**Coulee Country Corridor – La Crosse to Tomah**

**Corridor Overview**
This 40-mile corridor is part of an Interstate passenger and freight corridor linking La Crosse and locations west with Madison, Milwaukee, the Fox Valley, Chicago and locations further south and east. The corridor also provides an important economic link to western Wisconsin and is a key route to Fort McCoy. It includes the Wisconsin Veterans Memorial Highway (I-90 from the Illinois state line to the Minnesota state line). The corridor serves the urban and urbanized areas of La Crosse, Sparta and Tomah. This corridor also serves the Ho-Chunk Nation.

**Current Corridor Characteristics**

- **Airports:**
  - Air carrier (passenger) airport: La Crosse Municipal
  - Transport/corporate airport: Sparta-Fort McCoy
  - General utility airport: Bloyer Field (Tomah)

- **Highways:**
  - Primary state highways: I-90, WIS 16, WIS 21
  - Corridors 2030 Backbone Route: I-90
  - NHS intermodal terminals with local road connections: Port of La Crosse

- **Public Transit:**
  - Bus systems: La Crosse
  - Shared-ride taxi: Onalaska
  - 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:** Amtrak Empire Builder service between Chicago, IL and Seattle, WA/Portland, OR, with stops in Tomah and La Crosse

- **Intercity Bus:**
  - Connections in La Crosse to intercity bus services to Madison and Minneapolis/St. Paul, MN
  - Connections in Tomah to intercity bus services to Chicago, IL and Minneapolis/St. Paul, MN

- **Ports and Harbors:** La Crosse

- **Ferry:** None along this corridor

- **Bicycle/Pedestrian:**
  - Major trails: Great River State Trail, La Crosse River State Trail, Elroy – Sparta 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 I-90, WIS 16, and WIS 21 by implementing:
  - State Access Management Plan vision
    - Tier 1: I-90
    - Tier 2A: WIS 16 (WIS 157 to County Rd M (La Crosse Co))
    - Tier 2B: WIS 16 (County Rd C (La Crosse Co to Sparta municipal limit) and WIS 21 (Sparta municipal limit to I-94)
  - Candidate passing lane corridors (WIS 21)
  - Enumerated Major project for construction (La Crosse)

- **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:**
  - Continued Amtrak Empire Builder service between Chicago, IL and Seattle, WA/Portland, OR, with stops in Tomah and La Crosse
  - New service: New Minneapolis/St. Paul, MN – Madison – Milwaukee – Chicago, IL intercity passenger rail service
  - All new intercity passenger rail services will operate within existing corridors

- **Intercity Bus:**
  - Continued existing service
  - New service:
    - Phase 2: Between La Crosse and Madison via I-90, with stops in Tomah and Sparta; and between Eau Claire and Tomah passenger rail station
    - Phase 3: Between La Crosse and Wausau, with stops in Sparta and Tomah

- **Ports and Harbors:** Continued service, preservation and maintenance and infrastructure improvements (La Crosse)

- **Ferry:** None along this corridor

- **Bicycle/Pedestrian:** Continued and enhanced accommodations, linkages and accessibility along and across facilities

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

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

### Current and Proposed Future Activities

#### Short-Term (2008 – 2013)
- I-94: Replace bridges at County Rd PP (Monroe Co) and County Rd C (Juneau Co)
- WS 21: Reconstruct from WS 16 to Montgomery St and replace bridge deck (Sparta)

#### Mid-Term (2014 – 2019)
- WS 17: Prepare corridor plan from I-94 to Rivermead Rd (Mendocino Co)
- Airports: Support runway extension at the Sparta-Fort McCoy airport
- Bicycle/Pedestrian: Provide urban accommodations along WS 16 through Tomah and Sparta, and along US 12 through Tomah
- Bicycle/Pedestrian: Provide rural accommodations along WS 36 from Sparta to County Rd W (Monroe Co)

#### Intercity Bus
- Support new intercity bus service between La Crosse and Madison via I-90
- Intercity Bus: Support accommodations and linkages to create a connected network that provides accessibility along and across facilities

#### Intercity/Feeder Bus
- Support new intercity/feeder bus service from Eau Claire to the La Crosse passenger rail station with a stop in Black River Falls

#### Intercity Passenger Rail
- Implement intercity passenger rail service between Minneapolis/St. Paul, MN and Chicago, IL via Eau Claire with proposed stops in Hudson, Menomonie, Eau Claire, Wiscasset, Dubuque, Madison, Watertown, Oconomowoc, Brookfield, Milwaukee, General Mitchell International Airport and Sturtevant and/or via La Crosse with proposed stops in La Crosse, Tomah, Wiscasset, Chicago, Madison, Oconomowoc, Brookfield, Milwaukee, General Mitchell International Airport and Sturtevant. Implementation will be based on results of environmental study

#### Long-Term (2020 – 2030)
- I-94: Replace bridge over the Little La Crosse River and at I-90 and WS 16 if supported by environmental document
- I-94: Prepare corridor plan from US 12 to I-90/94 split (Tomah)
- I-94: Replace bridge at US 12 north of Tomah if supported by environmental document
- I-94: Reconstruct existing interchange at US 12 and I-94 if supported by environmental document
- WS 16: Replace bridge over Dutch Creek if supported by environmental document
- Intercity Bus: Support new intercity bus service between La Crosse and Mauston with stops in Sparta, Tomah, Wisconsin Rapids, Stevens Point and Mosinee

#### Entire Planning Period

- WS 21: Construct candidate passing lanes from Ensign Rd (east of Tomah) to the west boundary of Columbia if supported by environmental document
- WS 27: Construct candidate passing lanes from County Rd SC (Monroe Co) to US 151 South (south of Black River Falls) if supported by environmental document
- WS 131: Construct candidate passing lanes from WS 71 to I-90 if supported by environmental document
- Intercity Passenger Rail: Support continued intercity bus service between Minneapolis/St. Paul, MN and Chicago, IL, with stops in Eau Claire, Tomah, Wisconsin Dells, Madison and Beloit; and between Minneapolis/St. Paul, MN and Chicago, IL, with stops in Eau Claire, Tomah, Wisconsin Dells, Madison and Milwaukee
- Intercity Passenger Rail: Study the potential for serving West Central, North Central, Central and South Central Wisconsin and implement the results of the studies
- Intercity Passenger Rail: Support continued Amtrak Empire Builder service between Seattle, WA/Portland, OR and Chicago, IL, with stops in La Crosse, Tomah, Wisconsin Dells, Portage, Columbus and Milwaukee
- Intercity Passenger Rail: Support the Office of the Commissioner of Railroads to preserve intercity passenger rail corridors by discouraging new at-grade crossings of the corridors
- Local Roads: Support continued preservation, maintenance and infrastructure projects
- 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/ for a map of region offices). MPO, RPC and tribal long-range transportation plans offer recommendations on all transportation modes within their boundaries.
Data Definitions

Corridors 2030
(See Connections 2030 Chapter 3, 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 3; 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 be primarily 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 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 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 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
• Public and specialized transit

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, 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

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