

	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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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

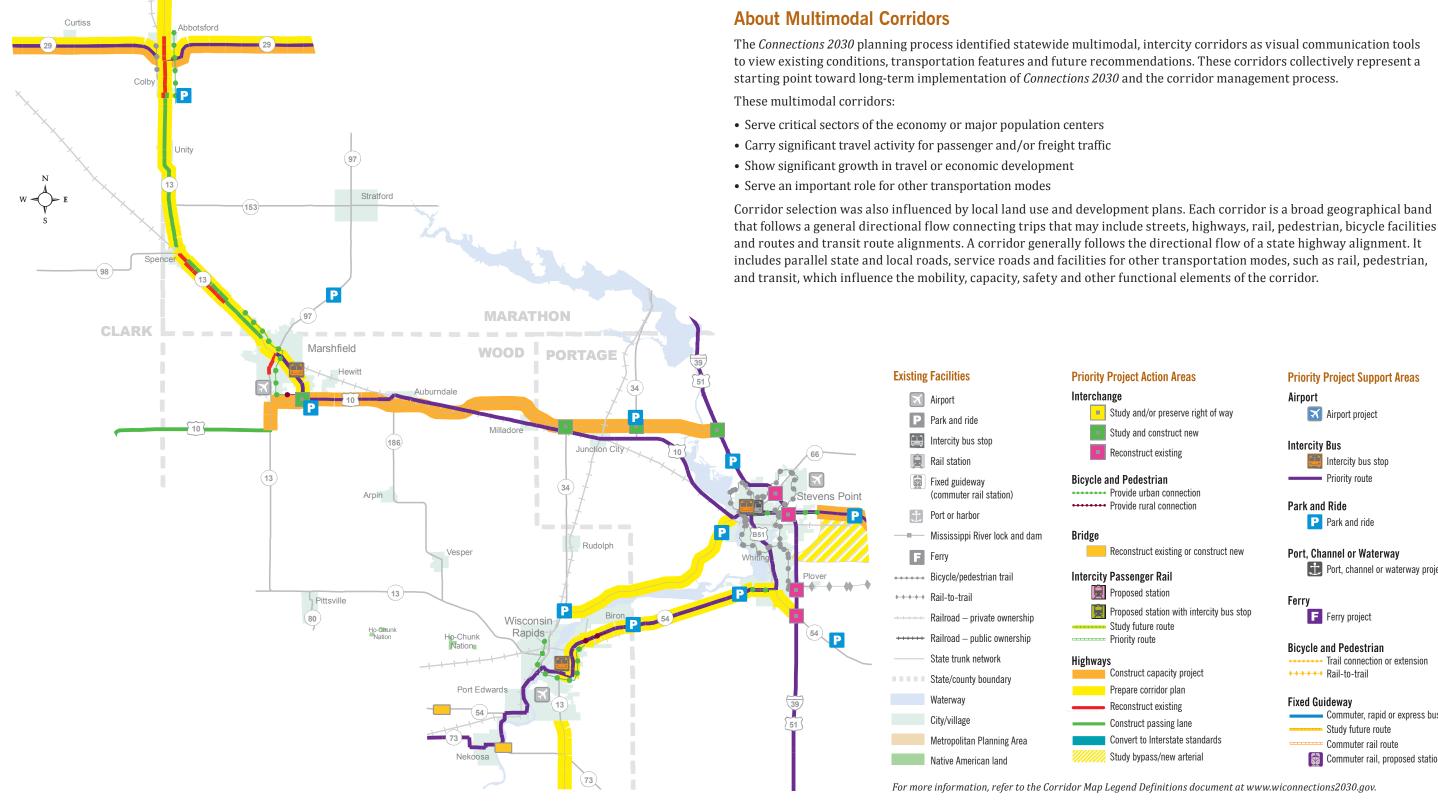
- Airports:
- > Transport/corporate airports: Marshfield Municipal, Stevens Point Municipal, Alexander Field (Wisconsin Rapids)
- Highways:
- > Primary highways: US 10, WIS 13, WIS 34, WIS 54
- Corridors 2030 Connector Routes: US 10, WIS 13, WIS 34, WIS 54
- Public Transit:
- > Bus systems: Stevens Point
- > 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-tofreeway corridors (Portions of US 10)
- · 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
- 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

- > Enumerated Major project on US 10 between WIS 13 (Marshfield) and I-39
- 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

Marshfield/Rapids Connection Corridor – Abbotsford to Stevens Point



Priority Project Action Areas

- Study and/or preserve right of way
- Study and construct new
- Reconstruct existing

- •••••• Provide urban connection ••••••• Provide rural connection
- Reconstruct existing or construct new

- Proposed station
- Proposed station with intercity bus stop Study future route

 - Construct capacity project
 - Prepare corridor plan
 - Reconstruct existing
 - Construct passing lane
- Convert to Interstate standards
- Study bypass/new arterial

Priority Project Support Areas

Airport



Intercity Bus



Park and Ride

Park and ride

Port, Channel or Waterway

Port, channel or waterway project

Ferry

F 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

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Marshfield/Rapids Connection Corridor – Abbotsford to Stevens Point

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.

Entire Planning Period

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 (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 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)

Short-Term (2008 - 2013)

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	

US 10	Construct expressway upgrades and/or convert to freeway from Alg environmental document
US 10	Construct candidate passing lanes from County Rd K (Clark Co) to
WIS 13	Construct candidate passing lanes from Burnett St (Spencer) to Co (Spencer) if supported by environmental document
WIS 29	Study interchanges and/or preserve right-of-way at locations betwee
Airports	Support continued preservation, maintenance and infrastructure pr
Bicycle/Pedestrian	Support accommodations and linkages to create a connected netwo
Intercity Bus	Support continued intercity bus service between Wausau and Milwa
Local Roads	Support continued preservation, maintenance and infrastructure pr
Park & Ride	Support continued preservation and maintenance
Park & Ride	Support expansion of existing park and ride facilities if needed and
Public Transit	Support regional service expansion in Stevens Point
Public Transit	Support continued service and vehicle replacement in Stevens Poin
Public Transit	Work with counties and transit service providers to coordinate and
Public Transit	Support continued shared-ride taxi service in Marshfield, Plover an
Rail Freight	Support the preservation of existing freight services and corridors
Specialized Transit	Support continued service and encourage improved service coordin
State Highways	Construct grade separations at rail crossings if supported by enviro
State Highways	Preserve and maintain infrastructure
State Highways	Improve traffic movement with traffic operations infrastructure stra
	·

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 LONG-RANGE MULTIMODAL TRANSPORTATION PLAN

goma St (Stevens Point) to WIS 49 (Waupaca) if supported by

US 10 if supported by environmental document

ounty Rd N (Clark Co); and W Upham St (Marshfield, Wood Co) to Willow Dr E

veen WIS 13 and US 51 (Wausau) if supported by environmental document

projects at State Airport System Plan airports

work that provides accessibility along and across facilities

vaukee with stops in Stevens Point, Appleton, Oshkosh and Fond du Lac

projects

if supported by environmental document

nt

expand rural transit service

nd Wisconsin Rapids

nation

ronmental document

rategies

- 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), 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

- November 2005
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- 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
- amended March 2007
- Plan, March 2006
- Plan, February 2007
- May 2007
- Oneida Tribe of Indians of Wisconsin, Transportation Improvement Plan, December 2003, amended March 2007
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- 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,
- Janesville Metropolitan Planning Organization, 2005 2035 Long Range
- La Crosse Area Planning Committee, 2030 La Crosse and La Crescent Metropolitan Area
- Madison Area Transportation Planning Board, Regional Transportation Plan 2030,
- 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
- 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,

- Forest County Potawatomi Community, Long Range Transportation Plan, March 2008 • Ho-Chunk Nation, *Ho-Chunk Nation Long Range Transportation Plan*, June 2005,
- Lac Courte Oreilles Band of Lake Superior Chippewa Indians, 2006 Transportation
- Lac du Flambeau Band of Lake Superior Chippewa Indians, Long-Range Transportation
- Menominee Nation, Menominee Indian Reservation Long-Range Transportation Plan,
- 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
- Sokaogon Chippewa Community, Long Range Transportation Plan, March 2007
- Stockbridge-Munsee Community Band of Mohican Indians, 2006 Tribal Long-Range

