

Peace Memorial Corridor – Chippewa Falls-Eau Claire to Duluth-Superior

Corridor Overview

This 150-mile corridor is part of a major passenger and freight corridor that links southern Wisconsin and Chicago, IL to Duluth-Superior, northern Minnesota and much of western Canada. It contains major rail/water intermodal connections at the Twin Ports of Duluth-Superior. The corridor also provides critical economic links between population centers in southern Wisconsin and northern Illinois and the recreation and tourism areas of northwestern Wisconsin. The corridor is named after the Peace Memorial Highway (US 53 from La Crosse to Superior). It includes the urban and urbanizing areas of Chippewa Falls-Eau Claire, Rice Lake and Duluth-Superior. The corridor also serves the St. Croix Indian Reservation and the Lac Courte Oreilles Indian Reservation.



Current Corridor Characteristics

- Airports:
 - › Air carrier (passenger) airport: Chippewa Valley Regional
 - › Transport/corporate airports: Rice Lake Regional-Carl's Field, Richard I. Bong (Superior)
 - › Basic utility airport: Chetek Municipal - Southworth, Barron Municipal, Cumberland Municipal, Shell Lake Municipal, Solon Springs Municipal
- Highways:
 - › Primary highway: US 53
 - › Corridors 2030 Backbone Route: US 53
 - › NHS intermodal terminals with local road connections: Port of Superior
 - › Completed passing lane corridors:
 - US 2 [County Rd U (Douglas Co) to WIS 13]
 - 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 Road H (Barron Co) to Barron/Washburn county line]
 - US 63 (US 53 to Hayward)
- Public Transit:
 - › Bus systems: Eau Claire, Rice Lake, Rusk County Transit, Sawyer County Transit, Superior
 - › Shared-ride taxi: Chippewa Falls
 - › Specialized transit: Available in all counties; level of service depends on location
- Fixed Guideway Transit: None in this corridor
- Rail Freight: Freight rail service exists
- Intercity Passenger Rail: None in this corridor
- Intercity Bus: Connections in Eau Claire to intercity bus services to Minneapolis/St. Paul, MN and Chicago, IL
- Ports and Harbors: Superior, Cornucopia
- Ferry: None in this corridor
- Bicycle/Pedestrian:
 - › Major trails: Ice Age Trail (pedestrian only), Old Abe State Trail, Tuscobia State Trail, Wild Rivers State Trail, North Country State Trail (pedestrian only), Tri-County Recreational Trail, Osaugie Trail
 - › Accommodations, linkages and accessibility along and across some facilities

Future Corridor Vision

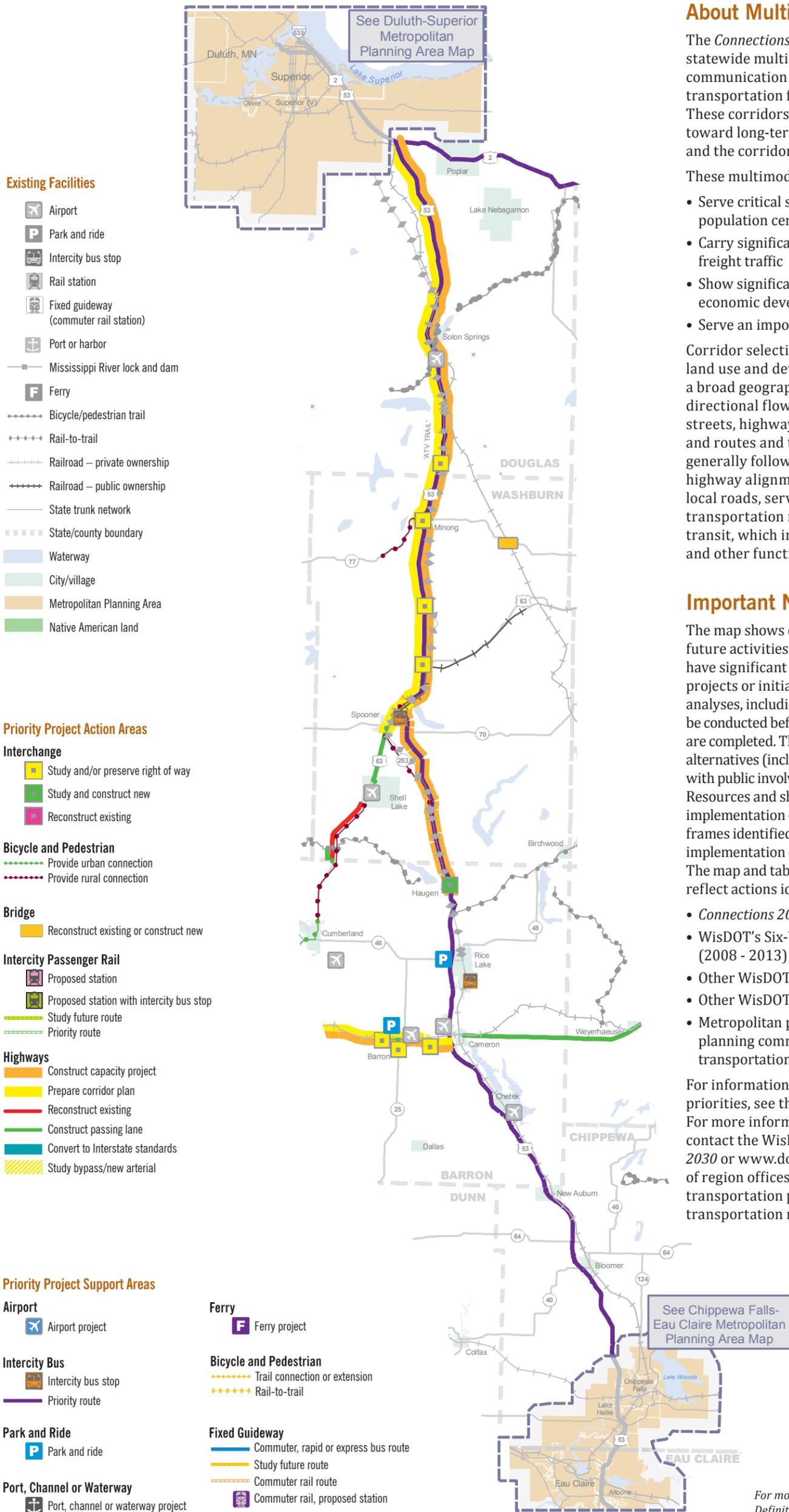
- Airports: Continued service, increased direct service and infrastructure projects to support business airplane-capable airports
- Highways: Maximize preservation and maintenance of infrastructure and continued user efficiency and mobility, including improved traffic movement, along US 53 by implementing:
 - › State Access Management Plan vision; Tier 1
 - › Candidate expressway upgrades and/or the potential conversion of expressway-to-freeway corridor (US 53)
- Public Transit: Increased regional coordination and continued service
- Fixed Guideway Transit: None in this corridor
- Rail Freight: Continued freight rail service and corridor preservation
- Intercity Passenger Rail:
 - › New service:
 - Potential new service: St. Paul, MN – Madison – Milwaukee – Chicago, IL, via Eau Claire
 - All new intercity passenger rail services will operate within existing corridors
- Intercity Bus:
 - › Continued existing services
 - › New service:
 - Phase 1: Between Eau Claire and Duluth/Superior, with a stop in Chippewa Falls; and between Minneapolis/St. Paul, MN and Green Bay, with stops in Chippewa Falls and Eau Claire
 - Phase 2: Between Eau Claire and Tomah passenger rail station
- Ports and Harbors: Continued service, preservation, maintenance and infrastructure improvements (Superior, Cornucopia)
- Ferry: None in this corridor
- Bicycle/Pedestrian: Continued and enhanced accommodations, linkages and accessibility along and across facilities

	Year 2007	Year 2030
County populations		
Douglas	44,096	47,063
Washburn	17,403	18,013
Barron	47,551	50,174
Chippewa	61,604	65,723
Eau Claire	98,000	117,253
Population age 65 and older	36,064	69,391
Enplanements		
Chippewa Valley Regional Airport	22,832	44,000
Average annual daily traffic along US 53	4,300-7,500	7,000-14,000
Truck volume along		
South of US 63	Medium	High
North of US 63	Medium	Medium

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/ 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.



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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 53	Prepare corridor plan from Spooner north municipal limits to Solon Springs north municipal limits, and from Solon Springs north municipal limits to US 2
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
Intercity Bus	Support new intercity bus service between Eau Claire and Superior with stops in Chippewa Falls, Rice Lake and Spooner

Mid-Term (2014 – 2019)

WIS 77	Replace bridge over Soo Line (Washburn Co) if supported by environmental document
Bicycle/Pedestrian	Provide urban and rural accommodations along US 63 from County Rd G (Barron Co) to County Rd B (Shell Lake); and from WIS 253 (Spooner) to WIS 53 South (Washburn Co)
Bicycle/Pedestrian	Provide urban accommodations along US 8 from 13th St (Barron) to County Rd W (Rusk Co)
Bicycle/Pedestrian	Provide urban and rural accommodations along WIS 77 from US 53 (Minong) to County Rd K (Washburn Co)
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 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
US 63	Prepare corridor plan from Spooner south municipal limits to US 53
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 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 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 30th Ave (Barron Co) to Brick Yard Rd (Washburn Co); and from Shell Lake municipal limits to WIS 253 if supported by environmental document
Airports	Support continued preservation, maintenance and infrastructure projects at <i>State Airport System Plan</i> airports
Bicycle/Pedestrian	Support accommodations and linkages to create a connected network that provides accessibility along and across facilities
Intercity Bus	Work with local governments to provide service between Superior and Ironwood, MI, with stops in Ashland, Brule, and Iron River
Intercity Passenger Rail	Work with 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
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
Port/Harbor	Support channel preservation, maintenance and infrastructure projects at Cornucopia
Public Transit	Support regional service expansion for Rice Lake and Rusk County Transit
Public Transit	Support continued service and vehicle replacement for Rice Lake and Rusk County Transit
Public Transit	Work with counties and transit service providers to coordinate and expand rural transit service
Rail Freight	Support 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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