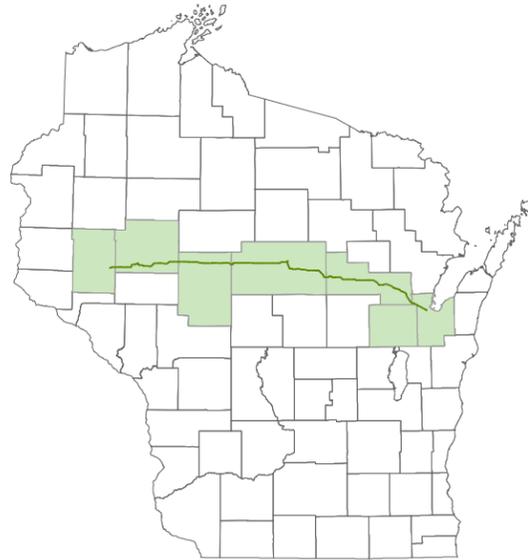


Wisconsin Heartland Corridor – Eau Claire to Green Bay

Corridor Overview

This 200-mile corridor is part of a major passenger and freight corridor that connects Green Bay, Wausau and Eau Claire to the Twin Cities, MN and locations farther west. It serves as a critical link between the Fox Cities and tourism destinations in central and eastern Wisconsin. The corridor includes the World War I Veterans Memorial Highway (WIS 29 from the Minnesota/Wisconsin state line to Kewaunee), the 32nd Division Memorial Highway (WIS 32 from the Illinois/Wisconsin state line to the Michigan/Wisconsin state line) and the Polish Veterans Memorial Highway (WIS 160 from Angelica to Pulaski). It includes the urban and urbanizing areas of Eau Claire, Wausau, Antigo, Shawano and Green Bay. The corridor also serves the Oneida Tribe of Indians of Wisconsin Reservation, the Menominee Indian Reservation, the Stockbridge-Munsee Indian Reservation and the Ho-Chunk Nation.



Current Corridor Characteristics

- Airports:
 - › Air carrier (passenger) airports: Chippewa Valley Regional (Eau Claire), Central Wisconsin (Mosinee), Austin Straubel International (Green Bay)
 - › Transport/corporate airports: Wausau Downtown, Langlade County (Antigo), Clintonville Municipal
 - › General utility airport: Shawano Municipal
- Highways:
 - › Primary state highway: WIS 29
 - › Corridors 2030 Backbone Route: WIS 29
 - › NHS intermodal terminals with local road connections: Green Bay Intermodal Terminal, Port of Green Bay
 - › Completed passing lane corridors:
 - US 45 (WIS 52 to County Rd G (Langlade Co))
 - US 45 (WIS 54 to Clintonville)
- Public Transit:
 - › Bus systems: Eau Claire, Wausau, Menominee Indian Reservation, Oneida Indian Reservation, Green Bay
 - › Shared-ride taxi: Chippewa Falls, Shawano, Clintonville
 - › 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 Eau Claire to intercity bus services to Minneapolis/St. Paul, MN and Chicago, IL
 - › Connections in Green Bay to intercity bus services to Milwaukee, Chicago, IL and Calumet, MI
- Ports and Harbors: Green Bay
- Ferry: None along this corridor
- Bicycle/Pedestrian:
 - › Major trails: Mountain Bay State Trail, Wiouwash State Trail, Nicolet State Trail
 - › Accommodations, linkages and accessibility along and across some facilities

Future Corridor Vision

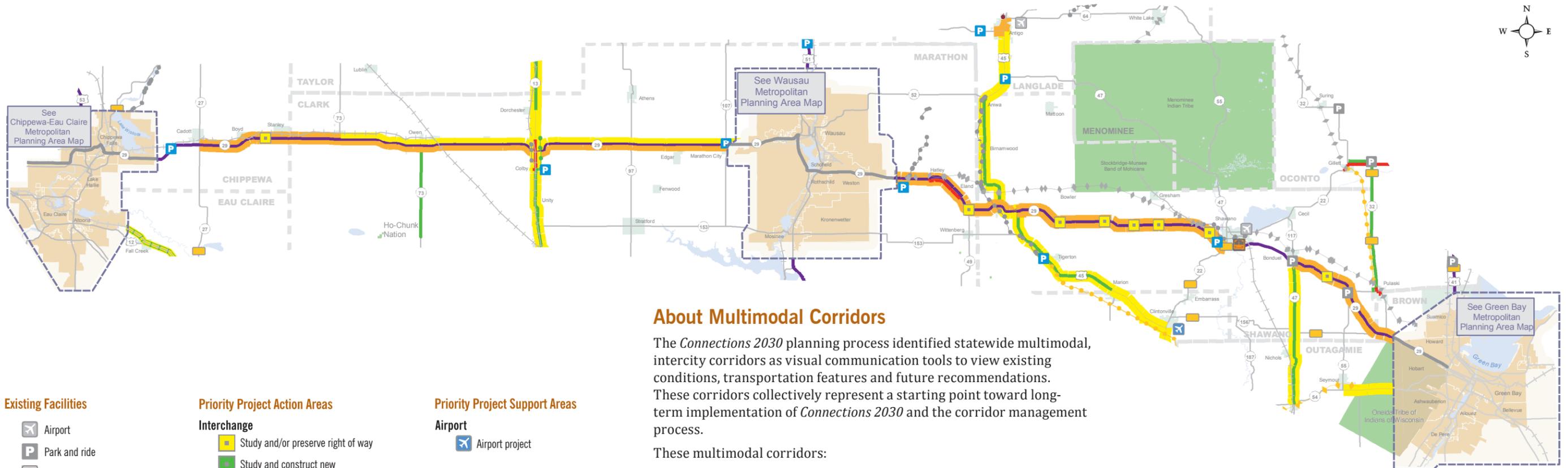
- Airports: Continued service, increased direct air service and infrastructure projects to support business airplane-capable airports
- Highways: Maximized preservation and maintenance of infrastructure and continued user efficiency and mobility, including improving traffic movement, along WIS 29 by implementing:
 - › State Access Management Plan vision; Tier 1
 - › Candidate expressway upgrade of corridor and the potential conversion of expressway-to-freeway corridors
- 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 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; between Madison and Wausau; between Eau Claire and Duluth/Superior; and between Minneapolis/St. Paul, MN and Green Bay, with stops in Shawano, Wausau, Chippewa Falls and Eau Claire
 - Phase 2: Between Marinette and proposed Green Bay passenger rail station; between Sturgeon Bay and proposed Green Bay passenger rail station; between proposed Green Bay passenger rail station and Milwaukee Intermodal Station; and between Eau Claire and Tomah passenger rail station
 - Phase 3: Between La Crosse and Wausau; between Gills Rock and Green Bay; and between Hurley/Ironwood, MI and Wausau
- Ports and Harbors: Continued service, preservation, maintenance and infrastructure improvements (Green Bay)
- Ferry: None along this corridor
- Bicycle/Pedestrian: Continued and enhanced accommodations, linkages and accessibility along and across facilities

	Year 2007	Year 2030
County populations		
Dunn	43,118	50,656
Chippewa	61,604	65,723
Clark	34,479	40,579
Marathon	134,028	150,225
Shawano	42,413	46,621
Outagamie	173,724	215,720
Brown	244,764	291,862
Population age 65 and older	84,668	166,880
Enplanements		
Chippewa Valley Regional Airport	22,832	44,000
Central Wisconsin Airport		
Austin Straubel International Airport	161,697	266,100
	455,514	712,500
Intercity passenger rail ridership		
Green Bay station	NA	131,000
Average annual daily traffic along WIS 29	7,500 – 57,500	10,500 – 74,400
Truck volume along		
WIS 29 west of WIS 13	Medium	Medium
WIS 29 from WIS 13 and WIS 17	Medium	High
WIS 29 from WIS 17 and US 51	Medium	Medium
WIS 29 concurrent with US 51	Medium	High
WIS 29 east of US 51	Medium	Medium

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



Wisconsin Heartland Corridor – Eau Claire 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

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 lanes
 - Convert to Interstate standards

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

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 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.

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



Wisconsin Heartland Corridor – Eau Claire 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)

US 45	Construct passing lanes from WIS 29 (Wittenberg) to WIS 52 (Aniwa)
US 45	Prepare corridor plan from US 10 to WIS 29 (Wittenberg) and from WIS 29 to WIS 64 (Antigo)
US 45	Reconstruct four-lane urban road from Reinke Rd to County Rd I (Waupaca Co) south of Clintonville
WIS 13	Prepare corridor plan from US 10 (Marshfield) to US 8 (Prentice)
WIS 13	Reconstruct from County Rd N (Clark Co) to Division St (Abbotsford, Clark Co)
WIS 22	Replace bridges over the Wolf River and the Embarass River
WIS 22	Reconstruct from west Gillett municipal limits to west Oconto Falls municipal limits
WIS 27	Replace bridge over the Eau Claire River
WIS 29	Prepare corridor plan from WIS 73 (Thorp) to WIS 13 (Abbotsford), and from WIS 13 (Abbotsford) to US 51 (Wausau)
WIS 29	Reconstruct from County Rd Y (Hatley, Marathon Co) to County Rd D (Marathon Co)
WIS 32	Reconstruct from Cedar St east to north Village of Pulaski municipal limits
WIS 47	Complete corridor plan from WIS 54 to WIS 29
WIS 64	Construct two-lane limited access expressway from WIS 64 west (Antigo) to WIS 64 east
Airports	Support runway extension at the Clintonville Municipal Airport
Bicycle/Pedestrian	Support construction of the New London to Seymour State Trail
Intercity Bus	Support new intercity bus service between Minneapolis/St. Paul, MN and Green Bay with stops in Hudson, Menomonie, Eau Claire, Chippewa Falls, Wausau and Shawano; between Eau Claire and Superior with stops in Chippewa Falls, Rice Lake and Spooner; and between Madison and Wausau with stops in Portage, Stevens Point and Mosinee
Park & Ride	Support proposed park and ride construction near the intersection of WIS 29 & WIS 107

Mid-Term (2014 – 2019)

WIS 32	Replace bridge over the Oconto River 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 13 from the north Abbotsford city limits to the south Colby city limits
Bicycle/Pedestrian	Provide urban and rural accommodations along US 45 from WIS 64 E (Antigo) to County Rd V (Langlade Co)
Intercity Passenger Rail	Implement intercity passenger rail service between Green Bay and Chicago, IL with proposed stops in Appleton, 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 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)

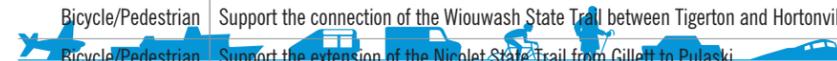
US 41/141	Replace bridge over the Little Suamico River if supported by environmental document
WIS 29	Convert to freeway from WIS 27 to US 51 (Wausau); County Road Q (Marathon Co) to WIS 22 and WIS 47 to US 41 if supported by environmental document
WIS 32	Replace bridge south of S Townline Rd (Shawano Co)/Dudzick Rd (Oconto Co) if supported by environmental document
WIS 156	Replace bridges over the Embarass River and Herman Creek if supported by environmental document
Bicycle/Pedestrian	Support the connection of the Wiouwash State Trail between Tigerton and Hortonville
Bicycle/Pedestrian	Support the extension of the Nicolet State Trail from Gillett to Pulaski
Intercity Bus	Support new intercity bus service between La Crosse and Wausau with stops in Sparta, Tomah, Wisconsin Rapids, Stevens Point and Mosinee; and between Wausau and Hurley with stops in Merrill, Tomahawk, Rhinelander and Minoqua

Long-Term (2020 – 2030), continued

Intercity/Feeder Bus	Support new intercity/feeder bus service between Wausau and proposed Appleton passenger rail station with stops in Mosinee, Stevens Point, Waupaca and New London; and between Marinette and proposed Green Bay passenger rail station with stops in Oconto and Peshtigo
Park & Ride	Support proposed park and ride construction near the intersections of US 51 and County Rd Q (Marathon Co), WIS 29 and WIS 22, along WIS 29 near Chippewa Falls, WIS 13 and County Rd N (Marathon Co), US 45 and WIS 47, WIS 64 and County Rd H (Langlade Co) and near US 45 and County Rd M (Shawano Co) if supported by environmental document

Entire Planning Period

US 45	Construct candidate passing lanes from County Rd G (Marion, Shawano Co) to WIS 29 if supported by environmental document
WIS 13	Construct candidate passing lanes from County Rd N (Clark Co) to Burnett St (Spencer, Marathon Co) and from County Rd A (Clark Co) to County Rd O (Taylor Co) if supported by environmental document
WIS 29	Study interchanges and preserve right-of-way at County Road G (Chippewa Co) and WIS 29; at locations between WIS 13 and US 51 (Wausau); at WIS 49 and WIS 29; at County Rd J (Shawano Co) and WIS 29; at County Rd D (Shawano Co) and WIS 29; at Leopolis Rd (Shawano Co) and WIS 29; at County Rd U (Shawano Co) and WIS 29; at Sycamore Rd (Shawano Co) and WIS 29; and at County Rd F (Shawano Co) and WIS 29 if supported by environmental document
WIS 32	Construct candidate passing lanes from Pulaski municipal limits to WIS 22/WIS 32 split if supported by environmental document
WIS 47	Construct candidate passing lanes from WIS 54 (Black Creek) to WIS 29 (Bonduel) if supported by environmental document
WIS 73	Construct candidate passing lanes from Greenwood municipal limits to WIS 29 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	Supported continued intercity bus service between Calumet, MI and Chicago, IL with stops in Marinette, Peshtigo, Oconto, Green Bay, Manitowoc, Sheboygan and Milwaukee; and between Wausau and Milwaukee with stops in Stevens Point, Appleton, Oshkosh and Fond du Lac
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 continued shared-ride taxi service in Shawano and Clintonville
Public Transit	Support regional service expansion for Menominee Indian Reservation transit and Oneida Tribal Transit
Public Transit	Support continued service and vehicle replacement for Menominee Indian Reservation transit and Oneida Tribal Transit
Public Transit	Work with counties and transit service providers to coordinate and expand rural transit service
Rail Freight	Support preservation of existing freight services and corridors
Soo 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



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

The information contained in this data set and information produced from this data set was created for the official use of WisDOT. Any other use, while not prohibited, is the sole responsibility of the user. WisDOT expressly disclaims all liability regarding fitness of use of the information for other than official WisDOT business.

