



US 10 Marshfield – Stevens Point



Welcome to the US 10 public information meeting. The meeting will focus on current construction projects, the status of remaining design projects, and the upcoming highway route changes associated with the completion of US 10.

Project background

US 10 serves central Wisconsin as an east/west highway connecting the Twin Cities and the Fox Valley. It is a key regional, state, and national link for business, industry, recreation, and agriculture. US 10 is on the National Highway System and is an important route in Wisconsin's Corridor 2020 transportation plan.

Providing a safe and efficient highway system is an important factor in meeting the needs of continued economic growth for central Wisconsin. US 10 currently is unable to provide the function as described in the Corridors 2020 transportation plan. The existing two-lane highway is routed through five communities, which increases conflict points between local and through traffic. Traffic volumes on US 10 are also expected to increase, which will further reduce the function of this highway.

The Wisconsin Department of Transportation (WisDOT) is expanding 31 miles of US 10 between WIS 13 (Marshfield) to I-39 (Stevens Point). The new four-lane highway will bypass the communities of Auburndale, Blenker, Milladore, and Junction City. The project will also remove US 10 from downtown Stevens Point, west of I-39.

The project represents an estimated \$244 million investment in central Wisconsin's transportation system.

Project design

The US 10 expansion project will provide a highway facility that will safely and efficiently handle increasing traffic volumes.

US 10 is being constructed as a four-lane, 65-mph highway between Marshfield and Stevens Point. Controlled access on US 10 will increase safety and provide improved traffic flow. The highway between WIS 13 and WIS 34 south will have limited access at intersections located at approximately one-mile spacing.

Access to new US 10 between WIS 34 south and I-39 will be restricted to interchanges located at WIS 34 south, WIS 34 north, and I-39. An interchange will also be located at WIS 13/Wood County A, near Marshfield.

The new I-39 and US 10 west interchange has been designed with free-flow access, which allows for high-speed ramp movements between the two highways. This interchange is located near the former Portage County X interchange. Local access to I-39 has been removed at this location. Local access is now provided approximately two miles south at the new Casimir Road interchange.

State highway system changes

Upon completion of the new roadway, portions of existing US 10 and other state highways will revert to the jurisdiction of local units of government. WisDOT is coordinating the specifics of the route changes with county and local governments. Some of these changes will take effect this summer after US 10 --between WIS 34 north and I-39 -- opens to traffic. Other route changes will take effect as additional US 10 projects are completed.

Project schedule

Environmental studies and preliminary design for US 10 began in 1990. All environmental documents for the corridor were completed in January 2007.

Design of each of the construction projects begins approximately three years prior to construction. Final design includes detailed engineering and data gathering needed for the development of construction plans.

Contact with property owners regarding right of way acquisition begins approximately one to two years prior to construction of each project segment.

The construction of the US 10 Marshfield to Stevens Point corridor began in 2006 and is scheduled to be completed in 2012.

Project contacts

Additional information about the US 10 project between Marshfield and Stevens Point, including current project schedule maps, can be found at the US 10 Web site: <http://www.dot.wisconsin.gov/projects/us10>

For more information about the US 10 project, contact:

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