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

For more information, refer to the Corridor Map Legend Definitions document at 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

<table>
<thead>
<tr>
<th>WI Heartland</th>
<th>Wisconsin River</th>
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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 Fogline 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)
- **WS 29**
  - Prepare corridor plan from WS 29 (Abbotsford) to US 51 (Wausau)
- **WS 52**
  - Reconstruct from 38th Ave to 17th Ave (Wausau)
- **WS 153**
  - Work with City of Mosinee to study from Main St/County Rd B (Marathon Co) to 4th St
- **WS 153**
  - Reconstruct Wisconsin River bridge and approaches from 3rd St to Old St (Mosinee)
- **Bicycle/Pedestrian**
  - Support construction of a pedestrian bridge along WS 29 in Weston or Rothschild between Alderson St and County Rd X (Marathon Co)
- **Bicycle/Pedestrian**
  - Provide urban accommodation along WS 153 from 2nd St (Mosinee) to Old 51 (Mosinee)
- **Bridges**
  - Complete the Northern River Crossing Study
- **Intercity Bus**
  - Support new intercity bus service between Wausau and Madison with stops in Portage, Stevens Point and Mosinee, and between Minneapolis-St. Paul, WI 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

### Mid-Term (2014 – 2019)

- **I-39**
  - Study interchange reconstruction at WS 153
- **BUS 51**
  - 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 WS 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 WS 29 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 WS 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 South Metro Freeway Access and Arterial Study
- **I-39**
  - Reconstruct WS 153 interchange and BUS 51 interchange if supported by environmental document
- **BUS 51**
  - Reconstruct Wisconsin River bridge and approaches from 3rd St to Old St (Mosinee)
- **WS 29**
  - Convert to freeway from WS 27 to US 51 in Mosinee if supported by environmental document
- **WS 29**
  - Reconstruct Wisconsin River bridge and approaches from 3rd St to Old St (Mosinee)
- **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 La Crosse, with stops in Sparta, Tomah, Wisconsin Rapids, Stevens Point, and Mosinee, and between Wausau and Hurley with stops in Merrill, Tomahawk, Rhinelander, and Minocqua
- **Public Transit**
  - Work with NPO to determine feasibility of increased hours and days of service
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.

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 routes. 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/ 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) and 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.


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 Granville).

Population


• Current Age 65 and older population: 2010 US Census, Summary File 1, Variable P12: Sex by Age.


Public and specialized transit

• WisDOT, January 2008.

Truck volume

• WisDOT, August 2007.

Wisconsin Metropolitan Planning Organizations (MPOs)


• 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.


• 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.


• Wausau Metropolitan Planning Commission, Wausau Area Metropolitan 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.


• Lac Courte Oreilles Band of Lake Superior Chippewa Indians, 2006 Transportation Plan, March 2006.


• Meminew Nation, Meminew Indian Reservation Long-Range Transportation Plan, May 2007.


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