

ENVIRONMENTAL EVALUATION OF FACILITIES DEVELOPMENT ACTIONS

Wisconsin Department of Transportation
I-24-2008 Version DT2094

Project ID 6290-03-04	Funding Source <input type="checkbox"/> State Only <input checked="" type="checkbox"/> Federal	Federal Number
Project Name (Highway, Airport, Rail Line) USH 10		Project Termini IH 39 to CTH B
Section T23N R8E SEC 1, 2, 11, 12, 13, 14 T23N R9E SEC 1-12 T23N R10E SEC 7, 17, 18, 19, 20 T24N R8E SEC 25, 26, 35, 36 T24N R9E SEC 29-33	County Portage County, Wisconsin	Estimated Project Cost (Include R/W Acquisition) \$164,000,000
National Highway System (NHS) Route <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Functional Classification of Existing Route	
	<input type="checkbox"/> Urban Freeway/Expressway <input checked="" type="checkbox"/> Rural Freeway/Expressway <input type="checkbox"/> Urban Principal Arterial <input type="checkbox"/> Rural Principal Arterial <input type="checkbox"/> Urban Minor Arterial <input type="checkbox"/> Rural Minor Arterial <input type="checkbox"/> Urban Collector <input type="checkbox"/> Rural Major Collector <input type="checkbox"/> Urban Local <input type="checkbox"/> Rural Minor Collector <input type="checkbox"/> Urban No Functional Class <input type="checkbox"/> Rural Local <input type="checkbox"/> Rural No Functional Class	

It is determined, after review of the comments from the public, and coordination with other agencies, that this action would not significantly affect the quality of the human environment. This document is a

Finding of No Significant Impact (FONSI).

Environmental Assessment (EA) No Significant Impacts Indicated by Initial Assessment

Environmental Assessment (EA) EIS Required

Environmental Report (2-ER)

(Signature) (Date)

(Signature) (Date)

(Title)
Russell L. Zuck 2/29/12
(Signature) (Date)

(Title)
Russell L. Zuck 6/18/09
(Signature) (Date)

Project Manager (AECOM)

Project Manager (AECOM)

(Title)
Michael W. O'Connell 2/29/12
(Signature) (Date)

(Title)
Michael W. O'Connell 6/19/09
(Signature) (Date)

District, Aeronautics, Rails & Harbors

District, Aeronautics, Rails & Harbors

Rebecca M. ... 3/22/12
(Director, Bureau of Equity & Environmental Services) (Date)
Technical Services

Rebecca M. ... 6/26/09
(Director, Bureau of Equity & Environmental Services) (Date)

FHWA, FAA, FTA, FRA) (Date)

FHWA, FAA, FTA, FRA) (Date)

ENVIRONMENTAL ADDENDUM A (Part 1)

Wisconsin Department of Transportation

DT2168 2005

THIS SHEET FOR USE AFTER PUBLIC AVAILABILITY PERIOD

Project ID 6290-03-04		Highway USH 10	County Portage	
Alternative HH-Porter Split Option 1		Segment Termini IH 39 to CTH B		
Date of Public Notice	In: (Name of Newspaper)	Dates Environmental Assessment made available to Public		
8/29/2009 and 9/21/2009	Stevens Point Journal	From: 8/31/2009	To: 9/29/2009	
8/28/2009 and 9/25/2009	Portage County Gazette			

This form documents the first public hearing for the project in September 2009 and the design changes made to the preferred alternative as a result of comments received at the hearing. Environmental Addendum A (Part 2) documents the second public hearing for the project in September 2011 and the comments received as a result of that hearing.

1. Public Hearing

- Was not required, explain.
- Opportunity was given but no hearing was held.
 - No requests for a public hearing were received.
 - Requests for a public hearing were not substantial.
- Was held on 9/29/2009

2. Summary and disposition of public hearing comments and/or comments resulting from Public Notice of Availability. Include a summary of the changes to the environmental document and the project resulting from comments. (Note: Alternatives proposed by the public and subsequently rejected should be identified and the reasons for rejecting them included.)

A public hearing was held on Tuesday, September 29, 2009 at Bannach Elementary School in Stevens Point. The hearing took place from 5:30 to 7:30 p.m. and was opened with the reading of the project statement. One court reporter was available to record oral testimony. Ninety-seven (97) people attended the hearing with sixteen (16) individuals and two (2) units of government giving oral testimony. Sixty (60) individuals and seven (7) local units of government submitted written comments either at the hearing or within the public comment period. A petition with 549 signatures was also entered into the testimony. Copies of the official hearing transcripts are on file at the Wisconsin Rapids office of the Wisconsin Department of Transportation (WisDOT), the WisDOT Central Office in Madison, and at the Federal Highway Administration (FHWA). The overall preferred alternative (HH-Porter Split Option 1) as shown at the public hearing is shown in Exhibit 1.

A petition with 549 signatures was received at the public hearing. The two main concerns cited in the petition were the closure of the Lake Road ramps at the existing half diamond interchange with US 10 and direct impacts to agricultural lands. The petition outlines public concern with the removal of the ramps related to an

increase in emergency response times, hampered access to Lake Emily Park, and the lack of a direct route into Amherst Junction to reach businesses.

Seven local units of governments submitted written comments either at the hearing or within the public comment period. Their comments are summarized below.

- *Town of Amherst:* Originally supporters of the preferred alternative, the Town changed their support to the HH-Porter Split Option 2 alternative. The Town passed a resolution supporting maintenance of access at the existing Lake Road ramps. The Town is also concerned with the amount of farmland impacts as a result of the preferred alternative.
- *Village of Amherst Junction:* The Village continues to support the HH-Porter Split Option 2 alternative. The Village is opposed to the closure of the Lake Road ramps and also notes that the preferred alternative goes against Village comprehensive planning efforts to limit impacts to agricultural land and use existing roadways as much as possible in the planning of any new roadways.
- *Portage County Parks Department:* Originally supporters of the preferred alternative, the Parks Department removed their support of this alternative due to their concern about negative impacts to Lake Emily Park access due to the removal of the Lake Road ramps.
- *City of Stevens Point:* The City continues to support the preferred alternative. In addition, they would like to see an interchange mapped at Burbank Road.
- *Village of Plover:* The Village continues to support the preferred alternative. In addition, the Village would like to see an interchange mapped at Burbank Road. The Village indicates they are willing to cost-share and help pay for the interchange if WisDOT identifies a feasible location.
- *Village of Nelsonville:* The Village, which did not comment during the development of the Environmental Assessment, supports the HH-Porter Split Option 2 alternative. The Village prefers the maintenance of the Lake Road ramps and believes the preferred alternative impacts too much farmland. The Village is also concerned about the extra cost to local units of government for road maintenance of existing US 10 once it is transferred to the county.

Seventy-three (73) individuals gave oral and/or written testimony. Of the sixty (60) written pieces of testimony, ten (10) were copies of the petition. The majority of the public comments received fell into one of the following categories:

- Concern over the removal of the Lake Road interchange
- Concern for the conversion of farmland to highway use
- Support for planned official mapping of future highway corridor
- Lack of need for improved US 10 corridor

Based on the comments received, WisDOT decided to explore additional interchange options in the Lake Road area. Three new interchange options were developed. The new interchange options include a full diamond interchange at CTH K, a full diamond interchange at Lake Road, and a half diamond interchange at Lake Road. These options can be seen in Exhibits 2.1 – 2.3.

The new interchange options impacted areas not previously surveyed for archaeological and historical resources. Field surveys were conducted in the summer of 2010 and no archaeological or historical sites were identified. An updated Section 106 form was approved by the State Historic Preservation Officer (SHPO) in October 2011 and is attached in Exhibit 3.

Several meetings were held between July and November 2010 with the public, local officials, and regulatory agencies to discuss the proposed interchange options. The Portage County Parks Commission, although opposed to the project as a whole, stated support for the Lake Road interchange options over CTH K because the Lake Road alternatives will not require traffic to utilize Old Highway 18 to access the park. At a local officials meeting on September 30, 2010, most people in attendance preferred the Lake Road full diamond interchange

option. Concern was expressed about the length of the Lake Road cul-de-sac designed with the full diamond interchange. Many attendees requested that Lake Road be connected to CTH KK as designed in the Lake Road half diamond interchange option.

A public information meeting was also held on September 30, 2010 at the Jensen Center in Amherst. Approximately sixty (60) people attended the meeting. Most people in attendance preferred the Lake Road full diamond interchange option. Concern was expressed about the misdirection of traffic that would be caused by the CTH K interchange option. Many meeting attendees also expressed concern in regard to the overall farmland impacts of the preferred alternative.

As a result of the meetings and analysis of the options, the Lake Road full diamond interchange was chosen as the new preferred alternative for the east end of the corridor. The design change suggested by the local officials to eliminate the cul-de-sac on Lake Road and connect Lake Road with CTH KK is included in the preferred alternative. This interchange option obtained the most public support, minimized overall environmental impacts, and provides full access to the proposed highway. The remainder of the preferred alternative west of CTH K remains unchanged. The modified preferred alternative can be seen in Exhibit 4.

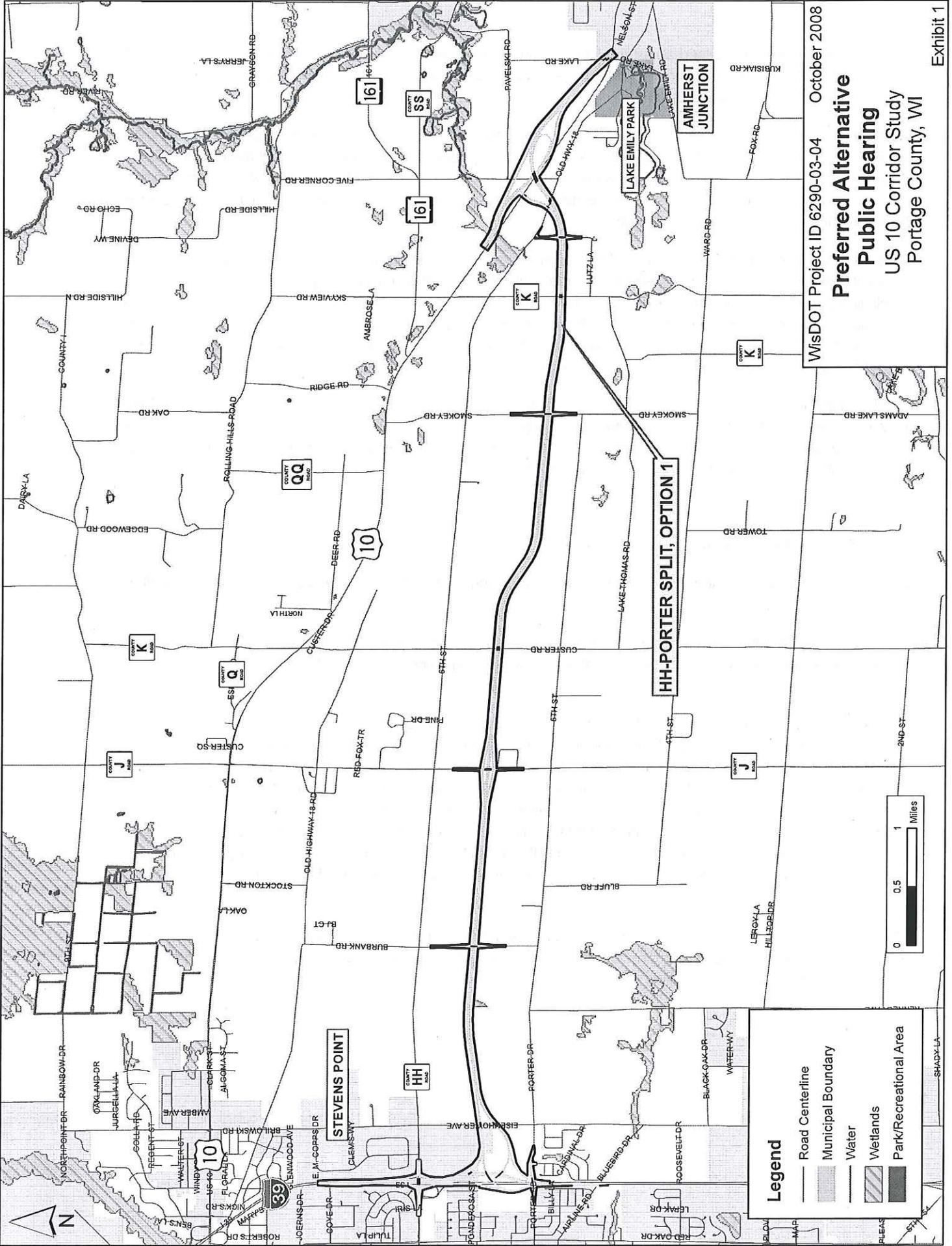
To document the changes that occurred since the public hearing in September 2009, a re-evaluation of the Environmental Assessment was prepared and distributed to the public in May 2011 along with a Notice of Opportunity to Request a Public Hearing on the project to discuss the changes that have been made to the preferred alternative since the first public hearing in 2009.

3. Describe selected alternative.

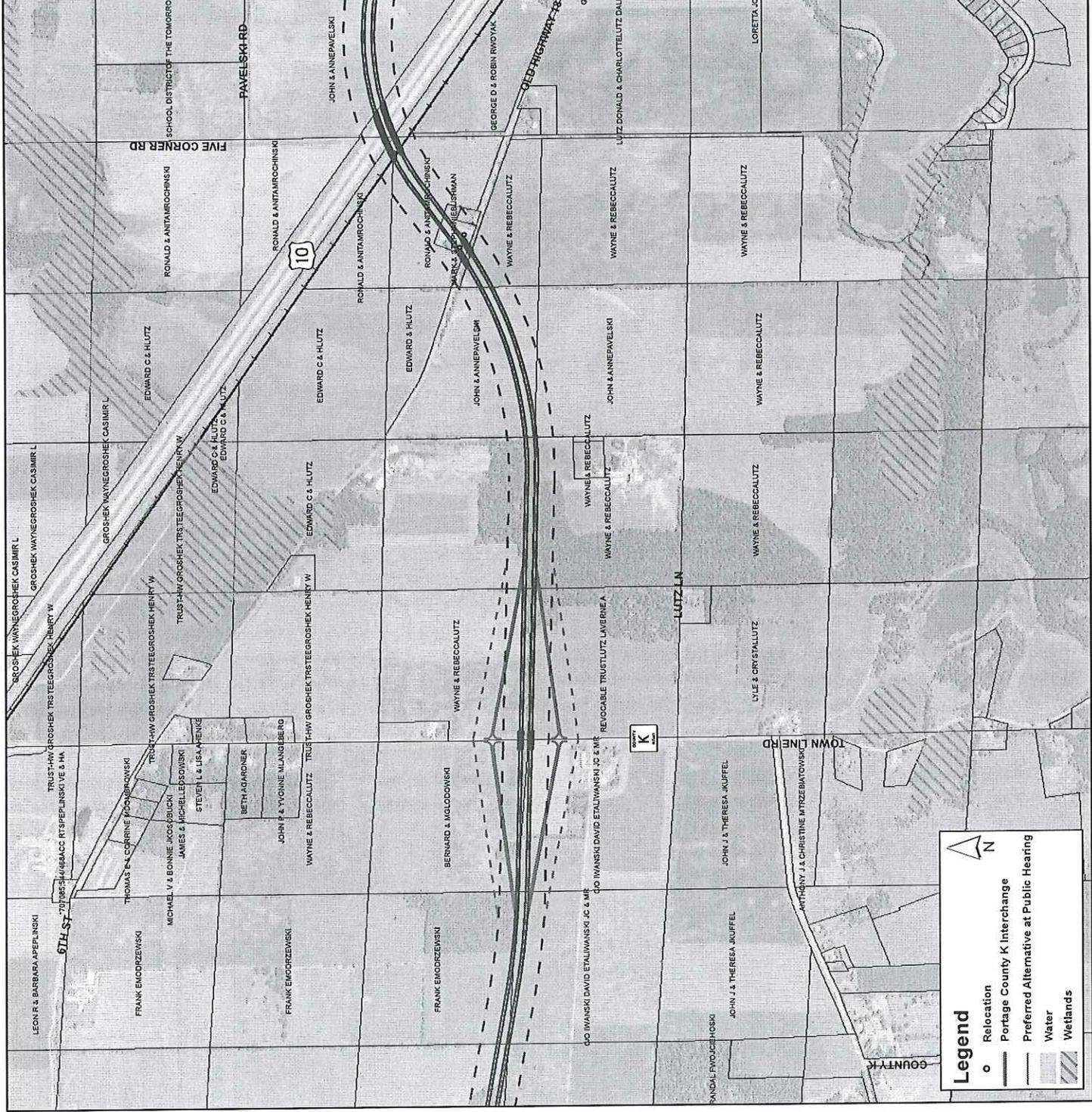
- Selected alternative is the same as that described on form DT2094, Environmental Evaluation of Facilities Development Actions.
- Selected alternative is different from that described on form DT2094, Environmental Evaluation of Facilities Development Actions. Explain changes or why another alternative was selected.

The preferred alternative remains unchanged from the alternative described on form DT2094 between IH 39 to CTH K. East of CTH K, a new full diamond interchange will be mapped northwest of the existing Lake Road interchange. This alternative does not include the free-flow interchange previously proposed that connected existing US 10 with proposed US 10. Existing US 10 would be reconstructed beginning west of the proposed interchange and would be reduced to a 2-lane undivided highway. The reconstruction of existing US 10 would also include connecting the highway directly into CTH KK. Lake Road will be realigned to intersect with CTH KK east of its current intersection point. Lake Road will not be a continuous north-south roadway, but rather the north and south legs will be separated by a few hundred feet to allow for existing US 10/CTH KK to pass under proposed US 10.

This alternative reduces the amount of farmland impacts and required new right of way when compared to the preferred alternative described on form DT2094 and presented at the public hearing in 2009. This alternative will improve access in the Lake Road area.

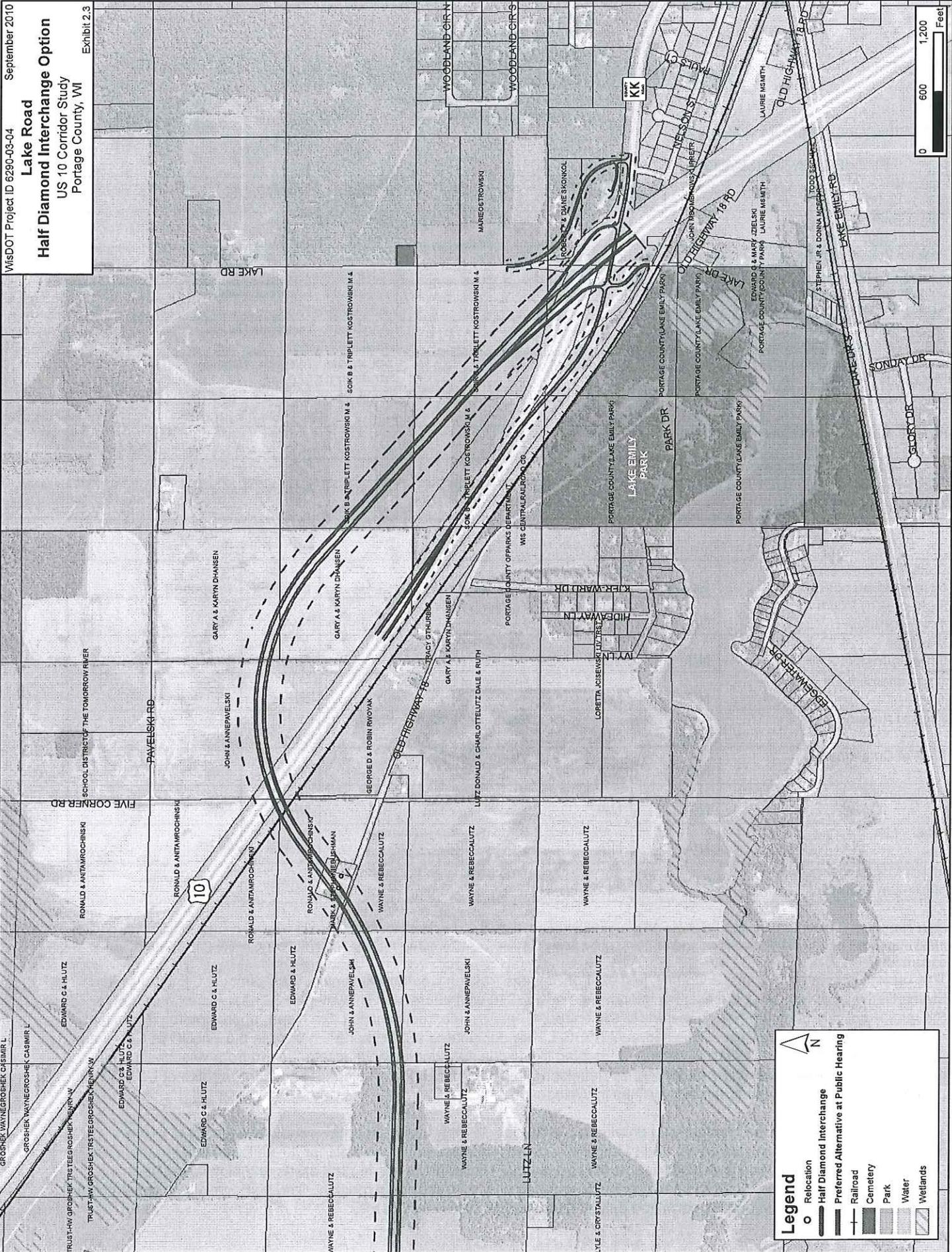


WisDOT Project ID 6290-03-04 October 2008
Preferred Alternative
Public Hearing
 US 10 Corridor Study
 Portage County, WI



Legend

- o Relocation
- Portage County K Interchange
- Preferred Alternative at Public Hearing
- Water
- Wetlands



Legend

- Relocation
- Half Diamond Interchange
- Preferred Alternative at Public Hearing
- Railroad
- Cemetery
- Park
- Water
- Wetlands



Amended
SECTION 106 REVIEW
ARCHAEOLOGICAL/HISTORICAL INFORMATION

Wisconsin Department of Transportation
 DT1635 11/2006

SHPO

For instructions, see FDM Chapter 26

I. PROJECT INFORMATION

Project ID 6290-03-04	Highway - Street USH 10	County Portage
Project Termini I-39 to Lake Road		Region - Office North Central
Regional Project Engineer - Project Manager Michael O'Meara		Area Code - Telephone Number 715-421-8313
Consultant Project Engineer - Project Manager Randall Fuchs, P.E. - AECOM		Area Code - Telephone Number 608-828-8135
Archaeological Consultant Great Lakes Archaeological Research Center		Area Code - Telephone Number 414-481-2093
Architecture/History Consultant Elizabeth L. Miller		Area Code - Telephone Number 608-233-5942
Date of Need		SHSW # 92-5035/PT
Return a signed copy of this form to:		

RECEIVED
 OCT 21 2011
 DISTRICT PRES

pg 1 of 4

II. PROJECT DESCRIPTION

Project Length Approximately 15 miles	Land to be Acquired: Fee Simple 530 - 720 acres	Land to be Acquired: Easement N/A acres
--	--	--

Distance as measured from existing centerline	Other Factors		Existing		Proposed	
	Existing	Proposed	Existing	Proposed	Existing	Proposed
Right-of-Way Width Total corridor	N/A	400'	Terrace Width	N/A	N/A	N/A
Shoulder Outside/Inside	N/A	10'/6'	Sidewalk Width	N/A	N/A	N/A
Slope Intercept	N/A	N/A	Number of Lanes	N/A	4'	
Edge of Pavement	N/A	N/A	Grade Separated Crossing	N/A	N/A	
Back of Curb Line	N/A	N/A	Vision Triangle acres	N/A	N/A	
Realignment	N/A	N/A	Temporary Bypass acres	N/A	N/A	
Other - List:	N/A	N/A	Stream Channel Change	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Attach Map(s) that depict "maximum" impacts.	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Tree topping and/or grubbing	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	

Brief Narrative Project Description - Include all ground disturbing activities. For archaeology, include plan view map indicating the maximum area of ground disturbance and/or new right-of-way, whichever is greater. Include all temporary, limited and permanent easements.

This project is located in Portage County, just east of Stevens Point in Central Wisconsin. The project begins on United States Highway (USH) 10 at the existing interchange of USH 10 with Interstate Highway (IH) 39 near the east side of Stevens Point and continues southeasterly to the endpoint near its intersection with Lake Road, approximately 7.5 miles east of the city of Stevens Point. This segment of USH 10 is designated a "backbone" corridor in the WisDOT's Corridors 2020 Transportation Plan. WisDOT designed the plan to provide safe dependable access to and from Wisconsin and help promote regional and statewide economic development. The "backbone" designation puts this stretch of USH 10 on a short list of the most important roadway links in Wisconsin.

The purpose of the proposed project is to provide a continuous 65 mph facility that adds roadway capacity to serve existing and projected traffic volumes, and to improve operational efficiency and safety for through and local traffic. The proposed action will upgrade the USH 10 route to a multi-lane divided highway. In rural areas, the highway will be constructed with two 12 foot lanes in each direction separated by a 60-foot wide median. The highway will be constructed to freeway standards, with access permitted only at interchanges with public roads.

Improvement alternatives for this segment of USH 10 have been studied for the past 11 years in two other environmental impact statements. The remaining two build alternatives are on new location (refer to Exhibit 1 for a map of the area and the remaining alternatives). WisDOT plans to choose a preferred alternative this fall.

This study's design year is 2045 with construction estimated to take place in about twenty years. WisDOT plans to officially map the preferred highway corridor route to preserve it for this future transportation need. The mapping process will limit new and extensive residential and commercial development within the proposed highway corridor.

The purpose of this form is to complete the final Section 106 review process for this latest study, allowing WisDOT to map the corridor for future use.

****Update (February 2009)**

In the fall of 2008 the alignment for the proposed IH 39 and USH 10 interchange was modified to include two lanes on the westbound to southbound ramp. This modification caused a shift in the proposed right-of-way to an area outside the original area of potential effect. The new survey area was adjacent to IH 39 on the west side of the highway. In November, 2008, GLARC surveyed the new area and found that the entire area was disturbed by development, construction, grading and landscaping. Please see the enclosed Archaeological Survey Field Report for more information and a map of the new survey area.

*****Update (September 2011)**

The interchange design on the east end of the preferred alternative near Lake Road and Amherst Junction was modified in the fall of 2010. This modification caused a shift in the proposed right-of-way to an area outside the original area of potential effect. The new survey area is located adjacent to Portage County K as well as the Lake Road interchange area. In the summer of 2010, GLARC surveyed the new area and did not identify any archaeological sites. Elizabeth Miller conducted a survey for historical properties in the same area and no listed, eligible, or potentially eligible structures were identified. Please see the enclosed Archaeological Survey Field Report and Architecture/History Survey for more information and a map of the new survey area.

92-5035
Pg 2 of 4

Add continuation sheet, if needed.

III. CONSULTATION

- How has notification of the project been provided to:
- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Property Owners | <input checked="" type="checkbox"/> Historical Societies/Organizations | <input checked="" type="checkbox"/> Native American Tribes |
| <input checked="" type="checkbox"/> Public Information Meeting Notice | <input type="checkbox"/> Public Information Meeting Notice | <input type="checkbox"/> Public Info. Mtg. Notice |
| <input checked="" type="checkbox"/> Letter - Required for Archaeology | <input checked="" type="checkbox"/> Letter | <input checked="" type="checkbox"/> Letter |
| <input type="checkbox"/> Telephone Call | <input type="checkbox"/> Telephone Call | <input type="checkbox"/> Telephone Call |
| <input type="checkbox"/> Other: | <input type="checkbox"/> Other: | <input type="checkbox"/> Other: |

*Attach one copy of the base letter, list of addresses and comments received. For history include telephone memos as appropriate.

IV. AREA OF POTENTIAL EFFECTS - APE

ARCHAEOLOGY: Area of potential effect for archaeology is the existing and proposed ROW, temporary and permanent easements. Agricultural practices do not constitute a ground disturbance exemption.

HISTORY: Describe the area of potential effects for buildings/structures.

The APE for this project was developed as a two-step process. First, a study area was set, consisting of those properties adjacent to and within the viewshed of several alternatives to the existing alignment of USH 10 between USH 51/I-39 and the village of Amherst (just east of the city of Stevens Point). The north limit of the study area generally coincided with the existing alignment of USH 10, while the south limit coincided with Porter Drive/Fifth Street. Within the study area, those properties that were at least 50 years old and displayed some potential for architectural or historical significance, while maintaining a degree of integrity, were photographed. Preliminary research was conducted on these properties.

As the second step in developing the APE, the consulting architectural historian met with the consulting engineers in late 2004 (following a series of public meetings) to find out which alternatives remained and exactly what was proposed for each of the alternatives still under consideration. The Area of Potential Effects for the remaining three alternatives consisted of those properties adjacent to and within the viewshed of these alternatives. Only one property that is potentially eligible for the National Register is located within the APE: the Stockton District No. 1 School at 6196 Old Highway 18 Road, in the APE for the HH-J Alternative. A Determination of Eligibility (DOE) was prepared for the school, and the consulting architectural historian found the school to be eligible for the National Register (the SHPO has not yet given their opinion). As a result, the HH-J alternative will be dropped. There are no properties with any potential for historical or architectural significance in the APE for either of the two remaining alternatives.

V. PHASE I ARCHEOLOGICAL OR RECONNAISSANCE HISTORY SURVEY NEEDED

- | | |
|---|---|
| <p style="text-align: center;">ARCHAEOLOGY</p> <input checked="" type="checkbox"/> Archaeological survey is needed | <p style="text-align: center;">HISTORY</p> <input checked="" type="checkbox"/> Architecture/History survey is needed |
| <input type="checkbox"/> Archaeological survey is not needed - Provide justification
<input type="checkbox"/> Screening list (date). | <input type="checkbox"/> Architecture/History survey is not needed
<input type="checkbox"/> No structures or buildings of any kind within APE
<input type="checkbox"/> Screening list (date). |

VI. SURVEY COMPLETED

- | | |
|---|---|
| <p style="text-align: center;">ARCHAEOLOGY</p> <input checked="" type="checkbox"/> NO archaeological sites(s) identified - ASFR attached
<input type="checkbox"/> NO potentially eligible site(s) in project area - Phase I Report attached
<input type="checkbox"/> Potentially eligible site(s) identified-Phase I Report attached
<input type="checkbox"/> Avoided through redesign
<input type="checkbox"/> Phase II conducted - go to VII (Evaluation).
<input type="checkbox"/> Phase I Report attached - Cemetery/cataloged burial documentation | <p style="text-align: center;">HISTORY</p> <input checked="" type="checkbox"/> NO buildings/structures identified - A/HSF attached
<input type="checkbox"/> Potentially eligible buildings/structures identified in the APE - A/HSF attached
<input type="checkbox"/> Potentially eligible buildings/structures avoided - documentation attached
<p style="text-align: center;"><i>see attached letter report</i></p> |
|---|---|

VII. DETERMINATION OF ELIGIBILITY (EVALUATION) COMPLETED

- | | |
|--|--|
| <input type="checkbox"/> No arch site(s) eligible for NRHP - Phase II Report attached
<input type="checkbox"/> Arch site(s) eligible for NRHP - Phase II Report attached
<input type="checkbox"/> Site(s) eligible for NRHP - DOE attached | <input type="checkbox"/> No buildings/structure(s) eligible for NRHP - DOE attached
<input type="checkbox"/> Building/structure(s) eligible for NRHP - DOE attached |
|--|--|

VIII. COMMITMENTS/SPECIAL PROVISIONS - must be included with special provisions language

*92-5035
pg 3084*

IX. PROJECT DECISION

-
- No historic properties (historical or archaeological) in the APE.
-
-
- No historic properties (historical or archaeological) affected.
-
-
- Historic properties (historical and/or archaeological) may be affected by project;
-
-
- Go to Step 4: Assess affects and begin consultation on affects
-
-
- Documentation for Determination of No Adverse Effects is included with this form. WIDOT has concluded that this project will have No Adverse Effect on historic properties. Signature by SHPO below indicates SHPO concurrence in the DNAE and concludes the Section 106 Review process for this project.

(Regional Project Manager)

W. O. ... PE

(Date)

9/28/11

(Consultant Project Manager)

(Date)

(WIDOT Historic Preservation Officer)

10/20/11

(Date)

(State Historic Preservation Officer)

Oct 31 2011

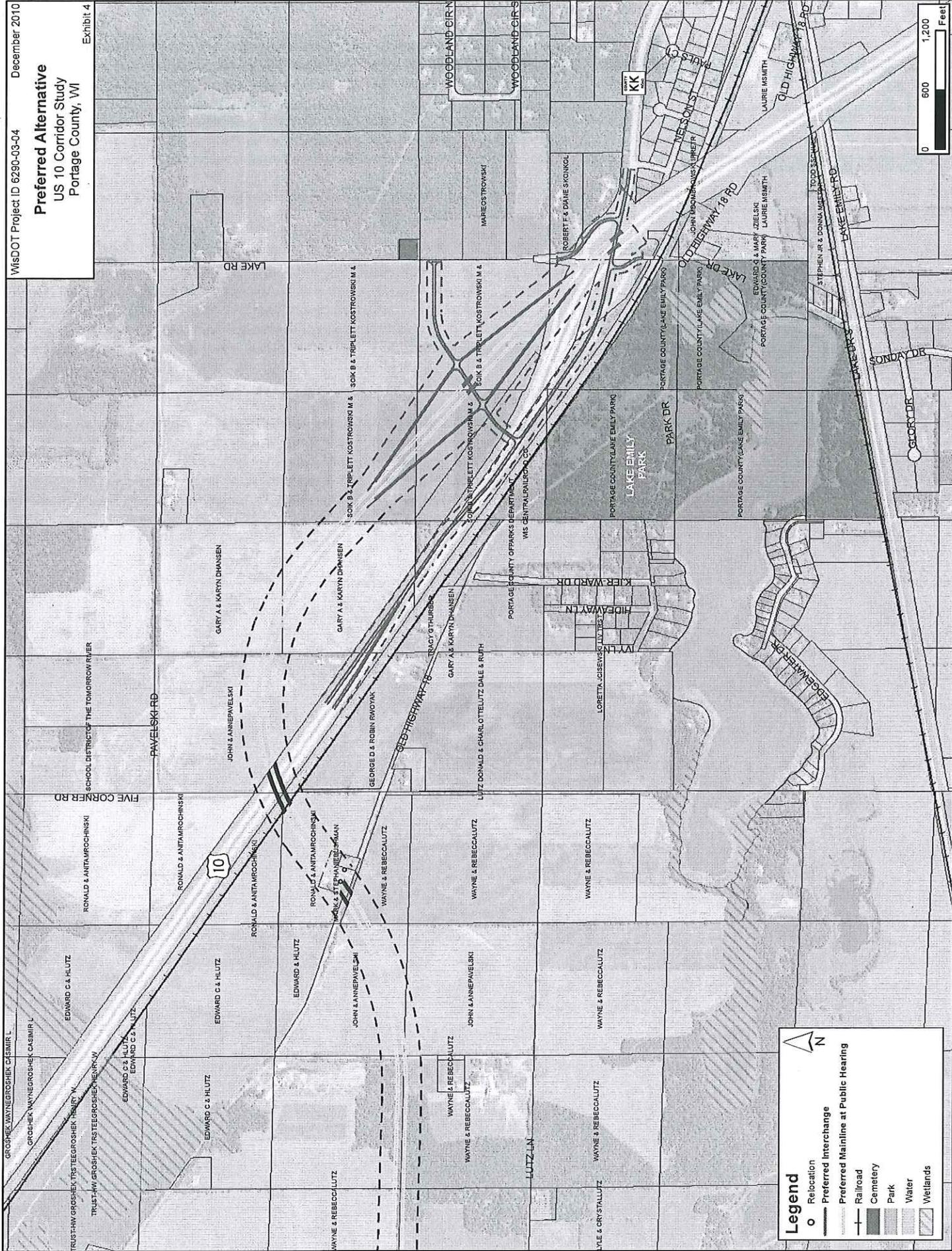
(Date)

92-5035

12484

Preferred Alternative US 10 Corridor Study Portage County, WI

Exhibit 4



Legend

- Relocation
- Preferred Interchange
- Preferred Mainline at Public Hearing
- Railroad
- Cemetery
- Park
- Water
- Wetlands



ENVIRONMENTAL ADDENDUM A (Part 2)

Wisconsin Department of Transportation

DT2168 2005

THIS SHEET FOR USE AFTER PUBLIC AVAILABILITY PERIOD

Project ID 6290-03-04	Highway USH 10	County Portage
Alternative HH-Porter Split Option 1	Segment Termini IH 39 to CTH B	
Date of Public Notice 8/12/2011 and 9/2/2011	In: (Name of Newspaper) Stevens Point Journal and Portage County Gazette	Dates Environmental Assessment made available to Public From: 5/16/2011 To: 10/31/2011

This form documents the second public hearing for the project in September 2011 and the comments received as a result of that hearing. Environmental Addendum A (Part 1) documents the first public hearing for the project in September 2009 and the design changes made to the preferred alternative as a result of the comments received at that hearing.

1. Public Hearing

- Was not required, explain.
- Opportunity was given but no hearing was held.
 - No requests for a public hearing were received.
 - Requests for a public hearing were not substantial.
- Was held on 9/13/2011

2. Summary and disposition of public hearing comments and/or comments resulting from Public Notice of Availability. Include a summary of the changes to the environmental document and the project resulting from comments. (Note: Alternatives proposed by the public and subsequently rejected should be identified and the reasons for rejecting them included.)

A Notice of Opportunity to Request a Public Hearing was printed in the Stevens Point Journal and Portage County Gazette in May 2011 and copies of the notice were mailed along with the Re-evaluation of the Environmental Assessment to local officials involved with the project. In June 2011 the Town of Amherst Plan Commission and Town of Amherst Board submitted requests in writing requesting a public hearing for the project. As a result of these requests, a public hearing was scheduled.

The public hearing was held on Tuesday, September 13, 2011 at the Jensen Center in Amherst. The hearing took place from 5:30 to 7 p.m. and was opened with the reading of the project statement. Two court reporters were present to record oral testimony. Sixty-one (61) people attended the hearing with six (6) individuals giving oral testimony. Two (2) individuals and one (1) local unit of government (Town of Amherst) submitted written comments within the public comment period. Copies of the official hearing transcripts are on file at the Wisconsin Rapids office of the Wisconsin Department of Transportation (WisDOT), the WisDOT Central Office in Madison, and at the Federal Highway Administration (FHWA).

The Town of Amherst submitted a comment form indicating their desire for WisDOT to fund an upgrade of Lake Road between the proposed Lake Road interchange and CTH KK. The extent of construction on Lake Road will

be determined at the time of construction. In addition, the town would like to see an interchange at CTH K. Considering the low traffic volume on CTH K, WisDOT does not believe an interchange at CTH K is justified. However the local community or County can officially map the land needed for an interchange on their own.

The comments received as a result of the public hearing that related to the proposed interchange at Lake Road were positive. More people favored the new Lake Road full diamond interchange than the previously proposed design in this area. However, the majority of the comments received at the public hearing related to the project in general and the public's dislike for WisDOT's proposal to officially map a 4-lane corridor on a new alignment.

3. Describe selected alternative.

- Selected alternative is the same as that described on form DT2094, Environmental Evaluation of Facilities Development Actions.
- Selected alternative is different from that described on form DT2094, Environmental Evaluation of Facilities Development Actions. Explain changes or why another alternative was selected.

See description of preferred alternative on form DT2168 Environmental Addendum A (Part 1).

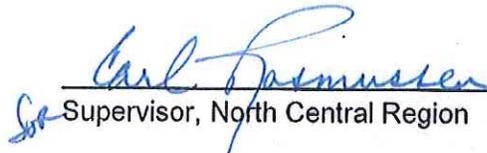
RE-EVALUATION OF ENVIRONMENTAL ASSESSMENT

FOR

**USH 10
IH 39 to CTH B
Portage County
Project ID 6290-03-04**

**STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION**

Date 4/20/11


Supervisor, North Central Region

Date 4/30/11


Rebecca S. Burkel, Director, Bureau of Technical Services

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION**

Wisconsin Section

Peter M.

Garcia

Date _____

Division Administrator

Digitally signed by Peter M. Garcia
DN: cn=Peter M. Garcia, o=FHWA,
ou=WI Division,
email=pete.garcia@dot.gov, c=US

Date: 2011.04.27 11:11:35 -05'00'

Summary

An Environmental Assessment (EA) for United States Highway (USH) 10 from Interstate (IH) 39 to County Trunk Highway (CTH) B in Portage County was approved in June 2009. On September 29, 2009 a public hearing was held. The preferred alternative was presented at the meeting, and can be seen in Exhibit 1. Several comments were received which expressed concern about the proposed removal of the existing Lake Road half diamond interchange, just west of Amherst Junction. As a result of the comments, the Wisconsin Department of Transportation (WisDOT) developed three new interchange options in this area. The purpose of this re-evaluation is to communicate the changes that have occurred since the public hearing in September 2009.

The three new interchange options developed for the Lake Road area include a full diamond interchange at CTH K, a full diamond interchange at Lake Road and a half diamond interchange at Lake Road. Several meetings were held between July and November 2010 with the public, local officials and regulatory agencies to discuss the proposed interchange options. As a result of the meetings and analysis of the options, the Lake Road full diamond interchange was chosen as the preferred alternative. This interchange option obtained the most public support, minimizes overall environmental impacts, and provides full access to the proposed highway. The modified preferred alternative can be seen in Exhibit 7.

The following document describes the public hearing, interchange options, and the development process in more detail. The following is a list of topics that are discussed within the document:

- Public Hearing Summary
 - Petition
 - Local Government Comments
 - Public Comments
 - Responses to Significant Comments
- Potential Mainline Modification
- Proposed Interchange Options
- Meeting Summaries
 - Two Portage County Parks Commission Meetings
 - Two Local Officials Meetings
 - Public Information Meeting
 - Wisconsin Department of Natural Resources Meeting
- Preferred Alternative

Public Hearing Summary

A public hearing was held on Tuesday, September 29, 2009 at Bannach Elementary School in Stevens Point. The hearing took place from 5:30 to 7:30 p.m. and was opened with the reading of the project statement. One court reporter was available to record oral testimony. Ninety-seven (97) people attended the hearing with sixteen (16) individuals and two (2) units of government giving oral testimony. Sixty (60) individuals and seven (7) local units of government submitted written comments either at the hearing or within the public comment period. A petition with 549 signatures was also entered into the testimony. Copies of the official hearing transcripts are on file at the Wisconsin Rapids office of the Wisconsin Department of Transportation (WisDOT), the WisDOT Central Office in Madison, and at the Federal Highway Administration (FHWA). The overall preferred alternative (HH-Porter Split Option 1) as shown at the public hearing is shown in Exhibit 1.

The testimony received has been summarized into three divisions: petition commentary, local government commentary, and public commentary.

Petition Commentary

A petition with 549 signatures was received at the public hearing. The petition summarizes two main concerns. The issues documented in the petition include:

1. Closure of the Lake Road Ramps at the existing half diamond interchange with USH 10 (just west of Amherst Junction)
2. Direct impacts to agricultural lands. Over 700 acres of farmland that would be converted to right-of-way with the preferred alternative (HH-Porter Split Option 1).

The petition outlines public concern with the removal of the Lake Road ramps related to emergency access, recreation and tourism, and the local economy. A summary of these factors follows:

Emergency Access – If the ramps are removed, there is concern emergency response times would increase.

Recreation and Tourism – If the ramps are removed, access to Lake Emily Park would be hampered. This park is known to attract outdoor enthusiasts for fishing, camping, swimming, and skiing. Local businesses that serve these same customers could also be adversely impacted if use of the park decreases. Also there may be impact to local events served by this interchange (Energy Fair, horse shows, Iola Car Show, the County Fair, and YMCA camps), since easy access to these events would be removed.

Local Businesses – Many local businesses have expressed that the removal of the ramps would be “the nail in the coffin” for their businesses and loss of more traffic would ultimately drive them out of business.

The petition expresses concern with the direct conversion from over 700 acres of farmland to highway right of way with the HH-Porter Split Option 1 Alternative. The local community values this land as highly productive agricultural land. There is also concern that any future interchanges could affect even more of this highly productive agricultural land. The petition also expresses concern over severing the agricultural land and severances create increased operating costs to farmers as they have to travel further to reach each of their parcels of land. Also, the general consensus expressed by the agricultural land owners is that

they do not believe they will be fairly compensated for acquisition of their land. They do not believe WisDOT recognizes their land as highly productive agricultural land which is irrigated and produces quality crops.

Local Government Commentary

The local government comments received focused on their reasoning for changing support; or maintaining their initial support; for the preferred alternative as documented in the Environmental Assessment. Of the nine government bodies that provided comment in the Environmental Assessment, six provided testimony as part of the public hearing. Of these six government agencies, three do not support the preferred alternative and three support the preferred alternative. Also the Village of Nelsonville provided testimony during the public hearing while they had not previously commented during the Environmental Assessment review period.

Town of Amherst

The Town of Amherst originally supported the HH-Porter Split Option 1 alternative. With written and oral testimony, they have changed their support to the HH-Porter Split Option 2 alternative. They have also passed a resolution supporting maintenance of access at the existing Lake Road ramps. The Town of Amherst also commented that the HH-Porter Split Option 1 alternative would impact too much farmland in the town. Also, the Town of Amherst is concerned with the potential extra cost to the local units of government for road maintenance of existing 4-lane USH 10 which would be jurisdictionally transferred to the County upon completion of the new USH 10 route.

Village of Amherst Junction

The Village of Amherst Junction had supported the HH-Porter Split Option 2 alternative. They continue to support HH-Porter Split Option 2 and they maintain opposition to the HH-Porter Split Option 1 alternative. They are opposed to the closure of the Lake Road ramps due to the increased travel time to Amherst Junction, lack of easy access for the Lake Emily Park, and potential for increased emergency times. The Village also indicates that the preferred alternative (HH-Porter Split Option 1) goes against Village comprehensive planning efforts which documents goals for limiting negative impacts to agricultural land and supports using existing roadways as much as possible in the planning of any new roadways. Finally, the Village is opposed to HH-Porter Split Option 1 since it is more expensive than HH-Porter Split Option 2 and directly impacts more land.

Portage County Parks Department

The Portage County Parks Department originally supported the HH-Porter Split Option 1 alternative. With written testimony, they have removed their support of this alternative. They are concerned with negative impacts to the Lake Emily Park access by removal of the Lake Road ramps. They are also concerned with the possibility of noise and water contamination to the park if the highway moves closer to the park. The Portage County Parks Department no longer supports the original preferred alternative and does not unanimously support any of the other alternatives, but they do request that the highway be kept as far from Lake Emily Park as possible.

Portage County Highway Department

The Portage County Highway Commissioner gave oral testimony on the behalf of Portage County Highway Department. The Portage County Highway Department supported the preferred alternative HH-Porter Split Option 1 in the Environmental Assessment and continues to support the preferred alternative. The County has expressed the desire for WisDOT to consider the possibility of an

interchange at Burbank Road and a grade separation be completed for the Canadian National Railroad (on Burbank Road). Although not stated during the oral testimony, on several occasions, the Commissioner has stated that an interchange at CTH K is desired. Within this County, ongoing planning efforts are already accounting for and planning around the HH-Porter Split Option 1 alternative.

City of Stevens Point

In the Environmental Assessment, the City of Stevens Point supports the preferred alternative, HH-Porter Split Option 1. The City of Stevens Point submitted written testimony and they support the mapping of USH 10 as well as an interchange at Burbank Road. The City supports the Burbank Road interchange as they believe it would alleviate bottleneaking at the CTH HH interchange.

Village of Plover

The Village of Plover Administrator gave oral testimony on the behalf of the Village of Plover. The Village of Plover originally supported the preferred alternative, HH-Porter Split Option 1, and they continue to support the preferred alternative. The Village of Plover also supports an alternative which may consider an interchange at Burbank Road. The Village indicates they are willing to cost-share to help pay for the interchange if WisDOT identifies it as a feasible location. They support the interchange at Burbank as they believe it is important for economic development, traffic circulation, and safety.

Village of Nelsonville

The Village of Nelsonville did not comment during development of the Environmental Assessment. They have provided written testimony supporting the HH-Porter Split Option 2 alternative. Their testimony indicates they would prefer maintenance of the Lake Road ramps, they feel that the HH-Porter Split Option 1 alternative impacts too much farmland. The Village is also concerned with the potential extra cost to the local units of government for road maintenance of existing 4-lane USH 10 which would be jurisdictionally transferred to the County upon completion of the new USH 10 route.

Public Commentary

Seventy-three (73) individuals gave oral and/or written testimony. Of the sixty (60) written pieces of testimony, ten (10) were copies of the petition. The comments are summarized in the following five categories:

Maintain Access to the Lake Road Interchange

Fifteen (15) individuals voiced the same concerns over removal of the access at the Lake Road interchange as outlined in the petition. Emergency access, recreation and tourism, and local businesses would be adversely impacted if the Lake Road ramps were removed as proposed in the HH-Porter Split Option 1 alternative. Fear for the continuing liability of the Lake Emily Park was also documented indicating that the closure of the ramps would deter out-of-town visitors since easy access to the park would be lost. Some individuals also pointed out that this overpass is currently used by local farmers to get to and from their fields on either side of the existing USH 10 and loss of the access would have negative impact. Other individual expressed concern over the additional drive time they may experience due to the closure of the ramps at Lake Road.

Acquisition of Farmland / Removing "Country Lifestyle"

Thirty-two (32) individuals documented their concern about the amount of farmland that would be converted in the preferred alternative. They did not feel that it is justifiable to impact 132 acres of high

quality farmland with the HH-Porter Split Option 1 alternative in order to save nine (9) acres of wetland by not choosing the HH_Porter Split Option 2 alternative. They believe the loss of farmland will affect the livelihood of many people. The testimony also documents concern that fair compensation would not be provided for the high quality irrigated farmland. Testimony from some individuals indicated they moved to the area for a "country lifestyle" that comes from an agricultural area and loss of agricultural land would adversely impact this lifestyle. The testimony supports local planning efforts to use as much of the existing roadway network as possible to maintain the country lifestyle while limiting impacts to agricultural land. The testimony also documents concern that noise from the new highway would also impact the "country lifestyle".

Corridor Mapping

Five individuals provided testimony on the official mapping which is proposed under Wisconsin Administrative Code SS 84.295. The comments provided support official mapping as a proactive measure. The testimony maintains the need for the proposed highway and supports the official mapping as a good planning step to accommodate east/west traffic across the state.

Construction Not Needed

Four (4) individuals do not support the Proposed Action as they do not believe improvements to the USH 10 corridor are warranted. Testimony indicates construction would be a waste of taxpayer's money as there are already four lanes going into Stevens Point. Other statements indicate that STH 29 is and will be the main east/west route and USH 10 improvements are not needed. Some do not support the idea of another interchange as it would have direct impacts to their subdivisions and homes. Also many did not understand why a corridor needs to be mapped, since four lanes have already been constructed between Stevens Point and Amherst Junction.

Responses to Significant Comments

Farmland Impacts

During the development of the Detailed Study Alternatives, WisDOT held meetings with the potentially impacted property owners to receive input and ideas for ways to minimize the impacts caused by the acquisition of farmland with several of the alternatives. The alignment of the Preferred Alternative (HH-Porter Split Option 1) was adjusted based on these comments from affected farmers. The adjustments include following the limits of the 40 acre parcels whenever possible to avoid splitting parcels and minimize impacts to center-pivot irrigation systems.

Wetlands are federally protected by law and impacts to them must be minimized even if it at times it impacts additional agricultural land.

Access at East End of Project

The access along the east end of the project will be reduced by the Preferred Alternative. The removal of the Lake Road interchange will cause adverse impacts to local recreation and tourism, local businesses, and emergency access. Due to the opposition and comments regarding the removal of the Lake Road interchange, additional options will be explored to improve access at the east end of the project.

Impacts to Lake Emily Park

The closure of the Lake Road interchange will remove the easy access to the park from USH 10. This may cause adverse impacts to the park including deterring out-of-town visitors from using the park. Due to the potential adverse impacts to the park and the concern expressed by the Portage County Parks Department and the public, additional options will be explored to improve access near Lake Emily Park.

Construction Not Needed

The proposed action is not to construct a new highway but instead to officially map the right of way needed to convert USH 10 from expressway to freeway standards between IH 39 and CTH B. This is a long-term, proactive planning initiative to preserve the future highway right of way and discourage development from occurring on these lands. This action is in accordance with State Statute 84.295 which authorizes the segment designations of the state trunk highway system as either freeways or expressways.

As a result of the comments received at the public hearing, additional options were explored for the access along the east end of the project corridor. Several interchange options were developed and analyzed. During the development process, meetings were held at various stages with agencies, local officials, and the public to discuss the proposed options. During the meetings, concerns were discussed; the proposed options were described and the impacts explained; and additional comments and concerns were gathered. These comments and concerns helped develop the interchange options and aided in the decision to choose the preferred alternative.

Potential Mainline Modification

A mainline modification for USH 10 along the east end of the project was developed to potentially minimize overall land impacts and avoid relocating two residences. This modification would begin at CTH K and end at the eastern project limits. The mainline would be shifted to the southwest where it crosses existing USH 10. This modification would be possible if the proposed free-flow interchange was removed from the preferred alternative. The proposed mainline modification can be seen in Exhibit 2. A summary of impacts table is included below.

This modification was shown at the second local officials meeting and the public information meeting for comment. One written comment was received and did not support the proposed mainline modification. The geometrics of the modification were explored and it was found that the modification would decrease the safety of the highway when combined with the preferred interchange option. This mainline modification was dropped from consideration due to public opposition and safety concerns.

Summary of Impacts

Mainline Option - no interchange impacts	Farmland (acres)	Wetland (acres)	Woodland (acres)	Other² (acres)	Total Acreage	Relocations	Cost (millions)
Original Location from Public Hearing	102	0	17	17	136	2	\$19.0
Proposed Mainline	98	0	17	15	130	0	\$20.0

Notes

1. All impacts are calculated for the area between CTH K and CTH B.
2. Other land uses include residential, existing roadways, bodies of water, etc.

Proposed Interchange Options

Three new interchange options were developed for the east end of the project. The preferred alternative at the public hearing is considered an option as well for comparison purposes. In total, there are four options for the access along the east end of the project. The four options can be seen in Exhibits 3 – 6.

Preferred Alternative at Public Hearing Option (Exhibit 3)

This option includes a free-flow interchange that would connect the proposed USH 10 to the existing USH 10. The interchange would provide access only from the new highway to the old highway. The existing Lake Road half diamond interchange would be removed and would not be replaced. No local access would be available with this interchange option.

This option would have the highest amount of farmland impacts (178 ac) and require the most new right of way (241 ac). This is the only option that would have wetland impacts (1 ac). This option is also the most expensive at \$30.8 million. Comments from the public hearing showed concern about the lack of local access with this interchange. The removal of the existing Lake Road half diamond interchange would adversely affect access to Lake Emily Park and Amherst Junction. The general consensus from the public and local agencies is they do not support this interchange option.

Lake Road Full Diamond Option (Exhibit 4)

This option would remove the existing Lake Road half diamond interchange and construct a full diamond interchange just northwest of Lake Road. This option would not include the free-flow interchange between proposed USH 10 and existing USH 10. Existing USH 10 would be reconstructed beginning west of the proposed interchange and would be transitioned from a 4-lane expressway to a 2-lane undivided highway as it connects into CTH KK. A new road would be constructed to connect the interchange to Lake Road and existing USH 10. Lake Road would no longer connect through existing USH 10. A cul-de-sac would be constructed at the end of the portion of Lake Road to the north of USH 10. The Lake Road portion to the south of USH 10 would intersect with existing USH 10.

This option would reduce the amount of farmland impacts (119 ac) and required new right of way (183 ac) when compared to the preferred alternative at the public hearing. At \$25.4 million, this option is the second most expensive interchange option. Upgrading the existing Lake Road interchange from a half diamond to a full diamond would improve the access to this area with the addition of an eastbound off-ramp and a westbound on-ramp.

Lake Road Half Diamond Option (Exhibit 5)

This option would construct a half diamond interchange at the same location as the existing Lake Road half diamond interchange, but with a different configuration. This option would not include the free-flow interchange between proposed USH 10 and existing USH 10. Existing USH 10 would be reconstructed beginning west of the proposed interchange and would be reduced to a 2-lane undivided highway. The reconstruction of existing USH 10 would also include connecting the highway directly into CTH KK.

The proposed half diamond interchange would include an eastbound on-ramp and a westbound off-ramp. The ramps would connect into the reconstruction of existing USH 10/CTH KK. Lake Road would no longer be directly connected north and south of existing USH 10. Lake Road north of USH 10 would be realigned to the east and intersect with CTH KK. Lake Road south of USH 10 would be realigned slightly to the west and intersect with existing USH 10 directly across from the westbound off-ramp.

The least amount of farmland would be impacted by this option (103 ac). A moderate amount of new right of way would be required (163 ac). This option would be the second lowest of the proposed options at \$22.8 million. The proposed half diamond interchange would provide the same access as the existing half diamond interchange.

Portage County K Option (Exhibit 6)

This option would construct a full diamond interchange at CTH K. This option would not include the free-flow interchange between proposed USH 10 and existing USH 10 or an interchange at Lake Road. The interchange ramps would connect into existing CTH K.

This option would cause the same amount of farmland impacts as the Lake Road full diamond option (119 ac). The least amount of new right of way would be required with this option (155 ac) and it would be least expensive at \$22.1 million. With the removal of the existing Lake Road interchange, the easy access to Lake Emily Park and Amherst Junction from USH 10 would no longer exist. Access to these two destinations would be through the proposed CTH K interchange and the existing CTH B interchange, which would increase the travel time to the destinations.

Summary of Impacts

Interchange Option	Farmland (acres)	Wetland (acres)	Woodland (acres)	Other ² (acres)	Total Acreage	Cost (millions)
Preferred Alternative at Public Hearing	178	1	19	43	241	\$30.8
Lake Road Full Diamond	119	0	17	47	183	\$25.4
Lake Road Half Diamond	103	0	21	39	163	\$22.8
Portage County K	119	0	18	18	155	\$22.1

Notes

1. All impacts are calculated for the area between CTH K and CTH B.
2. Other land uses include residential, existing roadways, bodies of water, etc.

Meetings

Through various stages of the development process between the public hearing and the Finding of No Significant Impacts, six meetings were held with the public, local officials and involved agencies. These meetings provided the opportunity to determine the concerns with the preferred alternative that was shown at the public hearing, discuss the proposed interchange options, and gather additional comments and concerns.

Portage County Parks Commission Meeting

A meeting was held with three (3) members of the Portage County Parks Commission on Thursday, July 29th, 2010 at the AECOM Stevens Point office. The purpose of this meeting was to discuss these concerns and determine if potential access modifications in the vicinity of Lake Emily Park could address the parks commission's concerns. The parks commission is concerned with campers and daily park users not having a direct route in to the park. They would prefer to see an access point that does not require utilizing Old Highway 18 or driving through Amherst Junction. The commission is also concerned about the noise from the highway.

The project team discussed the potential for new interchanges at either CTH K or in the Lake Road area. No detailed interchange designs were shown at this meeting, only a map showing circles around the potential interchange locations. The parks commission does not want an interchange at CTH K because this would require park users to follow Old Highway 18 to access the park.

Local Officials Meeting

A short presentation was made at the Portage County Highway Committee meeting on Tuesday, August 10th, 2010 at the Portage County Highway Facility in Plover, WI. In addition to the highway committee, the local officials were also invited to the meeting. Information was presented to provide an update on the project. Based on concerns raised during the public hearing about the closure of the Lake Road interchange, new interchange options were explored for the east end of the USH 10 project. The potential locations for an interchange include CTH K, Lake Road, and just west of Lake Road. Only one interchange would be constructed at one of the previously mentioned locations. No interchange designs were shown in the presentation. No comments or concerns were raised during the meeting.

Portage County Parks Commission Meeting

A short presentation was made at the Portage County Parks Commission meeting on Thursday, September 9th, 2010 at the Lake Emily West Lodge in Amherst Junction. The presentation summarized the information discussed with members of the parks commission on July 29th, 2010. The potential locations for a new interchange, which include CTH K, Lake Road, and just west of Lake Road, were discussed.

A written comment was submitted to WisDOT by the Portage County Parks Commission after the meeting. The parks commission is strongly opposed to the entire USH 10 proposed project because they feel the project is not needed and a waste of money. However, they also understand that WisDOT has addressed their concerns by developing the proposed interchange options. They support the Lake Road interchange option because it provides convenient access to the park, diverts traffic further away from the park, and reduces the amount of farmland impacts.

Local Officials Meeting

A meeting was held with the local officials on Thursday, September 30, 2010 at the Jensen Community Center in Amherst. Twelve (12) people attended the meeting. At the meeting, the local officials were shown the detailed designs of the four proposed interchange options. A short presentation was conducted to explain the reasons for the new interchange options, the steps done to design the options, and the differences and impacts between the options.

Most people in attendance preferred the Lake Road full diamond interchange option. Concern was expressed about the length of the Lake Road cul-de-sac designed with the Lake Road full diamond interchange. The cul-de-sac exceeds the maximum length allowed by Town of Amherst regulations. Many people liked the design of Lake Road north of USH 10 and its connection into CTH KK that is shown in the Lake Road half diamond interchange option. They would like to see this Lake Road design implemented into the Lake Road full diamond interchange option instead of the cul-de-sac.

Some people were concerned about the misdirection of traffic that would occur with the Portage County K interchange option. Old highway 18 through Lake Emily Park would see an increase in traffic that would be headed to the Amherst Junction area.

Written comments were received from the Town of Amherst at a later date. The town prefers the Lake Road half diamond interchange but the Lake Road full diamond interchange would be acceptable if the cul-de-sac on Lake Road was removed and Lake Road from the north was extended to intersect with CTH KK.

Public Information Meeting

A public information meeting was held on Thursday, September 30, 2010 at the Jensen Community Center in Amherst. Approximately sixty (60) people attended the meeting. The purpose of the meeting was to present the four interchange options and the proposed mainline adjustment for the east end of the project and gather comments. A short presentation was conducted describing the interchange options and mainline alternatives and their impacts. The presentation was followed by a question and answer session. The remaining time was organized in an open house format.

The majority of the questions and comments during the meeting pertained to the overall preferred alternative presented at the public hearing, and focused on the western portion in particular. Four (4) written comments were received either at the meeting or during the public comment period. To summarize the verbal and written comments, they have been broken into two categories, the preferred alternative from public hearing and the eastern interchange options.

Preferred Alternative from Public Hearing

Concerns were raised over the impacts caused by the preferred alternative, especially the agricultural land that will be impacted. Questions were asked about the reasons the other proposed alternatives were not chosen as the preferred alternative. There were also concerns about the need for the realignment of USH 10. The existing highway was recently expanded to a 4-lane divided highway and they did not see why more construction would be needed. After construction, if existing USH 10 was turned over to Portage County, concerns were expressed about who would cover the costs associated with highway maintenance.

Eastern Interchange Options

Most people in attendance at the meeting preferred the Lake Road full diamond interchange option. Several people mentioned that at a minimum, they wanted the Lake Road half diamond interchange, but the full diamond would be preferred. Concern was expressed about the misdirection of traffic that would be caused by the Portage County K interchange option. Traffic headed towards Amherst Junction would likely travel along old highway 18 which would increase the amount of traffic through Lake Emily Park. One individual commented that from a truck route perspective, the Portage County K interchange would be the preferred option because it would cause the least amount of impacts to existing truck routes in the area.

Wisconsin Department of Natural Resources Meeting

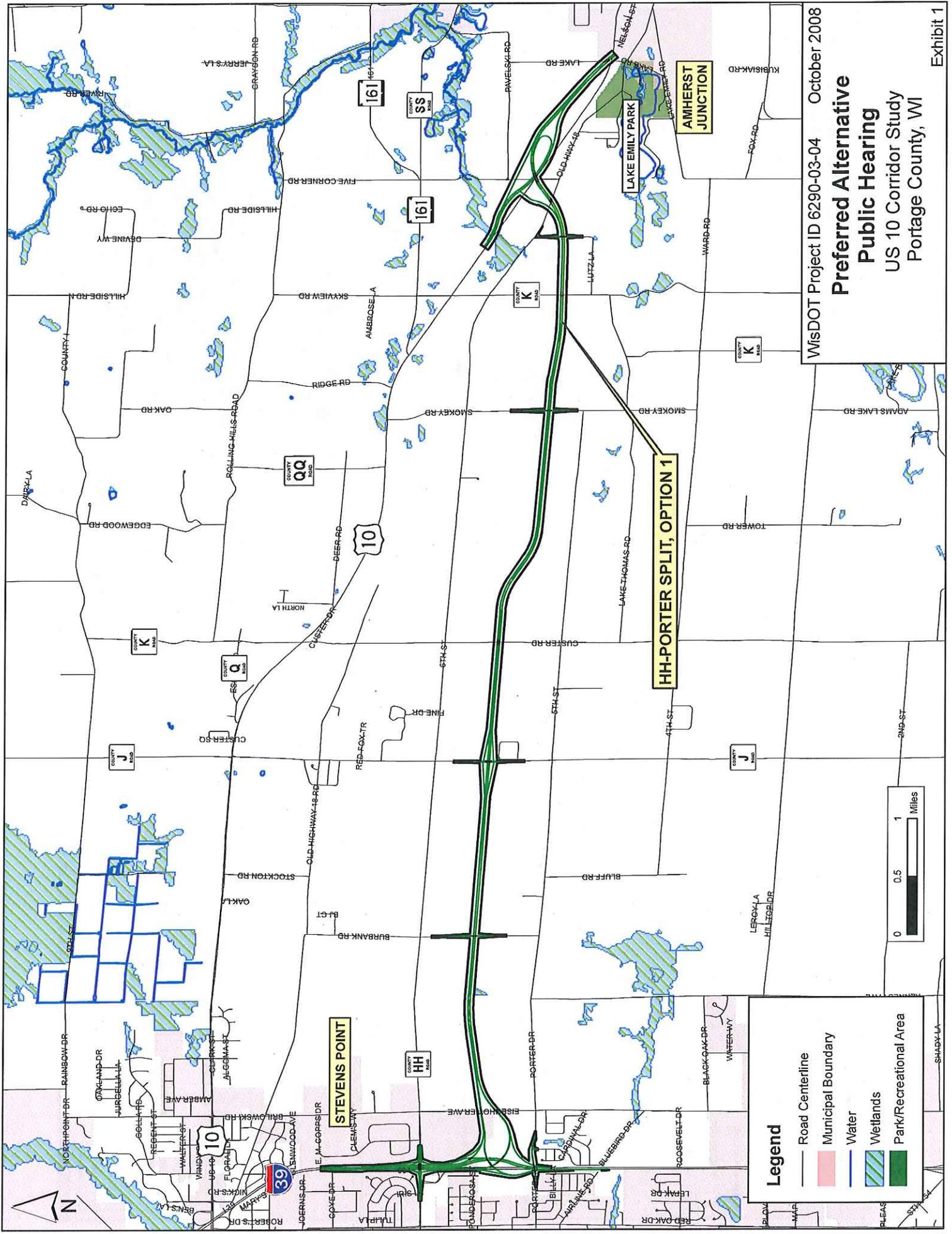
A meeting was held with the Wisconsin Department of Natural Resources (WDNR) on Tuesday, November 16th, 2010. The purpose of the meeting was to provide a project update. A summary of the public hearing was given, including the significant comments received. The proposed interchange options and mainline modification were shown and the environmental impacts were discussed. The Preferred Alternative was announced to be the Lake Road full diamond interchange option with the original mainline from the public hearing. No comments were received from WDNR about the proposed options or the Preferred Alternative.

Preferred Alternative (Exhibit 7)

The Lake Road full diamond interchange option was chosen as the Preferred Alternative from the eastern interchange options. Based on comments from local officials, the cul-de-sac on Lake Road would not be constructed as originally proposed. Instead, the portion of Lake Road north of USH 10 would be realigned to the east and intersect with CTH KK. The Preferred Alternative can be seen in Exhibit 7.

This interchange option was selected because it would provide benefits that are more desirable than the other alternatives considered:

- It would provide the best access to destinations around the eastern end of the project
- It would reduce the impacts to Lake Emily Park
- It would reduce the amount of farmland impacts and required right of way
- It would minimize wetland impacts
- The Town of Amherst approves of this alternative with the extension of Lake Road to CTH KK

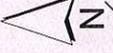
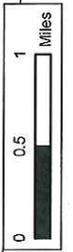


WisDOT Project ID 6290-03-04 October 2008

Preferred Alternative
Public Hearing
 US 10 Corridor Study
 Portage County, WI

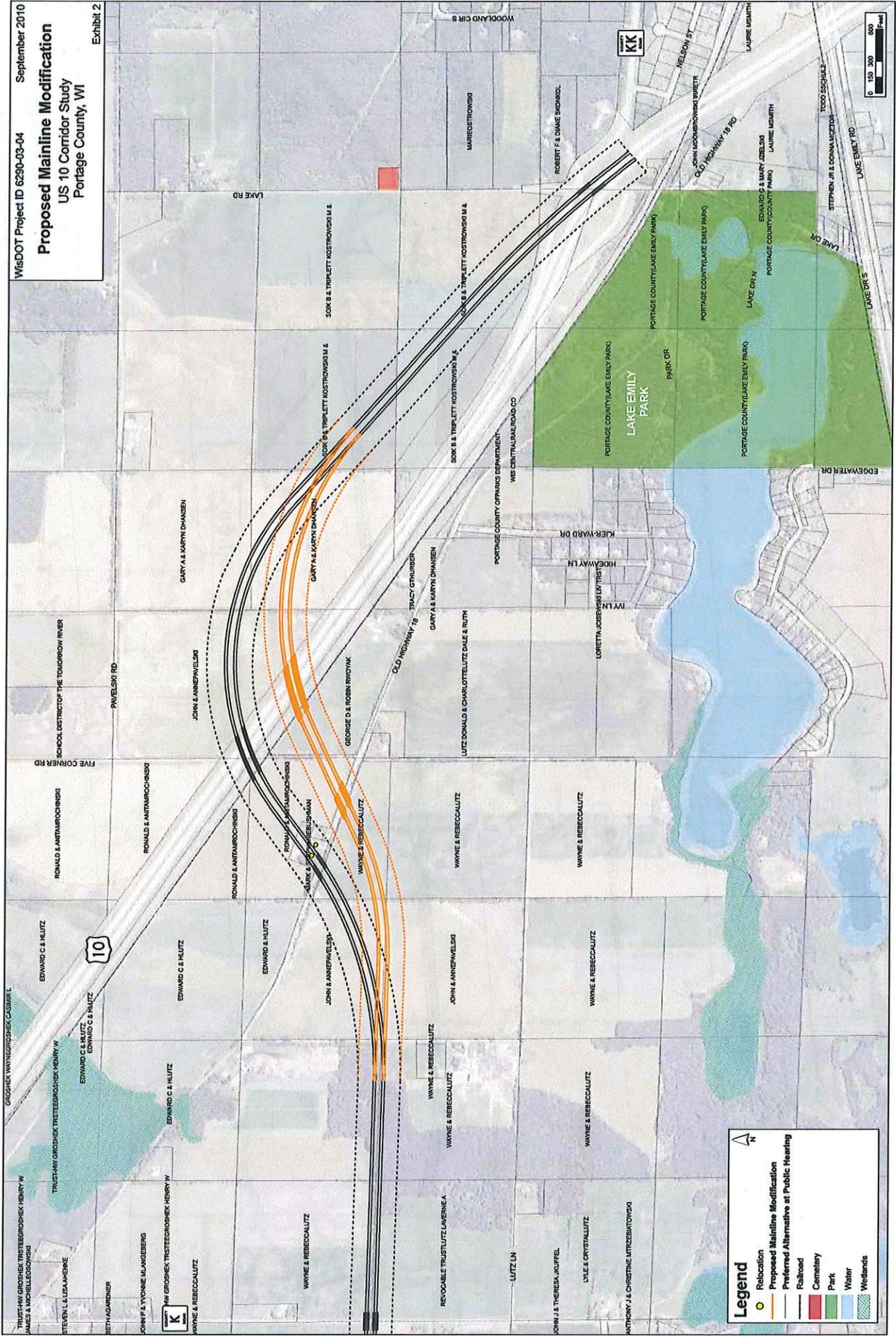
Legend

- Road Centerline
- Municipal Boundary
- Water
- Wetlands
- Park/Recreational Area



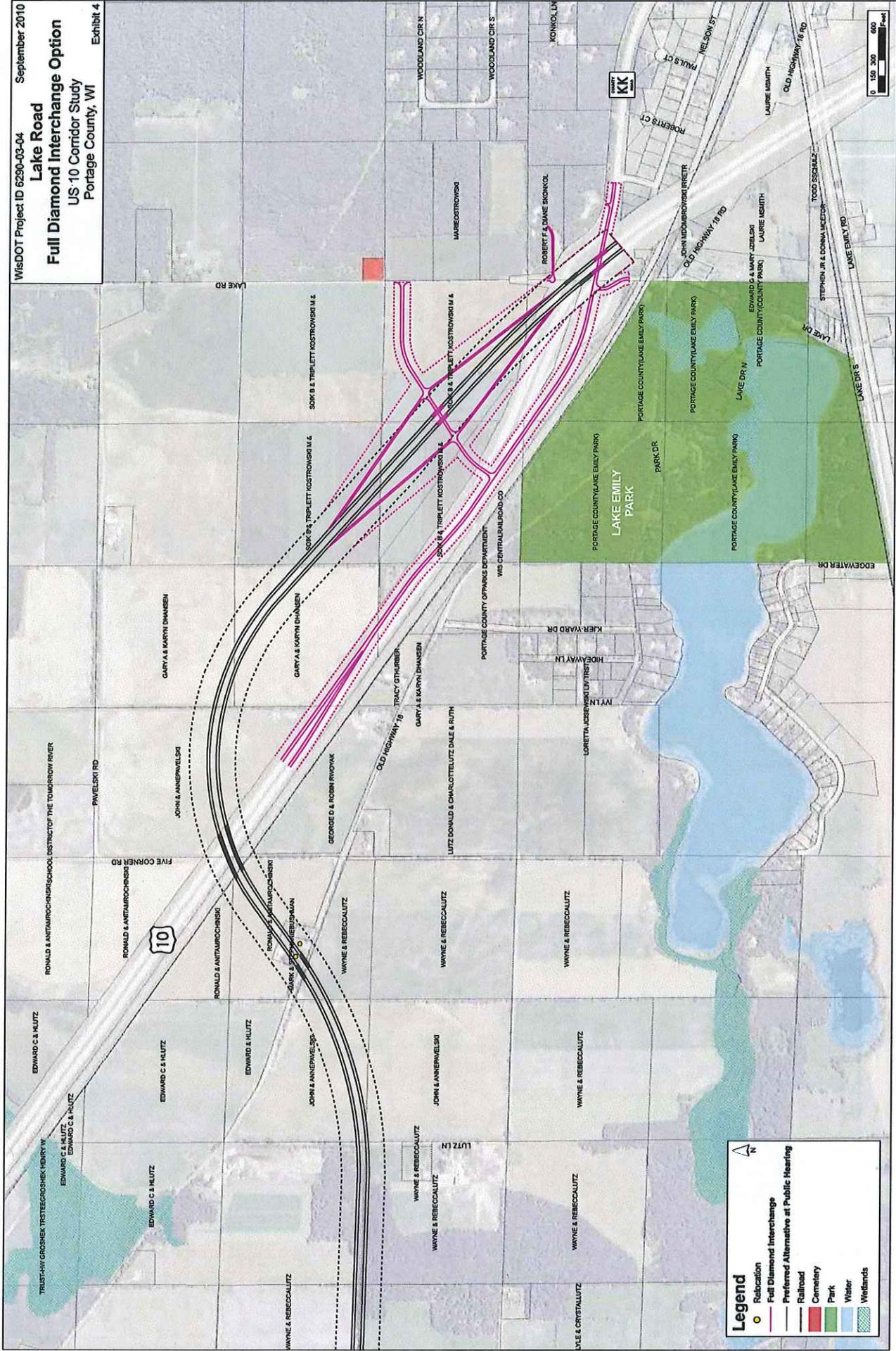
Proposed Mainline Modification US 10 Corridor Study Portage County, WI

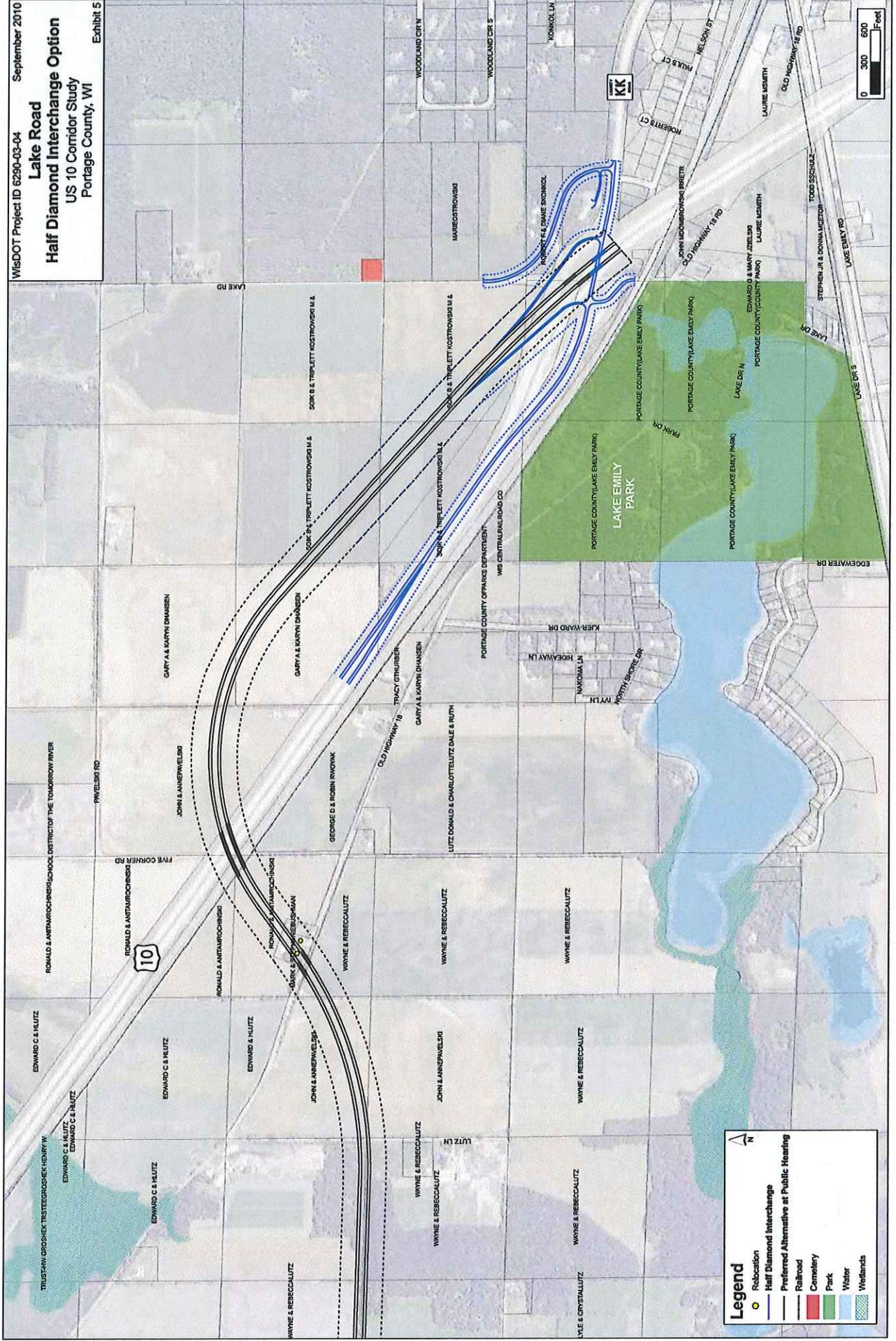
Exhibit 2



Legend

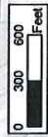
- Relocation
- Proposed Mainline Modification
- Preferred Alternative at Public Hearing
- Railroad
- Cemetery
- Park
- Water
- Wetlands

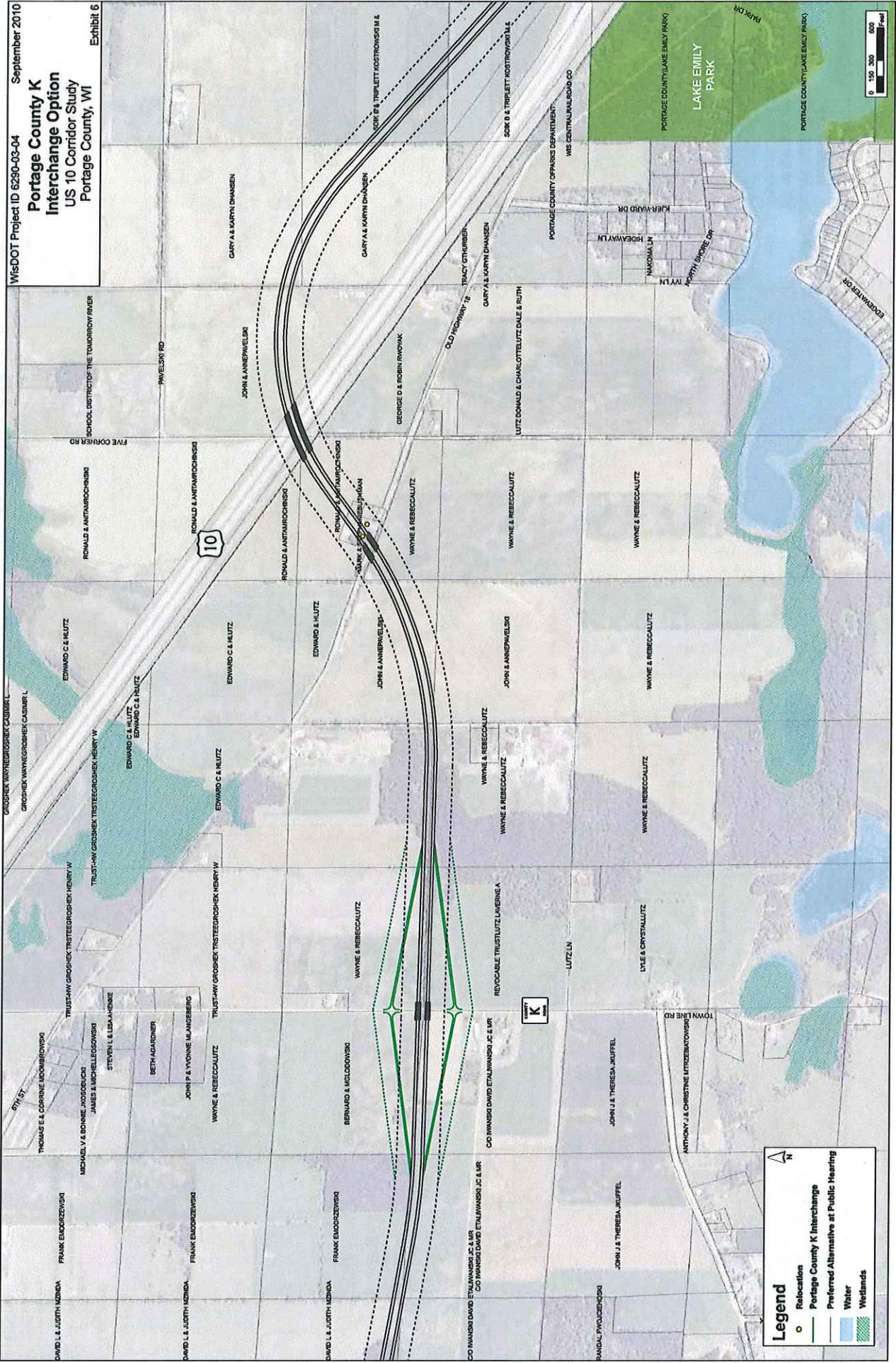




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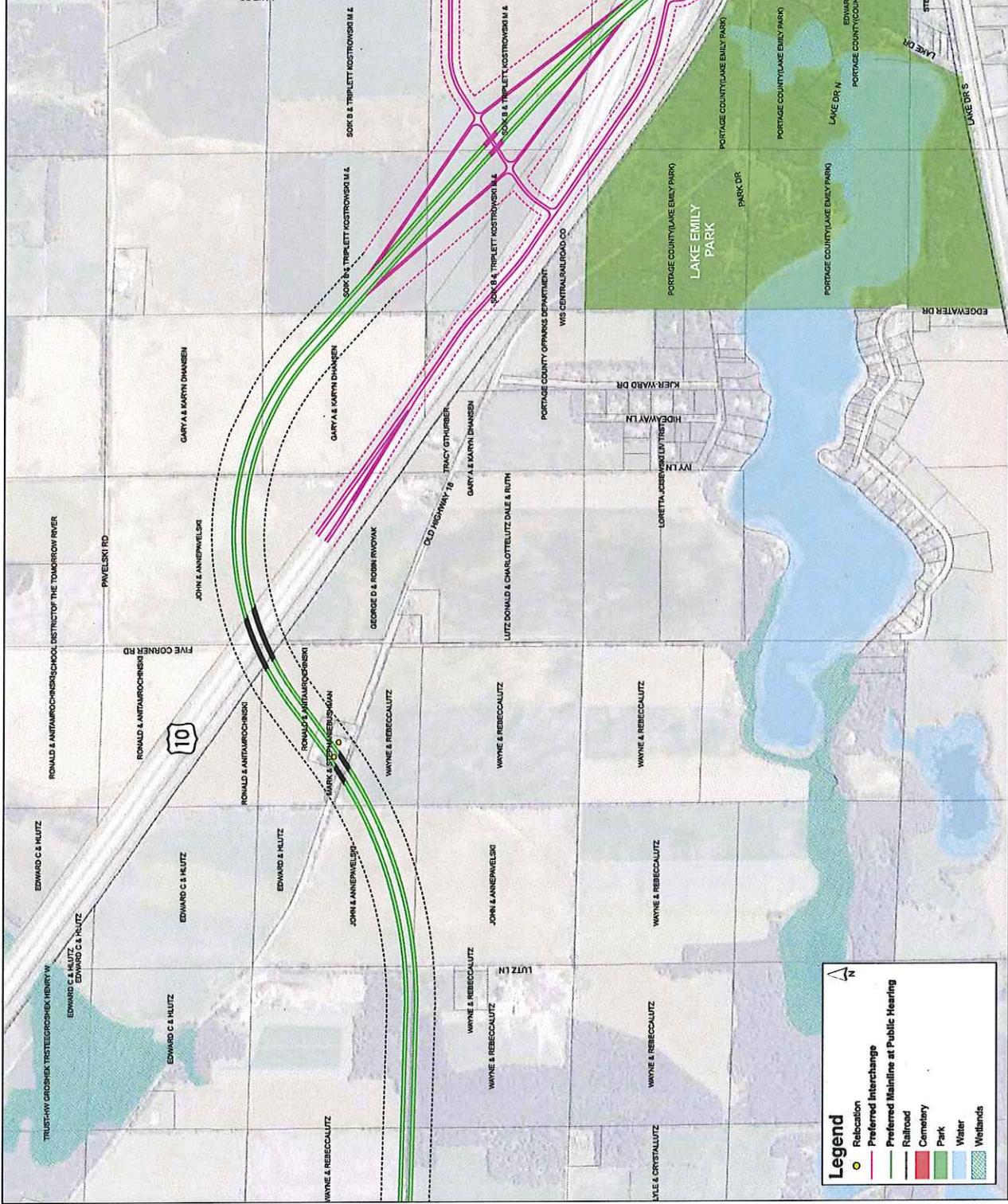
- Relocation
- Preferred Alternative at Public Hearing
- Railroad
- Cemetery
- Park
- Water
- Wetlands





Legend

- Relocation
- Portage County K Interchange
- Preferred Alternative at Public Hearing
- Water
- Wetlands



Legend

- Yellow circle: Relocation
- Yellow circle with red outline: Preferred Interchange
- Red line: Preferred Mainline at Public Hearing
- Black line: Railroad
- Red line: Cemetery
- Green line: Park
- Blue line: Water
- Light blue hatched: Wetlands

