Wisconsin River Corridor Part 1 – Madison to Wausau

Corridor Overview
This 140-mile corridor is part of a major passenger and freight route that links north central Wisconsin to south central Wisconsin and Illinois. It is a critical tourist corridor that connects the population centers in Illinois and southern Wisconsin to the major recreation areas in the north. It also provides critical economic links for the industrial and commercial communities of Wausau, Wisconsin Rapids, Stevens Point and Marshfield. The corridor includes the Korean War Veterans Memorial Highway (US 51 from the Illinois/Wisconsin state line to the Michigan/Wisconsin state line) and the Polish Heritage Memorial Highway (WIS 66 from Stevens Point to Rosholt). This corridor includes the urban and urbanized areas of Madison, Portage, Stevens Point and Wausau.

Current Corridor Characteristics

- **Airports:**
  - Air carrier (passenger) airports: Dane County Regional (Madison), Central Wisconsin (Mosinee)
  - Transport/corporate airports: Stevens Point Municipal, Wausau Downtown
- **General utility airports:**
  - Middleton Municipal Airport - Morrey Field, Portage Municipal
- **Basic utility airports:**
  - Blackhawk Airfield (Cottage Grove), Wautoma Municipal
- **Highways:**
  - Primary state highways: I-39, US 51
- **Corridors 2030 Backbone Route:**
  - Backbone Route: I-39
- **Intermodal terminals with local road connections:**
  - Badger/Greyhound Terminal (Madison), Dane County Regional Airport (Madison)
- **Public Transit:**
  - Bus systems: Madison, Monona, Stevens Point, Wausau
  - Shared-ride taxi: Sun Prairie, Portage, Plover
  - Specialized transit: Available in all counties; level of service depends on location
  - Fixed Guideway Transit: None along this corridor
- **Rail Freight:**
  - Continued freight rail service and corridor preservation
- **Intercity Passenger Rail:**
  - Amtrak
- **Intercity Bus:**
  - Connections in Madison to intercity bus services to Milwaukee, Minneapolis/St. Paul, MN and Chicago, IL
- **Shared-ride taxi:**
  - Sun Prairie, Portage, Plover
- **Bus systems:**
  - Madison, Monona, Stevens Point, Wausau
- **Fixed Guideway Transit:**
  - New service (Dane County)
- **Public Transit:**
  - Increased regional coordination and continued service
- **Rail Freight:**
  - Continued freight rail service and corridor preservation
- **Intercity Passenger Rail:**
  - Continued Amtrak Empire Builder service between Chicago, IL and Seattle, WA/Portland OR, with a stop in Portage
  - New service:
    - New Madison – Milwaukee – Chicago, IL intercity passenger rail service
    - New Minneapolis/St. Paul, MN – Madison – Milwaukee – Chicago, IL intercity passenger rail service
    - All new intercity passenger rail services will operate within existing corridors
- **Intercity Bus:**
  - Continued existing services
  - New service:
    - Phase 1: Between Madison and Wausau, with stops in Portage, Stevens Point and Mosinee; between Madison and Green Bay; between Minneapolis/St. Paul, MN and Green Bay, with a stop in Wausau
    - Phase 2: Between Madison and Dubuque, IA; between Madison and Shubogian; between Madison and La Crosse, via I-90; between proposed Madison passenger rail station and Chicago, IL passenger rail station; and between Wausau and proposed Appleton passenger rail station, with stops in Mosinee and Stevens Point
    - Phase 3: Between La Crosse and Wausau, with stops in Stevens Point and Mosinee; between Stevens Point and Marshfield; and between Hurley/Ironwood, MI and Wausau
- **Intercity Bus:**
  - Continued existing services
  - New service:
    - Phase 1: Between Madison and Wausau, with stops in Portage, Stevens Point and Mosinee; between Madison and Green Bay; between Minneapolis/St. Paul, MN and Green Bay, with a stop in Wausau
    - Phase 2: Between Madison and Dubuque, IA; between Madison and Shubogian; between Madison and La Crosse, via I-90; between proposed Madison passenger rail station and Chicago, IL passenger rail station; and between Wausau and proposed Appleton passenger rail station, with stops in Mosinee and Stevens Point
    - Phase 3: Between La Crosse and Wausau, with stops in Stevens Point and Mosinee; between Stevens Point and Marshfield; and between Hurley/Ironwood, MI and Wausau
- **Ports and Harbors:**
  - None along this corridor
- **Ferry:**
  - Merrimac Ferry
  - Bicycle/Pedestrian:
    - Continued and enhanced accommodations, linkages and accessibility along and across facilities
Wisconsin River Corridor Part 1 – Madison to Wausau

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.
Wisconsin River Corridor Part 1 – Madison to Wausau

Current and Proposed Future Activities

**Short-Term (2008 – 2013)**
- I-39/59 Reconstruct existing interchanges at US 51/59/67 and US 30 (DeForest)
- I-39/59 Prepare corridor plan from US 12 to US 51 (Dane Co)

**US 10**
- Construct a four-lane divided highway from Rocker Rd (DeForest) to Grindle Rd (DeForest)/County Rd V East (Dane Co)
- Support intercity bus service between La Crosse and Milwaukee via I-90/94, with stops in Sparta, Tomah, Wisconsin Dells, Madison, and Milwaukee

**US 51**
- Construct a four-lane divided highway from County Rd V (Dane Co) to WIS 161 (Dane Co)
- Support intercity passenger rail service between La Crosse and Milwaukee via I-90/94, with stops in Sparta, Tomah, Wisconsin Dells, Madison, and Milwaukee

**Wisconsin River Corridor Part 1 – Madison to Wausau**

**Entire Planning Period**
- US 10 Improve traffic movement with traffic operations infrastructure strategies
- US 51 Improve traffic movement with traffic operations infrastructure strategies

**Long Term (2020 – 2030)**

**InterCity Bus**
- Support new intercity bus service between La Crosse and Wausau with stops in Sparta, Tomah and Wisconsin Dells
- Support new intercity bus service between La Crosse and Milwaukee via I-90/94, with stops in Sparta, Tomah, Wisconsin Dells, Madison, and Milwaukee

**Park & Ride**
- Support continued service and encourage improved service coordination
- Support new intercity bus service between La Crosse and Wausau with stops in Sparta, Tomah and Wisconsin Dells
- Support new intercity bus service between La Crosse and Milwaukee via I-90/94, with stops in Sparta, Tomah, Wisconsin Dells, Madison, and Milwaukee

**Bicycle/Pedestrian**
- Support proposed park and ride construction near the intersections of new WIS 66 and County Rd NW (Portage Co); US 10 and County Rd J (Portage Co); WIS 54 and County Rd W (Wis Co); and WS 45 and County Rd H (Portage Co) if supported by environmental document
- Support intercity passenger rail service between La Crosse and Milwaukee via I-90/94, with stops in Sparta, Tomah, Wisconsin Dells, Madison, and Milwaukee

**Public Transit**
- Support continued preservation, maintenance and infrastructure projects at State Airport System Plan airports
- Support new intercity bus service between La Crosse and Milwaukee via I-90/94, with stops in Sparta, Tomah, Wisconsin Dells, Madison, and Milwaukee

**InterCity Passenger Rail**
- Support continued service and vehicle replacement for Stevens Point transit
- Support continued service and vehicle replacement for Stevens Point transit
- Support continued service and vehicle replacement for Stevens Point transit
- Support continued service and vehicle replacement for Stevens Point transit

**Local Roads**
- Support preservation of existing freight services and corridors
- Support preservation of existing freight services and corridors
- Support preservation of existing freight services and corridors
- Support preservation of existing freight services and corridors

**Marinette Ferry**
- Support continued preservation, maintenance and infrastructure projects
- Support continued preservation, maintenance and infrastructure projects
- Support continued preservation, maintenance and infrastructure projects
- Support continued preservation, maintenance and infrastructure projects

**Park & Ride**
- Support continued preservation, maintenance and infrastructure projects
- Support continued preservation, maintenance and infrastructure projects
- Support continued preservation, maintenance and infrastructure projects
- Support continued preservation, maintenance and infrastructure projects

**Public Transit**
- Support new intercity bus service between La Crosse and Milwaukee via I-90/94, with stops in Sparta, Tomah, Wisconsin Dells, Madison, and Milwaukee
- Support new intercity bus service between La Crosse and Milwaukee via I-90/94, with stops in Sparta, Tomah, Wisconsin Dells, Madison, and Milwaukee
- Support new intercity bus service between La Crosse and Milwaukee via I-90/94, with stops in Sparta, Tomah, Wisconsin Dells, Madison, and Milwaukee
- Support new intercity bus service between La Crosse and Milwaukee via I-90/94, with stops in Sparta, Tomah, Wisconsin Dells, Madison, and Milwaukee

**Rail Freight**
- Support preservation of existing freight services and corridors
- Support preservation of existing freight services and corridors
- Support preservation of existing freight services and corridors
- Support preservation of existing freight services and corridors

**Specialized Transit**
- Support continued service and encouraged improved service coordination
- Support continued service and encouraged improved service coordination
- Support continued service and encouraged improved service coordination
- Support continued service and encouraged improved service coordination

**State Highways**
- Support continued service and encouraged improved service coordination
- Support continued service and encouraged improved service coordination
- Support continued service and encouraged improved service coordination
- Support continued service and encouraged improved service coordination

**City of Madison**
- Support continued service and encouraged improved service coordination
- Support continued service and encouraged improved service coordination
- Support continued service and encouraged improved service coordination
- Support continued service and encouraged improved service coordination

**State of Wisconsin**
- Support continued service and encouraged improved service coordination
- Support continued service and encouraged improved service coordination
- Support continued service and encouraged improved service coordination
- Support continued service and encouraged improved service coordination

**Transport 2020**
- Support continued service and encouraged improved service coordination
- Support continued service and encouraged improved service coordination
- Support continued service and encouraged improved service coordination
- Support continued service and encouraged improved service coordination

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.
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 8, 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 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)

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

National Highway System (NHS) Intermodal Terminals
- Federal Highway Administration, October 2007

Passenger Rail Ridership
- Current data: WisDOT, 2007
- Forecast data:
  - Forecast year 2020
- Forecast Milwaukee station data includes all Milwaukee area stations (Milwaukee Intermodal Station, General Mitchell International Airport and Grissin)

Population
- Current Age 65 and older population: 2010 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)
- 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
- 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, 2030 – 2035 Long-Range Transportation Plan, December 2005
- Waukesha Metropolitan Planning Commission, Waukesha Area Metropolitan 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
- Lac Courte Oreilles Band of Lake Superior Chippewa Indians, 2006 Transportation Plan, March 2006
- 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
- Sokaogon Chippewa Community, Long Range Transportation Plan, March 2007

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