

Capitol Corridor – Madison to Milwaukee

Corridor Overview

This 75-mile corridor connects Wisconsin’s two largest metropolitan areas (Milwaukee and Madison) and serves as part of a longer interstate rail and highway corridor that connects Milwaukee to the Twin Cities, MN, and destinations further west in the U.S. and Canada. I-94, from the Illinois/Wisconsin state line to the Minnesota/Wisconsin state line, is designated as the Wisconsin Veterans Memorial Highway. The corridor includes the urban and urbanized areas of Madison, Fort Atkinson, Jefferson, Lake Mills, Watertown and Milwaukee.

Current Corridor Characteristics

- **Airports:**
 - › Air carrier (passenger) airports: Dane County Regional (Madison), General Mitchell International (Milwaukee)
 - › Transport/corporate airports: Watertown Municipal, Waukesha County (Waukesha)
 - › General utility airports: Middleton Municipal Airport - Morey Field, Fort Atkinson Municipal, Timmerman (Milwaukee)
 - › Basic utility airports: Blackhawk Airfield (Cottage Grove), Palmyra Municipal, Capitol (Brookfield)
- **Highways:**
 - › Primary state highways: I-94, US 18, WIS 16, WIS 19
 - › Corridors 2030 Backbone Route: I-94
 - › NHS intermodal terminals with local road connections: Badger/Greyhound Terminal (Madison), Dane County Regional Airport (Madison), refer to the *Southeast Wisconsin Regional Planning Commission - Milwaukee County map*
- **Public Transit:**
 - › Bus systems: Madison, Monona, Milwaukee County, Waukesha County
 - › Shared-ride taxi: Jefferson, Lake Mills, Sun Prairie, Waterloo/Marshall, Watertown, 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:**
 - › Amtrak *Empire Builder* service between Seattle, WA/Portland, OR and Chicago, IL, with a stop in Milwaukee
 - › Amtrak *Hiawatha Service* between Milwaukee and Chicago, IL
- **Intercity Bus: Service between:**
 - › Service between Madison and Milwaukee, with stops in Johnson Creek and Waukesha
 - › Connections in Madison to intercity bus services to La Crosse, Minneapolis/St. Paul, MN and Chicago, IL
 - › Connections in Milwaukee to intercity bus services to Kenosha, Green Bay, Wausau, Chicago, IL and Calumet, MI
- **Ports and Harbors:** Milwaukee
- **Ferry:** Lake Express (Milwaukee)
- **Bicycle/Pedestrian:**
 - › Major trails: Capital City Trail, Glacier Drumlin Trail, Lake Country Trail, New Berlin Recreational Trail, Oak Leaf Trail, Hank Aaron 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 I-94, US 18, WIS 16 and WIS 19 by implementing:
 - › New Corridors 2030 Connector Route: WIS 16 (WIS 26 to I-94)
 - › *State Access Management Plan* vision:
 - Tier 1; I-94 (I-39/90 to I-43), US 18 (I-90/94 to Cambridge), WIS 16 (WIS 26 to I-94)
 - Tier 2B; US 18 (Cambridge to Waukesha), WIS 19 (Sun Prairie to Watertown)
 - › Candidate passing lane corridors (US 18, WIS 19)
 - › Candidate expressway upgrade of corridor and the potential conversion of expressway-to-freeway corridor (WIS 16)
- **Public Transit:** Increased regional coordination and continued service
- **Fixed Guideway Transit:** New service (Milwaukee and Dane counties)
- **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 Chicago, IL, with a stop in Milwaukee; and Amtrak *Hiawatha Service* between Milwaukee 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 Sun Prairie; and between Madison and Wausau
 - Phase 2: Between proposed Madison passenger rail station and Chicago, IL passenger rail station; between Madison and Sheboygan, with a stop in Sun Prairie; between Madison and Dubuque, IA; between Madison and La Crosse, via I-90; and between proposed Green Bay passenger rail station and Milwaukee Intermodal Station
- **Ports and Harbors:** Continued service, preservation, maintenance and infrastructure improvements (Milwaukee)
- **Ferry:** Continued service, preservation, maintenance and infrastructure improvements [Lake Express, (Milwaukee)]
- **Bicycle/Pedestrian:** Continued and enhanced accommodations, linkages and accessibility along and across facilities

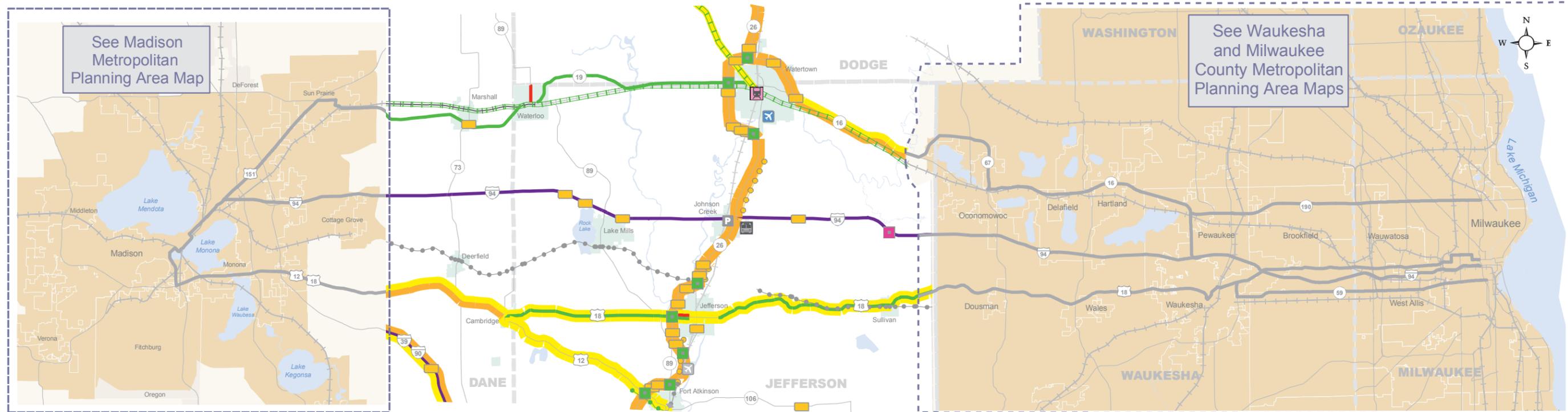


	Year 2007	Year 2030
County populations		
Dane	468,514	579,976
Columbia	55,636	63,177
Dodge	89,225	98,215
Jefferson	80,411	94,259
Waukesha	381,603	436,986
Milwaukee	936,364	1,030,644
Population age 65 and older	233,900	435,618
Enplanements		
Dane County Regional Airport	796,032	1,481,200
General Mitchell International Airport	3,641,503	8,000,000
Intercity passenger rail ridership		
Madison station	NA	309,000
Watertown station	NA	32,000
Oconomowoc station	NA	46,000
Brookfield station	NA	328,000
Milwaukee station	472,447	1,232,000
Average annual daily traffic along		
I-94	33,900 – 118,000	49,500 – 160,600
US 18	1,700 – 10,600	2,200 – 19,500
WIS 19	2,900 – 8,600	4,800 – 11,800
WIS 16	5,200 – 39,900	11,400 – 54,500
Truck volume along		
I-94	High	High
US 18	Medium	Medium
WIS 19	Low	Low
WIS 16	Medium	Medium

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



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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.

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.



Capitol Corridor – Madison to Milwaukee

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)

US 12	Prepare corridor plan from County Rd N (Dane Co) to WIS 26
US 18	Reconstruct from Crawfish River to Marshall Ave (Jefferson)
WIS 89	Reconstruct from WIS 19 to north Waterloo city limits
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/Fixed Guideway	Support implementation of the results of the <i>South Central Wisconsin Commuter Transportation Study</i> . 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
Public Transit/Fixed 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

Mid-Term (2014 – 2019)

I-39/90	Expand to six lanes from Illinois/Wisconsin state line to US 12/18 if supported by environmental document
I-94	Replace bridge over Neville Rd (Jefferson Co) and over Rock Lake Rd (Jefferson Co) if supported by environmental document
US 12	Prepare corridor plan from WIS 26 to County Rd N (Walworth Co)
US 18	Prepare corridor plan from US 12 (Cambridge) to WIS 83
WIS 16	Prepare corridor plan from WIS 16/19 to WIS 16 split (Oconomowoc)
WIS 16	Replace bridge over railroad tracks north of Watertown if supported by environmental document
WIS 19	Replace bridge over Maunasha River if supported by environmental document
WIS 26	Construct enumerated 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 18, North Jefferson Bypass, South Watertown Bypass, WIS 19 and North Watertown Bypass
WIS 106	Replace bridge over Bark River if supported by environmental document
Airports	Support runway extension at Watertown airport
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)
Bicycle/Pedestrian	Support trail connections to the WIS 26 corridor path, both north and south of Johnson Creek and from existing path to the Jefferson city limits
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
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 Passenger Rail	Implement intercity passenger rail service between Green Bay and Chicago, IL with proposed stops in Appleton, Oshkosh, Fond du Lac, West Bend, Granville (Northwest Milwaukee Co), Milwaukee, General Mitchell International Airport and Sturtevant. Implementation will be based on results of environmental study

Long-Term (2020 – 2030)

I-39/90	Replace bridge over County Rd B (Dane Co) if supported by environmental document
I-94	Replace bridge near Lake Mills and bridge east of Johnson Creek if supported by environmental document
I-94	Reconstruct existing interchange at County Rd F (Jefferson Co) and I-94 if supported by environmental document
US 12	Construct additional lanes at select locations and convert to freeway from I-39/90 to US 18 if supported by environmental document
WIS 16	Construct candidate expressway upgrades and/or convert to freeway from WIS 26 to WIS 16 split (Oconomowoc) if supported by environmental document
WIS 16	Replace bridge at WIS 16 and WIS 19 east of Watertown if supported by environmental document
WIS 26	Replace bridge over Rock River in downtown Jefferson if supported by environmental document

Entire Planning Period

I-39/90	Complete corridor plan from Illinois/Wisconsin state line to US 12/18. 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
US 12	Complete corridor plan from WIS 26 to County Rd P (Walworth Co) and implement results which may include bypassing Fort Atkinson, adding lanes and/or capacity if supported by environmental document and process leading to candidate Major project enumeration
US 18	Construct candidate passing lanes from US 12 to Marshall Ave (Jefferson); and County Rd Y (Jefferson Co) to County Rd BB (Waukesha Co) if supported by environmental document
WIS 19	Construct candidate passing lanes from County Rd N (Dane Co) to County Rd T (Dane Co); from WIS 73 to Canal Rd (Waterloo); and from WIS 19/89 split to Carriage Hill Rd (Watertown) if supported by environmental document
Airports	Support continued preservation, maintenance and infrastructure projects at <i>State Airport System Plan</i> airports
Bicycle/Pedestrian	Support accommodations and linkages to create a connected network that provides accessibility along and across facilities
Intercity Bus	Support continued service between Minneapolis/St. Paul, MN and Chicago, IL with stops in Eau Claire, Tomah, Wisconsin Dells, Madison and Milwaukee; between Minneapolis/St. Paul, MN and Chicago, IL with stops in Eau Claire, Tomah, Wisconsin Dells, Madison, and Beloit; between Madison and Chicago, IL with stops in Janesville and Beloit; and between Madison and Milwaukee with stops in Johnson Creek, Summit, Brookfield, UW-Milwaukee and General Mitchell International Airport
Intercity Passenger Rail	Study the potential for serving West Central, North Central, Central, and South Central Wisconsin and implement the results of the studies
Intercity Passenger Rail	Work with the Office of the Commissioner of Railroads to preserve intercity passenger rail corridors by discouraging new at-grade crossings of the corridors
Intercity Passenger Rail	Support continued Amtrak <i>Empire Builder</i> service between Seattle, WA/Portland, OR and Chicago, IL with stops in La Crosse, Tomah, Wisconsin Dells, Portage, Columbus and Milwaukee
Local Roads	Support continued preservation, maintenance and infrastructure projects
Park & Ride	Support expansion of existing park and ride facilities, if needed and if supported by environmental document
Park & Ride	Support continued preservation and maintenance
Public Transit	Support continued shared-ride taxi service in Jefferson, Lakes Mills, Waterloo/Marshall and Watertown
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



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

Public and specialized transit

- WisDOT, January 2008

Truck volume

- WisDOT, August 2007

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

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