PUBLIC HEARING

JULY 7 AND 8, 2020
Purpose of a Public Hearing

The purpose of this public hearing is to provide information and receive comments on the South Bridge Connector Tier 1 Draft Environmental Impact Statement prepared by Brown County, WisDOT, and FHWA.

A public hearing is a more formal event than a public involvement meeting and is required by law. All public testimony is recorded by a court reporter and entered into the record.

The Tier 1 Draft EIS was signed on June 12, 2020 and a Notice of Availability was published in the Federal Register on June 19, 2020.
Presentation Outline

• Project Background
• Preferred Alternative
• Public Hearing Process
• Next steps
Project Background
FHWA recommended that the study transition to a Tier 1 EIS since funding is not immediately available for the entire project.
This Tier 1 EIS is a broad-scale document that:

- Analyzes broad corridors and conceptual transportation improvements rather than detailed alignments
- Provides an indication of potential impacts that may be associated with the proposed alternatives
- Relies on previous research and public records (minimal additional field work or data collection required)
- Does not directly result in construction (Tier 2 required before construction)

The Tier 1 EIS utilizes much of the work completed by Brown County during the development of the Draft EIS between 2008 – 2012.
Purpose and Need

The purpose of the project is to address 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
  ➢ Claude Allouez Bridge and WIS 172 bridges would operate at level of service E in 2045 w/o new crossing

• Accommodate existing and planned land use and future travel demand generated by planned development
  ➢ Dramatic growth in southern Brown County

• Reduce travel time by improving east-west connectivity
  ➢ Congestion on Claude Allouez Bridge slows emergency response times

• Address higher-than-average crash rates and safety issues near Claude Allouez Bridge and WIS 172
  ➢ Main Avenue in De Pere and WIS 172 have above-average crash rates due to congestion
Alternatives Analysis

Three step process:

Step 1—Develop and Screen Alternatives

Step 2—Evaluate Alternative Routes

Step 3—Refine Corridor Alternatives

Public, tribal, local official, and regulatory agency input were considered in the process
Range of Alternatives
Preferred
Alternative
Preferred Alternative

Corridor Alternative 2: Rockland Road-Red Maple Road Arterial with I-41 Interchange*

Corridor Alternative 2 was identified as the preferred alternative because it provides 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.

- Travel Time
- Congestion (esp. at Scheuring Rd interchange)
- Safety

- Land Use Compatibility
- Socioeconomic Impacts
- Natural Environmental Impacts

*With or without Collector-Distributor roads between new interchange and Scheuring Rd.
## Estimated Key Impacts

<table>
<thead>
<tr>
<th>Resource</th>
<th>Corridor Alternative 1</th>
<th>Corridor Alternative 2 Without C-D Option</th>
<th>Corridor Alternative 2 With C-D Option</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Property acquisition</td>
<td>45-75</td>
<td>16-25</td>
<td>16-25</td>
</tr>
<tr>
<td>Residential Relocations</td>
<td>4-6</td>
<td>10-16</td>
<td>10-16</td>
</tr>
<tr>
<td>Agricultural Land (acres)</td>
<td>13-23</td>
<td>47-78</td>
<td>47-78</td>
</tr>
<tr>
<td>Cultural Resources (archaeological/historic)</td>
<td>2 / 0</td>
<td>5 / 1</td>
<td>5 / 1</td>
</tr>
<tr>
<td>Parks (number/acres)</td>
<td>1 / 0.2-0.3</td>
<td>2 / 0.9-1.5</td>
<td>2 / 4.9-9.5</td>
</tr>
<tr>
<td>Sensitive Noise Receptors</td>
<td>300</td>
<td>250</td>
<td>250</td>
</tr>
<tr>
<td>Total Stream Crossings (Existing/New)</td>
<td>6 (5/1)</td>
<td>8 (3/5)</td>
<td>10 (5/5)</td>
</tr>
<tr>
<td>Wetland Impacts (number/acres)</td>
<td>18 / 5-8</td>
<td>24 / 12-20</td>
<td>25 / 13-21</td>
</tr>
<tr>
<td>Floodplain Crossings</td>
<td>4</td>
<td>3</td>
<td>5</td>
</tr>
<tr>
<td>Protected Species</td>
<td>One federally listed species, the northern long-eared bat, may be affected. Two state-listed threatened species (wood turtle, snow trillium) may be affected. One state-listed special concern species (lake sturgeon) may be affected during construction</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Traffic Volumes

Traffic volumes are average daily traffic expressed in vehicles per day in 2045.
Public Hearing Process
The hearing handout provides a complete project statement and additional details on:

- Project background
- Purpose and need for the project
- Alternatives
- Impacts of alternatives
- Exhibits on display

The Project Statement was read into the record and transcribed by the court reporter prior to the beginning of public hearing.
Providing Testimony

Public verbal testimony
• Make a statement which will be heard by the public and recorded by a court reporter
• You may choose to speak yourself or have your statement read aloud
• Name and affiliation will be announced

Private verbal testimony:
• Make a statement privately to a court reporter rather than heard by the public

Written testimony:
• May be used in addition to, or in place of, verbal testimony.
• Complete the comment form at the end of the hearing packet, write letters using your own stationery, or submit via email
Comment Period

- Additional verbal and written comments on the Tier 1 Draft Environmental Impact Statement (EIS) will be accepted if received or postmarked by **August 3, 2020**.
- Comments can be sent to:

  Cole Runge  
  Brown County Planning Commission  
  PO Box 23600  
  Green Bay, WI 54305-3600  
  (920) 448-6480  
  South.bridge.connector@browncountywi.gov
Next Steps
Next Steps

• August 3, 2020 – End of Comment Period
• October 2020 – Anticipated signature of Tier 1 Final EIS and Record of Decision
• Tier 2 studies can begin following completion of Tier 1 Final EIS and Record of Decision
  • If the Tier 1 Final EIS and Record of Decision select a corridor alternative, WisDOT’s I-41 study could serve as the Tier 2 study for South Bridge Connector-related improvements needed at I-41 (a new interchange, for instance).
• Other sections can move into Tier 2 studies as the Lead Agencies identify funding