



MARATHON COUNTY METROPOLITAN PLANNING COMMISSION AGENDA



Date & Time of Meeting: **Tuesday, November 11, 2025, at 2:00pm**

Meeting Location: **Wisconsin Room, 1000 Lake View Drive, Wausau, WI 54403**

Members: Randy Fifrick – Chair, Allen Opall (Designee, Gaylene Rhoden – Vice Chair), Dan Helgeson, Betty Hoenisch, Steve Hagman, Doug Diny, Tim Buttke, Matt Lee Baer, David Phelps, Mark Maloney, Dan Joling, Kregg Hoehn, Pete Nievinski, Matthew Bronson

The meeting site identified above will be open to the public. Instead of in person attendance, Metropolitan Planning Commission members and the public may attend this meeting by telephone and video conference. **Persons wishing to attend the meeting virtually may call into the telephone conference beginning five (5) minutes prior to the start time indicated above using the following number:**

PHONE NUMBER: 1-408-418-9388

ACCESS CODE: 2488 427 8963

Please Note: If you are prompted to provide an "Attendee Identification Number" press the # symbol. No other number is required to participate in the telephone conference.

When you enter the telephone conference, **PLEASE PUT YOUR PHONE ON MUTE!**

- 1. Call Meeting to Order**
- 2. Public Comment**
- 3. Approval of Minutes: October 14, 2025, MPO Planning Commission Meeting**
- 4. Policy Issues, Discussion, and Possible Commission Action**
 - A. 2025-2028 Transportation Improvement Program (TIP) Amendment
 - B. Surface Transportation Program (STP-Urban) 2026-2031 Program Cycle Project Rankings
 - C. Transportation Alternatives Program (TAP) 2026-2030 Program Cycle Project Rankings
- 5. Educational Presentations and Commission Discussion**
- 6. Next Meeting Date & Time, Announcements, and Future Agenda Items**
 - A. Next Meeting Date and Time – Tuesday, December 9th, 2025, at 2:00 PM
 - B. Future Agenda Items
- 7. Adjournment**

Any person planning to attend this meeting who needs some type of special accommodation to participate should call the County Clerk's Office at 715-261-1500 or email countyclerk@marathoncounty.gov one business day before the meeting.

EMAILED TO: Courthouse, WDH, City Pages, and other Media Groups

EMAILED BY: AA

DATE: 11/6/2025

EMAIL TIME: 10:00am

SIGNED: 
PRESIDING OFFICER OR DESIGNEE

NOTICE POSTED AT COURTHOUSE:

BY: _____

DATE & TIME: _____



**MARATHON COUNTY METROPOLITAN PLANNING COMMISSION MEETING MINUTES
October 14th, 2025**

Meeting Attendance: Randy Fifrick, Chair; Aaron Anklam, Laurie Miskimins, MaKayla Galecki, Darryl Landeau, Dave Meuret, Ryan VanDeWalle, Brad Lenz, Allen Wesolowski, Mark Thuot, Sydney Turner, Jami Gebert, Stephanie Jaecks, WisDOT, Michael Wodalski

1. Call Meeting to Order

In the presence of a quorum, with the agenda being properly signed and posted, the meeting was called to order by Chairperson Fifrick at 2:02 p.m. in the Wisconsin Room, 1000 Lake View Drive, Wausau, WI 54403 and virtually via WebEx.

2. Public Comment

Discussion: No Public Comment Given or Received.

3. Approval of Minutes: September 9, 2025, MPO Commission Meeting

Action: Motion/Second by VanDeWalle/Thuot to approve September 9, 2025, MPOC Minutes as presented. Motion carried by voice vote, no dissent.

4. Policy Issues, Discussion, and Possible Commission Action

A. 2026 Unified Planning Work Program (UPWP)

Discussion:

Anklam explained the review of the 2026 UPWP from the Wisconsin Department of Transportation and changes made to the draft. The document is now ready for final submittal to WisDOT.

Action: Motion/Second by Lenz/Thuot to approve the 2026 Wausau MPO UPWP as presented. Motion carried by voice vote, no dissent.

B. Surface Transportation Program (STP-Urban) 2026-2031 Program Cycle Project Discussion

Discussion: Anklam summarized the STP-Urban applications, the funding available, and the conversation had at the TAC meeting. The City of Wausau will submit a revised application and final funding decisions made at the November meeting.

Action: None at this time.

C. Transportation Alternatives Program (TAP) 2026-2030 Program Cycle Project Rankings

Discussion: Anklam summarized the applications received and the discussion from the TAC. The MPO will finalize rankings at the November meeting.

Action: None at this time.

MARATHON COUNTY METROPOLITAN PLANNING COMMISSION

5. Educational Presentations and Commission Discussion

A. Update on MPO Bicycle and Pedestrian Sub-Committee Topics

Discussion: Miskimins gave an overview of activities the Bicycle and Pedestrian group will be working on, including a new submittal of the Bicycle Friendly Community application, updating the bicycle map and plan, and educational campaigns and initiatives.

6. Next Meeting Date & Time, Announcements, and Agenda Items for Next Meeting Date

A. Next Meeting Date and Time – Tuesday, November 11th, 2025, at 2:00 PM

B. Future Agenda Items – TIP Amendment, STP-U and TAP Project Rankings

7. Adjournment

Action: There being no further business before the members, Motion/Second by VanDeWalle/Thout to adjourn the meeting of the Marathon County Metropolitan Planning Commission at 2:16pm Motion carried by voice vote, no dissent.

Submitted by:
Aaron Anklam, Transportation Planner
Wausau MPO

**AMENDMENT
TO THE
2025-2028
TRANSPORTATION IMPROVEMENT
PROGRAM (TIP)**

**FOR THE
MARATHON COUNTY METROPOLITAN PLANNING
COMMISSION/WAUSAU AREA METROPOLITAN
PLANNING ORGANIZATION (MPO)**

November 11, 2025

MARATHON COUNTY METROPOLITAN PLANNING

COMMISSION RESOLUTION #7-25

RESOLUTION ADOPTING THE AMENDMENT TO THE 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE WAUSAU METROPOLITAN AREA

WHEREAS, the Marathon County Metropolitan Planning Commission was designated the Metropolitan Planning Organization for the Wausau Urbanized Area; and

WHEREAS, in compliance with Metropolitan Transportation Planning Regulations by the U.S. Department of Transportation, the Marathon County Metropolitan Planning Commission has developed a four-year transportation improvement program (TIP) for the Wausau Metropolitan Area; and

WHEREAS, the Transportation Improvement Program identifies transit, pedestrian/bicycle, and highway improvement projects and programs consistent with current transportation plans;

NOW, THEREFORE, BE IT RESOLVED, that the Marathon County Metropolitan Planning Commission endorses the *Long Range Transportation Plan for the Wausau Metropolitan Area* and the *Transit Development Program for the Wausau Area Transit System*, which will be continually updated and maintained as part of the urban transportation planning process;

BE IT FURTHER RESOLVED that the Marathon County Metropolitan Planning Commission approves the *Resurfacing Project in the Village of Kronenwetter & City of Mosinee on STH 153*, the *Resurfacing Project in the Town of Wausau on STH 52*, and the *Resurfacing Project in the City of Wausau on Bus 51*, and attaches the *2025-2028 TIP Amendment Tables 1 and 2 Spreadsheets* as part of this amendment to the 2025-2028 Transportation Improvement Program for the Wausau Metropolitan Area; and

BE IT FURTHER RESOLVED, in accordance with 23 CFR 450.336, the Wausau Metropolitan Planning Organization for the Wausau, WI urbanized area hereby certifies that the metropolitan transportation planning process is addressing the major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49

- CFR part 21;
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
 5. Section 1101(b) of the Fixing America's Surface Transportation (FAST Act) (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;
 6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
 7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR Parts 27, 37, and 38;
 8. The Older Americans Act, as amended (42 U.S.C. 6101, prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
 9. Section 324 of title 23, U.S.C. regarding the prohibition of discrimination based on gender; and
 10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

BE IT FURTHER RESOLVED, that the Marathon County Metropolitan Planning Commission certifies that the Transportation Improvement Program contains only projects that are consistent with the transportation plan for the urban area and recommends that this document be submitted to the appropriate federal and state agencies for approval.

Dated this 11th day of November 2025

A handwritten signature in black ink, appearing to read 'Randy Fifrick'. The signature is stylized with a large 'R' and a 'J' that has several horizontal strokes extending to the right.

Randy Fifrick, Commission Chairman

A handwritten signature in black ink, appearing to read 'Laurie Miskimins'. The signature is written in a cursive, flowing style.

Laurie Miskimins, MPO Director, Marathon
County Metro Planning Commission Secretary

2025 - 2028 TABLE 1 AMENDMENT
TIP PROJECT LISTING (\$)
Amendment 11/11/2025

Red text indicates changes

PRIMARY JURISDICTION/ PROJECT LOCATION	PROJECT DESCRIPTION	TYPE OF COST	2025				2026				2027				2028				COMMENTS FOS# & Let Date P=preservation E=expansion
			FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	FED	STATE	LOCAL	TOTAL	
Highway Section - Project Additions																			
78	City of Mosinee and Village of Kronenwetter	Resurfacing STH 153 Eastview Drive to Andrys Lane	PE ROW CONST TOTAL	\$119,210			\$119,210											Let Date: 8/14/2029 State Project ID: 6600-00-03/73 P Total improvement cost: \$1,111,110. This total includes current and future project phases which may be outside of the four-year TIP cycle and is for illustrative purposes only.	
		373-25-039		\$119,210			\$119,210												
79	Town of Wausau	Resurfacing STH 52 18th Street to Little Elm Road	PE ROW CONST TOTAL					\$274,500		\$274,500								Let Date: 8/14/2029 State Project ID: 9010-03-01/71 P Total improvement cost: \$5,031,000. This total includes current and future project phases which may be outside of the four-year TIP cycle and is for illustrative purposes only.	
		373-25-040						\$274,500		\$274,500									
80	City of Wausau	Resurfacing Bus 51 Stewart Ave to Merrill Ave	PE ROW CONST TOTAL					\$142,080	\$47,360	\$189,440								Let Date: 12/12/2028 State Project ID: 6999-17-02/72 P Total improvement cost: \$2,928,640. This total includes current and future project phases which may be outside of the four-year TIP cycle and is for illustrative purposes only.	
		373-25-041						\$142,080	\$47,360	\$189,440									

TABLE 2

Assessment of Available Funding for the 2025-2028 Transportation Improvement Program - Amendment November 11 2025

Funding Source		Programmed Expenditures				Funding Source		Estimated Available Funding			
Agency	Program	2025	2026	2027	2028	Program	2025	2026	2027	2028	
Federal Highway	NHPP	\$23,632,389	\$14,283,400	\$0	\$13,927,389	NHPP	\$23,632,389	\$14,283,400	\$0	\$13,927,389	
Administration	STBG	\$0	\$1,212,247	\$2,634,977	\$4,711,534	STBG	\$0	\$1,212,247	\$2,634,977	\$4,711,534	
	BR	\$0	\$2,025,208	\$0	\$0	BR	\$0	\$2,025,208	\$0	\$0	
	IM	\$0	\$0	\$0	\$0	IM	\$0	\$0	\$0	\$0	
	TAP	\$2,326,717	\$847,937	\$0	\$0	TAP	\$2,326,717	\$847,937	\$0	\$0	
	CRP	\$0	\$0	\$0	\$0	CRP	\$0	\$0	\$0	\$0	
	HSIP	\$351,703	\$180,000	\$832,590	\$0	HSIP	\$351,703	\$180,000	\$832,590	\$0	
	WEVI	\$885,428	\$0	\$0	\$0	WEVI	\$885,428	\$0	\$0	\$0	
	OCR	\$178,265	\$0	\$0	\$0	OCR	\$178,265	\$0	\$0	\$0	
Totals		\$27,374,502	\$18,548,792	\$3,467,567	\$18,638,923	Totals	\$27,374,502	\$18,548,792	\$3,467,567	\$18,638,923	
Totals	Program Expenditures Inflated by 2.93% Annually	\$27,374,502	\$19,092,272	\$3,670,766	\$20,277,284	Estimated Available Funding Inflated by 2.00% Annually	\$27,374,502	\$18,871,541	\$3,588,238	\$19,611,875	

Federal Transit Administration	Section 5307 – Wausau Urbanized Area	\$1,418,551	\$1,461,107	\$1,490,329	\$1,621,329	Section 5307 -- Wausau Urbanized Area	\$1,418,551	\$1,461,107	\$1,490,329	\$1,621,329
	Section 5310	\$603,435	\$0	\$0	\$0	Section 5310	\$603,435	\$0	\$0	\$0
	Section 5339	\$3,570,424	\$2,834,955	\$0	\$0	Section 5339	\$3,570,424	\$2,834,955	\$0	\$0
	Section 5307 - Other	\$2,064,530	\$111,875	\$114,112	\$124,142	Section 5307 - Other	\$2,064,530	\$111,875	\$114,112	\$124,142
Totals		\$7,656,940	\$4,407,937	\$1,604,441	\$1,745,471	Totals	\$7,656,940	\$4,407,937	\$1,604,441	\$1,745,471
Totals	Program Expenditures Inflated by 2.93% Annually	\$7,656,940	\$4,537,090	\$1,698,461	\$1,898,898	Estimated Available Funding Inflated by 2.00% Annually	\$7,656,940	\$4,484,635	\$1,660,276	\$1,836,585

The four-year totals indicate that estimated funding is reasonably expected to be available in comparison to programmed expenditures for the 2025-2028 TIP. There are a few instances where programmed funding appears to exceed estimated available funding when comparing amounts from year to year. In general, this can be attributed to differences in applied inflation rates between revenue and expenditures. There are also instances where projects have been selected and programmed in the previous TIP, but have not yet been completed and remain in the TIP but do not require additional funding (such as transit capital projects). For NHPP funding, this could be attributed to larger projects, such as freeway reconstruction projects, programmed by WisDOT in the four years of the TIP that can be authorized using Advance Construction allowance from FHWA or funded through alternate funding sources not indicated within this fiscal constraint report. Additionally, the years in the TIP represent calendar years but the State fiscal year runs from July 1 of a year to June 30 of the following year. Depending on what proportion of available Federal funding is scheduled in the two halves of the State fiscal year, it could appear that more funding is being scheduled for obligation than what is estimated for a particular calendar year.



**2026-2031 Surface Transportation Program – Urban (STP-U)
Applications:**

<https://wausaumpo.org/funding/plans-documents/>

**2026-2030 Transportation Alternatives Program (TAP)
Applications:**

<https://wausaumpo.org/funding/plans-documents/>

STP 2026-2031 Program Cycle

*Please note that these numbers represent estimates for planning purposes only, as future programmatic funding levels are dependent on forthcoming Congressional and Wisconsin State Legislative actions.

**As of 9/22/2025 - The Wisconsin Financial Integrated Improvement Program System (FIIPs) at the Wisconsin Department of Transportation (WisDOT) is updated daily, thus fluctuations from day-to-day may occur.

MPO Funding Allocations						
50K-200K	Population	%	Allotment	Cycle Budget (5 yrs)	Current Projects	Available Allocation
Beloit, WI--IL	44,092	4.98%	\$1,010,121	\$5,050,603	\$4,764,772	\$285,831
Eau Claire, WI	105,475	11.91%	\$2,416,367	\$12,081,836	\$2,656,357	\$9,425,480
Fond du Lac, WI	54,731	6.18%	\$1,253,854	\$6,269,268	\$3,551,547	\$2,717,720
Janesville, WI	72,285	8.16%	\$1,656,005	\$8,280,024	\$5,933,143	\$2,346,881
Kenosha, WI	125,865	14.21%	\$2,883,490	\$14,417,448	\$6,059,059	\$8,358,389
La Crosse, WI--MN	93,411	10.54%	\$2,139,988	\$10,699,942	\$3,994,600	\$6,705,342
Oshkosh, WI	76,190	8.60%	\$1,745,466	\$8,727,330	\$4,080,713	\$4,646,617
Racine, WI	134,877	15.22%	\$3,089,949	\$15,449,745	\$5,611,069	\$9,838,676
Sheboygan, WI	74,369	8.39%	\$1,703,748	\$8,518,740	\$3,565,240	\$4,953,500
Superior (Duluth, MN)	27,191	3.07%	\$622,929	\$3,114,645	\$1,236,382	\$1,878,263
Wausau, WI	77,429	8.74%	\$1,773,851	\$8,869,254	\$6,994,088	\$1,875,166
	885,915	100%	\$20,295,767	\$101,478,835	\$48,446,970	53,031,865

TMA Funding Allocations						
200+K	Population	%	Allotment	Cycle Budget (5 yrs)	Current Projects	Available Allocation
Appleton, WI	230,967	10.38%	\$5,291,312	\$26,456,558	\$8,550,418	\$17,906,140
Green Bay, WI	224,156	10.07%	\$5,135,276	\$25,676,379	\$17,233,916	\$8,442,463
Madison, WI	450,305	20.23%	\$10,316,210	\$51,581,051	\$31,769,787	\$19,811,264
Milwaukee, WI	1,306,795	58.72%	\$29,937,868	\$149,689,341	\$77,473,116	\$72,216,225
Minneapolis--St. Paul, MN--WI	n/a	n/a	n/a	n/a	\$0	n/a
Round Lake Beach--McHenry--Grayslake, IL--WI	13,374	0.60%	\$306,390	\$1,531,950	\$0	\$1,531,950
	2,225,597	100%	\$50,987,056	\$254,935,280	\$135,027,237	\$119,908,043

STBG Scoring Criteria - Wausau MPO

	Criteria	Measure	Measure Inputs	Scoring	Total Points Available
1	Key Component of Transportation System	Functional Classification	Func Class System	Arterials = 2, Collector = 1	2
		Project is of regional significance	MPO Worksheet	Regional significance = 2	2
2	System Condition	System condition rating 1-10	DOT application	<5 Score = 2, 5-7 Score = 1, 7+ Score = 0	2
3	Project Coordination	2+ Communities working together	DOT application	Coordination = 2	2
4	Safety	FHWA Roadway Departure Safety calculation	TOPS lab WisDOT Traffic Counts	Highest = 2, 2nd highest = 1	2
		How does the project create safer conditions?	MPO Worksheet	Same road profile = 0, Some improvements = 1, Major improvements = 2	2
5	Congestion	Level of Service (LOS) Current Condition	MPO Traffic model. Model will be run at start of STBG application cycle.	D = 2, C = 1, B-A = 0	2
		Local testimony	MPO Worksheet	Max of 1 point	1
6	Freight	Within 1 mile of freeway system/interchange	Map	Within 1 mile = 1, all others = 0	1
		Facilitates access to industrial, or concentrated commercial area	MPO Worksheet	Yes = 1, No = 0	1
7	Multimodal	Complies with Federal Regulations on accommodations and delivers context-sensitive design	Guidance on Federal Regulations see (WisDOT FDM 11-46-1). For design standards use FDM, NACTO, or AASHTO. Describe accommodations in MPO Worksheet.	Complies with Fed Regs = 1, Context-sensitive design = 1	2
		Project is identified in MPO Bicycle and Pedestrian Plan or addresses a significant need.	MPO Bicycle and Pedestrian Master Plan. Describe significant need in MPO Worksheet.	Yes = 2, No = 0	2
8	Environmental Justice	Project is in identified EJ area (low-income or minority). Census block level minority population >10% and or census block group median income below federal poverty level (\$25,750 family of 4).	MPO worksheet	Failure to address EJ issues results in loss of 2 points.	2

2025 Project Ranking

QUESTION WEIGHT	QUESTION NUMBER		HIGHEST POSSIBLE SCORE		City of Wausau S. 17th Ave		City of Schofield Grossman Dr		Village of Weston Schofield Ave	
			Points	Calc.	Points	Calc.	Points	Calc.	Points	Calc.
20%	1	KEY COMPONENT OF TRANSPORTATION	4	0.8	4	0.8	3	0.6	4	0.8
15%	2	SYSTEM CONDITION	2	0.3	2	0.3	2	0.3	1	0.15
10%	3	PROJECT COORDINATION	2	0.2	2	0.2	0	0	2	0.2
20%	4	SAFETY	4	0.8	2	0.4	2	0.4	2	0.4
5%	5	CONGESTION	3	0.15	1	0.05	1	0.05	1	0.05
10%	6	FREIGHT	2	0.2	2	0.2	1	0.1	2	0.2
15%	7	MULTIMODAL	4	0.6	4	0.6	4	0.6	4	0.6
5%	8	ENVIRONMENTAL JUSTICE	2	0.1	2	0.1	2	0.1	2	0.1
Total			23	3.15	19	2.65	15	2.15	18	2.5
Rank					1		3		2	

Wausau MPO STP-U Application Ranking Summary

<u>Rank</u>	<u>Applicant</u>	<u>Project Title</u>	<u>Score (out of 23)</u>	<u>Summary</u>
1	City of Wausau	S. 17th Avenue Reconstruction (Sherman St – Stewart Ave)	19 / 23	<p>The Wausau project reconstructs a deteriorated minor arterial (PASER 4) linking the city to Rib Mountain and key regional destinations including Marathon Park, WPS Energy, and the current County Highway Department. The project adds bike lanes and sidewalks on both sides, aligning with the MPO Bicycle & Pedestrian Plan, and replaces curb, gutter, and utilities to correct drainage issues. Coordination with Marathon County on park frontage adds inter-agency value. This is a high-need, multimodal arterial reconstruction with clear regional benefit.</p>
2	Village of Weston	Schofield Avenue Corridor Safety & Rehabilitation	18 / 23	<p>Schofield Avenue is a principal arterial and one of the area’s most important commercial corridors, directly connecting to the STH-29 interchange and serving major employment and retail centers. The project modernizes intersections, improves pedestrian safety (ADA curb ramps, refuge areas), and considers turn lanes or median control for better flow and safety. The Schofield Avenue Corridor Plan establishes documented multimodal and design priorities. Pavement condition fair (PASER 5). Corridor upgrades support economic vitality and multimodal safety.</p>
3	City of Schofield	Grossman Drive Reconstruction	15 / 23	<p>Grossman Drive serves the areas industrial park shared by Schofield and Weston, providing critical freight and employment access. The pavement is in poor condition (PASER 3), and the project includes full reconstruction, new curb and gutter, and a multi-use trail connection to the regional system. It demonstrates strong multimodal and safety benefits.</p>

City of Wausau - S. 17th Avenue Reconstruction

<u>Criteria</u>	<u>Notes</u>	<u>Score</u>
Functional Classification	Minor Arterial – regionally significant connection between Wausau and Rib Mountain.	2
Regional Significance	Serves Marathon Park, John Muir Middle School, WPS Energy, and County Hwy Dept.	2
System Condition	PASER 4 (poor) rutting, cracking, ponding issues.	2
Project Coordination	Collaboration with Marathon County for sidewalk along Marathon Park & connection to Rib Mountain	2
Safety Improvements	Full reconstruction with drainage fixes, bike lanes and sidewalks on both sides.	2
Congestion	ADT 12,100 (2023) peak hour delays at Stewart Ave.	1
Freight Proximity	Within 1 mile of STH-29 via Stewart Ave.	1
Industrial/Commercial Access	Serves WPS Energy, County Hwy Dept, First Student, other employers.	1
Multimodal Compliance	Adds bike lanes and sidewalks on both sides - meets ADA and design standards	2
Bike/Ped Plan Inclusion	Identified in MPO Bike & Ped Plan.	2
Environmental Justice	No concerns identified.	2

The Wausau project reconstructs a deteriorated minor arterial (PASER 4) that connects the City of Wausau to Rib Mountain and serves several regionally significant destinations, including Marathon Park, John Muir Middle School, WPS Energy, and the current Marathon County Highway Department. The project includes complete pavement reconstruction, storm and sanitary sewer replacement, new curb and gutter, and drainage improvements to correct ponding and surface failures.

Comprehensive multimodal enhancements, including bike lanes and sidewalks on both sides, are consistent with the Wausau MPO Bicycle & Pedestrian Plan, which identifies this segment for on street bicycle accommodation. The project also includes coordination with Marathon County to extend sidewalk along Marathon Park, demonstrating partnership.

The project addresses condition, safety, and multimodal criteria. Overall, this is a needed arterial reconstruction that advances the MPO’s multimodal and safety goals while addressing an infrastructure deficiency on a key arterial.

City of Schofield – Grossman Drive Reconstruction

<u>Criteria</u>	<u>Notes</u>	<u>Score</u>
Functional Classification	Collector street serving area’s industrial park.	1
Regional Significance	Provides industrial and freight access for Schofield and Weston.	2
System Condition	PASER 3 (poor) cracking and structural deficiency - full reconstruction.	2
Project Coordination	City project.	0
Safety Improvements	Reconstruction adds multi-use trail and corrects drainage deficiencies.	2
Congestion	Industrial traffic backups and lane drift issues at shift changes.	1
Freight Proximity	Over 1 mile away.	0
Industrial/Commercial Access	Direct access to industrial park and employment center.	1
Multimodal Compliance	Incorporates multi-use trail consistent with WisDOT bike/ped design guidance.	2
Bike/Ped Plan Inclusion	Referenced in local Outdoor Recreation and Wausau MPO Bike/Ped plans.	2
Environmental Justice	No concerns identified.	2

The Schofield project proposes a full reconstruction of Grossman Drive, a collector roadway serving the area’s industrial park shared by Schofield and Weston. The corridor provides essential access for freight, employees, and local businesses within the city’s largest employment hub. Existing pavement conditions are poor (PASER 3) with drainage issues and curb failure, warranting full reconstruction.

The project introduces a multi-use trail with modern curb and gutter design to improve safety and expand active transportation options in an area currently lacking adequate pedestrian and bicycle facilities. These improvements align with the MPO’s multimodal and safety objectives and will improve connections to the broader regional system.

While the project demonstrates clear system need and regional significance, there is no formal multi-jurisdictional coordination, though the project benefits multiple communities. Overall, this is a well-defined, high need reconstruction that enhances industrial access and introduces valuable multimodal infrastructure in a key employment area.

Village of Weston – Schofield Avenue Corridor Project

<u>Criteria</u>	<u>Notes</u>	<u>Score</u>
Functional Classification	Principal Arterial – major regional connector to STH-29.	2
Regional Significance	High traffic corridor serving retail, employment, and freight destinations.	2
System Condition	PASER 5 (fair) - rehabilitation needed but not structural failure.	1
Project Coordination	Village project with County coordination at Camp Phillips intersection	2
Safety Improvements	Adds turn lanes, median/roundabout options, ADA ramp upgrades, and crossing safety.	2
Congestion	Local complaints of peak hour backups at County X intersection.	1
Freight Proximity	Direct link to STH-29.	1
Industrial/Commercial Access	Serves major retail and employment areas.	1
Multimodal Compliance	Incorporates ADA and bike/ped enhancements.	2
Bike/Ped Plan Inclusion	2021 Schofield Avenue Corridor Plan aligned with MPO Bike/Ped objectives.	2
Environmental Justice	No concerns identified.	2

The Weston project addresses safety and operational needs along Schofield Avenue, a principal arterial and major east–west commercial corridor linking the Village to STH-29. The project focuses on intersection and corridor modernization, including improvements, potential median installation or roundabout conversion, and ADA-compliant pedestrian and bicycle upgrades.

The corridor’s importance for freight, employment, and regional connectivity supports full points for functional class and regional significance. The Schofield Avenue Corridor Plan (2021) outlines multimodal, aesthetic, and safety objectives which is consistent with the proposed project. Pavement condition is fair (PASER 5), reflecting moderate need but not full system condition credit.

Overall, the project offers multimodal and safety improvements on a key arterial serving both commuter and freight traffic, representing regional and economic importance.

Wausau MPO STP-Urban 2026-2031
Funding Recommendations

Muni	Project	Rank	Construction Cost*	80%	70%	60%	55%	50%
City of Wausau	S. 17th Ave	1	\$ 2,209,800	\$ 1,767,840	\$ 1,546,860	\$ 1,325,880	\$ 1,215,390	\$ 1,104,900
City of Schofield	Grossman Drive	3	\$ 918,973	\$ 735,178	\$ 643,281	\$ 551,384	\$ 505,435	\$ 459,487
Village of Weston	Schofield Ave	2	\$ 3,660,410	\$ 2,928,328	\$ 2,562,287	\$ 2,196,246	\$ 2,013,226	\$ 1,830,205
Available	\$ 1,875,166		\$ 6,789,183	\$ 5,431,346	\$ 4,752,428	\$ 4,073,510	\$ 3,734,051	\$ 3,394,592

Scenario 1 (70%)		Funding Level	Amount Remaining
Total Funding available	\$ 1,875,166		
S. 17th Ave	\$ 1,546,860	70%	\$ 328,306
Grossman Drive	\$ 328,306	36%	\$ -

Scenario 2 (60%)		Funding Level	Amount Remaining
Total Funding available	\$ 1,875,166		
S. 17th Ave	\$ 1,325,880	60%	\$ 549,286
Grossman Drive	\$ 549,286	60%	\$ -

Scenario 3 (55%)		Funding Level	Amount Remaining
Total Funding available	\$ 1,875,166		
S. 17th Ave	\$ 1,215,390	55%	\$ 659,776
Grossman Drive	\$ 659,776	72%	\$ -

Scenario 4 (65%)		Funding Level	Amount Remaining
Total Funding available	\$ 1,875,166		
S. 17th Ave	\$ 1,436,370	65%	\$ 438,796
Grossman Drive	\$ 438,796	48%	\$ -

Scenario 5 (80%)		Funding Level	Amount Remaining
Total Funding available	\$ 1,875,166		
S. 17th Ave	\$ 1,767,840	80%	\$ 107,326
Grossman Drive	\$ 107,326	12%	\$ -

Scenario 6 (64%)		Funding Level	Amount Remaining
Total Funding available	\$ 1,875,166		
S. 17th Ave	\$ 1,414,272	64%	\$ 460,894
Grossman Drive	\$ 460,894	50%	\$ -

Scenario 7		Funding Level	Amount Remaining
Total Funding available	\$ 1,875,166		
Schofield Ave	\$ 1,875,166	51%	\$ -

Wausau MPO - TAP Grant Scoring - 2025

				Wausau		Weston/Marathon County		Rothschild	
Goal	Example	Measure	Scoring	Innovation Way Trail	Score	X & Sternberg Pedestrian Improvements	Score	Weston Ave Path	Score
Regional Significance	Project connects existing bike/ped infrastructure and is identified as important to the overall network.	Y/N	Y = 2, N = 0	Y	2	Y	2	Y	2
Bike Plan	Identified in MPO Bike/Ped plan	Y/N	Y = 1, N = 0	Y	1	Y	1	Y	1
Local Plan	Identified in a local plan.	Y/N	Y = 1, N = 0	Y	1	Y	1	Y	1
ROW issues	ROW must be acquired.	High, Medium, Low	H = 1, M = 2, L = 3	L	3	M	2	H	1
Facility Usage	Recreational or transportation.	Transportation utility ranks high, recreational utility ranks lower.	T = 3, M = 2, R = 1	T	3	T	3	T	3
Safety mitigation	Provide a safer alternative. Reduce dangerous crossings.	Y/N	Y = 1, N = 0	Y	1	Y	1	Y	1
Safety concern	Project presents potential safety concerns.	Y/N	Y = 0, N = 1	N	1	N	1	N	1
Access	Increases access to existing infrastructure.	Y/N	Y = 1, N = 0	Y	1	Y	1	Y	1
Other Issues	Any other concerns.								
		Total:	13		13		12		11

Wausau MPO TAP Application Ranking Summary

<u>Rank</u>	<u>Applicant</u>	<u>Project Title</u>	<u>Score (out of 13)</u>	<u>Summary</u>
1	City of Wausau	Business Campus Trail (84th Ave – Innovation Way)	13/13	The Wausau project completes the final missing link in the Business Campus trail system, providing a fully connected east–west multimodal corridor. The project is identified in multiple local and regional plans, has no ROW acquisition needs, and offers strong transportation utility by serving over 5,000 employees and multiple employers.
2	Village of Weston	Sternberg Avenue & County Road X Pedestrian Improvements (Safe Routes to School)	12/13	The Weston project directly addresses a documented safety concern at the Weston Elementary School crossing on County Road X, a high-volume arterial (9,000–11,000 AADT). Improvements include RRFBs, a pedestrian refuge island, new curb ramps, and updated signage and markings. The project is included in the adopted Safe Routes to School Plan, Comprehensive Plan, and Corridor Plan. ROW needs are slight and manageable.
3	Village of Rothschild	Weston Avenue Multi-Use Trail	11/13	The Rothschild project closes a key local trail gap, improving safety and access for nearby neighborhoods and schools. It aligns with multiple MPO and local plans and offers solid transportation benefits. However, it has moderate ROW acquisition and easement needs, slightly lowering its deliverability and overall priority compared to Weston.

City of Wausau – Business Campus Trail (84th Ave-Innovation Way)

<u>Criteria</u>	<u>Notes</u>	<u>Score</u>
Regional Significance	Connects to MPO Bike Route 10, completes east-west corridor	2
Bike Plan	Identified in 2021 MPO Bike/Ped Plan.	1
Local Plan	Included in Wausau Comp Plan & Business Campus Plan.	1
ROW issues	No acquisition needed, City owned ROW.	3
Facility Usage	Strong transportation utility (commuting to >5,000 employees).	3
Safety mitigation	Removes conflict with trucks, provides off-street facility.	1
Safety concern	No new safety hazard presented.	1
Access	Increases access to existing Business Campus trails & citywide system.	1

Village of Weston – Sternberg Ave & CR-X Pedestrian Improvements

<u>Criteria</u>	<u>Notes</u>	<u>Score</u>
Regional Significance	Improves a major arterial crossing (CR-X, 9,000–11,000 AADT). While localized at a school, it also benefits community connectivity.	2
Bike Plan	Project tied to Weston’s Bicycle & Pedestrian Master Plan (in progress) Safe Routes Plan also referenced.	1
Local Plan	In 2024 Weston Comp Plan, Corridor Plan, SRTS Plan (DC Everest School Board & Village adoption).	1
ROW Issues	Minimal ROW acquisition needed	2
Facility Usage	Primarily transportation utility: Safe Routes for ~533 students, plus general public crossing on CR-X.	3
Safety Mitigation	Directly addresses high safety concern (crossing arterial with high traffic speeds/volumes). Includes RRFBs, refuge island, curb ramps.	1
Safety Concern	Project does not create new hazards.	1
Access	Improves access to Weston Elementary and surrounding neighborhoods/employment.	1

Village of Rothschild – Weston Avenue Multi-Use Trail

<u>Criteria</u>	<u>Notes</u>	<u>Score</u>
Regional Significance	Closes local gap, supports Safe Routes, but less regional impact.	2
Bike Plan	In MPO Bike/Ped Plan.	1
Local Plan	In Comp Plan, Outdoor Rec Plan, CIP.	1
ROW issues	Permanent easements required & ROW acquisition	1
Facility Usage	Mixed utilitarian/recreational (school connections, neighborhood).	3
Safety mitigation	Provides safer alternative along 25–35 mph corridor.	1
Safety concern	No new hazard	1
Access	Increases access to schools, neighborhoods, and sidewalks.	1