Mississippi River Corridor – Dubuque, IA to La Crosse to Twin Cities, MN

Corridor Overview
This 275-mile corridor is a major rail freight corridor containing parts of two Class I railroad mainlines linking the Twin Cities, MN, Chicago, IL, and locations beyond. This corridor includes one of the main rail freight connections to Canada. It also includes the major waterborne freight corridor of the Upper Mississippi River Waterway System. The highways in this corridor are economic lifelines and tourism routes. This corridor contains Wisconsin’s only National Scenic Byway, the Great River Road (primarily WIS 35), as well as the Governor Nelson Dewey Memorial Highway (WIS 81 from Casaville to Beetown), the Laura Ingalls Wilder Historic Highway (WIS 25 from Nelson to Pepin) and the Great River Road (Mississippi River) Trail. The corridor includes the urban and urbanized areas of La Crosse and Dubuque, IA, as well as Platteville and Prairie du Chien.

Current Corridor Characteristics
- **Airports:** Air carrier (passenger) airport: La Crosse Municipal
  - Transport/corporate airports: Prairie du Chien, Boscobel
  - General utility airport: Platteville Municipal
  - Basic utility airports: Viroqua Municipal, Lancaster Municipal, Casville Municipal
- **Highways:** Primary state highways: US 61, WIS 35, WIS 93
  - Corridors 2030 Connector Route: US 61
  - NHS intermodal terminals with local road connections: Port of Prairie du Chien, Port of La Crosse
- **Public Transit:** Bus systems: La Crosse
  - Shared-ride taxi: Onalaska, Viroqua, Prairie du Chien, Platteville, Grant County, River Falls
  - Intercity Passenger Rail: Amtrak
  - Rail Freight: Freight rail service exists
  - Intercity Bus: Connections in La Crosse to intercity bus services to Madison and Seattle, WA/Portland OR, with a stop in La Crosse
  - Ferry: Cassville
  - Bicycle/Pedestrian: Major trails: La Crosse River State Trail, Great River Road (Mississippi River) Trail, Halfway Creek 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 airline-capable airports
- **Highways:** Maximized preservation and maintenance of infrastructure and continued user efficiency and mobility, including improved traffic movement, along US 61, WIS 35, and WIS 93 by implementing:
  - State Access Management Plan vision
    - Tier 2A; US 61 (La Crosse municipal limit to Viroqua municipal limit) and WIS 93 (along US 53)
    - Tier 2B; US 61 (US 151 to Viroqua municipal limit, Westby municipal limit to County Rd M (La Crosse Co), WIS 35 (WIS 25 to US 53 and south of La Crosse) and WIS 93 [WIS 35/34 to County Rd II (Fox Clover Co])
  - Candidate passing lane corridors (US 61, WIS 93)
- **Ports and Harbors:** Continued service, preservation, maintenance and infrastructure projects to support business airplane-capable airports
- **Intercity Passenger Rail:** Continued Amtrak Empire Builder service between Chicago, IL and Seattle, WA/Portland OR, with a stop in La Crosse
- **Rail Freight:** Continued freight rail service and corridor preservation
- **Intercity Bus:** Continued existing services
  - New service: All new intercity passenger rail services will operate within existing corridors
- **Bicycle/Pedestrian:** Major trails: La Crosse River State Trail, Great River Road (Mississippi River) Trail, Halfway Creek Trail
  - Accommodations, linkages and accessibility along and across some 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.
### Mississippi River Corridor – Dubuque, IA to La Crosse to Twin Cities, MN

**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 14**: Prepare corridor plan from WIS 27 to WIS 131
- **US 16/FI**: Reconstruct from 18th St to 4 St (Fennimore)
- **US 53**: Replace Main St bridge over Beaver Creek (Galesville)
- **US 61/WIS 131**: Replace bridges over Baker Creek and the Kickapoo River (Soldiers Grove)
- **WIS 11**: Prepare corridor plan from US 151/WIS 35 to I-39
- **WIS 35**: Replace bridge at Mississippi River (Vollrath)
- **WIS 35**: Reconstruct from E Washington St to E Webster St (Prairie du Chien)
- **WIS 35**: Replace Main St bridge (Alecs) (Prairie du Chien)
- **WIS 17**: Replace bridge at Buffalo River
- **WIS 56**: Replace bridge over Kickapoo River east of Viola
- **WIS 56**: Reconstruct from Mahoney Rd (Vinegar) to US 14, and from east of WIS 131 (Viola) to east of River Rd (Viola)
- **WIS 61**: Replace bridge south of WIS 35 at railroad
- **WIS 80**: Reconstruct from Pine St to Gulf View Rd (Platteville)
- **WIS 81**: Replace bridge over Platte River
- **WIS 82**: Replace west bridge over Otter Creek
- **WIS 88**: Replace bridge at Little Wauamund Creek
- **WIS 133**: Reconstruct from Cassville to County Rd R (Grant Co)
- **WIS 133**: Replace bridge over Crooked Creek
- **WIS 162**: Replace bridge deck over Holway Field Coulee Creek
- **Airports**: Support runway extension at Platteville Municipal Airport
- **Bicycle/Pedestrian**: Provide urban accommodations along WIS 54 through Galesville
- **Port/Harbor**: Support construction of new docking and dredging facilities at the Port of Prairie du Chien

#### Mid-Term (2014 – 2019)

- **US 10**: Replace bridge over Rock River
- **US 14**: Prepare corridor plan from WIS 35 to WIS 162
- **US 14**: Construct enumerated Major project from the south end of the proposed Westby bypass to the north end of the proposed Vinegar bypass, which may include bypassing Westby and Vinegar and adding lanes from Tristate Rd (Westby) to County Rd B (Vinegar)
- **US 18**: Construct enumerated Major project from WIS 33 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 (Bridgeport)
- **US 63**: Replace bridge over the south fork of Lost Creek
- **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
- **WIS 35**: Prepare corridor plan from Prairie du Chien municipal limits to County Rd D (Crawford Co)
- **WIS 35-54**: Prepare corridor plan from WIS 35 west (at Mississippi River) to WIS 93
- **WIS 89**: Replace bridge over Little Platte River if supported by environmental document
- **US 53/WIS 54/WIS 55**: Prepare corridor plan from County Rd HD (La Crosse Co) to I-94 (Eau Claire)
- **WIS 162**: Replace bridge over Coon Creek if supported by environmental document
- **WIS 171**: Replace bridge over Mill Creek if supported by environmental document
- **Bicycle/Pedestrian**: Provide urban and rural accommodations along US 14 from Spring Coulee Rd (Westby) to Vinqua city limits
- **Bicycle/Pedestrian**: Provide urban and rural accommodations along US 14 from US 35/60 to the Iowa border to County Rd C (Grant Co)
- **Bicycle/Pedestrian**: Provide urban and rural accommodations along WIS 35 from Prescott to Onalaska, and from La Crosse to Prairie du Chien
- **Bicycle/Pedestrian**: Provide urban and rural accommodations along US 14 from Boaz to Richmond Center
- **Bicycle/Pedestrian**: Provide urban accommodations along WIS 35 in Prairie du Chien
- **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 (Grant Co) across Mississippi

#### InterCity Rail

- **InterCity Rail**: Support new intercity bus service between Dubuque, IA and Madison with stops in Platteville, Dodgeville, Mount Horeb and Verona, and between La Crosse and Madison via I-90/94 with stops in Sparta, Tamah, Madison, and Wisconsin Dells
- **InterCity Rail**: Implement intercity passenger rail service between Minneapolis/St. Paul, MN and Chicago, IL via La Crosse (Wisconsin Dells), Portage, Madison, Watertown, Oconomowoc, Brookfield, Milwaukee, General-Mitchell International Airport and Sturtevant and/or via La Crosse to Prairie du Chien via I-90/94 with stops in Sparta, Tamah, Madison, and Wisconsin Dells

#### Long Term (2020 – 2030)

- **US 61**: Prepare corridor plan from US 151 to WIS 60
- **US 61**: Replace bridges over Trout Creek and Richland Creek, if supported by environmental document
- **WIS 29**: Replace bridge over Fox Coulee Creek if supported by environmental document
- **WIS 35**: Prepare corridor plan from Prairie du Chien municipal limits to County Rd D (Crawford Co)
- **WIS 35-54**: Study and construct new interchange at US 63 and WIS 35 if supported by environmental document
- **WIS 35**: Replace bridges over Coon Creek if supported by environmental document
- **WIS 35-54**: Replace bridge over Pine Creek if supported by environmental document
- **WIS 56**: Replace bridge over the Kickapoo River west of Viola if supported by environmental document
- **WIS 72**: Replace bridge over Lost Creek if supported by environmental document
- **WIS 82**: Replace east bridge over Otter Creek and bridge over railway near the Mississippi River if supported by environmental document

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**CONNECTIONS 2030 LONG-RANGE MULTIMODAL TRANSPORTATION PLAN**

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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.

<table>
<thead>
<tr>
<th>Entire Planning Period</th>
<th>Wisconsin DOT Region Office (see <a href="http://www.dot.wisconsin.gov/projects/">www.dot.wisconsin.gov/projects/</a> for a map of region offices). MPO, RPC and tribal long-range transportation plans offer recommendations on all transportation modes within their boundaries.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Long Term (2020 – 2030), continued</td>
<td></td>
</tr>
<tr>
<td>WIS 10</td>
<td>Construct candidate passing lanes from WIS 29 to County Rd K (Pierce Co) if supported by an environmental document.</td>
</tr>
<tr>
<td>US 14</td>
<td>Construct candidate passing lanes from US 14/61 split (Roadtown) to Westside Drive (Richland Center) if supported by environmental document.</td>
</tr>
<tr>
<td>US 14/61</td>
<td>Construct candidate passing lanes from County Rd P (Denny Co) to Allen Dr (Town of Christians) and from WIS 27 to US 14/61 split (Roadtown) if supported by environmental document.</td>
</tr>
<tr>
<td>US 8</td>
<td>Construct candidate passing lanes from Wisconsin River to Roger Hollow Rd (Fennimore) and from County Rd G (Grant Co) to WIS 80 if supported by environmental document.</td>
</tr>
<tr>
<td>US 61</td>
<td>Construct candidate passing lanes from Dubuquee to US 18 east (Fennimore) from US 18 west (Fennimore) to WIS 133 (Necedah) and from WIS 60 to US 14 if supported by environmental document.</td>
</tr>
<tr>
<td>US 63</td>
<td>Construct candidate passing lanes from WIS 35 N to US 10 and from WIS 72/63 split to Florence Rd (Babicon) if supported by environmental document.</td>
</tr>
<tr>
<td>WIS 11</td>
<td>Construct candidate passing lanes from WIS 35 to Clay Ln (Hazel Green) and from WIS 80 to County Rd J (Lafayette Co) if supported by environmental document.</td>
</tr>
<tr>
<td>WIS 65</td>
<td>Construct candidate passing lanes from US 10/US 63 to River Falls municipal limits if supported by environmental document.</td>
</tr>
<tr>
<td>WIS 93</td>
<td>Construct candidate passing lanes from WIS 54 to Blaschkia Ave (Arcadia) and from WIS 95 to Park St (Independence) if supported by environmental document.</td>
</tr>
</tbody>
</table>

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 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: Multiline, 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, 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 linking economic and tourism centers to the Backbone system
• Upper Tier: 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
• Lower Tier: By 2030, in rural areas (outside of city and village boundaries), access to the highway will be at safely spaced driveways and roads

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: Airports of America, 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
• 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

Truck volume
• WisDOT, August 2007

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, 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
• St. Croix Chippewa Indians of Wisconsin, Long Range Transportation Plan Update, May 2007

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