

Wild Goose Corridor – Madison to Oshkosh

Corridor Overview

This 90-mile corridor is part of a major passenger and freight route that connects Green Bay and the Fox River Valley to Madison and locations farther south and west. It is an important tourism link between the population centers in Iowa and the recreation areas of northeastern Wisconsin, including Door County. The corridor is also an important route for commuters who are coming from the growing communities in Dodge County and northeastern Dane County and traveling to either the Fox Valley or Madison for work. It includes the urban and urbanizing areas of Madison, Beaver Dam, Waupun and Fond du Lac.



Current Corridor Characteristics

- Airports:
 - › Air carrier (passenger) airport: Dane County Regional (Madison)
 - › Transport/corporate airports: Fond du Lac County (Fond du Lac), Wittman Regional (Oshkosh)
 - › General utility airport: Middleton Municipal Airport - Morey Field
 - › Basic utility airport: Blackhawk Airfield (Cottage Grove)
- Highways:
 - › Primary state highways: US 151, WIS 26 (US 151 to US 41)
 - › Corridors 2030 Backbone Route: US 151
 - › Corridors 2030 Connector Route: WIS 26
 - › Completed passing lane corridors:
 - WIS 26 [US 151 to Rosendale (south side)]
 - WIS 26 [Rosendale (north side) to Fond du Lac/Winnebago county line]
 - › NHS intermodal terminals with local road connections: Badger/Greyhound Terminal (Madison), Dane County Regional Airport (Madison), Wittman Regional Airport (Oshkosh)
- Public Transit:
 - › Bus systems: Madison, Monona, Fond du Lac, Oshkosh
 - › Shared-ride taxi: Sun Prairie, Beaver Dam, Marshall/Waterloo, Waupun
 - › 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 Columbus
- Intercity Bus: Service:
 - › Connections in Madison to intercity bus services to La Crosse, Milwaukee, Minneapolis/St. Paul, MN and Chicago, IL
 - › Connections in Oshkosh to intercity bus services to Green Bay, Wausau, Milwaukee and Chicago, IL
 - › Connections in Fond du Lac to intercity bus services to Green Bay, Wausau, Milwaukee and Chicago, IL
- Ports and Harbors: None along this corridor
- Ferry: None along this corridor
- Bicycle/Pedestrian:
 - › Major trails: Capitol City Trail, Wild Goose State Trail, Mascoutin 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 US 151 and WIS 26 by implementing:
 - › *State Access Management Plan* vision
 - Tier 1; US 151 (Madison municipal limits to County Rd WH (Fond du Lac Co))
 - Tier 2B; WIS 26 (US 151 to US 41)
 - › Candidate passing lane corridors (WIS 26)
 - › Candidate expressway upgrade of corridor and the potential conversion of expressway-to-freeway corridor (US 151)
 - › Enumerated Major project for construction (US 151)
- Public Transit: Increased regional coordination and continued service
- Fixed Guideway Transit: New service (Dane 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 Columbus
 - › 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 1: Between Madison and Green Bay, with stops in Sun Prairie, Columbus, Beaver Dam, Waupun, Fond du Lac and Oshkosh; and between Madison and Wausau
 - Phase 2: Between Madison and Sheboygan, with stops in Sun Prairie, Columbus, Beaver Dam, Waupun and Fond du Lac; between Madison and Dubuque, IA; between Madison and La Crosse, via I-90; and between proposed Madison passenger rail station and Chicago passenger rail station
- 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

	Year 2007	Year 2030
County populations		
Dane	468,514	579,976
Columbia	55,636	63,177
Dodge	89,225	98,215
Fond du Lac	101,174	112,538
Winnebago	164,703	188,446
Population age 65 and older	93,027	198,347
Enplanements		
Dane County Regional Airport	796,032	1,481,200
Intercity passenger rail ridership		
Madison station	NA	309,000
Columbus station	17,572	NA
Oshkosh station	NA	144,000
Fond du Lac station	NA	97,000
Average annual daily traffic along		
US 151	6,500 – 60,800	10,300 – 72,200
WIS 26 (US 151 to US 41)	7,600 – 11,700	10,000 – 12,500
Truck volume along		
US 151	Medium	High
WIS 26 (US 151 to US 41)	Medium	High

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



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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

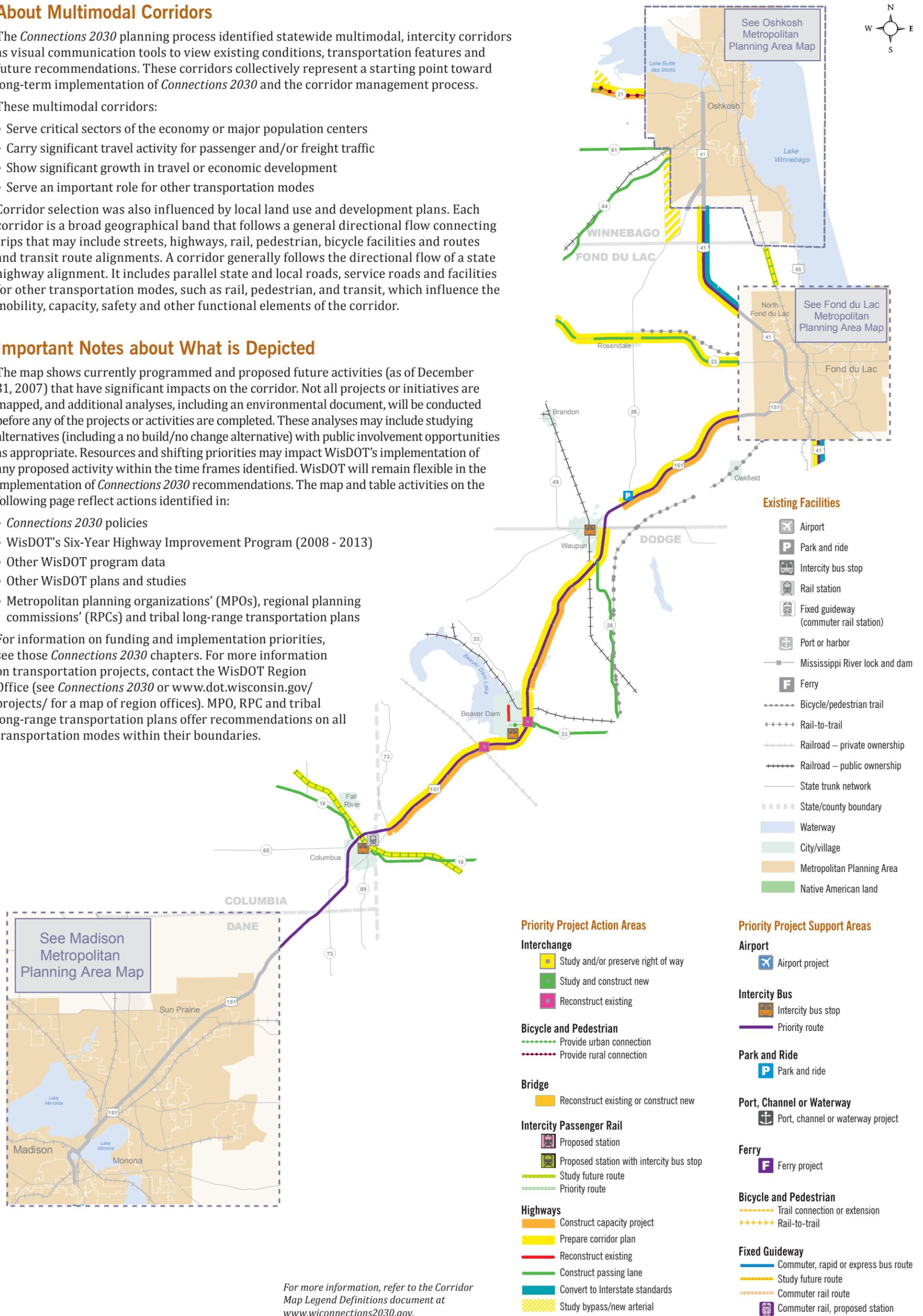
Corridor selection was also influenced by local land use and development plans. Each corridor is a broad geographical band that follows a general directional flow connecting trips that may include streets, highways, rail, pedestrian, bicycle facilities and routes and transit route alignments. A corridor 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 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.



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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/I-894/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
US 151	Prepare corridor plan from WIS 73 to WIS 49, and from WIS 26 to US 41
WIS 21	Complete corridor plan from Rivermoor Rd (east of Omro) to US 41
WIS 23	Complete corridor plan from WIS 44 (Ripon) to US 41
WIS 33	Reconstruct from Front St to Carroll St (Beaver Dam)
Intercity Bus	Support new intercity bus service between Madison and Green Bay with stops in Sun Prairie, Columbus, Beaver Dam, Waupun, Fond du Lac, Oshkosh, Neenah, Menasha and Appleton

Mid-Term (2014 – 2019)

US 151/WIS 33	Study and reconstruct existing interchange at US 151 and WIS 33 if supported by environmental document
Bicycle/Pedestrian	Provide urban accommodations along WIS 33 in Beaver Dam
Bicycle/Pedestrian	Provide urban and rural accommodations along WIS 21 from Poygan Ave (Winnebago Co), through Omro to US 45 (Oshkosh)
Intercity Bus	Support new intercity bus service between Madison and Sheboygan with stops in Sun Prairie, Columbus, Beaver Dam, Waupun, Fond du Lac and Plymouth
Intercity Passenger Rail	Implement intercity passenger rail service between Minneapolis/St. Paul, MN and Chicago, IL via Eau Claire with proposed stops in Hudson, Menomonie, Eau Claire, Wisconsin Dells, Protage, Madison, Watertown, Oconomowoc, Brookfield, Milwaukee, General Mitchell International Airport and Sturtevant and/or via La Crosse with proposed stops in La Crosse, Tomah, Wisconsin Dells, Portage, Madison, Watertown, Oconomowoc, Brookfield, Milwaukee, General Mitchell International Airport and Sturtevant. Implementation will be based on results of environmental study
Intercity Passenger Rail	Implement intercity passenger rail service between Green Bay and Chicago, IL with proposed stops in Appleton, Oshkosh, Fond du Lac, West Bend, Granville (Northwest Milwaukee Co), Milwaukee, General Mitchell International Airport and Sturtevant. Implementation will be based on results of environmental study
Park & Ride	Support proposed park and ride construction near the intersection of US 151 and WIS 26 if supported by environmental document

Long-Term (2020 – 2030)

US 151	Construct candidate expressway upgrades and/or convert to freeway from WIS 73 to County Rd G (Dodge Co); County Rd B (Dodge Co) to County Rd M (Dodge Co); and WIS 26 to County Rd D (Fond du Lac Co) if supported by environmental document
US 151	Study and reconstruct existing interchange at County Rd D (Dodge Co) and US 151 if supported by environmental document
WIS 21	Construct candidate expressway upgrades and/or convert to freeway from Waushara/Winnebago county line to Oshkosh if supported by environmental document
Western Arterial	Study creating a Western Arterial between WIS 26 and WIS 21

Entire Planning Period

I-43/I-894/US 41/ US 45	Convert to interstate from I-43 and I-94 in Milwaukee (Mitchell Interchange) to I-43 and US 45 in Green Bay if supported by environmental document
WIS 16	Construct candidate passing lanes from US 51 to WIS 60 and from WIS 73 to WIS 26 if supported by environmental document
WIS 23	Construct candidate passing lanes from WIS 44 to County Rd KK (Fond du Lac Co); County Rd M (Fond du Lac Co) to WIS 26; and N Wilson Rd (Rosendale) to N Rolling Meadows Dr (City of Fond du Lac) if supported by environmental document
WIS 26	Construct candidate passing lanes from Home Rd E (Juneau) to US 151 if supported by environmental document
WIS 33	Construct candidate passing lanes from US 151 to Grand St (Horicon) if supported by environmental document
WIS 44	Construct candidate passing lanes from Douglas St (Ripon) to WIS 91 if supported by environmental document
WIS 91	Construct candidate passing lanes from Quarry St (Berlin) to WIS 44 if supported by environmental document
Airports	Support continued preservation, maintenance and infrastructure projects at <i>State Airport System Plan</i> airports
Bicycle/Pedestrian	Support accommodations and linkages to create a connected network that provides accessibility along and across facilities
Intercity Bus	Support continued intercity bus service between Green Bay and Chicago, IL with stops in Appleton, Oshkosh, Fond du Lac and Milwaukee; and between Wausau and Milwaukee with stops in Stevens Point, Appleton, Oshkosh and Fond du Lac
Intercity Passenger Rail	Study the potential for serving West Central, North Central, Central and South Central Wisconsin and implement the results of the studies
Intercity Passenger Rail	Work with the Office of the Commissioner of Railroads to preserve intercity passenger rail corridors by discouraging new at-grade crossings of the corridors
Intercity Passenger Rail	Support continued Amtrak <i>Empire Builder</i> service between Seattle, WA/Portland, OR and Chicago, IL with stops in La Crosse, Tomah, Wisconsin Dells, Portage, Columbus and Milwaukee
Local Roads	Support continued preservation, maintenance and infrastructure projects
Public Transit	Support continued shared-ride taxi service in Beaver Dam, Marshall/Waterloo, and Waupun
Public Transit	Work with counties and transit service providers to coordinate and expand rural transit service
Rail Freight	Support the 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



Corridor Map – Data Definitions and Sources

Data Definitions

Corridors 2030

(See *Connections 2030 Chapter 5, Preserve and Maintain Wisconsin's Transportation System, for more information.*)

- Backbone system: Multilane, divided highways interconnecting all major population and economic centers of the state and linking them to the national transportation network
- Connector system: Two- and four-lane highways directly linking other significant economic and tourism centers to the Backbone system

State Access Management Plan vision

(See *Connections 2030 Chapter 9, Promote Transportation Efficiencies, for more information.*)

- Tier 1: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at interchanges (with some existing safely spaced, locked and gated emergency vehicle driveways and a few isolated field entrances possible at select locations)
- Tier 2A: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at at-grade public road intersections (with some existing safely spaced, locked and gated emergency vehicle driveways and few isolated field entrances)
- Tier 2B: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at at-grade public road intersections with some existing safely spaced, lower volume private, residential, field or emergency service driveways
- Tier 3: By 2030, in rural areas (outside of city and village boundaries), access to the highway will primarily be at at-grade public road intersections with some existing safely spaced, higher volume private, residential and field or emergency service driveways
- Tier 4: By 2030, in rural areas (outside of city and village boundaries), access to the highway will be at safely spaced driveways and roads

State Airport System Plan classifications

- Air carrier (passenger)/air cargo: Designed to accommodate virtually all aircraft up to and, in some cases, including wide body jets and large military transports
- Transport/corporate: Intended to serve corporate, small passenger and cargo jet aircraft used in regional service, and small airplanes (piston or turboprop) used in commuter air service
- General utility: Intended to serve virtually all small aviation single and twin-engine aircraft (both piston and turboprop) with a maximum take-off weight of 12,500 pounds or less
- Basic utility: Intended to serve all small-engine piston aircraft and many of the smaller twin-engine piston aircraft with a gross takeoff weight of 12,500 pounds or less

Truck volume descriptions

- Low (0 – 501 trucks per day), Medium (501 – 2,500 trucks per day),
- High (2,501 – 8,000 trucks per day), Very High (more than 8,000 trucks per day)

Urban/urbanized areas

- Urban areas: Areas with populations between 5,000 and 49,999
- Urbanized areas: Areas with populations of 50,000 or more

Data Sources

Annual average daily traffic (AADT)

- Current data: WisDOT, *2005 Wisconsin Highway Traffic Volume Data*, December 2006
- Forecast data: WisDOT, August 2007

Enplanements

- Current data: WisDOT, *2006 Wisconsin Aviation Activity*, April 2007
- Forecast data: Flight Transportation Associates, Inc., *Updated Wisconsin State Airport System Plan Aviation Activity Forecasts*, September 2005; Southeast Wisconsin Regional Planning Commissions, *Review and Update of Regional Airport System Plan Forecasts*, 2005

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

Public and specialized transit

- WisDOT, January 2008

Truck volume

- WisDOT, August 2007

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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