Wisconsin River Corridor Part 2 – Wausau to Ironwood, MI

Corridor Overview
This 260-mile corridor is part of a major passenger and freight corridor that links north central Wisconsin and south central Wisconsin and Illinois. It is a critical tourist corridor between the population centers in Illinois and southern Wisconsin and the major recreation areas in the north. It also provides critical economic links for the industrial and commercial communities of Wausau, Wisconsin Rapids, Stevens Point and Marshfield. The corridor includes the Korean War Veterans Memorial Highway (US 51 from the Illinois/Wisconsin state line to the Michigan/Wisconsin state line). It also includes the urban and urbanized areas of Wausau, Merrill and Hurley and provides access to the Lac du Flambeau Indian Reservation.

Current Corridor Characteristics

- **Airports:**
  - Air carrier (passenger) airport: Central Wisconsin (Mosinee)
  - Transport/corporate airport: Lakeland (Minocqua)
  - General utility airport: Merrill Municipal

- **Highways:**
  - Primary highway: US 51
  - Corridors 2030 Backbone Route: US 51 (WIS 29 to US 8)
  - Corridors 2030 Connector Route: US 51 (US 8 to Michigan State Line)
  - Completed passing lane corridors:
    - US 51 (County Rd N (Oneida Co) to County Rd D (Oneida Co))

- **Public Transit:**
  - Bus systems: Merrill, Wausau
  - Shared-ride taxi: None along this corridor
  - 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 Wausau to intercity bus services in Milwaukee

- **Ports and Harbors:**
  - None along this corridor

- **Ferry:**
  - None along this corridor

- **Bicycle/Pedestrian:**
  - Major trails: Mountain Bay State Trail, Ice Age Trail (ped only), North Country Trail (pedestrian only), Bearskin-Hiawatha State 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 continued user efficiency and mobility, including improved traffic movement, along US 51 by implementing:
    - State Access Management Plan vision
    - Tier 1; US 51 (Wausau to County Rd K (Oneida Co))
    - Tier 2A; US 51 (County Rd K (Oneida Co) to County Rd D (Oneida Co))
    - Tier 2B; US 51 (County Rd D (Oneida Co) to Michigan State Line)

- **Public Transit:**
  - Increased regional coordination and continued service

- **Fixed Guideway Transit:**
  - None along this corridor

- **Rail Freight:**
  - Continued freight rail service and corridor preservation

- **Intercity Passenger Rail:**
  - None along this corridor

- **Intercity Bus:**
  - Continued existing services
    - New service:
      - Phase 1: Between Madison and Wausau and between Minneapolis/St. Paul, MN and Green Bay, with a stop in Wausau
      - Phase 2: Between Wausau and proposed Appleton passenger rail station
      - Phase 3: Between La Crosse and Wausau and between Hurley/Ironwood, MI and Wausau, with stops in Minocqua, Rhinelander, Tomahawk and Mosinee

- **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

Refer to the “Corridor Map - Data Definitions and Sources” for more information.
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.
## Wisconsin River Corridor Part 2 – Wausau to Ironwood, MI

### Current and Proposed Future Activities

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<tbody>
<tr>
<td>US 8</td>
<td>US 8</td>
<td>US 51</td>
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<tr>
<td>Prepare corridor plan from US 51 to North Rifle Rd</td>
<td>Prepare corridor plan from US 51 to North Rifle Rd</td>
<td>Replace bridge over Wisconsin River (north of Lincoln/Marathon county lines) if supported by environmental document</td>
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<tr>
<td>US 51</td>
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<tr>
<td>Prepare corridor plan from US 51 to County Rd Q (Lincoln Co)</td>
<td>Prepare corridor plan from US 51 to County Rd Q (Lincoln Co)</td>
<td>Replace bridge over railroad south of Merrill if supported by environmental document</td>
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<tr>
<td>US 51</td>
<td>US 51</td>
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<tr>
<td>Prepare corridor plan from US 51 to County Rd D (Lincoln Co)</td>
<td>Prepare corridor plan from US 51 to County Rd D (Lincoln Co)</td>
<td>Replace bridge over Weber Creek if supported by environmental document</td>
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<td>WS 64</td>
<td>US 51</td>
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<tr>
<td>Reconstruct from US 64 to Center Ave (Merrill)</td>
<td>Reconstruct from County Rd K (Lincoln Co) to County Rd D (Lincoln Co)</td>
<td>Reconstruct existing interchange with safety and operational improvements at WS 64 and US 51 if supported by environmental document</td>
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<td>WS 70</td>
<td>Bicycle/Pedestrian</td>
<td>US 51</td>
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<tr>
<td>Reconstruct from Silver Beach Dr (Town of Lac du Flambeau) to Oneida/Vilas county line</td>
<td>Provide rural accommodations along WIS 107 from County Rd D (Price Co) to the Bearskin State Trail</td>
<td>Reconstruct from Silver Beach Dr (Town of Lac du Flambeau) to Oneida/Vilas county line</td>
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<tr>
<td>Airports</td>
<td>Bicycle/Pedestrian</td>
<td>Bicycle/Pedestrian</td>
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<tr>
<td>Support runway extension at the Tomahawk Regional Airport</td>
<td>Provide urban and rural accommodations along US 51 from US 24 to US 2</td>
<td>Reconstruct from Silver Beach Dr (Town of Lac du Flambeau) to Oneida/Vilas county line</td>
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<td>Park &amp; Ride</td>
<td>Bicycle/Pedestrian</td>
<td>Bicycle/Pedestrian</td>
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<tr>
<td>Support proposed park and ride construction near the intersection of US 51 and US 8</td>
<td>Provide urban accommodations along WIS 107 from County Rd D (Price Co) to the Bearskin State Trail</td>
<td>Provide urban and rural accommodations along WIS 77 from US 13 (Menomonie) to US 2 (Huron)</td>
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<td></td>
<td>Bicycle/Pedestrian</td>
<td>Bicycle/Pedestrian</td>
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<tr>
<td>Support proposed park and ride construction near the intersection of US 51 and County Rd D (Lincoln Co), US 51 and County Rd C (Lincoln Co), WIS 47 and County Rd Q (Vilas Co), and WIS 47 and County Rd J (Oneida Co) if supported by environmental document</td>
<td>Provide urban and rural accommodations along WIS 107 from County Rd D (Price Co) to the Bearskin State Trail</td>
<td>Support岸边延长机场巴士线路在密尔沃基东南部的管辖区域</td>
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</tbody>
</table>

### 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.
Corridor 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)

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 Graniteville)

Population
- Current population: Wisconsin Department of Administration, January 1, 2007
- 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)
- Dubuque Metro Area Transportation Study, 2011 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
- 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
- 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
- Sokaogon Chippewa Community, Long Range Transportation Plan, March 2007

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