

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

WisDOT ID 6290-03-05



Public Meeting

**June 13, 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 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 need to re-evaluate the proposed corridor preservation
- Obtain public input
- 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 (Attached: *Right of Way Preservation Plan Overview*) for a future US 10 location was identified with the completion of the environmental document in 2012.

The official mapping has not been completed.

Re-evaluating the corridor preservation environmental document

We are re-evaluating the completed environmental document for the corridor preservation because:

1. Re-evaluations of environmental documents that are more than three years old are required by the Federal Highway Administration (FHWA) to ensure that information in the document is still accurate.
2. Increased statewide transportation needs and funding constraints require that we analyze the cost benefit of constructing new alignments versus investing in existing roadways.
3. 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. (Attached: *2014 Daily Traffic Volumes*)
4. 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.

Your input is needed

Part of the re-evaluation of the environmental document includes obtaining input from the public. This information, along with other data, will be used to reach one of the three possible outcomes:

1. We validate the existing environmental document and move forward with officially mapping the preferred alignment.
2. We obtain new information, which would require additional analysis that would update the environmental document.
3. We do not map a future alignment and we close the environmental document.

Please note that, whatever the outcome of the re-evaluation, **we do not have any plans to construct** a new alignment in the foreseeable future.

Officially mapping: What is it?

Officially mapping is a statutory tool used to preserve property 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.

How would a decision to map impact you if your property falls within an officially mapped location?

Officially mapping does not limit your ability to live and/or work on your property. If your property falls within the officially mapped corridor:

- You will receive a formal letter from WisDOT.
- WisDOT will record the official map information on the deed for your property.

You must notify WisDOT 60 days in advance of any construction on the section of your property that is within mapped limits. This does not include routine maintenance/upkeep.

Notification is required if you are constructing or moving a new structure onto the property, or in some way altering an existing property.

Upon receipt of notification from the property owner, WisDOT will make a determination to either purchase the property at fair market value or allow the proposed private alteration to occur. If the property is acquired by WisDOT at a later date, the owner will receive full compensation for the alteration.

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

If we do not map a future alignment

If the outcome of the re-evaluation process is to **not** map the preferred future alignment:

1. The environmental document will be closed.
2. We will continue to maintain and monitor the safety of the existing alignment.
3. We will study available options to improve the operations of the existing alignment.

Next steps in the re-evaluation process/public input

The information you provide will help us deliver transportation solutions that will meet the needs of the state highway system and the surrounding local communities. We encourage you to talk to the project representatives and ask questions.

- Please forward your comments/input regarding the re-evaluation of the corridor preservation environmental document by **June 28, 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. Or email comments or questions to the contacts listed below
- We will review all comments received and meet with local officials to discuss any new information.
- We are planning to conduct another public meeting in **late summer 2016** to discuss input received, any new information, and the department's preferred action for the re-evaluation. Please sign up to receive email updates: <http://wisconsindot.gov/Pages/projects/by-region/nc/us10portage/signup.aspx>
- We will provide an opportunity for a public hearing – if one is requested or necessary – to complete the re-evaluation process.

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

For more information please contact:

Sean DeBels, P.E.
Wisconsin Department of Transportation
510 N. Hanson Lake Road
Rhineland, WI 54501
Office: (715) 365-5740
Sean.DeBels@dot.wi.gov

Shannon Riley, P.E.
Wisconsin Department of Transportation
1681 2nd Avenue South
Wisconsin Rapids, WI 54495
Office: (715) 421-8326
ShannonP.Riley@dot.wi.gov

[Page Intentionally Left Blank]



Fold here

[place stamp here]

Wisconsin Department of Transportation
510 N. Hanson Lake Road
Rhinelander, WI 54501

Attn: Sean Debels

Fold here and staple to mail