

Southeastern Wisconsin Metropolitan Planning Area: Kenosha County



Planning Area Overview

The Southeast Wisconsin Regional Planning Commission is the designated policy body responsible for continuing, cooperative and comprehensive urban transportation planning and decision making for southeastern Wisconsin.

The Southeastern Wisconsin Regional Planning Commission Planning Area consists of the urban and urbanized areas of Whitewater, Elkhorn, Delavan, Lake Geneva, Round Lake Beach, Burlington, Kenosha, Union Grove, Racine, Milwaukee, Mukwonago, Richfield, Hartford, West Bend and Port Washington.

Two multimodal corridors cross Kenosha County: The Hiawatha Corridor and Southern Tier Corridor. The Hiawatha Corridor falls entirely within Milwaukee, Kenosha, Racine and Waukesha counties and is defined by endpoints in Milwaukee and Illinois. The Southern Tier Corridor goes from Rock County to the Kenosha and Racine areas. Refer to the appropriate maps and tables for more information.

Planning Area Characteristics

- Airports:
 - › Transport/corporate airport: Kenosha Regional
- Highways:
 - › Primary state highways: I-94, US 45, WIS 31, WIS 32, WIS 50
 - › Corridors 2030 Backbone Route: I-94
 - › Corridors 2030 Connector Route: WIS 50
 - › NHS intermodal terminals with local road connections: Commuter Rail Station (Kenosha)
- Public Transit:
 - › Bus systems: Kenosha
 - › Shared-ride taxi: None in county
 - › Specialized transit: Available in all counties; level of service depends on location
- Fixed Guideway Transit:
 - › Commuter rail service between Kenosha and Chicago, IL
 - › Streetcar service in Kenosha
- Rail Freight: Freight rail service exists
- Intercity Passenger Rail:
 - › Amtrak *Hiawatha Service* between Milwaukee and Chicago, IL (no stop in Kenosha County; nearest stop in Sturtevant)
 - › Amtrak *Empire Builder* service between Seattle, WA/Portland, OR and Chicago, IL (no stop in Kenosha County; nearest stop in Sturtevant)
- Intercity Bus:
 - › Service between Minneapolis/St Paul, MN and Chicago, IL (no stop in Kenosha County; nearest stop in Milwaukee)
 - › Service between Green Bay and Chicago, IL (no stop in Kenosha; nearest stop in Milwaukee)
 - › Service between Waukesha and Chicago, IL (O'Hare and Midway airports), with a stop in Kenosha
 - › Service between Milwaukee and Chicago, IL, with a stop in Kenosha
 - › Service between Milwaukee and Kenosha
- Ports and Harbors: Kenosha
- Ferry: None in county
- Bicycle/Pedestrian:
 - › Major trails: Milwaukee-Racine-Kenosha Trail
 - › Accommodations, linkages and accessibility along and across some facilities

Future Planning Area Vision

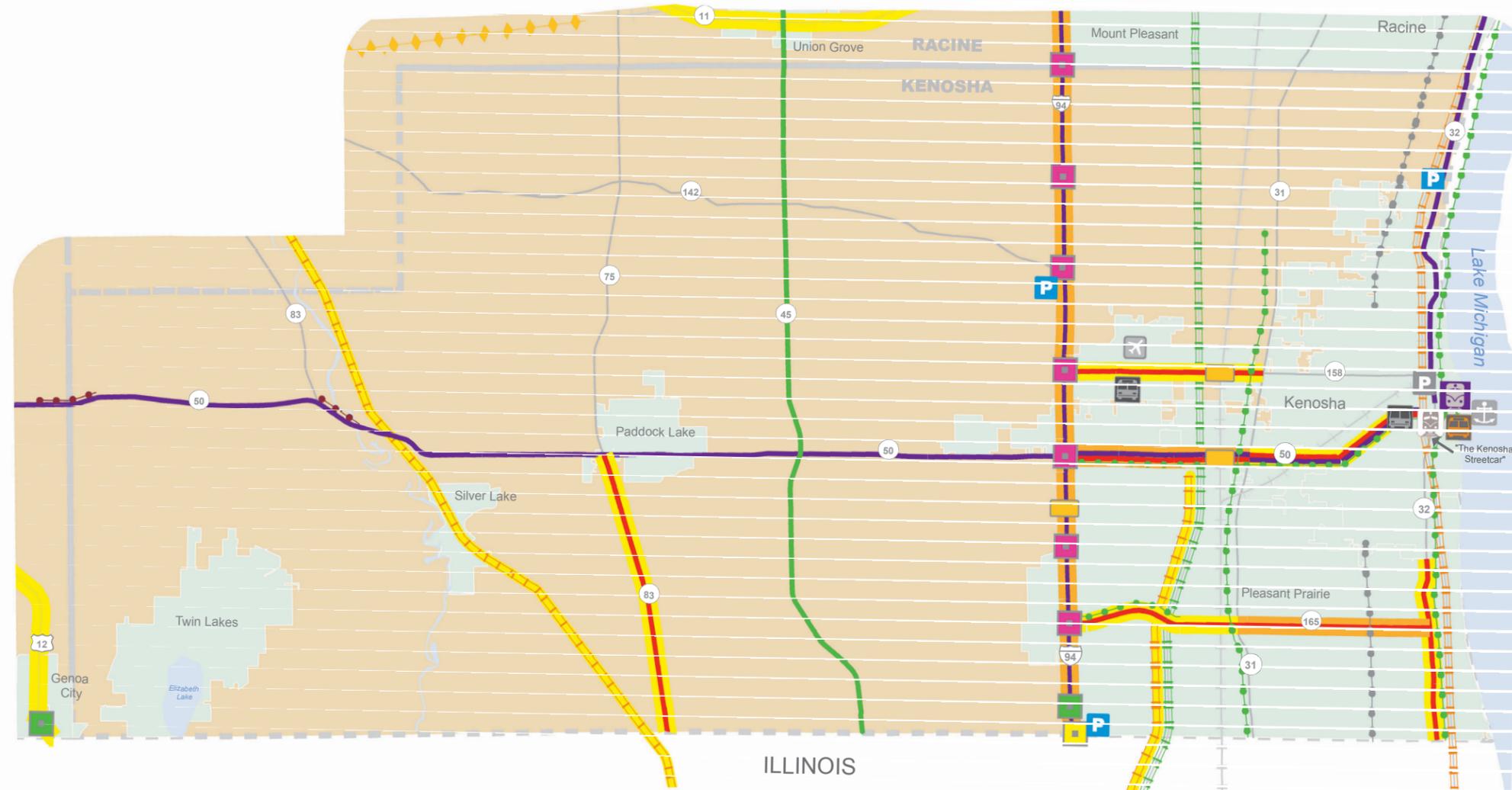
- Airports: Continued service, increased direct air service and more business airplane-capable airports
- Highways: Maximized preservation and maintenance of infrastructure and continued user efficiency and mobility, including improved traffic movement, along I-94, US 45, WIS 31, WIS 32, and WIS 50 by implementing:
 - › The *State Access Management Plan* vision
 - Tier 1; I-94
 - Tier 2A; WIS 50, WIS 31, WIS 32 (Illinois/Wisconsin state line to Kenosha south municipal limit)
 - Tier 2B; US 45
 - Tier 3; WIS 32 (Kenosha north municipal limits to Racine/Kenosha county line)
 - › Candidate passing lane corridor (US 45)
- Public Transit: Increased regional coordination and continued service
- Fixed Guideway Transit:
 - › Continued commuter rail service between Kenosha and Chicago, IL
 - › Expanded streetcar service in Kenosha
 - › New service between Kenosha, Racine and Milwaukee (KRM commuter rail)
- Rail Freight: Continued freight rail service and corridor preservation
- Intercity Passenger Rail:
 - › Continued Amtrak *Empire Builder* service between Seattle, WA/Portland, OR and Chicago, IL and Amtrak *Hiawatha Service* between Milwaukee and Chicago, IL
 - › 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 service
 - › New service:
 - Phase 2: Between Janesville and Kenosha
- Ports and Harbors: Continued service, preservation, maintenance and infrastructure improvements (Port of Kenosha)
- Ferry: None in county
- Bicycle/Pedestrian: Continued accommodations, linkages and accessibility along and across facilities

	Year 2007	Year 2030
County populations		
Kenosha	161,370	198,258
Population age 65 and older	17,169	31,089
Average annual daily traffic along		
I-94	76,100 – 83,900	94,300 – 123,200
US 45	3,600 – 7,300	4,500 – 9,400
WIS 31	12,000 – 31,800	17,400 – 48,500
WIS 32	9,300 – 15,300	10,100 – 22,800
WIS 50	10,800 – 29,700	15,700 – 45,800
Truck volume along		
I-94	High	High
US 45	Low	Medium
WIS 31	Low	Medium
WIS 32	Low	Low
WIS 50	Medium	Medium

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



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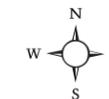


Existing Facilities

- Airport
- Park and ride
- Intercity bus stop
- Rail station
- Fixed guideway (commuter rail station)
- Port or harbor
- Ferry
- Mississippi River lock and dam
- 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 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



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

About Multimodal Corridors and Planning Areas

The *Connections 2030* planning process identified statewide multimodal, intercity corridors as visual communication tools to view existing conditions, transportation features and future recommendations. In some cases, these corridors have endpoints in or pass through metropolitan planning areas. 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.

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



Southeastern Wisconsin Metropolitan Planning Area: Kenosha County

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.

Overlapping Corridors

Hiawatha	Southern Tier
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Short-Term (2008 – 2013)

•	I-94	Construct additional lanes during reconstruction from Illinois/Wisconsin state line to WIS 11
•	I-94	Reconstruct interchanges at WIS 165 and I-94; County Rd C (Kenosha Co) and I-94; WIS 50 and I-94; WIS 158 and I-94; WIS 142 and I-94 and County Rd E (Kenosha Co) and I-94, and at County Rd KR (Racine Co) and I-94
•	WIS 50	Reconstruct from 22nd Ave to 14th Ave, and the intersection at County Road B (Kenosha Co) and WIS 50
•	Fixed Guideway	Support environmental and engineering work for Kenosha-Racine-Milwaukee (KRM) commuter rail service between Kenosha and Milwaukee with stops in Somers, Racine, Caledonia, Oak Creek, South Milwaukee, Cudahy/St Francis and South Side Milwaukee
•	Intercity Passenger Rail	Implement intercity passenger rail service between Madison and Chicago, IL with stops in Watertown, Oconomowoc, Brookfield, Milwaukee, General Mitchell International Airport and Sturtevant
•	Park & Ride	Support proposed park and ride construction near the intersection of I-94 and WIS 142

Mid-Term (2014 – 2019)

•	I-94	Replace bridge between WIS 50 and County Rd C (Kenosha Co) if supported by environmental document
•	WIS 50	Replace railroad bridge just west of WIS 31 if supported by environmental document
•	Bicycle/Pedestrian	Add urban accommodations along WIS 50 from I-94 east to WIS 32
•	Bicycle/Pedestrian	Add urban accommodations along entire length of WIS 32
•	Bicycle/Pedestrian	Add urban accommodations along WIS 31 from County Rd L (Kenosha Co) to Illinois/Wisconsin state line
•	Bicycle/Pedestrian	Support construction of a trail along the Rails to Trails corridor from WIS 83 (Burlington) to Vandeenboom Rd (Racine Co)
•	Bicycle/Pedestrian	Add urban accommodations along WIS 165 from County Rd Q (Kenosha Co) to County Rd H (Kenosha Co)
•	Bicycle/Pedestrian	Provide rural accommodations along WIS 50 from Eastside Rd (Walworth County) to County Rd P (Kenosha County), and from WIS 83 to County Rd W (Kenosha County)
•	Fixed Guideway	Support implementation of Kenosha-Racine-Milwaukee (KRM) commuter rail service between Kenosha and Milwaukee with stops in Somers, Racine, Caledonia, Oak Creek, South Milwaukee, Cudahy/St Francis and South Side Milwaukee if supported by environmental document
•	Intercity Bus	Support new intercity bus service between Janesville and Kenosha with stops in Delavan and Lake Geneva
•	Intercity Passenger Rail	Implement intercity passenger rail service between St. Paul, MN and Chicago, IL with stops in La Crosse, Tomah, Wisconsin Dells, Portage, Madison, Watertown, Oconomowoc, Brookfield, Milwaukee, General Mitchell International Airport and Sturtevant if supported by environmental document

Overlapping Corridors

Hiawatha	Southern Tier
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Long-Term (2020 – 2030)

•	US 12	Study and construct new interchange at Illinois/Wisconsin state line and US 12 (planned half to full interchange conversion) if supported by environmental document
•	WIS 50	Construct additional lanes from I-94 to WIS 31 if supported by environmental document
•	WIS 158	Replace railroad bridge if supported by environmental document
•	WIS 165	Construct additional lanes from WIS 31 to WIS 32 if supported by environmental document
•	Fixed Guideway	Support results of potential future Southeastern Wisconsin Regional Planning Commission studies of commuter rail service between Pleasant Prairie and Chicago, IL and between Burlington and Chicago, IL
•	Fixed Guideway	Support expanded Kenosha Streetcar service
•	Intercity Passenger Rail	Implement intercity passenger rail service between Green Bay and Chicago, IL with stops in Appleton, Neenah, Oshkosh, Fond du Lac, West Bend, Granville (northwest Milwaukee Co), Milwaukee, General Mitchell International Airport and Sturtevant if supported by environmental document
•	Park & Ride	Support proposed park and ride construction with a transit stop near the intersection of WIS 32 and County Rd E (Kenosha Co) if supported by environmental document
•	Public Transit	Support express bus service in Kenosha and Pleasant Prairie

Entire Planning Period

•	I-94	Study and construct new interchange at County Rd ML (Kenosha Co) and I-94 if supported by environmental document
•	I-94	Study interchange and/or preserve right-of-way at Illinois/Wisconsin state line and I-94 if supported by environmental document
•	US 12	Study from Illinois/Wisconsin state line to WIS 67 (Elkhorn), including studying interchanges and/or preserving right-of-way for interchanges if supported by environmental document
•	US 12	Study from WIS 67 (Elkhorn) to WIS 89 (Whitewater), including studying interchanges and/or preserving right-of-way for interchanges, validating future mapped alignment if supported by environmental document
•	US 45	Construct candidate passing lanes from Illinois/Wisconsin state line to Kenosha/Racine county line if supported by environmental document
•	WIS 11	Prepare corridor study from Burlington municipal limits to Shumann Dr (Union Grove, Racine Co) and from Shumann Dr (Union Grove, Racine Co) to I-94 for reconstruction, and implement results, which may include preservation of right-of-way if supported by environmental document
•	WIS 32	Prepare corridor study from the Illinois/Wisconsin state line to 91st St (Kenosha) for reconstruction, and implement results, which may include widening and/or adding capacity if supported by environmental document
•	WIS 50	Prepare corridor study from WIS 31 to 22nd Ave (Kenosha) for reconstruction, and implement results, which may include widening and/or adding capacity if supported by environmental document



Southeastern Wisconsin Metropolitan Planning Area: Kenosha County

Current and Proposed Future Activities

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Overlapping Corridors

Hiawatha	Southern Tier
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Entire Planning Period, continued

	•	WIS 83	Prepare corridor study from Illinois/Wisconsin state line to WIS 50 for reconstruction, and implement results, which may include widening and/or adding capacity if supported by environmental document
	•	WIS 158	Prepare corridor study from I-94 to WIS 31 for reconstruction, and implement results, which may include widening and/or adding capacity if supported by environmental document
	•	WIS 165	Prepare corridor study from I-94 to WIS 31 and implement results of study, which may include preservation of right-of-way if supported by environmental document
•	•	Airports	Support continued preservation, maintenance, and infrastructure projects at <i>State Airport System Plan</i> airports
•	•	Bicycle/Pedestrian	Add key linkages into metropolitan areas
•	•	Bicycle/Pedestrian	Support accommodations and linkages to create a connected network that provides accessibility along and across facilities
•	•	Fixed Guideway	Support continued commuter rail service between Kenosha and Chicago, IL
•	•	Fixed Guideway	Support continued Kenosha Streetcar service
•	•	Fixed Guideway	Support studies and implementation of potential new commuter rail service from Rock, Walworth, Racine and Kenosha counties to Chicago, IL
•	•	Intercity Bus	Support continued intercity bus service between Minneapolis/St. Paul, MN and Chicago, IL with stops in Eau Claire, Tomah, Wisconsin Dells, Madison and Milwaukee; between Green Bay and Chicago, IL with stops in Appleton, Oshkosh, Fond du Lac and Milwaukee; between Milwaukee and Chicago, IL; between Milwaukee and Chicago, IL with a stop in Kenosha; between Milwaukee and Kenosha with stops in Oak Creek and Racine; and between Waukesha and Chicago, IL (O'Hare and Midway airports) with stops in Milwaukee, General Mitchell International Airport, Racine and Kenosha
•	•	Intercity Passenger Rail	Support continued service and additional frequencies of Amtrak <i>Hiawatha Service</i> between Chicago, IL and Milwaukee with stops at General Mitchell International Airport and Sturtevant
•	•	Intercity Passenger Rail	Support continued Amtrak <i>Empire Builder</i> service between Seattle, WA/Portland, OR and Chicago, IL with stops in La Crosse, Tomah, Wisconsin Dells, Portage, Columbus and Milwaukee
•	•	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 corridor
•	•	Local Roads	Support continued preservation, maintenance and infrastructure projects
•	•	Park & Ride	Support proposed park and ride construction at the Illinois/Wisconsin state line and I-94 if supported by environmental document
•	•	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 Kenosha

Overlapping Corridors

Hiawatha	Southern Tier
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Entire Planning Period, continued

•	•	Public Transit	Support continued service and vehicle replacement for Kenosha
•	•	Public Transit	Support regional service expansion for Kenosha
•	•	Public Transit	Support rapid bus service between Kenosha and Milwaukee with stops in Racine, Mt Pleasant and Caledonia
•	•	Public Transit	Work with counties and transit service providers to coordinate and expand rural transit service
•	•	Rail Freight	Preserve 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	Preserve and maintain infrastructure
•	•	State Highways	Construct grade separations at rail crossings if supported by environmental document
•	•	State Highways	Improve traffic movement with traffic operations infrastructure strategies
•	•	TDM	Support implementation of TDM in Southeastern Wisconsin Regional Planning Commission counties
•	•	TSM	Support implementation of TSM in Southeastern Wisconsin Regional Planning Commission counties

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 planning area. 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 previous pages 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.



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

Truck volume

- WisDOT, August 2007

Public and specialized transit:

- WisDOT, January 2008

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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