Peshtigo Fire Memorial – Green Bay to Menominee County, MI

Corridor Overview
This 50-mile corridor provides important freight and passenger access to and from much of Michigan’s Upper Peninsula and the Sault Ste. Marie gateway to Canada. The corridor, which is important to the forest products and paper industry, is named for the individuals who lost their lives as a result of the Peshtigo Fire of 1871. It includes the World War II Veterans Memorial Highway (US 41 from Milwaukee to Marinette), as well as the urban and urbanized areas of Green Bay and Marinette.

Current Corridor Characteristics
- **Airports:**
  - Air carrier (passenger) airport: Austin Straubel International (Green Bay)
  - Basic utility airport: J Douglas Bake Memorial (Oconto)
- **Highways:**
  - Primary highway: US 41
  - Corridors 2030 Backbone Route: US 41
  - NHS intermodal terminals with local road connections: Port of Green Bay
- **Public Transit:**
  - Bus systems: Green Bay
  - Shared-ride taxi: Marinette
- **Rail Freight:**
  - Freight rail service exists
- **Intercity Passenger Rail:**
  - None along this corridor
- **Intercity Bus:**
  - Service between Milwaukee and Calumet, MI, with stops in Green Bay, Peshtigo, Oconto and Marinette
  - Connections in Green Bay to intercity bus services to Chicago, IL
- **Ports and Harbors:**
  - Green Bay, Oconto, Marinette
- **Ferry:**
  - None along this corridor
- **Bicycle/Pedestrian:**
  - Major trails: Oconto River State 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:
  - State Access Management Plan; Tier 1
  - Candidate expressway upgrades and/or the potential conversion of expressway to freeway corridor (US 41)
  - Enumerated Major projects in Oconto and Peshtigo
- **Public Transit:** Increased coordination/regionalism 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 and between Minneapolis/St. Paul, MN and Green Bay
  - Phase 2: Between Marinette and proposed Green Bay passenger rail station; between Sturgeon Bay and proposed Green Bay passenger rail station; and between proposed Green Bay passenger rail station and Milwaukee Intermodal Station
  - Phase 3: Between Gills Rock and Green Bay
- **Ports and Harbors:** Continued service, preservation, maintenance and infrastructure improvements (Green Bay, Oconto, Marinette)
- **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.

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

**Short-Term (2008 – 2013)**
- **US 41**: Construct enumerated Major project from the west end of the new Oconto bypass to the east end of the new Peshtigo bypass, which may include adding lanes to expressway or freeway standards and constructing new interchanges at US 41 and WIS 160/County Rd Y (Oconto Co), US 41 and County Rd Y (Marinette Co) and US 41 and east of Peshtigo.
- **WIS 64**: Reconstruct in Marinette from WIS 180 to US 41.
- **Bicycle/Pedestrian**: Provide rural accommodations along WIS 64 from WIS 180 to County Road T (Marinette Co).
- **Park & Ride**: Support proposed park and ride construction along US 41 as part of Peshtigo/Oconto project.
- **Port/Harbor**: Provide domestic accommodations and dredging activities at the Port of Oconto.

**Mid-Term (2014 – 2019)**
- **Bicycle/Pedestrian**: Provide urban accommodations along US 41 from the western Marinette city limits to the Michigan/Wisconsin state line.

**Long-Term (2020 – 2030)**
- **US 41**: Construct candidate expressway upgrades and/or convert to freeway from US 141 to the Oconto bypass, from the Oconto bypass to the Peshtigo bypass, and from the Peshtigo bypass to Marinette if supported by environmental document.
- **US 41/141**: Replace bridge over Little Suamico River if supported by environmental document.
- **Intercity/Feeder Bus**: Support operation of new intercity/feeder bus between Marinette and Wausau.

### Important Notes about What is Depicted

The table above reflects actions identified in:
- **Connections 2030 Policies**
- **WisDOT’s Six-Year Highway Improvement Program (2008 - 2013)**
- **Other WisDOT programs 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. 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 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

Population
• Current population: Wisconsin Department of Administration, January 2004
• Forecast data: WisDOT, 2007
• Forecast data: Transportation Economics & Management Systems, Inc., Midwest Regional Rail Initiative Project Notebook, 2004
• Forecast year 2020
• Forecast Wisconsin station data includes all Milwaukee area stations (Milwaukee Intermodal Station, General Mitchell International Airport and Grunville)

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

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