

## 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.

Following the May meeting, the project team reviewed comments from the public and met with city officials to discuss ways to minimize impacts from the potential alternatives. Detailed alternatives were created that included a variety of typical sections throughout the corridor. The roadway typical section varies due to the amount of existing right of way available, the safety needs of that particular section, and various other factors. The end result was detailed alternatives that include a combination of the following typical sections:

- 4-Lane with Raised Median

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

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

In late September and early October the project team held small group meetings with property owners living adjacent to the corridor to review the detailed alternatives. These meetings were very well attended and valuable comments and suggestions were shared with the project team. After these meetings, the project team met with city officials, emergency services representatives, and spoke with leaders of other communities with similar roadways to gain additional insight into potential advantages and disadvantages of the proposed alternatives.

On November 20, 2013, a public meeting was held to present the detailed alternatives. The detailed alternatives contain a mix of typical sections and up to three alternatives at some intersections. By utilizing a block-by-block design approach, the project team was able to significantly reduce the amount of right of way and relocations required.

The next steps for the project are outlined below. The project team encourages you to actively participate in the alternatives development process. If you would like to meet privately with a member of the team, please contact AECOM Project Manager Bruce Gerland at 715-342-3010 or [Bruce.Gerland@aecom.com](mailto:Bruce.Gerland@aecom.com) or Scott Schatschneider, City of Stevens Point Director of Public Works, at 715-346-1561 or [SSchatschneider@stevenspoint.com](mailto:SSchatschneider@stevenspoint.com).

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.

#### Next Steps

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|--|---------------------|
| • Alternatives design and evaluation   | Now – Spring 2014   |
| • Selection of a preferred alternative | Spring 2014         |
| • Next public meeting                  | Spring 2014         |
| • Right of way acquisition             | Earliest start 2015 |
| • Construction                         | Earliest start 2016 |