Titletown Corridor – Milwaukee to Green Bay

Corridor Overview
This 100-mile corridor is part of a major passenger and freight corridor linking Green Bay and Milwaukee to locations farther south, including Chicago, IL. It is an important tourist connection between the population centers in Illinois and the recreation areas of northeastern Wisconsin, including Door County. The corridor includes the World War I Veterans Memorial Highway (WIS 29 from the Minnesota/Wisconsin state line to Kewaunee), the Vietnam Veterans Memorial Highway (US 10 from Manitowoc to the Minnesota/Wisconsin state line), the 32nd Division Memorial Highway (WIS 32 from the Illinois/Wisconsin state line to the Michigan/Wisconsin state line), and the Blue Star Memorial Highway (WIS 23 in Sheboygan County). The corridor includes the urban and urbanizing areas of Milwaukee, Port Washington, Sheboygan, Manitowoc and Green Bay.

Current Corridor Characteristics
- **Airports:**
  - Air carrier (passenger) airports: General Mitchell International (Milwaukee), Austin Straubel International (Green Bay)
  - Transport/corporate airports: Manitowoc County, Sheboygan County
- **Public Transit:**
  - Bus systems: Milwaukee County, Ozaukee County, Sheboygan, Manitowoc, Green Bay
- **Intercity passenger rail ridership**
  - Milwaukee station
  - Connections in Milwaukee to intercity bus services to Kenosha, Madison, Green Bay, Wausau, Minneapolis/St. Paul, MN and Chicago, IL
- **Ports and Harbors:**
  - Milwaukee, Port Washington, Sheboygan, Manitowoc, Green Bay
- **Bicycle/Pedestrian:**
  - Hank Aaron Trail
  - Major trails: Fox River Trail, Old Plank Road Trail, Ozaukee Interurban Trail, Oak Leaf Trail, Hoosier Trail

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 I-43 and WIS 172 by implementing:
  - State Access Management Plan vision; Tier 1
- **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
  - 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
- **Intercity Bus:**
  - Continued existing services
  - New service:
    - Phase 1: Between Madison and Green Bay, and between Minneapolis/St. Paul, MN and Green Bay
    - Phase 2: Between Madison and Sheboygan, 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, with stops in Manitowoc and Sheboygan
    - Phase 3: Between Gills Rock and Green Bay
- **Ports and Harbors:** Continued service, preservation, maintenance and infrastructure improvements (Milwaukee, Port Washington, Sheboygan, Manitowoc, Green Bay)
- **Bicycle/Pedestrian:**
  - Continued service, preservation, maintenance and infrastructure improvements (Milwaukee, Port Washington, Sheboygan, Manitowoc, Green Bay)
  - Bicycle/Pedestrian: Continued and enhanced accommodations, linkages and accessibility along and across facilities

### Year 2007 vs Year 2030

**County populations**
- Milwaukee: 3,641,503 vs 4,030,644
- Ozaukee: 86,697 vs 97,668
- Sheboygan: 117,019 vs 131,011
- Manitowoc: 84,603 vs 91,327
- Calumet: 45,990 vs 58,966
- Brown: 244,764 vs 291,862

**Population age 65 and older**
- Milwaukee: 180,361 vs 322,973

**Enplanements**
- General Mitchell International: 3,641,503 vs 8,000,000
- Austin Straubel International: 455,514 vs 712,000

**Intercity passenger rail ridership**
- Milwaukee station: 472,447 vs 1,222,000
- Green Bay station: NA vs 131,000

**Average annual daily traffic along I-43**
- WIS 172: 17,400 – 101,300 vs 24,700 – 111,500

**Truck volume along I-43**
- WIS 172: Medium vs Medium

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*Refer to the “Corridor Map – Data Definitions and Sources” for more information.*
Titletown Corridor – Milwaukee to Green Bay

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.

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 map and table activities on the following 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 more 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.

For more information, refer to the Corridor Map Legend Definitions document at www.wiconnections2030.gov.
CONNECTIONS 2030 LONG-RANGE MULTIMODAL TRANSPORTATION PLAN

Titletown 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
Study from WIS 42 to County Rd I (Manitowoc Co) for partial event-only interchange, and implement results of study, if supported by environmental document.

I-43
Replace bridge over Carsters Lake Rd (Town of Newkel)

US 10
Replace bridge and approach over Branch River (Manitowoc Co)

US 10
Reconstruct from 10th St to 8th St (Manitowoc)

WIS 23
Complete corridor plan from WIS 67 to WIS 32

WIS 42
Reconstruct from 23rd St to 35th Pl (Two Rivers)

Bicycle/Pedestrian
Support construction of the Devil’s River/State Trail between Denmark and Town of Rockwood

Bicycle/Pedestrian
Support a connection to the Interurban Trail between Oostburg and Sheboygan

Port/ Harbor
Reconstruct dockwall and dredge at carferry dock for the Port of Manitowoc

Port/Harbor
Dredge Manitowoc River for the Port of Manitowoc

Mid-Term (2014 – 2019)

I-43
Reconstruct existing interchanges at I-43 and County Rd C (Manitowoc Co), at I-43 and County Rd 6A (Sheboygan Co), and at I-43 and US10/WIS 310 if supported by environmental document.

I-43
Replace bridges over County Road C5 (Manitowoc Co) and Fischer Creek Rd (Town of Centerville) if supported by environmental document.

WIS 32/42
Prepare corridor plan along WIS 32 from WIS 42 to WIS 57

WIS 42
Replace bridge over Silver Creek (Manitowoc Co) if supported by environmental document.

WIS 310
Replace bridge over the West Twin River (Two Rivers) if supported by environmental document.

Bicycle/Pedestrian
Provide urban accommodations along WIS 310 from Woodland Dr (Manitowoc) to WIS 42 (Two Rivers)

Intercity Bus
Support new intercity bus service between Milwaukee and Sheboygan with stops in Sun Prairie, Columbus, Waupun, Fond du Lac and Plymouth

Long Term (2020 – 2030)

I-43
Study and reconstruct existing interchanges at I-43 and Woshview Rd (Manitowoc Co) if supported by environmental document.

I-43
Replace bridge over Ucker Point Creek (Manitowoc Co) if supported by environmental document.

I-43
Replace interchange at US 10/County Rd I I (Manitowoc Co) and I-43 if supported by environmental document.

WIS 23
Convert to freeway from WIS 67 to WIS 32 if supported by environmental document.

WIS 310
Prepare corridor plan from I-43 to WIS 42

Bicycle/Pedestrian
Support construction of a trail along the out-of-service rail corridor between Cleveland and Sheboygan

InterCity/Feeder Bus
Support new intercity bus service between proposed Green Bay passenger rail station and Milwaukee Intermodal Station with stops in Manitowoc, Sheboygan and Port Washington

Entire Planning Period

US 10
Prepare corridor plan from WIS 12 to I-43 and implement results, which may include constructing candidate passing lanes from WIS 114 to Hampton Lake Road (Village of Whitehall) and from County Road T (Manitowoc Co) to I-43 if supported by environmental document.

Airports
Support continued preservation, maintenance and infrastructure projects at State Airport System Plan airports.

Bicycle/Pedestrian
Support accommodations and linkages to create a connected network that provides accessibility along and across facilities.

Ferry
Support continued ferry service of the Lake Express between Milwaukee and Muskegon, MI, and the Lake Michigan Carferry between Manitowoc and Ludington, MI.

Intercity Bus
Support continued service between Cleveland, OH and Chicago, IL, with stops in Marinette, Peshtigo, Oconto, Green Bay, Manitowoc, Sheboygan and Milwaukee.

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.

Port/ Harbor
Support channel preservation, maintenance and infrastructure projects at the Port of Manitowoc.

Public Transit
Support regional service expansion for Maritime Metro Transit.

Public Transit
Support continued service and vehicle replacement for Maritime Metro Transit.

Public Transit
Work with counties and transit service providers to coordinate and expand rural transit service.

Rail Freight
Support preservation of existing freight services and corridors.

Specialized Transit
Support continued service and encourage improved service coordination.

State Highways
Construct grade separations at rail crossings if supported by environmental document.

State Highways
Preserve and maintain infrastructure.

State Highways
Improve traffic movement with traffic operations infrastructure strategies.
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 grade (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 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 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 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 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

National Highway System (NHS) intermodal terminals
- Federal Highway Administration, October 2007

Passenger rail ridership
- Current data: WisDOT, 2007
- Forecast data:
  - Forecast year 2020
  - Forecast Milwaukee station data includes all Milwaukee area stations (Milwaukee Intermodal Station, General Mitchell International Airport and Griswold)

Population
- 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
- 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
- St. Croix Tribal Transportation Plans
- Stateline Area Transportation Study, 2036 – 2035 Long Range Transportation Plan, December 2005
- Wausau Metropolitan Planning Commission, Wausau Area Metropolitan 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
- Lac Courte Oreilles Band of Lake Superior Chippewa Indians, 2006 Transportation Plan, March 2006
- Menominee Nation, Menominee 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
- Sokaogon Chippewa Community, Long Range Transportation Plan, March 2007

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