

Frank Lloyd Wright Corridor – La Crosse to Madison

Corridor Overview

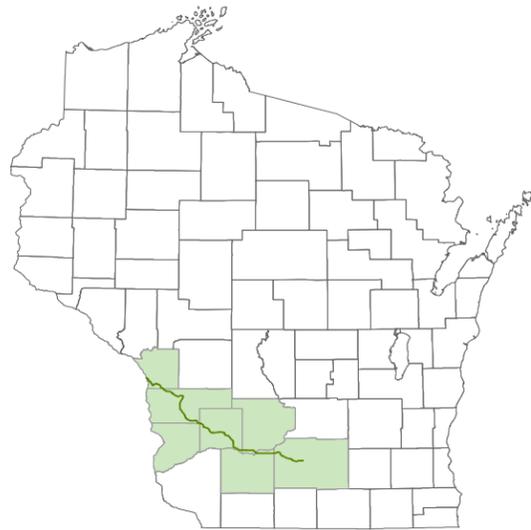
This 140-mile corridor links La Crosse to Madison and locations south and east. The corridor serves an agricultural region of the state, and provides one of the few Wisconsin River crossings in southern Wisconsin. The corridor is named after the memorial highway honoring the architectural accomplishments of Frank Lloyd Wright. The entire Frank Lloyd Wright Memorial Highway extends along US 14 from Richland Center to Madison. US 14 is also designated as the Purple Heart Memorial Highway from Richland Center to the Minnesota state line. The corridor’s topography provides some of the most scenic hill and valley landscapes in the state. The corridor serves the urban and urbanized areas of La Crosse, Madison and Richland Center.

Current Corridor Characteristics

- Airports:
 - › Air carrier (passenger) airports: La Crosse Municipal, Dane County Regional (Madison)
 - › Transport/corporate airport: Tri-County Regional (Lone Rock)
 - › General utility airport: Middleton Municipal Airport - Morey Field
 - › Basic utility airports: Viroqua Municipal, Richland (Richland Center), Sauk-Prairie (Prairie du Sac), Blackhawk Airfield (Cottage Grove)
- Highways:
 - › Primary state highway: US 14
 - › Corridors 2030 Connector Route: US 14
 - › Completed passing lane corridors:
 - US 14 (WIS 58 to WIS 60)
 - US 14 (WIS 130 to County Rd Y (Dane Co))
 - › NHS intermodal terminals with local road connections: Port of La Crosse, Badger/Greyhound Terminal (Madison), Dane County Regional Airport (Madison)
- Public Transit:
 - › Bus systems: La Crosse, Madison, Monona
 - › Shared-ride taxi: Onalaska, Viroqua, 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 Chicago, IL and Seattle, WA/Portland OR, with a stop in La Crosse
- Intercity Bus:
 - › Service between La Crosse and Madison, with stops in Cross Plains, Black Earth, Mazomanie, Spring Green, Lone Rock, Richland Center, Readstown, Viroqua, Westby and Coon Valley
 - › Connections in Madison to intercity bus services to Milwaukee, Minneapolis/St. Paul, MN and Chicago, IL
 - › Connections in La Crosse to intercity bus services to Minneapolis/St. Paul, MN
- Ports and Harbors: La Crosse
- Ferry: None along this corridor
- Bicycle/Pedestrian:
 - › Major trails: Pine River Recreational 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 improving traffic movement, along US 14 by implementing:
 - › *State Access Management Plan* vision
 - Tier 1; US 14 (Cross Plains municipal limit to Middleton municipal limit)
 - Tier 2A; US 14 (La Crosse municipal limit to Viroqua municipal limit, around Richland Center; and Spring Green municipal limit to Cross Plains municipal limit)
 - Tier 2B; US 14 (Viroqua municipal limit to Richland Center municipal limit; and Richland Center municipal limit to Spring Green municipal limit)
 - › Candidate passing lane corridor (US 14)
 - › Candidate expressway upgrade of corridor and the potential conversion of expressway-to-freeway corridor (US 14)
 - › Enumerated Major project at Viroqua and Westby
- 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 a stop in La Crosse
 - › 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; and between Madison and Wausau
 - Phase 2: Between La Crosse and Madison, via I-90; between Madison and Dubuque, IA; between Madison and Sheboygan; and between proposed Madison passenger rail station and Chicago, IL passenger rail station
 - Phase 3: Between La Crosse and Wausau
- Ports and Harbors: Continued service, preservation, maintenance and infrastructure improvements (La Crosse)
- Ferry: None along this corridor
- Bicycle/Pedestrian: Continued and enhanced accommodations, linkages and accessibility along and across facilities

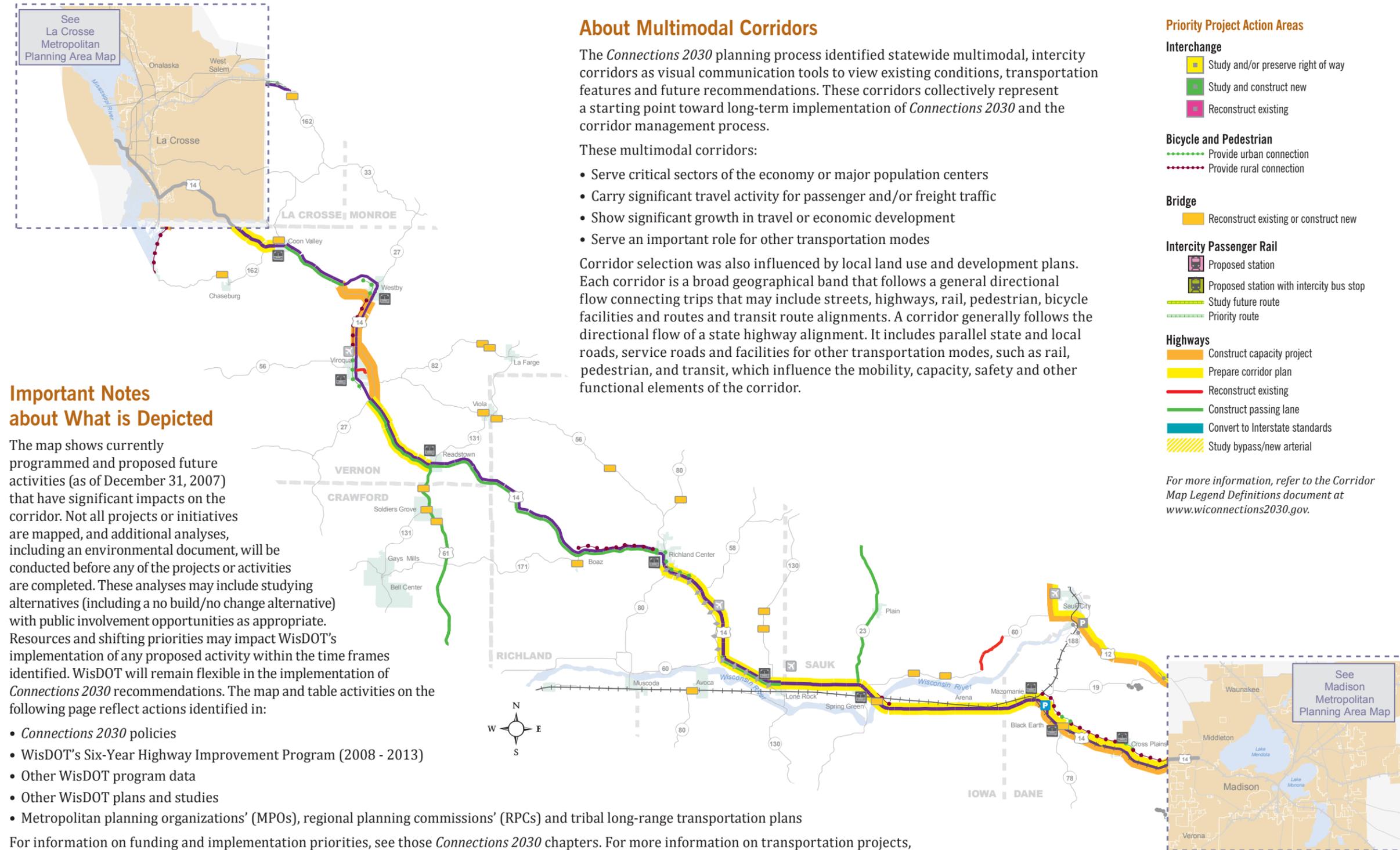


	Year 2007	Year 2030
County populations		
La Crosse	111,791	125,652
Vernon	29,530	34,095
Crawford	17,553	18,495
Richland	18,208	19,207
Sauk	60,673	70,185
Iowa	24,130	27,350
Dane	468,514	579,976
Population age 65 and older	74,947	168,764
Enplanements		
La Crosse Municipal Airport	119,897	232,000
Dane County Regional Airport	796,032	1,522,000
Intercity passenger rail ridership		
La Crosse station	28,009	70,000
Madison station	NA	309,000
Average annual daily traffic along US 14	2,100 – 12,400	2,500 – 15,900
Truck volume along US 14	Low	Low

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.

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

For more information, refer to the *Corridor Map Legend Definitions* document at www.wiconnections2030.gov.

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

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



Frank Lloyd Wright Corridor – La Crosse 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)

US 12	Prepare corridor plan from Parmenter St (Middleton) to County Rd W (Baraboo, Sauk Co)
US 14	Prepare corridor plan from US 12 to WIS 78 and from WIS 78 to WIS 80
US 14	Replace bridge over Wisconsin River
US 14	Prepare corridor plan from WIS 27 to WIS 131
US 61/WIS 131	Replace bridges over Baker Creek and Kickapoo River in Soldiers Grove
WIS 56	Reconstruct from Mahoney St (Viroqua) to US 14 and from east of WIS 131 (Viola) to east of River Rd (Viola)
WIS 56	Replace bridge east of Viola over the Kickapoo River
WIS 60	Reconstruct from Cassel Rd (Town of Troy) to County Rd B (Sauk Co.)
WIS 82	Replace west bridge over Otter Creek
WIS 162	Replace bridge deck over Hohlfeld Coulee Creek
Park & Ride	Support proposed park and ride construction near the intersection of US 14 and WIS 78

Mid-Term (2014 – 2019)

US 14	Prepare corridor plan from WIS 35 to WIS 162
US 14	Construct enumerated Major project from the south end of the proposed Westby bypass to the north end of the proposed Viroqua bypass which may include bypassing Westby and Viroqua and adding lanes from Tristate Rd (Westby) to County Rd B (Viroqua)
WIS 60	Replace bridge over Badger Valley Creek if supported by environmental document
WIS 162	Replace bridge over Coon Creek if supported by environmental document
WIS 133	Replace bridge over Morrey Creek if supported by environmental document
WIS 171	Replace bridge over Mill Creek if supported by environmental document
Bicycle/Pedestrian	Provide urban and rural accommodations along US 14 across the Wisconsin River (Spring Green); and from County Rd KP (Mazomanie) to US 12 (Middleton)
Bicycle/Pedestrian	Provide urban and rural accommodations along WIS 35 from La Crosse to Prairie du Chien
Bicycle/Pedestrian	Provide urban and rural accommodations along US 14 from Spring Coulee Rd (Westby) through the Viroqua city limits; and from WIS 171(Boaz) through the Richland Center city limits.
Intercity Bus	Support new intercity bus service between La Crosse and Madison via I-90 with stops in Sparta, Tomah, Mauston, and Wisconsin Dells

Long-Term (2020 – 2030)

US 14	Implement the results of study, which may include constructing candidate expressway upgrades and/or converting to freeway from WIS 78 to US 12 if supported by environmental document
US 14	Replace bridge over Black Earth Creek if supported by environmental document
US 61	Replace bridge over Trout Creek if supported by environmental document
WIS 56	Replace bridge west of Viola over the Kickapoo River if supported by environmental document

Long-Term (2020 – 2030), continued

WIS 56	Replace bridge over Fancy Creek if supported by environmental document
WIS 60	Replace bridge over Wilson Creek if supported by environmental document
WIS 80	Replace bridge over Pine River if supported by environmental document
WIS 82	Replace east bridge over Otter Creek if supported by environmental document
WIS 130	Replace bridges (2) over Bear Creek if supported by environmental document
WIS 162	Replace bridge over Dutch Creek if supported by environmental document
Intercity Bus	Support new intercity bus service between La Crosse and Wausau with stops in Sparta, Tomah, Wisconsin Rapids, Stevens Point and Mosinee

Entire Planning Period

US 12	Construct candidate expressway upgrades and/or convert to freeway from County Road Z (Sauk Co) to County Rd K (Dane Co) if supported by environmental document
US 12	Construct enumerated Major project from I-90/94 (Lake Delton) to Sauk City, which may include bypassing Baraboo, adding lanes or capacity on new alignment and constructing candidate upgrades and/or converting to freeway
US 14	Construct candidate passing lanes from US 14/61 split (Readstown) to Westside Dr (Richland Center) and from WIS 60 to WIS 130 if supported by environmental document
US 14/61	Construct candidate passing lanes from County Rd P (Vernon Co) to Allen Dr (Town of Christiana) and from WIS 27 to US 14/61 split (Readstown) if supported by environmental document
US 61	Construct candidate passing lanes from WIS 60 to US 14 if supported by environmental document
WIS 23	Construct candidate passing lanes from US 14 to WIS 154 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 intercity bus service between Madison and La Crosse via US 14 with stops in Cross Plains, Black Earth, Mazomanie, Spring Green, Lone Rock, Richland Center, Readstown, Viroqua, Westby and Coon Valley
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
Public Transit	Work with counties and transit service providers to coordinate and expand rural transit service
Public Transit	Support continued shared-ride taxi service in Viroqua
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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