

# Northern Lakes Corridor – Twin Cities, MN to Lake Superior

## Corridor Overview

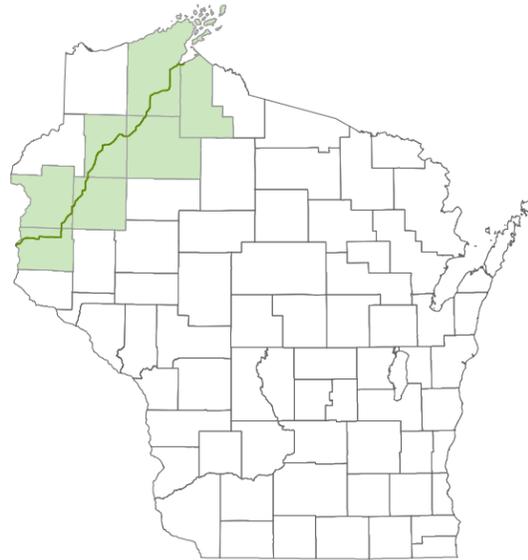
This 190-mile corridor is part of a major passenger and freight corridor linking the Twin Cities and northern Wisconsin. The corridor is critical in connecting the tourism/recreation areas of northwestern Wisconsin to the Twin Cities market. In 2030, it is expected that major traffic generators will continue to include tourist attractions, bingo/casino establishments and distribution/wholesale centers. The corridor includes the urbanizing areas of New Richmond, Rice Lake and Ashland. The corridor also serves the St. Croix Indian Reservation, the Lac Courte Oreilles Indian Reservation and the Bad River Indian Reservation.

## Current Corridor Characteristics

- Airports:
  - › Transport/corporate airports: New Richmond Municipal, Rice Lake Regional - Carl's Field, Sawyer County (Hayward), John F. Kennedy Memorial (Ashland)
  - › General utility airport: Amery Municipal
  - › Basic utility airports: Barron Municipal, Cumberland Municipal, Shell Lake Municipal, Cable Union, Solon Springs Municipal
- Highways:
  - › Primary highway: US 63
  - › Corridors 2030 Connector Route: US 63
  - › Completed passing lane corridors:
    - US 2 [County Rd U (Douglas Co) to WIS 13]
    - 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]
    - US 63 [US 8 to US 63/WIS 48 split (Cumberland)]
    - US 63 [County Rd H (Barron Co) to Barron/Washburn county line]
    - US 63 (US 53 to Hayward)
    - WIS 13 (US 2 to Bayfield)
- Public Transit:
  - › Bus systems: Rice Lake, Sawyer County Transit, Lac Courte Oreilles Indian Reservation, Bay Area Rural Transit (BART), Bad River Indian Reservation
  - › Shared-ride taxi: New Richmond
  - › 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 service along this corridor
- Ports and Harbors: Ashland
- Ferry: None along this corridor
- Bicycle/Pedestrian:
  - › Major trails: Ice Age Trail (pedestrian only), Wild Rivers State Trail, North Country Trail (pedestrian only)
  - › 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 63 by implementing:
  - › New Corridors 2030 Connector Route: US 63 from Minnesota/Wisconsin state Line to WIS 64
  - › *State Access Management Plan* vision; Tier 2B
  - › Candidate passing lane corridors (US 63)
- 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 Spooner
- Ports and Harbors: Continued service, preservation, maintenance and infrastructure improvements (Ashland)
- 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>		
St Croix	79,020	106,026
Polk	45,611	52,257
Barron	47,551	50,174
Washburn	17,403	18,013
Sawyer	17,542	18,282
Bayfield	15,990	16,217
Ashland	16,879	18,371
<b>Population age 65 and older</b>	30,861	69,777
<b>Average annual daily traffic along US 63</b>	1,700 – 5,000	2,300 – 7,600
<b>Truck volume along US 63</b>	Low	Low

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



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## 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

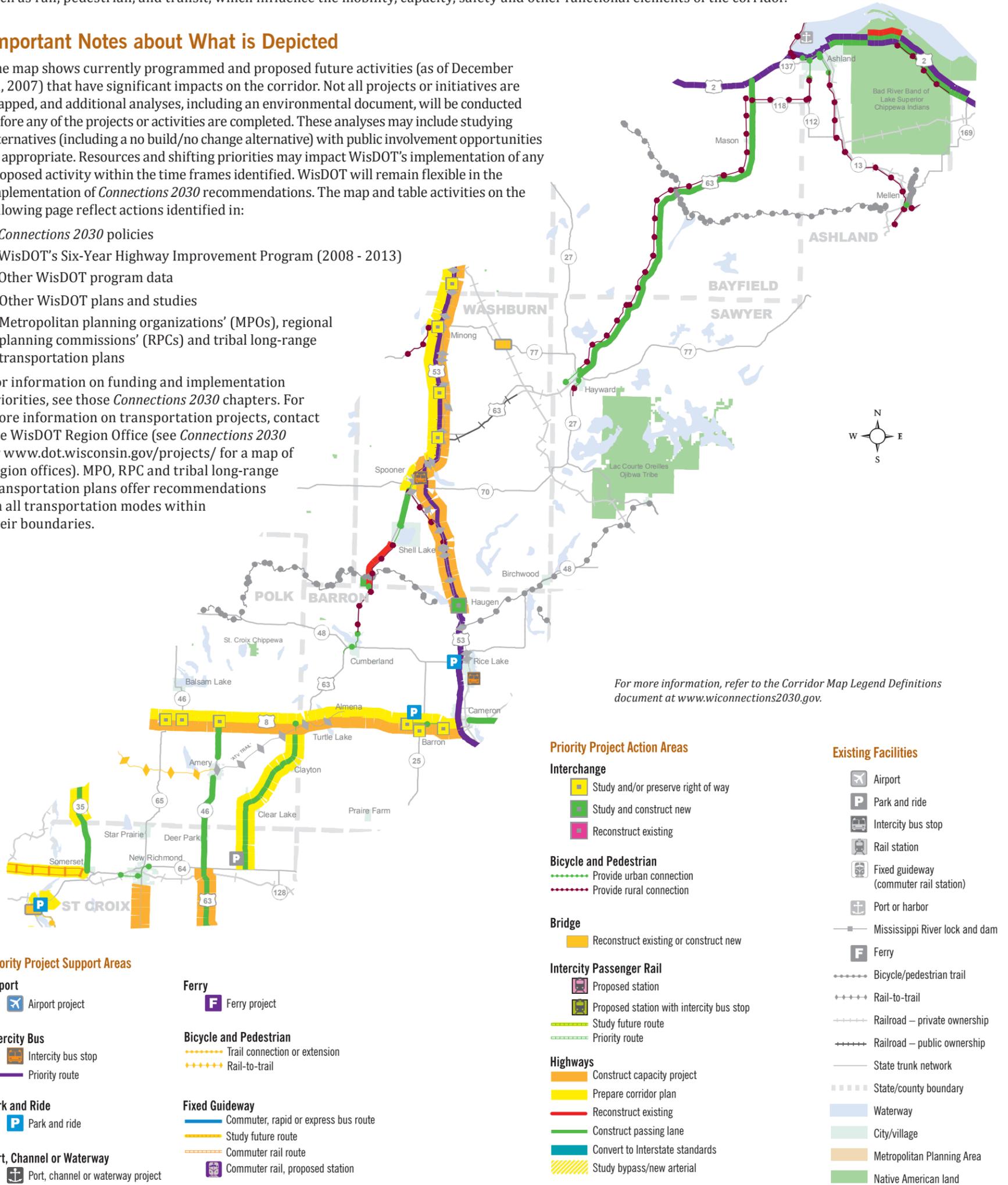
Corridor selection was also influenced by local land use and development plans. Each corridor is a broad geographical band that follows a general directional flow connecting trips that may include streets, highways, rail, pedestrian, bicycle facilities and routes and transit route alignments. A corridor 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.

## 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.



### 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

### 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

### 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



# Northern Lakes Corridor – Twin Cities, MN to Lake Superior

## 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 2	Reconstruct from Bear Trap Rd (Ashland Co) to Government Rd (Ashland Co)
US 53	Prepare corridor plan from Spooner north municipal limits to Solon Springs north municipal limits
US 53	Construct new interchange at County Rd V (Barron Co) and US 53
US 63	Reconstruct from Barron/Washburn county line to Shell Lake municipal limits
US 63	Construct candidate passing lanes from County Rd E (St Croix Co) to WIS 64
WIS 35	Prepare corridor plan from Polk County south county line to US 8, including the mapping of the Osceola bypass
Bicycle/Pedestrian	Support construction of the Amery to Dresser State Trail
Fixed Guideway	Support Twin Cities Metropolitan Council’s study of potential commuter rail service between Roberts and the Twin Cities, and Somerset and the Twin Cities as part of the Council’s 2030 Transit Master Plan Update
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 along US 64 in the Town of St Joseph (St Croix Co) near the Minnesota/Wisconsin state line

### Mid-Term (2014 – 2019)

US 63	Prepare corridor plan from US 8 to WIS 64
WIS 77	Replace bridge over Soo Line (Washburn Co) if support by environmental document
Airports	Support runway extension at the Amery Municipal Airport if supported by environmental document
Bicycle/Pedestrian	Provide rural accommodations along WIS 77 from US 53 (Minong) to County Rd K (Washburn Co)
Bicycle/Pedestrian	Provide rural accommodations along WIS 118 from US 63 (Bayfield Co) to WIS 112 (Ashland Co)
Bicycle/Pedestrian	Provide rural accommodations along WIS 112 from WIS 118 to US 2 (Ashland)
Bicycle/Pedestrian	Provide rural accommodations along WIS 253 from US 63 (Washburn Co) to County Rd B (Washburn Co)
Bicycle/Pedestrian	Provide urban and rural accommodations along WIS 13 from Old County Rd K (Bayfield Co) to US 2 (Bayfield Co); and from US 2 (Ashland) to the Park Falls southern city limits
Bicycle/Pedestrian	Provide urban and rural accommodations along US 63 from County Rd G (Barron Co) to County Rd B (Shell Lake); from WIS 253 (Spooner) to WIS 53 South (Barron Co); and from Greenwood Ln (Sawyer Co) to WIS 118 (Bayfield Co)
Bicycle/Pedestrian	Provide rural accommodations along US 2 from Government Rd to Birch Hill Rd (Ashland Co); and from WIS 13 N (Bayfield Co) to WIS 13 S (Ashland)
Bicycle/Pedestrian	Provide urban accommodations along WIS 65 in New Richmond from County Rd A to WIS 64; and along WIS 64 in New Richmond from WIS 65 to 145th St
Bicycle/Pedestrian	Provide urban accommodations along US 8 through Barron from 13th St to County Rd W
Bicycle/Pedestrian	Provide urban and rural accommodations along WIS 27 from Easy St (Sawyer Co) to US 63 (Hayward)
Bicycle/Pedestrian	Support construction of a path system related to the Stillwater Bridge project, and the construction of an adjoining path along WIS 35 to I-94
Bicycle/Pedestrian	Support construction of a trail on the rail corridor from Dresser to Almena
Park & Ride	Support proposed park and ride construction near the intersection of US 53 and WIS 48 if supported by environmental document

### Long-Term (2020 – 2030)

US 12/63	Construct candidate expressway upgrades and/or convert to freeway from I-94 to WIS 64 if supported by environmental document
US 53	Construct candidate expressway upgrades and/or convert to freeway from 26th Ave (Town of Oak Grove near Haugen) to US 2 if supported by environmental document

### Long-Term (2020 – 2030), continued

US 63	Prepare corridor plan from Spooner south municipal limits to US 53
WIS 65	Construct candidate expressway upgrades from I-94 to New Richmond municipal limits if supported by environmental document
Park & Ride	Support proposed park and ride construction near the intersection of US 8 and WIS 25 if supported by environmental document

### Entire Planning Period

US 2	Construct candidate passing lanes from 22nd Ave E (Ashland) to WIS 169 if supported by environmental document
US 8	Construct candidate passing lanes from County Rd SS (Barron Co) to WIS 27 if supported by environmental document
US 8	Complete corridor plan from WIS 35 North to US 53 and study interchanges at WIS 35 North and US 8; WIS 65 and US 8, WIS 46 N and US 8, WIS 46/ County Rd H (Polk Co) and US 8; County Rd T (Barron Co) and US 8; County O (Barron Co) and US 8; and WIS 25 and US 8. Implement plan/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 enumeration
US 53	Study interchanges and/or preserve right-of-way at US 63N (Trego) and US 53; WIS 77 (Minong) and US 53; County Rd F (Washburn Co) and US 53; and County Rd T (Douglas Co) and US 53 if supported by environmental document
US 63	Construct candidate passing lanes from WIS 64 to US 8, 30th Ave (Barron Co) to Brick Yard Rd (Washburn Co), Shell Lake municipal limits to WIS 253, and from WIS 27 to US 2 if supported by environmental document
WIS 35	Construct candidate passing lanes from Main St (Somerset, St Croix Co) to WIS 243 (Osceola), and from US 8 to County Rd W (Polk Co) if supported by environmental document
WIS 46	Construct candidate passing lanes from WIS 64 to Griffin St (Amery), and from County Rd H (Polk Co) to US 8 if supported by environmental document
WIS 64	Study Minnesota/Wisconsin state line area and construct new Stillwater Bridge, with bicycle/pedestrian accommodations over the St Croix River
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
Park & Ride	Support continued maintenance and preservation
Park & Ride	Support expansion of existing park and ride facilities if needed and supported by environmental document
Port/Harbor	Support channel preservation, maintenance and infrastructure projects at Ashland
Public Transit	Support regional service expansion of Rice Lake transit, Sawyer County Transit, Bay Area Rural Transit, Lac Courte Oreilles Indian Reservation transit, and Bad River Indian Reservation transit systems
Public Transit	Support continued service and vehicle replacement for Rice Lake transit, Sawyer County Transit, Bay Area Rural Transit, Lac Courte Oreilles Indian Reservation transit, and Bad River Indian Reservation transit systems
Public Transit	Support continued shared-ride taxi service in New Richmond
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
Soo Locks	Support continued coordination, maintenance, and preservation
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



# 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

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