

# Fox Valley Corridor – Milwaukee to Green Bay

## Corridor Overview

This 130-mile corridor is part of a major passenger and freight corridor linking Green Bay, Appleton, Oshkosh and Milwaukee to locations further south, including Chicago, IL. It serves the major manufacturing centers in the Fox Valley. It is also an important tourist corridor that connects the population centers in Illinois to the recreation areas of northeastern Wisconsin. The corridor includes the World War II Veterans Memorial Highway (US 41 from Milwaukee to Marinette) and the urban and urbanized areas of Green Bay, Appleton, Oshkosh, Fond du Lac, West Bend, Hartford, Richfield and Milwaukee. It also serves the Oneida Tribe of Indians of Wisconsin Reservation.



## Current Corridor Characteristics

- Airports:
  - › Air carrier (passenger)/air cargo airports: General Mitchell International (Milwaukee), Outagamie County (Appleton), Austin Straubel International (Green Bay), Wittman Regional (Oshkosh)
  - › Transport/corporate airport: Fond du Lac County
  - › General utility airport: Lawrence J. Timmerman (Milwaukee)
- Highways:
  - › Primary highway: US 41
  - › Corridors 2030 Backbone Route: US 41
  - › NHS intermodal terminals with local road connections: Austin Straubel International Airport, Port of Green Bay, Outagamie County Regional Airport, Wittman Regional Airport in Oshkosh; refer to the Southeast Wisconsin Regional Planning Commission - Milwaukee County map for terminals in Milwaukee
  - › Completed passing lane corridors:
    - WIS 26 [(US 151 to Rosendale (south side))]
    - WIS 26 [Rosendale (north side) to Fond du Lac/Winnebago county line]
- Public Transit:
  - › Bus systems: Milwaukee County, Waukesha County, Washington County Commuter Express, Fond du Lac, Oshkosh, Fox Cities, Green Bay, Oneida Nation
  - › Shared-ride taxi: West Bend
  - › Specialized transit: Available in all counties; level of service depends on location
- Fixed Guideway Transit: None along this corridor
- Rail Freight: Freight rail service exists
- Intercity Passenger Rail:
  - › Amtrak *Empire Builder* service between Chicago, IL and Seattle, WA/Portland OR, with a stop in Milwaukee
  - › Amtrak *Hiawatha Service* between Chicago, IL and Milwaukee
- Intercity Bus:
  - › Service between Green Bay and Chicago, IL, with stops in Appleton, Oshkosh, Fond du Lac and Milwaukee
  - › Service between Wausau and Milwaukee, with stops in Appleton, Oshkosh and Fond du Lac
  - › Connections in Milwaukee to intercity bus services to Kenosha, Madison, Chicago, IL, Minneapolis/St. Paul, MN and Calumet, MI
- Ports and Harbors: Green Bay, Milwaukee
- Ferry: Lake Express (Milwaukee)
- Bicycle/Pedestrian:
  - › Major trails: Fox River State Recreational Trail, Wiouwash State Trail, Mascoutin Valley State Trail, Wild Goose State Trail, Eisenbahn State Trail, Bugline Recreational Trail, Oak Leaf Trail, Hank Aaron Trail
  - › Accommodations, linkages and accessibility along and across some facilities

## Future Corridor Vision

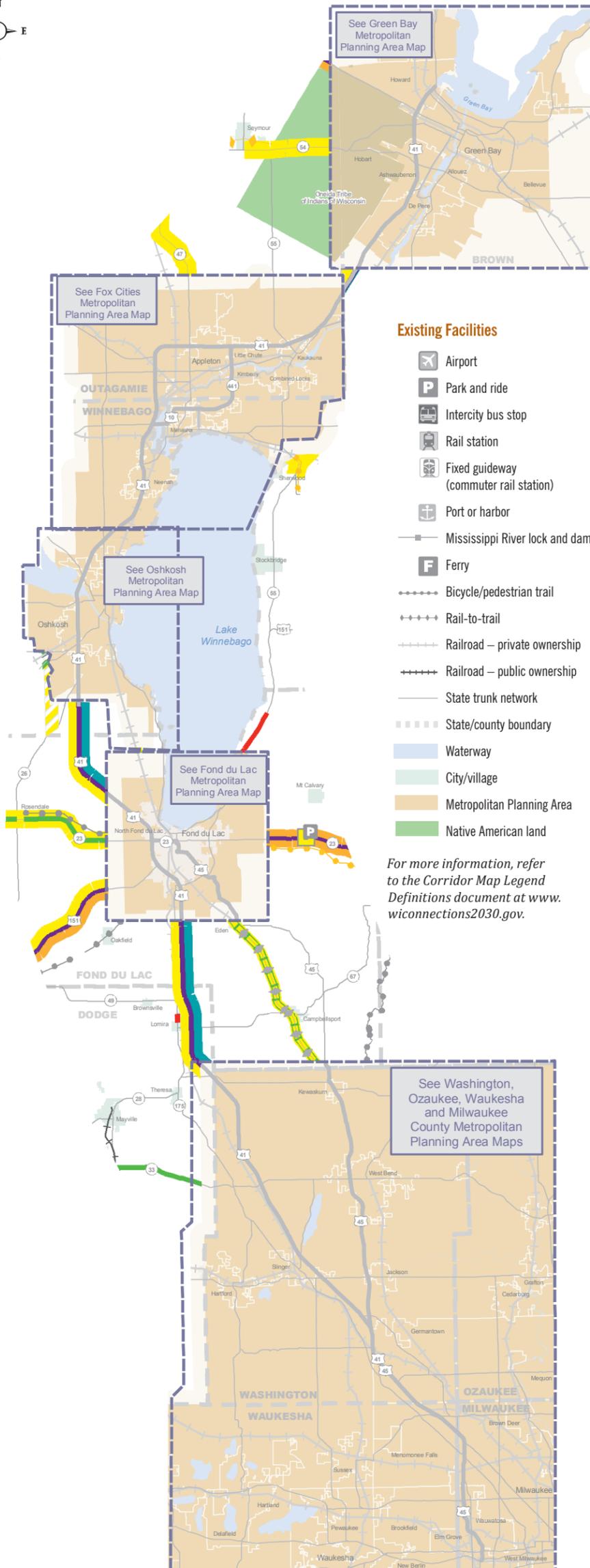
- Airports: Continued service, increased direct air service and infrastructure projects to support business airplane-capable airports
- Highways: Maximized preservation and maintenance of infrastructure and continued user efficiency and mobility, including improved traffic movement, along US 41 by implementing:
  - › Interstate conversion: US 41
  - › *State Access Management Plan* vision; Tier 1
  - › Enumerated Major projects for construction: US 41
- Public Transit: Increased regional coordination and continued service
- Fixed Guideway Transit: New service (Milwaukee 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 a stop in Milwaukee; and Amtrak *Hiawatha Service* between Milwaukee and Chicago, IL
  - › New service:
    - New Madison – Milwaukee – Chicago, IL intercity passenger rail service
    - New Minneapolis/St. Paul, MN – Madison – Milwaukee – Chicago, IL intercity passenger rail service
    - New Green Bay – 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 Green Bay, with stops in Fond du Lac, Oshkosh and Appleton and between Minneapolis/St. Paul, MN and Green Bay
    - Phase 2: Between Madison and Sheboygan, with a stop in Fond du Lac; between proposed Green Bay passenger rail station and Milwaukee Intermodal Station; between Marinette and proposed Green Bay passenger rail station; between Sturgeon Bay and proposed Green Bay passenger rail station; between Wausau and proposed Appleton passenger rail station
    - Phase 3: Between Gills Rock and Green Bay
- Ports and Harbors: Continued service, preservation, maintenance and infrastructure improvements (Green Bay, Milwaukee)
- Ferry: Continued service, preservation, maintenance and infrastructure improvements [Lake Express (Milwaukee)]
- Bicycle/Pedestrian: Continued and enhanced accommodations, linkages and accessibility along and across facilities

	Year 2007	Year 2030
<b>County populations</b>		
Brown	244,764	291,862
Outagamie	173,724	215,720
Calumet	45,990	58,966
Winnebago	164,703	188,446
Fond du Lac	101,174	112,538
Dodge	89,225	98,215
Washington	129,316	150,485
Waukesha	381,603	436,986
Milwaukee	936,364	1,030,644
<b>Population age 65 and older</b>	270,091	495,652
<b>Enplanements</b>		
General Mitchell International Airport	3,641,503	8,000,000
Outagamie County Regional Airport	289,116	640,000
Austin Straubel International Airport	455,514	712,500
<b>Intercity passenger rail ridership</b>		
Milwaukee station	472,447	1,232,000
West Bend station	NA	97,000
Fond du Lac station	NA	97,000
Oshkosh station	NA	144,000
Neenah/Appleton station	NA	142,000
Green Bay station	NA	131,000
<b>Average annual daily traffic along US 41</b>	24,000 – 76,400	36,000 – 121,500
<b>Truck volume along US 41</b>	High	High

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



# Fox Valley Corridor – Milwaukee to Green Bay



### 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

For more information, refer to the Corridor Map Legend Definitions document at [www.wiconnections2030.gov](http://www.wiconnections2030.gov).

## 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.

## 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/](http://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.

### 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



# Fox Valley Corridor – Milwaukee to Green Bay

## 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-43/I-894/US 41/ US 45	Prepare corridor plan for interstate conversion from I-43 and I-94 in Milwaukee (Mitchell Interchange) to I-43 and US 41 in Green Bay
US 10/WIS 114	Complete corridor plan from US 10/WIS 114 split to WIS 32/57
US 151	Prepare corridor plan from WIS 26 to US 41
US 151	Reconstruct from County Rd WH (Fond du Lac Co) to County Rd W (Fond du Lac Co)
US 54	Replace bridge over Duck Creek
WIS 23	Complete corridor plan from WIS 44 (Ripon) to US 41
WIS 47	Prepare corridor plan from US 41 to Ott Rd (Outagamie Co)
WIS 96	Reconstruct from Fox River to Shanty Rd (Wrightstown)
WIS 96	Replace bridges and approaches over Fox River in Wrightstown
WIS 114	Prepare corridor plan from US 10/WIS 114 to WIS 55/114 split
WIS 175	Reconstruct from North Ave (Lomira) to County Rd HH (Dodge Co)
Bicycle/Pedestrian	Support the construction of a trail between Hilbert and Sherwood along WIS 114
Bicycle/Pedestrian	Support construction of a trail along WIS 23 from US 151 (Fond du Lac) to the Old Plank Road Trail near Greenbush
Bicycle/Pedestrian	Support the construction of the Newton Blackmour State Trail
Intercity Bus	Support new intercity bus service between Madison and Green Bay with stops in Sun Prairie, Columbus, Beaver Dam, Waupun, Fond du Lac, Oshkosh, Neenah, Menasha, and Appleton; and between Minneapolis/St Paul, MN and Green Bay with stops in Hudson, Menomonie, Eau Claire, Chippewa Falls, Wausau and Shawano

### Mid-Term (2014 – 2019)

WIS 23	Construct enumerated Major project from US 151 to WIS 67, which may include adding lanes or constructing candidate expressway upgrades, if supported by environmental document
WIS 54	Prepare corridor plan from WIS 55 (Seymour) to WIS 172
Bicycle/Pedestrian	Provide urban and rural accommodations along WIS 114 from US 10 (Calumet Co) to WIS 55 (Calumet Co)
Park & Ride	Support reconstruction of existing park and ride facility near the intersection of County Rd W (Fond du Lac Co) and WIS 23 if supported by environmental document
Intercity Passenger Rail	Implement new 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
Intercity Passenger Rail	Implement new intercity passenger rail service between Green Bay and Chicago, IL with proposed stops in Appleton, Neenah, Oshkosh, Fond du Lac, West Bend, Granville (Northwest Milwaukee Co), Milwaukee, General Mitchell International Airport and Sturtevant. Implementation will be based on results of environmental study
Intercity Bus	Support new intercity bus service between Madison and Sheboygan with stops in Sun Prairie, Columbus, Beaver Dam, Waupun, Fond du Lac and Plymouth

### Long-Term (2020 – 2030)

US 151	Construct additional lanes and/or convert to freeway from WIS 26 to County Rd D (Fond du Lac Co) if supported by environmental document
WIS 29	Convert to freeway from WIS 47 to US 41 if supported by environmental document
WIS 55	Prepare corridor plan from WIS 114 to County Rd CE (Outagamie Co)
Western Arterial	Study creating a Western Arterial between WIS 26 and WIS 21 (Oshkosh)

### Entire Planning Period

I-43/I-894/US 41/ US 45	Convert to interstate from I-43 and I-94 in Milwaukee (Mitchell Interchange) to I-43 and US 41 in Green Bay
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 Rd (Village of Whitelaw) if supported by environmental document
WIS 23	Study interchange and/or preserve right-of-way and overpass at WIS 23 and County Rd W (Fond du Lac Co) if supported by environmental document
WIS 23	Construct candidate passing lanes from County Road M (Fond du Lac Co) to WIS 26; and from N Wilson Rd (Rosendale) to N Rolling Meadows Dr (City of Fond du Lac) if supported by an environmental document
WIS 33	Construct candidate passing lanes from Birchcrest St (Horicon) to WIS 175 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
Intercity Bus	Support continued service between Wausau and Milwaukee with stops in Stevens Point, Appleton, Oshkosh and Fond du Lac; and between Green Bay and Chicago, IL with stops in Appleton, Oshkosh, Fond du Lac 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
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
Public Transit	Support regional service expansion for Oneida Tribal Transit
Public Transit	Support continued service and vehicle replacement for Oneida Tribal 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
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



# 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

### 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
- 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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