

## Where We Are in the Study

The National Environmental Policy Act (NEPA) requires the evaluation of a reasonable range of alternatives for roadway improvement projects. The alternatives development process for the Business 51 Improvement Study consists of five basic steps, as shown below.



On January 22, 2013 the City of Stevens Point held a public meeting to discuss the purpose and need for the study. The purpose of the study is to develop an improvement plan for Business 51 to allow the roadway to serve as a safe and efficient link in the city's transportation system. The study is needed to improve safety, pavement, geometrics, bicycle and pedestrian accommodations, and aesthetics.

Following the January meeting, the project team developed the following conceptual alternatives:

- No-Build
- One-Way Pairs: Business 51 and Michigan Avenue
- Improve Existing Route

The *No-Build* alternative does not meet the purpose and need of the project because it does not improve safety, pavement, geometrics, bicycle and pedestrian accommodations, or aesthetics. However, the *No-Build* alternative will be carried forward as a baseline for alternatives comparison purposes.

The *One-Way Pairs: Business 51 and Michigan Avenue* alternative was suggested by the public following the January public meeting. Although this alternative would meet the purpose and need of the project, the six block spacing between Business 51 and Michigan Avenue would result in a high level of misdirection for traffic, a poor configuration for city bus operations, and increase traffic on neighborhood streets. Therefore, this alternative was dropped from further study.

At the May 16, 2013 public meeting the project team presented the following preliminary alternatives based off the Improve Existing Route conceptual alternative:

- 4-Lane with Raised Median
- 4-Lane with Two-Way Left Turn Lane
- 2-Lane with Raised Median
- 2-Lane with Two-Way Left Turn Lane

Each alternative was initially centered on the existing roadway and evaluated to compare right-of-way impacts, relocations, and cost if that particular alternative was carried throughout the 3.5 mile corridor.

We're now ready to move into the Detailed Alternative stage and we need your help selecting which alternatives, or combination of alternatives, should be evaluated on a block-by-block basis. We don't anticipate using the same alternative throughout the entire corridor as we seek to minimize impacts.

Business 51 Improvement Study  
South City Limits to I-39  
Stevens Point, WI  
May 2013

This summer and into the fall the project team will be laying out detailed designs of the corridor. We will be reaching out to you for your input as we try to create a solution that addresses the purpose and need for the project and minimizes overall impacts to the community and protected resources such as historic properties and parks.

A project of this magnitude only comes around every 50 years or so. The preferred alternative selected for this corridor will shape the way the roadway operates for the next several decades. The City of Stevens Point does not take this responsibility lightly and encourages you to actively participate in the alternatives development process to help us determine the best solution for this important roadway.