

APPENDIX A: Finding Your Way with the *Connections 2030* Statewide System-Level Priority Corridors

Connections 2030 identifies 37 statewide, system-level priority corridors (Map A-1). The corridor maps form a conceptual framework that:

- » Links policies with investment decisions
- » Illustrates statewide priorities linked to regional and local analyses and plans
- » Depicts the plan's system-level vision through 2030
- » Illustrates short-, medium- and long-term recommendations and activities

The maps are part of the *Connections 2030* corridor management approach. This approach is aimed at better linking statewide policies to implementation activities at the WisDOT regional or corridor level. For more information about the corridor management approach, see Chapter 14, *Implementation*. The corridor maps may be viewed at www.wiconnections2030.gov.

WisDOT produced individual maps for each of the 37 corridors and each of the state's 13 metropolitan planning areas (Map A-2). Since the Southeast Wisconsin Regional Planning Commission planning areas covers seven counties, WisDOT produced an individual map for each county.

Information on the maps is based on programmed projects, plan policy recommendations, and WisDOT region office, metropolitan planning organization, regional planning commission and tribal plan recommendations. Even though the maps identify specific projects, it is not guaranteed that all potential projects will be implemented.

Getting started

Each corridor map or metropolitan planning area map has four parts:

Statewide System-Level Priority Corridors

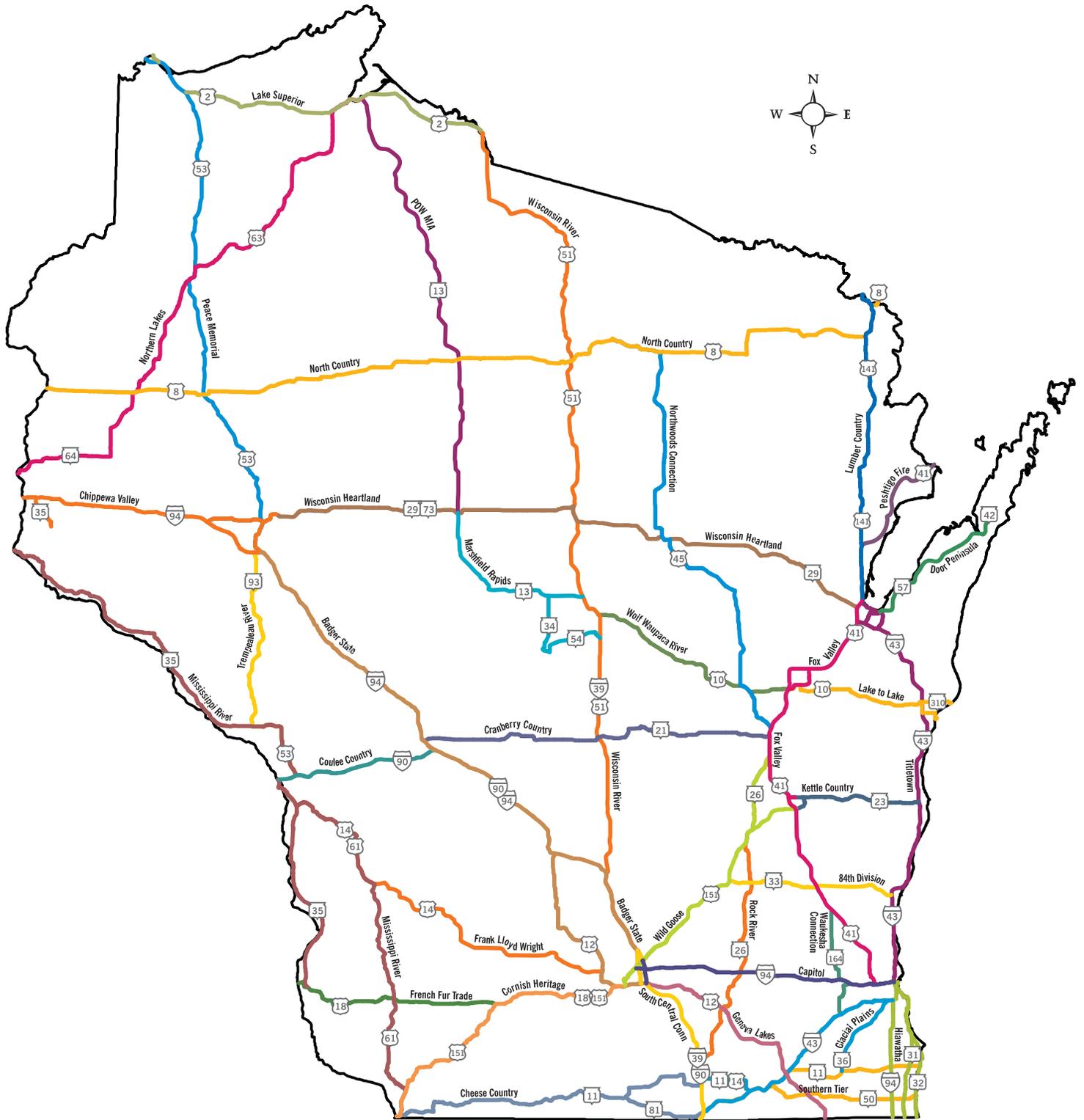
The 37 corridor maps and the metropolitan planning area maps, description of the legend items and a detailed overview of the individual corridors may be viewed at www.wiconnections2030.gov.

- » (Figure A-1) which describes the current corridor characteristics and the future corridor vision. Cover pages were not developed for the metropolitan planning area maps.
- » (Figures A-2, A-3 and A-4) which shows the current transportation infrastructure, facilities and services, with nearby urban areas and water features.
- » (Figures A-4, A-5 and A-6) which provides a written description of the project recommendations and activities. For each transportation feature on the map, there is a corresponding table entry that describes the project. Activities are organized by timeframe when they are expected to occur.
- » (Figure A-7) which defines some of the terms discussed and lists the data sources used to create the map set.

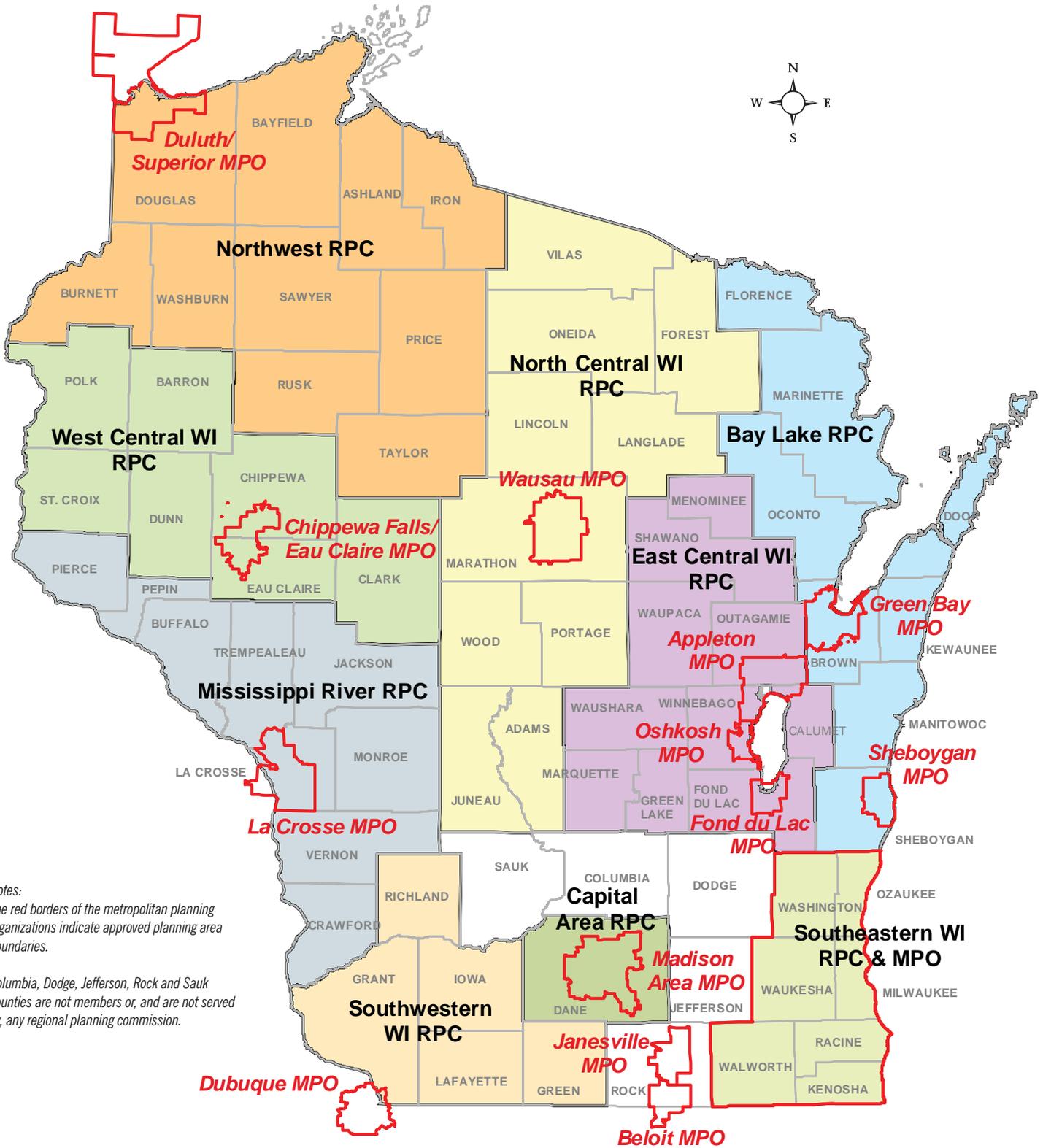
The following pages include a sample map set and information about the specific components of the cover page, the map, the table, and the data sources page.

The corridors are identified by name. The name describes the corridor's history, the places it connects or other distinguishing features. The maps can be accessed alphabetically by name, region or county on the *Connections 2030* Web site.





▲ Map A-1: Statewide System-Level Priority Corridors



Notes:
 The red borders of the metropolitan planning organizations indicate approved planning area boundaries.
 Columbia, Dodge, Jefferson, Rock and Sauk counties are not members or, and are not served by, any regional planning commission.

▲ Map A-2: Wisconsin regional planning commissions and metropolitan planning organizations



Origins of the corridor names

Each corridor has been named to provide a regional or local context when viewing potential priorities and implementation strategies. Corridor names do not replace statutorily designated corridor names, nor do they constitute official renaming of any corridor segments.

84th Division Railsplitters – Beaver Dam to Port Washington

This corridor is named for the 84th Division Railsplitters memorial highway (WIS 33). The memorial highway honors the men and women of the 84th Division of the U.S. Army. This division served in World Wars I and II and traces its lineage back to the service of Abraham Lincoln.

Badger State – Eau Claire to Madison

This corridor is named in honor of Wisconsin's state animal, the badger. Closely associated with Wisconsin since territorial days, the ferocious badger has lent its likeness to the state's coat of arms, flag and song. Bucky the Badger is the proud mascot of the University of Wisconsin. This corridor connects two of the UW system's four-year campuses, Eau Claire and Madison.

Capitol – Madison to Milwaukee

This corridor connects Wisconsin's largest metropolitan area, Milwaukee, to its second largest metropolitan area and state capitol, Madison.

CORRIDOR NAMES DO NOT REPLACE
statutorily designated corridors, nor do
they constitute official renaming of any
corridor segments.

Cheese Country – Dubuque, Iowa, to Rock County

This corridor runs through Green, Grant, and Lafayette counties, which are the top three counties in terms of numbers of cheese factories. In 2006, Wisconsin ranked first in the nation for cheese production and accounted for 26 percent of the national cheese market.

Chippewa Valley – Twin Cities, Minn., to Eau Claire

This corridor passes through the Chippewa Valley in northwestern Wisconsin. The region, known for its white pine, boasts a proud lumbering history during the mid-19th century. Pine from the Chippewa Valley helped to build homes and cities in the nation's Corn Belt and Great Plains, including Chicago after the Great Fire in 1871.

Cornish Heritage – Dubuque, Iowa, to Madison

This corridor memorializes the contributions made by the Cornish settlers of southwestern Wisconsin, many of whom worked in the area's lead mines. U.S. 151 passes through Mineral Point, home to the annual Midwest Cornish Festival.

Coulee Country – La Crosse to Tomah

This corridor runs through a geographic area of Wisconsin characterized by coulees, or deep, dry ravines that were formed by running water. The area, which includes La Crosse and Viroqua, is sometimes referred to as the "Coulee Region."

Cranberry Country – Tomah to Oshkosh

This corridor runs through Waushara, Adams, Juneau, and Monroe counties, which are among the state's major commercial cranberry production areas. Wisconsin is the nation's leader in cranberry farming and produces more than 300 million pounds of cranberries each year.

Door Peninsula – Green Bay to Sturgeon Bay

This corridor runs through the Door County Peninsula, a major tourism destination in Wisconsin.

Fox Valley – Milwaukee to Green Bay

This corridor links the cities of the Fox River Valley to other major metropolitan areas in the state, including Green Bay and Milwaukee.

Frank Lloyd Wright – La Crosse to Madison

This corridor is named for the Frank Lloyd Wright Memorial Highway (US 14). This memorial highway honors the architectural accomplishments of Frank Lloyd Wright. Wisconsin is Wright's birthplace and home to over 40 of his buildings.

French Fur Trade – Prairie du Chien to Dodgeville

This corridor is named for its endpoint in Prairie du Chien, a major French fur trading center during the 18th and 19th centuries.

Geneva Lakes – Madison to Illinois

This corridor runs through the lake-filled region of southeastern Wisconsin, with its southern endpoint near Lake Geneva.

Glacial Plains – Beloit to Milwaukee

This corridor runs through the southern portion of the Glacial Plains ecological region, which includes much of southeastern Wisconsin. The area, which is home to drumlins, moraines, and kettle lakes, contains some of the world's best examples of glacial continental activity.

Hiawatha – Milwaukee to Chicago

This corridor runs along Amtrak's *Hiawatha Service*, which provides daily service from Milwaukee to Chicago.

Statutorily designated highway names

Chapter 84 of the Wisconsin State Statutes identifies the officially designated memorial highways and bridges in the state.

Kettle Country – Fond du Lac to Sheboygan

This corridor runs through the northern portion of the Kettle Moraine State Forest, which is internationally known for its unique glacial features.

Lake Superior – Duluth-Superior to Hurley

This corridor connects the areas of northern Wisconsin that border Lake Superior.

Lake to Lake – Fox Cities to Manitowoc-Two Rivers

This corridor links Lake Winnebago and its surrounding metro areas to Lake Michigan.

Lumber Country Heritage – Green Bay to Niagara

This corridor runs through the Wolf River region in northeastern Wisconsin, a major lumbering district during the 19th century.

Marshfield Rapids Connection – Stevens Point to Abbotsford

This corridor is named for two of its endpoints, Marshfield and Wisconsin Rapids.

Mississippi River – Dubuque, Iowa, to La Crosse to Twin Cities, Minn.

This corridor runs along the Mississippi River, which makes up Wisconsin's western border. The segment of WIS 35 that runs from Keiler to Prescott is known as Wisconsin's "Great River Road."



North Country – St. Croix Falls to Niagara

This corridor, which connects Minnesota and Michigan, runs through the heart of northern Wisconsin.

Northern Lakes – Twin Cities, Minn., to Lake Superior

This corridor runs through the lake-filled region of northwestern Wisconsin, with its northern endpoint at Lake Superior.

Northwoods Connection – Oshkosh to Rhinelander

This corridor links Oshkosh to Rhinelander and the surrounding Northwoods region. This area of the state is home to one of the largest concentrations of freshwater lakes on the globe. The Northwoods also includes several national and state forests, making it a popular destination for outdoor enthusiasts.

Peace Memorial – Eau Claire to Duluth-Superior

This corridor is named for the Peace Memorial Highway (US 53). This memorial highway commemorates the contributions and devotion of Wisconsin citizens to international peace and greater understanding among nations.

Peshtigo Fire Memorial – Green Bay to Menominee County, Mich.

This corridor honors the memory of the Peshtigo Fire, which burned through areas surrounding Green Bay and in Northern Michigan. The Peshtigo Fire occurred on October 8, 1871, the same day as the Great Chicago Fire.

POW-MIA Remembrance – Abbotsford to Ashland

This corridor is named for the POW-MIA Memorial Highway (WIS 13). This memorial highway honors the prisoners of war, ex-prisoners of war, and those who are currently or were formerly missing in action, of all wars in which the United States has engaged.

Rock River – Janesville to Oshkosh

This corridor runs near the Rock River as it connects Oshkosh and Janesville.

South Central Connection – Beloit to Madison

This corridor serves as a major commuter and freight route connecting Madison and northern Wisconsin to Janesville, Beloit, and points south in Illinois. It provides access not only to one of the state’s key agricultural regions, but also to several major educational institutions, outdoor recreational areas, and a dense concentration of historic sites.

Southern Tier – Janesville and Beloit to Kenosha and Racine

This corridor connects the major cities near Wisconsin’s southeastern border, including Janesville, Beloit, Kenosha and Racine.

Titletown – Milwaukee to Green Bay

This corridor gets its name from its endpoint in Green Bay. Green Bay has earned the nickname “Titletown” for the performance of the Green Bay Packers, who have earned a record number of National Football League titles, including three Super Bowl victories.

Trempealeau – La Crosse to Eau Claire

This corridor gets its name from the Trempealeau River, which it crosses on its way from La Crosse to Eau Claire.

Waukesha Connection – Mukwanago to Hartford

This corridor links the city and county of Waukesha to points north in Washington County.

Wild Goose – Madison to Oshkosh

The southern portion of this corridor runs near to the Wild Goose State Trail, which links the city of Juneau to the city of Fond du Lac.

Wisconsin River Part 1 – Madison to Wausau

This corridor, part of a larger north-south route, parallels the Wisconsin River as it runs from Madison north to Wausau.

Wisconsin River Part 2 – Wausau to Ironwood, Mich.

This corridor, part of a larger north-south route, parallels the Wisconsin River as it runs from Wausau north to Ironwood, Mich.

Wisconsin Heartland – Eau Claire to Green Bay

This corridor connects major cities in the heart of the state, including Eau Claire, Wausau and Green Bay.

Wolf/Waupaca Rivers – Stevens Point to the Fox Cities

This corridor runs east from Stevens Point along the Waupaca River, which joins with the Wolf River outside Lake Winnebago and the Fox Cities.



Corridor Facts Table

This provides details on the corridor's population and traffic characteristics and compares current conditions to those projected to exist in 2030.

Refer to the **Data Sources** page to find more information on: population (both for counties and the 65 and older age group), truck volumes, average annual daily traffic (AADT) estimates, enplanements, and passenger rail ridership.

Current Corridor Characteristics

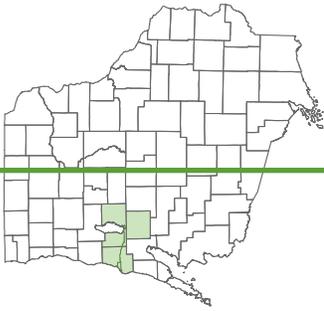
This section lists the currently available transportation modes in the corridor. These include air, highway, public and fixed guideway transit, freight and intercity passenger rail, intercity bus, ports and harbors, ferries, and bicycle and pedestrian facilities.

Refer to the **Data Sources** page to find more information on: Corridors 2030 Backbone and Connector routes, airport classifications, and National Highway System intermodal terminals.

Future Corridor Vision

This section describes the types of improvements planned for each mode along the corridor. When appropriate, the phase of the improvement will be listed. In some cases, new modes (for example, intercity passenger rail) will be introduced over the course of the planning period.

Refer to the **Data Sources** page to find more information on: the vision in the *State Highway Access Management Plan*.



Lake to Lake Corridor – Fox Cities to Manitowoc-Two Rivers

Corridor Overview

This 50-mile corridor is part of a passenger and freight corridor that links central Wisconsin, the Fox Cities and the Manitowoc-Two Rivers area. With the ferry service across Lake Michigan, it is also part of an intercity corridor that connects west central Michigan and locations east. The corridor includes the Vietnam Veterans Memorial Highway (US 10 from Manitowoc to the Minnesota/Wisconsin state line) as well as the urban and urbanizing areas of Appleton and Manitowoc.

Current Corridor Characteristics

- Airports:
 - > Air carrier (passenger) airport: Outagamie County (Appleton)
 - > Transport/corporate airport: Manitowoc County
- Highways:
 - > Primary highway: US 10, WIS 310
 - > Corridors 2030 Connector Route: US 10
 - > NHS intermodal terminals with local road connections: Manitowoc Ferry
- Public Transit:
 - > Bus systems: Fox Cities, Manitowoc
 - > Shared-taxi: None along this corridor
 - > Specialized transit: Available in all counties; level of service depends on location
- Fixed Guideway Transit: None along this corridor
- Rail Freight: Freight rail service exists
- Intercity Passenger Rail: None along this corridor
- Intercity Bus:
 - > Connections in Appleton to intercity bus services to Green Bay, Wausau, Milwaukee and Chicago, IL
 - > Connections in Manitowoc to intercity bus services to Milwaukee and Calumet, MI
- Ports and Harbors: Manitowoc
- Ferry: Lake Michigan Car Ferry (Manitowoc)
- Bicycle/Pedestrian:
 - > Major trails: Fox River State Trail, Friendship Trail, Marner's Trail
 - > Accommodations, linkages and accessibility along and across some facilities

Future Corridor Vision

- Airports: Continued service; increased direct air service and infrastructure projects to support jet capable airports
- Highways: Maximized preservation and maintenance of infrastructure and continued user efficiency and reliability
 - > Improved traffic movement along US 10 and WIS 310 by implementing
 - New Corridors 2030 Connector Route: WIS 310 (I-49 to WIS 42)
 - State Access Management Plan vision: Tier 2B
 - Candidate passing lane corridor (US 10)
- Public Transit: Increased regional coordination and continued service
- Fixed Guideway Transit: None along this corridor
- Rail Freight: Continued freight rail service and corridor preservation
- Intercity Passenger Rail:
 - > New intercity passenger rail service between Chicago, IL and St. Paul, MN
 - Phase 3: Green Bay - Milwaukee - Chicago, IL with a stop in Appleton
 - > All new intercity passenger rail services will operate within existing corridors
- Intercity Bus:
 - > Continued existing services
 - Phase 1: Between Madison and Green Bay with a stop in Appleton
 - Phase 2: Between proposed Green Bay passenger rail station and Milwaukee Intermodal Station with a stop in Manitowoc, and between Wausau and proposed Appleton passenger rail station
- Ports and Harbors: Continued service, preservation, maintenance and infrastructure improvements (Manitowoc)
- Bicycle/Pedestrian: Continued/enhanced accommodations, linkages and accessibility along and across facilities

	Year 2007	Year 2030
County populations		
Outagamie	164,703	188,446
Manitowoc	128,726	213,620
Appleton	46,580	86,860
Manitowish	84,083	91,327
Population age 65 and older	54,621	105,682
Enplanements		
Outagamie County Regional Airport	288,116	640,000
Intercity passenger rail ridership		
Appleton station	NA	142,000
Average annual daily traffic along		
US 10	4,400 - 16,400	5,400 - 23,300
Truck volume along		
US 10	Low	Low

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

▲ Figure A-1: Cover page

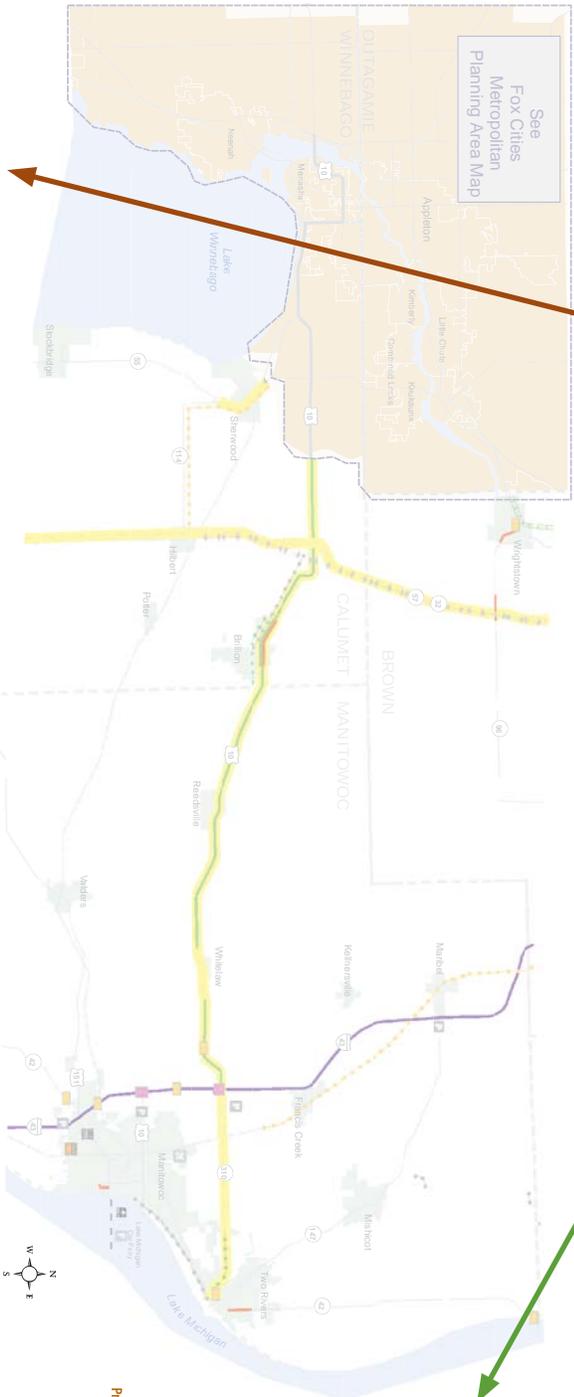
About Multimodal Corridors

This section explains the process used to select the 37 statewide, system-level priority corridors. It also provides additional detail on the items that fall within the map buffer. For additional information about the development of the corridor maps and *Connection 2030's* corridor management approach, see Chapter 13, *Implementing Connections 2030*.

The Legend

The legend provides information about the symbols representing transportation features, as well as symbols representing municipal areas, boundaries, and natural features. The legend is divided into three sections: Existing Facilities, Priority Project Action Areas (where WisDOT provides direct control), and Priority Project Support Areas (where WisDOT provides funding, planning, and programmatic support). For more detail on legend definitions, please see the *Corridor Map Legend Definitions* document at www.wiconnections2030.gov.

Lake to Lake Corridor – Fox Cities to Manitowoc-Two Rivers



About Multimodal Corridors

The *Connections 2030* planning process identified statewide multimodal, intercity corridors as visual communication tools to view existing conditions, transportation features and future recommendations. These corridors collectively represent a starting point toward long-term implementation of *Connections 2030* and the corridor management process.

- These multimodal corridors:
- Serve critical sectors of the economy or major population centers
- Carry significant travel activity for passenger and/or freight traffic
- Show significant growth in travel or economic development

- Serve an important role for other transportation modes

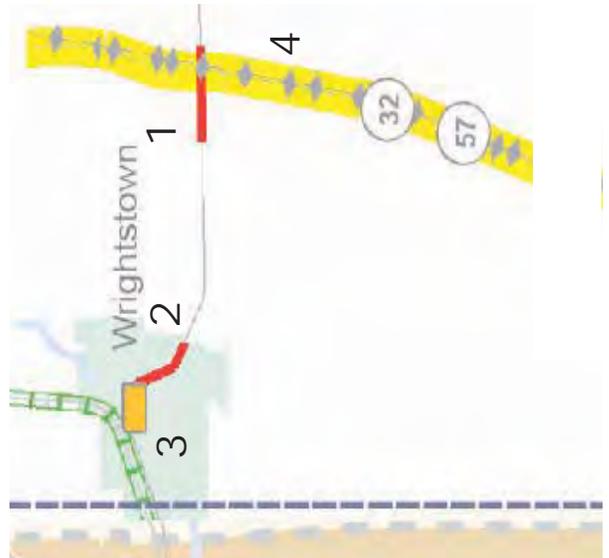
Corridor selection was also influenced by local land use and development plans. Each corridor is a broad geographical band that follows a general directional flow connecting trips that may include streets, highways, rail, pedestrian, bicycle facilities and routes and transit route alignments. A corridor generally follows the directional flow of a state highway alignment. It includes parallel state and local roads, service roads and facilities for other transportation modes such as rail, pedestrian, transit, etc., which influence the mobility, capacity, safety and other functional elements of the corridor.

For more information, refer to the *Corridor Map Legend Definitions* document at www.wiconnections2030.gov.

▲ Figure A-3: Map page – understanding the legend and other information

Connecting the Corridor Maps and Tables

For each of the Primary Project Actions Area features and Priority Project Support Area features shown on the corridor map, the table has a corresponding entry that describes the project or activity. Using this portion from the Lake to Lake corridor map and these sections from the Lake to Lake table, the example shows how individual map features link to specific table entries. Each project feature on the map has a number that corresponds to its matching entry on the table.



Short-Term (2008 – 2013)

US 10	Replace bridge and approach over Branch River (Manitowoc Co)
US 10	Reconstruct from County Rd HR to east Brillion municipal limits
US 10	Reconstruct from 10th St to 8th St in Manitowoc
US 10	Complete corridor plan from US 10/WIS 114 split to WIS 32/57
WIS 42	Reconstruct from 22nd St to 38th Pl (Two Rivers)
1	WIS 96 Reconstruct from Old 57 Rd to Deuster St (Town of Wrightstown)
2	WIS 96 Reconstruct from Fox River to Shanty Rd (Wrightstown)
3	WIS 96 Replace bridge and approaches over Fox River (Wrightstown)
WIS 114	Prepare corridor plan from US 10 to WIS 55/114 split
Bicycle/Pedestrian	Support the construction of the Devil's River State Trail between Denmark and Town of Rockwood
Bicycle/Pedestrian	Support the construction of a trail between Hilbert and Sherwood along WIS 114
Port/Harbor	Reconstruct dockwall and dredge at carfery dock at the Port of Manitowoc
Port/Harbor	Dredge Manitowoc River for the Port of Manitowoc

Mid-Term (2014 – 2019)

I-43	Replace bridge over County Rd CS (Manitowoc Co) if supported by environmental document
I-43	Reconstruct existing interchange at I-43 and US 10/WIS 310 if supported by environmental document
WIS 32	Prepare corridor plan from WIS 67 to WIS 96
4	WIS 32/57 Prepare corridor plan from WIS 96 to Pershing Rd (De Pere)
WIS 42	Replace bridge over Silver Creek (Manitowoc Co) if supported by environmental document
WIS 42	Replace bridge north of Twin Creeks (near Manitowoc/Kewaunee Co line) if supported by environmental document
WIS 310	Replace bridge over the West Twin River in Two Rivers if supported by environmental document
Bicycle/Pedestrian	Provide urban and rural accommodations along US 10 from County Rd HR (Brillion) to the Calumet/Manitowoc county line; and along WIS 310 from Woodland Dr (Manitowoc Co) to WIS 42 (Two Rivers)

▲ Figure A-4: Connecting the maps and tables



Table Entries

For each of the Primary Project Actions Area features and Priority Project Support Area features shown on the corridor map, the table has a corresponding entry that describes the project or activity. These projects and activities are categorized by priority period (short-term, mid-term, long-term, and entire planning period). They are also organized by highway (Interstate, U.S. Highway, or state trunk highway) or by mode.

The tables also include entries that describe policies not depicted on the map. These entries typically describe ongoing support that will be provided for transportation services and infrastructure, or broad policies that will apply to numerous areas throughout the corridor. Most of these entries fall into the Entire Planning Period category of each table.

Lake to Lake Corridor – Fox Cities to Manitowoc-Two Rivers

Current and Proposed Future Activities

These activities may not occur in the time frame identified due to budget constraints, changing conditions or shifting priorities. Refer to the "Important Notes about What is Depicted" for more information or contact the WISDOT Region Office.

Short-Term (2008 – 2013)

US 10	Replace bridge and approach over Branch River (Manitowoc, CO)
US 10	Reconstruct from County Rd HR to east Beloit municipal limits
US 10	Reconstruct from 10th St to 8th St in Manitowoc
US 10	Complete corridor plan from US 10/WIS 114 split to WIS 32/57
WIS 42	Reconstruct from 22nd St to 35th St (Two Rivers)
WIS 96	Reconstruct from Old 57 Rd to Deuster St (Town of Wightstown)
WIS 96	Reconstruct from Fox River to Shandy Rd (Wrightstown)
WIS 96	Replace bridge and approaches over Fox River (Wrightstown)
WIS 114	Prepare corridor plan from US 10 to WIS 55/114 split
Bicycle/Pedestrian	Support the construction of the Devil's River State Trail between Denmark and Town of Rockwood
Bicycle/Pedestrian	Support the construction of a trail between Hilber and Sherwood along WIS 114
Port/Harbor	Reconstruct dockwall and dredge at catering dock at the Port of Manitowoc
Port/Harbor	Dredge Manitowoc River for the Port of Manitowoc

Mid-Term (2014 – 2019)

1-43	Replace bridge over County Rd CS (Manitowoc, CO) if supported by environmental document
1-43	Reconstruct existing interchange at 1-43 and US 10/WIS 310 if supported by environmental document
WIS 32	Prepare corridor plan from WIS 67 to WIS 96
WIS 32/97	Prepare corridor plan from WIS 96 to Pershing Rd (De Pere)
WIS 42	Replace bridge over Silver Creek (Manitowoc, CO) if supported by environmental document
WIS 42	Replace bridge north of Twin Creeks (near Manitowoc/Kewaunee Co line) if supported by environmental document
WIS 310	Replace bridge over the West Twin River in Two Rivers if supported by environmental document
Bicycle/Pedestrian	Provide urban and rural accommodations along US 10 from County Rd HR (Green) to the Calumet/Manitowoc county line, and along WIS 310 from Woodland Dr (Manitowoc, CO) to WIS 42 (Two Rivers)

Long-Term (2020 – 2030)

1-43	Replace bridge over the Manitowoc River if supported by environmental document
1-43	Replace interchange at US 10/County Rd JJ (Manitowoc, CO) and 1-43 if supported by environmental document
WIS 310	Prepare corridor plan from 1-43 to WIS 42
Intercity Passenger Bus	Support new intercity bus service between proposed Green Bay passenger rail station and Milwaukee Intermodal Station with stops in Manitowoc, Sheboygan and Port Washington
Intercity Passenger Rail	Implement new intercity passenger rail service between Green Bay and Chicago, IL, with stops in Argonne, Oshkosh, Fond du Lac, West Bend, Genoa, (Northwest Milwaukee, CO, Milwaukee, General Mitchell International Airport, and Surprenant if supported by environmental document

Entire Planning Period

US 10	Prepare corridor plan from WIS 32 to 1-43 and implement results which may include constructing candidate passing lanes from WIS 114 to Hampton Lake Road (Bridge of Whitebay) or from County Road T (Manitowoc, CO) to 1-43 if supported by environmental document
Airports	Support continued preservation, maintenance and infrastructure projects at <i>State Airport System Plan</i> airports
Bicycle/Pedestrian	Support accommodations and linkages to create a connected network that provides accessibility along and across facilities
Ferry	Support continued ferry service of the Lake Michigan Car ferry between Manitowoc and Ludington, MI
Intercity Bus	Support continued service between Calumet, MI and Chicago, IL with stops in Marinette, Peshigo, Oconto, Green Bay, Manitowoc, Sheboygan and Milwaukee
Intercity Passenger Rail	Work with the Office of the Commissioner of Railroads to preserve intercity passenger rail corridors by discouraging new at-grade crossings of the corridor
Local Roads	Support continued preservation, maintenance and infrastructure projects
Park & Ride	Support continued preservation and maintenance
Park & Ride	Support expansion of existing park and ride facilities if needed and if supported by environmental document
Port/Harbor	Support channel preservation, maintenance and infrastructure projects at the Port of Manitowoc
Public Transit	Support regional service expansion for Maritime Metro Transit
Public Transit	Support continued service and vehicle replacement for Maritime Metro public transit
Public Transit	Support regional service expansion for Maritime Metro public transit
Public Transit	Work with counties and transit service providers to coordinate and expand rail transit service
Rail Freight	Support the preservation of existing freight services and corridors
Sea Locks	Support continued coordination, maintenance and preservation
Specialized Transit	Support continued service and encourage improved service coordination
State Highways	Construct grade separations at rail crossings if supported by environmental document
State Highways	Preserve and maintain infrastructure
State Highways	Improve traffic movement with traffic operations/infrastructure strategies

Important Notes about What is Depicted

The map shows currently programmed and proposed future activities (as of December 31, 2007) that have significant impacts on the corridor. Not all projects or initiatives are mapped, and additional analyses, including an environmental document, will be conducted before any of the projects or activities are completed. These analyses may include studying alternatives (including a no build/no change alternative) with public involvement opportunities as appropriate. Resources and shifting priorities may impact WISDOT's implementation of any proposed activity within the time frames identified. WISDOT will remain flexible in the implementation of *Connections 2030* recommendations. The table and map activities (on the previous page) reflect actions identified in:

- *Connections 2030* policies
- WISDOT's Six-Year Highway Improvement Program (2008 – 2013)
- Other WISDOT program data
- Other WISDOT plans and studies
- Metropolitan planning organizations' (MPOs), regional planning commissions' (RPCs) and tribal long-range transportation plans
- For information on funding and implementation priorities, see those *Connections 2030* chapters. For more information on transportation projects, contact the WISDOT Region Office (see *Connections 2030* or www.dot.wisconsin.gov/projects/ for a map of region offices), MPO, RPC and tribal long-range transportation plans offer recommendations on all transportation modes within their boundaries.

▲ Figure A-5: Table

Important Notes About What is Depicted

This section describes the data and data sources that were used to create the maps and tables. It also describes factors that may have impacts on whether and how projects are implemented, such as the environmental document development process. This section also lists where readers can look to find additional information on projects, funding, and implementation priorities.

Refer to the **Data Sources** page to find more information on Wisconsin metropolitan planning organizations and specific plans, and tribal transportation plans, which helped determine the material that is presented on the tables.

Lake to Lake Corridor – Fox Cities to Manitowoc-Two Rivers

Current and Proposed Future Activities

These activities may not occur in the time frame identified due to budget constraints, changing conditions, or shifting priorities. Refer to the "Important Notes about What is Depicted" for more information or contact the WisDOT Region Office.

Short-Term (2008 – 2013)	Mid-Term (2014 – 2019)	Long-Term (2020 – 2030)
US 10 Replace bridge and approach over Branch River (Manitowoc Co)	I-43 Replace bridge over County Rd CS (Manitowoc Co) if supported by environmental document	I-43 Replace bridge over the Manitowoc River if supported by environmental document
US 10 Reconstruct from County Rd RR to east Brillon municipal limits	I-43 Reconstruct existing interchange at I-43 and US 10/WIS 310 if supported by environmental document	I-43 Replace interchange at US 10/County Rd JJ (Manitowoc Co) and I-43 if supported by environmental document
US 10 Reconstruct from 10th St to 8th St in Manitowoc	WIS 32 Prepare corridor plan from WIS 67 to WIS 96	WIS 310 Prepare corridor plan from I-43 to WIS 42
US 10 Complete corridor plan from US 10/WIS 114 split to WIS 32/57	WIS 32/57 Prepare corridor plan from WIS 96 to Pershing Rd (De Pere)	Intercity/Feeder Bus Support new intercity bus service between proposed Green Bay passenger rail station and Milwaukee Intermodal Station with stops in Manitowoc, Sheboygan and Port Washington
WIS 42 Reconstruct from 22nd St to 35th Pl (Two Rivers)	WIS 42 Replace bridge over Silver Creek (Manitowoc Co) if supported by environmental document	Intercity Passenger Rail Implement new intercity passenger rail service between Green Bay and Chicago, IL, with stops in Appleton, Oshkosh, Fond du Lac, West Bend, Sheboygan and Port Washington
WIS 96 Reconstruct from Old 57 Rd to Deuster St (Town of Wrightstown)	WIS 42 Replace bridge north of Twin Creeks (near Manitowoc/Menasha Co line) if supported by environmental document	
WIS 96 Reconstruct from Fox River to Shanty Rd (Wrightstown)	WIS 310 Replace bridge over the West Twin River in Two Rivers if supported by environmental document	
WIS 114 Prepare corridor plan from US 10 to WIS 55/114 split	WIS 310 Provide urban and rural accommodations along US 10 from County Rd RR (Bridgton) to the Calumet/Manitowoc county line, and along WIS 310 from Woodland Dr (Manitowoc Co) to WIS 42 (Two Rivers)	
WIS 114 Support the construction of the Devil's River State Trail between Denmark and Town of Rockwood		
Bicycle/Pedestrian Support the construction of a trail between Hilbert and Sherwood along WIS 114		
Bicycle/Pedestrian Support the construction of a trail between Hilbert and Sherwood along WIS 114		
Port/Harbor Reconstruct dockwall and dredge at catenary dock at the Port of Manitowoc		
Port/Harbor Dredge Manitowoc River for the Port of Manitowoc		

Entire Planning Period
US 10 Prepare corridor plan from WIS 32 to I-43 and implement results which may include constructing candidate passing lanes from WIS 114 to Hampton Lake Road (Village of Whitefish) or from County Road T (Manitowoc Co) to I-43 if supported by environmental document
Airports Support continued preservation, maintenance and infrastructure projects at State Airport System Plan airports
Bicycle/Pedestrian Support accommodations and linkages to create a connected network that provides accessibility along and access facilities
Ferry Support continued ferry service of the Lake Michigan Car ferry between Manitowoc and Ludington, MI
Intercity Bus Support continued service between Calumet, MI and Chicago, IL, with stops in Marinette, Peshtigo, Ozont, Green Bay, Manitowoc, Sheboygan and Milwaukee
Intercity Passenger Rail Work with the Office of the Commissioner of Railroads to preserve intercity passenger rail corridors by discouraging new at-grade crossings of the corridor
Local Roads Support continued preservation, maintenance and infrastructure projects
Park & Ride Support continued preservation and maintenance
Park & Ride Support expansion of existing park and ride facilities if needed and if supported by environmental document
Port/Harbor Support channel preservation, maintenance and infrastructure projects at the Port of Manitowoc
Public Transit Support regional service expansion for Maritime Metro Transit
Public Transit Support continued service and vehicle replacement for Maritime Metro Transit
Public Transit Work with counties and transit service providers to coordinate and expand rural transit service
Rail Freight Support the preservation of existing freight services and corridors
Sea Locks Support continued coordination, maintenance and preservation
Specialized Transit Support continued service and encourage improved service coordination
State Highways Construct grade separations at rail crossings if supported by environmental document
State Highways Preserve and maintain infrastructure
State Highways Improve traffic movement with traffic, operations, infrastructure, and safety strategies

Important Notes about What is Depicted

The map shows currently programmed and proposed future activities (as of December 31, 2007) that have significant impacts on the corridor. Not all projects or initiatives are mapped, and additional analyses, including an environmental document, will be conducted before any of the projects or activities are completed. These analyses may include studying alternatives (including a no build/no change alternative) with public involvement opportunities as appropriate. Resources and shifting priorities may impact WisDOT's implementation of any proposed activity within the time frames identified. WisDOT will remain flexible in the implementation of *Connections 2030* recommendations. The table and map activities (on the previous page) reflect actions identified in:

- *Connections 2030* policies
 - WisDOT's Six-Year Highway Improvement Program (2008 - 2013)
 - Other WisDOT program data
 - Metropolitan planning organizations' (MPOs), regional planning commissions' (RPCs) and tribal long-range transportation plans
- For information on funding and implementation priorities, see those *Connections 2030* chapters. For more information on transportation projects, contact the WisDOT Region Office (see *Connections 2030* or www.dot.wisconsin.gov/projects/ for a map of region offices). MPO, RPC and tribal long-range transportation plans offer recommendations on all transportation modes within their boundaries.

▲ Figure A-6: Notes about what is depicted

Data Definitions

This section provides definitions for some of the terms and concepts listed on Page 1, the Map, and the Table, as well as sources for the population, traffic, ridership, and enplanement projections detailed on Page 1.

Data Sources

This section lists the data sources for the population and travel figures and some of the facility information detailed on Page 1. It also lists the Wisconsin metropolitan planning organization plans and tribal transportation plans that served as sources for the corridor maps and tables.

Corridor Map – Data Definitions and Sources

Data Definitions

Corridors 2030

(See the *Connections 2030 Chapter 5, Preserve and Maintain Wisconsin's Transportation System* for more information.)

- Backbone system: Multi-lane, divided highways interconnecting all major population and economic centers of the state and linking them to the national transportation network.
- Connector system: Two- and four-lane highways directly linking other significant economic and tourism centers to the Backbone system.

State Access Management Plan vision

(See the *Connections 2030 Chapter 9, Promote Transportation Efficiency* for more information.)

- Tier 1: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at interchanges (with some existing safely spaced, locked and gated emergency vehicle driveways and few isolated field entrances possible at select locations).
- Tier 2a: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at at-grade public road intersections (with some existing safely spaced, locked and gated emergency vehicle driveways and few isolated field entrances).
- Tier 2b: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at at-grade public road intersections with some existing safely spaced, lower volume private, residential, field or emergency service driveways.
- Tier 3: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at at-grade public road intersections with some existing safely spaced, higher volume private, residential and field or emergency service driveways.
- Tier 4: By 2030, in rural areas (outside of city and village boundaries), access to the highway will be at safely spaced driveways and roads.

State Airport System Plan classifications

- Air carrier (passenger)/air cargo: Designed to accommodate virtually all aircraft up to and, in some cases, including wide body jets and large military transports.
- Transport/corporate: Intended to serve corporate jets, small passenger and cargo jet aircraft used in regional service and small airplanes (piston or turboprop) used in commuter air service.
- General utility: Intended to serve virtually all small aviation single and twin-engine aircraft (both piston and turboprop) with a maximum takeoff weight of 12,500 pounds or less.
- Basic utility: Intended to serve all small-engine piston aircraft and many of the smaller twin-engine piston aircraft with a gross takeoff weight of 12,500 pounds or less.

Truck volume descriptions

- Low (0 – 501 trucks per day): Medium (501 – 2,500 trucks per day)
- High (2,501 – 8,000 trucks per day): Very High (more than 8,000 trucks per day)

Urban/unurbanized areas

- Urban areas: Areas with populations between 5,000 – 49,999
- Urbanized areas: Areas with populations of 50,000 or more

Data Sources

Annual average daily traffic (AADT)

- Current data: WISDOT, 2005 Wisconsin Highway Traffic Volume Data, December 2006
- Forecast data: WISDOT, August 2007

Enplanements

- Current data: WISDOT, 2006 Wisconsin Aviation Activity, April 2007
- Forecast data: Flight Transportation Associates, Inc., Updated Wisconsin State Airport System Plan Aviation Activity Forecasts, September 2005; Southwest Wisconsin Regional Planning Commission, Review and Update of Regional Airport System Plan Forecasts, 2005

National Highway System (NHS) Intermodal terminals

- Federal Highway Administration, October 2007
- Passenger rail ridership
 - Current data: WISDOT, 2007
 - Forecast data:
 - > Transportation Economics & Management Systems, Inc., Midwest Regional Rail Initiative Project Notebook, 2004
 - > Forecast year 2010
 - > Forecast year 2020
- Intermodal Station, General Mitchell International Airport and Grantville

Population

- Current population: Wisconsin Department of Administration, January 1, 2007
- Preliminary Population Estimates for Wisconsin Counties, 10 August 2007
- 2030 Population: Wisconsin Department of Administration, Final Population Projections for Wisconsin Counties by Age and Sex 2000 – 2030, January 2004
- Current Age 65 and Older Population: 2000 US Census, Summary File 1, Variable P12: Sex by Age
- 2030 Age 65 and Older Population: Wisconsin Department of Administration, Final Population Projections for Wisconsin Counties by Age and Sex 2000 – 2030, January 2004

Public and specialized transit

- WISDOT, January 2008

Truck volume

- WISDOT, August 2007

Wisconsin Metropolitan Planning Organizations (MPOs)

- Chippewa – Eau Claire Metropolitan Planning Organization, Long Range Transportation Plan 2005 – 2030, October 2005
- Dubuque Metro Area Transportation Study, 2031 Long-Range Transportation Plan
- Duluth – Superior Metropolitan Interstate Council, Access and Mobility for People and Freight 2030, September 2005

- Fond du Lac Metropolitan Planning Organization, Long Range Transportation/Land Use Plan for the Fond du Lac Urbanized Area, October 2005
- Fox Cities Metropolitan Planning Organization, Long Range Transportation/Land Use Plan for the Fox Cities Urbanized Area, October 2005
- Green Bay Metropolitan Planning Organization, Long Range Transportation Plan, November 2005
- Janesville Metropolitan Planning Organization, 2005 – 2035 Long Range Transportation Plan, December 2005
- La Crosse Area Planning Committee, 2030 La Crosse and La Crescent Metropolitan Area Transportation Plan, August 2005
- Madison Area Transportation Planning Board, Regional Transportation Plan 2030, November 2005
- Oshkosh Metropolitan Planning Organization, Long Range Transportation/Land Use Plan for the Oshkosh Urbanized Area, October 2005
- Sheboygan Metropolitan Planning Organization, Year 2035 Sheboygan Area Transportation Plan, January 2006
- Southeastern Wisconsin Regional Planning Commission, Planning Report 49, A Regional Transportation System Plan for Southeastern Wisconsin 2035, March 2006
- State Line Area Transportation Study, 2006 – 2035 Long-Range Transportation Plan, December 2005
- Wausau Metropolitan Planning Commission, Wausau Area Metropolitan Area Long-Range Transportation Plan – 2035, December 2005

Wisconsin Tribal Transportation Plans

- Bad River Band of Lake Superior Tribe of Chippewa Indians, Long Range Tribal Transportation Plan, July 2006
- Forest County Potawatomi Community, Long Range Transportation Plan, March 2008
- Ho-Chunk Nation, Ho-Chunk Nation Long Range Transportation Plan, June 2005, amended March 2007
- Lac Courte Oreilles Band of Lake Superior Chippewa Indians, 2006 Transportation Plan, March 2006
- Lac du Flambeau Band of Lake Superior Chippewa Indians, Long-Range Transportation Plan, February 2007
- Menominee Nation, Menominee Indian Reservation Long-Range Transportation Plan, May 2007
- Oneida Tribe of Indians of Wisconsin, Transportation Improvement Plan, December 2005, amended March 2007
- Red Cliff Band of Lake Superior Tribe of Chippewa Indians, Long Range Transportation Plan for the Red Cliff Reservation, February 2006
- St. Croix Chippewa Indians of Wisconsin, St. Croix Tribal Council 2007 Long Range Transportation Plan, March 2007
- Sokagone Chippewa Community Band of Mohican Indians, 2006 Tribal Long-Range Transportation Plan Update, May 2007

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▲ Figure A-7: Data sources