

Wolf/Waupaca Rivers Corridor – Stevens Point to Fox Cities

Corridor Overview

This 60-mile corridor is part of a major passenger and freight route that connects central Wisconsin and the Fox Valley to locations south and east. It is also an important link between southeastern Wisconsin and the tourism and recreational centers of northern Wisconsin. The corridor includes the Vietnam Veterans Memorial Highway (US 10 from Manitowoc to the Minnesota/Wisconsin state line). It also includes the urban and urbanizing areas of Stevens Point, Waupaca, New London, Appleton and Oshkosh.



Current Corridor Characteristics

- Airports:
 - › Air carrier (passenger)/air cargo airports: Outagamie County (Appleton), Wittman Regional (Oshkosh)
 - › Transport/corporate airports: Stevens Point Municipal, Waupaca Municipal
- Highways:
 - › Primary highway: US 10
 - › Corridors 2030 Backbone Route: US 10
 - › Completed passing lane corridors:
 - US 45 (WIS 54 to Clintonville)
 - WIS 21 [County Rd XX (Waushara Co) to Broderick Rd (Town of Omro)]
- Public Transit:
 - › Bus systems: Stevens Point, Fox Valley, Oshkosh
 - › Shared-ride taxi: Waupaca
 - › Specialized transit: Available in all counties; level of service depends on location
- Fixed Guideway Transit: None in this corridor
- Rail Freight: Freight rail service exists
- Intercity Passenger Rail: None in this corridor
- Intercity Bus:
 - › Service between Wausau and Milwaukee, with stops in Stevens Point, Waupaca, New London and Appleton
 - › Connections in Appleton to intercity bus services to Green Bay and Chicago
- Ports and Harbors: None in this corridor
- Ferry: None in this corridor
- Bicycle/Pedestrian:
 - › Major trails: Tomorrow River State Trail, Green Circle Trail, Ice Age Trail (pedestrian only), Wiouwash 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 improved traffic movement, along US 10 by implementing:
 - › *State Access Management Plan* vision; Tier 1
 - › Candidate expressway upgrade of corridor and the potential conversion of expressway to freeway corridor (US 10)
- Public Transit: Increased regional coordination and continued service
- Fixed Guideway Transit: None in this corridor
- Rail Freight: Continued freight rail service and corridor preservation
- 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
 - › New service:
 - Phase 1: Between Madison and Green Bay, with a stop in Appleton; between Madison and Wausau, with a stop in Stevens Point
 - Phase 2: Between Wausau and proposed Appleton passenger rail station, with stops in Stevens Point, Waupaca and New London
 - Phase 3: Between La Crosse and Wausau, with a stop in Stevens Point and between Marshfield and Stevens Point
- Ports and Harbors: None in this corridor
- Ferry: None in this corridor
- Bicycle/Pedestrian: Continued and enhanced accommodations, linkages and accessibility along and across facilities

	Year 2007	Year 2030
County populations		
Portage	69,959	81,177
Waupaca	53,773	57,174
Winnebago	164,703	188,446
Population age 65 and older	35,643	69,752
Enplanements		
Outagamie County Regional	289,116	640,000
Intercity passenger rail ridership		
Appleton station	NA	142,000
Oshkosh station	NA	144,000
Average annual daily traffic along US 10	7,800 – 20,000	12,800 – 25,000
Truck volume along US 10	Medium	Medium

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



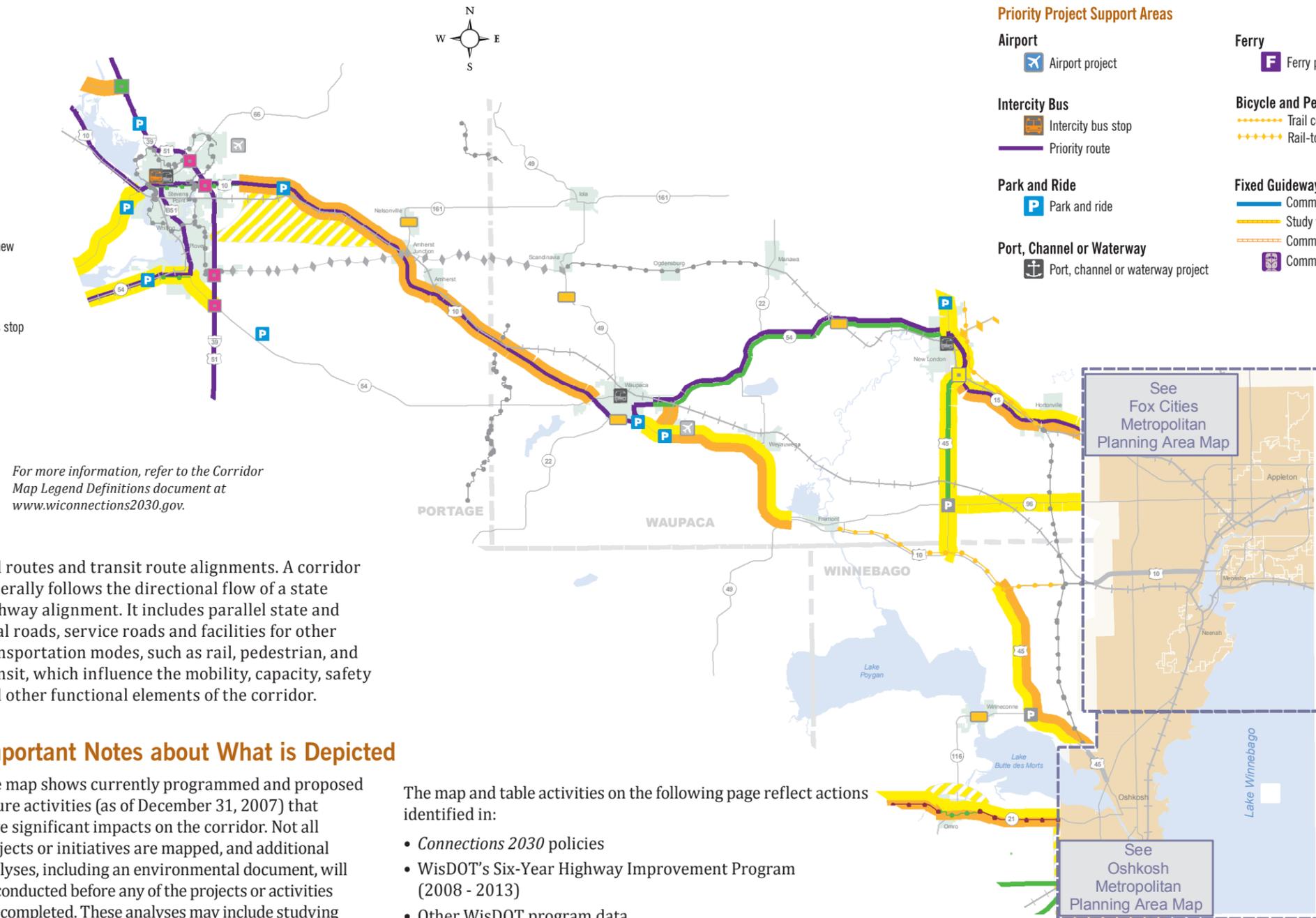
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Existing Facilities

- 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 lane
 - Convert to Interstate standards
 - Study bypass/new arterial



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



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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)

US 10/WIS 54	Construct bypass of Waupaca
US 10	Construct enumerated Major project from US 10 west/WIS 13 south (Marshfield) to I-39 (north of Stevens Point), which may include bypassing several communities, and adding lanes, and new interchanges at proposed US 10 and WIS 13; proposed US 10 and WIS 34 south; proposed US 10 and WIS 34 north; and at County Rd X (Portage Co)/proposed US 10 west and I-39
US 45	Prepare corridor plan from US 10 north/west to WIS 29 (Wittenberg)
WIS 21	Complete corridor plan from Rivermoor Rd east of Omro to US 41
WIS 54	Replace bridge over railroad tracks west of New London
WIS 161	Replace bridge over the Tomorrow River (Nelsonville)
Bicycle/Pedestrian	Support construction of the Newton Blackmour State Trail
Intercity Bus	Support new intercity bus service between Madison and Wausau with stops in Portage, Stevens Point and Mosinee

Mid-Term (2014 – 2019)

WIS 21	Prepare corridor plan from I-94 (Tomah) to Rivermoor Rd (Winnebago Co)
WIS 49	Replace bridge over South Branch Little Wolf River if supported by environmental document
WIS 96	Prepare corridor plan from US 45 to WIS 76
WIS 116	Replace bridge over the Wolf River if supported by environmental document
Bicycle/Pedestrian	Support construction of a trail along US 10 from Fremont to the Fox Cities Friendship Trail
Bicycle/Pedestrian	Provide rural accommodations along WIS 54 from Grant Ave (Plover) to Post Rd (Plover)
Bicycle/Pedestrian	Provide urban accommodations along new WIS 66 (existing US 10) from Water St (Stevens Point) to I-39 (Stevens Point), and along US 10 from I-39 to Algoma St (Portage Co)
Bicycle/Pedestrian	Provide urban and rural accommodations along WIS 21 from Poygan Ave (Winnebago Co) through Omro to US 45 (Oshkosh)
Park & Ride	Support proposed park and ride construction near the intersections of US 10 and WIS 22; WIS 54 and Coolidge Ave (Town of Plover); and I-39 and Casimir Rd (Portage Co) if supported by environmental document

Long-Term (2020 – 2030)

I-39	Reconstruct existing interchanges at County Rd B (Portage Co) and I-39; WIS 54/BUS 51 and I-39; WIS 66 and I-39; and US 10 east and I-39 if supported by environmental document
US 10	Construct candidate expressway upgrades and/or convert to freeway from US 10 west/WIS 13 south (Marshfield) to the Wood/Portage county line if supported by environmental document
US 10	Replace bridge over Crystal River (Waupaca) if supported by environmental document
WIS 21	Study bypass alternatives along WIS 21 near Omro
WIS 21	Construct candidate expressway upgrades and/or convert to freeway from Waushara/Winnebago county line to Oshkosh if supported by environmental document

Long-Term (2020 – 2030), continued

WIS 54	Prepare corridor plan from WIS 73 to I-39
Bicycle/Pedestrian	Support connection of the Wiouwash State Trail between Hortonville and Tigerton
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 Stevens Point and Marshfield
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
Park & Ride	Support proposed park and ride construction near the intersection of; WIS 54 and County Rd R (Portage Co); US 10 and County Rd J (Portage Co); new WIS 66 and County Rd HH (Portage Co); US 10 and WIS 54; and US 45 and County Road D (Waupaca Co) if supported by environmental document

Entire Planning Period

US 10	Study and convert to freeway from Algoma St (Stevens Point) to WIS 54/59 (Waupaca) and from WIS 22/54 (Waupaca) to WIS 49 south (Fremont)
US 45	Prepare corridor plan from US 41 to US 10 and implement results of the study, which may include converting US 45 to freeway if supported by environmental document
US 45	Study interchange and/or preserve right of way at US 45 and WIS 15 if supported by environmental document
US 45	Construct candidate passing lanes from WIS 96 to WIS 15 if supported by environmental document
WIS 15	Complete corridor plan from US 45 (New London) to US 41 and implement results, which may include adding lanes and/or capacity if supported by environmental document and process leading to candidate Major project enumeration
WIS 44	Construct candidate passing lanes from Douglas St (Ripon) to WIS 91 if supported by environmental document
WIS 54	Construct candidate passing lanes from Riverview Rd (Waupaca) to County Rd D (Waupaca) if supported by environmental document
WIS 91	Construct candidate passing lanes from Quarry St (Berlin) to WIS 44 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 intercity bus service between Wausau and Milwaukee with stops in Stevens Point, Appleton, Oshkosh and Fond du Lac
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 in Stevens Point
Public Transit	Support continued service and vehicle replacement in Stevens Point
Public Transit	Work with counties and transit service providers to coordinate and expand rural transit service
Public Transit	Support continued shared-ride taxi service in Waupaca and Plover
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



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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