

Location: Conference Call

Client: Brown County and WisDOT

Meeting: June 12, 2018

Subject: Southern Bridge Preliminary Engineering and Operations Review (PEOR)
Concurrent Review Kick-off Meeting

Attendees: Cole Runge, Brown County
Chuck Lamine, Brown County
Paul Fontecchio, Brown County
Nick Uitenbroek, Brown County
Bryan Lipke, NE Region
Brian Brock, NE Region
Jill Michaelson, NE Region
Rebecca Szymkowski, BTO
Vicki Haskell, BTO
Ben Rouleau, BTO
Brian Revello, BPD
Will Anderson, BPD
George Schulz, SRF

From: George Schulz

Copy: Meeting Attendees

Handouts: Meeting Agenda in Meeting Invite from Bryan Lipke
Southern Arterial Preliminary Engineering and Operations Review (PEOR) Report,
May 11, 2018
Southern Arterial Conceptual Layouts Memorandum, June 11, 2018
Completion Schedule for Brown County Southern Bridge EIS and IAJR
Documents, November 21, 2017

Purpose of Meeting:

Kick-off meeting for the review of the PEOR documents that were distributed prior to the meeting.

Summary of Meeting

1. SRF provided an overview of the project to date including:
 - a. 2012 Draft EIS submitted in 2012. The Draft EIS was the catalyst for the preparation of the IAJR Traffic Analysis. SRF was hired to conduct the traffic analysis and Brown County was to prepare the formal IAJR document.
 - b. Subsequently, Brown County's Southern Arterial project was recommended to follow the Tiered EIS process and the IAJR was changed to a PEOR. The objective of the PEOR was to determine if there are any feasible alternatives to carry forward into the environmental assessment.
 - c. Contents of Southern Arterial Preliminary Engineering and Operations Review (PEOR) Report, May 11, 2018 including:
 - i. Traffic Analysis of existing and future No Build conditions, and four future build alternatives.
 - ii. Traffic forecasts were updated from 2035 to 2045 by SRF in association with WisDOT Forecasting (Chris Chritton). The forecasts were approved by WisDOT.
 - iii. Traffic modeling was completed with the traffic simulation software Paramics and a peer review was conducted by WisDOT. Modeling methodologies and results were approved by WisDOT.
 - iv. Results of the modeling indicated that the No Build, and Alternatives 1 and 3 are not feasible alternatives.
 - d. Contents of Southern Arterial Conceptual Layouts Memorandum, June 11, 2018 including:
 - i. Conceptual layouts were prepared for Alternatives 2A (I-41 Diamond Interchange) and 2B (I-41 C-D Interchange) on a new Southern Arterial alignment including the I-41 mainline, Southern Arterial interchange and Scheuring Road (CTH F) interchange.
 - ii. A question was asked if the option to not foreclose a future conversion to Alternative 2B (C-D Interchange) should Alternative 2A be selected as the preferred alternative. This option was not considered primarily due to the need to reconstruct the Scheuring Road interchange and bridge over I-41 (superstructure, abutments and retaining walls) under Alternative 2B because of the extra width required to accommodate the C-D Roads. The Scheuring Road interchange which was recently reconstructed with the I-41 project.
 - e. These two separate documents are intended to serve as the PEOR.
2. Objectives/outcomes:
 - a. WisDOT staff (NE Region, BTO, BPD) will conduct concurrent reviews.

- b. Review schedule:
 - i. June 27 – submit comments to Bryan Lipke, NE Region
 - ii. June 27-29 – Bryan to resolve any major conflicting comments
 - iii. June 29 – Submit comments to Brown County and SRF
 - iv. July 18 – SRF address comments and re-submit the reports to Brown County and WisDOT.
 - c. Bryan Lipke and Brian Revello will identify other reviewers that should be involved in this process including BOS and DTIM/Forecasting. Chris Chritton, Forecasting was involved/approved the updated forecasts and Asad Rahman was involved in the peer review process.
 - d. Someone asked if Jay Waldschmidt was involved. He was involved in the preparation of the 2012 Draft EIS. He has not been involved in the recent efforts.
 - e. Bryan to coordinate/advise Greg Newhouse, FHWA of project status and schedule. The goal is to submit the PEOR to FHWA upon WisDOT's approval.
 - f. Brian Revello will facilitate the preparation of WisDOT approval letter for the PEOR.
3. Will Anderson advised the team that the IAJR is changing. Eight criteria have been reduced to two criteria. The remaining two IAJR criteria focus on safety and operations. The other six criteria must be addressed in the environmental document. NE Region, Brown County and SRF were aware of these changes and have discussed these changes with FHWA.
4. Next Steps:
- a. Cole provided a high-level overview of their schedule for the EIS and IAJR. It will likely require some updates upon the completion and approval of the PEOR.
 - b. The Draft IAJR will be prepared during the Tier 1 process.
 - c. The Final IAJR will be prepared during the Tier 2 process.
 - d. The Tier 1 process will likely determine project phasing and segmentation. Five segments are currently under consideration. It is unlikely that all segments can be built concurrently due to fiscal funding constraints.
 - e. Brown County investigated the possibility of securing Build Grants. They determined that this project will not be eligible.
 - f. Ground breaking could take 6-7 years after approval of the Tier 1 ROD.
 - g. Begin the Tier 1 EIS process upon receiving FHWA's approval of the PEOR.
 - h. Brown County desires update many of the sections in the 2012 Draft EIS. Cole indicated that WisDOT approved some of the previous efforts including the purpose and need. Jill indicated that the purpose and need will need updates, and needs to be revisited.