

# HANDOUT PACKET



**CONNECTING  
WISCONSIN**

**PUBLIC HEARING  
FOR  
DRAFT ENVIRONMENTAL IMPACT STATEMENT**

**US 41  
(Memorial Drive to County M)  
Brown County  
Project I.D. 1133-10-01**

**Bay View Middle School  
Village of Howard  
March 2, 2011 *from 5 p.m. to 8 p.m.***



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## Welcome

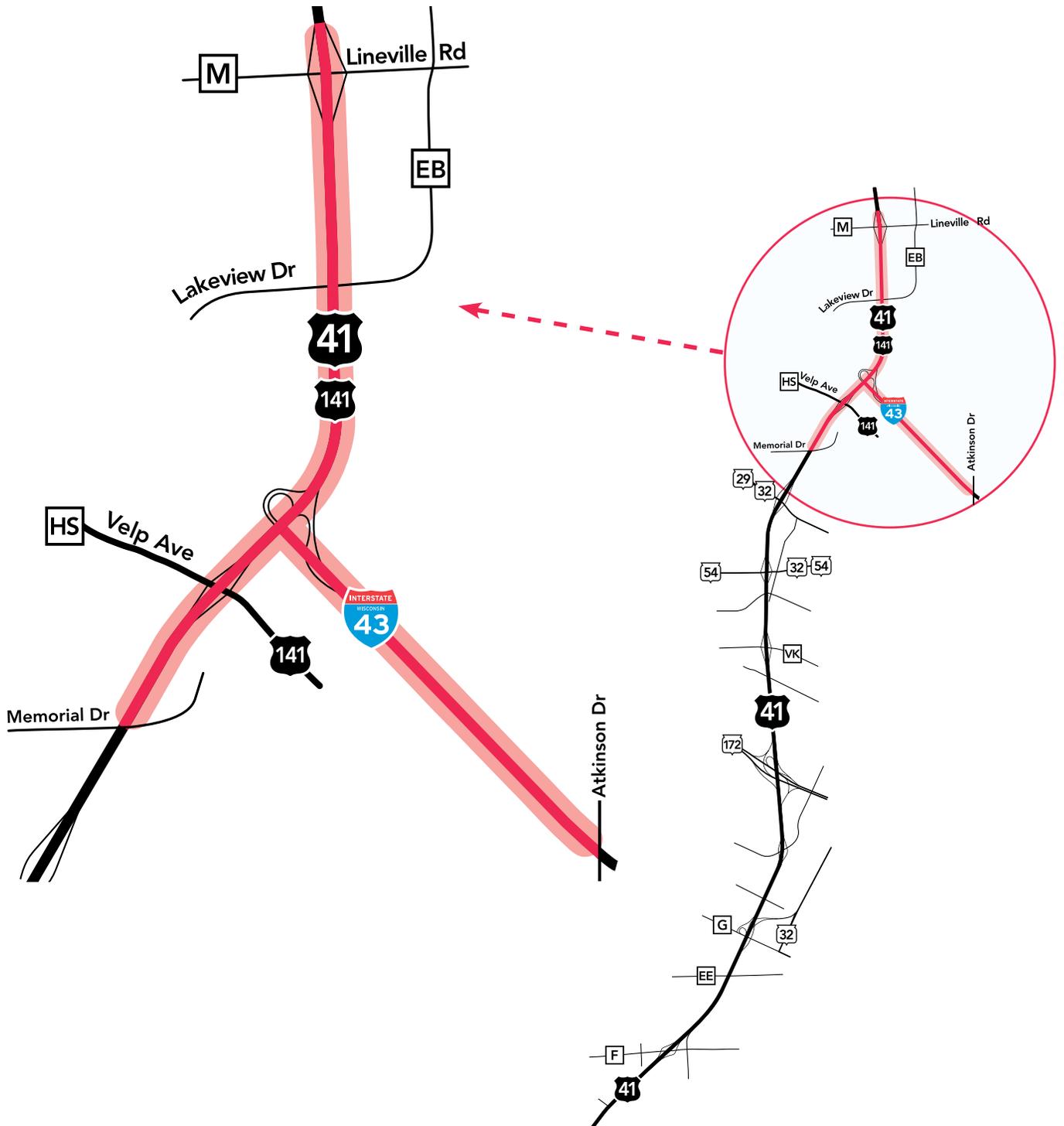
Thank you for attending today’s public hearing on the US 41 Memorial Drive to County M project. The public hearing is part of the process for involving citizens in transportation decisions and provides an opportunity to participate in choosing the recommended course of action for this project. See page 3 for more information on the purpose of this public hearing.

## Tonight’s Agenda

Time	Item
5:00 p.m.	Sign in, pick up handout, review exhibits, visit with WisDOT staff and ask questions about the proposed improvements
	<b>Important!</b> - Determine if you will be providing testimony. If so, determine which option and follow the instructions*.
	Availability of <b>Private verbal testimony*</b> and <b>Written testimony*</b> begins. Both options are available until end of the public hearing.
5:30 p.m.	WisDOT presentation in auditorium (project update and explanation of public hearing)
6:00 p.m.	<b>Public verbal testimony*</b> option begins in auditorium (upon completion of WisDOT presentation).
	Additional opportunity to review displays and have informal discussion with WisDOT staff (this will not be part of the public hearing record)
8:00 p.m.	End of Public Hearing
	<b>Written (mail in) testimony*</b> available until March 28, 2011.

**\*See page 4 for “Options and Instructions for Providing Testimony”**

Study Area Location map



## Purpose of Public Hearing

The main purpose of this public hearing is to obtain public opinion regarding the project aspects listed below so that this input can be considered along with all other judgments and opinions to be reviewed by WisDOT before further decisions are made on the proposed alternatives. Court reporters are available to take down all testimony which will be entered into the public hearing record along with other public hearing information and materials.

Today's public hearing will focus on the following project aspects of the US 41 Memorial Drive to County M project:

- The location and design features of the proposed improvements and alternatives being considered.
- The National and Wisconsin Environmental Policy Acts require public hearings on projects for which an Environmental Impact Statement (EIS) is being prepared. The EIS is the decision document for the proposed improvements. Copies of the EIS are available for review at today's hearing.
- Project activities that require authorization from the U.S. Army Corps of Engineers under the Clean Water Act for placing fill into waters of the U.S. including wetlands.

## Environmental Impact Statement (EIS) Process

The EIS process includes development of a range of design alternatives, evaluation and screening of the alternatives, and selection of a preferred alternative. Numerous factors are considered throughout the EIS process including safety, mobility, engineering design standards, impacts to the environment, cost, and input from the public and state and federal review agencies.

The US 41 Memorial Drive to County M project is currently at the Draft EIS (DEIS) stage. The DEIS documents the purpose and need for proposed improvements, alternatives considered, environmental impacts, and public involvement and agency coordination during development and refinement of the alternatives. The Final EIS identifies the selected alternative, reasons for its selection, and reports the results of the public hearing and comments on the DEIS.

## Information for the Public Hearing Record

In addition to the testimony provided at tonight's public hearing, all of the exhibits, handouts, audio/video presentations, and displays available for viewing at the hearing tonight will be included in the official public hearing record. Page 11 of this handout contains a complete listing of these materials. Other materials, along with written testimony received after the hearing, will be added to the official public hearing record provided they are received prior to the end of the environmental document availability period.

## Options and Instructions for Providing Testimony

There are several options for providing testimony as described below. Your testimony will be reviewed and considered by WisDOT and FHWA as part of the process for choosing the preferred alternative. **Testimony should be limited to tonight's public hearing aspects (see page 3), and statements or opinions about the project.** Provide comments on the alternative(s) you support or oppose and your reasons. Questions related to the project can be directed to WisDOT staff during informal discussions and will not be recorded by the court reporter or included in the public hearing record.



### Private verbal testimony

This option may be preferred if you wish to make your statement privately to the court reporter rather than in front of the audience. This option is available during the entire public hearing (5:00 p.m. to 8:00 p.m.), although you are also encouraged to attend WisDOT's project presentation from 5:30 p.m. to 6:00 p.m. Follow the signs or ask directions to the location for private testimony. Wait for an opening, state your name, address, and if applicable, the group, organization or business you are representing. Then give the court reporter your comments.



### Public verbal testimony

Following the WisDOT presentation (5:30 p.m. to 6:00 p.m.) in the auditorium, public verbal testimony will take place. Complete a "Registration Slip for Public Verbal Testimony" (included in this handout packet and on table in commons area). Give it to the WisDOT staff at the designated table anytime before, during, or immediately following the presentation. 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 if applicable, the group, organization or business you are representing. Please limit your testimony to approximately 3 minutes to allow time for others to provide testimony.



### Written testimony

You may provide written testimony in addition to, or in place of, verbal testimony. Complete the "Written Testimony Form" (included at the back of this handout packet and on table in commons area). You may also use your own stationery. Include your name, address, and if applicable the group, organization, or business you are representing. If you prepared written comments prior to the public hearing, you may also submit those. There are two options for submitting your written testimony as described below.



**Submit tonight:** Complete the written testimony form and place in comment box located on table in commons area.

**OR**



**Mail in:** You may prefer this option if you would like additional time to organize your thoughts/comments. The Written Testimony Form is pre-addressed and does not require postage. You may also send written comments via e-mail. See "WisDOT Contact Information" on page 12 of this handout. Mailed or e-mailed comments must be postmarked or received no later than March 28, 2011 to be included in the official public hearing record.

## Project Description

As part of the overall US 41 project in Brown County, WisDOT is planning to make improvements to the US 41 mainline between Memorial Drive and County M (approximately 3.5 miles), the interchanges in this project section, and the I-43 mainline between US 41 and Atkinson Drive (approximately 2 miles).

## Project Purpose and Need

The purpose of the project is to provide a safe and efficient transportation system that accommodates present and future traffic demand while minimizing impacts to the environment to the extent practicable. The need for the project is based on a combination of factors including system linkage and route importance, traffic demand and operations, highway deficiencies, and safety concerns.

US 41 is an important freeway that links to other major regional and national transportation systems. Future traffic volumes are expected to increase more than 50% by year 2035 and without roadway improvements, the freeway will be unable to safely and efficiently handle future traffic volumes at an acceptable level of service. Currently, US 41 crash rates from Memorial Drive to County M are among the highest in the US 41 Brown County corridor.

## Background on range of alternatives

March 2010	Agency scoping and public information meetings to gather input on range of Alternatives A,B,C,D,E
May 2010	Alternatives A and B eliminated from further study
June 2010	Design refinements (and associated changes to environmental impacts) to Alternatives C and D due to FHWA comments on compatibility with potential future conversion of US 41 to an interstate
August 2010	Public information meeting to present and gather input on refined Alternatives C, D, E
October 2010	Alternative C eliminated from further study
March 2011	Public hearing for DEIS - Alternatives D and E remaining for study

## Alternatives Description

The No Build Alternative (Alternative A) and four Build Alternatives (Alternatives B, C, D, and E) were considered in the EIS process.

The No Build alternative is not a viable course of action because it would not address mobility needs and safety concerns. This alternative serves as a baseline for comparison to the build alternatives.

## Common Design Features of Build Alternatives (Alternatives B, C, D, and E)

All of the Build Alternatives considered in the Draft EIS have the same project limits as detailed in the Project Description and have the following common design features:

- Widen the US 41 freeway mainline from 4 to 6 lanes and add auxiliary lanes at certain locations along northbound and southbound US 41 from Memorial Drive to County M
- Reconstruct the Velp Avenue interchange
- Reconstruct the County M interchange
- Improve the I-43 interchange (level and type of improvements vary among alternatives)
- Construct new bridges along US 41 mainline and crossing side roads
- Re-alignment of Beaver Dam Creek to accommodate re-design/construction of Velp Avenue interchange

### **Alternative B (US 41 expansion with minor improvements to I-43/US 41 interchange)** **ELIMINATED FROM FURTHER STUDY**

This alternative was eliminated because it would not address operational and safety issues resulting from the short weaving section along the US 41 mainline. Further, Alternative B would not be compatible with future conversion of US 41 to an interstate highway. See Draft EIS for more information.

### **Alternative C (US 41 expansion with C/D roadways between Velp Ave and I-43)** **ELIMINATED FROM FURTHER STUDY**

This alternative was eliminated because it would not provide any substantive traffic operations, safety or access benefits compared to Alternative D, and because it would have greater impacts to public use lands and higher quality wetlands. See Draft EIS for more information.

**Alternative D (US 41 expansion with C/D roadways between Velp Ave and I-43 with freeway split configuration)**

*RETAINED FOR FURTHER STUDY*



See page 7 for a full plan view of Alternative D

Key design features of Alternative D, in addition to the common design features listed previously, are summarized as follows:

- Expand US 41 on a revised alignment that would allow for a freeway split for southbound US 41 to southbound I-43 within the existing interchange footprint.
- Construct Collector-Distributor (C/D) roads on both sides of US 41 between Velp Avenue and I-43 to minimize traffic weaving movements on the US 41 mainline.
- Make minor improvements to existing indirect loop ramp geometry at the I-43/US 41 System Interchange to accommodate the wider US 41 mainline. Additional lighting along with enhanced signing and marking will be added to mitigate the tight loop ramps.
- Improve the semi-directional ramp from southbound US 41 to southbound I-43, and the directional ramp from northbound I-43 to northbound US 41, to a 70 mph design speed.
- Maintain access from Velp Avenue to I-43 via US 41 as it is today.

**Alternative E (US 41 expansion with Full Reconfiguration of I-43/US 41 Interchange)**

*RETAINED FOR FURTHER STUDY*



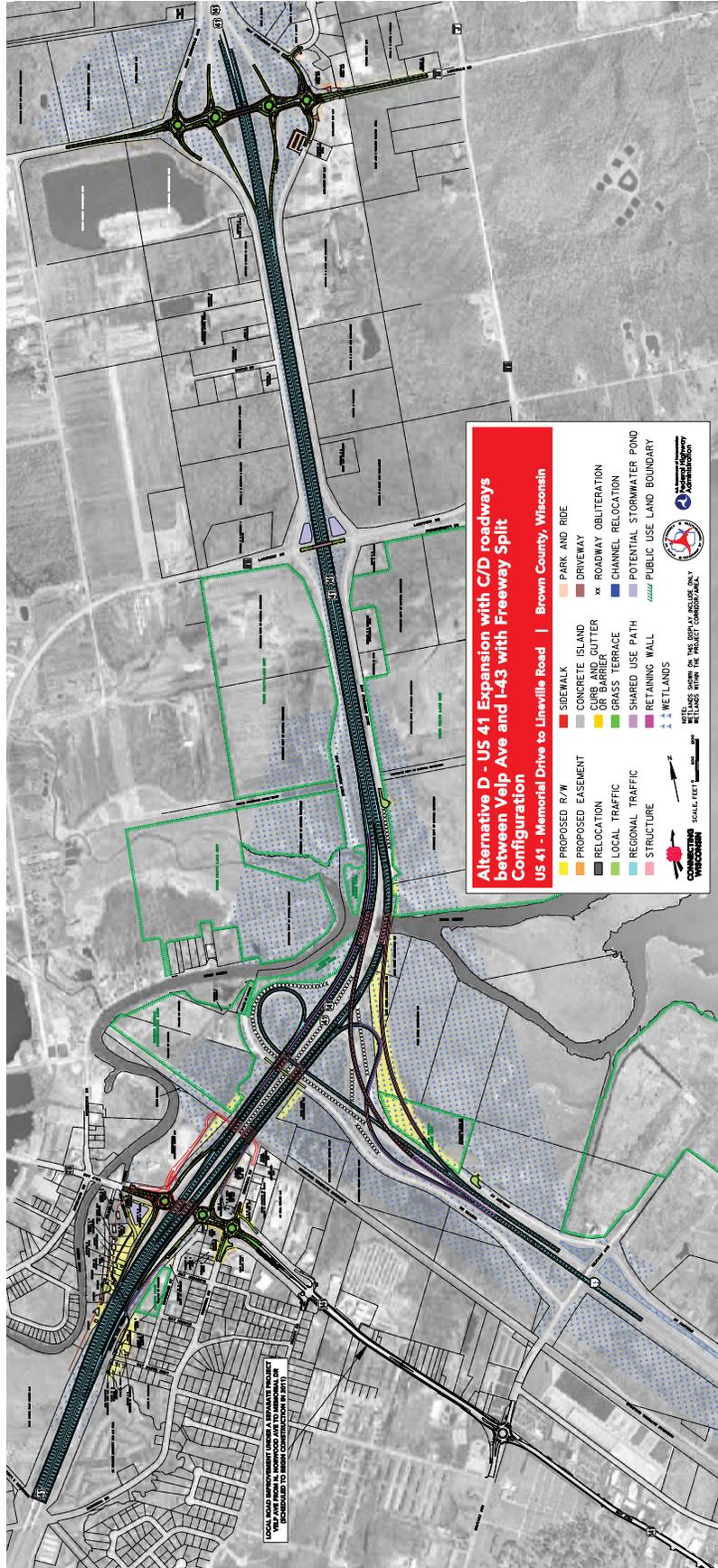
See page 8 for a full plan view of Alternative E

Key design features of Alternative E, in addition to the common design features listed previously, are summarized as follows:

- Reconstruct I-43/US 41 System Interchange with directional ramps (all loop ramps eliminated).
- Re-align US 41 mainline and raise northbound grade line to accommodate the southbound US 41 to southbound I-43 ramp and the northbound I-43 to southbound US 41 flyover ramp piers and foundations within the existing interchange footprint.
- In order to accommodate the direct ramps at the I-43/US 41 interchange, eliminate existing access between Velp Avenue and I-43 via US 41; Atkinson Avenue or an alternate route would be used to access southbound I-43 from Velp Avenue or to access Velp Avenue from northbound I-43.

Alternatives D and E will be evaluated further based on the results of the public hearing and comments received on the Draft EIS.

Plan View Alternative D





## Alternatives Comparison of Environmental Impacts (Alternatives D and E)

The main environmental impacts for Alternatives D and E include wetland impacts, stream crossings/realignment, residential displacements, and impacts to public use lands. A comparison of key environmental effects for Alternatives D and E is provided in the table below. See Draft EIS for more information.

<b>Environmental Factors</b>	<b>Alternative D <sup>1</sup></b> US 41 expansion with C/D roadways between Velp Avenue and I-43 and freeway split configuration	<b>Alternative E <sup>1</sup></b> US 41 expansion with full reconfiguration of I-43/US 41 interchange
<b>Construction Cost Estimate (2010 \$)</b>	\$220 M	\$230 M
<b>New right-of-way (acres)</b>	29	37
<b>Residential Displacements</b>	15	15
<b>Business Displacements</b>	1	1
<b>Stream Crossings</b>	2 Beaver Dam Creek (realignment required) Duck Creek	2 Beaver Dam Creek (realignment required) Duck Creek
<b>Wetland Impacts <sup>2</sup> (acres)</b>	55	54
<b>Threatened or Endangered Species <sup>3</sup></b>	Possible	Possible
<b>Archaeological Sites</b>	0	0
<b>Historic Structures</b>	0	0
<b>Public Use Land (acres)</b>	8.4 <ul style="list-style-type: none"> <li>• Wietor Wharf Park (0.8) embankment fill, boardwalk</li> <li>• Deerfield Docks (0.55) embankment fill, boardwalk</li> <li>• Gordon Nauman Cons. Area (0.55) embankment fill</li> <li>• DNR Peat's Lake units (6.5); parcel along I-43 (severance) parcel east of US 41 (frontage road cul-de-sac)</li> </ul>	12.2 <ul style="list-style-type: none"> <li>• Wietor Wharf Park (0.4) embankment fill</li> <li>• Deerfield Docks (0.1) embankment fill</li> <li>• Gordon Nauman Cons. Area (1.1) embankment fill</li> <li>• DNR Peat's Lake units (10.6); parcel along I-43 (severance) parcel east of US 41 (frontage road cul-de-sac)</li> </ul>
<b>Contaminated Sites (petroleum)</b>	3	3
<b>Environmental Justice Concerns</b>	No	No

Notes:

1. Alternatives D and E were retained for detailed evaluation in the Draft EIS. Both alternatives include the common improvements listed under the Alternatives section in this handout.

2. Wetland impacts include areas under proposed bridges that will not be directly filled by the proposed improvements. Total acreage shown includes 1.1 acres of additional impacts for the 5-legged roundabout option in the northwest quadrant of the Velp Avenue interchange.

3. Previous information from the U.S. Fish & Wildlife Service indicates there are no known federally-listed threatened or endangered species in the project's area of potential effect. Previous information from the DNR indicates the project area could provide habitat for the following species:

- Blanding's turtle and Wood turtle (endangered)
- Common tern (endangered)
- Black crowned night heron, Cattle egret (special concern)

## Property Acquisition/Relocation Assistance and Benefits

Before any property acquisition activities are initiated, members of the Region Real Estate staff will contact the property owners to explain the details of the acquisition process and Wisconsin's Eminent Domain Law. All properties to be acquired will be inspected and appraised by one or more professional appraisers. The property owner will be asked to accompany the appraiser during inspection of the property to be acquired, to assure that its value is recognized in the appraisal. Based upon the appraisal or appraisals made, the fair market value of the property to be acquired will be determined, and that amount will be offered to the owner.

Relocation assistance will be made available to anyone displaced by this project. A survey of available housing and business locations was completed in August 2010. This survey indicates that there will be sufficient housing and business locations available in the project vicinity at the time of the proposed relocations, within the means of the relocatees and meeting the requirements for replacement housing and businesses. The "Relocation Assistance" brochure made available to you tonight answers many of the frequently asked questions concerning relocation assistance. In addition to the cost of replacement housing and/or business locations, additional monies are available to cover moving expenses, increased rental and mortgage payments and interest rates, and any closing costs incurred.

No person will be displaced unless a comparable and/or adequate replacement dwelling or business location has been provided or made available. In the event a relocated person is dissatisfied with the decision as to eligibility for payments or amounts offered under the relocation assistance program, he or she will be promptly advised of the procedure to follow in making an appeal.

Some properties have been/will be acquired through the early buyout process which began in February 2009 and will be completed by December 2011. Remaining property acquisition is scheduled to begin in February 2012. The anticipated completion of relocations is August 2012. Construction is tentatively scheduled to begin in 2013. The locations of displaced homes and businesses are shown on the public hearing displays and detailed information is provided in the DEIS, Appendix A – Conceptual Stage Relocation Plan (available for viewing on table in the commons area).

## Next Steps

At the end of the public comment period, WisDOT will review and consider all public hearing testimony and comments received on the DEIS. This input will assist WisDOT in selecting the preferred alternative. Upcoming milestones in completing the engineering and environmental study for the US 41 Memorial Drive to County M project include the following:

- March 28, 2011 - End of comment period for public hearing input and public and agency comments on the DEIS.
- Spring/Summer, 2011 - Review of public and agency comments and selection of a preferred alternative.
- Late fall, 2011 - Prepare and distribute the Final EIS that identifies the selected alternative. The Final EIS will also be made available for public and agency review.
- Late 2011/Early 2012 - Final Record of Decision on selected alternative approved by the Federal Highway Administration.

## Project Schedule

Project phase	2009	2010	2011	2012	2013	2014	2015	2016	2017
EIS and preliminary engineering	████████████████████								
Real estate acquisitions*				██					
Final design*				██					
Construction*					██				

\*Dependent upon a build alternative being selected at the conclusion of the EIS process.

## DESCRIPTION OF HEARING EXHIBITS

### Large Displays (on portable wall boards)

- **Proposed Design Alternatives** – Displays show the proposed improvements associated with Alternatives D and E. The same set of displays is provided on each side of the wall boards.

### Display Boards (on easels)

- **US 41 Brown County Project Overview Map** – Shows the overall US 41 Brown County project limits and identifies the limits of the various US 41 project segments within Brown County
- **Typical Finished Sections** – Shows cross sections of the proposed US 41 roadway
- **Alternatives Comparison of Environmental Impacts** – Summarizes the environmental impacts of each of the 5 alternatives that have been analyzed. Alternatives D and E are the only alternatives still under consideration.
- **Ramp Types and Speeds** – Provides background information on the different types of ramps proposed to connect US 41 with I-43
- **2005 – 2007 Crash Data** – Shows locations of crashes that have occurred within the project limits during that time period
- **Daily Traffic Comparison of Alternatives C, D, and E** – Provides comparison of future traffic volumes between Alternatives C, D, and E. Traffic numbers shown for Alternative E assume access between Velp Avenue and I-43 via US 41 is eliminated.
- **Beaver Dam Creek Realignment** – Provides a detailed view of the proposed realignment of Beaver Dam Creek where it crosses US 41 south of Velp Avenue, along with associated residential relocations.

### Handouts (on tables)

- **Handout Packet**
- **Frequently Asked Questions** – Provides a list of common questions regarding the project and answers to each question
- **Registration Slips for Public Verbal Testimony** – Forms to fill out for individuals wishing to present verbal testimony in front of the audience. These are also attached to Handout Packet.
- **Written Testimony Forms** – Forms that can be filled out to provide written testimony which can be placed in the comment box or mailed in after the hearing. These are also attached to Handout Packet.
- **Wisconsin Relocation Rights – Business, Farm and Nonprofit Organizations**
- **Wisconsin Relocation Rights – Residential**
- **The Rights of Landowners Under Wisconsin Eminent Domain Law**

### Documents Available for Viewing (limited copies provided; please do not remove from tables)

- **Draft Environmental Impact Statement (EIS)** – This is the current version of the report that has been approved by the Federal Highway Administration and made available for public review
- **Legal Notice** – Notice that was published in Green Bay Press-Gazette and Ashwaubenon-Howard Suamico Press advertising the Public Hearing and the availability of the Environmental Impact Statement (EIS) for public review
- **Impact Analysis Methodology** – Document that explains how the project's potential impacts will be evaluated during the Environmental Impact Statement (EIS) process
- **Coordination Plan** – Document that identifies how project information will be communicated and how input from agencies and the public will be solicited and considered during the (EIS) process

### PowerPoint Presentation

WisDOT is providing a brief PowerPoint presentation tonight to update the public on the proposed project alternatives and to explain the public hearing process. The PowerPoint presentation also serves the purpose of providing information required in the public hearing Project Statement.

## WisDOT Contact Information

### Submittal of written testimony or general project questions

Additional written public hearing testimony and/or comments on the Draft EIS after today's public hearing should be sent to the WisDOT project manager at the address given below. Additional testimony and comments should be received no later than March 28, 2011 to be included in the public hearing record and considered in the Final EIS.

Mindy Gardner, PE  
Deputy Project Engineer  
Wisconsin Department of Transportation  
US 41 Brown County Project Office  
1940 West Mason Street  
Green Bay, WI 54303  
(920) 492-2247  
Mindy.Gardner@dot.wi.gov

### Property acquisition/relocation questions

Questions specific to property acquisition and/or relocation of homes and businesses can be most efficiently answered by WisDOT's real estate staff.

Dawn Van Oudenhoven  
WisDOT Northeast Region Relocation Coordinator  
Wisconsin Department of Transportation  
NE Region Office  
944 Vandeperren Way  
Green Bay, WI 54304  
(920) 492-3509

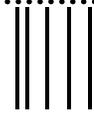
### Project website (project information, schedule and updates)

Additional information about the US 41 Memorial Drive to County M project, including the Draft EIS is available on WisDOT's website: <http://www.us41wisconsin.gov/overview/special-project-features/envdocsmemorialdrtocountym>



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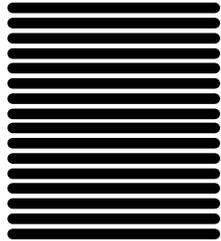


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944 VANDERPERREN WAY  
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**Attn: Mindy Gardner**

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## Registration Slip for Public Verbal Testimony

US 41 Memorial Drive to County M  
Public Hearing  
Bay View Middle School  
March 2, 2011



Following the WisDOT presentation (5:30 to 6:00 p.m.) in the auditorium, public verbal testimony will take place. Complete this "Registration Slip for Public Verbal Testimony" and give it to a WisDOT representative before, during, or immediately following the presentation. 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 if applicable, the group, organization or business you are representing. Please speak slowly and clearly. A court reporter will record your testimony. Please limit your testimony to approximately 3 minutes to allow time for others to provide testimony.

If you do not wish to speak, but would like to use this registration slip to record your position on the alternatives being considered at the public hearing, please check the applicable boxes below.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

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

\_\_\_\_\_

- Wishing to speak**
- Not wishing to speak, but please record my position on the alternatives being considered at the public hearing:**

Alternative A: No Build

- Support
- Do not support

Alternative D: US 41 expansion with C/D roadways between US 141/Velp Avenue and I-43 with freeway split configuration

- Support
- Do not support

Alternative E: US 41 expansion with full reconfiguration of I-43/US 41 interchange

- Support
- Do not support