

Mississippi River Corridor – Dubuque, IA to La Crosse to Twin Cities, MN

Corridor Overview

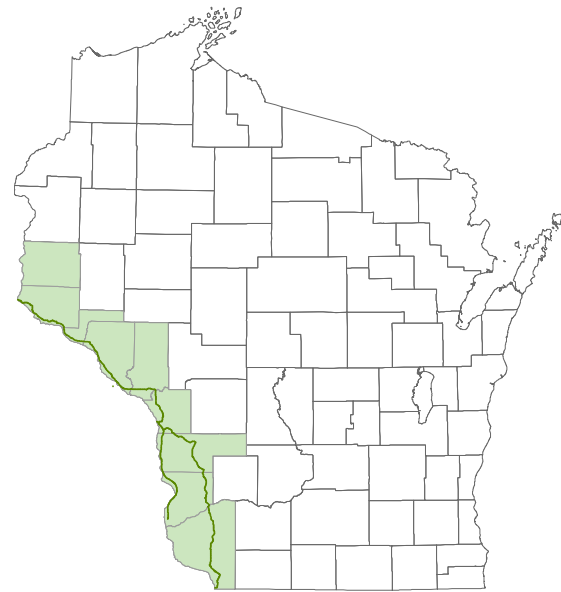
This 275-mile corridor is a major rail freight corridor containing parts of two Class I railroad mainlines linking the Twin Cities, MN, Chicago, IL and locations beyond. This corridor includes one of the main rail freight connections to Canada. It also includes the major waterborne freight corridor of the Upper Mississippi River Waterway System. The highways in this corridor are economic lifelines and tourism routes. This corridor contains Wisconsin's only National Scenic Byway, the Great River Road (primarily WIS 35), as well as the Governor Nelson Dewey Memorial Highway (WIS 81 from Cassville to Beetown), the Laura Ingalls Wilder Historic Highway (WIS 25 from Nelson to Pepin) and the Great River Road (Mississippi River) Trail. The corridor includes the urban and urbanized areas of La Crosse and Dubuque, IA, as well as Platteville and Prairie du Chien.

Current Corridor Characteristics

- Airports:
 - › Air carrier (passenger) airport: La Crosse Municipal
 - › Transport/corporate airports: Prairie du Chien, Boscobel
 - › General utility airport: Platteville Municipal
 - › Basic utility airports: Viroqua Municipal, Lancaster Municipal, Cassville Municipal
- Highways:
 - › Primary state highways: US 61, WIS 35, WIS 93
 - › Corridors 2030 Connector Route: US 61
 - › NHS intermodal terminals with local road connections: Port of Prairie du Chien, Port of La Crosse
- Public Transit:
 - › Bus systems: La Crosse
 - › Shared-ride taxi: Onalaska, Viroqua, Prairie du Chien, Platteville, Grant County, River Falls
 - › 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 La Crosse
- Intercity Bus: Connections in La Crosse to intercity bus services to Madison and Minneapolis/St. Paul, MN
- Ports and Harbors: La Crosse, Prairie du Chien, and Dubuque, IA
- Ferry: Cassville
- Bicycle/Pedestrian:
 - › Major trails: La Crosse River State Trail, Great River Road (Mississippi River) Trail, Halfway Creek 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 US 61, WIS 35, and WIS 93 by implementing:
 - › *State Access Management Plan* vision
 - Tier 2A; US 61 (La Crosse municipal limit to Viroqua municipal limit) and WIS 93 (along US 53)
 - Tier 2B; US 61 [US 151 to Viroqua municipal limit, Westby municipal limit to County Rd M (La Crosse Co)], WIS 35 (WIS 25 to US 53 and south of La Crosse) and WIS 93 [WIS 35/54 to County Rd II (Eau Claire Co)]
 - › Candidate passing lane corridors (US 61, WIS 93)
 - › Enumerated Major project for construction (Prairie du Chien, Westby-Viroqua, La Crosse)
- 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:
 - › Continued Amtrak *Empire Builder* service between Chicago, IL and Seattle, WA/Portland, OR with a stop in La Crosse
 - › New 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 2: Between Madison and La Crosse, via I-90, and between Madison and Dubuque, IA
 - Phase 3: Between La Crosse and Wausau
- Ports and Harbors: Continued service, preservation, maintenance and infrastructure improvements (La Crosse, Prairie du Chien). Port in Dubuque, IA.
- Ferry: Continued service, preservation, maintenance and infrastructure improvements (Cassville)
- Bicycle/Pedestrian: Continued and enhanced accommodations, linkages and accessibility along and across facilities

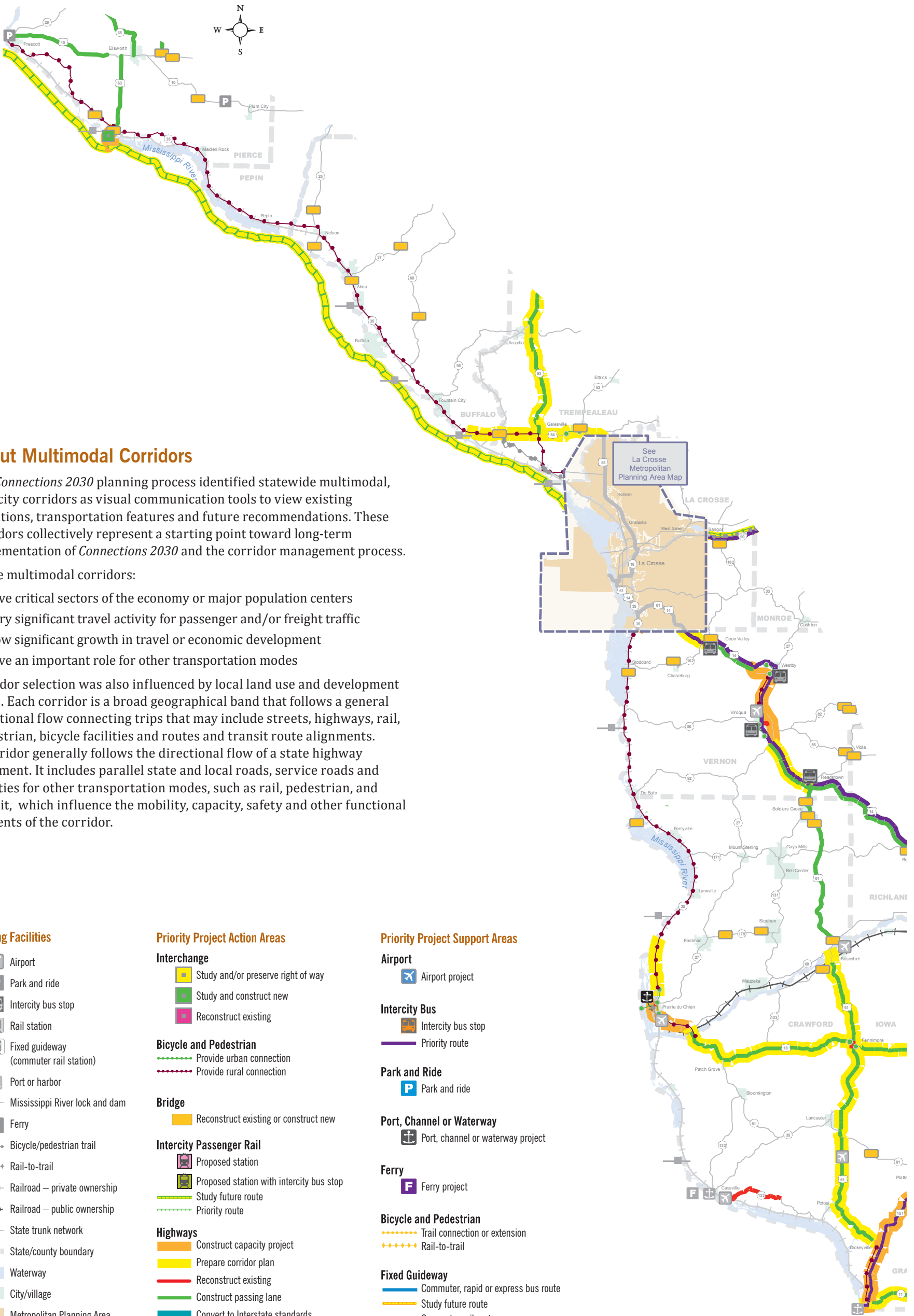


	Year 2007	Year 2030
County populations		
Grant	51,037	52,814
Crawford	17,553	18,495
Vernon	29,530	34,095
La Crosse	111,791	125,652
Trempealeau	28,119	30,402
Buffalo	14,183	14,951
Pepin	7,714	8,940
Pierce	40,235	45,850
Population age 65 and older	40,049	76,161
Enplanements		
La Crosse Municipal	119,897	228,500
Intercity passenger rail ridership		
La Crosse station	28,009	70,000
Average annual daily traffic along		
US 61	2,400 – 10,500	2,400 – 17,700
WIS 35	2,300 – 36,500	2,700 – 31,300
WIS 93	6,100 – 10,100	7,900 – 12,500
Truck volume along		
US 61	Low	Low
WIS 35	Low	Low
WIS 93	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.

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.



Mississippi River Corridor – Dubuque, IA to La Crosse to Twin Cities, MN

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 14	Prepare corridor plan from WIS 27 to WIS 131
US 18/61	Reconstruct from 18th St to 4 St (Fennimore)
US 53	Replace Main St bridge over Beaver Creek (Galesville)
US 61/WIS 131	Replace bridges over Baker Creek and the Kickapoo River (Soldiers Grove)
WIS 11	Prepare corridor plan from US 151/WIS 35 to I-39
WIS 25	Replace bridge at Mississippi River (Nelson)
WIS 35	Reconstruct from E Washington St to E Webster St (Prairie du Chien)
WIS 35	Replace Main St bridge (Alma)
WIS 37	Replace bridge at Buffalo River
WIS 56	Replace bridge over Kickapoo River east of Viola
WIS 56	Reconstruct from Mahoney Rd (Viroqua) to US 14, and from east of WIS 131 (Viola) to east of River Rd (Viola)
WIS 63	Replace bridge south of WIS 35 at railroad
WIS 80	Reconstruct from Pine St to Golf View Rd (Platteville)
WIS 81	Replace bridge over Platte River
WIS 82	Replace west bridge over Otter Creek
WIS 88	Replace bridge at Little Waumandee Creek
WIS 133	Reconstruct from Cassville to County Rd N (Grant Co)
WIS 133	Replace bridge over Crooked Creek
WIS 162	Replace bridge deck over Hohlfeld Coulee Creek
Airports	Support runway extension at Platteville Municipal Airport
Bicycle/Pedestrian	Provide urban accommodations along WIS 54 through Galesville
Port/Harbor	Support construction of new docking and dredging facilities at the Port of Prairie du Chien

Mid-Term (2014 – 2019)

US 10	Replace bridge over Rush River
US 14	Prepare corridor plan from WIS 35 to WIS 162
US 14	Construct enumerated Major project from the south end of the proposed Westby bypass to the north end of the proposed Viroqua bypass, which may include bypassing Westby and Viroqua and adding lanes from Tristate Rd (Westby) to County Rd B (Viroqua)
US 18	Construct enumerated Major project from Wisconsin St/Iowa St (Prairie du Chien) to WIS 60 (Bridgeport), which may include relocating to Main St (Prairie du Chien), adding lanes and/or capacity and adding a grade separation over BNSF railroad track
US 18	Prepare corridor plan from WIS 60 to WIS 23 (Dodgenville)

Mid-Term (2014 – 2019), continued

US 63	Replace bridge over the south fork of Lost Creek
US 151	Construct candidate expressway upgrades and/or convert to freeway from the Iowa/Wisconsin state line to County Road G (Dane Co) if supported by environmental document
WIS 35	Prepare corridor plan from Prairie du Chien municipal limits to County Rd D (Crawford Co)
WIS 35/54	Prepare corridor plan from WIS 54 west (at Mississippi River) to WIS 93
WIS 80	Replace bridge over Little Platte River if supported by environmental document
US 53/WIS 54/WIS 93	Prepare corridor plan from County Rd HD (La Crosse Co) to I-94 (Eau Claire)
WIS 162	Replace bridge over Coon Creek if supported by environmental document
WIS 171	Replace bridge over Mill Creek if supported by environmental document
Bicycle/Pedestrian	Provide urban and rural accommodations along US 14 from Spring Coulee Rd (Westby) to Viroqua city limits
Bicycle/Pedestrian	Provide urban and rural accommodations along US18/WIS 60 from the Iowa border to County Rd C (Grant Co)
Bicycle/Pedestrian	Provide urban and rural accommodations along WIS 35 from Prescott to Onalaska, and from La Crosse to Prairie du Chien
Bicycle/Pedestrian	Provide urban and rural accommodations along US 14 from Boaz to Richland Center
Bicycle/Pedestrian	Provide urban accommodations along WIS 35 in Prairie du Chien
Bicycle/Pedestrian	Provide rural accommodations along US 151 from Iowa/Wisconsin state line to US 61 (Dickeyville)
Bicycle/Pedestrian	Provide rural accommodations along US 61/151 (Grant Co) across Mississippi
Intercity Bus	Support new intercity bus service between Dubuque, IA and Madison with stops in Platteville, Dodgeville, Mount Horeb and Verona; and 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 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

Long Term (2020 – 2030)

US 61	Prepare corridor plan from US 151 to WIS 60
US 61	Replace bridges over Trout Creek and Richland Creek, if supported by environmental document
WIS 25	Replace bridge over Fox Coulee Creek if supported by environmental document
WIS 35	Study and construct new interchange at US 63 and WIS 35 if supported by environmental document
WIS 35	Replace bridges over the Trimbelle River and Coon Creek south of La Crosse if supported by environmental document
WIS 35/54	Replace bridge over Pine Creek if supported by environmental document
WIS 56	Replace bridge over the Kickapoo River west of Viola if supported by environmental document
WIS 72	Replace bridge over Lost Creek if supported by environmental document
WIS 82	Replace east bridge over Otter Creek and bridge over railroad near the Mississippi River if supported by environmental document



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Long Term (2020 – 2030), continued

WIS 162	Replace bridge over Dutch Creek if supported by environmental document
WIS 179	Replace bridges over Otter Creek and the Kickapoo River if supported by environmental document
Bicycle/Pedestrian	Provide urban accommodations in Fennimore along US 18/61
Intercity Bus	Support new intercity bus service between La Crosse and Wausau with stops in Sparta, Tomah, Wisconsin Rapids, Stevens Point and Mosinee

Entire Planning Period

US 10	Construct candidate passing lanes from WIS 29 to County Rd J (Pierce Co) if supported by an environmental document
US 14	Construct candidate passing lanes from US 14/61 split (Readstown) to Westside Drive (Richland Center) if supported by environmental document
US 14/61	Construct candidate passing lanes from County Rd P (Vernon Co) to Allen Dr (Town of Christiana); and from WIS 27 to US 14/61 split (Readstown) if supported by environmental document
US 18	Construct candidate passing lanes from Wisconsin River to Roger Hollow Rd (Fennimore); and from County Rd Q (Grant Co) to WIS 80 if supported by environmental document
US 61	Construct candidate passing lanes from Dickeyville to US 18 east (Fennimore); from US 18 west (Fennimore) to WIS 133 (Boscobel); and from WIS 60 to US 14 if supported by environmental document
US 63	Construct candidate passing lanes from WIS 35 N to US 10; and from WIS 72/63 split to Florence St (Baldwin) if supported by environmental document
WIS 11	Construct candidate passing lanes from WIS 35 to Clay Ln (Hazel Green); and from WIS 80 to County Rd J North (Lafayette Co) if supported by environmental document
WIS 65	Construct candidate passing lanes from US 10/US 63 to River Falls municipal limits if supported by environmental document
WIS 93	Construct candidate passing lanes from WIS 54 to Blaschko Ave (Arcadia); and from WIS 95 to Park St (Independence) if supported by environmental document

Entire Planning Period

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
Ferry	Support continued service of the Cassville Ferry between Cassville and Turkey Creek, IA
Intercity Bus	Support continued intercity bus service between Madison and La Crosse via US 14 with stops in Cross Plains, Black Earth, Mazomanie, Spring Green, Lone Rock, Richland Center, Readstown, Viroqua, Westby and Coon Valley
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
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/Harbors	Support channel preservation, maintenance and infrastructure projects at the Ports of Prairie du Chien and La Crosse
Public Transit	Support continued shared-ride taxi service in Grant County, Prairie du Chien, Platteville, Onalaska and Viroqua
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

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.



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

Truck volume

- WisDOT, August 2007

Public and specialized transit:

- WisDOT, January 2008

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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