South Central Connection Corridor – Beloit to Madison

Corridor Overview

This 50-mile corridor is part of a major interstate passenger and freight route that connects southern Wisconsin to Rockford, IL, and Chicago, IL and points beyond. The corridor provides a critical tourism link to much of northern Wisconsin as well as the Baraboo-Wisconsin Dells area. It includes the Wisconsin Veterans Memorial Highway (I-90 from Illinois/Wisconsin state line to the Minnesota/Wisconsin state line) and the Korean War Veterans Memorial Highway (US 51 from Illinois/Wisconsin state line to the Michigan/Wisconsin state line). The corridor serves the urban and urbanized areas of Madison, Oregon, Edgerton, Janesville and Beloit.

Current Corridor Characteristics

- **Airports:**
  - Air carrier (passenger) airport: Dane County Regional (Madison)
  - Transport/corporate airport: Rock County (Janesville)
- **General utility airport:** Middleton Municipal Airport - Morry Field
- **Basic utility airport:** Blackhawk Airfield (Cottage Grove)
- **Highways:**
  - Corridors 2030 Backbone Routes: I-39, I-90
  - NHS intermodal terminals with local road connections: Badger/Greyhound Terminal (Madison), Dane County Regional Airport (Madison)
- **Public Transit:**
  - Bus systems: Madison, Monona, Janesville, Beloit
  - Shared-ride taxi: Stoughton, Sun Prairie, Edgerton
  - Specialized transit: Available in all counties; level of service depends on location
- **Fixed Guideway Transit:** None along this corridor
- **Rail Freight:** Continued freight rail service and corridor preservation
- **Public Transportation:** 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-39, I-90, US 14, US 51 and WIS 213 by implementing:
- **State Access Management Plan**
  - Tier 2A: US 51 (Beloit municipal limit to Janesville municipal limit) and US 14 (WIS 213 to WIS 92)
  - Tier 2B: US 51 (Stoughton municipal limit to I-39/90; US 14 to Edgerton municipal limit)
  - Tier 3: US 51 (Edgerton municipal limit to WIS 73) and WIS 213
  - Candidate passing lane corridors (US 14)
  - Enumerated Major projects under study (I-39 and US 51)
- **Public Transit:** Increased regional coordination and continued service
- **Fixed Guideway Transit:** New service (Dane County, Rock County)
- **Rail Freight:** Continued freight rail service and corridor preservation
- **Intercity Passenger Rail:**
  - New service:
    - New Madison - Milwaukee - Chicago, IL intercity passenger rail 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 Green Bay; between Madison and Dubuque, IA
    - Phase 2: Between Madison and Dubuque, IA; between Janesville and Milwaukee; between Janesville and Kenosha; between Madison and Sheboygan; between Madison and La Crosse via I-90; and between proposed Madison passenger rail station and Chicago, IL passenger rail station, with stops in Janesville and Beloit
    - Phase 3: Between Madison and Green Bay; between Madison and Dubuque, IA
- **Ports and Harbors:**
  - None along this corridor
- **Bicycle/Pedestrian:**
  - Major trails: Ice Age Trail (pedestrian only)
  - Accommodations, linkages and accessibility along and across some facilities

### Year 2007 vs Year 2030

<table>
<thead>
<tr>
<th>County populations</th>
<th>Year 2007</th>
<th>Year 2030</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dane</td>
<td>344,914</td>
<td>579,976</td>
</tr>
<tr>
<td>Rock</td>
<td>150,500</td>
<td>177,855</td>
</tr>
<tr>
<td>Population age 65 and older</td>
<td>150,264</td>
<td>136,425</td>
</tr>
<tr>
<td>Enplanements</td>
<td>976,032</td>
<td>1,481,200</td>
</tr>
</tbody>
</table>

### Intercity passenger rail ridership

- Madison station: N/A
- Dane County Regional Airport: 309,000

### Average annual daily traffic along

<table>
<thead>
<tr>
<th>Highway</th>
<th>Year 2007</th>
<th>Year 2030</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-39/90</td>
<td>38,700 – 85,600</td>
<td>61,000 – 125,400</td>
</tr>
<tr>
<td>US 51</td>
<td>6,800 – 21,400</td>
<td>9,100 – 28,400</td>
</tr>
<tr>
<td>US 14</td>
<td>1,700 – 2,400</td>
<td>2,200 – 4,000</td>
</tr>
</tbody>
</table>

### Track volume along

<table>
<thead>
<tr>
<th>Highway</th>
<th>Year 2007</th>
<th>Year 2030</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-39/90</td>
<td>High</td>
<td>Very high</td>
</tr>
<tr>
<td>US 51</td>
<td>Low</td>
<td>Low</td>
</tr>
<tr>
<td>US 14</td>
<td>Low</td>
<td>Low</td>
</tr>
<tr>
<td>WIS 213</td>
<td>Low</td>
<td>Low</td>
</tr>
</tbody>
</table>

Refer to the “Corridor Map - Data Definitions and Sources” for more information.
South Central Connection Corridor – Beloit 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.

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.wicons2030.gov.
### South Central Connection Corridor – Beloit to Madison

#### Current and Proposed Future Activities

<table>
<thead>
<tr>
<th>Activity</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Short-Term (2008 – 2013)</strong></td>
<td></td>
</tr>
<tr>
<td>US 14</td>
<td>Prepare corridor plan from WIS 52 (Dane Co) to I-39/90 (Janesville)</td>
</tr>
<tr>
<td>WIS 11</td>
<td>Prepare corridor plan from WIS 25/US 151 to I-39/90</td>
</tr>
<tr>
<td>Commuter Bus/Fixed Guideway</td>
<td>Support regional service expansion to include Janesville and Beloit in Wisconsin, and Rockton, Roscoe, Rockford and Belvedere in Illinois</td>
</tr>
<tr>
<td>Public Transit/Fixed Guideway</td>
<td>Support studies of commuter bus or fixed guideway service in Dane, Rock and Walworth counties, with potential links to Rockford, IL, and Chicago, IL</td>
</tr>
<tr>
<td><strong>Public Transit/Fixed Guideway</strong></td>
<td>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, Metra station, express bus service from Madison to Rockford, IL, and feeder bus service from Beloit and/or Janesville to the Harvard, IL, Metra station</td>
</tr>
<tr>
<td><strong>Mid-Term (2014 – 2019)</strong></td>
<td></td>
</tr>
<tr>
<td>I-39/90</td>
<td>Replace bridge over Lake Drive Rd (north of Dane/Rock county line) if supported by environmental document</td>
</tr>
<tr>
<td>US 14</td>
<td>Reconstruct as a new two-lane, limited access highway between WIS 138 and WIS 52 if supported by environmental document</td>
</tr>
<tr>
<td>US 51</td>
<td>Replace bridge over Rock River if supported by environmental document</td>
</tr>
<tr>
<td>US 51</td>
<td>Prepare corridor plan from US 14 to I-39</td>
</tr>
<tr>
<td>WIS 59</td>
<td>Replace bridge over Badfish Creek if supported by environmental document</td>
</tr>
<tr>
<td>Bicycle/Pedestrian</td>
<td>Provide urban and rural accommodations along US 14 from Bullard Rd to Old Hwy 52 (Evansville)</td>
</tr>
<tr>
<td>Bicycle/Pedestrian</td>
<td>Provide urban accommodations along US 51 from County Rd M (Rock Co) through Edgerton to I-39</td>
</tr>
<tr>
<td>Intercity/Feeder Bus</td>
<td>Support new intercity bus service between proposed Madison passenger rail station and Chicago, IL passenger rail station with stops in Janesville and Beloit</td>
</tr>
<tr>
<td><strong>Long-Term (2020 – 2030)</strong></td>
<td></td>
</tr>
<tr>
<td>US 51</td>
<td>Replace bridge over Main St (Edgerton) if supported by environmental document</td>
</tr>
<tr>
<td>WIS 213</td>
<td>Replace bridge over Branch of Allen Creek if supported by environmental document</td>
</tr>
<tr>
<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 US 51 East/WIS 73, and I-39/90 and WIS 59. Implement plan/study results, which may include reconstructing interchanges, and adding lanes and/or capacity if supported by environmental document and process leading to candidate Major project enumeration</td>
</tr>
<tr>
<td>US 14</td>
<td>Construct candidate passing lanes from County Rd M (Rock Co) to County Rd H (Rock Co) if supported by environmental document</td>
</tr>
<tr>
<td>WIS 11</td>
<td>Construct candidate passing lanes from WIS 104 to County Rd D (Rock Co) if supported by environmental document</td>
</tr>
<tr>
<td>WIS 81</td>
<td>Construct candidate passing lanes from WIS 11 to Bittel St (Beloit) 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>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>Intercity Bus</td>
<td>Support continued intercity bus service between Minneapolis/St. Paul, MN and Chicago, IL with stops in Eau Claire, Tomah, Wisconsin Dells, Madison and Beloit, and between Madison and Chicago, IL with stops in Janesville and Beloit</td>
</tr>
<tr>
<td>Local Roads</td>
<td>Support continued preservation, maintenance and infrastructure projects</td>
</tr>
<tr>
<td>Public Transit</td>
<td>Work with counties and transit service providers to coordinate and expand rural transit service</td>
</tr>
<tr>
<td>Public Transit</td>
<td>Support continued shared-ride taxi service in Edgerton</td>
</tr>
<tr>
<td>Rail Freight</td>
<td>Support preservation of existing freight services and corridors</td>
</tr>
<tr>
<td>Specialized Transit</td>
<td>Support continued service and encourage improved service coordination</td>
</tr>
<tr>
<td>State Highways</td>
<td>Construct grade separations at rail crossings if supported by environmental document</td>
</tr>
<tr>
<td>State Highways</td>
<td>Preserve and maintain infrastructure</td>
</tr>
<tr>
<td>State Highways</td>
<td>Improve traffic movement with traffic operations infrastructure strategies</td>
</tr>
</tbody>
</table>

*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.*
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 (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 GrNVille)

Population
• Current population: Wisconsin Department of Administration, January 1, 2007 Preliminary Population Estimates for Wisconsin Counties, August 10, 2007
• 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 Metropolitan 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, 2066 – 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, 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

Wisconsin Transportation Projects
• Federal Highway Administration, October 2007
• Forecast data:
  • Transportation Economics & Management Systems, Inc., Midwest Regional Rail Initiative Project Notebook, 2004
  • Forecast year 2020

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