### Fox Valley Corridor – Milwaukee to Green Bay

#### Corridor Overview

This 130-mile corridor is part of a major passenger and freight corridor linking Green Bay, Appleton, Oshkosh and Milwaukee to locations further south, including Chicago, IL. It serves the major manufacturing centers in the Fox Valley. It is also an important tourist corridor that connects the population centers in Illinois to the recreation areas of northeastern Wisconsin. The corridor includes the World War II Veterans Memorial Highway (US 41 from Milwaukee to Marinette) and the urban and urbanized areas of Green Bay, Appleton, Oshkosh, Fond du Lac, West Bend, Hartford, Richfield and Milwaukee. It also serves the Oneida Tribe of Indians of Wisconsin Reservation.

#### Current Corridor Characteristics

- **Airports:**
  - Air carrier (passenger)/air cargo airports: General Mitchell International (Milwaukee), Outagamie County (Appleton), Austin Straubel International (Green Bay), Wittman Regional (Oshkosh)
  - Transport/corporate airport: Fond du Lac County
  - General utility airport: Lawrence J. Timmerman (Milwaukee)

- **Highways:**
  - **Primary highway:** US 41
  - **Corridors 2030 Backbone Route:** US 41
  - **NHS intermodal terminals with local road connections:** Austin Straubel International Airport, Port of Green Bay, Outagamie County Regional Airport, Wittman Regional Airport in Oshkosh; refer to the Southeast Wisconsin Regional Planning Commission - Milwaukee County map for terminals in Milwaukee
  - Completed passing lane corridors:
    - WIS 26 (US 151 to Rosendale (south side))
    - WIS 26 (Rosendale (north side) to Fond du Lac/Winnebago county line)

- **Public Transit:**
  - Bus systems: Milwaukee County, Waukesha County, Washington County Commuter Express, Fond du Lac, Oshkosh, Fox Cities, Green Bay, Oneida Nation
  - Shared-ride taxi: 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:**
  - Amtrak Empire Builder service between Chicago, IL and Seattle, WA/Portland, OR, with a stop in Milwaukee
  - Amtrak Hiawatha Service between Chicago, IL and Milwaukee

- **Intercity Bus:**
  - Service between Green Bay and Chicago, IL, with stops in Appleton, Oshkosh, Fond du Lac and Milwaukee
  - Service between Wausau and Milwaukee, with stops in Appleton, Oshkosh and Fond du Lac

- **Ports and Harbors:**
  - Green Bay, Milwaukee

- **Ferry:**
  - Lake Express (Milwaukee)

- **Bicycle/Pedestrian:**
  - Major trails: Fox River State Recreational Trail, Wiuswashi State Trail, Mascoutin Valley State Trail, Wild Goose State Trail, Eisenbahn State Trail, Bugline Recreational Trail, Oak Leaf Trail, Hank Aaron Trail
  - Accommodations, linkages and accessibility along and across some facilities

#### Future Corridor Vision

- **Airports:** Continued service, increased direct air service and infrastructure projects to support business airplane-capable airports

- **Highways:** Maximized preservation and maintenance of infrastructure and continued user efficiency and mobility, including improved traffic movement, along US 41 by implementing:
  - Interstate conversion: US 41
  - State Access Management Plan vision; Tier 1
  - Enumerated Major projects for construction: US 41

- **Public Transit:** Increased regional coordination and continued service

- **Fixed Guideway Transit:** New service (Milwaukee County)

- **Rail Freight:** Continued freight rail service and corridor preservation

- **Intercity Passenger Rail:**
  - Continued Amtrak Empire Builder service between Chicago, IL and Seattle, WA/Portland, OR with a stop in Milwaukee; 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 services

- **New service:**
  - Phase 1: Between Madison and Green Bay, with stops in Fond du Lac, Oshkosh and Appleton and between Minneapolis/St. Paul, MN and Green Bay
  - Phase 2: Between Madison and Sheboygan, with a stop in Fond du Lac; between proposed Green Bay passenger rail station and Milwaukee intermodal station; between Marinette and proposed Green Bay passenger rail station; between Sturgeon Bay and proposed Green Bay passenger rail station
  - Phase 3: Between Gills Rock and Green Bay

- **Ports and Harbors:** Continued service, preservation, maintenance and infrastructure improvements (Green Bay, Milwaukee)

- **Ferry:** Continued service, preservation, maintenance and infrastructure improvements
  - Lake Express (Milwaukee)

- **Bicycle/Pedestrian:** Continued and enhanced accommodations, linkages and accessibility along and across facilities

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Refer to the "Corridor Map - Data Definitions and Sources" for more information.
Fox Valley Corridor – Milwaukee to Green Bay

About Multimodal Corridors

The Connections 2030 planning process identified statewide multimodal, intercity corridors as visual communimodal, intercity corridors as visual tools to view existing conditions, transportation features and future recommendations. These corridors collectively represent a starting point toward long-term implementation of Connections 2030 and the corridor management process.

These multimodal corridors:

- Serve critical sectors of the economy or major population centers
- Carry significant travel activity for passenger and/or freight traffic
- Show significant growth in travel or economic development
- Serve an important role for other transportation modes

Corridor selection was also influenced by local land use and development plans. Each corridor is a broad geographical band that follows a general directional flow connecting trips that may include streets, highways, rail, pedestrian, bicycle facilities and routes and transit route alignments. A corridor generally follows the directional flow of a state highway alignment. It includes parallel state and local roads, service roads and facilities for other transportation modes, such as rail, pedestrian, and transit, which influence the mobility, capacity, safety and other functional elements of the corridor.

Important Notes about What is Depicted

The map shows currently programmed and proposed future activities (as of December 31, 2007) that have significant impacts on the corridor. Not all projects or initiatives are mapped, and additional analyses, including an environmental document, will be conducted before any of the projects or activities are completed. These analyses may include studying alternatives (including a no build/no change alternative) with public involvement opportunities as appropriate. Resources and shifting priorities may impact WisDOT’s implementation of any proposed activity within the time frames identified. WisDOT will remain flexible in the implementation of Connections 2030 recommendations. The 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 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.
Fox Valley Corridor – Milwaukee to Green Bay

Current and Proposed Future Activities

These activities may not occur in the time frame identified due to budget constraints, changing conditions or shifting priorities. Refer to the “Important Notes about What is Depicted” for more information or contact the WisDOT Region Office.

Short-Term (2008 – 2013)

- I-43/I-894/I-41: 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
- US 10/WIS 114: Complete corridor plan from US 10/WIS 114 split to WIS 12/57
- US 151: Prepare corridor plan from WIS 26 to US 41
- US 151: Reconstruct from County Rd HH (Fond du Lac Co) to County Rd W (Fond du Lac Co)
- US 54: Replace bridge over Duck Creek
- WIS 23: Complete corridor plan from WIS 44 (Roper) to US 41
- WIS 47: Prepare corridor plan from US 10/WIS 114 to Otter Rd (Outagamie Co)
- WIS 96: Reconstruct from Fox River to Shanty Rd (Wrightstown)
- WIS 96: Replace bridges and approaches over Fox River in Wrightstown
- WIS 114: Prepare corridor plan from US 10/WIS 114 to WIS 55/114 split
- WIS 175: Reconstruct from North Ave (Lomira) to County Rd HH (Dodge Co)

Bicycle/Pedestrian

- Support the construction of a trail between Gilbert and Sherwood along WIS 114
- Support construction of a trail along WIS 23 from US 151 (Fond du Lac) to the Old Park Road Trail near Greenbush
- Support the construction of the Newton Blackwell State Trail

Intercity Bus

- 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; and between Wausau/Park St, WI, WI and Green Bay with stops in Hudson, Menominee, Eau Claire, Chippewa Falls, Wausau and Shawano

Mid-Term (2014 – 2019)

- WIS 23: Construct enumerated Major project from US 151 to WIS 67, which may include adding lanes or constructing candidate expressway upgrades, if supported by environmental document
- WIS 54: Prepare corridor plan from WIS 55 (Geyserway) to US 172
- Bicycle/Pedestrian: Provide urban and rural accommodations along WIS 114 from US 10 (Calumet Co) to WIS 55 (Calumet Co)
- Park & Ride: Support reconstruction of existing parks and ride facility near the intersection of County Rd HH (Fond du Lac Co) and WIS 23 if supported by environmental document

Intercity Passenger Rail

- Implement new intercity passenger rail service between Milwaukee/JSU Paul Nhin and Chicago, IL via Eau Claire with proposed stops in Hudson, Menomonie, Eau Claire, Wiscasset Dells, Portage, Madison, Watertown, Oconomowoc, Broadfield, Milwaukee, General Mitchell International Airport and Sturtevant. Implementation will be based on results of environmental study

Intercity Passenger Rail

- Implement new intercity passenger rail service between Green Bay and Chicago, IL with proposed stops in Appleton, Neenah, Oshkosh, Fond du Lac, West Bend, Graveline (Northwest Milwaukee Co), Waukesha, General Mitchell International Airport and Sturtevant. Implementation will be based on results of environmental study

Intercity Bus

- Support new intercity bus service between Madison and Sheboygan with stops in Sun Prairie, Columbus, Beaver Dam, Waupun, Fond du Lac and Plymouth

Long-Term (2020 – 2030)

- US 151: Construct additional lanes and/or convert to freeway from WIS 26 to County Rd D (Fond du Lac Co) if supported by environmental document
- WIS 29: Convert to freeway from WIS 47 to US 41 if supported by environmental document
- WIS 35: Prepare corridor plan from WIS 114 to County Rd CE (Outagamie Co)

Entire Planning Period

- Prepare corridor plan from WIS 55 (Seymour) to WIS 172
- Prepare corridor plan from US 10/WIS 114 to WIS 55/114 split
- Prepare corridor plan from WIS 32 to I-43 and implement results, which may include constructing candidate passing lanes from WIS 114 to Hampton Lake Rd (Village of Whitewater) if supported by environmental document
- Study interchange and/or preserve right-of-way and overpass at WIS 23 and County Rd W (Fond du Lac Co) if supported by environmental document
- Construct candidate passing lanes from County Road M (Fond du Lac Co) to WIS 26; and from N Wilson Rd (Racine) to N Rolling Meadows Dr (City of Fond du Lac) if supported by an environmental document
- Construct candidate passing lanes from Bicknell St (Menasha) to WIS 175 if supported by environmental document
- Support continued preservation, maintenance and infrastructure projects at State Airport System PTV airports
- Support accommodations and linkages to create a connected network that provides accessibility along and across facilities
- Support intercity bus service between Wausau and Milwaukee with stops in Stevens Point, Appleton, Oshkosh and Fond du Lac; and between Green Bay and Chicago, IL with stops in Appleton, Oshkosh, Fond du Lac and Milwaukee
- Study the potential for serving West Central, North Central, Central and South Central Wisconsin and implement the results of the studies
- Work with the Office of the Commissioner of Railroads to preserve intercity passenger rail corridors by discouraging new at-grade crossings of the corridors
- Support continued preservation, maintenance and infrastructure projects
- Support separation of existing park and ride facilities, if needed and if supported by environmental document
- Support regional service expansion for Onida Tribal Transit
- Support continued service and vehicle replacement for Onida Tribal Transit
- Work with counties and transit service providers to coordinate and expand rural transit service
- Support the preservation of existing freight services and corridors
- Support continued service and encourage improved service coordination
- Construct grade separations at rail crossings if supported by environmental document
- Preserve and maintain infrastructure
- Improve traffic movement with traffic operations infrastructure strategies
Corridor Map – Data Definitions and Sources

Data Definitions

Corridors 2030
(See Connections 2030 Chapter 5: Preserve and Maintain Wisconsin’s Transportation System, for more information.)
• Backbone system: Multilane, divided highways interconnected 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

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 Grunville)

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

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