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)
- **Truck Volume along Highway:**
  - Intercity passenger rail ridership 198,347
  - Enplanements 93,027
  - 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
  - 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:
    - 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

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**Table:**

<table>
<thead>
<tr>
<th>County populaions</th>
<th>Year 2007</th>
<th>Year 2030</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dane</td>
<td>468,514</td>
<td>579,376</td>
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<td>Columbia</td>
<td>55,626</td>
<td>63,177</td>
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<td>Dodge</td>
<td>89,325</td>
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<td>Fond du Lac</td>
<td>101,174</td>
<td>112,538</td>
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<td>Winnebago</td>
<td>164,702</td>
<td>188,446</td>
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</tbody>
</table>

**Population age 65 and older:** 93,027

**Expenditures**
- Dane County Regional Airport 796,002

**Intercity passenger rail ridership**
- Madison station NA 309,000
- Columbus station 17,372 NA
- Oshkosh station NA 144,000
- Fond du Lac station NA 97,000

**Average annual daily traffic along Highway**
- US 151 6,500 – 66,800
- WIS 26 (US 151 to US 41) 10,300 – 72,200

**Truck volume along Highway**
- US 151 Medium
- WIS 26 (US 151 to US 41) Medium

Refer to the "Corridor Map - Data Definitions and Sources" for more information.
Wild Goose Corridor – Madison 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 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.

For more information, refer to the Corridor Map Legend Definitions document at www.wiconnections2030.gov.
Wild Goose Corridor – Madison 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)

- 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
- US 23: Complete corridor plan from Woodruff Rd (east of Ontonagon) to US 41
- US 23: Complete corridor plan from WIS 44 (Ripon) to US 41
- US 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, Waupan, 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 railroad accommodations along WIS 21 from Poggan Ave (Winnebago Co) through Omro to US 45 (Oshkosh)
- Intercity Bus: Support new intercity bus service between Madison and Sheboygan with stops in San Francisco, Columbus, Beaver Dam, Waupan, 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, Portage, Madison, Watertown, Oconomowoc, Brookfield, Milwaukee, General Mitchell International Airport and Sturtevant and 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 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 Empire Builder 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 regional local bus service in Beaver Dam, Milwaukee, Oconomowoc, 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

Long-Term (2020 – 2030)

- US 151: Construct candidate expressway upgrade 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 B (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
- WS 21: Construct candidate expressway upgrade and/or convert to freeway from Waukesha/Wisconsin county line to Oshkosh if supported by environmental document
- Western Arterial: Study connecting a Western Arterial between WIS 26 and WIS 21

Entire Planning Period

- I-43/I-94/I-41/I-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 15: 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 N (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 (Huron) if supported by environmental document
- WIS 44: Construct candidate passing lanes from Douglas St (Ripon) to WIS 51 if supported by environmental document
- WIS 51: Construct candidate passing lanes from Quay St (Berlin) to WIS 44 if supported by environmental document
- Airports: Support continued preservation, maintenance and infrastructure projects at State Airport System Plan airports
- Bicycle/Pedestrian: Support accommodations and linkages to create a connected network that provides accessibility along and across facilities
- 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
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**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 interconnected 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 (some with 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)/cargo: Expected to serve as access to urbanized areas, and provide access to economic and tourism centers to the Backbone system
- • 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 all small aviation single and twin-engine aircraft (both piston and turboprop) with a maximum take-off weight of 12,500 pounds or less

**Truck volume descriptions**

- • Low (0 – 501 trucks per day)
- • High (2,501 – 8,000 trucks per day)
- • Very High (more than 8,000 trucks per day)
- • 12,500 pounds or less

**Urban/urbanized areas**

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

**Data Sources**

- **Annual average daily traffic (AADT)**
  - • Current data: WisDOT, 2005 Wisconsin Highway Traffic Volume Data, December 2006
  - • Forecast data: WisDOT, August 2007

- **Enplanements**
  - • Current data: WisDOT, 2006 Wisconsin Aviation Activity, April 2007
  - • 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
  - • Milwaukee station data includes all Milwaukee area stations (Milwaukee Intermodal Station, General Mitchell International Airport and Granville)

- **Population**
  - • Current population: Wisconsin Department of Administration, September 2005
  - • Forecasts:
    - • Wisconsin Department of Administration, Population Projections for Wisconsin Counties by Age and Sex: 2000 – 2030, January 2004
    - • Current Age 65 and older population: 2010 US Census, Summary File 1, Variable P12: Sex by Age
    - • 2030 Age 65 and older population: Wisconsin Department of Administration, Final Population Projections for Wisconsin Counties by Age and Sex: 2000 – 2030, January 2004

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

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

- **Wisconsin Metropolitan Planning Organizations (MPOs)**
  - • Dubuque Metro Area Transportation Study, 2031 Long-Range Transportation Plan

**Wisconsin Tribal Transportation Plans**

- • Bad River Band of Lake Superior Tribe of Chippewa Indians, Long Range Tribal Transportation Plan, July 2006
- • Forest County Potawatomis 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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