Cranberry Country Corridor – Tomah to Oshkosh

Corridor Overview
This 100-mile corridor is part of a passenger and freight corridor that links the Fox Valley and I-94 to locations west in southern Minnesota, South Dakota and beyond. The corridor also serves the Wisconsin River flowage, Waushara County and Winnebago County tourism/recreation areas. It includes the urban and urbanized areas of Tomah, Berlin and Oshkosh and serves the Ho-Chunk Nation.

Current Corridor Characteristics
- **Airports:**
  - Transport/corporate airport: Wittman Regional (Oshkosh)
  - General utility airport: Bloyer Field (Tomah)
  - Basic utility airports: Necedah, Adams County Legion Field (Friendship-Adams), Wautoma Municipal, Wild Rose Idlewild
- **Highways:**
  - Primary state highway: WIS 21
  - Corridors 2030 Connector Route: WIS 21
  - Completed passing lane corridors:
    - WIS 21 (WIS 73 to Redgranite)
    - WIS 21 (County Rd XX [Waushara Co] to Broderick Rd [Town of Omro])
  - NHS intermodal terminal with local road connections: Wittman Regional Airport (Oshkosh)
- **Public Transit:**
  - Bus systems: Adams County, Oshkosh
  - Shared-ride taxi: Berlin
  - 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 Tomah
  - 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 a stop in Oshkosh
    - Phase 2: Between Madison and La Crosse, via I-90, with a stop in Tomah; between Eau Claire and Tomah passenger rail station
    - Phase 3: Between La Crosse and Waushau, with a stop in Tomah
  - Ports and Harbors: None along this corridor
  - Ferry: None along this corridor
- **Bicycle/Pedestrian:**
  - Major trails: Ice Age Trail (pedestrian only), Mauchootin Valley 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 WIS 21 by implementing:
  - State Access Management Plan vision
    - Tier 1: WIS 21 (WIS 49 to US 41)
    - Tier 2B: WIS 21 (I-94 to WIS 49)
  - Candidate passing lane corridors (WIS 21)
  - Candidate expressway upgrade of corridor and the potential conversion of expressway-to-freeway corridor (WIS 21 from Waushara/Winnebago county line to Oshkosh)
- **Public Transit:** Increased regional coordination and continued service
- **Fixed Guideway Transit:** None along this corridor
- **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 Tomah
  - New 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 a stop in Oshkosh
    - Phase 2: Between Madison and La Crosse, via I-90, with a stop in Tomah; between Eau Claire and Tomah passenger rail station
    - Phase 3: Between La Crosse and Waushau, with a stop in Tomah
  - Ports and Harbors: None along this corridor
  - Ferry: None along this corridor
- **Bicycle/Pedestrian:** Continued and enhanced accommodations, linkages and accessibility along and across facilities

<table>
<thead>
<tr>
<th>County populations</th>
<th>Year 2007</th>
<th>Year 2030</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monroe</td>
<td>43,838</td>
<td>50,322</td>
</tr>
<tr>
<td>Juneau</td>
<td>27,177</td>
<td>29,940</td>
</tr>
<tr>
<td>Adams</td>
<td>21,645</td>
<td>22,506</td>
</tr>
<tr>
<td>Waushara</td>
<td>25,215</td>
<td>28,263</td>
</tr>
<tr>
<td>Marquette</td>
<td>19,446</td>
<td>19,877</td>
</tr>
<tr>
<td>Green Lake</td>
<td>16,715</td>
<td>188,446</td>
</tr>
<tr>
<td>Winnebago</td>
<td>101,174</td>
<td>112,538</td>
</tr>
<tr>
<td>Fond du Lac</td>
<td>164,703</td>
<td>188,446</td>
</tr>
</tbody>
</table>

Population age 65 and older: 92,626

Refer to the "Corridor Map - Data Definitions and Sources" for more information.
Cranberry Country Corridor – Tomah to Oshkosh

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 transit route alignments. A corridor generally follows the directional streets, highways, rail, pedestrian, bicycle facilities and routes and follows a general directional flow connecting trips that may include development plans. Each corridor is a broad geographical band that

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 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 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 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.
Cranberry Country Corridor – Tomah to Oshkosh

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)

<table>
<thead>
<tr>
<th>Activity</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-94</td>
<td>Replace bridge at County Rd PP (Marion Co) and County Rd C (Juneau Co)</td>
</tr>
<tr>
<td>WS 15</td>
<td>Prepare corridor plan from WS 25 to Townline Rd (Wisconsin Rapids)</td>
</tr>
<tr>
<td>WS 21</td>
<td>Complete corridor plan from Rivermoor Rd (Winnebago Co) east of Omro to US 41</td>
</tr>
<tr>
<td>Intercity Bus</td>
<td>Support new intercity bus service between Madison and Wausau with stops in Portage, Stevens Point and Mosinee</td>
</tr>
</tbody>
</table>

### Mid-Term (2014 – 2019)

<table>
<thead>
<tr>
<th>Activity</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>WS 23</td>
<td>Prepare corridor plan from I-94 (Tomah) to Rivermoor Rd (Winnebago Co)</td>
</tr>
<tr>
<td>WS 150</td>
<td>Replace bridge over Wolf River if supported by environmental document</td>
</tr>
<tr>
<td>Bicycle/Pedestrian</td>
<td>Provide rural accommodation along US 12 from WS 27 (Black River Falls) to County Rd E81 (Monroe Co)</td>
</tr>
<tr>
<td>Bicycle/Pedestrian</td>
<td>Provide urban accommodations along WS 16 from County Rd M (Marion Co) through Sparta, and along US 12 through Tomah</td>
</tr>
<tr>
<td>Bicycle/Pedestrian</td>
<td>Provide urban accommodations along WS 23 in Redgranite</td>
</tr>
<tr>
<td>Bicycle/Pedestrian</td>
<td>Provide rural and urban accommodations along WS 21 from County Rd Y (Waushara Co) through Wautoma to east city limits; and from Progave Ave (Winnebago Co) through Omro to US 45 (Oshkosh)</td>
</tr>
<tr>
<td>Bicycle/Pedestrian</td>
<td>Support new intercity bus service between La Crosse and Madison via I-90 with stops in Sparta, Tomah, Mauston, and Wisconsin Dells</td>
</tr>
<tr>
<td>Intercity Bus</td>
<td>Support new intercity/feeder bus from Eau Claire to the Tomah passenger rail station with a stop in Black River Falls</td>
</tr>
<tr>
<td>Intercity/Bike/Bus</td>
<td>Support new intercity/feeder bus service between La Crosse and Madison via I-90 with stops in Sparta, Tomah, Mauston, and Wisconsin Dells</td>
</tr>
<tr>
<td>Intercity Passenger Rail</td>
<td>Implement intercity passenger rail service between Minneapolis/St. Paul, MN and Chicago, IL; via Eau Claire with proposed stops in Hudson, Menomonie, Eau Claire, Wausau, Wisconsin Dells, Portage, Madison, Watertown, Oconomowoc, Brookfield, Milwaukee, General Mitchell International Airport and Shorewood; and/or via La Crosse with proposed stops in La Crosse, Tomah, Wausau, Wisconsin Dells, Portage, Madison, Watertown, Oconomowoc, Brookfield, Milwaukee, General Mitchell International Airport and Shorewood. Implementation will be based on results of environmental study.</td>
</tr>
</tbody>
</table>

### Long-Term (2020 – 2030)

<table>
<thead>
<tr>
<th>Activity</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-99</td>
<td>Replace bridge at WS 16 if supported by environmental document</td>
</tr>
<tr>
<td>I-94</td>
<td>Replace bridge at US 12 north of Tomah if supported by environmental document</td>
</tr>
<tr>
<td>I-94</td>
<td>Reconstruct existing interchange at I-94 and US 12 if supported by environmental document</td>
</tr>
<tr>
<td>WS 21</td>
<td>Construct candidate expressway upgrades and/or convert to freeway from Wausau/Winnebago county line to Oshkosh if supported by environmental document</td>
</tr>
</tbody>
</table>

### Long-Term (2020 – 2030), continued

<table>
<thead>
<tr>
<th>Activity</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-94</td>
<td>Replace bridge at WS 31 near Orro</td>
</tr>
<tr>
<td>WS 21</td>
<td>Replace bridge over Wisconsin River if supported by environmental document</td>
</tr>
<tr>
<td>Intercity Bus</td>
<td>Support new intercity bus service between La Crosse and Madison with stops in Sparta, Tomah, Wisconsin Dells, Stevens Point and Mosinee</td>
</tr>
<tr>
<td>Park &amp; Ride</td>
<td>Support proposed park and ride construction near the intersections of WS 21 and WS 13, and WS 21 and WS 49 if supported by environmental document</td>
</tr>
</tbody>
</table>

### Entire Planning Period

<table>
<thead>
<tr>
<th>Activity</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>US 45</td>
<td>Prepare corridor plan from US 41 to US 10 and implement results of the study, which may include converting US 45 to freeway, if supported by environmental document</td>
</tr>
<tr>
<td>WS 21</td>
<td>Construct candidate passing lanes from Ensign Rd (east of Tomah) to the west boundary of Coloma, from the east boundary of Coloma to WS 22, and from Wood St (Ripon) to WS 49 if supported by environmental document</td>
</tr>
<tr>
<td>WS 91</td>
<td>Construct candidate passing lanes from Douglas St (Ripon) to WS 91 if supported by environmental document</td>
</tr>
<tr>
<td>WS 95</td>
<td>Construct candidate passing lanes from Quarry St (Berkeley) to WS 44 if supported by environmental document</td>
</tr>
<tr>
<td>WS 131</td>
<td>Construct candidate passing lanes from WS 71 to I-90 if supported by environmental document</td>
</tr>
<tr>
<td>Airports</td>
<td>Support continued preservation, maintenance and infrastructure projects at State Airport System Plan airports</td>
</tr>
<tr>
<td>Intercity/Pedestrian</td>
<td>Support accommodations and linkages to create a connected network that provides accessibility along and across facilities</td>
</tr>
<tr>
<td>Intercity Bus</td>
<td>Support continued intercity bus service between Minneapolis/St. Paul, MN and Chicago, IL, with stops in Eau Claire, Tomah, Wisconsin Dells, Madison and Milwaukee, and between Minneapolis/St. Paul, MN and Chicago, IL, with stops in Eau Claire, Tomah, Madison, Beloit and Beloit</td>
</tr>
<tr>
<td>Intercity Passenger Rail</td>
<td>Study the potential for serving West Central, North Central, Central and South Central Wisconsin and implement the results of the studies</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 corridors</td>
</tr>
<tr>
<td>Intercity Passenger Rail</td>
<td>Support continued Amtrak Empire Service service between Seattle, WA/Portland, OR and Chicago, IL, with stops in La Crosse, Tomah, Wisconsin Dells, Portage, Columbus and Milwaukee</td>
</tr>
<tr>
<td>Local Roads</td>
<td>Support continued preservation, maintenance and infrastructure projects</td>
</tr>
<tr>
<td>Public Transit</td>
<td>Support continued shared-ride taxi service in Berlin</td>
</tr>
<tr>
<td>Public Transit</td>
<td>Work with counties and transit service providers to coordinate and expand rural transit service</td>
</tr>
<tr>
<td>Rail Freight</td>
<td>Support the preservation of existing freight services and corridors</td>
</tr>
<tr>
<td>Specialized Transit</td>
<td>Support continued service and encourage improved service coordination</td>
</tr>
<tr>
<td>State Highways</td>
<td>Construct grade separations at rail crossings if supported by environmental document</td>
</tr>
<tr>
<td>State Highways</td>
<td>Preserve and maintain infrastructure</td>
</tr>
<tr>
<td>State Highways</td>
<td>Improve traffic movement with traffic operations infrastructure strategies</td>
</tr>
</tbody>
</table>
**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 classification**
- Air carrier (passenger)/air cargo: Designed to accommodate virtually all aircraft used in regional service, and small airplanes (piston or turboprop) used in commuter air service.
- Basic utility: Intended to serve all small-engine piston aircraft and many of the smaller transport/corporate: Intended to serve corporate, small passenger and cargo jet military transports.
- Air carrier (passenger)/air cargo: Designed to accommodate virtually all aircraft used in regional service, and small airplanes (piston or turboprop) used in commuter air service.
- Basic utility: Intended to serve all small-engine piston aircraft.
- Transport/corporate: Intended to serve corporate, small passenger and cargo jet military transports.
- Air carrier (passenger)/air cargo: Designed to accommodate virtually all aircraft used in regional service, and small airplanes (piston or turboprop) used in commuter air service.
- Basic utility: Intended to serve all small-engine piston aircraft.
- Transport/corporate: Intended to serve corporate, small passenger and cargo jet military transports.

**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)**
- 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 Grun Bay).

**Population**
- Current Age 65 and older population: 2010 US Census, Summary File 1, Variable P21: Sex by Age.

**Public and specialized transit**
- WisDOT, January 2008.

**Truck volume**
- WisDOT, August 2007.

**Wisconsin Metropolitan Planning Organizations (MPOs)**
- Fox Cities Metropolitan Planning Organization, Long Range Transportation/Land Use Plan for the Fox Cities Urbanized Area, October 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.
- Sheboygan Metropolitan Planning Organization, Year 2035 Sheboygan Area Transportation Plan, January 2006.

**Wisconsin Tribal Transportation Plans**

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