

# Wausau Metropolitan Planning Area

## Existing Facilities

- Airport
- Park and ride
- Intercity bus stop
- Rail station
- Fixed guideway (commuter rail station)
- Port or harbor
- Mississippi River lock and dam
- Ferry
- 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

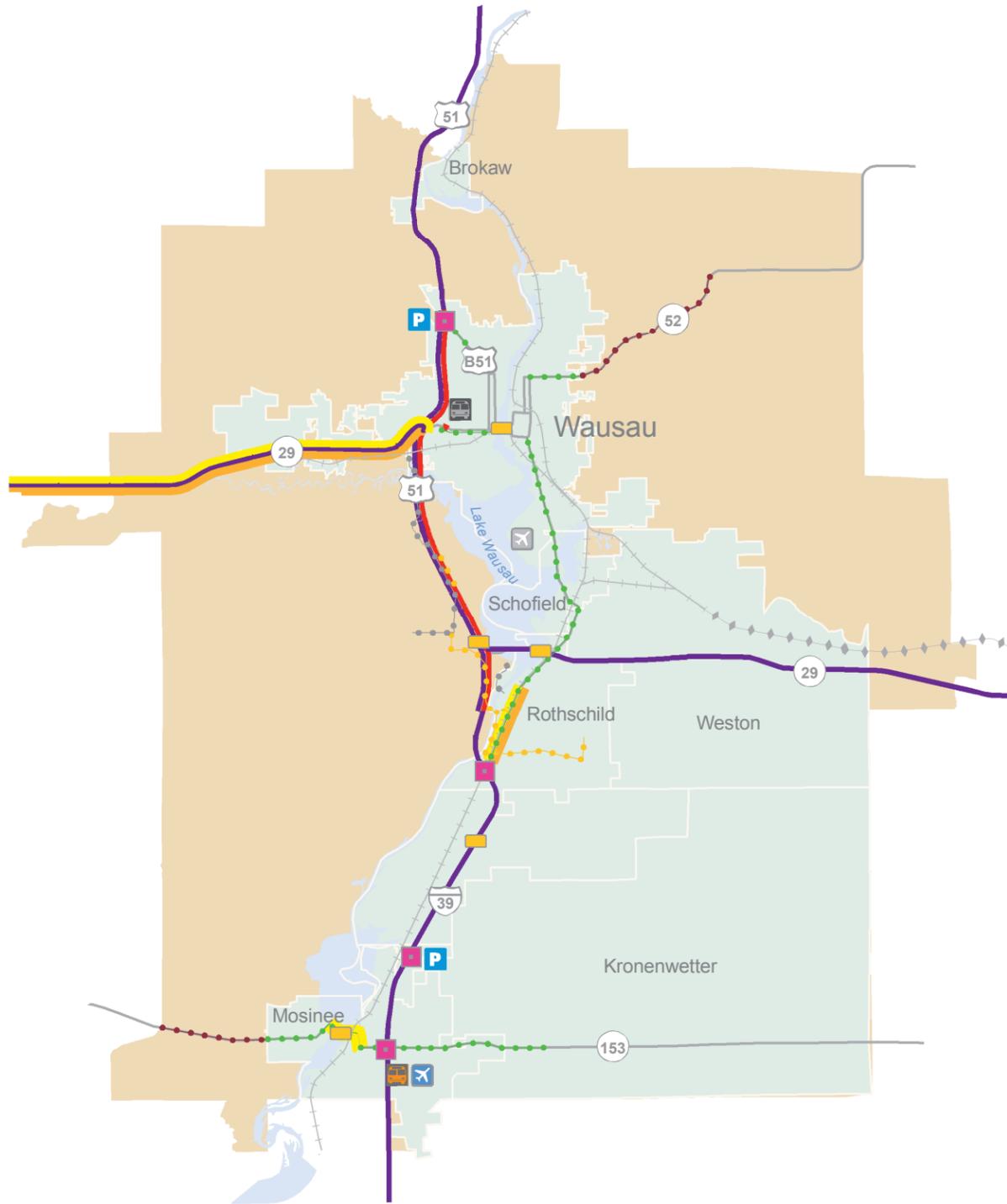
## Priority Project Action Areas

- ### 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

The Wausau Metropolitan Planning Organization is the designated policy body responsible for continuing, cooperative and comprehensive urban transportation planning and decision making for the Wausau Metropolitan Planning Area.

The Wausau Metropolitan Planning Area consists of the City of Wausau and the Wausau Urbanized Area, including all or portions of the 17 contiguous villages, cities, and towns that are or are likely to become urbanized within a 20-year planning period. The planning area currently consists of:

- Cities of Mosinee, Schofield and Wausau
- Villages of Brokaw, Kronenwetter, Rothschild and Weston
- Towns of Bergen, Maine, Marathon, Mosinee, Rib Mountain, Ringle, Stettin, Texas, Wausau and Weston



## 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.wiconnections2030.gov](http://www.wiconnections2030.gov).



# Wausau Metropolitan Planning Area

**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.

**Overlapping Corridors**

WI Heartland	Wisconsin River
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**Short-Term (2008 – 2013)**

	•	I-39	Reconstruct bridge at Kowalski Rd (Kronenwetter) and I-39
	•	I-39	Reconstruct existing interchange at Maple Ridge Rd and I-39
	•	I-39	Study potential interchange reconstruction at BUS 51 and I-39
	•	US 51	Construct enumerated Major project from Foxglove Rd (Wausau) to Bridge St (Wausau), which may include reconstruction and replacing bridges
	•	US 51	Reconstruct interchange at County Rd K (Marathon Co)/County Rd U (Marathon Co) and US 51
	•	BUS 51	Complete corridor plan from Eagles Nest Blvd to Weston Ave (Wausau)
•		WIS 29	Prepare corridor plan from WIS 13 (Abbotsford) to US 51 (Wausau)
	•	WIS 52	Reconstruct from 18th Ave to 17th Ave (Wausau)
	•	WIS 153	Work with City of Mosinee to study from Main St/County Rd B (Marathon Co) to 4th St
	•	WIS 153	Reconstruct Wisconsin River bridge and approaches from 2nd St to Old St (Mosinee)
•		Bicycle/Pedestrian	Support construction of a pedestrian bridge along WIS 29 in Weston or Rothschild between Alderson St and County Rd X (Marathon Co)
		Bicycle/Pedestrian	Provide urban accommodation along WIS 153 from 2nd St (Mosinee) to Old 51 (Mosinee)
	•	Bridges	Complete the <i>Northern River Crossing Study</i>
•	•	Intercity Bus	Support new intercity bus service between Wausau and Madison 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 I-39 and Maple Ridge Rd, and US 51 and County Road K (Marathon Co) if supported by environmental document
•	•	Public Transit	Support public transit service to Rib Mountain and Cedar Creek Mall
•	•	Public Transit	Support year-round Saturday service with 45 minute Saturday headways
•	•	Public Transit	Support 45-minute evening headways six days a week
•	•	Public Transit	Support creation of a U-Pass program

**Overlapping Corridors**

WI Heartland	Wisconsin River
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**Mid-Term (2014 – 2019)**

	•	I-39	Study interchange reconstruction at WIS 153
	•	BUS 51	Construct additional lanes from Eagles Nest Blvd to Weston Ave (Wausau) if supported by environmental document
•		Bicycle/Pedestrian	Support connection of the US 51 trail system with the Mountain Bay State Trail through a combination of trails and local roads
	•	Bicycle/Pedestrian	Provide rural and urban accommodations along WIS 153 from County Rd O (Marathon Co) to Water St (Mosinee), and from Old 51 (Mosinee) to County Rd X (Kronenwetter)
	•	Bicycle/Pedestrian	Provide urban accommodations along BUS 51 from the I39/BUS 51 interchange (Rothschild) to Division St (Wausau), and from the US 51/County Rd K interchange (Wausau) to Fernwood Dr (Wausau)
•	•	Bicycle/Pedestrian	Provide urban and rural accommodations along WIS 52 from 1st Ave (Wausau) to 18th Ave (Wausau), and from 6th St (Wausau) to 57th St (Marathon Co)

**Long-Term (2020 – 2030)**

	•	I-39	Support preparation of the <i>South Metro Freeway Access and Arterial Study</i>
	•	I-39	Reconstruct WIS 153 interchange and BUS 51 interchange if supported by environmental document
	•	BUS 51	Replace bridge at BUS 51 and WIS 52 if supported by environmental document
•		WIS 29	Convert to freeway from WIS 27 to US 51 in Wausau if supported by environmental document
•		WIS 29	Replace bridge at WIS 29 and Wisconsin River if supported by environmental document
	•	Bicycle/Pedestrian	Support construction of a trail along US 51 from the existing trail near Morning Glory Ln (Town of Rib Mountain) to Eagle Ave (Town of Rib Mountain)
•	•	Intercity Bus	Support new intercity bus service between Wausau and proposed Appleton passenger rail station with stops in Mosinee, Stevens Point Waupaca and New London; between La Crosse and Wausau with stops in Sparta, Tomah, Wisconsin Rapids, Stevens Point, and Mosinee; and between Wausau and Hurley with stops in Merrill, Tomahawk, Rhinelander, and Minoqua
•	•	Public Transit	Work with MPO to determine feasibility of increased hours and days of service



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**Overlapping Corridors**

WI Heartland	Wisconsin River
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**Entire Planning Period**

•	•	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	Advocate increased direct air service at Central Wisconsin Airport (Mosinee)
•	•	Airports	Support continued preservation, maintenance, and infrastructure projects at <i>State Airport System Plan</i> airports
•	•	Airports	Support projects that benefit airports with scheduled passenger service
•	•	Bicycle/Pedestrian	Add key linkages into metropolitan areas
•	•	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
•	•	ITS	Support implementation of ITS strategies to improve safety and efficiency
•	•	Local Roads	Support continued preservation, maintenance and infrastructure projects
•	•	Public Transit	Support continued service and vehicle replacement for Metro Ride (Wausau)
•	•	Public Transit	Support regional service expansion for Metro Ride (Wausau)
•	•	Rail Freight	Preserve existing freight services and corridors
•	•	Specialized Transit	Support continued service and encourage improved service coordination
•	•	State Highways	Preserve and maintain infrastructure
•	•	State Highways	Construct grade separations at rail crossings if supported by environmental document
•	•	State Highways	Improve traffic movement with traffic operations infrastructure strategies
•	•	TDM	Support implementation of TDM in urban areas

## About Multimodal Corridors and Planning Areas

The *Connections 2030* planning process identified statewide multimodal, intercity corridors as visual communication tools to view existing conditions, transportation features and future recommendations. In some cases, these corridors have endpoints in or pass through metropolitan planning areas. 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.

## 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 planning area. 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 map and table activities on the following 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/](http://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.



# Planning Area Map – Data Definitions and Sources

## Data Definitions

### Corridors 2030

(See *Connections 2030 Chapter 5, Preserve and Maintain Wisconsin's Transportation System*, for more information.)

- Backbone system: Multilane, divided highways interconnecting 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 9, 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 military transports
- Transport/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 virtually all small aviation single and twin-engine aircraft (both piston and turboprop) with a maximum take-off weight of 12,500 pounds or less
- Basic 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

### 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: Areas with populations between 5,000 and 49,999
- Urbanized areas: Areas 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
- Forecast data: Flight Transportation Associates, Inc., *Updated Wisconsin State Airport System Plan Aviation Activity Forecasts*, September 2005; Southeast Wisconsin Regional Planning Commissions, *Review and Update of Regional Airport System Plan Forecasts*, 2005

### National Highway System (NHS) intermodal terminals

- Federal Highway Administration, October 2007

### Passenger rail ridership

- Current data: WisDOT, 2007
- Forecast data:
  - › Transportation Economics & Management Systems, Inc., *Midwest Regional Rail Initiative Project Notebook*, 2004
  - › Forecast year 2020
  - › Forecast Milwaukee station data includes all Milwaukee area stations (Milwaukee Intermodal Station, General Mitchell International Airport and Granville)

### Population

- Current population: Wisconsin Department of Administration, *January 1, 2007 Preliminary Population Estimates for Wisconsin Counties*, August 10, 2007
- 2030 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: 2000 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)

- Chippewa – Eau Claire Metropolitan Planning Organization, *Long Range Transportation Plan 2005 – 2030*, October 2005
- Dubuque Metro Area Transportation Study, *2031 Long-Range Transportation Plan*
- Duluth – 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
- Janesville Metropolitan Planning Organization, *2005 – 2035 Long Range Transportation Plan*, December 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
- Forest County Potawatomi Community, *Long Range Transportation Plan*, March 2008
- Ho-Chunk Nation, *Ho-Chunk Nation Long Range Transportation Plan*, June 2005, amended March 2007
- Lac Courte Oreilles Band of Lake Superior Chippewa Indians, *2006 Transportation Plan*, March 2006
- Lac du Flambeau Band of Lake Superior Chippewa Indians, *Long-Range Transportation Plan*, February 2007
- Menominee Nation, *Menominee 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
- St. Croix Chippewa Indians of Wisconsin, *St. Croix Tribal Council 2007 Long Range Transportation Plan*, March 2007
- Sokaogon Chippewa Community, *Long Range Transportation Plan*, March 2007
- Stockbridge-Munsee Community Band of Mohican Indians, *2006 Tribal Long-Range Transportation Plan Update*, May 2007

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