Project History and Proposed Tier 1 EIS Timeline

Project History

1968
South Bridge concept first included in Brown County Plan

1996
Brown County Plan recommends general Southern Bridge corridor location

1996
Brown County Plan

Proposed Tier 1 Environmental Impact Statement (EIS) Timeline

Dec 2019
Publication of Notice of Intent
Resume Environmental Impact Statement as a Tier 1 document

June 2020
Completion of the Tier 1 Draft EIS

Oct 2020
Completion of Tier 1 Final Environmental Impact Statement and Record of Decision

Mar 2020
Public Involvement materials made available to the public
Provide input on corridor alternatives retained for detailed study

July 2020
Public Hearing
Provide general input on impacts and preferred alternative

Late 2021
WisDOT I-41 Environmental Document complete
This may serve as the Tier 2 document for the new South Bridge Connector interchange with I-41 (if a new interchange is part of the preferred alternative)
Purpose of the Project

The purpose of the 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.

Need for the Project

- To address congestion in the vicinity of the existing Fox River bridges
- To accommodate existing and planned land use and future travel demand generated by planned development
- To reduce travel time by improving east-west connectivity
- To address higher-than-average crash rates and safety issues in the vicinity of the existing Fox River bridges
Environmental Process Overview

Agency Coordination Plan

Impact Analysis Methodology

Tier 1 Draft Environmental Impact Statement
- Available for Public Review and Comment
- Public Hearing

June/July 2020

Tier 1 Final Environmental Impact Statement and Record of Decision

Late 2020

Tier 2 Environmental and Design Studies
Existing and Future Traffic Volumes and Future Level of Service under No Build

**Legend**
- LOS: Level of Service
- Lake, Pond, or River
- River or Stream
- Interstate/Highway
- Major Road
- Minor Road
- Multi-Use Trail
- Railroad

**Levels of Service (LOS)**

- **A**
- **B**
- **C**
- **D**
- **E**
- **F**

*The 2018 traffic count was impacted due to construction at Main Avenue just east of I-41; therefore, 2015 traffic count is used for existing traffic volumes.*

Legend
- Lake, Pond, or River
- River or Stream
- Interstate/Highway
- Major Road
- Minor Road
- Multi-Use Trail
- Railroad
- Crash rate exceeds statewide average crash rate

Note: Crash rates are measured per 100 million vehicle miles traveled

- WIS 172, I-41 to Ashland Avenue
  - Eastbound: 73.06
  - Westbound: 76.48

- WIS 172, Ashland Avenue to Webster Avenue
  - Eastbound: 64.56
  - Westbound: 76.82

- WIS 172, Webster Avenue to Monroe Road
  - Eastbound: 63.45
  - Westbound: 86.92

- Claude Allouez Bridge, Eastbound/westbound: 45.62

- Reid Street, Main Avenue to 3rd Street
  - Eastbound: 614.11

- Scheuring Road, Lawrence Drive to Matthew Drive
  - Eastbound/westbound: 122.94

- Scheuring Road, Matthew Drive to County D
  - Eastbound/westbound: 206.55

- Broadway Street, Heritage Road to Greenleaf Road
  - Northbound/southbound: 158.38

- Broadway Street, Greenleaf Road to Main Avenue
  - Northbound/southbound: 507.01

- Main Avenue, Lawrence Drive to 6th Street
  - Eastbound/westbound: 670.74
Alternatives Screening Process: Step 1

Initial Range of Alternatives Considered

No Build

Build

- Improve Existing Roads
  - Scheuring-Heritage Rd
  - Rockland-Red Maple Rd
  - Rockland-Red Maple-WIS 172
  - Rockland-Red Maple-American-Scheuring
  - Creekview Road-Rockland-Red Maple
  - I-41-Midway-WIS 172
  - Freedom-Midway-WIS 172
  - Williams Grant-WIS 57
  - Freedom-County ZZ-County MM
  - Freedom-County ZZ-WIS 96
  - I-41 to I-43

Transportation System Management (As stand alone alternative)

Transportation Demand Management (As stand alone alternative)

Carried Forward ✔️
Eliminated ✗

Alternatives Remaining after Screening Step 1

- ✔️
- ✗
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Step 1 Evaluation Criteria (Project Needs)

- Address congestion
- Accommodate land use and future level demand
- Reduce travel time
- Address safety issues near Fox River bridges

Legend:
- Alternative Routes Considered
- Reconstructed in 2012-2014
- Included in Routes 1, 2, and 4
- Prior to 2014 Reconstructed
- Lake, Pond, or River
- River or Stream
- Interstate Highway
- Major Road
- Minor Road
- Multi-Use Trail
- Roadbed
Alternatives Screening Process: Step 2

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**Step 2 Evaluation Criteria**

**Project Objective**
- Improve to a peak hour level of service D or greater
- Address travel demand with methods that complement planned land use?
- Upgrade transportation linkages to efficiently move people and goods
- Maximize mobility, multimodal accessibility, and capacity
- Maximize safety
- Consider approved county and local plans and studies
- Minimize impacts resulting from congestion and to environmentally sensitive area
- Link transportation systems and communities in southern metro area

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### Initial Range of Alternatives Considered

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<th>Creekview Road-Rockland-Red Maple</th>
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<th>Freedom-Midway-WIS 172</th>
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### Corridor Alternatives Remaining after Screening Step 2

- ✓
- (with and without I-41 Interchange)
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Legend
- Alternatives Ranges Remaining After Step 2 Screening
- Initial Range of Alternatives Considered
- Alternatives Remaining after Screening Step 1

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Carried Forward  Eliminated
### Alternatives Screening Process: Step 3

**Corridor Alternatives Remaining after Screening Step 3**

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### Step 3 Evaluation Criteria

- Is it consistent with local and county plan updates?
- Does the route contribute to problems on nearby existing roads and interchanges?
- What is the extent of land acquisition needed?
- Does the route minimize effects on environmentally sensitive areas?

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<th>Initial Range of Alternatives Considered</th>
<th>Alternatives Remaining after Screening Step 1</th>
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**Legend**

- Red Corridor Alternative 1
- Blue Corridor Alternative 2
- Green Corridor Alternative 3 (with I-41 Interchange)
- Black Eliminated

- Lake, Pond, or River
- Interstates/Hwys
- Major Road
- Minor Road
- Multi-Lane Trail
- Railroad
For a tiered EIS, a range of alternative corridors, rather than specific road alignments, is identified and evaluated at the Tier 1 stage. The corridors cover a wider area in which the roadway (alignment) could lie and provide flexibility in positioning a roadway and evaluating potential impacts prior to conducting detailed engineering during Tier 2 studies.

The working alignment is a conceptual roadway alignment inside each Corridor Alternative, used to estimate representative physical impacts that could occur if the South Bridge Connector is constructed within a selected corridor. The working alignment is 125 to 150 feet wide based on the anticipated roadway cross-section (note that this is conceptual and subject to change based on Tier 2 analysis). In some places, the working alignment is wider (e.g., at intersections) to account for the larger footprint of the anticipated transportation facility in these locations.

During the Tier 2 phase, the project team will assess options to refine the roadway alignment within the selected corridor to balance meeting the project purpose and need with avoiding and minimizing impacts to the extent practicable. As a result, the refined alignments evaluated in Tier 2 may differ from the working alignments evaluated in the Tier 1 EIS due to the development of more detailed design and impact information.

For this project, the corridor widths are 500 feet wide, although they have been widened at locations like the I-41 interchange. This width was determined to be appropriate based on resources in the area combined with the planned roadway cross-section (generally 2 lanes in each direction with turn lanes). This width also allows enough area for engineering design flexibility during subsequent Tier 2 studies.
Corridor Alternatives with Traffic Volumes

Traffic volumes are average daily traffic expressed in vehicles per day in 2045.
<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>
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<tbody>
<tr>
<td>Residential Property Acquisition</td>
<td>45-75</td>
<td>16-25</td>
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<td>Residential Relocations</td>
<td>4-8</td>
<td>10-16</td>
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<td>Agricultural Land (acres)</td>
<td>13-23</td>
<td>47-78</td>
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<td>Cultural Resources (archaeological/historic)</td>
<td>2 / 0</td>
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<td>Parks (number/acres)</td>
<td>1 / 0.2-0.3</td>
<td>2 / 0.9-1.5</td>
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<td>Sensitive Noise Receptors</td>
<td>300</td>
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<td>Total Stream Crossings (Existing/New)</td>
<td>6 (5/1)</td>
<td>8 (3/5)</td>
<td>10 (5/5)</td>
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<td>Wetland Impacts (number/acres)</td>
<td>18 / 5-8</td>
<td>24 / 12-20</td>
<td>25 / 13-21</td>
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<tr>
<td>Floodplain Crossings</td>
<td>4</td>
<td>3</td>
<td>5</td>
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</table>
| Protected Species                   | • 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. |
Potential Agricultural Impacts
Corridor Alternative 2: Rockland Road-Red Maple Road Arterial with I-41 Interchange

The Lead Agencies identified Corridor Alternative 2 as their 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.

Advantages of Corridor Alternative 2 over Corridor Alternative 1:

Travel Time – Results in fewer vehicle hours of travel.

Congestion – Operates at an acceptable level of service and would alleviate the need to reconstruct the County F Interchange with I-41, although capacity improvements will be needed.

Safety – Has the ability to provide safer travel due to fewer existing access points and the ability to implement stronger access control.

Land Use Compatibility – More compatible with existing and planned land use and greater local government support.

Socioeconomic Impacts – Potential for more residential relocations but impacts fewer properties and could introduce less disruption to surrounding land uses.

Natural Environmental Impacts – Potential to have greater impacts; however, greater chance for avoidance and minimization due to less developed nature of the corridor.
The decision on cross sections will be evaluated and finalized during Tier 2 analyses.
The schedule depends on availability of funds. This is an example schedule. Time frames associated with with each item will vary based on selected alternative. Assumes that the interchange portion of CTH EB/F - GV/X - Lawrence Drive section is eligible for the Major Highway Development Program as part of the I-41 Project.

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<th>2019</th>
<th>2020</th>
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