

Connections 2030 Statewide System-Level Priority Corridors Legend Definitions

The corridor map legends are divided into three parts:

- » Existing facilities
- » Priority project action areas
- » Priority project support areas

Existing facilities

Airport – All Wisconsin *State Airport System Plan* airports. The State Airport System is comprised of 95 publicly owned, public-use airports and 5 privately owned, public use airports. All airports included in the system are eligible for state airport improvement grants and 83 are eligible for federal grants as well.

Park and ride – According to state statute 84.30(g), park-and-ride facilities are sites that provide parking and are within reasonable walking distance of a station or transfer point to access mass transit. Park-and-pool facilities only provide parking for carpools. For the purpose of this plan, park-and-ride facility includes both the park-and-ride facilities defined by state statute and park-and-pool facilities.

Intercity bus stop – Approximate locations of existing intercity bus stops.

Rail station – Approximate locations of existing intercity passenger rail stations.

Fixed guideway (commuter rail station) – Approximate locations of existing commuter rail stations.

Port or harbor – Approximate locations of existing ports and harbors.

Mississippi River lock and dam – Approximate locations of existing locks and dams (under the jurisdiction of the Army Corps of Engineers).

Ferry – Approximate locations of existing ferry services.

Bicycle/pedestrian trail – Trail allowing bicyclists and/or pedestrians only (non-motorized).

Rail-to-trail – Out of service rail corridor converted to a multi-use trail through the Rails-to-Trails Program.

Railroad – private ownership – Existing railway owned by a private entity (in many cases, Class I railroads).

Railroad – public ownership – Existing railway owned by a public entity (state or local governments).

State trunk network – State-owned network of highway facilities.

State/county boundary – Official state and county political boundaries.

Waterway – Area covered by bodies of water (lakes, streams, rivers, etc.).

City/village – Official land area of cities and villages.

Metropolitan planning area – Official land areas of Wisconsin's Metropolitan Planning Organizations (MPO). The federal government requires that an MPO be designated for each urbanized area with a population greater than 50,000. This designation must be agreed on by the governor and the units of general-purpose local governments that together represent at least 75 percent of the affected population (including the central city or cities as defined by the Bureau of the Census).

Native American land – Land area of Native American lands according to the Wisconsin Department of Natural Resources (based on the year 2000 census).

Note: Native American lands range from large



reservations to small, dispersed parcels. The corridor map development team labeled most large areas of Native American lands and some clusters of smaller parcels of Native American lands. Many smaller parcels are not labeled individually, but will appear in the same color on the maps as the other parcels.

Priority project action areas⁹

Interchange

- » *Study and/or preserve right of way* – Locations where WisDOT proposes to conduct studies to determine whether interchange improvements are appropriate *and/or* locations where WisDOT proposes to pursue right of way preservation activities (includes real estate acquisition and official mapping of future right of way).
- » *Study and construct new* – Locations where WisDOT proposes to conduct studies of potential new interchanges. If the studies show that a new interchange is appropriate, WisDOT plans to propose new interchanges at these locations.
- » *Reconstruct existing* – Locations where WisDOT proposes to reconstruct an existing interchange. Reconstruction may include replacing outdated designs, improving safety, or operational and capacity improvements.

Bicycle and Pedestrian

- » *Provide urban connection* – Reconstruction along these routes will strongly consider use of wider outside lanes or bike lanes for bicyclists and sidewalks for pedestrians.
- » *Provide rural connection* – Resurfacing or reconstruction along these routes will strongly consider wide paved shoulders or bike lanes for bicyclists.

Intercity Passenger Rail

- » *Proposed station* – Locations where WisDOT proposes new intercity passenger rail stations

(Wisconsin portion of Midwest Regional Rail Initiative plans).

- » *Proposed station with intercity bus stop* – Locations where WisDOT proposes new intercity passenger rail stations **and** intercity bus stops at the same facility (Wisconsin portion of Midwest Regional Rail Initiative plans – feeder bus).
- » *Study future route* – Railway that WisDOT proposes to complete or initiate studies to determine the feasibility of proposed intercity passenger rail service along the corridor.
- » *Priority route* – Railway that WisDOT has completed study, and appropriate feasibility and environmental declarations have been received for proposed intercity passenger rail service on the corridor.

Highways

- » *Construct capacity project* – Portions of existing highway or proposed highway where WisDOT proposes to implement one of the following capacity project types:
 - Adding lanes
 - New bypass/new alignment
 - Construct expressway upgrades and/or expressway-to-freeway upgrades - Expressway upgrades generally are changes to intersections along four-lane roadways (expressways typically have automobile access at public roads and interchanges). Expressway-to-freeway upgrades involve changing a corridor to a four-lane freeway (freeways typically have automobile access at interchanges only).
- » *Prepare corridor plan* – Portions of existing highway where WisDOT proposes to complete or initiate one of the following types of corridor plans:
 - Preservation – Maintain current alignment, maintain or improve mobility without adding through-lanes. Minimal right-of-way needed.

Existing facility meets expected future vision. WisDOT's desired management plan for the corridor is to maintain and preserve the existing cross-section and character of the corridor.

- Retrofit – Maintain and improve mobility without adding through-lanes. May need right-of-way. Interchange or intersection improvements may apply. WisDOT's desired management plan for the corridor is to improve an existing corridor that currently has a cross section of more than two lanes, but keeps the corridor on its present location.
- Expansion – Potential for future expansion. Planning to maintain and improve an existing segment with planned or expected expansion based on corridor vision. WisDOT's desired management plan for the corridor is to plan for adding additional lanes and/or possibly relocating the corridor.
- » *Reconstruct existing* – Portions of existing highway where WisDOT proposes to rebuild both the pavement and subgrade of an existing highway. In some cases, reconstruction may involve adding capacity or updating outdated designs.
- » *Construct passing lanes* – Portions of existing two-lane highway where WisDOT proposes to construct a third “passing” lane for motorists to use to pass slower moving vehicles such as agricultural equipment. Passing lane corridors are primarily used in rural areas as a means of improving safety and traffic movement through an area.
- » *Convert to Interstate standards* – Portions of existing highway affected by the US 41 Interstate Conversion project. Conversion of US 41 from Milwaukee to Green Bay is required under the SAFETEA-LU. To qualify as an interstate, US 41 will be studied to assess facility needs such as bridge clearance, interchange upgrades, truck weight exemptions and signage to ensure that federal Interstate standards are met.
- » *Bypass studies* – These are areas where WisDOT

or another entity is proposing studies of future bypasses, new alignments, or new arterials. These studies are early in the planning process and may or may not have a future project associated with them.

Priority Project Support Areas

Airport

- » *Airport project* – Locations where WisDOT plans to support improvements at commercial service airports, and runway extensions at select State Airport System Plan airports through the year 2030.

Intercity bus

- » *Intercity bus stop* – Approximate locations of proposed intercity bus stops that WisDOT plans on supporting through existing grants, programs or the proposed intercity bus funding assistance pilot program.
- » *Priority route* – Highways along which WisDOT will support intercity bus service through existing grants, programs or the proposed intercity bus funding assistance pilot program.

Park and Ride

- » *Park and ride* – Approximate locations where WisDOT proposes to support new park-and-ride construction and operation.

Port, Channel or Waterway

- » *Port, channel or waterway project* – Locations of port, channel or waterway projects that WisDOT plans to support through the Harbor Assistance Program.

Ferry

- » *Ferry project* – Locations of ferry projects that WisDOT plans to support.



Bicycle and Pedestrian

- » *Trail connection or extension* – Proposed new trail connections or extensions WisDOT plans to support.
- » *Trail on rail-to-trail* – Proposed new trail on old, unused railway lines converted to multi-use trails for public access.

Fixed Guideway

- » *Commuter, rapid or express bus route* – Proposed routes for commuter, rapid or express bus service that WisDOT plans to support through grants and/or transit funding assistance programs.
- » *Study future route* - Railway that WisDOT plans to support after studies are completed to determine the feasibility of proposed commuter rail or light rail service along the corridor.
- » *Commuter rail route* - Railway that WisDOT plans to support and completed studies and appropriate feasibility and environmental declarations have been received for proposed commuter or light rail service on the corridor.
- » *Commuter rail, proposed station* – Locations where WisDOT plans to support proposed new commuter and light rail stations.

⁹ Project alternatives are chosen after consideration of environmental and community impacts, and may be influenced by decisions of the Transportation Projects Commission, the legislature or the governor, and through coordination with local units of government, with public involvement opportunities as appropriate.