highway Administration (FHWA) and the Wisconsin Department of Transportation (WisDOT). We undertook this review pursuant to our authorities under the National Environmental Policy Act (NEPA), Council on Environmental Quality regulations (40 CFR Parts 1500-1508), Section 309 of the Clean Air Act, and as a cooperating agency in the NEPA-Clean Water Act Section 404 Merger Process (NEPA/404).

FHWA and WisDOT conducted a study to identify appropriate corridors, transportation improvement needs, and future transportation demand generated by the planned development in the southern part of the Green Bay metropolitan area. This study is called the South Bridge Connector Project.

The purpose of this proposed project is to identify the most appropriate improvements for addressing existing east-west transportation demand and demand that will be generated by the planned development in the southern portion of the Green Bay metropolitan area. The project is needed to:

- Address congestion in the vicinity of the existing Fox River bridges;
- Accommodate existing and planned land use and future travel demand generated by planned development;
- Reduce travel time by improving east-west connectivity; and:
- Address higher-than-average crash rates and safety issues in the vicinity of the existing Fox River bridges.

Four alternatives have been provided in the DEIS:

- *No-Build Alternative.* Continued maintenance will occur on existing roadways;

- *Transportation System Management Alternative.* Maximize the efficiency and use of existing roadways to delay or eliminate the need for additional capacity, such as by constructing roundabouts, and reducing the number of access points;
- *Transportation Demand Management Alternative.* Reduce the number of vehicles on the area roadways by use of land use planning strategies, such as increasing transit ridership, promoting ridesharing with park-and-ride lots, and improving bicycle and pedestrian mobility; and:
- *Build Alternative.* This alternative includes 11 individual routes that are proposed to either upgrade existing roadway infrastructure, or construct new roadway routes:
    - Corridor Alternative 1: Scheuring Road-Heritage Road (County F-County X) Arterial Scheuring Road to Heritage Road;
    - Corridor Alternative 2: Rockland Road-Red Maple Road Arterial with a new interchange at I-41, plus an option for a C-D system road along I-41 between the new interchange and the County F interchange Rockland Road to Red Maple Road;
    - Corridor Alternative 3: Rockland Road to Wisconsin Highway 172;
    - Corridor Alternative 4: Rockland Road to American Boulevard to Scheuring Road;
    - Corridor Alternative 5: Creekview Road to Red Maple Road;
    - Corridor Alternative 6: Interstate 41 to Wisconsin Highway 172;
    - Corridor Alternative 7: Freedom Road to Wisconsin Highway 172;
    - Corridor Alternative 8: Williams Grant Drive to Wisconsin Highway 57;
    - Corridor Alternative 9: Freedom Road to County Road ZZ;
    - Corridor Alternative 10: Freedom Road to Wisconsin Highway 96; and:
    - Corridor Alternative 11: Interstate 41 to Interstate 43.

FHWA and WisDOT retained Corridor Alternatives 1 and 2, and the No-Build Alternative for further detailed study. Corridor Alternative 2 has been selected by FHWA and WisDOT as the preferred alternative, best fulfilling the project's purpose and need. Under Concurrence Point 3 of the NEPA/404 merger process, we concur with the selection of Corridor Alternative 2 as the preferred alternative. We previously concurred with the purpose and need and the range of alternatives to be analyzed in detail. #1

We appreciate FHWA and WisDOT identifying and addressing (to the extent possible in Tier 1) avoidance, minimization, and/or mitigation measures for wetlands and streams, air emissions during construction and operation, general air conformity, and historical and cultural resources. We understand these impacts will be addressed in greater detail in the Tier 2 DEIS, when the project footprint is refined to final alignments and features, following the Tier 1 Record of Decision (ROD) commitment to the preferred corridor. Additionally, we are glad to see the Tier 1 DEIS propose installing additional stormwater management infrastructure, pollinator habitat, and pedestrian and bicycle accommodations along the preferred corridor. We look to the Tier 1 Final EIS and ROD to broadly commit to these practices, and for the Tier 2 EIS to analyze these practices in greater detail, prior to final adoption of these measures in the Tier 2 ROD. #2 #3

We have a comment on the project's interface with the Lower Fox River Superfund Site (Superfund site). Since a new bridge crossing over the Fox River is being proposed as part of this project, the proposed project is expected to impact the Superfund Site. The DEIS indicates that WisDOT and FHWA have closely coordinated with Wisconsin Department of Natural Resources

(WDNR) and EPA Superfund program staff to avoid impacts to the Superfund Site to the greatest extent possible. Communications in Appendix F between WDNR, WisDOT, and EPA staff indicates plans are in place to avoid, minimize, and/or mitigate impacts to the Superfund Site. Those plans include: #4

- Conduct analyses of all sediment borings to determine if the affected sediments are contaminated and need to be safely disposed of;
- Conduct bathymetric surveys of the river bottom before conducting any in-river work;
- Avoid, to the maximum extent possible, known locations of engineered sediment caps that currently encase contaminated sediments; and
- Perform repairs to engineered sediment caps, if damaged.

We encourage FHWA and WisDOT to continue working closely with WDNR and EPA as the proposed project footprint narrows in the Tier 2 EIS. If not already completed, we request the bathymetric surveys be conducted as soon as feasible, and results be included in future NEPA documents for the project.

We are available to discuss our contents of this letter at your convenience. Please feel free to contact Mike Sedlacek of my staff at 312-886-1765, or by email at sedlacek.michael@epa.gov if you have any questions or concerns.

Sincerely,

KENNETH WESTLAKE Digitally signed by KENNETH WESTLAKE Date: 2020.07.28 13:49:25 -05'00'

Kenneth A. Westlake
Deputy Director, Tribal and Multimedia Programs Office
Office of the Regional Administrator

cc: Bryan Lipke, Wisconsin Department of Transportation
Beth Olson, Wisconsin Department of Natural Resources
Jim Saric, U.S. Environmental Protection Agency

US Environmental Protection Agency (EPA), July 28, 2020

#	Comment	Response
1	Concurs with Corridor Alternative 2 as the preferred alternative	Comment acknowledged
2	Appreciates that the Tier 1 Draft EIS identified and addressed (to the extent possible) avoidance, minimization, and/or mitigation measures for several environmental resources.	Comment acknowledged. The Lead Agencies continue to commit to these measures as stated in the Record of Decision.
3	Supports the specific Tier 1 Draft EIS statements regarding installing additional stormwater management infrastructure, pollinator habitat, and pedestrian and bicycle accommodations; and presumes that the Tier 1 Final EIS and ROD will broadly commit to these practices, and Tier 2 documents will analyze these practices in greater detail.	Comment acknowledged. The Final EIS and Record of Decision includes details regarding avoidance, minimization, and compensation measures for the project. Note that the scopes and classes of action for Tier 2 studies have not yet been determined. Document type(s) for Tier 2 studies could be an Environmental Impact Statement (EIS), Environmental Assessment (EA), or Categorical Exclusion (CE), depending on the significance of resources and potential impacts for each individual project.
4	Recommends continued coordination with the DNR and EPA regarding the Lower Fox River Superfund Site and to implement measures to avoid, minimize, and/or mitigate impacts to the Superfund Site.	Additional information on the Lower Fox Superfund site has been added to the Final EIS. Corridor Alternative 2 offers better opportunity to avoid the cap put in place over contaminants on the river bottom than Corridor Alternative 1. The Lead Agencies will coordinate with the USEPA during the Tier 2 process as detailed design becomes available and impacts are known. The Lead Agencies will try to avoid, minimize, and compensate for impacts to the Superfund site, to the extent practicable, during the Tier 2 phase.

State of Wisconsin
Governor Tony Evers

Department of Agriculture, Trade and Consumer Protection
Secretary-designee Randy Romanski

July 30, 2020

Bryan Lipke
Project Manager
WisDOT, North East Region
944 Vanderperren Way
Green Bay, WI 54304

RE: Project ID: 4556-02-00
South Bridge Connector, Brown County
Concurrence Point #3 – Preferred Alternative

Dear Mr. Lipke,

As a participating agency, the Department of Agriculture, Trade & Consumer Protection (DATCP) has reviewed project documents and the draft Environmental Impact Statement (EIS) for the South Bridge Connector project. The intent of this letter is to provide feedback on the draft EIS and provide the Agency position on concurrence point #3 "Preferred Alternatives".

The retained alternatives within the draft EIS match the proposed alternatives evaluated in the 2012 Agricultural Impact Statement (AIS) DATCP #3839 and therefore do not constitute a revision to the existing AIS. If the proposed project or project specifications are altered from the 2012 AIS in a manner which could be construed as increasing the potential adverse effects on agriculture or on any farm operation, DATCP should be renotified. Additionally, the 2012 AIS was not mentioned or referenced within key areas of the draft EIS, such as Section 3.8 and Appendix E (2.3.5). DATCP believes it's critical to document that an AIS has occurred and therefore recommends that the lead agency document the AIS within draft EIS. #1

The draft EIS retained three alternatives (no build, alternative 1 and alternative 2) for consideration as the preferred alternative route. When selecting the preferred alternative, DATCP emphasizes the alternative that minimizes the conversion of existing farmland to non-farm uses, while achieving the project's purpose. While the no build alternative does not convert any existing farmland, it also does not meet the project's purpose; therefore DATCP has removed this alternative from consideration. Of the remaining alternatives, both alternative 1 and 2 would address the main objectives of the project. However, these alternatives have different levels of impacts on agricultural lands. Alternative 2 is projected to convert upwards of 78 acres of agricultural lands while alternative 1 is projected to only convert upwards of 23 acres. Furthermore, the 2012 AIS analysis has shown that alternative 2 will result in increased severance and fragmentation of existing farmland as well as encourage further farmland conversation. #2

Alternative 1 (Scheuring Road-Heritage Road) is the preferred route of DATCP to minimize impacts to agricultural lands. If the lead agency selects alternative 2, DATCP implores it to implement methods to minimize farmland fragmentation in order to preserve the productivity of remnant fields. #3

If you have any questions or concerns, please contact me at (608)224-4650 or zach.zopp@wisconsin.gov.

Sincerely,

Zach Zopp
Land and Water Program Specialist - Bureau of Land and Water Resources
Division of Agricultural Resource Management
Wisconsin Department of Agriculture, Trade & Consumer Protection

Cc: Cole Runge; Interim Planning Director/MPO Director, Brown County Planning & Land Services/Green Bay MPO, 305 E. Walnut Street. Room 320; PO Box 23600, Green Bay, WI 54305-3600

Attachment: Agricultural Impact Statement #3839: Transportation Improvement in the Southern Portion of the Green Bay Metropolitan Area Brown County.

Department of Agriculture, Trade and Consumer Protection (DATCP), July 30, 2020

#	Comment	Response
1	The alternatives within the Draft EIS match the proposed alternatives evaluated in the 2012 Agricultural Impact Statement (AIS); request that the EIS document that the 2012 Agricultural Impact Statement has occurred.	The alternatives within the Draft EIS are not the same as what was evaluated in the 2012 AIS. The 2012 AIS evaluated specific roadway alignment alternatives, whereas the alternatives analyzed in this Tier 1 Draft EIS are 500-foot corridors, each containing a working alignment, which is a conceptual roadway alignment used to estimate representative physical impacts. Reference to the 2012 AIS was added to Section 3.8.1 (Agriculture Existing Conditions) of the Final EIS and 2.3.5 (Agriculture) of Appendix E.
2	Supports Corridor Alternative 1 as the Preferred Alternative due to fewer agricultural impacts than Corridor Alternative 2.	Comment acknowledged. It is true that Corridor Alternative 2 is anticipated to have greater agricultural impacts than Corridor Alternative 1. It should be noted, however, that based on future land use plans, most of the land adjacent to Corridor Alternative 2 is planned for conversion from agricultural to developed uses. Specific comments and input the Lead Agencies received through the study process stated that some of the agricultural land adjacent to Corridor Alternative 2 is being held by developers, who are waiting for a decision on the South Bridge Connector.
3	Recommends the Lead Agencies implement methods to minimize farmland fragmentation in order to preserve the productivity of remnant fields if Corridor Alternative 2 is selected.	The Lead Agencies will coordinate with DATCP during the Tier 2 process as detailed design becomes available and impacts are known. The Lead Agencies will try to avoid, minimize, and compensate for agricultural impacts, to the extent practicable, during the Tier 2 phase.

State of Wisconsin
DEPARTMENT OF NATURAL RESOURCES
2984 Shawano Avenue
Green Bay, WI 54313-6727

Tony Evers, Governor
Preston D. Cole, Secretary
Telephone 608-266-2621
Toll Free 1-888-936-7463

July 31, 2020 DOT: Brown

Bryan Lipke
Wisconsin Department of Transportation
944 Vanderperren Way
Green Bay, WI 54304

Subject: Draft Tier 1 Environmental Impact Statement (EIS) and Concurrence Point Number 3 Review
Project I.D. 4556-02-00
Southern Bridge Connector Tier 1 Environmental Impact Statement (EIS)
CTH F/CTH EB intersection to CTH X to CTH GV Intersection
Towns of Lawrence and Ledgeview, Brown County
Sec. 25, 36, T23N – R19E, Sec. 28-36, T23N – R20E, Sec. 1-6, T23N – R20E

Dear Mr. Lipke:

DNR has completed our review of the Draft Tier 1 EIS for the Southern Bridge Connector project, based on the information submitted. The lead agencies have identified Corridor Alternative 2 as their Preferred Corridor Alternative based on their reasoning that it would provide the best solution for addressing long-term mobility needs and safety concerns while most effectively serving existing and planned development and balancing impacts to socioeconomic and environmental resources. Based on the information in the Draft Tier 1 EIS, it appears that aside from the no-build alternative, which doesn't meet the purpose and need of the project, Alternative Corridor 1 would have less environmental impact compared to Alternative Corridor 2 while still meeting the purpose and need.

As a cooperating agency, DNR has reviewed and provided comments on multiple draft sections of this document. Cooperating agencies have been asked to provide concurrence on the Preferred Corridor Alternative as well as comment on the entire Draft Tier 1 EIS. DNR does not oppose the Preferred Corridor Alternative. While the Preferred Corridor Alternative has the potential for more environmental impacts compared to the no-build alternative and Corridor Alternative 1, local, state, and federal regulations will help minimize environmental impacts. Specific alignment modifications will be needed within the Preferred Corridor Alternative in order to meet local, state, and federal environmental regulations. As an example the diamond interchange with IH-41 and associated auxillary roads currently has greater impacts than the existing IH-41 interchange modifications within Corridor Alterantive 1. Depending on the specific alignment chosen within the Preferred Corridor Alternative there may be some environmental impact advantages over Corridor Alternative 1 such as the alignment and design of the Fox River Bridge. The Preferred Corridor Alternative may have less impacts to the PCB caps than Corrridor Alternative 1.

DNR comments on the Draft Tier 1 EIS is broken into two parts, the first part being general or

overall comments and the second part being specific comments on the language in the document.

General Comments

Based on our review of the completed Draft Tier 1 EIS, it is DNR's position that this document needs improvement.

#1 Section 3: Existing Conditions, Impacts and Next Steps has little discussion regarding impacts to wildlife and fisheries. There is brief mention of wildlife crossings and fish spawning, but little else. This project has the potential for impacts to fish and wildlife by directly impacting habitat (e.g., new structures on waterways and wetland fills) and indirect impacts by impacting wildlife movements (e.g., fragmenting wildlife corridors). There should be a separate sub-section that discusses the direct, indirect, and cumulative impacts this project may have.

#2 Section 3: Existing Conditions, Impacts and Next Steps makes the suggestions several times that use of best management practices (BMPs) and mitigation requirements from applicable regulations and authorities will be incorporated into project design and construction for surface waters/stormwater and protected species therefore there will be no indirect and cumulative impacts. The document even states that there may be water quality benefits. DNR does not agree with this premise.

DNR regulations and authorities may require mitigation such as wetland mitigation, post-construction stormwater standards, or timing restrictions to at least partially offset the direct impacts from a project, but they are not intended to eliminate the impacts. These mitigation requirements are also not intended to address indirect and cumulative impacts. Post construction standards for stormwater address total suspended solids (TSS) removal when compared to no TSS controls. The TSS removal is not compared to the original conditions. So for the preferred alternative, there is a large portion of the project that would be built on new alignment thus even with post-construction standards for stormwater there will still be an increase in runoff. Post-construction standards, for stormwater, do not really address the quantity of runoff. There are some peak flow requirements however these are usually for smaller storm events. Thus, even with stormwater mitigation, the volume of runoff is likely to increase as the impervious surface increases.

#3 There is not much discussion regarding potential impacts to the PCB cap in the Fox River. Damage to PCB Project caps must be repaired or replaced by DOT to the satisfaction of DNR, USEPA and PCB Project responsible parties who must monitor those caps. Maps showing the PCB cap locations in realtion to the Corridor Alternatives have been attached.

#4 Wetland mitigation is only intended to address the direct impact of a project. The document recognizes several potential indirect wetland impacts associated with this project, however, wetland mitigation will not address these impacts. The preferred method for wetland mitigation is using an established wetland mitigation bank. Based on rules for wetland mitigation, the wetland impacts could be mitigated many miles away from the project. The indirect and cumulative impacts could still occur and would not be addressed by wetland mitigation.

#5 Requirements, to minimize impacts to protected species, often include construction timing restrictions, relocations of the protected species and in some case mitigation impacted habitat of the protected species. One of the protected species is a State Threatened plant. If this plant is directly impacted, it is possible to try and relocate the existing plants, provided suitable habitat is available, but, it would be difficult to guarantee the relocated plants survival. This could lead to the loss of the protected species in the area.

Specific Comments

The following comments relate to specific parts of the draft Tier 1 EIS. There are comments repeated multiple times in this section because the same or similar language was used in different sections.

National Environmental Policy Act Statement

1. Page iii, 3rd paragraph states "*These studies would be covered by separate documents that would individually analyze each section of independent utility along the corridor*" in reference to the Tier 2 studies. This individual analysis of each section seems to be in conflict with the previous paragraph which states "*a tiered approach would provide an understanding of the long-term consequences of corridor-wide improvements. This understanding could not be developed by developing projects individually.*" Please explain how analyzing individual segments separately would not limit understanding long-term consequences of the selected corridor.

Executive Summary

1. Page v, Project History last paragraph, it would be beneficial to the user to define what a Tier 2 document is. For example, could it mean an Environmental Analysis (EA), Environmental Impact Statement (EIS), or Categorical Exclusion (CX)?

Section 1: Purpose of and Need for the Project

No new comments.

Section 2: Alternatives Considered

In addition to our previous comments as a Cooperating Agency, DNR offers the following comments:

1. Page 2-2, Section 2.1 Introduction. The last paragraph mentions Tier 2 environmental documents will be prepared for consideration. Tier 2 environmental documents should be described to include types of documents, what criteria determines what type of Tier 2 document will be prepared, and the limits of each document in relation to the preferred corridor.
2. Page 2-8, Section 2.2.1 Step 1: Develop and Screen Alternatives. The first sentence, should be amended to "The TSM Alternative would have a smaller footprint, lower environmental impacts, and relatively low construction costs."
3. Page 2-12, Section 2.2.2 Step 2: Evaluate Alternative Routes. Screening criteria number 8, does not clearly state environmental impacts are part of the screening criteria other than as part vehicle emissions. Table 2-1 was modified to discuss and compare potential environmental impacts, however, the narrative is less clear.
4. Page 2-12, Section 2.2.2 Step 2: Evaluate Alternative Routes. The first paragraph after the screening criteria list would be more accurate if it states something like "while number 8 (minimizing emissions and impacts to environmentally sensitive areas) is not one of the needs for the project it is required to be considered under local, state and federal regulations".
5. Pages 2-13 to 2-18, Table 2-1. Under the Impact on Sensitive Environmental Resources column it would be beneficial to the reader to state how much of the alternative is on new alignment versus existing roadway rights of way. Currently statements like "Would minimize environmental impacts by following existing arterial street rights of way, where possible" doesn't help the reader understand the differences between alternatives that are substantially on existing alignment versus alternatives that incorporate substantial lengths of new alignment.
6. Page 2-23, Section 2.2.3, Alternative Route 2: Rockland Road-Red Maple Road with I-41 Interchange. The last paragraph states "Alternative Route 2 would largely follow existing arterial street rights of way and reduce the need for land acquisition, but it would relocate more residences than Alternative Route 1." Because this sentence is comparing Alternatives 1 and 2 and discussing existing arterial street rights of way it should also distinguish the difference in new alignment rights of way between the two alternatives.

7. Page 2-44, Section 2.4.1 Basis for Selection, Socioeconomic Impacts. The third paragraph discusses stormwater and water quality impacts and states that the best management practices could provide some water quality benefits and reduce erosion and sedimentation. Best management practices are intended to minimize impact from the proposed project when compared to no controls and likely will not provide a water quality benefit over existing conditions.
8. Page 2-44, Section 2.4.2 Basis for Selection, Natural Environment Impacts. There should be some discussion of wildlife and fisheries impacts as well and impacts to the Fox River and the Lower Fox River PCB cleanup efforts (e.g., engineered cap impacts). See attached file (*Location of Corridors and PCB Caps in LFR.pdf*). There is also a 24-inch water intake siphon line structure near Alternative Corridor 2 to be considered. See attached file *(Siphon Intake Line for Alternative Corridor 2.pdf).*
9. Page 2-46, Section 2.4.2 Preferred Alternative Summary, Natural Environment Impacts, Corridor Alternative 2 also has the potential to have greater impacts to floodplains, wildlife and fisheries impacts. This section should also discuss Fox River impacts (e.g., pier numbers and PCB engineered cap impacts).
10. Page 2-46, Section 2.4.2 Preferred Alternative Summary, Natural Environment Impacts, it is difficult to say Corridor Alternative 2 avoidance and minimization potential is greater than Alternative 1 since we have not entered the design phase. Phase 2 environmental documents will be able to better assess the avoidance and minimization potential.

Section 3: Existing Conditions, Impacts, and Next Steps

1. Page 3-1, Section 3.11 Approach to Analysis of Environmental Impacts should recognize the limitation of this approach as this approach cannot provide a qualitative analysis of potential environmental impacts.
2. Page 3-2, 3.1.2 Environmental Topics, second bullet point should remove the word “unnecessarily”. Surveying the entire corridor would provide more information including a qualitative analysis that would allow a more complete picture of potential environmental impacts thus provide more informed decisions.
3. Page 3-24, Section 3.7 Transportation Services. There is no discussion of the Fox River use for recreational traffic or how a new bridge would affect recreational traffic.
4. Page 3-25, Section 3.7.2 Transportation Impacts. There should be discussion as to how Corridor Alternatives 1 and 2 would affect the Fox River Trail and any operational or safety concerns. For example, the Fox River State Trails is federally railbanked and subject to future restoration and reconstruction of the right-of-way for rail purposes consistent with Section 208 of the National Trails System Act Amendment of 1983, Publ. L. No. 98-11 (16 U.S.C. 1247(d)). This designation may mean that a grade separated crossing could be needed, which may mean a larger footprint for the alignment.
5. Page 3-30, Section Water Resources. This section is incomplete and needs revisions. DNR wrote an initial review letter dated April 13, 2020 that provides additional information regarding the waterways in the project area.
    a. Waterways in the study area are classified as Areas of Special Natural Resource Interest (ASNRI).
    b. Waterways in the study area are part of the approved Lower Fox River TMDL (Total Maximum Daily Load). This TMDL was established for total phosphorus and total suspended solids. Federal and state regulations require implementation of the TMDL to meet water quality standards.
6. Page 3-32, wetlands section should note wetland functions and why they are important. For example, wetlands may be used as spawning grounds by fish species such as northern pike (*Esox lucius*), wildlife habitat, flood storage and have water quality benefits.

7. Page 3-38 and 3-39, Section 3.10.1 Existing Condtions, State-Protected Species. The state-listed species need to be redacted or generalize such as state protected turtle or state threatend reptile and state threatened plant. These species should also be redacted or generalized anywhere else they appear in the document such as the April 13, 2020 DNR Initial Review letter in Appendix F. As stated in the intial review letter "*NHI Disclaimer: This review letter may contain NHI data, including specific locations of endangered resources, which are considered sensitive and are not subject to Wisconsin's Open Records Law (s. 23.27 3(b), Wis. Stats.). As a result, endangered resources-related information contained in this review letter may be shared only with individuals or agencies that require this information in order to carry out specific roles in the permitting, planning and implementation of the proposed project. Endangered resources information must be redacted from this letter prior to inclusion in any publicly disseminated documents.*"
8. Page 3-56, Section 3.9.3 Tier 2 Additional waterways beyond Fox River, Ashwaubenon Creek and East River may need an instream date restriction for fish spawning.
9. Page 3-47, Section 3.14 Section 4(f) and Section 6(f). There are other federal and state funding programs that may have encumbrances on public recreational lands that may require mitigation or even replacement lands. DNR's initial review letter dated April 13, 2020 has additional information.
10. Page 3-52, Section 3.15.2 Aesthetic Impacts. The DNR believes that there would be an aesthetic impact from the Fox River with a new bridge associated with Corridor Alternatives 1 and 2. Not only will the bridge deck impact the view above, but the piers would impact the views from the river as well as along the banks.
11. Page 3-61, Table 3.17-2, Water Resources:
    a. *Surface Waters/Stormwater*. States there may be potential water quality improvements. Stormwater detention facilities and other best management practices to be implemented with the improvements are intended to partially offset (e.g. 40 or 80 percent TSS removal) suspended solid load compared to no controls. Since there are currently undeveloped areas especially with Corridor Alternative 2 the proposed development would likely increase stormwater runoff over existing conditions thus there is potential for indirect and cumulative impacts from the two Corridor Alternatives.
    b. *Wetlands*. States there will be no indirect impacts and mitigation is anticipated to address potential indirect effects. In addition to the types of indirect impacts listed changing in type of wetland is another indirect impact. Development and transportation corridors can alter vegetation composition (spread invasive species), wetland hydrology, and wetland size. These alternations can affect the quality and functionality of the wetland. Wetland mitigation is intended to replace direct wetland impact from the proposed improvements. Wetland mitigation is not intended to offset indirect and cumulative impacts thus there is potential for indirect and cumulative impacts from the two Corridor Alternatives.
    c. *Protected Species*. States no direct, indirect, and cumulative impacts anticipated after mitigation. Avoidance, minimization, and mitigation efforts only deal with the direct impacts. Mitigation is not intended to deal with indirect or cumulative impacts therefore there is potential for indirect and cumulative impacts. It should be noted that the Natural Heritage Inventory (NHI) must be re-evaluated annually.
12. Page 3-67, Section 3.17.2 Cumulative Impacts. The first paragraph after the three tables mentions high levels of phosphorus. The Lower Fox River TMDL was established for total phosphorus and total suspended solids. Federal and state regulations require implementation of the TMDL to meet water quality standards.
13. Page 3-69, Surface Water Quality, the last paragraph should also recognize that the waterways in the project area are designated as ASNRI waterways.
14. Page 3-70, Resource Management. The Lower Fox River TMDL also regulates water quality.

15. Page 3-71, Summary – Baseline Condition for the Resource. Best management practices are intended to partially offset suspended solid load due to the addition of impermeable cover compared to no controls. Best management practices will not fully offset suspended solid load and may not offset increased flows. The bridge piers may have a negative impact on the PCB Project engineered caps by changing the velocity of the water passing over the PCB caps. For either Alternative Corridor, the existing armor stone sizes in the PCB caps must be evaluated by DOT for continued protectiveness of the PCB Project cap structures.
16. Page 3-71, Potential Mitigation. Implementation of best management practices would only partially offset the increased direct suspended sediment load and flows of the South Bridge Connector.
17. Page 3-72, Section 3.19 Irreversible and Irretrievable Commitments of Resources. Impacts to wetlands, waterways, and wildlife would be irreversible and irretrievable. Mitigation efforts such as wetland mitigation impacts and best management practices may partially offset the direct impacts to wetlands and waterways.

Section 4: Community Involvement and Agency Coordination

1. Page 4-17, Concurrence Point 3. There should be an explanation as to why Concurrence Point 3, concurrence on the identification of the preferred alternative was combined with the review of the Draft EIS.

Appendix E: Indirect and Cumulative Impacts Technical Memorandum

1. Page 1-1, Introduction. The second paragraph states the Tier 1 analysis of indirect and cumulative impacts will be qualitative. Without field review it is difficult to qualitatively assess environmental impacts.
2. Page 2-5, Section 2.3.2 Local, Regional, and State Plans. As noted below several local comprehensive plans emphasize protection, preservation and increase use opportunities of the waterways within the project area. This document should discuss the potential impacts to these waterways from this project and how these plans would be affected.
    a. Page 2-8, Section 2.3.2.7 City of D Pere Comprehensive outdoor Recreation Plan 2018-2-23 mentions the need for a Fox River boat landing in the southern portion of the City. If this is upstream from the De Pere Dam, then the boat landing could increase recreational traffic in the Fox River where the new bridge is being proposed.
    b. Page, 2-9, Section 2.3.2.11 Town of Ledgeview Park and Recreation Plan 219-2024 state recommendations for protection of Environmentally Sensitive Areas and mentions East River. New crossings of the East River could affect wetlands, floodplains, wildlife movements, etc.
    c. Page 2-10, Section 2.3.2.14 Village of Allouez 2016-2020 Comprehensive Outdoor Recreation Plan states there is a focus to improve access at Fox and East River. New crossings of the East River could affect access to and use of the East River corridor.
    d. Page 2-11, Section 2.3.2.16 Village of Ashwaubenon Comprehensive Outdoor Recreation Plan encourages recreational opportunities on or near Fox Riverfront including trails. New crossings of the Fox River could affect access to and use of the Fox River corridor.
3. Page 2-21, Section 2.3.6.1 Surface Waters. All the waterways (named and unnamed) in the project area are classified as Areas of Special Natural Resource Interest (ASNRI).
4. Page 2-22, Section 2.3.6.1 Surface Waters. In addition to the four waterways mentioned many of their tributaries are also used by fish for spawning.
5. Page 2-22, Section 2.3.6.1 Wetlands. During the DNR interview DNR mentioned:
    a. Because there have not been onsite field reviews of the wetlands it is difficult to assess the quality of the wetlands.
    b. Wetlands often act as wildlife corridors particularly in more urban settings.

   c. In addition to impacts from direct filling there is potential for additional wetland impacts due to change in hydrology (e.g. additional stormwater or interruption of existing drainage patterns), change in vegetation composition, and increased pressure from invasive species.
6. Page 2-22, Section 2.3.6.1 Floodplains. Development can affect floodplains, by increasing runoff.
7. Page 2-25, Table 2-6. Corridor Alternative 2. It should state new river crossings as there will be new waterway crossings in addition to the Fox River crossing.
8. Page 2-25, Section 2.5 Steps 4 and 5: Identify Potentially Significant Indirect Impacts; Analyze the Indirect Impacts and Evaluate Assumptions. The process to identify and analyze potential for project-influence development is a quantitative process by using a multiplier for estimating direct impacts and does not analyze the quality of the environmental resources. This type of analysis is only able to estimate the amount of impact but does not adequately estimate the quality of the impacted environmental resources.
9. Page 2-27, 2.5.1 Project-Influenced Development. Depending on the type of development (e.g. commercial vs residential) there may be some difference in environmental impacts. For example, wetlands can be incorporated into residential developments and there are minor differences in the Wis. Adm. Codes NR 151 and 216 for stormwater management.
10. Page 2-30, Section 2.5.2 Project Encroachment Impacts, Table 2-8, Water Resources.
    a. *Surface Waters/Stormwater*. States there may be potential water quality improvements. Stormwater detention facilities and other best management practices to be implemented with the improvements are intended to partially offset (e.g. 40 or 80 percent TSS removal) suspended solid load compared to no controls. Since there are currently undeveloped areas especially with Corridor Alternative 2 the proposed development would likely increase stormwater runoff over existing conditions thus there is potential for indirect and cumulative impacts from the two Corridor Alternatives.
    b. Best management practices are not designed to provide wildlife habitat and often incorporate wildlife deterrent features into design. For example, the Stormwater ponds for the I-41 expansion adjacent to this project incorporated seed mixes and physical features that were deigned to deter wildlife.
    c. *Wetlands*. States there will be no indirect impacts and mitigation is anticipated to address potential indirect effects. In addition to the types of indirect impacts listed changing in type of wetland is another indirect impact. Development and transportation corridors can alter vegetation composition (spread invasive species), wetland hydrology, and wetland size. These alternations can affect the quality and functionality of the wetland. Wetland mitigation is intended to replace direct wetland impact from the proposed improvements. Wetland mitigation is not intended to offset indirect and cumulative impacts thus there is potential for indirect and cumulative impacts from the two Corridor Alternatives.
    d. *Protected Species*. States no direct, indirect, and cumulative impacts anticipated after mitigation. Avoidance, minimization, and mitigation efforts only deal with the direct impacts. Mitigation is not intended to deal with indirect or cumulative impacts therefore there is potential for indirect and cumulative impacts.

Section 3: Cumulative Impacts

11. Page 3-3, Section 3.1.1 Scoping Cumulative Impacts, Table 3-1, Comments on reason why the Fox River State Trail was not considered in the Tier 1 Cumulative Impact Analysis states that an at-grade crossing of the Fox River State Trail is proposed; trail users would need to cross additional lanes of traffic. An at-grade intersection would have a safety impact for trail users and have the potential to slow traffic. Because Fox River State Trails is federally railbanked and subject to future restoration and reconstruction of the right-of-way for rail purposes consistent

with Section 208 of the National Trails System Act Amendment of 1983, Publ. L. No. 98-11 (16 U.S.C. 1247(d)) if the trail would revert back to railway there could be additional safety and efficiency issues.

12. Page 3-4, Section 3.1.1 Scoping Cumulative Impacts, Table 3-1.
    a. *Floodplains*. As the project area develops and impervious area increases, the existing floodplain will experience larger volumes of runoff and be less able to handle the volume compared to existing conditions.
    b. *Wetlands*. The last bullet point says cumulative impacts to floodplains are anticipated but does not mention wetlands. In addition to the types of indirect impacts listed in the second bullet changing in type of wetland is another indirect impact. Development and transportation corridors can alter vegetation composition (spread invasive species), wetland hydrology, and wetland size. These alternations can affect the quality and functionality of the wetland. Wetland mitigation is intended to replace direct wetland impact from the proposed improvements. Wetland mitigation is not intended to offset indirect and cumulative impacts thus there is potential for indirect and cumulative impacts from the two Corridor Alternatives. Wetlands also act as wildlife corridors and fragmenting of wetlands will have a cumulative impact on wildlife particularly in urban settings.
    c. *Protected Species*. States no direct, indirect, and cumulative impacts anticipated after mitigation. Avoidance, minimization, and mitigation efforts only deal with the direct impacts. Mitigation is not intended to deal with indirect or cumulative impacts therefore there is potential for indirect and cumulative impacts.
13. Page 3-11, Section 3.2 Describe the Affected Environment and Determine the Environmental Consequences and Potential Mitigation Measures. The last sentence on this page states that the evaluation considers potential mitigation measures to minimize cumulative impacts. Mitigation measures for stormwater, wetlands and protected species impacts are intended to minimize direct impacts and are not intended for indirect or cumulative impacts. Therefore, it is not accurate to state mitigation measures will minimize indirect or cumulative impacts.
14. Page 3-16, Section 3.2.2.1 Affected Environment, Resource Condition, Trends, and Other Future Actions.
    a. The waterways in the project area are designated as ASNRI waterways.
    b. The waterways in the project area are used by fish for spawning activities.
    c. Some of the waterway corridors act as wildlife corridors.
15. Page 3-17, Section 3.2.2.1 Affected Environment, Resource Management. Federal and state regulations require implementation of the Lower Fox River TMDL to meet water quality standards.
16. Page 3-18, 3-17, Section 3.2.2.1 Affected Environment, Summary – Baseline Condition for the Resource. This section should also recognize that these water ways and waterway corridors provide valuable aquatic habitat such as spawning grounds and act as wildlife corridors.
17. Page 3-18, 3-17, Section 3.2.2.1 Affected Environment, Environmental Consequences. Hydraulic features and best management will not fully offset suspended solid load and may not offset increased flows solids rather than flows.
18. Page 2-18, Section 3.2.2.2 Potential Mitigation. Stormwater detention facilities and other best management practices to be implemented with the improvements are intended to partially offset (e.g. 40 or 80 percent TSS removal) suspended solid load compared to no controls. Since there are currently undeveloped areas especially with Corridor Alternative 2 the proposed development would likely increase stormwater runoff over existing conditions thus there is potential for indirect and cumulative impacts from the two Corridor Alternatives.

Appendix G: Example South Bridge Connector Schedule and Funding Scenario

1. Based on the proposed schedule it is possible that construction on the first section of this project could be under construction before a Tier 2 environmental review of other sections of this project would begin. If part of the project is under construction prior to a Tier 2 environmental review, then the alternatives to minimize impacts within the chosen alternative corridor will be limited. This should be discussed in the Tier 1 EIS.

Appendix H: Section 4(f) and 6(f) Correspondence and Documentations, Fox River State Trail

1. As mentioned earlier, the Fox River State Trails is federally railbanked and subject to future restoration and reconstruction of the right-of-way for rail purposes consistent with Section 208 of the National Trails System Act Amendment of 1983, Publ. L. No. 98-11 (16 U.S.C. 1247(d)). This means that any impacts to the Fox River Trail should be designed to Railway standards.

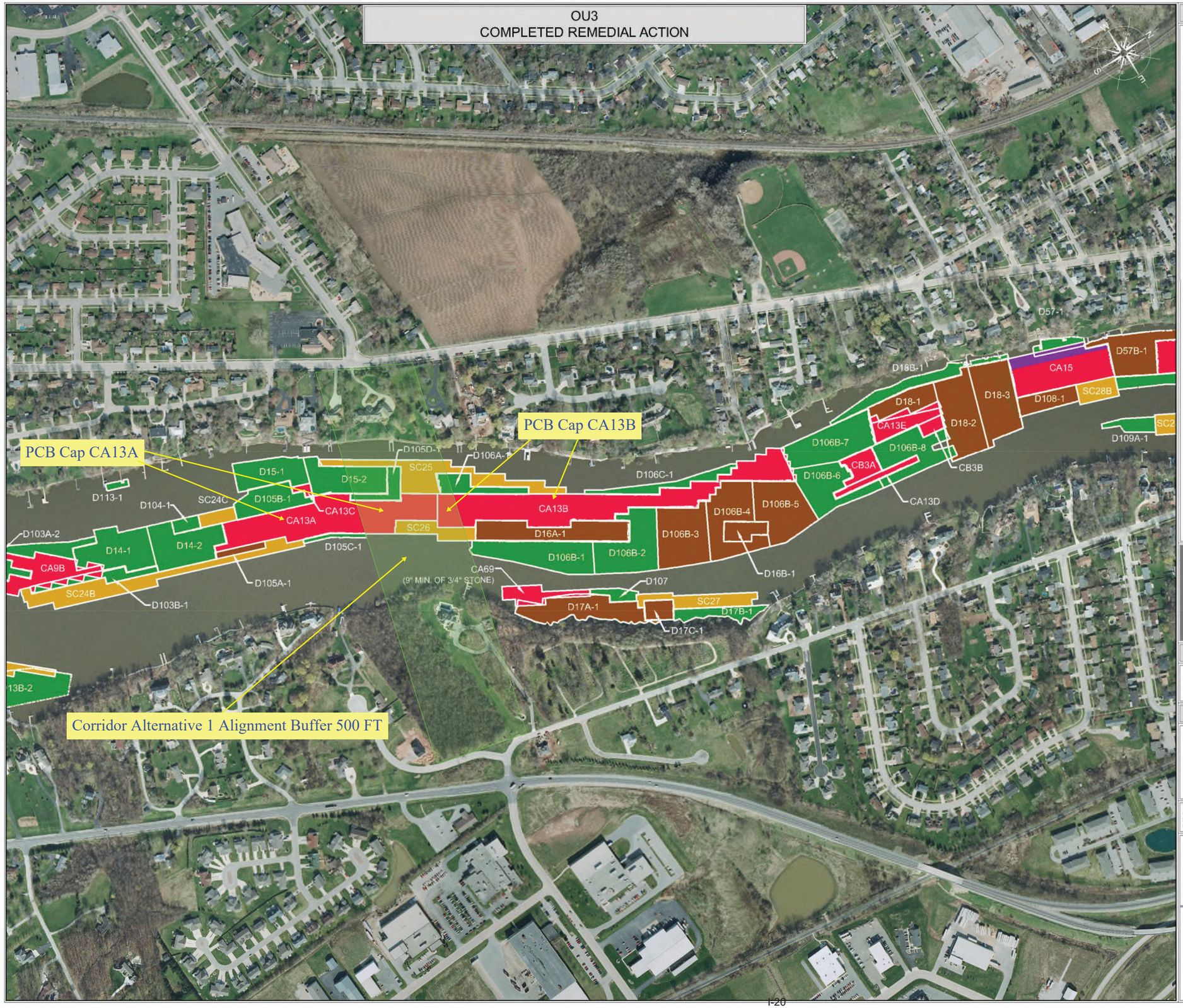
If any of the concerns or information provided in this letter requires further clarification or if you would like to meet and discuss, please contact this office at (920) 412-0165, or email at james.doperalski@wisconsin.gov.

Sincerely,

James P. Doperalski Jr.

James P. Doperalski Jr.
Environmental Analysis & Review Specialist

c: Kathy Van Price – WI DOT
Joey Shoemaker - USACOE
Kenneth A. Westlake – EPA
James Saric – EPA (Superfund)
Ian Chidister – FHWA
Sarah Quamme – USFWS
Cole Runge – Brown County Planning Commission
Paul Fonecchio – Brown County Highway Commissioner
Beth J. Olson – WI DNR
BobbiJo Fischer – WI DNR
File



LEGEND

- No Action Required
- Primary Dredge - No Further Action
- Primary Dredge - Residual Sand Cover
- Primary Sand Cover
- Primary/Residual Dredge and Cap A1 or B1
- Primary Cap A1 or B1
- Primary/Residual Dredge and Cap A2 or B2
- Primary Cap A2 or B2
- Primary/Residual Dredge and Cap A3 or B3
- Primary Cap A3 or B3
- Primary/Residual Dredge and Cap C
- Primary Cap C

ARMOR STONE SIZES
(Stone type: Crushed Limestone)

CAP A1 or B1 Average of 3.0 inches (Range 0.5 to 6.0 inches)

CAP A2 or B2 Average of 1.5 inches (Range 0.25 to 3.0 inches)

CAP A3 or B3 Average of 0.75 inches (Range 0.125 to 1.5 inches)

Cap C Average of 6.0 inches (Range 2.0 inches to 12.0 inches)

Sand (Course sand to 0.25 inch gravel)

SRA Cap Average of 0.75 inches (Range 0.125 to 1.5 inches)

Prop Wash Cap Average of 14 inches (Range 7.0 to 28.0 inches)

OPERABLE UNIT | DREDGE AREA | DREDGE COMPLETION UNIT | DREDGE MANAGEMENT UNIT

DREDGE COMPLETION UNIT (DCU)
DREDGE MANAGEMENT UNIT (DMU)

SCALE (1" = 500')

500 250 0 500 1000

NOTES

TETRA TECH EC, INC.
1611 STATE STREET
GREEN BAY, WI 54304
TEL: (920) 445 - 0720 FAX: (920) 445 - 0719

CAD FILE: Completed RA Summary OU2 - OU5 R1.dwg
DRAWN BY: DOUG.FRISQUE
DATE: November 9, 2017
LAST REVISED: June 26, 2018
CHECKED BY: REG

Sheet 5 of 11

Fox River
LOWER FOX RIVER REMEDIATION LLC

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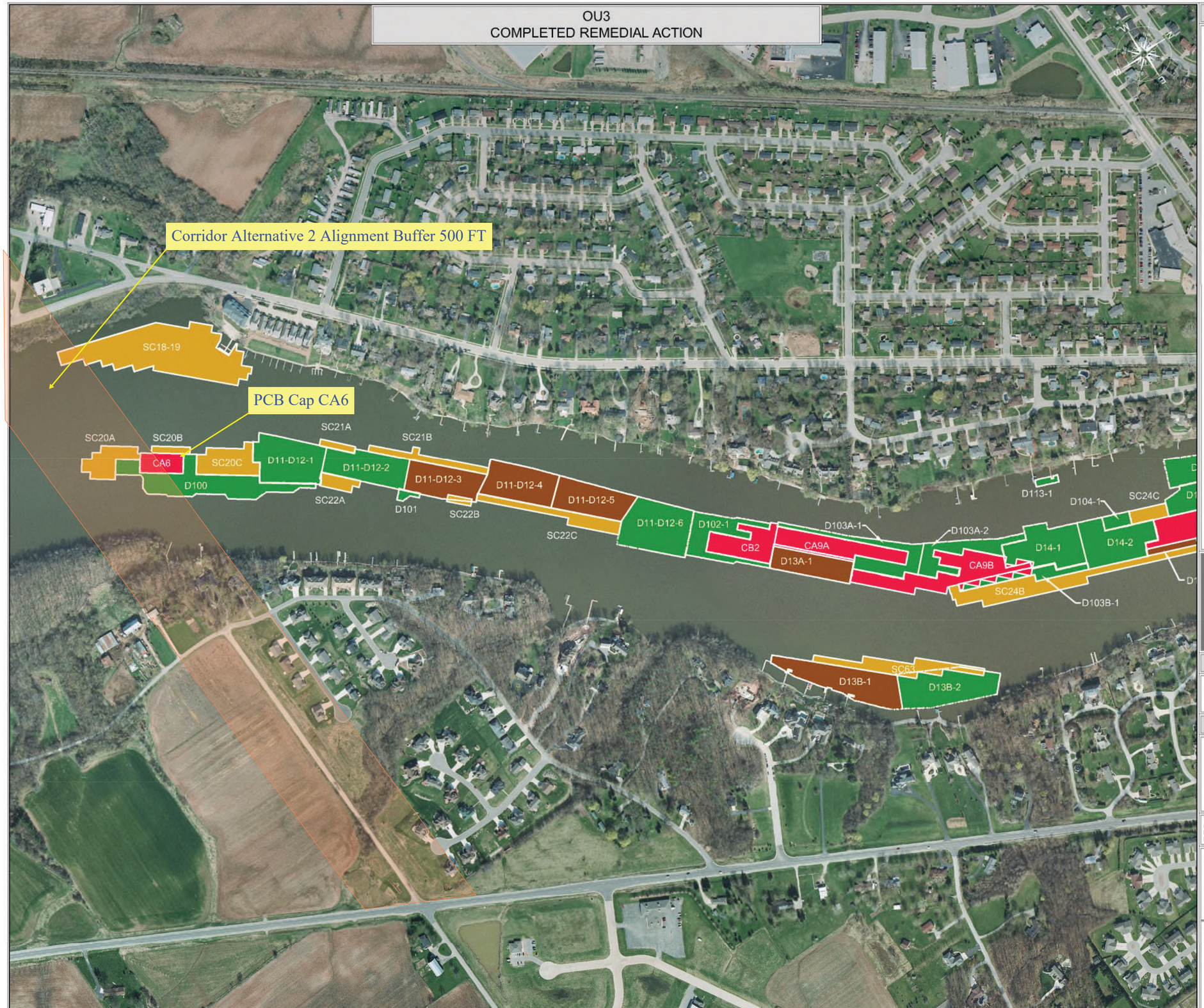

LEGEND

- No Action Required
- Primary Dredge - No Further Action
- Primary Dredge - Residual Sand Cover
- Primary Sand Cover
- Primary/Residual Dredge and Cap A1 or B1
- Primary Cap A1 or B1
- Primary/Residual Dredge and Cap A2 or B2
- Primary Cap A2 or B2
- Primary/Residual Dredge and Cap A3 or B3
- Primary Cap A3 or B3
- Primary/Residual Dredge and Cap C
- Primary Cap C

ARMOR STONE SIZES
(Stone type: Crushed Limestone)

CAP A1 or B1 Average of 3.0 inches (Range 0.5 to 6.0 inches)

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Cap C Average of 6.0 inches (Range 2.0 inches to 12.0 inches)

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OPERABLE UNIT | DREDGE AREA | DREDGE COMPLETION UNIT | DREDGE MANAGEMENT UNIT

DREDGE COMPLETION UNIT (DCU)
DREDGE MANAGEMENT UNIT (DMU)

SCALE (1" = 500')

500 250 0 500 1000

NOTES

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TEL: (920) 445 - 0720 FAX: (920) 445 - 0719

CAD FILE: Completed RA Summary OU2 - OU5 R1.dwg
DRAWN BY: DOUG.FRISQUE
DATE: November 9, 2017
LAST REVISED: June 26, 2018
CHECKED BY: REG

Sheet 4 of 11

Fox River
LOWER FOX RIVER REMEDIATION LLC

\\ts276fs1\Projects\LLC\CAD\Field Engineering\OU2 - OU5 Completed RA Summary\Completed RA Summary OU...

Department of Natural Resources (DNR), July 30, 2020

#	Comment	Response
General Comments		
1.	Section 3: Existing Conditions, Impacts and Next Steps has little discussion regarding impacts to wildlife and fisheries. There is brief mention of wildlife crossings and fish spawning, but little else. This project has the potential for impacts to fish and wildlife by directly impacting habitat (e.g., new structures on waterways and wetland fills) and indirect impacts by impacting wildlife movements (e.g., fragmenting wildlife corridors). There should be a separate sub-section that discusses the direct, indirect, and cumulative impacts this project may have	Information was added to Sections 3.9 and 3.10. Potential indirect and cumulative impacts to fish and wildlife were also added to Section 3.17 and Appendix E, Sections 2.5.2 and 3.1.1.
2.	Section 3: Existing Conditions, Impacts and Next Steps makes the suggestions several times that use of best management practices (BMPs) and mitigation requirements from applicable regulations and authorities will be incorporated into project design and construction for surface waters/stormwater and protected species therefore there will be no indirect and cumulative impacts. The document even states that there may be water quality benefits. DNR does not agree with this premise. DNR regulations and authorities may require mitigation such as wetland mitigation, post-construction stormwater standards, or timing restrictions to at least partially offset the direct impacts from a project, but they are not intended to eliminate the impacts. These mitigation requirements are also not intended to address indirect and cumulative impacts. Post construction standards for stormwater address total suspended solids (TSS) removal when compared to no TSS controls. The TSS removal is not compared to the original conditions. So, for the preferred alternative, there is a large portion of the project that would be built on new alignment thus even with post-construction standards for stormwater there will still be an increase in runoff. Post-construction standards, for stormwater, do not really address the quantity of runoff. There are some peak flow requirements however these are usually for smaller storm events. Thus, even with stormwater mitigation, the volume of runoff is likely to increase as the impervious surface increases.	Text was modified in Sections 3.17.1 and 3.17.2 of the Final EIS and in Sections 2.5.2 and 3.2.2 of Appendix E. The statement that there may be water quality benefits from implementation of BMPs was deleted. Text was modified to note that stormwater detention facilities, hydraulic features and other best management practices are anticipated to partially offset any increase in runoff volumes (water quantity) and suspended solid loads (water quality) due to the addition of impermeable cover; and that best management practices could generally offset negative effects and could help mitigate impacts and reduce erosion and sedimentation. Additional text was added regarding potential indirect and cumulative impacts to surface waters.

Department of Natural Resources (DNR), July 30, 2020

#	Comment	Response
3.	There is not much discussion regarding potential impacts to the PCB cap in the Fox River. Damage to PCB Project caps must be repaired or replaced by DOT to the satisfaction of DNR, USEPA and PCB Project responsible parties who must monitor those caps. Maps showing the PCB cap locations in relation to the Corridor Alternatives have been attached.	PCB Caps are already discussed in Section 3.16. Based on DNR's comments later in the letter, additional information will be added to other sections of the Final EIS. The map showing the PCB cap locations is included in Appendix I. In response to comments, additional text was added to the section and a bullet detailing repair or replacement responsibilities was added to 3.16.3.
4.	Wetland mitigation is only intended to address the direct impact of a project. The document recognizes several potential indirect wetland impacts associated with this project; however, wetland mitigation will not address these impacts. The preferred method for wetland mitigation is using an established wetland mitigation bank. Based on rules for wetland mitigation, the wetland impacts could be mitigated many miles away from the project. The indirect and cumulative impacts could still occur and would not be addressed by wetland mitigation.	The Lead Agencies acknowledge that wetland mitigation only pertains to wetlands directly impacted. The Lead Agencies concur with DNR's preference for mitigating direct wetland impacts at a wetland mitigation bank; but note that this won't be known until Tier 2 studies are completed. Potential mitigation strategies are broadly identified in Section 3.9.3, which also notes that this will be determined during Tier 2 environmental studies. Regarding potential indirect and cumulative impacts, the statement that mitigation would address potential indirect effects was deleted from Table 3.17-2. If substantial indirect or cumulative impacts are identified during Tier 2 studies, the EIS can identify the necessary mitigation, even if it is outside the authority of the Lead Agencies. FHWA's *Questions and Answers Regarding the Consideration of Indirect and Cumulative Impacts in the NEPA Process* states, "All relevant, reasonable mitigation measures that could improve the project are to be identified, even if they are outside the jurisdiction of the lead agency or cooperating agencies, and thus would not be committed to as part of the RODs of these agencies."
5.	Requirements to minimize impacts to protected species often include construction timing restrictions, relocations of the protected species and in some case, mitigation impacted habitat of the protected species. One of the protected species is a State Threatened plant. If this plant is directly impacted, it is possible to try and relocate the existing plants, provided suitable habitat is available, but it would be difficult to guarantee the relocated plants' survival. This could lead to the loss of the protected species in the area.	Section 3.10.3 was modified to include commitments for relocations of protected species and mitigation of habitat of the protected species, as necessary.
	National Environmental Policy Act Statement	

Department of Natural Resources (DNR), July 30, 2020

#	Comment	Response
1.	Paragraph states "These studies would be covered by separate documents that would individually analyze each section of independent utility along the corridor" in reference to the Tier 2 studies. This individual analysis of each section seems to be in conflict with the previous paragraph which states "a tiered approach would provide an understanding of the long-term consequences of corridor-wide improvements. This understanding could not be developed by developing projects individually." Please explain how analyzing individual segments separately would not limit understanding long-term consequences of the selected corridor.	Tier 1 provides an understanding of the long-term consequences of corridor-wide improvements, while in Tier 2 studies, the details of each individual improvement sections are determined. The Lead Agencies added discussion to the Executive Summary explaining the study next steps, including how the corridor would be divided into smaller study sections, and the timeline for those studies. A statement is added noting that the Lead Agencies will engage the resource agencies when additional studies begin.
	Executive Summary	
1.	it would be beneficial to the user to define what a Tier 2 document is. For example, could it mean an Environmental Analysis (EA), Environmental Impact Statement (EIS), or Categorical Exclusion (CX)?	The Project History section was modified to note that a Tier 2 document could be an Environmental Impact Statement (EIS), Environmental Assessment (EA), or Categorical Exclusion (CE), depending on the significance of resources and potential impacts for each individual project.
	Section 2	
1.	The last paragraph mentions Tier 2 environmental documents will be prepared for consideration. Tier 2 environmental documents should be described to include types of documents, what criteria determines what type of Tier 2 document will be prepared, and the limits of each document in relation to the preferred corridor.	Section 2.1 was modified to note that a Tier 2 document could be an Environmental Impact Statement (EIS), Environmental Assessment (EA), or Categorical Exclusion (CE), depending on the significance of resources and potential impacts for each individual project.
2.	Step 1: Develop and Screen Alternatives. The first sentence, should be amended to "The TSM Alternative would have a smaller footprint, lower environmental impacts, and relatively low construction costs."	Sentence was modified as suggested.
3.	Step 2: Evaluate Alternative Routes. Screening criteria number 8, does not clearly state environmental impacts are part of the screening criteria other than as part vehicle emissions. Table 2-1 was modified to discuss and compare potential environmental impacts; however, the narrative is less clear.	The text in Section 2.2.2 was modified for Criteria 8 to make it clear that this refers to environmental impacts generally, not just vehicle emissions.
4.	The first paragraph after the screening criteria list would be more accurate if it states something like "while number 8 (minimizing emissions and impacts to environmentally sensitive areas) is not one of the needs for the project it is required to be considered under local, state and federal regulations".	Sentence modified as follows: "While number 8 (minimizing emissions and impacts to environmentally sensitive areas) is not one of the needs for the project, it is required to be considered under state and federal law."

Department of Natural Resources (DNR), July 30, 2020

#	Comment	Response
5.	Under the Impact on Sensitive Environmental Resources column it would be beneficial to the reader to state how much of the alternative is on new alignment versus existing roadway rights of way. Currently statements like "Would minimize environmental impacts by following existing arterial street rights of way, where possible" doesn't help the reader understand the differences between alternatives that are substantially on existing alignment versus alternatives that incorporate substantial lengths of new alignment.	Information about portion of route on new vs. existing alignment was added to Table 2-1 for each alternative route. For example, Alternative 3: Approximately 7.6 miles of the total 10.3 miles would be on new alignment.
6.	The last paragraph states "Alternative Route 2 would largely follow existing arterial street rights of way and reduce the need for land acquisition, but it would relocate more residences than Alternative Route 1." Because this sentence is comparing Alternatives 1 and 2 and discussing existing arterial street rights of way it should also distinguish the difference in new alignment rights of way between the two alternatives.	Sentence was added noting the difference in terms of portion of roadway on new vs. existing alignment between the two alternatives. Sentence modified to include "and require more right-of-way for new alignment than Corridor Alternative 1."
7.	The third paragraph discusses stormwater and water quality impacts and states that the best management practices could provide some water quality benefits and reduce erosion and sedimentation. Best management practices are intended to minimize impact from the proposed project when compared to no controls and likely will not provide a water quality benefit over existing conditions.	Text in sections 2.4.1, 3.2.2, and 3.17.2 was modified to note that stormwater detention facilities, hydraulic features and other best management practices are anticipated to partially offset any increase in runoff volumes and suspended solid loads due to the addition of impermeable cover; and to state that best management practices could offset any negative effects to water quality and potentially reduce erosion and sedimentation.
8.	There should be some discussion of wildlife and fisheries impacts as well and impacts to the Fox River and the Lower Fox River PCB cleanup efforts (e.g., engineered cap impacts). See attached file (Location of Corridors and PCB Caps in LFR.pdf). There is also a 24-inch water intake siphon line structure near Alternative Corridor 2 to be considered. See attached file (Siphon Intake Line for Alternative Corridor 2.pdf).	Information was added on impacts to wildlife and fisheries. Information was also added, concluding that Corridor Alternative 2 would have less impact on the Lower Fox River cleanup efforts because it crosses fewer capped areas containing contaminated sediment than Corridor Alternative 1. Information on the Siphon added to Section 3.9, Water Resources. Impacts to the siphon are not anticipated
9.	Corridor Alternative 2 also has the potential to have greater impacts to floodplains, wildlife and fisheries impacts. This section should also discuss Fox River impacts (e.g., pier numbers and PCB engineered cap impacts).	Floodplains, wildlife and aquatic habitat added to the text. Sentence added stating the Corridor Alternative 2 would have less impact to the capped areas containing contaminated sediments. Additional text regarding wildlife and fish impacts was added to Section 3.9

Department of Natural Resources (DNR), July 30, 2020

#	Comment	Response
10.	It is difficult to say Corridor Alternative 2 avoidance and minimization potential is greater than Alternative 1 since we have not entered the design phase. Phase 2 environmental documents will be able to better assess the avoidance and minimization potential.	Modified text to state that Corridor Alternative 2 is less developed, and the 500-foot wide corridor allows for flexibility to shift the alignment within the corridor to avoid and minimize impacts.
	Section 3	
1.	Approach to Analysis of Environmental Impacts should recognize the limitation of this approach as this approach cannot provide a qualitative analysis of potential environmental impacts.	Statement noting the limitations of relying on published data, including not being able to determine the quality of resources in Tier 1, was added to Section 3.1.2.
2.	Second bullet point should remove the word "unnecessarily". Surveying the entire corridor would provide more information including a qualitative analysis that would allow a more complete picture of potential environmental impacts thus provide more informed decisions.	The third bullet was modified to remove the word "unnecessarily".
3.	There is no discussion of the Fox River use for recreational traffic or how a new bridge would affect recreational traffic.	The discussion of recreation uses along the Fox River, and how a new bridge could potentially affect recreation is discussed in Section 3.9, Water Resources.
4.	There should be discussion as to how Corridor Alternatives 1 and 2 would affect the Fox River Trail and any operational or safety concerns. For example, the Fox River State Trails is federally railbanked and subject to future restoration and reconstruction of the right-of-way for rail purposes consistent with Section 208 of the National Trails System Act Amendment of 1983, Publ. L. No. 98-11 (16 U.S.C. 1247(d)). This designation may mean that a grade separated crossing could be needed, which may mean a larger footprint for the alignment.	Reference to the National Trails System Act Amendment of 1983 is discussed in Section 3.7 and impacts to the Fox River State Trail are discussed in Section 3.14. The footprint in the trail crossing area already reflects a wider footprint to account for the potential for the trail crossing to be grade-separated (see Exhibits 3.1.2 and 3.1.3 of the Draft and Final EIS. Tier 2 studies will determine the type of Fox River State Trail crossing (at-grade vs grade-separated).
5.	This section is incomplete and needs revisions. DNR wrote an initial review letter dated April 13, 2020 that provides additional information regarding the waterways in the project area. a. Waterways in the study area are classified as Areas of Special Natural Resource Interest (ASNRI). b. Waterways in the study area are part of the approved Lower Fox River TMDL (Total Maximum Daily Load). This TMDL was established for total phosphorus and total suspended solids. Federal and state regulations require implementation of the TMDL to meet water quality standards.	Information was added to Section 3.9: a. waterways in the study area are classified as Areas of Special Natural Resource Interest (ASNRI). b. Waterways in the study area are part of the approved Lower Fox River TMDL Total Maximum Daily Load (TMDL).

Department of Natural Resources (DNR), July 30, 2020

#	Comment	Response
6.	Wetlands section should note wetland functions and why they are important. For example, wetlands may be used as spawning grounds by fish species such as northern pike (Esox lucius), wildlife habitat, flood storage and have water quality benefits.	Information was added to Section 3.9 stating wetlands may provide flood storage, water quality benefits, wildlife habitat, and be used as spawning grounds by fish species.
7.	The state-listed species need to be redacted or generalize such as state protected turtle or state threatened reptile and state threatened plant. These species should also be redacted or generalized anywhere else they appear in the document such as the April 13, 2020 DNR Initial Review letter in Appendix F. As stated in the initial review letter "*NHI Disclaimer: This review letter may contain NHI data, including specific locations of endangered resources, which are considered sensitive and are not subject to Wisconsin's Open Records Law (s. 23.27 3(b), Wis. Stats.). As a result, endangered resources-related information contained in this review letter may be shared only with individuals or agencies that require this information in order to carry out specific roles in the permitting, planning and implementation of the proposed project. Endangered resources information must be redacted from this letter prior to inclusion in any publicly disseminated documents.*"	The specific species were redacted throughout the document. Specific species names were replaced with generalized names, including "state-protected turtle", "state-protected plant", and "state-listed special concern fish".
8.	Tier 2 Additional waterways beyond Fox River, Ashwaubenon Creek and East River may need an instream date restriction for fish spawning.	Text in Section 3.9.3 was modified to include potential instream date restrictions for fish spawning in impacted tributaries to the Fox River, Ashwaubenon Creek and East River.
9.	There are other federal and state funding programs that may have encumbrances on public recreational lands that may require mitigation or even replacement lands. DNR's initial review letter dated April 13, 2020 has additional information.	Information was added to Section 3.14 about other funding sources for parks within the corridors as follows: During Tier 2, additional federal and state funding programs, such as Community Financial Assistance and associated stewardships and grants, will be reviewed for all impacted public recreational lands. The Lead Agencies will coordinate with the appropriate agencies regarding potential limitations and mitigation due to these funding sources.
10.	The DNR believes that there would be an aesthetic impact from the Fox River with a new bridge associated with Corridor Alternatives 1 and 2. Not only will the bridge deck impact the view above, but the piers would impact the views from the river as well as along the banks.	Information was added to Section 3.15.2 discussing changes to views from river recreationists (recreational watercraft) as follows: Views from the river would be impacted by the new bridge and piers. The bridge deck would impede views when directly below it and the bridge piers would impact views of the banks when on the river.

Department of Natural Resources (DNR), July 30, 2020

#	Comment	Response
11.	a. Surface Waters/Stormwater. States there may be potential water quality improvements. Stormwater detention facilities and other best management practices to be implemented with the improvements are intended to partially offset (e.g. 40 or 80 percent TSS removal) suspended solid load compared to no controls. Since there are currently undeveloped areas especially with Corridor Alternative 2 the proposed development would likely increase stormwater runoff over existing conditions thus there is potential for indirect and cumulative impacts from the two Corridor Alternatives. b. Wetlands. States there will be no indirect impacts and mitigation is anticipated to address potential indirect effects. In addition to the types of indirect impacts listed changing in type of wetland is another indirect impact. Development and transportation corridors can alter vegetation composition (spread invasive species), wetland hydrology, and wetland size. These alternations can affect the quality and functionality of the wetland. Wetland mitigation is intended to replace direct wetland impact from the proposed improvements. Wetland mitigation is not intended to offset indirect and cumulative impacts thus there is potential for indirect and cumulative impacts from the two Corridor Alternatives. c. Protected Species. States no direct, indirect, and cumulative impacts anticipated after mitigation. Avoidance, minimization, and mitigation efforts only deal with the direct impacts. Mitigation is not intended to deal with indirect or cumulative impacts therefore there is potential for indirect and cumulative impacts. It should be noted that the Natural Heritage Inventory (NHI) must be re-evaluated annually.	The Lead Agencies conducted a review of potential indirect and cumulative impacts, which followed current guidance. Following this process, we are reporting what is known based on the available data and information at this time. Indirect and cumulative impacts will be revisited during the Tier 2 analysis. a. Text was modified in Sections 2.5.2 and 3.2.2 of Appendix E. The statement that there may be water quality benefits from implementation of BMPs was deleted, and statement that BMPs would only partially offset runoff volumes and suspended solid loads was clarified. Additional text was added regarding potential indirect and cumulative impacts to surface waters. b. Discussion of Wetlands in Table 2-8 of Appendix E was revised to note potential indirect impacts. c. Text was added in Table 2-8 of Appendix E that the NHI will be updated at the time of Tier 2. Regarding the assertion that mitigation efforts only deal with direct impacts, since direct impacts are a component of cumulative impacts, avoidance, minimization or compensation of a direct impact will result in a partial avoidance, minimization or compensation of an anticipated cumulative impact. Further, when notable indirect or cumulative impacts are identified, the EIS can identify the necessary mitigation, even if it is outside the authority of the Lead Agencies, as detailed in FHWA's *Questions and Answers Regarding the Consideration of Indirect and Cumulative Impacts in the NEPA Process*. (https://www.environment.fhwa.dot.gov/nepa/QAimpact.aspx).
12.	The first paragraph after the three tables mentions high levels of phosphorus. The Lower Fox River TMDL was established for total phosphorus and total suspended solids. Federal and state regulations require implementation of the TMDL to meet water quality standards.	Information was added to Section 3.17.2 regarding the Lower Fox River TMDL and regulations.
13.	The last paragraph should also recognize that the waterways in the project area are designated as ASNRI waterways.	Information was added to Section 3.17.2 stating waterways in the study area are classified as Areas of Special Natural Resource Interest (ASNRI).

Department of Natural Resources (DNR), July 30, 2020

#	Comment	Response
14.	The Lower Fox River TMDL also regulates water quality.	A bullet was added to Section 3.17.2 under *Resource Management* stating that the Lower Fox River Basin TMDL establishes and regulates pollutant load allocations to both point and nonpoint sources in order to achieve pollutant load reductions needed to meet water quality goals.
15.	Best management practices are intended to partially offset suspended solid load due to the addition of impermeable cover compared to no controls. Best management practices will not fully offset suspended solid load and may not offset increased flows. The bridge piers may have a negative impact on the PCB Project engineered caps by changing the velocity of the water passing over the PCB caps. For either Alternative Corridor, the existing armor stone sizes in the PCB caps must be evaluated by DOT for continued protectiveness of the PCB Project cap structures.	Text was modified in Section 3.17.2 of the Final EIS to clarify that BMPs would only partially offset suspended solid loads. Potential direct impacts to the PCB caps are discussed in Section 3.16. Regarding potential indirect and cumulative impacts to the PCB caps, we are reporting what is known based on the available data and information at this time. Indirect and cumulative impacts will be revisited during the Tier 2 analysis
16.	Implementation of best management practices would only partially offset the increased direct suspended sediment load and flows of the South Bridge Connector.	Text was modified in Section 3.17.2 of the Final EIS. The statement that BMPs would only partially offset suspended solid load and flows was clarified.
17.	Impacts to wetlands, waterways, and wildlife would be irreversible and irretrievable. Mitigation efforts such as wetland mitigation impacts and best management practices may partially offset the direct impacts to wetlands and waterways.	A sentence was added to Section 3.19., stating that further, impacts to wetlands, waterways, and wildlife are also considered an irretrievable commitment.
	Section 4	
1.	There should be an explanation as to why Concurrence Point 3, concurrence on the identification of the preferred alternative was combined with the review of the Draft EIS.	Text was added in Section 4 explaining the reason why Concurrence Point 3 was moved to be concurrent with Draft EIS review.
	Appendix E	
1.	The second paragraph state the Tier 1 analysis of indirect and cumulative impacts will be qualitative. Without field review it is difficult to qualitatively assess environmental impacts.	Text in Section 1 was revised to state that the indirect and cumulative impacts analysis is based on existing published data, local plans, and input from experts, agencies, local governments, and the public, consistent with the Impact Assessment Methodology provided to participating and cooperating agencies in December 2019.

Department of Natural Resources (DNR), July 30, 2020

#	Comment	Response
2.	As noted below, several local comprehensive plans emphasize protection, preservation and increase use opportunities of the waterways within the project area. This document should discuss the potential impacts to these waterways from this project and how these plans would be affected. a. Page 2-8, Section 2.3.2.7 City of De Pere Comprehensive Outdoor Recreation Plan 2018-2023 mentions the need for a Fox River boat landing in the southern portion of the City. If this is upstream from the De Pere Dam, then the boat landing could increase recreational traffic in the Fox River where the new bridge is being proposed. b. Page, 2-9, Section 2.3.2.11 Town of Ledgeview Park and Recreation Plan 219-2024 state recommendations for protection of Environmentally Sensitive Areas and mentions East River. New crossings of the East River could affect wetlands, floodplains, wildlife movements, etc. c. Page 2-10, Section 2.3.2.14 Village of Allouez 2016-2020 Comprehensive Outdoor Recreation Plan states there is a focus to improve access at Fox and East River. New crossings of the East River could affect access to and use of the East River corridor. d. Page 2-11, Section 2.3.2.16 Village of Ashwaubenon Comprehensive Outdoor Recreation Plan encourages recreational opportunities on or near Fox Riverfront including trails. New crossings of the Fox River could affect access to and use of the Fox River corridor.	Section 2.3 is an inventory of the study area and notable features; no changes were made in this section. Necessary revisions were made to Table 2-8 under Section 2.5.2 (detailed below). a. A discussion of recreational traffic was added to Table 2-8, under Water Resources. b. The effects noted are direct impacts and discussed in Section 3.9 of the EIS. No change made to Appendix E. c. A discussion of access to and use of the East River was added to Table 2-8. d. A discussion of access to and use of the Fox River was added to Table 2-8.
3.	All the waterways (named and unnamed) in the project area are classified as Areas of Special Natural Resource Interest (ASNRI).	Sentence was modified in Section 2.3.6.1, *Surface Waters* to note that the waterways in the study area are classified as Areas of Special Natural Resource Interest (ASNRI)
4.	In addition to the four waterways mentioned, many of their tributaries are also used by fish for spawning.	Text was modified in Section 2.3.6.1, *Surface Waters* to state that all waterways in the study area are used by fish for spawning.

Department of Natural Resources (DNR), July 30, 2020

#	Comment	Response
5.	During the DNR interview DNR mentioned: a. Because there have not been onsite field reviews of the wetlands, it is difficult to assess the quality of the wetlands. b. Wetlands often act as wildlife corridors, particularly in more urban settings. c. In addition to impacts from direct filling, there is potential for additional wetland impacts due to change in hydrology (e.g. additional stormwater or interruption of existing drainage patterns), change in vegetation composition, and increased pressure from invasive species.	Changes were made as follows: a / b. Wetlands subsection under 2.3.6 were revised based on DNR clarifications. c. Table 2-8 in Section 2.5.2 (*Project Encroachment Impacts*) was revised to note additional potential indirect impacts.
6.	Development can affect floodplains, by increasing runoff.	Text was modified in Section 2.3.6.1, *Floodplains*, to clarify that increased impervious surfaces from development pose threats to floodplains.
7.	It should state new river crossings as there will be new waterway crossings in addition to the Fox River crossing.	Text was revised in Table 2-6 for both Corridor Alternative 1 and 2 to note changes to existing or new river and waterway crossings.
8.	The process to identify and analyze potential for project-influence development is a quantitative process by using a multiplier for estimating direct impacts and does not analyze the quality of the environmental resources. This type of analysis is only able to estimate the amount of impact but does not adequately estimate the quality of the impacted environmental resources.	A statement was added to Section 2.5 noting that the quality of environmental resources has not been evaluated in Tier 1 but will be evaluated in Tier 2 studies.
9.	Depending on the type of development (e.g. commercial vs residential) there may be some difference in environmental impacts. For example, wetlands can be incorporated into residential developments and there are minor differences in the Wis. Adm. Codes NR 151 and 216 for stormwater management.	Comment noted. Overall, the Lead Agencies concluded that the project is anticipated to have minimal impacts on the location, magnitude and/or pace of future planned development. Site specifics, such as incorporating environmental features into a site development, are typically part of the local permit approval process.

Department of Natural Resources (DNR), July 30, 2020

#	Comment	Response
10.	a. Surface Waters/Stormwater. States there may be potential water quality improvements. Stormwater detention facilities and other best management practices to be implemented with the improvements are intended to partially offset (e.g. 40 or 80 percent TSS removal) suspended solid load compared to no controls. Since there are currently undeveloped areas especially with Corridor Alternative 2 the proposed development would likely increase stormwater runoff over existing conditions thus there is potential for indirect and cumulative impacts from the two Corridor Alternatives. b. Best management practices are not designed to provide wildlife habitat and often incorporate wildlife deterrent features into design. For example, the Stormwater ponds for the I-41 expansion adjacent to this project incorporated seed mixes and physical features that were designed to deter wildlife. c. Wetlands. States there will be no indirect impacts and mitigation is anticipated to address potential indirect effects. In addition to the types of indirect impacts listed changing in type of wetland is another indirect impact. Development and transportation corridors can alter vegetation composition (spread invasive species), wetland hydrology, and wetland size. These alternations can affect the quality and functionality of the wetland. Wetland mitigation is intended to replace direct wetland impact from the proposed improvements. Wetland mitigation is not intended to offset indirect and cumulative impacts thus there is potential for indirect and cumulative impacts from the two Corridor Alternatives. d. Protected Species. States no direct, indirect, and cumulative impacts anticipated after mitigation. Avoidance, minimization, and mitigation efforts only deal with the direct impacts. Mitigation is not intended to deal with indirect or cumulative impacts therefore there is potential for indirect and cumulative impacts.	The Lead Agencies conducted a review of potential indirect and cumulative impacts, which followed current guidance. Following this process, we are reporting what is known based on the available data and information at this time. Indirect and cumulative impacts will be revisited during the Tier 2 analysis. Specific changes made within text: a. Text was modified in Sections 2.5.2 and 3.2.2 of Appendix E. The statement that there may be water quality benefits from implementation of BMPs was deleted, and statement that BMPs would only partially offset runoff volumes and suspended solid loads was clarified. Additional text was added regarding potential indirect and cumulative impacts to surface waters. b. Text was deleted under Water Resources in Table 2-8 in Appendix E. c. Discussion of Wetlands in Table 2-8 of Appendix E was revised to note potential indirect impacts. d. Regarding the assertion that mitigation efforts only deal with direct impacts, since direct impacts are a component of cumulative impacts, avoidance, minimization or compensation of a direct impact will result in a partial avoidance, minimization or compensation of an anticipated cumulative impact. Further, when notable indirect or cumulative impacts are identified, the EIS can identify the necessary mitigation, even if it is outside the authority of the Lead Agencies, as detailed in FHWA's *Questions and Answers Regarding the Consideration of Indirect and Cumulative Impacts in the NEPA Process*. (https://www.environment.fhwa.dot.gov/nepa/QAimpact.aspx).

Department of Natural Resources (DNR), July 30, 2020

#	Comment	Response
11.	Page 3-3, Section 3.1.1 Scoping Cumulative Impacts, Table 3-1, Comments on reason why the Fox River State Trail was not considered in the Tier 1 Cumulative Impact Analysis states that an at-grade crossing of the Fox River State Trail is proposed; trail users would need to cross additional lanes of traffic. An at-grade intersection would have a safety impact for trail users and have the potential to slow traffic. Because Fox River State Trails is federally railbanked and subject to future restoration and reconstruction of the right-of-way for rail purposes consistent with Section 208 of the National Trails System Act Amendment of 1983, Publ. L. No. 98-11 (16 U.S.C. 1247(d)) if the trail would revert back to railway there could be additional safety and efficiency issues.	Table 3-1 was modified to state that the Fox River State Trail crossing type for Corridors 1 or 2 has not been determined and may be at-grade or grade separated. Also, this topic was covered in Section 3.7 and 3.14 of the Draft EIS which discussed that it is federally railbanked corridor, as well as stated that the Fox River State Trail crossing type will be determined under Tier 2 studies.
12.	a. Floodplains. As the project area develops and impervious area increases, the existing floodplain will experience larger volumes of runoff and be less able to handle the volume compared to existing conditions. b. Wetlands. The last bullet point says cumulative impacts to floodplains are anticipated but does not mention wetlands. In addition to the types of indirect impacts listed in the second bullet changing in type of wetland is another indirect impact. Development and transportation corridors can alter vegetation composition (spread invasive species), wetland hydrology, and wetland size. These alternations can affect the quality and functionality of the wetland. Wetland mitigation is intended to replace direct wetland impact from the proposed improvements. Wetland mitigation is not intended to offset indirect and cumulative impacts thus there is potential for indirect and cumulative impacts from the two Corridor Alternatives. Wetlands also act as wildlife corridors and fragmenting of wetlands will have a cumulative impact on wildlife particularly in urban settings. c. Protected Species. States no direct, indirect, and cumulative impacts anticipated after mitigation. Avoidance, minimization, and mitigation efforts only deal with the direct impacts. Mitigation is not intended to deal with indirect or cumulative impacts therefore there is potential for indirect and cumulative impacts.	The Lead Agencies conducted a review of potential indirect and cumulative impacts, which followed current guidance. Following this process, we are reporting what is known based on the available data and information at this time. Indirect and cumulative impacts will be revisited during the Tier 2 analysis. Regarding the assertion that mitigation efforts only deal with direct impacts, since direct impacts are a component of cumulative impacts, avoidance, minimization or compensation of a direct impact will result in a partial avoidance, minimization or compensation of an anticipated cumulative impact. Further, when notable indirect or cumulative impacts are identified, the EIS can identify the necessary mitigation, even if it is outside the authority of the Lead Agencies, as detailed in FHWA's *Questions and Answers Regarding the Consideration of Indirect and Cumulative Impacts in the NEPA Process* (https://www.environment.fhwa.dot.gov/nepa/QAimpact.aspx). Specific changes made within text: a. Table 3-1 was modified to note potential effects to floodplains within context of all floodplains within Brown County. b. Table 3-1 was corrected as that statement referred to wetlands, not floodplains, and Section 2.5.2 was revised to note potential indirect impacts. c. Text in Section 3.17 was revised for clarity.

Department of Natural Resources (DNR), July 30, 2020

#	Comment	Response
13.	The last sentence on this page states that the evaluation considers potential mitigation measures to minimize cumulative impacts. Mitigation measures for stormwater, wetlands and protected species impacts are intended to minimize direct impacts and are not intended for indirect or cumulative impacts. Therefore, it is not accurate to state mitigation measures will minimize indirect or cumulative impacts.	No change to the text. The sentence states that the evaluation considers potential mitigation measures that could be undertaken. This is consistent with the current guidance and regulations for cumulative impact analysis. When notable indirect or cumulative impacts are identified, the EIS can identify the necessary mitigation, even if it is outside the authority of the Lead Agencies, as detailed in FHWA's *Questions and Answers Regarding the Consideration of Indirect and Cumulative Impacts in the NEPA Process* (https://www.environment.fhwa.dot.gov/nepa/QAimpact.aspx). Regarding the assertion that mitigation efforts only deal with direct impacts, since direct impacts are a component of cumulative impacts, avoidance, minimization or compensation of a direct impact will result in a partial avoidance, minimization or compensation of an anticipated cumulative impact.
14.	a. The waterways in the project area are designated as ASNRI waterways. b. The waterways in the project area are used by fish for spawning activities. c. Some of the waterway corridors act as wildlife corridors.	Information was added to Section 3.2.2.1: a. Waterways in project area are designated ASNRI waterways. b. All waterways are used by fish for spawning. c. Waterway corridors act as wildlife corridors.
15.	Federal and state regulations require implementation of the Lower Fox River TMDL to meet water quality standards.	New bullet was added under Section 3.2.2.1 *Resource Management.*
16.	This section should also recognize that these water ways and waterway corridors provide valuable aquatic habitat such as spawning grounds and act as wildlife corridors.	Statement was added to Section 3.2.2.1 noting that the waterways and waterway corridors act as wildlife corridors and are used by fish for spawning.
17.	Hydraulic features and best management will not fully offset suspended solid load and may not offset increased flows solids rather than flows.	Text was revised in Section 3.2.2.1 of Appendix E. The statement that BMPs would only partially offset suspended solid loads was clarified.
18.	Stormwater detention facilities and other best management practices to be implemented with the improvements are intended to partially offset (e.g. 40 or 80 percent TSS removal) suspended solid load compared to no controls. Since there are currently undeveloped areas especially with Corridor Alternative 2 the proposed development would likely increase stormwater runoff over existing conditions thus there is potential for indirect and cumulative impacts from the two Corridor Alternatives.	Text was revised in Sections 2.5.2 and 3.2.2.2 of Appendix E. The statement that BMPs would only partially offset suspended solid load and flows was clarified. Additional text was added regarding potential indirect and cumulative impacts to surface waters.
	Appendix G	

Department of Natural Resources (DNR), July 30, 2020

#	Comment	Response
1.	Based on the proposed schedule it is possible that construction on the first section of this project could be under construction before a Tier 2 environmental review of other sections of this project would begin. If part of the project is under construction prior to a Tier 2 environmental review, then the alternatives to minimize impacts within the chosen alternative corridor will be limited. This should be discussed in the Tier 1 EIS.	The tiered process allows the Lead Agencies to take a holistic look at the whole corridor prior to completing sections of the project as part of the Tier 2 process. If separate projects were conducted using the level of detail used in the Tier 2 analysis without first completing a Tier 1 document, it would not provide the corridor-wide look at all the resources and would limit the ability to pick a corridor that avoids or minimizes impacts. Information was added in Section 2 to detail how the County intends to proceed with next steps of study. This includes detailing project limits for smaller Tier 2 sections as well as commitment that County will engage the resource agencies when additional study begins.
	Appendix H	
1.	As mentioned earlier, the Fox River State Trails is federally railbanked and subject to future restoration and reconstruction of the right-of-way for rail purposes consistent with Section 208 of the National Trails System Act Amendment of 1983, Publ. L. No. 98-11 (16 U.S.C. 1247(d)). This means that any impacts to the Fox River Trail should be designed to Railway standards.	Comment acknowledged. Reference to National Trails System Act Amendment of 1983 is in Section 3.7 Transportation Services. Impacts to Fox River State Trail are discussed in Section 3.14.

U.S. Department of
Homeland Security

**United States
Coast Guard**

Commandant
United States Coast Guard

1240 E 9th St
Cleveland, OH 44199
Staff Symbol: (dpb)
Phone: (216) 902-6867
Fax: (216) 902-6088
Email: william.b.stanifer@uscg.mil

16590
July 31, 2020
B-168/mow

Bryan Lipke
Wisconsin Department of Transportation
944 Vanderperren Way
Green Bay, WI 54304

Dear Mr. Lipke:

We are responding to your June 18, 2020 e-mail requesting comments to Concurrence on Preferred Alternative (Concurrence Point #3) for the Tier 1 Environmental Impact Statement (EIS) for Wisconsin Department of Transportation's (WisDOT's) South Bridge Connector project.

As a Cooperating Agency for this project, we concur with WisDOT's selection of Corridor Alternative 2 as the preferred alternative proposed for Concurrence Point #3. We've reviewed the current Draft Tier I EIS. The Coast Guard has no objection to either Corridor Alternatives 1 or 2, subject to the full Coast Guard bridge permitting process. The information provided thus far is sufficient for this state and the environment review process may proceed to the next stage of the NEPA process. #1

This concurrence is with the caveat that, to date, the Coast Guard has not received any bridge permit application for a structure across the Fox River or any navigable waterway associated with the South Bridge Connector project. This is not a preliminary navigation or permitting determination. Any direct or cumulative impacts analysis will need to be revisited based on more detailed designs available at the time. Any final navigation clearance determination or permitting decision are subject to the full Coast Guard bridge permitting process, including the solicitation of comments from the general public on the needed navigational clearances, fendering, dolphins, or other protective measures, and navigational lighting. #2

We plan to continue participating in cooperating agency meetings, concurrence points, and conference calls, webinars, or video teleconferences as appropriate. We appreciate the opportunity to serve as a cooperating agency for this project. You can contact our designated point of contact, Mr. Michael Walker, at michael.o.walker2@uscg.mil or (216) 902-6087.

Sincerely,

W. B. STANIFER
Chief, Bridge Branch
U. S. Coast Guard
By direction

US Coast Guard (USCG), July 31, 2020

#	Comment	Response
1	Concurs with Corridor Alternative 2 as the preferred alternative (with caveat that concurrence is not a preliminary navigation or permitting determination)	Comment acknowledged.
2	A bridge permit application for a structure across the Fox River or any navigable waterway will be required, and any direct and cumulative impacts analysis will need to be revisited once more detailed designs are available.	Comment acknowledged. The Lead Agencies will coordinate with the US Coast Guard during the Tier 2 process as detailed design becomes available and impacts are known.

CITY OF DEPERE

Mayor's Office

335 S. Broadway, De Pere, WI 54115 | 920-339-4040 | www.deperewi.gov

Mr. Cole Runge
Interim Planning Director/MPO Director
Brown County Planning & Land Services/Green Bay MPO
305 E Walnut Street

Dear Mr. Runge,

The City of De Pere wishes to reiterate its support for the project's preferred route (Rockland Road-Red Maple Road Arterial) with 1-41 Interchange. Please let me know if you need any additional information and support. #1

Respectfully yours,

James G. Boyd
Mayor, City of De Pere

City of De Pere, undated

#	Comment	Response
1	Supports Corridor Alternative 2 with an I-41 interchange as the Preferred Alternative.	Comment acknowledged.

From: Stacie M. Cutbank <sdanfor3@oneidanation.org>
Sent: Monday, August 03, 2020 5:00 PM
To: Lipke, Bryan - DOT <Bryan.Lipke@dot.wi.gov>
Cc: Melinda J. Danforth <mdanforj@oneidanation.org>
Subject: South Bridge Connector- Comment

Mr. Lipke,

Thank you for contacting the Oneida Nation on your informative agency outreach regarding your proposed undertaking known to us as the WDOT South Bridge Connector Tier I Environmental Impact Study (EIS) in Brown County. This process focused on the Tier 1 EIS to identify the most appropriate corridor to address existing and future transportation demands generated by the planned development in the southern part of the Green Bay metropolitan area. A final Tier 1 EIS/Record of Decision (ROD) is expected to be approved in October 2020. Subsequent Tier 2 environmental documents will be prepared with a greater degree of engineering detail and a more detailed impact analysis for specific improvements in the selected corridor prior to design and construction.

At this time the Oneida Nation Tribal Historic Preservation Office (THPO) and the participating Oneida Environmental staff do not have any known questions or concerns with your proposed project at that location. During this process it was noted a separate consultation under Section 106 of the Historic Preservation Act for the Tier 2 EIS study will be forthcoming. The Oneida THPO does wish to remain as a consulting party for this proposed undertaking. #1

Yaw^ko, (thank you)

Stacie Cutbank
Tribal Historic Preservation Officer
Cultural Heritage Department
Oneida Nation
P.O. Box 365 – Oneida, WI 54155
Phone: 920-490-3929
Mobile: 920-217-4556

Oneida Nation, August 3, 2020

#	Comment	Response
1	Oneida Nation Tribal Historic Preservation Office (THPO) wishes to remain as a consulting party for Section 106 of the Historic Preservation Act for Tier 2 studies.	Comment acknowledged.

DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, ST. PAUL DISTRICT
180 FIFTH STREET EAST, SUITE 700
ST. PAUL, MN 55101-1678

AUGUST 24, 2020

REPLY TO ATTENTION OF
REGULATORY DIVISION

Regulatory File No. 2019-02988-JLK

Bryan Lipke
WisDOT Division of Transportation System
Northeast Region
944 Vanderperren Way
Green Bay, Wisconsin 54304

Dear Mr. Lipke:

This letter is in response to your June 19, 2020 request for review and concurrence from all cooperating agencies concerning the Preferred Corridor Alternative selected for the South Bridge Connector Tier 1 Environmental Impact Statement (EIS).

The Corps has reviewed and concurs with the selection of the Preferred Corridor Alternative 2 for the reasons outlined in Section 2, Alternatives Considered, of the EIS. Though the Corps concurs with the preferred corridor level alternative, we have not identified the least environmentally damaging practical alternative. Prior to completing this determination, additional within corridor alternatives will need to be evaluated in Tier 2. #1

Please also be aware the Corps will require more specific details regarding aquatic resources within this corridor that includes wetland delineations documenting wetland boundary locations as well as wetland type and quality. Additionally, the delineations should include illustrations documenting the location of other aquatic resources such as lakes, ponds, and tributaries throughout the selected corridor. When documenting temporary and permanent impacts to aquatic resources, please separate wetlands, other waters, and tributaries (including the area and linear foot of tributary impact). #2

Thank you for the opportunity to review the EIS. We look forward to continued coordination on this document. If you have any questions, please contact me in our Green Bay office at (651)290-5856 or Jessica.L.Kempke@usace.army.mil. In any correspondence or inquiries, please refer to the Regulatory file number shown above.

Sincerely,

Jessica Kempke

Jessica Kempke
Project Manager

cc:
US Environmental Protection Agency, Kenneth Westlake
Federal Highway Administration, Ian Chidister

U.S. Army Corps of Engineers, August 24, 2020

#	Comment	Response
1	Though the Corps concurs with the preferred corridor level alternative, we have not identified the least environmentally damaging practical alternative. Prior to completing this determination, additional within corridor alternatives will need to be evaluated in Tier 2.	Comment acknowledged. In Tier 2 studies, detailed field investigations and environmental analysis will be conducted. The Lead Agencies will coordinate with USACE during the Tier 2 processes as detailed design is undertaken for various roadway segments and impacts are determined.
2	Please also be aware the Corps will require more specific details regarding aquatic resources within this corridor that includes wetland delineations documenting wetland boundary locations as well as wetland type and quality. Additionally, the delineations should include illustrations documenting the location of other aquatic resources such as lakes, ponds, and tributaries throughout the selected corridor. When documenting temporary and permanent impacts to aquatic resources, please separate wetlands, other waters, and tributaries (including the area and linear foot of tributary impact).	Comment acknowledged. Wetland delineations or determinations will be conducted in Tier 2 studies to determine precise wetland boundaries and pertinent characteristics of the wetlands including type, function and value, and quality. As noted in your comment, the delineations will include illustrations documenting the location of other aquatic resources. Wetlands, other waters, and tributaries will be separated when documenting impacts.

I.2
Public Testimony

Written public testimony is included in this section. Verbal public testimony provided at the public hearings is documented in the hearing transcripts included in the detailed Public Hearing Record, posted on the project website: https://www.browncountywi.gov/departments/planning-and-land-services/planning/south-bridge-connector/. The Lead Agencies distilled the public comments into common themes and responded to those comments in Final EIS Section 4.4.4.

Registration Slip for Verbal Testimony

South Bridge Connector (County EB/F in the Town of Lawrence and County GV/X in the Town of Ledgeview)
In- Person Public Hearing at Brown County Fairgrounds
Wednesday, July 8, 2020, 3:00 p.m. to 8:00 p.m.

This registration slip may be used for providing public or private verbal testimony. For public verbal testimony, complete this registration slip and submit it to a project team representative. Your name will be called in the order registration slips are received. When you are called to the microphone to provide testimony, please state your name, address, and who you represent if applicable (for example a business). Please speak slowly and clearly. If you do not wish to speak but would like your verbal testimony read aloud to the public to record your position on the project being considered at the public hearing, please check the applicable boxes below.

The same process applies for providing private verbal testimony, but this registration slip should be presented directly to the court reporter when a spot is available to provide your private verbal testimony.

A court reporter will record your testimony. Please limit your testimony to comments and/or opinions regarding the proposed project aspects for which this public hearing is being held. To allow everyone a chance to speak, please limit your testimony to approximately 3 minutes.

Name: DENNIS CARR

Address: 241 CORNELLIUS MARTIN CT.
DE PERE, WI 54115

If applicable - group, organization, or business you are representing:

☒ **Wishing to speak**

☐ **Not wishing to speak, but please read aloud and record my position on the preferred corridor alternative or project at the public hearing:**

☒ Support the preferred corridor alternative, describe: I'm in support of the project; it makes sense. With one exception, the noise it will generate; with live one block south of the corridor is Rockland!

☐ ~~Support the project but Do Not Support the preferred corridor alternative, describe:~~

☐ Do Not Support the project, describe:

SOUTH BRIDGE CONNECTOR

Written Testimony Form

South Bridge Connector (County EB/F in the Town of Lawrence and County GV/X in the Town of Ledgeview)
Public Hearing
Tuesday, July 7, 2020, 6:00 p.m. to 8:00 p.m. (Virtual Hearing)
Wednesday, July 8, 2020, 3:00 p.m. to 8:00 p.m. (Brown County Fairgrounds)

Please place this form in the box on the sign-in table or mail or e-mail by August 3, 2020

Name (please print): Lynden Howell Date: 7-8-2020
Address: W2139 Redwood Dr. Pulaski
Phone Number (optional): _____ E-mail Address (optional): autohoewelding@att.net

Testimony (use additional pages if necessary):

I own the property in the Corridor 2 right of way at 2132/2134 Autohoe Rd.

I do prefer the Corridor 2 Alternative because it seems to be the most logical as far as serving traffic to the industrial parks.

It is also beneficial to me personally if it happens at the correct time so that I can sell my property in conjunction with my planned retirement

SOUTH BRIDGE CONNECTOR

Written Testimony Form

South Bridge Connector (County EB/F in the Town of Lawrence and County GV/X in the Town of Ledgeview)
Public Hearing
Tuesday, July 7, 2020, 6:00 p.m. to 8:00 p.m. (Virtual Hearing)
Wednesday, July 8, 2020, 3:00 p.m. to 8:00 p.m. (Brown County Fairgrounds)

Please place this form in the box on the sign-in table or mail or e-mail by August 3, 2020

Name (please print): Jayme Sellen Date: 7/8/2020
Address: 2167 Ryan Rd De Pere, WI 54115
Phone Number (optional): _____ E-mail Address (optional): _____

Testimony (use additional pages if necessary):

I support corridor alternative 2 of the Southern Bridge Connector.

SOUTH BRIDGE CONNECTOR

From: Craig <craigholl@hotmail.com>
Sent: Tuesday, June 9, 2020 10:10 PM
To: Runge, Cole M. <Cole.Runge@browncountywi.gov>
Subject: South Bridge Connector Comments

https://www.browncountywi.gov/departments/planning-and-land-services/planning/south-bridge-connector/

Here are my comments about the South Bridge Connector:

High speeds, high regional mobility, and low access should be important to this corridor:
- Alternative 6, if mapped as a freeway corridor, would be an ideal reliever for STH 172. It should be initially built as a two-lane road with access control and ROW for a full freeway.
- Unfortunately, that alternative has been rejected, so I choose the corridor that has the most potential for high-speed and access control: Alternative 2.
- Alt 2 should be built to ultimately be a freeway. Access control should be incorporated from the onset.
- The west side of the river should be built as a freeway to begin with, with one service interchange at American Blvd.
- The connection with US 41 should incorporate free-flow ramps to/from the east.

Low speed, local access complement:
- Alt 1 connecting Scheuring Road with Heritage Road is a great local connection, similar to the Claude Allouez Bridge. The roads are lined up so well and have similar characteristics and it would be a great connection in the future.
- The roadblocks to making this connection will not get any worse in the future; the same 4 or 5 residential properties will be impacted if it is done next year or in 50 years.
- The roadblocks to making the Alt 2 connection will only get worse with time as the area develops. Alt 2 should be constructed first, to serve the greater mobility needs of the County.

Bike and pedestrian facilities should be accommodated and expanded with this project:
- The Fox River Trail should be an overpass or underpass of the new roadway.
- The new bridge should have a 10' bike path on BOTH SIDES of the bridge, to cross the river.
- A bike path should be incorporated in the corridor for the entire length.
- A future bike path along the East River should be accommodated.

Thank you for considering my thoughts.

Craig Holl
13630 W Graham Street
New Berlin, WI 53151

From: Rich <richro65@gmail.com>
Sent: Sunday, June 28, 2020 1:44 PM
To: BC.PALS.South.Bridge.Connector <BC.PALS.South.Bridge.Connector@browncountywi.gov>
Subject: Public comment

My wife and i just built a brand new house in Lawrence, about 1000 ft. from the intersection of Scheuring Rd and Williams Grant. We previously lived in Kaukauna and 90% of the reason we moved was to get away from the constant noise of the race track. We chose this subdivision because it was quiet and far enough away from busy traffic.

We are completely opposed to any high traffic interchange being constructed near our home that we built with the expectation of it being a peaceful neighborhood. We are in our mid 50's and had no intention of ever moving again but now I feel like we are going to be forced out of our brand new home in order to be able to find peace and quiet elsewhere.

I don't understand why this can't be constructed somewhere between Hemlock Creek School and Birchwood Dr.

Rich and Brenda Orde

From: Brian Michaels <brianmichaels1963@gmail.com>
Sent: Monday, July 6, 2020 8:10 PM
To: BC.PALS.South.Bridge.Connector <BC.PALS.South.Bridge.Connector@browncountywi.gov>
Subject: South bridge input

I am all in favor of another way to cross the Fox River without going through De Pere or heading north to 172. T e proposed route that goes from an I41 interchange south of Scheuring to the east side makes a lot of sense. What I don't understand is the need for a road going from that interchange to the corner of Packerland and Scheuring. I live in the newer development out there and while it would be convenient, it seems like an unnecessary waste of money and a burden of construction and possible detours on the residents. A 5-way stop or roundabout with 5 exits is going to confuse a lot of drivers, and a traffic signal there would be ultimately frustrating and would quickly negate any commute time saved by taking the short cut. I see no issue with simply having to take Scheuring Rd to get to and from I41, which is what I have been doing since I moved to that neighborhood.

Let's keep it simple and address the main issue and that is crossing the river.

Thank you for your time

Brian

From: bbright398@att.net <bbright398@att.net>
Sent: Tuesday, July 7, 2020 7:35 PM
To: BC.PALS.South.Bridge.Connector <BC.PALS.South.Bridge.Connector@browncountywi.gov>
Subject: question regarding access to bridge/red maple road interchange for alternative #2

My family lives in the Waterview Heights Subdivision in between Red Maple Road and Lost Dolphin. We utilize Red Maple Road near the RR crossing to get to Highway 41 through the Industrial Park. We are wondering if there will be a way to still get to the highway via the Industrial Park from our subdivision or get onto the bridge road so we are not having to go around utilizing Lost Dolphin Rd and then Schuering Rd to get to the highway which would increase traffic on those two roads. Also would we have to back track to the highway to get on the bridge if we were going across the river?

Jennifer Bright
398 Waterview Rd
De Pere WI

From: chicagobull91@aol.com <chicagobull91@aol.com>
Sent: Wednesday, July 8, 2020 5:46 PM
To: BC.PALS.South.Bridge.Connector <BC.PALS.South.Bridge.Connector@browncountywi.gov>
Subject: Comments on South Bridge Project

Cole Runge,

I watched the online hearing last night, and my wife and I agree that Alternate 2 is the best choice. We live in the Heritage Heights Subdivision.

Alternate 1 along Heritage Road would impact more properties as well as Heritage School. It looks like it would be a challenge to fit a 4-lane divided highway into the Heritage Road corridor. Also there are several main side roads intersecting Heritage Road (PP, Jordan, Swan). Cottonwood, which is now the only road into our subdivision, would be another dangerous intersection with the highway along Heritage.

Although Alternate 2 will be fairly close to the south and east sides of our subdivision, we believe it provides safer travel and will impact fewer properties than Alternate 1.

We look forward to the finished roadway and relieving congestion at the DePere Bridge. Thanks for the work put in to hopefully complete the project as soon as possible.

Robert & Marie Prescott
2145 Trellis Drive
DePere

From: Kristin Lison <Kristin984@hotmail.com>
Sent: Wednesday, July 8, 2020 6:00 PM
To: BC.PALS.South.Bridge.Connector <BC.PALS.South.Bridge.Connector@browncountywi.gov>
Subject: Testimony

Hello Mr. Runge,

I watched the South Bridge Connector public hearing on You Tube last night and after reviewing the handout documents, I wanted to provide my thoughts.

I completely understand the need for a southern bridge. But I am disappointed, although not surprised, that Corridor 2 is the preferred alternative. First of all, this does affect my family directly: our backyard backs up to Rockland Road. We are not happy about a four lane highway right behind our house; part of the appeal of this neighborhood is the quiet atmosphere and low traffic.

Second, after looking at the Alternatives Comparison Matrix on page 16 of the handout, it appears that many things are affected by choosing corridor 2. More cultural resources, more parks, and more wetlands will be impacted by choosing corridor 2. But what really bothers me are the residential relocations: 10-16 families will be relocated as opposed to 4-8 families by choosing corridor 1. I don't understand why the project would want to upend the lives of twice the amount of families for the preferred corridor. I do understand that corridor 1 has more driveways and that makes it less safe for a highway. I think the wrong corridor is preferred and it seems to make more sense that corridor 1 be chosen for this project.

Thank you for taking the time to record my comments. I do appreciate all the meetings that have been held and have been very accessible, even in this time of social distancing. I am glad to get all this information directly from the source.

Kristin Lison
709 N Melcorn Cir
De Pere WI 54115
920.461.8153

From: Mike Rocheleau <mrocheleau1@new.rr.com>
Sent: Wednesday, July 8, 2020 10:20 AM
To: BC.PALS.South.Bridge.Connector <BC.PALS.South.Bridge.Connector@browncountywi.gov>
Cc: 'Laura Rabas' <laurarabashomes@gmail.com>
Subject: 2190 Lost Dauphin Rd, being torn down for South bridge project

Hello Cole I left you a voice mail as well, I will be on vacation tomorrow so you can call me at 920-227-5135 or respond to this email so Laura (Real Estate Agent) receives it as I cannot get emails when I am not at home.

My concern is I was planning on listing my home for sale at the end of July, I was talking to my neighbor and she said they would be taking down our homes for the roundabout for the south bridge project. Can you confirm this will happen, please be aware that I have to disclose this in the listing. My neighbor to the north was Kelly Stevens and he ended up going to court to get a buy out as he could not sell his house due to the bridge project plans to take it down. Thank you for any clarification you can provide to me or Laura.

Mike Rocheleau 920-227-5135
Laura Rabas 920-309-5229
Cole Runge 920-448-6480

Good Afternoon Ed,

Thanks for your questions. My responses are in red below.

Cole

Cole Runge

Interim Planning Director/MPO Director
Brown County Planning & Land Services/Green Bay MPO
305 E. Walnut Street Room 320
PO Box 23600
Green Bay, WI 54305-3600
Phone: (920) 448-6480
Fax: (920) 448-4487
Web: www.browncountywi.gov/planning

From: Ed Byrne <edbyrne@zanderpressinc.com>
Sent: Thursday, July 9, 2020 4:35 PM
To: BC.PALS.South.Bridge.Connector <BC.PALS.South.Bridge.Connector@browncountywi.gov>
Subject: South Bridge questions

Cole:

You were busy talking with citizens when I stopped by the open house at the fairgrounds on Wednesday.

I just had a couple of questions:

Why were the ZZ-Hickory-S and the Midway-Hickory-S corridors eliminated from consideration? – These corridors were eliminated for the following reasons:

- They are too far south to effectively serve existing and planned development.
- They are too far south to relieve forecasted traffic congestion on the Claude Allouez Bridge in Downtown De Pere.
- None of the communities in the project's study area expressed support for these corridors.
- These corridors did not receive strong public support at meetings.
- These corridors are not consistent with community land use plans, which show most of the new development occurring north of Midway Road.

2. Is this project now seen primarily as a second De Pere bridge over the Fox River rather than as a part of a southern metro beltline highway? – As in the past, the project will include the construction of a new bridge over the Fox River and a divided four-lane arterial street. It will be very similar to County Highway GV in the Town of Ledgeview and Village of Bellevue.

Ed Byrne

Brillion News

(We cover southern Brown County)

From: Gmail <dmdv414@gmail.com>
Sent: Sunday, July 12, 2020 10:53 PM
To: BC.PALS.South.Bridge.Connector <BC.PALS.South.Bridge.Connector@browncountywi.gov>
Subject: Impact on Remington Ridge Condos

Dear Mr. Runge,

I tuned in the virtual meeting on the South Bridge Connection last week. First of all, thank you for the informative presentation. I think I have made all of them since moving to Ledgeview about 10 years ago. My wife Helen and I reside at Remington Ridge Condominiums. I had a question and typed it in and was directed to refer it to you.

My question is might there be any significant noise impact on RR Condo which are near Rockland Road and Heritage Rd (X)? One of the reasons we bought here 10 years ago was because it was relatively quiet. We expect some noise, but hope the proposed Southern Bridge Connection would not be a huge noice impact with the addition of cars, trucks, cycles, etc. Don't get me wrong, we do seriously need a bridge. I deal with the downtown De Pere bridge and roundabouts every day, generally at the wrong time of day. I'm just curious about the noise generation from a new connection in the area.

Again, thanks for keeping us informed and any info on impact for RR Condos would be appreciated. I likely have neighbors wondering the same thing.

Sincerely,

Dale M De Villers

From:	Mike Rocheleau
To:	Webb, Charlie/MKE; "BC.PALS.South.Bridge.Connector"
Cc:	"Laura Rabas"; Rehberg, Kelly/MKE
Subject:	RE: [EXTERNAL] RE: 2190 Lost Dauphin Rd, being torn down for South bridge project
Date:	Tuesday, July 14, 2020 8:07:50 AM

Please make sure you document me as being strictly opposed to this project in your study. We were told when we built our home that it would stay and there were only an east exit and west entrance ramp only in the project scope, now it has expanded and you are taking up more land than was originally planned.

From: Mike Rocheleau <mrocheleau1@new.rr.com>
Sent: Wednesday, July 8, 2020 10:20 AM
To: BC.PALS.South.Bridge.Connector <BC.PALS.South.Bridge.Connector@browncountywi.gov>
Cc: 'Laura Rabas' <laurarabashomes@gmail.com>
Subject: 2190 Lost Dauphin Rd, being torn down for South bridge project

Hello Cole I left you a voice mail as well, I will be on vacation tomorrow so you can call me at 920-227-5135 or respond to this email so Laura (Real Estate Agent) receives it as I cannot get emails when I am not at home.

My concern is I was planning on listing my home for sale at the end of July, I was talking to my neighbor and she said they would be taking down our homes for the roundabout for the south bridge project. Can you confirm this will happen, please be aware that I have to disclose this in the listing. My neighbor to the north was Kelly Stevens and he ended up going to court to get a buy out as he could not sell his house due to the bridge project plans to take it down. Thank you for any clarification you can provide to me or Laura.

Mike Rocheleau 920-227-5135
Laura Rabas 920-309-5229
Cole Runge 920-448-6480

From: David D. Derozier <quality_control1@ezdsl.net>
Sent: Wednesday, July 15, 2020 6:04 PM
To: BC.PALS.South.Bridge.Connector <BC.PALS.South.Bridge.Connector@browncountywi.gov>
Subject: Southern Bridge Corridor

I want to give my thoughts on the Southern Brown County Bridge Corridor:

David D. Derozier
Crandon, WI 54520

I used to live in the Metro Area, moved due to job opportunity, though I still drive in the area once a month:

1) I believe it would be more advantageous if the bridge were more in the middle of Wrightstown and DePere, closer to DePere would just cause urban sprawl to meet up with the bridge and we would be (or the next generation) dealing with it twenty years from now;

2) The old Claude Allouez Bridge was a nightmare, the new one isn't much of an improvement and you're still stuck going through DePere to get somewhere;

3) With the regeneration now going on in DePere to make it one more of 'culture' than 'business district', the average riff-raff isn't going to appreciate the 'finer things' and would rather get from 'Point A' to 'Point B'. DePere isn't a 'destination', it's a 'slow down zone';

4) This has been talked about since I was a kid, all of the bridges have been built/replaced along this part of Wisconsin, now it's time to do the right thing and get this done.

David D. Derozier

From: Kurtis Butrymowicz <kmbutry@gmail.com>
Sent: Friday, July 17, 2020 8:53 AM
To: BC.PALS.South.Bridge.Connector <BC.PALS.South.Bridge.Connector@browncountywi.gov>
Cc: Sarah Butrymowicz <sapresco@gmail.com>; Kurtis Butrymowicz <kmbutry@gmail.com>
Subject: Written Testimony - South Bridge Connector project

Written Testimony Form
Name (please print): Kurtis Butrymowicz Date: July 17, 2020
Address: 2012 Old Plank Ct., De Pere, WI 54115
E-mail Address (optional): kmbutry@gmail.com
Testimony (use additional pages if necessary):

Dear Messrs. Runge, Webb, and other project members,

My wife and I live in the Old Plank Rd neighborhood nearby the Southern Bridge Connector alternatives that include Rockland Rd. We have been following the potential bridge project for over a decade and most recently watched the Public Hearing on July 8, 2020.

We would like to use this opportunity of a written testimony to make known a few of our concerns.

Our first concern is the exigency for the bridge. It is well-known that during high commute times (i.e. 7am, 5pm) some congestion occurs on the roads leading to the current bridge at Main Ave. However, this congestion is *extremely* minor in comparison to what larger cities experience and is not even as bad as other areas in the Green Bay metro area. My wife and I use these roads frequently during these times and never experience a delay caused by congestion of more than 1-3 minutes. This seems like a small inconvenience to trigger a $150+ million project.

On top of this, the studies that were done to justify the Southern Bridge connector project were all done before the Covid-19 pandemic. I am sure we can all agree that traffic patterns and commutes have been and will be permanently altered--ultimately reduced--due to the change in business plans of many companies. It is unfortunate, but these changes very likely make the results of the traffic studies performed for this project moot. It may be difficult to spend additional money to perform a subsequent traffic study, but it also is more prudent than throwing good money after bad by building a $150+ million dollar bridge that may no longer be justified.

If new studies did in fact still justify building the Southern Connector bridge, our second concern is with the apparent leading location alternative--Rockland Rd. to Red Maple Rd. In the past 20 years, there are 100+ homes that have been built along this corridor in the Old Plank neighborhood just north of Rockland Rd and the Ryan Rd. neighborhood just south of Rockland Rd. All of these homes would suddenly be adjacent to a four-lane, busy thoroughfare including many semi-trailers. This seems irresponsible at best when just south of those neighborhoods the population density plummets and an equally-convenient bridge location could be selected that only negatively affects farm or fallow fields.

We hope that you and your project team take all of the public testimonies into account as you move forward with the planning of the Southern Bridge connector project. Your consideration is much appreciated.

Sincerely,
Kurtis & Sarah Butrymowicz

From: Bob DeAmico <r.deamico@att.net>
Sent: Sunday, July 19, 2020 10:52 AM
To: BC.PALS.South.Bridge.Connector <BC.PALS.South.Bridge.Connector@browncountywi.gov>
Subject: Written Testimony - Tier 1 EIS Draft

I have the following comments I would like to include in the public record regarding the South Bridge Connector Project Tier 1 EIS.

In Section 3.3.2 Residential Impacts it states that the proposed improvements for the Corridor Alternative 2 without C-D Road System Option "are not anticipated to bisect any neighborhoods." As a resident of the Old Plank Estates subdivision I can attest to the popularity of Old Plank Road as a walking route among residents living both north and south of Rockland Road from end to end. Old Plank Road currently is designated as a Rustic Road and this designation also brings a number of visitors on casual rides in cars, motorcycles and bicycles through the neighborhood. In the event that this alternative is chosen, design of the Old Plank - Rockland Road intersection I would like to see the unique character of Old Plank Road preserved to the greatest extent possible.

As suggested Section 3.5.3 Tier 2 Analysis I would strongly advocate for a grade-separated crossing at the Fox River Trail regardless of which alternative is chosen. At the very least traffic volume projections and their impact on trail users should be at the forefront for analysis. If a grade-level crossing is considered, a signal system that trail users can activate, much like the one that was recently installed on Riverside Drive (HWY 57) in Allouez should be part of the design.

Appendix G of the Tier 1 document should be updated in the Tier 2 Analysis to include approximate costs and detail on sources (local, county, state, federal, etc.) of funding in addition to a breakdown of the phases of construction, and approximate duration of each phase. Taxpayers need to start understanding the impact that this project will have on budgets at the local, county and state level.

Respectfully,

Robert DeAmico
233 Cornellius Martin Court
De Pere WI 54115

Written Testimony Form

South Bridge Connector (County EB/F in the Town of Lawrence and County GV/X in the Town of Ledgeview)
Public Hearing
Tuesday, July 7, 2020, 6:00 p.m. to 8:00 p.m. (Virtual Hearing)
Wednesday, July 8, 2020, 3:00 p.m. to 8:00 p.m. (Brown County Fairgrounds)

Please place this form in the box on the sign-in table or mail or e-mail by August 3, 2020

Name (please print): Debres S Wiese Date: 7/21/2020
Address: 1499 Fox River Dr Depere
Phone Number (optional): 920/609-2759 E-mail Address (optional): wiese6@aol.com

Testimony (use additional pages if necessary):

I travel the Claude Allouez bridge every day to work. there are numerous times I have waited to go over the bridge while stopping on top of the viaduct, to put the new bridge less than 2 miles south of this makes no sense to me, at least move it another mile to the corridor Alternate 2. I do not feel this would do much of anything for the congestion and that's what we are trying to accomplish. I also feel option 2 is less destructive to the city as a whole, keep it out of town as long as there still is an out of town in that area. Alternate 1 is cutting so close to a church and a school, a special needs school for that fact, just seems to be asking for trouble. Also how much wider can the make Hwy X with Belmark being right there and they do not seem to be slowing down on growth, more buildings, more employees, more traffic.

So if I may cast my vote - I vote Corridor Alternate 2 - Rockland Road

Thank you Debres Wiese

SOUTH BRIDGE CONNECTOR

From: Runge, Cole M.
To: Jay Welty
Cc: Rehberg, Kelly/MKE; Webb, Charlie/MKE; Kathy Welty
Subject: [EXTERNAL] RE: Noise Control
Date: Monday, July 27, 2020 10:51:01 AM

Good Morning,

Thanks for your response, and I understand your desire for definite answers at this point. However, my experience has taught me that every project is unique and that we need to carefully study the details of each project so we can provide people accurate information and select the most effective mitigation measures.

The South Bridge Connector Project's current schedule has the Tier 2 environmental study beginning in 2022 for this section of the project, and it's the Tier 2 study that will provide the answers to your questions.

Thanks again.

Cole

Cole Runge
Planning Director/MPO Director
Brown County Planning & Land Services/Green Bay MPO
305 E. Walnut Street Room 320
PO Box 23600
Green Bay, WI 54305-3600
Phone: (920) 448-6480
Fax: (920) 448-4487
Web: www.browncountywi.gov/planning

From: Jay Welty <jwelty@ameritech.net>
Sent: Saturday, July 25, 2020 8:35 AM
To: Runge, Cole M. <Cole.Runge@browncountywi.gov>
Cc: Rehberg, Kelly/MKE <Kelly.Rehberg@jacobs.com>; Webb, Charlie/MKE <Charlie.Webb@jacobs.com>; Kathy Welty <kwelty@ameritech.net>
Subject: Re: Noise Control

Thank you Mr. Cole.

I'm assuming this isn't your first road/bridge project. How would you answer those questions based on you past experiences and expertise? Like the County/City I'd like some time to plan and prepare.

Best Regards,

Jay Welty

Sent from my iPhone

On Jul 24, 2020, at 1:18 PM, Runge, Cole M. <Cole.Runge@browncountywi.gov> wrote:

Good Afternoon,

Thank you for your questions about the South Bridge Connector project. Answers to the questions from both of your email messages are in red below.

Cole

Cole Runge
Planning Director/MPO Director
Brown County Planning & Land Services/Green Bay MPO
305 E. Walnut Street Room 320
PO Box 23600
Green Bay, WI 54305-3600
Phone: (920) 448-6480
Fax: (920) 448-4487
Web: www.browncountywi.gov/planning

-----Original Message-----
From: Jay Welty <jwelty@ameritech.net>
Sent: Thursday, July 23, 2020 6:00 PM
To: BC.PALS.South.Bridge.Connector
<BC.PALS.South.Bridge.Connector@browncountywi.gov>
Subject: Noise Control

Hello,

I'm inquiring about what plans will be in place for home owners who have back yards that backup to South Bridge Rd.

Jay Welty
2225 Rygar Ct.
De Pere, WI 54115
Representing myself and neighbors in the cul de sac.

There is an earth berm from Lawrence running East along South Bridge Rd which stops as it reaches the first property on Rygar Ct.

What plans are in place to reduce noise? As the area is already very noisy with Business Park truck traffic.

Answer: Since this is a Tier 1 environmental study, noise modeling did not occur. Instead, noise-sensitive receptors near the corridor alternatives were identified to compare the magnitude of potential noise impacts.

Because noise modeling did not occur, specific noise abatement measures

were not evaluated. However, noise modeling will occur and noise abatement measures will be evaluated during the Tier 2 environmental study, which is currently expected to begin in 2022 for the road segment near your cul-de-sac.

Best Regards,
Jay Welty

Hello Again,

Jay Welty
2225 Rygar Ct.
De Pere, WI

My entire property is in the 500 ft corridor. What does that mean? Also it appears that I'll be losing most of my back yard. Does the light blue line represent where road ends or where sidewalk ends? I'm all for the greater good but what's in it for me?

Answer: The 500-foot corridor is the area within which the future road is expected to be built, and the narrower corridor shown on the maps (which is about 125-150 feet wide) is the working alignment. The working alignment was used for the Tier 1 environmental study to estimate representative physical impacts that could happen if the road is built within a selected corridor.

When the Tier 2 environmental study occurs for the road segment near your cul-de-sac, the specific road alignment that is identified will be somewhere within this 500-foot corridor. The corridor is this wide to allow the road to avoid or minimize impacts on homes, waterways, and other sensitive features. The diagram below illustrates how this works:

<image003.png>

Best Regards,

Jay Welty

From: Andrew Seibel <aseibel@edgeconsult.com>
Sent: Monday, July 27, 2020 8:19 AM
To: BC.PALS.South.Bridge.Connector <BC.PALS.South.Bridge.Connector@browncountywi.gov>
Subject: South Bridge comment

Mr. Runge,

I would like to state my support for the Southern Bridge. It is needed as an alternate corridor for truck traffic to get across the river without driving through the center of De Pere.

Thanks,
Andy Seibel

From: Runge, Cole M. <Cole.Runge@browncountywi.gov>
Sent: Tuesday, July 28, 2020 3:50 PM
To: Rehberg, Kelly/MKE
Cc: Webb, Charlie/MKE
Subject: [EXTERNAL] SBC Comment Received by Phone

Hi Kelly,

I received a brief SBC comment over the phone this afternoon from Larry Carter in De Pere. He stated that:

- He prefers Alternative 2.
- It would not make sense to choose Alternative 1 because millions of dollars would have to be spent to purchase properties for the project.

Thanks.

Cole

Cole Runge
Planning Director/MPO Director
Brown County Planning & Land Services/Green Bay MPO
305 E. Walnut Street Room 320
PO Box 23600
Green Bay, WI 54305-3600
Phone: (920) 448-6480
Fax: (920) 448-4487
Web: www.browncountywi.gov/planning

I am concerned that noone is looking at the environmental and economic impact of the well/pump station located at the intersection of Lost Dauphin/Red Maple. It is a private facility installed in approx. 1999 and has never been put into service. There is significant underground infrastructure for it which needs to be reviewed and addressed as part of the bridge evaluation.

Linda Maleport
1220 Red Maple Rd.
De Pere, WI 54115
(920) 339-8407

August 1, 2020

Mariynn R Quirk
2479 Heritage Road
De Pere, WI 54115
920-362-5746

Dear Sirs,
I am writing this testimony in regard to the South Bridge Connection. I have lived near the corner of Cty GV and Cty X (second house going west on Cty X) for 30 years. I have watched the GREAT increase of traffic in these years due to the development in the town of Ledgeview including more businesses coming into the area.

Two weeks ago, I tabulated the amount of ONLY truck traffic for a 20 minute time period from 10:00 to 10:20 on a Tuesday morning. There were 48 gravel trucks, 8 WEL(Wisconsin Express Line) semi's truck-trailers, 4 waste management trucks, 1 straight truck, 3 panel trucks and 22 pick trucks(not SUV's). The truck traffic alone is unbelievable!! Some days it takes me 10 minutes to pull out of my drive-way.

This huge amount of traffic needs to be taken farther south of the city of De Pere and town of Ledgeview. It does not make sense to have that amount of traffic flowing past an elementary school, 2 daycares, a fire station, a church, a veterinary office, and nursing care facilities. And this is just between the corner of Hwy GV and Hwy PP! The safety of our children should be a concern.

As we look at the future, the amount of traffic is only going to increase. I realize that part of the road bed is there if it would be decided to build the connection on Hwy X, but I don't think that would be a wise decision for all involved. Once again, that large traffic flow needs to be done as a "By-Pass" and taken away from a populated area to meet up with Interstate Hwy 41.

There are many other reasons for making the “South Bridge Connector” but these are my main concerns as a homeowner in the Town of Ledgeview.

Thank you for the many years of planning this project has required and for taking the time to read my thoughts on this matter.

Sincerely,
Marilynn R Quirk
marilynn.quirk@gmail.com

Written Testimony Form

South Bridge Connector (County EB/F in the Town of Lawrence and County GV/X in the Town of Ledgeview)
Public Hearing
Tuesday, July 7, 2020, 6:00 p.m. to 8:00 p.m. (Virtual Hearing)
Wednesday, July 8, 2020, 3:00 p.m. to 8:00 p.m. (Brown County Fairgrounds)

Please place this form in the box on the sign-in table or mail or e-mail by August 3, 2020

Name (please print): Maxwell Cordry Date: 7-3-20

Address: 639 Grant st.

Phone Number (optional): _____ E-mail Address (optional): _____

Testimony (use additional pages if necessary):

I write in today with concerns on the upcoming re-allignment of French rd. to Southbridge. The enviornmental hazards alone are enough to draw my attention being the road is placed over the ashwaubenon creek and a holding pond. The piece of property the main road goes through has so much potential for progressive development for the city of De Pere to benefit from and this road seem like an awfully big waste of time, resourses, property, and enviormentall solidarity. Thank you for reading over this comment and hopefully my point of view brings light to a new perspective for the planners.

Written Testimony Form

South Bridge Connector (County EB/F in the Town of Lawrence and County GV/X in the Town of Ledgeview)
Public Hearing
Tuesday, July 7, 2020, 6:00 p.m. to 8:00 p.m. (Virtual Hearing)
Wednesday, July 8, 2020, 3:00 p.m. to 8:00 p.m. (Brown County Fairgrounds)

Please place this form in the box on the sign-in table or mail or e-mail by August 3, 2020

Name (please print): Tom Koehler Date: 8-3-20
Address: 1985 French RD. De Pere WI 54115
Phone Number (optional): _____ E-mail Address (optional): _____

Testimony (use additional pages if necessary):

I am concerned of what we are doing to nature. With a road into the flood plain of the Ashwaubenon creek the wildlife will be disturbed. There is a bridge on South Bridge and Creamy Road, enough bridges for the animals. I think a road more to the north on property line makes more sense.

SOUTH BRIDGE CONNECTOR

Written Testimony Form

South Bridge Connector (County EB/F in the Town of Lawrence and County GV/X in the Town of Ledgeview)
Public Hearing
Tuesday, July 7, 2020, 6:00 p.m. to 8:00 p.m. (Virtual Hearing)
Wednesday, July 8, 2020, 3:00 p.m. to 8:00 p.m. (Brown County Fairgrounds)

Please place this form in the box on the sign-in table or mail or e-mail by August 3, 2020

Name (please print): John Cordry Date: Aug 1 2020
Address: 1985 French Rd. Depere Wi. 54115
Phone Number (optional): 3365633 E-mail Address (optional):

Testimony (use additional pages if necessary):

When I saw THE Plan for the French Rd. re-Alignment To south Bridge I became concerned!

① THE Inability to develop parcel WD-L437-11 and WD-L437-10 to its full potential, for owner and the local Tax base. I never expected any planner To run a road into a environmently sensitive area.

② Running French Rd. into The Ashwaubenon creek flood plain over the creek Twice, over the flood plain on other side of South Bridge and a Holding pond. These Plans take very little sympathy towards conservation practices or the Wildlife in the corridor for that matter!

Keep French Rd North of WD-L437-10 and 11 and out of THE Ashwaubenon Creek Basin.

Thank You
John Cordry

SOUTH BRIDGE CONNECTOR

From: whitedogs2x2@gmail.com
To: BC.PALS.South.Bridge.Connector
Subject: Southern Bypass Feedback
Date: Monday, August 3, 2020 7:38:42 PM

Hello,

As homeowners at 2170 Swanstone Cirlce, we'd like to express our concern with the Southern Bypass option being placed on Hwy X/Heritage Road. The area is a highly populated and we feel it would not be in the best for anyone for the bypass to be placed on Hwy X/Heritage road. We support the Rockland Road/Red Maple option.

Bill and Julie Cherveny
2170 Swanstone Circle
DePere, WI 54115
920.983.8628

From: kjofoster53
To: BC.PALS.South.Bridge.Connector
Subject: Southern Bypass
Date: Monday, August 3, 2020 8:54:07 PM

We live at 2161 Swanstone Circle and are concerned with the Southern Bypass option being placed on Hwy X/Heritage Road. This is a highly populated area and we feel the better option would be the Rockland Road/Red Maple option.

Karen and Gus Hanold
2161 Swanstone Circle
DePere, WI 54115
920-713-4000

From: Janet Kubsh
To: BC.PALS.South.Bridge.Connector
Subject: Southern Bypass Feedback
Date: Monday, August 3, 2020 8:01:29 PM

Hello,
As a homeowner at 2171 Swanstone Circle, I would like to express my concern with the Southern Bypass option being placed on Hwy X/Heritage Road. The area is highly populated and I feel it would not be in the best for anyone for the bypass to be placed on Hwy X/Heritage Road. I support the Rockland Road/Red Maple option.

Janet Kubsh
2171 Swanstone Cir
De Pere, WI 54115
920-562-7322

From: Lori Nelson
To: BC.PALS.South.Bridge.Connector
Subject: Southern Bypass-Feedback
Date: Monday, August 3, 2020 11:42:36 PM

Hello

We are homeowners at 2164 Swanstone Circle, we are concerned with the Southern Bypass option being on Hwy X. This area is highly populated and with schools in session it makes it even more populated. We do not feel this option is the best. We do support the Rockland Road option.

Thank you,
Paul and Lori Nelson
2164 Swanstone Cr
Depere, WI 54115
920-639-2917

From: Andrew Parks
To: BC.PALS.South.Bridge.Connector
Subject: Southern bypass feedback
Date: Monday, August 3, 2020 11:32:23 PM

We are homeowners at 2158 Swanstone Circle; the back of our house faces Heritage Road. We feel that the Heritage Road option for the Southern Bypass is not wise because it is rapidly changing from rural to urban/residential. We would support the Rockland Road option instead. Thank you.

Andrew and Sarah Parks
2158 Swanstone Cir,
De Pere, WI 54115
715.426.1104

From: Michael Patton <donotreply@dmistudios.com>
Sent: Thursday, August 6, 2020 10:21 AM
To: BC_Planning_and_Land_Services <BC_Planning_and_Land_Services@browncountywi.gov>
Subject: Brown County - - Contact Us

Email Address: mpatton54115@gmail.com

First Name: Michael

Last Name: Patton

Address: 2176 Swanstone Circle

City: De Pere

State: Wisconsin

Zip Code: 54115-8274

Phone Number: 9203363947

Fax Number:

Comments/Questions: We are current residents in the Town of Ledgeview on Swanstone Circle for 20 years. Our back lot line is on Cty X, a proposed site of the new bridge. We were unable to contact you prior to this time due to a family member needing surgery. It is very important that you are aware of all the pedestrians crossing Cty X between our home and Swan Rd for exercise to walk in this beautiful neighborhood especially from the condo area across X from our home. Therefore we are strongly NOT in favor of this proposed area for the bridge but rather the Rockland Rd site that has far less pedestrian traffic. Thank you for accepting this important information. Sincerely, Kay & Mike Patton