Southeastern Wisconsin Metropolitan Planning Area: Waukesha County

Planning Area Overview
The Southeastern 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.

Four multimodal corridors cross Waukesha County: the Capitol Corridor, the Fox Valley Corridor, the Glacial Plains Corridor and the Waukesha Connection Corridor. The Capitol Corridor extends from Madison to the Milwaukee area; the Fox Valley Corridor is defined by endpoints in Green Bay and Milwaukee; and the Glacial Plains corridor runs from the Rock County area to the Milwaukee area. The Waukesha Connection Corridor falls entirely within Washington and Waukesha counties and is defined by endpoints in Hartford and Mukwonago. Refer to the appropriate maps and tables for more information.

Current Planning Area Characteristics
- **Airports:**
  - Terminal/corporate: Waukesha County
  - Basic utility: Capitol Airport (Brookfield)
- **Highways:**
- **Public Transit:**
  - Bus systems: Waukesha Metro
  - Bus systems: Rapid bus service between Waukesha County and Milwaukee
  - Shared-ride taxi: None in county
  - Specialized transit: Available in all counties; level of service depends on location
  - Fixed Guideway Transit: None in county
- **Rail Freight:**
  - Freight rail service
- **Intercity Passenger Rail:**
  - Service between Seattle, WA/Portland, OR and Chicago, IL (no stop in Waukesha County; nearest stop in Columbus and Milwaukee)
  - Service between Madison and Milwaukee, with stops in Summit and Waukesha
  - Service between Wausau and Milwaukee (no stop in Waukesha County; nearest stop in Milwaukee)
  - Service between Green Bay and Chicago, IL (no stop in Waukesha County; nearest stop in Milwaukee)
- **Ports and Harbors:** None in county
- **Ferry:** None in county
- **Bicycle/Pedestrian:**
  - Major trails: Ice Age Trail (pedestrian only), Bugline Recreational Trail, Glacial Drumlin Trail, Lake Country Trail, New Berlin Recreational Trail
  - 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, I-94, US 18, US 41, US 45, WIS 16, WIS 83, and WIS 164 by implementing:
  - New Corridors 2030 Connector: WIS 16
  - Interstate conversion: US 41, US 45
  - The State Access Management Plan vision
    - Tier 2A: WIS 83, WIS 164 (I-43 to WIS 59)
    - Tier 2B: US 18 (Jefferson/Waukesha county line to Waukesha west municipal limits)
  - Candidate expressway upgrade corridors and the expressway-to-freeway corridors (WIS 16, Jefferson/Waukesha county line to Oconomowoc)
- **Public Transit:** Increased regional coordination and continued service
- **Fixed Guideway Transit:** None in county
- **Rail Freight:** Continued freight rail service and corridor preservation
- **Intercity Passenger Rail:**
  - Continued Amtrak Empire Builder service between Seattle, WA/Portland, OR 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 2: Between Janesville and Milwaukee, with a stop in Waukesha
  - Ports and Harbors: None in county
  - Ferry: None in county
- **Bicycle/Pedestrian:** Continued accommodations, linkages and accessibility along and across facilities

### Southeastern Wisconsin Metropolitan Planning Area: Waukesha County

#### Current Planning Area Characteristics

<table>
<thead>
<tr>
<th>Characteristic</th>
<th>Year 2007</th>
<th>Year 2030</th>
</tr>
</thead>
<tbody>
<tr>
<td>County populations</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Waukesha</td>
<td>381,603</td>
<td>436,986</td>
</tr>
<tr>
<td>Population age 65 and older</td>
<td>43,434</td>
<td>381,603</td>
</tr>
<tr>
<td>Intercity passenger rail ridership</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Milwaukee</td>
<td>92,359</td>
<td></td>
</tr>
<tr>
<td>Brookfield station</td>
<td>43,434</td>
<td></td>
</tr>
<tr>
<td>Average annual daily traffic along</td>
<td></td>
<td></td>
</tr>
<tr>
<td>I-43</td>
<td>17,900 – 35,800</td>
<td>29,700 – 69,700</td>
</tr>
<tr>
<td>I-94</td>
<td>59,200 – 136,000</td>
<td>83,300 – 189,800</td>
</tr>
<tr>
<td>US 18</td>
<td>2,300 – 46,500</td>
<td>3,100 – 53,800</td>
</tr>
<tr>
<td>US 41</td>
<td>60,000 – 107,000</td>
<td>90,500 – 136,400</td>
</tr>
<tr>
<td>WIS 16</td>
<td>10,000 – 45,000</td>
<td>15,000 – 59,300</td>
</tr>
<tr>
<td>WIS 83</td>
<td>5,600 – 24,000</td>
<td>5,000 – 26,200</td>
</tr>
<tr>
<td>WIS 164</td>
<td>9,200 – 35,100</td>
<td>10,100 – 52,000</td>
</tr>
</tbody>
</table>

**Refer to the “Corridor Map - Data Definitions and Sources” for more information.**
Southeastern Wisconsin Metropolitan Planning Area: Waukesha County

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 may 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
- 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.
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.

Current and Proposed Future Activities

**Southeastern Wisconsin Metropolitan Planning Area: Waukesha County**

### Overlapping Corridors

#### Short-Term (2008 – 2013)

- **I-43/I-94/US 41/US 45**
  - 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

- **WS 16**
  - Reconstruct from Sheldon Rd (east side of Oconomowoc) to Concord Dr (Waukesha Co)

- **WS 16**
  - Reconstruct and expand existing interchange at WS 83 and WS 16

- **WS 74**
  - Reconstruct and expand existing interchange from Waukesha Ave (Sussex) to County Rd V (Waukesha Co)

- **WS 74/WS 190**
  - Reconstruct bridge over Sussan Creek

- **WS 83**
  - Construct additional lanes from County Rd NN (Waukesha Co) to County Rd X (Waukesha Co); reconstruct from County Rd X (Waukesha Co) to WS 55; and construct additional lanes from County Rd De (Waukesha Co) to High Meadow Lane (Waukesha Co), including an underpass for the Glacial Drumlin Trail

- **WS 83**
  - Replace bridge over Glacial Drumlin Bike Trail

- **WS 164**
  - Reconstruct from WS 36 to Waukesha/Racine county line

- **WS 175**
  - Reconstruct from US 45 to Olly Rd (Menomonee Falls)

- **WS 190**
  - Reconstruct bridge over Menomonee River and reconstruct roadway from West Milwaukee municipal limits to 60th St (Milwaukee) if supported by environmental document

- **Bicycle/Pedestrian**
  - Support 5.5 mile extension of the Hank Aaron State Trail along the Rails-to-Trails corridor from Miller Park to Milwaukee County line

- **Intercity Passenger Rail**
  - Implement intercity passenger rail service between Madison and Milwaukee with stops in Watertown, Oconomowoc, Brookfield, Milwaukee Intermodal Station, General Mitchell International Airport and Sturtevant. Implementation will be based on results of environmental study

- **Intercity Passenger Rail**
  - Support the results of potential future Southeast Wisconsin Regional Planning Commission studies of commuter rail service between Waukesha and Milwaukee

- **Intercity Bus**
  - Support new intercity bus service between Janesville and Milwaukee with stops in Menomonee and Waukesha

- **Intercity Bus**
  - Support new intercity bus service between Madison and Milwaukee with stops in Watertown, Oconomowoc, Brookfield, Milwaukee Intermodal Station, General Mitchell International Airport and Sturtevant. Implementation will be based on results of environmental study

- **Public Transit**
  - Support transit stops with parking in Waukesha, Mukwonago, Big Bend, New Berlin, Nashotah, Hartford, Pewaukee, Brookfield, Oconomowoc, Oconomowoc and Summit, and transit stops without parking in Oconomowoc and Menomonee Falls

#### Mid-Term (2014 – 2019)

- **US 18**
  - Prepare corridor study from US 12 (Carmel) to WS 83

- **US 18**
  - Reconstruct east bridge over the Bark River (within the Village of Oconomowoc) if supported by environmental document

- **WS 59**
  - Prepare corridor study from Waukesha/Jefferson county line to WS 83

- **WS 74**
  - Prepare corridor study from Menomonee Ave (Menomonee Falls) to Study Lane (Menomonee Falls)

- **WS 83**
  - Prepare corridor study from WS 36 to I-43

- **Bicycle/Pedestrian**
  - Provide urban and rural accommodations along US 18 from WS 83 (Wales) to WS 164 (Waukesha)

- **Bicycle/Pedestrian**
  - Provide urban accommodations along US 45 from 5th Rd (Racine Co) to the Hank Aaron State Trail (Waukesha Co)

- **Bicycle/Pedestrian**
  - Provide rural accommodations along WS 59 from WS 164 (Waukesha) to I-43 (Waukesha)

- **Bicycle/Pedestrian**
  - Provide urban accommodations along US 18 from Brookfield to terminus

#### Long-Term (2020 – 2030)

- **US 18**
  - Reconstruct bridge over the Bank River if supported by environmental document

- **WS 83**
  - Prepare corridor study from I-43 to County Rd WO (Waukesha Co), from High Meadow Road (Waukesha Co) to south Dotted Lake municipal limits and from Golf Rd (Dotted Lake) to WS 16 for reconstruction, and implement results, which may include widening and/or adding capacity if supported by environmental document

- **WS 145**
  - Reconstruct from Hampton Ave (Milwaukee) to US 41 if supported by an environmental document

- **WS 164**
  - Construct additional lanes from Good Hope Rd (WS 16) to WS 175 if supported by environmental document

- **WS 190**
  - Reconstruct bridge at Menomonee River Parkway and WS 150 if supported by environmental document

- **Bicycle/Pedestrian**
  - Provide urban and rural bicycle accommodations (possibly as a trail) along WS 36 to connect the gaps in the Seven Waters Trail

- **Food Gateway**
  - Support the results of potential future Southeast Wisconsin Regional Planning Commission studies of commuter rail service between Oconomowoc and Milwaukee, and between West Bend and Milwaukee

- **Park & Ride**
  - Support proposed park and ride construction and/or exploration of public – private partnerships to construct park and ride lots with transit stops at I-43 and WS 164 and at US 41/US 45 and WS 145 if supported by environmental document

- **Public Transit**
  - Support rapid bus service, via I-43 between East Troy and downtown Milwaukee, with stops in Mukwonago, Big Bend and New Berlin; via WS 59 between Waukesha and downtown Milwaukee via I-94; via WS 16/WS 190/US 45 (through Waukesha) between Oconomowoc and Milwaukee, between Menomonee Falls and Waukesha, between Menomonee Falls and Milwaukee, via WS 164 between Sussex and Waukesha, via US 45 between Barton and Milwaukee, and between Hartford and Milwaukee

**CONNECTIONS 2030 LONG-RANGE MULTIMODAL TRANSPORTATION PLAN**

3

3
### Southeastern Wisconsin Metropolitan Planning Area: Waukesha 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**

<table>
<thead>
<tr>
<th>Entire Planning Period</th>
<th>Overlapping Corridors</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Corridors</strong></td>
<td><strong>Capitol</strong></td>
</tr>
<tr>
<td>I-43</td>
<td></td>
</tr>
<tr>
<td>I-43</td>
<td></td>
</tr>
<tr>
<td></td>
<td><em>WIS 18</em></td>
</tr>
<tr>
<td></td>
<td><em>WIS 59</em></td>
</tr>
<tr>
<td>US 18</td>
<td></td>
</tr>
<tr>
<td>US 45</td>
<td></td>
</tr>
<tr>
<td>US 41/45</td>
<td></td>
</tr>
<tr>
<td>WIS 16</td>
<td></td>
</tr>
</tbody>
</table>

**Entire Planning Period, continued**

| Overlapping Corridors | I-94/I-94US/US 45/US 41/US 45 | I-94 | I-94/US 18/WIS 59 | I-94 | WIS 59 | WIS 67 | WIS 83 | WIS 145 | WIS 164 | WIS 190 | Airports | Bicycle/Pedestrian | Intercity Bus | Support continued preservation, maintenance, and infrastructure projects at State Airport System Plan airports | Add key linkages into metropolitan areas | Support accommodations and linkages to create a connected network that provides accessibility along and across facilities | Support continued intercity bus service between Minneapolis/St. Paul, MN and Chicago, IL, with stops in Eau Claire, Tomah, Wisconsin Dells, Madison and Milwaukee; between Madison and Milwaukee with stops in Johnson Creek, Summit, Waunakee, UW-Milwaukee and General Mitchell International Airport; between Green Bay and Chicago, IL, with stops in Appleton, Oshkosh, Fond du Lac and Milwaukee; between Racine and Milwaukee with stops in Stevens Point, Appleton, Oshkosh and Fond du Lac; and between Waunakee and Chicago, IL, (Milwaukee and Midway airports) with stops in Milwaukee, General Mitchell International Airport, Racine and Kenosha |
Southeastern Wisconsin Metropolitan Planning Area: Waukesha 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.

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Activity</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Intercity Passenger Rail</td>
<td>Study potential for serving West Central, North Central, Central and South Central Wisconsin and implement the results of the studies</td>
<td></td>
</tr>
<tr>
<td>Intercity Passenger Rail</td>
<td>Work with the Office of the Commissioner of Railroads to preserve intercity passenger rail corridors by discouraging new at-grade crossings of the corridor</td>
<td></td>
</tr>
<tr>
<td>Local Roads</td>
<td>Support continued preservation, maintenance and infrastructure projects</td>
<td></td>
</tr>
<tr>
<td>Park &amp; Ride</td>
<td>Support continued preservation and maintenance</td>
<td></td>
</tr>
<tr>
<td>Park &amp; Ride</td>
<td>Support expansion of existing park and ride facilities if needed and if supported by environmental document</td>
<td></td>
</tr>
<tr>
<td>Intercity Passenger Rail</td>
<td>Support proposed park and ride construction, with transit stops near the intersection of WIS 190 and Calhoun, WIS 190 and County Rd J (Waukesha Co), WIS 67 and Pabst Rd, WIS 59 and WIS 164, WIS 190 and 124th St (Waukesha/Milwaukee county line), and I-94 and Meadow Rd (Elm Grove) if supported by environmental document</td>
<td></td>
</tr>
<tr>
<td>Public Transit</td>
<td>Support continued service and corridor studies for potential rapid and/or express bus routes to Milwaukee from communities outside of Milwaukee</td>
<td></td>
</tr>
<tr>
<td>Public Transit</td>
<td>Support continued service and vehicle replacement for Waukesha Transit</td>
<td></td>
</tr>
<tr>
<td>Public Transit</td>
<td>Support regional service expansion for Waukesha Transit</td>
<td></td>
</tr>
<tr>
<td>Public Transit</td>
<td>Work with counties and transit service providers to coordinate and expand rural transit service</td>
<td></td>
</tr>
<tr>
<td>Rail Freight</td>
<td>Preserve existing freight services and corridors</td>
<td></td>
</tr>
<tr>
<td>Specialized Transit</td>
<td>Support continued service and encourage improved service coordination</td>
<td></td>
</tr>
<tr>
<td>State Highways</td>
<td>Preserve and maintain infrastructure</td>
<td></td>
</tr>
<tr>
<td>State Highways</td>
<td>Construct grade separations at rail crossings if supported by environmental document</td>
<td></td>
</tr>
<tr>
<td>State Highways</td>
<td>Improve traffic movement with traffic operations infrastructure strategies</td>
<td></td>
</tr>
<tr>
<td>TDM</td>
<td>Support implementation of TDM in Southeast Wisconsin Regional Planning Commission counties</td>
<td></td>
</tr>
<tr>
<td>TSM</td>
<td>Support implementation of TSM in Southeast Wisconsin Regional Planning Commission counties</td>
<td></td>
</tr>
</tbody>
</table>

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 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 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 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)

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 U.S. 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 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
• 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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