Janesville Metropolitan Planning Area

The State Line Area Transportation Study (SLATS) is the Janesville Area Metropolitan Planning Organization (MPO) which is the designated policy body responsible for continuing, cooperative and comprehensive urban transportation planning and decision making for the Janesville Metropolitan Planning Area.

The Janesville Metropolitan Planning Area consists of the City of Janesville and the Janesville Urbanized Area, including all or portions of the 7 contiguous villages, cities, and towns that are or are likely to become urbanized within a 20-year planning period. The planning area currently consists of:

- Cities of Janesville and Milton
- Towns of Harmony, Janesville, LaPrairie, Milton and Rock
- Rock County

For more information, refer to the Corridor Map Legend Definitions document at www.wiconnections2030.gov.
### Janesville Metropolitan Planning Area

**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>Overlapping Corridors</th>
<th>Current Activities</th>
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<td>Cheese</td>
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<td>Glacial Plains</td>
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<td>Rock River</td>
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<td>South Central</td>
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<td>Southern Tier</td>
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</table>

- **US 14**: Prepare corridor plan from WIS 52 (Dane Co) to I-39/90 (Janesville)
- **WIS 11**: Prepare corridor plan from WIS 35/US 151 to I-39/90
- **WIS 59**: Relocate 0.25 miles south of present location between WIS 26 and Vickerman Rd (Milton)
- **Commuter Bus/Fixed Guideway**: Support studies of commuter bus or rail service in Dane, Rock and Walworth counties with potential links to Rockford, IL and Chicago, IL
- **Public Transit**: Support regional service expansion to include Janesville and Beloit in Wisconsin, and Rockton, Roscoe, Rockford and Belvidere in Illinois
- **Public Transit/Fixed Guideway Transit**: Implement results of the South Central Wisconsin Commuter Transportation Study. Transit alternatives include commuter rail service from Janesville and/or Beloit to the Harvard, IL Metra 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 Metra station

#### Mid-Term (2014 – 2019)

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</table>

- **US 51**: Prepare corridor plan from US 14 to I-39
- **WIS 26**: Construct enumerated Major project from I-39/90 (Janesville) to WIS 16 (Wauwatosa), 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
- **Bicycle/Pedestrian**: Provide urban accommodations along US 14/WIS 11 in Janesville from I-39 to S Milton Shopiere Rd
- **Bicycle/Pedestrian**: Provide urban accommodations along US 51 from US 14 to US 11
- **Intercity Bus**: Support new intercity bus service between Janesville and Kenosha with stops in Delavan and Lake Geneva, and between Janesville and Milwaukee with stops in Whitefish Bay and Waukesha
- **Intercity/Feeder Bus**: Support new intercity bus service between proposed Madison passenger rail station and Chicago, IL (passenger rail station with stops in Janesville and Beloit)
- **Park & Ride**: Support proposed park and ride construction near the intersection of US 14 and I-39/90

#### Long-Term (2020 – 2030)

<table>
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<tr>
<th>Overlapping Corridors</th>
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- **I-39/90**: Replace railroad bridge south of the I-39/90 and US 14/WIS 11 intersection and bridges over Rager Ave, Kennedy Rd and Neenah Rd if supported by environmental document
- **US 14**: Prepare corridor plan from US 51 to WIS 11/US 14 (southeast Janesville)
- **US 14/WIS 51/WIS 11**: Prepare corridor plan for future North/West Bypass from WIS 11 to US 14 to US 51 to I-39/90 and begin to implement results of the study if supported by environmental document
- **US 51**: Prepare corridor plan from WIS 11 (Janesville) to WIS 81 (Beloit)
- **US 51**: Prepare corridor plan from Black Bridge Rd (Janesville) to US 14
Janesville Metropolitan Planning Area

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.

Overlapping Corridors

<table>
<thead>
<tr>
<th>Corridor</th>
<th>Region</th>
<th>South Central</th>
<th>Southern Tier</th>
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</thead>
<tbody>
<tr>
<td>Entire Planning Period</td>
<td>•</td>
<td>I-39/90</td>
<td>Complete corridor plan from Illinois/Wisconsin state line to US 12/18 and study interchanges at I-39/90 and WIS 28; I-39/90 and US 14 West; and I-39/90 and US 14 East/US 11. Implement plan/study results, which may include reconstructing interchanges, adding lanes and/or capacity, if supported by environmental document and process leading to candidate Major project enumeration</td>
</tr>
<tr>
<td>•</td>
<td>•</td>
<td>US 14/US 11</td>
<td>Complete corridor plan from I-39 (Janesville) to I-43 (Walworth Co) and implement results, which may include adding lanes and/or capacity, constructing candidate expressway upgrades and/or converting to freeway if supported by environmental document and process leading to candidate Major project enumeration</td>
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<tr>
<td>•</td>
<td>•</td>
<td>US 51/US 81/ WIS 213</td>
<td>Study bypass alternatives along I-39 to US 81 around west side of Beloit to WIS 213 to Towne Line Rd</td>
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<tr>
<td>•</td>
<td>•</td>
<td>WIS 11</td>
<td>Construct candidate passing lanes from WIS 104 to County Rd D (Rock Co) if supported by environmental document</td>
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<td>•</td>
<td>•</td>
<td>Airports</td>
<td>Support continued preservation, maintenance, and infrastructure projects at State Airport System Plan airports</td>
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<tr>
<td>•</td>
<td>•</td>
<td>Airports</td>
<td>Support projects that benefit airports with scheduled passenger service</td>
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<tr>
<td>•</td>
<td>•</td>
<td>Bike/Pedestrian</td>
<td>Add key linkages into metropolitan areas</td>
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<tr>
<td>•</td>
<td>•</td>
<td>Bike/Pedestrian</td>
<td>Support accommodations and linkages to create a connected network that provides accessibility along and across facilities</td>
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<tr>
<td>•</td>
<td>•</td>
<td>Fixed Guideway</td>
<td>Support studies and implementation of potential new commuter rail service from Rock, Walworth, Racine and Kenosha counties to Chicago, IL</td>
</tr>
<tr>
<td>•</td>
<td>•</td>
<td>Intercity Bus</td>
<td>Support continued service between Madison and Chicago, IL, with stops in Janesville and Beloit; and between Milwaukee/St. Paul, MN and Chicago, IL, with stops in Eau Claire, Tomah, Wisconsin Dells, Madison and Beloit</td>
</tr>
<tr>
<td>•</td>
<td>•</td>
<td>Local Roads</td>
<td>Support continued preservation, maintenance and infrastructure projects</td>
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<tr>
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<td>•</td>
<td>Public Transit</td>
<td>Support continued service and vehicle replacement for Janesville</td>
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<td>•</td>
<td>•</td>
<td>Public Transit</td>
<td>Support regional service expansion in Janesville</td>
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<td>•</td>
<td>•</td>
<td>Public Transit</td>
<td>Work with counties and transit service providers to coordinate and expand rural transit service</td>
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<td>•</td>
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<td>Rail Freight</td>
<td>Preserve existing freight services and corridors</td>
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<tr>
<td>•</td>
<td>•</td>
<td>Specialized Transit</td>
<td>Support continued service and encourage improved service corridors</td>
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<tr>
<td>•</td>
<td>•</td>
<td>State Highways</td>
<td>Preserve and maintain infrastructure</td>
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<tr>
<td>•</td>
<td>•</td>
<td>State Highways</td>
<td>Construct grade separations at rail crossings if supported by environmental document</td>
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<td>•</td>
<td>•</td>
<td>State Highways</td>
<td>Improve traffic movement with traffic operations infrastructure strategies</td>
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<td>TBM</td>
<td>Support implementation of TBM in urban areas</td>
</tr>
</tbody>
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About Multimodal Corridors and Planning Areas

The Connections 2030 planning process identified statewide multimodal, intercity corridors as visual communication tools to view existing conditions, transportation features and future recommendations. In some cases, these corridors have endpoints in or pass through metropolitan planning areas. 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, transit, etc., 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 planning area. 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.
CONNECTIONS 2030 LONG-RANGE MULTIMODAL TRANSPORTATION PLAN

Planning Area 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): A twin-engine aircraft with a maximum take-off weight of 12,500 pounds or less
- General utility: Intended to serve virtually all small aviation single and twin-engine aircraft used in commuter air service
- 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

To accommodate virtually all small aviation single and twin-engine aircraft 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)

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 Graville)

Population
- 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 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
- Southeastern Wisconsin Regional Planning Commission, Planning Report 49, A Regional Transportation System Plan for Southeastern Wisconsin 2035, March 2006
- St. Croix Chippewa Indians of Wisconsin, St. Croix Chippewa Reservation 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

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