

Titletown Corridor – Milwaukee to Green Bay

Corridor Overview

This 100-mile corridor is part of a major passenger and freight corridor linking Green Bay and Milwaukee to locations farther south, including Chicago, IL. It is an important tourist connection between the population centers in Illinois and the recreation areas of northeastern Wisconsin, including Door County. The corridor includes the World War I Veterans Memorial Highway (WIS 29 from the Minnesota/Wisconsin state line to Kewaunee), the Vietnam Veterans Memorial Highway (US 10 from Manitowoc to the Minnesota/Wisconsin state line), the 32nd Division Memorial Highway (WIS 32 from the Illinois/Wisconsin state line to the Michigan/Wisconsin state line), and the Blue Star Memorial Highway (WIS 23 in Sheboygan County). The corridor includes the urban and urbanizing areas of Milwaukee, Port Washington, Sheboygan, Manitowoc and Green Bay.



Current Corridor Characteristics

- Airports:
 - › Air carrier (passenger) airports: General Mitchell International (Milwaukee), Austin Straubel International (Green Bay)
 - › Transport/corporate airports: Manitowoc County, Sheboygan County
 - › General utility airport: Lawrence J Timmerman (Milwaukee)
- Highways:
 - › Primary highways: I-43, WIS 172
 - › Corridors 2030 Backbone Routes: I-43, WIS 172
 - › NHS local intermodal connectors: Port of Green Bay (refer to the *Southeast Wisconsin Regional Planning Commission - Milwaukee County corridor map*)
- Public Transit:
 - › Bus systems: Milwaukee County, Ozaukee County, Sheboygan, Manitowoc, Green Bay
 - › Shared-ride taxi: Port Washington
 - › 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 Calumet, MI and Milwaukee, with stops in Green Bay, Manitowoc and Sheboygan
 - › Connections in Milwaukee to intercity bus services to Kenosha, Madison, Green Bay, Wausau, Minneapolis/St. Paul, MN and Chicago, IL
- Ports and Harbors: Milwaukee, Port Washington, Sheboygan, Manitowoc, Green Bay
- Ferry: Lake Express (Milwaukee), Lake Michigan Carferry (Manitowoc)
- Bicycle/Pedestrian:
 - › Major trails: Fox River Trail, Old Plank Road Trail, Ozaukee Interurban 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 I43 and WIS 172 by implementing:
 - › *State Access Management Plan* vision; Tier 1
- 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
 - › 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, and between Minneapolis/St. Paul, MN and Green Bay
 - Phase 2: Between Madison and Sheboygan; between Marinette and proposed Green Bay passenger rail station; between Sturgeon Bay and proposed Green Bay passenger rail station; and between proposed Green Bay passenger rail station and Milwaukee Intermodal Station, with stops in Manitowoc and Sheboygan
 - Phase 3: Between Gills Rock and Green Bay
- Ports and Harbors: Continued service, preservation, maintenance and infrastructure improvements (Milwaukee, Port Washington, Sheboygan, Manitowoc, Green Bay)
- Ferry: Continued service, preservation, maintenance and infrastructure improvements (Milwaukee, Manitowoc)
- Bicycle/Pedestrian: Continued and enhanced accommodations, linkages and accessibility along and across facilities

| | Year 2007 | Year 2030 |
|---|------------------|------------------|
| County populations | | |
| Milwaukee | 936,364 | 1,030,644 |
| Ozaukee | 86,697 | 97,668 |
| Sheboygan | 117,019 | 133,031 |
| Manitowoc | 84,603 | 91,327 |
| Calumet | 45,990 | 58,966 |
| Brown | 244,764 | 291,862 |
| Population age 65 and older | 189,361 | 322,973 |
| Enplanements | | |
| General Mitchell International Airport | 3,641,503 | 8,000,000 |
| Austin Straubel International Airport | 455,514 | 712,5000 |
| Intercity passenger rail ridership | | |
| Milwaukee station | 472,447 | 1,232,000 |
| Green Bay station | NA | 131,000 |
| Average annual daily traffic along | | |
| I-43 | 17,400 – 101,300 | 24,700 – 152,600 |
| WIS 172 | 53,900 – 84,800 | 69,000 – 111,500 |
| Truck volume along | | |
| I-43 | Medium | Medium |
| WIS 172 | Medium | Medium |

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



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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.

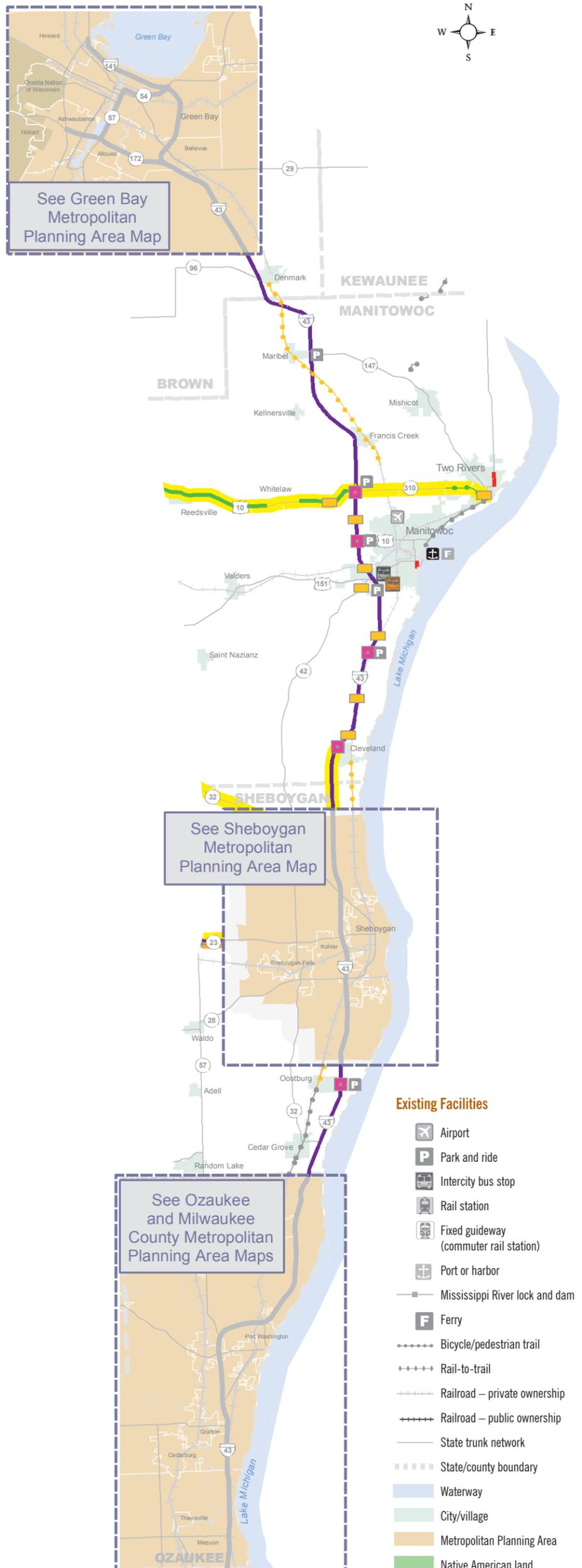
Important Notes about What is Depicted

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.



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

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



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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 | Study from WIS 42 to County Rd XX (Manitowoc Co) for partial event-only interchange, and implement results of study, if supported by environmental document |
| I-43 | Replace bridge over Carstens Lake Rd (Town of Newton) |
| US 10 | Replace bridge and approach over Branch River (Manitowoc Co) |
| US 10 | Reconstruct from 10th St to 8th St (Manitowoc) |
| WIS 23 | Complete corridor plan from WIS 67 to WIS 32 |
| WIS 42 | Reconstruct from 22nd St to 35th Pl (Two Rivers) |
| Bicycle/Pedestrian | Support construction of the Devil’s River State Trail between Denmark and Town of Rockwood |
| Bicycle/Pedestrian | Support a connection to the Interurban Trail between Oostburg and Sheboygan |
| Port/Harbor | Reconstruct dockwall and dredge at carferry dock for the Port of Manitowoc |
| Port/Harbor | Dredge Manitowoc River for the Port of Manitowoc |

Mid-Term (2014 – 2019)

| | |
|--------------------|--|
| I-43 | Reconstruct existing interchanges at I-43 and County Rd C (Manitowoc Co); at I-43 and County Rd AA (Sheboygan Co); and at I-43 and US10/WIS 310 if supported by environmental document |
| I-43 | Replace bridges over County Road CS (Manitowoc Co) and Fischer Creek Rd (Town of Centerville) if supported by environmental document |
| WIS 32/42 | Prepare corridor plan along WIS 32 from WIS 42 to WIS 57 |
| WIS 42 | Replace bridge over Silver Creek (Manitowoc Co) if supported by environmental document |
| WIS 310 | Replace bridge over the West Twin River (Two Rivers) if supported by environmental document |
| Bicycle/Pedestrian | Provide urban accommodations along WIS 310 from Woodland Dr (Manitowoc) to WIS 42 (Two Rivers) |
| 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)

| | |
|----------------------|---|
| I-43 | Study and reconstruct existing interchanges at I-43 and Westview Rd (Manitowoc Co) if supported by environmental document |
| I-43 | Replace bridge over Ucker Point Creek (Manitowoc Co) if supported by environmental document |
| I-43 | Replace bridge over Manitowoc River if supported by environmental document |
| I-43 | Replace interchange at US 10/County Rd JJ (Manitowoc Co) and I-43 if supported by environmental document |
| WIS 23 | Convert to freeway from WIS 67 to WIS 32 if supported by environmental document |
| WIS 310 | Prepare corridor plan from I-43 to WIS 42 |
| Bicycle/Pedestrian | Support construction of a trail along the out-of-service rail corridor between Cleveland and Sheboygan |
| Intercity/Feeder Bus | Support new intercity bus service between proposed Green Bay passenger rail station and Milwaukee Intermodal Station with stops in Manitowoc, Sheboygan and Port Washington |

Entire Planning Period

| | |
|---------------------|--|
| 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 Road (Village of Whitelaw) and from County Road T (Manitowoc Co) to I-43 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 |
| Ferry | Support continued ferry service of the Lake Express between Milwaukee and Muskegon, MI, and the Lake Michigan Carferry between Manitowoc and Ludington, MI |
| Intercity Bus | Support continued service between Calumet, MI and Chicago, IL with stops in Marinette, Peshtigo, Oconto, Green Bay, Manitowoc, Sheboygan and Milwaukee |
| 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 |
| Port/Harbor | Support channel preservation, maintenance and infrastructure projects at the Port of Manitowoc |
| Public Transit | Support regional service expansion for Maritime Metro Transit |
| Public Transit | Support continued service and vehicle replacement for Maritime Metro 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 |
| 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 |



Planning Area 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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