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: Continued and enhanced accommodations, linkages and accessibility along and across 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

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 development plans. Each corridor is a broad geographical band that

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 more 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.

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 (Oconto Co)
US 51 Prepare corridor plan from US 8 to County Rd D (Oconto Co)
US 53 Construct new interchange at County Rd V (Baron Co) and US 53
US 141 Reconstruct within Niagara municipal limits
WS 13 Prepare corridor plan from US 10 (Marshalltown) to US 8 (Premiere)
WS 35 Prepare corridor plan from Polk County south county line to US 8, including the mapping of the Osceola Bypass
WS 37 Replace bridges over Jump River
Airports Support runway extensions 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
WS 51 Prepare corridor plan from County Rd H (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 Lake Rd; from County Rd D (Glen Flora) to County Rd E (Minam); from County Rd D (Price Co) to Wiscasset Trail; in Crandon between city limits; and from WIS 32 (Forest Co) to Forest/Marietta 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 US 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 53 from County Rd G (Barron Co) to County Rd B (Shel Lake), and from WIS 253 (Spooner) to WIS 53 South (Wiscasset 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 D (Marinette Co); and from Wishment 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 37 (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 corridor expressway upgrades and/or convert to freeway from 20th Ave (Town of Oak Grove near Haugen) to US 7 if supported by environmental document

US 8 Complete corridor plan from WS 35 North to US 53 and study interchanges at WS 35 North and US 8; WS 65 and US 8; WS 46 North and US 8; WS 46/County Rd H (Park Co) and US 8; County Rd T (Barron Co) and US 8; County Rd O (Barron Co) and US 8; and WS 25 and US 8. Implement plans/ 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 evaluation.
WS 46 Construct candidate passing lanes from Enterprise Lake Rd (Kesho) to County Rd D (Oconto Co) and from County Rd O (Oconto Co) to WS 32 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 US 8 to US 60 if supported by environmental document
WS 13 Construct candidate passing lanes from Almena St (Whitford, Taylor Co) to County Rd R (Price Co), and from County Rd F (Price Co) to County Rd F (Price Co) if supported by environmental document
WS 35 Construct candidate passing lanes from US 8 to County Rd W (Park Co) if supported by environmental document
WS 46 Construct candidate passing lanes from WIS 64 to Griffin St (Amery, Park Co) and from County Rd H (Park Co) to US 8 if supported by environmental document
Airports Support continued preservation, maintenance and infrastructure projects at State Airport System Plan 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 bus 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

US 8 Construct candidate passing lanes from County Rd SE (Baron Co) to WS 37 (Everett Ave (Ladysmith) to Wausau Rd (Oconto Co); WS 17 to WS 32 (Grandon), and from WIS 32 (Grandon) to WIS 32 (Laona) if supported by environmental document
US 8 Construct candidate passing lanes from WIS 35 South to US 53 and study interchanges at WIS 35 South and US 8; WIS 65 and US 8; WIS 46 North and US 8; WIS 46/County Rd H (Park 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 plans/ 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 evaluation.
US 46 Construct candidate passing lanes from Enterprise Lake Rd (Kesho) to County Rd D (Oconto Co) and from County Rd O (Oconto Co) to WS 32 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 Cribbt boundary to WIS 180 and from County Road V (Marinette Co) to US 8/US 44: split if supported by environmental document
WS 13 Construct candidate passing lanes from Almena St (Whitford, Taylor Co) to County Rd R (Price Co), and from County Rd F (Price Co) to County Rd F (Price Co) if supported by environmental document
WS 35 Construct candidate passing lanes from US 8 to County Rd W (Park Co) if supported by environmental document
WS 46 Construct candidate passing lanes from WIS 64 to Griffin St (Amery, Park Co) and from County Rd H (Park Co) to US 8 if supported by environmental document
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

Entire Planning Period

US 63 Prepare corridor plan from US 8 to WS 64
US 51 Prepare corridor plan from County Rd H (Lincoln Co) to County Rd S (Lincoln Co)
US 141 Prepare corridor plan from WS 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 Lake Rd; from County Rd D (Glen Flora) to County Rd E (Minam); from County Rd D (Price Co) to Wiscasset Trail; in Crandon between city limits; and from WIS 32 (Forest Co) to Forest/Marietta county line.
Bicycle/Pedestrian Provide rural accommodations along WIS 107 from County Rd S (Lincoln Co) to Matthews Rd (Lincoln Co)
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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 53 from County Rd G (Barron Co) to County Rd B (Shel Lake), and from WIS 253 (Spooner) to WIS 53 South (Wiscasset 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 D (Marinette Co); and from Wishment 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

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

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 interconnected around all major population and economic centers of the state and linking them to the national transportation network
• Connector system: Two- to 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

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

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: 2010 U.S. 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)
• 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, 2066 – 2035 Long-Range Transportation Plan, December 2005
• Wausau Metropolitan Planning Commission, Wausau Area Metropolitan Area Long-Range Transportation Plan – 2035, December 2005

Wisc...