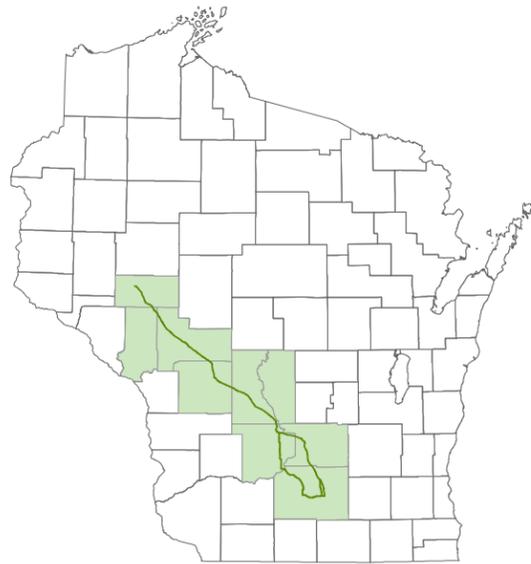


Badger State Corridor – Eau Claire to Madison

Corridor Overview

This 180-mile corridor is part of a major interstate passenger and freight corridor linking the Twin Cities, MN, northwestern U.S., Canada, southern Wisconsin, Madison, Chicago, IL and locations beyond. It links tourism areas of northwestern Wisconsin, the Baraboo-Wisconsin Dells area and Madison. The corridor includes the Wisconsin Veterans Memorial Highway (I-94 from the Illinois/Wisconsin state line to the Minnesota/Wisconsin state line) and the Iron Brigade Memorial Highway (US 12 from the Illinois/Wisconsin state line to the Minnesota/Wisconsin state line). It also includes the urban and urbanized areas of Eau Claire, Black River Falls, Sparta, Tomah, Baraboo, Prairie du Sac, Reedsburg and Madison. The corridor also serves the Ho-Chunk Nation.



Current Corridor Characteristics

- Airports:
 - › Air carrier (passenger) airport: Chippewa Valley Regional (Eau Claire), Dane County Regional (Madison)
 - › Transport/corporate airport: Sparta-Fort McCoy, Reedsburg Municipal, Baraboo-Wisconsin Dells
 - › General utility airport: Black River Falls Area, Bloyer Field (Tomah), Portage Municipal, Middleton Municipal Airport - Morey Field
 - › Basic utility airport: Necedah, Mauston-New Lisbon Union, Joshua Sanford Field (Hillsboro), Sauk-Prairie (Prairie du Sac), Blackhawk Airfield (Cottage Grove)
- Highways:
 - › Primary state highway: I-94, US 12
 - › Corridors 2030 Backbone Routes: I-39, I-90, I-94, US 12/18/151
 - › Corridors 2030 Connector Routes: US 12, US 14, WIS 21, WIS 93
 - › NHS intermodal terminals with local road connections: Badger/Greyhound Terminal (Madison), Dane County Regional Airport (Madison)
- Public Transit:
 - › Bus systems: Eau Claire, Madison, Monona
 - › Shared-ride taxi: Black River Falls, Mauston, Baraboo, Prairie du Sac, Sun Prairie, Reedsburg, Portage, Madison
 - › Specialized transit: Available in all counties, level of service depends on location
- Fixed Guideway Transit: None along this corridor
- Rail Freight: Freight rail service exists
- Intercity Passenger Rail: Amtrak *Empire Builder* service between Chicago, IL and Seattle, WA/Portland, OR, with stops in Portage, Tomah and Wisconsin Dells
- Intercity Bus:
 - › Service between Minneapolis/St. Paul, MN and Chicago, IL, with stops in Eau Claire, Tomah, Wisconsin Dells and Madison
 - › Connections in Madison to intercity bus services to La Crosse, Milwaukee and Chicago, IL
- Ports and Harbors: None along this corridor
- Ferry: Merrimac Ferry
- Bicycle/Pedestrian:
 - › Major trails: Elroy – Sparta State Trail, “400” State Trail, Omaha State Trail, Capital City Trail, Highway 12 Trail, Ice Age Trail (pedestrian only)
 - › Accommodations, linkages and accessibility along and across some facilities

Future Corridor Vision

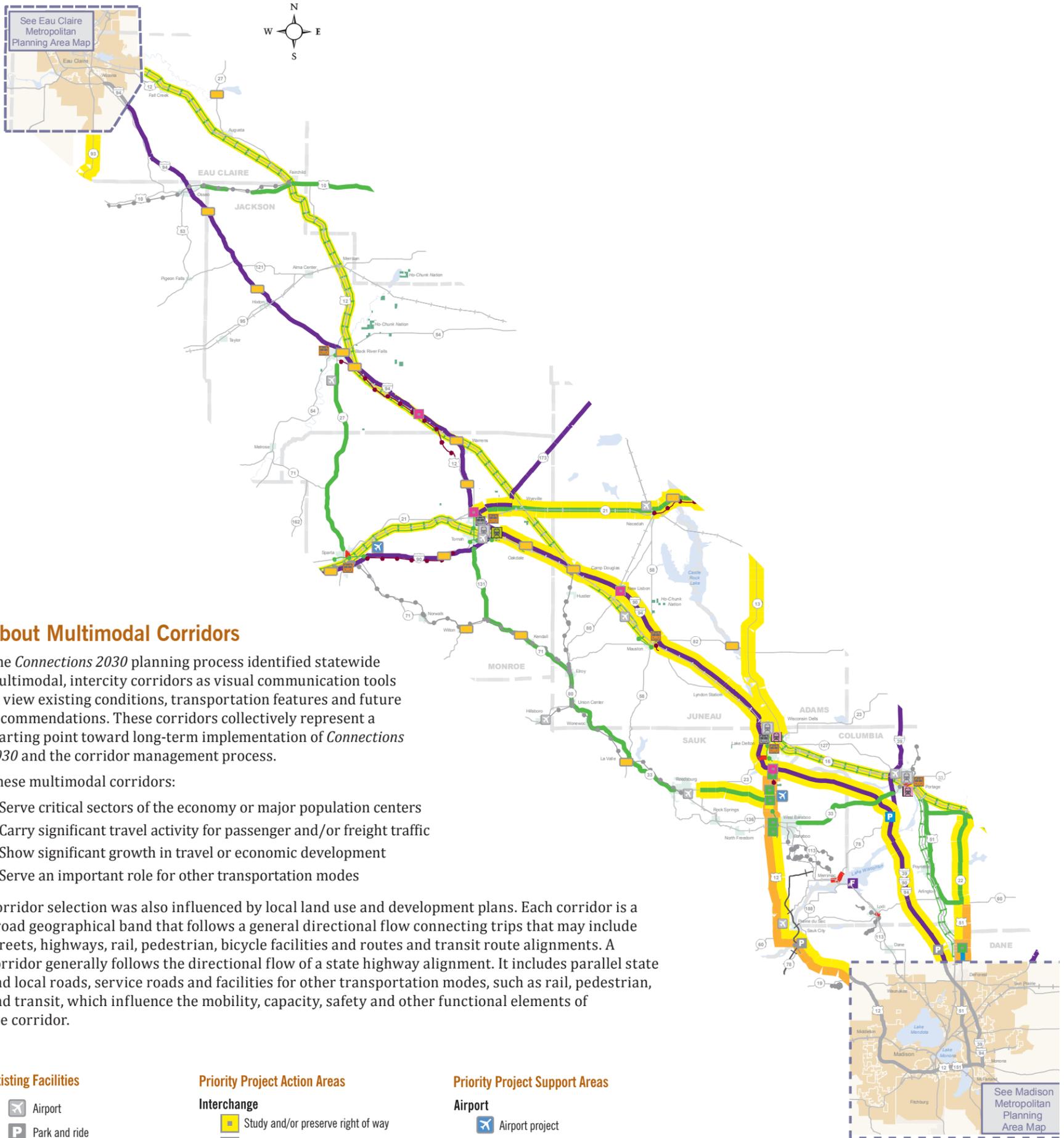
- Airports: Continued service, increased direct air service and infrastructure projects to support business airplane-capable airports
- Highways: Maximized preservation and maintenance of infrastructure and continued user efficiency and mobility, including improved traffic movement, along I-94 and US 12 by implementing:
 - › *State Access Management Plan* vision: Tier 1; I-39, I-90, I-94, US 12 (Wisconsin Dells municipal limit to Madison municipal limit)
 - › Candidate expressway upgrade of corridor and the potential conversion of expressway-to-freeway corridor (US 12)
 - › Enumerated Major project for construction (US 12)
- Public Transit: Increased regional coordination and continued service
- Fixed Guideway Transit: New service (Dane County)
- Rail Freight: Continued freight rail service and corridor preservation
- Intercity Passenger Rail:
 - › Continued Amtrak *Empire Builder* service between Chicago, IL and Seattle, WA/Portland, OR with stops in Portage, Wisconsin Dells and Tomah
 - › New service:
 - New Madison-Milwaukee-Chicago, IL intercity passenger rail service
 - New Minneapolis/St. Paul, MN-Madison-Milwaukee-Chicago, IL intercity passenger rail service
 - All new intercity passenger rail services will operate within existing corridors
- Intercity Bus:
 - › Continued existing services
 - › New service:
 - Phase 1: Between Madison and Wausau with a stop in Portage; between Madison and Green Bay; between Eau Claire and Duluth/Superior; and between Minneapolis/St. Paul, MN and Green Bay, with a stop in Eau Claire
 - Phase 2: Between Madison and La Crosse via I-90, with stops in Wisconsin Dells, Mauston and Tomah; between Madison and Dubuque, IA; between Madison and Sheboygan; between proposed Madison passenger rail station and Chicago, IL passenger rail station; and between Eau Claire and Tomah passenger rail station, with a stop in Black River Falls
- Ports and Harbors: None along this corridor
- Ferry: Continued service, preservation, maintenance and infrastructure improvements (Merrimac)
- Bicycle/Pedestrian: Continued and enhanced accommodations, linkages and accessibility along and across facilities

	Year 2007	Year 2030
County populations		
Eau Claire	98,000	117,253
Trempealeau	28,119	30,402
Jackson	20,080	22,168
Monroe	43,838	50,322
Juneau	27,177	29,940
Adams	21,645	22,506
Sauk	60,673	70,185
Columbia	55,636	63,177
Dane	486,514	579,976
Population age 65 and older	87,780	193,313
Enplanements		
Eau Claire – Chippewa Valley Regional Airport	22,832	44,000
Dane County Regional Airport	796,032	1,481,200
Intercity passenger rail ridership		
Tomah station	9,613	24,000
Wisconsin Dells station	13,117	36,000
Madison station	NA	309,000
Average annual daily traffic along		
I-94	21,300 – 85,600	29,600 – 125,400
US 12	9,300 – 113,000	13,100 – 165,000
Truck volume along		
I-94	High	Very high
US 12	Low	Medium

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



Badger State Corridor – Eau Claire to Madison



About Multimodal Corridors

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

These multimodal corridors:

- Serve critical sectors of the economy or major population centers
- Carry significant travel activity for passenger and/or freight traffic
- Show significant growth in travel or economic development
- Serve an important role for other transportation modes

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

Existing Facilities

- Airport
- Park and ride
- Intercity bus stop
- Rail station
- Fixed guideway (commuter rail station)
- Port or harbor
- Mississippi River lock and dam
- Ferry
- Bicycle/pedestrian trail
- Rail-to-trail
- Railroad – private ownership
- Railroad – public ownership
- State trunk network
- State/county boundary
- Waterway
- City/village
- Metropolitan Planning Area
- Native American land

Priority Project Action Areas

- Interchange**
 - Study and/or preserve right of way
 - Study and construct new
 - Reconstruct existing
- Bicycle and Pedestrian**
 - Provide urban connection
 - Provide rural connection
- Bridge**
 - Reconstruct existing or construct new
- Intercity Passenger Rail**
 - Proposed station
 - Proposed station with intercity bus stop
 - Study future route
 - Priority route
- Highways**
 - Construct capacity project
 - Prepare corridor plan
 - Reconstruct existing
 - Construct passing lane
 - Convert to Interstate standards
 - Study bypass/new arterial

Priority Project Support Areas

- Airport**
 - Airport project
- Intercity Bus**
 - Intercity bus stop
 - Priority route
- Park and Ride**
 - Park and ride
- Port, Channel or Waterway**
 - Port, channel or waterway project
- Ferry**
 - Ferry project
- Bicycle and Pedestrian**
 - Trail connection or extension
 - Rail-to-trail
- Fixed Guideway**
 - Commuter, rapid or express bus route
 - Study future route
 - Commuter rail route
 - Commuter rail, proposed station

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



Badger State Corridor – Eau Claire to Madison

Current and Proposed Future Activities

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

Short-Term (2008 – 2013)

I-90/94	Prepare corridor plan from I-39 to US 12 (Wisconsin Dells)
I-39/90/94	Prepare corridor plan from US 12/18 (Madison) to County Rd V (Dane Co)
I-94	Replace bridge at County Rd FF (Jackson Co), County Rd PP (Monroe Co) and County Rd C (Juneau Co)
US 12	Prepare corridor plan from Parmenter St (Middleton) to County Rd W (Baraboo, Sauk Co)
US 12	Reconstruct from Gasser Rd to Adam St (Lake Delton)
US 51	Construct new interchange at County Rd V/Mueller Rd and US 51
US 51	Construct as a four-lane divided highway from Rearden Rd (De Forest) to Grindle Rd (De Forest)/County Rd V East (Dane Co)
US 51/WIS 22	Prepare corridor plan from County Rd V (Dane Co) to WIS 16
WIS 21	Reconstruct from WIS 16 to Montgomery St and replace bridge deck (Sparta)
WIS 23	Reconstruct from County Rd P (Sauk Co) to US 12 (Lake Delton)
WIS 27	Replace bridge over Eau Claire River
WIS 33	Prepare access management plan from Golf Course Rd (Reedsburg) to US 12
WIS 33	Reconstruct from Wisconsin St to Canadian Pacific Railroad in Portage
WIS 60	Reconstruct within downtown Lodi
WIS 78	Reconstruct from Weynand Rd to North Merrimac village limits
Airports	Support runway extension at the Baraboo-Dells Municipal Airport
Intercity Bus	Support new intercity bus service between Madison and Wausau with stops in Portage, Stevens Point and Mosinee; and between Madison and Green Bay with stops in Sun Prairie, Columbus, Beaver Dam, Waupun, Fond du Lac, Oshkosh, Neenah, Menasha and Appleton
Park & Ride	Support proposed park and ride construction near the intersection of WIS 78 and I-39/90/94

Mid-Term (2014 – 2019)

I-94	Replace bridges at Buffalo River (near Eau Claire/Jackson county line) and at WIS 54 (Winnebago Ave) in Black River Falls
US 12	Construct additional lanes (on new alignment) from Terrytown Rd (Sauk Co) to Fern Dell (Sauk Co) if supported by environmental document
WIS 21	Prepare corridor plan from I-94 (Tomah) to Rivermoor Rd (Winnebago Co)
WIS 58	Replace bridge over the Baraboo River in La Valle if supported by environmental document
WIS 71	Replace bridge over the Baraboo River if supported by environmental document
WIS 71/131	Replace bridge over the Kickapoo River if supported by environmental document

Mid-Term (2014 – 2019), continued

WIS 82	Replace bridge over the Wisconsin River if supported by environmental document
US 53/WIS 54/WIS 93	Prepare corridor plan from County Rd HD (La Crosse Co) to I-94 (Eau Claire)
Airports	Support runway extension at Sparta-Fort McCoy airport
Bicycle/Pedestrian	Provide rural accommodations along US 12 from WIS 27 (Black River Falls) to County Rd EW (Monroe Co); from south of Mauston city limits to County Rd K (Juneau Co); and from I-90 (Lake Delton) to Ho Chunk Casino frontage road
Bicycle/Pedestrian	Provide rural accommodations along WIS 21 from WIS 80 (Necedah) to County Rd Z (Adams Co)
Bicycle/Pedestrian	Provide urban accommodations along US 12 in Black River Falls, Tomah, Mauston, Wisconsin Dells, Lake Delton and Baraboo
Bicycle/Pedestrian	Provide urban and rural accommodations along WIS 16 from County Rd M (Monroe Co) through Sparta
Intercity Bus	Support new intercity bus service between La Crosse and Madison via I-90 with stops in Sparta, Tomah, Mauston, and Wisconsin Dells
Intercity/Feeder Bus	Support new intercity/feeder bus from Eau Claire to Tomah passenger rail station with a stop in Black River Falls
Intercity Passenger Rail	Implement intercity passenger rail service between Minneapolis/St. Paul, MN and Chicago, IL via Eau Claire with proposed stops in Hudson, Menomonie, Eau Claire, Wisconsin Dells, Portage, Madison, Watertown, Oconomowoc, Brookfield, Milwaukee, General Mitchell International Airport and Sturtevant and/or via La Crosse with proposed stops in La Crosse, Tomah, Wisconsin Dells, Portage, Madison, Watertown, Oconomowoc, Brookfield, Milwaukee, General Mitchell International Airport and Sturtevant. Implementation will be based on results of environmental study

Long Term (2020 – 2030)

I-90/94	Prepare corridor plan from US 12 to I-90/94 split (Tomah)
I-90/94	Reconstruct existing interchanges at US 12 and I-90/94; and at WIS 80 and I-90/94 (New Lisbon) if supported by environmental document
I-90	Replace bridge at WIS 16 if supported by environmental document
I-94	Reconstruct existing interchange at I-94 and County Rd O (Jackson Co) if supported by environmental document
I-94	Replace bridges at Union Pacific Railroad near Black River Falls and at US 12 north of Tomah near the Monroe/Jackson Co line if supported by environmental document
WIS 21	Replace bridge over Wisconsin River if supported by environmental document
Intercity Bus	Support new intercity bus service between La Crosse and Wausau with stops in Sparta, Tomah, Wisconsin Rapids, Stevens Point, and Mosinee



Badger State Corridor – Eau Claire to Madison

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.

Entire Planning Period

US 10	Construct candidate passing lanes from County Rd R (Trempealeau Co) to County Rd M (Jackson Co); and from County Rd T (Jackson Co) to WIS 73 if supported by environmental document
US 12	Construct candidate expressway upgrades and/or convert to freeway from County Rd Z (Sauk Co) to County Rd K (Dane Co) if supported by environmental document
US 12	Construct enumerated Major project from I-90/94 (Lake Delton) to Sauk City, which may include bypassing Baraboo, adding lanes and/or capacity on new alignment, constructing candidate expressway upgrades and/or converting to freeway and constructing new interchanges at proposed US 12 and Fern Dell Rd; proposed US 12 and N. Reedsburg Rd (Sauk Co); proposed US 12 and WIS 33; proposed US 12 and WIS 136; proposed US 12 and South Gasser Rd (Sauk Co); and proposed US 12 and Point of Rocks
US 51	Construct candidate expressway upgrades and/or convert to freeway from WIS 138 to WIS 60 if supported by environmental document
US 51	Construct candidate passing lanes from WIS 22 to County Rd P (Columbia Co) if supported by environmental document
WIS 16	Construct candidate passing lanes from US 51 to WIS 60 if supported by environmental document
WIS 21	Construct candidate passing lanes from Ensign Rd (east of Tomah) to west boundary of Coloma if supported by environmental document
WIS 22	Construct candidate passing lanes from US 51 to WIS 16 if supported by environmental document
WIS 23	Construct candidate passing lanes from US 14 to WIS 154 if supported by environmental document
WIS 27	Construct candidate passing lanes from County Rd BC (Monroe Co) to W 7th St (south of Black River Falls) if supported by environmental document
WIS 33	Construct candidate passing lanes from I-39 to County Rd T (Sauk Co); from US 12 to WIS 136; and from WIS 23 to WIS 80 if supported by environmental document
WIS 71	Construct candidate passing lanes from WIS 80 to WIS 131 if supported by environmental document
WIS 80	Construct candidate passing lanes from WIS 33 to County Rd O (Juneau Co) in Elroy if supported by environmental document
WIS 93	Construct candidate passing lanes from WIS 121 east to US 10 east if supported by environmental document
WIS 131	Construct candidate passing lanes from WIS 71 to I-90 if supported by environmental document

Entire Planning Period, continued

Airports	Support continued preservation, maintenance and infrastructure projects at <i>State Airport System Plan</i> airports
Bicycle/Pedestrian	Support accommodations and linkages to create a connected network that provides accessibility along and across facilities
Intercity Bus	Support continued intercity bus service between Minneapolis/St. Paul, MN and Chicago, IL with stops in Eau Claire, Tomah, Wisconsin Dells, Madison and Beloit; and between Minneapolis/St. Paul, MN and Chicago, IL with stops in Eau Claire, Tomah, Wisconsin Dells, Madison and Milwaukee
Intercity Passenger Rail	Study the potential for serving West Central, North Central, Central and South Central Wisconsin and implement the results of the studies
Intercity Passenger Rail	Work with the Office of the Commissioner of Railroads to preserve intercity passenger rail corridors by discouraging new at-grade crossings of the corridors
Intercity Passenger Rail	Support continued Amtrak <i>Empire Builder</i> service between Seattle, WA/Portland, OR and Chicago, IL with stops in La Crosse, Tomah, Wisconsin Dells, Portage, Columbus and Milwaukee
Local Roads	Support continued preservation, maintenance and infrastructure projects
Merrimac Ferry	Preserve and maintain existing Merrimac Ferry, channels, service and infrastructure
Park & Ride	Support continued preservation and maintenance
Park & Ride	Support expansion of existing park and ride facilities, if needed and if supported by environmental document
Public Transit	Support continued shared-ride taxi service in Black River Falls, Mauston, Reedsburg, Baraboo, Prairie du Sac and Portage
Public Transit	Work with counties and transit service providers to coordinate and expand rural transit service
Public Transit	Assist Ho Chunk Nation if Nation establishes transit service in Wisconsin Dells
Rail Freight	Support the preservation of existing freight services and corridors
Specialized Transit	Support continued service and encourage improved service coordination
State Highways	Construct grade separations at rail crossings if supported by environmental document
State Highways	Preserve and maintain infrastructure
State Highways	Improve traffic movement with traffic operations infrastructure strategies

Important Notes about What is Depicted

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

- *Connections 2030* policies
- WisDOT’s Six-Year Highway Improvement Program (2008 - 2013)
- Other WisDOT program data
- Other WisDOT plans and studies
- Metropolitan planning organizations’ (MPOs), regional planning commissions’ (RPCs) and tribal long-range transportation plans

For information on funding and implementation priorities, see those *Connections 2030* chapters. For more information on transportation projects, contact the WisDOT Region Office (see *Connections 2030* or www.dot.wisconsin.gov/projects/ for a map of region offices). MPO, RPC and tribal long-range transportation plans offer recommendations on all transportation modes within their boundaries.



Corridor Map – Data Definitions and Sources

Data Definitions

Corridors 2030

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

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

State Access Management Plan vision

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

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

State Airport System Plan classifications

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

Truck Volume Descriptions

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

Urban/urbanized areas

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

Data Sources

Annual average daily traffic (AADT)

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

Enplanements

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

National Highway System (NHS) intermodal terminals

- Federal Highway Administration, October 2007

Passenger rail ridership

- Current data: WisDOT, 2007
- Forecast data:
 - › Transportation Economics & Management Systems, Inc., *Midwest Regional Rail Initiative Project Notebook*, 2004
 - › Forecast year 2020
 - › Forecast Milwaukee station data includes all Milwaukee area stations (Milwaukee Intermodal Station, General Mitchell International Airport and Granville)

Population

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

Truck volume

- WisDOT, August 2007

Public and specialized transit:

- WisDOT, January 2008

Wisconsin Metropolitan Planning Organizations (MPOs)

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

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

Wisconsin Tribal Transportation Plans

- Bad River Band of Lake Superior Tribe of Chippewa Indians, *Long Range Tribal Transportation Plan*, July 2006
- Forest County Potawatomi Community, *Long Range Transportation Plan*, March 2008
- Ho-Chunk Nation, *Ho-Chunk Nation Long Range Transportation Plan*, June 2005, amended March 2007
- Lac Courte Oreilles Band of Lake Superior Chippewa Indians, *2006 Transportation Plan*, March 2006
- Lac du Flambeau Band of Lake Superior Chippewa Indians, *Long-Range Transportation Plan*, February 2007
- Menominee Nation, *Menominee Indian Reservation Long-Range Transportation Plan*, May 2007
- Oneida Tribe of Indians of Wisconsin, *Transportation Improvement Plan*, December 2003, amended March 2007
- Red Cliff Band of Lake Superior Tribe of Chippewa Indians, *Long Range Transportation Plan for the Red Cliff Reservation*, February 2006
- St. Croix Chippewa Indians of Wisconsin, *St. Croix Tribal Council 2007 Long Range Transportation Plan*, March 2007
- Sokaogon Chippewa Community, *Long Range Transportation Plan*, March 2007
- Stockbridge-Munsee Community Band of Mohican Indians, *2006 Tribal Long-Range Transportation Plan Update*, May 2007

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