

**US 10 Corridor Preservation Plan
I-39 (Stevens Point) to Lake Drive (Amherst Junction)
Portage County**

WisDOT ID 6290-03-05



Public Meeting

August 30, 2016

5 to 6:30 p.m.

**Ben Franklin Junior High School
Stevens Point**

**A presentation is scheduled to begin at
5:15 p.m.**

Purpose of tonight's meeting

Welcome to the public involvement meeting to discuss the US 10 Corridor Preservation Plan for the section between I-39 (Stevens Point) and Lake Drive (Amherst Junction).

The purpose of tonight's meeting is to:

- Provide background about the corridor preservation plan and official mapping
- Discuss the results of last public involvement meeting and department's proposal to not map the corridor
- Discuss next steps

A brief presentation is scheduled to begin at 5:15 p.m. The remainder of the meeting will follow an open house format, allowing you time to review the displays and discuss your questions with our team.

US 10 corridor preservation plan background

US 10 is an east/west Principal Arterial route serving central Wisconsin. It is a major commercial truck route connecting east-central Wisconsin and the Minneapolis/St. Paul area. It serves as an important regional, state and national link for business, industry and agriculture. It is a key recreational travel route and is vital to the local distribution of agricultural and industrial commodities to the local market.

Because of increased development and access demands on US 10, east of I-39 in Stevens Point, the highway began to function less like a regional state system and more like a local arterial. Anticipating that one day this section would no longer be able to safely accommodate regional and local traffic, WisDOT began the process of identifying a potential future alignment for the highway.

The corridor preservation study was initiated in 2002. The objective was to identify a future location for the highway and to officially map all of the right of way needed. State Statute 84.295 allows WisDOT to preserve right of way that may be required for transportation purposes.

A preferred alternative (see Right of Way Preservation Plan Overview Exhibit) for a future US 10 location was identified with the completion of the environmental document in 2012.

The official mapping has not been completed.

What is it official mapping?

Officially mapping is a statutory tool used to preserve property (right of way) for future transportation use. It can be effective for limiting or preventing improvements on lands that have been designated for future public use; saving additional acquisition costs and saving state taxpayer money.

Officially mapping corridors also helps local governments plan for land use and economic development opportunities.

How would a decision to officially map a new US 10 corridor impact property owners?

If your property is located within the officially mapped corridor, WisDOT would document that information on the deed for your property. Property owners would be required to notify WisDOT of any future improvement that falls within the mapped limits. The department reserves the right to either purchase the property at fair market value or allow the property owner to go ahead with the proposed modification.

If a property owner makes any modification to the mapped area of the property -- without providing proper notification -- WisDOT is not required to compensate the owner for that improvement if WisDOT decides to purchase the property.

WisDOT's new preferred alternative: Discontinue corridor preservation/mapping process for this segment of US 10

Based on all information gathered, we no longer believe that it is necessary to preserve right of way, or construct a new alignment for US 10 in this area.

The department is proposing to **discontinue officially mapping** the right of way needed for a new US 10 alignment. This selection was determined based on:

1. Increased statewide transportation needs and funding constraints require that we prioritize statewide roadway improvement needs. It is important that we focus on improving the existing system versus constructing a new corridor that would not provide a significant benefit.
2. Traffic counts indicate approximately 30,000 vehicles per day currently travel the existing section of US 10 between I-39 and the Stevens Point city limits. Approximately 18,000 vehicles will continue to use the existing alignment of US 10 -- even if we construct a new alignment. *(2014 Daily Traffic Volumes Exhibit)*
3. Without a significant diversion of traffic from the existing alignment, the department would still need to invest in ensuring the safety and operations of the existing alignment. The costs to improve the existing alignment would be in addition to the approximately \$200 million to \$250 million to construct a bypass.
4. The majority of comments received from the public involvement meeting conducted on June 13, 2016, favored no longer preserving the right of way.

Next steps

We plan to conduct a public hearing in early 2017. The hearing will provide the public the opportunity to give formal testimony supporting or opposing the proposal to discontinue the corridor preservation/official mapping for a new US 10 corridor. Public hearing notices will be provided at least 30 days prior to the date of the hearing.

Although our preferred alternative is to discontinue the corridor preservation, public testimony will be reviewed and considered by the department as part of the process.

Following the public hearing we will consider all public testimony and input, and we will obtain regulatory agency concurrence to make the final determination of whether or not to preserve/map the corridor.

If the final determination is to **discontinue** corridor preservation/official mapping:

1. The environmental document for the official mapping will be closed.
2. Parcels previously identified within the mapping limits of the environmental document **will not** be impacted.
3. We will continue to maintain and monitor the safety of existing US 10.
4. We will study available options to improve the operations existing US 10.

If the determination is to **continue** corridor preservation/official mapping:

1. The department will reinitiate the public outreach process.

Your input is requested

This is your opportunity to provide input regarding the department's proposal to no longer preserve right of way for a new US 10 corridor. We encourage you to talk to the project representatives and ask questions.

Please forward your comments regarding the re-evaluation of the corridor preservation environmental document by **September 30, 2016**:

1. Fill out the comment form attached to this document
2. Or complete the online comment form
<http://wisconsindot.gov/Pages/projects/by-region/nc/us10portage/public.aspx>
3. Email comments or questions to the contacts listed below

We are planning to conduct a public hearing in **early 2017** to complete the re-evaluation process. Please sign up on to receive email updates on the study website:
<http://wisconsindot.gov/Pages/projects/by-region/nc/us10portage/signup.aspx>

Your input is welcome and appreciated throughout the re-evaluation process.

For more information please contact:

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Attn: Sean DeBels

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