APPENDIX A: Finding Your Way with the Connections 2030 Statewide System-Level Priority Corridors

Connections 2030 identifies 37 statewide, system-level priority corridors (Map A-1). The corridor maps form a conceptual framework that:

» Links policies with investment decisions

» Illustrates statewide priorities linked to regional and local analyses and plans

» Depicts the plan’s system-level vision through 2030

» Illustrates short-, medium- and long-term recommendations and activities

The maps are part of the Connections 2030 corridor management approach. This approach is aimed at better linking statewide policies to implementation activities at the WisDOT regional or corridor level. For more information about the corridor management approach, see Chapter 14, Implementation. The corridor maps may be viewed at www.wiconnections2030.gov.

WisDOT produced individual maps for each of the 37 corridors and each of the state’s 13 metropolitan planning areas (Map A-2). Since the Southeast Wisconsin Regional Planning Commission planning areas covers seven counties, WisDOT produced an individual map for each county.

Information on the maps is based on programmed projects, plan policy recommendations, and WisDOT region office, metropolitan planning organization, regional planning commission and tribal plan recommendations. Even though the maps identify specific projects, it is not guaranteed that all potential projects will be implemented.

Getting started

Each corridor map or metropolitan planning area map has four parts:

Statewide System-Level Priority Corridors

The 37 corridor maps and the metropolitan planning area maps, description of the legend items and a detailed overview of the individual corridors may be viewed at www.wiconnections2030.gov.

» (Figure A-1) which describes the current corridor characteristics and the future corridor vision. Cover pages were not developed for the metropolitan planning area maps.

» (Figures A-2, A-3 and A-4) which shows the current transportation infrastructure, facilities and services, with nearby urban areas and water features.

» (Figures A-4, A-5 and A-6) which provides a written description of the project recommendations and activities. For each transportation feature on the map, there is a corresponding table entry that describes the project. Activities are organized by timeframe when they are expected to occur.

» (Figure A-7) which defines some of the terms discussed and lists the data sources used to create the map set.

The following pages include a sample map set and information about the specific components of the cover page, the map, the table, and the data sources page.

The corridors are identified by name. The name describes the corridor’s history, the places it connects or other distinguishing features. The maps can be accessed alphabetically by name, region or county on the Connections 2030 Web site.
Map A-1: Statewide System-Level Priority Corridors
Map A-2: Wisconsin regional planning commissions and metropolitan planning organizations

Notes:
The red borders of the metropolitan planning organizations indicate approved planning area boundaries.

Columbia, Dodge, Jefferson, Rock and Sauk counties are not members or, and are not served by, any regional planning commission.
Origins of the corridor names

Each corridor has been named to provide a regional or local context when viewing potential priorities and implementation strategies. Corridor names do not replace statutorily designated corridor names, nor do they constitute official renaming of any corridor segments.

84th Division Railsplitters – Beaver Dam to Port Washington

This corridor is named for the 84th Division Railsplitters memorial highway (WIS 33). The memorial highway honors the men and women of the 84th Division of the U.S. Army. This division served in World Wars I and II and traces its lineage back to the service of Abraham Lincoln.

Badger State – Eau Claire to Madison

This corridor is named in honor of Wisconsin’s state animal, the badger. Closely associated with Wisconsin since territorial days, the ferocious badger has lent its likeness to the state’s coat of arms, flag and song. Bucky the Badger is the proud mascot of the University of Wisconsin. This corridor connects two of the UW system’s four-year campuses, Eau Claire and Madison.

Capitol – Madison to Milwaukee

This corridor connects Wisconsin’s largest metropolitan area, Milwaukee, to its second largest metropolitan area and state capitol, Madison.

Cheese Country – Dubuque, Iowa, to Rock County

This corridor runs through Green, Grant, and Lafayette counties, which are the top three counties in terms of numbers of cheese factories. In 2006, Wisconsin ranked first in the nation for cheese production and accounted for 26 percent of the national cheese market.

Chippewa Valley – Twin Cities, Minn., to Eau Claire

This corridor passes through the Chippewa Valley in northwestern Wisconsin. The region, known for its white pine, boasts a proud lumbering history during the mid-19th century. Pine from the Chippewa Valley helped to build homes and cities in the nation’s Corn Belt and Great Plains, including Chicago after the Great Fire in 1871.

Cornish Heritage – Dubuque, Iowa, to Madison

This corridor memorializes the contributions made by the Cornish settlers of southwestern Wisconsin, many of whom worked in the area’s lead mines. U.S. 151 passes through Mineral Point, home to the annual Midwest Cornish Festival.

Coulee Country – La Crosse to Tomah

This corridor runs through a geographic area of Wisconsin characterized by coulees, or deep, dry ravines that were formed by running water. The area, which includes La Crosse and Viroqua, is sometimes referred to as the “Coulee Region.”

Cranberry Country – Tomah to Oshkosh

This corridor runs through Waushara, Adams, Juneau, and Monroe counties, which are among the state’s major commercial cranberry production areas. Wisconsin is the nation’s leader in cranberry farming and produces more than 300 million pounds of cranberries each year.
Door Peninsula – Green Bay to Sturgeon Bay

This corridor runs through the Door County Peninsula, a major tourism destination in Wisconsin.

Fox Valley – Milwaukee to Green Bay

This corridor links the cities of the Fox River Valley to other major metropolitan areas in the state, including Green Bay and Milwaukee.

Frank Lloyd Wright – La Crosse to Madison

This corridor is named for the Frank Lloyd Wright Memorial Highway (US 14). This memorial highway honors the architectural accomplishments of Frank Lloyd Wright. Wisconsin is Wright’s birthplace and home to over 40 of his buildings.

French Fur Trade – Prairie du Chien to Dodgeville

This corridor is named for its endpoint in Prairie du Chien, a major French fur trading center during the 18th and 19th centuries.

Geneva Lakes – Madison to Illinois

This corridor runs through the lake-filled region of southeastern Wisconsin, with its southern endpoint near Lake Geneva.

Glacial Plains – Beloit to Milwaukee

This corridor runs through the southern portion of the Glacial Plains ecological region, which includes much of southeastern Wisconsin. The area, which is home to drumlins, moraines, and kettle lakes, contains some of the world’s best examples of glacial continental activity.

Hiawatha – Milwaukee to Chicago

This corridor runs along Amtrak’s Hiawatha Service, which provides daily service from Milwaukee to Chicago.

Kettle Country – Fond du Lac to Sheboygan

This corridor runs through the northern portion of the Kettle Moraine State Forest, which is internationally known for its unique glacial features.

Lake Superior – Duluth-Superior to Hurley

This corridor connects the areas of northern Wisconsin that border Lake Superior.

Lake to Lake – Fox Cities to Manitowoc-Two Rivers

This corridor links Lake Winnebago and its surrounding metro areas to Lake Michigan.

Lumber Country Heritage – Green Bay to Niagara

This corridor runs through the Wolf River region in northeastern Wisconsin, a major lumbering district during the 19th century.

Marshfield Rapids Connection – Stevens Point to Abbotsford

This corridor is named for two of its endpoints, Marshfield and Wisconsin Rapids.

Mississippi River – Dubuque, Iowa, to La Crosse to Twin Cities, Minn.

This corridor runs along the Mississippi River, which makes up Wisconsin’s western border. The segment of WIS 35 that runs from Keiler to Prescott is known as Wisconsin’s “Great River Road.”
North Country – St. Croix Falls to Niagara

This corridor, which connects Minnesota and Michigan, runs through the heart of northern Wisconsin.

Northern Lakes – Twin Cities, Minn., to Lake Superior

This corridor runs through the lake-filled region of northwestern Wisconsin, with its northern endpoint at Lake Superior.

Northwoods Connection – Oshkosh to Rhinelander

This corridor links Oshkosh to Rhinelander and the surrounding Northwoods region. This area of the state is home to one of the largest concentrations of freshwater lakes on the globe. The Northwoods also includes several national and state forests, making it a popular destination for outdoor enthusiasts.

Peace Memorial – Eau Claire to Duluth-Superior

This corridor is named for the Peace Memorial Highway (US 53). This memorial highway commemorates the contributions and devotion of Wisconsin citizens to international peace and greater understanding among nations.

Peshtigo Fire Memorial – Green Bay to Menominee County, Mich.

This corridor honors the memory of the Peshtigo Fire, which burned through areas surrounding Green Bay and in Northern Michigan. The Peshtigo Fire occurred on October 8, 1871, the same day as the Great Chicago Fire.

POW-MIA Remembrance – Abbotsford to Ashland

This corridor is named for the POW-MIA Memorial Highway (WIS 13). This memorial highway honors the prisoners of war, ex-prisoners of war, and those who are currently or were formerly missing in action, of all wars in which the United States has engaged.

Rock River – Janesville to Oshkosh

This corridor runs near the Rock River as it connects Oshkosh and Janesville.

South Central Connection – Beloit to Madison

This corridor serves as a major commuter and freight route connecting Madison and northern Wisconsin to Janesville, Beloit, and points south in Illinois. It provides access not only to one of the state’s key agricultural regions, but also to several major educational institutions, outdoor recreational areas, and a dense concentration of historic sites.

Southern Tier – Janesville and Beloit to Kenosha and Racine

This corridor connects the major cities near Wisconsin’s southeastern border, including Janesville, Beloit, Kenosha and Racine.

Titletown – Milwaukee to Green Bay

This corridor gets its name from its endpoint in Green Bay. Green Bay has earned the nickname “Titletown” for the performance of the Green Bay Packers, who have earned a record number of National Football League titles, including three Super Bowl victories.

Trempealeau – La Crosse to Eau Claire

This corridor gets its name from the Trempealeau River, which it crosses on its way from La Crosse to Eau Claire.

Waukesha Connection – Mukwanago to Hartford

This corridor links the city and county of Waukesha to points north in Washington County.

Wild Goose – Madison to Oshkosh

The southern portion of this corridor runs near to the Wild Goose State Trail, which links the city of Juneau to the city of Fond du Lac.
**Wisconsin River Part 1 – Madison to Wausau**

This corridor, part of a larger north-south route, parallels the Wisconsin River as it runs from Madison north to Wausau.

**Wisconsin River Part 2 – Wausau to Ironwood, Mich.**

This corridor, part of a larger north-south route, parallels the Wisconsin River as it runs from Wausau north to Ironwood, Mich.

**Wisconsin Heartland – Eau Claire to Green Bay**

This corridor connects major cities in the heart of the state, including Eau Claire, Wausau and Green Bay.

**Wolf/Waupaca Rivers – Stevens Point to the Fox Cities**

This corridor runs east from Stevens Point along the Waupaca River, which joins with the Wolf River outside Lake Winnebago and the Fox Cities.
Future Corridor Vision

Transportation System

This section describes the types of transportation services along and across the corridor. This table provides data on the corridor’s current available transportation modes in the corridor. These characteristics may include highway, public and private transit, and bicycle/pedestrian options. This provides data on the corridor’s current available transportation modes in the corridor.

Future Corridor Characteristics

Corridor Facts Table

Lake to Lake Corridor – Fox Cities to Manitowoc-Two Rivers

More information on the vision in the future

More Information on: the vision in the future

Figure A-2: Future Corridor Vision

Figure A-7: Cover page
The Map

A spatial depiction of each corridor or metropolitan planning area. The buffer area includes projects and activities across modes. It also includes both existing and potential facilities.

Metropolitan Planning Areas

In cases when a corridor begins, passes through, or ends in a metropolitan planning area, the portion of the corridor’s projects, services, activities, or other features that fall within the metropolitan planning area’s borders will not be visible on the corridor map or adjoining table. For information about those projects, services, or activities, refer to the appropriate metropolitan planning area map set.

Lake to Lake Corridor – Fox Cities to Manitowoc-Two Rivers

About Multimodal Corridors

Serve critical corridors, often defined by economic or major population centers. These corridors are defined by the need for the efficient movement of freight, people, and other necessary movements. These corridors are critical to the mobility, prosperity, and safety of a region.

Lake to Lake Corridor – Fox Cities to Manitowoc-Two Rivers

△ Figure A-2: Map page – understanding the map
About Multimodal Corridors

Lake to Lake Corridor – Fox Cities to Manitowoc-Two Rivers

For more detail on corridor definitions, please see the Corridor Map Legend Definitions.

The legend is divided into three sections: Existing Facilities, Priority Project Action Areas (State and Federal), and Future Facilities. The legend provides information about the symbols representing transportation features.
## Connecting the Corridor Maps and Tables

For each of the Primary Project Actions Area features and Priority Project Support Area features shown on the corridor map, the table has a corresponding entry that describes the project or activity. Using this portion from the Lake to Lake corridor map and these sections from the Lake to Lake table, the example shows how individual map features link to specific table entries. Each project feature on the map has a number that corresponds to its matching entry on the table.

### Short-Term (2008 – 2013)

<table>
<thead>
<tr>
<th>Feature</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>US 10</td>
<td>Replace bridge and approach over Branch River (Manitowoc Co)</td>
</tr>
<tr>
<td>US 10</td>
<td>Reconstruct from County Rd HR to east Brillion municipal limits</td>
</tr>
<tr>
<td>US 10</td>
<td>Reconstruct from 10th St to 8th St in Manitowoc</td>
</tr>
<tr>
<td>US 10</td>
<td>Complete corridor plan from US 10/WIS 114 split to WIS 32/57</td>
</tr>
<tr>
<td>WIS 42</td>
<td>Reconstruct from 23rd St to 35th St (Two Rivers)</td>
</tr>
<tr>
<td>1</td>
<td>WIS 96 Reconstruct from Old 57 Rd to Deuster St (Town of Wrightstown)</td>
</tr>
<tr>
<td>2</td>
<td>WIS 96 Reconstruct from Fox River to Shanty Rd (Wrightstown)</td>
</tr>
<tr>
<td>3</td>
<td>WIS 96 Replace bridge and approaches over Fox River (Wrightstown)</td>
</tr>
<tr>
<td>WIS 114</td>
<td>Prepare corridor plan from US 10 to WIS 55/114 split</td>
</tr>
</tbody>
</table>

**Bicycle/Pedestrian**
- Support the construction of the Devil’s River State Trail between Denmark and Town of Rockwood
- Support the construction of a trail between Hilbert and Sherwood along WIS 114

**Port/Harbor**
- Reconstruct dockwall and dredge at carferry dock at the Port of Manitowoc
- Dredge Manitowoc River for the Port of Manitowoc

### Mid-Term (2014 – 2019)

<table>
<thead>
<tr>
<th>Feature</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-43</td>
<td>Replace bridge over County Rd CS (Manitowoc Co) if supported by environmental document</td>
</tr>
<tr>
<td>I-43</td>
<td>Reconstruct existing interchange at I-43 and US 10/WIS 310 if supported by environmental document</td>
</tr>
<tr>
<td>WIS 32</td>
<td>Prepare corridor plan from WIS 67 to WIS 96</td>
</tr>
<tr>
<td>4</td>
<td>WIS 32/57 Prepare corridor plan from WIS 96 to Pershing Rd (De Pere)</td>
</tr>
<tr>
<td>WIS 42</td>
<td>Replace bridge over Silver Creek (Manitowoc Co) if supported by environmental document</td>
</tr>
<tr>
<td>WIS 42</td>
<td>Replace bridge north of Twin Creeks (near Manitowoc/Kewaunee Co line) if supported by environmental document</td>
</tr>
<tr>
<td>WIS 310</td>
<td>Replace bridge over the West Twin River in Two Rivers if supported by environmental document</td>
</tr>
</tbody>
</table>

**Bicycle/Pedestrian**
- Provide urban and rural accommodations along US 10 from County Rd HR (Brillion) to the Calumet/Manitowoc county line, and along WIS 310 from Woodland Dr (Manitowoc Co) to WIS 42 (Two Rivers)
The tables also include entries that describe policies not depicted on the map. These policies typically describe objectives that support that will be provided by the implementation of projects that align with numerous objectives. For example, policies that address safety improvements might support the preservation of existing freight services and corridors.

The tables include entries that describe policies that apply to numerous areas throughout the corridor. These entries typically describe objectives that support that will be provided by the implementation of projects that align with numerous objectives. For example, policies that address safety improvements might support the preservation of existing freight services and corridors.

### Current and Proposed Future Activities

<table>
<thead>
<tr>
<th>Description</th>
<th>Time Period</th>
</tr>
</thead>
<tbody>
<tr>
<td>Support continued service and vehicle replacement for Maritime Metro</td>
<td>(2008 - 2013)</td>
</tr>
<tr>
<td>Support regional service expansion for Maritime Metro Transit</td>
<td>(2008 - 2013)</td>
</tr>
<tr>
<td>Support continued service and vehicle replacement for Maritime Metro</td>
<td>(2008 - 2013)</td>
</tr>
<tr>
<td>Support continued service and vehicle replacement for Maritime Metro</td>
<td>(2008 - 2013)</td>
</tr>
</tbody>
</table>

### Transportation Projects

- **State Highways**
  - Construct grade separations at rail crossings if supported by environmental document
- **Specialized Transit**
  - Support continued service and encourage improved service coordination
- **Park & Ride**
  - Support continued preservation and maintenance
- **Bicycle/Pedestrian**
  - Support accommodations and linkages to create a connected network that provides accessibility along and across facilities
- **Intercity Bus**
  - Support continued service between Calumet, MI and Chicago, IL with stops in Marinette, Peshtigo, Oconto, Green Bay, Manitowoc, Sheboygan, WIS 310/97 Prepare corridor plan from WIS 96 to Pershing Rd (De Pere)
- **Intercity Passenger Rail**
  - Implement new intercity passenger rail service between Green Bay and Chicago, IL with stops in Appleton, Oshkosh, Fond du Lac, West Bend, Sheboygan and Port Washington
- **Rail Freight**
  - Support the preservation of existing freight services and corridors
- **Public Transit**
  - Work with counties and transit service providers to coordinate and expand rural transit service
- **Transit**
  - Support the construction of a trail between Hilbert and Sherwood along WIS 114
  - Support regional service expansion for Maritime Metro Transit

### Other WisDOT Program Data

- **WisDOT's Six-Year Highway Improvement Program**
  - • Policies
  - • Other WisDOT program data

### WisDOT's implementation of any proposed activity within

- The tables also include entries that describe policies not depicted on the map. These policies typically describe objectives that support that will be provided by the implementation of projects that align with numerous objectives. For example, policies that address safety improvements might support the preservation of existing freight services and corridors.

### Bike & Pedestrian

- **Bicycle/Pedestrian**
  - Support the construction of a trail between Hilbert and Sherwood along WIS 114

### Rail

- **Rail Freight**
  - Support the preservation of existing freight services and corridors
  - Support the construction of a trail between Hilbert and Sherwood along WIS 114

### State Airport System Plan

- **Airports**
  - Support the construction of a trail between Hilbert and Sherwood along WIS 114
  - Support regional service expansion for Maritime Metro Transit

### Connections 2030 Long-Range Multimodal Transportation Plan

- **CONNECTIONS 2030 LONG-RANGE MULTIMODAL TRANSPORTATION PLAN**
  - • Policies
  - • Other WisDOT program data

### Figure A-5: Table

- The tables also include entries that describe policies not depicted on the map. These policies typically describe objectives that support that will be provided by the implementation of projects that align with numerous objectives. For example, policies that address safety improvements might support the preservation of existing freight services and corridors.

### Table Entries

<table>
<thead>
<tr>
<th>Description</th>
<th>Time Period</th>
</tr>
</thead>
<tbody>
<tr>
<td>Support continued service and vehicle replacement for Maritime Metro</td>
<td>(2008 - 2013)</td>
</tr>
<tr>
<td>Support regional service expansion for Maritime Metro Transit</td>
<td>(2008 - 2013)</td>
</tr>
<tr>
<td>Support continued service and vehicle replacement for Maritime Metro</td>
<td>(2008 - 2013)</td>
</tr>
<tr>
<td>Support continued service and vehicle replacement for Maritime Metro</td>
<td>(2008 - 2013)</td>
</tr>
</tbody>
</table>

### Lake to Lake Corridor – Fox Cities to Manitowoc-Two Rivers

- The tables also include entries that describe policies not depicted on the map. These policies typically describe objectives that support that will be provided by the implementation of projects that align with numerous objectives. For example, policies that address safety improvements might support the preservation of existing freight services and corridors.

### Table Entries

<table>
<thead>
<tr>
<th>Description</th>
<th>Time Period</th>
</tr>
</thead>
<tbody>
<tr>
<td>Support continued service and vehicle replacement for Maritime Metro</td>
<td>(2008 - 2013)</td>
</tr>
<tr>
<td>Support regional service expansion for Maritime Metro Transit</td>
<td>(2008 - 2013)</td>
</tr>
<tr>
<td>Support continued service and vehicle replacement for Maritime Metro</td>
<td>(2008 - 2013)</td>
</tr>
<tr>
<td>Support continued service and vehicle replacement for Maritime Metro</td>
<td>(2008 - 2013)</td>
</tr>
</tbody>
</table>

### Table Entries

<table>
<thead>
<tr>
<th>Description</th>
<th>Time Period</th>
</tr>
</thead>
<tbody>
<tr>
<td>Support continued service and vehicle replacement for Maritime Metro</td>
<td>(2008 - 2013)</td>
</tr>
<tr>
<td>Support regional service expansion for Maritime Metro Transit</td>
<td>(2008 - 2013)</td>
</tr>
<tr>
<td>Support continued service and vehicle replacement for Maritime Metro</td>
<td>(2008 - 2013)</td>
</tr>
<tr>
<td>Support continued service and vehicle replacement for Maritime Metro</td>
<td>(2008 - 2013)</td>
</tr>
</tbody>
</table>
Important Notes About What is Depicted

This section describes the data and data sources that were used to create the maps and tables. It also describes factors that may have impacts on whether and how projects are implemented, such as the environmental document development process. This section also lists where readers can look to find additional information on projects, funding, and implementation priorities.

Refer to the Data Sources page to find more information on Wisconsin metropolitan planning organizations and specific plans, and tribal transportation plans, which helped determine the material that is presented on the tables.

Lake to Lake Corridor – Fox Cities to Manitowoc-Two Rivers

Current and Proposed Future Activities

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>US 10 Replace bridge and approach over Branch River (Manitowoc Co)</td>
<td>Replace bridge over County N (Roscommon Co) if supported by environmental document</td>
<td>Replace bridge over the Menomonee River if supported by environmental documentation</td>
</tr>
<tr>
<td>US 10 Reconstruct from County F (Menominee) to County H (Brown Co)</td>
<td>Replace bridge and approach over Little Black River (Shields Co)</td>
<td>Replace bridge over the Menomonee River if supported by environmental documentation</td>
</tr>
<tr>
<td>US 10 Complete roadway plan from US 10 to County F (Brown Co)</td>
<td>Replace bridge and approach over the Milwaukee River (Milwaukee Co)</td>
<td>Replace bridge over the Menomonee River if supported by environmental documentation</td>
</tr>
<tr>
<td>WIS 42 Replace bridge over the Little Black River (Shields Co)</td>
<td>Replace bridge over the Milwaukee River (Milwaukee Co) if supported by environmental document</td>
<td>Replace bridge over the Menomonee River if supported by environmental documentation</td>
</tr>
<tr>
<td>WIS 96 Replace bridge over the Little Black River (Shields Co)</td>
<td>Replace bridge and approach over the Milwaukee River (Milwaukee Co)</td>
<td>Replace bridge over the Menomonee River if supported by environmental documentation</td>
</tr>
<tr>
<td>WIS 101 Replace bridge and approach over the Milwaukee River (Milwaukee Co)</td>
<td>Replace bridge over the Milwaukee River (Milwaukee Co)</td>
<td>Replace bridge over the Menomonee River if supported by environmental documentation</td>
</tr>
<tr>
<td>WIS 104 Project corridor plan from US 80 to US 35/15/44</td>
<td>Replace bridge and approach over the Milwaukee River (Milwaukee Co)</td>
<td>Replace bridge over the Menomonee River if supported by environmental documentation</td>
</tr>
<tr>
<td>WIS 309/1 Replace bridge over the Fox River at Wausau (Wood Co)</td>
<td>Replace bridge over the Fox River at Wausau (Wood Co) if supported by environmental document</td>
<td>Replace bridge over the Menomonee River if supported by environmental documentation</td>
</tr>
<tr>
<td>WIS 42 Replace bridge over the Wisconsin River (Monroe Co)</td>
<td>Replace bridge over the Wisconsin River (Monroe Co)</td>
<td>Replace bridge over the Menomonee River if supported by environmental documentation</td>
</tr>
<tr>
<td>WIS 96 Replace bridge and approach over the Milwaukee River (Milwaukee Co)</td>
<td>Replace bridge over the Milwaukee River (Milwaukee Co)</td>
<td>Replace bridge over the Menomonee River if supported by environmental documentation</td>
</tr>
</tbody>
</table>

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 studies of alternatives (including no-build alternatives) 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 Generation 2030 recommendations. The table and map activities on the previous page reflect actions identified in:

- Connections 2030 policies
- WisDOT’s Six-Year Highway Improvement Program (2008 – 2013)
- Other WisDOT projects
- 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 Generation 2030 chapters. More information on transportation projects, contact the WisDOT Region Office for more information on transportation projects, or visit www.dot.wisconsin.gov/Projects/ for a map of region offices. MPOs and regional planning commissions (RPCs) and tribal long-range transportation plans offer recommendations on all transportation modes within their boundaries.