

# Wisconsin River Corridor Part 1 – Madison to Wausau

## Corridor Overview

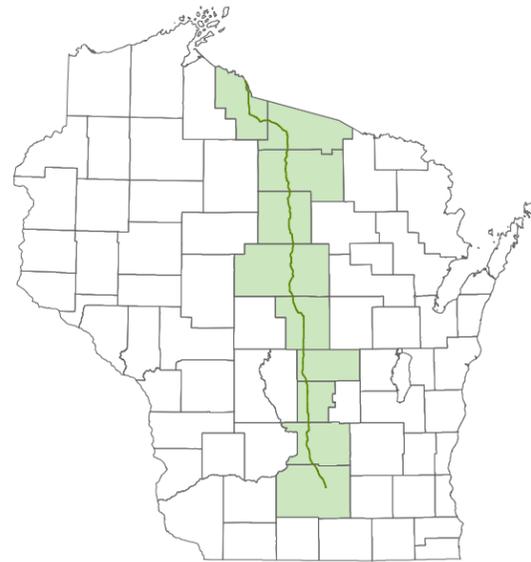
This 140-mile corridor is part of a major passenger and freight route that links north central Wisconsin to south central Wisconsin and Illinois. It is a critical tourist corridor that connects the population centers in Illinois and southern Wisconsin to the major recreation areas in the north. It also 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 - Morey 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
  - › NHS 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:** Freight rail service exists
- **Intercity Passenger Rail:** Amtrak *Empire Builder* service between Chicago, IL and Seattle, WA/Portland OR, with a stop in Portage
- **Intercity Bus:**
  - › Connections in Madison to intercity bus services to La Crosse, Milwaukee, Minneapolis/St. Paul, MN and Chicago, IL
  - › Connections in Wausau to intercity bus services to Milwaukee
- **Ports and Harbors:** None along this corridor
- **Ferry:** Merrimac Ferry
- **Bicycle/Pedestrian:**
  - › Major trails: Capitol City Trail, Ice Age Trail (pedestrian only), Tomorrow River State Trail, Green Circle Trail, Mountain State 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 airplane-capable airports
- **Highways:** Maximized preservation and maintenance of infrastructure and continued user efficiency and mobility, including improved traffic movement, along I-39 and US 51 by implementing:
  - › *State Access Management Plan* vision
    - Tier 1; I-39, I-90/94, US 51 (Madison municipal limit to south of WIS 60)
    - Tier 2B; US 51 (WIS 60 to Portage municipal limit)
  - › Candidate expressway upgrade of corridor and the potential conversion of expressway-to-freeway corridor (Portions of US 51)
  - › Enumerated Major project for construction (Wausau)
- **Public Transit:** Increased regional coordination and continued service
- **Fixed Guideway Transit:** New service (Dane County)
- **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 Sheboygan; 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:** Continued service, preservation, maintenance and infrastructure improvements (Merrimac)
- **Bicycle/Pedestrian:** Continued and enhanced accommodations, linkages and accessibility along and across facilities



	Year 2007	Year 2030
<b>County populations</b>		
Dane	468,514	579,976
Columbia	55,636	63,177
Marquette	15,319	16,715
Waushara	25,215	28,263
Portage	69,959	81,177
Marathon	134,028	150,225
Lincoln	30,562	31,775
Oneida	38,600	39,672
Vilas	22,545	22,137
Iron	7,002	6,554
<b>Population age 65 and older</b>	96,558	209,779
<b>Enplanements</b>		
Dane County Regional Airport	796,032	1,481,200
Central Wisconsin Airport	161,697	266,100
<b>Intercity passenger rail ridership</b>		
Madison station	NA	309,000
Portage station	7,187	30,000
<b>Average annual daily traffic along</b>		
I-39	13,300 – 79,200	17,600 – 93,600
US 51	4,500 – 19,400	6,000 – 22,300
<b>Truck volume along</b>		
I-39	Medium	High
US 51	Low	Low

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



# 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/](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.

### 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

### 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

### 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

For more information, refer to the Corridor Map Legend Definitions document at [www.wiconnections2030.gov](http://www.wiconnections2030.gov).



# Wisconsin River Corridor Part 1 – Madison to Wausau

## 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)

I-39/90/94	Prepare corridor plan from US 12 (Madison) to County Rd V (Dane Co)
I-90/94	Prepare corridor plan from I-39 to US 12 (Wisconsin Dells)
US 10	Construct enumerated Major project from US 10 west/WIS 13 south (Marshfield) to I-39 (north of Stevens Point), which may include bypassing several communities, adding lanes, and new interchanges at proposed US 10 and WIS 34 north; and at County Rd X (Portage Co)/proposed US 10 west and I-39
US 51	Construct new interchange at County Rd V (Dane Co)/Mueller Rd and US 51
US 51	Construct as a four-lane divided highway from Rearden Rd (De Forest) to Grindle Rd (De Forest)/County Rd V East (Dane Co)
US 51/WIS 22	Prepare corridor plan from County Rd V (Dane Co) to WIS 16
WIS 33	Reconstruct from Wisconsin St to Canadian Pacific Railroad in Portage
WIS 60	Reconstruct within downtown Lodi
WIS 78	Reconstruct from Weynand Rd to North Merrimac village limits
WIS 161	Replace bridge over the Tomorrow River (Nelsonville)
Intercity Bus	Support new intercity bus service between Madison and Wausau with stops in Portage, Stevens Point and Mosinee
Park & Ride	Support proposed park and ride construction near the intersection of WIS 78 and I-39/90/94, and near the new US 10/ WIS 34 north interchange
Public Transit	Support implementation of express bus recommendations in the Madison Area Transportation Planning Board’s long range transportation plan and <i>Transport 2020</i>

### Mid-Term (2014 – 2019)

WIS 21	Prepare corridor plan from I-94 (Tomah) to Rivermoor Rd. (Winnebago Co)
Bicycle/Pedestrian	Provide rural and urban accommodations along WIS 21 from County Rd Y (Waushara Co) to eastern Wautoma city limits
Bicycle/Pedestrian	Provide urban accommodations along WIS 54 from Grant Ave (Plover) to Post Rd (Plover)
Bicycle/Pedestrian	Provide urban accommodations along new WIS 66 (existing US 10) from Water St (Stevens Point) to I-39 (Stevens Point), and along US 10 from I-39 to Algoma St (Portage Co)
Intercity Bus	Support new intercity bus service between La Crosse and Madison via I-90/94 with stops in Sparta, Tomah, Mauston, and Wisconsin Dells
Intercity Passenger Rail	Implement intercity passenger rail service between Minneapolis/St. Paul, MN and Chicago, IL via Eau Claire with proposed stops in Hudson, Menomonie, Eau Claire, Wisconsin Dells, Portage, Madison, Watertown, Oconomowoc, Brookfield, Milwaukee, General Mitchell International Airport and Sturtevant and/or via La Crosse with proposed stops in La Crosse, Tomah, Wisconsin Dells, Portage, Madison, Watertown, Oconomowoc, Brookfield, Milwaukee, General Mitchell International Airport and Sturtevant. Implementation will be based on results of environmental study
Park & Ride	Support proposed park and ride construction at I-39 and Casimir Rd (Portage Co) and near the intersection of WIS 54 and Coolidge Ave (Town of Plover, Portage Co) if supported by environmental document

### Long Term (2020 – 2030)

I-39	Reconstruct existing interchanges at WIS 54/BUS 51 and I-39, County Rd B (Portage Co) and I-39, US 10 east and I-39, and WIS 66 and I-39 if supported by environmental document
WIS 54	Prepare corridor plan from WIS 73 to I-39
Intercity/Feeder Bus	Support new intercity bus service between Wausau and proposed Appleton passenger rail station with stops in Mosinee, Stevens Point, Waupaca, and New London

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

Intercity Bus	Support new intercity bus service between La Crosse and Wausau with stops in Sparta, Tomah and Wisconsin Rapids, Stevens Point, and Mosinee; and between Stevens Point and Marshfield
Park & Ride	Support proposed park and ride construction near the intersections of new WIS 66 and County Rd HH (Portage Co); US 10 and County Rd J (Portage Co); WIS 54 and County Rd U (Wood Co); and WIS 54 and County Rd R (Portage Co) if supported by environmental document

### Entire Planning Period

US 10	Construct candidate expressway upgrades and/or convert to freeway from Algoma St (Stevens Point) to WIS 49 (Waupaca) if supported by environmental document
US 51	Construct candidate expressway upgrades and/or convert to freeway from WIS 138 to WIS 60 if supported by environmental document
US 51	Construct candidate passing lanes from WIS 22 to County Rd P (Columbia Co) if supported by environmental document
WIS 16	Construct candidate passing lanes from US 51 to WIS 60 if supported by environmental document
WIS 21	Construct candidate passing lanes from Ensign Rd (east of Tomah) to west boundary of Coloma; and from east boundary of Coloma to WIS 22 if supported by environmental document
WIS 22	Construct candidate passing lanes from US 51 to WIS 16 if supported by environmental document
WIS 33	Construct candidate passing lanes from I-39 to County Rd T (Sauk Co) 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	Support continued intercity bus service between Wausau and Milwaukee with stops in Stevens Point, Appleton, Oshkosh and Fond du Lac; between Minneapolis/St. Paul, MN and Chicago, IL with stops in Eau Claire, Tomah, Wisconsin Dells, Madison and Beloit; and between Minneapolis/St. Paul, MN and Chicago, IL with stops in Eau Claire, Tomah, Wisconsin Dells, Madison and Milwaukee
Intercity Passenger Rail	Study the potential for serving West Central, North Central, Central and South Central Wisconsin and implement the results of the studies
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
Intercity Passenger Rail	Support continued Amtrak <i>Empire Builder</i> service between Seattle, WA/Portland, OR and Chicago, IL with stops in La Crosse, Tomah, Wisconsin Dells, Portage, Columbus and Milwaukee
Local Roads	Support continued preservation, maintenance and infrastructure projects
Merrimac Ferry	Preserve and maintain existing Merrimac Ferry, channels, service and infrastructure
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 continued shared-ride taxi service in Adams County, Portage and Plover
Public Transit	Support regional service expansion for Stevens Point transit
Public Transit	Support continued service and vehicle replacement for Stevens Point 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
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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