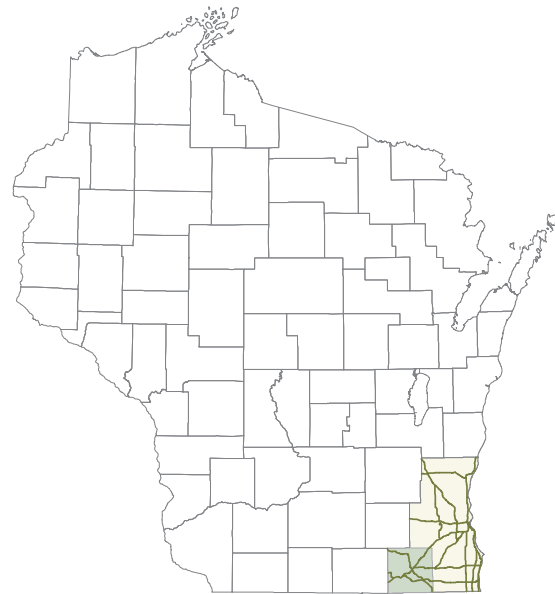


# Southeastern Wisconsin Metropolitan Planning Area: Walworth County



## Planning Area Overview

The Southeast Wisconsin Regional Planning Commission is the designated policy body responsible for continuing, cooperative and comprehensive urban transportation planning and decision making for southeastern Wisconsin.

The Southeastern Wisconsin Regional Planning Commission Planning Area consists of the urban and urbanized areas of Whitewater, Elkhorn, Delavan, Lake Geneva, Round Lake Beach, Burlington, Kenosha, Union Grove, Racine, Milwaukee, Mukwonago, Richfield, Hartford, West Bend and Port Washington.

Three multimodal corridors cross Walworth County: the Geneva Lakes Corridor, the Glacial Plains Corridor and the Southern Tier Corridor. The Geneva Lakes Corridor is defined by endpoints in Illinois and Madison. The Glacial Plains Corridor is defined by endpoints in Rock County and Milwaukee. The Southern Tier Corridor is defined by endpoints in Rock County and Kenosha and Racine. Refer to the appropriate maps and tables for more information.

## Current Planning Area Characteristics

- Airports:
  - › General utility airport: East Troy Municipal
- Highways:
  - › Primary state highways: I-43, US 12, US 14, WIS 11, WIS 50
  - › Corridors 2030 Backbone Routes: I-43
  - › Corridors 2030 Connector Routes: US 12, WIS 11, WIS 50
- Public Transit:
  - › Bus systems: None in county
  - › Shared-ride taxi: Whitewater
  - › Specialized transit: Available in all counties; level of service depends on location
- Fixed Guideway Transit: None in county
- Rail Freight: Freight rail service exists
- Intercity Passenger Rail: None in county
- Intercity Bus: Limited service between Whitewater and Milwaukee
- Ports and Harbors: None in county
- Ferry: None in county
- Bicycle/Pedestrian:
  - › Major trails: White River State Trail, Ice Age Trail (pedestrian only)
  - › Accommodations, linkages and accessibility along and across some facilities

## Future Planning Area Vision

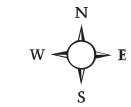
- Airports: Continued service, increased direct air service and more business airplane-capable airports
- Highways: Maximized preservation and maintenance of infrastructure and continued user efficiency and mobility, including improved traffic movement, along I-43, US 12, US 14, WIS 11, and WIS 50 by implementing:
  - › New Corridors 2030 Backbone Route: US 14/WIS 11 (I-39 to I-43)
  - › The *State Access Management Plan* vision
    - Tier 1; I-43; US 12 [Jefferson/Walworth county line to County Rd P (Walworth Co)] and [Illinois/Wisconsin state line to Elkhorn north municipal limits]; US 14/WIS 11 (I-39 to I-43); WIS 11 (Burlington bypass)
    - Tier 2A; US 12 [County Rd P (Walworth Co) to Elkhorn]; WIS 50 (from US 12 eastward)
    - Tier 2B; WIS 11 (from US 12 eastward); WIS 50 (from I-43 to Lake Geneva)
  - › Candidate expressway upgrade corridors and the expressway-to-freeway corridors [US 14/WIS 11 (I-39 to I-43)]
  - › Candidate passing lane corridors [WIS 11 (I-43 to Walworth/Racine county line)]
- Public Transit: Increased coordination/regionalism and continued service
- Fixed Guideway Transit: None in county
- Rail Freight: Continued freight rail service and corridor preservation
- Intercity Passenger Rail: None in county
- Intercity Bus:
  - › Continued and improved existing services
  - › New service:
    - Phase 2: Between Janesville and Kenosha, with stops in Delavan and Lake Geneva; and between Janesville and Milwaukee, with stops in Whitewater and Waukesha
- Ports and Harbors: None in county
- Ferry: None in county
- Bicycle/Pedestrian: Continued accommodations, linkages and accessibility along and across facilities

	Year 2007	Year 2030
<b>County populations</b>		
Walworth	100,672	117,833
<b>Population age 65 and older</b>	11,934	26,266
<b>Average annual daily traffic along</b>		
I-43	19,200 – 21,100	19,400 – 34,500
US 12	3,200 – 13,300	8,600 – 19,200
US 14	4,500 – 7,100	5,900 – 12,200
WIS 11	4,400 – 11,000	4,100 – 12,200
WIS 50	6,800 – 18,100	9,300 – 24,600
<b>Truck volume along</b>		
I-43 from US 14 to US 12	Medium	High
I-43 (all other segments)	Medium	Medium
US 12 from I-43 to WIS 50	Low	Medium
US 12 (all other segments)	Medium	Medium
US 14 from I-39/90 to I-43	Low	Medium
US 14 (all other segments)	Low	Medium
WIS 11 from US 14 to I-43	Low	Low
WIS 11 east of I-43	Low	Medium
WIS 50 from I-43 to US 12	Low	Low
WIS 50 east of US 12	Low	Medium

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



# Southeastern Wisconsin Metropolitan Planning Area: Walworth County



The following text is from Map 100 in the Southeastern Wisconsin Regional Planning Commission's *Planning Report 49, A Regional Transportation System Plan for Southeastern Wisconsin 2035*, March 2006:

"The plan identifies additional potential new future freeway interchanges and recommends that actions be taken by the local governments to preserve the potential necessary right-of-way to assure that the future development of those interchanges is not precluded. Should the concerned local governments take the next step of participating with the WisDOT in the conduct of a preliminary engineering study of the interchange, and the preliminary engineering study concludes with recommendations to construct the interchange, the RPC, upon the request of the concerned local governments and the WisDOT would take action to amend the regional plan to recommend the construction of the interchange. These potential future interchanges are County Rd B (Walworth Co) and Bloomfield Rd (Walworth Co) with US 12 and County Rd F (Walworth Co) with IH-43."

### Existing Facilities

- Airport
- Park and ride
- Intercity bus stop
- Rail station
- Fixed guideway (commuter rail station)
- Port or harbor
- Mississippi River lock and dam
- Ferry
- Bicycle/pedestrian trail
- Rail-to-trail
- Railroad – private ownership
- Railroad – public ownership
- State trunk network
- State/county boundary
- Waterway
- City/village
- Metropolitan Planning Area
- Native American land

### Priority Project Action Areas

- Interchange**
  - Study and/or preserve right of way
  - Study and construct new
  - Reconstruct existing
- Bicycle and Pedestrian**
  - Provide urban connection
  - Provide rural connection
- Bridge**
  - Reconstruct existing or construct new
- Intercity Passenger Rail**
  - Proposed station
  - Proposed station with intercity bus stop
  - Study future route
  - Priority route
- Highways**
  - Construct capacity project
  - Prepare corridor plan
  - Reconstruct existing
  - Construct passing lane
  - Convert to Interstate standards
  - Study bypass/new arterial

### Priority Project Support Areas

- Airport**
  - Airport project
- Intercity Bus**
  - Intercity bus stop
  - Priority route
- Park and Ride**
  - Park and ride
- Port, Channel or Waterway**
  - Port, channel or waterway project
- Ferry**
  - Ferry project
- Bicycle and Pedestrian**
  - Trail connection or extension
  - Rail-to-trail
- Fixed Guideway**
  - Commuter, rapid or express bus route
  - Study future route
  - Commuter rail route
  - Commuter rail, proposed station

For more information, refer to the *Corridor Map Legend Definitions* document at [www.wiconnections2030.gov](http://www.wiconnections2030.gov).



# Southeastern Wisconsin Metropolitan Planning Area: Walworth County

## 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.

### Overlapping Corridors

Geneva Lakes	Glacial Plains	Southern Tier
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#### Short-Term (2008 – 2013)

•	•	WIS 59	Reconstruct intersection at WIS 89 (Whitewater)
	•	WIS 67	Reconstruct from Court St (Elkhorn) to Lincoln St (Elkhorn)
•		WIS 120	Reconstruct from US 12 to Madaus St (Walworth Co)
•	•	Public Transit/ Fixed Guideway	Support studies of commuter bus or rail service in Dane, Rock and Walworth counties, with potential links to Rockford, IL and Chicago, IL
•	•	Public Transit/ Fixed Guideway	Support implementation of the <i>South Central Wisconsin Commuter Transportation Study</i> . Transit alternatives include commuter rail service for Janesville and/or Beloit to the Harvard, IL Metra station; commuter rail service from Madison to Rockford, IL, via either Milton or Evansville; bus rapid transit between Madison and northwestern Cook County, IL; express bus service from Madison to Rockford, IL; and feeder bus service from Beloit and/or Janesville to the Harvard, IL Metra station

#### Mid-Term (2014 – 2019)

•	•	WIS 11	Construct enumerated Major project from WIS 11 west to WIS 36 north, which may include bypassing Burlington, adding lanes and/or capacity, and constructing a new interchange at new bypass and WIS 36
	•	WIS 20	Replace bridge east of East Troy if supported by environmental document
	•	WIS 83	Prepare corridor study from WIS 36 to I-43
•	•	Airports	Support runway extension at the East Troy Municipal Airport and the Burlington Municipal Airport if supported by environmental document
•	•	Bicycle/Pedestrian	Provide urban and rural accommodations along US 12/WIS 20 from Tamarack Rd to Pleasant Lake Rd
	•	Bicycle/Pedestrian	Provide urban and rural accommodations along US 14 from County Rd C (Walworth Co) to Sweet Rd (Darien)
•		Bicycle/Pedestrian	Provide urban and rural accommodations along old US 12 through Whitewater from E County Line Rd to US 12 Business
	•	Bicycle/Pedestrian	Provide urban and rural accommodations along WIS 50 from Eastside Rd (Walworth Co) to County Rd P (Kenosha Co); from WIS 67 to S Como Rd (Williams Bay); from I-43 (Delavan) to Town Hall Rd; and through the Lake Geneva city limits
•	•	Bicycle/Pedestrian	Provide urban and rural accommodations along WIS 36 from WIS 83 (Burlington) to the White River State Trail
•	•	Bicycle/Pedestrian	Provide urban and rural accommodations along WIS 11 from North Rd (Walworth Co) to Crossway Rd (Racine Co); and from Marsh Rd (Delavan) to Lawson School Rd (Delavan)
•	•	Intercity Bus	Support new intercity bus service between Janesville and Milwaukee with stops in Whitewater and Waukesha; and between Janesville and Kenosha with stops in Delavan and Lake Geneva

### Overlapping Corridors

Geneva Lakes	Glacial Plains	Southern Tier
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#### Long-Term (2020 – 2030)

•		US 12	Study and construct new interchanges at W Walworth Ave (Walworth Co) and US 12; WIS 89 and US 12; County Rd P (Walworth Co) and US 12; WIS 67 and US 12 (planned half to full interchange conversion); and Wisconsin/Illinois state line and US 12 (planned half to full interchange conversion) if supported by environmental document
•		US 12	Convert to freeway from WIS 89 to County Rd P (Walworth Co) if supported by environmental document
	•	WIS 83	Prepare corridor study from I-43 to County Rd NN (Waukesha Co) for reconstruction, and implement results, which may include widening and/or adding capacity if supported by environmental document
•	•	Fixed Guideway	Support the results of potential future Southwestern Wisconsin Regional Planning Commission studies of commuter rail service between Walworth County and Chicago, IL
	•	Park & Ride	Support proposed park and ride construction near the intersection of I-43 and WIS 50 if supported by environmental document
•	•	Public Transit	Support rapid bus service between East Troy and Milwaukee

#### Entire Planning Period

	•	I-43	Study interchanges and/or preserve right-of-way at locations between WIS 50 and WIS 67 if supported by environmental document
	•	I-43	Reconstruct from Rock/Walworth county line to County Rd Y (Waukesha Co) if supported by environmental document
•		US 12	Study from Wisconsin/Illinois state line to WIS 67 (Elkhorn) including studying interchanges and/or preserving right-of-way for interchanges if supported by environmental document
•		US 12	Study from WIS 67 (Elkhorn) to WIS 89 (Whitewater) including studying interchanges and/or preserving right-of-way for interchanges, validating future mapped alignment if supported by environmental document
•		US 12	Complete corridor plan from WIS 26 to County Rd P (Walworth Co), and implement results, which may include bypassing Fort Atkinson, adding lanes and/or capacity if supported by environmental document and process leading to candidate Major project enumeration
	•	US 14/WIS 11	Complete corridor plan from I-39 (Janesville) to I-43 (Walworth Co.) and implement results, which may include adding lanes and/or capacity, constructing candidate expressway upgrades and/or converting to freeway if supported by environmental document and process leading to candidate Major project enumeration
	•	US 14	Prepare corridor study from I-43 to Illinois/Wisconsin state line for reconstruction, and implement results, which may include preservation of right-of-way if supported by environmental document; including studying bypass alternatives from Six Corners Rd (Walworth Co) to WIS 67 and/or preserving right-of-way to accommodate future facility
	•	WIS 11	Construct candidate passing lanes from I-43 to Walworth/Racine county line if supported by environmental document



# Southeastern Wisconsin Metropolitan Planning Area: Walworth County

## 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.

### Overlapping Corridors

Geneva Lakes	Glacial Plains	Southern Tier
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### Entire Planning Period, continued

•	•	WIS 50	Prepare corridor study from I-43 to Town Hall Rd (Walworth Co) and from Forest St (Lake Geneva, Walworth Co) to US 12 for reconstruction, and implement results, which may include widening and/or adding capacity if supported by environmental document
•	•	WIS 50	Prepare corridor study from Town Hall Rd (Walworth Co) to Forest St (Lake Geneva, Walworth Co) for reconstruction, and implement results, which may include preservation of right-of-way if supported by environmental document
•	•	WIS 67	Prepare corridor study from US 14 to I-43 for reconstruction, and implement results, which may include preservation of right-of-way if supported by environmental document; including studying bypass alternatives from US 14 [at Six Corners Rd (Walworth Co)] to WIS 50 and/or preserving right-of-way to accommodate future facility
	•	WIS 83	Construct candidate passing lanes from WIS 20 to I-43 if supported by environmental document
•		WIS 120	Prepare corridor study from US 12 to WIS 36 for reconstruction, and implement results, which may include preservation of right-of-way if supported by environmental document
•	•	Airports	Support continued preservation, maintenance, and infrastructure projects at <i>State Airport System Plan</i> airports
•	•	Bicycle/Pedestrian	Add key linkages into metropolitan areas
•	•	Bicycle/Pedestrian	Support accommodations and linkages to create a connected network that provides accessibility along and across facilities
•	•	Fixed Guideway	Support studies and implementation of potential new commuter rail service from Rock, Walworth, Racine, and Kenosha counties to Chicago, IL

## About Multimodal Corridors and Planning Areas

The *Connections 2030* planning process identified statewide multimodal, intercity corridors as visual communication tools to view existing conditions, transportation features and future recommendations. In some cases, these corridors have endpoints in or pass through metropolitan planning areas. 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
- Show significant growth in travel or economic development

- Carry significant travel activity for passenger and/or freight traffic
- 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.

### Overlapping Corridors

Geneva Lakes	Glacial Plains	Southern Tier
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### Entire Planning Period, continued

•	•	•	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
•	•	•	Public Transit	Support continued shared-ride taxi service in Whitewater
•	•	•	Public Transit	Work with counties and transit service providers to coordinate and expand rural transit service
•	•	•	Rail Freight	Preserve existing freight services and corridors
•	•	•	Specialized Transit	Support continued service and encourage improved service coordination
•	•	•	State Highways	Preserve and maintain infrastructure
•	•	•	State Highways	Construct grade separations at rail crossings if supported by environmental document
•	•	•	State Highways	Improve traffic movement with traffic operations infrastructure strategies
•	•	•	TDM	Support implementation of TDM in Southeast Wisconsin Regional Planning Commission counties
•	•	•	TSM	Support implementation of TSM in Southeast Wisconsin Regional Planning Commission counties

## 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 planning area. 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 previous pages 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/](http://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.



# 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 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

### 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 Granville)

### Population

- Current population: Wisconsin Department of Administration, *January 1, 2007 Preliminary Population Estimates for Wisconsin Counties*, August 10, 2007
- 2030 Population: Wisconsin Department of Administration, *Final Population Projections for Wisconsin Counties by Age and Sex: 2000 – 2030*, January 2004
- Current Age 65 and older population: 2000 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

### Truck volume

- WisDOT, August 2007

### Public and specialized transit:

- WisDOT, January 2008

### Wisconsin Metropolitan Planning Organizations (MPOs)

- Chippewa – Eau Claire Metropolitan Planning Organization, *Long Range Transportation Plan 2005 – 2030*, October 2005
- 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, *Ho-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
- 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
- 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, *2006 Tribal Long-Range Transportation Plan Update*, May 2007

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