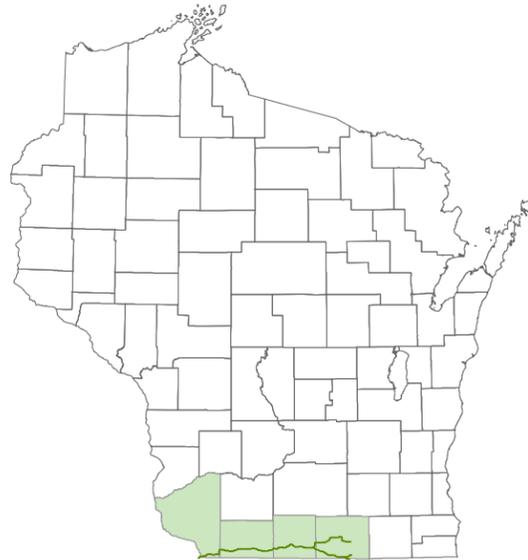


# Cheese Country Corridor – Dubuque, IA to Rock County

## Corridor Overview

This 90-mile corridor crosses some of the richest farmland in the nation and serves a major agricultural region of southwestern Wisconsin. It also serves as a commuter, tourism and trucking connection between the metro areas of Janesville and Beloit and Dubuque, IA. As of 2007, this corridor crossed Wisconsin’s top three cheese producing counties (based on number of cheese factories): Green County (10), Grant County (7) and Lafayette County (6). The corridor includes the urban and urbanizing areas of Dubuque, IA, as well as Monroe, Janesville and Beloit.



## Current Corridor Characteristics

- Airports:
  - › Transport/corporate airports: Monroe Municipal, Rock County (Janesville)
- Highways:
  - › Primary state highways: WIS 11, WIS 81
  - › Corridors 2030 Connector Routes: WIS 11, WIS 81
- Public Transit:
  - › Bus systems: Janesville, Beloit
  - › Shared-ride taxi: Grant County, Monroe
  - › Specialized transit: Available in all counties; level of service depends on location
- Fixed Guideway Transit: None along this corridor
- Rail Freight: Freight rail service exists
- Intercity Passenger Rail: None along this corridor
- Intercity Bus:
  - › Connections in Beloit to intercity bus services to Madison, Minneapolis/St. Paul, MN and Chicago, IL
- Ports and Harbors: Port in Dubuque, IA
- Ferry: None along this corridor
- Bicycle/Pedestrian:
  - › Major trails: Sugar River 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 WIS 11 and WIS 81 by implementing:
  - › *State Access Management Plan* vision
    - Tier 1; WIS 11 (County Rd N (Green Co) to County Rd KK (Green Co))
    - Tier 2A; WIS 11 (County Rd KK (Green Co) to west of County Rd S (Green Co))
    - Tier 2B; WIS 11 (US 151 to County Rd N (Green Co), from west of County Rd S (Green Co) to Janesville) and WIS 81 (split with WIS 11 to Beloit municipal limit)
  - › Candidate passing lane corridors (WIS 11, WIS 81)
- Public Transit: Increased regional coordination and continued service
- Fixed Guideway Transit: New service (Rock County)
- Rail Freight: Continued freight rail service and corridor preservation
- Intercity Passenger Rail: None along this corridor
- Intercity Bus:
  - › Continued existing services
  - › New service: Phase 2 - Between Madison and Dubuque, IA; and between proposed Madison passenger rail station and Chicago, IL passenger rail station, with stops in Janesville and Beloit
- Ports and Harbors: Port in Dubuque, IA
- Ferry: None along this corridor
- Bicycle/Pedestrian: Continued and enhanced accommodations, linkages and accessibility along and across facilities

	Year 2007	Year 2030
<b>County populations</b>		
Grant	51,037	52,814
Lafayette	16,317	16,874
Green	36,262	40,505
Rock	159,530	177,855
<b>Population age 65 and older</b>	34,479	60,668
<b>Average annual daily traffic along</b>		
WIS 11	2,800 – 7,400	3,600 – 9,000
WIS 81	2,700 – 3,600	2,900 – 4,400
<b>Truck volume along</b>		
WIS 11	Low	Low
WIS 81	Low	Low

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



# Cheese Country Corridor – Dubuque, IA to Rock County



## 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.

### 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](http://www.wiconnections2030.gov).



# Cheese Country Corridor – Dubuque, IA to Rock County

## 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)

WIS 11	Prepare corridor plan from WIS 35/US 151 to I-39/90
WIS 78	Replace bridge over Cherry Creek
Public Transit/ Fixed Guideway	Support studies of commuter bus or rail service in Dane, Rock and Walworth counties with potential links to Rockford, IL and Chicago, IL
Commuter Bus/ Fixed Guideway	Support regional service expansion to include Janesville and Beloit in Wisconsin and Rockton, Roscoe, Rockford and Belvedere in Illinois
Public Transit/ Fixed Guideway	Support the implementation of the <i>South Central Wisconsin Commuter Transportation Study</i> . Transit alternatives include commuter rail service from Janesville and/or Beloit to the Harvard, IL Metra station; commuter rail service from Madison to Rockford, IL via either Milton or Evansville; bus rapid transit between Madison and northwestern Cook County, IL; express bus service from Madison to Rockford, IL; and feeder bus service from Beloit and/or Janesville to the Harvard, IL Metra station

### Mid-Term (2014 – 2019)

US 151	Construct candidate expressway upgrades and/or convert to freeway from the Iowa/Wisconsin state line to County Road G (Dane Co) if supported by environmental document
Bicycle/Pedestrian	Provide urban accommodations along WIS 11 through Brodhead
Bicycle/Pedestrian	Provide rural accommodations along US 151 from Iowa/Wisconsin state line to US 61 (Dickeyville)
Bicycle/Pedestrian	Provide rural accommodations along US 61/151 across Mississippi River
Intercity Bus	Support new intercity bus service between Dubuque, IA and Madison with stops in Platteville, Dodgeville, Mount Horeb, and Verona

### Entire Planning Period

WIS 11	Construct candidate passing lanes from WIS 35 to Clay Ln (Hazel Green); WIS 80 to County Rd J north (Lafayette Co); County Rd J south (Lafayette Co) to Big Cut Rd (Town of Shullsburg); Water St (Shullsburg) to County Rd K (Lafayette Co); WIS 78 to W 8th St (Monroe); County Rd S (Green Co) to WIS 81; and WIS 104 to County Rd D (Rock Co) if supported by environmental document
WIS 81	Construct candidate passing lanes from WIS 11 to Bittel St (Beloit) if supported by environmental document
WIS 69	Construct candidate passing lanes from WIS 81 to WIS 39 if supported by environmental document
Airports	Support continued preservation, maintenance and infrastructure projects at <i>State Airport System Plan</i> airports
Bicycle/Pedestrian	Support accommodations and linkages to create a connected network that provides accessibility along and across facilities
Fixed Guideway	Support studies and implementation of potential new commuter rail service from Rock, Walworth, Racine, and Kenosha counties to Chicago, IL
Local Roads	Support continued preservation, maintenance and infrastructure projects
Public Transit	Support continued shared-ride taxi service in Grant County and Monroe
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

## 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/](http://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.



# 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

*The information contained in this data set and information produced from this data set was created for the official use of WisDOT. Any other use, while not prohibited, is the sole responsibility of the user. WisDOT expressly disclaims all liability regarding fitness of use of the information for other than official WisDOT business.*

