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
- Airways:
  - 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
- Airways: 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
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.

For more information, refer to the Corridor Map Legend Definitions document at www.wiconnections2030.gov.
**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 R-K (Portage Co); proposed US 10 west and I-39.
- **WIS 13**: Prepare corridor plans from WIS 23 to Towlne Rd (Port Edwards), and from US 10 (Marshfield) to US 8 (Prairie). Support regional service expansion in Stevens Point.
- **WIS 13**: Reconstruct from County Rd N (Clark Co) to Division St (Abbotsford), and from 20th Rd (Marathon Co) to WIS 98.
- **BUS 13**: Reconstruct from Wildwood Park to Veterans Blvd (Marshfield).
- **WIS 29**: Prepare corridor plans from WIS 73 (Thorp) 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 Milwaukee and Wisconsin Rapids; 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**

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 new WIS 34 from Wilson St (Wisconsin Rapids) to WIS 11 (Wisconsin Rapids).
- 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).
- Provide urban accommodations along WIS 54 from Grant Ave (Plover) to Port Rd (Plover), and urban and rural accommodations from WIS 13 N (Wisconsin Rapids) to east of 54th Ave (Wood Co).
- Provide urban accommodations along the northwestern Abbotsford city limits to the southern Colby city limits, and from WIS 34N (Wisconsin Rapids) to WIS 54 N (Wisconsin Rapids).
- Provide urban and rural accommodations along US 10 from BUS 13 (Marshfield) to County Rd A (Wood Co).

**Park & Ride**

Provide supported 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)).
- Provide urban accommodations along WIS 34 from Wilson St (Wisconsin Rapids) to WIS 11 (Wisconsin Rapids).
- 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).
- Provide urban accommodations along WIS 54 from Grant Ave (Plover) to Port Rd (Plover), and urban and rural accommodations from WIS 13 N (Wisconsin Rapids) to east of 54th Ave (Wood Co).
- Provide urban accommodations along the northwestern Abbotsford city limits to the southern Colby city limits, and from WIS 34N (Wisconsin Rapids) to WIS 54 N (Wisconsin Rapids).
- Provide urban and rural accommodations along US 10 from BUS 13 (Marshfield) to County Rd A (Wood Co).

**Park & Ride**

- Provide supported park and ride construction near the intersection of US 10 and WIS 13, I-39 and Cassier Rd (Portage Co), and WIS 54 and Casier Ave (Town of Plover, Portage Co) if supported by environmental document.

### Long-Term (2020 – 2030)

- **US 10**: 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 expressway upgrades and/or convert to freeway from Algoma St (Stevens Point) to WIS 49 (Wausau) if supported by environmental document.
- **WIS 13**: Construct candidate passing lanes from County Rd R (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 W Standley Dr (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 State Airport System Plan airports.
- **Bicycle/Pedestrian**: Support accommodations and linkages to create a connected network that provides accessibility along and across facilities.
- **InterCity Bus**: Support continued intercity service between Milwaukee 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**: Public Transit Work with counties and transit service providers to coordinate and expand rural transit service.
- **Public Transit**: Support continued shared-ride bus 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**: Impose 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.
Data Definitions

Corridors 2030
(See Connections 2030 Chapter 5, Preserve and Maintain Wisconsin’s Transportation System, for more information.)
- Backbone system: Multitlane, divided highways interconnected all major population and economic centers of the state and linking them to the national transportation network
- Connector system: Two- and four-lane highways directly linking other significant economic and tourism centers to the Backbone system

State Access Management Plan vision
(See Connections 2030 Chapter 8, Promote Transportation Efficiencies, for more information)
- Tier 1: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at interchanges (with some existing safely spaced, locked and gated emergency vehicle driveways and a few isolated field entrances possible at select locations)
- Tier 2A: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at at-grade public road intersections (with some existing safely spaced, locked and gated emergency vehicle driveways and few isolated field entrances)
- Tier 2B: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at at-grade public road intersections with some existing safely spaced, lower volume private, residential, field or emergency service driveways
- Tier 3: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at at-grade public road intersections with some existing safely spaced, higher volume private, residential and field or emergency service driveways
- Tier 4: By 2030, in rural areas (outside of city and village boundaries), access to the highway will be at safely spaced driveways and roads

State Airport System Plan classifications
- Air carrier (passenger)/air cargo: Designed to accommodate virtually all aircraft up to and, in some cases, including wide body jets and large commercial transports
- Corporate: Intended to serve corporate, small passenger and cargo jet aircraft used in regional service, and small airplanes (piston or turboprop) used in commuter air service
- General utility: Intended to serve all small-engine piston aircraft and many of the smaller twin-engine piston aircraft with a gross takeoff weight of 12,500 pounds or less
- Special utility: Intended to serve all small-engine piston aircraft and many of the smaller twin-engine piston aircraft with a gross takeoff weight of 12,500 pounds or less
- Highway will be at safely spaced driveways and roads

Truck volume descriptions
- Low (0 – 501 trucks per day), Medium (501 – 2,500 trucks per day), High (2,501 – 8,000 trucks per day)
- Very High (more than 8,000 trucks per day)

Urban/urbanized areas
- Urban areas: Regions with populations between 5,000 and 49,999
- Urbanized areas: Regions with populations of 50,000 or more

Data Sources

Annual average daily traffic (AADT)
- Current data: WisDOT, 2005 Wisconsin Highway Traffic Volume Data, December 2006
- Forecast data: WisDOT, August 2007

Enplanements
- Current data: WisDOT, 2006 Wisconsin Aviation Activity, April 2007

National Highway System (NHS) intermodal terminals
- Federal Highway Administration, October 2007

Passenger rail ridership
- Current data: WisDOT, 2007
- Forecast data:
  - Forecast year 2020
  - Forecast Milwaukee station data includes all Milwaukee area stations (Milwaukee Intermodal Station, General Mitchell International Airport and Grunville)

Population
- Current population: Wisconsin Department of Administration, January 1, 2007
- Forecast population: Wisconsin Department of Administration, Final Population Projections for Wisconsin Counties by Age and Sex: 2000 – 2030, January 2004
- Current Age 65 and older population: 2010 US Census, Summary File 1, Variable P12: Sex by Age
- 2030 Age 65 and older population: Wisconsin Department of Administration, Final Population Projections for Wisconsin Counties by Age and Sex: 2000 – 2030, January 2004

Public and specialized transit
- WisDOT, January 2008

Truck volume
- WisDOT, August 2007

Wisconsin Metropolitan Planning Organizations (MPOs)
- Dubeque Metro Area Transportation Study, 2031 Long-Range Transportation Plan Dubuith – Superior Metropolitan Interstate Council, Access and Mobility for People and Freight 2030, September 2005
- Fond du Lac Metropolitan Planning Organization, Long Range Transportation/Land Use Plan for the Fond du Lac Urbanized Area, October 2005
- Fox Cities Metropolitan Planning Organization, Long Range Transportation/Land Use Plan for the Fox Cities Urbanized Area, October 2005
- Green Bay Metropolitan Planning Organization, Long Range Transportation Plan, November 2005
- La Crosse Area Planning Committee, 2030 La Crosse and La Crescent Metropolitan Area Transportation Plan, August 2005
- Madison Area Transportation Planning Board, Regional Transportation Plan 2030, November 2005
- Oshkosh Metropolitan Planning Organization, Long Range Transportation/Land Use Plan for the Oshkosh Urbanized Area, October 2005
- Sheboygan Metropolitan Planning Organization, Year 2035 Sheboygan Area Transportation Plan, January 2006
- Southeastern Wisconsin Regional Planning Commission, Planning Report 49, A Regional Transportation System Plan for Southeastern Wisconsin 2035, March 2006
- Stateline Area Transportation Study, 2006 – 2035 Long-Range Transportation Plan, December 2005
- Wausau Metropolitan Planning Commission, Wausau Area Metropolitan Area Long-Range Transportation Plan – 2035, December 2005

Wisconsin Tribal Transportation Plans
- Bad River Band of Lake Superior Tribe of Chippewa Indians, Long Range Tribal Transportation Plan, July 2006
- Forrest County Potawatomi Community, Long Range Transportation Plan, March 2008
- Lac Courte Oreilles Band of Lake Superior Chippewa Indians, 2066 Transportation Plan, March 2006
- Meminew Nation, Meminew Indian Reservation Long Range Transportation Plan, May 2007
- Oneida Tribe of Indians of Wisconsin, Transportation Improvement Plan, December 2003, amended March 2007
- Red Cliff Band of Lake Superior Tribe of Chippewa Indians, Long Range Transportation Plan for the Red Cliff Reservation, February 2006
- Sokaogon Chippewa Community, Long Range Transportation Plan, March 2007
- Sokaogon Chippewa Community, Long Range Transportation Plan, March 2007
- Sokaogon Chippewa Community, Long Range Transportation Plan, March 2007

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