

# The Great River Road Mississippi River Trail Bicycle Map

A Guide for Cycling Along  
Wisconsin's Great River  
August 2016



## Introduction

The Mississippi River has often been described as the backbone of America. While in past centuries its waters carried native peoples, fur traders and settlers, today it invites bicyclists to ride along its banks. In Wisconsin, the Mississippi River winds its way through the beautiful "driftless" area of the state. Also known as the "coulee region" because of its valleys, the Mississippi River forms the grandest valley of them all.

The Wisconsin Mississippi River Parkway Commission has been instrumental in enhancing the valley for tourism. The Great River Road has been designated for 250 miles in Wisconsin and the Parkway Commission has been supportive of improving accommodations for bicyclists on this road (primarily WIS 35). Over the years, bicycling has become established as a popular activity in the valley. National effort has created the basis for the ten-state Mississippi River Trail (MRT). For Wisconsin, the MRT follows the Parkway Commission's Bikeway Plan.

## The Route

The [Great River Road Bikeway/ Mississippi River Trail \(GRRB/MRT\)](#) in Wisconsin is located primarily on the Great River Road (WIS 35) between Prescott and Prairie du Chien. In Grant County (the southernmost county on the Wisconsin route) the GRRB/MRT is routed on a series of state and county highways and not always on the Great River Road itself. Traffic varies from low (400-700 motor vehicles per day) on the county roads of the route to the most typical rural volume on WIS 35 ranging between 1,300 and 7,200. In the smaller villages traffic increases with local use, with the major traffic volumes in the La Crosse and Prairie du Chien urban areas. Traffic volumes in the central part of La Crosse are higher, but there are numerous alternatives favorable to bicycling to use that are provided in the map.

The typical image of the route is found around Stockholm, Stoddard, DeSoto, and Bagley, where the road clings to a narrow ledge between precipitous bluffs on the east and an almost as steep of a drop on the west to the Burlington Northern Santa Fe Railroad and the Mississippi River, which is constantly visible throughout the rural portion of the road. This scenic view is common on much of the Great River Road and is not unusual to experience long stretches of between 10 and 25 miles in length where this condition exists.

There are several interconnected alternate routes that bring the rider closer to the Mississippi River, and in addition bypass some of the heavier trafficked roadway portions. Most of the County and Town Roads that serve as informal alternate routes for the GRRB/MRT have little, if any, shoulders, but the lower traffic volumes make the ride less formidable than it would be on a heavier traveled road. Grant County actually has more choices for interconnected alternate routes than the other counties, but often the alternate route is not significantly closer to the Mississippi River and quite hilly. A completely separated bicycle touring trail, the Great River State Trail, exists between Onalaska and Marshland (from the La Crosse area to about 25 miles north).

## Services

There are numerous small villages along the route, and basic needs of drinking water, sanitary facilities, and food can be met at commercial establishments in these areas. Some of the smaller communities do not have full service restaurants. Overnight accommodations range from bed and breakfast inns, local motels and hotels, and campgrounds ranging from commercial sites to camping in area parks. Travelers should trip plan ahead for these types of accommodations and services accordingly. Most of the communities may not have a "bicycle shop" designated as such, but resourceful local individuals are often able to resuscitate a broken bike, and get you on your way again. See the icons listed on the map for locations of potential services. [Wisconsin State Parks](#) directly adjacent to the route are Merrick near Fountain City, Perrot near Trempealeau, and Wyalusing and Nelson Dewey near Bagley and Cassville. There are several "overlooks" or "turnouts" along The Great River Road, but most of these do not provide toilet, water, or shelter facilities.

Opportunities to cross the Mississippi River by bridge or ferry and access the Minnesota and Iowa segments of the GRRB/MRT are at

Prescott, Hager City, Nelson, south of Fountain City, La Crosse, South of De Soto, Prairie du Chien, the Cassville ferry, and Dubuque.

Amtrak passenger rail service, which includes the shipping of bicycles, is available at La Crosse, and St. Paul, and Winona, Minnesota. Rail passenger service without checked baggage (bike) is available at Red Wing, Minnesota across the Mississippi River from Hager City in Pierce County. Commercial intercity bus service is available at all the above named Amtrak stops, as well as Dubuque. The La Crosse Municipal Transit (MTU), which provides local bus service in that urban area, has exterior bike racks on all its buses.

## Weather

The climate along the route is classically Continental, meaning large air masses can bring weather ranging from thunderstorms to humidity laden afternoons, to crisp clear mornings. Because the immediate Mississippi River valley is usually two to three miles wide or more, winds from the west across the open river, frequently are quite brisk. For the bicyclists along the route, any given day anywhere on the route may seem the same in Prescott as Cassville, especially during the peak summer months of June and July. The average summer highs range from 79 to 86 degrees along the route. During late spring and early autumn high temperatures range from 57 to 70 degrees.

Rainfall varies slightly month to month generally ranging from three to four inches per month from April to September. Rainfall drops closer to two inches in October.

## GRRB/MRT Map Specifics and Use of Map

This map depicts conditions for bicycling on the GRRB/MRT and nearby roadways. Touring cyclists can ride the entire Wisconsin segment or choose smaller segments that are better suited to their experience level. Except the Great River State Trail, cyclists will be riding on highways with light to heavy traffic volumes.

This map is provided to assist bicyclists age 16 and over who have had drivers training and are capable of riding longer distances between communities. As you use the map legend, know your level of skill and comfort in sharing roadways with motor vehicles, and travel with conditions that match your abilities. The user of the map bears full responsibility of his or her safety, assumes all risks encountered, and is advised to use good judgment and obey all traffic laws. The State, counties, cities, towns, villages and their officers and employees and those of the UW-Madison Cartography Lab shall not be held accountable in any manner for loss, damage, or injury that may be suffered by anyone who use this map.



AMERICA'S BYWAYS™

# Legend

## Town Roads

This is the most extensive system of local roads in the state. These could not be individually evaluated or classified as part of this map in the same way county and state highways were. Most are likely to have narrow pavements with no paved shoulders and low volumes of traffic. Traffic volumes are likely to be heavier when traveling these roads into cities. Town roads will be quite steep with poor sight lines in the Southwestern and Mississippi Valley areas of the state. The map depicts whether town roads are paved or unpaved, as well as identifying undesirable town roads with higher levels of traffic.



## Best Conditions for Bicycling

These county and state highways will have light volumes of traffic and may have many other favorable factors such as good sight distance and minimal truck traffic. This classification also includes highways approaching a moderate level of traffic but with paved shoulders.



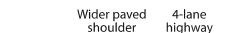
## Moderate Conditions for Bicycling

These roadways have moderate traffic volumes for the amount of pavement width present. This classification may also include county highways and state highways with paved shoulders, but slightly more traffic. Due to moderate traffic volumes, less experienced bicyclists should use care on these segments.



## Higher Volume, Wider Paved Shoulders

These roadways have moderately-high car and/or truck volumes, but have wider paved shoulders (generally 4 or 5 feet). This classification also includes a select number of 4-lane highways that have wide paved shoulders and moderate levels of traffic. Due to traffic volumes, less experienced bicyclists should use care on these segments.



## High Volume, Undesirable Conditions









These roadways have moderately-high traffic volumes with no paved shoulders, or high traffic volumes with narrow paved shoulders, and many have moderate to high truck traffic. This classification could also include some moderate volume roadways, but with an assortment of negative factors for bicycling. Bicyclists should try to plan around these roads and/or use considerable caution when using them. Bicyclists should have appropriate amounts of expertise with these types of riding conditions if choosing these roads.



## Bicyclists Prohibited

These roadways are 4-lane Interstates and freeways posted as "Pedestrians Bicycles Non Motorized Traffic Motor Bicycles Prohibited". There are some 4-lane divided highways that will permit bicycling, but pay close attention to how they are rated on the map.

## Services

-  Full Services Available (Lodging, Food, Service Station)
-  Hotel/Bed & Breakfast/Cabins
-  Restaurant
-  Service Station
-  Grocery Store
-  Bicycle Service
-  Campground
-  Lock & Dam

## Bicycle Touring Trails

These are bicycling trails that include state, regional, and local trails. The state trails are often a finely screened limestone. These trails are excellent for use with hybrid and mountain bikes and most are also suitable for road bikes. Most of the trails are paved in urban areas. Many of these trails are particularly good for children and inexperienced bicyclists.



## Urban Escape Routes

These routes are likely to be the best connections into and out of large cities and are often routes recommended by area bicyclists. However, many have moderate or high traffic volumes without bike lanes or paved shoulders.



## Major Urban Streets

Bicycling conditions are not presented for these streets. They are likely to have high volumes of traffic. The urban boundaries depicted on this map are based on a combination of municipal boundaries, speed zones, and built-up areas.



## Rustic Roads

Wisconsin's designated system of scenic, lightly-traveled country roads. Many of these roads are identified with the word "Rustic" near the name of the road. See [wisconsin.gov](http://wisconsin.gov) for additional information.



## Scenic Byways

Wisconsin Scenic Byways are formally designated routes that maintain and promote some of our most scenic and historic state highway corridors. These routes offer wonderful scenery and access to unique recreational or cultural opportunities. These highways may have moderate conditions for bicycling or higher traffic volumes and are identified with scenic byway logo signs along the route.



## Mississippi River Ferry

Cassville, Wis. to Turkey Creek, Iowa, (608) 725-5180; Contact directly for schedules and rates, or visit [wisconsin.gov](http://wisconsin.gov).




## Amtrak Service




Passenger rail service is available through part of the state. However, only certain stations (Milwaukee, Columbus, La Crosse and Winona, MN) provide the baggage service necessary to transport a bicycle. Bicycles must be boxed; you may provide the carton or purchase one from Amtrak. The boxed bicycle will be included as one of the two allowed pieces of checked luggage and a nominal fee is charged. See [www.amtrak.com](http://www.amtrak.com) for the most current information.



## Highway Symbols

-  Interstate Highway
-  US Highway
-  State Highway
-  County Highway

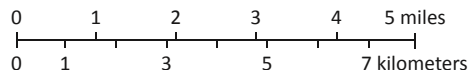
## Route Symbols

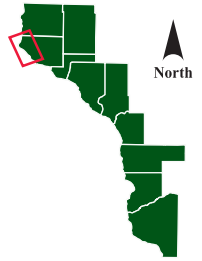
-  Great River Road Bikeway
-  Alternate Route
-  Section Start/Finish Line (Matchline)

## Map Symbols



Note: Arrow is not always pointing up to the top of the page. Its orientation is different from page to page to maximize the coverage of the route on each panel.





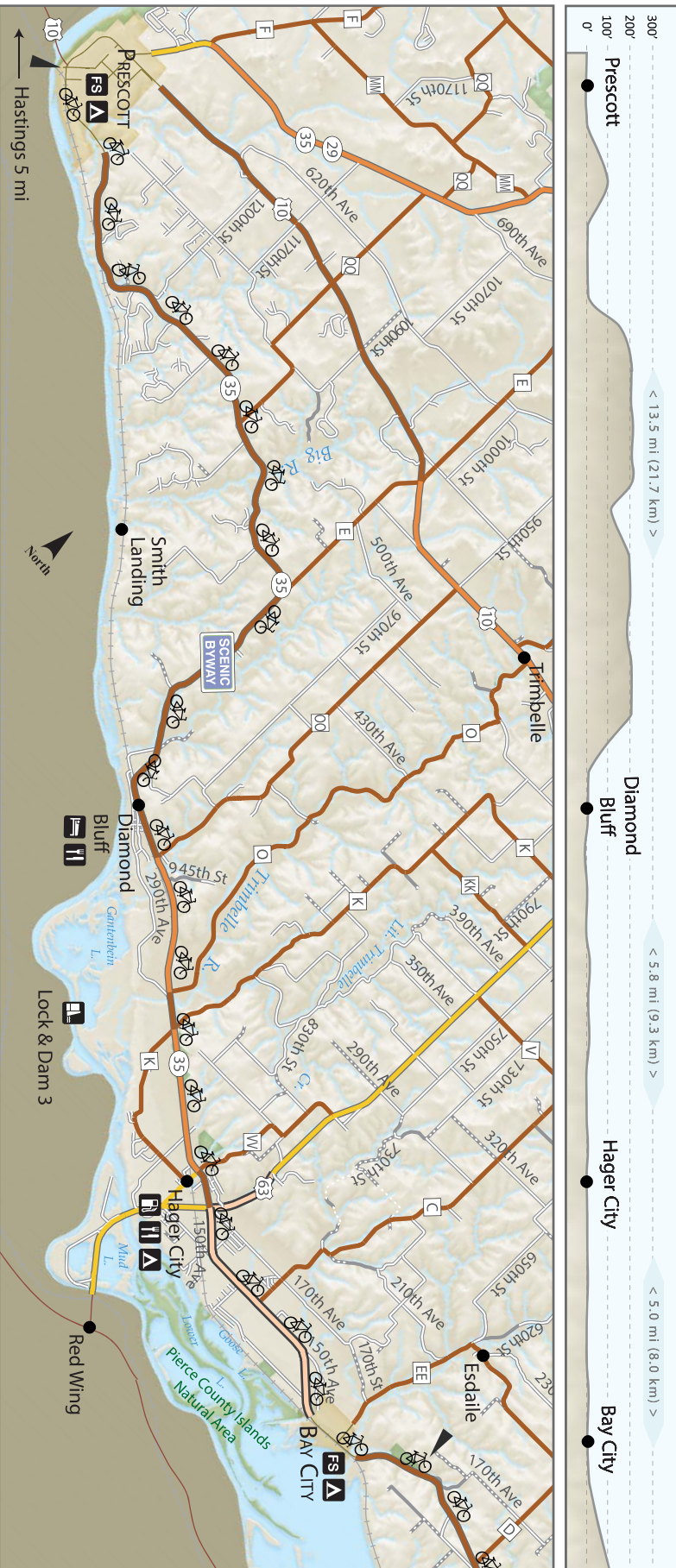
# Section 1 Prescott

**Distance:** 20 miles from Prescott to Hager City. 5 miles from Hager City to Bay City. 27 miles from map matchline to map matchline.

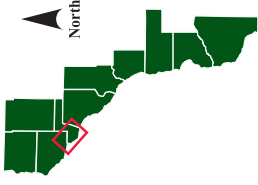
**Difficulty:** A total elevation change of 400 feet occurs along the entire distance. Rolling hills between Diamond Bluff and Prescott.

**Route Travel Conditions:** Two-lane highway with wider paved shoulders. Conditions are rated from "Moderate" to "Best". About 5 miles of the route are rated as "Higher Volume, but wider paved shoulders".

**Directions:** Southbound: Start at Prescott continue south and east on WIS 35 (that will place the bluffs to your left and the river to your right). Continue on WIS 35 to the end of the map's matchline. Northbound: Continue on WIS 35 from matchline to Prescott.



# Section 2 Pepin

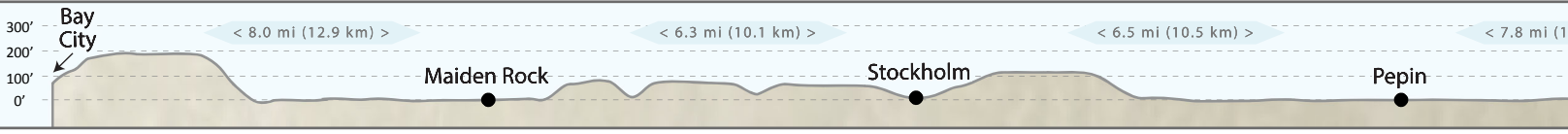


**Distance:** 8 miles from Bay City to Maiden Rock. 6 miles from Maiden Rock to Stockholm. 6 miles from Stockholm to Pepin. 8 miles from Pepin to Nelson. 25 miles from map matchline to map matchline.

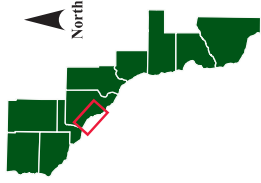
**Difficulty:** One of the longest hill segments of the route exists just to the east of Bay City. It is a long and steady climb (just over 400 feet of vertical rise), but it is a manageable grade. The remaining terrain is relatively flat.

**Route Travel Conditions:** Two-lane highway with relatively low traffic volumes and wider paved shoulders. Overall, it is rated in the “Best” category for bicycling.

**Directions:** Southbound: From Bay City travel east on WIS 35. Continue on WIS 35 to matchline. Northbound: Head west on WIS 35 from matchline (Nelson) to Bay City.



# Section 3 Alma



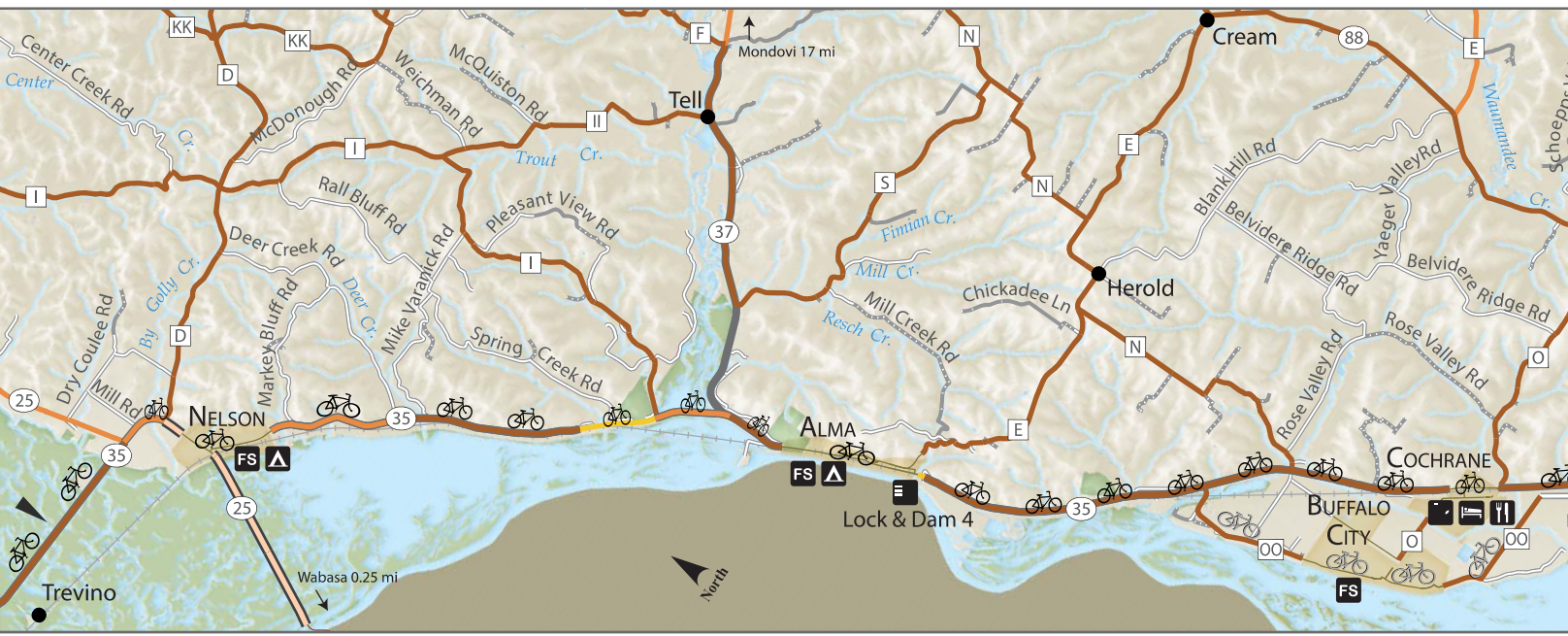
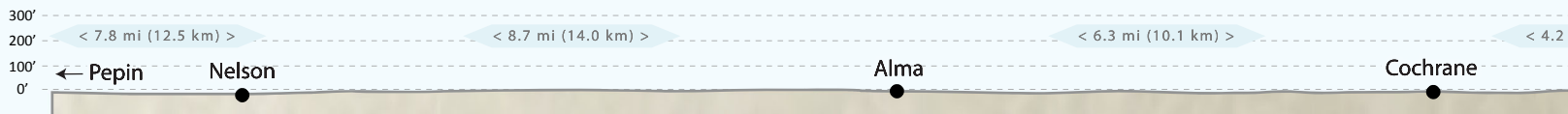
**Distance:** 9 miles between Nelson and Alma. 6 miles between Alma and Cochrane. 4 miles between Cochrane and Czechville. 23 miles from map matchline to map matchline.

**Difficulty:** The terrain for the entire length of the route on the panel is flat.

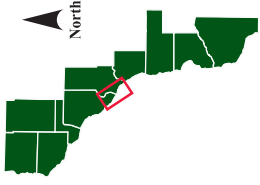
**Route Travel Conditions:** Conditions are mixed for this section. WIS 35 north of Alma is moderately good for cycling. From Alma, south to the matchline, the route is in the "Best" category for cycling. WIS 35 is busy in the City of Alma and the road is narrow with parking.

**Directions:** Southbound: From Nelson travel south on WIS 35 to map matchline. Northbound: From map matchline (Czechville) travel north on WIS 35 to Nelson.

**Alternate Route:** Southbound: South of Alma, turn right (west) on County OO. Continue on County OO through Buffalo City for about 4 miles. Turn right (south) on Prairie Moon Rd (also know as Main Street in Cochrane and Kamrowski Rd). Continue on Prairie Moon/Kamrowski until the intersection of Bechly and Indian Creek Road. Stay to the right on Indian Creek Road. Continue on Indian Creek Road for about 0.7 mile. Turn right on WIS 35. Northbound: Turn left on Indian Creek Road. At intersection with Kamrowski Road, stay to left. Continue on Kamrowski (also know as Prairie Moon and Main Street in Cochrane) for about 4 miles to County OO. Left on County OO and continue for about 5 miles (through Buffalo City). Turn left



# Section 4 Fountain City



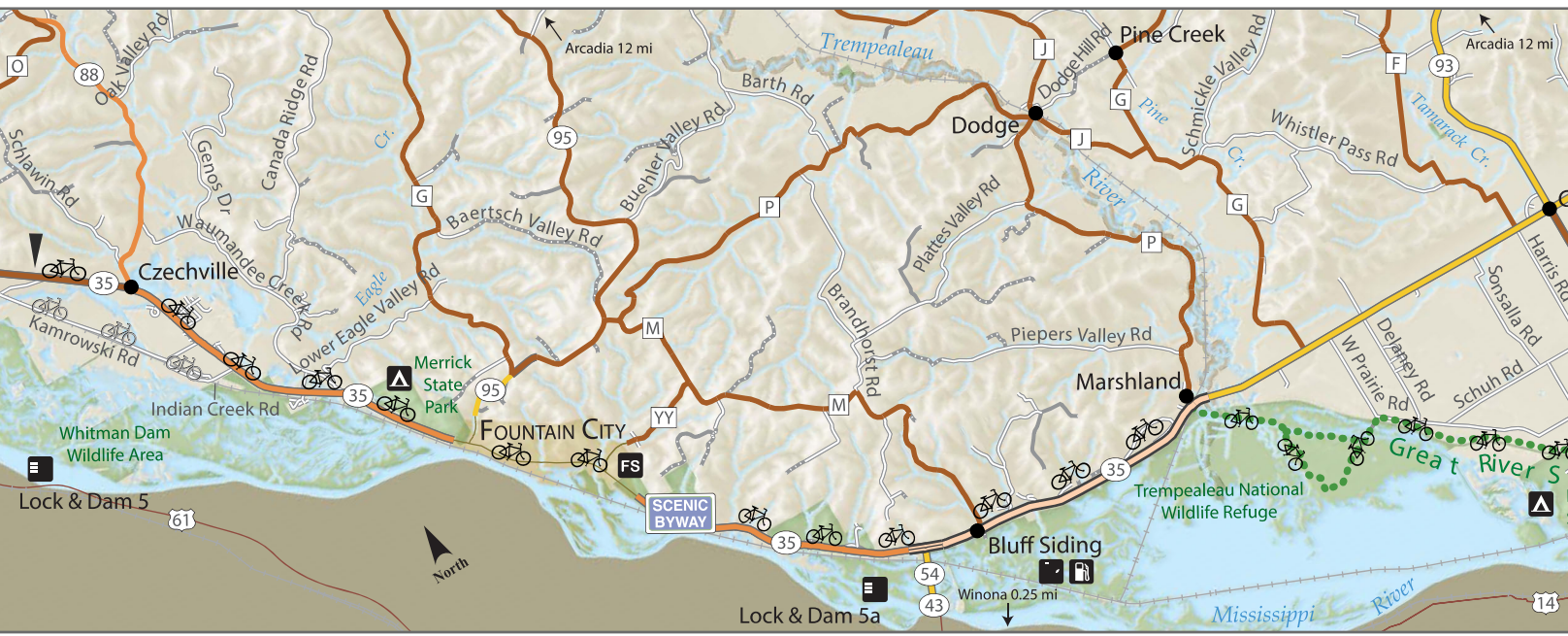
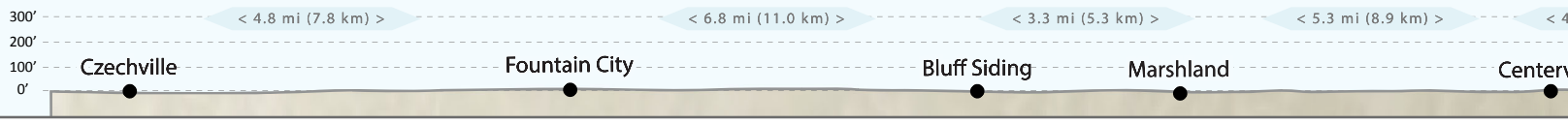
**Distance:** 5 miles from Czechville to Fountain City. 7 miles from Fountain City to Bluff Siding. 3 miles from Bluff Siding to Marshland (beginning of the Great River State Trail). 7 miles from Marshland to Trempealeau on Great River State Trail. 25 miles from map matchline to map matchline.

**Difficulty:** The terrain for this entire length of the route on the panel is flat.

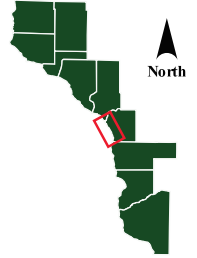
**Route Travel Conditions:** Traffic is fairly heavy in this stretch, especially south of Fountain City. WIS 35/54 between Bluff Siding and Marshland has wider paved shoulders, but the remaining segments have 5 foot wide paved shoulders. The Great River Trail is crushed limestone suitable for most skinny tires. Adjacent town roads between Marshland and Trempealeau are paved, but narrow with very low traffic volumes.

**Directions:** Southbound: From Czechville to Marshland on WIS 35 (NOTE: Marshland is merely an intersection of the Great River State Trail and WIS 35. Look very carefully for the trailhead of the Great River State Trail). Right or south and east on the Great River State Trail (off-road) to Trempealeau. Northbound: From Trempealeau continue on Great River State Trail (off-road) to Marshland. Turn left (west) on WIS 35/54.

**Alternate Routes:** Indian Creek/Kamrowski Road just north of Merrick State Park. See Section 3 for alternate route details.



# Section 5 La Crosse



**Distance:** 23 miles from Trempealeau to La Crosse.

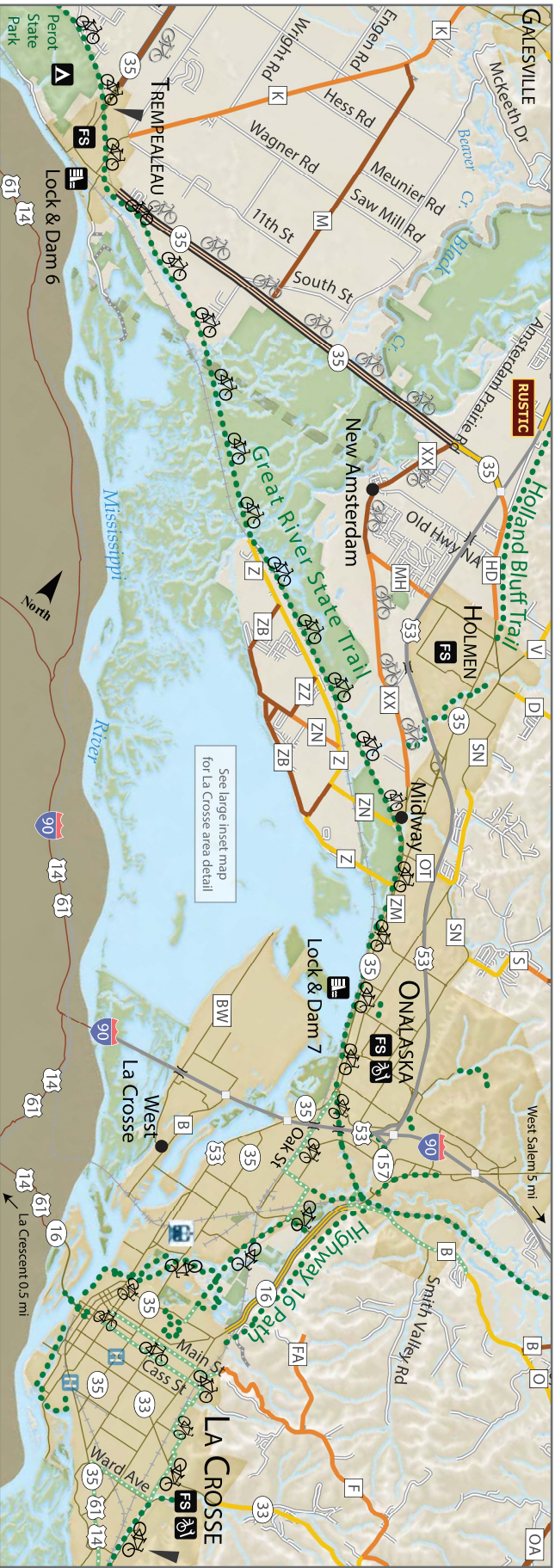
**Difficulty:** The terrain for this entire length of the route on the panel is flat.

**Route Travel Conditions:** The Great River State Trail is surfaced with crushed limestone and is suitable for most skinny tires. The alternative route (WIS 35 and County XX) is rated as having best and moderate conditions for bicycling. WIS 35 has fairly high traffic volumes east of Trempealeau, but with wider paved shoulders. Several bridges have no shoulders in this stretch. There will be a mixture of trails, higher volume streets, and lower volume residential streets in La Crosse and Onalaska. The preferred route through La Crosse has cyclists on local roads rather than higher volume highways.

An additional [inset map](#) is available for the La Crosse area.

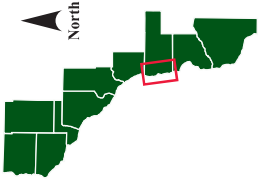
**Directions:** Southbound: From Trempealeau to Onalaska on the Great River State Trail. Connect to Oak Ave. via Oak Forest Dr. Turn right (south) on Oak. Left on Cunningham St. to Larson/Palace St. Then right on River Valley for about 1 mile to River-Marsh Trail. Take trail to East Ave. or to downtown La Crosse. From downtown La Crosse take Cass St. east to signed on-street bike route including 29th/28th/31st/32nd/33rd streets. 33rd Street connects to Pammel Creek Trail. Take this trail under WIS 35 to begin southbound travel on this highway. Northbound: 33rd St. to Pammel Cr. Trail to signed on-street bike route including 33rd/32nd/31st/28th/29th streets. Left on Cass St. to downtown La Crosse. Take River-Marsh Trail that begins on US 53 just north of the intersection of La Crosse St. in downtown. turn right of east on trail to River Valley Dr. North on River Valley to Palace. Left on Palace. Right on Oak St. Left on Oak Forest Dr. to beginning of Great River State Trail. From Onalaska to Trempealeau take the Great River State Trail.

**Alternate Highway Route** Southbound From Trempealeau travel on WIS 35 for 6 miles. Turn right or south on County XX for 5 miles to Midway. Intersect with the Great River State Trail (off-road) near intersection of County OT and County ZN in Midway. For on-road option at this point head south or stay right from County XX to County OT. County OT for 1 mile to County ZM. Right on County ZM for 1 mile to County Z and nearby WIS 35. Northbound For on-road option from WIS 35 turn left (west) on County Z to County ZM. Right on County ZM to County OT. Stay left or straight to County OT for 1 mile to County XX. Stay left for County XX. County XX for 5 miles and left on WIS 35. From Great River State Trail in Midway, head north on County OT for 12 mile to County XX. Stay left for County XX. County XX for 5 miles. Turn left or west on WIS 35 to Trempealeau.





# Section 6 Genoa

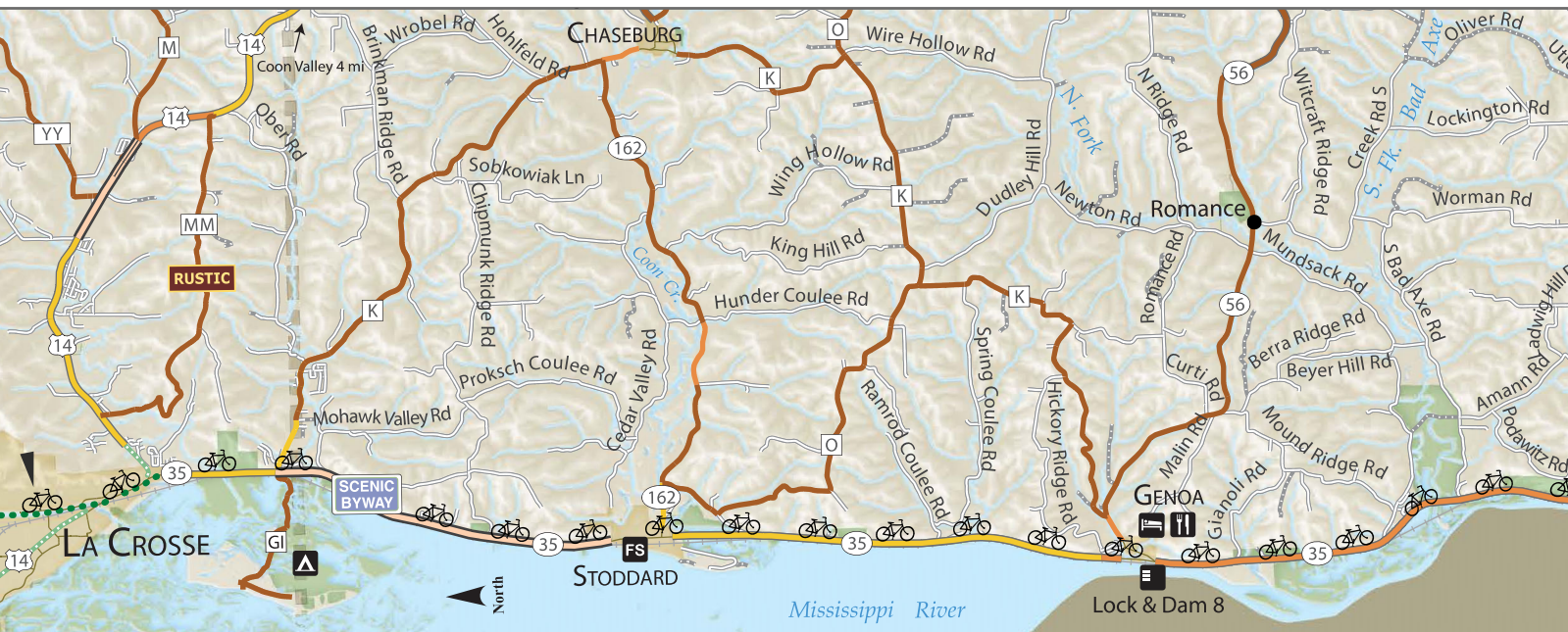


**Distance:** 11 miles from La Crosse to Stoddard. 7 miles from Stoddard to Genoa. 22 miles from map matchline to map matchline.

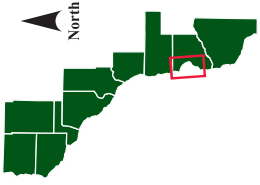
**Difficulty:** The terrain for the entire length of the route on this panel is flat.

**Route Travel Conditions:** Most of WIS 35 from La Crosse to Stoddard is rated as “higher volume, wider paved shoulders”. From Stoddard to Genoa, because of narrow paved shoulders and high traffic volume, this section is rated as undesirable. From Genoa to Victory wider paved shoulders are present making conditions moderately good for cycling.

**Directions:** Southbound: Left or south from 33rd Street in La Crosse onto WIS 35/US 14. US 14 splits off 1 mile from this point. Remain on WIS 35 south to the panel’s matchline. Northbound: From panel’s matchline (near Victory) north on WIS 35 to 33rd Street in La Crosse. Turn right or east on 33rd Street. 33rd Street is about 2/3rds of a mile north of the where US 14 adjoins WIS 35. See [La Crosse inset map](#).



# Section 7 Lynxville



**Distance:** 7 miles from De Soto to Ferryville. 8 miles from Ferryville to Lynxville. 15 miles from Lynxville to Prairie du Chien. 25 miles from map matchline to map matchline.

**Difficulty:** The terrain for the entire length of this panel is flat.

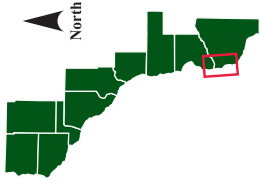
**Route Travel Conditions:** Traffic volumes are moderate-low. Most of the route on this panel is rated in the "best" category for cycling. Many sections of the road have a guardrail on the west side and concrete barrier on the eastside. Southbound cyclists will have a consistent 3 and 4 feet of paved shoulder. Northbound cyclists will have 2 and 3 feet of paved shoulder because of the placement of a gutter next to segments where the concrete barriers are located.

**Directions:** Southbound: From map matchline (Victory) continue on WIS 35 through Lynxville and to map matchline. Northbound: From map matchline continue on WIS 35 through De Soto to map matchline.



## Section 8

# Prairie du Chien



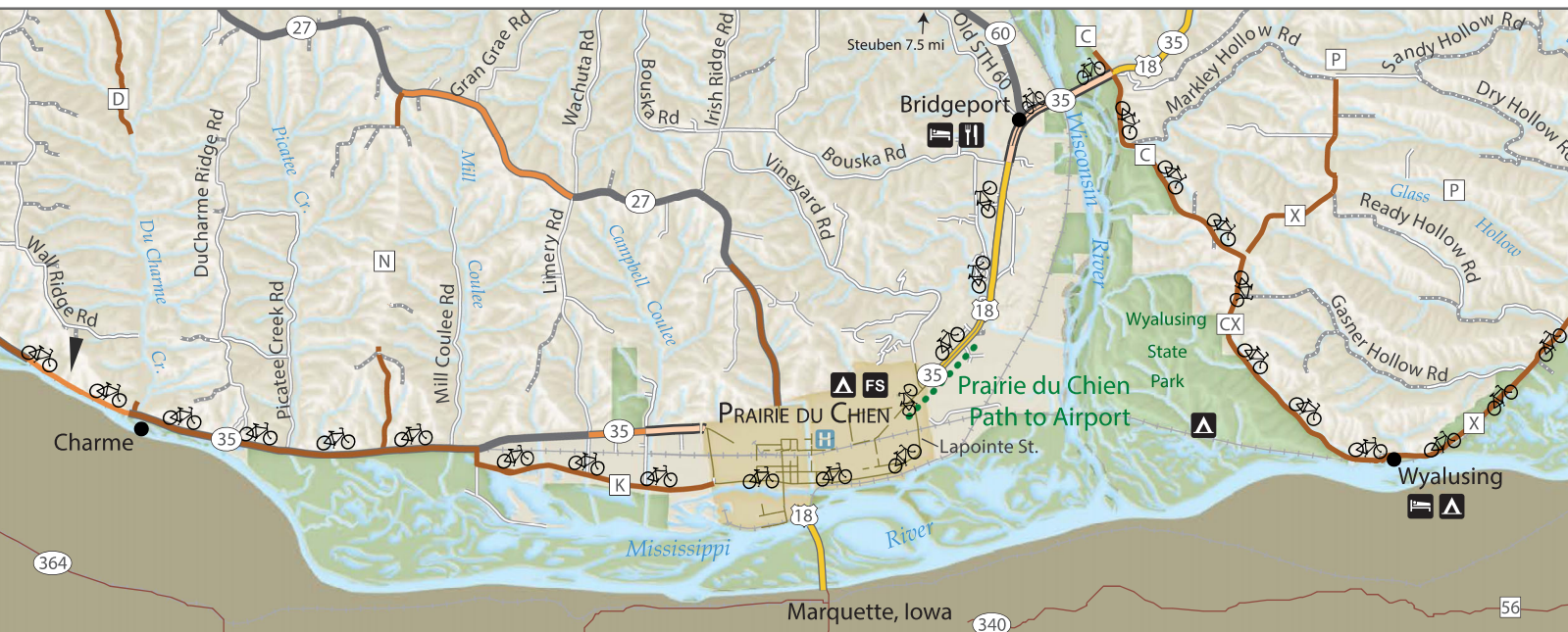
**Distance:** 15 miles from Lynxville to Prairie du Chien. 6 miles from Prairie du Chien to Bridgeport (Wisconsin River Bridge). 8 miles from Bridgeport to Wyalusing. 4 miles from Wyalusing to Bagley. 31 miles from map matchline to map matchline.

**Difficulty:** Rolling to flat terrain north of Prairie du Chien. Significant hill with a 450 foot vertical rise exists on County C just to the north of Wyalusing and south of the Wisconsin river crossing.

**Route Travel Conditions:** North of Prairie du Chien, the route is rated as moderate or best for cycling. Traffic is heavy between Prairie du Chien and Bridgeport. This segment is considered to be undesirable for cycling. Conditions south of the Wisconsin River are favorable for cycling with low traffic volumes, but roads are narrow county highways.

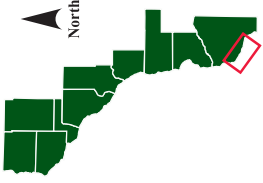
**Directions:** Southbound: From map matchline south to intersection with County K. Right on County K for 4.5 miles into Prairie du Chien. County K becomes Main Street. Main Street through town to Lapointe St. Left on Lapointe for 10 blocks. Right on WIS 35/18 and continue to Bridgeport for 4 miles and across the Wisconsin River bridge. Just across the bridge turn right or southwest on County C. Continue on County C until the intersection with County X. Right on County X. (Note: County Highways X and C run concurrently for just over a mile, but remain on County X for 6 miles to Bagley.)

**Northbound:** From Bagley travel on County X. Intersect with County C. Turn left on County C (Note: County Highways X and C run concurrently for just over a mile). Stay on County C for 4 miles until the intersection with WIS 35/18. Left on WIS 35/18 and across the Wisconsin River Bridge. Remain on WIS 35/18 to Prairie du Chien. Turn left on Lapointe St. for 10 blocks. Turn right on Main Street (will become County K). Continue on County K for 4.5 miles. Turn left (north) on WIS 35. Continue for 7 miles to map matchline.



## Section 9

# Cassville



**Distance:** 18.4 miles from Bagley to Cassville. 16.0 miles from Cassville to Potosi (Section 10). 28.7 miles from map matchline to map matchline.

**Note:** Cassville Ferry connection to Iowa and eventually Dubuque via North Buena Vista and Iowa's MRT Route. See additional ferry information under Route Travel Conditions below.

**Difficulty:** Hilly terrain continues throughout this map panel. A significant climb exists for southbound riders just south of Bagley (Section 8). Bicyclists continue on the highland plateau for about 12 miles. Northbound riders will experience the climb 6 miles to the north of Cassville. WIS 133 and Irish Ridge Rd. (east and south of Cassville) are hilly, but generally follow a ridge from Cassville to just west of Potosi (Section 10).

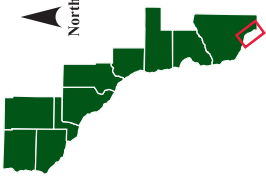
**Route Travel Conditions:** The entire route on this panel is considered to be in the best category for cycling. The Cassville Ferry provides a seasonal crossing of the Mississippi River to Turkey River, Iowa, and eventually the Iowa Great River Road/Mississippi River Trail. See the [Iowa DOT Bicycle Transportation map](#) for a connection into Dubuque. This is the only river crossing opportunity into Iowa between Prairie Du Chien and Dubuque. See the [Cassville Ferry website](#) for rates and schedule. Or call (608) 725-5180.

**Directions:** Southbound: From Bagley (Section 8) take County A for 4.7 miles to County VV. Turn right or south on County VV. Continue on County VV for 13.1 miles to WIS 133. Right on WIS 133 for 0.6 miles to intersection of WIS 81 in Cassville. Continue on WIS 133 for 4.2 miles. Right on Far Nuff Road for 0.7 miles. Left on Irish Ridge Road for 4.0 miles. Left on County N for 1.0 mile. Right on WIS 133 for 3.0 miles to map matchline or 6.1 miles to Potosi (Section 10).

Northbound: From map matchline continue on WIS 133 for 3.0 miles. Left on County N for 1.0 mile. Right on Irish Ridge Road for 4.0 miles. Right on Far Nuff Road for 0.7 miles. Left on WIS 133 for 4.2 miles to intersection of WIS 81 in Cassville. Continue for



# Section 10 Dubuque



**Difficulty:** The terrain is quite hilly between Potosi and Dickeyville with two significant climbs. From Dickeyville to the Illinois border, the terrain is gently rolling.

**Route Traffic Conditions:** Local roads identified as the route between Potosi and the Illinois border have low traffic volume and are narrow. There is a 1.0 mile segment on WIS 35/US 61/US 151 south of Dickeyville which is a 4-lane expressway with fairly heavy and faster traffic, but with wider paved shoulders.

**Connection to Illinois MRT (southbound):** From map matchline travel on WIS 133 for 3 miles to Potosi. Just within the village limits turn right on River Lane Road for 3.5 miles. Turn right on to Dean Lane for 0.6 mile. Veer left on to Ruff Lane for 0.4 mile. Turn right onto Long Branch Road/West Banfield Road and continue for 1.4 miles and across the bridge. West Banfield ends at bridge to become Indian Creek Rd. on south side of the Platte River. Continue on Indian Creek for 3.9 miles to WIS 35/US 61. Right on WIS 35/US 61. Continue traveling south on WIS 35/US 61 for 0.7 miles to on-ramp for US 151/WIS 35/ US 61. Take ramp and highway for 1.0 mile to Old Highway Road. Left on Old Highway Rd for 1.2 miles. Right on County H for 0.5 mile. County H becomes Peddle Hollow Rd at interchange. Straight on Peddle Hollow for 2.3 miles to Bluff Hollow Road. Left on Bluff Hollow for 3.1 miles to intersection with Eagle Point Lane. Left on Sandy Hook (across Eagle Point Ln) to Badger Road for 0.7 mile. Right on Badger Road for 1.7 miles. Badger Road will cross over WIS 35/US 61/US 151 and continue to WIS 11/35. Left on WIS 11 for 1.3 miles. Turn right on County Z for 2.3 miles. Turn right on Sinsinawa Road/County Z for 1.9 miles. Turn right on North High Ridge Road and enter Illinois and onto the Illinois MRT.

**Alternative connection to Illinois MRT and Galena:** TO and from Dickeyville there are other town road and county road connections not shown on this map.

**Northbound:** From the intersection of North High Ridge Road and Sinsinawa Road at the Illinois border travel west on Sinsinawa Road for 1.9 miles. Turn left on County Z for 2.3 miles. Turn left on WIS 11 for 1.3 miles. At the intersection of WIS 11/35 and Badger Road, turn right on Badger Road for 1.7 miles. Badger Road will cross over WIS 35/US 61/US 151 and continue to Sandy Hook Road. Turn left on Sandy Hook Road for 0.7 mile to Eagle Point Lane. Cross over Eagle Point Lane to Bluff Hollow Road. Travel on Bluff Hollow Road for 3.1 miles to Peddle Hollow Road. Turn right on Peddle Hollow for 2.3 miles. Peddle Hollow Road becomes County H at interchange with WIS 35/US 61/US 151. Continue on County H for 0.5 mile to Old Highway Road. Left on Old Highway for 1.2 mile to WIS 35/US 61/US 151. Turn right on WIS 35/US 61/US 151 for 1.0 mile and travel up the first off-ramp to Dickeyville. Turn left onto WIS 35/US 61 toward Dickeyville. Travel north on WIS 35/US 61 for 0.7 mile. Turn left on Indian Creek Road and continue for 3.9 miles to bridge. Cross Platte River bridge and continue straight on West Banfield Road (becomes Long Branch Rd) for 1.4 miles. Turn left on Ruff Lane for 0.4 mile. Veer right on to Dean Lane for 0.6 mile. Left on to River Lane Road for 3.5 miles to WIS 133. Left on WIS 133 and continue 3 miles to map matchline.

