



14 SEPTEMBER 2026

PUBLIC NOTICE 09-01-26

All interested parties are herein notified that the Commander, Ninth Coast Guard District, has received application materials dated July 2, 2026, from the Wisconsin Department of Transportation (WisDOT), for approval of location and plans for the new construction of a bridge over a navigable waterway of the United States.

BRIDGE, WATERWAY AND LOCATION: Southbridge Connector, across the Fox River, mile 9.94, between the Town of Ledgeview and City of De Pere, Brown County, Wisconsin.

CHARACTER OF WORK: As proposed by WisDOT, the Southbridge Connector would consist of a four-lane, fixed highway bridge linking Interstate 41 in the City of De Pere, WI to Interstate 43 in the Town of Ledgeview, WI across the Fox River. The new construction bridge would offer two-lanes of vehicular traffic in each direction, equipped with sidewalks in each direction, and aesthetic overlooks. It would be supported by nine piers in the Fox River. Measuring 1500.00-feet from abutment-to-abutment, the proposed fixed bridge would offer 150.00-feet of horizontal navigational clearance between Pier 6 and Pier 7, with the center 100.00-ft designated as the navigation channel. 33.27-feet of vertical navigation clearance would be offered between Pier 6 and Pier 7. The project proposes to address the existing east-west traffic demands, and projected future demand, that will be generated by other planned development projects in the southern portion of the Green Bay, WI, metropolitan area.

MINIMUM NAVIGATIONAL CLEARANCES:

The proposed fixed highway bridge would have clearances as described in the table below. If built, the proposed new bridge would not become the controlling structure for horizontal or vertical navigation clearances across the Fox River.

	Proposed
Vertical	33.27-feet to low steel between Pier 6 and Pier 7.
Horizontal	150.00-feet between Pier 6 and Pier 7; the center 100.00-feet will be designated as the federal navigation channel.

Datum: All elevations are referenced from Ordinary High Water, El. 588.30-feet, North American Vertical Datum of 1988 (NAVD88). Converted to International Great Lakes Datum of 1985 (IGLD85), Low Water Datum is referenced from EL. 588.22, Lake Winnebago, WI.

ENVIRONMENTAL CONSIDERATIONS:

The Federal Highway Administration (FHWA) is the lead Federal agency for satisfying the requirements of the National Environmental Policy Act (NEPA). FHWA is acting on behalf of the U.S. Coast Guard for all environmental control laws. A Tier 1 Environmental Impact Statement (EIS) and associated Record of Decision (ROD) was issued by FHWA on October 16, 2020, for the overall highway improvement project. Tiering is a process for evaluating the environmental consequences of large projects in two steps. The first tier allows an agency to focus on broad environmental issues that may directly affect early planning decisions. The second tier consists of a detailed analysis of one or more individual segments of the overall project. For the bridge related portions of the overall project, FHWA issued a Categorical Exclusion dated November 12, 2025. The U.S. Coast Guard has tentatively determined that the bridge related portions of the overall proposed action will not have a significant impact for the purposes of NEPA and anticipates issuing a Categorical Exclusion.

A Water Quality Certification (WQC) in accordance with Section 401 of the Clean Water Act (CWA), as amended, has been applied for from the U.S. Army Corps of Engineers (USACE), Chicago District. Dependent of the final instrument of approval granted by USACE Chicago, regarding Section 404 of the CWA, the Wisconsin Environmental Protection Agency (WI-EPA) may be petitioned to grant an individual WQC for the bridge related portion of the project.

The applicant has identified 0.14 acres of wetlands that will be permanently impacted. The U.S. Coast Guard defers to USACE regarding wetland impact determinations. Once the final impacts are determined by USACE, mitigation would occur at the Peshtigo Brook Phase 1 mitigation bank.

The proposed project is located within the boundaries of Wisconsin's Coastal Zone Management Plan (CZMP). The Wisconsin Department of Natural Resources (WI-DNR) waived review of the project on May 17, 2007.

As proposed the project is considered an encroachment, but not a significant encroachment, on the 100-year floodplain. Floodplain elevations will see a slight increase, with hydraulic modeling comparing existing conditions against proposed conditions yielding an increase of 0.02-inches or less. Low steel of the proposed bridge is 31.67-feet above the 100-year flood elevation. The 100-year flood elevation is 590.10.

U.S. Fish and Wildlife Service (USFWS) issued a may effect, but unlikely to adversely affect, determination for three federally listed species that may be in the proposed project's area; the Rufa Red Knot, Rusty-Patched Bumble Bee, and Whooping Crane. However, no critical habitat exists in the project area for the three species identified. Best practices, combined with work stoppages to clearing and grubbing, will be utilized throughout project implementation to minimize any potential impacts. No migratory birds were identified in the project area.

One inactive Bald Eagle nest exists approximately 1500.00-feet southeast of the proposed eastern abutment of the proposed bridge. Should this nest become active prior to, or during construction, the applicant will apply for a disturbance permit from USFWS.

On November 4, 2024, the Wisconsin State Historical Preservation Office (SHPO) made the determination that thirty-one archeological resources identified in the Tier 1 EIS were not eligible for listing on the National Register of Historic Places. However, right of entry was denied for 8.3 acres of the area of direct impacts which precluded the completion of a Phase I archaeological survey for the project. FHWA, SHPO, Brown County, WI, and WisDOT have entered into a Programmatic Agreement (PA) that establishes how Section 106 requirements will be met after Brown County, WI, acquires the property. The PA directs Brown County, WI, to complete an archaeological survey of the remaining parcel, determine eligibility and effects as needed, and apply post-survey and inadvertent discovery protocols.

The U.S Coast Guard's decision as to whether to grant approval of the location and plans for the proposed action rests primarily upon the effect it has on navigation.

SOLICITATION OF COMMENTS:

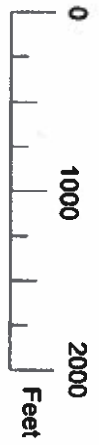
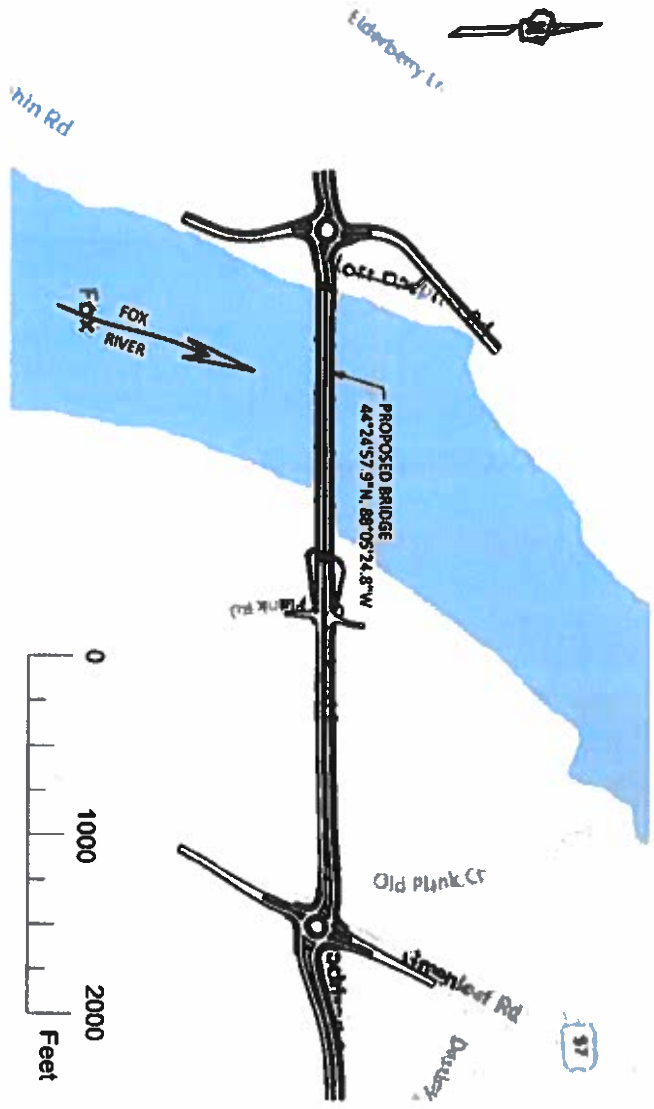
Mariners are requested to comment on the proposed navigation clearances, placement of a bridge protective system and other navigational safety issues, including need for clearance gauges and extent of nighttime navigation to determine the need for bridge lighting. Interested parties are requested to express their views, in writing, on the proposed bridge project including its possible impacts to navigation.

We will forward comments of an environmental nature such as those regarding wildlife refuges, public parks, historic sites, wetlands, floodplain issues, air, water quality, environmental justice, etc. to FHWA. Comments will be received for the record at the address noted in the header or via email to william.b.stanifer@uscg.mil through **14 October 2026.**

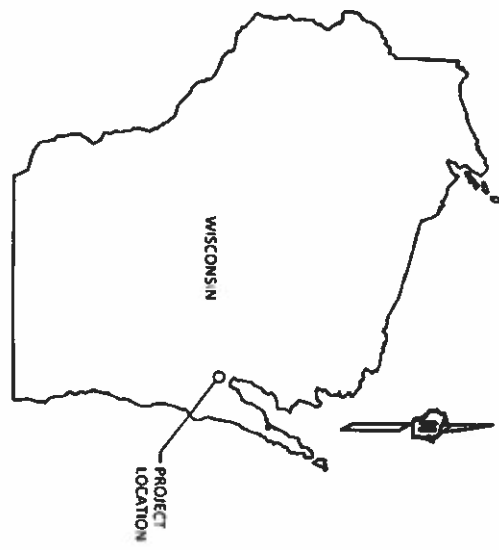
Map of location and plans attached.

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



PROJECT LOCATION MAP



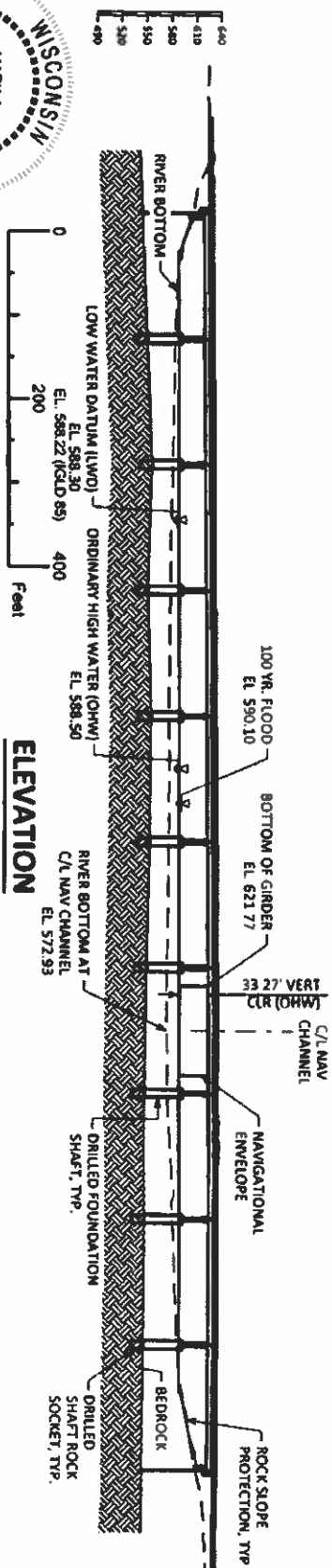
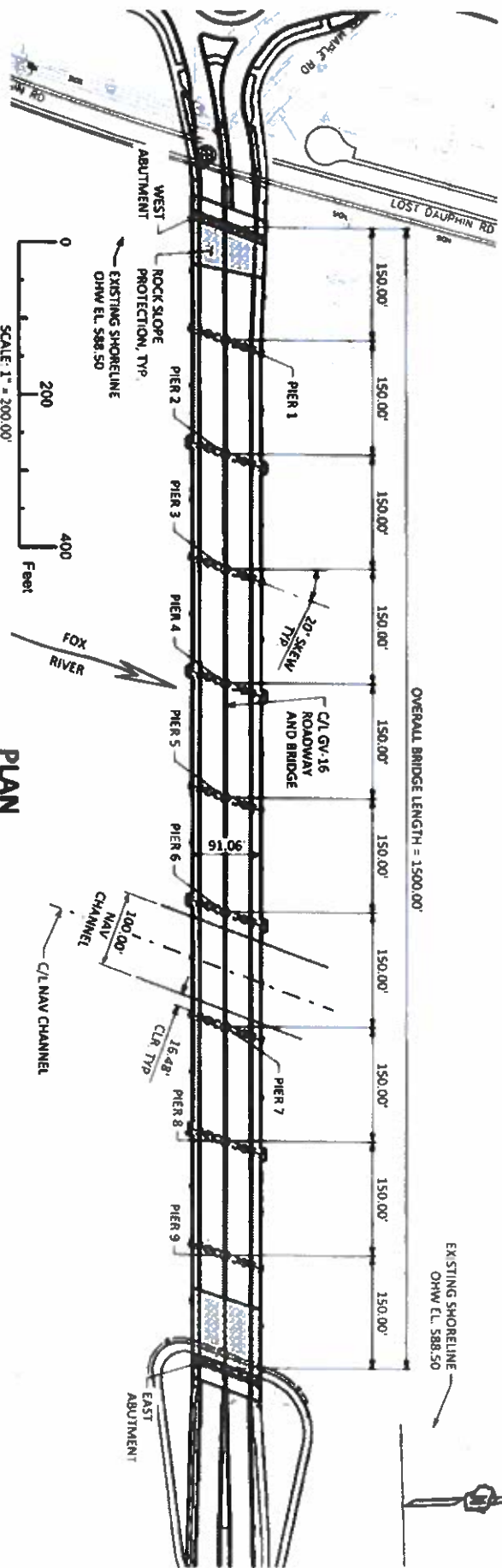
VICINITY MAP

CONCEPTUAL PLANS UTILIZED TO OBTAIN COAST GUARD BRIDGE PERMIT

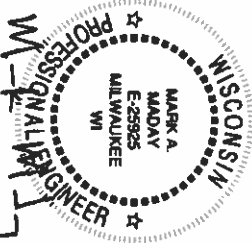


Jacobs

APPLICANT: BROWN COUNTY	CONSULTANT: JACOBS
BRIDGE: SOUTHBRIDGE CONNECTOR (GV. 16)	MILE POINT: 10.4
WATERWAY: FOX RIVER	CITY: DE PERE
CITY: DE PERE	COUNTY: BROWN
STATE: WISCONSIN	
LOCATION & VICINITY MAP	DATE: 04/14/2026
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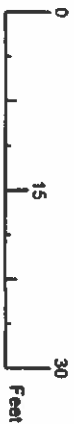
NOTE:
ELEVATIONS ARE SHOWN IN DECIMAL FEET
HORIZONTAL COORDINATE SYSTEM: NAD83 (2007)
VERTICAL DATUM: NAVD83 (2007)
FILL BELOW OHW = 3.250 CT
DESIGN SPECIFICATIONS PER AASHTO LRFD



CONCEPTUAL PLANS UTILIZED TO
OBTAIN COAST GUARD BRIDGE PERMIT

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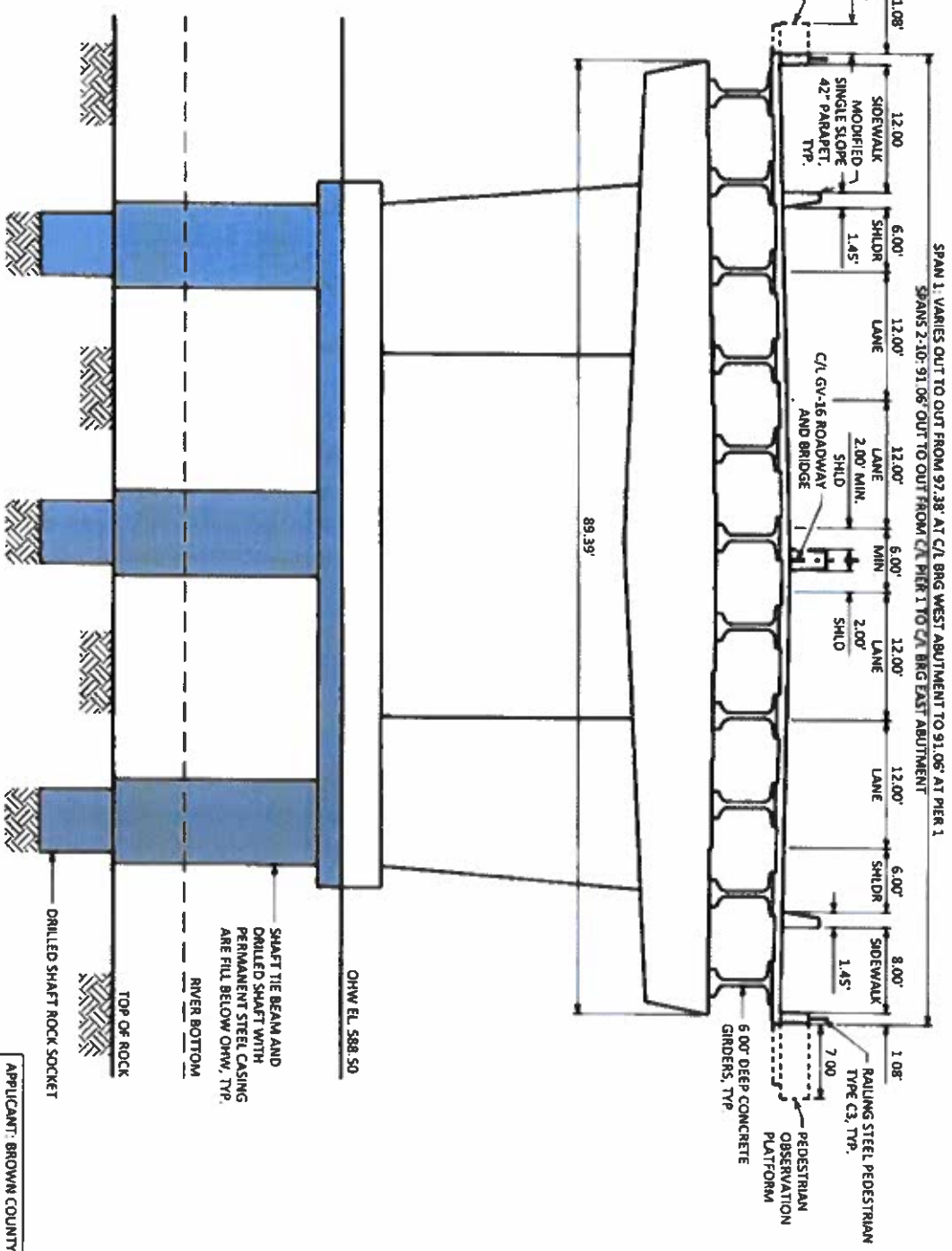
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COUNTY: BROWN	
STATE: WISCONSIN	
GENERAL PLAN & ELEVATION	
PAGE 2 OF 3	DATE: 04/14/2026
	DATE: 04/14/2026



TYPICAL SECTION
LOOKING UPSTATION
SUPERSTRUCTURE DIMENSIONS ARE PARALLEL TO PLANE OF SUPERSTRUCTURE
SUBSTRUCTURE DIMENSIONS ARE PARALLEL TO PLANE OF SUBSTRUCTURE

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WISCONSIN
MARK A. MADAY
E-25925
MILWAUKEE
WI
PROFESSIONAL ENGINEER
4/17/2026
CONCEPTUAL PLANS UTILIZED TO OBTAIN COAST GUARD BRIDGE PERMIT