WISCONSIN'S GREAT RIVER ROAD Bicycle Suitability Report

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ABSTRACT

This *Wisconsin's Great River Road Bicycle Suitability Report* was prepared by the Mississippi River Regional Planning Commission under contract with, and funding from, the Wisconsin Department of Transportation (DOT). The research for this report was conducted during October 2000 and May of 2001.

This *Report* was intended to identify specific deficiencies regarding shoulder widths on the marked Great River Road, which in seven of the eight counties through which it passes, is marked on STH 35, and its various concurrent state and federal highways. In Grant County, because STH 35 is considerably removed from the Mississippi River much of the distance, The Great River Road is variously marked on STH 133 and County Trunk Highways A, C, X, V, and VV. The deficient segments, as based on shoulder widths, were noted and it was determined if these segments were included in the DOT's appropriate Six Year Programs. The DOT could use these specific deficiency notations for preparing future work programs to correct the deficiencies.

Several previous inventories, studies and plans have been conducted for all, or various segments of The Great River Road which review and discuss the bicycle facilities and riding suitability of the Road. These documents are listed in the *Executive Summary*. The principal source of information was field trips and personal inspection along the Great River Road in the fall of 2000, and spring of 2001. Robert Fisher and Dave Bonifas of the Mississippi River Regional Planning Commission (MRRPC) and Arlyn Proksch of District 5 DOT conducted these on site inspections. Tom Huber and planning staff of DOT Central Office also had prepared a personal bicycling log of portions of the Road.

Five public information meetings were held in the winter of 2001, in Cassville, Prairie du Chien, Onalaska, Alma, and Prescott. These meetings were sponsored by the Mississippi River Parkway Commission and were primarily to give information about the Great River Road's new U.S. Department of Transportation-Federal Highway Administration designation as a National Scenic Byway. The role of bicycles in tourism development and this *Great River Road Bicycle Suitability Report* were also discussed. There was strong public support voiced for continuing improvement of bicycle facilities along the Great River Road. The Mississippi River Parkway Commissioners for each county assisted in organizing these meetings.

Bob Fisher was the principal author and Barb Buros and Greg Flogstad of the MRRPC staff helped organize, edit, and prepare the final report. Dave Bonifas prepared the maps.

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Executive Summary

The Great River Road is an internationally recognized 2,000 mile highway, along both sides of the Mississippi River, beginning in the Canadian province of Ontario and following tributaries and the big river itself to the Gulf of Mexico. The idea for the ten state -one province scenic roadway was conceived in 1938, and is administered by an international commission, The Mississippi River Parkway Commission. Each state and province has a counterpart Mississippi River Parkway Commission which plans and advises state agencies on matters involving The Great River Road in that particular state or province. In Wisconsin, this Parkway Commission is established by State Statute, and is comprised of one governor appointed Commissioner from each of the eight counties bordering the Mississippi River through which the Road passes, plus four Legislative members, two each from the state Senate and state Assembly. The Chairperson is elected by the members of the Parkway Commission, and represents Wisconsin on the international Parkway Commission. Various Technical Committees comprised of state and local agency representatives, and other expert skills such as tourism, marketing, engineering, planning, and natural resources advise the twelve voting members of the Parkway Commission.

The Wisconsin Mississippi River Parkway Commission, among the state commissions, is especially active in planning for the protection of the scenic beauty of the Great River Road, as well as developing its tourism and economic potential, and its transportation benefits. Over the years many significant planning documents have been prepared on behalf of the Parkway Commission by consultants and government agencies. Three significant recent planning documents prepared for the Wisconsin Department of Transportation are *Design Guidelines For: The Great River Road* by Ken Saiki Design in association with Jay J. Fernholtz Associates and John A. Harrington, July 1994; *The Great River Road in Wisconsin-Historical and Archaeological Interpretive Report "Seeing History on Wisconsin's Great River Road"* by Hess, Roise and Company with Archaeological Research Services and Jensen & Wilcoxon, Inc., July 1997; and *The Great River Road in Wisconsin-Planning Framework for Visitor Facilities Along The Wisconsin Great River Road Corridor* by Ken Saiki Design, July 1997. These three consultant prepared studies help set the format for future physical and tourism development of the Mississippi River Parkway Corridor. Other planning documents that are active in shaping decisions along The Great River Road corridor include, *Great River Road Corridor Bikeway Implementation Plan* prepared on behalf of the Mississippi River Parkway Commission by Wisconsin Departments of Transportation, Natural Resources, and Tourism, 2000, and *Six-Year Highway Improvement Program* prepared biennially by the Wisconsin Department of Transportation.

In Wisconsin The Great River Road is designated principally on STH 35, except in Grant County where, in an effort to keep the Road as close to the Mississippi River as practicable, County Trunk Highways C, X, A, V, and VV, and STH 133, and USH 61 are designated through part of that County to carry The Great River Road.

In 2000 the Federal Highway Administration responded to Wisconsin's request, and chose to designate the entire 250 mile length of The Great River Road in the state as a National Scenic Byway. This designation is a unique honor which recognizes the road as one of our nation's highways that are outstanding examples of scenic beauty, historical, archaeological, cultural and recreational opportunity. The designation, as one of 81 such roads in the nation, also opens the opportunity for additional funding for amenities that will enhance the traveling publics' use and enjoyment of this travel experience.

Wisconsin's Great River Road Bicycle Suitability Study was conceived as a "fine tuning" of previous bicycling and other studies of The Great River Road. The Wisconsin Department of Transportation and the Mississippi River Parkway Commission asked the Mississippi River Regional Planning Commission to examine the entire length of The Great River Road in Wisconsin and determine where deficiencies in roadway structure or design existed that reduced the suitability of the roadway below an established standard for safe bicycle use, and to then determine if those areas of deficiency were included for remediation in the existing *Six-Year Highway Improvement Program* for the appropriate Transportation District. Deficiencies which were not included in current improvement program schedules were to be further noted and an approximate cost and realistic schedule for improvement was to be determined. The *Study* was also intended to describe the route in a more general manner, noting bicycling suitability or impediments, and bicycle-friendly amenities immediately adjacent to The Great River Road.

The following is a summary of the findings of this study.

The Wisconsin Department of Transportation (DOT) prepares a *Six Year Program* at the beginning of each biennial budget period, which programs highway construction and major rehabilitation projects the DOT intends to carry out over the following 6 year period, which spans 3 two year budget periods. This *Six Year Program* is informally revised during the course of a biennial budget, and recast every two years. County Highway programming is usually less formal, with County Highway Departments submitting formal budgets each year, but maintaining proposals reaching out a longer time into the future. The current state *Six Year Program 2002-07* has programmed 26 shoulders miles of surface paving, reconstruction, or widening, plus one bridge replacement, on State System roads designated as The Great River Road. The 26 miles in the *Program* are marked for work in Pepin, Buffalo, Grant, and La Crosse Counties.

Currently The Great River Road on the State System highways in unincorporated areas has 319 miles of shoulders. Class A shoulders are 5 foot or greater paved, and there are 209 miles, or 66%, in this class. Class B Shoulders provide at least 5 feet of total shoulder width, but less than 5 foot paved. There are 82 miles of State trunk Great River Road in this category, or 26% of the total. The remaining rural Great River Road on the State System has Class C shoulders with total width less than 5 feet. There are 28 miles, or 13% in this category. The 54.8 mile county trunk highway portion of The Great River Road in Grant County has 20 miles, or 36%, Class B shoulders. The remaining 64% of the rural county highway mileage, 35 miles, designated as The Great River Road has Class C shoulders or less than 5 feet of shoulder on at least one side.

This Report is to be used as a reference in developing projects and budget recommendations for DOT's 6 year plan. The Report therefore does not include any specific project schedules or budget figures.

STATE HIGHWAY SYSTEM – UNINCORPORATED TOWN
Shoulder Class – Total Miles – Both Sides

	A 5' or more paved	B 5' shoulder < 5' paved	C < 5' shoulder	Total	Miles in 6 yr Plan[1]
Pierce	47.33	9.51	2.78	59.62	0
Pepin	19.01	0	0.73	19.74	6.36
Buffalo	37.15	7.50	2.27	46.92	Buff. River Bridge 6-890
Trempealeau	11.31	15.66	0.99	27.96	0
La Crosse	6.11	4.05	3.14	13.30	2.98
Vernon	18.53	17.32	0.29	36.14	0
Crawford	36.78	20.26	2.32	59.36	8.70
GRR on STH GrantCounty	32.58	7.96	15.09	55.63	8.00
State Total	208.80	82.26	27.61	318.67	26.04
GRR on CTH Grant County	0	19.74	35.06	54.80	
TOTAL	**208.80**	**102.00**	**62.67**	**373.47**	**26.04**

1) *DOT 6 Year Plan or County 6 Year Plan is the major budget document for highway construction / n/rehabilitation programming.*

Suitable Bike Standards for Wisconsin's Great River Road

For purposes of the Great River Road, the following standards are established in the Wisconsin Department of Transportation (DOT) *Facilities Development Manual* (FDM).

The Wisconsin DOT policy is to provide safe, convenient and adequate bicycle facilities that will encourage bicycle riding when such facilities are warranted in accordance with the following criteria:

The highway or street is on an officially designated bike plan (*the Great River road is on such a recognized plan),* or The two-way bicycle traffic volume is, or is expected to be, 25 ADT or more during the peak three months of the bicycling season and the current annual traffic volume on the highway or street exceeds 1,000 ADT. *(The entire State Trunk portion of the Great River Road meets these warrants).*

Shoulder Bikeways The goal is for all shoulders on The Great River Road to be paved to a width of five feet when a rural cross section exists. Currently The Great River Road on the State System highways in unincorporated areas has 319 miles of shoulders. Class A shoulders are 5 foot or greater paved, and there are 209 miles, or 66%, in this class. Class B Shoulders provide at least 5 feet of total shoulder width, but less than 5 foot paved. There are 82 miles of State trunk Great River Road in this category, or 26% of the total. The remaining rural Great River Road on the State System has Class C shoulders with total width less than 5 feet. There are 28 miles, or 13% in this category. The 54.8 mile county trunk highway portion of The Great River Road in Grant County has 20 miles, or 36%, Class B shoulders. The remaining 64% of the rural county highway mileage, 35 miles, designated as The Great River Road has Class C shoulders or less than 5 feet of shoulder on at least one side.

Bicycle Lanes on Curbed Streets On curbed streets without parking, the bicycle lane is located next to the curb. The width of the bike lane is measured from the curb face and should be 5 feet when the curb is integral with the pavement. When the curb consists of a gutter or curb pan separate from the pavement, with a longitudinal joint, then the bicycle lane is measured from the roadway side of the joint, and 4 feet is required on pavement similar to the vehicle lane. When curbside parking is permitted, then the bike lane is located between the parking lane and the motor vehicle lane. The combined width of parking and bicycle lane can vary between 14 and 16 feet. A reduced total of 13 feet may be considered where site conditions and right-of-way restrictions preclude a greater width, providing the traffic lane next to the bike lane is at least 12 feet wide.

Shared Roadway On a shared roadway without a paved shoulder or marked bike lane, at least 14 feet of width is necessary for a motor vehicle and bicycle to operate side by side in the same lane, not including any surface differentiated gutter or curb pan width.

Bicycle Paths The minimum width of a two-way bike path is 8 feet of pavement, with 2 feet of unpaved shoulder on each side, however a width of 10 paved feet should be considered where bike and/or pedestrian volumes are currently "high" or expected to increase substantially in the

future. If a grade of six percent or more is involved for longer than 500 feet, then the wider path should be considered as bicyclists may reach higher speeds on the downhill run. A two way bike path on a long bridge may be necessary if it is used as a retrofit on a structure originally built without adequate lane width to accommodate bicycles or pedestrians. The disadvantage of a two-way path on one side of the structure is it requires bicyclists on the opposite of the roadway to cross over the travelway to use the path.

Other Bicycle Facility Design Standards and Definitions

Although many opinions may be stated about bicycle facilities and accommodations design, there are two principal documents that heavily influence the above described standards on State highways and other public roadways. The *Guide for the Development of Bicycle Facilities-1999* by the American Association of State Highway And Transportation Officials (AASHTO) serves as the standard guide for planning, design, and operation & maintenance of both "on-road" and "off-road" bicycle accommodations, lanes, ways, and paths. Although this guide includes both urban and rural roadway considerations when the bicycles will be operated on streets and highways shared with motor vehicles, its bike path design considerations tend to be more oriented toward high use paved urban paths, rather than the hard surfaced, but unpaved, trails typical of Wisconsin Department of Natural Resources State Bike Trail network. The design standards for the development of facilities on the State Trunk Highway system in Wisconsin are stated in the *Facilities Development Manual* (FDM). The FDM uses the standards from AASHTO, with occasional minor variations. The FDM is the controlling document and standards.

Definition of terms, and a brief primer in roadway design, is essential to understanding the guidelines for bicycle accommodations. The term "bikeway" is often used to refer to any route upon which a bicyclist might generally ride between origin and destination points, and it may be via a shared public roadway or a designated separate bike path. The more specific terms help differentiate the exact facility being referred to in further discussion.

Shared Roadway-No Bike Route Designation Bicycles are legal vehicles in Wisconsin, and are permitted to operate on most public roadways, and are subject to the same traffic laws as all other vehicles. Signs designating the roadway as a "bicycle route" are usually not posted, nor are they necessary except under special circumstances. A bicycle may occupy the "live lane" of traffic with motor vehicles (the law does require the cyclist to keep as far to the right as practicable), and this is common on most urban streets where the speed differential between bicycles and motor vehicles is reduced. On most rural roads, especially more heavily trafficked state highways, the speed differential, and truck traffic, make bicycle operation in the motor vehicle live lane more dangerous.

Shared Roadway-Bicycle Route Designation Signing a public roadway serving motor vehicles as a Bicycle Route should only be done after careful consideration. It is more commonly done in urban areas and is intended to a) provide continuity to other bicycle facilities (usually Bike Lanes) or b) designate preferred routes through high-demand corridors. The designation of Bicycle Routes does not restrict or limit bicyclists from operating on parallel routes not specifically signed as Bike Routes. Bicycles may be prohibited, by signage, from certain high

volume freeway type routes, such as the Interstate System. When a road is marked as a Bicycle Route it should indicate to bicyclists that there is some distinct advantage to using that particular route over other, unmarked, routes. The responsible highway agency will have taken actions to insure the marked route is especially compatible for bicyclists in terms of pavement marking, surface or shoulder conditions, grade, and curb and gutter conditions, and other features which enhance bicycle safety. If the highway agency can not provide these "extra" or special features, then it is better not to specifically designate the route as a Bicycle Route.

Bike Lane or Bicycle Lane Bike lanes are established on, and considered to be, shared roadways using appropriate pavement marking and signing along streets in corridors where there is sufficient bicycle demand and where there are distinct needs that can be served by them. A shared roadway with Bike Lanes may not necessarily be signed as a Bike Route. A bike lane delineates a portion of the roadway surface for bicycle use and is intended to aid both cyclists and motorists by providing for more predictable movements by each group of operators. There is no physical separation of a bike lane from the motor vehicle lane, and right and left turn movements by motorists will cross bike lanes. Certain width standards are necessary before a lane can be marked as a "bike lane". Traffic movement by bicycles in a Bicycle Lane is one-way, in the direction of motor vehicle traffic. By marking a Bike Lane, the highway agency assumes responsibility for grates, curb/shoulder conditions and cleaning that enhance bicycle travel and safety. Bike Lanes are usually associated with urban cross-sections or urban conditions

Paved Shoulders The rural equivalent of a bike lane is the paved shoulder. While wide shoulders in general provide safety advantages to motorists who must remove a disabled vehicle completely from the live travel lane, a paved shoulder enhances suitability for bicyclists. There are width standards for paved shoulders intended for bicycle use, but any paved shoulder width is better than none. The higher differential speeds, and wind conditions created by large trucks, are major factors in shared roadway use by bicycles in rural areas.

Bike Paths A bike path is a bikeway that is physically separated from motor vehicle traffic by an open space or barrier. It is not a "shared roadway" with motor vehicles, although it is often shared with other non-motorized modes such as pedestrians and roller skaters. Travel on bike paths is usually two-way, and if a bike path lies on the public road right-of-way, a clear and distinct physical or space separation barrier must exist to distinguish that the bike path is not part of the public roadway. There are width standards for bike paths.

Sidewalks Sidewalks are provided primarily for pedestrian travel, and are not designed for serious bicycle use. Children who are too young to operate bicycles on a shared use roadway in urban areas may use sidewalks, but adult cyclists capable of operating on shared use lanes should not be encouraged to use sidewalks. If sidewalks are considered a valid alternative to shared roadway use, then these "walks" should be designed as shared use paths to permit bicyclists and pedestrians and skaters to safely share the same surface. The same relative speed and weight differential that exists between motor vehicles and bicycles on shared roadways, also operates in the bicyclists' "favor" on shared bike-pedestrian travelways. In some urban areas the added complication of roller bladers, who are different from both bicyclists and pedestrians, must also be considered.

A Bike Trail is usually considered to be a more rural feature intended for recreational cyclists, although the definition between "recreational" and "trip oriented" bicyclists is one that exists more in the intent of highway planners than in most cyclists' actual purpose. In Wisconsin the Department of Natural Resources designed and maintained State trail system, supplemented by numerous local agency maintained trails also serves as a trip oriented bikeway, and in the case of The Great River Road, can supplement bicycle travel through the La Crosse urban area between Onalaska and Marshland. In Wisconsin the state trail system is surfaced with fine limestone, and is not suitable for roller blading. Differentiation between a bike path and a bike trail is a fine matter of semantics and is not critical to the larger discussion of The Great River Road.

Urban Cross Section An Urban Cross Section is a highway engineers way of referring to "curb and gutter". Typically the curb consists of the rolled concrete structure and a "curb pan" or concrete gutter, and then a longitudinal joint (running parallel to the traffic flow) which is where the pavement surface begins. Although bicyclists are expected to operate as far to the right as possible in the traffic lane, the curb pan or gutter is not considered to be part of the traffic lane. Bicyclists tend to shy clear of the longitudinal joint as it potentially could adversely affect the movement of the front tire necessary for balance. To be compatible for bicycling, especially on marked Bike Routes, this gutter must be kept clear of debris such as broken glass, dirt, and scrap metal.

GREAT RIVER ROAD LOG KEY

The Great River Road Log is an adaptation and analysis of information contained within the "State Trunk Highway Log" for STHs 35 and 133, and USH 61 as appropriate, and "Local Roads Inventory Listing" for County Trunk Highways (*Grant County*) A, C, X, V, and VV as appropriate for the marked Great River Road in the eight counties through which it passes in Wisconsin. This log in combination with onsite observation were the two primary sources of information that were used to analyze the Great River Road's suitability for bicycling. The log information is maintained by Wisconsin Department of Transportation staff and is listed in a south to north direction. Each change in road surface width, shoulder width, surface type, shoulder type, and other geometric data is recorded and its mileage from various arbitrary starting points along the road. The alphabetic key below defines what the data in each of the columns of the log means. The Great River Road Log is found in Tables 2.1 through 9.1.

A - Geopoint
A point of geographic reference – road intersection, bridge, or political boundary line.

B – Mileage Point
Cumulative mileage from a reference point.

C – Miles to next point

D - Feet
The miles between points, converted to feet.

E – Left Shoulder - paved/total width in feet
The left and right shoulder identification is based on direction of travel, in this case south to north. The paved portion is usually less than the total shoulder. Field checks by MRRPC staff of many segments have verified the log data. Actual field observation suggests the DOT log preparer often tended toward the "liberal" in width interpretation, but not so much as to cause serious disagreement with MRRPC field verification.

F - Class
For ease of summary description, three classes of shoulders are established.

> Class A = Paved shoulder is at least 5 feet
> Class B = Paved shoulder is less than 5 feet, but total shoulder width is 5 feet or greater – the cost to retrofit a full 5 feet of pavement is easily calculated, and physically feasible.
> Class C = The total shoulder width, regardless of the pavement status, is less than 5 feet. In some cases a full 5-foot shoulder may be virtually impossible to achieve, in rugged terrain.

G, **H**, **I** – Left Class A, Left Class B, Left Class C
The "miles to next point" distance, which is the length of each segment in each shoulder class.

J – Left auxiliary Lane – based on travel direction of log recorder.
An "Auxiliary Lane" is a lane additional to the standard driving lane, intended for a safety purpose such as overtaking on a hill, or as a right or left turning lane. It is considered a "live traffic" lane, and not a substitute for a shoulder or bicycle lane. The number in this column is the width in feet.

K – Pavement Width
Most of the Great River Road is on two lanes, two-way traffic roads. The pavement width in most cases is the total travelway width of both lanes not including the paved shoulders or auxiliary lanes. On segments that are divided highway, one-way traffic, the pavement width refers to the one or more lanes of unidirectional traffic.

L – Right Auxiliary Lane – based on travel direction of log recorder

M – Right Shoulder – paved/total width in feet

N - Class
This summarizes the right shoulder data.

O, **P**, **Q** – Right Class A, Right Class B, Right Class C

R – Pavement Age
The year the last pavement reconditioning was done. This does not include seal coats or other minor surface repair. Shoulder paving has typically been based on a pavement reconditioning schedule, and traditionally has rarely been done as a "stand alone" practice.

S – Deficient Shoulder

T – In DOT 6-Year Plan

Road Narrative Descriptions read North to South, from Prescott to Illinois state line. Road log tables are listed South to North, by each county.

PIERCE COUNTY GREAT RIVER ROAD
Shoulder Deficiency Analysis for Bicycling

The following is a shoulder deficiency analysis for safe bicycle use on the Great River Road in Pierce County. Both the west and east shoulders have been analyzed based on a rating criteria whereby "A" is assigned to those segments of highway having five feet or more of paved shoulders, "B" is assigned to an overall shoulder of five feet but not all of it is paved, and "C" is assigned to those segments where the total shoulder width is less than five feet.

To assist in locating shoulder conditions highway segments have been assigned to the Great River Road. These highway segments begin at Mile 0.0 at the north county line and increase in a southerly direction until they terminate at the south county line, Mile 33.40. Each of these segments have been assigned a Town, Village, City or geographical name that corresponds to the primary municipal government or location that a highway segment passes through. A brief narrative follows the shoulder rating which provides more in depth information on the condition of the highway segment.

Maps 2.1 and 2.2 identify the location on the Great River Road where the five feet of paved highway shoulders are not provided.

City of Prescott Highway Segment – East end of USH 10 St.Croix River Bridge to South City Limit, 1.37 miles, Map 2.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	0.52	0.49
Class B: 5 feet of shoulder	0.05	0.06
Class C: < 5 feet of shoulder	0.80	0.82
	1.37	1.37

The City of Prescott is the northern terminus of The Great River Road in Wisconsin. The Wisconsin segment of the Road crosses into the state on the USH 10 bridge across the St. Croix River. This bridge was constructed in 1990 and has a 54 foot wide four lane travelway, and a nine foot sidewalk on one side. Washington County Minnesota planners are proposing a bicycle trail in that county along the St. Croix River between Afton and the Point Douglas Park opposite Prescott, with connection to Prescott. More ambitious plans include extending the trail or bikeway north from Afton to a crossing of the St. Croix to Hudson, Wisconsin, and a connection on the Wisconsin side between Hudson and Prescott, to form a loop route either side of the St. Croix River between Hudson and Prescott. This would be a logical extension of The Great River Road bicycle route in Wisconsin. A water taxi for bicyclists and pedestrians has been proposed by the Minnesota planners, and endorsed, at least informally, by Prescott officials, to operate seasonally between the Prescott waterfront and the Carpenter Nature Center, located in the northern portion of Point Douglas Park. The St. Croix River flows into the Mississippi River at Prescott, and the site is accessible at a waterfront park and walkway adjacent to the City's central business district. There is a visitor center and small museum.

At the south side of Prescott there is a rather steep grade out of the central portion of the City to the bluffs, along the top of which STH 35 travels to the southeast. The Great River Road passes by Freedom Park, which affords a high view of the Mississippi River Valley, and the confluence of the St. Croix into the Mississippi River. Currently this park provides water and restroom facilities, and a picnic shelter. Plans are moving forward to construct a building which will provide an all season overlook, and an interpretation center of the natural and cultural significance of the St. Croix and Upper Mississippi River valleys.

Town of Oak Grove Highway Segment – South City of Prescott Line to North Town of Diamond Bluff Line, 9.05 miles, Map 2.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	9.05	9.05
Class B: 5 feet of shoulder	0.00	0.00
Class C: < 5 feet of shoulder	0.00	0.00
	9.05	9.05

About 2 ¼ miles from Prescott, The Great River Road turns away from the view of the River valley and travels more inland. Although the scenery is rugged and wooded, and includes a rather steep fall and rise for the Big River crossing, approximately 6 miles from Prescott, the Great River Road is about two miles from its namesake river, and there are no parallel roads closer to the river, nor any intersecting roads providing direct access to the riverfront. The approximately last mile of Great River Road at the east end of the Town of Oak Grove is directly south, returning back to the Mississippi River. The shoulder throughout the Town on both sides is at least 5 foot paved, with overall width varying between 5 and 9 feet. The road was paved between 1992 and 1997, and no significant bicycling improvements are scheduled in the Six Year Program.

Town of Diamond Bluff Highway Segment – South Town of Oak Grove Line to North Town of Trenton Line, 5.92 miles, Map 2.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	2.02	2.02
Class B: 5 feet of shoulder	2.88	3.05
Class C: < 5 feet of shoulder	1.02	0.85
	5.92	5.92

Within approximately two miles after entering Diamond Bluff from the north, the Great River Road encounters the Mississippi River. The Class A shoulders end at this point and the remaining 3.9 miles has deficient shoulders on both sides of the highway. At about the point where the Great River Road reaches, or leaves the Mississippi River, depending upon the direction of travel, is the small unincorporated community of Diamond Bluff. A 0.45 mile segment of Class C, 4 foot paved total shoulder, is located on the east side of the highway in this area and is the second longest continuous segment of Class C shoulder in the Town. The 0.51 mile long 4 foot shoulder bordering the eastbound lane west of CTH O is the longest segment of Class C shoulder.

Town of Trenton Highway Segment – South Town of Diamond Bluff Line to North Town of Isabelle Line, 4.88 miles, Maps 2.1 and 2.2

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	3.79	1.67
Class B: 5 feet of shoulder	0.83	2.75
Class C: < 5 feet of shoulder	0.26	0.46
	4.88	4.88

Through the Town of Trenton The Great River Road is 2 or 3 miles away from the Mississippi River and traverses areas bordered by industry, suburban housing tracts, agriculture fields, marshland, and the Red Wing Municipal Airport. There are numerous County and Town roads which access areas closer to the Mississippi River, including a large tract of former residential land acquired and vacated by the County as a flood mitigation project. No roads parallel The Great River Road the entire distance through the Town so there is no alternate route. Approximately 3.2 miles from the west Town line, The Great River Road intersects USH 63 which connects to Ellsworth on the north and Red Wing, Minnesota and Minnesota's Great River Road on the south. Connections to The Great River Road in neighboring states are receiving greater awareness in Wisconsin Great River Road planning. The crossing of the Mississippi River to Minnesota on USH 63 includes three bridges, one across the BNSF railroad tracks, one over a Mississippi River slough and wetland, and the longest, the Main Channel crossing closest to Minnesota. These bridges were all built in 1960. The first bridge, across the railroad, has a 30.5 feet wide travelway, the other two bridges are wider with a 30 foot roadway and a 3 foot sidewalk on each side.

The USH 63/STH 35 intersection is somewhat difficult for bicyclists to navigate through. The shoulder on both sides of STH 35 at this intersection is zero for 158 feet. In approximately eight years, beyond the scope of the normal six year project scheduling document, the Department of Transportation is scheduling the construction of a grade separated intersection. During the detailed design and engineering phase of this project, provisions for bicyclists on both roads should be taken into consideration.

A Town Road, 747th St., provides access to the south from STH 35, 1.22 miles east of the USH 63 intersection. 747th St provides access to a new Town Road, 135th Ave., approximately ¼ mile south, which then traverses an east-west direction on the south border of the Red Wing Municipal Airport, located in the Town of Trenton. This road has a two lane 28 foot wide travelway, and a 3 foot gravel shoulder either side, between 747th St and the Trenton/Isabelle Line, about ¼ mile east. In the Town of Isabelle 135th Ave. is two lane, 24 feet wide, with 3 foot unpaved shoulders, extended 1¼ miles to an intersection with STH 35 approximately ¼ mile west of the Village of Bay City. The road provides access to two cafes and a commercial campground. No accurate Average Daily Traffic volume is available for this new Town Road but the roadway geometrics do not recommend it as a Great River Road alternate route, particularly since the portion of The Great River Road bypassed has 5 foot paved/9 foot total width, Class A shoulders.

A wayside parking area on the east (north) side of STH 35 near 747th Street provides an overlook and historical marker which describes the "Bow and Arrow", a unique human made artifact of stones arranged on a distant hillside, which is attributed to an unknown Native American people. The artifact itself is on private property and has become overgrown with brush and trees making it difficult to see from the highway vantage point.

Town of Isabelle Highway Segment North Town Line to North Line Village of Bay City, 1.96 miles, Map 2.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	1.96	1.96
Class B: 5 feet of shoulder	0.00	0.00
Class C: < 5 feet of shoulder	0.00	0.00
	1.96	1.96

This short segment of Great River Road in the Town of Isabelle west of Bay City has Class A shoulders. The alternate route via Town Road 135th Ave. accesses The Great River Road approximately ¼ mile west of the Village of Bay City village limit. CTH C; which lies on the boundary between Trenton and Isabelle Towns will have its shoulders paved to 10 feet from the Great River Road to CTH V.

Village of Bay City Highway Segment –North Line Village of Bay City to South Line Village of Bay City, 0.88 miles, Map 2.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	0.88	0.44
Class B: 5 feet of shoulder	0.00	0.00
Class C: <5 feet of shoulder	0.00	0.44
	0.88	0.88

Bay City is a small incorporated community with a few commercial services. The Class C shoulder configuration on the east side of the highway, affecting west-bound travelers, is in the segment between the CTH CC and 150th St. intersections within the Village. The Village has a 5 acre waterfront park with drinking water and seasonal toilets, and a picnic shelter. The park is accessible to bicyclists by way of Wabash Street, the only street which crosses the BNSF railroad tracks; a necessity in all river towns to access the river.

Town of Isabelle Highway Segment – South Line Village of Bay City to North Line Town of Maiden Rock, 4.16 miles, Map 2.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	4.16	4.16
Class B: 5 feet of shoulder	0.00	0.00
Class C: >5 feet of shoulder	0.00	0.00
	4.16	4.16

The Great River road is located one to one and one half miles north of The Mississippi River throughout this segment located in the eastern part of the Town of Isabelle, and no roads provide a parallel route.

Town of Maiden Rock Highway Segment – North Line Town of Isabelle to North Line of Village of Maiden Rock, 2.73 miles, Map 2.2

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	2.73	2.73
Class B: 5 feet of shoulder	0.00	0.00
Class C: < 5 feet of shoulder	0.00	0.00
	2.73	2.73

The Great River Road west of the Village of Maiden Rock within the Town of Maiden Rock lies near the river, or passes through the Rush River delta, an ecologically rich bottomland, of which 119 acres are state owned. Access into the interior is only by way of hiking trails or boat. There is a motor vehicle parking lot for walk-in access to the river delta area. Bicyclists wishing to explore this area on foot could use the same parking area, but currently there are no bicycle racks. Two other state highway waysides are located in this segment of Great River Road. The most northerly wayside in the Town is 3 acres in

size and seasonally provides vault toilets and drinking water, picnic tables, a boardwalk and scenic overlook platform, and hiking trail access to the river, down a hillside and across the railroad tracks. The second wayside is a parking lot, and scenic overlook of Lake Pepin, with a State Historical Society marker which explains the geological and cultural significance of this naturally created lake within the Mississippi River. All shoulders within this segment of Great River Road are Class A.

CTH A extending north from STH 35 has been suggested as one leg of a scenic loop route from The Great River Road. It extends approximately 3 miles north on the west side of the Rush River to an intersection with Town Road 385th Street, which returns on the east side of Rush River to an intersection with STH 35 in the Village of Maiden Rock.

Village of Maiden Rock Highway Segment – North Limit of Village of Maiden Rock to South Limit of Village of Maiden Rock, 1.34 miles, Map 2.2

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	0.28	0.28
Class B: 5 feet of shoulder	0.48	0.00
Class C: < 5 feet of shoulder	0.58	1.06
	1.34	1.34

Within the Village of Maiden Rock there is 0.33 miles of 8 foot auxiliary lane in the eastbound roadway, and 0.72 miles of 8 foot auxiliary lane in the westbound roadway. This is a curb and gutter geometric, with no shoulder. There are intermittent sidewalks in need of improvement along a portion of The Great River Road in the Village. The east shoulder on the west end of the Village abuts against a retaining wall and provides no room for riding out of the live traffic lane. Even in the 0.33 mile segment where each lane has an auxiliary lane, the overall travelway width is 40 feet, which equals four 10 foot lanes; 4 feet less than the recommended 14 feet recommended for the outside shared use lane.

Town of Maiden Rock Highway Segment – Village of Maiden Rock North Line to Pierce County South Line, 1.11 miles, Map 2.2

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	0.92	1.11
Class B: 5 feet of shoulder	0.00	0.00
Class C: < 5 feet of shoulder	0.19	0.00
	1.11	1.11

The short, 1.11 miles, of Great River Road south of the Village of Maiden Rock has 686 feet of no shoulder before eastbound bicyclists reach the single bridge crossing in this segment The bridge itself has 11 foot shoulders. Another short discontinuity in shoulders in the eastbound lane occurs 300 feet from the east county line and continues 475 feet into Pepin County. CTH AA intersects with The Great River Road in this segment, and is recommended locally as a possible alternative route into the Village of Stockholm. CTH AA parallels Pine Creek and intersects with CTH E which climbs out of the valley, into Pepin County, and via CTH J, into the Village of Stockholm. At the intersection of CTH AA and CTH E, a Rustic Road (R-51) begins on Maiden Rock Town Road 20th Avenue and extends 4.3 miles east to CTH CC. This is gravel surfaced and generally not a preferred riding surface for bicyclists.

The 5.12 mile portion of The Great River Road bypassed by using this alternate route includes the Maiden Rock wayside and historical marker, and 0.5 or 1.41 miles of Class C shoulders, depending upon direction of travel. The bypass should be mentioned as an alternative, but neither recommended nor condemned.

Pierce County Shoulder Deficiency Summary

	West Shoulder	East Shoulder	Total Miles of Shoulder	Percent %
Class A: 5 feet paved shoulder	26.31	23.91	50.22	75%
Class B: 5 feet of shoulder	4.24	5.86	10.10	15%
Class C: < 5 feet of shoulder	2.85	3.63	6.48	10%
	33.40	33.40	66.80	100%

TABLE 2.1
PIERCE COUNTY GREAT RIVER ROAD LOG

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Geopoint	Mileage Point	Miles To Next Point	Feet	Lft Shldr Pvd/Tot	Class	L. Class A	**L. Class B**	**L.Class C**	Left Aux. Lane	Pave. Width	Right Aux. Pvd/Tot	Rght Shldr Pvd/Tot	Class	R.Class A	**R.Class B**	**R.Class C**	Pavement Age	Deficient Shoulder	In DOT 6 Yr Plan
	Point	Next Point		Pvd/Tot					Lane	Width	Lane	Pvd/Tot		ClassA	**ClassB**	**ClassC**	Age	Shoulder	6 yr Plan
PierceSL	205.87	0.06	316.8	0/0	C			**0.06**	0	24	0	9/10	A	0.06			1992	Deficient	
	205.93	0.09	475.2	9/11	A	0.09			0	22	0	9/10	A	0.09			1992		
Br 47-120	206.02	0.03	158.4	9/11	A	0.03				22		9/10	A	0.03			1992		
	206.05	0.13	686.4	0/0	C			**0.13**		24		9/10	A	0.13			1992		
CTH AA R	206.18	0.02	105.6	9/11	A	0.02						9/10	A	0.02			1992		
	206.20	0.06	316.8	9/10	A	0.06			0	22	0	9/10	A	0.06			1992		
	206.26	0.72	3801.6	5/9	A	0.72			0	22	0	5/9	A	0.72			1992		
NTwn Line	206.98																		
Sub-Total		1.11	5860.8			0.92	**0.00**	**0.19**						1.11	**0.00**	**0.00**			
V. MaidRk	206.98	0.14	739.2	5/9	A	0.14			0	22	0	5/9	A	0.14			1992		
	207.12	0.14	739.2	4/6	B		**0.14**		0	19	8	0/0	C			**0.14**	1992	Deficient	
	207.26	0.04	211.2	0/0	C			**0.04**	0	28	8	0/0	C			**0.04**	1992	Deficient	
	207.30	0.01	52.8	3/3	C			**0.01**	0	24	8	0/0	C			**0.01**	1992	Deficient	
GreenSt R	207.31	0.13	686.4	3/3	C			**0.13**	0	24	8	0/0	C			**0.13**	1992	Deficient	
ChesterStL	207.44	0.05	264	0/0	C			**0.05**	8	24	8	0/0	C			**0.05**	1992	Deficient	
CTH S R	207.49	0.07	369.6	0/0	C			**0.07**	8	24	8	0/0	C			**0.07**	1992	Deficient	
Lake St L	207.56	0.21	1108.8	0/0	C			**0.21**	8	24	8	0/0	C			**0.21**	1992	Deficient	
2nd St R	207.77	0.07	369.6	0/0	C			**0.07**	0	24	8	0/0	C			**0.07**	1992	Deficient	
	207.84	0.34	1795.2	4/6	B		**0.34**		0	24	0	0/0	C			**0.34**	1992	Deficient	
385th St R	208.18	0.14	739.2	5/8	A	0.14			0	22	0	5/8	A	0.14			1992		
N Vil Line	208.32																		
Sub-Total		1.34	7075.20	0.00		0.28	**0.48**	**0.58**	0.00	0.00	0.00	0.00		0.28	**0.00**	**1.06**			
T MaidRck	208.32	0.30	1584	5/8	A	0.30			0	22	0	5/8	A	0.30			1992		
RushR brg	208.62	0.09	475.2	5/8	A	0.09						5/8	A	0.09			1992		
PubPkgDr	208.71	0.05	264	5/8	A	0.01						5/8	A	0.01			1992		
CTH A R	208.76	1.42	7497.6	5/8	A	1.46			0	22	0	5/8	A	1.46			1992		
113thAvR	210.18	0.16	844.8	5/8	A	0.16						5/8	A	0.16			1992		
Brg47-121	210.34	0.20	1056	5/8	A	0.20						5/8	A	0.20			1992		
113thAvR	210.54	0.05	264	5/8	A	0.05						5/8	A	0.05			1992		
PubwysL	210.59	0.12	633.6	5/8	A	0.12						5/8	A	0.12			1992		
PubwysL	210.71	0.24	1267.2	5/8	A	0.24						5/8	A	0.24			1992		
PubwysL	210.95	0.10	528	5/8	A	0.10						5/8	A	0.10			1992		
N Twn Line	211.05																		
Sub-Total		2.73	14414.40			2.73	**0.00**	**0.00**						2.73	**0.00**	**0.00**			
T Isabelle	211.05	0.66	3484.8	5/8	A	0.66			0	22	0	5/8	A	0.66			1992		
125Ave R	211.71	0.83	4382.4	5/8	A	0.83			0	22	0	5/8	A	0.83			1992		
CTH D R	212.54	0.81	4276.8	5/8	A	0.81			0	22	0	5/8	A	0.81			1992		
560thSt L	213.35	0.59	3115.2	5/8	A	0.59			0	22	0	5/8	A	0.59			1992		
Brg47-016	213.94	0.05	264	5/8	A	0.05			0	22	0	5/8	A	0.05			1992		
570thSt R	213.99	0.09	475.2	5/8	A	0.09			0	22	0	5/8	A	0.09			1992		
590thST R	214.08	0.52	2745.6	5/8	A	0.52			0	22	0	5/8	A	0.52			1992		
Brg 47-122	214.60	0.56	2956.8	5/8	A	0.56			0	22	0	5/8	A	0.56			1992		
Brg47-118	215.16	0.05	264	5/8	A	0.05			0	22	0	5/8	A	0.05			1992		
N Twn Line	215.21																		

TABLE 2.1
PIERCE COUNTY GREAT RIVER ROAD LOG

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Geopoint	Mileage Point	Miles To Next Point	Feet	Lft Shldr Pvd/Tot	Class	L. Class A	**L. Class B**	**L.Class C**	Left Aux. Lane	Pave. Width	Right Aux. Pvd/Tot	Rght Shldr Pvd/Tot	Class	R.Class A	**R.Class B**	**R.Class C**	Pavement Age	Deficient Shoulder	In DOT 6 Yr Plan
Sub-Total		4.16	21964.80			4.16	**0.00**	**0.00**						4.16	**0.00**	**0.00**			
V.BayCity	215.21	0.33	1742.4	5/8	A	0.33			0	22	0	5/8	A	0.33			1992		
CTH EE R	215.54	0.04	211.2	5/9	A	0.04			12	22	0	0/0	C			**0.04**	1992	Deficient	
	215.58	0.35	1848	5/9	A	0.35			0	22	0	0/0	C			**0.35**	1992	Deficient	
150thAv R	215.93	0.05	264	5/9	A	0.05			0	22	0		C			**0.05**	1992	Deficient	
	215.98	0.02	105.6	5/9	A	0.02			0	22	0	5/9	A	0.02			1992		
Brg47-123	216.00	0.09	475.2	5/9	A	0.09			0	22	0		A	0.09			1992		
N Vil Line	216.09			5/9	A				0	22	0	5/9	A						
Sub-Total		0.88	4646.40			0.88	**0.00**	**0.00**						0.44	**0.00**	**0.44**			
T Isabelle	216.09	0.51	2692.8	5/9	A	0.51			0	22	0	5/9	A	0.51			1992		
135 Ave L	216.60	0.52	2745.6	5/9	A	0.52			0	22	0	5/9		0.52			1992		
150th St R	217.12	0.62	3273.6	5/9	A	0.62			0	22	0	5/9	A	0.62			1992		
715thSt R	217.74	0.03	158.4	5/9	A	0.03			12	22	0	5/9	A	0.03			1992		
	217.77	0.28	1478.4	5/9	A	0.28			0	22	0	5/9	A	0.28			1992		
N Twn Line	218.05			5/9	A														
Sub-Total		1.96	10348.80			1.96	**0.00**	**0.00**						1.96	**0.00**	**0.00**			
T Trenton	218.05	0.00	0	5/9	A	0			0	22	0	5/9	A	0.00			1992		
CTH C R	218.05	0.41	2164.8	5/9	A	0.41			0	22	0	5/9	A	0.41			1992		
747th St	218.46	0.36	1900.8	5/9	A	0.36			0	22	0	5/9	A	0.36			1992		
	218.82	0.07	369.6	5/9	A	0.07			12	22	0	5/9	A	0.07			1992		
	218.89	0.19	1003.2	5/9	A	0.19			0	22	0	5/9	A	0.19			1992		
770th St R	219.08	0.00	0	5/9	A	0			0	22	0	5/9	A	0.00			1992		
150th Av L	219.08	0.60	3168	5/9	A	0.60			0	22	0	5/9	A	0.60			1992		
sth63X R	219.68	0.02	105.6	5/9	A	0.02			0	22	0	5/9	A	0.02			1992		
170th R	219.70	0.02	105.6	5/9	A	0.02			0	22	0	5/9	A	0.02			1992		
	219.72	0.03	158.4	0/8	A	0.03			0	22	0	0/8	B		**0.03**		1973	Deficient	
USH 63 X	219.75	0.03	158.4	0/3	C			**0.03**	0	34	0	0/3	C			**0.03**	1988	Deficient	
	219.78	0.38	2006.4	4/5	B		**0.38**		0	24	0	4/5	B		**0.38**		1998	Deficient	
805th St L	220.16	0.11	580.8	4/5	B		**0.11**		0	24	0	4/5	B		**0.11**		1998	Deficient	
	220.27	0.06	316.8	4/5	B		**0.06**		0	24	12	0/3	C			**0.06**	1998	Deficient	
CTHVV R	220.33	0.05	264	0/2	C			**0.05**	12	24	0	4/5	B		**0.05**		1998	Deficient	
	220.38	0.03	158.4	0/2	C			**0.03**	0	24	0	4/5	B		**0.03**		1998	Deficient	
	220.41	0.40	2112	4/5	B	0.40			0	24	0	4/5	B		**0.40**		1998	Deficient	
	220.81	0.02	105.6	4/5	B	0.02			0	24	0	0/2	C			**0.02**	1998	Deficient	
	220.83	0.03	158.4	4/5	B	0.03			12	24	12/12	0/2	C			**0.03**	1998	Deficient	
830thStL	220.86	0.05	264	4/5	B	0.05			12	24	12/12	0/2	C			**0.05**	1998	Deficient	
830thStR	220.91	0.01	52.8	4/5	B	0.01			12	24	12/12	0/2	C			**0.01**	1998	Deficient	
	220.92	0.02	105.6	4/5	B	0.02			12	24	12	0/2	C			**0.02**	1998	Deficient	
	220.94	0.05	264	4/5	B	0.05			0	24	0	0/2	C			**0.05**	1998	Deficient	
	220.99	0.41	2164.8	4/5	B	0.41			0	24	0	4/6	B		**0.41**		1998	Deficient	
	221.40	1.03	5438.4	4/25	B	1.03			0	24	0	4/6	B		**1.03**		1998	Deficient	
	222.43	0.03	158.4	4/25	B	0.03			0	24	0	0/3	C			**0.03**	1998	Deficient	
	222.46	0.04	211.2	4/25	B	0.04			0	24	12	0/3	C			**0.04**	1998	Deficient	
CTH K X	222.50	0.03	158.4	0/2	C			**0.03**	12	24	0	4/6	B		**0.03**		1998	Deficient	
	222.53	0.03	158.4	0/2	C			**0.03**	0	24	0	4/6	B		**0.03**		1998	Deficient	

TABLE 2.1
PIERCE COUNTY GREAT RIVER ROAD LOG

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Geopoint	Mileage Point	Miles To Next Point	Feet	Lft Shldr Pvd/Tot	Class	L. Class A	**L. Class B**	**L.Class C**	Left Aux. Lane	Pave. Width	Right Aux. Pvd/Tot	Rght Shldr Pvd/Tot	Class	R.Class A	**R.Class B**	**R.Class C**	Pavement Age	Deficient Shoulder	In DOT 6 Yr Plan
	222.56	0.25	1320	4/6	B		**0.25**		0	24	0	4/6	B		**0.25**		1998	Deficient	
	222.81	0.01	52.8	4/6	B		**0.01**		0	24	0	4/4	C			**0.01**	1998	Deficient	
	222.82	0.03	158.4	4/4	C			**0.03**	0	24	0	4/4	C			**0.03**	1998	Deficient	
Brg47-982	222.85	0.03	158.4	4/4	C			**0.03**	0	24	0	4/4	C			**0.03**	1998	Deficient	
Brg47-982	222.88	0.03	158.4	4/4	C			**0.03**	0	24	0	4/4	C			**0.03**	1998	Deficient	
	222.91	0.02	105.6	4/6	B		**0.02**		0	24	0	4/4	C			**0.02**	1998	Deficient	
N Twn Line	222.93			4/6	B				0	24	0	4/6	B				1998	Deficient	
Sub-Total		4.88	25766.40			3.79	**0.83**	**0.26**						1.67	**2.75**	**0.46**			
TofDiaBlf	222.93	0.05	264	4/6	B		**0.05**		0	24	0	4/6	B		**0.05**		1998	Deficient	
	222.98	0.01	52.8	4/6	B		**0.01**		0	24	0	0/2	C			**0.01**	1998	Deficient	
290thAveL	222.99	0.02	105.6	4/6	B		**0.02**		0	24	0	0/2	C			**0.02**	1998	Deficient	
	223.01	0.05	264	4/6	B		**0.05**		0	24	12	0/2	C			**0.05**	1998	Deficient	
CTH O R	223.06	0.05	264	4/6	B		**0.05**		0	24	0	4/6	B		**0.05**		1998	Deficient	
	223.11	0.51	2692.8	4/4	C			**0.51**	0	24	0	4/6	B		**0.51**		1998	Deficient	
	223.62	1.09	5755.2	4/6	B		**1.09**		0	24	0	4/6	B		**1.09**		1998	Deficient	
945thSt R	224.71	0.21	1108.8	4/6	B		**0.21**		0	24	0	4/6	B		**0.21**		1998	Deficient	
	224.92	0.06	316.8	4/4	C			**0.06**	0	24	0	4/4	C			**0.06**	1998	Deficient	
	224.98	0.01	52.8	4/4	C			**0.01**	0	24	0	4/6	B		**0.01**		1998	Deficient	
	224.99	0.02	105.6	4/6	B		**0.02**		0	24	0	4/6	B		**0.02**		1998	Deficient	
	225.01	0.05	264	4/6	B		**0.05**		0	24	0	0/2	C			**0.05**	1998	Deficient	
	225.06	0.05	264	4/6	B		**0.05**		0	24	12	0/0	C			**0.05**	1998	Deficient	
CTH OO R	225.11	0.38	2006.4	4/6	B		**0.38**		0	24	0	4/6	B		**0.38**		1998	Deficient	
	225.49	0.10	528	4/6	B		**0.10**		0	24	0	4/4	C			**0.1**	1998	Deficient	
	225.59	0.05	264	4/6	B		**0.05**		0	24	12	4/4	C			**0.05**	1998	Deficient	
985th St L	225.64	0.02	105.6	0/3	C			**0.02**	12	24	12	4/4	C			**0.02**	1998	Deficient	
	225.66	0.02	105.6	0/3	C			**0.02**	12	24	0	4/4	C			**0.02**	1998	Deficient	
	225.68	0.03	158.4	0/3	C			**0.03**	0	24	0	4/4	C			**0.03**	1998	Deficient	
	225.71	0.02	105.6	4/6	B		**0.02**		0	24	0	4/4	C			**0.02**	1998	Deficient	
301stAv R	225.73	0.14	739.2	4/6	B		**0.14**		0	24	0	4/4	C			**0.14**	1998	Deficient	
301stAv R	225.87	0.07	369.6	4/6	B		**0.07**		0	24	0	4/4	C			**0.07**	1998	Deficient	
	225.94	0.19	1003.2	4/6	B		**0.19**		0	24	0	4/6	B		**0.19**		1998	Deficient	
	226.13	0.10	528	4/4	C			**0.10**	0	24	0	4/6	B		**0.10**		1998	Deficient	
1005th L	226.23	0.11	580.8	4/6	B		**0.11**		0	24	0	4/6	B		**0.11**		1998	Deficient	
	226.34	0.04	211.2	4/4	C			**0.04**	0	24	0	4/6	B		**0.04**		1998	Deficient	
	226.38	0.05	264	4/4	C			**0.05**	0	24	0	4/4	C			**0.05**	1998	Deficient	
	226.43	0.05	264	4/6	B		**0.05**		0	24	0	4/6	B		**0.05**		1998	Deficient	
320thAv R	226.48	0.09	475.2	4/6	B		**0.09**		0	24	0	4/6	B		**0.09**		1998	Deficient	
	226.57	0.04	211.2	4/4	C			**0.04**	0	24	0	4/6	B		**0.04**		1998	Deficient	
	226.61	0.04	211.2	4/6	B		**0.04**		0	24	0	4/6	B		**0.04**		1998	Deficient	
	226.65	0.02	105.6	4/4	C			**0.02**	0	24	0	4/6	B		**0.02**		1998	Deficient	
	226.67	0.11	580.8	4/4	C			**0.11**	0	24	0	4/4	C			**0.11**	1998	Deficient	
	226.78	0.01	52.8	4/4	C			**0.01**	0	24	0	4/6	B		**0.01**		1998	Deficient	
	226.79	0.04	211.2	4/6	B		**0.04**		0	24	0	4/6	B		**0.04**		1998	Deficient	
1005th X	226.83	0.15	792	5/7	A	0.15			0	24	0	5/7	A	0.15			1998	Deficient	
	226.98	0.09	475.2	5/7	A	0.09			0	24	0	5/5	A	0.09			1998		

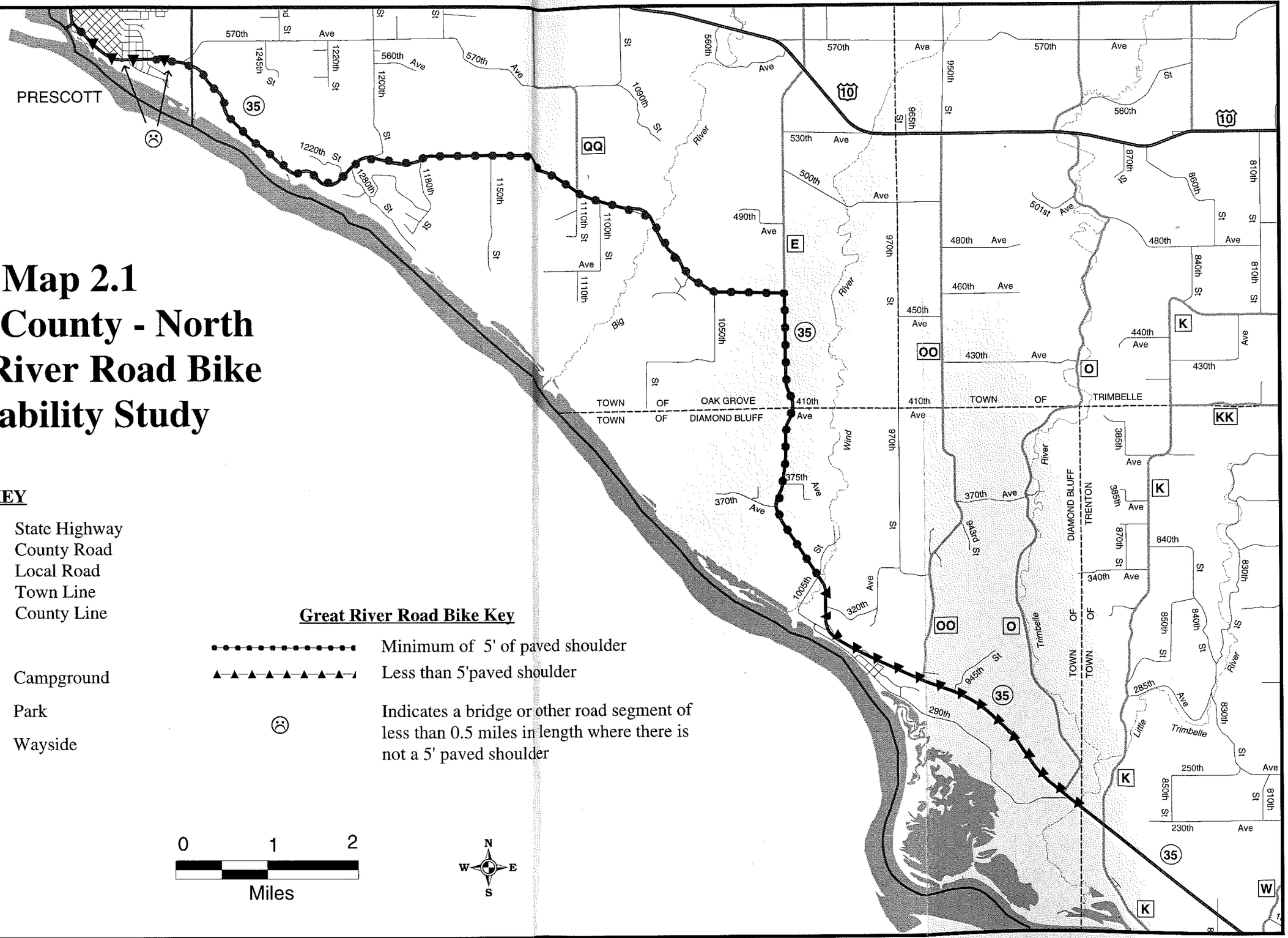
TABLE 2.1
PIERCE COUNTY GREAT RIVER ROAD LOG

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Geopoint	Mileage Point	Miles To Next Point	Feet	Lft Shldr Pvd/Tot	Class	L. Class A	**L. Class B**	**L.Class C**	Left Aux. Lane	Pave. Width	Right Aux. Pvd/Tot	Rght Shldr Pvd/Tot	Class	R.Class A	**R.Class B**	**R.Class C**	Pavement Age	Deficient Shoulder	In DOT 6 Yr Plan
	227.07	0.14	739.2	5/7	A	0.14			0	24	0	5/7	A	0.14			1998		
	227.21	0.24	1267.2	5/7	A	0.24			0	24	0	5/5	A	0.24			1998		
	227.45	0.05	264	5/5	A	0.05			0	24	0	5/7	A	0.05			1998		
	227.5	0.24	1267.2	5/7	A	0.24			0	24	0	5/7	A	0.24			1998		
370thAv L	227.74	0.11	580.8	5/7	A	0.11			0	24	0	5/7	A	0.11			1998		
	227.85	0.15	792	5/9	A	0.15			0	24	0	5/9	A	0.15			1998		
375thAv R	228.00	0.85	4488	5/7	A	0.85			0	24	0	5/7	A	0.85			1998		
N Town Line	228.85	-	-	5/7	A	-			0	24	0	5/7	A	-	-	-			
Sub-Total		5.92	30307.20			2.02	**2.88**	**1.02**						2.02	**3.05**	**0.85**			
TofOakGrove	228.85	1.06	5596.8	5/7	A	1.06			0	24	0	5/7	A	1.06			1998		
CTHEramp	229.91	0.02	105.6	5/7	A	0.02			0	24	12	5/7	A	0.02			1998		
CTHEramp	229.93	0.08	422.4	5/7	A	0.08			0	30	0	5/7	A	0.08			1998		
CTH E R	230.01	0.03	158.4	5/7	A	0.03			0	30	0	5/7	A	0.03			1998		
	230.04	0.09	475.2	5/7	A	0.09			0	30	0	5/7	A	0.09			1998		
	230.13	0.62	3273.6	5/7	A	0.62			0	24	0	5/7	A	0.62			1998		
1050thSt L	230.75	0.04	211.2	5/7	A	0.04			12	24	0	5/7	A	0.04			1998		
	230.79	0.16	844.8	5/7	A	0.16			0	24	0	5/7	A	0.16			1998		
	230.95	0.15	792	5/5	A	0.15			0	24	0	5/7	A	0.15			1998		
468thAv L	231.10	0.02	105.6	5/7	A	0.02			0	24	0	5/7	A	0.02			1998		
	231.12	0.36	1900.8	5/7	A	0.36			0	24	0	5/5	A	0.36			1998		
	231.48	0.03	158.4	5/5	A	0.03			0	24	0	5/5	A	0.03			1998		
	231.51	0.21	1108.8	5/7	A	0.21			0	24	0	5/7	A	0.21			1998		
	231.72	0.01	52.8	5/5	A	0.01			0	24	0	5/7	A	0.01			1998		
	231.73	0.01	52.8	5/5	A	0.01			0	24	0	5/5	A	0.01			1998		
Brg47-42	231.74	0.02	105.6	5/5	A	0.02			0	24	0	5/5	A	0.02			1997		
BigRvr	231.76	0.02	105.6	5/5	A	0.02			0	24	0	5/5	A	0.02			1997		
	231.78	0.24	1267.2	5/7	A	0.24			0	24	0	5/7	A	0.24			1997		
	232.02	0.03	158.4	5/5	A	0.03			0	24	0	5/7	A	0.03			1997		
	232.05	0.16	844.8	5/5	A	0.16			0	24	0	7/7	A	0.16			1997		
	232.21	0.03	158.4	5/5	A	0.03			0	24	0	5/7	A	0.03			1997		
	232.24	0.50	2640	5/7	A	0.50			0	24	0	5/7	A	0.5			1997		
CTHQQ R	232.74	0.00	0	5/7	A	0			0	24	0	5/7	A	0			1997		
1100thSt L	232.74	1.11	5860.8	5/7	A	1.11			0	24	0	5/7	A	1.11			1997		
1150thSt L	233.85	0.36	1900.8	5/7	A	0.36			0	24	0	5/7	A	0.36			1997		
1160thSt R	234.21	0.01	52.8	5/7	A	0.01			0	24	0	5/7	A	0.01			1997		
	234.22	0.41	2164.8	5/7	A	0.41			0	24	0	5/7	A	0.41			1997		
1180thSt L	234.63	0.12	633.6	5/7	A	0.12			0	24	0	5/7	A	0.12			1997		
	234.75	0.09	475.2	5/5	A	0.09			0	24	0	5/7	A	0.09			1997		
	234.84	0.25	1320	5/7	A	0.25			0	24	0	5/7	A	0.25			1997		
	235.09	0.01	52.8	5/7	A	0.01			0	24	0	5/5	A	0.01			1992		
	235.10	0.01	52.8	5/5	A	0.01			0	24	0	5/5	A	0.01			1992		
Brg47-92	235.11	0.03	158.4	5/5	A	0.03			0	24	0	5/5	A	0.03			1992		
BigRvr	235.14	0.01	52.8	5/5	A	0.01			0	24	0	5/5	A	0.01			1992		
	235.15	0.06	316.8	5/9	A	0.06			0	24	0	5/9	A	0.06			1992		
1200thSt R	235.21	0.22	1161.6	5/9	A	0.22			0	24	0	5/9	A	0.22			1992		

TABLE 2.1
PIERCE COUNTY GREAT RIVER ROAD LOG

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Geopoint	Mileage Point	Miles To Next Point	Feet	Lft Shldr Pvd/Tot	Class	L. Class A	**L. Class B**	**L.Class C**	Left Aux. Lane	Pave. Width	Right Aux. Pvd/Tot	Rght Shldr Pvd/Tot	Class	R.Class A	**R.Class B**	**R.Class C**	Pavement Age	Deficient Shoulder	In DOT 6 Yr Plan
1208thSt L	235.43	0.11	580.8	5/9	A	0.11			0	24	0	5/9	A	0.11			1992		
Brg47-95	235.54	0.03	158.4	5/9	A	0.03			0	24	0	5/9	A	0.03			1992		
DryRunCk	235.57	0.05	264	5/9	A	0.05			0	24	0	5/9	A	0.05			1992		
1220thSt R	235.62	0.85	4488	5/9	A	0.85			0	24	0	5/9	A	0.85			1992		
Brg47-52	236.47	1.43	7550.4	5/9	A	1.43			0	24	0	5/9	A	1.43			1992		
N Town Line	237.90																		
Sub-Total		9.05	47784.00			9.05	**0.00**	**0.00**						9.05	**0.00**	**0.00**			
CPrescott	237.90	-	-	5/8					0	24	0	5/8	A	-			1992		
Street R	237.90	0.17	897.6	5/8	A	0.17				24	0	5/8	A	0.17			1992		
	238.07	0.02	105.6	4/5	B		**0.02**		0	24	0	4/5	B		**0.02**		1992	Deficient	
Brg47-47	238.09	0.02	105.6	4/5	B		**0.02**						B		**0.02**		1992	Deficient	
OakGrvCk	238.11	0.01	52.8	4/5	B		**0.01**						B		**0.01**		1992	Deficient	
	238.12	0.01	52.8	5/8	A	0.01			0	24	0	4/5	B		**0.01**		1992	Deficient	
	238.13	0.03	158.4	5/8	A	0.03			0	24	0	5/8	A	0.03			1992		
	238.16	0.13	686.4	5/5	A	0.13			0	24	0	5/8	A	0.13			1992		
Wacota X	238.29	0.05	264	4/4	C			**0.05**	4	24	4	0/1	C			**0.05**	1996	Deficient	
LawrenceX	238.34	0.07	369.6	4/4	C			**0.07**					C			**0.07**	1996	Deficient	
Warren X	238.41	0.08	422.4	4/4	C			**0.08**					C			**0.08**	1996	Deficient	
Monroe X	238.49	0.08	422.4	4/4	C			**0.08**	4	24	4	0/1	C			**0.08**	1996	Deficient	
Walter R	238.57	0.38	2006.4	4/4	C			**0.38**					C			**0.38**	1996	Deficient	
	238.95	0.14	739.2	4/4	C			**0.14**	4	24	12	12/12	C			**0.14**	1996	Deficient	
Kinnick R	239.09	0.09	475.2	24/24	A	0.09			24	24	24	24/24	A	0.09			1996	Deficient	
Orange X	239.18	0.05	264	24/24	A	0.05				24	24	24/24	A	0.05			1996	Deficient	
	239.23	0.02	105.6	24/24	A	0.02			24	36	12	24/24	A	0.02			1996	Deficient	
	239.25	0.02	105.6	24/24	A	0.02			24	36	12	0/0	C			**0.02**	1996	Deficient	
USH 10	239.27	USH 10 Bridge West to Minnesota															1996		
concurrent																			
SubTotal		1.37	7233.60			0.52	**0.05**	**0.80**						0.49	**0.06**	**0.82**			
TOTAL		**33.40**	**85324.80**			**26.31**	**4.24**	**2.85**						**23.91**	**5.86**	**3.63**			

Map 2.1
Pierce County - North
Great River Road Bike Suitability Study



KEY

- State Highway
- County Road
- Local Road
- Town Line
- County Line
- Campground
- Park
- Wayside

Great River Road Bike Key

- Minimum of 5' of paved shoulder
- Less than 5'paved shoulder
- ☹ Indicates a bridge or other road segment of less than 0.5 miles in length where there is not a 5' paved shoulder

0 1 2
Miles

N W E S

Map 2.2
Pierce County - South
Great River Road Bike Suitability Study

KEY

- State Highway
- County Road
- Local Road
- Town Line
- County Line
- Campground
- Park
- Wayside

Great River Road Bike Key

- Minimum of 5' of paved shoulder
- Less than 5'paved shoulder
- Indicates a bridge or other road segment of less than 0.5 miles in length where there is not a 5' paved shoulder

N W E S

0 1 2 Miles

PEPIN COUNTY GREAT RIVER ROAD
Shoulder Deficiency Analysis for Bicycling

The following is a shoulder deficiency analysis for safe bicycle use on the Great River Road in Pepin County. Both the west and east shoulders have been analyzed based on a rating criteria whereby "A' is assigned to those segments of highway having five feet or more of paved shoulders, "B" is assigned to an overall shoulder of five feet but not all of it is paved, and "C" is assigned to those segments where the total shoulder width is less than five feet.

To assist in locating shoulder conditions highway segments have been assigned to the Great River Road. These highway segments begin at Mile 0.0 at the north county line and increase in a southerly direction until they terminate at the south county line, Mile 13.81. Each of these segments have been assigned a Town, Village, City or geographical name that corresponds to the primary municipal government or location that a highway segment passes through. A brief narrative follows the shoulder rating which provides more in depth information on the condition of the highway segment.

Map 3.1 identifies the location on the Great River Road where the five feet of paved highway shoulders are not provided.

Town of Stockholm Segment – North County Line to North Village of Stockholm Line, 3.18 miles, Map 3.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	2.57	3.06
Class B: 5 feet of shoulder	0.00	0.00
Class C: < 5 feet of shoulder	0.61	0.12
	3.18	3.18

The northern 2.01 miles of this road segment were last paved in 1992, with the remainder having been paved the year before in 1991. The entire "river" frontage of The Great River Road in Pepin County is actually Lake Pepin, which is a natural lake formed within the Mississippi River by the dam created by the sand carried by the Chippewa River which has formed its delta where it enters the Mississippi on the Pepin-Buffalo County line. Two public waysides are accessed from this segment, both on the River or west side of the Highway. The most northerly, at Mile 1.94, is a scenic overlook with a water hand pump and seasonal toilet facilities. The next wayside, at Mile 2.73, overlooks the "Maiden Rock" geologic formation and has an historical marker which tells the "Maiden Rock" legend. Other than a motor vehicle parking lot and a grassy area, the 1 acre site provides no water or toilet facilities. The Class C shoulder deficiencies are short segments on either side that have no shoulder at all. Two different segments on the west side of the highway are each almost ¼ mile, while the single segment on the east side, opposite the northerly public wayside entrances, is 634 feet long. Other than the wayside drives there are no public roads in this segment. This segment is scheduled for resurfacing in 2004.

Village of Stockholm Highway Segment – North Village of Stockholm to South Village of Stockholm Line, 2.36 miles, Map 3.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	1.84	1.61
Class B: 5 feet of shoulder	0.00	0.00
Class C: < 5 feet of shoulder	0.52	0.75
	2.36	2.36

Within the Village of Stockholm the travelway is mostly 24 feet wide two lanes, but one 400 foot long segement associated with the CTH J intersection has 12 foot wide auxiliary lanes on one or both sides of the road, and lack of shoulder typical of an "urban section". Stockholm is a small village, with commercial building or houses often virtually adjacent to the right-of-way and the lack of shoulders extends through this area. The Village Park which provides direct river frontage is accessed via Spring Street opposite the CTH J intersection. The park lies west of the railroad track and Spring Street is the only public grade crossing of the tracks within the village. The park offers drinking water and toilets on a seasonal basis. There is a picnic shelter and tables and camping is permitted. A beach area allows swimming, but there are no lifeguards nor changing facilities. Stockholm is mostly known to tourists for its summer art fairs and craft shops.

Town of Stockholm Highway Segment – South Village of Stockholm Line to North Town of Pepin Line, 1.81 miles, Map 3.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	1.81	1.81
Class B: 5 feet of shoulder	0.00	0.00
Class C: < 5 feet of shoulder	0.00	0.00
	1.81	1.81

There are two public waysides on this segment of The Great River Road. The most northerly lies adjacent to The Great River Road, but its entrance is just a few feet off the Road via CTH JJ. This wayside is part of a larger parcel of state owned land that is being transferred to Pepin County for development as a "wilderness" park. The improved wayside and its facilities will most likely be closed, but public ownership of the property will continue. The second wayside is 1.34 miles south of the Stockholm Village limit. It is 1.2 acres in size and provides motor vehicle parking, picnic tables, and a State Historical Society marker which describes the nearby (non publicly accessible) site of Fort St. Antoine; an early French fur trading outpost established by Nicholas Perrot in the 17th Century.

The Class A shoulders are 7 to 9 feet wide and are paved the entire width. The paving was completed in 1996. The Great River Road provides a full view of Lake Pepin, but is 150 feet or so above the shoreline, and as is true of the entire Great River Road in Wisconsin, the BNSF Railroad lies between the Road and the River.

Town of Pepin Highway Segment – South Town of Stockholm Line to North Village of Pepin Line, 2.84 miles, Map 3.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	2.84	2.84
Class B: 5 feet of shoulder	0.00	0.00
Class C: < 5 feet of shoulder	0.00	0.00
	2.84	2.84

This segment has 7 or 9 foot paved shoulders on both sides of the highway. There are two bridge crossings, over Bogus Creek and Lost Creek, both of which are adequate in width. The paving of this segment was completed in 1996. There is a 5.5 acre scenic overlook with picnic tables and vehicle parking lot.

Village of Pepin Highway Segment – North Village of Pepin to South Village of Pepin Line, 1.58 miles, Map 3.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	0.75	0.75
Class B: 5 feet of shoulder	0.00	0.00
Class C: < 5 feet of shoulder	0.83	0.83
	1.58	1.58

Within the Village of Pepin traffic moves at a slower speed, and 0.83 miles of the 1.58 mile Great River Road distance through the Village has an urban cross-section and a 10 foot auxiliary lane on both sides of the regular 25 feet wide travelway. Roadside parking is permitted on this auxiliary lane, and there is no shoulder on the urban cross-section. Bicycles at this point travel in the active vehicle lane.

The Great River Road traverses east-west on STH 35 travels through the Village of Pepin two blocks north of the shores of Lake Pepin, which is the natural lake formed in the Mississippi River by the dam created by the outflow of sand from the Chippewa River delta. The majority of businesses in Pepin's central business district are on Second and First Streets, each of which parallels STH 35 through most of the Village, and provides an informal alternate route for bicycle tourists. Bicyclists staying on the marked Great River Road pass by the Laura Ingalls Wilder Park between Elm and Washington Streets which has a small museum containing railroad memorabilia and other local history items, as well as water and restroom facilities, and the Laura Ingalls Wilder Museum between Main and Prairie Streets which has articles related to the famous children's book author who was born nearby.

Town of Pepin Segment – South Village of Pepin Line to South Pepin County Line, 2.04 miles, Map 3.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	2.04	2.04
Class B: 5 feet of shoulder	0.00	0.00
Class C: < 5 feet of shoulder	0.00	0.00
	2.04	2.04

This segment of Great River Road was repaved in 1995. All shoulders are 7 feet, with 5 feet paved, and are Class A. The highway, while a North-South road, actually runs East-West in this segment. The South, or "West" side of the highway is bordered by publicly owned marshland which is part of the Tiffany State Wildlife Area created by the Chippewa River delta.

Pepin County Shoulder Deficiency Summary

	West Shoulder	East Shoulder	Total Miles of Shoulder	Percent %
Class A: 5 feet paved shoulder	11.85	12.11	23.96	87%
Class B: 5 feet of shoulder	0.00	0.00	0.00	0%
Class C: < 5 feet of shoulder	1.96	1.70	3.66	13%
	13.81	13.81	27.62	100%

TABLE 3.1
PEPIN COUNTY GREAT RIVER ROAD LOG

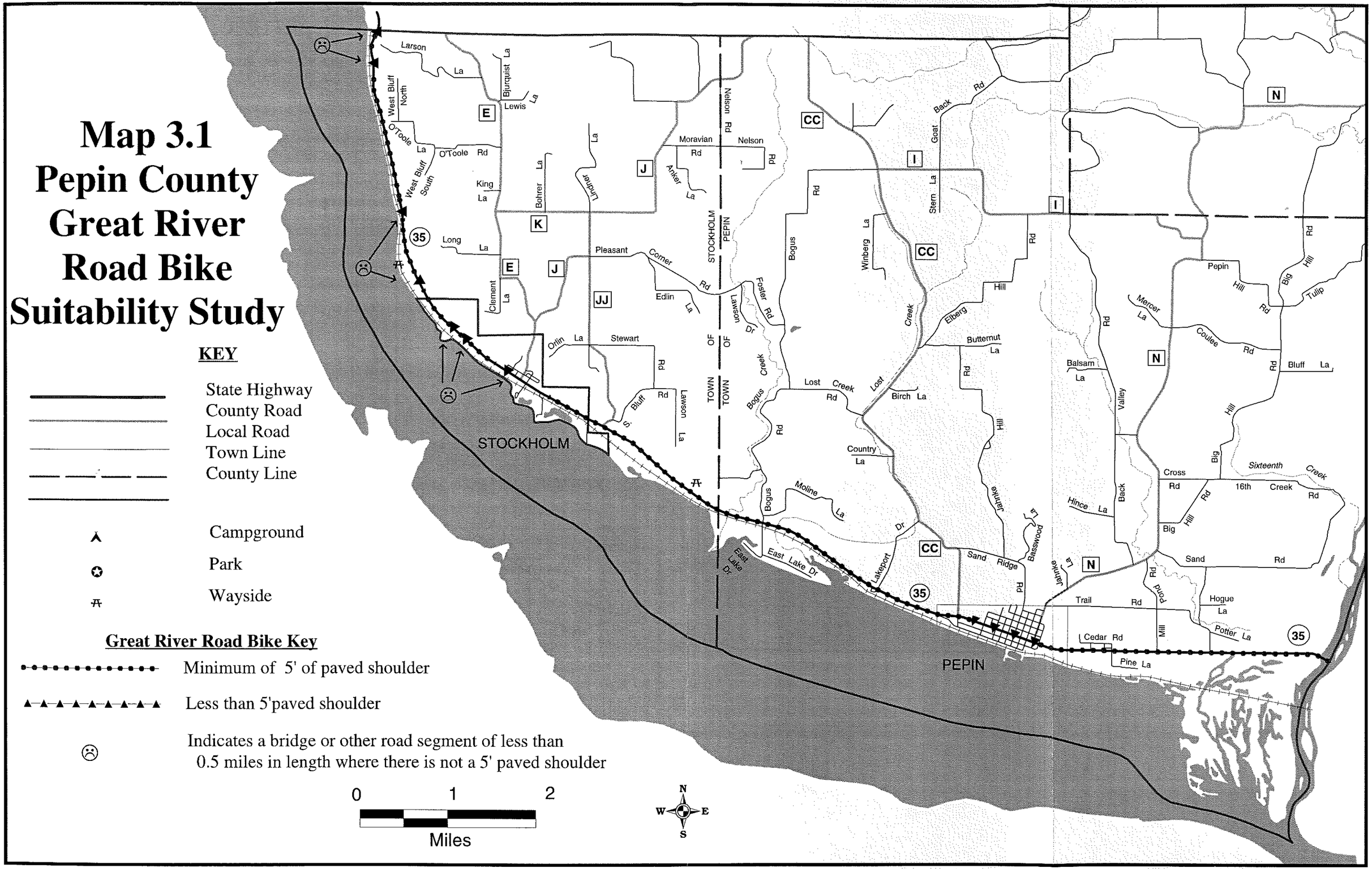
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Geopoint	Mileage Point	Miles To Next Point	Feet	Lft Shldr Pvd/Tot	Class	L. Class A	**L. Class B**	**L.Class C**	Left Aux. Lane	Pave. Width	Right Aux. Pvd/Tot	Rght Shldr Pvd/Tot	Class	R.Class A	**R.Class B**	**R.Class C**	Pavement Age	Deficient Shoulder	In DOT 6 Yr Plan
Pepin CoSL	192.06	0.46	2428.8	5/7	A	0.46			0	22	0	5/7	A	0.46			1995		
Trail Rd R	192.52	0.59	3115.2	5/7	A	0.59			0	22	0	5/7	A	0.59			1995		
Mill Pond Rd	193.11	0.51	2692.8	5/7	A	0.51			0	22	0	5/7	A	0.51			1995		
Airport Dr R	193.62	0.00	0	5/7	A	0.00			0	22	0	5/7	A	0.00			1995		
SmithLk Rd L	193.62	0.24	1267.2	5/7	A	0.24			0	22	0	5/7	A	0.24			1995		
East Dr. R	193.86	0.24	1267.2	5/7	A	0.24			0	22	0	5/7	A	0.24			1995		
	194.10																		
Sub-Total		2.04	10771.20			2.04	**0.00**	**0.00**						2.04	**0.00**	**0.00**			
V of Pepin	194.10	0.34	1795.2	5/7	A	0.34			0	22	0/0	5/7	A	0.34			1995		
Boyd St.X	194.44	0.01	52.8	5/7	A	0.01			0	22	0/0	5/7	A	0.01			1995		
0.01Nof Boyd194.	194.45	0.07	369.6	0/0	C			**0.07**	10	25	10	0/0	C			**0.07**	1996	Deficient	
CTH N R	194.52	0.00	0	0/0	C			**0.00**	10	25	10	0/0	C			**0.76**	1996	Deficient	
Dunn St.L	194.52	0.07	369.6	0/0	C			**0.07**	10	25	10	0/0	C				1996	Deficient	
Prairie St X	194.59	0.08	422.4	0/0	C			**0.08**	10	25	10	0/0	C				1996	Deficient	
Main St. X	194.67	0.08	422.4	0/0	C			**0.08**	10	25	10	0/0	C				1996	Deficient	
Lake St X	194.75	0.07	369.6	0/0	C			**0.07**	10	25	10	0/0	C				1996	Deficient	
Pine St. X	194.82	0.08	422.4	0/0	C			**0.08**	10	25	10	0/0	C				1996	Deficient	
Cedar St. X	194.90	0.07	369.6	0/0	C			**0.07**	10	25	10	0/0	C				1996	Deficient	
Wash. St X	194.97	0.08	422.4	0/0	C			**0.08**	10	25	10	0/0	C				1996	Deficient	
Elm St. R	195.05	0.08	422.4	0/0	C			**0.08**	10	25	10	0/0	C				1996	Deficient	
Locust St. X	195.13	0.15	792	0/0	C			**0.15**	10	25	10	0/0	C				1996	Deficient	
N of Locust	195.28	0.16	844.8	9/9	A	0.16			0	25	0	9/9	A	0.16			1996		
CTH CC R	195.44	0.00	0	9/9	A	0.00			0	25	0	9/9	A	0.00			1996		
Second St L	195.44	0.17	897.6	9/9	A	0.17			0	25	0	9/9	A	0.17			1996		
First St. L	195.61	0.07	369.6	9/9	A	0.07			0	25	0	9/9	A	0.07			1996		
N Vil Line	195.68																		
Sub-Total		1.58	8342.40			0.75	**0.00**	**0.83**						0.75	**0.00**	**0.83**	1996		
T of Pepin	195.68	0.77	4065.6	9/9	A	0.77			0	25	0	9/9	A	0.77			1996		
Lkeprt Rd R	196.45	1.16	6124.8	9/9	A	1.16			0	25	0	9/9	A	1.16			1996		
	197.61	0.18	950.4	7/7	A	0.18			0	25	0	9/9	A	0.18			1996		
	197.79	0.01	52.8	7/7	A	0.01			0	25	0	7/7	A	0.01			1996		
Br 46-37	197.80	0.02	105.6	7/7	A	0.02			0			7/7	A	0.02			1996		
	197.82	0.16	844.8	9/9	A	0.16			0	25	0	9/9	A	0.16			1996		
Miller/Deer Is. rd	197.98	0.38	2006.4	9/9	A	0.38			0			9/9	A	0.38			1996		
	198.36	0.01	52.8	7/7	A	0.01			0	25	0	7/7	A	0.01			1996		
Br 46-38	198.37	0.02	105.6	7/7	A	0.02			0			7/7	A	0.02			1996		
	198.39	0.01	52.8	9/9	A	0.01			0	25	0	7/7	A	0.01			1996		
	198.40	0.12	633.6	9/9	A	0.12			0	25	0	9/9	A	0.12			1996		
N Twn Line	198.52																		
Sub-Total		2.84	14995.20			2.84	**0.00**	**0.00**						2.84	**0.00**	**0.00**			
Tof Stock	198.52	0.01	52.8	9/9	A	0.01			0	25	0	9/9	A	0.01			1996		
	198.53	0.42	2217.6	7/7	A	0.42			0	25	0	9/9	A	0.42			1996		
PubWySd R	198.95	0.01	52.8	7/7	A	0.01			0	25	0	9/9	A	0.01			1996		
	198.96	0.03	158.4	9/9	A	0.03			0	25	0	9/9	A	0.03			1996		
PubWySd R	198.99	0.01	52.8	9/9	A	0.01			0	25	0	9/9	A	0.01			1996		
	199.00	0.66	3484.8	7/7	A	0.66			0	25	0	9/9	A	0.66			1996		
	199.66	0.13	686.4	9/9	A	0.13			0	25	0	9/9	A	0.13			1996		

TABLE 3.1
PEPIN COUNTY GREAT RIVER ROAD LOG

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Geopoint	Mileage Point	Miles To Next Point	Feet	Lft Shldr Pvd/Tot	Class	L. Class A	**L. Class B**	**L.Class C**	Left Aux. Lane	Pave. Width	Right Aux. Pvd/Tot	Rght Shldr Pvd/Tot	Class	R.Class A	**R.Class B**	**R.Class C**	Pavement Age	Deficient Shoulder	In DOT 6 Yr Plan
	199.79	0.03	158.4	7/7	A	0.03			0	25	0	9/9	A	0.03			1996		Resurf 2004
	199.82	0.27	1425.6	9/9	A	0.27			0	25	0	9/9	A	0.27			1996		Resurf 2004
	200.09	0.05	264	9/9	A	0.05			0	25	0	7/7	A	0.05			1996		
Br 46-39	200.14	0.02	105.6	9/9	A	0.02			0	25	0	7/7	A	0.02			1996		
CTH JJ R	200.16	0.17	897.6	9/9	A	0.17			0	25	0	9/9	A	0.17			1996		
Twn Line	200.33																		
Sub-Total		1.81	9556.8			1.81	**0.00**	**0.00**						1.81	**0.00**	**0.00**			
VofStock	200.33	0.01	52.8	9/9	A	0.01						9/9	A	0.01			1996		
Div. St L	200.34	0.51	2692.8	9/9	A	0.51						9/9	A	0.51			1996		
	200.85	0.28	1478.4	9/9	A	0.28			0	25	12	0/0	C			**0.28**	1996	Deficient	
Mill St X	201.13	0.02	105.6	9/9	A	0.02						0/0	C			**0.02**	1996	Deficient	
	201.15	0.07	369.6	0/0	C			**0.07**	12	25	12	0/0	C			**0.07**	1996	Deficient	
CTH J/Spring R	201.22	0.07	369.6	0/0	C			**0.07**	0	25	0	0/0	C			**0.07**	1996	Deficient	
Elm St.X	201.29	0.08	422.4	0/0	C			**0.08**	0	24	0	0/0	C			**0.08**	1991	Deficient	Resurf 2005
Main St R	201.37	0.07	369.6	0/0	C			**0.07**				0/0	C			**0.07**	1991	Deficient	
Walnut St R	201.44	0.09	475.2	0/0	C			**0.09**				0/0	C			**0.09**	1991	Deficient	
	201.53	0.04	211.2	0/0	C			**0.04**	0	24	0	8/10	A	0.04			1991	P&C	
	201.57	0.38	2006.4	8/10	A	0.38			0	24	0	8/10	A	0.38			1991		
	201.95	0.10	528	0/0	C			**0.10**	0	24		8/10	A	0.10			1991	D+I	
	202.05	0.07	369.6	8/10	A	0.07			0	24	0	8/10	A	0.07			1991		
Cem. St R	202.12	0.04	211.2	8/10	A	0.04						8/10	A	0.04			1991		
	202.16	0.07	369.6	8/10	A	0.07			0	24	0	0/0	C			**0.07**	1991	D+I	
	202.23	0.46	2428.8	8/10	A	0.46			0	24	0	8/10	A	0.46			1991		
N Vil Line	202.69																		
Sub-Total		2.36	12460.8			1.84	**0.00**	**0.52**						1.61	**0.00**	**0.75**	1991		
T of Stock	202.69	0.12	633.6	8/10	A	0.12							A	0.12			1991		
	202.81	0.20	1056	0/0	C			**0.20**	0	24	0	8/10	A	0.20			1991		
	203.01	0.02	105.6	8/10	A	0.02			0	24	0	8/10	A	0.02			1991		
PubWySd L	203.03	0.11	580.8	8/10	A	0.11							A	0.11			1991		
PubWySd L	203.14	0.53	2798.4	8/10	A	0.53							A	0.53			1991		
	203.67	0.18	950.4	0/0	C			**0.18**	0	24	0	8/10	A	0.18			1991		
	203.85	0.02	105.6	8/10	A	0.02			0	24	0	8/10	A	0.02			1991		
PubWySd L	203.87	0.03	158.4	8/10	A	0.03							A	0.03			1991		
	203.90	0.03	158.4	8/10	A	0.03			0	24	0	0/0	C			**0.03**	1991	Deficient	
PubWySd L	203.93	0.09	475.2	8/10	A	0.09							C			**0.09**	1991	Deficient	
	204.02	1.37	7233.6	8/10	A	1.37			0	24	0	8/10	A	1.37			1991		
	205.39	0.18	950.4	0/0	C			**0.18**	0	24	0	8/10	A	0.18			1991		
	205.57	0.21	1108.8	9/11	A	0.21			0	24	0	9/10	A	0.21			1992		
	205.78	0.04	211.2	9/11	A	0.04			0	22	0	9/10	A	0.04			1992		
	205.82	0.05	264	0/0	C			**0.05**	0	24	0	9/10	A	0.05			1992		
N Twn Line	205.87																		
Subtotal		3.18	16790.4			2.57	**0.00**	**0.61**						3.06	**0.00**	**0.12**			
PepCoNL	205.87			0/0	C				0	24	0	9/10	A				1992		
TOTAL		**13.81**	**72916.8**			**11.85**	**0.00**	**1.96**						**12.11**	**0.00**	**1.70**			

Resurf 2005

Map 3.1
Pepin County
Great River
Road Bike
Suitability Study



BUFFALO COUNTY GREAT RIVER ROAD
Shoulder Deficiency Analysis for Bicycling

The following is a shoulder deficiency analysis for safe bicycle use on the Great River Road in Buffalo County. Both the west and east shoulders have been analyzed based on a rating criteria whereby "A" is assigned to those segments of highway having five feet or more of paved shoulders, "B" is assigned to an overall shoulder of five feet but not all of it is paved, and "C" is assigned to those segments where the total shoulder width is less than five feet.

To assist in explaining the location of the various shoulder conditions highway segments have been assigned to the Great River Road. These highway segments begin at Mile 0.0 at the north county line and increase in a southerly direction until they terminate at the south county line, Mile 40.65. Each of these segments have been assigned a Town, Village, City or geographical name that corresponds to the primary municipal government or location that a highway segment passes through. A brief narrative follows the shoulder rating which provides more in depth information on the condition of the highway segment.

Maps 4.1 and 4.2 identify the location on the Great River Road where the five feet of paved highway shoulders are not provided.

Town of Nelson Highway Segment – North County Line to North Village of Nelson Line, 4.33 miles, Map 4.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	3.84	3.85
Class B: 5 feet of shoulder	0.00	0.00
Class C: < 5 feet of shoulder	0.49	0.48
	4.33 (all bridges)	4.33 (all bridges)

All Class C shoulder deficiencies in this segment are associated with the seven bridges which cross numerous interbraided streams in the Chippewa River delta within the Tiffany Wildlife Area. The last major repaving of this 4.33 miles was 1994, with a few segments having pavement dating to 1990. The Buffalo and Pepin County Outdoor Recreation Facility Plan, as well as long-term Department of Natural Resources plans include the improvement of hiking and bicycling trails to the north of the STH 35 to provide non-motorized access into the Chippewa River bottoms. STH 25 junctions at mile 3.72 to parallel the Chippewa River north to Durand. Outdoor recreation plans in Pepin County include the extension of a bicycle trail from the Red Cedar State Trail into Durand. Repaving of STH 25 for 11.72 miles from STH 35 to Durand scheduled for 2004 should consider this highway's role in linking a State trail to the Great River Road adjacent to a large tract of State Wildlife property.

Village of Nelson Highway Segment – North Village of Nelson Line to South Village of Nelson Line, 2.06 miles, Map 4.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	0.57	0.53
Class B: 5 feet of shoulder	0.75	0.87
Class C: < 5 feet of shoulder	0.74	0.66
	2.06	2.06

Within the Village of Nelson traffic moves at a slower speed, and 0.66 miles of the 2.06 mile Great River Road distance through the Village has an urban cross-section and an 8 foot auxiliary lane on both sides of the regular 24 feet wide travelway. Roadside parking is permitted on this auxiliary lane, and there is no shoulder on the urban cross-section. Bicycles at this point travel in the active vehicle lane.
STH 25 intersects STH 35 in the central part of the Village. STH 25 connects to the Mississippi River Bridge to Wabasha, Minnesota, and the Minnesota Great River Road. Recognition of the importance of Mississippi River crossings and connections to The Great River Road in neighboring states should be considered. Five bridges across the Mississippi River marshlands in Wisconsin leading to this Mississippi River crossing are scheduled for replacement or widening in 2005. Bicycle access should be recognized in this process.

The south side of the Village has a rural cross-section, primarily with 3 feet of paved shoulders and 6 feet total shoulder, classified as Class B. The Castleburg Village Park lies near the south Village limits and provides restroom facilities, drinking water, and an open-sided picnic shelter.

Town of Nelson Highway Segment – South Village of Nelson Line to North City of Alma Line, 2.46 miles, Map 4.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	0.86	0.00
Class B: 5 feet of shoulder	1.60	2.37
Class C: < 5 feet of shoulder	0.00	0.09
	2.46	2.46

Except for 475 feet of no shoulder on the east, or bluff side, this entire segment within the southern part of the Town of Nelson has at least 5 feet of shoulder available for paving.

City of Alma Highway Segment – North City of Alma Line to South City of Alma Line, 7.44 miles, Map 4.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	4.33	3.30
Class B: 5 feet of shoulder	1.70	1.45
Class C: < 5 feet of shoulder	1.41	2.69
	7.44	7.44

Within the City of Alma, there are rural cross-sections in the northern part of the City, including 1.14 miles of no shoulder on the east side of the highway near the Alma High School. The urban cross-section has approximately one and one-half miles of 12 foot auxiliary lanes, on which parking is permitted. These sections have no shoulder and bicycle travel is in the regular traffic lanes. Bridge 6-890 across the Buffalo River is scheduled for replacement in the Department of Transportation's 2002-2007 Six Year Plan with a wider structure on or near its current location in 2003. The present bridge has 6 foot shoulders, with 3 feet paved. Replacement of the bridge should be made to accommodate at least 5 foot paved shoulders.

Town of Belvidere Highway Segment – South City of Alma Line to North City of Buffalo Line, 3.70 miles, Map 4.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	3.70	3.70
Class B: 5 feet of shoulder	0.00	0.00
Class C: < 5 feet of shoulder	0.00	0.00
	3.70	3.70

This entire segment has Class A, at least 5 feet, of paved shoulders. CTH OO intersects with The Great River Road in this segment, and provides the north terminus of an alternate bicycle route through the built-up portions of the City of Buffalo and Village of Cochrane, and provides closer access to the Mississippi River. This portion of the marked Great River Road is not within sight of the River.

City of Buffalo Highway Segment –North City of Buffalo Line to South City of Buffalo Line, .10 miles, Map 4.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	0.10	0.10

This segment of rural cross-section highway passes through 0.10 miles of the corporate limits of Buffalo, with no indication to the traveler that off-road jurisdiction changes.

Town of Belvidere Highway Segment – South City of Buffalo Line to North Village of Cochrane Line, 1.10 miles, Map 4.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	0.97	0.97
Class B: 5 feet of shoulder	0.13	0.13
	1.10	1.10

The 0.13 mile Class B shoulder on both sides is 3 feet paved, with 6 feet total shoulder just north of the Village of Cochrane limits. Main Street intersects STH 35 in this segment and provides access to the commercial district of the Village of Cochrane, and serves as an alternate route for bicyclists who want to visit Cochrane, the City of Buffalo, and ride closer to the Mississippi River than the route taken by STH 35.

Village of Cochrane Highway Segment – North Village of Cochrane Line to South Village of Cochrane Line, 0.62 miles, Map 4.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	0.06	0.06
Class B: 5 feet of shoulder	0.56	0.56
Class C: < 5 feet of shoulder	0.00	0.00
	0.62	0.62

Most of the Great River Road's passage through the corporate limits of the Village of Cochrane is dominated by the La Crosse Milling Company's large grain silos and feed mill on the west side of the highway. The mill has a large paved frontage used as a truck staging area. During busy shipping periods, the truck traffic traveling to the mill, and entering and leaving the mill can present a safety problem. Two Village streets provide access to the Village's commercial area of restaurants and parks.

Town of Belvidere Highway Segment – South Village of Cochrane Line to North City of Fountain City Line, 2.07 miles, Map 4.2

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	2.07	2.07

The entire 2.07 miles of Great River Road through this portion of the Town of Belvidere has adequate Class A shoulders.

Town of Milton Highway Segment – Town of Belvidere to North City of Fountain City Line, 5.54 miles, Map 4.2

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	3.51	3.54
Class B: 5 feet of shoulder	1.54	1.54
Class C: < 5 feet of shoulder	0.49	0.46
	5.54	5.54

The Great River Road in the northern portion in the Town of Milton has a 5 foot paved shoulder width and additional 3 feet of gravel. This meets the Great River Road shoulder standard. The southern termini of two possible alternate routes connect to STH 35 within this Town. The Prairie Moon Town Park is located a short distance off, and within sight of, The Great River Road, on Prairie Moon Road. This park provides toilet and water facilities and a unique collection of local folk art comprised of concrete figures and abstracts. Merrick State Park lies adjacent to the Great River Road at mile 3.56 from the north town line. This park, one of the few state parks that charges no entry fee, provides camping, drinking water, toilets, showers, and Mississippi River frontage. The Class B and C shoulders lie within the 2.03 miles of STH 35 north from the Fountain City Corporate Limit. This segment was repaved in 1999.

City of Fountain City Highway Segment – North City of Fountain City Line to South City of Fountain City Line, 4.51 miles

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	0.63	0.00
Class B: 5 feet of shoulder	2.55	2.76
Class C: < 5 feet of shoulder	1.33	1.75
	4.51	4.51

As with the other incorporated communities, where The Great River Road passes through the central business district, there is a segment of the road that has an urban cross-section, or curb and gutter, and in the most densely built commercial portion of the community, an auxiliary lane that is used for curbside parking. In Fountain City the west, or Mississippi River, side of the highway has 0.7 mile of auxiliary

lane and the east side has 1.49 miles of auxiliary lane. The entire distance of auxiliary lane, plus additional mileage, is Class C shoulder, mostly with no shoulder at all, with bicycle travel being in the two 12 foot active traffic lanes. The last major paving in Fountain City was in 1979.

Local streets parallel STH 35 in the central commercial area, and provide bicycle access to additional shops and restaurants, including a bicycle shop, but no street serves as an alternate completely through the City. The City Park is located at the south end of the community.

Town of Buffalo Highway Segment – South City of Fountain City Line to Trempealeau County Line, 6.72 miles, Map 4.2

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	4.37	4.56
Class B: 5 feet of shoulder	2.06	2.10
Class C: < 5 feet of shoulder	0.29	0.06
	6.72	6.72

The Town of Buffalo has experienced considerable residential development, and The Great River Road south of Fountain City is marked by several Town and County roads and private drives serving this development. Approximately 2.3 miles south of Fountain City, State Highway 54 intersects to serve the Mississippi River bridge to Winona, Minnesota. In 2007, the STH 54 bridge over the BNSF RR is scheduled for concrete overlay and minor repairs as needed. Bicycle accessibility should continue to be maintained after this paving and repairs are made, as the long range plans for The Wisconsin Great River Road include connections to The Great River Road in states across the Mississippi River.

The junction of STHs 54 and 35 is marked by a 0.46 segment of divided lanes, and an auxiliary lane. While this intersection is protected by a traffic light, bicycling on the River side is still an exercise requiring a high level of skill. The Town Park, which provides restrooms, drinking water, and a picnic shelter, lies adjacent to The Great River Road, and is accessible on the River side of STH 35, approximately 1.3 miles from the STH 54 intersection. An attractive Highway Wayside also is accessible on this segment of Great River Road, approximately 1 mile further south. It provides restrooms and drinking water and picnic tables. The west side of the highway borders upon publicly owned ecologically rich marsh, and two local roads provide bicycle access into the Trempealeau National Wildlife Refuge. Just 0.19 miles from the Trempealeau County line, a short access road leads to the north terminus of the Great River State Trail. This trail provides an alternate bicycle route all the way to La Crosse and connection to the La Crosse River State Trail, and the Sparta-Elroy State Trail. The surface of this trail is hard packed fine crushed limestone, suitable for bicycling and hiking, but which discourages roller blading. Motor vehicles are not permitted on this Trail.

Buffalo County Shoulder Deficiency Summary

	West Shoulder	East Shoulder	Total Miles of Shoulder	Percent %
Class A: 5 feet paved shoulder	25.01	22.68	47.69	59%
Class B: 5 feet of shoulder	10.80	11.78	22.58	28%
Class C: < 5 feet of shoulder	4.84	6.19	11.03	13%
	40.65	40.65	81.30	100%

The above summary table for the entire County shows that approximately 60% of the 40 mile length of the Great River Road in Buffalo County has five feet of paved shoulders and the remaining 40% does not meet this standard.

Deficient Shoulders Scheduled for Improvements in Six Year Plan

The only work scheduled in the Department of Transportation 2002-2007 Six Year program directly on STH 35 is the replacement of Buffalo River Bridge 6-890 located 2.5 miles south of the City of Alma's north boundary, Map 4.1. Replacement of bridges and repaving is scheduled for STHs 25 and 54 which are important bicycle connectors to The Great River Road because they link The Great River Road in other states or connect to the Department of Natural Resources State Trail System.

TABLE 4.1
BUFFALO COUNTY GREAT RIVER ROAD LOG

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Geopoint	Mileage Point	Miles To Next Point	Feet	Lft Shldr Pvd/Tot	Class	L. Class A	**L. Class B**	**L.Class C**	Left Aux. Lane	Pave. Width	Right Aux. Pvd/Tot	Rght Shldr Pvd/Tot	Class	R.Class A	**R.Class B**	**R.Class C**	Pavement Age	Deficient Shoulder	In DOT 6 Yr Plan
SCL-Buff	96.27	0.19	1003.20	6/12	A	0.19			0	24	0	6/12	A	0.19			1981		
Bike Trail L	96.46	0.03	158.40	6/12	A	0.03			0	24	0	6/12	A	0.03			1981		
RR X	96.49	0.01	52.80	6/12	A	0.01			0	24	0	6/12	A	0.01			1981		
CTH P R	96.50	0.03	158.40	6/10	A	0.03			0	24	0	6/12	A	0.03			1981		
TR 39	96.53	0.38	2006.40	6/10	A	0.38			0	24	0	6/12	A	0.38			1981		
Thomas Rd R	96.91	0.22	1161.60	6/10	A	0.22			0	24	0	6/12	A	0.22			1981		
Front. Rd R	97.13	0.41	2164.80	6/10	A	0.41			0	24	0	6/12	A	0.41			1981		
Thomas Ln	97.54	0.23	1214.40	6/10	A	0.23			0	24	0	6/12	A	0.23			1981		
Wysd R	97.77	0.05	264.00	6/10	A	0.05			0	24	0	6/12	A	0.05			1981		
Wysd R	97.82	0.14	739.20	6/10	A	0.14			0	24	0	6/12	A	0.14			1981		
Glauntert Rd R	97.96	0.21	1108.80	6/10	A	0.21			0	24	0	6/12	A	0.21			1981		
Sura Rd R R	98.17	0.48	2534.40	6/10	A	0.48			0	24	0	6/10	A	0.48			1981		
WldlfRef L	98.65	0.07	369.60	6/10	A	0.07			0	24	0	6/10	A	0.07			1981		
Lipinski Rd R	98.72	0.15	792.00	6/10	A	0.15			0	24	0	6/10	A	0.15			1981		
Silver St. R	98.87	0.00	0.00	6/10	A	0.00			0	24	0	6/10	A	0			1981		
Park Rd L	98.87	0.02	105.60	6/10	A	0.02			0	24	0	6/10	A	0.02			1981		
Bg 6-55	98.89	0.66	3484.80	6/10	A	0.66			0	24	0	6/10	A	0.66			1981		
Bliff Sdng R	99.55	0.03	158.40	6/10	A	0.03			0	24	0	6/10	A	0.03			1981		
Kouba Rd L	99.58	0.02	105.60	6/10	A	0.02			0	24	0	6/10	A	0.02			1981		
	99.60	0.06	316.80	6/6	A	0.06			0	24	0	6/10	A	0.06			1981		
	99.66	0.06	316.80	6/6	A	0.06			0	24	12	0/2	C			**0.06**	1981	Deficient	
CTH M R	99.72	0.04	211.20	8/8	A	0.04			12	24	0	8/10	A	0.04			1981		
	99.76	0.41	2164.80	8/8	A	0.41			0	24	0	8/10	A	0.41			1981		
STH 54 EB L	100.17	0.00	0.00	3/5	B		**0.00**		0	24/15M	0	8/10	A	0			1981	Deficient	
WldlfRef L	100.17	0.17	897.60	3/5	B		**0.17**		0	24/15M	0	8/10	A	0.17			1981	Deficient	
	100.34	0.08	422.40	0/0	C			**0.08**	12	24/15M	0	8/10	A	0.08			1981	Deficient	
STH 54WB L	100.42	0.00	0.00	0/0	C			**0**	0	24/15M	0	8/10	A	0			1981	Deficient	
Spur Rd R	100.42	0.08	422.40	0/0	C			**0.08**	0	24/15M	0	8/10	A	0.08			1981	Deficient	
	100.50	0.13	686.40	0/0	C			**0.13**	0	14/15M	0	8/10	A	0.13			1981	Deficient	
STH 35 SB	100.63	0.26	1372.80	8/13	A	0.26			0	24	0	8/13	A	0.26			1981		
	100.89	0.32	1689.60	3/11	B		**0.32**		0	24	0	3/11	B		**0.32**		1981	Deficient	
Old Rd35 R	101.21	0.15	792.00	3/11	B		**0.15**		0	24	0	3/11	B		**0.15**		1979	Deficient	
Bg 6-13	101.36	0.12	633.60	3/11	B		**0.12**		0	24	0	3/11	B		**0.12**		1979	Deficient	
Old Rd35 R	101.48	0.25	1320.00	3/11	B		**0.25**		0	24	0	3/11	B		**0.25**		1979	Deficient	
Mdwy Rd R	101.73	0.03	158.40	3/11	B		**0.03**		0	24	0	3/11	B		**0.03**		1979	Deficient	
Bg 6-14	101.76	0.13	686.40	2/8	B		**0.13**		0	24	0	2/8	B		**0.13**		1979	Deficient	
BreezyPtLnL	101.89	0.09	475.20	2/8	B		**0.09**		0	24	0	2/8	B		**0.09**		1979	Deficient	
Mdwy Rd R	101.98	0.30	1584.00	2/8	B		**0.30**		0	24	0	2/8	B		**0.3**		1979	Deficient	
	102.28	0.18	950.40	8/8	A	0.18			0	24	0	2/8	B		**0.18**		1979	Deficient	
	102.46	0.04	211.20	2/8	B		**0.04**		0	24	0	2/8	B		**0.04**		1979	Deficient	
Wayside L	102.50	0.08	422.40	2/8	B		**0.08**		0	24	0	2/8	B		**0.08**		1979	Deficient	
Wayside L	102.58	0.32	1689.60	2/8	B		**0.32**		0	24	0	2/8	B		**0.32**		1979	Deficient	
Bg 6-15	102.90	0.06	316.80	2/8	B		**0.06**		0	24	0	2/8	B		**0.06**		1979	Deficient	
	102.96	0.03	158.40	8/8	A	0.03			0	24	0	2/8	B		**0.03**		1979	Deficient	
N Buf Twn Line	102.99																		
SubTotal		6.72	35481.60			4.37	**2.06**	**0.29**						4.56	**2.1**	**0.06**			
SCL FtnCty	102.99	0.06	316.80	8/8	A	0.06			0	24	0	2/8	B		**0.06**		1979	Deficient	
	103.05	0.03	158.40	2/8	B		**0.03**		0	24	0	2/8	B		**0.03**		1979	Deficient	
Twn Rd R	103.08	0.36	1900.80	2/8	B		**0.36**		0	24	0	2/8	B		**0.36**		1979	Deficient	
	103.44	0.13	686.40	8/8	A	0.13			0	24	0	2/8	B		**0.13**		1979	Deficient	

TABLE 4.1
BUFFALO COUNTY GREAT RIVER ROAD LOG

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Geopoint	Mileage Point	Miles To Next Point	Feet	Lft Shldr Pvd/Tot	Class	L. Class A	**L. Class B**	**L.Class C**	Left Aux. Lane	Pave. Width	Right Aux. Pvd/Tot	Rght Shldr Pvd/Tot	Class	R.Class A	**R.Class B**	**R.Class C**	Pavement Age	Deficient Shoulder	In DOT 6 Yr Plan
Bg 6-16	103.57	0.02	105.60	8/8	A	0.02			0	24	0	2/8	B		**0.02**		1979	Deficient	
	103.59	0.43	2270.40	2/8	B		**0.43**		0	24	0	2/8	B		**0.43**		1979	Deficient	
	104.02	0.01	52.80	2/8	B		**0.01**		0	24	0	3/6	B		**0.01**		1979	Deficient	
CTH YY Con	104.03	0.44	2323.20	2/8	B		**0.44**		0	24	0	3/6	B		**0.44**		1979	Deficient	
	104.47	0.29	1531.20	3/6	B		**0.29**		0	24	0	3/6	B		**0.29**		1979	Deficient	
CTH YY R	104.76	0.10	528.00	3/6	B		**0.10**		0	24	0	3/6	B		**0.1**		1979	Deficient	
Bg 6-17	104.86	0.18	950.40	3/6	B		**0.18**		0	24	0	3/6	B		**0.18**		1979	Deficient	
Ftn St. R	105.04	0.06	316.80	3/6	B		**0.06**		0	24	0	3/6	B		**0.06**		1979	Deficient	
Oak St R	105.10	0.46	2428.80	3/6	B		**0.46**		0	24	0	3/6	B		**0.46**		1979	Deficient	
Cedar St R	105.56	0.01	52.80	3/6	B		**0.01**		0	24	0	3/6	B		**0.01**		1979	Deficient	
Bg 6-17	105.57	0.04	211.20	3/6	B		**0.04**		0	24	0	3/6	B		**0.04**		1979	Deficient	
Mill St X	105.61	0.05	264.00	3/6	B		**0.05**		0	24	0	3/6	B		**0.05**		1979	Deficient	
BishopSt L	105.66	0.09	475.20	3/6	B		**0.09**		0	24	0	3/6	B		**0.09**		1979	Deficient	
	105.75	0.08	422.40	8/8	A	0.08			0	24	9	0/0	C			**0.08**	1979	Deficient	
Ftn St. R	105.83	0.25	1320.00	8/8	A	0.25			0	24	9	0/0	C			**0.25**	1985	Deficient	
TrumanSt R	106.08	0.09	475.20	8/8	A	0.09			0	24	9	0/0	C			**0.09**	1985	Deficient	
	106.17	0.12	633.60	0/0	C			**0.12**	0	24	10	0/0	C			**0.12**	1985	Deficient	
Spring St X	106.29	0.02	105.60	0/0	C			**0.02**	0	24	10	0/0	C			**0.02**	1985	Deficient	
Eagle St R	106.31	0.07	369.60	0/0	C			**0.07**	0	24	10	0/0	C			**0.07**	1985	Deficient	
Main St R	106.38	0.07	369.60	0/0	C			**0.07**	0	24	10	0/0	C			**0.07**	1985	Deficient	
Liberty St X	106.45	0.09	475.20	0/0	C			**0.09**	0	24	10	0/0	C			**0.09**	1985	Deficient	
STH 95 EB R	106.54	0.00	0.00	0/0	C			**0**	10	24	10	0/0	C			**0**	1985	Deficient	
North St L	106.54	0.03	158.40	0/0	C			**0.03**	10	24	10	0/0	C			**0.03**	1985	Deficient	
Jeff.St R	106.57	0.33	1742.40	0/0	C			**0.33**	10	24	10	0/0	C			**0.33**	1985	Deficient	
	106.90	0.07	369.60	0/0	C			**0.07**	6	24	6	0/0	C			**0.07**	1985	Deficient	
CofE Dwy	106.97	0.27	1425.60	0/0	C			**0.27**	6	24	6	0/0	C			**0.27**	1985	Deficient	
	107.24	0.09	475.20	0/0	C			**0.09**	0	30	0	0/0	C			**0.09**	1985	Deficient	
	107.33	0.17	897.60	3/4	C			**0.17**	0	30	0	0/0	C			**0.17**	1985	Deficient	
NCL F.C.	107.50			3/4	C				0	30	0	0/0	C				1985	Deficient	
SubTotal		4.51	23812.80			0.63	**2.55**	**1.33**						0	**2.76**	**1.75**			
T. Milton SoLine	107.50	0.46	2428.80	3/4	C			**0.46**	0	30	0	0/0	C			**0.46**	1999	Deficient	
	107.96	0.30	1584.00	3/8	B		**0.30**		0	24	0	3/8	B		**0.3**		1999		
Br6-59	108.26	0.50	2640.00	3/8	B		**0.50**		0	24	0	3/8	B		**0.5**		1999		
LoversLane R	108.76	0.72	3801.60	3/8	B		**0.72**		0	24	0	3/8	B		**0.72**		1999		
Merrick Pk L	109.48	0.02	105.60	3/8	B		**0.02**		0	24	12	3/8	B		**0.02**		1999		
	109.50	0.02	105.60	0/4	C			**0.02**	12	24	12	5/8	A	0.02			1999		
	109.52	0.01	52.80	0/4	C			**0.01**	6	24	12	5/8	A	0.01			1999		
	109.53	0.16	844.80	5/8	A	0.16			0	24	12	5/8	A	0.16			1999		
Indian Ck Rd	109.69	0.01	52.80	5/8	A	0.01			0	24	12	5/8	A	0.01			1999		
	109.70	0.05	264.00	5/8	A	0.05			0	24	6	5/8	A	0.05			1999		
	109.75	0.22	1161.60	5/8	A	0.22			0	24	0	5/8	A	0.22			1999		
HaneyRd R	109.97	0.14	739.20	5/8	A	0.14			0	24	0	5/8	A	0.14			1999		
Pine St R	110.11	0.13	686.40	5/8	A	0.13			0	24	0	5/8	A	0.13			1999		
RiverRaceWy	110.24	0.01	52.80	5/8	A	0.01			0	24	0	5/8	A	0.01			1999		
Bechly Rd L	110.25	0.20	1056.00	5/8	A	0.20			0	24	0	5/8	A	0.2			1999		
	110.45	0.05	264.00	5/8	A	0.05			6	24	0	5/8	A	0.05			1999		
	110.50	0.01	52.80	5/8	A	0.01			12	24	0	5/8	A	0.01			1999		
Conrad St.	110.51	0.16	844.80	5/8	A	0.16			12	24	0	5/8	A	0.16			1999		
BadgerRd R	110.67	0.04	211.20	5/8	A	0.04			12	24	0	5/8	A	0.04			1999		
	110.71	0.03	158.40	5/8	A	0.03			6	24	0	5/8	A	0.03			1999		

TABLE 4.1
BUFFALO COUNTY GREAT RIVER ROAD LOG

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Geopoint	Mileage Point	Miles To Next Point	Feet	Lft Shldr Pvd/Tot	Class	L. Class A	L. Class B	L.Class C	Left Aux. Lane	Pave. Width	Right Aux. Pvd/Tot	Rght Shldr Pvd/Tot	Class	R.Class A	R.Class B	R.Class C	Pavement Age	Deficient Shoulder	In DOT 6 Yr Plan
	110.74	0.26	1372.80	5/8	A	0.26			0	24	0	5/8	A	0.26			1999		
	111.00	0.05	264.00	9/9	A	0.05			0	24	0	9/9	A	0.05			1999		
	111.05	0.13	686.40	5/8	A	0.13			0	24	0	5/8	A	0.13			1999		
	111.18	0.04	211.20	5/8	A	0.04			6	24	0	5/8	A	0.04			1999		
	111.22	0.05	264.00	5/8	A	0.05			12	24	0	5/8	A	0.05			1999		
	111.27	0.02	105.60	5/8	A	0.02			12	24	6	5/8	A	0.02			1999		
	111.29	0.09	475.20	5/8	A	0.09			12	24	12	5/8	A	0.09			1999		
STH 88 NB R	111.38	0.03	158.40	5/8	A	0.03			12	24	0	5/8	A	0.03			1999		
	111.41	0.03	158.40	5/8	A	0.03			6	24	0	5/8	A	0.03			1999		
	111.44	0.23	1214.40	5/8	A	0.23			0	24	0	5/8	A	0.23			1999		
	111.67	0.02	105.60	5/8	A	0.02			0	24	6	5/8	A	0.02			1999		
	111.69	0.04	211.20	5/8	A	0.04			6	24	12	5/8	A	0.04			1999		
	111.73	0.01	52.80	5/8	A	0.01			12	24	12	5/8	A	0.01			1999		
H.S. Dwy.R	111.74	0.03	158.40	5/8	A	0.03			12	24	0	5/8	A	0.03			1999		
	111.77	0.02	105.60	5/8	A	0.02			6	24	0	5/8	A	0.02			1999		
	111.79	0.58	3062.40	5/8	A	0.58			0	24	0	5/8	A	0.58			1999		
	112.37	0.04	211.20	5/8	A	0.04			0	24	6	5/8	A	0.04			1999		
	112.41	0.02	105.60	5/8	A	0.02			0	24	12	5/8	A	0.02			1999		
Prairie Mn L	112.43	0.02	105.60	5/8	A	0.02			0	24	12	5/8	A	0.02			1999		
	112.45	0.05	264.00	5/8	A	0.05			0	24	6	5/8	A	0.05			1999		
	112.50	0.54	2851.20	5/8	A	0.54			0	24	0	5/8	A	0.54			1999		
N Twn Line	113.04																		
SubTotal		5.54	29251.20			3.51	**1.54**	**0.49**						3.54	**1.54**	**0.46**			
TL Belvidere	113.04	1.81	9556.80	5/8	A	1.81			0	24	0	5/8	A	1.81			1999		
Bridge ap	114.85	0.01	52.80	9/9	A	0.01			0	24	0	9/9	A	0.01			1999		
Br6-113	114.86	0.06	316.80	9/9	A	0.06			0	24	0	9/9	A	0.06			1999		
	114.92	0.19	1003.20	5/8	A	0.19			0	24	0	5/8	A	0.19			1999		
	115.11																		
SubTotal		2.07	10929.60			2.07	**0.00**	**0.00**						2.07	**0**	**0**			
V. of Cochrane	115.11	0.06	316.80	5/8	A	0.06			0	24	0	5/8	A	0.06			1999		
	115.17	0.22	1161.60	3/6	B		**0.22**		0	30	0	3/6	B		**0.22**		1979	Deficient	
Bluff St R	115.39	0.34	1795.20	3/6	B		**0.34**		0	30	0	3/6	B		**0.34**		1979	Deficient	
N Vil Line	115.73																		
Coch.Tot		0.62	3273.60			0.06	**0.56**	**0**						0.06	**0.56**	**0**			
T of Belvidere	115.73	0.13	686.40	3/6	B		**0.13**		0	30	0	3/6	B		**0.13**			Deficient	
	115.86	0.66	3484.80	5/8	A	0.66			0	24	0	5/8	A	0.66			1999		
Main St Rd L	116.52	0.17	897.60	5/8	A	0.17			0	24	0	5/8	A	0.17			1999		
SfertHillRd R	116.69	0.14	739.20	5/8	A	0.14			0	24	0	5/8	A	0.14			1999		
N Twn Line																			
Sub Total		1.10	5808.00			0.97	**0.13**	**0**						0.97	**0.13**	**0.00**			
C. of Buffalo	116.83	0.10	528.00	5/8	A	0.10			0	24	0	5/8	A	0.10			1999		
N Twn Line	116.93																		
BuffTot		0.10	528.00			0.10	**0.00**	**0.00**	0					0.10	**0.00**	**0.00**			
T of Belvidere	116.93	0.45	2376.00	5/8	A	0.45			0	24	0	5/8	A	0.45			1999		
Bridge ap	117.38	0.04	211.20	9/9	A	0.04			0	24	0	9/9	A	0.04			1999		
Bg 6-29	117.42	0.01	52.80	9/9	A	0.01			0	24	0	9/9	A	0.01			1999		
	117.43	0.01	52.80	5/8	A	0.01			0	24	0	9/9	A	0.01			1999		
	117.44	0.30	1584.00	5/8	A	0.30			0	24	0	5/8	A	0.30			1999		
CTH N R	117.74	0.00	0.00	5/8	A	0.00			0	24	0	5/8	A	0			1999		

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BUFFALO COUNTY GREAT RIVER ROAD LOG

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Geopoint	Mileage Point	Miles To Next Point	Feet	Lft Shldr Pvd/Tot	Class	L. Class A	L. Class B	L.Class C	Left Aux. Lane	Pave. Width	Right Aux. Pvd/Tot	Rght Shldr Pvd/Tot	Class	R.Class A	R.Class B	R.Class C	Pavement Age	Deficient Shoulder	In DOT 6 Yr Plan
Fogem Rd L	117.74	0.18	950.40	5/8	A	0.18			0	24	0	5/8	A	0.18			1999		
	117.92	0.07	369.60	9/9	A	0.07			0	24	0	9/9	A	0.07			1999		
	117.99	0.01	52.80	9/9	A	0.01			0	24	0	5/8	A	0.01			1999		
	118.00	0.18	950.40	5/6	A	0.18			0	24	0	5/8	A	0.18			1999		
	118.18	0.16	844.80	9/9	A	0.16			0	24	0	5/8	A	0.16			1999		
Pub.Wysd L	118.34	0.02	105.60	9/9	A	0.02			0	24	0	5/8	A	0.02			1999		
Pub.Wysd L	118.36	0.51	2692.80	9/9	A	0.51			0	24	0	5/8	A	0.51			1999		
CTH OO L	118.87	0.23	1214.40	9/9	A	0.23			0	24	0	5/8	A	0.23			1999		
Rvr Rd Dr R	119.10	0.06	316.80	9/9	A	0.06			0	24	0	5/8	A	0.06			1999		
	119.16	0.32	1689.60	5/8	A	0.32			0	24	0	5/8	A	0.32			1999		
Rvr Rd Dr R	119.48	0.24	1267.20	5/8	A	0.24			0	24	0	5/8	A	0.24					
Rvr Dr R	119.72	0.20	1056.00	5/8	A	0.20			0	24	0	5/8	A	0.2			1999		
	119.92	0.03	158.40	9/9	A	0.03			0	24	0	9/9	A	0.03			1999		
Bg 6-908	119.95	0.02	105.60	9/9	A	0.02			0	24	0	9/9	A	0.02			1999		
	119.97	0.58	3062.40	5/8	A	0.58			0	24	0	5/8	A	0.58			1999		
Pub.Wysd R	120.55	0.06	316.80	5/8	A	0.06			0	24	0	5/8	A	0.06			1999		
Pub.Wysd R	120.61	0.02	105.60	5/8	A	0.02			0	24	0	5/8	A	0.02			1999		
N Twn Line	120.63																		
SubTotal		3.70	19536.00			3.70	**0.00**	**0.00**						3.70	**0.00**	**0.00**			
CL Alma	120.63	0.25	1320.00	5/8	A	0.25			0	24	0	5/8	A	0.25			1999		
	120.88	0.87	4593.60	9/9	A	0.87			0	24	0	5/8	A	0.87			1999		
Old STH35	121.75	0.07	369.60	5/8	A	0.07			0	24	0	5/8	A	0.07			1999		
Old STH35	121.82	0.48	2534.40	5/8	A	0.48			0	24	0	5/8	A	0.48			1999		
	122.30	0.11	580.80	5/8	A	0.11			0	24	0	5/8	A	0.11			1999		
Old STH35	122.41	0.04	211.20	5/8	A	0.04			0	24	0	5/8	A	0.04			1999		
Cem. Rd R	122.45	0.06	316.80	5/8	A	0.06			0	24	0	5/8	A	0.06			1999		
	122.51	0.01	52.80	5/8	A	0.01			10	24	10	5/8	A	0.01			1999		
Darylnd Rd.	122.52	0.10	528.00	0	C			**0.1**	10	26	10	0	C			**0.1**	1999	Deficient	
Cem. Rd R	122.62	0.04	211.20	0	C			**0.04**	10	26	10	0	C			**0.04**	1999	Deficient	
Laue St.	122.66	0.27	1425.60	0	C			**0.27**	0	30	10	0	C			**0.27**	1999	Deficient	
Iron St R	122.93	0.08	422.40	0	C			**0.08**	0	30	10	0	C			**0.08**	1999	Deficient	
Swift St R	123.01	0.21	1108.80	0	C			**0.21**	0	30	10	0	C			**0.21**	1999	Deficient	
CTH E R	123.22	0.27	1425.60	0	C			**0.27**	12	30	12	0	C			**0.27**	1999	Deficient	
Elm St. X	123.49	0.06	316.80	0	C			**0.06**	12	30	12	0	C			**0.06**	1999	Deficient	
Cedar St. X	123.55	0.08	422.40	0	C			**0.08**	12	30	12	0	C			**0.08**	1999	Deficient	
Pub Rdsde R	123.63	0.05	264.00	0	C			**0.05**	12	30	12	0	C			**0.05**	1999	Deficient	
Pub Rdsde R	123.68	0.12	633.60	0	C			**0.12**	12	30	12	0	C			**0.12**	1999	Deficient	
Walnt St.R	123.80	0.13	686.40	0	C			**0.13**	12	30	12	0	C			**0.13**	1999	Deficient	
Res Drwy	123.93	0.02	105.60	9/9	A	0.02			12	30	12	0	C			**0.02**	1999	Deficient	
N.RvwDr R	123.95	0.11	580.80	9/9	A	0.11			12	30	12	0	C			**0.11**	1999	Deficient	
	124.06	0.45	2376.00	9/9	A	0.45			0	30	0	5/8	A	0.45			1999		
Bch&H Rd.	124.51	0.27	1425.60	9/9	A	0.27			0	30	0	5/8	A	0.27			1999		
Bg 6-889	124.78	0.34	1795.20	9/9	A	0.34			0	30	0	5/8	A	0.34			1999		
Res Drwy	125.12	0.10	528.00	3/6	B		**0.1**		0	24	0	3/6	B		**0.1**		1987	Deficient	
STH37 NB	125.22	0.33	1742.40	3/6	B		**0.33**		0	24	0	3/6	B		**0.33**		1987	Deficient	
B-06-0890	125.55	0.35	1848.00	3/6	B		**0.35**		0	24	0	6/6	A	0.35			1988	Deficient	New 2003
	125.90	0.08	422.40	3/6	B		**0.08**		0	24	0	3/6	B		**0.08**		1988	Deficient	
ReicksLkPk	125.98	0.09	475.20	3/6	B		**0.09**		0	24	0	3/6	B		**0.09**		1988	Deficient	
CTH I R	126.07	0.01	52.80	3/6	B		**0.01**		0	24	0	3/6	B		**0.01**		1988	Deficient	
Wysd DwyL	126.08	0.32	1689.60	3/6	B		**0.32**		0	24	0	0	C			**0.32**	1988	Deficient	

TABLE 4.1
BUFFALO COUNTY GREAT RIVER ROAD LOG

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Geopoint	Mileage Point	Miles To Next Point	Feet	Lft Shldr Pvd/Tot	Class	L. Class A	L. Class B	L.Class C	Left Aux. Lane	Pave. Width	Right Aux. Pvd/Tot	Rght Shldr Pvd/Tot	Class	R.Class A	R.Class B	R.Class C	Pavement Age	Deficient Shoulder	In DOT 6 Yr Plan
Wysd DwyL	126.40	0.03	158.40	3/6	B		**0.03**		0	24	0	0	C			**0.03**	1988	Deficient	
Wysd DwyL	126.43	0.04	211.20	3/6	B		**0.04**		0	24	0	0	C			**0.04**	1988	Deficient	
H.S. Dwy.R	126.47	0.25	1320.00	3/6	B		**0.25**		0	24	0	0	C			**0.25**	1988	Deficient	
Sp.Ck Rd R	126.72	0.01	52.80	3/6	B		**0.01**		0	24	0	0	C			**0.01**	1988	Deficient	
	126.73	0.03	158.40	6/6	A	0.03			0	24	0	0	C			**0.03**	1988	Deficient	
Bg 6-65	126.76	0.22	1161.60	6/6	A	0.22			0	24	0	0	C			**0.22**	1988	Deficient	
Lake St R	126.98	0.13	686.40	6/6	A	0.13			0	24	0	0	C			**0.13**	1988	Deficient	
Lake St R	127.11	0.12	633.60	6/6	A	0.12			0	24	0	0	C			**0.12**	1988	Deficient	
	127.23	0.75	3960.00	6/6	A	0.75			0	24	0	3/6	B		**0.75**		1988	Deficient	
	127.98	0.09	475.20	3/6	B			**0.09**	0	24	0	3/6	B		**0.09**		1988	Deficient	
N City Line	128.07			3/6	B														
SubTotal		7.44	39283.20			4.33	**1.61**	**1.5**						3.3	**1.45**	**2.69**			
T. of Nelson	128.07	0.15	792.00	3/6	B		**0.15**		0	24	0	3/6	B		**0.15**		1988	Deficient	
	128.22	0.28	1478.40	6/6	A	0.28			0	24	0	3/6	B		**0.28**		1988	Deficient	
	128.50	0.03	158.40	3/6	B		**0.03**		0	24	0	3/6	B		**0.03**		1988	Deficient	
	128.53	0.09	475.20	3/6	B		**0.09**		0	24	0	0	C			**0.09**	1988	Deficient	
	128.62	0.42	2217.60	3/6	B		**0.42**		0	24	0	3/6	B		**0.42**		1988	Deficient	
MV Rd R	129.04	0.04	211.20	3/6	B		**0.04**		0	24	0	3/6	B		**0.04**		1988	Deficient	
Br6-66	129.08	0.25	1320.00	3/6	B		**0.25**		0	24	0	3/6	B		**0.25**		1988	Deficient	
DeerCk Rd R	129.33	0.25	1320.00	3/6	B		**0.25**		0	24	0	3/6	B		**0.25**		1988	Deficient	
	129.58	0.42	2217.60	6/6	A	0.42			0	24	0	3/6	B		**0.42**		1988	Deficient	
	130.00	0.19	1003.20	3/6	B		**0.19**		0	24	0	3/6	B		**0.19**		1988	Deficient	
	130.19	0.11	580.80	6/6	A	0.11			0	24	0	3/6	B		**0.11**		1988	Deficient	
	130.30	0.18	950.40	3/6	B		**0.18**		0	24	0	3/6	B		**0.18**		1988	Deficient	
	130.48	0.05	264.00	6/6	A	0.05			0	24	0	3/6	B		**0.05**		1988	Deficient	
N Twn Line	130.53																		
SubTotal		2.46	12988.80			0.86	**1.60**	**0**							**2.37**	**0.09**			
V. of Nelson	130.53	0.11	580.80	6/6	A	0.11				24	0	3/6	B		**0.11**		1988	Deficient	
	130.64	0.12	633.60	3/6	B		**0.12**			24	0	3/6	B		**0.12**		1988	Deficient	
Markey Blf Rd	130.76	0.58	3062.40	3/6	B		**0.58**			24	0	3/6	B		**0.58**		1988	Deficient	
1st St X	131.34	0.05	264.00	3/6	B		**0.05**			24	0	3/6	B		**0.05**		1988	Deficient	
	131.39	0.01	52.80	5/5	A	0.01				24	0	3/6	B		**0.01**		1988	Deficient	
2nd St L	131.40	0.08	422.40	6/7	A	0.08				24	0	6/7	A	0.08			1994		
3rd St X	131.48	0.07	369.60	6/7	A	0.07				24	0	6/7	A	0.07			1994		
	131.55	0.01	52.80	0	C			**0.01**	8	24	0	6/7	A	0.01			1994	Deficient	
4th St X	131.56	0.07	369.60	0	C			**0.07**	8	24	0	6/7	A	0.07			1994	Deficient	
	131.63	0.22	1161.60	0	C			**0.22**	8	24	8	0	C			**0.22**	1994	Deficient	
Lincoln St X	131.85	0.02	105.60	0	C			**0.02**	8	24	8	0	C			**0.02**	1994	Deficient	
	131.87	0.03	158.40	0	C			**0.03**	0	32	8	0	C			**0.03**	1994	Deficient	
con/sth25	131.90	0.04	211.20	0	C			**0.04**	8	32	8	0	C			**0.04**	1994	Deficient	
Clvlnd St X	131.94	0.01	52.80	0	C			**0.01**	8	32	8	0	C			**0.01**	1994	Deficient	
	131.95	0.05	264.00	0	C			**0.05**	8	20	8	0	C			**0.05**	1994	Deficient	
Jffrsn St X	132.00	0.05	264.00	0	C			**0.05**	8	20	8	0	C			**0.05**	1994	Deficient	
Ast St L	132.05	0.07	369.60	0	C			**0.07**	8	20	8	0	C			**0.07**	1994	Deficient	
1st St L	132.12	0.05	264.00	0	C			**0.05**	8	20	8	0	C			**0.05**	1994	Deficient	
2nd St L	132.17	0.12	633.60	0	C			**0.12**	8	20	8	0	C			**0.12**	1994	Deficient	
	132.29	0.30	1584.00	5/10	A	0.30			0	24	0	5/10	A	0.3			1994		
N Vil Line	132.59																		
Sub-Total		2.06	10876.80			0.57	**0.75**	**0.74**						0.53	**0.87**	**0.66**			

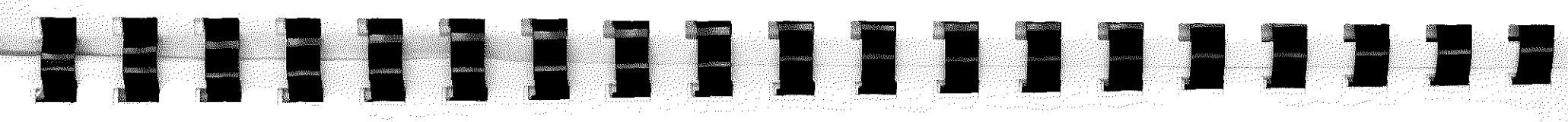


TABLE 4.1
BUFFALO COUNTY GREAT RIVER ROAD LOG

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Geopoint	Mileage Point	Miles To Next Point	Feet	Lft Shldr Pvd/Tot	Class	L. Class A	**L. Class B**	**L.Class C**	Left Aux. Lane	Pave. Width	Right Aux. Pvd/Tot	Rght Shldr Pvd/Tot	Class	R.Class A	**R.Class B**	**R.Class C**	Pavement Age	Deficient Shoulder	In DOT 6 Yr Plan
T of Nelson	132.59	0.12	633.60	5/10	A	0.12			0	24	0	5/10	A	0.12			1994		
	132.71	0.01	52.80	10/10	A	0.01			0	24	0	11/11	A	0.01			1994		
Br6-95	132.72	0.05	264.00	10/10	A	0.05			0	24	0	11/11	A	0.05			1994		
	132.77	0.04	211.20	10/10	A	0.04			0	24	0	5/10	A	0.04			1994		
	132.81	0.12	633.60	5/10	A	0.12			0	24	0	5/10	A	0.12			1994		
Knape Rd R	132.93	0.04	211.20	5/10	A	0.04			0	24	0	5/10	A	0.04			1994		
Mill Rd R	132.97	0.22	1161.60	5/10	A	0.22			0	24	0	5/10	A	0.22			1994		
	133.19	0.01	52.80	5/5	A	0.01			0	24	12	0	C			**0.01**	1994	Deficient	
N con/sth25	133.20	0.02	105.60	5/5	A	0.02			0	24	12	0	C			**0.02**	1994	Deficient	
	133.22	0.02	105.60	0/2	C			**0.02**	12	24	12	0	C			**0.02**	1994	Deficient	
	133.24	0.02	105.60	0/2	C			**0.02**	12	24	0	5/10	A	0.02			1994	Deficient	
wayside R	133.26	0.02	105.60	0/2	C			**0.02**	12	24	0	5/10	A	0.02			1994	Deficient	
	133.28	0.17	897.60	5/10	A	0.17			0	24	0	5/10	A	0.17			1994		
Br6-898	133.45	0.04	211.20	5/10	A	0.04			0	24	0	5/10	A	0.04			1994		
	133.49	0.10	528.00	0	C			**0.1**	0	30	0	0	C			**0.1**	1990	Deficient	
	133.59	0.38	2006.40	5/10	A	0.38			0	24	0	5/10	A	0.38			1994		
Br6-899	133.97	0.04	211.20	5/10	A	0.04			0	24	0	5/10	A	0.04			1994		
	134.01	0.06	316.80	0	C			**0.06**	0	30	0	0	C			**0.06**	1990	Deficient	
	134.07	0.27	1425.60	5/10	A	0.27			0	24	0	5/10	A	0.27			1994		
Canoe Lndg R	134.34	0.13	686.40	5/10	A	0.13			0	24	0	5/10	A	0.13			1994		
Br6-900	134.47	0.05	264.00	5/10	A	0.05			0	24	0	5/10	A	0.05			1994		
	134.52	0.05	264.00	0	C			**0.05**	0	30	0	0	C			**0.05**	1990	Deficient	
	134.57	0.06	316.80	5/10	A	0.06			0	24	0	5/10	A	0.06			1994		
Br6-901	134.63	0.05	264.00	5/10	A	0.05			0	24	0	5/10	A	0.05			1994		
	134.68	0.10	528.00	0	C			**0.1**	0	30	0	0	C			**0.1**	1990	Deficient	
	134.78	0.06	316.80	5/10	A	0.06			0	24	0	5/10	A	0.06			1994		
Boat Lndg R	134.84	0.03	158.40	5/10	A	0.03			0	24	0	5/10	A	0.03			1994		
Br6-902	134.87	0.05	264.00	5/10	A	0.05			0	24	0	5/10	A	0.05			1994		
	134.92	0.06	316.80	0	C			**0.06**	0	30	0	0	C			**0.06**	1990	Deficient	
	134.98	0.26	1372.80	5/10	A	0.26			0	24	0	5/10	A	0.26			1994		
Br6-903	135.24	0.05	264.00	5/10	A	0.05			0	24	0	5/10	A	0.05			1994		
	135.29	0.06	316.80	0	C			**0.06**	0	30	0	0	C			**0.06**	1990	Deficient	
	135.35	0.26	1372.80	5/10	A	0.26			0	24	0	5/10	A	0.26			1994		
	135.61	0.27	1425.60	5/7	A	0.27			0	22	0	5/7	A	0.27			1994		
	135.88	0.23	1214.40	5/7	A	0.23			0	40	0	5/7	A	0.23			1994		
	136.11	0.67	3537.60	5/7	A	0.67			0	22	0	5/7	A	0.67			1994		
SwingerBridge	136.78	0.14	739.20	5/7	A	0.14			0	22	0	5/7	A	0.14			1995		
N Twn Line	136.92			5/7	A					22	0	5/7	A						
Sub-Total		4.33	22862.40			3.84		**0.49**						3.85	**0**	**0.48**			
Buffalo Co.TOTAL		**40.65**	**214632.00**			**25.01**	**10.80**	**4.84**						**22.68**	**11.78**	**6.19**			

Map 4.1
Buffalo County - North
Great River Road
Bike Suitability Study

KEY

- State Highway
- County Road
- Local Road
- Town Line
- County Line
- Campground
- Park
- Wayside

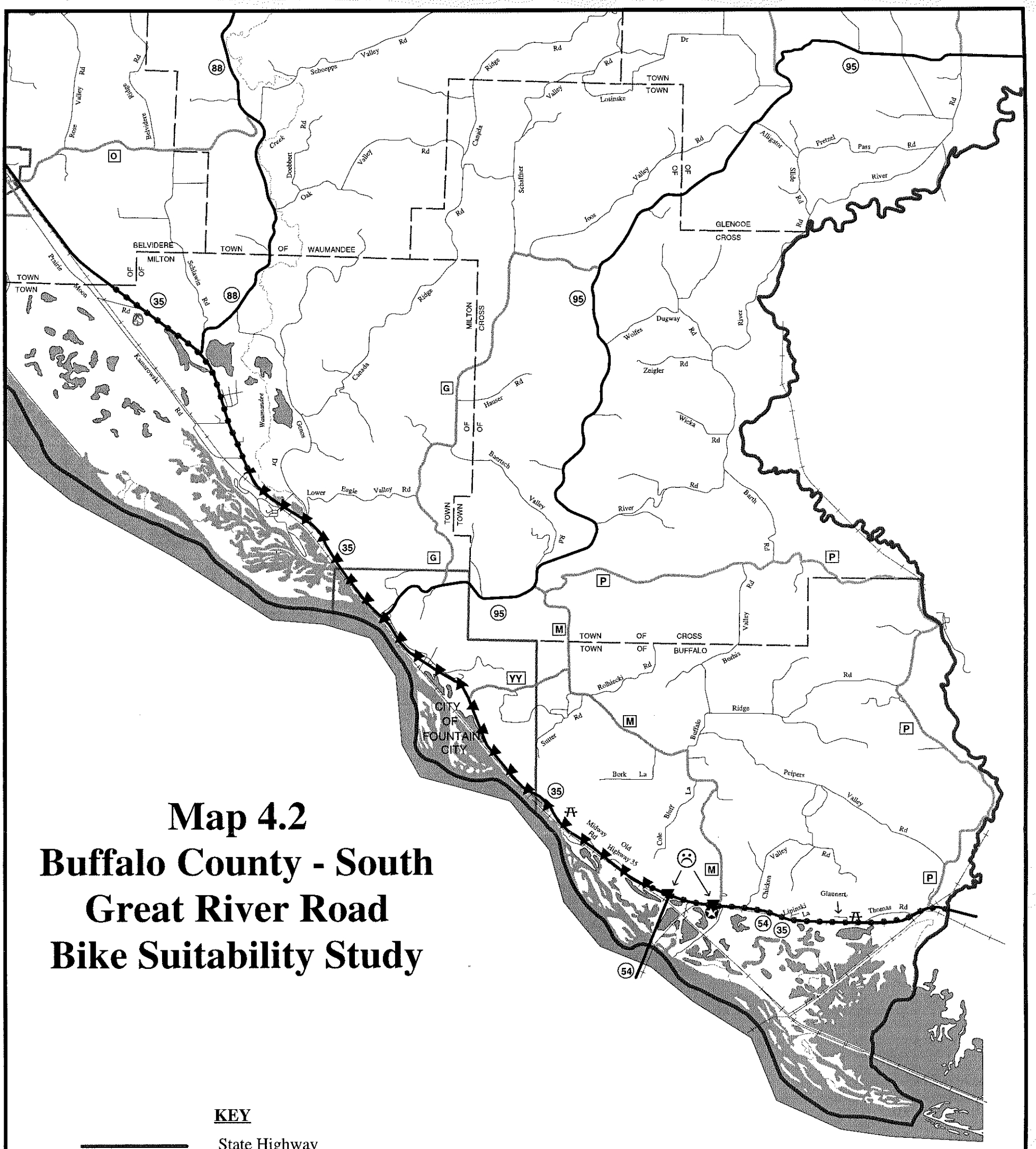
Great River Road Bike Key

- Minimum of 5' of paved shoulder
- Less than 5'paved shoulder
- Indicates a bridge or other road segment of less than 0.5 miles in length where there is not a 5' paved shoulder

0 1 2 Miles

N W E S

Map 4.2
Buffalo County - South
Great River Road
Bike Suitability Study



KEY

- State Highway
- County Road
- Local Road
- Town Line
- County Line
- Campground
- Park
- Wayside

Great River Road Bike Key

- Minimum of 5' of paved shoulder
- Less than 5'paved shoulder
- Indicates a bridge or other road segment of less than 0.5 miles in length where there is not a 5' paved shoulder

N W E S

0 1 2
Miles

TREMPEALEAU COUNTY GREAT RIVER ROAD
Shoulder Deficiency Analysis for Bicycling

The following is a shoulder deficiency analysis for safe bicycle use on the Great River Road in Trempealeau County. Both the west and east shoulders have been analyzed based on a rating criteria whereby "A" is assigned to those segments of highway having five feet or more of paved shoulders, "B" is assigned to an overall shoulder of five feet but not all of it is paved, and "C" is assigned to those segments where the total shoulder width is less than five feet.

In Trempealeau County STH 35, designated as The Great River Road, travels in both an east-west direction, and a north-south direction in different parts of the County. To facilitate ease of description, and in recognition of the overall trend of the road, the entire road is referenced in a "north-south" direction; therefore the "North" boundary of Trempealeau County, used in this discussion, is actually the geographic west boundary at the Trempealeau River, and the "South" boundary is actually the east boundary with La Crosse County at the Black River. Trempealeau County is also unique among all the Great River Road Counties in that the entire Great River Road marked for motor vehicles on STH 35 can be by-passed by an alternate bicycle route that is in many ways superior, for bicyclists, to the marked Great River Road. The Great River State Trail is accessed in southern Buffalo County, and passes through scenic wooded lowlands and marsh and enters La Crosse County, by-passing the urbanized, and more stressful riding, conditions of northern La Crosse County to Onalaska. Giving due consideration to this State Trail alternate through Trempealeau County, the Department of Transportation wants to insure that the entire highway portion of The Great River Road is also suitable for safe and enjoyable use by bicyclists.

To assist in locating shoulder conditions highway segments have been assigned to the Great River Road. These highway segments begin at Mile 0.0 at the north county line and increase in a southerly direction until they terminate at the south county line, Mile 15.31. Each of these segments have been assigned a Town, Village, City or geographical name that corresponds to the primary municipal government or location that a highway segment passes through. A brief narrative follows the shoulder rating which provides more in depth information on the condition of the highway segment.

Map 5.1 identifies the location on the Great River Road where the five feet of paved highway shoulders are not provided.

Town of Trempealeau Highway Segment – North County Line to Village of Trempealeau North Line, 9.11 miles, Map 5.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	0.89	0.92
Class B: 5 feet of shoulder	7.81	7.85
Class C: < 5 feet of shoulder	0.41	0.34
	9.11	9.11

The Great River Road enters the County across the Trempealeau River and tributaries, and the two bridges encountered within the first ½ mile have Class C shoulders, of either 2 or 3-foot width. This varying shoulder width, between Class B and C, continues for most of the remaining 3.72 miles to Bridge 12, over Tamarack Creek. The unincorporated community of Centerville becomes more evident geographically east of the bridge with the presence of more buildings, both residential and commercial, and a defined shoulder class tends to remain in place for a greater distance rather than the short segments found in the geographic western part of the segment. Prior to entering Centerville, two miles from the

entry into the County, another opportunity for bypassing The Great River Road is presented via West Prairie Road. This hard surfaced Town Road passes along the east edge of Perrot State Park and enters the Village of Trempealeau where the bicyclist can rejoin the marked Great River Road, or continue into the La Crosse urban area on The Great River State Trail. County Highways G and F each intersect The Great River Road from the north in this segment. A bicycle touring publication published by Trempealeau County recommends using either of these roads as a loop route from The Great River Road to access the apple orchards and the unincorporated communities of Dodge and Pine Creek to the north. The entire loop, beginning and ending in the Village of Trempealeau, is 32 miles. Terrain ranges from flat to rugged, depending upon your location in the loop.

Exactly five miles from the north entry point into the county, after traveling the first five miles in an east-west direction, never closer than three miles to the Mississippi River, STH 35 marked as The Great River Road turns south toward the River and the Village of Trempealeau, while STHs 93 and 54 continue east to Galesville. This 4.11 mile segment is more regularly shouldered with Class B the entire distance, an 8 foot shoulder with 3 feet paved. At 0.17 mile north of the Village limit the Great River Road crosses the Great River State Trail. Either route leads into the Village. This segment of road was last paved in 1990, while the segment between the north county line and the STH 35/54/93 intersection at Centerville was paved in 2000.

Village of Trempealeau Highway Segment –Village of Trempealeau North Line to Village of Trempealeau South Line, 1.33 miles, Map 5.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	0.05	0.02
Class B: 5 feet of shoulder	0.06	0.02
Class C: < 5 feet of shoulder	1.22	1.29
	1.33	1.33

Within the Village of Trempealeau about 100 feet at the south Village limit, and approximately 200 feet at the north limit, The Great River Road has Class A or B shoulders. The remainder of the 1.3 miles through the Village on STH 35 is marked by the 24 foot two lane travelway, plus a 10 foot auxiliary lane on either side. This is accompanied by curb and gutter for the most part, and on street parking is allowed, thereby requiring bicyclists to be alert to the possibility of riding in the active traffic lanes. Traffic volumes and speeds within the Village are generally low. The Village is unique in having an extensively developed grid street pattern, with opportunity to travel on alternate local streets and rejoin The Great River Road, or access the Great River State Trail on a virtual block by block basis. At the geographic eastern Village limits, the Great River State trail once again crosses The Great River Road. The Great River Road is approximately two city blocks from the Mississippi River and a rather steep descent or climb are necessary to move between The Great River Road and its namesake river. There is a Village Marina, The Duck Pond Park and Corps of Engineers Lock and Dam 6 Visitor Center on the riverfront. The Village Central Park lies two blocks from The Great River Road on the same elevation. The Corps of Engineers Visitor Observation area, The Duck Pond Park, and the Village's Swimming Pool Park, located on the state bike trail, all provide running water and flush toilets. The Swimming Pool Park has a swimming pool and shower facilities, and is accessible from The Great River Road via local streets. The Village business area includes restaurants, and convenience stores, and overnight lodging facilities.

There is opportunity at the east end of the Village of Trempealeau for a loop route tour of the Trempealeau Lakes area southeast of the Village. This area of mostly summer homes and richly wooded bottomlands provides access to several bottomland lakes and sloughs, some with public boat ramps or

bank fishing opportunities. The intertwining road system is not all hard surfaced. The only access by land in and out of this area is by a single road at the east end of the Village.

Town of Trempealeau Highway Segment –Village of Trempealeau South Line to Town of Caledonia North Line, 1.06 miles, Map 5.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	1.06	1.06
Class B: 5 feet of shoulder	0	0
Class C: < 5 feet of shoulder	0	0
	1.06	1.06

The short segment of The Great River Road on the geographic east of the Village of Trempealeau before entering the Town of Caledonia, is Class A shoulders, 6 feet paved, 9 feet total, most recently paved in 2000.

Town of Caledonia Highway Segment Town of Trempealeau South Line to La Crosse County North Line, 3.81miles, Map 5.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	3.69	3.69
Class B: 5 feet of shoulder	0.0	0.0
Class C: < 5 feet of shoulder	0.12	0.12
	3.81	3.81

This segment of Great River Road is oriented in an east-west direction. It traverses flat open agricultural land between the Village limits and Tank Creek, approximately 3 ½ miles from the Village limits. East of Tank Creek The Great River Road enters the Black River bottoms and the Van Loon State Wildlife area, with wooded wetlands, and interconnecting streams. Just west of the La Crosse County line at the approach to, and on, the Black River Bridge, there is 0.08 mile, 422 feet, of Class C shoulder on both sides, with 2 feet paved, total width of shoulder. That condition continues for about 1/10 of a mile into La Crosse County. This segment of highway, including the bridge, was resurfaced or reconstructed in 2000.

Trempealeau County Shoulder Deficiency Summary

	West Shoulder	East Shoulder	Total Miles of Shoulder	Percent %
Class A: 5 feet paved shoulder	5.69	5.69	11.38	37%
Class B: 5 feet of shoulder	7.87	7.87	15.74	51%
Class C: < 5 feet of shoulder	1.75	1.75	3.50	11%
	15.31	15.31	30.62	100%

Trempealeau County has the smallest length of Great River Road of all eight river counties, and the newest, with 73 percent of the mileage having been newly paved in the year 2000.

TABLE 5.1
TREMPEALEAU COUNTY GREAT RIVER ROAD LOG

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Geopoint	Mileage Point	Miles To Next Point	Feet	Lft Shldr Pvd/Tot	Class	L. Class A	**L. Class B**	**L.Class C**	Left Aux. Lane	Pave. Width	Right Aux. Pvd/Tot	Rght Shldr Pvd/Tot	Class	R.Class A	**R.Class B**	**R.Class C**	Pavement Age	Deficient Shoulder	In DOT 6 Yr Plan
Trempealeau County begins with mile 81.00, The Estimated County Line is .05 miles west of the east end of Bridge 32-18 over the Black River.																			
Tremp Co Line	81.00	0.05	264	2/2	C			**0.05**	0	24	0	2/2	C			**0.05**	2000		
End of Br18	81.05	0.03	158.4	2/2	C			**0.03**	0	24	0	2/2	C			**0.03**	2000		
	81.08	1.11	5860.8	6/9	A	1.11			0	24	0	6/9	A	1.11			2000		
	82.19	0.02	105.6	8/8	A	0.02			0	24	0	8/8	A	0.02			2000		
Br 61-19	82.21	0.06	316.8	8/8	A	0.06			0	24	0	8/8	A	0.06			2000		
	82.27	0.81	4276.8	6/9	A	0.81			0	24	0	6/9	A	0.81			2000		
	83.08	0.04	211.2	6/9	A	0.04			0	24	12	0/3	C			**0.04**	2000		
CTH M	83.12	0.49	2587.2	6/9	A	0.49			0	24	0	6/9	A	0.49			2000		
McDonagh Dr	83.61	0.09	475.2	6/9	A	0.09			0	24	0	6/9	A	0.09			2000		
Southside Rd	83.70	0.04	211.2	0/3	C			**0.04**	12	24	0	6/9	A	0.04			2000		
	83.74	1.07	5649.6	6/9	A	1.07			0	24	0	6/9	A	1.07			2000		
EndTofCaledonia	84.81			6/9	A				0	24	0	6/9	A				2000		
Sub-total		3.81	20116.8			3.69	**0.00**	**0.12**						3.69	**0.00**	**0.12**			
T. of Tremp.	84.81	1.05	5544	6/9	A	1.05			0	24	0	6/9	A	1.05			2000		
Wayside L	85.86	0.01	52.8	6/9	A	0.01			0	24	10	6/9	A	0.01			2000		
EndTofTremp	85.87			6/9	A				0	24	10	6/9	A				2000		
Sub-total		1.06	5596.8			1.06	**0.00**	**0.00**						1.06	**0.00**	**0.00**	2000		
Vof Tremp.	85.87	0.02	105.6	6/9	A	0.02			0	24	10	6/9	A	0.02			2000		
	85.89	0.02	105.6	6/9	A	0.02			0	24	10	0/0	C			**0.02**	2000		
BikeTrail R	85.91	0.01	52.8	6/9	A	0.01			10	24	10	0/0	C			**0.01**	2000		
Jones St. L	85.92	0.00	0	0/0	C			**0**	10	24	10	0/0	C			**0.00**	2000		
Bike Trail L	85.92	0.07	369.6	0/0	C			**0.07**	10	24	10	0/0	C			**0.07**	2000		
Gale St L	85.99	0.07	369.6	0/0	C			**0.07**	10	24	10	0/0	C			**0.07**	2000		
College St X	86.06	0.07	369.6	0/0	C			**0.07**	10	24	10	0/0	C			**0.07**	2000		
Freemont X	86.13	0.07	369.6	0/0	C			**0.07**	10	24	10	0/0	C			**0.07**	2000		
CTH K R	86.20	0.00	0	0/0	C			**0**	10	24	10	0/0	C			**0.00**	2000		
Chase St L	86.20	0.07	369.6	0/0	C			**0.07**	10	24	10	0/0	C			**0.07**	2000		
Sumner St. X	86.27	0.07	369.6	0/0	C			**0.07**	10	24	10	0/0	C			**0.07**	2000		
King St. X	86.34	0.07	369.6	0/0	C			**0.07**	10	24	10	0/0	C			**0.07**	2000		
Grove St. R	86.41	0.07	369.6	0/0	C			**0.07**	10	24	10	0/0	C			**0.07**	2000		
Jay St. X	86.48	0.07	369.6	0/0	C			**0.07**	10	24	10	0/0	C			**0.07**	2000		
Gray St. X	86.55	0.07	369.6	0/0	C			**0.07**	10	24	10	0/0	C			**0.07**	2000		
South St. X	86.62	0.03	158.4	0/0	C			**0.03**	10	24	10	0/0	C			**0.03**	2000		
FireStaDwy	86.65	0.03	158.4	0/0	C			**0.03**	10	24	10	0/0	C			**0.03**	2000		
Main St X	86.68	0.06	316.8	0/0	C			**0.06**	10	24	10	0/0	C			**0.06**	2000		
Fourth St L	86.74	0.01	52.8	0/0	C			**0.01**	10	24	10	0/0	C			**0.01**	2000		
Fourth St R	86.75	0.08	422.4	0/0	C			**0.08**	10	24	10	0/0	C			**0.08**	2000		
Fifth St.	86.83	0.07	369.6	0/0	C			**0.07**	10	24	10	0/0	C			**0.07**	2000		
Sixth St. X	86.90	0.09	475.2	0/0	C			**0.09**	10	24	10	0/0	C			**0.09**	2000		
8th St. X	86.99	0.14	739.2	0/0	C			**0.14**	10	24	10	0/0	C			**0.14**	2000		
	87.13	0.01	52.8	0/0	C			**0.01**	10	24	10	0/0	C			**0.01**	1979		
10th St. X	87.14	0.04	211.2	3/8	B		**0.04**		0	24	0	3/8	C			**0.04**	1979		
	87.18	0.02	105.6	3/8	B		**0.02**		0	24	0	3/8	B		**0.02**		1990		
EndV of Tre	87.20			3/8	B				0	24	0	3/8	B				1990		

TABLE 5.1
TREMPEALEAU COUNTY GREAT RIVER ROAD LOG

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Geopoint	Mileage Point	Miles To Next Point	Feet	Lft Shldr Pvd/Tot	Class	L. Class A	**L. Class B**	**L.Class C**	Left Aux. Lane	Pave. Width	Right Aux. Pvd/Tot	Rght Shldr Pvd/Tot	Class	R.Class A	**R.Class B**	**R.Class C**	Pavement Age	Deficient Shoulder	In DOT 6 Yr Plan
Sub-total		1.33	7022.40			0.05	**0.06**	**1.22**						0.02	**0.02**	**1.29**			
T of Tremp	87.20	0.17	897.6	3/8	B		**0.17**		0	24	0	3/8	B		**0.17**		1990		
Bike Trail X	87.37	0.04	211.2	3/8	B		**0.04**		0	24	0	3/8	B		**0.04**		1990		
BlfVwAcreRd	87.41	0.22	1161.6	3/8	B		**0.22**		0	24	0	3/8	B		**0.22**		1990		
BlfVwAcreRd	87.63	1.34	7075.2	3/8	B		**1.34**		0	24	0	3/8	B		**1.34**		1990		
Kribs Rd L	88.97	0.36	1900.8	3/8	B		**0.36**		0	24	0	3/8	B		**0.36**		1990		
Menard La R	89.33	0.11	580.8	3/8	B		**0.11**		0	24	0	3/8	B		**0.11**		1990		
Cox Rd. R	89.44	0.79	4171.2	3/8	B		**0.79**		0	24	0	3/8	B		**0.79**		1990		
PrairieVw L	90.23	0.99	5227.2	3/8	B		**0.99**		0	24	0	3/8	B		**0.99**		1990		
GTESubstaL	91.22	0.01	52.8	3/8	B		**0.01**		0	24	0	3/8	B		**0.01**		1990		
	91.23	0.04	211.2	3/8	B		**0.04**		0	24	10	0/0	C			**0.04**	1990		
	91.27	0.01	52.8	3/8	B		**0.01**		10	24	10	0/0	C			**0.01**	1990		
	91.28	0.03	158.4	0/0	C			**0.03**	10	24	10	0/0	C			**0.03**	1990		
STH 54/93	91.31	0.03	158.4	0/0	C			**0.03**	11	24	0	7/10	A	0.03			2000		
TwnShop R	91.34	0.05	264	0/0	C			**0.05**					A	0.05			2000		
	91.39	0.13	686.4	7/10	A	0.13			0	24	0	7/10	A	0.13			2000		
Todd Rd R	91.52	0.26	1372.8	7/10	A	0.26							A	0.26			2000		
	91.78	0.03	158.4	7/10	A	0.03			0	24	11	0/3	C			**0.03**	2000		
CTH F R	91.81	0.23	1214.4	7/10	A	0.23			0	24	0	7/10	A	0.23			2000		
	92.04	0.03	158.4	7/7	A	0.03			0	24	0	7/7	A	0.03			2000		
Br 61-12	92.07	0.03	158.4	7/7	A	0.03							A	0.03			2000		
	92.10	0.35	1848	4/7	B		**0.35**		0	24	0	4/7	B		**0.35**		2000		
Sonsalla Rd	92.45	0.84	4435.2	4/7	B		**0.84**		0	24	0	4/7	B		**0.84**		2000		
	93.29	0.02	105.6	4/7	B		**0.02**		0	24	0	4/7	B		**0.02**		2000		
SchffnerLn L	93.31	0.48	2534.4	4/7	B		**0.48**						B		**0.48**		2000		
	93.79	0.06	316.8	7/7	A	0.06			0	24	0	7/7	A	0.06			2000		
	93.85	0.20	1056	4/7	B		**0.20**		0	24	0	4/7	B		**0.20**		2000		
DelaneyRd L	94.05	0.02	105.6	4/7	B		**0.02**		0	24	0	4/7	B		**0.02**		2000		
KrieselRd R	94.07	0.48	2534.4	4/7	B		**0.48**		0	24	0	4/7	B		**0.48**		2000		
WPrairieRdL	94.55	0.18	950.4	4/7	B		**0.18**		0	24	0	4/7	B		**0.18**		2000		
	94.73	0.07	369.6	7/7	A	0.07			0	24	0	8/8	A	0.07			2000		
	94.80	0.06	316.8	4/7	B		**0.06**		0	24	0	4/7	B		**0.06**		2000		
	94.86	0.01	52.8	4/7	B		**0.01**		0	24	11	4/7	B		**0.01**		2000		
	94.87	0.02	105.6	4/7	B		**0.02**		10	24	11	0/2	C			**0.02**	2000		
CTH G R	94.89	0.04	211.2	0/2	C			**0.04**	11	24	0	4/7	B		**0.04**		2000		
	94.93	0.35	1848	4/7	B		**0.35**		0	24	0	4/7	B		**0.35**		2000		
	95.28	0.01	52.8	4/7	B		**0.01**		0	24	11	0/2	C			**0.01**	2000		
Klein Rd. L	95.29	0.04	211.2	0/2	C			**0.04**	11	24	11	0/2	C			**0.04**	2000		
	95.33	0.06	316.8	0/2	C			**0.06**	11	24	0	4/7	B		**0.06**		2000		
	95.39	0.38	2006.4	4/7	B		**0.38**		0	24	0	4/7	B		**0.38**		2000		
	95.77	0.02	105.6	3/3	C			**0.02**	0	24	0	3/3	C			**0.02**	2000		
Br61-29beg	95.79	0.08	422.4	3/3	C			**0.08**	0	24	0	3/3	C			**0.08**	2000		
Br61-29end	95.87	0.01	52.8	4/7	B		**0.01**		0	24	0	4/7	B		**0.01**		2000		
Wayside R	95.88	0.32	1689.6	4/7	B		**0.32**		0	24	0	4/7	B		**0.32**		2000		
	96.20	0.02	105.6	2/2	C			**0.02**	0	24	0	2/2	C			**0.02**	2000		

TABLE 5.1
TREMPEALEAU COUNTY GREAT RIVER ROAD LOG

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Geopoint	Mileage Point	Miles To Next Point	Feet	Lft Shldr Pvd/Tot	Class	L. Class A	**L. Class B**	**L.Class C**	Left Aux. Lane	Pave. Width	Right Aux. Pvd/Tot	Rght Shldr Pvd/Tot	Class	R.Class A	**R.Class B**	**R.Class C**	Pavement Age	Deficient Shoulder	In DOT 6 Yr Plan
Br61-28beg	96.22	0.04	211.2	2/2	C			**0.04**	0	24	0	2/2	C			**0.04**	2000		
Br61-28end	96.26	0.02	105.6	6/10	A	0.02			0	24	0	3/9	B		**0.02**		2000		
	96.28	0.03	158.4	6/12	A	0.03			0	24	0	6/12	A	0.03			2000		
TrempCoend	96.31			6/12	A				0	24	0	6/12	A				2000		
Sub-Total		9.11	48100.8			0.89	**7.81**	**0.41**						0.92	**7.85**	**0.34**			
		15.31				**5.69**	**7.87**	**1.75**						**5.69**	**7.87**	**1.75**			

Map 5.1
Trempealeau County
Great River Road
Bike Suitability Study

KEY

- State Highway
- County Road
- Local Road
- Town Line
- County Line
- Campground
- Park
- Wayside

Great River Road Bike Key

- Minimum of 5' of paved shoulder
- Less than 5'paved shoulder
- Indicates a bridge or other road segment of less than 0.5 miles in length where there is not a 5' paved shoulder

N W E S

0 1 2 Miles

LA CROSSE COUNTY GREAT RIVER ROAD
Shoulder Deficiency Analysis for Bicycling

The following is a shoulder deficiency analysis for safe bicycle use on the Great River Road in La Crosse County. Both the west and east shoulders have been analyzed based on a rating criteria whereby "A" is assigned to those segments of highway having five feet or more of paved shoulders, "B" is assigned to an overall shoulder of five feet but not all of it is paved, and "C" is assigned to those segments where the total shoulder width is less than five feet.

To assist in locating shoulder conditions highway segments have been assigned to the Great River Road. These highway segments begin at Mile 0.0 at the north county line and increase in a southerly direction to Oak Forest Drive in the City of Onalaska where The Great River Road is marked on STH 35 which is locally known as 2nd Street in the City. Because of the urban traffic patterns and established built-up urban development in the La Crosse area, this bicycle feasibility study did not examine bicycling conditions from this point in Onalaska to the point on the south side of the City of La Crosse where STH 35, marked as The Great River Road, leaves its common roadway with USHs 14 and 61, and continues south the County line and entry into Vernon County. The La Crosse Area Planning Committee (LAPC), the Metropolitan Planning Organization (MPO) for the La Crosse urban area, prepared a bicycle and pedestrian plan for the La Crosse urban area in 1993. That plan will be updated within the next few years, and the details of the central urban area are best addressed in that plan.

Throughout most of its length through Wisconsin, the Department of Transportation has made effort to make State Trunk Highway (STH) 35 and The Great River Road concurrent. Several years ago a functional jurisdictional change in Pierce County resulted in former County Trunk Highways (CTH) over which The Great River Road had been marked, becoming part of the State Highway System and renumbered as STH 35. In Trempealeau and La Crosse Counties at about the same time, the numbering of STHs 93 and 35 were changed so as to keep The Great River Road and STH 35 as concurrent as possible. A break in this concurrency occurs in La Crosse County north of Holmen where STH 35 becomes concurrent with USH 53 on the North-South freeway which intersects with I 90 and terminates concurrent with STH 157 at STH 16 in the complex urban traffic patterns by the Valley View Mall on the metro area's east side. At STH 35's beginning of concurrency with the USH 53 freeway, The Great River Road is marked on CTH HD, which is the former STH 35 through the Village of Holmen. South of Holmen, STH 35 leaves the freeway and its concurrency with USH 53, and CTH HD terminates into STH 35 and The Great River Road designation continues on STH 35 into Onalaska, where the inventory in this study ends at Oak Forest Drive. The Great River Road continues south on STH 35 into the City of La Crosse. The roadway, known as Rose Street, is multi-lane with a median strip and is not "bicycle friendly" in this segment. At a point approximately one mile south of Oak Forest Drive, STH 35 is directed onto a north-south street known locally as George Street-Lang Drive-West Avenue. The Great River Road designation is continued on Rose/Copeland Streets, through the La Crosse central business district, and within three blocks of the Mississippi River in central La Crosse on Rose/Copeland and, 3rd and 4th Streets one way pairs, and South Avenue. STH 35 rejoins South Avenue at the south end of West Avenue. USHs 14 and 61 enter 3rd and 4th Streets from Minnesota at Cass Street. Part of this route is also designated USH 53. At a point approximately 9 ½ miles south of the Great River Road-Oak Forest Drive intersection, USHs 14/61 leave the concurrency, and STH 35/Great River Road continues south along the river to Stoddard. The inventory and bicycle facility plan resumes at this intersection.

Town of Holland Highway Segment – North County Line to point where Great River Road enters unto CTH HD north of the Village of Holmen, 2.23 miles, Map 6.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	0	0
Class B: 5 feet of shoulder	1.86	1.92
Class C: < 5 feet of shoulder	0.37	0.31
	2.23	2.23

The Great River Road passes in a geographic east-west orientation through the Black River forested bottomlands and the Van Loon State Wildlife Area. A state wayside driveway accesses a boat landing at the Black River Bridge. No comfort amenities are provided. The CTH XX intersection, 1.14 miles east of the County Line, provides access to the unincorporated communities of New Amsterdam and Midway and the large area of farms and rural housing known as Brice Prairie, and an alternative bicycle route to reconnect with STH 35 north of Onalaska. Approximately 0.3 mile of the Class C shoulders either side of State Highway 35 are associated with Bridges 16 and 18 across the Black River and tributaries. The last major paving and reconstruction of STH 35 was in 2000.

At the intersection of USH 53 and 93 entering from the north, The Great River Road designation is directed to CTH HD. This 1.83 mile segment is included in the mileage data listed under CTH HD treated as a separate segment, regardless of exact political jurisdiction in which it lies. Much of this STH 35 segment in Holland was repaved in 2000, with the 0.6 mile east of the CTH XX intersection being paved in 1989.

Village of Holmen/CTH HD Highway Segment –This segment begins at the intersection of STH 35 and CTH HD at the junction of USH 53, through the Village of Holmen, to the intersection of CTH HD and STH 35 south of the Village of Holmen South Line, 4.04 miles on CTH HD, Map 6.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	2.11	2.20
Class B: 5 feet of shoulder	0	0
Class C: < 5 feet of shoulder	1.93	1.76
	4.04	4.04

CTH HD, the former STH 35, carries The Great River Road through the Village of Holmen, and rejoins STH 35 south of the USH 53 freeway interchange. The last major resurfacing was performed in 1992 when it was still designated STH 35. The almost two miles of Class C shoulder is on a typical urban segment, with a 52 foot four lane travelway, making each lane, if marked equally, 13 feet wide. This is not an adequate lane width to be specifically marked with a "Bike Lane". Traffic speeds are relatively lower on this segment, but the volume of 9,600 ADT is greater than many other segments of The Great River Road located on STH 35. CTH DH, the "original state highway", now called Main Street, provides an alternative bike route through the traditional central business district of the Village of Holmen, and by-passes a portion of CTH HD.

Town of Onalaska Highway Segment –Located between the southern boundaries of the Village of Holmen, 0.92 miles, Map 6.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	0.49	0.87
Class B: 5 feet of shoulder	0.00	0.05
Class C: < 5 feet of shoulder	0.43	0.00
	0.92	0.92

The area between Onalaska and Holmen has been the most rapidly growing in La Crosse County, and urban boundaries have changed several times in the last few years as the two incorporated communities continue to annex the developing land area. This stretch of Great River Road remains within the Town of Onalaska. The longest stretch of Class C shoulder, on the west side of the highway, affecting southbound cyclists, is an area with no shoulders associated with the USH 53 freeway interchange. This is not a safe area for bicyclists. Cole Court on the north and Filler Court on the south of the freeway were severed when the freeway was built. Restoration of a bicycle and pedestrian bridge across the freeway, using those two dead-end streets as access would restore safe bicycle and pedestrian access.

The northern portion of STH 35 in the interchange area was constructed at the time of the freeway in 1990. The southern ½ mile was constructed in 1952, and has Class A shoulders paved to 11 feet.

Village of Holmen Highway Segment Town of Onalaska South Line to Town of Onalaska North Line, 0.25 miles, Map 6.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	0.25	0.21
Class B: 5 feet of shoulder	0	0.00
Class C: < 5 feet of shoulder	0	0.04
	0.25	0.25

This short segment of Great River road within the Village of Holmen was built in 1952. It has residential development on both sides of the highway, but has ample shoulders except 0.8 miles on the east side of the road associated with a mobile home court entrance.

Town of Onalaska Highway Segment Village of Holmen South Village Line to City of Onalaska North City Line, 1.54 miles, Map 6.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	0.22	1.18
Class B: 5 feet of shoulder	0.0	0.22
Class C: < 5 feet of shoulder	1.32	0.14
	1.54	1.54

This 1.54 mile stretch of road has a complicated mix of shoulder widths. The intersection of STH 35 and CTH OT was rebuilt and signalized in 1999. The first 0.09 miles south of the Village limit is part of the old road extending from the Village, then the next 0.46 miles are the new 1999 construction, although

much of this distance on the west side has a Class C, no shoulder, cross section. This intersection should be reexamined for improvements in bicycle safety. The southern 0.99 miles was constructed in, and has a pavement dating back to, 1952. The deficient lack of shoulder on the west side continues through this entire section, including the intersection with Riders Club Street on the east side.

City of Onalaska Highway Segment –Between The Town of Onalaska Town Lines, 1.30 miles, Map 6.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	0.00	0.11
Class B: 5 feet of shoulder	0.00	0.00
Class C: <5 feet of shoulder	0.11	0.00
	0.11	0.11

This bit of Great River Road is in the City of Onalaska because the City has annexed from its western boundary, laying just east of the STH 35 right-of-way, across the highway to include a commercial building on the west side of the road. The Class C, lack of shoulder, continues on the west side, while the east side has an 11 foot paved, 15 feet total width, shoulder. The roadway is striped in a manner to differentiate this wide lane as a shoulder and turning lane, rather than a continuous auxiliary lane. This differentiation does improve safety for north bound bicyclists.

Town of Onalaska Highway Segment – Between the boundaries of the parts of the City of Onalaska 0.47 miles, Map 6.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	0.00	0.42
Class B: 5 feet of shoulder	0.00	0.00
Class C: >5 feet of shoulder	0.47	0.05
	0.47	0.47

The deficient west shoulder persists through this segment. The 0.05 segment of Class C east shoulder is due to the wide shoulder on this side being designated an 11 foot wide auxiliary lane in part of this segment. Numerous residential subdivision access streets intersect the east side of the road. The pavement dates to 1952.

City of Onalaska Highway Segment –South Town of Onalaska Line to Oak Forest Drive in City of Onalaska, 1.66 miles, Map 6.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	0.00	0.36
Class B: 5 feet of shoulder	0.00	0.00
Class C: < 5 feet of shoulder	1.66	1.30
	1.66	1.66

The Great River Road in the northern part of the City of Onalaska provides a beautiful view of Lake Onalaska, although the roadway is elevated 100 feet or more above the water so direct access is not possible. The Great River State Trail, while not visible from this part of The Great River Road, is closer to the lake, and parallel to The Great River Road. There are two public wayside overlooks on this

segment, and the more southerly one includes a large fiberglass sunfish, representing the City of Onalaska's claim as "The Sunfish Capital". This wayside also has a drinking water spigot.

Auxiliary lanes for turning, and numerous intersecting streets make this segment of The Great River Road a challenge for bicyclists. The traditional "downtown" Onalaska is at the intersection of Main Street and Second Street, which is the local identification of STH 35/Great River Road. At the south end of this segment is Oak Forest Drive, which provides another opportunity to access The Great River State Trail and also provides access to Oak Street. Oak Street is an alternative to reach STH 16, which is crossed at a signalized intersection and has a side path to access the south side of La Crosse. The Onalaska Visitor Information Center is located along the Great River State Trail within sight of the Oak Street-Oak Forest Drive intersection. The inventory of The Great River Road marked on STH 35 ceased at Oak Forest Drive.

City of La Crosse Highway Segment –USH 14/61/STH 35 intersection on south side of City to South City Limits at Southern Bluffs School, 0.41 miles, Map 6.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	0.19	0.14
Class B: 5 feet of shoulder	0	0
Class C: < 5 feet of shoulder	0.22	0.27
	0.41	0.41

As explained previously, the Cities of La Crosse and Onalaska, and Towns of Campbell, Medary, Onalaska, and Shelby in the La Crosse urban area, are guided by the *La Crosse Urban Area (LAPC) Bicycle and Pedestrian Plan Element*, a component of the La Crosse Area Long-Range Transportation Plan. This plan is frequently reviewed by an active Bicycle and Pedestrian Advisory Committee, and a formal revision will be begun within the next several months. Future planning for The Great River Road and The LAPC Bicycle/Pedestrian Plan must consider the unique qualities of The Great River Road as well as the overall needs of the La Crosse urban area. There are many marked paths, and city streets which provide alternative routes for bicyclists wishing to divert from the marked Great River Road which traverses George Street, Copeland/Rose, 3rd/4th, South Avenue, and Mormon Coulee Roads. Although the USH 14/61 intersection itself is difficult for northbound bicyclists, once south of that intersection, The Great River Road on STH 35 assumes a more typical rural character.

Town of Shelby Highway Segment – Town of Shelby North Town Line to Vernon County Line, 1.49 miles, Map 6.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	1.44	1.49
Class B: 5 feet of shoulder	0	0
Class C: < 5 feet of shoulder	0.05	0
	1.49	1.49

The Great River Road south of the USH 14/61 intersection was repaved and aligned in 1987 and features a 9 to 10 foot paved shoulder to at least the CTH GI road to Goose Island County Park. This is a popular ride from La Crosse and has heavier bicycle traffic than typically found on the more rural portions of The Great River Road. CTH K intersects nearly opposite CTH GI and provides access to the picturesque

village of Chaseburg, also a popular bicycle round trip from the La Crosse urban area. Shoulder widening on CTH K in 2001 has increased the safety on that road. The 6-year DOT Plan calls for widening of STH 35 between USH 14/61 and CTH K to four lanes in 2007.

La Crosse County Shoulder Deficiency Summary

	West Shoulder	East Shoulder	Total Miles of Shoulder	Percent %
Class A: 5 feet paved shoulder	4.70	7.06	11.76	45%
Class B: 5 feet of shoulder	1.86	2.19	4.05	15%
Class C: < 5 feet of shoulder	6.56	3.87	10.43	40%
	13.12	13.12	26.24	100%

As discussed previously, this mileage does not include that segment of The Great River road in the highly urbanized area between Oak Forest Drive in Onalaska and the USH 14/61 intersection on the south side of La Crosse. For the most part the mileage of each segment is described by local governmental unit in the order it is traversed on a North to South direction, but the mileage on the CTH HD segment marked as The Great River Road is described separately, most lying within the Village of Holmen, but also having some distance within the Towns of Holland and Onalaska. That mileage is included in these total figures.

TABLE 6.1
LA CROSSE COUNTY GREAT RIVER ROAD LOG

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Geopoint	Mileage Point	Miles To Next Point	Feet	Lft Shldr Pvd/Tot	Class	L. Class A	L. Class B	L.Class C	Left Aux. Lane	Pave. Width	Right Aux. Pvd/Tot	Rght Shldr Pvd/Tot	Class	R.Class A	R.Class B	R.Class C	Pavement Age	Deficient Shoulder	In DOT 6 Yr Plan
LseCoSCL	58.19	0.06	316.8	9/11	A	0.06				24		9/11	A	0.06			1987		2007 4 lane
Maillard Ln R	58.25	0.12	633.6	9/11	A	0.12				24		9/11	A	0.12			1987		2007 4 lane
Cottonwd R	58.37	0.07	369.6	9/11	A	0.07				24		9/11	A	0.07			1987		2007 4 lane
CTH GI L	58.44	0.03	158.4	0/2	C			**0.03**		24		9/11	A	0.03			1987		2007 4 lane
CTH K R	58.47	0.02	105.6	0/2	C			**0.02**		24		9/11	A	0.02			1987		2007 4 lane
	58.49	0.02	105.6	8/9	A	0.02				24		9/11	A	0.02			1987		2007 4 lane
	58.51	0.01	52.8	8/10	A	0.01				24		9/11	A	0.01			1987		2007 4 lane
	58.52	0.13	686.4	10/11	A	0.13			12	24		12/12	A	0.13			1987		2007 4 lane
	58.65	0.46	2428.8	10/11	A	0.46			12	24		10/11	A	0.46			1987		2007 4 lane
Bdg32-163	59.11	0.12	633.6	10/11	A	0.12			12	24		10/11	A	0.12			1987		2007 4 lane
WKTY Dy L	59.23	0.23	1214.4	10/11	A	0.23			12	24		10/11	A	0.23			1987		2007 4 lane
	59.46	0.22	1161.6	8/9	A	0.22			12	24		8/9	A	0.22			1987		2007 4 lane
N Twn Line	59.68																		
Total Shelby		1.49	7867.2			1.44	**0**	**0.05**						1.49	**0**	**0**			
LseCityL	59.68	0.05	264.0	8/9	A	0.05			12	24		8/9	A	0.06			1987		2007 4 lane
SBlfs Schl	59.73	0.01	52.8	8/9	A	0.01													2007 4 lane
Sunnyside	59.74	0.06	316.8	8/9	A	0.06			12	24		8/9	A	0.06			1987		2007 4 lane
RvrVw Dr R	59.80	0.01	52.8	8/9	A	0.01			12	24		8/9	A	0.01			1987		2007 4 lane
	59.81	0.01	52.8	8/9	A	0.01			0	24		8/9	A	0.01			1987		2007 4 lane
	59.82	0.05	264.0	8/9	A	0.05			0	24		0/0	C			**0.05**	1982	Deficient	2007 4 lane
	59.87	0.01	52.8	0/0	C			**0.01**	12	24	12	0/0	C			**0.01**	1982	Deficient	2007 4 lane
OldTwnHllRd	59.88	0.05	264.0	0/0	C			**0.05**	12	26	12	0/0	C			**0.05**	1982	Deficient	2007 4 lane
4ftMedian	59.93	0.01	52.8	0/0	C			**0.01**	0	26	12	0/0	C			**0.01**	1982	Deficient	2007 4 lane
STH35 SB	59.94	0.04	211.2	0/0	C			**0.04**	0	26	0	0/0	C			**0.04**	1982	Deficient	2007 4 lane
14ftMedian	59.98	0.04	211.2	0/0	C			**0.04**	0	26	0	0/0	C			**0.04**	1982	Deficient	2007 4 lane
4ftMedian	60.02	0.01	52.8	0/0	C			**0.01**	0	26	0	0/0	C			**0.01**	1982	Deficient	
US14/61EB	60.03	0.01	52.8	0/0	C			**0.01**	0	26	0	0/0	C			**0.01**	1982	Deficient	
US14/61WB	60.04	0.05	264.0	0/0	C			**0.05**	0	26	0	0/0	C			**0.05**	1982	Deficient	
14/61concu	60.09			0/0	C				0	26	0	0/0	C				1982	Deficient	
Tot. Pt of LseCity		0.41	2164.8			0.19	**0**	**0.22**						0.14	**0**	**0.27**			
Inventory of bicycle route details through the Cities of La Crosse and Onalaska is not included in this inventory																			
Inventory resumes at Oak Forest Drive in Onalaska, where access from the State Trail System can be made to The Great River Road-STH 35.																			
OakFor Dr	69.51	0.07	369.6	0/0	C			**0.07**	10	24 Div	0	0/0	C			**0.07**	1982	Deficient	2005 Rec
STH 35 SB	69.58	0.05	264	0/0	C			**0.05**	10	24	10	0/0	C			**0.05**	1982	Deficient	2005 Rec
Second St	69.63	0.06	316.8	0/0	C			**0.06**	8	28	8	0/0	C			**0.06**	1953	Deficient	2005 Rec
Elm St X	69.69	0.12	633.6	0/0	C			**0.12**	8	28	8	0/0	C			**0.12**	1953	Deficient	2005 Rec
Feen St X	69.81	0.03	158.4	0/0	C			**0.03**	8	28	8	0/0	C			**0.03**	1953	Deficient	2005 Rec
Green St R	69.84	0.09	475.2	0/0	C			**0.09**	8	28	8	0/0	C			**0.09**	1953	Deficient	2005 Rec
Hickory St	69.93	0.04	211.2	0/0	C			**0.04**	8	28	8	0/0	C			**0.04**	1953	Deficient	2005 Rec
Irvin St X	69.97	0.08	422.4	0/0	C			**0.08**	8	28	8	0/0	C			**0.08**	1953	Deficient	2005 Rec
STH157/Main	70.05	0.04	211.2	0/0	C			**0.04**	12	32	8	0/0	C			**0.04**	1953	Deficient	2005 Rec
	70.09	0.03	158.4	0/0	C			**0.03**	10	34	8	0/0	C			**0.03**	1953	Deficient	2005 Rec
King St R	70.12	0.07	369.6	0/0	C			**0.07**	10	24	10	0/0	C			**0.07**	1953	Deficient	2005 Rec
Locust St R	70.19	0.24	1267.2	0/0	C			**0.24**	10	24	10	0/0	C			**0.24**	1953	Deficient	2005 Rec
John St R	70.43	0.13	686.4	0/0	C			**0.13**	10	24	10	0/0	C			**0.13**	1953	Deficient	2005 Rec

TABLE 6.1
LA CROSSE COUNTY GREAT RIVER ROAD LOG

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Geopoint	Mileage Point	Miles To Next Point	Feet	Lft Shldr Pvd/Tot	Class	L. Class A	L. Class B	L.Class C	Left Aux. Lane	Pave. Width	Right Aux. Pvd/Tot	Rght Shldr Pvd/Tot	Class	R.Class A	R.Class B	R.Class C	Pavement Age	Deficient Shoulder	In DOT 6 Yr Plan
Poplar St R	70.56	0.08	422.4	0/0	C			**0.08**	0	26	0	11/15	A	0.08			1952	Deficient	2005 Rec
	70.64	0.02	105.6	0/0	C			**0.02**	11	26	0	11/15	A	0.02			1952	Deficient	
Comm.Drwy	70.66	0.04	211.2	0/0	C			**0.04**	11	26	11	0/4	C			**0.04**	1952	Deficient	
Quincy St R	70.70	0.03	158.4	0/0	C			**0.03**	11	26	0	11/15	A	0.03			1952	Deficient	
	70.73	0.02	105.6	0/0	C			**0.02**	0	26	0	11/15	A	0.02			1952	Deficient	
Wysd Dwy LI	70.75	0.02	105.6	0/0	C			**0.02**	0	26	0	11/15	A	0.02			1952	Deficient	
	70.77	0.03	158.4	0/0	C			**0.03**	0	26	11	0/4	C			**0.03**	1952	Deficient	
Royal St R	70.80	0.01	52.8	0/0	C			**0.01**	0	26	11	11/15	C			**0.01**	1952	Deficient	
Wysd Dwy LI	70.81	0.09	475.2	0/0	C			**0.09**	0	26	11	11/15	C			**0.09**	1952	Deficient	
Comm.Dwy	70.90	0.01	52.8	0/0	C			**0.01**	0	26	11	0/4	C			**0.01**	1952	Deficient	
	70.91	0.03	158.4	0/0	C			**0.03**	11	26	11	0/4	C			**0.03**	1952	Deficient	
Spruce St R	70.94	0.03	158.4	0/0	C			**0.03**	11	26	0	11/15	A	0.03			1952	Deficient	
	70.97	0.08	422.4	0/0	C			**0.08**	0	26	0	11/15	A	0.08			1952	Deficient	
Comm Dwy	71.05	0.02	105.6	0/0	C			**0.02**	0	26	11	0/0	C			**0.02**	1952	Deficient	
	71.07	0.02	105.6	0/0	C			**0.02**	11	26	11	0/0	C			**0.02**	1952	Deficient	
Troy St R	71.09	0	0	0/0	C			**0**	11	26	0	11/15	A	0			1952	Deficient	
Wysd Dwy LI	71.09	0.04	211.2	0/0	C			**0.04**	11	26	0	11/15	A	0.04			1952	Deficient	
MH Ct Dwy	71.13	0.04	211.2	0/0	C			**0.04**	11	26	0	11/15	A	0.04			1952	Deficient	
N City Limit	71.17			0/0	C				0	26	0	11/15	A						
Tot.Pt of Onal City		1.66	8764.8			0.00	**0.00**	**1.66**						0.36	**0**	**1.30**			
T of Onalaska	71.17	0.10	528	0/0	C			**0.1**	0	26	0	11/15	A	0.10			1952	Deficient	
Schnick Rd R	71.27	0.18	950.4	0/0	C			**0.18**	0	26	0	11/15	A	0.18			1952	Deficient	
	71.45	0.02	105.6	0/0	C			**0.02**	0	26	11	0/4	C			**0.02**	1952	Deficient	
SunsetVista	71.47	0.01	52.8	0/0	C			**0.01**	0	26	11	0/4	C			**0.01**	1952	Deficient	
Kramer Rd R	71.48	0.02	105.6	0/0	C			**0.02**	0	26	11	0/4	C			**0.02**	1952	Deficient	
	71.50	0.14	739.2	0/0	C			**0.14**	0	26	0	11/15	A	0.14			1952	Deficient	
TownLineEnds	71.64			0/0	C				0	26	0	11/15	A						
Subtot.T Onal		0.47	2481.6			0.00	**0.00**	**0.47**						0.42	**0.00**	**0.05**			
Begin City L	71.64	0.11	580.8	0/0	C			**0.11**		26	0	11/15	A	0.11					
End City Limit	71.75			0/0	C														
Subtot.OnalCity		0.11	580.8			0.00	**0.00**	**0.11**						0.11	**0.00**	**0.00**			
Town Line	71.75	0.08	422.4	0/0	C			**0.08**	0	26	0	11/15	A	0.08					
RidersClub	71.83	0.17	897.6	0/0	C			**0.17**	0	26	0	11/15	A	0.17			1952	Deficient	
	72.00	0.03	158.4	0/0	C			**0.03**	0	26	11	0/4	C			**0.03**	1952	Deficient	
SunsetVista	72.03	0.02	105.6	0/0	C			**0.02**	0	26	11	0/4	C			**0.02**	1952	Deficient	
	72.05	0.22	1161.6	0/0	C			**0.22**	0	26	0	11/15	A	0.22			1952	Deficient	
Hilltop Dr R	72.27	0.04	211.2	0/0	C			**0.04**	0	26	0	11/15	A	0.04			1952	Deficient	
	72.31	0.02	105.6	0/0	C			**0.02**	0	26	11	0/4	C			**0.02**	1952	Deficient	
CTH Z L	72.33	0.02	105.6	0/0	C			**0.02**	11	26	11	0/4	C			**0.02**	1952	Deficient	
	72.35	0.18	950.4	0/0	C			**0.18**	11	26	0	11/15	A	0.18			1952	Deficient	
WstVw Dr R	72.53	0.03	158.4	0/0	C			**0.03**	11	26	11	0/4	C			**0.03**	1952	Deficient	
	72.56	0.11	580.8	0/0	C			**0.11**	0	26	0	11/15	A	0.11			1952	Deficient	
	72.67	0.02	105.6	0/0	C			**0.02**	11	26	0	11/15	A	0.02			1952	Deficient	
Cloverdale R	72.69	0.03	158.4	0/0	C			**0.03**	11	26	0	11/15	A	0.03			1952	Deficient	
	72.72	0.02	105.6	0/0	C			**0.02**	0	26	0	11/15	A	0.02			1952	Deficient	

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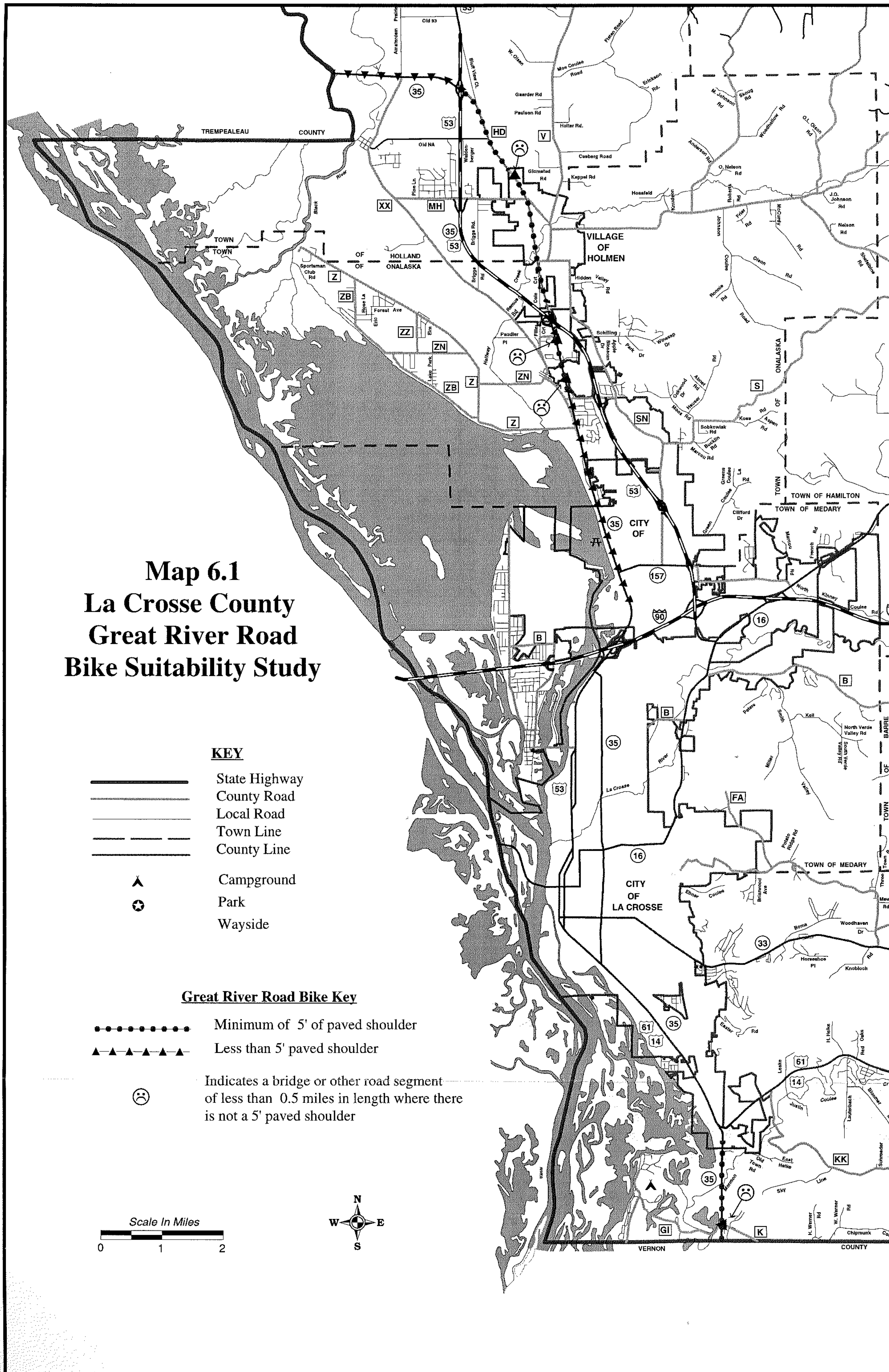
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Geopoint	Mileage Point	Miles To Next Point	Feet	Lft Shldr Pvd/Tot	Class	L. Class A	**L. Class B**	**L.Class C**	Left Aux. Lane	Pave. Width	Right Aux. Pvd/Tot	Rght Shldr Pvd/Tot	Class	R.Class A	**R.Class B**	**R.Class C**	Pavement Age	Deficient Shoulder	In DOT 6 Yr Plan
	72.74	0.05	264	0/2	C			**0.05**	12	24	0	10/12	A	0.05			1999	Deficient	
	72.79	0.04	211.2	6/9	A	0.04			0	30	0	12/18	A	0.04			1999	Deficient	
BgnMedian	72.83	0.06	316.8	0/0	C			**0.06**	0	17	0	12/18	A	0.06			1999	Deficient	
	72.89	0.08	422.4	0/0	C			**0.08**	12	15	12	3/6	B		**0.08**		1999	Deficient	
EndMedian	72.97	0.00	0	0/0	C				11	15	0	3/9	B				1999	Deficient	
CTH OT X	72.97	0.05	264	0/0	C			**0.05**	11	15	0	3/9	B		**0.05**		1999	Deficient	
	73.02	0.09	475.2	0/0	C			**0.09**	0	15	0	3/9	B		**0.09**		1999	Deficient	
	73.11	0.02	105.6	6/9	A	0.02			0	15	0	6/9	A	0.02			1999	Deficient	
	73.13	0.07	369.6	8/8	A	0.07			0	28	0	6/6	A	0.07			1999	Deficient	
	73.20	0.07	369.6	11/13	A	0.07			0	26	0	11/15	A	0.07			1952	Deficient	
	73.27	0.02	105.6	11/13	A	0.02			0	26	11	0/4	C			**0.02**	1952	Deficient	
T line ends	73.29			11/13	A				0	26	11	0/4	C				1952	Deficient	
Subtot. T Onal.		1.54	8131.2			0.22	**0**	**1.32**						1.18	**0.22**	**0.14**			
V. of Holmen	73.29	0.02	105.6	11/13	A	0.02			0	26	11	0/4	C			**0.02**	1952	Deficient	
Trlr Ct Dr X	73.31	0.02	105.6	11/13	A	0.02			0	26	11	0/4	C			**0.02**	1952	Deficient	
	73.33	0.12	633.6	11/13	A	0.12			0	26	0	11/15	A	0.12			1952		
South Dr L	73.45	0.06	316.8	11/13	A	0.06			0	26	0	11/15	A	0.06			1952		
Town Rd L	73.51	0.01	52.8	11/13	A	0.01			0	26	0	11/15	A	0.01			1952		
Bdg32-9	73.52	0.02	105.6	11/13	A	0.02			0	26	0	11/15	A	0.02			1952		
V. of Holmen	73.54			11/13	A				0	26	0	11/15	A				1952		
Subtot.V Holmen		0.25	1320.0			0.25	**0**	**0**						0.21	**0**	**0.04**			
TotOnalaska	73.54	0.07	369.6	11/13	A	0.07			0	26	0	11/15	A	0.07			1952		
Walden Pl. R	73.61	0.02	105.6	11/13	A	0.02			0	26	0	11/15	A	0.02					
MeadEstRd	73.63	0.06	316.8	11/13	A	0.06			0	26	0	11/15	A	0.06			1952		
	73.69	0.24	1267.2	6/10	A	0.24			0	26	0	6/10	A	0.24					
	73.93	0.04	211.2	6/10	A	0.04			0	26	11	4/6	B		**0.04**		1952	Deficient	
Pinevw Dr L	73.97	0.01	52.8	6/10	A	0.01			0	26	11	4/6	B		**0.01**		1952	Deficient	
	73.98	0.05	264	6/10	A	0.05				26	0	6/10	A	0.05			1952		
CTH OT L	74.03	0.12	633.6	0/0	C			**0.12**		*16*		6/12	A	0.12			1990	Deficient	
	74.15	0.15	14097.6	0/0	C			**0.15**		*16*		9/9	A	0.15			1990	Deficient	
Br 32-140	74.30	0.12	633.6	0/0	C			**0.12**		*16*		9/9	A	0.12			1990	Deficient	
	74.42	0.04	211.2	0/0	C			**0.04**		*16*	11	9/9	A	0.04			1990	Deficient	
CTH HD	74.46			3/8	B					*15*		5/13	A				1992		
Subtot.T Onal.		0.92	4857.6			0.49	**0.00**	**0.43**						0.87	**0.05**	**0.00**			
Great River Road bicycle traffic enters CTH HD at this point										(1 lane NB)									
	Seg.Length																		
CTH HD-172-20	0.07	0.07	369.6	0/0	C			**0.07**	0 52/4 lane		0	0/0	C			**0.07**	1992	Deficient	
CTH HD-172-30	0.14	0.14	739.2	0/0	C			**0.14**	0 52/4 lane		0	0/0	C			**0.14**	1992	Deficient	
CTH HD-172-40	0.08	0.08	422.4	0/0	C			**0.08**	0 52/4 lane		0	0/0	C			**0.08**	1992	Deficient	
CTH HD-172-50	0.74	0.74	3907.2	0/0	C			**0.74**	0 52/4 lane		0	0/0	C			**0.74**	1993	Deficient	
CTH HD-172-80	0.14	0.14	739.2	0/0	C			**0.14**	0 52/4 lane		0	0/0	C			**0.14**	1993	Deficient	
CTH HD-172-60	0.02	0.02	105.6	5/5	A	0.02			0 26/2 lane		0	5/5	A	0.02			1993		
CTH HD-172-70	0.12	0.12	633.6	5/5	A	0.12			0 20/2 lane		0	5/5	A	0.12			1965		
CTH HD-172-90	0.17	0.17	897.6	0/0	C			**0.17**	0 23/2 lane		0	6/6	A	0.17			1992	Deficient	
CTH HD-172-10	0.08	0.08	422.4	0/0	C			**0.08**	0 23/2 lane		0	3/3	C			**0.08**	1992	Deficient	

TABLE 6.1
LA CROSSE COUNTY GREAT RIVER ROAD LOG

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Geopoint	Mileage Point	Miles To Next Point	Feet	Lft Shldr Pvd/Tot	Class	L. Class A	**L. Class B**	**L.Class C**	Left Aux. Lane	Pave. Width	Right Aux. Pvd/Tot	Rght Shldr Pvd/Tot	Class	R.Class A	**R.Class B**	**R.Class C**	Pavement Age	Deficient Shoulder	In DOT 6 Yr Plan
CTH HD-97-10	0.16	0.16	844.8	0/0	C			**0.16**	0	52/4 lane	0	0/0	C			**0.16**	1993	Deficient	
CTH HD-97-20	1.21	1.21	6388.8	5/5	A	1.21			0	20/2 lane	0	5/5	A	1.21			1993		
CTH HD-97-30	0.46	0.46	2428.8	5/5	A	0.46			0	26/2 lane	0	5/5	A	0.46			1993		
CTH HD-217-10	0.30	0.30	1584.0	7/7	A	0.30			0	52/4 lane	0	7/7	A	0.30			1992		
CTH HD-217-20	0.23	0.23	1214.4	0/0	C			**0.23**	0	52/4 lane	0	0/0	C			**0.23**	1992	Deficient	
CTH HD-217-30	0.12	0.12	633.6	0/0	C			**0.12**	0	52/4 lane	0	0/0	C			**0.12**	1992	Deficient	
Subtot. CTH HD		4.04	21331.2			2.11	**0.00**	**1.93**						2.28	**0.00**	**1.76**			
Great River Road bicycle traffic returns to STH 35																			
STH 35 L	78.73	0.06	316.8	3/9	B		**0.06**			*16*		3/11	B		**0.06**		1980		
USH 53 Br.	78.79	0.08	422.4	3/9	B		**0.08**			*16*		3/11	B		**0.08**		1980		
STH 93 SB	78.87	0.12	633.6	3/9	B		**0.12**		11	*16*		3/11	B		**0.12**		1980		
STH 35 SB	78.99	0.06	316.8	0/0	C			**0.06**		15		3/9	B		**0.06**		1980		
	79.05	0.03	158.4	3/7	B		**0.03**		0	24	0	3/7	B		**0.03**		2000		
Hlmn Bry Cor	79.08	0.07	369.6	3/7	B		**0.07**		0	24	0	3/7	B		**0.07**		2000		
Hlmn Bry Cor	79.15	0.19	1003.2	3/7	B		**0.19**		0	24	0	3/7	B		**0.19**		2000		
Twn Rd L	79.34	0.48	2534.4	3/7	B		**0.48**		0	24	0	3/7	B		**0.48**		2000		
CTH XX L	79.82	0	0	3/9	B		**0**		0	24	0	3/9	B		**0**		1989		
Amsd Pr Rd	79.82	0.6	3168	3/9	B		**0.60**		0	24	0	3/9	B		**0.6**		1989		
	80.42	0.04	211.2	2/2	C			**0.04**	0	24	0	2/2	C			**0.04**	2000		
Br 32-16	80.46	0.18	950.4	2/2	C			**0.18**	0	24	0	2/2	C			**0.18**	2000		
	80.64	0.22	1161.6	4/7	B		**0.22**		0	24	0	4/7	B		**0.22**		2000		
WysdDrwy L	80.86	0.01	52.8	4/7	B		**0.01**		0	24	0	4/7	B		**0.01**		2000		
	80.87	0.04	211.2	2/2	C			**0.04**	0	24	0	2/2	C			**0.04**	2000		
Br 32-18	80.91	0.05	264	2/2	C			**0.05**	0	24	0	2/2	C			**0.05**	2000		
Tremp. Co	80.96			2/2	C				0	24	0	2/2	C				2000		
Tot.T Holland		2.23	11774.4			0.00	**1.86**	**0.37**						0.00	**1.92**	**0.31**			
LaCrosse Co		**13.12**				**4.70**	**1.86**	**6.56**						**7.06**	**2.19**	**3.87**			


Map 6.1
La Crosse County
Great River Road
Bike Suitability Study
KEY
State Highway
County Road
Local Road
Town Line
County Line
Campground
Park
Wayside
Great River Road Bike Key
Minimum of 5' of paved shoulder
Less than 5' paved shoulder
Indicates a bridge or other road segment of less than 0.5 miles in length where there is not a 5' paved shoulder
Scale In Miles
0
1
2
N
W
E
S
TREMPEALEAU
COUNTY
VERNON
COUNTY
TOWN
TOWN
OF HOLLAND
OF ONALASKA
VILLAGE OF HOLMEN
CITY OF
CITY OF LA CROSSE
TOWN OF ONALASKA
TOWN OF HAMILTON
TOWN OF MEDARY
TOWN OF BARRE
TOWN OF MEDARY
Black River
Old 93
Amsterdam Prairie
Old NA
Pine Ln
Walden-berger
Bluff View Ct.
W. Olsen
Moe Coulee Road
Fisten Road
Gaarder Rd
Paulson Rd
Holter Rd.
Erickson Rd.
Casberg Road
Glomstad Rd
Keppel Rd
Hossfeld
Knudson
M. Johnson Rd
Skoug Rd
Woodhollow Rd
O.L. Olson Rd
Anderson Rd
O. Nelson Rd
Roberts Rd
Frier Rd
McCurdy Rd
J.O. Johnson Rd
Nelson Rd
Johnson Coulee Road
Olson Rd
Shefelbine Rd
Ronnie Rd
Briggs Rd.
Briggs Rd
Creek
Cole Crt
Remus Rd
Hidden Valley Rd
Sportsman Club Rd
Rose La
Forest Ave
Eric
Elm
Lake Park
Paudler Pl
Halfway
Fillie Crt
Schilling Dr
Apple Blossom Dr
Park Dr
Winesap Dr
Oakwood Dr
Abnet Rd
Rd
Hauser
Moos Rd
Koss Rd
Aspen Rd
Sobkowiak Rd
Bucklin Rd
Marcou Rd
Greens Coulee
La Rd
Coulee
Clifford Dr
Green
Marcou Rd
French Rd
North Kinney Coulee Rd
Peters
Smith
Keil
North Verde Valley Rd
South Verde Valley Rd
Miller
Valley
River
La Crosse
Potato Ridge Rd
Three Town Rd
Mewer Rd
Ebner Coulee
Briarwood Ave
Boma
Woodhaven Dr
Horseshoe Pl
Knobloch Rd
Easter Rd
H. Helke
Red Oaks
Leske
Justin
Coulee
Lauterbach
Bloomer Mill
Cr
Schroeder
Old Town Rd
East Helke
Mormon
Sky Line
H. Werner Rd
W. Werner Rd
Chipmunk Coulee
River
35
53
HD
V
XX
MH
Z
ZB
ZZ
ZN
S
SN
157
90
16
B
FA
33
61
14
KK
GI
K

VERNON COUNTY GREAT RIVER ROAD
Shoulder Deficiency Analysis for Bicycling

The following is a shoulder deficiency analysis for safe bicycle use on the Great River Road in Vernon County. Both the west and east shoulders have been analyzed based on a rating criteria whereby "A" is assigned to those segments of highway having five feet or more of paved shoulders, "B" is assigned to an overall shoulder of five feet but not all of it is paved, and "C" is assigned to those segments where the total shoulder width is less than five feet.

To assist in locating shoulder conditions highway segments have been assigned to the Great River Road. These highway segments begin at Mile 0.0 at the north county line and increase in a southerly direction until they terminate at the south county line, Mile 21.53. Each of these segments have been assigned a Town, Village, City or geographical name that corresponds to the primary municipal government or location that a highway segment passes through. A brief narrative follows the shoulder rating which provides more in depth information on the condition of the highway segment.

Map 7.1 identifies the location on the Great River Road where the five feet of paved highway shoulders are not provided.

Town of Bergen Highway Segment – North County Line to North Village of Stoddard Line, 4.09 miles, Map 7.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	0.98	0.05
Class B: 5 feet of shoulder	3.07	4.04
Class C: < 5 feet of shoulder	0.04	0.00
	4.09	4.09

The northern segment of the Town of Bergen lies closest to the urbanized La Crosse area, although the steep bluffs or marshy land on the east, and railroad tracks and river on the west somewhat limit the amount of development that can occur directly along, or even some distance from, The Great River Road. There are five "Scenic Overlooks" along this segment, approximately 1.1, 1.8, 2, 2.8, and 3.6 miles from the north Town Line. All are parking lots with trash containers and the most northerly, "Shady Maple" has stairs leading down the steep embankment to provide bank fishing access to the Mississippi River, across the Burlington Northern Santa Fe railroad tracks. No other amenities are provided at these five overlooks.

Most of the distance in this segment is Class B shoulders, which are 9 feet wide, with 3 feet paved. There are four public roads, all entering the highway from the east side, that intersect The Great River Road in this four mile segment. Two of these roads serve residential subdivisions on top of the bluffs, while the other two serve a wider rural hinterland of residences and agricultural uses. This segment was realigned and resurfaced in 1987.

Village of Stoddard Highway Segment –Village of Stoddard North Line to Village of Stoddard South Line, 0.93 miles, Map 7.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	0.00	0.00
Class B: 5 feet of shoulder	0.36	0.36
Class C: < 5 feet of shoulder	0.57	0.57
	0.93	0.93

The Village of Stoddard, like most other incorporated communities, has sidewalks paralleling the highway for much of the distance through the community, but these walks are often 4 feet wide or less, and some are in need of improvement. They should not be considered as serious alternatives to the street for adult bicyclists. In Stoddard the entire 0.57 mile distance of Class C shoulders is through the central business district with an auxiliary lane on both sides of the two main travel lanes. The 10 foot auxiliary lanes are used for curbside parking, and are not always available for bicycle use, requiring cyclists to travel in the 12 foot wide live traffic lane. The Village's River Park is accessible via Center Street, the only street crossing the railroad tracks within the Village, and this Park provides a beach and river access. At the south end of the Village, Village Park adjoins the Great River Road on the east side, and has drinking water and toilets.

Town of Bergen Highway Segment –Village of Stoddard South Line to Town of Bergen South Line, 4.35 miles, Map 7.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	0.00	0.07
Class B: 5 feet of shoulder	4.35	4.28
Class C: < 5 feet of shoulder	0.00	0.00
	4.35	4.35

Within the 4.35 miles of The Great River Road within the Town of Bergen south of Stoddard, the overall shoulder width is 8 or 9 feet, and the paved width is 3 feet. The present paving and minor realignment was done in 1987. Five public roads, all accessing from the east side, intersect The Great River Road in this segment. Two miles south of Stoddard a 5 acre wayside on the east side of STH 35 provides pit toilet facilities. Unfortunately the former hand pumped water source at this site has been contaminated, and the pump has been removed and the well sealed. Three miles south of Stoddard, Spring Coulee Road leads to The Old Settlers Overlook, a Department of Transportation maintained facility on top of a bluff which provides a magnificent view of the Mississippi River and three states. It is reached by a paved Town Road with a considerable grade. Bicyclists visiting this seasonally accessible site will find drinking water, vault toilets with running water, a picnic shelter, tables and fire grills, and short walking trails. The steep grade, and the often shoulderless Town Road, suggest only experienced bicyclists should attempt to visit this site from The Great River Road.

Town of Genoa Highway Segment Town of Bergen South Line to Village of Genoa North Line, 0.77 miles, Map 7.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	0.00	0.00
Class B: 5 feet of shoulder	0.77	0.77
Class C: < 5 feet of shoulder	0.00	0.00
	0.77	0.77

Within this short segment of the Town of Genoa north of the Village of Genoa, there are no intersecting public roads and the shoulder is 3 feet paved and 9 feet total width on both sides of the highway. The segment was paved in 1987.

Village of Genoa Highway Segment Village of Genoa North Town Line to Village of Genoa South Line, 0.03 miles, Map 7.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	0.00	0.00
Class B: 5 feet of shoulder	0.03	0.03
Class C: < 5 feet of shoulder	0.00	0.00
	0.03	0.03

This short segment of Great River Road passes through a portion of the Village limits without a significant change in appearance from the Town portion on either side of this segment.

Town of Genoa Highway Segment –Located between to extensions of the Village of Genoa Village Limits, 0.09 miles, Map 7.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	0.04	0.07
Class B: 5 feet of shoulder	0.02	0.02
Class C: <5 feet of shoulder	0.03	0.00
	0.09	0.09

This short segment of STH 35 which lies within the Town of Genoa is marked by the intersection of the Village's Main Street on the east side of the highway. A convenience store is located at this intersection and provides basic food items and comfort facilities. The shoulder is mostly 9 feet, with paving varying from 8 feet to 3 feet. The short segment of Class C shoulder lies opposite the Main Street intersection.

Village of Genoa Highway Segment Village of Genoa North Line to Village of Genoa South Line, 1.45 miles, Map 7.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	1.41	1.44
Class B: 5 feet of shoulder	0.00	0.00
Class C: >5 feet of shoulder	0.04	0.01
	1.45	1.45

The 1.45 mile segment of The Great River Road within the corporate limits of the Village of Genoa is along the western edge of the Village and is rural cross section and character. The Village Park lies between the highway and the built up portion of the Village, and is accessible via Main Street. There are drinking water and toilets available at this park. A boat ramp and small marina are on the east side of the highway, but have no comfort facilities. Corps of Engineers Lock and Dam 8 is located near the south end of the Village and the park and overlook area provides picnic tables, drinking water, and flushing toilets and lavatories. Approximately 0.3 miles south of the STH 56 intersection, about 1 mile from the south Village limit, a state maintained wayside on the east side of the highway provides a parking lot and State Historical Society marker which explains the "Dams on the Mississippi". No other facilities are provided at this wayside. The 200 feet of Class C shoulder are at the south end of the Village limits. The current pavement was placed in 1987 in the northern part of the Village and 1993 in the south.

Town of Genoa Highway Segment – South Village Limit of Genoa to North Town Line of Town of Wheatland, 4.81 miles, Map 7.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	4.77	4.77
Class B: 5 feet of shoulder	0.00	0.00
Class C: < 5 feet of shoulder	0.04	0.04
	4.81	4.81

The 4.81 miles of The Great River road in the southern portion of the Town of Genoa has approximately 200 feet of 2 foot shoulder immediately adjacent to the Village limits, and the remainder is at least 8 foot shoulders, either side, with at least 6 feet paved. There is a wayside approximately 3 miles south of the STH 56 intersection which provided vehicle parking and a scenic overlook from the west side of the highway, and 1.4 miles north of the Town line, there is a parking turnout with a Black Hawk Trail marker. This series of markers provides explanation of the final retreat of Chief Black Hawk and his small band of Indians who were attempting to rejoin their tribesmen in Iowa, but were captured by U.S. militia in the 1830s. This entire segment of The Great River Road within the southern part of the Town of Genoa was repaved in 1993.

Town of Wheatland Highway Segment – South Line Town of Genoa to North Village Limit of the Village of De Soto, 3.96 miles, Map 7.2

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	3.86	3.92
Class B: 5 feet of shoulder	0.00	0.00
Class C: < 5 feet of shoulder	0.10	0.04
	3.96	3.96

The 0.10 and 0.04 segments of highway that are Class C shoulder are in the unincorporated settlement of Victory, about ½ mile from the Town of Wheatland's northern boundary. On the west side of the highway the shoulder is a total of 3 feet paved, and on the east side, there is no usable shoulder. There is a cluster of houses, but no commercial development at this location. There are two Department of Transportation waysides, or scenic overlooks, on STH 35 in the Town of Wheatland. The first is 2.55 miles from the north Town boundary and provides a small parking area and hosts a Black Hawk commemorative historical marker which tells of the significance of this location as part of the retreat of Chief Black Hawk and his band of soldiers and women and children. The second wayside is 3.41 miles from the north Town line, and it is a parking turnout and overlook. Neither of these waysides has comfort facilities. Both are located on the east, or bluff side of The Great River Road.

CTH BI, which intersects The Great River Road 2.38 miles south of the Town's north border, leads to Black Hawk Park. This unique river side park has both a County operated portion for picnics and day use, with a small store that sells snack foods and fishing supplies, and rents boats, and a larger federal Corps of Engineers operated day use and campground area. Both parks are accessible via CTH BI which crosses the railroad at a signaled grade crossing, and is paved approximately ½ mile into the park. In addition to the campground and showers, there are toilets and running water available to day users.

The entire segment of Great River Road through Wheatland was most recently paved in 1993.

Village of De Soto Highway Segment – Village of De Soto North Village limit to Vernon County South Line, 1.05 miles, Map 7.2

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	1.05	1.05
Class B: 5 feet of shoulder	0.00	0.00
Class C: < 5 feet of shoulder	0.00	0.00
	1.05	1.05

The Village of De Soto lies in both Vernon and Crawford Counties, with the greater population, larger total area, and longer Great River Road length, all being in Vernon County. The outdoor recreational amenities offered by the Village all lie within the Crawford County portion and are discussed in that County's narrative. Through the Vernon County portion of the Village, all shoulders are 9 feet on the west side and 10 feet on the east side of the highway and are paved to either 5 or 6 feet. The most recent major repaving was done in 1993.

Vernon County Shoulder Deficiency Summary

	West Shoulder	East Shoulder	Total Miles of Shoulder	Percent %
Class A: 5 feet paved shoulder	12.14	11.37	23.51	54.60
Class B: 5 feet of shoulder	8.60	9.50	18.10	42.03
Class C: < 5 feet of shoulder	0.79	0.66	1.45	3.37
	21.53	21.53	43.06	100%

TABLE 7.1
VERNON COUNTY GREAT RIVER ROAD LOG

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Geopoint	Mileage Point	Miles To Next Point	Feet	Lft Shldr Pvd/Tot	Class	L. Class A	**L. Class B**	**L.Class C**	Left Aux. Lane	Pave. Width	Right Aux. Pvd/Tot	Rght Shldr Pvd/Tot	Class	R.Class A	**R.Class B**	**R.Class C**	Pavement Age	Deficient Shoulder	In DOT 6 Yr Plan
VernCoL	36.66	0.05	264	5/9	A	0.05			0	24	0	6/10	A	0.05			1993		
TownShop R	36.71	0.03	158.4	5/9	A	0.03			0	24	0	6/10	A	0.03			1993		
Mill Park DrR	36.74	0.26	1372.8	5/9	A	0.26			0	24	0	6/10	A	0.26			1993		
Wayside L	37.00	0.04	211.2	5/9	A	0.04			0	24	0	6/10	A	0.04			1993		
Wayside L	37.04	0.67	3537.6	5/9	A	0.67			0	24	0	6/10	A	0.67			1993		
N Vill Desoto	37.71		0	5/9	A				0	24	0	6/10	A				1993		
Sub total		1.05	5544			1.05	**0**	**0**						1.05	**0**	**0**			
T.Wheatland	37.71	0.41	2164.8	5/9	A	0.41			0	24	0	6/10	A	0.41			1993		
Ghelf Rd R	38.12	0.08	422.4	5/9	A	0.08			0	24	0	6/10	A	0.08			1993		
Wayside R	38.20	0.06	316.8	5/9	A	0.06			0	24	0	6/10	A	0.06			1993		
Wayside R	38.26	0.75	3960	5/9	A	0.75			0	24	0	6/10	A	0.75			1993		
Town Rd R	39.01	0.01	52.8	5/9	A	0.01			0	24	0	6/10	A	0.01			1993		
Br 62-18	39.02	0.08	422.4	5/9	A	0.08			0	24	0	6/10	A	0.08			1993		
Wayside R	39.10	0.02	105.6	5/9	A	0.02			0	24	0	6/10	A	0.02			1993		
Wayside R	39.12	0.05	264	5/9	A	0.05			0	24	0	6/10	A	0.05			1993		
	39.17	0.12	633.6	8/8	A	0.12			0	24	0	6/10	A	0.12			1993		
BattleHollow Rd	39.29	0.01	52.8	8/8	A	0.01			0	24	0	6/10	A	0.01			1993		
	39.30	0.26	1372.8	6/10	A	0.26			0	24	0	6/10	A	0.26			1993		
	39.56	0.18	950.4	8/8	A	0.18			0	24	0	6/10	A	0.18			1993		
	39.74	0.03	158.4	8/8	A	0.03			0	24	0	8/8	A	0.03			1993		
	39.77	0.02	105.6	8/8	A	0.02			0	24	14	8/8	A	0.02			1993		
CTH BI L	39.79	0.02	105.6	8/8	A	0.02			0	24	14	8/8	A	0.02			1993		
	39.81	0.05	264	8/8	A	0.05			0	24	0	6/10	A	0.05			1993		
Bluff Rd R	39.86	0.23	1214.4	8/8	A	0.23			0	24	0	6/10	A	0.23			1993		
Gattenbein L	40.09	0.51	2692.8	8/8	A	0.51			0	24	0	6/10	A	0.51			1993		
	40.60	0.27	1425.6	6/10	A	0.27			0	24	0	6/10	A	0.27			1993		
TwnHallRd R	40.87	0.06	316.8	6/10	A	0.06			0	24	0	6/10	A	0.06			1993		
	40.93	0.03	158.4	3/3	C			**0.03**	0	24	0	6/10	A	0.03			1993		
TerhuneRd R	40.96	0	0	3/3	C			**0**	0	24	12	0/0	C			**0**	1993		
Boat Lng L	40.96	0.01	52.8	3/3	C			**0.01**	0	24	12	0/0	C			**0.01**	1993		
	40.97	0.03	158.4	3/3	C			**0.03**	12	24	12	0/0	C			**0.03**	1993		
CTH UU R	41.00	0.03	158.4	3/3	C			**0.03**	12	24	0	6/10	A	0.03			1993		
	41.03	0.10	528.0	6/10	A	0.10			0	24	0	6/10	A	0.1			1993		
Wash.AveR	41.13	0.21	1108.8	6/10	A	0.21			0	24	0	6/10	A	0.21			1993		
Wash.St R	41.34	0.33	1742.4	6/10	A	0.33			0	24	0	6/10	A	0.33			1993		
Wheatland N	41.67			6/10	A				0	24	0	6/10	A				1993		
Sub total		3.96	20908.8			3.86	**0**	**0.10**						3.92	**0**	**0.04**			
TofGenoaNL	41.67	0.31	1636.8	6/10	A	0.31			0	24	0	6/10	A	0.31			1993		
	41.98	0.38	2006.4	8/8	A	0.38			0	24	0	6/10	A	0.38			1993		
	42.36	0.08	422.4	6/10	A	0.08			0	24	0	6/10	A	0.08			1993		
	42.44	0.44	2323.2	8/8	A	0.44			0	24	0	6/10	A	0.44			1993		
	42.88	0.17	897.6	6/10	A	0.17			0	24	0	6/10	A	0.17			1993		
Wayside L	43.05	0.03	158.4	6/10	A	0.03			0	24	0	6/10	A	0.03			1993		
Wayside L	43.08	0.14	739.2	6/10	A	0.14			0	24	0	6/10	A	0.14			1993		
	43.22	0.29	1531.2	6/10	A	0.29			0	23	0	6/10	A	0.29			1993		

TABLE 7.1
VERNON COUNTY GREAT RIVER ROAD LOG

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Geopoint	Mileage Point	Miles To Next Point	Feet	Lft Shldr Pvd/Tot	Class	L. Class A	**L. Class B**	**L.Class C**	Left Aux. Lane	Pave. Width	Right Aux. Pvd/Tot	Rght Shldr Pvd/Tot	Class	R.Class A	**R.Class B**	**R.Class C**	Pavement Age	Deficient Shoulder	In DOT 6 Yr Plan
PubRdsideL	43.51	0.03	158.4	6/10	A	0.03			0	23	0	6/10	A	0.03			1993		
	43.54	0.03	158.4	10/10	A	0.03			0	23	0	10/10	A	0.03			1993		
Br 62-93	43.57	0.07	369.6	10/10	A	0.07			0	23	0	10/10	A	0.07			1993		
	43.64	0.12	633.6	5/9	A	0.12			0	23	0	6/10	A	0.12			1993		
FshHatch R	43.76	0.03	158.4	5/9	A	0.03			0	23	0	6/10	A	0.03			1993		
	43.79	0.01	52.8	5/9	A	0.01			0	24	0	6/10	A	0.01			1993		
FshHatch L	43.80	0.01	52.8	5/9	A	0.01			0	24	0	6/10	A	0.01			1993		
Meadow Ln	43.81	0.43	2270.4	5/9	A	0.43			0	24	0	6/10	A	0.43			1993		
	44.24	0.12	633.6	8/8	A	0.12			0	24	0	6/10	A	0.12			1993		
Wayside L	44.36	0.05	264	8/8	A	0.05			0	24	0	6/10	A	0.05			1993		
Mundsack R	44.41	0.01	52.8	8/8	A	0.01			0	24	0	6/10	A	0.01			1993		
Wayside L	44.42	0.09	475.2	8/8	A	0.09			0	24	0	6/10	A	0.09			1993		
	44.51	0.09	475.2	6/10	A	0.09			0	24	0	6/10	A	0.09			1993		
	44.60	0.19	1003.2	8/8	A	0.19			0	24	0	6/10	A	0.19			1993		
	44.79	1.00	5280	6/10	A	1.00			0	24	0	6/10	A	1.00			1993		
	45.79	0.06	316.8	8/8	A	0.06			0	24	0	6/10	A	0.06			1993		
Edgewater R	45.85	0.15	792.00	8/8	A	0.15			0	24	0	6/10	A	0.15			1993		
	46.00	0.41	2164.8	6/10	A	0.41			0	24	0	6/10	A	0.41			1993		
Gianoli Rd R	46.41	0.03	158.4	6/10	A	0.03			0	24	0	6/10	A	0.03			1993		
	46.44	0.03	158.4	6/10	A	0.03			0	24	12	0/2	C			**0.03**	1993		
RdtoLng L	46.47	0.01	52.8	0/2	C			**0.01**	0	24	12	0/2	C			**0.01**	1993		
TofGenoa NL	46.48			0/2					12	24	0	0/2	C						
Sub-total		4.81	25396.8			4.80	**0**	**0.01**						4.77	**0**	**0.04**			
VofGenoaSL	46.48	0.01	52.8	0/2	C			**0.01**	12	24	0	0/2	C			**0.01**	1993		
	46.49	0.03	158.4	0/2	C			**0.03**	12	24	0	6/10	A	0.03			1993		
	46.52	0.05	264	6/10	A	0.05			0	24	0	6/10	A	0.05			1993		
	46.57	0.35	1848	8/8	A	0.35			0	24	0	6/10	A	0.35			1993		
Wayside R	46.92	0.14	739.2	8/8	A	0.14			0	24	0	6/10	A	0.14			1993		
Wayside R	47.06	0.06	316.8	8/8	A	0.06			0	24	0	6/10	A	0.06			1993		
	47.12	0.09	475.2	6/10	A	0.09			0	24	0	6/10	A	0.09			1993		
	47.21	0.07	369.6	8/8	A	0.07			0	24	0	6/10	A	0.07			1993		
	47.28	0.02	43771.2	8/8	A	0.02			0	24	0	6/10	A	0.02			1987		
STH56EB R	47.30	0.01	52.8	8/9	A	0.01			0	24	0	8/9	A	0.01			1987		
L&D8Dwy L	47.31	0.16	844.8	8/9	A	0.16			0	24	0	8/9	A	0.16			1987		
Swan Dr R	47.47	0.04	211.2	8/9	A	0.04			0	24	0	8/9	A	0.04			1987		
Water St R	47.51	0.09	475.2	8/9	A	0.09			0	24	0	8/9	A	0.09			1987		
SewerPint L	47.60	0.06	316.8	8/9	A	0.06			0	24	0	8/9	A	0.06			1987		
Br 62-15	47.66	0.27	1425.6	8/9	A	0.27			0	24	0	8/9	A	0.27			1987		
VofGenoaNL	47.93			8/9	A				0	24	0	8/9	A						
Sub-total		1.45	7656.0			1.41	**0**	**0.04**						1.44	**0**	**0.01**			
TofGenoaL	47.93	0.04	211.2	8/9	A	0.04			0	24	0	8/9	A	0.04			1987		
Main St. R	47.97	0.03	158.4	0/1	C			**0.03**	12	24	0	8/9	A	0.03			1987		
	48.00	0.02	105.6	3/9	B		**0.02**		0	24	0	3/9	B		**0.02**		1987		
TofGenoa L	48.02			3/9					0	24	0	3/9	B						
Sub-total		0.09	475.2			0.04	**0.02**	**0.03**						0.07	**0.02**	**0**			

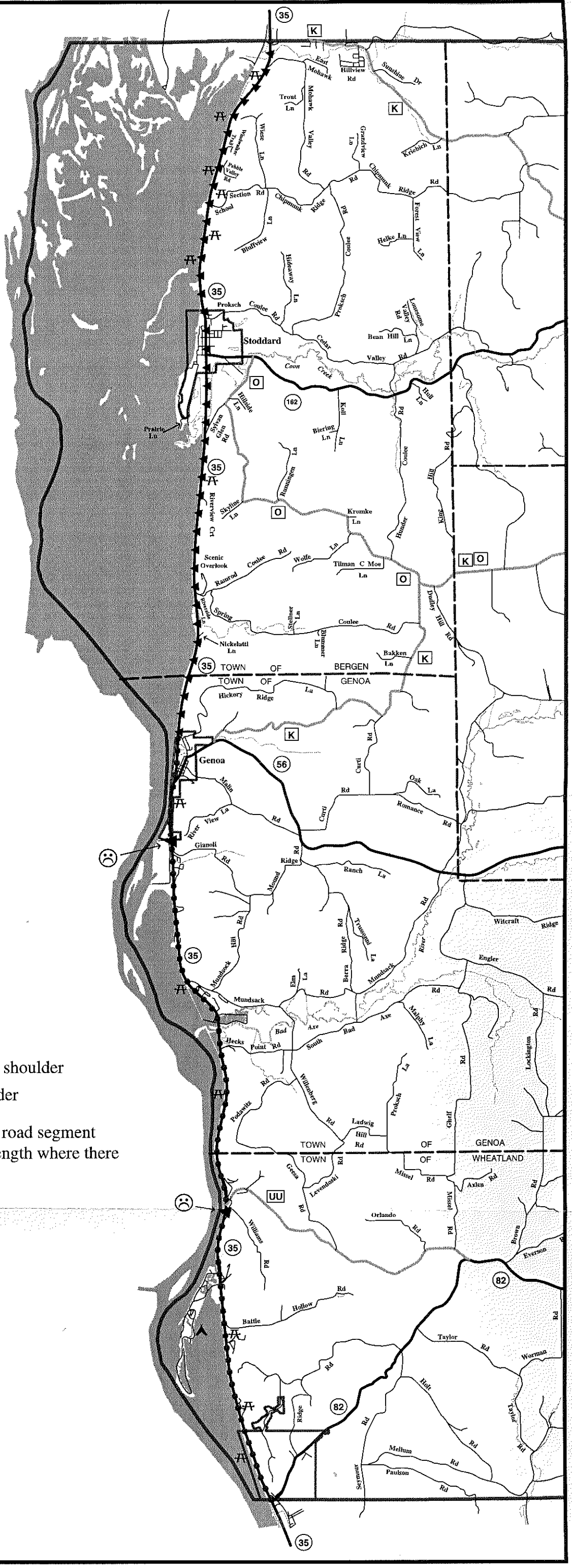
TABLE 7.1
VERNON COUNTY GREAT RIVER ROAD LOG

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Geopoint	Mileage Point	Miles To Next Point	Feet	Lft Shldr Pvd/Tot	Class	L. Class A	**L. Class B**	**L.Class C**	Left Aux. Lane	Pave. Width	Right Aux. Pvd/Tot	Rght Shldr Pvd/Tot	Class	R.Class A	**R.Class B**	**R.Class C**	Pavement Age	Deficient Shoulder	In DOT 6 Yr Plan
Vof Genoa L	48.02	0.03	11932.80	3/9	B				0	24	0	3/9	B		**0.03**		1987		
Vof Genoa L	48.05			3/9	B				0	24	0	3/9	B						
Sub-total		0.03	158.4			0	**0.03**	**0**						0	**0.03**	**0**			
TofGenoa L	48.05	0.77	4065.6	3/9	B		**0.77**		0	24	0	3/9	B		**0.77**		1987		
TofGenoa L	48.82			3/9	B				0	24	0	3/9	B						
Sub-total		0.77	4065.6			0	**0.77**	**0**						0	**0.77**	**0**			
TofGenoa L	48.82			3/9	B				0	24	0	3/9	B						
Sub-total		0.77	4065.6			0	**0.77**	**0**						0	**0.77**	**0**			
TofBergen L	48.82	0.60	3168	3/9	B		**0.60**		0	24	0	3/9	B		**0.60**		1987		
Nickelatti R	49.42	0.34	1795.2	3/9	B		**0.34**		0	24	0	3/9	B		**0.34**		1987		
Br 62-16	49.76	0.20	1056	3/9	B		**0.20**		0	24	0	3/9	B		**0.20**		1987		
Riverside R	49.96	0.13	686.4	3/9	B		**0.13**		0	24	0	3/9	B		**0.13**		1987		
SpCoulee R	50.09	1.11	5860.8	3/9	B		**1.11**		0	24	0	3/9	B		**1.11**		1987		
Wayside R	51.20	0.08	422.4	3/9	B		**0.08**		0	24	0	3/9	B		**0.08**		1987		
Wayside R	51.28	0.10	528	3/9	B		**0.10**		0	24	0	3/9	B		**0.10**		1987		
	51.38	0.07	369.6	8/8	B		**0.07**		0	24	0	8/8	A	0.07			1987		
	51.45	0.88	4646.4	3/9	B		**0.88**		0	24	0	3/8	B		**0.88**		1987		
SylvanGlen R	52.33	0.22	1161.6	3/9	B		**0.22**		0	24	0	3/8	B		**0.22**		1987		
Br 62-9	52.55	0.62	3273.6	3/9	B		**0.62**		0	24	0	3/8	B		**0.62**		1987		
TofBergen L	53.17			3/9					0	24	0	3/8	B						
Sub-total		4.35	22968			0.00	**4.35**	**0.00**						0.07	**4.28**	**0.00**			
Vof Stoddard	53.17	0.23	1214.4	3/9	B		**0.23**		0	24	0	3/8	B		**0.23**		1987		
	53.40	0.01	52.8	3/9	B		**0.01**		10	24	0	3/8	B		**0.01**		1987		
	53.41	0.05	264.0	0/0	C			**0.05**	10	24	12	0/1	C			**0.05**	1987		
STH162 NB	53.46	0.12	633.6	0/0	C			**0.12**	10	24	10	0/0	C			**0.12**	1987		
Center St. X	53.58	0.12	633.6	0/0	C			**0.12**	10	24	10	0/0	C			**0.12**	1987		
Brdwy St X	53.70	0.14	739.2	0/0	C			**0.14**	10	24	10	0/0	C			**0.14**	1987		
School St R	53.84	0.03	158.4	0/0	C			**0.03**	10	24	10	0/0	C			**0.03**	1987		
Badger St L	53.87	0.11	580.8	0/0	C			**0.11**	10	24	10	0/0	C			**0.11**	1987		
ProkschCol R	53.98	0.10	528.0	3/9	B		**0.1**		0	24	0	3/9	B		**0.10**		1987		
	54.08	0.02	105.6	3/9	B		**0.02**		0	24	0	3/9	B		**0.02**		1993		
VofStoddard	54.10			3/9	B				0	24	0	3/9	B				1993		
Sub-total		0.93	4910.4			0.00	**0.36**	**0.57**						0.00	**0.36**	**0.57**			
TofBergen L	54.10	0.07	369.6	3/9	B		**0.07**		0	24	0	3/9	B		**0.07**		1993		
	54.17	0.24	1267.2	8/8	A	0.24			0	24	0	3/9	B		**0.24**		1993		
	54.41	0.06	316.8	3/9	B		**0.06**		0	24	0	3/9	B		**0.06**		1993		
	54.47	0.07	369.6	8/8	A	0.07			0	24	0	3/9	B		**0.07**		1993		
	54.54	0.01	52.8	3/9	B		**0.01**		0	24	0	3/9	B		**0.01**		1993		
Wayside L	54.55	0.80	4224	3/9	B		**0.8**		0	24	0	3/9	B		**0.80**		1993		
Wayside L	55.35	0.01	52.8	3/9	B		**0.01**		0	24	0	3/9	B		**0.01**		1993		
	55.36	0.11	580.8	8/8	A	0.11			0	24	0	3/9	B		**0.11**		1993		
	55.47	0.01	52.8	3/9	B		**0.01**		0	24	0	3/9	B		**0.01**		1993		
Wayside R	55.48	0.12	633.6	3/9	B		**0.12**		0	24	0	3/9	B		**0.12**		1993		
	55.60	0.09	475.2	8/8	A	0.09			0	24	0	3/9	B		**0.09**		1993		
	55.69	0.06	316.8	3/9	B		**0.06**		0	24	0	3/9	B		**0.06**		1987		
SchlSecRd R	55.75	0.27	1425.6	3/9	B		**0.27**		0	24	0	3/9	B		**0.27**		1987		
Wayside L	56.02	0.02	105.6	3/9	B		**0.02**					3/9	B		**0.02**		1987		

TABLE 7.1
VERNON COUNTY GREAT RIVER ROAD LOG

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Geopoint	Mileage Point	Miles To Next Point	Feet	Lft Shldr Pvd/Tot	Class	L. Class A	**L. Class B**	**L.Class C**	Left Aux. Lane	Pave. Width	Right Aux. Pvd/Tot	Rght Shldr Pvd/Tot	Class	R.Class A	**R.Class B**	**R.Class C**	Pavement Age	Deficient Shoulder	In DOT 6 Yr Plan
	56.04	0.09	475.2	8/8	A	0.09			0	24	0	3/9	B		**0.09**		1987		
Wayside L	56.13	0.12	633.6	3/9	B		**0.12**		0	24	0	3/9	B		**0.12**		1987		
PebbleVy R	56.25	0.06	316.8	3/9	B		**0.06**		0	24	0	3/9	B		**0.06**		1987		
Waysides L	56.31	0.02	105.6	3/9	B		**0.02**		0	24	0	3/9	B		**0.02**		1987		
	56.33	0.07	369.6	8/8	A	0.07			0	24	0	3/9	B		**0.07**		1987		
	56.40	0.01	3748.8	3/8	B		**0.01**		0	24	0	3/9	B		**0.01**		1987		
Wndwlkr Tr R	56.41	0.00	0	3/8	B		**0**		0	24	0	3/9	B		**0.00**		1987		
Wayside L	56.41	0.45	2376	3/8	B		**0.45**		0	24	0	3/9	B		**0.45**		1987		
	56.86	0.21	1108.8	8/8	A	0.21			0	24	0	3/9	B		**0.21**		1987		
Wayside L	57.07	0.08	422.4	8/8	A	0.08			0	24	0	3/9	B		**0.08**		1987		
Wayside L	57.15	0.65	3432	3/9	B		**0.65**		0	24	0	3/9	B		**0.65**		1987		
	57.80	0.01	52.8	0/3	C			**0.01**	12	24	0	3/9	B		**0.01**		1987		
MohkVly R	57.81	0.03	158.4	0/3	C			**0.03**	12	24	0	3/9	B		**0.03**		1987		
	57.84	0.09	475.2	3/9	B		**0.09**		0	24	0	3/11	B		**0.09**		1987		
Br 62-80	57.93	0.21	1108.8	3/9	B		**0.21**		0	24	0	3/11	B		**0.21**		1987		
	58.14	0.03	158.4	3/9	B		**0.03**		0	24	0	9/11	A	0.03			1987		
	58.17	0.02	105.6	9/11	A	0.02			0	24	0	9/11	A	0.02			1987		
TolBergen L	58.19			9/11	A				0	24	0	9/11	A				1987		
Sub-total		4.09	21595.2			0.98	**3.07**	**0.04**						0.05	**4.04**	**0**			
TOTAL		**21.53**				**12.14**	**8.60**	**0.79**						**11.37**	**9.50**	**0.66**			

Map 7.1
Vernon County
Great River Road
Bike Suitability Study



KEY

- State Highway
- County Road
- Local Road
- Town Line
- County Line
- Campground
- Park
- Wayside

Great River Road Bike Key

- Minimum of 5' of paved shoulder
- Less than 5' paved shoulder
- ☹ Indicates a bridge or other road segment of less than 0.5 miles in length where there is not a 5' paved shoulder

Scale In Miles
0 1 2

N W E S

CRAWFORD COUNTY GREAT RIVER ROAD
Shoulder Deficiency Analysis for Bicycling

The following is a shoulder deficiency analysis for safe bicycle use on the Great River Road in Crawford County. Both the west and east shoulders have been analyzed based on a rating criteria whereby "A" is assigned to those segments of highway having five feet or more of paved shoulders, "B" is assigned to an overall shoulder of five feet but not all of it is paved, and "C" is assigned to those segments where the total shoulder width is less than five feet.

To assist in locating shoulder conditions highway segments have been assigned to the Great River Road. These highway segments begin at Mile 0.0 at the north county line and increase in a southerly direction for a total of 34.12 inventoried miles. The City of Prairie du Chien is not included. Each of these segments have been assigned a Town, Village, City or geographical name that corresponds to the primary municipal government or location that a highway segment passes through. A brief narrative follows the shoulder rating which provides more in depth information on the condition of the highway segment.

Maps 8.1 and 8.2 identify the location on the Great River Road where the five feet of paved highway shoulders are not provided.

Village of De Soto Highway Segment – North County Line to South Village of De Soto Line, 0.53 miles, Map 8.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	0.41	0.41
Class B: 5 feet of shoulder	0.00	0.00
Class C: < 5 feet of shoulder	0.12	0.12
	0.53	0.53

The Village of De Soto lies partly in Vernon and partly in Crawford Counties. Most of the population, and the longer road mileage, lies in Vernon County to the North. The Great River Road, including the 0.53 miles in Crawford County, passes through the western portion of the Village, with little urban development. The Village Park on Duck Creek, which provides seasonal toilets, drinking water, and picnic facilities, is accessed on the west side of the highway, 0.29 miles south of the County Line. The 0.12 miles of Class C deficient shoulders on the west side of the highway, and 0.08 miles on the east side are associated with Bridge 12-20 which crosses Duck Creek. This bridge is not scheduled for widening in the 2002-2007 six year planning period.

Town of Freeman Highway Segment – South Village of De Soto Line to North Village of Ferryville Line, 5.90 miles, Map 8.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	5.74	5.86
Class B: 5 feet of shoulder	0.00	0.00
Class C: < 5 feet of shoulder	0.16	0.04
	5.90	5.90

The northern portion of the Town of Freeman is primarily Class A, five foot paved shoulders. The area of deficiency on the west shoulder is at the STH 82 west access to the Mississippi River bridge to Lansing,

Iowa. Because of the intersection with a State Highway, these geometrics are established, and special care must be exercised by southbound bicyclists in this area. There is a small unimproved off-road parking area opposite the "Tee" intersection leading to the bridge. The Iowa Department of Transportation (DOT) is the lead agency in an environmental study being conducted as a preliminary step in preparing placement and design plans for a new Wisconsin STH 82/Iowa Highway 9 bridge. No specific replacement deadline has been established, but the Iowa DOT recognizes the bridge is nearing the end of its designed life. Currently it is favored to leave the STH 82 Wisconsin causeway leading to the bridge in place, with any changes in the bridge's location based on pivoting at the end of the 2.36 mile causeway. The causeway has 5 foot total shoulders, on each side, with 2 feet paved. In keeping with the Mississippi River Parkway Commission's desire to enhance cross-river links to other states' Great River Roads, extending the pavement to 5 feet on STH 82 should be included as part of the new bridge design standards. In addition to the unimproved parking site at STH 82, there is another unimproved parking turnout just south of the STH 82 intersection, and an improved parking area approximately one mile north of Rush Creek, one mile south of the STH 82 intersection.

Village of Ferryville Highway Segment – North Village of Ferryville Line to South Village of Ferryville Line, 2.61 miles, Map 8.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	1.50	1.56
Class B: 5 feet of shoulder	0.00	0.00
Class C: < 5 feet of shoulder	1.11	1.05
	2.61	2.61

Ferryville has the unique distinction of being one of the longest single street communities in the State. There are no significant lengths of paralleling streets through the Village except The Great River Road.

The mileage of Class C shoulders in the Village are primarily lengths of STH 35 with 8 foot auxiliary lanes and "on-street" parking, which, when parked vehicles are present, require bicyclists to either ride in the live traffic lane, or use the intermittent sidewalks or shoulders beyond the curb. There is reduced speed marked throughout the Village.

Town of Freeman Highway Segment – South Village of Ferryville Line to North Town of Seneca Line, 1.15 miles, Map 8.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	1.15	0.60
Class B: 5 feet of shoulder	0.00	0.48
Class C: < 5 feet of shoulder	0.00	0.07
	1.15	1.15

Within this short segment of the Town of Freeman south of Ferryville, the east shoulder has 0.48 miles of contiguous six foot shoulder with 3 foot paved. One 370 foot segment on the east side has no shoulder. There are no improvements listed in the 2002-2007 Six Year Program.

Town of Seneca Highway Segment North Town Line to North Village of Lynxville Line, 4.48 miles, Map 8.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	4.48	3.88
Class B: 5 feet of shoulder	0.00	0.60
Class C: < 5 feet of shoulder	0.00	0.00
	4.48	4.48

The only deficient shoulder in this 4.48 mile segment north of Lynxville is about ½ mile of Class B shoulder on the east side that impacts northbound cyclists. A wayside turnout, and other minor interferences result in 4 foot paving of the otherwise adequate 8 foot shoulder. There are three waysides in this segment. Two are parking pullouts or overlooks, and one, at Cold Springs, South of Kettle Hollow Road, is a boat launch ramp and Mississippi River access. There are no toilet or water facilities at any of these rest areas.

Village of Lynxville Highway Segment –North Village of Lynxville Line to South Village of Lynxville Line, 1.30 miles, Map 8.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	1.27	1.16
Class B: 5 feet of shoulder	0.03	0.11
Class C: <5 feet of shoulder	0.00	0.03
	1.30	1.30

Lynxville is a small incorporated community with a few commercial services. The Class B and C shoulders are at the south end of the community. There are no auxiliary lanes and no on-street vehicle parking.

Town of Seneca Highway Segment – South Village of Lynxville Line to North Town of Eastman Line, 3.48 miles, Map 8.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	2.44	2.54
Class B: 5 feet of shoulder	1.04	0.81
Class C: >5 feet of shoulder	0.00	0.13
	3.48	3.48

This segment has a rather high percentage of Class B shoulders. Some of these segments are associated with intersecting roads and private drives, but paving an additional one or two feet in most cases to meet the five foot paved goal would not be technically difficult. There are two waysides in this segment, one is a river access point with no comfort facilities, and the other has seasonal toilet and water, and an Historical Marker telling the story of "Rafting On The Mississippi", regarding log and lumber transport.

Town of Eastman Highway Segment – North Town of Eastman Line to North Town of Prairie du Chien Line, 6.25 miles, Map 8.2

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	3.63	4.15
Class B: 5 feet of shoulder	1.18	2.10
Class C: < 5 feet of shoulder	1.44	0.00
	6.25	6.25

The 1.44 miles of Class C shoulder on the west side of The Great River Road in the Town of Eastman is primarily on, and north of Bridge 12-42 over Du Charme Creek. The shoulder here is primarily two feet wide, and paved to the steel barrier. The narrowness of the right-of-way and steep grade constraints adjacent to the Burlington Northern Santa Fe Railroad (BNSF) make this segment difficult to widen to Class B or A standards. There are two waysides along The Great River Road in the Town of Eastman. One is primarily for fisherman walk-in parking and a scenic overlook, and the other, somewhat off the road itself, is the Gordon's Bay boat ramp. Frenchmens Landing is another boat access ramp to the Mississippi River backwaters accessible through a resort mobile home area. The Great River Road through the Town of Eastman, as it is in much of the northern part of Crawford County, is built on a narrow ledge, approximately 20 to 30 feet above the BNSF railroad right-of-way on the west, and faced immediately on the east side by steep bluffs. The intersecting coulees are served by Town or County roads that access the interior of the County, but are made challenging for bicycle access because of the steep grade and narrow, often shoulderless local roads.

Town of Prairie du Chien Highway Segment – North Town of Prairie du Chien Town Line to North City Limit of the City of Prairie du Chien, 3.87 miles, Map 8.2

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	0.03	0.00
Class B: 5 feet of shoulder	3.84	3.81
Class C: < 5 feet of shoulder	0.00	0.06
	3.87	3.87

The entire 3.87 miles of the west shoulder, and all but 0.06 miles of the east shoulder and 0.03 miles of the west shoulder of The Great River Road through the Town of Prairie du Chien has Class B shoulders, 7 feet wide, with 3 feet paved. County Trunk Highway K junctions with STH 35 one mile south of the Prairie du Chien North Town Line. This road provides an alternate route into the City. It lies somewhat closer to the Mississippi River, and traverses some marsh and backwater areas, as well as an area of commercial camp and trailer grounds, a restaurant, and scattered industrial uses. The County Road's shoulder is mostly Class C, and vehicle traffic can be heavy at times, but speeds are slower.

City of Prairie du Chien Highway Segment

The Great River Road-STH 35-through the City of Prairie du Chien, was not inventoried.

Within the City, CTH K becomes Main Street, which can also be accessed to the west off STH 35 by Frederick or Washington streets on the north side of the City. Main Street provides an alternate North-South bicycle route through residential areas, or on the south side, a large open area within the flood plain. Washington Street also accesses Isle St. Feriole, a large island, with an urban street system, but

now cleared of all habitation and most buildings because of flood plain remediation. Lawler Park and the State Historical Society's *Villa Louis* mansion, and related two museums provide destination points for a bicycle side trip. All access roads are paved and very lightly traveled. Reentry to the marked Great River Road can be made on the City's south side at La Pointe Street.

Town of Bridgeport Highway Segment – Town of Bridgeport North Town Line to Crawford County South Line at the Wisconsin River Bridge, 4.55 miles, Map 8.2

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	1.11	1.17
Class B: 5 feet of shoulder	3.23	3.17
Class C: < 5 feet of shoulder	0.21	0.21
	4.55	4.55

The portion of the Town of Bridgeport through which The Great River Road passes is a rapidly commercializing extension of Prairie du Chien. Restaurants, motels and light industrial buildings, as well as housing, are filling in the frontage along much of the route, and the Road itself swings east from the River, to make its crossing of the Wisconsin River about 5.25 miles upstream from the mouth of that river into the Mississippi. STH 35 is concurrent with USH 18, a Principal Arterial linking Madison with the Mississippi River crossing at Prairie du Chien and connections to northern Iowa. Although most of the shoulder is Class A or B, this segment has a definite urban orientation and heavy traffic volume, and is not the most pleasant segment upon which to bike. Approximately 0.6 mile of The Great River Road just north of the Wisconsin River bridge is divided four lane with grade level crossing access and Class B shoulders. The *Six Year Program 2002-2007* schedules work on virtually this entire Town of Bridgeport segment in 2003. The nearest portion to Prairie du Chien, 1.11 miles, will be reconstructed to a four lane urban roadway, and the remaining 3.24 miles will be reconstructed and repaved on the existing alignment. Efforts must be foremost to insure provisions for bicycle are included on this entire segment.

The State owned right-of-way of the former Milwaukee Railroad line from Middleton to Prairie du Chien parallels The Great River Road from Crawford, a railroad junction point at Stuckey Road south of the Prairie du Chien airport, accessible from La Pointe Street, to a point just north of the highway's Wisconsin River crossing. The Great River Road passes over the railroad on the same bridge which it uses to span the river, and access to The Great River Road from the rail right-of-way could be designed at this point. This line is currently supervised by the Wisconsin River Transit Commission, of which Crawford County is a member. It, and several other local transit commissions, provide integrated rail service over various DOT owned rail rights-of-way using the Wisconsin & Southern Railroad as the designated operator. Although it is not the intention of this bicycle plan to encourage the demise of one mode of transportation to enhance another, the opportunity to utilize this rail R-O-W, either in joint use if it remains in service, or as an alternate use if rail service should cease, should not be overlooked.

Crawford County Shoulder Deficiency Summary

	West Shoulder	East Shoulder	Total Miles of Shoulder	Percent %
Class A: 5 feet paved shoulder	21.76	21.33	43.09	63%
Class B: 5 feet of shoulder	9.32	11.08	20.40	30%
Class C: < 5 feet of shoulder	3.04	1.71	4.75	7%
	34.12	34.12	68.24	100%

This mileage does not include the segment of The Great River Road within the corporate limits of the City of Prairie du Chien. Prairie du Chien and the La Crosse-Onalaska urban area are considered to be sufficiently complex, with numerous alternate routes, that they fall outside the intentions of this Study, which is intended to locate rural shoulder deficiencies which can be scheduled for improvement to enhance bicycling on the rural portions of The Great River Road.

The improvements planned for 2003 between the south City of Prairie du Chien limits and the south Crawford County line, is the only major work currently planned on the Crawford County Great River Road.

TABLE 8.1
CRAWFORD COUNTY GREAT RIVER ROAD LOG

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Geopoint	Mileage Point	Miles To Next Point	Feet	Lft Shldr Pvd/Tot	Class	L. Class A	**L. Class B**	**L.Class C**	Left Aux. Lane	Pave. Width	Right Aux. Pvd/Tot	Rght Shldr Pvd/Tot	Class	R.Class A	**R.Class B**	**R.Class C**	Pavement Age	Deficient Shoulder	In DOT 6 Yr Plan
(North to South)										& Lnes									
S PduC CL	3.49	0.05	264	0/0	C			**0.05**		44/4		0/0	C			**0.05**	1983	Deficient	Yes,
LaPoint St R	3.54	0.06	316.8	0/0	C			**0.06**		44/4		0/0	C			**0.06**		Deficient	Reconst.
	3.60	0.06	316.8	0/3	C			**0.06**		44/4		0/3	C			**0.06**		Deficient	4.34 miles
Vinyrd Rd L	3.66	0.04	211.2	0/3	C			**0.04**	10	36/3		0/3	C			**0.04**		Deficient	of roadway
	3.70	0.7	3696.0	8/8	A	0.70				24	0	8/8	A	0.70					to 4 lane
	4.40	0.05	264.0	8/8	A	0.05			0	24	12	8/8	A	0.05					on existing
	4.45	0.1	528.0	8/8	A	0.10				24		8/8	A	0.10					alignment
City Street R	4.55	0.1	528.0	8/8	A	0.10				24		8/8	A	0.10					or make
S Town Ln R	4.65	0.03	158.4	8/8	A	0.03				24		8/8	A	0.03					urban
	4.68	0.2	1056	3/11	B		**0.20**			24		3/11	B		**0.20**		1983	Deficient	cross-
Br 12-25	4.88	0.46	2428.8	3/11	B		**0.46**			24		3/11	B		**0.46**		1983	Deficient	section
Old 18 Rd R	5.34	0.14	739.2	3/11	B		**0.14**			24		3/11	B		**0.14**		1983	Deficient	year 2003
Ward Rd L	5.48	0.08	422.4	8/8	A	0.08				24		8/8	A	0.08					
Cecksw Vly	5.56	0.01	52.8	8/8	A	0.01				24		8/8	A	0.01					
	5.57	0.04	211.2	8/8	A	0.04				24		3/11	B		**0.04**			Deficient	
	5.61	0.17	897.6	3/11	B		**0.17**			24		3/11	B		**0.17**			Deficient	
	5.78	0.62	3273.6	3/11	B		**0.62**			24		3/11	B		**0.62**			Deficient	
Old 18 Rd R	6.40	0.44	2323.2	3/11	B		**0.44**			24		3/11	B		**0.44**			Deficient	
Bouska Rd X	6.84	0.21	1108.8	3/11	B		**0.21**			24		3/11	B		**0.21**			Deficient	
Begin Median	7.05	0	0	3/3 left			**0.00**			24SB		3/12	B		**0.00**			Deficient	
STH 60WB L	7.05	0.26	1372.8	3/3 left			**0.26**			24SB		3/12	B		**0.26**			Deficient	
	7.31	0.05	264	3/3 left			**0.05**			28SB		3/12	B		**0.05**			Deficient	
	7.36	0.04	211.2	3/3 left			**0.04**		12	28SB		3/12	B		**0.04**			Deficient	
STH 60EB L	7.40	0.24	1267.2	3/3 left			**0.24**		0	28SB	0	3/12	B		**0.24**			Deficient	
	7.64	0.02	105.6	3/3 left			**0.02**		12	28SB		3/12	B		**0.02**			Deficient	
UprBrprt Rd	7.66	0.01	52.8	3/3 left			**0.01**		12	28SB		11/12	A	0.01					
	7.67	0.09	475.2	3/3 left			**0.09**		0	28SB		11/12	A	0.09					
End median	7.76	0.13	686.4	3/10	B		**0.13**		0	24	0	3/10	B		**0.13**			Deficient	
Wis River Br	7.89	0.15	792	3/10	B		**0.15**		0	24	0	3/10	B		**0.15**			Deficient	
Br 12-93	8.04			3/10	B				0	24	0	3/10	B					Deficient	
Subtotal		4.55				1.11	**3.23**	**0.21**						1.17	**3.17**	**0.21**			
	Between STH 60 interchange and 0.13 mile North of the Wisconsin River Bridge, STH35/USH 18 has a median dividing two lanes each of one way traffic. Right hand shoulders in both directions are Class B. Sufficient width, but not paved to 5 foot standard desired.																		
City of Prairie du Chien is not inventoried on this table																			
(South to North)																			
NCLPDC	7.09	0.00	0	3/7	B		**0**		0	24	0	3/7	B				1986	Deficient	
Frederick St	7.09	0.13	686.4	3/7	B		**0.13**		0	24	0	3/7	B		**0.13**		1986	Deficient	
Ch Rest.L	7.22	0.03	158.4	3/7	B		**0.03**		0	24	11	3/7	B		**0.03**		1986	Deficient	
City St L	7.25	0.02	105.6	3/7	B		**0.02**		0	24	11	3/7	B		**0.02**		1986	Deficient	
	7.27	0.48	2534.4	3/7	B		**0.48**		0	24	0	3/7	B		**0.48**		1986	Deficient	
Bg 12-560	7.75	0.04	211.2	3/7	B		**0.04**		0	24	0	3/7	B		**0.04**		1986	Deficient	
	7.79	0.06	316.8	3/7	B		**0.06**		0	24	10	0/3	C			**0.06**	1986	Deficient	
Cliffwood R	7.85	0.38	2006.4	3/7	B		**0.38**		0	24	0	3/7	B		**0.38**		1986	Deficient	

TABLE 8.1
CRAWFORD COUNTY GREAT RIVER ROAD LOG

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Geopoint	Mileage Point	Miles To Next Point	Feet	Lft Shldr Pvd/Tot	Class	L. Class A	**L. Class B**	**L.Class C**	Left Aux. Lane	Pave. Width	Right Aux. Pvd/Tot	Rght Shldr Pvd/Tot	Class	R.Class A	**R.Class B**	**R.Class C**	Pavement Age	Deficient Shoulder	In DOT 6 Yr Plan
Meadow Ln	8.23	0.08	422.4	3/7	B		**0.08**		0	24	0	3/7	B		**0.08**		1986	Deficient	
New Const.	8.31	0.15	792	3/11	B		**0.15**		0	24	0	3/11	B		**0.15**		2000	Deficient	
	8.46	0.03	158.4	11/11	A	0.03			0	24	0	3/11	B		**0.03**		2000	Deficient	
	8.49	0.03	158.4	3/11	B		**0.03**		0	24	0	3/11	B		**0.03**		2000	Deficient	
	8.52	0.04	211.2	3/11	B		**0.04**		0	24	10	3/11	B		**0.04**		2000	Deficient	
Bg 12-562	8.56	0.01	52.8	3/7	B		**0.01**		0	24	0	3/11	B		**0.01**		2000	Deficient	
Limery Rd X	8.57	0.06	316.8	3/7	B		**0.06**		10	24	0	3/11	B		**0.06**		2000	Deficient	
	8.63	0.22	1161.6	3/11	B		**0.22**		0	24	0	3/11	B		**0.22**		2000	Deficient	
End new const	8.85	1.1	5808	3/7	B		**1.10**		0	24	0	3/7	B		**1.10**		1986	Deficient	
CTH K L	9.95	0.01	52.8	3/7	B		**0.01**		0	24	0	3/7	B		**0.01**		1986	Deficient	
Bg 12-561	9.96	0.29	1531.2	3/7	B		**0.29**		0	24	0	3/7	B		**0.29**		1986	Deficient	
Bg 12-559	10.25	0.05	264	3/7	B		**0.05**		0	24	0	3/7	B		**0.05**		1986	Deficient	
Mill Rd R	10.30	0.66	3484.8	3/7	B		**0.66**		0	24	0	3/7	B		**0.66**		1986	Deficient	
N Town Line	10.96																		
Subtotal T. of PDC		3.87	20433.6	0		0.03	**3.84**	**0.00**						0.00	**3.81**	**0.06**			
T of Eastman	10.96	0.2	1056	3/7	B		**0.2**		0	24	0	3/7	B		0.2		1986	Deficient	
CTH N R	11.16	0.03	158.4	3/7	B		**0.03**		0	24	0	3/7	B		**0.03**		1986	Deficient	
CommDrwy R	11.19	0.11	580.8	2/5	B		**0.11**		0	24	0	6/6	A	0.11			1986	Deficient	
	11.30	0.88	4646.4	5/5	A	0.88			0	24	0	6/6	A	0.88			1986		
	12.18	0.02	105.6	5/5	A	0.02			0	24	0	3/7	B		**0.02**		1986		
Res. Dwy R	12.20	0.13	686.4	3/7	B		**0.13**		0	24	0	3/7	B		**0.13**		1986	Deficient	
Bg12-41	12.33	0.04	211.2	3/7	B		**0.04**		0	24	0	3/7	B		**0.04**		1986	Deficient	
PicateeRd R	12.37	0.03	158.4	3/7	B		**0.03**		0	24	0	3/7	B		**0.03**		1986	Deficient	
	12.40	0.03	158.4	5/5	A	0.03			0	24	0	3/7	B		**0.03**		1986	Deficient	
	12.43	0.64	3379.2	5/5	A	0.64			0	24	0	6/6	A	0.64			1986		
FrncmnLdg L	13.07	0.06	316.8	5/5	A	0.06			0	24	0	6/6	A	0.06			1986		
	13.13	0.08	422.4	5/5	A	0.08			0	24	0	3/7	B		**0.08**		1986	Deficient	
	13.21	0.3	1584	5/5	A	0.3			0	24	0	6/6	A	0.3			1986		
	13.51	0.49	2587.2	5/5	A	0.49			0	24	0	3/7	B		**0.49**		1986	Deficient	
	14.00	0.31	1636.8	2/5	B		**0.31**		0	24	0	3/7	B		**0.31**		1986	Deficient	
CTH D R	14.31	0	0	2/5	B		**0**		0	24	0	3/7	B		**0**		1987	Deficient	
Wysd Dr L	14.31	0.04	211.2	2/5	B		**0.04**		0	24	0	3/7	B		**0.04**		1987	Deficient	
	14.35	0.03	158.4	2/2	C			**0.03**	0	24	0	3/7	B		**0.03**		1987	Deficient	
Bg 12-42	14.38	0.04	211.2	2/2	C			**0.04**	0	24	0	3/7	B		**0.04**		1987	Deficient	
	14.42	0.94	4963.2	2/2	C			**0.94**	0	24	0	6/6	A	0.94			1987	Deficient	
	15.36	0.07	369.6	2/2	C			**0.07**	0	24	0	3/7	B		**0.07**		1987	Deficient	
	15.43	0.36	1900.8	2/2	C			**0.36**	0	24	0	6/6	A	0.36			1987	Deficient	
	15.79	0.13	686.4	2/5	B		**0.13**		0	24	0	3/7	B		**0.13**		1987	Deficient	
	15.92	0.06	316.8	5/5	A	0.06			0	24	0	3/7	B		**0.06**		1987	Deficient	
	15.98	0.58	3062.4	5/5	A	0.58			0	24	0	6/6	A	0.58			1987		
	16.56	0.04	211.2	5/5	A	0.04			0	24	0	3/7	B		**0.04**		1987		
	16.60	0.03	158.4	2/5	B		**0.03**		0	24	0	3/7	B		**0.03**		1987	Deficient	
Wysd Dr L	16.63	0.07	369.6	2/5	B		**0.07**		0	24	0	3/7	B		**0.07**		1987	Deficient	
	16.70	0.06	316.8	5/5	A	0.06			0	24	0	3/7	B		**0.06**		1987	Deficient	
	16.76	0.16	844.8	5/5	A	0.16			0	24	0	6/6	A	0.16			1987	Deficient	

TABLE 8.1
CRAWFORD COUNTY GREAT RIVER ROAD LOG

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Geopoint	Mileage Point	Miles To Next Point	Feet	Lft Shldr Pvd/Tot	Class	L. Class A	**L. Class B**	**L.Class C**	Left Aux. Lane	Pave. Width	Right Aux. Pvd/Tot	Rght Shldr Pvd/Tot	Class	R.Class A	**R.Class B**	**R.Class C**	Pavement Age	Deficient Shoulder	In DOT 6 Yr Plan
	16.92	0.04	211.2	5/5	A	0.04			0	24	0	3/8	B		**0.04**		1987	Deficient	
	16.96	0.06	316.8	2/5	B		**0.06**		0	24	0	3/7	B		**0.06**		1987	Deficient	
	17.02	0.07	369.6	5/5	A	0.07			0	24	0	3/7	B		**0.07**		1987	Deficient	
	17.09	0.12	633.6	5/5	A	0.12			0	24	0	6/6	A	0.12			1987		
N Twn Line	17.21																		
Subtotal		6.25				3.63	**1.18**	**1.44**						4.15	**2.1**	**0**			
T of Seneca	17.21	0.86	4540.8	5/5	A	0.86			0	24	0	6/6	A	0.86			1987		
	18.07	0.02	105.6	2/5	B		**0.02**		0	24	0	6/6	A	0.02			1987	Deficient	
Rd to L&D L	18.09	0.05	264	2/5	B		**0.05**		0	24	0	6/6	A	0.05			1987	Deficient	
	18.14	0.07	369.6	3/7	B		**0.07**		0	24	0	2/5	B		**0.07**		1987	Deficient	
Caya Ln R	18.21	0.03	158.4	3/7	B		**0.03**		0	24	0	2/5	B		**0.03**		1987	Deficient	
Caya Ln R	18.24	0.15	792	3/7	B		**0.15**		0	24	0	2/5	B		**0.15**		1987	Deficient	
Bg 12-43	18.39	0.06	316.8	4/8	B		**0.06**		0	24	0	2/7	B		**0.06**		1987	Deficient	
Wysd DrwyL	18.45	0.07	369.6	4/8	B		**0.07**		0	24	0	2/7	B		**0.07**		1987	Deficient	
Wysd DrwyL	18.52	0.01	52.8	4/8	B		**0.01**		0	24	0	2/7	B		**0.01**		1987	Deficient	
Leitner Rd R	18.53	0.05	264	4/8	B		**0.05**		0	24	0	2/7	B		**0.05**		1987	Deficient	
	18.58	0.02	105.6	5/5	A	0.02			0	24	0	2/7	B		**0.02**		1987	Deficient	
	18.60	0.54	2851.2	5/5	A	0.54			0	24	0	5/5	A	0.54			1987		
	19.14	0.04	211.2	4/8	B		**0.04**		0	24	0	5/5	A	0.04			1987	Deficient	
	19.18	0.13	686.4	4/8	B		**0.13**		0	24	0	2/7	B		**0.13**		1987	Deficient	
Wysd Drwy R	19.31	0.06	316.8	4/8	B		**0.06**		0	24	0	2/7	B		**0.06**		1987	Deficient	
Wysd Drwy R	19.37	0.07	369.6	4/8	B		**0.07**		0	24	0	2/7	B		**0.07**		1987	Deficient	
	19.44	0.06	316.8	4/8	B		**0.06**		0	24	0	5/5	A	0.06			1987	Deficient	
	19.50	0.51	2692.8	5/5	A	0.51			0	24	0	5/5	A	0.51			1987		
	20.01	0.09	475.2	5/5	A	0.09			0	24	0	2/7	B		**0.09**		1987	Deficient	
	20.10	0.42	2217.6	5/5	A	0.42			0	24	0	5/5	A	0.42			1987		
	20.52	0.04	211.2	3/6	B		**0.04**		0	24	0	5/5	A	0.04			1987	Deficient	
	20.56	0.01	52.8	3/6	B		**0.01**		0	24	0	2/4	C			**0.01**	1987	Deficient	
Com.Drwy X	20.57	0.04	211.2	3/6	B		**0.04**		0	24	0	2/4	C			**0.04**	1987	Deficient	
Com.Drwy L	20.61	0.05	264	3/6	B		**0.05**		0	24	0	2/4	C			**0.05**	1987	Deficient	
Res Drwy R	20.66	0.03	158.4	3/6	B		**0.03**		0	24	0	2/4	C			**0.03**	1987	Deficient	
N Twn Line	20.69																		
Subtotal		3.48	18374.4			2.44	**1.04**	**0**						2.54	**0.81**	**0.13**			
V.ofLynxville	20.69	0.03	158.4	3/6	B		**0.03**		0	24	0	2/4	C			**0.03**	1987	Deficient	
CTH F R	20.72	0.1	528	5/5	A	0.1			0	24	0	2/7	B		**0.1**		1987	Deficient	
Hillside Dr R	20.82	0.01	52.8	5/5	A	0.01			0	24	0	2/7	B		**0.01**		1987	Deficient	
	20.83	0.05	264	5/5	A	0.05			0	24	0	5/5	A	0.05			1987		
Bg 12-45	20.88	0.16	844.8	5/5	A	0.16			0	24	0	5/5	A	0.16			1987		
Harbor Rd R	21.04	0.04	211.2	5/5	A	0.04			0	24	0	5/5	A	0.04			1987		
CTH E R	21.08	0.05	264	5/5	A	0.05			0	30	0	5/5	A	0.05			1992		
V.Street X	21.13	0.01	52.8	5/5	A	0.01			0	30	0	5/5	A	0.01			1992		
	21.14	0.51	2692.8	8/8	A	0.51			0	30	0	5/5	A	0.51			1992		
	21.65	0.01	52.8	8/8	A	0.01			0	30	0	5/8	A	0.01			1992		
	21.66	0.21	1108.8	8/8	A	0.21			0	24	0	5/8	A	0.21			1992		
	21.87	0.02	105.6	8/8	A	0.02			0	24	0	6/6	A	0.02			1992		

TABLE 8.1
CRAWFORD COUNTY GREAT RIVER ROAD LOG

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Geopoint	Mileage Point	Miles To Next Point	Feet	Lft Shldr Pvd/Tot	Class	L. Class A	**L. Class B**	**L.Class C**	Left Aux. Lane	Pave. Width	Right Aux. Pvd/Tot	Rght Shldr Pvd/Tot	Class	R.Class A	**R.Class B**	**R.Class C**	Pavement Age	Deficient Shoulder	In DOT 6 Yr Plan
	21.89	0.1	528	8/8	A	0.1			0	30	0	6/6	A	0.1			1992		
N Vil Line	21.99																		
Subtotal		1.30	6864.00	0.00		1.27	**0.03**	**0.00**	0.00	342.00	0.00	0.00		1.16	**0.11**	**0.03**			
T.of Seneca	21.99	0.24	1267.2	8/8	A	0.24			0	30	0	6/6	A	0.24			1992		
	22.23	0.07	369.6	8/8	A	0.07			0	24	0	6/9	A	0.07			1992		
BlkBwCkRd	22.30	0.1	528	8/8	A	0.1			0	24	0	6/9	A	0.1			1992		
	22.40	0.02	105.6	8/8	A	0.02			0	24	0	8/8	A	0.02			1992		
Culvt12-35	22.42	0.09	475.2	8/8	A	0.09			0	24	0	8/8	A	0.09			1992		
LakotaTrl Rd	22.51	0.03	158.4	8/8	A	0.03			0	24	0	8/8	A	0.03			1992		
	22.54	0.28	1478.4	8/8	A	0.28			0	30	0	6/6	A	0.28			1992		
	22.82	0.01	52.8	8/8	A	0.01			0	30	0	5/7	A	0.01			1992		
	22.83	0.01	52.8	8/8	A	0.01			0	24	0	5/7	A	0.01			1992		
WysdDrwy L	22.84	0.06	316.8	8/8	A	0.06			0	24	0	5/7	A	0.06			1992		
WysdDrwy L	22.90	0.04	211.2	8/8	A	0.04			0	24	0	5/7	A	0.04			1992		
	22.94	0.02	105.6	8/8	A	0.02			0	24	0	6/6	A	0.02			1992		
	22.96	0.09	475.2	8/8	A	0.09			0	30	0	6/6	A	0.09			1992		
	23.05	0.11	580.8	8/8	A	0.11			0	24	0	4/8	B		**0.11**		1992		
	23.16	0.18	950.4	8/8	A	0.18			0	24	0	8/8	A	0.18			1992		
Bg 12-88	23.34	0.08	422.4	8/8	A	0.08			0	24	0	8/8	A	0.08			1992		
WysdDrwy L	23.42	0.21	1108.8	8/8	A	0.21			0	24	0	8/8	A	0.21			1992		
	23.63	0.03	158.4	8/8	A	0.03			0	24	0	4/8	B		**0.03**		1992		
KttleHllwHll	23.66	0.06	316.8	8/8	A	0.06			0	24	0	4/8	B		**0.06**		1992		
	23.72	0.14	739.2	5/9	A	0.14			0	30	0	6/6	A	0.14			1992		
WysdDrwy L	23.86	0.06	316.8	8/8	A	0.06			0	30	0	3/8	B		**0.06**		1992		
WysdDrwy L	23.92	0.34	1795.2	8/8	A	0.34			0	30	0	3/8	B		**0.34**		1992		
	24.26	0.04	211.2	5/7	A	0.04			0	24	0	5/7	A	0.04			1992		
ResDwy R	24.30	0.05	264	5/7	A	0.05			0	24	0	8/8	A	0.05			1992		
	24.35	0.05	264	5/5	A	0.05			0	24	0	8/8	A	0.05			1992		
	24.40	0.14	739.2	5/7	A	0.14			0	24	0	5/7	A	0.14			1992		
	24.54	0.06	316.8	8/8	A	0.06			0	24	0	5/7	A	0.06			1992		
HobbsRd R	24.60	0.02	105.6	8/8	A	0.02			0	24	0	5/7	A	0.02			1992		
	24.62	0.02	105.6	8/8	A	0.02			0	24	0	6/6	A	0.02			1992		
	24.64	1.02	5385.6	8/8	A	1.02			0	30	0	6/6	A	1.02			1992		
	25.66	0.06	316.8	5/7	A	0.06			0	30	0	6/6	A	0.06			1992		
	25.72	0.01	52.8	8/8	A	0.01			0	30	0	5/7	A	0.01			1992		
	25.73	0.08	422.4	8/8	A	0.08			0	24	0	5/7	A	0.08			1992		
Carterwy Rd	25.81	0.22	1161.6	8/8	A	0.22			0	24	0	8/8	A	0.22			1992		
Bg 12-70	26.03	0.18	950.4	8/8	A	0.18			0	24	0	8/8	A	0.18			1992		
	26.21	0.13	686.4	8/8	A	0.13			0	24	0	5/8	A	0.13			1992		
STH171 EB R	26.34	0.05	264	8/8	A	0.05			0	24	0	5/8	A	0.05			1992		
Wysd R	26.39	0.06	316.8	8/8	A	0.06			0	24	0	5/8	A	0.06			1992		
	26.45	0.02	105.6	5/8	A	0.02			0	24	0	5/8	A	0.02			1992		
N Twn Line	26.47																		
Subtotal		4.48	23654.4	0		4.48	**0**	**0**	0	996	0	0		3.88	**0.60**	**0**			
T.of Freeman	26.47	0.02	105.6	5/8	A	0.02			0	24	0	5/8	A	0.02			1992		

TABLE 8.1
CRAWFORD COUNTY GREAT RIVER ROAD LOG

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Geopoint	Mileage Point	Miles To Next Point	Feet	Lft Shldr Pvd/Tot	Class	L. Class A	**L. Class B**	**L.Class C**	Left Aux. Lane	Pave. Width	Right Aux. Pvd/Tot	Rght Shldr Pvd/Tot	Class	R.Class A	**R.Class B**	**R.Class C**	Pavement Age	Deficient Shoulder	In DOT 6 Yr Plan
	26.49	0.02	105.6	5/8	A	0.02			0	30	0	6/6	A	0.02			1992		
	26.51	0.56	2956.8	8/8	A	0.56			0	30	0	6/6	A	0.56			1992		
	27.07	0.08	422.4	8/8	A	0.08			0	30	0	3/6	B		**0.08**		1992		
	27.15	0.1	528	5/8	A	0.10			0	24		3/6	B		**0.10**		1992		
Bg 12-71	27.25	0.27	1425.6	5/8	A	0.27			0	24		3/6	B		**0.27**		1992		
BckCkVlly Rd	27.52	0.03	158.4	5/8	A	0.03			0	24	0	3/6	B		**0.03**		1992		
	27.55	0.07	369.6	5/8	A	0.07			0	30	0	0/0	C			**0.07**	1992		
N Twn Line	27.62																		
Subtotal		1.15	6072	0		1.15	**0**	**0**	0	216	0	0		0.6	**0.48**	**0.07**			
VofFerryville	27.62	0.05	264	5/8	A	0.05			0	30	0	0/0	C			**0.05**	1992		
	27.67	0.05	264	5/8	A	0.05			0	24	0	3/3	C			**0.05**	1992		
ResDrwy X27.72	27.72	0.1	528	5/8	A	0.1			0	24	0	5/8	A	0.1			1992		
	27.82	0.19	1003.2	8/8	A	0.19			0	24	0	5/8	A	0.19			1992		
	28.01	0.02	105.6	5/7	A	0.02			0	24	0	5/8	A	0.02			1992		
NBckCk Rd R	28.03	0.03	158.4	5/7	A	0.03			0	24	0	5/8	A	0.03			1992		
SugarCkPk L	28.06	0.03	158.4	5/7	A	0.03			0	24	0	5/8	A	0.03			1992		
Bg 12-72	28.09	0.02	105.6	5/7	A	0.02			0	24	0	5/8	A	0.02			1992		
SwrLftSta R	28.11	0.05	264	5/7	A	0.05			0	24	0	5/8	A	0.05			1992		
SugarCkPk L	28.16	0.06	316.8	5/7	A	0.06			0	24	0	5/8	A	0.06			1992		
	28.22	0.22	1161.6	8/8	A	0.22			0	24	0	5/8	A	0.22			1992		
Pine St R	28.44	0.07	369.6	8/8	A	0.07			0	24	0	5/8	A	0.07			1992		
CTH C R	28.51	0.28	1478.4	8/8	A	0.28			0	24	8	0/0	C			**0.28**	1992		
	28.79	0.28	1478.4	10/10	A	0.28			0	24	8	0/0	C			**0.28**	1992		
HumbleBush B&B	29.07	0.01	52.8	10/10	A	0.01			0	24	8	0/0	C			**0.01**	1992		
Trnamd L	29.08	0.01	52.8	0/0	C			**0.01**	0	24	8	0/0	C			**0.01**	1992		
Trnamd L	29.09	0.35	1848	0/0	C			**0.35**	8	24	8	0/0	C			**0.35**	1992		
River St L	29.44	0.02	105.6	0/0	C			**0.02**	8	24	8	0/0	C			**0.02**	1992		
	29.46	0.02	105.6	8/8	A	0.02			8	24	0	7/7	A	0.02			1992		
	29.48	0.02	105.6	3/3	C			**0.02**	8	24	0	7/7	A	0.02			1992		
Wayside L	29.50	0.01	52.8	3/3	C			**0.01**	8	24	0	7/7	A	0.01			1992		
	29.51	0.11	580.8	3/3	C			**0.11**	0	24	0	7/7	A	0.11			1992		
	29.62	0.35	1848	3/3	C			**0.35**	0	24	0	7/9	A	0.35			1992		
	29.97	0.04	211.2	3/3	C			**0.04**	0	24	0	8/8	A	0.04			1992		
Culvt 12-37	30.01	0.01	52.8	3/3	C			**0.01**	0	24	0	8/8	A	0.01			1992		
ResDwy R	30.02	0.15	792	3/3	C			**0.15**	0	24	0	6/8	A	0.15			1992		
	30.17	0.04	211.2	3/3	C			**0.04**	0	30	0	6/6	A	0.04			1992		
	30.21	0.02	105.6	6/8	A	0.02			0	30	0	6/6	A	0.02			1992		
N Vil Line	30.23																		
Subtotal		2.61	13780.8	0		1.5	**0**	**1.11**						1.56	**0**	**1.05**			
T of Freeman	30.23	0.09	475.2	6/8	A	0.09			0	30	0	6/6	A	0.09			1992		
	30.32	0.05	264	8/8	A	0.05			0	30	0	6/6	A	0.05			1992		
	30.37	0.05	264	8/8	A	0.05			0	24	0	6/8	A	0.05			1992		
CTH B R	30.42	0.02	105.6	8/8	A	0.02			0	24	0	6/8	A	0.02			1992		
Cvt12-1793	30.44	0.19	1003.2	8/8	A	0.19			0	24	0	6/8	A	0.19			1992		
	30.63	0.11	580.8	8/8	A	0.11			0	30	0	6/6	A	0.11			1992		

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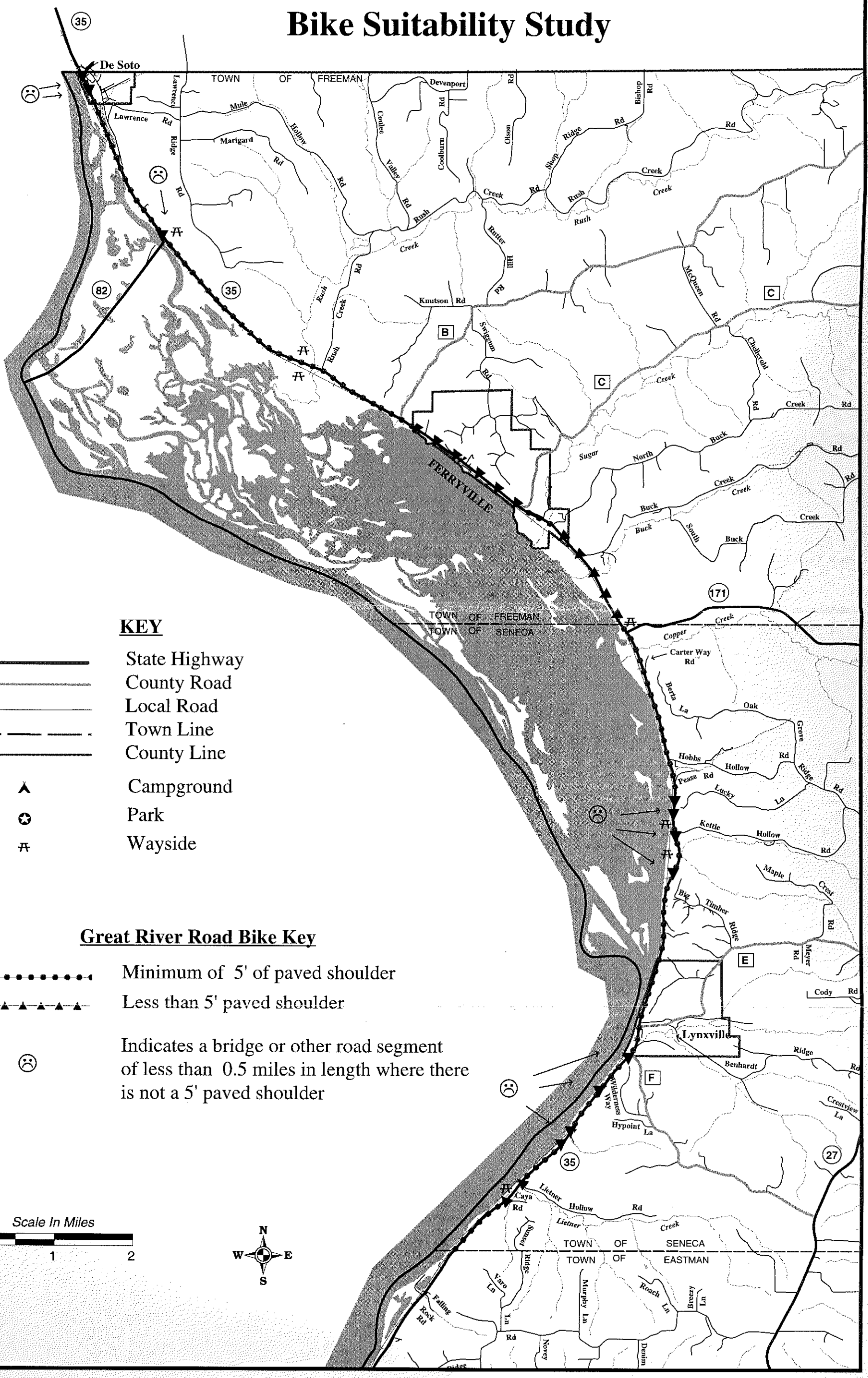
CRAWFORD COUNTY GREAT RIVER ROAD LOG

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Geopoint	Mileage Point	Miles To Next Point	Feet	Lft Shldr Pvd/Tot	Class	L. Class A	L. Class B	L.Class C	Left Aux. Lane	Pave. Width	Right Aux. Pvd/Tot	Rght Shldr Pvd/Tot	Class	R.Class A	R.Class B	R.Class C	Pavement Age	Deficient Shoulder	In DOT 6 Yr Plan
	30.74	0.04	211.2	8/8	A	0.04			0	24	0	3/3	C			0.04	1992		
	30.78	0.21	1108.8	8/8	A	0.21			0	24	0	6/8	A	0.21			1992		
Cvt12-1796	30.99	0.09	475.2	8/8	A	0.09			0	24	0	6/8	A	0.09			1992		
	31.08	0.06	316.8	8/8	A	0.06			0	24	0	6/6	A	0.06			1992		
	31.14	0.07	369.6	8/8	A	0.07			0	24	0	3/3	A	0.07			1992		
	31.21	0.36	1900.8	8/8	A	0.36			0	24	0	6/8	A	0.36			1992		
RushCk Rd R	31.57	0.02	105.6	8/8	A	0.02			0	24	0	6/8	A	0.02			1992		
	31.59	0.03	158.4	8/8	A	0.03			0	24	0	8/8	A	0.03			1992		
Bg 12-73	31.62	0.64	3379.2	8/8	A	0.64			0	24	0	8/8	A	0.64			1992		
Wayside R	32.26	0.01	52.8	8/8	A	0.01			0	24	0	8/8	A	0.01			1992		
	32.27	0.02	105.6	8/8	A	0.02			0	24	0	6/8	A	0.02			1992		
WaysideR	32.29	0.05	264	8/8	A	0.05			0	24	0	6/8	A	0.05			1992		
	32.34	1.23	6494.4	8/8	A	1.23			0	30	0	6/6	A	1.23			1992		
Wayside L	33.57	0.06	316.8	8/8	A	0.06			0	30	0	6/6	A	0.06			1992		
Wayside L	33.63	0.02	105.6	8/8	A	0.02			0	30	0	6/6	A	0.02			1992		
	33.65	0.01	52.8	8/8	A	0.01			0	30	0	6/8	A	0.01			1992		
	33.66	0.46	2428.8	8/8	A	0.46			0	24	0	6/8	A	0.46			1992		
	34.12	0.06	316.8	8/8	A	0.06			0	24	0	6/6	A	0.06			1992		
	34.18	0.08	422.4	8/8	A	0.08			0	24	0	6/6	A	0.08			1993		
Wayside R	34.26	0.01	52.8	8/8	A	0.01			0	24	0	6/6	A	0.01			1993		
STH82WB L	34.27	0.01	52.8	3/3	C			0.01	12	24	10	6/6	A	0.01			1993		
Wayside R	34.28	0.01	52.8	3/3	C			0.01	12	24	10	6/6	A	0.01			1993		
	34.29	0.03	158.4	3/3	C			0.03	12	24	0	6/6	A	0.03			1993		
	34.32	0.02	105.6	3/3	C			0.02	0	24	0	6/6	A	0.02			1993		
	34.34	0.05	264	3/3	C			0.05	0	24	0	6/8	A	0.05			1993		
Res.Dwy R	34.39	0.04	211.2	3/3	C			0.04	0	24	0	8/8	A	0.04			1993		
	34.43	0.06	316.8	8/8	A	0.06			0	24	0	8/8	A	0.06			1993		
	34.49	0.06	316.8	8/8	A	0.06			0	24	0	6/6	A	0.06			1993		
	34.55	0.09	475.2	6/8	A	0.09			0	24	0	6/6	A	0.09			1993		
	34.64	0.15	792	6/8	A	0.15			0	24	0	6/8	A	0.15			1993		
	34.79	0.06	316.8	8/8	A	0.06			0	24	0	6/8	A	0.06			1993		
	34.85	0.41	2164.8	8/8	A	0.41			0	24	0	6/6	A	0.41			1993		
	35.26	0.08	422.4	8/8	A	0.08			0	24	0	6/8	A	0.08			1993		
	35.34	0.07	369.6	6/8	A	0.07			0	24	0	6/8	A	0.07			1993		
Old Hwy 35R	35.41	0.01	52.8	6/8	A	0.01			0	24	0	6/8	A	0.01			1993		
	35.42	0.07	369.6	8/8	A	0.07			0	24	0	8/8	A	0.07			1993		
	35.49	0.64	3379.2	6/8	A	0.64			0	24	0	6/8	A	0.64			1993		
N Twn Line	36.13																		
Subtotal		5.9	31152	0		5.74	0	0.16	36	1074	0	0		5.86	0	0.04			
DeSoto V	36.13	0.12	633.6	6/8	A	0.12			0	24	0	6/8	A	0.12			1993		
	36.25	0.03	158.4	3/3	C			0.03	0	24	0	3/3	C			0.03	1993		
Brg 12-20	36.28	0.05	264	3/3	C			0.05	0	24	0	3/3	C			0.05	1993		
	36.33	0.04	211.2	3/3	C			0.04	0	24	0	6/8	A	0.04			1993		
BoatLndg R	36.37	0.11	580.8	6/8	A	0.11			0	24	0	6/8	A	0.11			1993		
Vill. Bldg L	36.48	0.1	528	6/8	A	0.1			0	24	0	6/8	A	0.1			1993		

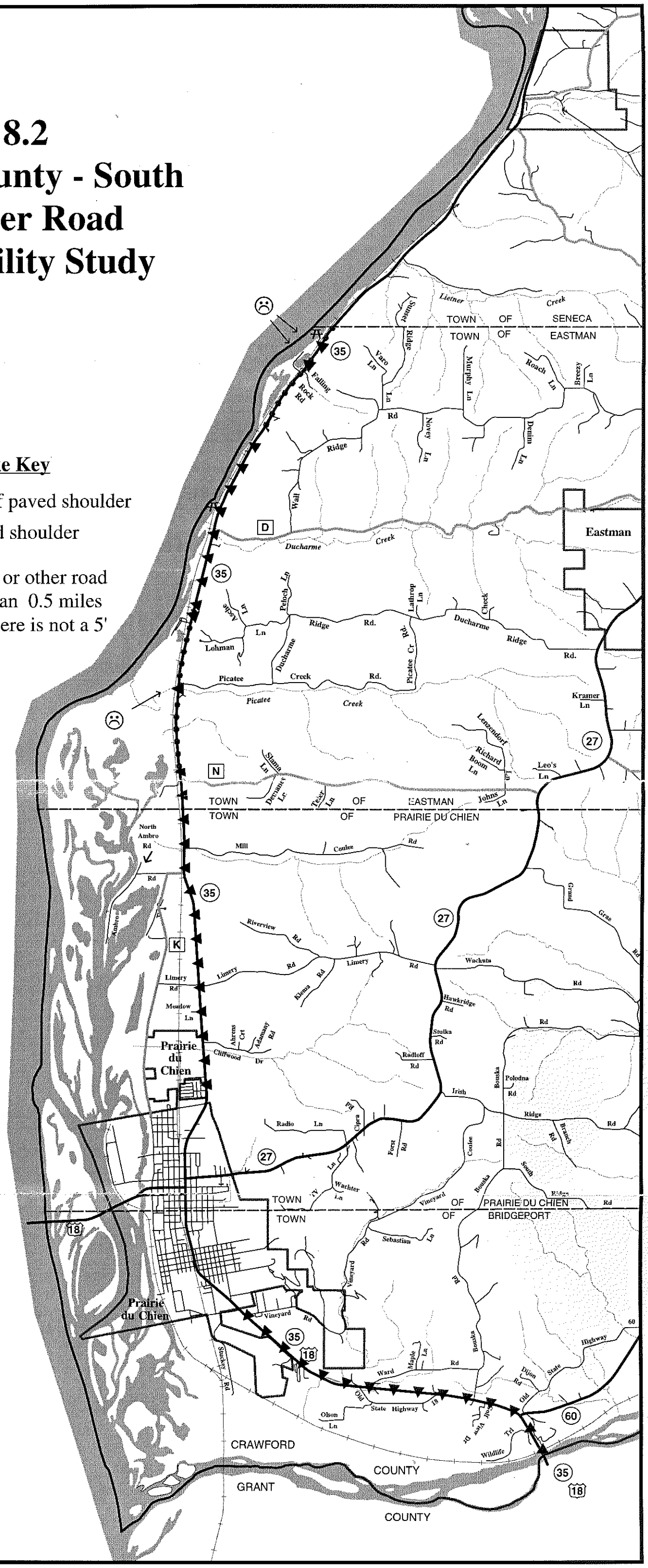
TABLE 8.1
CRAWFORD COUNTY GREAT RIVER ROAD LOG

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Geopoint	Mileage Point	Miles To Next Point	Feet	Lft Shldr Pvd/Tot	Class	L. Class A	**L. Class B**	**L.Class C**	Left Aux. Lane	Pave. Width	Right Aux. Pvd/Tot	Rght Shldr Pvd/Tot	Class	R.Class A	**R.Class B**	**R.Class C**	Pavement Age	Deficient Shoulder	In DOT 6 Yr Plan
	36.58	0.03	158.4	6/8	A	0.03			0	24	12	0/3	C			**0.03**	1993		
	36.61	0.01	52.8	6/6	A	0.01			0	24	12	0/3	C			**0.01**	1993		
STH 82EB R	36.62	0.02	105.6	6/6	A	0.02			0	24	0	6/10	A	0.03			1993		
	36.64	0.02	105.6	5/9	A	0.02			12	24	0	6/10	A	0.01			1993		
N Vil Line	36.66																		
Sub-Total		0.53	2798.4			0.41	**0**	**0.12**						0.41	**0**	**0.12**			
Vernon Co	36.66			5/9	A				12	24	0	6/10					1993		
TOTAL		**34.12**	**123129.60**			**21.76**	**9.32**	**3.04**						**21.33**	**11.08**	**1.71**			

Map 8.1
Crawford County - North
Great River Road
Bike Suitability Study



Map 8.2
Crawford County - South
Great River Road
Bike Suitability Study



Great River Road Bike Key

Minimum of 5' of paved shoulder

Less than 5' paved shoulder

☹ Indicates a bridge or other road segment of less than 0.5 miles in length where there is not a 5' paved shoulder

KEY

State Highway
County Road
Local Road
Town Line
County Line

Campground
Park
Wayside

N
W E
S

Scale In Miles
0 1 2

GRANT COUNTY GREAT RIVER ROAD
Shoulder Deficiency Analysis for Bicycling

The following is a shoulder deficiency analysis for safe bicycle use on the Great River Road in Grant County. Both the west and east shoulders have been analyzed based on a rating criteria whereby "A" is assigned to those segments of highway having five feet or more of paved shoulders, "B" is assigned to an overall shoulder of five feet but not all of it is paved, and "C" is assigned to those segments where the total shoulder width is less than five feet.

To assist in locating shoulder conditions highway segments have been assigned to the Great River Road. These highway segments begin at Mile 0.0 at the north county line and increase in a southerly direction until they terminate at the south county line, with 56.93 miles of roadway involved. Each of these segments have been assigned a Town, Village, City or geographical name that corresponds to the primary municipal government or location that a highway segment passes through. In the case of Grant County, almost half of the Great River Road's length in the County is signed on the County Trunk Highway system, and there are several opportunities for alternate routes that utilize Town and Village roads. The condition of the local road alternate routes was not analyzed in the same detail as the official signed route. A brief narrative follows the shoulder rating which provides more in depth information on the condition of the highway segment.

Maps 9.1, 9.2, and 9.3 identify the location on the Great River Road where the five feet of paved highway shoulders are not provided.

Grant County is the most complicated county with which this inventory report has dealt. Because of the location of the State Highway System in the County, The Great River Road has been designated on a series of several County Trunk Highways for 28.45 miles, or 47 percent of its total distance through the county. The only other County where The Great River Road deviates off the State Highway System is the brief distance on CTH HD in La Crosse County. As in La Crosse County, there is a significant segment of The Great River Road marked on a divided, four lane, highway. Although bicycling is not prohibited on the Grant County four lane segment, and there is a wide paved shoulder, the highway is considerable distance from the river and many bicyclists may not find the ride to be the enjoyable experience they had anticipated from The Great River Road. Grant County has several alternate routes via County and local roads which may be considered for biking experience. The report on these roads is attached at the end of the Grant County narrative.

The format received from the Department of Transportation for reporting County and local roads inventory data is different than that used for State System highways and there is not as much detail regarding intersecting roads, bridges, and changes in shoulder width in a particular segment.

Town of Wyalusing Highway Segment – North County Line to Town of Bloomington Line, excluding Village of Bagley, 10.81 miles, Map 9.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	0.00	0.00
Class B: 5 feet of shoulder	6.31	6.31
Class C: < 5 feet of shoulder	4.35	4.35
	10.66	10.66

The Great River Road is marked on STH 35 for the first 0.63 miles in the Town, then is routed on CTHs C and X. The 6.46 miles which includes all of C and the northern part of X is new construction in 1999 and 2000. The shoulders are 6 feet wide, but are not paved. The new bridges do not accommodate the wider shoulders however.

CTH C has a steep grade toward the river, downhill for the southbound traveler, approximately 0.7 mile north of CTH C/CTH X intersection. Once down off the bluffs, the route along the Mississippi River has few major grade changes. Wyalusing State Park is accessed from CTH X, and there is also a commercial campground. There is a small unincorporated community of Wyalusing, but few commercial amenities are available for travelers. The Wyalusing Recreation area on the north edge of the community provides direct river access with a sandy beach, drinking water, and a picnic shelter.

Village of Bagley Highway Segment –Village of Bagley North Line to Village of Bagley South Line, 0.90miles, Map 9.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	0.00	0.00
Class B: 5 feet of shoulder	0.90	0.90
Class C: < 5 feet of shoulder	0.00	0.00
	0.90	0.90

The Village of Bagley is a small community where The Great River Road designation shifts from CTH X to CTH A. The County Highway serves as the main street through the village, and a few commercial services comprise the downtown area. There is no curb and gutter and the pavement widens somewhat, although there are no marked bike lanes nor a paved shoulder. Traffic volume is light. Although the Village lies in the Mississippi River backwater area, there is no direct access to the actual shoreline from the Village.

Town of Bloomington Highway Segment –South line of the Town of Wyalusing to North line of the Town of Glen Haven, 6.16 miles, Map 9.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	0.00	0.00
Class B: 5 feet of shoulder	4.19	4.19
Class C: < 5 feet of shoulder	1.97	1.97
	6.16	6.16

The Great River Road travels on CTH A and CTH VV and is about one to two miles from the river through most of its route through the Town of Bloomington. The CTH A has a 5 foot shoulder throughout, but it is not paved. CTH VV has a 4 foot unpaved shoulder. The road follows the toe of the bluff lined for about 3 ½ miles, but the River is more than 1 mile away across broad floodplain farm land. CTH A ascends, for the southbound traveler, a steep grade to reach the bluff top and CTH VV.

There is a commercial campground just south of the Village of Bagley on The Great River Road.

Town of Glen Haven Highway Segment Town of Bloomington South Line to Town of Cassville North Line, 6.19 miles, Map 9.1

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	0.00	0.00
Class B: 5 feet of shoulder	0.00	0.00
Class C: < 5 feet of shoulder	6.19	6.19
	6.19	6.19

The Great River Road is marked on CTH VV throughout the Town of Glen Haven. For approximately ¾ mile it is concurrent with CTH V. The westerly intersection of CTHs V and VV, where southbound travelers depart the concurrent CTH V/VV to turn south on CTH VV, is dangerous, with an eastward upgrade just west of the intersection reducing the chance of seeing eastbound traffic which might be encountered when making a left turn across the eastbound traffic lane. Shoulders throughout the Town on The Great River Road are in many cases virtually non-existent. The Great River Road travels through rolling agricultural upland throughout the Town, and is not near the Mississippi River.

Town of Cassville Highway Segment Town of Glen Haven South line to Village of Cassville North Line, 5.02 miles, Maps 9.1 & 9.2

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	0.00	0.00
Class B: 5 feet of shoulder	0.00	0.00
Class C: < 5 feet of shoulder	5.02	5.02
	5.02	5.02

The Great River Road in the northern portion of the Town of Cassville returns to the river via CTH VV. The grade up or down is more gradual than changes in elevation on some of the other roads which access both the river valley and the bluff tops. Throughout the distance shoulders are narrow and unpaved, but vehicular traffic is light. The Great River Road passes adjacent to the Nelson Dewey State Park and the State Historical Society's Stonefield Village and agricultural museum. There is also a commercial campground along the river.

Village of Cassville Highway Segment –North Village of Cassville Line to South Village of Cassville Line, 1.13 miles, Map 9.2

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	0.00	0.00
Class B: 5 feet of shoulder	0.00	0.00
Class C: <5 feet of shoulder	1.13	1.13
	1.13	1.13

Cassville is a good size community with several restaurants and lodging facilities, and a range of commercial services. It is the Wisconsin port for the Cassville-Turkey River, Iowa seasonal ferryboat service. This craft accommodates automobiles and medium duty trucks as well as pedestrians and

bicyclists. The crossing takes about 20 minutes and provides access to the Iowa Great River Road. It is the only opportunity to cross the Mississippi River between Prairie du Chien and Dubuque.

At Cassville The Great River Road rejoins the State Highway System, and is marked on STH 133 to the Village of Tennyson. There is a village operated wayside on the segment of STH 133 on the south edge of the Village. It provides drinking water, toilets, and picnic shelter, but it is not located to provide access to the Mississippi River.

Town of Cassville Highway Segment – South Village of Cassville Line to North Town of Waterloo Line, 4.35 miles, Map 9.2

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	0.00	0.00
Class B: 5 feet of shoulder	0.00	0.00
Class C: >5 feet of shoulder	4.35	4.35
	4.35	4.35

The return of The Great River road to the State Trunk Highway offers little improvement in shoulder width, as they remain Class C with approximately 3 feet of width and no paving. As STH 133 and the marked Great River Road pulls away from the river in the southern portion of the Town of Cassville, and into Waterloo, there are local roads which provide access to public and private boat launch and fishing sites on the river shore, and serve as opportunities for loop trip excursions. STH 133 provides the only continuous connection along the river however. Many of these side roads are gravel surfaced, and even the paved surfaced local roads usually have no shoulders. Resurfacing and 5 foot paved shoulders is scheduled in 2004.

Town of Waterloo Highway Segment Town of Cassville South Line to Town of Potosi North Line, 7.49miles, Map 9.2 & 9.3

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	2.95	2.95
Class B: 5 feet of shoulder	0.00	0.00
Class C: < 5 feet of shoulder	4.54	4.54
	7.49	7.49

The Class A shoulder on STH 133 lies south (easterly compass direction) of the CTH N intersection, and continues into the Village of Potosi on a new section of STH 133. Shoulders are 5 feet paved. The Great River Road is not directly adjacent to the river, but local roads access boat launching sites and bank fishing access areas. Few comfort amenities are available at these locations however. Resurfacing and 5 foot paved shoulders from the west Town line to CTH N is scheduled in 2004.

Town of Potosi Highway Segment –South Town of Waterloo Line to "North" Village Limit of the Village of Potosi, 3.05 miles, Map 9.3

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	3.05	3.05
Class B: 5 feet of shoulder	0.00	0.00
Class C: < 5 feet of shoulder	0.00	0.00
	3.05	3.05

The 3.05 miles of Great River Road in the northern portion of the Town of Potosi are all on new STH 133 and provide 5 feet of paved shoulders. Dog Tail Hollow Road, a sealcoat surface Town Road accesses STH 133 about ½ mile from the Village limit and provides an alternate, though no less arduous, route to the top of the steep grade.

Village of Potosi Highway Segment – Village of Potosi Village Line located at the Mississippi River and Village of Potosi Line located at the Village of Tennyson, 1.86 miles, Map 9.3

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	0.00	0.00
Class B: 5 feet of shoulder	0.00	0.00
Class C: < 5 feet of shoulder	1.86	1.86
	1.86	1.86

There is a steep grade upward from the Mississippi River level to the business area of the Village of Potosi and STH 133 is lined with residences up the narrow valley. Shoulders are narrow and not paved. Several of the local road alternate routes to the marked Great River Road that are discussed in the supplement that is part of this *Suitability Report* have their northern end in the Village of Potosi at the Mississippi River level, before going to the plateau and entering Tennyson and STH 35.

Village of Tennyson Highway Segment – Village of Tennyson West Village Line to Village of Tennyson South Line, 0.57 miles, Map 9.3 STHs 133 & 35

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	0.03	0.03
Class B: 5 feet of shoulder	0.00	0.00
Class C: < 5 feet of shoulder	0.54	0.54
	0.57	0.57

The Great River Road moves from STH 133 to STH 35 in the Village of Tennyson. Through most of the Village the travel lanes are 43 feet wide, with a total of 86 feet, but street side parking is permitted and there are no shoulders, so bicyclists must ride in the live traffic lane of a poorly lane delineated wide street.

Town of Potosi Highway Segment – Village of Potosi Village South Line to Town of Paris North Line, 1.79 miles, Map 9.3

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	1.79	1.10
Class B: 5 feet of shoulder	0.00	0.65
Class C: < 5 feet of shoulder	0.00	0.04
	1.79	1.79

There is a state wayside located approximately 1½ miles south of the Village of Tennyson. It provides drinking water, toilets, and a picnic shelter. Additional alternative routes access The Great River Road in this vicinity.

Town of Paris Highway Segment – Town of Potosi South Line to Village of Dickeyville North Line, 4.19 miles, Map 9.3

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	1.14	1.14
Class B: 5 feet of shoulder	2.15	2.90
Class C: < 5 feet of shoulder	0.90	0.15
	4.19	4.19

The Great River Road segment through the Town of Paris is marked by the grade change necessary to cross the Platte River near its confluence with the Mississippi River and serve the Village of Tennyson and Dickeyville, both located on the plateau, approximately 500 feet above the river valley. Indian Creek Road, one of the possible alternative routes, enters STH 35 in this segment. Shoulder width varies from 8 foot paved, which comprises most of the Class A shoulder, to no shoulder on the west side just north of the Village of Dickeyville. There is a climbing lane out of the Platte River valley for southbound traffic, but with either no shoulder or 3 feet of shoulder on the west side for much of that distance, the bicyclists are placed into the live traffic flow present in the "outside" lane. If no other traffic is present most motorists would remain in the left or "passing" lane and give bicyclists wide berth, however if a slow moving vehicle is present it will move into the auxiliary lane, and crowd the bicyclist.

Village of Dickeyville Highway Segment – Village 0f Dickeyville North Village Line to South Village Line, 1.09 miles, Map 9.3

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	0.10	0.06
Class B: 5 feet of shoulder	0.00	0.21
Class C: < 5 feet of shoulder	0.99	0.82
	1.09	1.09

Most of The Great River road through Dickeyville is on four lane urban cross section highway, with on street parking and no marked bicycle lanes. Active traffic travelway width, including parking, varies between 48 feet and 36 feet. In some cases the State Highway Road Log refers to the outside 8 foot lane as an "auxiliary" lane, and refers to the 48 foot pavement as being four standard 12 foot lanes. In any case the slower traffic speed permits a level of bicycle safety for the alert cyclist that would not be possible on a rural road with the same configuration. The four lane freeway type cross section begins at the south end of the Village.

There is a Village Park off The Great River Road on USH 151 that provides drinking water, toilets, and picnic shelter. The Dickeyville Grotto, a unique bit of folk art, is located adjacent to The Great River Road in the Village.

Town of Paris Highway Segment – Village of Dickeyville South Village Line to Town of Jamestown North Line, 1.20 miles, Map 9.3

	West Shoulder		East Shoulder
	One way	Four Lane	
Class A: 5 feet paved shoulder			1.17
Class B: 5 feet of shoulder			0.00
Class C: < 5 feet of shoulder	One Way	Four Lane	0.03
			1.20

The combined USH 61/151/STH 35 is designated as The Great River Road. It is a semi-access controlled four lane highway with a grassed median separating the two 24 foot travel lanes in each direction. The right hand shoulder is 8 foot paved, 10 foot total width. The left shoulders of each one-way pair become irrelevant to a bicyclist, as riding will be done on the right side of the one-way travelway. Speed is marked at 65 miles per hour although there are at-grade entry points for public local roads and limited commercial and residential driveway access. Some of the major County and local road intersections are preceded by 12 foot auxiliary turning lanes. The supplement to this inventory describes possible alternative routes via County and Town roads. This four lane divided roadway continues to the Mississippi River bridge crossing into Dubuque, Iowa.

Town of Jamestown Highway Segment – Town of Paris South Line to Junction of USHs 61/151 and STH 35, 6.13 miles, Map 9.3

	West Shoulder		East Shoulder
	One way	Four Lane	
Class A: 5 feet paved shoulder			5.85
Class B: 5 feet of shoulder			0.17
Class C: < 5 feet of shoulder	One Way	Four Lane	0.11
			6.13

This segment of The Great River Road in the Town of Jamestown is a continuation of the four lane divided highway to the point where STH 35 leaves the four lane configuration and continues directly south into Illinois. The three segments, each about 200 feet long, of Class C shoulders are at locations of a 12 foot auxiliary lane where the shoulder width drops to zero, and the bicyclist rides in the turning lane preceding public road at-grade intersections. Some of the suggested alternative routes enter or leave The Great River Road in this segment.

Town of Jamestown Highway Segment – Junction of STH 35 from USH 61/151 to Illinois State Line, 1.16 miles, Map 9.3

	West Shoulder	East Shoulder
Class A: 5 feet paved shoulder	0.83	0.54
Class B: 5 feet of shoulder	0.33	0.33
Class C: < 5 feet of shoulder	0.00	0.29
	1.16	1.16

The route described in the inventory follows The Great River Road on STH 35 to the Illinois State Line where it then picks up signing on Illinois State Highway 35 into East Dubuque.

Grant County Shoulder Deficiency Summary

	West Shoulder (1)	East Shoulder	Total Miles of Shoulder	Percent %
Class A: 5 feet paved shoulder	15.16	15.86	31.02	25
Class B: 5 feet of shoulder	15.83	15.81	31.64	25
Class C: < 5 feet of shoulder	32.10	31.42	63.52	50
	63.09	63.09	126.18	100%

1) Part of the "West" shoulder is the shoulder on the west of the southbound, lanes of the four-lane divided highway between Dickeyville and STH 35 1.16 mile N. of the Illinois border. It is assumed to be the same as the east shoulder of the northbound lanes.

Grant County Great River Road Alternative Bike Routes between Potosi and Dickeyville and Dickeyville to the Illinois state line

The Great River Road (GRR) is officially marked between the Villages of Tennyson and Dickeyville on STH 35, which is concurrent with USH 61, the 5.95 mile distance between the two village limits. Both villages are located on higher ground, approximately 950-1000 feet above sea level, but between the two villages the Great River Road drops to and climbs from the Little Platte River Valley, an elevation of approximately 620 feet. Bicyclists would experience this change in elevation both up and down, while traveling the GRR between the two villages. The two lane highway has an unadjusted (2000 year) Average Daily Traffic (ADT) of 4,500 measured at a point just east of the Little Platte River crossing. It serves as a Major Arterial between La Crosse and Dubuque. Although the actual geographic aspect of the road at this location is northwest-southeast, the traffic direction is identified as north-south. Travelway width varies from 24 feet to 44 feet over the 5.95 mile distance between the two village limits. Between the two villages, approximately 1.2 miles, or 20 percent of the total distance, is 24 foot travelway, the rest being wider. There is a 10 foot auxiliary climbing lane for slower traffic on the east side of the river crossing for south bound vehicles, a distance of about 2.17 miles. Shoulder width for northbound cyclists is 8 feet total, with 3 foot paved and 5 foot gravel the 2.4 miles between Dickeyville and the Little Platte River bridge. The bridge itself provides 8 foot paved shoulders. North of the bridge, the northbound shoulders are primarily 6 foot paved, with no gravel. Southbound the shoulder width is more variable, with the longest distance between the limits of Potosi and the Little Platte bridge being 9 feet, but with only 3 feet paved. South of the bridge, in to Dickeyville the shoulders vary from 8 feet to 3 feet, with either no paving, or 3 feet of paving. The 2 mile passing lane on this side of the road provides some additional margin of safety.

The *Grant County Bicycle Enhancement Plan* (Sept 6, 2000 DRAFT), *Wisconsin Great River Road Corridor Bikeway Plan*, and the *Wisconsin State Bike Map*, all single out the Potosi-Dickeyville USH 61/STH 35 corridor for special notice. The *Bike Map* marks it in red as "high volume: undesirable conditions for bicycling", the *Grant County...Plan* identifies it as "Priority Linkage", and "Improvement Recommended", and "sign". The *Great River Road...Plan* and its related field notes observes this segment as "Least Favorable Bicycling Conditions", "3 ft. paved shoulder; high ADT; fairly new pavement in good condition; shoulder widens to 5 ft+ where guardrails are present..." and

"Recommended Improvement: Project to retrofit entire roadway segment to accommodate bicyclists (5 ft. paved shoulder)". The field notes say, "...New pavement, New bridges with wide shoulders, Relatively light traffic..."

Based on these evaluations, the general tenor of the planning effort to date would suggest that an alternative bicycle route to offer a by-pass to this segment should be developed. High traffic volumes and unfavorable road conditions suggest it may be necessary to assign an alternate route between Potosi and Dickeyville. A major concern of this segment on Highway 35 is a passing lane south bound. In the passing lane cars tend to stay in the right lane. Normally bicyclists would stay on the shoulder but this passing corridor consists of a shoulder ranging in width from 0 to 3 feet making it unfavorable.

There are some advantages and disadvantages to routing bicyclists off of The Great River Road from Potosi south to the State line. Advantages include: a more direct route, and much less mileage, Map 9.3. There would also be less motor vehicle traffic on the town road alternate routes and the bicycling experience on the alternate route is more serene and scenic. The disadvantages to an alternate route on town roads include: the villages of Potosi and Tennyson would miss the economic opportunities of bicyclists passing through; steeper grade changes occur on the alternate route; and since the alternate route involves town roads the vast majority of these roads do not have five foot shoulders. Map 9.3 identifies the location of these routes.

TABLE 9.1
GRANT COUNTY GREAT RIVER ROAD LOG

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Geopoint	Mileage Point	Miles To Next Point	Feet	Lft Shldr Pvd/Tot	Class	L. Class A	**L. Class B**	**L.Class C**	Left Aux. Lane	Pave. Width	Right Aux. Pvd/Tot	Rght Shldr Pvd/Tot	Class	R.Class A	**R.Class B**	**R.Class C**	Pavement Age	Deficient Shoulder	In DOT 6 Yr Plan
Illinois-Wisconsin	0.00	0.15	792	10/10	A	0.15			0	26	0	10/10	A	0.15			1979		
	0.15	0.39	2059.2	10/10	A	0.39			0	24	0	10/10	A	0.39			1079		
ValleyView Lane L	0.54	0.24	1267.2	0/10	B		**0.24**		0	24	0	0/10	B		**0.24**		1979	Deficient	
STH35SB 4Lnend	0.78	0.08	422.4	0/10	B		**0.08**		0	24	0	0/10	B		**0.08**		1982	Deficient	
STH 11 EB X	0.86	0.01	52.8	3/8	B		**0.01**		0	24	0	0/10	B		**0.01**		1982	Deficient	
ConcwithSTH11W	0.87	0.05	264	7/10	A	0.05			0	26	0	0/0	C			**0.05**	1982	Deficient	
TruckScale N end	0.92	0.24	1267.2	7/10	A	0.24			0	26	0	0/0	C			**0.24**	1982	Deficient	
STH 35 N bound	1.16			1way 4 In					0	24	0	0/10	B				1982		
2 lane 2 wy Tot.	**1.16**	**1.16**				0.83	**0.33**	**0.00**						0.54	**0.33**	**0.29**			
STH 35 N bound	1.16	0.04	211.2	way 4 In					0	24/1way	0	0/10	B		**0.04**		1982	Deficient	
End STH 11 Conc	1.20	0.13	686.4	way 4 In					0	24/1way	0	0/10	B		**0.13**		1982	Deficient	
BeginConcUS61	1.33	0.76	4012.8	way 4 In					44med	24/1way	0	8/10	A	0.76			1982		
Off ramp Badger Rd	2.09	0.16	844.8	way 4 In					44med	24/1way	0	8/10	A	0.16			1982		
Br22-97 Badger Rd	2.25	0.54	2851.2	way 4 In					44med	24/1way	0	8/10	A	0.54			1982		
Br22-98	2.79	0.74	3907.2	way 4 In					44med	24/1way	0	8/10	A	0.74			1982		
Begin new const	3.53	0.13	686.4	way 4 In					55med	24/1way	0	8/10	A	0.13			1994		
On rmp Eagle Ptl	3.66	0.15	792	way 4 In					18	24/1way	0	8/10	A	0.15			1994		
	3.81	0.08	422.4	1way 4 In					55med	24/1way	0	8/10	A	0.08			1994		
Town Road L	3.89	0.30	1584	1way 4 In					55med	24/1way	0	8/10	A	0.30			1994		
	4.19	0.03	158.4	1way 4 In					55med	24/1way	12	0/0	C			**0.03**	1994	Deficient	
Kaiser Lane R	4.22	0.51	2692.8	1way 4 In					55med	24/1way	0	8/10	A	0.51			1994		
	4.73	0.03	158.4	1way 4 In					12	24/1way	0	8/10	A	0.03			1994		
Old Hwy Rd L	4.76	0.25	1320	1way 4 In					55med	24/1way	0	8/10	A	0.25			1994		
	5.01	0.04	211.2	1way 4 In					55med	24/1way	12	0/0	C			**0.04**	1994	Deficient	
	5.05	0.06	316.8	1way 4 In					55med	24/1way	0	8/10	A	0.06			1994		
	5.11	0.14	739.2	1way 4 In					55med	24/1way	15	8/10	A	0.14			1994		
Off ramp CTH HHH R	5.25	0.16	844.8	1way 4 In					55med	24/1way	0	8/10	A	0.16			1994		
Br22-122 CTH HHH	5.41	0.02	105.6	1way 4 In					Bridege	24/1way	0	8/10	A	0.02			1994		
Br22-122 CTH HHH	5.43	0.72	3801.6	1way 4 In					Bridge end	24/1way	0	8/10	A	0.72			1994		
Br22-124 CTH H	6.15	0.19	1003.2	1way 4 In					Bridge	24/1way	0	8/10	A	0.19			1994		
On ramp CTH H R	6.34	0.24	1267.2	1way 4 In					15	24/1way	0	8/10	A	0.24			1994		
	6.58	0.50	2640	1way 4 In					55med	24/1way	0	8/10	A	0.50			1994		
	7.08	0.03	158.4	1way 4 In					12	24/1way	0	8/10	A	0.03			1994		
West Ave L	7.11	0.14	739.2	1way 4 In					55med	24/1way	0	8/10	A	0.14			1994		
	7.25	0.04	211.2	1way 4 In					55med	24/1way	12	0/0	C			**0.04**	1994	Deficient	
Tof Jamestown end	7.29			1way 4 In					55med	24/1way	0	8/10	A						
Sub-Total	**6.13**	**6.13**	**32366.4**			5.85	**0.17**	**0.11**						5.85	**0.17**	**0.11**			
Tot.Jamestown	**7.29**	**7.29**	**38491.2**			**6.68**	**0.50**	**0.11**						**6.39**	**0.50**	**0.40**			
Town of Paris	7.29	0.00	0	1way 4 In					55med	24/1way	0	8/10	A	0.00			1994		
Old Hwy Rd R	7.29	0.83	4382.4	1way 4 In		0.83			55med	24/1way	0	8/10	A	0.83			1994		
	8.12	0.03	158.4	1way 4 In				**0.03**	55med	24/1way	12	0/3	C			**0.03**	1994	Deficient	
CTH HH R	8.15	0.02	105.6	1way 4 In		0.02			55med	24/1way	0	8/10	A	0.02			1994		
	8.17	0.21	1108.8	1way		0.21			55med	12/1way	0	8/10	A	0.21			1994		
	8.38	0.08	422.4	8/10		0.08			0	36/3 lane	0	8/10	A	0.08			1994		
Busch Lane R	8.46	0.01	52.8	8/10		0.01			0	36/3 lane	0	8/10	A	0.01			1994		

TABLE 9.1
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A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Geopoint	Mileage Point	Miles To Next Point	Feet	Lft Shldr Pvd/Tot	Class	L. Class A	**L. Class B**	**L.Class C**	Left Aux. Lane	Pave. Width	Right Aux. Pvd/Tot	Rght Shldr Pvd/Tot	Class	R.Class A	**R.Class B**	**R.Class C**	Pavement Age	Deficient Shoulder	In DOT 6 Yr Plan
	8.47	0.02	105.6	8/10		0.02			0	36/3 lane	0	8/10	A	0.02			1994		
End T. of Paris	8.49			8/10					0	36/3 lane	0	8/10	A				1994		
Tot. T.of Paris	**1.20**	**1.20**	6336.00			1.17	**0.00**	**0.03**						1.17	**0.00**	**0.03**			
Vill.of Dickeyville	8.49	0.01	52.8	8/10	A	0.01			0	36/3 lane	0	8/10	A	0.01			1994		
	8.50	0.05	264.0	8/10	A	0.05			0	24	0	8/10	A	0.05			1994		
	8.55	0.04	211.2	8/10	A	0.04			0	25	0	2/8	B		**0.04**		1994	Deficient	
	8.59	0.01	52.8	0/0	C			**0.01**	0	36/2lane	0	2/8	B		**0.01**		1994	Deficient	
Pitzen Lane L	8.60	0.03	158.4	0/0	C			**0.03**	0	36/2lane	0	2/8	B		**0.03**		1994	Deficient	
	8.63	0.01	52.8	0/0	C			**0.01**	0	36/2lane	0	2/8	B		**0.01**		1992	Deficient	
	8.64	0.02	105.6	0/0	C			**0.02**	0	48/4lane	0	0/0	C			**0.02**	1992	Deficient	
	8.66	0.06	316.8	0/0	C			**0.06**	8	48/4lane	8	0/0	C			**0.06**	1992	Deficient	
Rosalyn Ave L	8.72	0.01	52.8	0/0	C			**0.01**	8	48/3lane	8	0/0	C			**0.01**	1992	Deficient	
Rosalyn Ave L	8.73	0.08	422.4	0/0	C			**0.08**	8	48/3lane	8	0/0	C			**0.08**	1992	Deficient	
St.Ann Ave	8.81	0.19	1003.2	0/0	C			**0.19**	8	48/3lane	8	0/0	C			**0.19**	1992	Deficient	
STH 151 NB R	9.00	0.12	633.6	0/0	C			**0.12**	8	20/2lane	8	0/0	C			**0.12**	1992	Deficient	
Orchard St R	9.12	0.09	475.2	0/0	C			**0.09**	8	20/2lane	8	0/0	C			**0.09**	1992	Deficient	
Church St. R	9.21	0.01	52.8	0/0	C			**0.01**	8	20/2lane	8	0/0	C			**0.01**	1992	Deficient	
Church St. L	9.22	0.06	316.8	0/0	C			**0.06**	8	44/2lane	8	0/0	C			**0.06**	1992	Deficient	
Center St. L	9.28	0.01	52.8	0/0	C			**0.01**	8	42/2lane	8	0/0	C			**0.01**	1992	Deficient	
Center St. L	9.29	0.14	739.2	0/0	C			**0.14**	8	42/2lane	8	0/0	C			**0.14**	1992	Deficient	
Scoops Dr L	9.43	0.03	158.4	0/0	C			**0.03**	8	32/2lane	8	0/0	C			**0.03**	1992	Deficient	
Scoops Dr L	9.46	0.11	580.8	0/0	C			**0.11**	8	32/2lane	0	0/9	B		**0.11**		1992	Deficient	
Oak Rd	9.57	0.01	52.8	0/0	C			**0.01**	8	32/2lane	0	0/9	B		**0.01**		1992	Deficient	
End V. of Dickeyville	9.58			0/0	C				8	24	0	3/8	B				1992		
Tot.V of Dickeyvll	**1.09**	**1.09**	**12724.80**			0.10	**0.00**	**0.99**						0.06	**0.21**	**0.82**			
Town of Paris	9.58	0.00	0	0/0	C				8	24	0	3/8	B				1992	Deficient	
Hickory Lane L	9.58	0.02	105.6	0/0	C			**0.02**	8	24	0	3/8	B		**0.02**		1992	Deficient	
Oak Rd/Hickory Ln R	9.60	0.14	739.2	3/8	B		**0.14**		0	24	0	3/8	B		**0.14**		1992	Deficient	
Indian Creek Rd L	9.74	0.17	897.6	0/5	B		**0.17**		10	34	0	3/8	B		**0.17**		1992	Deficient	
	9.91	0.10	528	0/5	B		**0.10**		10	44/2lane	0	3/8	B		**0.10**		1992	Deficient	
	10.01	0.52	2745.6	0/5	B		**0.52**		10	34	0	3/8	B		**0.52**		1992	Deficient	
	10.53	0.26	1372.8	0/0	C			**0.26**	10	39	0	3/8	B		**0.26**		1992	Deficient	
	10.79	0.29	1531.2	3/3	C			**0.29**	10	34	0	3/8	B		**0.29**		1992	Deficient	
	11.08	0.43	2270.4	3/6	B		**0.43**		10	34	0	3/8	B		**0.43**		1992	Deficient	
	11.51	0.10	528	0/5	B		**0.10**		10	24	0	3/8	B		**0.10**		1992	Deficient	
	11.61	0.19	1003.2	5/5	A	0.19			10	24	0	3/8	B		**0.19**		1992	Deficient	
	11.80	0.11	580.8	0/5	B		**0.11**		10	24	0	3/8	B		**0.11**		1992	Deficient	
	11.91	0.03	158.4	8/8	A	0.03			0	24	0	3/8	B		**0.03**		1992	Deficient	
	11.94	0.04	211.2	8/8	A	0.04			0	24	0	8/8	A	0.04			1992		
Br22-144	11.98	0.08	422.4	8/8	A	0.08			0	24	0	8/8	A	0.08			1992		
	12.06	0.15	792	8/8	A	0.15			0	32	0	0/0	C			**0.15**	1992	Deficient	
	12.21	0.11	580.8	3/9	B		**0.11**		0	24	0	3/9	B		**0.11**		1992	Deficient	
	12.32	0.03	158.4	3/9	B		**0.03**		0	24	0	8/8	A	0.03			1992	Deficient	
	12.35	0.18	950.4	8/8	A	0.18			0	24	0	8/8	A	0.18			1992		
	12.53	0.43	2270.4	3/9	B		**0.43**		0	24	0	3/9	B		**0.43**		1992	Deficient	

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A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Geopoint	Mileage Point	Miles To Next Point	Feet	Lft Shldr Pvd/Tot	Class	L. Class A	**L. Class B**	**L.Class C**	Left Aux. Lane	Pave. Width	Right Aux. Pvd/Tot	Rght Shldr Pvd/Tot	Class	R.Class A	**R.Class B**	**R.Class C**	Pavement Age	Deficient Shoulder	In DOT 6 Yr Plan
	12.96	0.02	105.6	7/7	A	0.02			0	34	10	6/6	A	0.02			1992		
Frederick Ln L	12.98	0.08	422.4	7/7	A	0.08			0	34	10	6/6	A	0.08			1992		
Kelly Lane R	13.06	0.11	580.8	7/7	A	0.11			0	34	10	6/6	A	0.11			1992		
	13.17	0.33	1742.4	0/0	C			**0.33**	0	41	10	6/6	A	0.33			1992	Deficient	
	13.50	0.26	1372.8	6/6	A	0.26			0	34	10	6/6	A	0.26			1992		
	13.76	0.01	52.8	3/8	B		**0.01**		0	34	10	6/6	A	0.01			1992	Deficient	
End T. of Paris	13.77			3/8															
Tot.T.of Paris	**4.19**	**4.19**	**10718.40**			1.14	**2.15**	**0.90**						1.14	**2.90**	**0.15**			
T of Potosi S.L.	13.77	0.13	686.4	3/8	B		**0.13**		0	34	10	6/6	A	0.13				Deficient	
	13.90	0.12	633.6	0/0	C			**0.12**	0	44	10	6/6	A	0.12				Deficient	
Long Branch Rd L	14.02	0.27	1425.6	3/9	B		**0.27**		0	34	10	6/6	A	0.27				Deficient	
Wayside L	14.29	0.01	52.8	3/9	B		**0.01**		0	34	10	6/6	A	0.01				Deficient	
Wayside L	14.30	0.12	633.6	3/9	B		**0.12**		0	34	10	6/6	A	0.12				Deficient	
River Ln Rd L	14.42	0.37	1953.6	3/9	B		**0.37**		0	34	10	6/6	A	0.37				Deficient	
Tobins Eighty Ln L	14.79	0.06	316.8	3/9	B		**0.06**		0	34	10	6/6	A	0.06				Deficient	
Abing Ln	14.85	0.02	105.6	3/9	B		**0.02**		0	34	10	6/6	A	0.02				Deficient	
	14.87	0.65	3432	3/9	B		**0.65**		0	24	0	3/9	B		**0.65**			Deficient	
	15.52	0.01	52.8	8/8	A	0.01			0	34	0	0/0	C			**0.01**		Deficient	
Schaeffer Ln R	15.53	0.03	158.4	8/8	A	0.03			0	34	0	0/0	C			**0.03**		Deficient	
End T. of Potosi	15.56			8/8	A				0	34	0	0/0	C						
Total T of Potosi	**1.79**	**1.79**	**9240.00**			0.04	**1.63**	**0.12**						1.10	**0.65**	**0.04**			
Vill.of Tennyson	15.56	0.03	158.4	8/8	A	0.03			0	34	0	0/0	C			**0.03**		Deficient	
	15.59	0.07	369.6	0/0	C			**0.07**	0	3/2 lane	0	0/0	C			**0.07**		Deficient	
BunkerHill St L	15.66	0.19	1003.2	0/0	C			**0.19**	0	3/2 lane	0	0/0	C			**0.19**		Deficient	
HogHollow Ln L	15.85	0.20	1056	0/0	C			**0.20**	0	3/2 lane	0	0/0	C			**0.20**		Deficient	
A St. L	16.05	0.08	422.4	0/0	C			**0.08**	0	3/2 lane	0	0/0	C			**0.08**		Deficient	
STH 133 L	16.13	0.00		9/10	A				0	24	0	8/10	B						
STH 133	0.00	0.11	580.8																
STH 133	0.11																		
Tot.Vill. Tennyson	**0.57**	**0.57**	**3009.60**			0.03	**0.00**	**0.54**						0.00	**0.00**	**0.57**			
N L Potosi Village	0.11	1.86	9820.8	3/3	C			**1.86**				3/3	C			**1.86**		Deficient	
S L Potosi Village	1.97			3/3	C														
Tot. Potosi Vill		**1.86**	**9820.8**			**0.00**	**0.00**	**1.86**						0.00	**0.00**	**1.86**			
T. Potosi South L.	1.97	1.52	8025.6	5/5	A	1.52						5/5	A	1.52					
DogTail Rd R	3.49	0.03	158.4	5/5	A	0.03						5/5	A	0.03					
Br 22-839	3.52	1.50	7920	5/5	A	1.50						5/5	A	1.50					
T. Potosi North L.	5.02		0																
Tot.T. Potosi	**3.05**	**3.05**	**16104**			3.05	**0.00**	**0.00**						3.05	**0.00**	**0.00**			
T of Waterloo S.L.	5.02	2.95	15576	5/6	A	2.95						5/6	A	2.95					
CTH N L	7.97	0.58	3062.4	1/3	C			**0.58**				1/3	C			**0.58**		Deficient	5' Shldr 2004
CTH N R	8.55	3.96	20908.8	1/3	C			**3.96**				1/3	C			**3.96**		Deficient	5' Shldr 2004
T of Waterloo N.L.	12.51																		
Tot. T of Waterloo	**7.49**	**7.49**	**39547.2**			2.95		**4.54**						2.95		**4.54**			
T of Cassville SL	12.51	0.31	1636.8	1/3	C			**0.31**				1/3	C			**0.31**		Deficient	5' Shldr 2004

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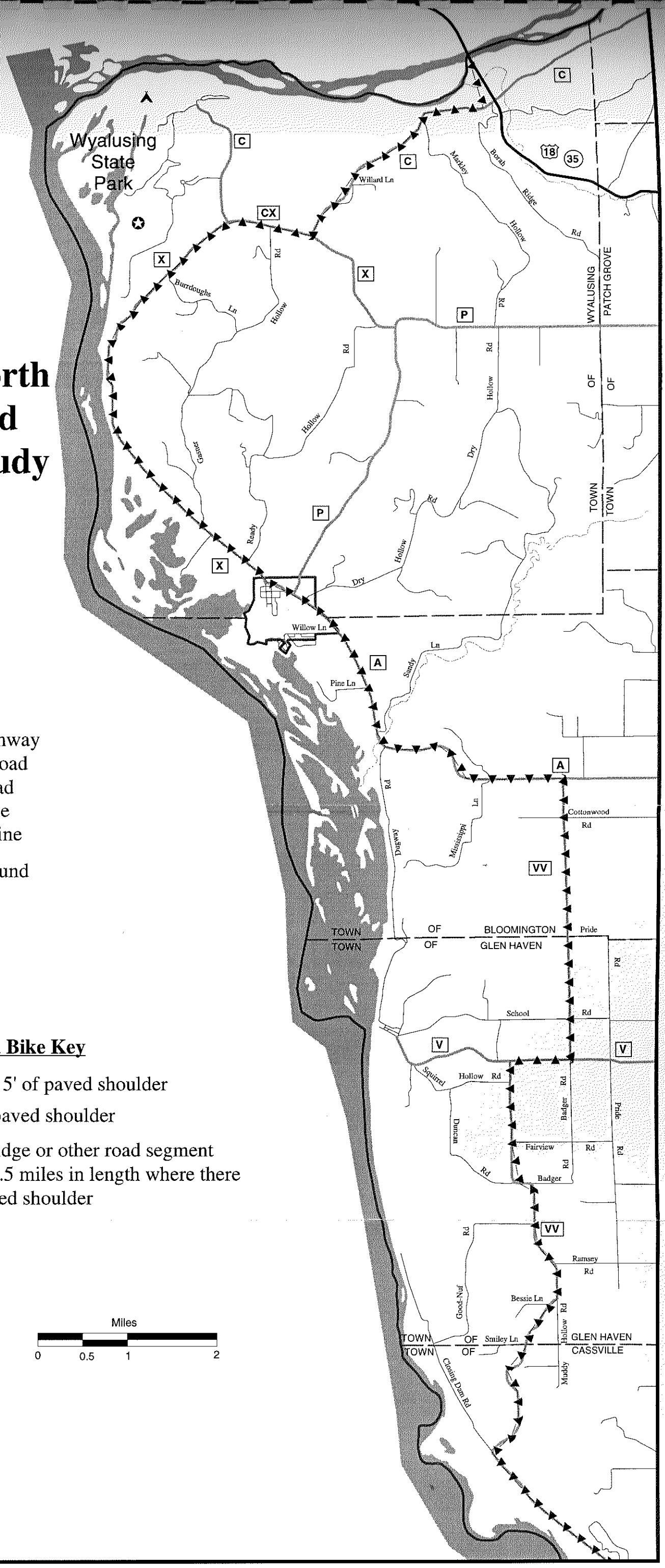
CTH Y R	12.82	4.04	21331.2	1/3	C			4.04				1/3	C			4.04		Deficient	5' Shldr 2004
Cassville Vill SL	16.86																		
Tot. T of Cassville	**4.35**	**4.35**	**22968**					**4.35**								**4.35**			
Vill Cassville SL	16.86	0.32	1689.6	0/0	C			**0.32**				0/0	C			**0.32**		Deficient	
Crawford St X	17.18	0.33	1742.4	0/0	C			**0.33**				0/0	C			**0.33**		Deficient	
STH 81 R	17.51	0.48	2534.4	0/0				**0.48**				0/0	C			**0.48**		Deficient	
CTH VV/N Vill Limit	17.99																		
Tot. V of Cassville	**1.13**	**1.13**	**5966.4**					**1.13**								**1.13**			
Name of seg.	**Beg.Seg.**	**Seg lngth**																	
CTH VV 2-13/Cassvill	0.00	2.61	13780.8	0/3	C			**2.61**	0	22	0	0/3	C			**2.61**		Deficient	
CTH VV 2-12	2.61	0.64	3379.2	0/1	C			**0.64**	0	20	0	0/1	C			**0.64**		Deficient	
CTH VV 2-11	3.25	1.04	5491.2	0/3	C			**1.04**	0	22	0	0/3	C			**1.04**		Deficient	
CTH VV 2-10	4.29	0.73	3854.4	0/1	C			**0.73**	0	20	0	0/1	C			**0.73**		Deficient	
End T of Cassville	5.02																		
Total T of Cassville	**5.02**	**5.02**	**26505.60**			0.00	**0.00**	**5.02**						0.00	**0.00**	**5.02**			
CTH VV 8-13/GlnHvn	5.02	1.10	5808	0/3	C			**1.10**	0	22	0	0/3	C			**1.10**		Deficient	
CTH VV 8-12	6.12	1.12	5913.6	0/2	C			**1.12**	0	22	0	0/2	C			**1.12**		Deficient	
CTH VV 8-11	7.24	1.73	9134.4	0/2	C			**1.73**	0	22	0	0/2	C			**1.73**		Deficient	
CTH VV /V 25-2	8.97	0.74	3907.2	0/3	C			**0.74**	0	22	0	0/3	C			**0.74**		Deficient	
CTH VV 10-1	9.71	1.50	7920	0/4	C			**1.50**	0	22	0	0/4	C			**1.50**		Deficient	
End T of GlenHaven	11.21																		
Tot. T of GlnHvn	**6.19**	**6.19**	**32683.2**			0.00	**0.00**	**6.19**						0.00	**0.00**	**6.19**			
CTH VV 4-1/BMGTN	11.21	1.97	10401.6	0/4	C			**1.97**	0	22	0	0/4	C			**1.97**		Deficient	
CTH A 17-12	13.18	0.75	3960	0/5	B		**0.75**		0	22	0	0/5	B		**0.75**			Deficient	
CTH A 17-11	13.93	3.44	18163.2	0/5	B		**3.44**		0	22	0	0/5	B		**3.44**			Deficient	
End T of Blmgtn	17.37																		
Tot. T of Blmgtn	**6.16**	**6.16**	**32524.80**				**4.19**	**1.97**							**4.19**	**1.97**			
CTH A 14-2/T.Wyalus	17.37	0.15	792.0	0/5	B		**0.15**		0	22	0	0/5	B		**0.15**			Deficient	
Vill of Bagley So.L	17.52																		
Tot T Wyalusing	**0.15**	**0.15**	**792.0**				**0.15**								**0.15**				
CTH A/Vill Bagley	17.52	0.90	4752.0	5	B		**0.9**					5	B		**0.90**			Deficient	
End Vill Bagley	18.42																		
Tot Vill Bagley	**0.90**	**0.90**	**4752.0**				**0.90**								**0.90**				
CTH X 3-14 T Wyalus	18.42	2.91	15364.8	0/2	C			**2.91**	0	22	0	0/2	C			**2.91**		Deficient	
CTH X 3-13	21.33	0.45	2376.0	0/2	C			**0.45**	0	20	0	0/2	C			**0.45**		Deficient	
CTH X 3-12	21.78	0.36	1900.8	0/1	C			**0.36**	0	20	0	0/1	C			**0.36**		Deficient	
CTH X 3-11	22.14	3.21	16948.8	0/6	B		**3.21**		0	22	0	0/6	B		**3.21**			Deficient	
CTH C 22-1	25.35	3.10	16368.0	0/6	B		**3.10**		0	22	0	0/6	B		**3.10**			Deficient	
STH 35 18-1	28.45	0.63	3326.4	3/3	C			**0.63**	0	24	0	3/3	C			**0.63**		Deficient	
Grant Co No. L	29.08																		
Tot T Wyalusing	**10.66**	**10.66**	**56284.8**				**6.31**	**4.35**							**6.31**	**4.35**			
Tot. Grant Co.		**63.09**	**333115.2**			**15.16**	**15.83**	**32.10**						**15.86**	**15.81**	**31.42**			

Map 9.1
Grant County - North
Great River Road
Bike Suitability Study



KEY

- State Highway
- County Road
- Local Road
- Town Line
- County Line
- Campground
- Park
- Wayside

Great River Road Bike Key

- Minimum of 5' of paved shoulder
- Less than 5' paved shoulder
- Indicates a bridge or other road segment of less than 0.5 miles in length where there is not a 5' paved shoulder

N W E S

Miles: 0 0.5 1 2

Map 9.2
Grant County - Central
Great River Road
Bike Suitability Study

KEY

- State Highway
- County Road
- Local Road
- Town Line
- County Line
- Campground
- Park
- Wayside

Great River Road Bike Key

- Minimum of 5' of paved shoulder
- Less than 5' paved shoulder
- Indicates a bridge or other road segment of less than 0.5 miles in length where there is not a 5' paved shoulder

CASSVILLE
WATERLOO
POTOSI
TOWN
TOWN
Miles
0 0.5 1 2

Map 9.3
Grant County - South
Great River Road
Bike Suitability Study

KEY

- State Highway
- County Road
- Local Road
- Town Line
- County Line
- Campground
- Park
- Wayside

Great River Road Bike Key

- Minimum of 5' of paved shoulder
- Less than 5' paved shoulder
- Alternate Bike Route

☹ Indicates a bridge or other road segment of less than 0.5 miles in length where there is not a 5' paved shoulder

N W E S

Miles
0 0.5 1 2