

Kettle Country Corridor – Fond du Lac to Sheboygan

Corridor Overview

This 40-mile corridor is part of a passenger and freight corridor that links Sheboygan and locations west via Fond du Lac. It is an important tourist corridor that serves the Kettle Moraine and Elkhart Lake tourism/recreation areas, and it also serves a major agricultural area of eastern Wisconsin. The corridor includes the Blue Star Memorial Highway (WIS 23 in Sheboygan County) and the urban and urbanizing areas of Fond du Lac, Plymouth and Sheboygan.



Current Corridor Characteristics

- Airports:
 - › Transport/corporate airports: Fond du Lac County, Sheboygan County
- Highways:
 - › Primary highway: WIS 23
 - › Corridors 2030 Connector Route (WIS 23)
- Public Transit:
 - › Bus systems: Fond du Lac, Sheboygan
 - › Shared-ride taxi: None in this corridor
 - › Specialized transit: Available in all counties; level of service depends on location
- Fixed Guideway Transit: None along this corridor
- Rail Freight: None along this corridor
- Intercity Passenger Rail: None along this corridor
- Intercity Bus:
 - › Connections in Fond du Lac to intercity bus services to Milwaukee, Wausau, Green Bay and Chicago, IL
 - › Connections in Sheboygan to intercity bus services to Milwaukee and Calumet, MI
- Ports and Harbors: Sheboygan
- Ferry: None along this corridor
- Bicycle/Pedestrian:
 - › Major trails: Prairie Trail, Old Plank Road Trail, Ice Age Trail (pedestrian only)
 - › Accommodations, linkages and accessibility along and across some facilities

Future Corridor Vision

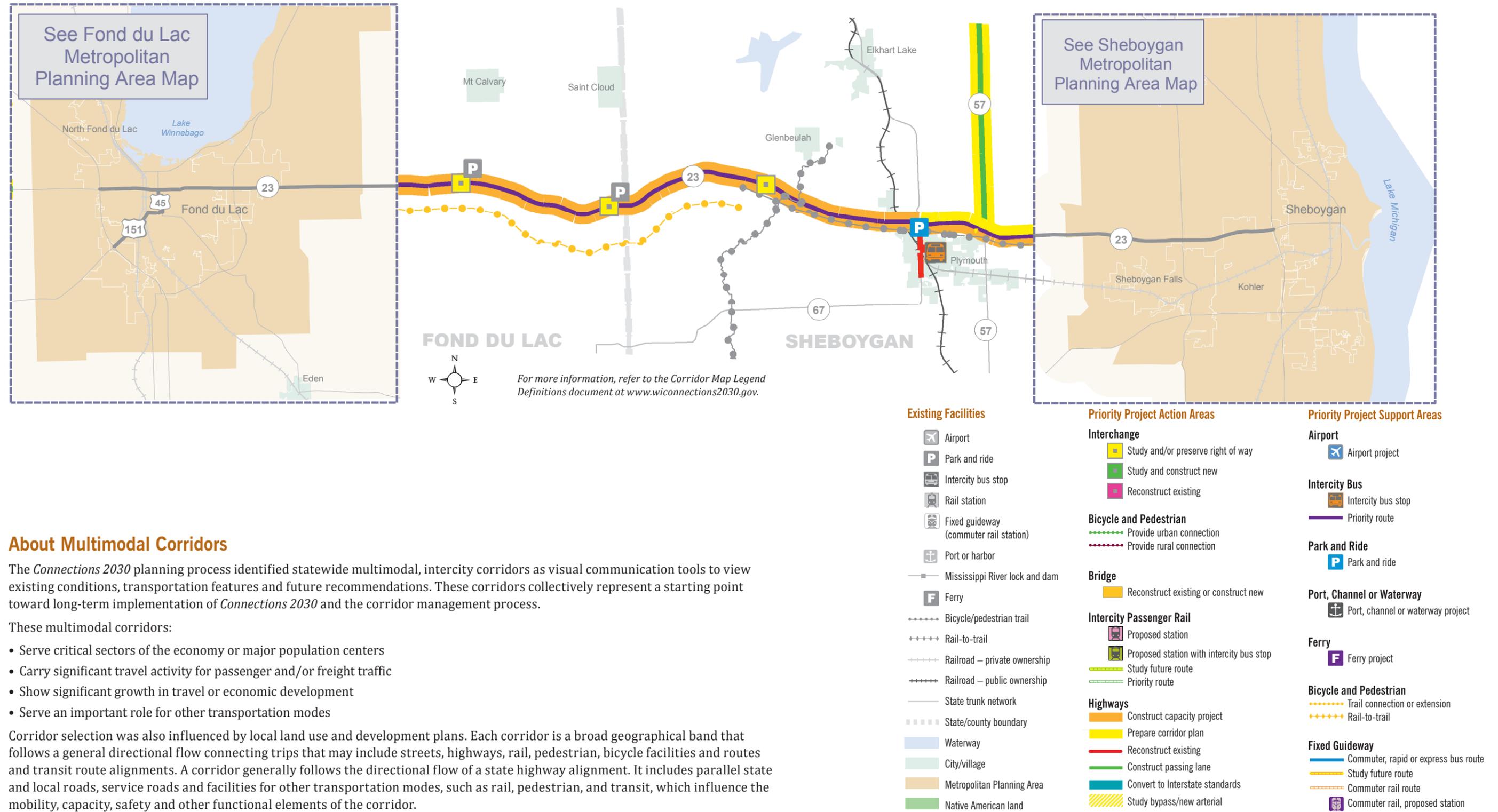
- Airports: Continued service, increased direct air service and infrastructure projects to support business airplane-capable airports
- Highways: Maximized preservation and maintenance of infrastructure and continued user efficiency and mobility, including improved traffic movement, along WIS 23 by implementing:
 - › *State Access Management Plan* vision
 - Tier 1; WIS 23 (WIS 67 to I-43)
 - Tier 2A; WIS 23 (US 151 to WIS 67)
 - › Enumerated Major project (WIS 23)
- Public Transit: Increased regional coordination and continued service
- Fixed Guideway Transit: None along this corridor
- Rail Freight: None along this corridor
- Intercity Passenger Rail:
 - › New 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
 - › Phase 1: Between Madison and Green Bay, with a stop in Fond du Lac
 - › Phase 2: Between Madison and Sheboygan, with a stop in Fond du Lac; and between proposed Green Bay passenger rail station and Milwaukee Intermodal Station, with a stop in Sheboygan
- Ports and Harbors: Continued service, preservation, maintenance and infrastructure improvements (Sheboygan)
- Ferry: None along this corridor
- Bicycle/Pedestrian: Continued and enhanced accommodations, linkages and accessibility along and across facilities

| | Year 2007 | Year 2030 |
|--|----------------|----------------|
| County populations | | |
| Fond du Lac | 101,174 | 112,538 |
| Sheboygan | 117,019 | 133,031 |
| Population age 65 and older | 29,674 | 51,798 |
| Intercity passenger rail ridership | | |
| Fond du Lac station | NA | 97,000 |
| Average annual daily traffic along WIS 23 | 7,000 – 24,900 | 9,700 – 31,300 |
| Truck volume along WIS 23 | Low | Medium |

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



Kettle Country Corridor – Fond du Lac to Sheboygan



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.



Kettle Country Corridor – Fond du Lac to Sheboygan

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)

| | |
|--------------------|---|
| WIS 23 | Complete corridor plan from WIS 67 to WIS 32 |
| WIS 67 | Reconstruct from Mullot River to Suhrke Rd (Plymouth) |
| Bicycle/Pedestrian | Support the construction of a trail along WIS 23 from US 151 (Fond du Lac) to the Old Plank Road Trail near Greenbush |

Mid-Term (2014 – 2019)

| | |
|---------------|---|
| WIS 23 | Construct enumerated Major project from US 151 to WIS 67, which may include adding lanes and/or constructing candidate expressway upgrades if supported by environmental document |
| 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 |
| Park & Ride | Support reconstruction of existing park and ride facilities near the intersections of County Rd W (Fond du Lac Co) and WIS 23, and County Rd G (Fond du Lac Co) and WIS 23 if supported by environmental document |
| Park & Ride | Support proposed park and ride construction along WIS 23 near Plymouth if supported by environmental document |

Long-Term (2020 – 2030)

| | |
|--------|---|
| WIS 23 | Convert to freeway from WIS 67 to WIS 32 if supported by environmental document |
| WIS 57 | Prepare corridor plan from WIS 23 to WIS 32 |

Entire Planning Period

| | |
|---------------------|--|
| WIS 23 | Study interchange and/or preserve right-of-way and some overpasses at WIS 23 and County Rd W (Fond du Lac Co); WIS 23 and County Rd G (Fond du Lac Co); and WIS 23 and County Rd A (Sheboygan Co) if supported by environmental document |
| WIS 57 | Construct candidate passing lanes from WIS 23 to WIS 32 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 |
| 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 | 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 |

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.



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.

