

Village of Ephraim

HWY 42 ALTERNATIVES ANALYSIS

AGENDA

- A Vision for Ephraim
- Alternatives Analysis
- Recommendations
- Costs
- Next Steps

Then



Now



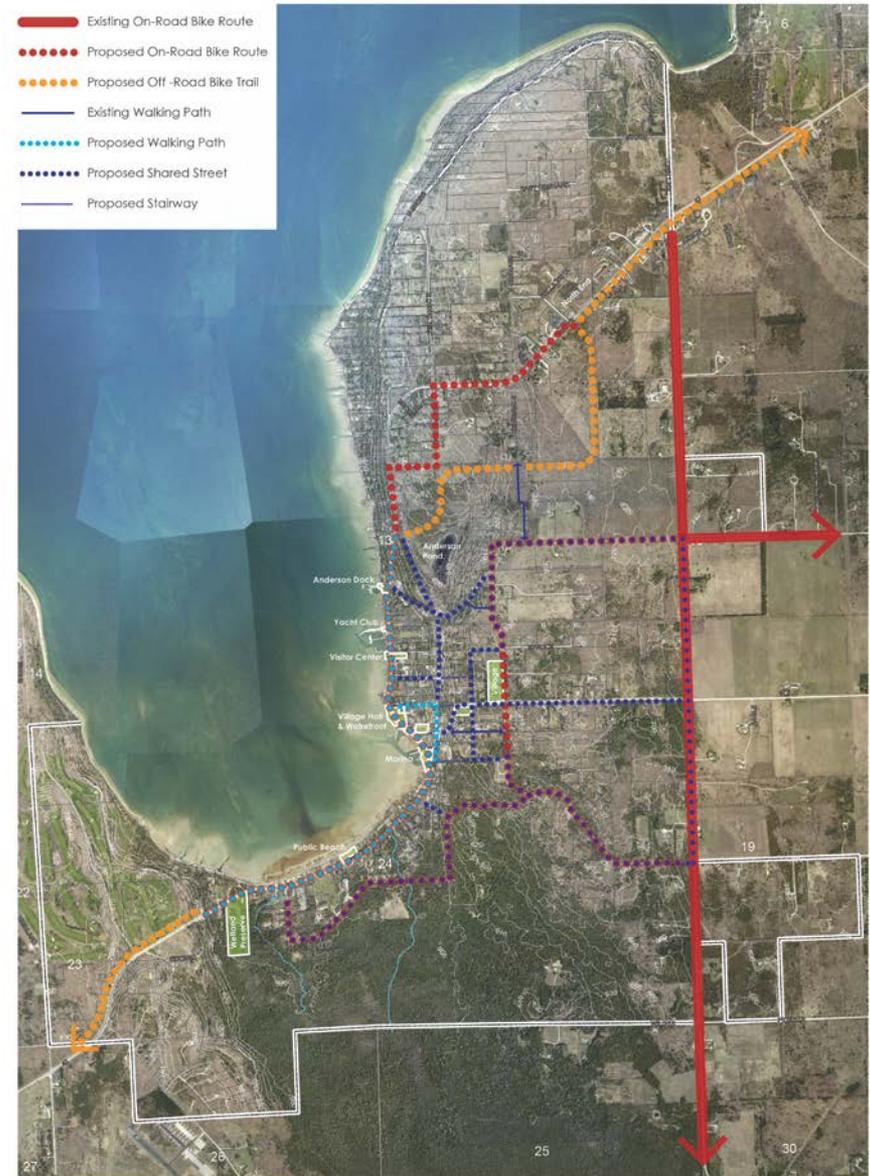
THE VISION

A peaceful Village with strong ties to its history, that protects its natural resources, welcomes visitors, and embraces its residents new and old.



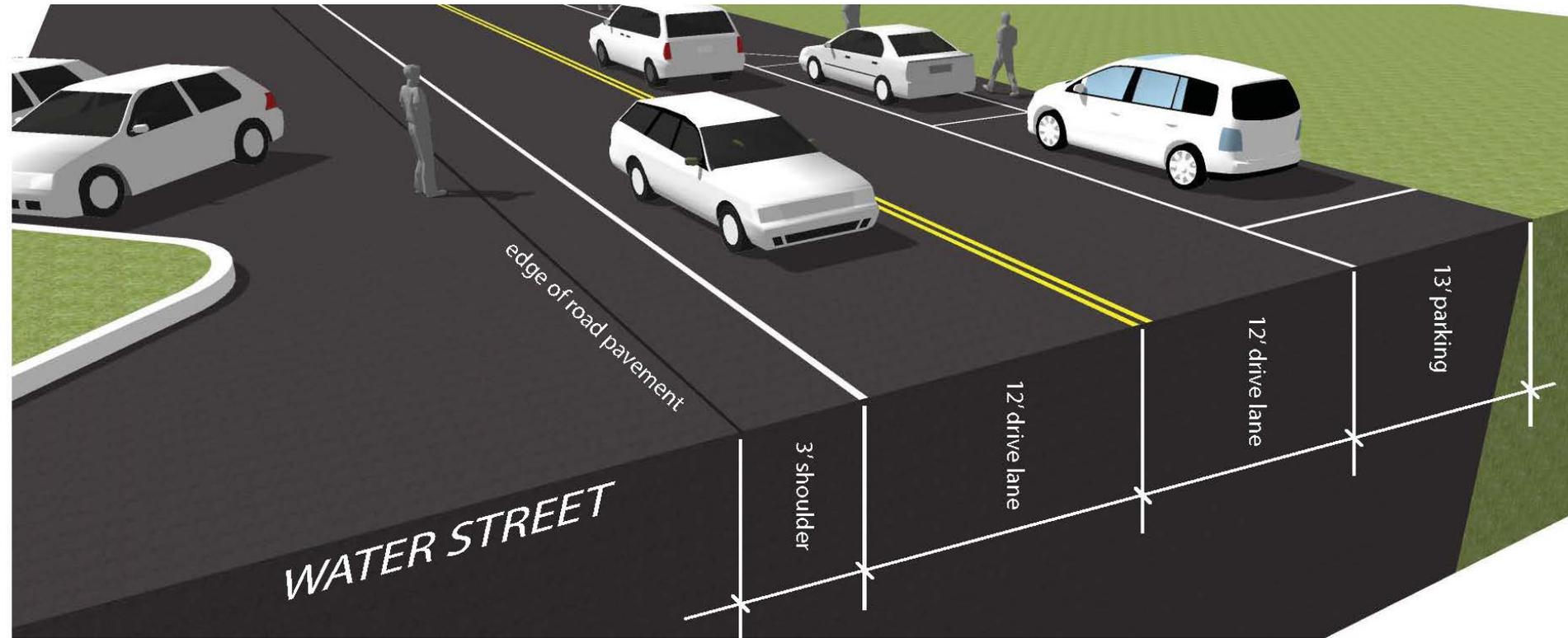
BICYCLE AND PEDESTRIAN FACILITIES

- Connect public parks and landmarks
- Provide safe accommodations
- Link to regional trails and neighboring Towns/Villages
- Provide pedestrian connections through underused R.O.W

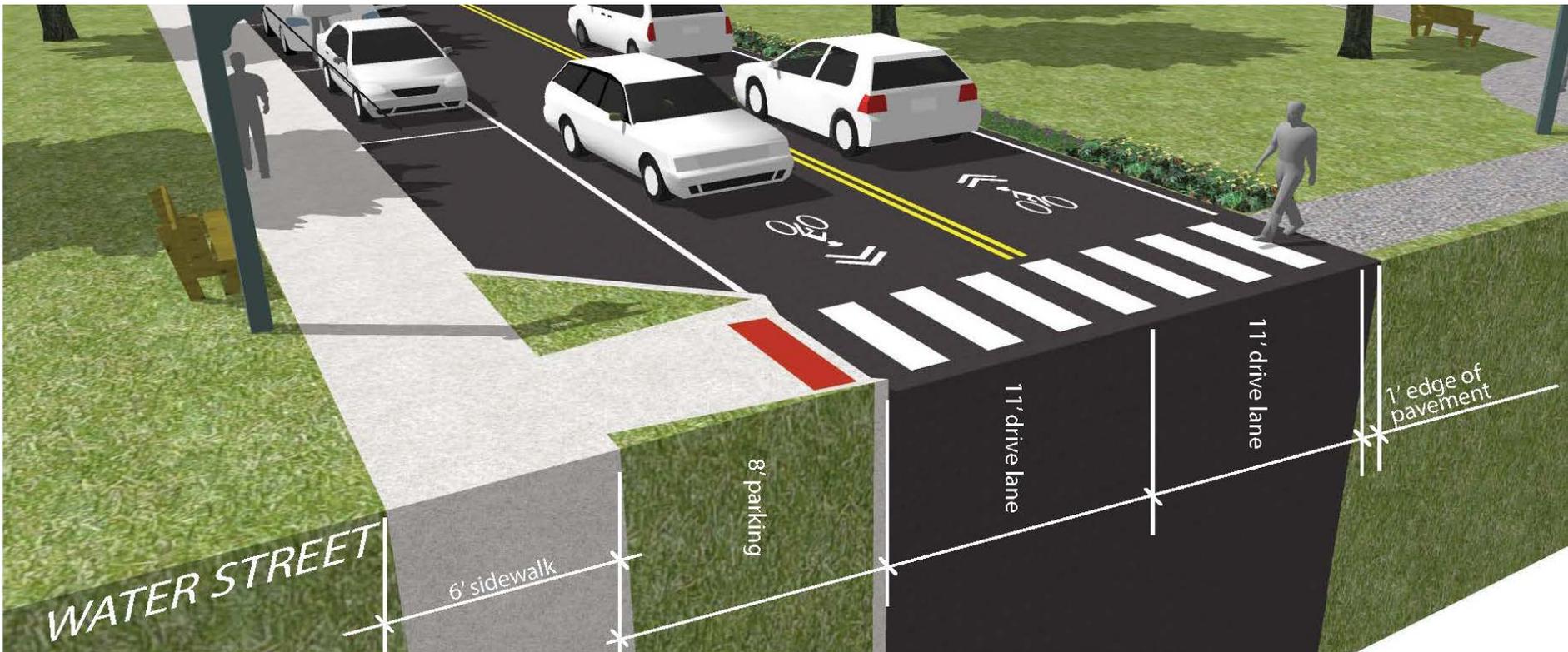


COMPLETE STREETS

- Provide accommodation for all modes of travel and all abilities of user along and across the roadway (Complete Streets)
- Supported by state law
 - Opportunity to influence the Highway 42 design



EXISTING WATER STREET



PROPOSED WATER STREET

ALTERNATIVES ANALYSIS

The Wisconsin DOT intends to repave WIS #42 (Water Street) in the Spring of 2017. In order to ensure that the planned improvements support the community's desires for a context sensitive complete street, the Village hired the livingLAB/URS team to facilitate a week long planning and public engagement process. This process led to the development of a preferred roadway design alternative that is supported by the community of Ephraim and satisfies WisDOT standards.

ALTERNATIVE 1

WisDOT's current plan. Although this option would be at no direct cost to the Village, it does not address any concerns with regard to the safety and mobility of its residents and Visitors

ALTERNATIVE 2

Alternative 2 would be similar to that being constructed within the Village limits of Sister Bay. However, due to the constraints of the existing ROW and the presence of historic assets and sensitive natural features this option is likely to have unacceptable consequences for the Village.

ALTERNATIVE 3

Alternative 3 provides needed improvement in safety and aesthetics while being sensitive to the Village's historic character.

RECOMMENDATIONS

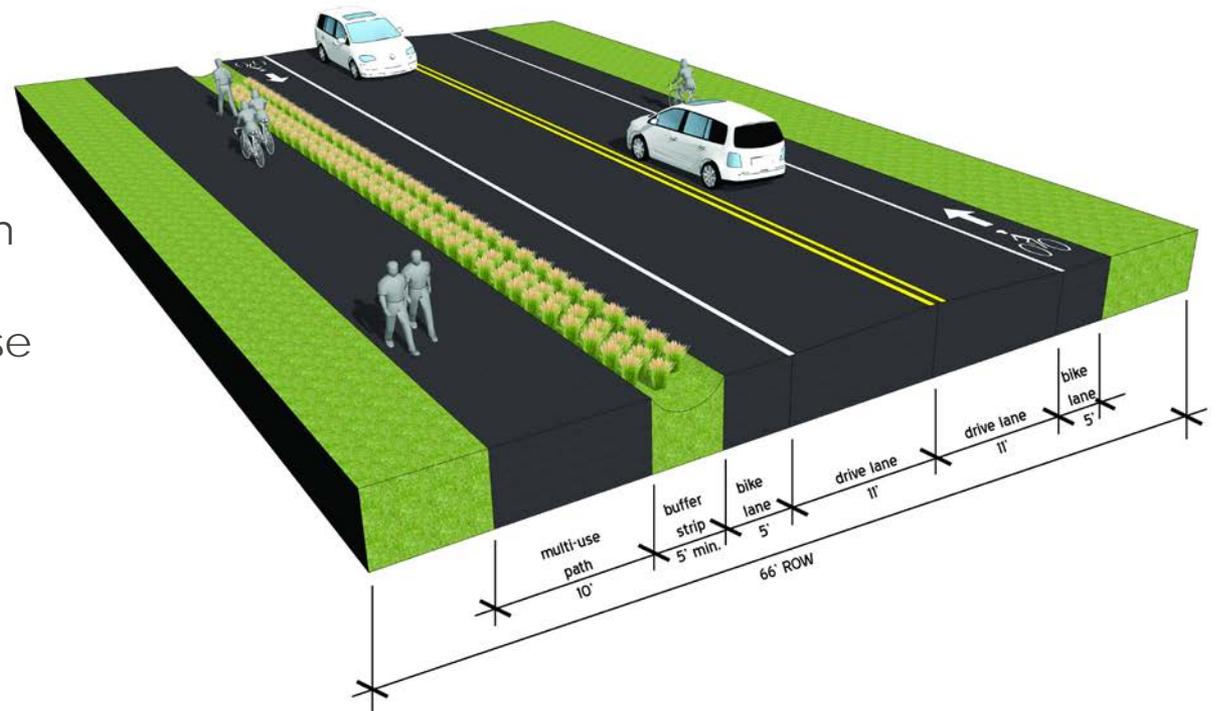
TYPICAL ROAD SEGMENTS

- Segment A runs south of the Wetland Preserve and north of Anderson Road
- Segment B runs from the Wetland Preserve north to German Road
- Segment C runs from German Road to Anderson Road and has a reduced ROW



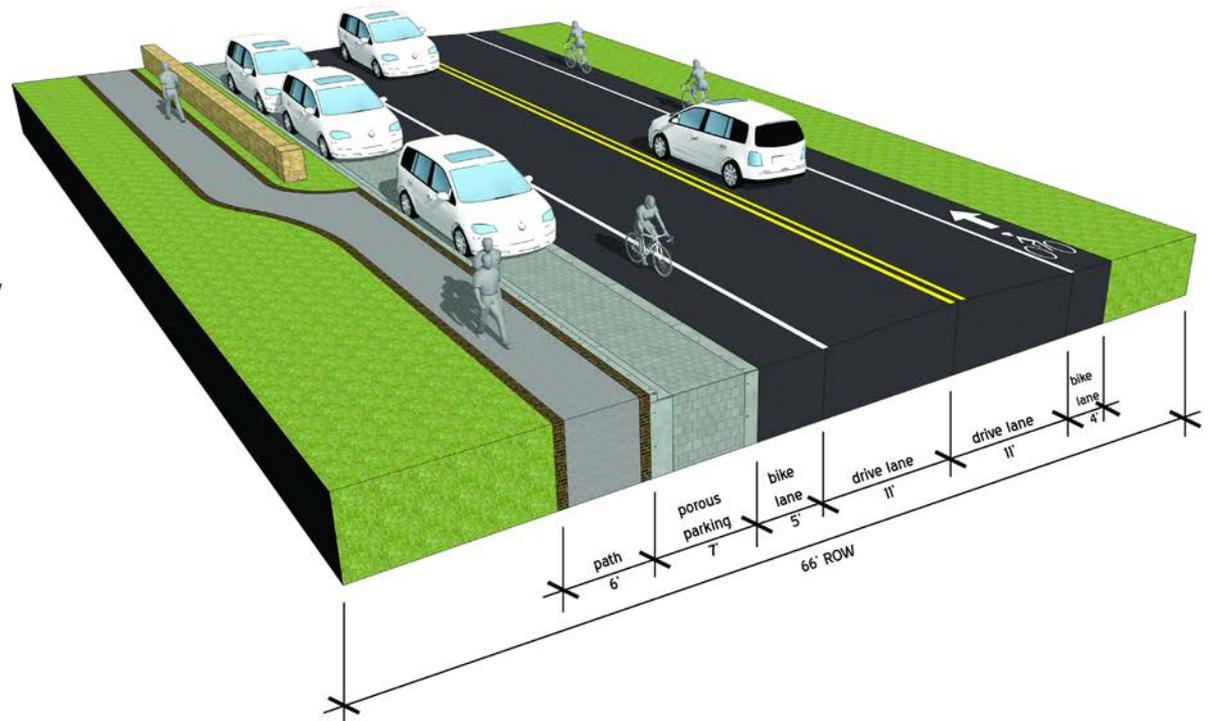
SEGMENT A PREFERRED ALTERNATIVE

- 66' ROW
- 11' drive lanes
- 5' paved shoulder with bike lane markings
- Separated 10' multi-use path



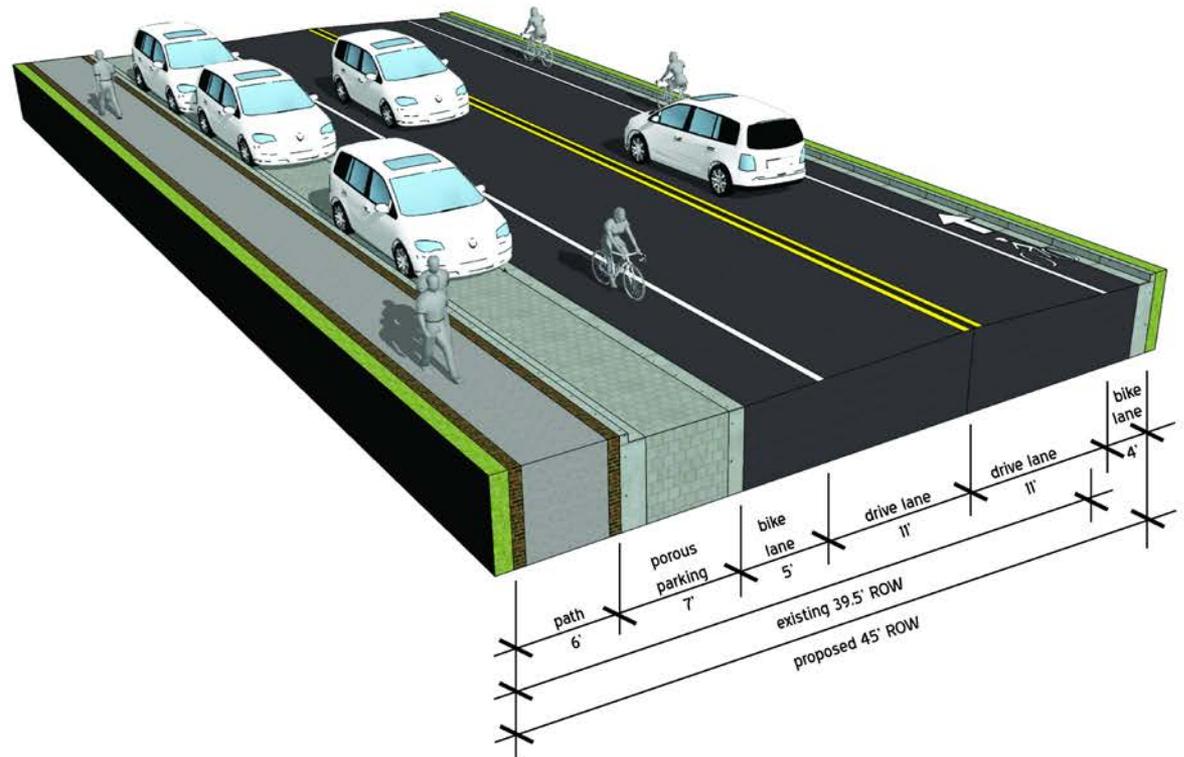
SEGMENT B PREFERRED ALTERNATIVE

- 66' ROW
- 11' drive lanes
- 4'/5' bike lanes
- 7' porous parking bay
- 6' meandering path



SEGMENT C PREFERRED ALTERNATIVE

- 39.5' ROW
- 45' proposed ROW
- 11' drive lanes w/curb and gutter
- 4'/5' bike lanes
- 7' porous parking bay
- 6' path



COSTS

Segment	Estimated Cost	ROW Needed
A South	\$60K	.1 Acres
A North	\$150k	.4 Acres
B	\$1.2 Million	.3 Acres
C	\$1.3 Million	.5 Acres
Total	\$2.9 Million	1.3 Acres

NEXT STEPS

- Survey the Corridor
- Conduct Additional Public Engagement
- Prepare 30% Plans
- Obtain Easements and additional ROW
- Pursue Funding