



MARATHON COUNTY METROPOLITAN PLANNING COMMISSION AGENDA



Date & Time of Meeting: **Tuesday, August 11, 2026, at 2:00pm**

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

Planning Commission Members: Duane Gau – Chair, Allen Opall (Designee, Gaylene Rhoden – Vice Chair), Dan Helgeson, Judith Hase, Steve Hagman, Doug Diny, Tim Buttke, Matt Lee Baer, David Phelps, Mark Maloney, Dan Joling, Gregg Hoehn, Tom Helbach, Matthew Bronson

The meeting site identified above will be open to the public. Instead of in person attendance, Metropolitan Planning Commission 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: July 14, 2026, MPO Planning Commission Meeting**
- 4. Policy Issues, Discussion, and Possible Commission Action**
 - A. TIP Amendment
- 5. Educational Presentations and Commission Discussion**
 - A. 2027 Long Range Transportation Plan (LRTP) – Travel Demand Model (TDM)
- 6. Next Meeting Date & Time, Announcements, and Future Agenda Items**
 - A. Next Meeting Date and Time – Tuesday, September 8th, 2026, at 2:00 PM
 - B. Future Agenda Items – 2027 UPWP, 2027-2030 TIP, LRTP, City of Wausau NHS changes
- 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: LM

DATE: 08/04/2026

EMAIL TIME: 9:00am

SIGNED: 
PRESIDING OFFICER OR DESIGNEE

NOTICE POSTED AT COURTHOUSE:

BY: _____

DATE & TIME: _____



MARATHON COUNTY METROPOLITAN PLANNING COMMISSION MEETING MINUTES July 14th, 2026

Meeting Attendance:

Chairperson Duane Gau, Jeff Gates, Brad Lenz, Daryl Landeau NCRPC, Ron Schuenke, Brad Lenz, Mark Thuot (City of Schofield), Dave Muerett, Ryan VanDeWalle, Michael Woldalski, Steph Jaecks (WisDOT), Judith Hase, Laurie Miskimins (Wausau MPO Staff), Aaron Anklam, MaKayla Galecki

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 Gau at 2:01 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: June 9th, 2026, MPO Planning Commission Meeting

Action: Motion/Second by Thuot/VanDeWalle to approve June 9th, 2026, the MPO Planning Commission Minutes as presented. Motion carried by voice vote, no dissent.

4. Policy Issues, Discussion, and Possible Commission Action - None

5. Educational Presentations and Commission Discussion

A. 2027-2030 Transportation Improvement Program (TIP) – Call for Projects

Discussion:

Miskimins distributed a memo outlining prospective TIP projects and requested email updates on ongoing projects by July 24. Discussion was held regarding a potential bridge crossing on Foxglove, with County Highway R currently serving as an alternative route. The group noted that the project could offer benefits to multiple communities, including Rothschild, Rib Mountain, and local EMS services. It was acknowledged that some related projects already appear in the LRTP and its illustrative section. A recommendation was provided to wait for completion of the TDM to identify any system deficiencies before moving forward. Additional comments emphasized the value of another local crossing and the importance of relying on DOT expertise and TDM outcomes to ensure fairness among communities with pending project requests.

B. 2027 Long Range Transportation Plan (LRTP) – Travel Demand Model (TDM)

Discussion: Anklam noted that the TDM is nearing completion, which will allow for further discussion once updated data is available. A review was provided of current projects included in the LRTP, with plans to continue discussions in August and work toward a more finalized list of upcoming additions for the year. The floor was opened for input regarding new project suggestions or potential removal of existing items. Communities were asked to submit any comments prior to the August meeting.

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

MARATHON COUNTY METROPOLITAN PLANNING COMMISSION

- A. Next Meeting Date and Time – Tuesday, August 11th, 2026, at 2:00 PM
- B. Future Agenda Items – 2027 UPWP, TIP, LRTP (TDM), City of Wausau NHS changes

6. Adjournment

Action: There being no further business before the members, Motion/Second by VanDeWalle/Gau to adjourn the meeting of the Marathon County Metropolitan Planning Commission at 2:37pm Motion carried by voice vote, no dissent.

Submitted by:

Aaron Anklam, Transportation Planner

Wausau MPO

Wisconsin Department of Transportation
MPO TIP Amendment Cover Sheet

MPO Name: _____ Date: _____

Please provide applicable project information within the sections below or select the checkbox if the sections are not applicable to this amendment. If there are more than five projects within any section, please submit an additional sheet.

None of the below questions apply to this TIP amendment.

Are any time-sensitive projects included in the amendment?

[illegible]

Are any competitive (discretionary) projects included in the amendment (e.g., WEVI, SS4A, etc.)?

[illegible]

Are any direct recipient projects included in the amendment (e.g., 5339, SS4A, etc.)?

[illegible]

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

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

August 11, 2026

MARATHON COUNTY METROPOLITAN PLANNING

COMMISSION RESOLUTION #5-26

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 *changes to the pavement replacement project (373-22-037) on STH 52 East Wausau Avenue from North 6th Street to North 18th Street, and attaches the 2025-2028 TIP Amendment Table 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 August 2026



Duane Gau, Commission Chairman



Laurie Miskimins, MPO Commission Secretary

2025 - 2028 TABLE 1 AMENDMENT
TIP PROJECT LISTING (\$)
Amendment 8/11/2026
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 Changes

7	State of Wisconsin	Pavement Replacement	PE	\$165,000	\$585,000	\$250,000	\$1,000,000													Let Date: 11/4/2028
		STH 52, East Wausau Ave.	ROW		\$940,500		\$940,500													
	City of Wausau	North 6th St. to North 18th St.	CONST																	ID#: 6999-00-01/23/71/72
		373-22-037	TOTAL	\$165,000	\$1,525,500	\$250,000	\$1,940,500													Total improvement cost: \$12,828,350.
				(NHPP)																P

TABLE 2
Assessment of Available Funding for the 2025-2028 Transportation Improvement Program
Amendment August 11 2026

Funding Source		Programmed Expenditures				Estimated Available Funding			
Agency	Program	2025	2026	2027	2028	2025	2026	2027	2028
Federal Highway	NHPP	\$23,632,389	\$14,513,800	\$36,000	\$20,857,567	\$23,632,389	\$14,513,800	\$36,000	\$20,857,567
Administration	STBG	\$0	\$1,212,247	\$2,634,977	\$6,092,270	\$0	\$1,212,247	\$2,634,977	\$6,092,270
	BR	\$0	\$2,025,208	\$0	\$0	\$0	\$2,025,208	\$0	\$0
	IM	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	TAP	\$2,326,717	\$847,937	\$0	\$0	\$2,326,717	\$847,937	\$0	\$0
	CRP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	HSIP	\$180,000	\$180,000	\$180,000	\$1,007,328	\$180,000	\$180,000	\$180,000	\$1,007,328
	WEVI	\$885,428	\$0	\$0	\$0	\$885,428	\$0	\$0	\$0
	OCR	\$178,265	\$0	\$0	\$0	\$178,265	\$0	\$0	\$0
Totals		\$27,202,799	\$18,779,192	\$2,850,977	\$27,957,165	\$27,202,799	\$18,779,192	\$2,850,977	\$27,957,165
Totals	Inflated by 2.93% Annually	\$27,202,799	\$19,329,422	\$3,018,044	\$30,414,600	\$27,202,799	\$19,329,422	\$3,018,044	\$30,414,600

Federal Transit Administration	Section 5307 -- Wausau Urbanized Area	\$1,418,551	\$1,461,107	\$1,490,329	\$1,621,329	\$1,418,551	\$1,461,107	\$1,490,329	\$1,621,329
	Section 5310	\$603,435	\$511,568	\$0	\$0	\$603,435	\$511,568	\$0	\$0
	Section 5339	\$3,570,424	\$2,834,955	\$0	\$0	\$3,570,424	\$2,834,955	\$0	\$0
	Section 5307 - Other	\$109,681	\$325,395	\$114,112	\$124,142	\$109,681	\$325,395	\$114,112	\$124,142
Totals		\$5,702,091	\$5,133,025	\$1,604,441	\$1,745,471	\$5,702,091	\$5,133,025	\$1,604,441	\$1,745,471
Totals	Inflated by 2.93% Annually	\$5,702,091	\$5,283,423	\$1,698,461	\$1,898,898	\$5,702,091	\$5,283,423	\$1,698,461	\$1,898,898

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.

Chapter 5 - Traffic Model

The traffic model provides an examination of the current system of functionally classified roads as well as a look into the future to help plan for difficulties that come with growth. The traffic model data includes number of households, employment data broken into job type, and number of school age children. These are divided into defined areas called Traffic Analysis Zones (TAZ) and the model will calculate the number and type of trips between each zone. By applying those numbers to the road network an estimate of the volume is made and referenced against the road type (2-lane, turn lanes, stop signs, etc.) the Level of Service is estimated. This model measures the delay in travel time as a function of the roadway performance called Level of Service (LOS). This was first used by the 2016 LRTP to replace the previous capacity model. LOS calculates how well the roadway design moves traffic through the given infrastructure. It should be noted that no predictive model is perfect or definite but rather provide a glimpse at a possible future. The model runs are performed by WisDOT in concert with the Wausau MPO staff.

Base Year Model

The base year model uses 2010 census data and the corresponding job and household estimates. Full 2020 census information was not available in time for this model run and plan approval. Some minor changes, removal of projects that did materialize and adjustment of jobs numbers, to the base year information were made. See Map 5-1.

Areas of interest

The only area shown as a concern with this model is in the City of Wausau on Grand Avenue between Weston Ave and Sturgeon Eddy Road. This may be due to the high number of access points onto Grand Avenue or the light timing at Sturgeon Eddy Road. While there is no clear-cut answer, as one of the most traveled roads in the region, it bears consideration during design for any future projects in that area.

Future Year Model

The future year model is a 30-year projection which is best used to try and anticipate any large projects that may be needed due to changes in housing or industry. MPO staff met with each community to update the jobs and household numbers for the future traffic model Traffic Analysis Zones (TAZ). The model results were then reviewed by the MPO Technical Advisory Committee. See Map 5-2.

Areas of interest

Bridge Street between 1st Ave and 2nd St, City of Wausau. This is calculated at a LOS D. Issues with this segment may be resolved by addressing the intersections on either end of the segment.

Grand Ave between Thomas Ave and Sturgeon Eddy Road, City of Wausau. This is calculated at a LOS D.

Grand Ave between Sturgeon Eddy Rd and Weston Ave, City of Wausau. This is calculated at a LOS E. Both Grand Ave segments present a challenge as Grand Ave is one of the busiest roads

Map 5-1 Base year

LOS_Base_Map

DRAFT

Map 5-2 Future Map

LOS_Future_Map

DRAFT

in the metro area and has a constrained right-of-way. Thomas Ave is the first opportunity for traffic from the southeast metro area to cross the river north of Hwy 29 in Rothschild.

County Highway XX, west of Tower Road, Village of Kronenwetter. This is calculated at a LOS D. This is a section of 2-lane road that transitions to 4-lanes as it flows into the Cedar Creek retail area. Kronenwetter is expected to continue having residential growth and the use of CTH XX is the most direct way to access the interchange with I-39.

State Highway 153 between Old Hwy 51 and 4th Street, City of Mosinee. This is calculated at a LOS D and E. This is a section of road that requires further study. With the combination of a State Highway, the only local bridge in the southern metro area, and moving through a small city downtown there are many factors that would contribute to the underperformance of this segment.

FUTURE MAJOR PROJECTS

Early in 2020, MPO staff began a project to investigate any future major projects in the metro area. This involved meeting with staff and elected officials from each community to discuss future growth and current problems. Originally conceived as a stand-alone report, it was delayed due to the beginning of the COVID-19 pandemic and the decision was made to incorporate this report into the Long Range Transportation Plan.

Projects of regional significance were selected and MPO staff worked with WisDOT modeling staff to create scenarios for each project (Map 5-3). The project details are described below. None of the projects modeled were found to have any negative impacts on the surrounding network. Those projects are included in this plan as illustrative. Two projects that have potential impact on issues from the future model are detailed below.

Scenario results

1. Bridge at Wausau Ave in City of Wausau.

Wausau Ave is the most likely crossing of the Wisconsin River still in the City of Wausau. It does show some relief to the bridge on Bridge Street and improves that LOS to a C. The model does not optimize all the streets on either side of the river and growth patterns may change so there are many variables that could further influence these results.

2. Kowalski Interchange in Village of Kowalski.

The long-desired interchange with Interstate 39 at Kowalski Road in Kronenwetter was modeled and it showed a dramatic decrease in volume on the section of CTH XX west of Tower Road. This is likely due to the easier access at Kowalski Rd to I-39.

Map 5-3 future major projects

A&B_projects

DRAFT

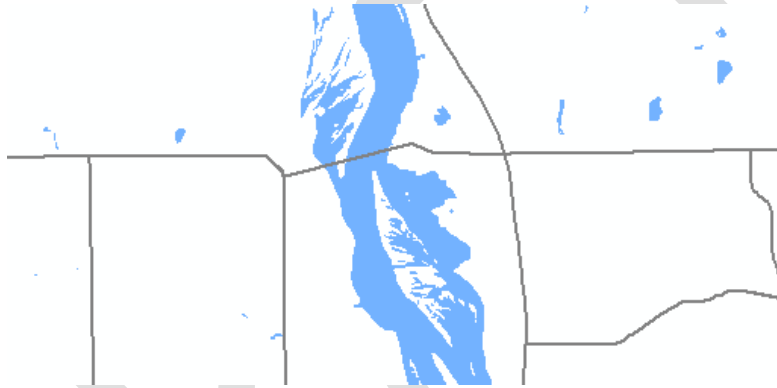
TRAFFIC MODEL SCENARIOS - FUTURE MAJOR PROJECTS

MPO staff, in consultation with MPO communities, developed several major projects to model for the Long Range Transportation Plan. These results of the modeling provide a glimpse into the feasibility of the idea. Any further work on a project would require a more detailed analysis. Project scenarios were compared against the MPO area future model with the projected traffic volume. All Level of Service (LOS) ratings are ABC unless noted. None of the scenarios produced a change to the previously noted problem areas in the future model. None of the scenarios had an adverse impact in the immediate surrounding area.

BRIDGES

1. Evergreen/Decatur:

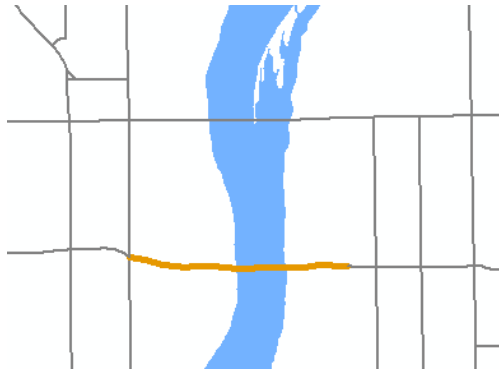
Bridge crossing the Wisconsin River in the City of Wausau and Village of Maine at Evergreen and Decatur. This project was long envisioned as an alternative to CTH WW and Bridge St while serving the regional circulation system as outlined in the Local Arterial Circulation Plan (2000).



Project #			Base Vol	LOS	Future Vol	LOS	Scenario Vol	LOS
1	Bridge	Evergreen/Decatur					2720	ABC
		Bridge St Bridge	22124	ABC	25747	D	24545	D

2. Wausau Ave:

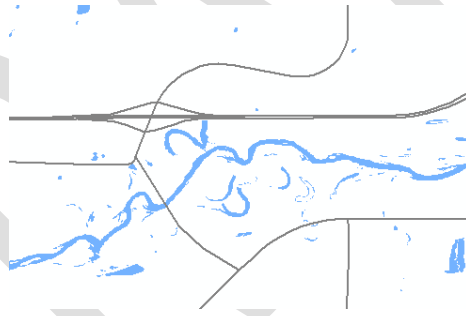
Bridge crossing the Wisconsin River in the City of Wausau at Wausau Avenue. One of a few possible crossings between Bridge St and Evergreen that could relieve traffic volumes on Bridge Street. It should be noted that this model did not optimize the road network on either side of the bridge. A more detailed analysis would likely extend from 6th Street to 3rd Ave.



Project #		Base Vol	LOS	Future Vol	LOS	Scenario Vol	LOS
2	Bridge Wausau Ave					4217	ABC
	Bridge St Bridge	22124	ABC	25747	D	22124	ABC

3. County Highway O:

This project would extend the southern end of the CTH O interchange across the Rib River and intersect with CTH NN. This was designed to examine the effectiveness of a bridge between Marathon City and CTH R. Although the model shows an access road along Hwy 29, this link carried no traffic volume and had no impact on the results.



Project #		Base Vol	LOS	Future Vol	LOS	Scenario Vol	LOS
3	Bridge CTH O Bridge					676	ABC
	CTH NN east			401		832	
	CTH NN west			401		233	
	STH 107 Overpass			5348		5259	
	CTH R Bridge			782		765	
	CTH O north			2081		2201	ABC

4. Grossman Bridge:

This project would extend Grossman Drive north from the Schofield industrial park, across the Eau Claire River and connect with Northwestern Ave. This was designed to serve as an alternative to Grand Ave/Bus 51. It should be noted the streets in the industrial park connecting to Metro Dr were slightly altered in the model however a more significant change is likely needed for a more detailed analysis.



Project #		Base Vol	LOS	Future Vol	LOS	Scenario Vol	LOS
4	Bridge Grossman Dr					3218	ABC
	BUS 51 Bridge	19553		23866		22535	ABC
	Northwestern Ave east	679		834		3081	ABC
	Metro Dr	1577		2248		2217	ABC

5. Military Road:

This project extends Military Road to the west, across the Wisconsin River, into Foxglove Road. This bridge could be an alternate to Hwy 29 between Rothschild and Rib Mountain. This scenario only reflects the addition of a bridge, further changes are modeled in scenario #11.



Project #			Base Vol	LOS	Future Vol	LOS	Scenario Vol	LOS
5	Bridge	Military Rd Bridge					3074	ABC
		Military Rd east Bus 51			4080		4554	
		Foxglove Rd	134		161		2287	
		Hwy 29 WB on ramp	6980		9710		9372	
		Bus 51 South	8060		11719		11819	

6. Gardner Park Road:

This project is another likely crossing point of the Wisconsin River in the southern MPO area. This would provide an alternate to STH 153 in Mosinee or possibly use of I-39. This scenario only reflects the addition of a bridge, further changes are modeled in scenario #12.



Project #			Base Vol	LOS	Future Vol	LOS	Scenario Vol	LOS
6	Bridge	Gardner Park					2631	
		CTH KK	1865		2313		3163	
		Kowalski	1820		3528		4005	
		Old 51 south	1004		3050		3531	
		Old 51 north	1723		3014		4167	
		STH 153 Bridge - Mosinee			17227	E	16787	E

7. Included in scenario #11.

ROADS

8. Northwestern Ave extension:

This project extends Northwestern Ave in Weston to the east from CTH X to Sandy Lane. This road would cross the Eau Claire River and provide an alternate to Ross Ave for the residential neighborhood.

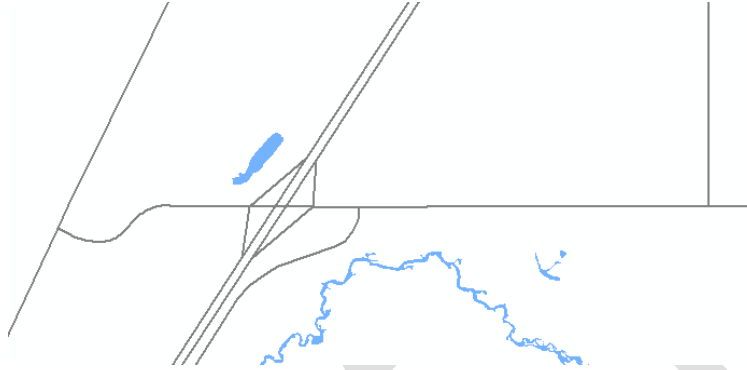


Project #			Base Vol	LOS	Future Vol	LOS	Scenario Vol	LOS
8	Road	Northwestern Ave East					2520	
		Ross Ave south of round	5905		7089		6669	
		Camp Phillips north of Ross	5101		7533		6384	
		Northwestern Ave west of Camp Phillips	1190		1994		2731	

INTERCHANGE

9. Kowalski Interchange:

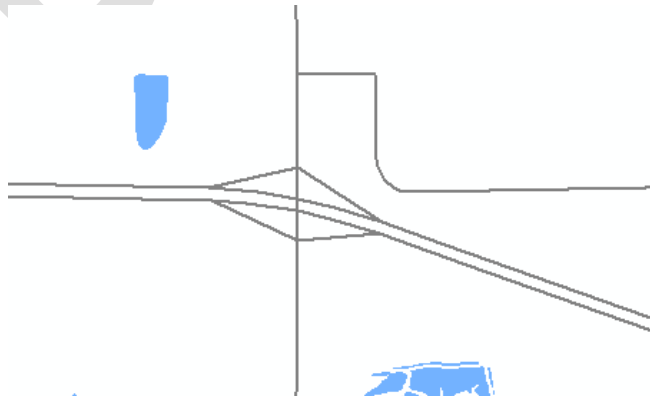
This project would provide access to and from I-39 to Kowalski Road in the Village of Kronenwetter. Although modeled as a standard diamond interchange it is likely the ramps would have a different configuration.



Project #		Base Vol	LOS	Future Vol	LOS	Scenario Vol	LOS
9	Kowalski Interchange						
	Ramps					2700-3000	
	Kowalski & Tower Dr	1820		3528		8641	ABC
	Old 51 south	1004		3050		2698	
	Old 51 north	1723		3014		1178	
	CTH XX			12110		7604	
	CTH X			5295		5156	

10. Ryan Street Interchange with Hwy 29:

This project adds a diamond interchange at Ryan Street in Weston. This would provide more immediate access to the industrial park and future developments south of Hwy 29. This model was developed before the release of the Weston Ave Corridor Plan.

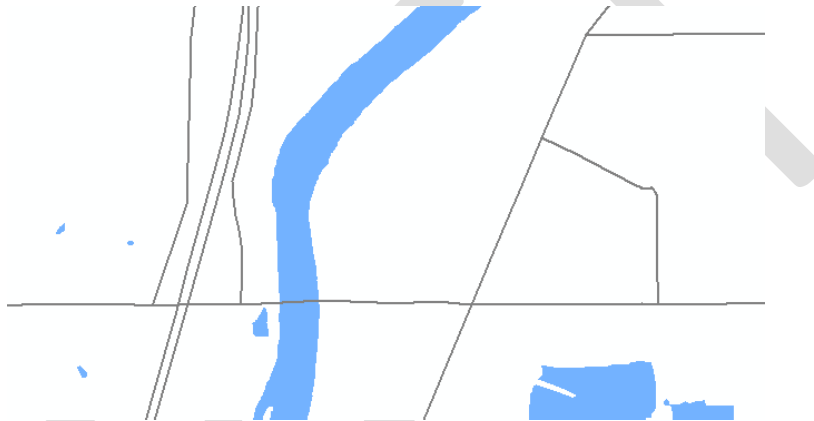


Project #		Base Vol	LOS	Future Vol	LOS	Scenario Vol	LOS
10	Ryan St Interchange						
	East off ramp					2441	
	West on ramp					2652	
	Ryan St south			2024		2147	
	Ryan St north			2024		5527	

COMBINED

11. Military Road and Trillium Extension:

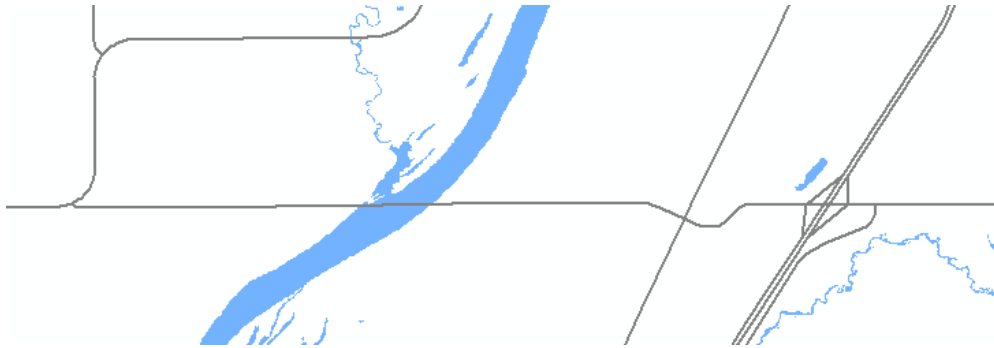
This scenario is designed to measure the effect of creating a more direct route from Rothschild to Rib Mountain Drive by extending Trillium Lane in the path of the current multi-use trail.



		Base Vol	LOS	Future Vol	LOS	Bridge only	Bridge and Trillium
11	Military Bridge and Trillium Lane						
	Military Bridge					3074	3940
	Military east of Bus 51			4080		4554	4667
	Foxglove Rd	134		161		2287	1607
	Hwy 29 WB on ramp	6980		9710		9372	9208
	Bus 51 South	8060		11719		11819	11953
	Trillium Lane						1764

12. Gardner Park Bridge and Kowalski Interchange:

This scenario is designed to measure the effect of both the I-39 interchange and a bridge over the Wisconsin River.



		Future Vol	LOS	Bridge only	LOS	Bridge and Interchange	LOS
12	Gardner Bridge and Interchange						
	Ramps					3100-3300	
	Kowalski & Tower Dr	3528		4005		8993	
	Old 51 south	3050		3531		2796	
	Old 51 north	3014		4167		1834	
	CTH XX	12110		11932		7522	
	CTH X	5295		5309		5166	
	Mosinee Bridge	17227	E	16787	E	16828	E
	CTH KK north	2313		1169		881	
	CTH KK south	2313		3163		3157	