Badger State Corridor – Eau Claire to Madison

Corridor Overview
This 180-mile corridor is part of a major interstate passenger and freight corridor linking the Twin Cities, MN, northwestern U.S., Canada, southern Wisconsin, Madison, Chicago, IL, and locations beyond. It links tourism areas of northwestern Wisconsin, the Baraboo-Wisconsin Dells area and Madison. The corridor includes the Wisconsin Veterans Memorial Highway (I-94 from the Illinois/Wisconsin state line to the Minnesota/Wisconsin state line) and the Iron Brigade Memorial Highway (US 12 from the Illinois/Wisconsin state line to the Minnesota/Wisconsin state line). It also includes the urban and urbanized areas of Eau Claire, Black River Falls, Sparta, Tomah, Baraboo, Prairie du Sac, Reedsburg and Madison. The corridor also serves the Ho-Chunk Nation.

Current Corridor Characteristics
- **Airports:**
  - Air carrier (passenger) airport: Chippewa Valley Regional (Eau Claire), Dane County Regional (Madison)
  - Transport/corporate airport: Sparta–Fort McCoy, Reedsburg Municipal, Baraboo–Wisconsin Dells
- **General utility airport:** Black River Falls Area, Bloyer Field (Tomah), Portage Municipal, Middleton Municipal Airport - Morey Field
- **Basic utility airport:** Necedah, Mauston-New Lisbon Union, Joshua Sanford Field (Hillsboro), Sauk-Prairie (Prairie du Sac), Blackhawk Airfield (Cottage Grove)
- **Highways:**
  - Primary state highway: I-94, US 12
  - Corridors 2030 Connector Routes: US 12, US 14, WIS 21, WIS 93
- **NHS intermodal terminals with local road connections:** Badger/Greyhound Terminal (Madison), Dane County Regional Airport (Madison)
- **Public Transit:**
  - Bus systems: Eau Claire, Madison, Monona
  - Shared-ride taxis: Black River Falls, Mauston, Baraboo, Prairie du Sac, Sun Prairie, Reedsburg, Portage, Madison
- **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:**
  - Continued Amtrak Empire Builder service between Chicago, IL and Seattle, WA/Portland, OR with stops in Portage, Wisconsin Dells and Tomah
  - Continued existing services
  - New Minneapolis/St. Paul, MN–Madison–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 Wausau with a stop in Portage; between Madison and Green Bay; between Eau Claire and Duluth/Superior; and between Minneapolis/St. Paul, MN and Green Bay, with a stop in Eau Claire
    - Phase 2: Between Madison and La Crosse via I-90, with stops in Wisconsin Dells, Mauston and Tomah; between Madison and Dubuque, IA; between Madison and Sheboygan; between proposed Madison passenger rail station and Chicago, IL passenger rail station; and between Eau Claire and Tomah passenger rail station, with a stop in Black River Falls
- **Ports and Harbors:** None along this corridor
- **Ferry:**
  - Ferry: Merrimac Ferry
  - Bicycle/Pedestrian:
    - Major trails: Elroy – Sparta State Trail, “400” State Trail, Omaha State Trail, Capital City Trail, Highway 12 Trail, Ice Age Trail (pedestrian only)
    - 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 I-94 and US 12 by implementing:
  - Candidate expressway upgrade of corridor and the potential conversion of expressway-to-freeway corridor (US 12)
  - Enumerated Major project for construction (US 12)
- **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 stops in Portage, Wisconsin Dells and Tomah
  - New service:
    - New Minneapolis/St. Paul, MN–Madison–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 Wausau with a stop in Portage; between Madison and Green Bay; between Eau Claire and Duluth/Superior; and between Minneapolis/St. Paul, MN and Green Bay, with a stop in Eau Claire
    - Phase 2: Between Madison and La Crosse via I-90, with stops in Wisconsin Dells, Mauston and Tomah; between Madison and Dubuque, IA; between Madison and Sheboygan; between proposed Madison passenger rail station and Chicago, IL passenger rail station; and between Eau Claire and Tomah passenger rail station, with a stop in Black River Falls
  - Ports and Harbors: None along this corridor
  - Ferry: Continued service, preservation, maintenance and infrastructure improvements (Merrimac)
  - Bicycle/Pedestrian: Continued and enhanced accommodations, linkages and accessibility along and across facilities

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**County populations**
- Eau Claire: 96,000, 117,253
- Trempealeau: 28,119, 30,402
- Jackson: 20,080, 22,168
- Monroe: 43,838, 50,322
- Juneau: 27,177, 29,940
- Adams: 21,645, 22,506
- Sauk: 60,673, 70,185
- Columbia: 55,636, 63,177
- Dane: 486,514, 579,976

**Population age 65 and older**
- Year 2007: 87,780
- Year 2030: 193,313

**Enplanements**
- Eau Claire – Chippewa Valley Regional Airport: 22,802, 44,000
- Dane County Regional Airport: 796,002, 1,481,200

**Intercity passenger rail ridership**
- Tomah station: 9,613, 24,000
- Eau Claire–Wisconsin Dells station: 13,117, 36,000
- Madison station: NA, 309,000

**Average annual daily traffic along Route 12**
- Year 2007: 21,200 – 85,600
- Year 2030: 25,600 – 125,400
- Year 2030: 9,000 – 113,000
- Year 2030: 13,100 – 165,000

**Track volume along Route 12**
- Year 2007: High
- Year 2030: Very high

Refer to the “Corridor Map – Data Definitions and Sources” for more information.
Badger State Corridor – Eau Claire to Madison

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.

For more information, refer to the Corridor Map Legend Definitions document at www.wiconnections2030.gov.
## Badger State Corridor – Eau Claire to Madison

### 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>Route</th>
<th>Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-94</td>
<td>Prepare corridor plan from I-39 to US 12 (Wisconsin Dells)</td>
</tr>
<tr>
<td>I-94</td>
<td>Prepare corridor plan from US 12/18 (Madison) to County Rd V (Dane Co)</td>
</tr>
<tr>
<td>US 12</td>
<td>Replace bridge at County Rd FF (Jackson Co), County Rd PP (Monroe Co) and County Rd C (Janesville Co)</td>
</tr>
<tr>
<td>US 12</td>
<td>Prepare corridor plan from Parmenter St (Middleton) to County Rd W (Baraboo, Sauk Co)</td>
</tr>
<tr>
<td>US 12</td>
<td>Reconstruct from Goerzen Rd to Adams St (Lake Delton)</td>
</tr>
<tr>
<td>US 51</td>
<td>Construct new interchange at County Rd V (Janesville) and US 51</td>
</tr>
<tr>
<td>US 51</td>
<td>Construct as a four-lane divided highway from Rearden Rd (De Forest) to Grindle Rd (De Forest)/County Rd V East (Dane Co)</td>
</tr>
<tr>
<td>US 51/US 16</td>
<td>Prepare corridor plan from County Rd V (Dane Co) to US 16</td>
</tr>
<tr>
<td>US 51</td>
<td>Reconstruct from US 16 to Montgomery St and replace bridge deck (Sparta)</td>
</tr>
<tr>
<td>US 51</td>
<td>Reconstruct from County Rd P (Sauk Co) to US 12 (Lake Delton)</td>
</tr>
<tr>
<td>US 51</td>
<td>Replace bridge over Eau Claire River</td>
</tr>
<tr>
<td>US 33</td>
<td>Prepare access management plan from Golf Course Rd (Reedsburg) to US 12</td>
</tr>
<tr>
<td>US 60</td>
<td>Reconstruct within downtown Lodi</td>
</tr>
<tr>
<td>US 78</td>
<td>Reconstruct from Weyauwega Rd to North Memorial village limits</td>
</tr>
<tr>
<td>Airports</td>
<td>Support runway extension at the Baraboo-Dells Municipal Airport</td>
</tr>
<tr>
<td>Intercity Bus</td>
<td>Support new intercity bus service between Madison and Wausau with stops in Sparta, Mauston, and Wisconsin Dells</td>
</tr>
<tr>
<td>Park &amp; Ride</td>
<td>Support proposed park and ride construction near the intersection of US 16 and I-90/94</td>
</tr>
</tbody>
</table>

### Mid-Term (2014 – 2019)

<table>
<thead>
<tr>
<th>Route</th>
<th>Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-94</td>
<td>Replace bridge at Buffalo River (near Eau Claire/Jackson county line) and at US 54 (Wiennebago Ave) in Black River Falls</td>
</tr>
<tr>
<td>US 12</td>
<td>Construct additional lanes (on new alignment) from Tenneytown Rd (Sauk Co) to Ferndell Blvd (Sauk Co) if supported by environmental document</td>
</tr>
<tr>
<td>US 32</td>
<td>Prepare corridor plan from I-94 (Tomah) to Riverside Rd (Wiennebago Co)</td>
</tr>
<tr>
<td>US 38</td>
<td>Replace bridge over the Baraboo River in La Crescent if supported by environmental document</td>
</tr>
<tr>
<td>US 71/131</td>
<td>Replace bridge over the Kickapoo River if supported by environmental document</td>
</tr>
</tbody>
</table>

### Mid-Term (2014 – 2019), continued

<table>
<thead>
<tr>
<th>Route</th>
<th>Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>WIS 21</td>
<td>Replace bridge over Wisconsin River if supported by environmental document</td>
</tr>
</tbody>
</table>

### Long Term (2020 – 2030)

<table>
<thead>
<tr>
<th>Route</th>
<th>Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-90/94</td>
<td>Prepare corridor plan from US 12 to I-90/94 split (Tomah)</td>
</tr>
<tr>
<td>I-90/94</td>
<td>Reconstruct existing interchanges at US 12 and I-90/94, and at WIS 80 and I-90/94 (New Lisbon) if supported by environmental document</td>
</tr>
<tr>
<td>I-90/94</td>
<td>Replace bridge at US 16 if supported by environmental document</td>
</tr>
<tr>
<td>I-90/94</td>
<td>Reconstruct existing interchange at I-94 and County Rd D (Jackson Co) if supported by environmental document</td>
</tr>
<tr>
<td>I-90/94</td>
<td>Replace bridges at Union Pacific Railroad near Black River Falls and at US 12 north of Tomah near the Monroe/Jackson Co line if supported by environmental document</td>
</tr>
<tr>
<td>WIS 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 Wausau with stops in Sparta, Tomah, Wisconsin Rapids, Stevens Point, and Mosinee</td>
</tr>
</tbody>
</table>

### Important Notes about What is Depicted

- These activities may not occur in the time frame identified due to budget constraints, changing conditions or shifting priorities.
- More information or contact the WisDOT Region Office.
Badger State Corridor – Eau Claire to Madison

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.

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.
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 take-off 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

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 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

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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