



Marshfield/Rapids Connection Corridor – Abbotsford to Stevens Point

Corridor Overview

This 60-mile corridor is part of a major passenger and freight corridor serving several important industrial communities in central Wisconsin. It provides an important link to the medical center in Marshfield. The corridor includes the POW/MIA Memorial Highway (WIS 13 from Wisconsin Dells to Superior), the Vietnam War Memorial Highway (US 10 from Manitowoc to the Minnesota/Wisconsin state line) and the Polish Heritage Memorial Highway (WIS 66 from Stevens Point to Rosholt). It also includes the urban and urbanized areas of Marshfield, Stevens Point and Wisconsin Rapids, and serves the Ho-Chunk Nation.

Current Corridor Characteristics

- Airports:
 - › Transport/corporate airports: Marshfield Municipal, Stevens Point Municipal, Alexander Field (Wisconsin Rapids)
- Highways:
 - › Primary highways: US 10, WIS 13, WIS 34, WIS 54
 - › Corridors 2030 Connector Routes: US 10, WIS 13, WIS 34, WIS 54
- Public Transit:
 - › Bus systems: Stevens Point
 - › Shared-ride taxi: Marshfield, Plover, Wisconsin Rapids
 - › Specialized transit: Available in all counties; level of service depends on location
- Fixed Guideway Transit: None along this corridor
- Rail Freight: Freight rail service exists
- Intercity Passenger Rail: None along this corridor
- Intercity Bus: Connections in Stevens Point to Wausau and Milwaukee
- Ports and Harbors: None along this corridor
- Ferry: None along this corridor
- Bicycle/Pedestrian:
 - › Major trails: Green Circle Trail, Tomorrow River Trail
 - › Accommodations, linkages and accessibility along and across some facilities

Future Corridor Vision

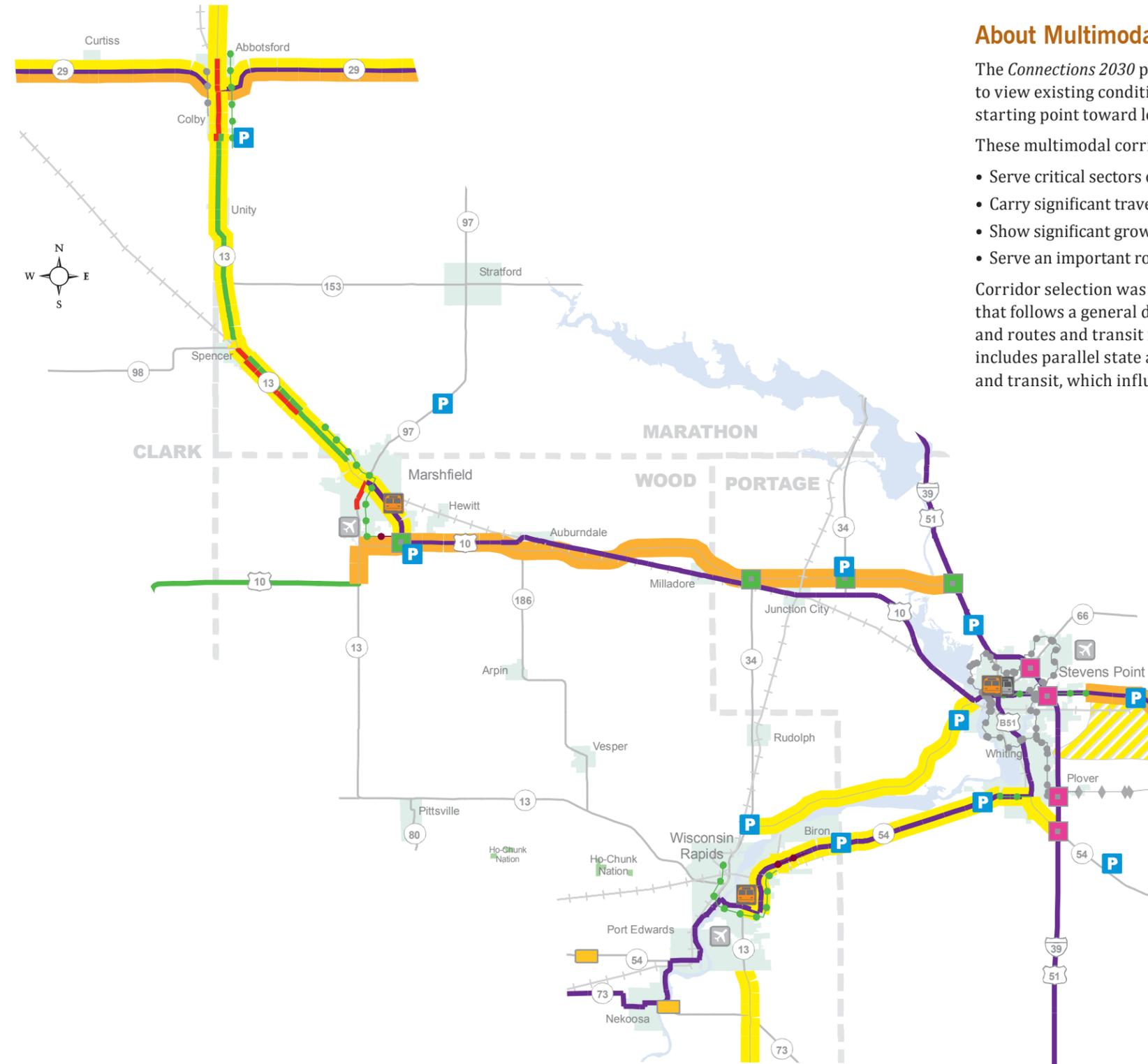
- Airports: Continued service, increased direct air service and infrastructure projects to support business airplane-capable airports
- Highways: Maximized preservation and maintenance of infrastructure and continue user efficiency and mobility, including Improve traffic movement, along US 10, WIS 13, WIS 34 and WIS 54 by implementing:
 - › *State Access Management Plan* vision
 - Tier 1; US 10 (Portage Co)
 - Tier 2A; US 10 (Wood Co), WIS 54
 - Tier 2B; WIS 13, WIS 34 (Wisconsin Rapids to US 10)
 - Tier 4; WIS 34 (US 10 to I-39)
 - › Candidate passing lane corridors (WIS 13)
 - › Candidate expressway upgrade of corridor and the potential conversion of expressway-to-freeway corridors (Portions of US 10)
 - › Enumerated Major project on US 10 between WIS 13 (Marshfield) and I-39
- Public Transit: Increased regional coordination and continued service
- Fixed Guideway Transit: None in this corridor
- Rail Freight: Continued freight rail service and corridor preservation
- Intercity Passenger Rail: None in this corridor
- Intercity Bus:
 - › Continued existing services
 - › New service:
 - Phase 1: Between Madison and Wausau, with a stop in Stevens Point
 - Phase 2: Between Wausau and proposed Appleton rail station, with a stop in Stevens Point
 - Phase 3: Between La Crosse and Wausau, with stops in Wisconsin Rapids and Stevens Point; and between Marshfield and Stevens Point
- Ports and Harbors: None along this corridor
- Ferry: None along this corridor
- Bicycle/Pedestrian: Continued and enhanced accommodations, linkages and accessibility along and across facilities

	Year 2007	Year 2030
County populations		
Clark	34,479	40,579
Marathon	134,028	150,225
Portage	69,959	81,177
Wood	76,839	78,547
Population age 65 and older	40,644	77,631
Average annual daily traffic along		
US 10	5,100 – 8,200	6,000 – 11,200
WIS 13	7,000 – 8,300	8,500 – 20,800
WIS 34	3,000 – 3,400	3,220 – 14,120
WIS 54	14,700 – 14,700	12,100 – 28,000
Truck volume along		
US 10	Low	Medium
WIS 13	Low	Low
WIS 34	Low	Low
WIS 54	Medium	Low

Refer to the “Corridor Map - Data Definitions and Sources” for more information.



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About Multimodal Corridors

The *Connections 2030* planning process identified statewide multimodal, intercity corridors as visual communication tools to view existing conditions, transportation features and future recommendations. These corridors collectively represent a starting point toward long-term implementation of *Connections 2030* and the corridor management process.

These multimodal corridors:

- Serve critical sectors of the economy or major population centers
- Carry significant travel activity for passenger and/or freight traffic
- Show significant growth in travel or economic development
- Serve an important role for other transportation modes

Corridor selection was also influenced by local land use and development plans. Each corridor is a broad geographical band that follows a general directional flow connecting trips that may include streets, highways, rail, pedestrian, bicycle facilities and routes and transit route alignments. A corridor generally follows the directional flow of a state highway alignment. It includes parallel state and local roads, service roads and facilities for other transportation modes, such as rail, pedestrian, and transit, which influence the mobility, capacity, safety and other functional elements of the corridor.

Existing Facilities

- Airport
- Park and ride
- Intercity bus stop
- Rail station
- Fixed guideway (commuter rail station)
- Port or harbor
- Ferry
- Mississippi River lock and dam
- Bicycle/pedestrian trail
- Rail-to-trail
- Railroad – private ownership
- Railroad – public ownership
- State trunk network
- State/county boundary
- Waterway
- City/village
- Metropolitan Planning Area
- Native American land

Priority Project Action Areas

- Interchange**
 - Study and/or preserve right of way
 - Study and construct new
 - Reconstruct existing
- Bicycle and Pedestrian**
 - Provide urban connection
 - Provide rural connection
- Bridge**
 - Reconstruct existing or construct new
- Intercity Passenger Rail**
 - Proposed station
 - Proposed station with intercity bus stop
 - Study future route
 - Priority route
- Highways**
 - Construct capacity project
 - Prepare corridor plan
 - Reconstruct existing
 - Construct passing lane
 - Convert to Interstate standards
 - Study bypass/new arterial

Priority Project Support Areas

- Airport**
 - Airport project
- Intercity Bus**
 - Intercity bus stop
 - Priority route
- Park and Ride**
 - Park and ride
- Port, Channel or Waterway**
 - Port, channel or waterway project
- Ferry**
 - Ferry project
- Bicycle and Pedestrian**
 - Trail connection or extension
 - Rail-to-trail
- Fixed Guideway**
 - Commuter, rapid or express bus route
 - Study future route
 - Commuter rail route
 - Commuter rail, proposed station

For more information, refer to the Corridor Map Legend Definitions document at www.wconnections2030.gov.



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Current and Proposed Future Activities

These activities may not occur in the time frame identified due to budget constraints, changing conditions or shifting priorities. Refer to the “Important Notes about What is Depicted” for more information or contact the WisDOT Region Office.

Short-Term (2008 – 2013)

US 10	Construct enumerated Major project from US 10 west/WIS 13 south (Marshfield) to I-39 (north of Stevens Point), which may include bypassing several communities, adding lanes and new interchanges at proposed US 10 and WIS 13; proposed US 10 and WIS 34 south; proposed US 10 and WIS 34 north; and at County Rd X (Portage Co)/proposed US 10 west and I-39
WIS 13	Prepare corridor plans from WIS 23 to Townline Rd (Port Edwards), and from US 10 (Marshfield) to US 8 (Prentice)
WIS 13	Reconstruct from County Rd N (Clark Co) to Division St (Abbotsford), and from 26th Rd (Marathon Co) to WIS 98
BUS 13	Reconstruct from Wildwood Park to Veterans Blvd (Marshfield)
WIS 29	Prepare corridor plans from WIS 73 (Thorpe) to WIS 13 (Abbotsford), and from WIS 13 (Abbotsford) to US 51 (Wausau)
WIS 54	Replace bridge over Small Creek
Intercity Bus	Support new intercity bus service between Madison and Wausau with stops in Portage, Stevens Point and Mosinee; and between Minneapolis/St. Paul, MN and Green Bay with stops in Hudson, Menomonie, Eau Claire, Chippewa Falls, Wausau and Shawano
Park & Ride	Support proposed park and ride construction near the intersection of US 10 and WIS 34 north

Mid-Term (2014 – 2019)

Bicycle/Pedestrian	Provide urban accommodations along new WIS 66 (existing US 10) from Water St (Stevens Point) to I-39 (Stevens Point), and along US 10 from I-39 to Algoma St (Portage Co)
Bicycle/Pedestrian	Provide urban accommodations along WIS 34 from Wilson St (Wisconsin Rapids) to WIS 13 N (Wisconsin Rapids)
Bicycle/Pedestrian	Provide urban accommodations along WIS 13 from the northern Marshfield city limits to BUS 13 (Marshfield), and along BUS 13 from WIS 13 to new US 10 (Marshfield)
Bicycle/Pedestrian	Provide urban accommodations along WIS 54 from Grant Ave (Plover) to Post Rd (Plover), and urban and rural accommodations from WIS 13 N (Wisconsin Rapids) to east of 54th Ave (Wood Co)
Bicycle/Pedestrian	Provide urban accommodations along WIS 13 from the northern Abbotsford city limits to the southern Colby city limits, and from WIS 34N (Wisconsin Rapids) to WIS 54 E (Wisconsin Rapids)
Bicycle/Pedestrian	Provide urban and rural accommodations along US 10 from BUS 13 (Marshfield) to County Rd A (Wood Co)
Park & Ride	Support proposed park and ride construction near the intersection of US 10 and WIS 13; I-39 and Casimir Rd (Portage Co); and WIS 54 and Coolidge Ave (Town of Plover, Portage Co) if supported by environmental document

Long-Term (2020 – 2030)

I-39	Reconstruct existing interchanges at WIS 54/BUS 51 and I-39; County Rd B (Portage Co) and I-39; US 10 and I-39; and WIS 66 and I-39 if supported by environmental document
US 10	Construct candidate expressway upgrades and/or convert to freeway from US 10 west/WIS 13 south (Marshfield) to the Wood/Portage county line if supported by environmental document
WIS 29	Convert to freeway from WIS 27 to US 51 (Wausau) if supported by environmental document
WIS 54	Prepare corridor plan from WIS 73 to I-39
WIS 73	Replace bridge over Wisconsin River if supported by environmental document
Intercity Bus	Support new intercity bus service between Marshfield and Stevens Point; and between La Crosse and Wausau with stops in Sparta, Tomah, Wisconsin Rapids, Stevens Point and Mosinee
Intercity/Feeder Bus	Support new intercity/feeder bus service from Wausau to proposed Appleton passenger rail station with stops in Mosinee, Stevens Point, Waupaca and New London
Park & Ride	Support proposed park and ride construction near the intersection of WIS 54 and County Rd U (Wood Co); WIS 34 and County Rd P (Wood Co); WIS 97 and County Rd T (Marathon Co); WIS 13 and County Rd N (Marathon Co); US 10 and County Rd J (Portage Co); WIS 54 and County Rd R (Portage Co); and the new WIS 66 and County Rd HH (Portage Co) if supported by environmental document

Entire Planning Period

US 10	Construct expressway upgrades and/or convert to freeway from Algoma St (Stevens Point) to WIS 49 (Waupaca) if supported by environmental document
US 10	Construct candidate passing lanes from County Rd K (Clark Co) to US 10 if supported by environmental document
WIS 13	Construct candidate passing lanes from Burnett St (Spencer) to County Rd N (Clark Co); and W Upham St (Marshfield, Wood Co) to Willow Dr E (Spencer) if supported by environmental document
WIS 29	Study interchanges and/or preserve right-of-way at locations between WIS 13 and US 51 (Wausau) if supported by environmental document
Airports	Support continued preservation, maintenance and infrastructure projects at <i>State Airport System Plan</i> airports
Bicycle/Pedestrian	Support accommodations and linkages to create a connected network that provides accessibility along and across facilities
Intercity Bus	Support continued intercity bus service between Wausau and Milwaukee with stops in Stevens Point, Appleton, Oshkosh and Fond du Lac
Local Roads	Support continued preservation, maintenance and infrastructure projects
Park & Ride	Support continued preservation and maintenance
Park & Ride	Support expansion of existing park and ride facilities if needed and if supported by environmental document
Public Transit	Support regional service expansion in Stevens Point
Public Transit	Support continued service and vehicle replacement in Stevens Point
Public Transit	Work with counties and transit service providers to coordinate and expand rural transit service
Public Transit	Support continued shared-ride taxi service in Marshfield, Plover and Wisconsin Rapids
Rail Freight	Support the preservation of existing freight services and corridors
Specialized Transit	Support continued service and encourage improved service coordination
State Highways	Construct grade separations at rail crossings if supported by environmental document
State Highways	Preserve and maintain infrastructure
State Highways	Improve traffic movement with traffic operations infrastructure strategies

Important Notes about What is Depicted

The map shows currently programmed and proposed future activities (as of December 31, 2007) that have significant impacts on the corridor. Not all projects or initiatives are mapped, and additional analyses, including an environmental document, will be conducted before any of the projects or activities are completed. These analyses may include studying alternatives (including a no build/no change alternative) with public involvement opportunities as appropriate. Resources and shifting priorities may impact WisDOT’s implementation of any proposed activity within the time frames identified. WisDOT will remain flexible in the implementation of *Connections 2030* recommendations. The table and map activities (on the previous page) reflect actions identified in:

- *Connections 2030* policies
- WisDOT’s Six-Year Highway Improvement Program (2008 - 2013)
- Other WisDOT program data
- Other WisDOT plans and studies
- Metropolitan planning organizations’ (MPOs), regional planning commissions’ (RPCs) and tribal long-range transportation plans

For information on funding and implementation priorities, see those *Connections 2030* chapters. For more information on transportation projects, contact the WisDOT Region Office (see *Connections 2030* or www.dot.wisconsin.gov/projects/ for a map of region offices). MPO, RPC and tribal long-range transportation plans offer recommendations on all transportation modes within their boundaries.



