



# US 10

## I-39/US 51 to Amherst Junction

### Public Information Meeting

### August 13, 2008



Welcome to the sixth public information meeting regarding the US 10 Corridor Study. We appreciate your attendance and interest in the project. Please feel free to ask questions and make comments. This is an open house meeting. No formal presentation is planned.

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### Corridor update

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The last public information meeting for the US 10 Corridor Study was conducted in July 2004. Since then, there have been several changes within the corridor.

- US 10 between Portage County J and Portage County K was upgraded from two to four lanes.
- An eastbound exit ramp and a westbound entrance ramp were constructed at Lake Road in Amherst Junction.
- The Crossroad Commons development, located south of Portage County HH between I-39 and Eisenhower Road in the village of Plover, opened in 2005. The development contains a Lowe's, Kohl's, Wal-Mart and several other major stores and restaurants. Increased development in this area has caused land values near I-39 to rise.
- New predictions of future traffic were completed to reflect the new development in the area.
- The design of the interchange of existing US 10 and proposed US 10 was modified for HH-Porter Split Option 2. The new interchange is located between WIS 161 and County Materials Corporation.
- Construction costs for the remaining three alternatives have gone up. The rise in prices can be attributed to an overall increase in construction material costs and to the escalating land prices in the corridor.

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### US 10 bypass alternatives

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US 10 is experiencing increasing congestion in the urbanized area near Stevens Point between I-39 and Brilowski Road. With the number of signalized intersections on this portion of the route increasing, US 10 is beginning to operate as a local road instead of a regional highway. Long-term traffic growth will ultimately require that regional and local traffic on US 10 be separated with a bypass route. The purpose of the bypass study is to find a suitable future location for US 10. Construction of this segment of US 10 is proposed to begin in the next 20 years.

Since this area has very few environmentally and socially viable locations for a bypass, the Wisconsin Department of Transportation (WisDOT) will seek to officially "map" a corridor route to preserve the highway for future transportation needs. Mapping the corridor does not change the ability of the landowner to live or work on his or her property or limit the ability to sell or purchase mapped property. The mapping process does, however, limit new and extensive residential and commercial development within the proposed highway corridor.

Below are the major characteristics of the three remaining alternatives under consideration by WisDOT for the future US 10 bypass route. Each alternative connects with I-39 by means of a free-flow interchange between Portage County HH and Porter Road.

- **HH-J alternative**
  - Runs northeast from free-flow interchange.
  - Connects to existing US 10 near Portage County J.
  - From Portage County J to Lake Road, this alternative generally follows existing US 10 with limited access.
  
- **HH-Porter Split Option 1 alternative**
  - Runs east from free-flow interchange ½ mile north of 5<sup>th</sup> Street until just east of Custer Road.
  - Route then moves to the south and runs ¼ mile north of 5<sup>th</sup> Street.
  - Connects to existing US 10 just north of Lake Road.
  - US 10 ramps at Lake Road must be removed.
  
- **HH-Porter Split Option 2 alternative**
  - Runs east from free-flow interchange ½ mile north of 5<sup>th</sup> Street
  - Connects to existing US 10 just east of County Materials Corp. and near Portage County QQ.
  - From Portage County QQ to Lake Road, this alternative generally follows the existing US 10 with limited access.

On display tonight are large maps of the three remaining alternatives and several smaller maps showing interchange concepts under consideration for HH-J and the HH-Porter Split Options. For your reference, this handout contains a small map showing the three remaining alternatives. A table showing the estimated construction costs and environmental impacts of the three remaining alternatives is below.

### Summary of Impacts

ALTERNATIVE	Farmland (acres)	Wetland (acres)	Woodland (acres)	Total Acreage	Relocations			Length (miles)	Cost (millions)
					Res.	Farm	Bus.		
HH J	448	8	104	642	49	4	5	15.1	\$177.70
HH-Porter Split									
Option 1	532	1	186	766	9	0	2	12.4	\$160.70
Option 2	401	10	196	680	13	0	2	14	\$156.80

#### Notes

1. Since there are other land uses in addition to farmland, wetland and woodland, the total acreage will not equal the sum of the farmland, wetland and woodland impacts.

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### Ranking of alternatives

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WisDOT ranked the three remaining alternatives in order of preference based on land impacts, cost, and public input. The alternative with the highest probability of becoming the preferred alternative is listed first.

1. HH-Porter Split Option 2 Alternative
2. HH-Porter Split Option 1 Alternative
3. HH-J Alternative

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## Project schedule

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The following schedule details upcoming major milestones for the US 10 Corridor Study.

Public information meeting ..... August 13, 2008  
Public comment period..... August 14 to 22, 2008  
Environmental Document.....January 2009  
Public Hearing ..... February 2009

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## Questions or comments?

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WisDOT will consider comments from this meeting in the final selection of the preferred alternative. This fall, WisDOT will select the preferred alternative and begin the official mapping process.

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Please use the attached form to provide written comments. There are postage-paid envelopes available at the sign-in table if you would like to return the form by mail. **Please return all comments by Friday, August 22, 2008.**

We look forward to hearing from you and keeping you informed as our work continues on this important project.