

# Southeastern Wisconsin Metropolitan Planning Area: Waukesha 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.

Four multimodal corridors cross Waukesha County: the Capitol Corridor, the Fox Valley Corridor, the Glacial Plains Corridor and the Waukesha Connection Corridor. The Capitol Corridor extends from Madison to the Milwaukee area; the Fox Valley Corridor is defined by endpoints in Green Bay and Milwaukee; and the Glacial Plains corridor runs from the Rock County area to the Milwaukee area. The Waukesha Connection Corridor falls entirely within Washington and Waukesha counties and is defined by endpoints in Hartford and Mukwonago. Refer to the appropriate maps and tables for more information.

## Current Planning Area Characteristics

- Airports:
  - › Transport/corporate: Waukesha County
  - › Basic utility: Capitol Airport (Brookfield)
- Highways:
  - › Primary state highways: I-43, I-94, US 18, US 41, US 45, WIS 16, WIS 83, WIS 164
  - › Corridors 2030 Backbone Routes: I-43, I-94, US 41, US 45
- Public Transit:
  - › Bus systems: Waukesha Metro
  - › Bus systems: Rapid bus service between Waukesha County and Milwaukee
  - › Shared-ride taxi: None in county
  - › Specialized transit: Available in all counties; level of service depends on location
- Fixed Guideway Transit: None in county
- Rail Freight: Freight rail service exists
- Intercity Passenger Rail: Amtrak *Empire Builder* service between Seattle, WA/Portland, OR and Chicago, IL (no stop in Waukesha County; nearest stops in Columbus and Milwaukee)
- Intercity Bus: Service between:
  - › Service between Minneapolis/St. Paul, MN and Chicago, IL (no stop in Waukesha County; nearest stop in Milwaukee)
  - › Service between Madison and Milwaukee, with stops in Summit and Waukesha
  - › Service between Waukesha and Chicago, IL (O'Hare and Midway airports)
  - › Service between Wausau and Milwaukee (no stop in Waukesha County; nearest stop in Milwaukee)
  - › Service between Green Bay and Chicago, IL (no stop in Waukesha County; nearest stop in Milwaukee)
- Ports and Harbors: None in county
- Ferry: None in county
- Bicycle/Pedestrian:
  - › Major trails: Ice Age Trail (pedestrian only), Bugline Recreational Trail, Glacial Drumlin Trail, Lake Country Trail, New Berlin Recreational Trail
  - › Accommodations, linkages and accessibility along and across some facilities

## Future Planning Area Vision

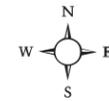
- Airports: Continued service, increased direct air service and more business-airplane capable airports
- Highways: Maximized preservation and maintenance of infrastructure and continued user efficiency and mobility, including improved traffic movement, along I-43, I-94, US 18, US 41, US 45, WIS 16, WIS 83, and WIS 164 by implementing:
  - › New Corridors 2030 Connector: WIS 16
  - › Interstate conversion: US 41, US 45
  - › The *State Access Management Plan* vision
    - Tier 1; I-43, I-94, US 41/45, WIS 16 (Jefferson/Waukesha county line to I-94)
    - Tier 2A; WIS 83, WIS 164 (I-43 to WIS 59)
    - Tier 2B; US 18 (Jefferson/Waukesha county line to Waukesha west municipal limits)
  - › Candidate passing lane corridors (US 18, US 45, WIS 83)
  - › Candidate expressway upgrade corridors and the expressway-to-freeway corridors (WIS 16, Jefferson/Waukesha county line to Oconomowoc)
- Public Transit: Increased regional coordination and continued service
- Fixed Guideway Transit: None in county
- 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
  - › 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 2: Between Janesville and Milwaukee, with a stop in Waukesha
- Ports and Harbors: None in county
- Ferry: None in county
- Bicycle/Pedestrian: Continued accommodations, linkages and accessibility along and across facilities

	Year 2007	Year 2030
<b>County populations</b>		
Waukesha	381,603	436,986
<b>Population age 65 and older</b>	43,434	92,359
<b>Intercity passenger rail ridership</b>		
Oconomowoc station	NA	46,000
Brookfield station	NA	328,000
<b>Average annual daily traffic along</b>		
I-43	17,900 – 35,800	29,700 – 69,700
I-94	59,200 – 136,000	83,300 – 189,800
US 18	2,300 – 46,500	3,100 – 53,800
US 41	86,300 – 107,000	109,900 – 136,400
WIS 16	16,600 – 45,000	15,600 – 59,300
WIS 83	5,600 – 24,000	5,000 – 26,200
WIS 164	9,200 – 35,100	10,100 – 52,000
<b>Truck volume along</b>		
I-43	Medium	Medium
I-94	Medium	Medium
US 18	Low	Low
US 41	High	High
WIS 16	Medium	Medium
WIS 83	Medium	Medium
WIS 164	Medium	High

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



# Southeastern Wisconsin Metropolitan Planning Area: Waukesha County



### 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

### 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

For more information, refer to the Corridor Map Legend Definitions document at [www.wiconnections2030.gov](http://www.wiconnections2030.gov).

## 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 may 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.



# Southeastern Wisconsin Metropolitan Planning Area: Waukesha 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

Capitol	Fox Valley	Glacial Plains	Waukesha Conn.
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### Short-Term (2008 – 2013)

•		I-43/I-894/US 41/US 45	Prepare corridor plan for interstate conversion from I-43 and I-94 in Milwaukee (Mitchell Interchange) to I-43 and US 41 in Green Bay
•		WIS 16	Reconstruct from Sheldon Rd (east side of Oconomowoc) to Concord Dr (Waukesha Co)
•		• WIS 16	Reconstruct and expand existing interchange at WIS 83 and WIS 16
•	•	• WIS 74	Reconstruct and expand existing interchange from Waukesha Ave (Sussex) to County Rd V (Waukesha Co)
•	•	• WIS 74/WIS 190	Reconstruct bridge over Sussex Creek
•	•	• WIS 83	Construct additional lanes from County Rd NN (Waukesha Co) to County Rd X (Waukesha Co); reconstruct from County Rd X (Waukesha Co) to WIS 59; and construct additional lanes from County Rd DE (Waukesha Co) to High Meadow Lane (Waukesha Co), including an underpass for the Glacial Drumlin Trail
•	•	• WIS 83	Replace bridge over Glacial Drumlin Bike Trail
		• WIS 164	Reconstruct from WIS 36 to Waukesha/Racine county line
		• WIS 175	Reconstruct from US 45 to Lilly Rd (Menomonee Falls)
•	•	WIS 190	Reconstruct bridge over Menomonee River and reconstruct roadway from West Milwaukee municipal limits to 60th St (Milwaukee) if supported by environmental document
•		Bicycle/Pedestrian	Support 5.5 mile extension of the Hank Aaron State Trail along the Rails-to-Trails corridor from Miller Park to Milwaukee County line
•	•	• Intercity Passenger Rail	Implement intercity passenger rail service between Madison and Milwaukee with stops in Watertown, Oconomowoc, Brookfield, Milwaukee Intermodal Station, General Mitchell International Airport and Sturtevant

### Mid-Term (2014 – 2019)

•		US 18	Prepare corridor study from US 12 (Cambridge) to WIS 83
•		US 18	Reconstruct east bridge over the Bark River (within the Village of Dousman) if supported by environmental document
•	•	WIS 59	Prepare corridor study from Waukesha/Jefferson county line to WIS 83
•	•	• WIS 74	Prepare corridor study from Menomonee Ave (Menomonee Falls) to Shady Lane (Menomonee Falls)
•	•	• WIS 83	Prepare corridor study from WIS 36 to I-43
•	•	• Bicycle/Pedestrian	Provide urban and rural accommodations along US 18 from WIS 83 (Wales) to WIS 164 (Waukesha)
•	•	Bicycle/Pedestrian	Provide urban accommodations along US 45 from 58th Rd (Racine Co) to the Hank Aaron State Trail (Milwaukee Co)
•	•	Bicycle/Pedestrian	Provide rural accommodations along WIS 59 from WIS 164 (Waukesha) to I-43 (Milwaukee)
•	•	Bicycle/Pedestrian	Provide urban accommodations along US 18 from Brookfield to termini

### Overlapping Corridors

Capitol	Fox Valley	Glacial Plains	Waukesha Conn.
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### Mid-Term (2014 – 2019), continued

•	•	•	Bicycle/Pedestrian	Provide urban and rural accommodations along WIS 83 from I-43 (Mukwonago) to County Rd CW (Waukesha Co)
			• Bicycle/Pedestrian	Provide urban accommodations along WIS 164 from I-94 north to rail line (Pewaukee)
			• Bicycle/Pedestrian	Provide rural accommodations along WIS 164 from Big Bend northern city limits to WIS 59 (Waukesha)
			Bicycle/Pedestrian	Provide urban accommodations along WIS 16 from Ski Slide Rd (Lac La Belle) to WIS 67
•	•	•	• Intercity Bus	Support new intercity bus service between Janesville and Milwaukee with stops in Whitewater and Waukesha
•	•	•	• Intercity Passenger Rail	Implement intercity passenger rail service between Minneapolis/St. Paul, MN and Chicago, IL via Eau Claire with proposed stops in Hudson, Menomonie, Eau Claire, Wisconsin Dells, Portage, Madison, Watertown, Oconomowoc, Brookfield, Milwaukee, General Mitchell International Airport and/or via La Crosse with proposed stops in La Crosse, Tomah, Wisconsin Dells, Portage, Madison, Watertown, Oconomowoc, Brookfield, Milwaukee, General Mitchell International Airport and Sturtevant. Implementation will be based on results of environmental study
•	•	•	• Intercity Passenger Rail	Implement intercity passenger rail service between Green Bay and Chicago, IL with proposed stops in Appleton, Neenah, Oshkosh, Fond du Lac, West Bend, Granville (Northwest Milwaukee Co), Milwaukee Intermodal station, General Mitchell International Airport and Sturtevant. Implementation will be based on results of environmental study
•	•	•	• Public Transit	Support transit stops with parking in Waukesha, Mukwonago, Big Bend, New Berlin, Nashotah, Hartland, Pewaukee, Brookfield, Delafield, Elm Grove, Oconomowoc Lake and Summit; and transit stops without parking in Oconomowoc and Menomonee Falls

### Long-Term (2020 – 2030)

•			US 18	Reconstruct bridge over the Bark River if supported by environmental document
•	•	•	WIS 83	Prepare corridor study from I-43 to County Rd NN (Waukesha Co); from High Meadow Rd (Waukesha Co) to south Delafield municipal limits and from Golf Rd (Delafield) to WIS 16 for reconstruction, and implement results, which may include widening and/or adding capacity if supported by environmental document
			• WIS 145	Reconstruct from Hampton Ave (Milwaukee) to US 41 if supported by an environmental document
			• WIS 164	Construct additional lanes from Good Hope Rd (Sussex) to WIS 175 if supported by environmental document
•	•		WIS 190	Reconstruct bridge at Menomonee River Parkway and WIS 190 if supported by environmental document
			• Bicycle/Pedestrian	Provide urban and rural bicycle accommodations (possibly as a trail) along WIS 36 to connect the gaps in the Seven Waters Trail
•	•	•	• Fixed Guideway	Support the results of potential future Southeast Wisconsin Regional Planning Commission studies of commuter rail service between Oconomowoc and Milwaukee, and between West Bend and Milwaukee
•	•	•	• Park & Ride	Support proposed park and ride construction and/or exploration of public – private partnerships to construct park and ride lots with transit stops at I-94 and WIS 100 and at US 41/US 45 and WIS 145 if supported by environmental document
•	•	•	• Public Transit	Support rapid bus service, via I-43 between East Troy and downtown Milwaukee, with stops in Mukwonago, Big Bend and New Berlin; via WIS 59 between Waukesha and downtown Milwaukee via I-94; via WIS 16/WIS 190/US 45 (through Wauwatosa) between Oconomowoc and Milwaukee; between Menomonee Falls and Waukesha; between Menomonee Falls and Milwaukee; via WIS 164 between Sussex and Waukesha; via US 45 between Barton and Milwaukee; and between Hartford and Milwaukee



# Southeastern Wisconsin Metropolitan Planning Area: Waukesha 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**

Capitol	Fox Valley	Glacial Plains	Waukesha Conn.
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**Entire Planning Period**

		•	I-43	Reconstruct from Rock/Walworth county line to County Rd Y (Waukesha Co) if supported by environmental document
		•	I-43	Prepare corridor study from County Rd Y (Waukesha Co) to I-894/US 45 (Hale Interchange) for reconstruction, and implement results, which may include widening and/or adding capacity if supported by environmental document
		•	I-43/I-894/US 41/US 45	Convert to interstate from I-43 and I-94 in Milwaukee (Mitchell Interchange) to I-43 and US 41 in Green Bay if supported by environmental document
•			I-94	Reconstruct bridge at Calhoun Rd (Brookfield) and I-94 if supported by environmental document
•		•	I-94	Prepare corridor study from WIS 67 to 116th St (Milwaukee Co) for reconstruction, and implement results, which may include widening and/or adding capacity if supported by environmental document
•		•	I-94	Reconstruct from Jefferson/Waukesha county line to WIS 67 if supported by environmental document
•			I-94	Study interchanges and/or preserve right-of-way at locations between US 18 and Moorland Rd (Waukesha Co) if supported by environmental document
•			I-94	Reconstruct to full interchange at County Rd P (Waukesha Co)
•			I-94	Reconstruct existing half-diamond interchange to full interchange at WIS 16 and I-94 if supported by environmental document
•		•	I-94/US 18/WIS 59	Study bypass alternatives from WIS 59 at County Rd XX (Waukesha Co) northward to I-94 around the west side of Waukesha
•			US 18	Prepare corridor study from WIS 83 to County Rd TT (Waukesha Co) for reconstruction, and implement results, which may include preservation of right-of-way if supported by environmental document
•			US 18	Construct candidate passing lanes from County Rd Y (Jefferson Co) to County Rd BB (Waukesha Co) if supported by environmental document
	•		US 41/45	Prepare corridor study from Center St W (Milwaukee) to US 41/45 north junction for reconstruction, and implement results, which may include widening and/or adding capacity if supported by environmental document
		•	US 45	Construct candidate passing lanes from WIS 20 to WIS 36 if supported by environmental document
•			WIS 16	Reconstruct from County Rd P (Waukesha Co) to I-94 if supported by environmental document

**Overlapping Corridors**

Capitol	Fox Valley	Glacial Plains	Waukesha Conn.
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**Entire Planning Period, continued**

•		•	WIS 59	Prepare corridor study from WIS 83 to County Rd X (Waukesha Co) for reconstruction, and implement results, which may include widening and/or adding capacity if supported by environmental document
•			WIS 67	Prepare corridor study from US 18 to County Rd B (Waukesha Co) for reconstruction, and implement results, which may include widening and/or adding capacity if supported by environmental document
	•	•	WIS 83	Construct candidate passing lanes from WIS 20 to I-43 and from north of Chenequa to Hartford if supported by environmental document
	•	•	WIS 145	Prepare corridor study from WIS 100 to Washington/Waukesha county line for reconstruction, and implement results, which may include widening and/or adding capacity if supported by environmental document
•		•	WIS 164	Prepare corridor study from Racine/Waukesha county line to County Rd L (Waukesha Co) for reconstruction, and implement results, which may include preservation of right-of-way if supported by environmental document
•		•	WIS 190	Prepare corridor study from WIS 16 to County Rd YY (Waukesha Co) for reconstruction, and implement results, which may include preservation of right-of-way and within those limits from WIS 164 to Brookfield Rd (Waukesha Co) may include widening and/or adding capacity 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
•	•	•	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 Madison and Milwaukee with stops in Johnson Creek, Summit, Waukesha, UW-Milwaukee and General Mitchell International Airport; between Green Bay and Chicago, IL with stops in Appleton, Oshkosh, Fond du Lac and Milwaukee; between Wausau and Milwaukee with stops in Stevens Point, Appleton, Oshkosh and Fond du Lac; and between Waukesha and Chicago, IL (O'Hare and Midway airports) with stops in Milwaukee, General Mitchell International Airport, Racine and Kenosha



# Southeastern Wisconsin Metropolitan Planning Area: Waukesha 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

Capitol	Fox Valley	Glacial Plains	Waukesha Conn.
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### Entire Planning Period, continued

•	•	•	•	Intercity Passenger Rail	Study the potential for serving West Central, North Central, Central and South Central Wisconsin and implement the results of the studies
•	•	•	•	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 continued preservation and maintenance
•	•	•	•	Park & Ride	Support expansion of existing park and ride facilities if needed and if supported by environmental document
•	•	•	•	Park & Ride	Support proposed park and ride construction, with transit stops near the intersection of WIS 190 and Calhoun, WIS 190 and County Rd J (Waukesha Co), WIS 67 and Pabst Rd, WIS 59 and WIS 164, WIS 190 and 124th St (Waukesha/Milwaukee county line), and I-94 and Moorland Rd (Elm Grove) if supported by environmental document
•	•	•	•	Public Transit	Support continued and new service and corridor studies for potential rapid and/or express bus routes to Milwaukee from communities outside of Milwaukee
•	•	•	•	Public Transit	Support continued service and vehicle replacement for Waukesha Transit
•	•	•	•	Public Transit	Support regional service expansion for Waukesha Transit
•	•	•	•	Public Transit	Work with counties and transit service providers to coordinate and expand rural transit service
•	•	•	•	Rail Freight	Preserve existing freight services and corridors
•	•	•	•	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 Southeast Wisconsin Regional Planning Commission counties
•	•	•	•	TSM	Support implementation of TSM in Southeast 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/](http://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

### 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
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