

**MARATHON COUNTY METROPOLITAN PLANNING COMMISSION**

**March 14, 2017**  
**2:00 p.m.**

**212 River Drive, Room 5**  
**Wausau, WI**

**Marathon County Mission Statement:** *Marathon County Government serves people by leading, coordinating, and providing county, regional, and statewide initiatives. It directly or in cooperation with other public and private partners provides services and creates opportunities that make Marathon County and the surrounding area a preferred place to live, work, visit, and do business. (Last updated: 12-20-05)*

**Commission Purpose:** *The Commission shall be concerned with studies and recommendations relating to activities including but not limited to land-use; natural resources; utilities; and transportation systems within the metropolitan planning area. (Commission Bylaws last updated: 6-12-08)*

**Members:** *Allan Opall – Chair, George Peterson – Vice Chair, Kurt Kluck, Betty Hoenisch, Steve Hagman, Robert Mielke, Raynard Zunker, Jeff Weisenberger, James Riehle, Milton Olson, Chris Voll, Barbara J. Ermeling, Brent Jacobson, Kregg Hoehn, Russ Habeck - WisDOT NC Regional Director*

**AGENDA ITEMS:**

1. Call to Order
2. Welcome and Introductions

**POLICY DISCUSSION AND POSSIBLE ACTION:**

3. Approve Minutes of the February 14, 2017 Meeting
4. Sewer Service Area Plan – Inclusion of the CBA Oversight Commission (Brokaw, Maine, Texas)
5. MPO Planning Boundary Modifications
6. Functional Classification Modifications
7. Next Meeting – April 11, 2017
8. Adjourn.

**Any person planning to attend this meeting who needs some type of special accommodation in order to participate should call the County Clerk's Office at 715-261-1500 or e-mail [infomarathon@mail.co.marathon.wi.us](mailto:infomarathon@mail.co.marathon.wi.us) one business day before the meeting.**

SIGNED \_\_\_\_\_

PRESIDING OFFICER OR DESIGNEE

NOTICE POSTED AT COURTHOUSE:

By: County Clerk

Date: \_\_\_\_\_

Time: \_\_\_\_\_

848-9361 848-5887 715-387-4175  
FAXED TO: Daily Herald City Pages Marshfield News  
Midwest Radio Group – 848-3158  
FAXED BY: Cindy Kraeger  
FAX DATE/TIME: March 3, 2017 11:00 a.m.  
FAXED BY/DATE/TIME \_\_\_\_\_

**MARATHON COUNTY METROPOLITAN PLANNING COMMISSION**  
**Minutes**  
**February 14, 2017**

**Commissioners:** George Peterson, Gaylene Rhoden (for Opall), Barbara Ermeling, Jeff Gates (for Jacobson), Raynard Zunker, Thomas Mullaley, Randy Fifrick (for Voss), Kevin Lang (for Kluck), Brad Lenz (for Meilke), Dave Meurett (for Habeck)

**TAC Members:** Dave Mack, Keith Donner

**Others Present:** Andrew Lynch – Conservation, Planning and Zoning (CPZ); Joe Gehin (Becher Hoppe), Steve Kunst (Town of Rib Mountain), Loren White (Village of Weston), John Graveen (Village of Maine)

1. Call to Order

The presence of a quorum, the agenda being properly signed and posted, the meeting was called to order by vice-chair Peterson at 2:00 p.m. in Room 5, 212 River Drive, Wausau, Wisconsin.

2. Welcome and Introductions

All were welcomed and introductions were made.

3. Approve Minutes of the November 8, 2016 meeting

**Action: MOTION / SECOND BY GATES/RHODEN TO APPROVE THE NOVEMBER 8, 2016 MINUTES AS DISTRIBUTED. MOTION CARRIED BY VOICE VOTE, NO DISSENT.**

4. 2017 – 2020 Transportation Improvement Program (TIP) Amendment

**Discussion:** This amendment was included with the meeting materials and would incorporate the following WisDOT projects: Reconstruction 1<sup>st</sup> Avenue from Thomas Street to Stewart Avenue (change to funding year) and Roadway Maintenance on STH 153 Mosinee (addition of federal identification number). Lang questioned if the Table 1 totals are correct; staff to verify and correct Table 1 totals if necessary.

**Action: MOTION / SECOND BY LENZ/FIFRICK TO ACCEPT AND APPROVE THE RESOLUTION #1-17 2017 – 2020 TIP AMENDMENT CORRECTED AS NECESSARY. MOTION CARRIED BY VOICE VOTE, NO DISSENT.**

**Follow Through:** Submit to WisDOT and the Federal Highway Administration.

5. Transit Development Plan (TDP) Plan Discussion: The (TDP) timeline was included in the meeting packet and briefly reviewed. This is a five year update to the plan. Highlights included:

- Regional basis of transit planning within the community; not specific to Wausau
- Benefits of transit
- Public Engagement team
- Talk to stakeholders
- Peer review – similar sized communities / systems
- System Expansion
- Regional Transit Authority (RTA) will be discussed as a consideration

**Action:** NO ACTION NEEDED AT THIS TIME, FOR INFORMATIONAL PURPOSES ONLY.

**Follow Through:** The TDP Plan will be reviewed in September and finalize in November

6. Wisconsin Department Transportation – Local Program Discussion: WisDOT's draft schedule for the 2017-2022 Local Federal Improvement Program was reviewed; the guidelines were included in the meeting packet. This is the 6 year funding cycle by which projects on functionally classified roads within the urbanized area are funded. Discussion included:

## MARATHON COUNTY METROPOLITAN PLANNING COMMISSION

February 14, 2017

- Status of currently programmed projects (Grand Avenue – Schofield, Town Line Road – Wausau/Highway Dept., 2 Rib Mountain Drive projects – Rib Mountain, 1<sup>st</sup> Avenue Thomas Street to Stewart Avenue – Wausau)
- The funding will remain the same for the next two years
- Anticipated future funding levels
- The TAC will review projects and submit recommendations to the commission for its consideration
- Deadline for local units of government to submit projects to WisDOT is July 10, 2017
- Deadline for completion of road construction projects is 2024

**Action: NONE NEEDED AT THIS TIME.**

Follow Through: The MPO TAC will review and rank projects in July, forwarding its recommendations to the commission for its consideration.

7. Wisconsin Riverwood Trail – City of Mosinee: An article on the City of Mosinee's the Wisconsin Riverwoods Trail was included in the meeting packet. Showcasing this type of project informs all of the metro communities. The project was partially funded by the Bicycle & Facilities program (BFPF) Transportation Enhancement Grant from the State of Wisconsin Department of Transportation (WisDOT).

**Action: NONE NEEDED AT THIS TIME**

Follow Through: Showcase projects as information becomes available.

8. Next Meeting – March 14, 2017

**Action: CONSENSUS REACHED THAT THE NEXT MEETING WILL BE SCHEDULED MARCH 14, 2017 AT 2:00 PM.**

Follow Through: This meeting will be scheduled.

9. Adjourn

**Action: There being no further business to come before the members, MOTION / SECOND BY RHODEN/FIFRICK TO ADJOURN THE MEETING OF THE MARATHON COUNTY METROPOLITAN PLANNING COMMISSION AT 2:40 PM. MOTION CARRIED BY VOICE VOTE, NO DISSENT.**

Submitted by:

Dave Mack, MPO Director

Marathon County

Conservation, Planning and Zoning

DM:cek:ljs

February 20, 2017

# **BROKAW MAINE TEXAS**

## **CBA OVERSIGHT COMMISSION**

### PLANNING FOR THE FUTURE

February 15, 2017

Brad Karger, Administrator  
500 Forest Street  
Wausau, WI 54403

Rebecca Frisch, Director CPZ  
210 Rive Drive  
Wausau, WI 54403

Re: Water Quality Management Technical Advisory Committee

Dear Mr. Karger and Ms. Frisch:

The Village of Brokaw, the Village of Maine and the Town of Texas are members of the Marathon County Metropolitan Planning Organization. These three municipalities have formed a Cooperative Plan and Permanent Boundary Agreement Oversight Commission (CBA OSC) to address the Brokaw matter and facilitate the implementation of the Cooperative Plan and Permanent Boundary Agreement.

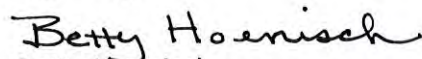
On February 9, 2017, the CBA OSC approved Administrator Duane Gau to be our representative on the Water Quality Management Technical Advisory Committee (WQMTAC).

We are making a formal request to have Administrator Gau become a member of the (WQMTAC). Mr. Gau will be representing the three municipalities stated above with regards to the Wausau MPO Planning Boundary.

We also request that you invoice the CBA OSC for our cost share to participate in the current Metro Sewer Service Area Plan discussions.

If you have any questions please contact me at (715) 212-9248, [bhoenisch@villageofmaine.org](mailto:bhoenisch@villageofmaine.org) or Duane Gau at (608) 345-8795, [dgau48@hotmail.com](mailto:dgau48@hotmail.com).

Sincerely,



Betty Hoenisch,  
CBA Oversight Commission Chairperson

CC: Jeff Weisenberger, Matt Bootz - OSC Members (via email)  
Dave Mack, Jeff Prichard - Marathon County MPO/CPZ (via email)  
Duane Gau - OSC Administrator (via email)

**P.O. Box 134**  
**Brokaw, WI 54417**  
**Phone: (715) 675-8712 – Cell (608) 345-8795**

# WAUSAU URBANIZED AREA

## Justifications of Proposed Boundary Changes

MARCH 14, 2017

Letters indicate areas on the Map.

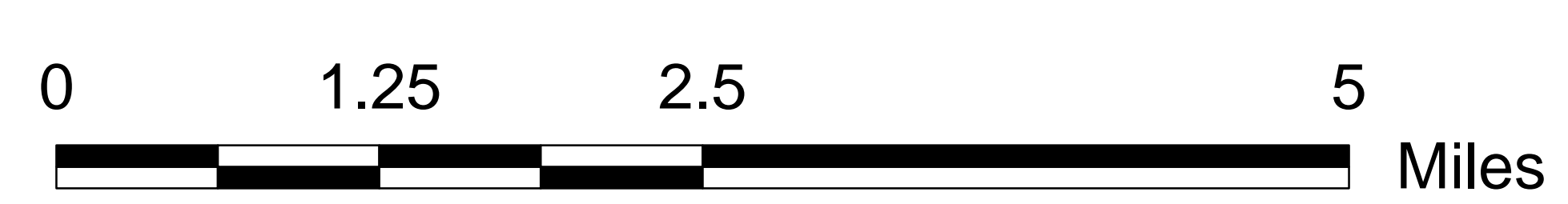
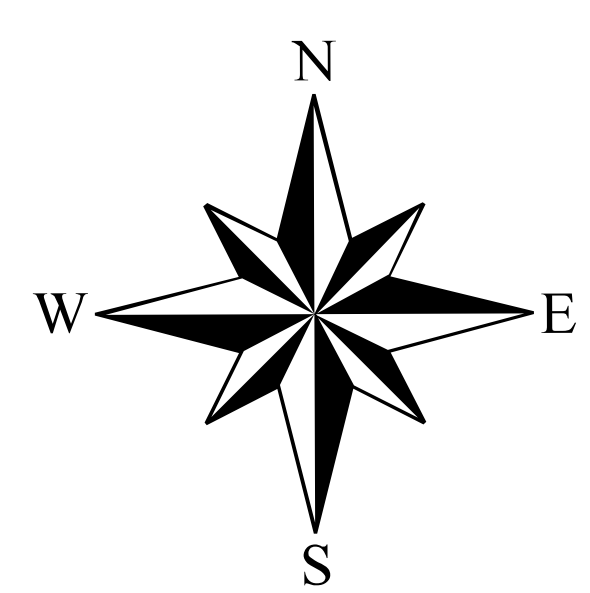
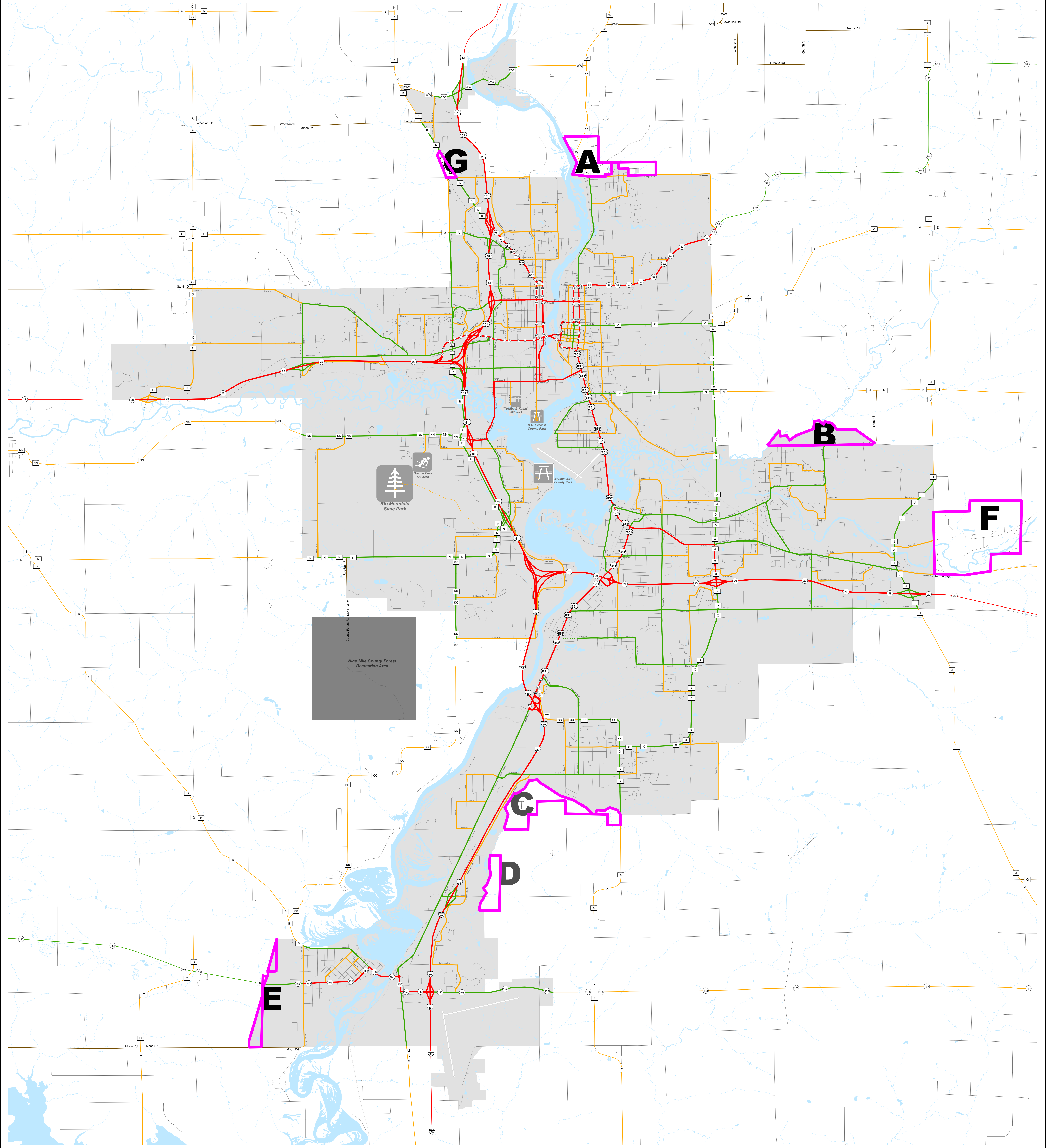
- A: Expand boundary to include all development and not just incorporated area.
- B: Contract boundary to follow tax parcels instead of creek as boundary.
- C: Expand boundary to follow tax parcels instead of creek as boundary.
- D: Expand boundary to follow tax parcels instead of creek as boundary.
- E: Expand/contract boundary to follow tax parcels instead of power line as boundary.
- F: Expand boundary to include adjacent development which includes a school.
- G: Expand boundary so that one small segment of minor collector can be changed to collector.

Some of the changes are to eliminate following creeks as the boundary since development is usually by tax parcels and not by insignificant water barriers.  
Think that applies to power lines as well.

# WAUSAU

## Functional Classification

**DRAFT**



Legend		Other	
<b>Existing</b>	<b>Planned*</b>	Railroads	Lakes, Rivers, Streams
	Principal Arterial		City/Village Boundary
	Minor Arterial		Urban(ized) Area
	Collector		Other surrounding urban(ized) area
	Local		Rural Area
			County Boundary

\* NOTE:  
All planned route locations are approximations only.



## County Trunk Highway System

The County Trunk Highway System, established in 1925, forms the secondary system of highways within the state and constitutes the interconnecting highways supplementing the State Trunk Highway System. It is comprised mainly of highways of secondary through-traffic importance and generally consists of highways that provide and facilitate local service. The County Trunk Highway System is administered by the Marathon County Highway Department as authorized under Section 83 of the Wisconsin Statutes.

The County Trunk Highway System includes all highways that have been selected by the Marathon County Board and approved by WisDOT in accordance with Section 83.025 of the Wisconsin Statutes. County highways are designated alphabetically and the marking and signing is uniform throughout the state. Improvements or construction of highways on the County Trunk Highway System must conform to minimum geometric design standards established in Trans. 205 of the Wisconsin Administrative Code and Chapter 11 of the Wisconsin Facilities Development Manual.

### **Purpose**

County Trunk Highways are meant to provide a high level of mobility to the traveling public. County Trunk Highways have historically provided farm to market routes and connect cities and villages to higher level state highways. Highways within urbanized areas will have high levels of access control to ensure they meet the requirement of providing mobility with a minimum number of access points. Roads providing primary

access to commercial areas and residential areas should be located on the local road system.

### **Jurisdiction**

Highways are commonly classified by ownership or purpose. Jurisdictional responsibility refers to governmental ownership of a particular road; however, governmental ownership does not necessarily reflect who is responsible for the on-going maintenance of the facility. For example, State owned roads are maintained by the Marathon County Highway Department or local jurisdictions through contract with WisDOT. The Highway Department is responsible for conducting routine maintenance and minor repairs on state and federal highways. However, major repairs and reconstruction are generally still the responsibility of the WisDOT.

### **Functional Classification**

Functional classification is a process by which streets and highways are grouped into classes according to the character of service they provide, ranging from a high degree of travel mobility to land access functions. Federal regulations require that each state classify roadways in accordance with the Federal Highway Administration's Highway Functional Classification: Concepts, Criteria and Procedures. The functional classification hierarchy is generally defined as:

- **Principal Arterials** serve corridor movements having trip lengths and travel density characteristics of an interstate or interregional nature. These routes generally serve all urban areas with populations greater than 5,000 or connect major centers of activity.



- **Minor Arterials**, like principal arterials, serve cities, large communities, and other major traffic generators providing intra-community continuity and service to trips of moderate length, with more emphasis on land access than principal arterials.
- **Collectors** provide both land access service and traffic circulation within residential neighborhoods, commercial areas, and industrial areas. The collector system distributes trips from the arterials through the area to the local streets.
- **Local Streets** comprise all facilities not on one of the higher systems. Local streets provide direct access to abutting land and access to the higher order of systems. Local streets offer the lowest level of mobility, and through-traffic movement on this system is generally discouraged.

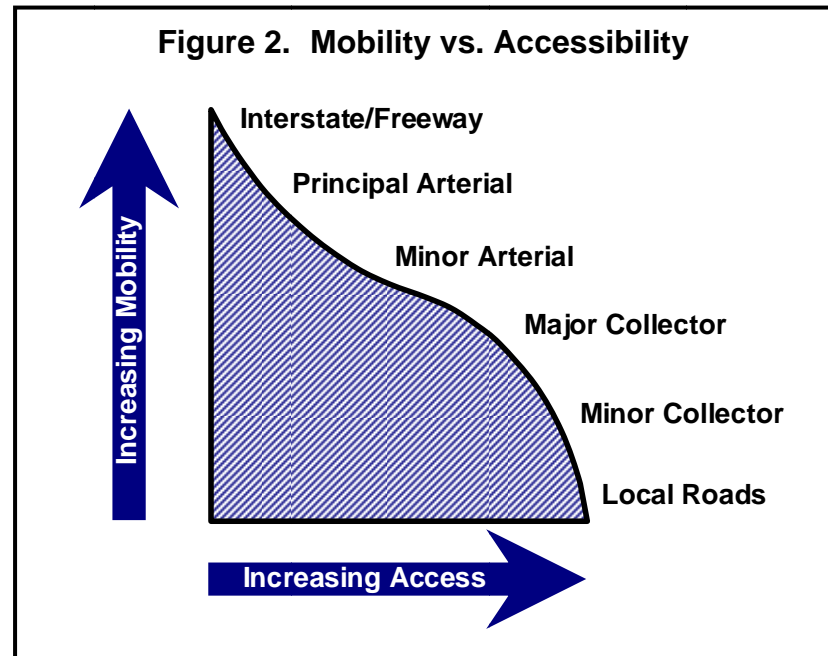
It is the policy of the Marathon County Highway Department to review the County Trunk Highway System on a bi-annual basis to ensure that the roadways are serving their intended purpose (i.e., mobility or accessibility). The primary criteria for defining County Trunk Highways includes functional classification, average daily traffic (ADT) volumes, posted and observed travel speeds, and access control.

**Accessibility vs. Mobility**

A highway network serves a dual role in providing (1) access to property, and (2) travel mobility. Access is a fixed requirement, necessary at both ends of any trip. Mobility, along the path of such trips, can be provided at varying levels, usually referred to as "level of service." It can incorporate a wide range of elements (e.g., riding comfort and freedom from

speed changes) but the most basic is operating speed or trip travel time.

The functional classification of a roadway dictates the general level of accessibility vs. mobility (see **Figure 2**). At the upper limit of the system (e.g., principal arterials) are those facilities that emphasize traffic mobility (long, uninterrupted travel), whereas facilities at the lower limits (e.g., local roads) are designed to emphasize land access. Collectors offer a compromise or transition between both functions.





# WAUSAU UA

## 05/15/2012 MPO approved function changes but never approved by FHWA

01. Pine Rd (CTH XX/CTH X – Tower Rd)	LOC to COL.	Serve neighborhood with average 785 ADT. (1100 ADT & 470 ADT)(2015)
02. Terrebonne Dr (CTH XX – Kowalski Rd)	LOC to MA.	Spacing of 2.24mi with average 1775 ADT. (2600 ADT & 950 ADT)(2015)
03. Kowalski Rd/Paniolo Rd (CTH X – CTH X)	LOC to COL.	Serve neighborhood with 1455 ADT(2010).
04. Alderson St/Howland Ave (Weston Ave – CTH X)	LOC to COL.	Serve neighborhood with 1300 ADT(2015).
05. Military Rd/Margaret St/Shorey Ave (Volkman St – CTH X)	LOC to COL.	Spacing of 2.5miles with 1400 ADT(2010).
06. Weston Ave (Ryan St – CTH J)	LOC to COL.	Spacing of 1.68mi with 910 ADT(2014).
07. Fuller St (Ross Ave – Schofield Ave)	LOC to COL.	Parenthetical traffic of 3200 ADT(2010).
08. Eau Claire Ave/Alderson St (CTH X – Ross Ave)	LOC to COL.	Serve business park with average 2650 ADT. (1900 ADT & 3400 ADT)(2014)
09. 11 <sup>th</sup> St (STH 153 – Main St)	LOC to COL.	Serve three schools with average 1250 ADT. (1500 ADT & 1000 ADT)(2014)
10. High St (8 <sup>th</sup> St – 11 <sup>th</sup> St)	LOC to COL.	Serve three schools with 440 ADT(2015).
11. 56 <sup>th</sup> Ave (Stewart Ave – Stettin Dr)	LOC to COL.	Serve business park and spacing of 1.93 mi with 3100 ADT(2014).
12. W Wausau Ave (Stevens Dr – USH B51 N)	LOC to COL.	Serve school with average 1500 ADT. (1000 ADT & 2000 ADT)(2014)
13. N 10 <sup>th</sup> Ave (W Bridge St – W Wausau Ave)	LOC to COL.	Serve two schools with 2000 ADT(2014).
14. Ashland Ave (Marquardt Rd – Evergreen Rd)	LOC to COL.	Eliminate stub-end collector.
15. Marquardt Rd (Ashland Ave – Crestwood Dr)	COL to LOC.	Eliminate stub-end collector.
16. N 18 <sup>th</sup> St/Sell St/Spring St (STH 52 – N 6 <sup>th</sup> St)	LOC to COL.	Serve two schools with weighted average 1480 ADT. (1900 ADT & 1500 ADT & 630 ADT)(2014)
17. N 13 <sup>th</sup> St (STH 52 – Sell St)	LOC to COL.	Serve two schools with average 1750 ADT. (1400 ADT & 2100 ADT)(2014)
18. na		
19. River Dr (N 13 <sup>th</sup> St – N 18 <sup>th</sup> St)	LOC to COL.	Serve offices with 2100 ADT(2014).
20. na		
21. Trilium Ln/Clover Rd/Goldenrod Rd (CTH N – CTH KK)	LOC to COL.	Serve neighborhood with average 1425 ADT. (2600 ADT(2010) & 250 ADT(2014))
22. Morning Glory Ln/Swan Ave/Cloverland Ln (Lilac Ave – Rib Mountain Dr)	LOC to COL.	Serve neighborhood with 520 ADT(2010).

23. Kowalski Rd (Old Highway 51 - CTH X)	COL to MA.	Spacing of 2.4mi with 1700 ADT(2012).
24-25. na.		
26. Alderson St/Grossman Rd/Mason St (Eau Claire Ave - Ross Ave)	LOC to COL.	Serve industrial area with 1700 ADT(2014).
27. na		
28. Fox Glove Rd (CTH KK - Azalea Rd)	LOC to COL.	Extend COL to eliminate stub-end collector.
29. CTH KK (Fox Glove Rd - CTH N)	MAC to COL.	Rural-Urban interface criteria.
30. Park Rd (CTH N - Violet Ave)	LOC to COL.	Serve Rib Mountain State Park with 1500 ADT(2010).
31. na		
32. Kort St (Grand Ave – USH B51)	LOC to COL.	Spacing of 2.4mi with 1120 ADT(2010).
33. Lakeview Ct/Mary St/Ethel St (Lakeview Dr - USH B51)	COL to LOC.	Swap functions of #33 and #34 because new construction has created Lakeview Dr as better connection to B51.
34. Lakeview Dr (Lakeview Ct - USH B51)	LOC to COL.	Swap functions of #33 and #34 because new construction has created Lakeview Dr as better connection to B51.
35. Kent St (USH B51 - Marshall St)	MA to COL.	Swap functions of #35 and #36 because Lakeview Dr serves more arterial land uses (airport/park/etc) than Kent St and has higher traffic(2200 versus 1800).
36. Marshall St/Lakeview Dr (USH B51 - Kent St)	COL to MA.	Swap functions of #35 and #36 because Lakeview Dr serves more arterial land uses (airport/park/etc) than Kent St and has higher traffic(2200 versus 1800)..
37. na		
38. na		
39. Pine Ridge Blvd (Westwood Dr - W Bridge St)	LOC to COL.	Serve hospital/medical complex with 3900 ADT(2010).
40. Plaza Dr (Pine Ridge Blvd - N 28 <sup>th</sup> Ave)	LOC to COL.	Serve hospital/medical complex with 4900 ADT(2010).
41. Westhill Dr (Pine Ridge Blvd - N 28 <sup>th</sup> Ave)	LOC to COL.	Route continuity of east-west MA to north-south COL.
42. Birch St/Cranberry Blvd/Stone Ridge Dr/Westview Blvd (CTH X - Weston Ave)	LOC to COL.	Serve hospital/medical complex with 810 ADT(2014).
43. Birch St/Community Center Dr/E Everest Ave (CTH X - Jelinik Ave)	LOC to COL.	Serve commercial area and spacing of 1.2 mi with 1200 ADT(2014).
44. na).		
45. Commerce Dr/Enterprise Way (Ryan St - Schofield Ave)	LOC to COL.	Serve commercial area and spacing of 1.8mi with 1200 ADT(2014).
46-47. na		
48. na		
49. na		
50. Golf Club Blvd/Indianhead Dr/Kronewetter Dr (STH 153 – Maple Ridge Rd)	LOC to COL.	Serve Maple Ridge Farms and Indianhead Golf Course and spacing of 1.8mi with 1400 ADT(2014).
51. W Randolph St (USH B51 - N 12 <sup>th</sup> St/Stevens Dr)	LOC to COL.	Serve Wausau West HS in second direction(north-east) with 2300 ADT(2003).
52. na		
53a. N 2 <sup>nd</sup> St (Scott St – Grant St)	MA to COL.	No apparent justification(land use/spacing/traffic) for MA.
53b. Grant St (N 2 <sup>nd</sup> St – N 5 <sup>th</sup> St)	MA to COL.	No apparent justification(land use/spacing/traffic) for MA.
53c. N 3 <sup>rd</sup> St (STH N52W – Grant St)	MA to COL.	No apparent justification(land use/spacing/traffic) for MA.
54. Grant St (STH 52W - N 2 <sup>nd</sup> St)	LOC to COL.	Route continuity to avoid one block gap in classified.
55. Franklin St (N 4 <sup>th</sup> St - N 5 <sup>th</sup> St)	LOC to COL.	Route continuity of east-west MA to north-south COL.
56. N 3 <sup>rd</sup> St (Jefferson St - Grant St)	LOC to COL.	Classify to avoid having part of a one-way pair not classified.
57. N 1 <sup>st</sup> St (STH 52W/Scott St –STH 52E/Washington St)	MA to PA.	Route continuity between STH 52E and STH 52W.
58. Maple Ridge Rd/Kronewetter Dr (IH 39 interchange - Kowalski Rd)	LOC to COL.	Serve Kronewetter Municipal Center & Park and spacing of 2.2mi with 940 ADT(2014).
59-61. na		
62. Military Rd/new Military Rd (USH B51- Pflieger St)	LOC/na to planned COL.	New routing of COL after extension of Military Rd to USH B51.
63. Becker St/Pflieger St (USH B51 – Military Rd)	COL to planned LOC.	Old routing of COL.

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## new proposed function changes for 2010 Census update

64. Moon Rd (Range Line Rd – old uab)	COL to MIC.	Rural-Urban interface criteria.
65. CTH N (CTH KK/Bittersweet Rd – Red Bud Rd)	COL to urban MA.	Rural-Urban interface criteria with 4000 ADT(2014).
66. STH 29 (old CTH G/Chicken Ln – new CTH O interchange)	rural PA to urban PA.	Rural-Urban interface criteria.
67. old CTH G/Chicken Ln (new CTH G – end)	MIC to urban LOC.	Rural-Urban interface criteria. Old routing of CTH G.
68. CTH G (Highland Dr – STH 29 interchange)	MIC to COL.	Rural-Urban interface criteria.
69. USH 51 (old uab/Decator Dr – CTH WW interchange)	rural PA to urban PA.	Rural-Urban interface criteria.
70. CTH WW (new east uab – USH 51 interchange)	MAC to urban MA.	Rural-Urban interface criteria with 2400 ADT(2014).
71. CTH WW (32 <sup>nd</sup> Ave N – USH 51 interchange)	MAC to urban MA.	Rural-Urban interface criteria with 2400 ADT(2014).
72. CTH K (Falcon Dr – Decator Dr)	MAC to urban MA.	Rural-Urban interface criteria with 7400 ADT(2014).
73. N 32 <sup>nd</sup> Ave (CTH WW – CTH K)	MIC to COL.	Rural-Urban interface criteria.
74. Falcon Dr (CTH K – N 32 <sup>nd</sup> Ave)	MIC to COL.	Rural-Urban interface criteria.
75. Decator Dr (CTH K – N 4 <sup>th</sup> Ave)	MIC to COL.	Rural-Urban interface criteria.
76. Stettin Dr (CTH O – N 88 <sup>th</sup> Ave)	MIC to COL.	Rural-Urban interface criteria.
77. Evergreen Rd/N 41 <sup>st</sup> St (N 25 <sup>th</sup> St – STH 52)	MIC to COL.	Rural-Urban interface criteria.
78. STH 52 (N 41 <sup>st</sup> St – CTH X)	rural MA to urban PA.	Rural-Urban interface criteria with 3700 ADT(2014).
79. N 28 <sup>th</sup> Ave/Merrill Ave (CTH U – Decator Dr)	MIC to COL.	Rural-Urban interface criteria.
80. Decator Dr (CTH K – Merrill Ave)	MIC to COL.	Rural-Urban interface criteria.
81. Creek Rd/Pine Rd (CTH X – Martin Rd)	LOC to COL.	Spacing of 3.5miles with 820 ADT(2010).
82. Pleasant Dr (CTH X – Pine Rd)	LOC to COL.	Route continuity.
83. Highland Dr (CTH O – 72 <sup>nd</sup> Ave)	LOC to COL.	Spacing of 2.0miles with 1400 ADT(2014).
84. Hilltop Ave/44 <sup>th</sup> Ave (N 28 <sup>th</sup> Ave – Stettin Dr)	LOC to COL.	Serve neighborhood with average 1680 ADT. <i>(2600 ADT(2013) &amp; 760 ADT(2010))</i>
85. 36 <sup>th</sup> Ave (Hilltop Ave – Stewart Ave)	LOC to COL.	Serve neighborhood with 760 ADT(2014).
86. E Gilbert St (STH 52 – N 25 <sup>th</sup> St)	LOC to COL.	Serve schools with 340 ADT(2007).
87. N 28 <sup>th</sup> Ave (CTH U – Pine Ridge Blvd)	COL to urban MA.	Rural-Urban interface criteria with 2400 ADT(2014).
88. Washington St/N 3 <sup>rd</sup> St (Jefferson St – N 4 <sup>th</sup> St)	LOC to COL.	CBD circulation with 1500 ADT(????).
89. Washington St (N 2 <sup>nd</sup> St – N 1 <sup>st</sup> St/STH 52E)	LOC to COL.	Route continuity. Includes non-WISLR segment.
90. Kersten Rd/Kramer St/Ross Ave (CTH X – uab/Kersten Rd)	COL to urban MA.	Rural-Urban interface criteria with 1100 ADT(2014).
91. na		
92. Hunt St/Kramer St/Kiowa Ln/River Bend Rd (CTH J – Ross Ave)	LOC to COL.	Spacing of 2.3miles/serve neighborhood with 770 ADT(2004).
93. Kramer St (Hunt St – Ross Ave)	LOC to COL.	Route continuity.
94. McIntosh St (CTH X – Prospect Ave)	LOC to COL.	Spacing of 1.25miles with 1500 ADT(2014).
95. Swan Ave/Oriole Ln/Pintail Ln/Teal Ave/Robin Ln (Cloverland Ln – Rib Mountain Dr)	LOC to COL.	Serve neighborhood with calculated 1220 ADT. <i>(2300(10) -520(10) -560(14) = 1220)</i>

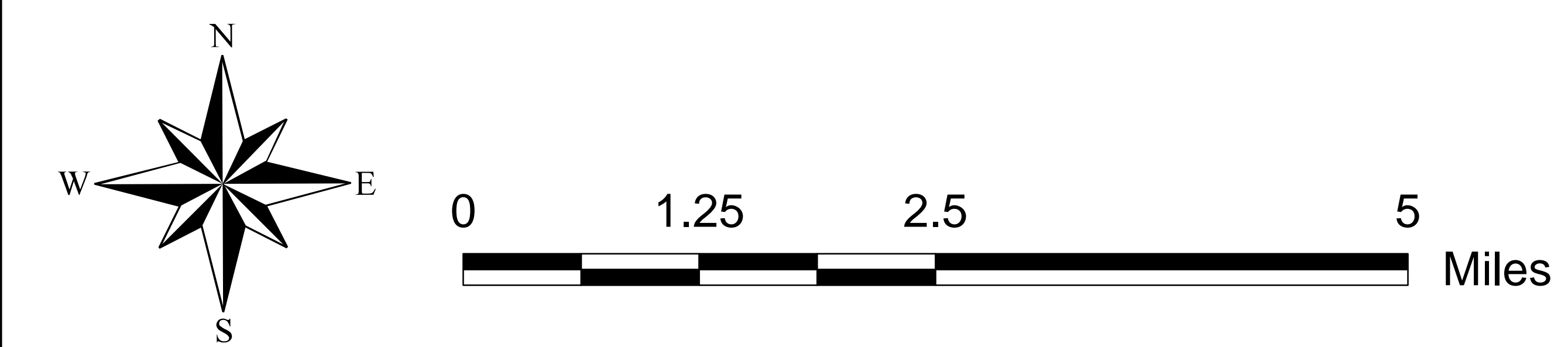
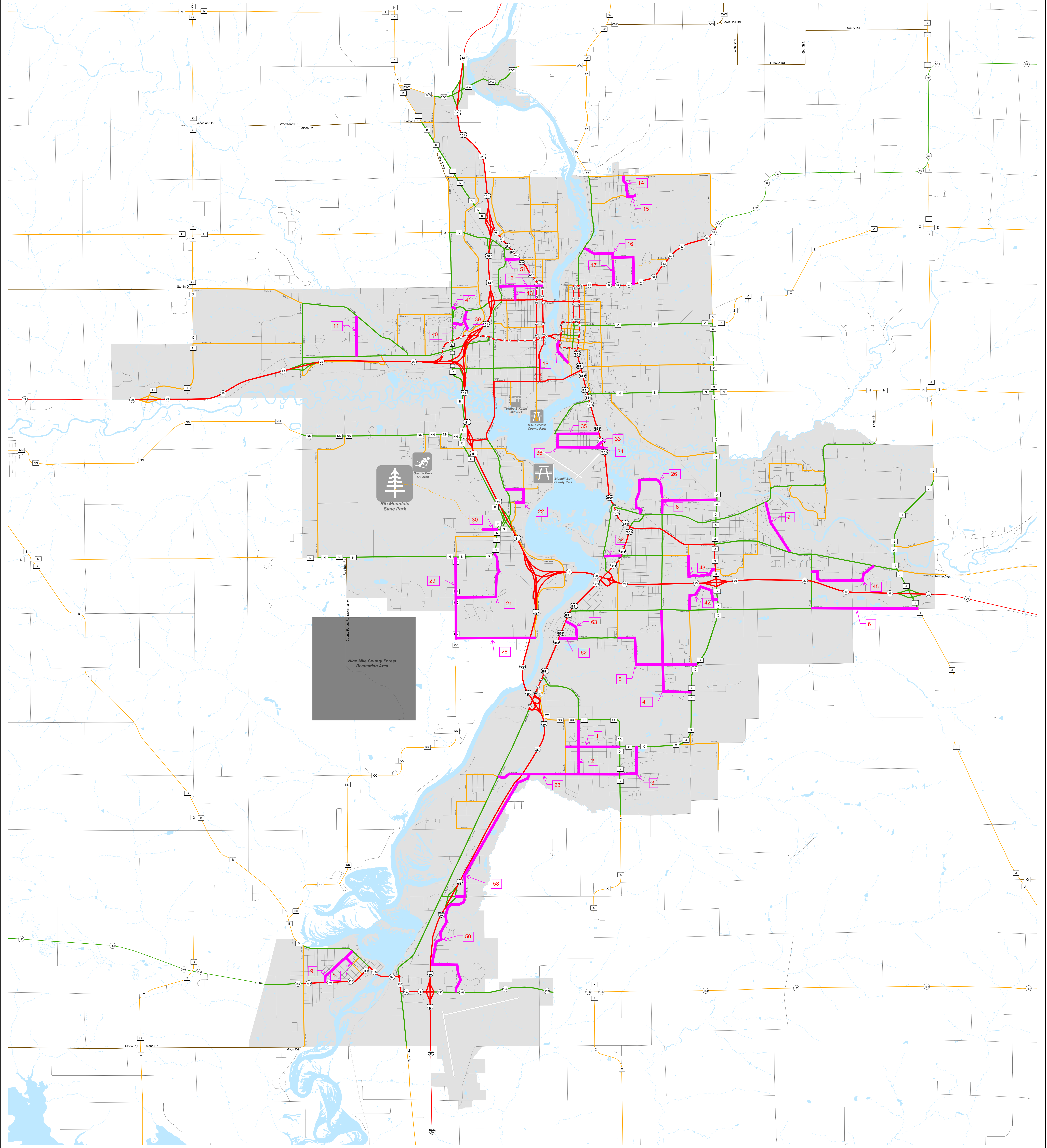
<b>96. N 20<sup>th</sup> Ave (CTH K – Decator Dr)</b>	LOC to COL.	Serve retail area with generated 1935 ADT. Toyota(63.75ksf x15.86 = 1011) Nissan(21.48ksf x15.86 = 341) Subaru(12.01ksf x15.86 = 190) Ford(24.75ksf x15.86 = 393) <i>Not spending time completing remainder as the above are adequate.</i> Arby's(9.99ksf x 99.99 = 999) R store(9.99ksf x 99.99 = 999) Carwash(9.99ksf x 99.99 = 999) Auto Body & Glass(9.99ksf x 99.99 = 999)
<b>97. Overlook Dr (CTH K – CTH U/Merrill Ave)</b>	LOC to COL.	Route continuity.
<b>98. N 14<sup>th</sup> Ave (W Campus Dr – Decator Dr)</b>	LOC to COL.	Serve retail area with generated 3936 ADT. Mills Fleet Farm(132.09ksf x 29.80 = 3936) <i>Not spending time completing remainder as the above is adequate.</i> The King Company(9.99ksf x 99.99 = 999) Ferguson Bathroom Supply(9.99ksf x 99.99 = 999) American State Equipment(9.99ksf x 99.99 = 999) Marathon Town & Country Store(9.99ksf x 99.99 = 999) Phily's Subs and Gyros(9.99ksf x 99.99 = 999) Klein Scuba(9.99ksf x 99.99 = 999) Kwik Trip(9.99ksf x 99.99 = 999)
<b>99. Westwood Dr/Pine Ridge Blvd (W Bridge St – STH 52)</b>	MA to COL.	1100 ADT(2014) substantially less than 3000 ADT threshold.
<b>100. E Wausau Ave/N 3<sup>rd</sup> St (STH 52W – STH 52W)</b>	MA to COL.	No apparent justification(land use/spacing/traffic) for MA.
<b>101. W Campus Dr/N 4<sup>th</sup> Ave/N 3<sup>rd</sup> St/Knox St (USH B51 – USH B51)</b>	MA to COL.	No apparent justification(land use/spacing/traffic) for MA.
<b>102. Thornapple Rd/Whippoorwill Rd (CTH N – CTH NN)</b>	LOC to COL.	1200 ADT(2014) substantially less than 3000 ADT threshold. Spacing of 3.72miles with generated 388 ADT. Single family homes(54du x9.57trips/du x.75split = 388)
<b>103. CTH N (Thornapple Rd – Red Bud Rd)</b>	MAC to urban MA.	Rural-Urban interface criteria with 2400 ADT(2014).
<b>104. River Rd (CTH J – uab)</b>	LOC to COL.	Spacing of 1.72miles with generated 1196 ADT. Single family homes(125du x9.57trips/du = 1196)
<b>105. na</b>		
<b>106. na</b>		
<b>107. Happy Hollow Rd/Grant Rd/Cedar Rd (Old Highway 51 – Old Highway 51)</b>	LOC to COL.	Serve neighborhood with generated 1589 ADT. Single family homes(166du x9.57trips/du = 1589)
<b>108. Helke Rd/Gardener Park Rd (Old Highway 51 – Cedar Rd)</b>	LOC to COL.	Serve neighborhood with generated 1139 ADT. Single family homes(119du x9.57trips/du = 1139)
<b>109. Old 51 (STH 153 – uab/Bird Ln)</b>	COL to urban MA.	Rural-Urban interface criteria with 2100 ADT(2014).
<b>110. CTH X (Kowalski Rd – uab/Wood Rd)</b>	COL to urban MA.	Rural-Urban interface criteria with 2300 ADT(2014).
<b>111. Shorey Ave/Margaret St/Military Rd/Pflieger St/Becker St (Alderson St – USH B51)</b>	planned COL/COL to planned MA.	Spacing of 2.5miles with 1400 ADT(2014).
<b>112. Becker St/Pflieger St (USH B51 – Military Rd)</b>	COL to planned LOC.	Reflect planned portion of #111.
<b>113. Alderson St/Shorey Ave (CTH X – Weston Ave)</b>	COL to MA.	Spacing of 2.78miles with 1600 ADT(2015).
<b>114. CTH KK (CTH N – Fox Glove Rd)</b>	COL to MA.	Spacing of 4.68miles with 1000 ADT(????).
<b>115. Weston Ave (CTH X – CTH J)</b>	COL to MA.	Spacing of 2.3miles with average 1505 ADT. (2100 ADT(2014) & 910 ADT(2010))

<b>116. Ryan St (Schofield Ave – Weston Ave)</b>	COL to MA.	Spacing of 3.54miles with 1800 ADT(2014).
<b>117. Fuller St (Schofield Ave – Ross Ave)</b>	COL to MA.	Spacing of 4.0miles with 3200 ADT(2010).
<b>118. Stettin Dr (N 72<sup>nd</sup> Ave – Stewart Ave)</b>	COL to urban MA.	Rural-Urban interface criteria with 1800 ADT(????). Also eliminates stub-end MA created by #119.
<b>119. N 72<sup>nd</sup> Ave (Stettin Dr – Stewart Ave)</b>	COL to MA.	Spacing of 3.95miles with 4700 ADT(2014).
<b>120. STH 153 (IH 39 – airport entrance/W View Dr)</b>	planned MA/existing PA to MA.	Airport considered served since within 1.0mile of other PA's.
<b>121. Oak Rd/S Oak Rd/South Rd/Balsam Rd (STH 153 – proposed airport entrance)</b>	planned MA to LOC.	New airport is no longer planned.
<b>122. Balsam Rd (proposed airport entrance – TN RD 77)</b>	planned COL to LOC.	New airport is no longer planned.
<b>123. Creek Rd (Bank Rd – Martin Rd)</b>	LOC to COL.	Spacing of 1.8miles with 820 ADT(2010).
<b>124. Callon Ave/Hunt St (CTH J – Schofield Ave)</b>	LOC to COL.	Serve neighborhood/school with generated 1041 ADT. Single family homes(145du x9.57trips/ du x.75split = 1041)
<b>125. na</b>		
<b>126. na</b>		

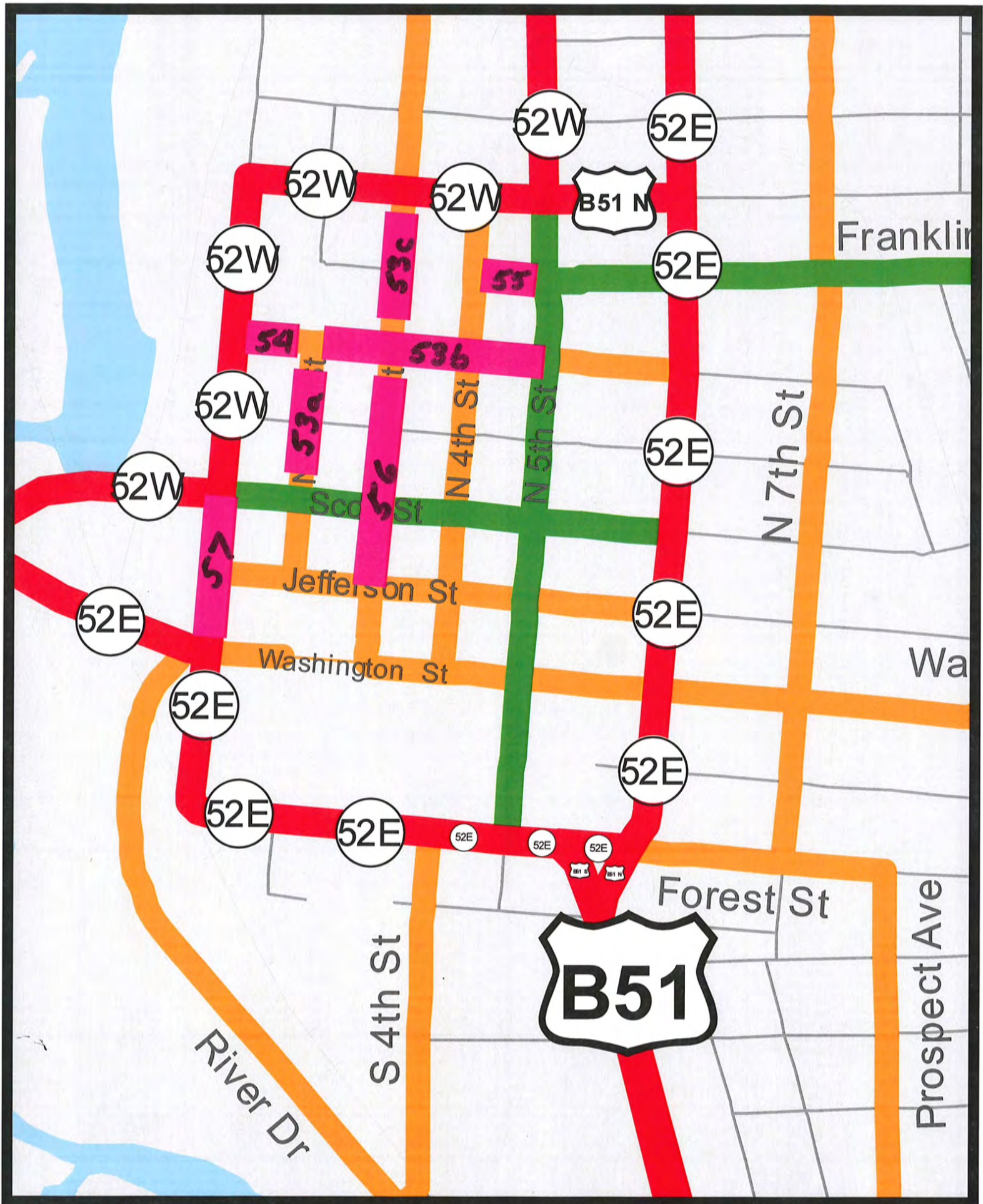
# WAUSAU

Changes 01 to 63

WAUSAU



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**B51**

52W

52E

52W

52W

B51 N

52W

52E

Franklin

54

53b

53

52W

53a

N 4th St

N 5th St

52E

N 7th St

52W

Scott St

52E

Jefferson St

52E

Wa

52E

Washington St

52E

52E

52E

52E

52E

52E

52E

52E

Forest St

River Dr

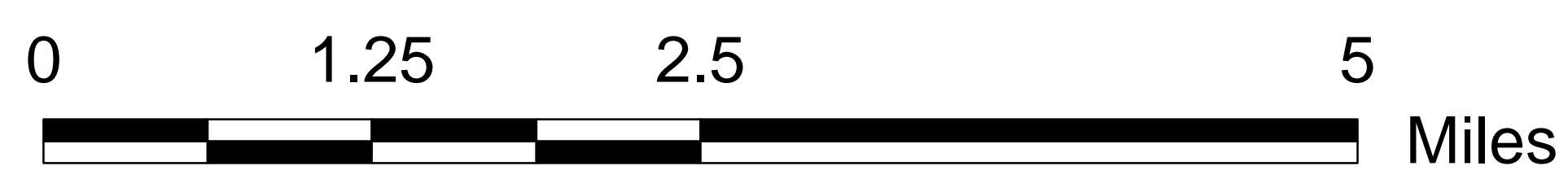
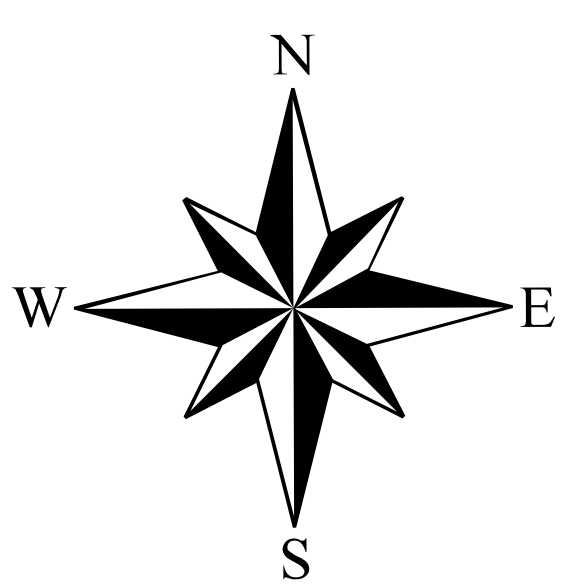
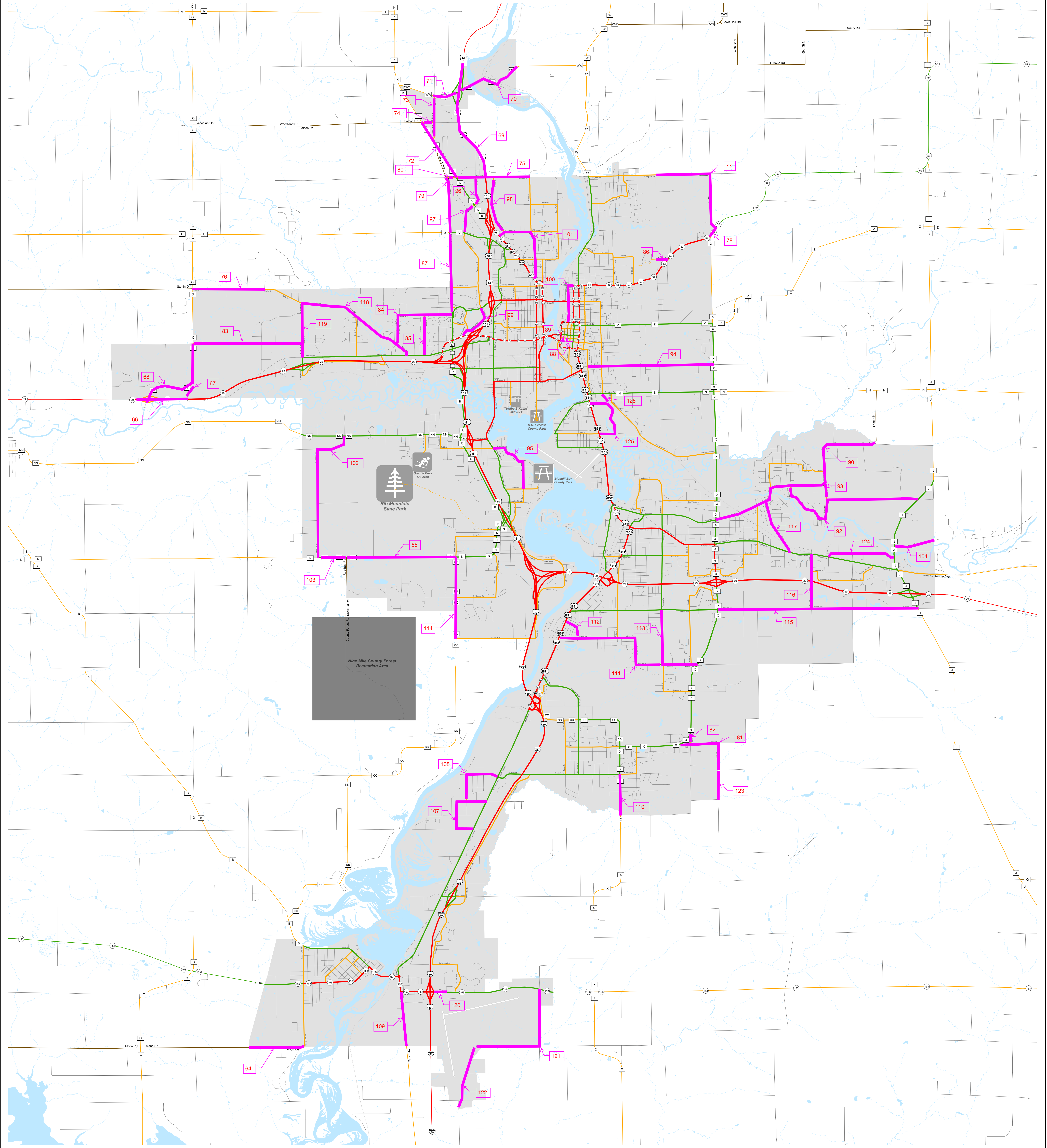
S 4th St

Prospect Ave

# WAUSAU

Changes 064 to 124

WAUSAU



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**Chart D - Urban Principal Arterials**

<p align="center"><b>Urban Principal Arterials (UPA)</b>  <i>Includes Interstate (UIPA), Other Freeway (UFPA), High Level Expressway (UXPA) and Other (UOPA)</i></p>						
Urban Area Population	First apply <u>Rural – Urban Interface</u> then apply <u>Basic Criteria</u>					Desirable Mileage Percent of System
	<u>Rural – Urban Interface</u>		<u>Basic Criteria</u>			
	An RPA becomes an UPA. An RMA or UMA changes to an UPA when it meets one of the following:		Must meet either Land Use Service or Spacing plus Current ADT OR Parenthetical ADT Alone			
	Parenthetical ADT Alone	Intersects with an UPA or UMA PLUS Current ADT of: (OR-the intersection is on the urban boundary and intersects a RPA or RMA)	Land Use Service A UPA should be within one (1) mile of the following Land Uses:	Spacing	Current ADT	
5,000 to 24,999	(≥6,000)	≥3,750	a. Main CBD of urban area b. Intermodal terminal (airport, rail passenger, etc). c. Regional shopping center d. Major college/ university e. Regional/Community park f. Industrial park g. Large stadium, arena, or convention center h. Primary Medical Center i. Gambling facilities	Maximum CBD = 1 mile Other = 3 miles Milwaukee County = 5 miles	≥3,750 (≥15,000)*	5.0% to 10.0%
25,000 to 49,999	(≥10,500)	≥6,000			≥6,000 (≥22,500)*	
50,000 +	(≥15,000)	≥9,000			≥9,000 (≥30,000)*	

\* The highway segment must be a minimum of a mile long.

### Chart E - Urban Minor Arterials

<b>Urban Minor Arterials (UMA)</b>							
<i>Includes Other Freeway (UFMA), and High Level Expressway (UXMA) and Other (UOMA)</i>							
<b>Urban Area Population</b>	<b>First apply <u>Rural – Urban Interface</u> then apply <u>Basic Criteria</u></b>					<b><u>Supplemental Criteria</u></b>  Must meet two (2) below PLUS 90% of Current ADT	<b>Desirable Mileage Percent of System</b>
	<b><u>Rural – Urban Interface</u></b>  An RMA becomes a UMA until it meets UPA criteria.  An RMAC or RMIC changes to an UMA when it meets one of the following:		<b><u>Basic Criteria</u></b>  Must meet either Land Use Service or Spacing plus Current ADT OR Parenthetical ADT Alone				
	<b>Parenthetical ADT Alone</b>	<b>Intersects with an UCOL, UMA or UPA PLUS ADT of:</b>	<b>Land Use Service</b>  A UMA should be within a ½ mile of the following Land Uses:	<b>Spacing</b>	<b>Current ADT</b>		
5,000 to 24,999	(≥3,000)	≥1,500	<ul style="list-style-type: none"> <li>a. CBD of each satellite community</li> <li>b. Type 3, 4, &amp; 5 airport</li> <li>c. Community shopping center</li> <li>d. Junior or community college</li> <li>e. Large industrial plant</li> <li>f. High school</li> </ul>	<u>Maximum</u>	≥1,500  (≥6,000)*	<ul style="list-style-type: none"> <li>1. Bus Route</li> <li>2. Truck route</li> </ul>	10.0% to 15.0%
25,000 to 49,999	(≥6,000)	≥3,000	<ul style="list-style-type: none"> <li>g. Large office building(s)</li> <li>h. Community hospital</li> <li>i. Clinic</li> <li>j. Sub-community park</li> <li>k. Golf course</li> <li>l. Theatre Complex</li> <li>m. Civic Center</li> </ul>	CBD = ½ mile  Other = 2 miles	≥3,000  (≥10,500)*	<ul style="list-style-type: none"> <li>3. Signalization</li> <li>4. Interchanges with a freeway</li> <li>5. Major river crossing or restrictive topography</li> </ul>	
50,000 +	(≥9,000)	≥4,500	All commercial retail strip development over ¼ mile in length not on a UPA.  Interconnection of main CBD with satellite community CBD's.		≥4,500  (≥15,000)*		

\* The highway or roadway segment must be a minimum of a ½ mile long.

**Chart F – Urban Collectors and Local Streets**

<b>Urban Collectors (UCOL)</b> <i>Includes High Level Expressway (UXCOL) and Other (UOCOL)</i>							
Urban Area Population	First apply <u>Rural – Urban Interface</u> then apply <u>Basic Criteria</u>					<u>Supplemental Criteria</u> Must meet two (2) below PLUS 90% of Current ADT	Desirable Mileage Percent of System
	<u>Rural-Urban Interface</u> An RMAC or a RMIC becomes a UCOL until it meets UMA criteria.	<u>Basic Criteria</u> Must Meet either Land Use Service or Spacing plus Current ADT OR Parenthetical ADT Alone			Current ADT		
		Land Use Service A collector should be within a ¼ mile of the following Land Uses:	Spacing				
5,000 to 24,999	a. Elementary, intermediate, or middle school b. Small industrial plant c. Large warehousing d. Neighborhood shopping center e. Small office building f. Neighborhood park g. Marina  May penetrate each residential neighborhood and connect to nearby UMA.  May include the logical street system for traffic circulation in the CBD (relative to land use service).	Maximum CBD = ¼ mile Other = 1 mile	≥750 (≥3,000)*	1. Bus route 2. Truck route 3. Signalization 4. Interchanges with a freeway 5. Major river crossing or restrictive topography	5.0% to 10.0%		
25,000 to 49,999			≥1,500 (≥6,000)*				
50,000 +			≥2,250 (≥9,000)*				
<b>Urban Local Streets (ULOC)</b>							
All public streets not classified as UPA, UMA or UCOL.						65.0 - 80.0%	

\* The highway or roadway segment must be a minimum of a ¼ mile long.