84th Division Railsplitters Corridor – Beaver Dam to Port Washington

Corridor Overview
This 50-mile corridor is part of a passenger and freight corridor linking Beaver Dam and Port Washington. It serves an important agricultural region of the state. The corridor is named for the 84th Division "Railsplitters" Memorial Highway (WIS 33 from La Crosse to Port Washington), which 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 in Wisconsin during the Black Hawk War of 1832. The corridor includes the urban and urbanized areas of Beaver Dam, Hartford, Milwaukee, West Bend and Port Washington.

Current Corridor Characteristics
- Airports:
  - Transport/corporate airport: Dodge County (Juneau), West Bend Municipal
  - General utility airport: Hartford Municipal
- Highways:
  - Primary state highway: WIS 33
  - Corridors 2030 Connector Route: WIS 33 (US 41 to I-43)
  - Completed passing lane corridors: WIS 33 (US 41 to West Bend)
- Public Transit:
  - Bus systems: Washington County, Ozaukee County
  - Shared-ride taxi: Beaver Dam, Port Washington, West Bend
  - Specialized transit: Available in all counties; level of service depends on location
- Fixed Guideway Transit: None along this corridor
- Rail Freight: Freight rail service exists
- Intercity Passenger Rail: None along this corridor
- Intercity Bus: No services along this corridor
- Ports and Harbors: Port Washington
- Ferry: None along this corridor
- Bicycle/Pedestrian:
  - Major trails: Eisenbahn State Trail, Ozaukee Interurban Trail, Wild Goose State Trail, Ice Age Trail (pedestrian only)
  - 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 WIS 33 by implementing:
  - New Corridors 2030 Connector Routes: WIS 33 (US 151 to US 41)
  - State Access Management Plan vision Tier 2B; WIS 33 (US 151 to I-43)
  - Candidate passing lane corridors (WIS 28, WIS 33)
  - Candidate expressway upgrade of corridor and the potential conversion of expressway-to-freeway corridor (US 151)
- Public Transit: Increased regional coordination and continued service
- Fixed Guideway Transit: None along 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: New Service:
    - Phase 1: Between Madison and Green Bay, with a stop in Beaver Dam
    - Phase 2: Between Madison and Sheboygan, with a stop in Beaver Dam; and between proposed Green Bay passenger rail station and Milwaukee passenger rail station, with a stop in Port Washington
- Ports and Harbors: Continued service, preservation, maintenance and infrastructure improvements (Port Washington)
- Ferry: None along this corridor
- Bicycle/Pedestrian: Continued and enhanced accommodations, linkages and accessibility along and across facilities

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

See Washington and Ozaukee County Metropolitan Planning Area Maps

For more information, refer to the Corridor Map Legend Definitions document at www.wiconnections2030.gov.
### Current and Proposed Future Activities

#### 84th Division Railsplitters Corridor – Beaver Dam to Port Washington

**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.**

<table>
<thead>
<tr>
<th>Short-Term (2008 – 2013)</th>
<th>Entire Planning Period</th>
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<tr>
<td><strong>US 151</strong> Prepare corridor plan from WIS 73 to WIS 49</td>
<td><strong>WIS 29</strong> Construct candidate passing lanes from WIS 60 to Main St (Juneau) and from Home Rd E (Juneau) to US 151 if supported by environmental document</td>
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<td><strong>WIS 33</strong> Reconstruct from Columbia St to N Palmatory St (Horicon)</td>
<td><strong>WIS 33</strong> Construct candidate passing lanes from US 151 to Grand St (Horicon) and from Birchcrest St (Horicon) to US 41 if supported by environmental document</td>
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<tr>
<td><strong>WIS 33</strong> Reconstruct from Front St to Carroll St (Beaver Dam)</td>
<td><strong>Airports</strong> Support continued preservation, maintenance and infrastructure projects at State Airport System Plan airports</td>
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<td><strong>Intensity Bus</strong> Support new intercity bus service between Madison and Green Bay with stops in Sun Prairie, Columbus, Beaver Dam, Waupun, Fond du Lac, Oshkosh, Neenah, Menasha and Appleton</td>
<td><strong>Bicycle/Pedestrian</strong> Support accommodations and linkages to create a connected network that provides accessibility along and across facilities</td>
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<tr>
<td><strong>US 151/WIS 33</strong> Study and reconstruct existing interchange at US 151 and WIS 33 if supported by environmental document</td>
<td><strong>Local Roads</strong> Support continued preservation, maintenance and infrastructure projects</td>
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<td><strong>Bicycle/Pedestrian</strong> Provide urban accommodations along WIS 33 in Beaver Dam and Horicon</td>
<td><strong>Public Transit</strong> Support continued shared-ride taxi service in Beaver Dam</td>
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<tr>
<td><strong>Intensity Bus</strong> Support new intercity bus service between Madison and Sheboygan with stops in Sun Prairie, Columbus, Beaver Dam, Waupun, Fond du Lac and Plymouth</td>
<td><strong>Public Transit</strong> Work with counties and transit service providers to coordinate and expand rural transit service</td>
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<td><strong>State Highways</strong> Support the preservation of existing freight services and corridors</td>
<td><strong>Rail Freight</strong> Support the preservation of existing freight services and corridors</td>
</tr>
<tr>
<td><strong>Specialized Transit</strong> Support continued service and encourage improved service coordination</td>
<td><strong>State Highways</strong> State Highways Construct grade separations at rail crossings if supported by environmental document</td>
</tr>
<tr>
<td><strong>State Highways</strong> State Highways Preserve and maintain infrastructure</td>
<td><strong>State Highways</strong> State Highways Improve traffic movement with traffic operations infrastructure strategies</td>
</tr>
<tr>
<td><strong>State Highways</strong> State Highways Construct candidate expressway upgrades and/or convert to freeway from WIS 73 to County Rd G (Dodge Co) and from County Rd B (Dodge Co) to County Rd M (Dodge Co) if supported by environmental document</td>
<td><strong>Specialized Transit</strong> Support continued service and encourage improved service coordination</td>
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#### 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 table and map activities (on the previous page) reflect actions identified in:

- Connections 2030 policies
- WisDOT’s Site 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.
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 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 Graveline)

Population
• Current population: Wisconsin Department of Administration, January 1, 2007 Preliminary Population Estimates for Wisconsin Counties, August 10, 2007
• Current Age 65 and older population: 2010 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)
• 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, No-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
• Meminewin Nation, Meminewin 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, 2005 Tribal Long-Range Transportation Plan Update, May 2007

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