Rock River Corridor – Janesville to Oshkosh

Corridor Overview
This 100-mile corridor is part of a major passenger and freight link between the industrial areas of Rock County and the industrial cities of the Fox River Valley. It is a major truck connection to the east-west interstate routes in northern Illinois and it also provides access to the Horicon National Wildlife Refuge. This corridor includes the urban and urbanized areas of Janesville, Edgerton, Fort Atkinson, Jefferson, Watertown, Beaver Dam, Waupun, and Oshkosh.

Current Corridor Characteristics

- **Airports:**
  - Transport/corporate airports Rock County (Janesville), Watertown Municipal, Dodge County (Juneau), Wittman Regional (Oshkosh)
  - General utility airport: Fort Atkinson Municipal

- **Highways:**
  - Primary state highway: WIS 26
  - 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: Wittman Regional Airport (Oshkosh)

- **Public Transit:**
  - Bus systems: Janesville, Oshkosh
  - Shared-ride taxi: Edgerton, Fort Atkinson, Jefferson, Watertown, Beaver Dam, Waupun
  - Specialized transit: Available in all counties; level of service depends on location
  - Fixed Guideway Transit: None along this corridor

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 26 by implementing:
  - New Corridors 2030 Connector Routes: WIS 16, WIS 33
  - The State Access Management Plan vision
  - Tier 1; South of WIS 60
  - Tier 2B; North of WIS 60
  - Candidate passing lane corridors (WIS 26)
  - Candidate expressway upgrade or corridor and/or the potential conversion of expressway-to-freeway corridor (WIS 26)
  - Enumerated Major project for construction (WIS 26)

- **Public Transit:** Increased regional coordination and continued service

- **Fixed Guideway Transit:** New service (Rock county)

- **Rail Freight:** Continued freight rail service and corridor preservation

- **Intercity Passenger Rail:**
  - **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 1: Between Madison and Green Bay with a stop in Oshkosh
    - Phase 2: Between Janesville and Milwaukee; between Janesville and Kenosha; and between proposed Madison passenger rail station and Chicago, IL passenger rail station, with a stop in Janesville

- **Ports and Harbors:** None along this corridor

- **Bicycle/Pedestrian:**
  - Major trails: Mascoutin Valley State Trail, Wild Goose State Trail, Glacial Drumlin State Trail, Glacial River Trail, Ice Age Trail (pedestrian only)
  - Accommodations, linkages and accessibility along and across some facilities

Refer to the "Corridor Map - Data Definitions and Sources" for more information.
Rock River Corridor – Janesville 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.
Rock River Corridor – Janesville 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)

- I-43/I-84 (US 41)/US 45: Prepare corridor plan for Interstate conversion from I-43 and I-94 in Milwaukee to I-43 and US 41 in Green Bay
- US 12: Prepare corridor plan from County Rd N (Dane Co) to WIS 26
- US 18: Reconstruc from Crawfish River to Marshall Ave (Jefferson)
- US 351: Prepare corridor plan from WIS 73 to WIS 49, and from WIS 26 to US 41
- WIS 23: Complete corridor plan from WIS 44 (Repos) to US 41
- WIS 26: Reconstruc existing interchange at WIS 16 and WIS 16X
- WIS 31: Reconstruc from Columbia St to N Palmatory St (Harrison)
- WIS 33: Reconstruc from Front St to Carroll St (Beaver Dam)

Comm. Bus/ Fixed Guideway

- Support regional service expansion to include Janesville and Beloit in Wisconsin; and Rockton, Roscoe, Rockford and Belvedere in Illinois

Intercity Bus

- Support new intercity bus service between Madison and Green Bay with stops in Sun Prairie, Columbus, Beaver Dam, Waupaca, Fond du Lac, Oshkosh, Neenah, Menasha and Appleton

Intercity Passenger Rail

- Implement intercity passenger rail service between Madison and Chicago, IL with stops in Watertown, Oconomowoc, Brookfield, Milwaukee, General Mitchell International Airport and Sturtevant

Public Transit/Guideway

- Support studies of commuter bus or fixed guideway service in Dane, Rock, and Walworth counties with potential links to Rockford, IL and Chicago, IL

Public/Transit/Guideway

- Support implementation of the South-Central Wisconsin Commuter Transportation Study. Transit alternatives include commuter rail service from Janesville and/or Beloit to the Harvard, IL Metro station, commuter rail service from Madison to Rockford, IL, via either Milton or Evansville; bus rapid transit between Madison and northwestern Cook County, IL, express bus service from Madison to Rockford, IL, and feeder bus service from Beloit and/or Janesville to the Harvard, IL, Metro station

Mid-Term (2014 – 2019), continued

- WIS 26: Construct expanded Major project from I-39/90 (Janesville) to WIS 16 (Watertown), which may include bypassing Milton, Jefferson, and Watertown; adding lanes and/or capacity, constructing candidate expressway upgrades and/or converting to freeway, constructing new bridges, and constructing new interchanges at Fort Atkinson bypass, South Jefferson bypass, US 16, North Jefferson bypass, South Watertown bypass, WIS 13 and North Watertown bypass

Airports

- Support runway extension at Watertown Municipal airport

Bicycle/Pedestrian

- Provide urban accommodations along WIS 33 (Beaver Dam and Heron) and WIS 41 (Beaver Dam)

Bicycle/Pedestrian

- Support trail connections to the Highway 26 corridor path, both north and south of Johnson Creek, from existing path to Jefferson city limits, and from Janesville north to the existing path

Bicycle/Pedestrian

- Provide urban accommodations along US 12 in Fort Atkinson from County Rd C (Jefferson Co) to County Rd K (County Rd M (Jefferson Co))

Intercity Bus

- Support new intercity bus service between Madison and Sheboygan with stops in Sun Prairie, Columbus, Beaver Dam, Waupaca, Fond du Lac and Plymouth

Intercity/Park & Ride

- Support new intercity bus service between proposed Madison passenger rail station and Chicago, IL passenger rail station with stops in Janesville and Beloit

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/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/Park & Ride

- Implement intercity passenger rail service between Green Bay and Chicago, IL, with proposed stops in Appleton, Oshkosh, Fond du Lac, West Bend, Greenville (Northwest Wisconsin Co), Milwaukee, General Mitchell International Airport and Sturtevant. Implementation will be based on results of environmental study

Park & Ride

- Support new park and ride construction at the intersection of US 151 and WIS 26 if supported by environmental document

Long Term (2020-2030)

- I-44: Replace bridge near Lake Mills and bridge east of Johnson Creek if supported by environmental document
- US 12: Convert to freeway from WIS 89 to County Rd P (Walworth Co) if supported by environmental document
- WIS 151: Construct candidate expressway upgrades and/or convert to freeway from WIS 73 to County Rd G (Dodge Co), from County Rd B (Dodge Co) to County Rd M (Dodge Co), and from WIS 26 to County Rd D (Fond du Lac Co) if supported by environmental document
- WIS 26: Replace bridge at WIS 15 east of Watertown if supported by environmental document
- WIS 26: Replace bridge between I-43/84/US 41 (Mitchell Interchange) to WIS 16 (Essig) if supported by environmental document
- Western Arterial: Study a western arterial between WIS 26 and WIS 21
### Entire Planning Period

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-43/I-894/US 41/US 45</td>
<td>Convert to interstate from I-43 and I-94 in Milwaukee (Mitchell Interchange) to I-43 and US 41 in Green Bay</td>
</tr>
<tr>
<td>US 12</td>
<td>Complete corridor plan from WIS 26 to County Rd P (Milwaukee Co), and implement routes, which may include bypassing Fort Atkinson, and adding lanes and/or capacity if supported by environmental document and process leading to candidate Major project enumeration</td>
</tr>
<tr>
<td>US 18</td>
<td>Construct candidate passing lanes from US 12 to Marshall Ave (Jefferson), and from County Rd Y (Jefferson Co) to County Rd BB (Walworth Co) if supported by environmental document</td>
</tr>
<tr>
<td>WIS 16</td>
<td>Construct candidate passing lanes from WIS 73 to WIS 26 if supported by environmental document</td>
</tr>
<tr>
<td>WIS 19</td>
<td>Construct candidate passing lanes from WIS 15/94 split to Carriage Hill Rd (Watertown) if supported by environmental document</td>
</tr>
<tr>
<td>WIS 23</td>
<td>Construct candidate passing lanes from WIS 44 to County Rd HH (Fond du Lac Co), from County Rd HI (Fond du Lac Co) to WIS 26, and from N Wilson Rd (Rosendale) to N Rolling Meadows Dr (Fond du Lac) if supported by environmental document</td>
</tr>
<tr>
<td>WIS 26</td>
<td>Construct candidate passing lanes from WIS 60 to Main St (Juneau), and from Home Rd E (Juneau) to US 351 if supported by environmental document</td>
</tr>
<tr>
<td>WIS 33</td>
<td>Construct candidate passing lanes from US 151 to Grand St (Menomonee), and from Biocross St (Menomonee) to US 41 if supported by environmental document</td>
</tr>
<tr>
<td>WIS 44</td>
<td>Construct candidate passing lanes from Douglas St (Ripon) to WIS 91 if supported by environmental document</td>
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<tr>
<td>WIS 60</td>
<td>Construct candidate passing lanes from WIS 26/50 split to Independence Ave (Hubert) if supported by environmental document</td>
</tr>
<tr>
<td>WIS 91</td>
<td>Construct candidate passing lanes from Quarry St (Berrien) to WIS 44 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>Bicycle/Pedestrian</td>
<td>Support accommodations and linkages to create a connected network that provides accessibility along and across facilities</td>
</tr>
<tr>
<td>Transit Gateway</td>
<td>Support studies and implementation of potential new commuter rail service from Rock, Walworth, Racine, and Kenosha counties to Chicago, IL</td>
</tr>
</tbody>
</table>

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### Intercity Bus

- Support continued intercity bus service between Madison and Milwaukee with stops in Johnson Creek, Summit, Brookfield, UW-Milwaukee and General Mitchell International Airport; between Wausau and Milwaukee with stops in Stevens Point, Appleton, Oshkosh and Fond du Lac; between Green Bay and Chicago, IL with stops in Appleton, Oshkosh, Fond du Lac and Milwaukee; and between Minneapolis/St. Paul, WI and Chicago, IL with stops in Eau Claire, Tomah, Wisconsin Dells, Madison, and Milwaukee

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### Intercity Passenger Rail

- Study the potential for service West Central, North Central, Central and South Central Wisconsin and implement the results of the studies

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### Local Roads

- Support continued preservation, maintenance and infrastructure projects

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### Park & Ride

- Support continued preservation and maintenance

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### Public Transit

- Support continued shared-ride taxi service in Edgerton, Fort Atkinson, Jefferson, Lake Mills, Watertown, Beaver Dam and Waupun

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### Rail Freight

- Support preservation of existing freight services and corridors

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### State Highways

- Construct grade separations at rail crossings if supported by environmental document

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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.
Urban/urbanized areas

- 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 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, 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

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

- 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 Granville)

- Population
  - Current population: Wisconsin Department of Administration, Preliminary Population Estimates for Wisconsin Counties, August 10, 2007
  - Forecast data: 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)
  - 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
- 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
- Southeast 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
- 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
- Sokaogon Chippewa Community, Long Range Transportation Plan, March 2007

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