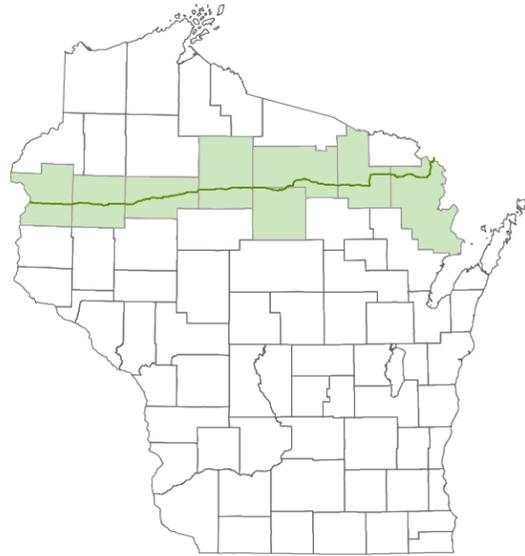


North Country Corridor – Saint Croix Falls to Niagara

Corridor Overview

This 300-mile corridor is part of an important passenger and freight route that links the Twin Cities, MN, most of northern Wisconsin and the Upper Peninsula of Michigan. The corridor is critical in connecting the tourism/recreation areas of northern Wisconsin to the Twin Cities market. It also serves the forest products industry. The corridor includes the urban areas of Rice Lake, Rhinelander and Niagara. It serves the St. Croix Indian Reservation, the Sokaogon Chippewa Community and the Forest County Potawatomi Community.



Current Corridor Characteristics

- Airports:
 - › Air carrier (passenger) airport: Rhinelander-Oneida County
 - › Transport/corporate airports: Rice Lake Regional-Carl's Field, Price County (Phillips)
 - › General utility airports: Amery Municipal, Rusk County (Ladysmith)
 - › Basic utility airports: Cumberland Municipal, Barron Municipal, Chetek Municipal, Prentice, Tomahawk Regional, Crandon Municipal
- Highways:
 - › Primary highway: US 8
 - › Corridors 2030 Connector Route: US 8
 - › Completed passing lane corridors:
 - US 8 [WIS 35 S (St. Croix Falls) to US 63 S (Turtle Lake)]
 - US 8 [US 63 N (Turtle Lake) to WIS 25 S (Barron)]
 - US 8 [County Rd W (Barron Co) to Cameron]
- Public Transit:
 - › Bus systems: Rice Lake, Ladysmith, Rusk County Transit
 - › Shared-ride taxi: Rhinelander
 - › Specialized transit: Available in all counties; level of service depends on location
- Fixed Guideway Transit: None along this corridor
- Rail Freight: Freight rail service exists
- Intercity Passenger Rail: None along this corridor
- Intercity Bus: None along this corridor
- Ports and Harbors: None along this corridor
- Ferry: None along this corridor
- Bicycle/Pedestrian:
 - › Major trails: Ice Age Trail (pedestrian only), Gandy Dancer State Trail, Tussockia State Trail, Wild Rivers State Trail, Pine Line Trail, Bearskin - Hiawatha State Trail, Nicolet State Trail
 - › Accommodations, linkages and accessibility along and across some facilities

Future Corridor Vision

- Airports: Continued service, increased direct air service and infrastructure projects to support business airplane-capable airports
- Highways: Maximized preservation and maintenance of infrastructure and continued user efficiency and mobility, including improved traffic movement, along US 8 by implementing:
 - › State Access Management Plan vision
 - Tier 2A; US 8 (St. Croix River to US 53)
 - Tier 2B; US 8 (US 53 to Menominee River)
 - › Candidate passing lane corridors (US 8)
 - › Enumerated Major project under study (US 8, St. Croix River to US 53)
- Public Transit: Increased regional coordination and continued service
- Fixed Guideway Transit: None along this corridor
- Rail Freight: Continued freight rail service and corridor preservation
- Intercity Passenger Rail: None along this corridor
- Intercity Bus: New service:
 - › Phase 1: Between Eau Claire and Duluth/Superior, with a stop in Rice Lake
 - › Phase 3: Between Hurley/Ironwood and Wausau, with a stop in Rhinelander
- Ports and Harbors: None along this corridor
- Ferry: None along this corridor
- Bicycle/Pedestrian: Continued and enhanced accommodations, linkages and accessibility along and across facilities

	Year 2007	Year 2030
County populations		
Polk	45,611	52,257
Barron	47,551	50,174
Rusk	15,627	15,634
Price	16,069	15,059
Lincoln	30,562	31,775
Oneida	38,600	39,673
Forest	10,329	10,368
Marinette	44,646	44,710
Population age 65 and older	40,727	75,556
Enplanements		
Rhinelander-Oneida County Airport	38,820	65,300
Average annual daily traffic along US 8	1,200 – 8,500	1,400 – 22,600
Truck volume along		
US 8 from Minnesota/Wisconsin state line to US 53	Low	Medium
US 8 from WIS 13 to US 51	Low	Medium
Remaining segments of US 8	Low	Low

Refer to the "Corridor Map - Data Definitions and Sources" for more information.



North Country Corridor – Saint Croix Falls to Niagara



About Multimodal Corridors

The *Connections 2030* planning process identified statewide multimodal, intercity corridors as visual communication tools to view existing conditions, transportation features and future recommendations. These corridors collectively represent a starting point toward long-term implementation of *Connections 2030* and the corridor management process.

These multimodal corridors:

- Serve critical sectors of the economy or major population centers
- Carry significant travel activity for passenger and/or freight traffic
- Show significant growth in travel or economic development
- Serve an important role for other transportation modes

Corridor selection was also influenced by local land use and development plans. Each corridor is a broad geographical band that follows a general directional flow connecting trips that may include streets, highways, rail, pedestrian, bicycle facilities and routes and transit route alignments. A corridor generally follows the directional flow of a state highway alignment. It includes parallel state and local roads, service roads and facilities for other transportation modes, such as rail, pedestrian, and transit, which influence the mobility, capacity, safety and other functional elements of the corridor.

Important Notes about What is Depicted

The map shows currently programmed and proposed future activities (as of December 31, 2007) that have significant impacts on the corridor. Not all projects or initiatives are mapped, and additional analyses, including an environmental document, will be conducted before any of the projects or activities are completed. These analyses may include studying alternatives (including a no build/no change alternative) with public involvement opportunities as appropriate. Resources and shifting priorities may impact WisDOT's implementation of any proposed activity within the time frames identified. WisDOT will remain flexible in the implementation of *Connections 2030* recommendations. The map and table activities on the following page reflect actions identified in:

- *Connections 2030* policies
- WisDOT's Six-Year Highway Improvement Program (2008 - 2013)
- Other WisDOT program data
- Other WisDOT plans and studies
- Metropolitan planning organizations' (MPOs), regional planning commissions' (RPCs) and tribal long-range transportation plans

For information on funding and implementation priorities, see those *Connections 2030* chapters. For more information on transportation projects, contact the WisDOT Region Office (see *Connections 2030* or www.dot.wisconsin.gov/projects/ for a map of region offices). MPO, RPC and tribal long-range transportation plans offer recommendations on all transportation modes within their boundaries.

Existing Facilities

- Airport
- Park and ride
- Intercity bus stop
- Rail station
- Fixed guideway (commuter rail station)
- Port or harbor
- Mississippi River lock and dam
- Ferry
- Bicycle/pedestrian trail
- Rail-to-trail
- Railroad – private ownership
- Railroad – public ownership
- State trunk network
- State/county boundary
- Waterway
- City/village
- Metropolitan Planning Area
- Native American land

Priority Project Action Areas

- Interchange**
 - Study and/or preserve right of way
 - Study and construct new
 - Reconstruct existing
- Bicycle and Pedestrian**
 - Provide urban connection
 - Provide rural connection
- Bridge**
 - Reconstruct existing or construct new
- Intercity Passenger Rail**
 - Proposed station
 - Proposed station with intercity bus stop
 - Study future route
 - Priority route
- Highways**
 - Construct capacity project
 - Prepare corridor plan
 - Reconstruct existing
 - Construct passing lane
 - Convert to Interstate standards
 - Study bypass/new arterial

Priority Project Support Areas

- Airport**
 - Airport project
- Intercity Bus**
 - Intercity bus stop
 - Priority route
- Park and Ride**
 - Park and ride
- Port, Channel or Waterway**
 - Port, channel or waterway project
- Ferry**
 - Ferry project
- Bicycle and Pedestrian**
 - Trail connection or extension
 - Rail-to-trail
- Fixed Guideway**
 - Commuter, rapid or express bus route
 - Study future route
 - Commuter rail route
 - Commuter rail, proposed station

For more information, refer to the Corridor Map Legend Definitions document at www.wiconnections2030.gov.



North Country Corridor – Saint Croix Falls to Niagara

Current and Proposed Future Activities

These activities may not occur in the time frame identified due to budget constraints, changing conditions or shifting priorities. Refer to the “Important Notes about What is Depicted” for more information or contact the WisDOT Region Office.

Short-Term (2008 – 2013)

US 8	Prepare corridor plan from US 51 to North Rifle Rd (Oneida Co)
US 51	Prepare corridor plan from US 8 to County Rd D (Oneida Co)
US 53	Construct new interchange at County Rd V (Barron Co) and US 53
US 141	Reconstruct within Niagara municipal limits
WIS 13	Prepare corridor plan from US 10 (Marshfield) to US 8 (Prentice)
WIS 35	Prepare corridor plan from Polk County south county line to US 8, including the mapping of the Osceola Bypass
WIS 73	Replace bridges over Jump River
Airports	Support runway extension at the Tomahawk Regional Airport, and the L.O. Simenstad Municipal Airport in Osceola
Bicycle/Pedestrian	Support construction of the Amery to Dresser State Trail
Intercity Bus	Support new intercity bus service between Eau Claire and Superior with stops in Chippewa Falls, Rice Lake and Spooner
Park & Ride	Support proposed park and ride construction near the intersection of US 8 and US 51, and near the intersection of US 8 and County Rd S (Forest Co)

Mid-Term (2014 – 2019)

US 63	Prepare corridor plan from US 8 to WIS 64
US 51	Prepare corridor plan from County Rd K (Lincoln Co) to County Rd S (Lincoln Co)
US 141	Prepare corridor plan from WIS 64 to Michigan/Wisconsin state line
Airports	Support runway extension at the Amery Municipal Airport and the Rusk County Airport in Ladysmith if supported by environmental document
Bicycle/Pedestrian	Provide urban and rural accommodations along US 8 from 13th St (Barron) to County Rd W (Rusk Co); in Ladysmith from Bell School Rd to Rocky Ridge Rd; from County Rd B (Glen Flora) to County Rd J (Kennan); from County Rd D (Price Co) to Bearskin Trail; in Crandon between city limits; and from WIS 32 (Forest Co) to Forest/Marinette county line
Bicycle/Pedestrian	Provide rural accommodations along WIS 107 from County Rd S (Lincoln Co) to Matthews Rd (Lincoln Co)
Bicycle/Pedestrian	Provide urban and rural accommodations along WIS 27 from WIS 64 (Chippewa Co) to WIS 70 (Sawyer Co)
Bicycle/Pedestrian	Provide rural accommodations along WIS 13 from Bennett Rd (Price Co) to Aspen Rd (Price Co)
Bicycle/Pedestrian	Provide urban and rural accommodations along US 63 from County Rd G (Barron Co) to County Rd B (Shell Lake); and from WIS 253 (Spooner) to WIS 53 South (Washburn Co)
Bicycle/Pedestrian	Support construction of a trail on the rail corridor from Dresser to Almena
Bicycle/Pedestrian	Provide urban and rural accommodations along US 141 from County Rd K (Marinette Co) to County Rd 00 (Marinette Co); and from Wishman Rd (Marinette Co) through Niagara to the Michigan/Wisconsin state line
Park & Ride	Support proposed park and ride construction near the intersection of US 53 and WIS 48

Long-Term (2020 – 2030)

US 8	Prepare corridor plan from WIS 32 (Crandon) to WIS 32 (Laona)
US 51	Convert to freeway from County Rd K (Lincoln Co) to County Rd S (Lincoln Co) if supported by environmental document
US 53	Construct candidate expressway upgrades and/or convert to freeway from 26th Ave (Town of Oak Grove near Haugen) to US 2 if supported by environmental document

Long-Term (2020 – 2030), continued

Bicycle/Pedestrian	Support connection of the Bearskin Trail to the Hiawatha Trail north of Tomahawk
Intercity Bus	Support new intercity bus service to between Wausau and Hurley with stops in Merrill, Tomahawk, Rhinelander and Minoqua
Park & Ride	Support proposed park and ride construction near the intersection of US 8 and WIS 87; and US 8 and WIS 25 if supported by environmental document

Entire Planning Period

US 8	Construct candidate passing lanes from County Rd SS (Barron Co) to WIS 27; Everett Ave (Ladysmith) to Wausau Rd (Oneida Co); WIS 17 to WIS 32 (Crandon); and from WIS 32 (Crandon) to WIS 32 (Laona) if supported by environmental document
US 8	Complete corridor plan from WIS 35 North to US 53 and study interchanges at WIS 35 North and US 8; WIS 65 and US 8; WIS 46 North and US 8; WIS 46/County Rd H (Polk Co) and US 8; County Rd T (Barron Co) and US 8; County Rd O (Barron Co) and US 8; and WIS 25 and US 8. Implement plan/study results, which may include preserving right-of-way, and adding lanes and/or capacity if supported by environmental document and process leading to candidate Major project enumeration.
US 45	Construct candidate passing lanes from Enterprise Lake Rd (Elcho) to County Rd B (Oneida Co) and from County Rd Q (Oneida Co) to WIS 32 if supported by environmental document
US 51	Construct candidate passing lanes from US 8 to County Rd Y (Oneida Co) if supported by environmental document
US 63	Construct candidate passing lanes from WIS 64 to US 8 if supported by environmental document
US 141	Construct candidate passing lanes from north Crivitz boundary to WIS 180 and from County Road V (Marinette Co) to US 8/141 split if supported by environmental document
WIS 13	Construct candidate passing lanes from Allman St (Medford, Taylor Co) to County Rd D (Price Co), and from County Rd F (Price Co) to County Rd E/9th St S (Park Falls, Price Co) if supported by environmental document
WIS 35	Construct candidate passing lanes from US 8 to County Rd W (Polk Co) if supported by environmental document
WIS 46	Construct candidate passing lanes from WIS 64 to Griffin St (Amery, Polk Co) and from County Rd H (Polk Co) to US 8 if supported by environmental document
Airports	Support continued preservation, maintenance and infrastructure projects at <i>State Airport System Plan</i> airports
Airports	Support projects that benefit airports with scheduled passenger service
Bicycle/Pedestrian	Support accommodations and linkages to create a connected network that provides accessibility along and across facilities
Local Roads	Support continued preservation, maintenance and infrastructure projects
Park & Ride	Support continued preservation and maintenance
Park & Ride	Support expansion of existing park and ride facilities if needed and if supported by environmental document
Public Transit	Support regional service expansion in Rice Lake, Ladysmith and Rusk County
Public Transit	Support continued service and vehicle replacement for Rice Lake, Ladysmith and Rusk County Transit systems
Public Transit	Support continued shared-ride taxi service in Rhinelander
Public Transit	Work with counties and transit service providers to coordinate and expand rural transit service
Rail Freight	Support the preservation of existing freight services and corridors
Specialized Transit	Support continued service and encourage improved service coordination
State Highways	Construct grade separations at rail crossings if supported by environmental document
State Highways	Preserve and maintain infrastructure
State Highways	Improve traffic movement with traffic operations infrastructure strategies



Corridor Map – Data Definitions and Sources

Data Definitions

Corridors 2030

(See *Connections 2030 Chapter 5, Preserve and Maintain Wisconsin's Transportation System*, for more information.)

- Backbone system: Multilane, divided highways interconnecting all major population and economic centers of the state and linking them to the national transportation network
- Connector system: Two- and four-lane highways directly linking other significant economic and tourism centers to the Backbone system

State Access Management Plan vision

(See *Connections 2030 Chapter 9, Promote Transportation Efficiencies*, for more information.)

- Tier 1: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at interchanges (with some existing safely spaced, locked and gated emergency vehicle driveways and a few isolated field entrances possible at select locations)
- Tier 2A: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at at-grade public road intersections (with some existing safely spaced, locked and gated emergency vehicle driveways and few isolated field entrances)
- Tier 2B: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at at-grade public road intersections with some existing safely spaced, lower volume private, residential, field or emergency service driveways
- Tier 3: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at at-grade public road intersections with some existing safely spaced, higher volume private, residential and field or emergency service driveways
- Tier 4: By 2030, in rural areas (outside of city and village boundaries), access to the highway will be at safely spaced driveways and roads

State Airport System Plan classifications

- Air carrier (passenger)/air cargo: Designed to accommodate virtually all aircraft up to and, in some cases, including wide body jets and large military transports
- Transport/corporate: Intended to serve corporate, small passenger and cargo jet aircraft used in regional service, and small airplanes (piston or turboprop) used in commuter air service
- General utility: Intended to serve virtually all small aviation single and twin-engine aircraft (both piston and turboprop) with a maximum take-off weight of 12,500 pounds or less
- Basic utility: Intended to serve all small-engine piston aircraft and many of the smaller twin-engine piston aircraft with a gross takeoff weight of 12,500 pounds or less

Truck volume descriptions

- Low (0 – 501 trucks per day), Medium (501 – 2,500 trucks per day),
- High (2,501 – 8,000 trucks per day), Very High (more than 8,000 trucks per day)

Urban/urbanized areas

- Urban areas: Areas with populations between 5,000 and 49,999
- Urbanized areas: Areas with populations of 50,000 or more

Data Sources

Annual average daily traffic (AADT)

- Current data: WisDOT, *2005 Wisconsin Highway Traffic Volume Data*, December 2006
- Forecast data: WisDOT, August 2007

Enplanements

- Current data: WisDOT, *2006 Wisconsin Aviation Activity*, April 2007
- Forecast data: Flight Transportation Associates, Inc., *Updated Wisconsin State Airport System Plan Aviation Activity Forecasts*, September 2005; Southeast Wisconsin Regional Planning Commissions, *Review and Update of Regional Airport System Plan Forecasts*, 2005

National Highway System (NHS) intermodal terminals

- Federal Highway Administration, October 2007

Passenger rail ridership

- Current data: WisDOT, 2007
- Forecast data:
 - › Transportation Economics & Management Systems, Inc., *Midwest Regional Rail Initiative Project Notebook*, 2004
 - › Forecast year 2020
 - › Forecast Milwaukee station data includes all Milwaukee area stations (Milwaukee Intermodal Station, General Mitchell International Airport and Granville)

Population

- Current population: Wisconsin Department of Administration, *January 1, 2007 Preliminary Population Estimates for Wisconsin Counties*, August 10, 2007
- 2030 Population: Wisconsin Department of Administration, *Final Population Projections for Wisconsin Counties by Age and Sex: 2000 – 2030*, January 2004
- Current Age 65 and older population: 2000 US Census, Summary File 1, Variable P12: Sex by Age
- 2030 Age 65 and older population: Wisconsin Department of Administration, *Final Population Projections for Wisconsin Counties by Age and Sex: 2000 – 2030*, January 2004

Public and specialized transit

- WisDOT, January 2008

Truck volume

- WisDOT, August 2007

Wisconsin Metropolitan Planning Organizations (MPOs)

- Chippewa – Eau Claire Metropolitan Planning Organization, *Long Range Transportation Plan 2005 – 2030*, October 2005
- Dubuque Metro Area Transportation Study, *2031 Long-Range Transportation Plan*
- Duluth – Superior Metropolitan Interstate Council, *Access and Mobility for People and Freight 2030*, September 2005

- Fond du Lac Metropolitan Planning Organization, *Long Range Transportation/Land Use Plan for the Fond du Lac Urbanized Area*, October 2005
- Fox Cities Metropolitan Planning Organization, *Long Range Transportation/Land Use Plan for the Fox Cities Urbanized Area*, October 2005
- Green Bay Metropolitan Planning Organization, *Long Range Transportation Plan*, November 2005
- Janesville Metropolitan Planning Organization, *2005 – 2035 Long Range Transportation Plan*, December 2005
- La Crosse Area Planning Committee, *2030 La Crosse and La Crescent Metropolitan Area Transportation Plan*, August 2005
- Madison Area Transportation Planning Board, *Regional Transportation Plan 2030*, November 2005
- Oshkosh Metropolitan Planning Organization, *Long Range Transportation/Land Use Plan for the Oshkosh Urbanized Area*, October 2005
- Sheboygan Metropolitan Planning Organization, *Year 2035 Sheboygan Area Transportation Plan*, January 2006
- Southeastern Wisconsin Regional Planning Commission, *Planning Report 49, A Regional Transportation System Plan for Southeastern Wisconsin 2035*, March 2006
- Stateline Area Transportation Study, *2006 – 2035 Long-Range Transportation Plan*, December 2005
- Wausau Metropolitan Planning Commission, *Wausau Area Metropolitan Area Long-Range Transportation Plan – 2035*, December 2005

Wisconsin Tribal Transportation Plans

- Bad River Band of Lake Superior Tribe of Chippewa Indians, *Long Range Tribal Transportation Plan*, July 2006
- Forest County Potawatomi Community, *Long Range Transportation Plan*, March 2008
- Ho-Chunk Nation, *Ho-Chunk Nation Long Range Transportation Plan*, June 2005, amended March 2007
- Lac Courte Oreilles Band of Lake Superior Chippewa Indians, *2006 Transportation Plan*, March 2006
- Lac du Flambeau Band of Lake Superior Chippewa Indians, *Long-Range Transportation Plan*, February 2007
- Menominee Nation, *Menominee Indian Reservation Long-Range Transportation Plan*, May 2007
- Oneida Tribe of Indians of Wisconsin, *Transportation Improvement Plan*, December 2003, amended March 2007
- Red Cliff Band of Lake Superior Tribe of Chippewa Indians, *Long Range Transportation Plan for the Red Cliff Reservation*, February 2006
- St. Croix Chippewa Indians of Wisconsin, *St. Croix Tribal Council 2007 Long Range Transportation Plan*, March 2007
- Sokaogon Chippewa Community, *Long Range Transportation Plan*, March 2007
- Stockbridge-Munsee Community Band of Mohican Indians, *2006 Tribal Long-Range Transportation Plan Update*, May 2007

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