Element 3:
Transportation

A compilation of objectives, policies, goals, maps and programs to guide the future development of the various modes of transportation, including highways, transit, transportation systems for persons with disabilities, bicycles, electric personal assistive mobility devices, walking, railroads, air transportation, trucking and water transportation. The element shall compare the local governmental unit's objectives, policies, goals and programs to state and regional transportation plans. The element shall also identify highways within the local governmental unit by function and incorporate state, regional and other applicable transportation plans, airport master plans and rail plans that apply in the local governmental unit.

Veterans Parkway Pedestrian Bridge, Marshfield (Wood County Planning & Zoning Office Photo)

Element 3: Transportation

Element 3: Transportation

Introduction

Transportation options impact the lives of all county residents. The ability of residents to get where they need to go, regardless of age and financial ability, plays an important role in where they choose to live, work, shop, attend school, and seek medical and nutritional needs. This element takes a look at the transportation options available in Wood County, attempts to identify some transportation trends worth considering, identifies future transportation improvement projects, and establishes goals and objectives to guide transportation in the next 20 years.

Current Transportation Facilities

Water Transportation

In Wood County there are many navigable waterways. Nearly all of the boat traffic on the lakes and rivers in the County is related to recreational use. The accessibility to waterways as well as water quality maintenance and enhancement is important to maintain the recreational appeal of the waterways. In the future water travel in the County is intended to remain recreational in focus.

Highways and Roads

Jurisdictional and Functional Classifications

Public highways are generally classified by two different systems, the jurisdictional and the functional. Jurisdictional class refers to which entity owns the facility and holds responsibility for its operations and maintenance. While the functional class refers to the role the particular segment plays in moving traffic within the overall system. Table 3-1 shows the jurisdictional mileage breakdown of the County road network. Table 3-2 explains the functional classifications system and map 3-1 shows the functional class of roadways in the rural areas of the County. Map 3-2 shows the transportation system in the County. Functional classification of roadways is an important transportation network planning tool. Just as important, the classification system is a determining factor in the amount of federal and state transportation-related aid that local units of government receive.

Table 3-1
Miles of Roadway by Jurisdiction

Jurisdiction	Miles
US Highway	25
State	164
County	344
Local	1,280
Private	14
Forest	9
Total	**1,836**

Source: Wood County GIS

Right-of-Way Setbacks

When planning for new construction of structures, an important consideration is the distance of the structure from the road right-of-way. The County has recommended setbacks as listed in figure 3-1 that they encourage property owners in unincorporated areas to respect for safety reasons, as well as possible future road improvements. The state and local government also many times have restrictions in regard to setbacks that may be more restrictive than the County recommended setbacks.

When a property-owner is planning on making changes to land that is located at an intersection, visual clearance triangles are important. Vision clearance triangles are areas at intersections where structures, improvements,

Table 3-2
Rural Highway Functional Classification System

Principal Arterials	Serve interstate and interregional trips. These routes generally serve all urban areas greater than 5,000 population. The rural principal arterials are further subdivided into 1) interstate highways and 2) other principal arterials.
Minor Arterials	In conjunction with the principal arterials, they serve cities, large communities, and other major traffic generators providing intra-regional and inter-area traffic movements.
Major Collectors	Provide service to moderate sized communities and other inter-area traffic generators and link those generators to nearby larger population centers or higher function routes.
Minor Collectors	Collect traffic from local roads and provide links to all remaining smaller communities, locally important traffic generators, and higher function roads. All developed areas should be within a reasonable distance of the collector road.
Local Roads	Provide access to adjacent land and provide for travel over relatively short distances. All roads not classified as arterials or collectors are local function roads.

Source: Wisconsin Department of Transportation

and landscaping are restricted because they can block the ability of motorists to see oncoming vehicles. The county, state and some municipalities have requirements that promote better visibility and safety at intersections. The Wood County Land Subdivision Ordinance #701 has vision corner requirements for newly created lots.

Figure 3-1
Wood County Recommended Right-of-way Setback Lines

A. **Federal and State Highways.** One hundred-ten (110) feet from the center line of the highway or fifty (50) feet from the right-of-way line, whichever is greater.
B. **County Highways.** Seventy-five (75) feet from the centerline of such highway or forty-two (42) feet from the right-of-way line, whichever is greater.
C. **Town Roads.** Sixty-three (63) feet from the centerline of such highway or thirty (30) feet from right-of-way line, whichever is greater.

Source: Wood County Ordinance #701, Land Subdivision Ordinance

Access Management

Access management to roadways is important to protect public safety, preserve intended capacity and traffic flow, and provide access where possible with minimal conflicts. Often when land subdivision occurs, or development takes place, new access points are necessary to effectively utilize property. With each new driveway access point needed for a property, there is an approval process that takes place to ensure that it does not negatively impact capacity and traffic flow, or cause safety concerns. In the rural, unincorporated areas of the County there are approximately 13,100 private driveway access points.

In cities, villages and towns in Wood County, new access points on local roads are approved by the municipality that they occur in. If new access points are proposed on county roads, the municipality they occur in, as well as the County Highway Department are involved in the approval process. Access to state highways is subject to approval by the Wisconsin

Table 3-3
Recommended Spacing Between Direct Road Access Points

Roadway Speed Limit (miles per hour)	Minimum Driveway Spacing Measured at the Road Right-of Way Line (feet)
25	105
30	125
35	150
40	185
45	230
50	275
55	300

Source: Institute of Traffic Engineers

Department of Transportation in addition to local government. Table 3-3 shows recommended spacing between access points based on speed limit. The table shows that the higher the posted speed limit is for a roadway, the greater the spacing should be between driveways. This table does not take into consideration other factors such as road curves, steep grades, or visual obstructions that should be factored in determining if new access points can safely be constructed.

Trans 233 is part of the Wisconsin Administrative Code and defines requirements that must be met when subdividing lands abutting a state highway. The rule applies to all property owners who propose creating five or more lots that are 1.5 acres or less in size within five years. The DOT has 20 days to review the subdivision proposal for proposed access as well as drainage, setbacks and vision corners.

Bridges

The Wisconsin DOT generally defines a bridge as any structure spanning 20 feet or more that carries motor vehicle traffic. In Wood County there are 216 bridges listed in the National Bridge Inventory that is maintained by the U.S. Department of Transportation, Federal Highway Administration. The primary purpose of the inventory and National Bridge Inspection Standards (NBIS) is to locate and evaluate existing bridge deficiencies to ensure the safety of the traveling public. The NBIS apply to all bridges greater than 20 feet on all public roads. Through an inspection, each bridge is assigned a bridge sufficiency number that notes whether the structure is structurally deficient or functionally obsolete.

Bridges are a vital component to the overall transportation network, and the overall functionality and safety of the network is only as good as the bridges that serve to connect the 1836 miles of roadways in Wood County. Table 3-4 identifies the number of bridges in Wood County by ownership, and the number that are considered structurally deficient or functionally obsolete. Structurally obsolete bridges need corrective action, but are not necessarily unsafe for traffic. Functionally obsolete bridges refer to a geometric deficiency such as lanes or shoulders that are too narrow for its capacity or role in the transportation network.

Crashes and Safety

The overall number of traffic crashes generally indicates the overall safety of road networks.

Table 3-4
Wood County Bridge Inventory

Ownership	Number of Bridges	Structurally Deficient or Functionally Obsolete
State of Wisconsin	48	7
Wood County	59	9
Towns	99	25
Cities	9	2
Villages	1	0
Total	**216**	**43**

Source: U.S. Department of Transportation, Federal Highway Administration

Table 3-5
Wood County Crashes

Year	2002	2003	2004	2005	2006	2007	Ave.
number of crashes	1,367	1,389	1,337	1,316	1,104	1,189	1,303

Source: Wisconsin Department of Transportation Traffic Accident Database

Table 3-5 shows the number of crashes in Wood County from 2002 to 2007. During those years the average number of crashes annually was 1,303. From 2002 to 2005 the total number was over 1,300, and in 2006 dropped noticeably to 1,104, followed by 1,189 in 2007. In addition to tracking the total number each year, the locations of the crashes are important. By mapping locations, problem areas can be identified and design changes considered to reduce the number or severity of crashes in the future.

The Wood County Emergency Management Agency also maintains crash records for all areas of Wood County excluding the cities of Marshfield and Wisconsin Rapids. The County Traffic Safety Commission meets quarterly, and makes recommendations on improving intersections or areas where accidents often occur.

Traffic Counts

Traffic counts serve as a valuable tool in determining trends over times such as increased vehicular volume, and also indicate whether the volume exceeds the intended function of a road. The Wisconsin Department of Transportation facilitates a statewide traffic count program, and maintains traffic count maps at the county level combined with some inset maps of incorporated municipalities. Traffic counts are based on a short-term count, usually 48 hours, taken at select locations. The count is then adjusted for variation in traffic volume throughout the year and the average number of axles per vehicle. The resulting count is referred to as the Annual Average Daily Traffic or AADT. The most recent traffic count for Wood County was taken in 2005. Map 3-3 shows the 2005 AADT as well as AADT prior to 2005.

In some cases local government initiates traffic counting to get a clearer picture of local traffic counts or transportation patterns. Counting devices can be put in place for a short period of time. In more complex counting projects individuals may be stationed at a particular intersection or location to document volume of traffic or other characteristics such as vehicle type.

Trucking

The Wisconsin DOT has established routes that are best suited for truck traffic in the state. The Wisconsin Long Truck Operator's Map identifies the Wisconsin highways for operation of vehicles and combinations of vehicles the overall lengths of which cannot be limited. Trans 276 clarifies other statutory provisions of federal rules affecting the weight, width, and length of vehicles and combinations of vehicles and the number of vehicle combinations.

In the County, US Highway 10 and all of the state highways with the exception of portions of STH 13 and STH 54 are designated long truck routes. STH 13 in the city of Marshfield, and STH 54 between STH 73 and STH 80 are restricted to trucks 65 feet in length with a 48-foot trailer and no double bottoms.

Weight Restriction Programs

An extreme range of moisture and temperature conditions every year from December 1 to May 1 ranging from -30 F to +70 F affect the structural strength of the pavement and base material. As a result the state has 3 programs to protect the frozen pavement and sub-base conditions during the winter months, and also protect pavement's weak conditions during the springtime freezing and thawing period. The county and some municipalities also impose

weight restrictions on roads during the spring of the year.

Commuting Patterns

By analyzing county to county Worker Flow data compiled by the US Census we can see where the workforce lives in relation to where they work. Inset map 3-1 shows the commuting information for Wood County and all adjacent counties. In all cases, Wood County receives more inflow of labor from adjacent counties, than outflow. Marathon County is most dependent on employment opportunities with 3,944 daily working in Wood County. Wood County is most dependent on Portage County for employment opportunities with 2,572 commuting daily to Portage County. In total, 31,327 Wood County residents work in the County, while 9,394 residents from adjacent counties, and 1,378 workers from other locations work in Wood County. Wood County receives 5,596 employees more than it sends to other counties.

Adopt-a-Highway

A significant highway maintenance cost can be related to picking up trash along roadways. The state coordinates an Adopt-A-Highway program where groups can volunteer to keep a section of highway free of unsightly trash. There is an application process that groups can complete to become eligible for this program. As a part of the program educational materials are given to the group in addition to safety vests, trash bags, and highway signs that mark the adopt-a-highway group. Adopt-a-highway is a low-cost way to keep roadways clean of litter, and enhance the environment and beauty of Wisconsin's roadsides.

Surface Conditions

In order to properly maintain the surface of roadways, it is necessary to have an accurate inventory of surface conditions so that maintenance can be prioritized based on need. Across the state, and in Wood County as well,

Inset Map 3-1
Commuting Patterns – Wood County

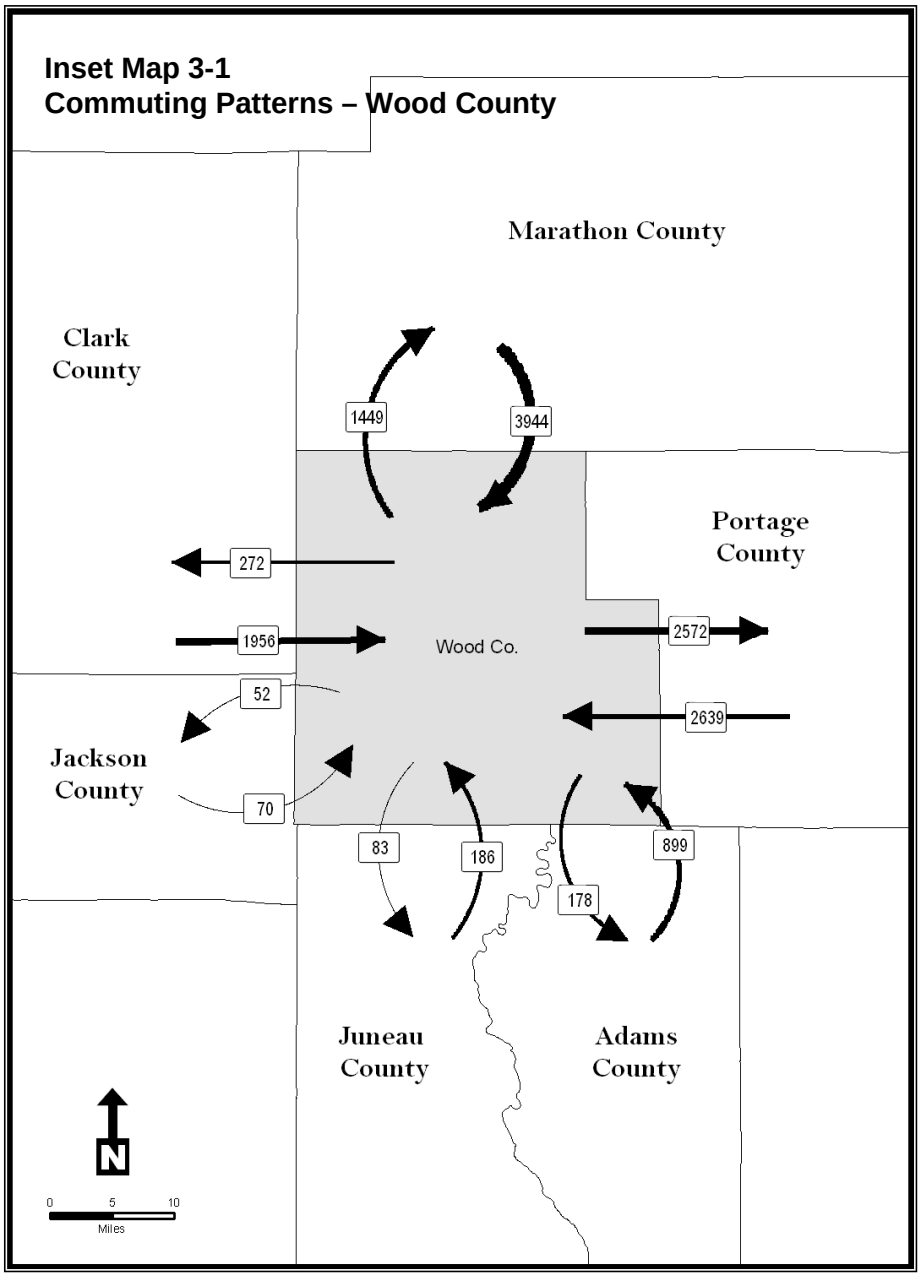


Table 3-6 County Highway Pavement Ratings		
PASER Ratings "1" = very poor to "10" = excellent		
Percent	Miles	Rating
58.94%	190.61	3-6
41.07%	132.82	7-10
Source: Wood County Highway Department		

the PASER system developed by the University of Wisconsin Transportation Information Center is used to measure conditions of roads. PASER stands for Pavement Surface Evaluation and Rating System. Although there are different scales for concrete, asphalt, seal coated, gravel and unimproved roads, they are generally based on a scale ranging between "1" (very poor condition) to "10" (excellent condition).

Table 3-6 breaks down the PASER ratings for all county highways. There is strong possibility that the ratings may gradually decrease in the future if maintenance practices are altered to accommodate increases in construction costs and tight budgets. In 2009 maintenance was completed on 14 miles of road. If the County was to continue to maintain 14 miles of county road each year, it would take almost 23 years to complete maintenance at least one time on all 323 miles of county road.

Air Transportation

Air transportation not only plays an important role in connecting residents to the world, but also provides a convenient mode of travel for visitors to make their way to Wood County. Two local and one regional airport serve the County.

Local: Alexander Field, Wisconsin Rapids

- Two runways – 5,500 and 3,650 feet
- All-weather airport
- Lit runway, maintenance service, and instrument landing
- Auto and jet fuel available

Local: Marshfield Municipal Airport/Roy Shwery Field , Marshfield

- Two runways – 5,000 and 3,600 foot runway
- All-weather airport
- Lit runway, maintenance service, and instrument landing
- Jet fuel available

Regional: Central Wisconsin Airport, Mosinee

- One 7,645 foot-long and 150 foot-wide runway
- Two 6,500 foot-long and 150 foot-wide runways
- Air cargo, aircraft rental, and charter flights.
- Passenger services include: Jet service, Northwest Airlines – Mesaba Airlines, Midwest Express – Skyway
- Freight services include FedEx, UPS, DHL, and Airborne Express
- Rental cars available

Rail Transportation

The railroad plays a significant role in the local, regional and state economy by transporting freight. In Wood County there are approximately 148 miles of railroad. All of the railroad in the County is operated by Canadian National (CN). Map 3-1 shows the location of rail and how it serves to connect the communities of Wood County. The Canadian National Railroad has service to many industries located in close proximity to the rail lines. Canadian National, headquartered in Montreal, Quebec, Canada, is the largest railroad in Canada and is currently its only transcontinental railroad. CN also has extensive trackage in the central portion of the United States, from northern Minnesota, through Wisconsin to Chicago, Memphis and New Orleans.

Many municipalities in the County are positioned for future economic development as a result of proximity to rail infrastructure. Having access to rail service provides business with the ability to ship and receive efficiently and cost-effectively. In addition to serving transportation needs efficiently and effectively, rail serves as an

Table 3-7 Wood County ATV and Snowmobile Registration							
Year	2002	2003	2004	2005	2006	2007	2008
ATV	3,989	4,468	4,661	4,842	4,980	5,842	4,581
Snowmobile	3,736	3,493	3,292	2,946	2,610	3,058	3,390
Source: Wisconsin Department of Natural Resources							

alternative to truck transportation and can reduce truck traffic volume on highways.

Recreational Transportation

There are many modes of transportation that are considered recreational, but the most common in Wood County are all-terrain-vehicles (ATVs) and snowmobiles. Table 3-7 shows ATV and snowmobile registration in the County for years 2002 to 2008. The data shows that ATV registrations are increasing while snowmobile registrations are generally decreasing.

All-Terrain-Vehicles (ATVs)

The only trails in the County are located at the Wood County ATV Area in the town of Cranmoor. The area is located on 400 acres of County forest land with 10 miles of trail. In the past few years local ATV clubs have been working with municipalities to establish agreements to allow riders to travel on designated roads throughout the County. With ATVs using the roads there is a possibility of conflicts with vehicles and pedestrians. The municipalities that allow ATVs on designated routes are aware of the possible conflicts and regularly review their policy of allowing them to share designated roadways at intervals. ATVs are not allowed on any state or federal highways, but are permitted to cross them where necessary.

The Wood County Parks, Recreation and Open Spaces Plan recognizes the increasing need for ATV trails and recommends a connection to the Black River State Forest trails in Jackson County. Providing connections to trail networks in adjacent counties serves to improve the trail network in Wood County and in the region.

Snowmobiles

There are 258 miles of snowmobile trails in Wood County. The trails are maintained by 9 clubs that make up the Wood County Snowmobile Alliance. Most of the trails are well-marked, off-road trails that travel through private property, however, some roadways are designated as snowmobile routes by municipalities. The presence of a snowmobile trail network this complete and well-maintained is a great resource for the County to offer. When considering new trail routes, the impact of the route at intersections with roadways should always be a consideration. Although snowmobile registrations have decreased since 2002, in the past few years the number of registrations has rebounded possibly due to better winter conditions (table 3-7).

Public Transportation

Bus and Taxi Service

Transportation opportunities utilizing bus and taxi service are limited to the city of Marshfield and Wisconsin Rapids, and the immediate surrounding areas.

Marshfield

The city of Marshfield participates in a state/federal transportation program known as Share Ride, which subsidizes the private operation of a local taxi service. Through this program any number of patrons are picked up at one time to share a ride with others to their individual destinations. This program allows patrons to travel at an affordable rate while reducing fuel consumption.

Wisconsin Rapids

The city of Wisconsin Rapids contracts with River City Cab to provide shared-ride, reduced-rate taxi service for the elderly and handicapped. The program is subsidized by federal and state mass transit funds.

Transportation for Disabled, Elderly & Veterans

Transportation for older and disabled adults is important so they can access the services and programs they need and remain independent. The Aging and Disability Resource Center (ADRC) of Central Wisconsin operates a bus service and a volunteer driver program. Buses operate door-to-door service in Wisconsin Rapids and Marshfield from 9:00am to 2:00am Monday through Friday at a cost of $1.00 per one way ride. Select retailers that are popular destinations for riders cover the transportation cost when they shop at their location. Rural residents may ride the bus every first Friday of each month to Marshfield and every third Friday to Wisconsin Rapids. Rural riders pay $1.00 per stop and also may have their transportation cost covered by select retailers that they shop at. To be eligible for bus service, riders need to be 55 years of age or a Wood County resident.

The volunteer driver program offers affordable transportation by using volunteers who use their own vehicles. To use this service, riders should call in their request 5 days in advance to allow adequate time for scheduling. To be eligible for the volunteer driver program the rider needs to be a Wood County resident at least 60 years old, able to enter and exit a personal vehicle, and have a destination of a medical appointment or nutrition site.

The ADRC has recently begun a transportation program for Wood County's veterans. County-owned vans are available in Marshfield and Wisconsin Rapids to transport veterans between those cities as well as to Madison, Milwaukee and the Veterans Hospital in Tomah. There is no charge for this service.

Park and Ride

The concept of constructing park and ride parking lots at strategic locations in Wood County and adjacent counties may be a relatively low-cost option to reduce traffic volumes on roads and provide cost-savings to commuters. Although there are more than 97 park and ride facilities throughout Wisconsin, there are not any located in Wood or any of the adjacent counties. Lots typically are located strategically and include services such as overnight parking, telephones for safety and convenience, lighting, and bicycle parking. Individuals traveling to the same approximate location coordinate ride sharing to reduce gas consumption, and in many cases receive incentives from employers. Ride sharing benefits participants because it can reduce vehicle wear and tear, save fuel costs, and allow passengers to relax or work while traveling to their destination. Although park and ride lots are generally located in areas of the state where commuter rush hour traffic is more of an issue, the other benefits they afford make looking into them advantageous. The North Central District DOT office has already begun identifying possible locations in Wood County and adjacent counties for park and ride lots.

Bicycle and Pedestrian Travel

In recent years the role that bicycle and pedestrian trails play in Wood County communities has become increasingly important. The trail network in the County consists of on-road and off-road trails constructed to a variety of standards based on cost and design limitations. Trail planning in Wood County is a cooperative effort between municipalities and the County, and this approach is responsible for much of the success that has been experienced in recent years. The County Bicycle and Pedestrian Plan was developed in 1995 and is currently in the process of being updated. In addition, many municipalities plan for trail development through local planning efforts. Map 3-4 shows the current bicycle and pedestrian trails in the County, with most of the

trails being located in the Marshfield and Wisconsin Rapids Area. The upcoming update of the County Bicycle and Pedestrian Plan will include an inventory of future bicycle and pedestrian routes.

Safe Routes to Schools

Safe Routes to School (SRTS) programs encourage children ages K-8 to walk and bike to school by creating safer walking and biking routes. Safe routes planning involves the entire community and is typically led by a committee that includes as many relevant groups as possible. Through this program a variety of infrastructure-related projects and non-infrastructure related activities in the community are identified to encourage children to walk or bike to school. Figure 3-3 lists some possible Safe Routes activities and programs. Successful Safe Routes programs lead to safer routes, healthier children, and a cleaner environment.

The Wisconsin Safe Routes to School projects are 100 percent fundable to the limit of the project award. Grant awards are subject to a statewide competitive process, and eligible projects must be within 2 miles of an elementary or middle school. In Wood County, schools in Marshfield and Wisconsin Rapids have been impacted by safe routes to school planning.

Pedestrian Safety

The safety of pedestrians is an extremely important consideration in planning transportation networks. Through proper design and planning efforts a variety of transportation options can and should safely be able to coexist with pedestrian traffic. Cost effective measures can be implemented to promote safety for pedestrians. To identify problem areas, an examination/evaluation of the walking environment through a walkability audit is a good start. Walkability audits identify concerns for pedestrians related to the safety, access, comfort, and convenience of the walking environment. Improvements that may improve conditions include engineering changes, policy implementation, education, and enforcement measures.

Although walkability audits are appropriate for urban areas that are more densely populated, they many times are not a practical approach to improving the pedestrian experience in rural areas. Rural areas face a different set of challenges such as higher vehicular traffic speeds, a reduction in signalized intersections, few or no sidewalks, and in many cases few or no designated bicycle and pedestrian trails, but it is still possible to make rural areas more walkable. Rural areas can become safer and more pedestrian friendly by: reduction of speed limits in areas of more pedestrian traffic; design changes of roadways including wider paved shoulder; and signage designating pedestrian crossings and presence of pedestrians. Figure 3-4 shows the importance of making communities pedestrian friendly.

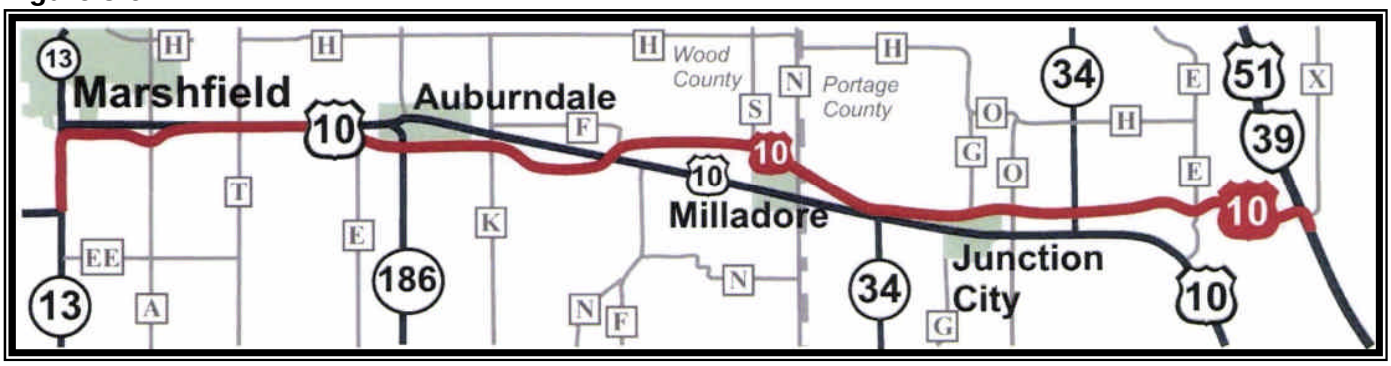
Transportation Plans

State Plans

The Wisconsin Department of Transportation maintains several statewide plans that pertain to various aspects of transportation. Most are updated on a regular basis and serve as valuable resources and planning tools for multijurisdictional and regional projects. Many are referenced by local units of government when more-detailed local level transportation planning takes place. These plans have been reviewed and coordinated with throughout the planning process.

1. Translink 21: a Multi-modal Transportation Plan for Wisconsin's 21st Century
2. Wisconsin State Highway Plan 2020
3. Six-Year Highway Improvement Program, 2009 to 2015
4. Statewide Transportation Improvement Plan, 2009 to 2012
5. Wisconsin Department of Transportation Access Management Plan
6. Wisconsin Pedestrian Plan 2020

Figure 3-6



Source: Wisconsin Department of Transportation

7. Wisconsin State Airport System Plan 2020
8. Wisconsin Bicycle Transportation Plan 2020
9. Wisconsin Connections 2030
10. Wisconsin Corridors 2030

Regional Plans

Wood County is part of the North Central Wisconsin Regional Planning Commission service area along with Adams, Forest, Juneau, Langlade, Lincoln, Marathon, Oneida, Portage and Vilas County. The most significant planning effort in recent years that includes transportation planning has been the completion of the Regional Comprehensive Plan. All regional planning commissions in the state of Wisconsin are required to complete regional comprehensive plans.

1. The North Central Wisconsin Regional Planning Commission Comprehensive Plan, 2000-2020

Figure 3-4
Importance of Walkable Communities

- Provides transportation alternatives to vehicular travel
- Removes traffic volume from roadways that many times are already at capacity
- Promotes healthy lifestyles
- Reduces the need for parking, and reduces parking issues
- Provides safe transportation for children and others without access to vehicles
- Safe walking environments may encourage more pedestrian traffic

Source: Wood County Planning and Zoning

Local Level Plans

The County, cities, villages and towns have been involved with the following transportation planning efforts in recent years.

1. The South Wood County Transportation Study
2. The Wisconsin Rapids East Arterial Feasibility Study
3. Wood County Five Year Paving Plan (Bituminous Overlays and Sealcoats)
4. Local Road Improvement Program (LRIP) Plans - All towns, villages and cities must complete Local Road Improvement Plans to be eligible to receive allocations of the state gas tax to fund road improvements.
5. The Wood County Bicycle and Pedestrian Plan
6. Wood County municipal comprehensive plans

Transportation Improvement Projects

Marshfield/Rapids Connection Corridor

The Connections 2030 planning process facilitated by the Wisconsin Department of Transportation identifies statewide, multimodal, intercity corridors as a way to view existing transportation facilities and features, and plan for future transportation needs. The plan identifies 38 corridors throughout the state that meet certain criteria. The Marshfield/Rapids Connection was identified because of the role it plays in intercity transportation among Marshfield, Wisconsin Rapids, Stevens Point, Abbotsford and all of the other communities in between. In addition, the passenger and freight traffic that this corridor accommodates is important to the growth and economic development of Wood County and Central Wisconsin.

As an identified Connections 2030 corridor, future improvements are planned that are classified as short term (2008-2013), mid-term (2014-2019), long-term (2020-2030), and changes that could possibly take place during the entire planning period. Appendix 3-A identifies the proposed future activities and shows the Marshfield/Rapids Connection Corridor. Many of the improvements that are identified are subject to budget constraints, changing conditions and shifting priorities.

US Highway 10

One of the most traveled routes in Wood County annually is US Highway 10. US 10 serves as an important east/west highway of regional, state, and national importance. Connecting the Twin Cities and the Fox Valley, this highway serves as a link for business, industry, recreation and agriculture.

To safely and efficiently handle increasing traffic volumes in the future, 31 miles of US 10 between the cities of Marshfield and Stevens Point will be improved and realigned. The new four-lane highway realignment will bypass the communities of Auburndale, Blenker, and Milladore in Wood County, and Junction City and Stevens Point in Portage County. Work on this project began in 2006, is scheduled to be completed in 2012, and represents a $244 million dollar investment in Central Wisconsin's transportation system. Figure 3-6 shows the new US Highway 10 alignment from Stevens Point to Marshfield.

Although the US Highway 10 project will improve the safety and efficiency of the route, some communities that will be bypassed realize the challenges they will face without the benefit of frontage on a US Highway.

Central Wisconsin Jurisdictional Transfers and Highway System Changes

From 2009 to 2012 a number of jurisdictional transfers and route changes will take place in Wood County as well as surrounding counties. Most of the changes are a result of the US Highway 10 project improvement and realignment. The changes are being made to improve safety, travel efficiency, and system continuity, and increase capacity. Upon completion of US 10, portions of existing US 10 and other state highways will be transferred to the jurisdiction of local units of government. The Wisconsin Department of Transportation will coordinate the specifics of these jurisdictional transfers and route changes with Wood County and local governments. Table 3-8 shows when and where they are expected to take place.

Wisconsin Rapids East Arterial

In 2009 the city of Wisconsin Rapids, the village of Port Edwards, the town of Grand Rapids, Wood County and the Wisconsin Department of Transportation completed the Wisconsin Rapids Area East Arterial Feasibility Study. The intent of the study was to provide local municipalities, WisDOT, and other agencies and stakeholders with a comprehensive report that identifies the need for the proposed new WIS 54 alignment, a

Table 3-8

Jurisdictional Transfers Resulting from US 10 Expansion Project

Existing Highway Route	Limits/Locations	New Highway Route	New Jurisdiction	Year the change is expected
US 10	WIS 34 north to existing County P; towns of Carson and Linwood and city of Stevens Point	County HH	Portage County	2009
US 10	County P to I-39; city of Stevens Point	WIS 66	N/A (resigning only)	2009
County P	WIS 34 to existing US 10; towns of Rudolph and Linwood	WIS 66	Portage and Wood counties	2009
WIS 66	Existing US 10 to I-39; city of Stevens Point	Local street	City of Stevens Point	2009
Business 51	Stevens Point/Whiting limits to North Point Drive	Business 51	City of Stevens Point	2009
US 10	WIS 34 south to WIS 34 north; village of Junction City and town of Carson	County P	Portage County	2012
US 10	WIS 186 to WIS 34 south; towns of Auburndale, Milladore, and Carson and villages of Auburndale and Milladore	County P	Portage County	2011
WIS 186	Existing US 10 to new US 10; village of Auburndale	County P	Wood County	2012
US 10	Day Road to WIS 186; town and village of Auburndale	Local street	Town and Village of Auburndale	2012
US 10	WIS 13 to Stadt Road; town of Marshfield	Local street	Town of Marshfield	2012
US 10	Business 13 to WIS 13: town of Cameron and city of Marshfield	Local street	Town of Cameron and City of Marshfield	2012
County F	US 10 to village limits, village of Auburndale	Local road	Village of Auburndale	2012
County F	Auburndale village limits to Rangeline Road	Local road	Town of Auburndale	2012
County F	Rangeline Road to US 10; town of Milladore	Local road	Town of Milladore	2012
Blenker Road	Existing US 10 to new US 10; town of Milladore	County F	Wood County	2012
County F	US 10 to village limits, village of Auburndale	Local road	Village of Auburndale	2012

Source: Wisconsin Department of Transportation

range of alternatives that address the project need, and the project's environmental impact.

The Wisconsin Rapids East Arterial Project was the result of the South Wood County Area Transportation Study that was completed in 1999. The purpose of the study was to review the impact of a number of transportation improvement proposals for the area including both a north and east bypass of Wisconsin Rapids, a 2nd Avenue bypass, and a new Wisconsin River crossing in Port Edwards. The study utilized origin-destination surveys and traffic modeling with a variety of population and future land use projections to determine traffic volumes for 2025 on the transportation network of South Wood County. The travel demand results identified roadways in the study area that would be "approaching congestion" or would be "congested".

Inset Map 3-2

There currently is no timeline in place for the construction of the East Arterial Project. Local officials are encouraging the State Transportation Planning Committee (TPC) to meet to consider enumerating the project. Until the TPC meets to review the project and possibly approve it, there is no definitive timeline that can be referenced. If the project is enumerated as a "major project", it may take at least 10 years before construction can be planned.

Inset map 3-2 shows the planned east arterial route, and the approximate location of the Port Edwards bridge that is part of this project. The exact location of the bridge as well as detailed engineering are not yet available, but will be determined at a later stage of the project. Preliminary cost of the 2.5 miles of roadway and bridge are estimated at over $17 million. More accurate costs will be easier to determine once the design and engineering work are complete.

Although there are a variety of ways to fund the construction of the Wisconsin Rapids East Arterial, the preferred method is to have it enumerated as a "Major highway project" where most of the project would be funded by the Wisconsin Department of Transportation. Table 3-9 explains what kinds of projects are eligible under this designation.

American Recovery & Reinvestment Act (ARRA)

The American Investment and Recovery Act (ARRA) was initiated in 2009 to stimulate the economy through the strategic allocation of

Table 3-9
Wisconsin Major Highway Project Definition

By Statute, a "Major highway project" denotes a project that has a total cost over $5 million and involves any of the following:

A. Constructing of a new highway 2.5 miles or more in length
B. Reconstructing or reconditioning an existing highway by any of the following
    1. Relocating 2.5 miles or of the existing highway.
    2. Adding one or more lanes five miles or more in length to the existing highway.
    3. Improving to freeway standards 10 miles or more of existing divided highway two or more lanes in either direction.

Source: Wisconsin Department of Transportation

Table 3-10 Approved Transportation Projects – American Recovery & Reinvestment Act		
CTH A	STH 13 to USH 10	Pavement Replacement
Lincoln Ave	14th St to 8th St, City of Marshfield	Reconstruction
CTH K	Mill Creek Crossing between Maple Rd. and USH 10	Bridge replacement
Source: Wisconsin Department of Transportation, June 2009		

federal recovery funds. In Wisconsin ARRA funding is being targeted towards tax relief for middle class families, worthwhile new infrastructure projects to create jobs and investments in research and alternative energy projects for a cleaner, healthier environment. The Wisconsin Office of Recovery and Reinvestment is working with communities, local governments, the private sector and other stake holders to put money to work in the State.

Transportation improvements in the Wood County are impacted by ARRA funding. Table 3-10 lists the 3 projects that are approved for funding in 2009.

Road Improvement Plans

The Wood County Highway Department annually prepares a roadway management plan that identifies future county highway improvement projects. Appendix 3-B shows planned roadway improvements from 2008 to 2013.

Table 3-11 Wood County Vehicle Miles of Travel (VMT)		
Year	Daily	Annual
2007	1,819,200	664,000,000
2006	1,837,000	670,505,000
2005	1,858,767	678,450,000
2004	1,900,000	695,400,000
2003	1,872,000	683,000,000
2002	1,850,000	675,250,000
2001	1,817,100	663, 242,000
2000	1,820,800	666,413,000
1999	1,856,700	677,696,000
Source: Wisconsin Department of Transportation		

The Wisconsin Department of Transportation prepares six-year plans by region that identify projects for Interstate highways, US highways, and state highways. Upcoming projects for Wood County are listed in appendix 3-C. Many towns, villages and cities prepare roadway improvement plans so that they can budget for future improvements. Some municipalities have incorporated their roadway improvement plans into their comprehensive plans so that they can be put into the context of all of the planning elements.

Transportation Trends

To be able to plan for future transportation needs, it helps to have an understanding of some of the transportation trends that are taking place. Available regional, state and national transportation statistics generally make it possible to determine trends that are taking place on a regional level, while local travel trends are more challenging to identify. The North Central Regional Planning Commission and the Wood County Planning Department identified the transportation trends in figure 3-5 that will impact Wood County and the Central Wisconsin transportation network.

When looking at transportation trends at the county level, one valuable piece of information is Vehicle Miles Traveled (VMT). The Wisconsin Department of Transportation calculates the VMT on a daily and annual basis. By looking at VMT in figure 3-11 it is easy to determine if total traffic volume as a county is increasing or decreasing. Since 1999 VMT has actually decreased, following a peak of 1,900,000 VMT daily in 2004. It is difficult to say with any certainty why VMT is decreasing, but a few

factors might be impacting this number. In recent years as the paper industry has been struggling in Central Wisconsin, many manufacturers have been reducing their staff. With the staff reductions many other businesses have been impacted as well by a reduction in sales and services or production. In addition to a possible reduction due to staffing and production cuts, VMT may be impacted by increased petroleum or transportation related costs in the future.

Although VMT shows a countywide decrease in recent years, cities, villages and towns may be experiencing different trends. By reviewing historic traffic count data and comparing it to recent traffic counts, municipalities may be able to better determine what transportation trends are occurring in their community. The decrease in VMT for the county goes against the general assumption that it will gradually increase as time goes on.

Figure 3-5
Transportation Trends

***1. Increase in vehicle miles of travel (statewide)**
Since World War II, vehicle miles traveled in Wisconsin has generally increased.

***2. Increase in vehicle trips**
A more diverse work force combined with more suburban development has led to more reliance on the automobile and more vehicle trips per person.

***3. Drivers age 65 and over will increase**
The aging of the baby boom generation will mean an increasing number of elderly drivers in the future.

***4. Travel differences by gender**
An increase in workforce participation by women has caused women to drive more miles in recent years. Women generally drive fewer miles than men, but make a greater number of trips.

***5. Auto occupancy**
Average Vehicle Occupancy (AVO) has fallen for all types of trips, nationwide.

***6. Trip purpose is changing**
Work trips will likely continue to account for a smaller percentage of total household travel while shopping, recreation, and trips for family and personal business continue to increase.

***7. Trip length is changing**
Nationally, average distance traveled between ones home and work increased, however, travel time remained the same due to faster travel speeds.

***8. Travel will grow in the future, but at a slower rate**
Highway travel in Wisconsin will continue to increase in the future, although at a slower rate than the last quarter century.

****9. ATV and snowmobile trails/routes**
Interest in designating local roads for ATV and snowmobile use is likely to increase.

****10. Bicycle and pedestrian trails**
Construction of new transportation projects and maintenance/improvements of existing roadways will consider incorporation of bicycle and pedestrian facilities

****11. Access points**
Access points will continue to increase as rural development occurs.

****12. Transportation alternatives**
Individuals will increasingly consider more transportation alternatives as the cost of fuel increases. Local ordinances may need to be updated to allow for some of these alternatives.

*Source: Regional Comprehensive Plan, 2000-2010, North Central Wisconsin Regional Planning Commission
**Source: Wood County Planning & Zoning Department

Goals and Objectives

A. Goal: Support a transportation system which, through its location, capacity, and design will effectively serve the existing land use development pattern and meet anticipated transportation demand generated by existing and planned land use.

1. Make the transportation network safer by improving deficient roadways.
2. Monitor the impacts that changing land use has on the function and safety of roadways and the overall transportation system.
3. Encourage future development of residential, commercial and industrial uses in areas with roadways capable of accommodating resulting traffic.
4. Minimize the impact to environmentally sensitive areas, prime agricultural land and natural areas for the purpose of accommodating the location of transportation facilities.
5. Maintain traffic controls on local roads that promote safety.
6. Maintain safe access designs onto all roadways whenever possible.
    a. Minimize the number of access points whenever possible.
    b. Avoid dangerous driveway access points onto public roadways.
    c. Maintain clear vision triangles at intersections.
7. Prevent damage to public roads and other driveways by controlling drainage.
8. Increase public awareness regarding slower forms of rural transportation (i.e. bike, pedestrian, ATVs and farm equipment).
9. Consider the feasibility of incorporating design elements into maintenance and new roadway construction projects that accommodate pedestrians and bicyclists.

B. Goal: Continue to provide transportation alternatives to residents that include vehicular travel, bicycle and pedestrian travel, and air and rail facilities.

1. Support efforts to establish intercity bus transportation in Central Wisconsin.
2. Support and encourage maintenance of local and regional air and rail transportation facilities.
3. Update the Wood County Bicycle and Pedestrian Plan as often as necessary (typically every 5 years) to remain eligible for future grant funding opportunities.
4. Continue to actively participate with area communities and owners of Alexander Field and Marshfield Municipal Airport to maintain the existing facilities and accommodate necessary future expansions to better service airport users, especially businesses and industries that depend on air travel.
5. Support movement of freight into and out of the county via rail as a low cost alternative to other higher cost options.
6. Encourage railroad owners to maintain and improve the area railroads as needed so that they are able to safely and effectively operate in the future.
7. Continue efforts to make communities more walkable through programs such as Safe Routes to Schools.
8. Plan for maintenance of existing bicycle and pedestrian facilities as they reach a point when resurfacing and other maintenance is necessary.

C. Goal: Encourage a transportation system that supports economic development of the County.

1. Support transportation projects that improve connectivity between business and industrial parks in Central Wisconsin.
2. Encourage communities that are bypassed by the US Highway 10 project to take advantage of programs such as Wisconsin Department of Transportation community enhancement funding to ensure that they are not adversely affected by the bypass.
3. Encourage transportation design that reduces travel times while improving safety.
4. When considering economic development opportunities, determine impacts such as wear and tear of truck traffic on roadways,

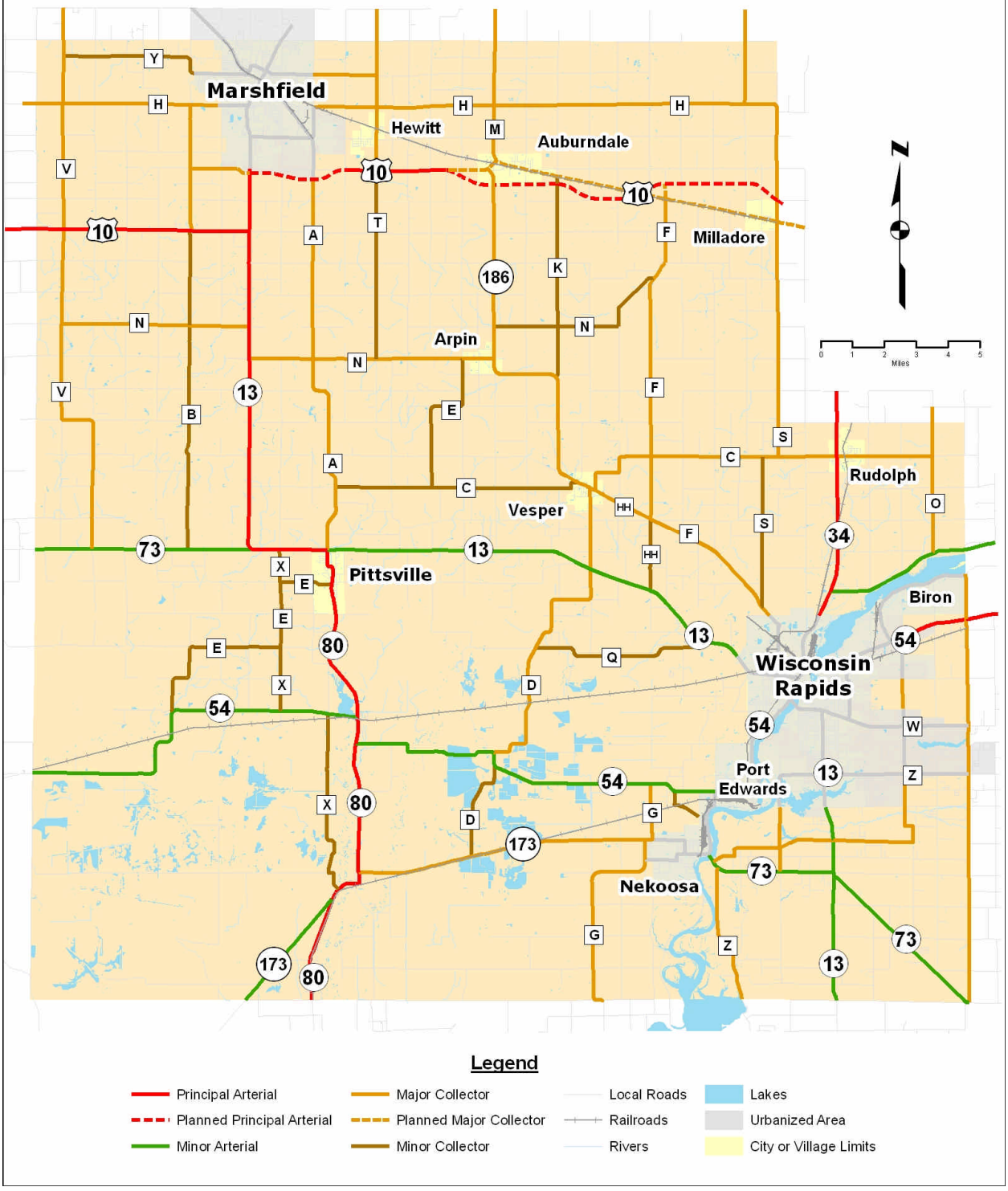
and the costs of maintaining the roadways to accommodate long-term use.

5. Continue long-range transportation planning to effectively meet any changing transportation volumes or traffic patterns.
6. Become familiar with changing transportation funding opportunities at the federal and state levels to support changing economic development infrastructure needs over time.

Map 3-1

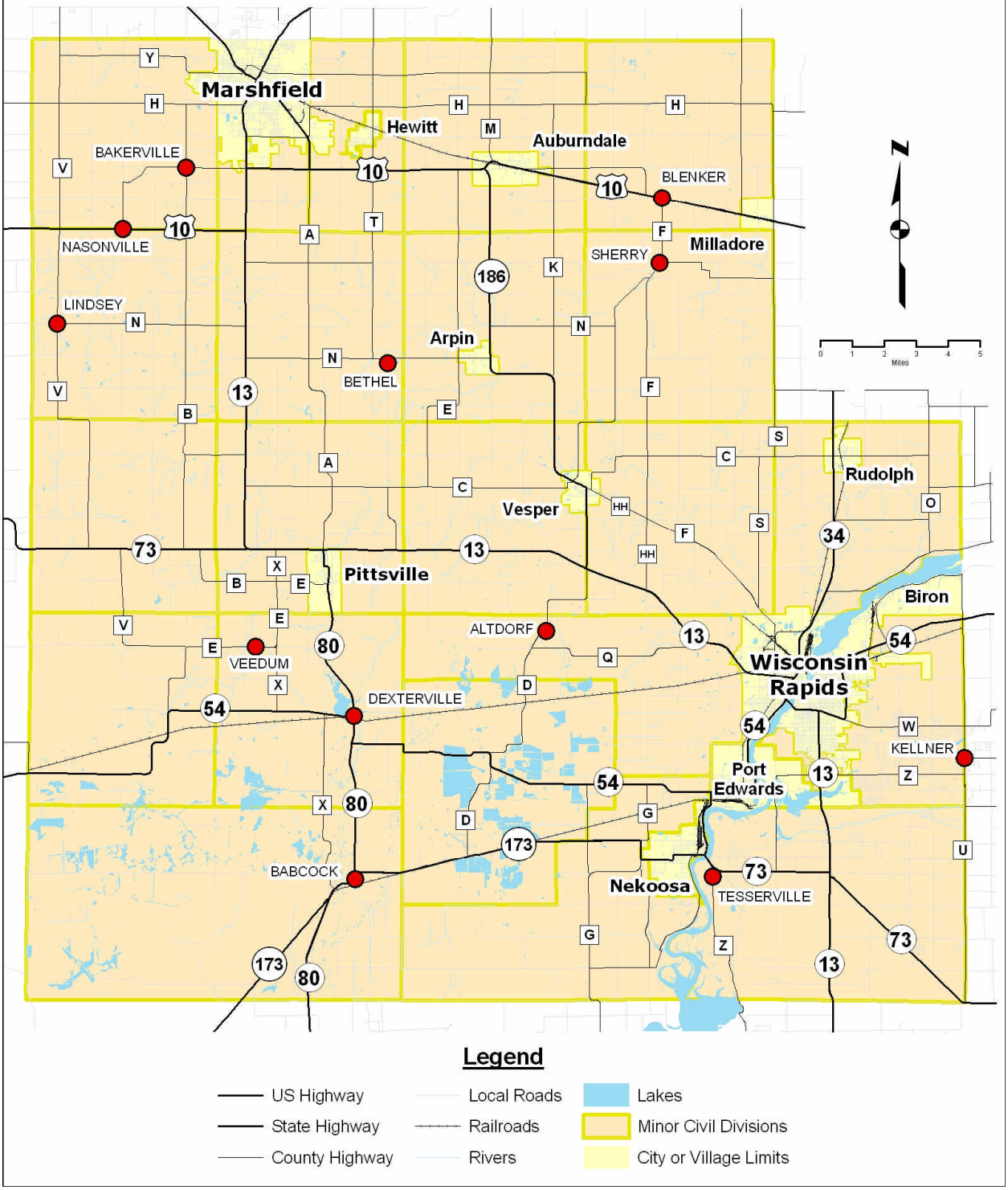
FUNCTIONAL CLASSIFICATION

Wood County, Wisconsin

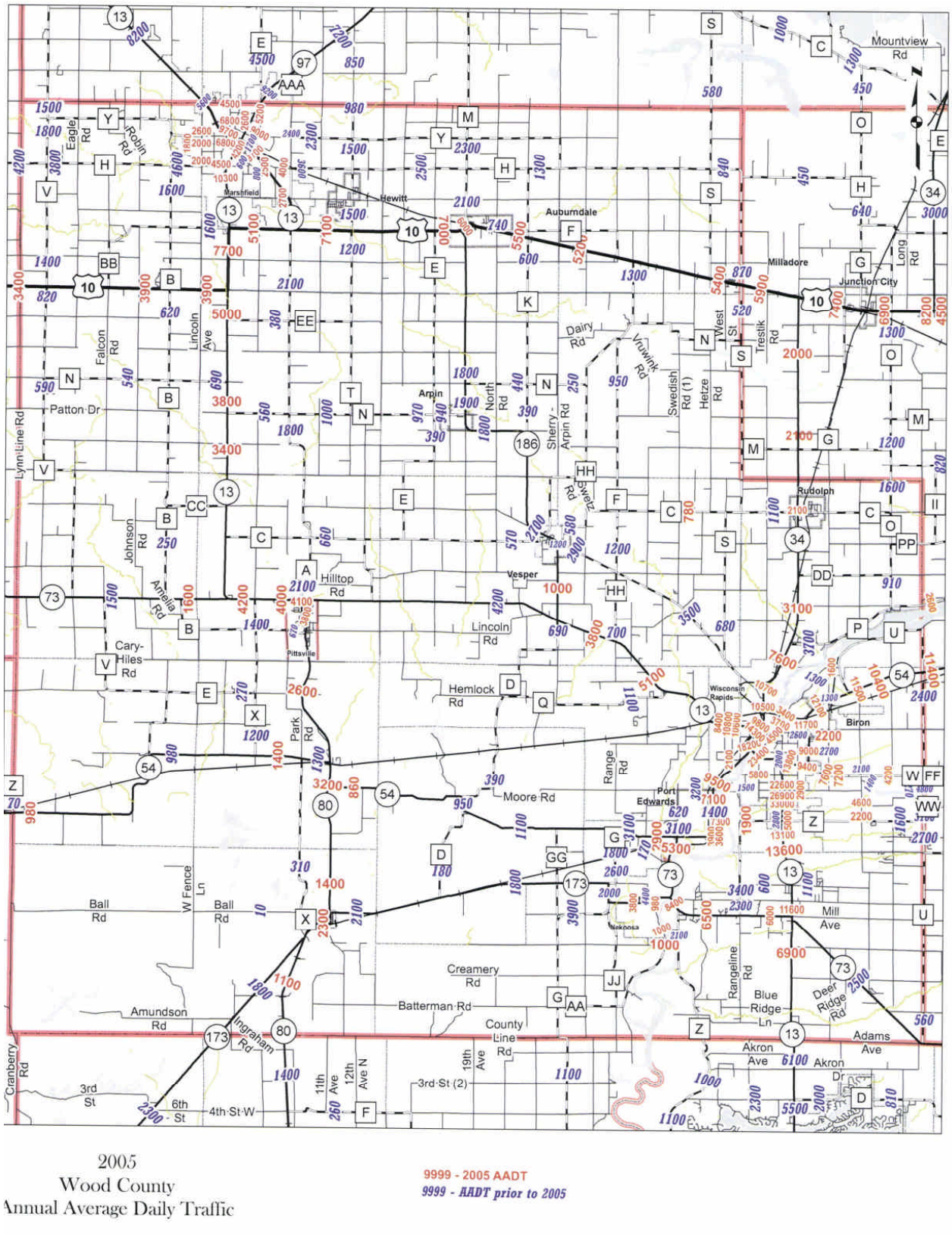


TRANSPORTATION SYSTEM

Wood County, Wisconsin



Map 3-3



2005
Wood County
Annual Average Daily Traffic

9999 - 2005 AADT
9999 - AADT prior to 2005

Map 3-4

Marshfield/Rapids Connection Corridor – Abbotsford to Stevens Point

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, transit, etc., which influence the mobility, capacity, safety and other functional elements of the corridor.

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

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.

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.

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 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 within the City of 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)

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

Entire Planning Period

US 10	Construct expressway upgrades and/or convert to freeway from Algoma St (Stevens Point) to WIS 49 (Waupaca) if supported by environmental document
US 10	Construct candidate passing lanes from County Rd K (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 Willow Dr E (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 bus service between Wausau and Nikwasket 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	Work with counties and transit service providers to coordinate and expand rural transit service
Public Transit	Support continued shared-ride taxi 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	Improve 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.

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 airport: Marshfield Municipal, Stevens Point Municipal, Alexander Field (Wisconsin Rapids)
- Highways:
  - › Primary highway: US 10, WIS 13, WIS 34, WIS 54
  - › Corridors 2030 Connector Route: 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 jet-capable airports
- Highways: Maximized preservation and maintenance of infrastructure and continue user efficiency and mobility
  - › 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 from 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/enhanced accommodations, linkages and accessibility along and across facilities

	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.

County Trunk Highway Bituminous Overlays and Sealcoating Improvements – 2010-2014
Prepared by the Wood County Highway Department

2010

COUNTY TRUNK	LOCATION	DISTANCE	COMMENTS (IF ANY)
CTH K	STH 186 TO STH 10	6.20 MILES	RUT FILL AND PAVE 2"
CTH C	STH 34 TO CTH 0	3.00 MILES	RECONSTRUCTION
CTH Y	CTH T TO CTH M	3.70 MILES	PULVERIZE AND PAVE
CTH CC	CTH B TO STH 13	1.90 MILES	OVERLAY 2.75"
CTH V	PROGRESS ROAD TO STEFFECK ROAD	2.00 MILES	PULVERIZE AND PAVE
CTH U	STH 54 TO RIVER OR EAST BIRON DR.	1.40 MILES	SEALCOAT
CTH U	SHORT ST. TO HOFFMAN ROAD	2.00 MILES	SEALCOAT
CTH ZZ	STH 54 TO NORTH COUNTY LINE	1.00 MILES	SEALCOAT
CTH Q	BRIDGE		

2011

COUNTY TRUNK	LOCATION	DISTANCE	COMMENTS (IF ANY)
CTH DD	STH 34 TO CTH O	3.00 MILES	OVERLAY 2.75"
CTH H	CTH M TO CTH Y	3.00 MILES	OVERLAY 2.75"
CTH G	STH 54 TO STH 173	2.00 MILES	PULVERIZE AND PAVE
CTH H	CTH T TO CTH M	3.70 MILES	PULVERIZE AND PAVE
CTH D	STH 54 TO ELM LAKE ROAD	2.25 MILES	RECONSTRUCTION
CTH Q	STH 13 TO CTH D	5.60 MILES	PULVERIZE AND PAVE
CTH Y	CTH V TO LINCOLN AVENUE	5.40 MILES	SEALCOAT
CTH T	STH 10 TO YELLOWSTONE	1.00 MILES	SEALCOAT
CTH T	CTH Y TO NORTH COUNTY LINE	1.10 MILES	RUT FILL, SEAL COAT
CTH T	CTH Y TO CTH H	1.00 MILES	SEALCOAT
CTH T	CTH H TO HEWITT	.50 MILES	SEALCOAT

2012			
COUNTY TRUNK	**LOCATION**	**DISTANCE**	**COMMENTS (IF ANY)**
CTH W	36TH STREET TO CTH U	2.81 MILES	SEAL COAT
CTH S	CTH C TO CTH M	2.00 MILES	SEAL COAT
CTH O	NORTH COUNTRY LINE TO STH 66	4.20 MILES	SEAL COAT
CTH S	CTH F TO CTH C	4.80 MILES	SEAL COAT
CTH C TO CTH M	STH 186 TO CTH E	4.77 MILES	MILL AND OVERLAY
CTH A	STH 13 TO CTH H	1.00 MILES	RECONSTRUCTION
CTH N	CTH T TO STH 13	4.10 MILES	PULVERIZE AND PAVE
CTH C TO CTH M	CTH F TO CTH HH	2.75 MILES	MILL OVERLAY
CTH JJ	CTH AA TO CTH C	3.20 MILES	SEAL COAT
CTH AA	CTH G TO CTH JJ	1.90 MILES	SEAL COAT
CTH N	CTH F TO CTH HH	2.10 MILES	SEAL COAT
CTH F	CTH HH TO CTH C	2.00 MILES	SEAL COAT

2013			
COUNTY TRUNK	**LOCATION**	**DISTANCE**	**COMMENTS (IF ANY)**
CTH G	STH 173 TO COUNTY LINE	6.00 MILES	PULVERIZE AND PAVE
CTH E	STH 13 TO CTH C	2.10 MILES	OVERLAY
CTH Z	STH 73 TO SOUTH COUNTY LINE	4.40 MILES	PULVERIZE AND RESURFACE
			5' PAVED SHOULDER
CTH EE	STH 13 TO CTH T	4.00 MILES	PULVERIZE AND OVERLAY
CTH E	CTH X TO CTH B	2.00 MILES	RECONSTRUCTION
CTH H	BLUEBERRY TO CTH N	2.25 MILES	RECONSTRUCTION

2014			
COUNTY TRUNK	**LOCATION**	**DISTANCE**	**COMMENTS (IF ANY)**
CTHX	STH 54 TO CTH E	4.00 MILES	OVERLAY
CTH E	CTH N TO CTH C	5.00 MILES	OVERLAY
CTH U	STH 54 TO CTH W	3.40 MILES	PULVERIZE AND OVERLAY
CTH BB	STH 10 TO CTH B	3.70 MILES	SEALCOAT
CTH Z	STH 13 TO STH 73	4.40 MILES	SEALCOAT

Source: Wood County Highway Department

Note: The 5 year* ***County Trunk Highway Bituminous Overlays and Sealcoating Improvements cover years 2010-2014. Year 2009 covers the "current year" projects that were scheduled to be completed.*

2008-2013 Six Year State Highway Improvement Program – Wood County
Prepared by the Wisconsin Department of Transportation

HWY	PROJECT TITLE	MILES	ESTIMATE (RANGE)	YEAR	WORK TYPE	PROJECT DESCRIPTION
54	STH 80 -STH 73	1.23	$1,000,000 - $1,999,999	2009	RECST	Realignment of Hwy 54 near CTH D.
10	Marshfield - Stevens Point	35.89	$15,000,000 or greater	10-13	MAJOR	Construct multi lane divided highway.
10	Yellow River bridge and approaches	0	$1,000,000 - $1,999,999	2008	BRRPL	Replace the bridge and do roadway maintenance.
10	Yellow River bridge and approaches	0	$100,000 - $249,999	2008	RDMTN	Replace the bridge and do roadway maintenance.
13	C WISC RPDS, Riverview Expressway	0.29	$1,000,000 - $1,999,999	10-13	BRSHRM	Bridge deck overlay on the Wisconsin River Bridge B-71-33.
13	Central Avenue, City of Marshfield	0	$6,000,000 - $6,999,999	10-13	MAJOR	Reconstruction of the existing urban cross section from approximately Wildwood Park to the Veterans Boulevard.
13	Central Avenue, City of Marshfield	0	$2,000,000 - $2,999,999	10-13	MISC	Reconstruction of the existing urban cross section from approximately Wildwood Park to the Veterans Boulevard.
13	Central Avenue, City of Marshfield	1.31	$3,000,000-$3,999,999	10-13	RECST	Reconstruction of the existing urban cross section from approximately Wildwood Park to the Veterans Boulevard.
13	Friendship -Wisconsin Rapids	5.77	$2,000,000 - $2,999,999	10-13	PVRPLA	This project is a pavement replacement and resurface project.
13	Pittsville - Marshfield	2.38	$500,000 - $749,999	10-13	RESURF	Mill two inches, overlay 3.5 inches. Flashers to be replaced.
13	Wisconsin Rapids - Marshfield	0.6	$1,000,000 - $1,999,999	10-13	BRRPL	Bridge replacement of the Yellow River Bridge B-71-0755.
34	Wisconsin Rapids - Junction City	0.9	$100,000 - $249,999	10-13	RDMTN	Roadway maintenance on this stretch of highway.
54	Babcock - Port Edwards	0	$2,000,000 - $2,999,999	10-13	RDMTN	This project will provide a new wearing surface under the Preventative Maintenance Program.
54	SM CRK & Cranberry Ditch BR & APPRS	0.18	$1,000,000 - $1,999,999	2009	BRRPL	Replace bridges.
54	STH 80 -STH 73	1.23	$1,000,000 - $1,999,999	2009	RECST	Realignment of Hwy 54 near CTH D.

Source: Wisconsin Department of Transportation