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

<table>
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<tr>
<th>County populations</th>
<th>Year 2007</th>
<th>Year 2030</th>
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<tr>
<td>Winnebago</td>
<td>164,703</td>
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<td>Outagamie</td>
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<td>Calumet</td>
<td>45,990</td>
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<td>Manitowoc</td>
<td>84,603</td>
<td>91,327</td>
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</table>

Population age 65 and older
- 54,621
- 105,662

Enplanements
- Outagamie County Regional Airport
  - 289,116
  - 640,000

Intercity passenger rail ridership
- Outagamie County Regional Airport
  - 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.
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.
Lake to Lake Corridor – Fox Cities to Manitowoc-Two Rivers

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 HH to east Brillion municipal limits

US 10
Reconstruct from 10th St to 8th St (Manitowoc)

US 10
Complete corridor plan from US 10 to WIS 114 up to WIS 32/57

WIS 42
Reconstruct from 2nd St to 10th Pl (Two Rivers)

WIS 96
Reconstruct from Old 57 Rd to Decatur St (Town of Wightstown)

WIS 96
Reconstruct from Fox River to Shady Rd (Wightstown)

WIS 96
Replace bridge and approaches over Fox River (Wightstown)

Prepare corridor plan from US 10 to WIS 55/114 up

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
Drain 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

Prepare corridor plan from WIS 67 to WIS 96

Prepare corridor plan from WIS 56 to Poy Sippi Rd (De Pere)

Replace bridge over Silver Creek (Manitowoc Co) if supported by environmental document

Replace bridge north of Twin Creeks (near Manitowoc/Kewaunee Co line) if supported by environmental document

Prepare corridor plan from WIS 310 to 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 HH (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 II (Manitowoc Co) and I-43 if supported by environmental document

Prepare corridor plan from I-43 to WIS 42

Support new intercity bus service between proposed Green Bay passenger rail station and Milwaukee Intermodal Station with stops in Manitowoc, Sheboygan and Port Washington

Implement new intercity passenger rail service between Green Bay and Chicago, IL with stops in Appleton, Oshkosh, Fond du Lac, West Bend, Grinnell (Northwestern Milwaukee Co), Milwaukee, General Mitchell International Airport and Sturtevant if supported by environmental document

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: Multiline, 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)/cargo: Designed to accommodate virtually all aircraft used in commercial air service
- General aviation: Intended to serve small-engine piston aircraft and many of the smaller twin-engine aircraft (both piston and turboprop) used in commuter air service
- Transport/corporate: Intended to serve corporate, small passenger and cargo jet and military transports
- Military: Intended to serve twin-engine piston 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

Average annual daily traffic (AADT)
- Annual 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 Granville)

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
- 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
- Lac Courte Oreilles Band of Lake Superior Chippewa Indians, 2006 Transportation Plan, March 2006
- Meminopie Nation, Meminopie 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
- Sokaogon Chippewa Community, Long Range Transportation Plan, March 2007

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