French Fur Trade Corridor – Prairie du Chien to Dodgeville

Corridor Overview
This 60-mile corridor is part of an important link between northern Iowa, Madison and points east. It serves an agricultural area of southwestern Wisconsin and important tourism/recreation areas along the lower Wisconsin and Mississippi Rivers, as well as the historic river town of Prairie du Chien. During the 18th and 19th centuries, Prairie du Chien was a major center of the French fur trade. In 1835, the U.S. Army built the Military Ridge Road to connect Fort Crawford (Prairie du Chien) and Green Bay. The current French Fur Trade Corridor runs parallel to part of this historic road alignment. The corridor serves the urban areas of Prairie du Chien and Dodgeville.

Current Corridor Characteristics
- **Airports:**
  - Transport/corporate airport: Prairie du Chien
- **Highways:**
  - Primary state highway: US 18
  - corridors 2030 Connector Route: US 18
  - Completed passing lane corridors:
    - US 18 (County Rd J (Iowa Co) to Dodgeville)
    - US 18 (WIS 80 South (Montfort) to WIS 80 North (Cobb))
  - NHS intermodal terminals with local road connections: Port of Prairie du Chien
- **Public Transit:**
  - Bus systems: None along this corridor
  - Shared-ride taxi: Prairie du Chien, Grant County
  - 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:** No services along this corridor
- **Ports and Harbors:** Prairie du Chien
- **Ferry:** None along this corridor
- **Bicycle/Pedestrian:**
  - Major trails: Military Ridge 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 18 by implementing:
  - State Access Management Plan vision
    - Tier 2A: US 18 (WIS 23 to US 151)
    - Tier 2B: US 18 (Prairie du Chien municipal limit to WIS 23)
  - Candidate passing lane corridors [US 18: Wisconsin River to Roger Hollow Rd and County Rd Q (Grant Co) to WIS 80]
  - Enumerated Major project (US 18 relocation in Prairie du Chien)
- **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 2: Between Madison and Dubuque, IA, with a stop in Dodgeville
  - Ports and Harbors: Continued service, preservation, maintenance and infrastructure improvements (Prairie du Chien)
  - Ferry: None along this corridor
- **Bicycle/Pedestrian:** Continued and enhanced accommodations, linkages and accessibility along and across facilities

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.
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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 18/61
Reconstruct from 18th St to 4th St in Fennimore

US 151
Complete corridor plan from US 18/151 (Dodgeville) to County Rd G (Verona, Dane Co)

WS 35
Reconstruct from E Washington St to E Webster St in Prairie du Chien

Port/Harbor
Support construction of new docking and dredging facilities at the Port of Prairie du Chien

Mid-Term (2014 – 2019)

US 18
Construct enumerated Major project from Wisconsin St/Iowa St (Prairie du Chien) to WIS 60 (Bridgeport), which may include relocating to Main St (Prairie du Chien), adding lanes and/or capacity and adding a grade separation over BNSF railroad track

US 18
Prepare corridor plan from WIS 60 to WIS 23 (Dodgeville)

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

WS 35
Prepare corridor plan from Prairie du Chien municipal limits to County Rd G (Crawford Co)

Bicycle/Pedestrian
Provide urban accommodations along WIS 35 in Prairie du Chien

Bicycle/Pedestrian
Provide rural and urban accommodations along US 18/WIS 60 from the Iowa border to County Rd C (Grant Co)

Bicycle/Pedestrian
Provide urban and rural accommodations along WIS 35 from La Crescent to Prairie du Chien

Intensity Bus
Support new intensity bus service between Dubuque, IA and Madison with stops in Platteville, Dodgeville, Mt. Horeb and Verona

Long-Term (2020 – 2030)

US 61
Prepare corridor plan from US 151 to WIS 60

Bicycle/Pedestrian
Provide urban accommodations in Fennimore along US 18/61

Entire Planning Period

US 18
Construct candidate passing lanes from the Wisconsin River to Roger Hollow Rd (Fennimore), and from County Rd Q (Grant Co) to WIS 80 (Montfort), if supported by environmental document

US 61
Construct candidate passing lanes from Dickeyville to US 18 east (Fennimore), and from US 18 west (Fennimore) to WIS 133 (Boscobel), if supported by environmental document

Airports
Support continued preservation, maintenance and infrastructure projects at State Airport System Plan airports

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

Port/Harbor
Support channel preservation, maintenance and infrastructure projects at the Port of Prairie du Chien

Public Transit
Support shared ride taxi service in Grant County and Prairie du Chien

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.
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 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 types, including all body types and large commercial transports (turbine engines)
• Air transport/corporate: Intended to serve corporate, small passenger and cargo jet aircraft
• General utility: Intended to serve all small aircraft (both piston and turboprop) with a maximum take-off 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

Public and specialized transit
• WisDOT, January 2008

Wisconsin Metropolitan Planning Organizations (MPOs)
• 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

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, No-Chunk Nation Long Range Transportation Plan, June 2005, amended March 2007
• Lac Courte Oreilles Band of Lake Superior Chippewa Indians, Long Range 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
• Sokaagom 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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