

Northwoods Connection Corridor – Oshkosh to Rhinelander

Corridor Overview

This 140-mile corridor is part of a major passenger and freight route that links east central Wisconsin (and locations to the south and east) to northern Wisconsin. It also connects southeastern Wisconsin to the tourism and recreational centers of northern Wisconsin and serves the major agricultural region of east central Wisconsin, including the potato growing areas of Langlade County. The corridor includes the urban and urbanizing areas of Oshkosh, New London, Shawano, Antigo and Rhinelander. It also serves the Ho-Chunk Nation, the Menominee Indian Reservation, the Stockbridge-Munsee Indian Reservation, the Sokaogon Chippewa Community and the Forest County Potawatomi Community.



Current Corridor Characteristics

- **Airports:**
 - › Air carrier (passenger) airports: Outagamie County (Appleton), Rhinelander-Oneida County, Wittman Regional (Oshkosh)
 - › Transport/corporate airport: Clintonville Municipal
 - › General utility airport: Shawano Municipal, Langlade County (Antigo)
- **Highways:**
 - › Primary highway: US 45
 - › Corridors 2030 Connector Route: US 45 (US 10 to WIS 70)
 - › Completed passing lane corridors:
 - US 45 (WIS 54 to Clintonville)
 - US 45 [WIS 52 to County Rd G (Langlade Co)]
- **Public Transit:**
 - › Bus systems: Oshkosh, Menominee Tribal
 - › Shared-ride taxi: Clintonville, Rhinelander
 - › Specialized transit: Available in all counties; level of service depends on location
- **Fixed Guideway Transit:** None in this corridor
- **Rail Freight:** Freight rail service exists
- **Intercity Passenger Rail:** None in this corridor
- **Intercity Bus:**
 - › Service between Milwaukee and Wausau, with stops in Oshkosh and New London
 - › Connections in Oshkosh to intercity bus services to Green Bay and Chicago, IL
- **Ports and Harbors:** None in this corridor
- **Ferry:** None in this corridor
- **Bicycle/Pedestrian:**
 - › Major trails: Ice Age Trail (pedestrian only), Tomorrow River State Trail, Wiouwash 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 45 by implementing:
 - › New Corridors 2030 Backbone Route: US 45 from US 10 to US 41
 - › *State Access Management Plan* vision
 - Tier 1: US 45 (US 41 to US 10, WIS 15 to WIS 54)
 - Tier 2A: US 45 (US 10 to WIS 15)
 - Tier 2B: US 45 (north of WIS 54)
 - › Candidate passing lane corridors (US 45)
 - › Candidate expressway upgrades and/or potential conversion of expressway to freeway corridor (US 45: US 41 to US 10)
- **Public Transit:** Increased regional coordination and continued service
- **Fixed Guideway Transit:** None in this corridor
- **Rail Freight:** Continued freight rail service and corridor preservation
- **Intercity Passenger Rail:**
 - › New 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 Wausau and proposed Appleton passenger rail station, with a stop in New London
 - Phase 3: Between Hurley/Ironwood, MI and Wausau, with a stop in Rhinelander
- **Ports and Harbors:** None in this corridor
- **Ferry:** None in this corridor
- **Bicycle/Pedestrian:** Continued and enhanced accommodations, linkages and accessibility along and across facilities

| | Year 2007 | Year 2030 |
|---|----------------|----------------|
| County populations | | |
| Oneida | 38,600 | 39,673 |
| Langlade | 21,517 | 22,144 |
| Shawano | 42,413 | 46,621 |
| Waupaca | 53,773 | 57,174 |
| Outagamie | 173,724 | 215,720 |
| Winnebago | 164,703 | 188,446 |
| Population age 65 and older | 63,513 | 119,444 |
| Enplanements | | |
| Rhinelander-Oneida County Airport | 38,820 | 65,300 |
| Intercity passenger rail ridership | | |
| Oshkosh station | NA | 144,000 |
| Average annual daily traffic along US 45 | 2,800 – 20,000 | 2,900 – 26,200 |
| Truck volume along | | |
| US 45 south of WIS 64 | Low | Medium |
| US 45 north of WIS 64 | Low | Low |

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



Northwoods Connection Corridor – Oshkosh to Rhinelander

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.



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.



Northwoods Connection Corridor – Oshkosh to Rhinelander

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 (Mitchell Interchange, Milwaukee Co) to I-43 and US 41 in Green Bay |
| US 45 | Reconstruct four-lane urban road from Reinke Rd to County Rd I (Waupaca Co) south of Clintonville |
| US 45 | Prepare corridor plans from US 10 north/west to WIS 29 (Wittenberg), and from WIS 29 to WIS 64 (Antigo) |
| US 45 | Construct candidate passing lanes from WIS 29 (Wittenberg) to WIS 52 (Aniwa) |
| WIS 21 | Complete corridor plan from Rivermoor Rd east of Omro to US 41 |
| WIS 22 | Replace bridges over the Wolf River and the Embarrass River |
| WIS 29 | Reconstruct from County Rd Y (Hatley, Marathon Co) to County Rd D (Marathon Co) |
| WIS 47 | Reconstruct from the Fox River to Lawrence St (Appleton) |
| WIS 54 | Replace bridge over railroad tracks west of New London |
| WIS 64 | Construct two lane limited access expressway from WIS 64 W to US 45 north |
| WIS 76 | Reconstruct from Parthie Rd to Mason St/County Rd M (Outagamie Co) |
| WIS 96 | Expand to four lanes during reconstruction from County Road CB (Outagamie Co) to Casaloma Dr (Town of Grand Chute) |
| Airports | Support runway extension at Clintonville Municipal Airport |
| Bicycle/Pedestrian | Support construction of the Newton Blackmour State Trail |
| Intercity Bus | Support new intercity bus service between Minneapolis/St. Paul, MN and Green Bay with stops in Hudson, Menomonie, Eau Claire, Chippewa Falls, Wausau and Shawano and between Madison and Green Bay with stops in Sun Prairie, Columbus, Beaver Dam, Waupun, Fond du Lac, Oshkosh, Neenah, Menasha, and Appleton |
| Park & Ride | Support proposed park and ride construction near the intersection of US 8 and County Rd S (Forest Co), and near the intersection of WIS 76 and US 41 |

Mid-Term (2014 – 2019)

| | |
|--------------------|---|
| WIS 21 | Prepare corridor plan from I-94 (Tomah) to Rivermoor Rd (Winnebago Co) |
| WIS 96 | Prepare corridor plan from US 45 to WIS 76 |
| WIS 116 | Replace bridge over the Wolf River if supported by environmental document |
| Bicycle/Pedestrian | Provide urban accommodations along US 8 through the Crandon city limits |
| Bicycle/Pedestrian | Provide rural accommodations along US 45 from WIS 64 east (Antigo) to County Rd V (Langlade Co) |
| Bicycle/Pedestrian | Provide rural accommodations along WIS 76 from County Rd BB (Outagamie Co) to School Rd (Outagamie Co), and from Everglade Rd (Outagamie Co) to County Rd JJ (Outagamie Co) |
| Bicycle/Pedestrian | Support construction of a trail along US 10 from Fremont to the Fox Cities Friendship Trail |
| Bicycle/Pedestrian | Provide urban and rural accommodations along WIS 21 from Poygan Ave (Winnebago Co) through Omro to US 45 (Oshkosh) |

Long Term (2020 – 2030)

| | |
|----------------------|---|
| US 8 | Prepare corridor plan from WIS 32 (Crandon) to WIS 32 (Laona) |
| WIS 21 | Construct candidate expressway upgrades and/or convert to freeway from Waushara/Winnebago county line to Oshkosh if supported by environmental document |
| WIS 29 | Convert to freeway from County Road Q (Marathon Co) to WIS 22 if supported by environmental document |
| WIS 52 | Replace bridge over the Wolf River if supported by environmental document |
| WIS 64 | Replace bridge over the Wolf River if supported by environmental document |
| WIS 76 | Prepare corridor plan from US 41 to County Road JJ (Outagamie Co) |
| WIS 96 | Prepare corridor plan from WIS 76 to County Road CB (Outagamie Co) |
| WIS 156 | Replace bridge over the Embarrass River if supported by environmental document |
| Bicycle/Pedestrian | Support connection of the Wiouwash State Trail between Hortonville and Tigerton |
| Intercity Bus | Support new intercity bus service between Wausau and Hurley with stops in Merrill, Tomahawk, Rhinelander and Minoqua |
| Intercity/Feeder Bus | Support new intercity/feeder bus service between Wausau and proposed Appleton passenger rail station with stops in Mosinee, Stevens Point, Waupaca and New London |
| Park & Ride | Support proposed park and ride construction near the intersection of WIS 47 and US 45; US 45 and County Rd D (Waupaca Co); US 45 and County Rd M (Shawano Co); WIS 29 and WIS 22; WIS 64 and County Road H (Langlade); and US 41 and County Rd CB (Winnebago Co) if supported by environmental document |



Northwoods Connection Corridor – Oshkosh to Rhinelander

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.

Entire Planning Period

| | |
|----------------------------|--|
| I/43/I-894/ US 41/US 45 | Convert to interstate from I-43 and I-94 (Mitchell Interchange in Milwaukee Co) to I-43 and US 41 in Green Bay |
| US 8 | Construct candidate passing lanes from WIS 17 to WIS 32 (Crandon) and from WIS 32/55 (Crandon) to WIS 32 (Laona) if supported by environmental document |
| US 10 | Study and convert to freeway from I-39 (Stevens Point) to WIS 54/59 (Waupaca) and from WIS 22/54 (Waupaca) to WIS 49 south (Fremont) if supported by environmental document |
| US 45 | Study interchange and/or preserve right of way at US 45 and WIS 15 if supported by environmental document |
| US 45 | 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 |
| US 45 | Construct candidate passing lanes from WIS 96 to WIS 15; from County Rd G (Shawano Co) to County Rd M (Shawano Co); from County Rd J (Shawano Co) to WIS 29; from WIS 29 to WIS 52; from County Rd B (Langlade Co) to County Rd K (Langlade Co); from Enterprise Lake Rd (Elcho) to County Rd B (Oneida Co); and from County Rd Q (Oneida Co) to WIS 32 if supported by environmental document |
| WIS 15 | Complete corridor plan from US 45 (New London) to US 41, and implement results, which may include adding lanes and/or capacity if supported by environmental document and process leading to candidate Major project enumeration |
| WIS 29 | Study interchanges and preserve right-of-way at WIS 49 and WIS 29; County Rd J (Shawano Co) and WIS 29; County Rd D (Shawano Co) and WIS 29; Leopolis Rd (Shawano Co) and WIS 29; County Rd U (Shawano Co) and WIS 29; and at Sycamore Rd (Shawano Co) and WIS 29 if supported by environmental document |
| WIS 54 | Construct candidate passing lanes from Riverview Rd (Waupaca) to County Rd D (Waupaca Co) if supported by environmental document |
| Airports | Support continued preservation, maintenance and infrastructure projects at <i>State Airport System Plan</i> airports |
| Airports | Support projects that benefit airports with scheduled passenger service |
| 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 Wausau and Milwaukee with stops in Stevens Point, Appleton, Oshkosh and Fond du Lac; and between Green Bay and Chicago, IL with stops in Appleton, Oshkosh, Fond du Lac and Milwaukee |
| 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 Clintonville, Rhinelander and Shawano |
| Public Transit | Support regional service expansion for Menominee Tribal Public Transit |
| Public Transit | Support continued service and vehicle replacement for Menominee Tribal Public Transit |
| 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 |

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 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.



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

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

The information contained in this data set and information produced from this data set was created for the official use of WisDOT. Any other use, while not prohibited, is the sole responsibility of the user. WisDOT expressly disclaims all liability regarding fitness of use of the information for other than official WisDOT business.

