

Lake to Lake Corridor – Fox Cities to Manitowoc-Two Rivers

Corridor Overview

This 50-mile corridor is part of a passenger and freight corridor that links central Wisconsin, the Fox Cities and the Manitowoc-Two Rivers area. With the ferry service across Lake Michigan, it is also part of an interstate corridor that connects to west central Michigan and locations east. The corridor includes the Vietnam Veterans Memorial Highway (US 10 from Manitowoc to the Minnesota/Wisconsin state line) as well as the urban and urbanizing areas of Appleton and Manitowoc.



Current Corridor Characteristics

- Airports:
 - › Air carrier (passenger) airport: Outagamie County (Appleton)
 - › Transport/corporate airport: Manitowoc County
- Highways:
 - › Primary highways: US 10, WIS 310
 - › Corridors 2030 Connector Route: US 10
 - › NHS intermodal terminals with local road connections: Manitowoc Ferry
- Public Transit:
 - › Bus systems: Fox Cities, Manitowoc
 - › Shared-ride taxi: None along this corridor
 - › 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: None along this corridor
- Intercity Bus:
 - › Connections in Appleton to intercity bus services to Green Bay, Wausau, Milwaukee and Chicago, IL
 - › Connections in Manitowoc to intercity bus services to Milwaukee and Calumet, MI
- Ports and Harbors: Manitowoc
- Ferry: Lake Michigan Carferry (Manitowoc)
- Bicycle/Pedestrian:
 - › Major trails: Fox River State Trail, Friendship Trail, Mariner’s Trail
 - › Accommodations, linkages and accessibility along and across some facilities

Future Corridor Vision

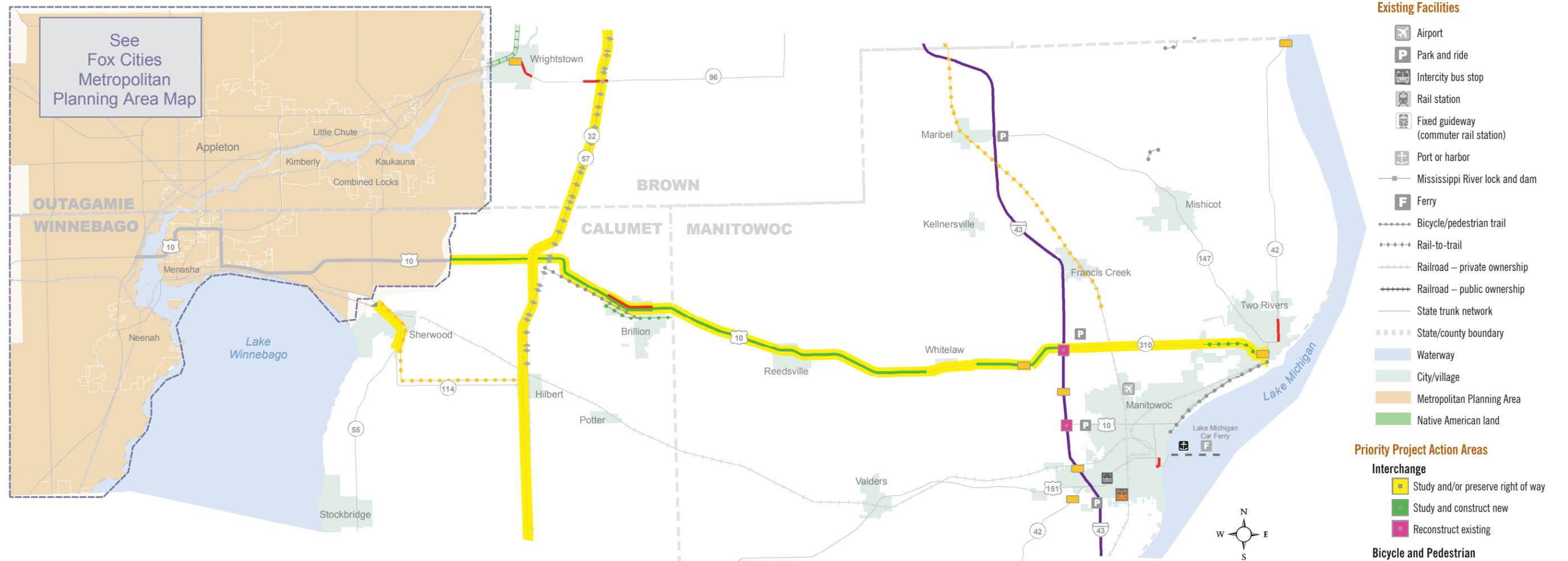
- Airports: Continued service, increased direct air service and infrastructure projects to support business airplane-capable airports
- Highways: Maximized preservation and maintenance of infrastructure and continued user efficiency and reliability, including improved traffic movement, along US 10 and WIS 310 by implementing:
 - › New Corridors 2030 Connector Route: WIS 310 (I-43 to WIS 42)
 - › *State Access Management Plan* vision; Tier 2A
 - › Candidate passing lane corridor (US 10)
- Public Transit: Increased regional coordination and continued service
- Fixed Guideway Transit: None along this corridor
- Rail Freight: Continued freight rail service and corridor preservation
- Intercity Passenger Rail:
 - › New 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 Appleton
 - Phase 2: Between proposed Green Bay passenger rail station and Milwaukee Intermodal Station with a stop in Manitowoc; and between Wausau and proposed Appleton passenger rail station
- Ports and Harbors: Continued service, preservation, maintenance and infrastructure improvements (Manitowoc)
- Ferry: Continued service, preservation, maintenance and infrastructure improvements [Lake Michigan Carferry (Manitowoc)]
- Bicycle/Pedestrian: Continued and enhanced accommodations, linkages and accessibility along and across facilities

	Year 2007	Year 2030
County populations		
Winnebago	164,703	188,446
Outagamie	173,724	215,720
Calumet	45,990	58,966
Manitowoc	84,603	91,327
Population age 65 and older	54,621	105,662
Enplanements		
Outagamie County Regional Airport	289,116	640,000
Intercity passenger rail ridership		
Appleton station	NA	142,000
Average annual daily traffic along		
US 10	4,400 – 16,400	5,400 – 23,900
Truck volume along		
US 10	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.

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

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



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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 10	Replace bridge and approach over Branch River (Manitowoc Co)
US 10	Reconstruct from County Rd HR to east Brillion municipal limits
US 10	Reconstruct from 10th St to 8th St (Manitowoc)
US 10	Complete corridor plan from US 10/WIS 114 split to WIS 32/57
WIS 42	Reconstruct from 22nd St to 35th Pl (Two Rivers)
WIS 96	Reconstruct from Old 57 Rd to Deuster St (Town of Wrightstown)
WIS 96	Reconstruct from Fox River to Shanty Rd (Wrightstown)
WIS 96	Replace bridge and approaches over Fox River (Wrightstown)
WIS 114	Prepare corridor plan from US 10 to WIS 55/114 split
Bicycle/Pedestrian	Support the construction of the Devil’s River State Trail between Denmark and Town of Rockwood
Bicycle/Pedestrian	Support the construction of a trail between Hilbert and Sherwood along WIS 114
Port/Harbor	Reconstruct dockwall and dredge at carferry dock at the Port of Manitowoc
Port/Harbor	Dredge Manitowoc River for the Port of Manitowoc

Mid-Term (2014 – 2019)

I-43	Replace bridge over County Rd CS (Manitowoc Co) if supported by environmental document
I-43	Reconstruct existing interchange at I-43 and US 10/WIS 310 if supported by environmental document
WIS 32	Prepare corridor plan from WIS 67 to WIS 96
WIS 32/57	Prepare corridor plan from WIS 96 to Pershing Rd (De Pere)
WIS 42	Replace bridge over Silver Creek (Manitowoc Co) if supported by environmental document
WIS 42	Replace bridge north of Twin Creeks (near Manitowoc/Kewaunee Co line) if supported by environmental document
WIS 310	Replace bridge over the West Twin River in Two Rivers if supported by environmental document
Bicycle/Pedestrian	Provide urban and rural accommodations along US 10 from County Rd HR (Brillion) to the Calumet/Manitowoc county line; and along WIS 310 from Woodland Dr (Manitowoc Co) to WIS 42 (Two Rivers)

Long-Term (2020 – 2030)

I-43	Replace bridge over the Manitowoc River if supported by environmental document
I-43	Replace interchange at US 10/County Rd JJ (Manitowoc Co) and I-43 if supported by environmental document
WIS 310	Prepare corridor plan from I-43 to WIS 42
Intercity/Feeder Bus	Support new intercity bus service between proposed Green Bay passenger rail station and Milwaukee Intermodal Station with stops in Manitowoc, Sheboygan and Port Washington
Intercity Passenger Rail	Implement new intercity passenger rail service between Green Bay and Chicago, IL with stops in Appleton, Oshkosh, Fond du Lac, West Bend, Granville (Northwest Milwaukee Co), Milwaukee, General Mitchell International Airport and Sturtevant if supported by environmental document

Entire Planning Period

US 10	Prepare corridor plan from WIS 32 to I-43 and implement results, which may include constructing candidate passing lanes from WIS 114 to Hampton Lake Road (Village of Whitelaw) or from County Road T (Manitowoc Co) to I-43 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
Ferry	Support continued ferry service of the Lake Michigan Carferry between Manitowoc and Ludington, MI
Intercity Bus	Support continued service between Calumet, MI and Chicago, IL with stops in Marinette, Peshtigo, Oconto, Green Bay, Manitowoc, Sheboygan and Milwaukee
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 corridor
Local Roads	Support continued preservation, maintenance and infrastructure projects
Park & Ride	Support continued preservation and maintenance
Park & Ride	Support expansion of existing park and ride facilities if needed and if supported by environmental document
Port/Harbor	Support channel preservation, maintenance and infrastructure projects at the Port of Manitowoc
Public Transit	Support regional service expansion for Maritime Metro Transit
Public Transit	Support continued service and vehicle replacement for Maritime Metro Transit
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
Soo Locks	Support continued coordination, maintenance and preservation
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

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 table and map activities (on the previous 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 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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