

SCHAUER ROAD

DOOR COUNTY



PURPOSE

- Present Issues related to the north end of Schauer Road within the Whitefish Dunes State Park Boundaries.
- Present options for addressing the issues
- Obtain Input from the Public
- Discuss how the project will proceed forward

PROJECT AREA

- Project Area
 - Start of Schauer Road by State Part Entrance
 - End Point of Schauer Road by township boundary between Sevastopol and Jacksonport
- Key Segments
 - Intersection of Clark Lake Road, N Cave Point Rd and Start of Schauer Road
 - Schauer Road east of intersection
 - Schauer modification point
 - End Point of Schauer Road by township boundary between Sevastopol and Jacksonport



STAKEHOLDERS

- Town of Sevastopol
- Town of Jacksonport
- Whitefish Dunes State Park
- County of Door – (Highway, Facilities & Parks, Emergency Services)
- And of course the Public!!
- ***This presentation is put together under a joint effort of the Towns of Sevastopol and Jacksonport, Whitefish Dunes State Park and the County of Door.***



KEY ISSUES

- Town of Sevastopol
 - Schauer Road is a town road that provides access to one of the highest visited parks in the County.
 - Road is not designed to handle the amount of traffic.
 - Intersection is poorly designed and does not have proper alignments.
 - Parking on the road creates significant issues the Town.
- Town of Jacksonport
 - Schauer Road is a town road that provides **direct** access to one of the highest visited parks in the County.
 - Road is not design to handle the amount of traffic.
 - Individuals are confused with access and then try to turn around at the northern park boundary.

KEY ISSUES

- Whitefish Dunes State Park
 - Schauer Road cuts through the State Park.
 - Road is not designed to handle the amount of traffic.
 - Intersection is poorly designed and does not have proper alignments.
 - Parking on the road creates significant issues for the Park.
 - Access to north end of park creates issues (not official entrance).
- County
 - Public is using Schauer Road for Parking.
 - Road is not wide enough for emergency vehicles (especially when vehicles park on road).
 - Parking enforcement is very difficult.
 - Intersection is not properly designed.
 - Turn-around for Jacksonport is not properly designed.
 - There is not good access for walking or biking on Schauer Road.

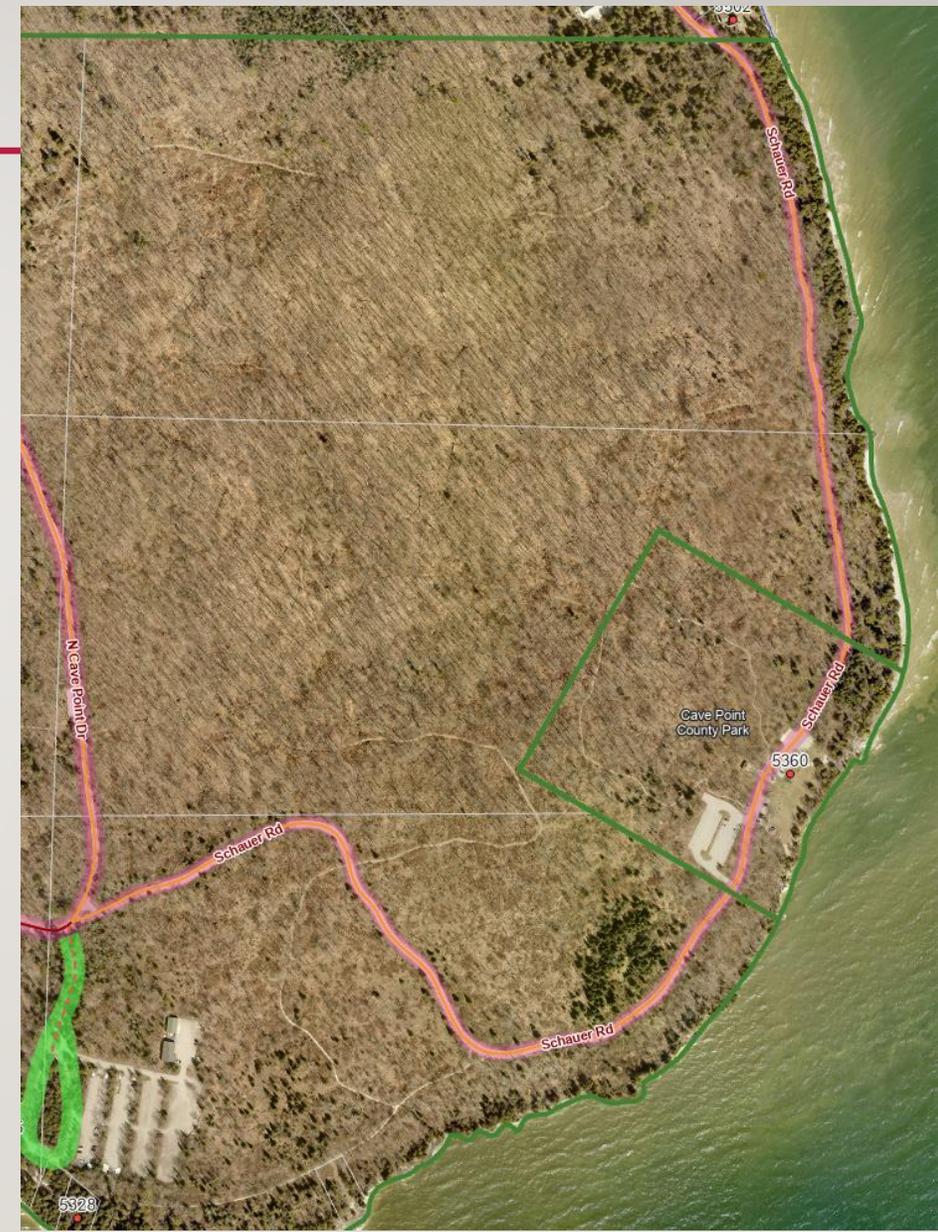
OPTION I: EXISTING ROAD CORRIDOR

- Pro's
 - ROW of way already exists
 - Reduced Environmental Impact
- Con's
 - Route is not ideal both in terms of length and also the long term goals for the State Park
 - Cost project is similar to option II with new road segment



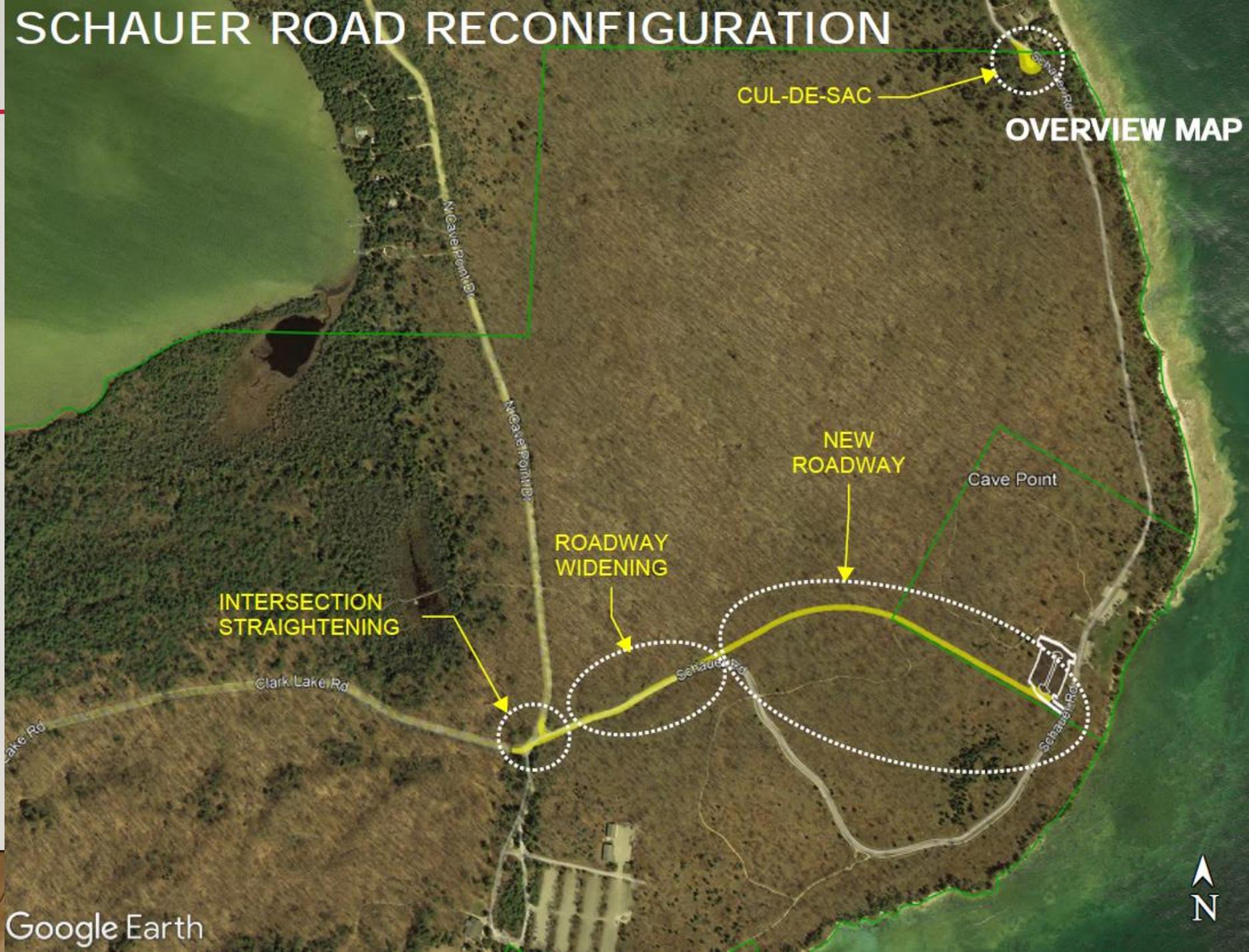
OPTION II: NEW ROAD CORRIDOR

- Pro's
 - State DNR is willing to provide corridor with the vacation of the old Schauer Road
 - Old Schauer Road would be use by DNR for public trails
 - Road will be shorter for long term maintenance
 - County can enhance parking on the North end of Cave Point County Park
- Con's
 - New segment must be cleared (note that all natural and historical surveys have been completed)
 - Cost is higher than Option I
 - Higher Environmental Impact



PROJECT OVERVIEW

SCHAUER ROAD RECONFIGURATION

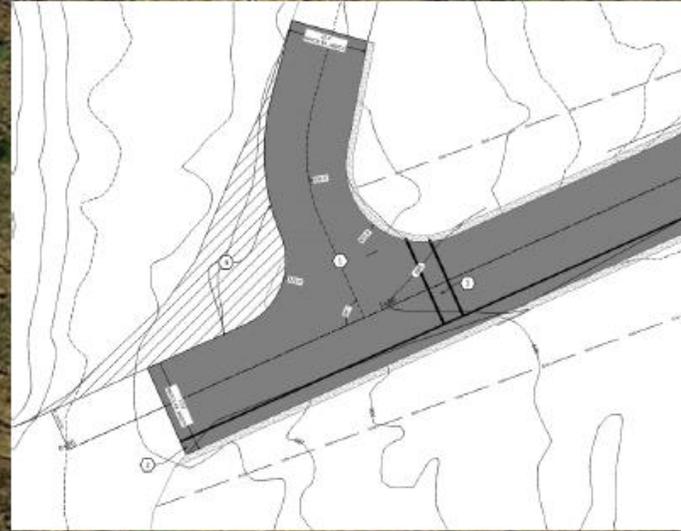


OVERVIEW MAP

PROJECT OVERVIEW

SCHAUER ROAD RECONFIGURATION

INTERSECTION STRAIGHTENING



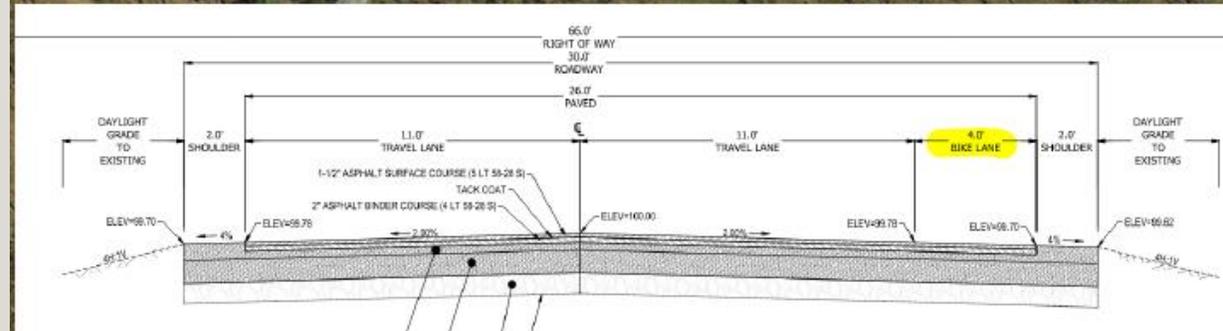
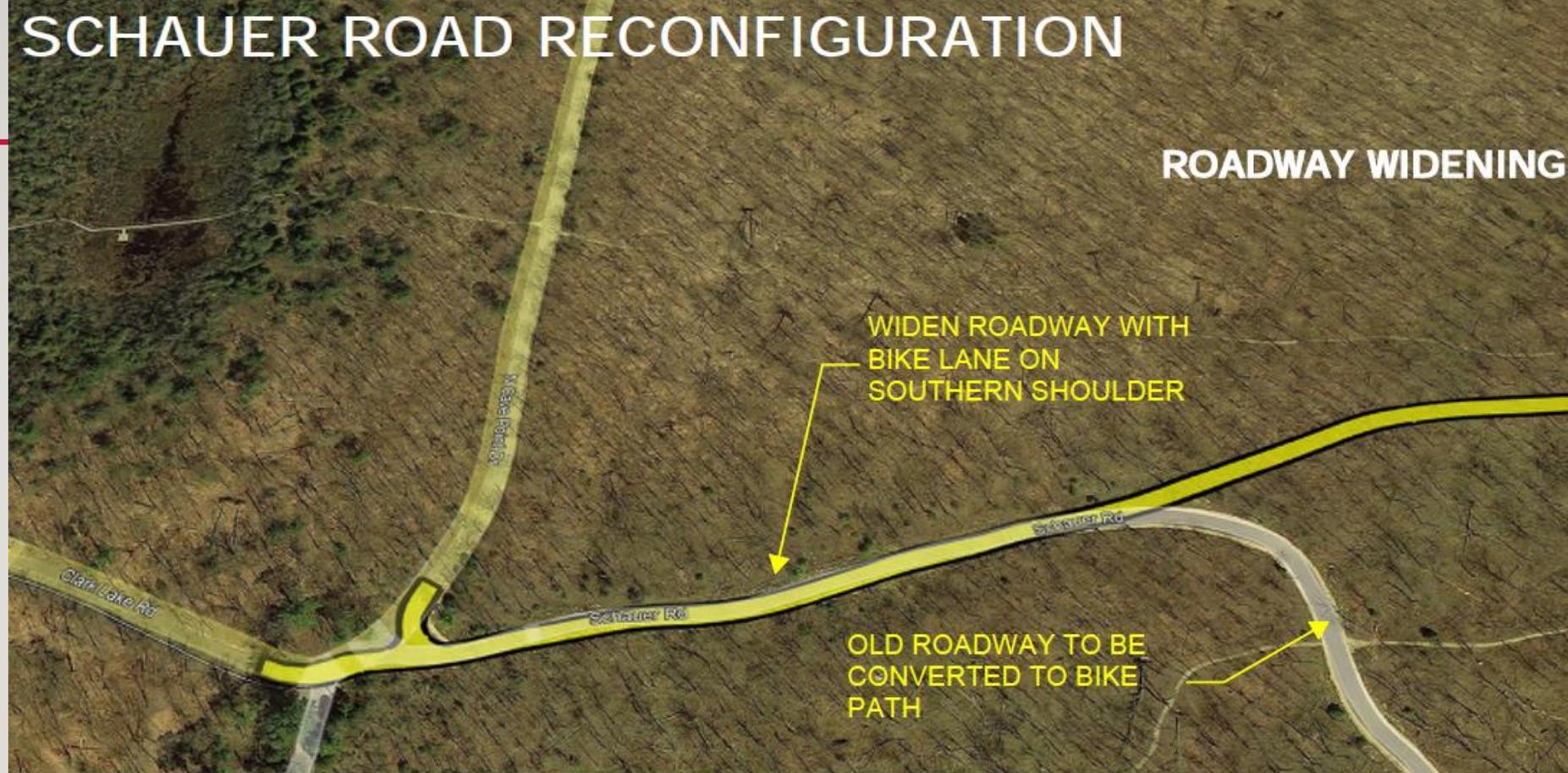
CREATE REALIGNED INTERSECTION WITH PERPENDICULAR ROADWAYS



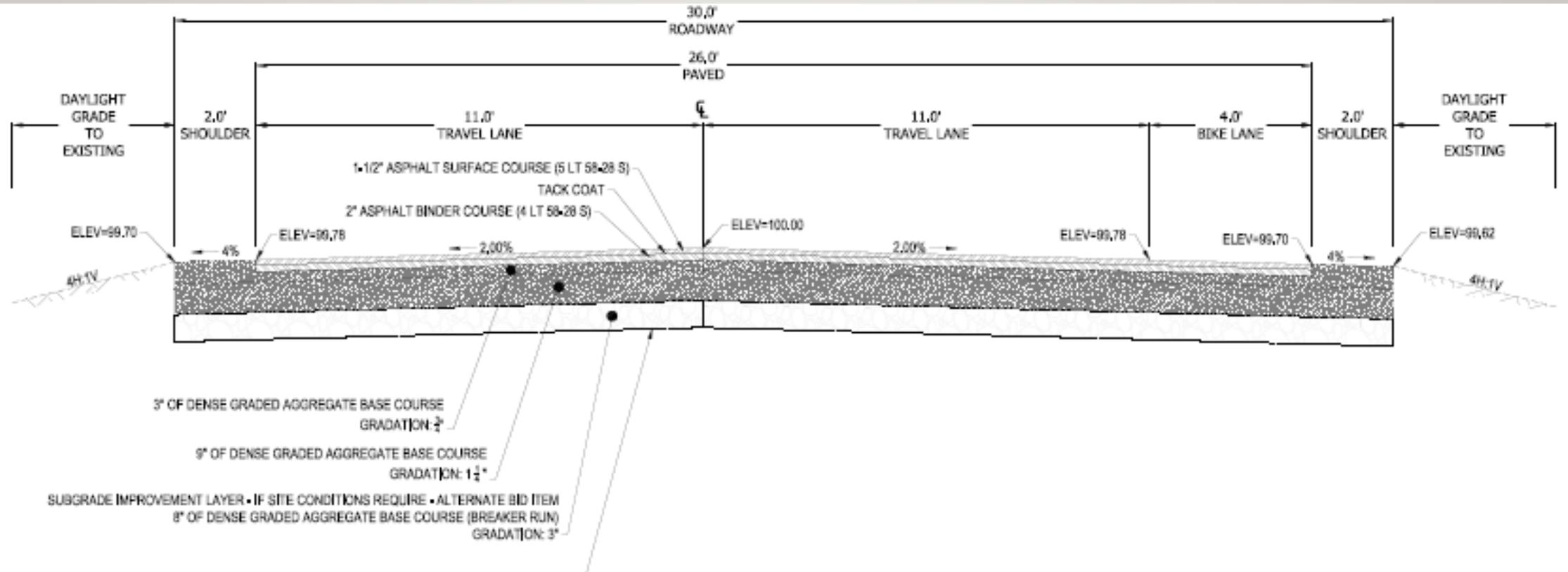
PROJECT OVERVIEW

SCHAUER ROAD RECONFIGURATION

ROADWAY WIDENING

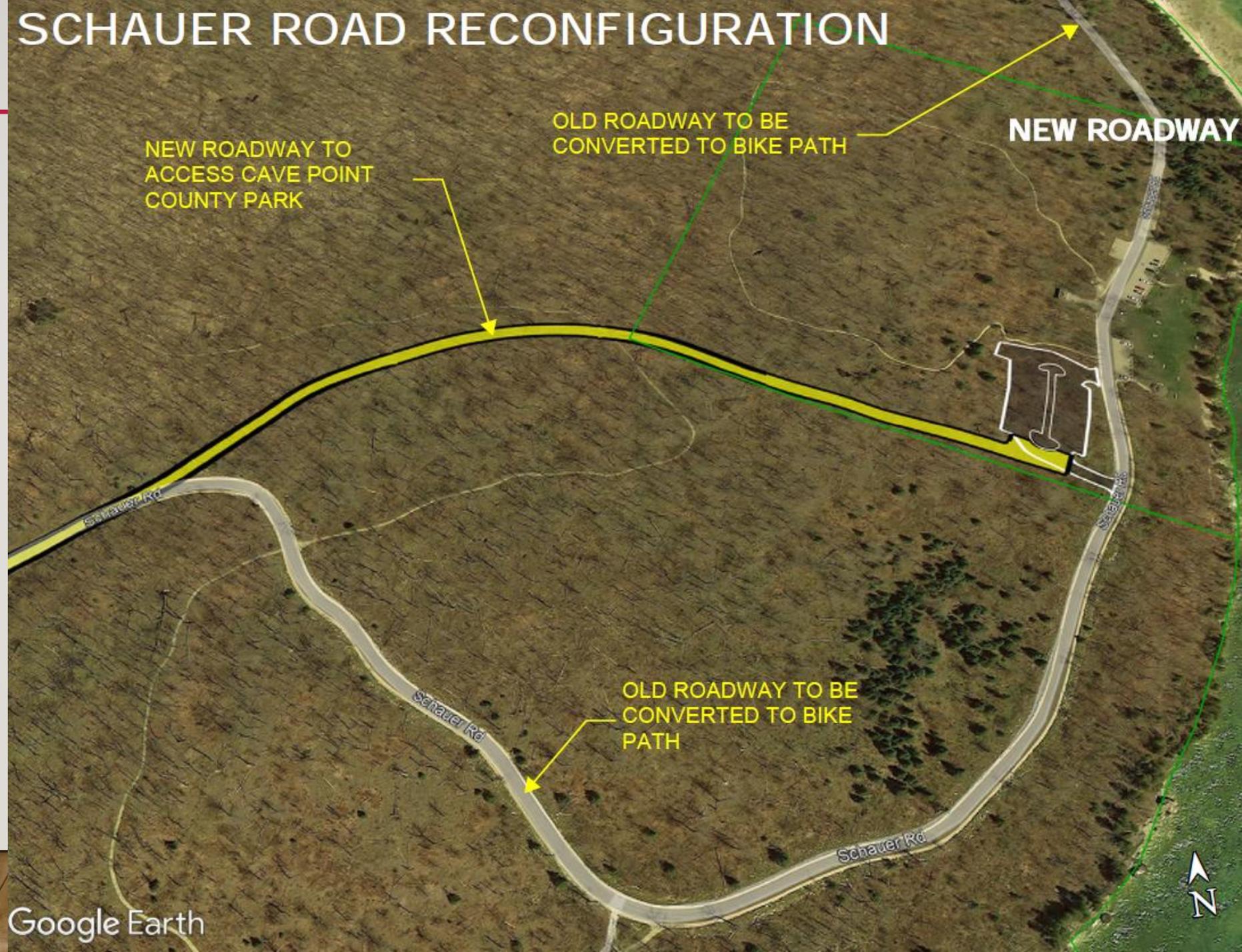


PROJECT OVERVIEW

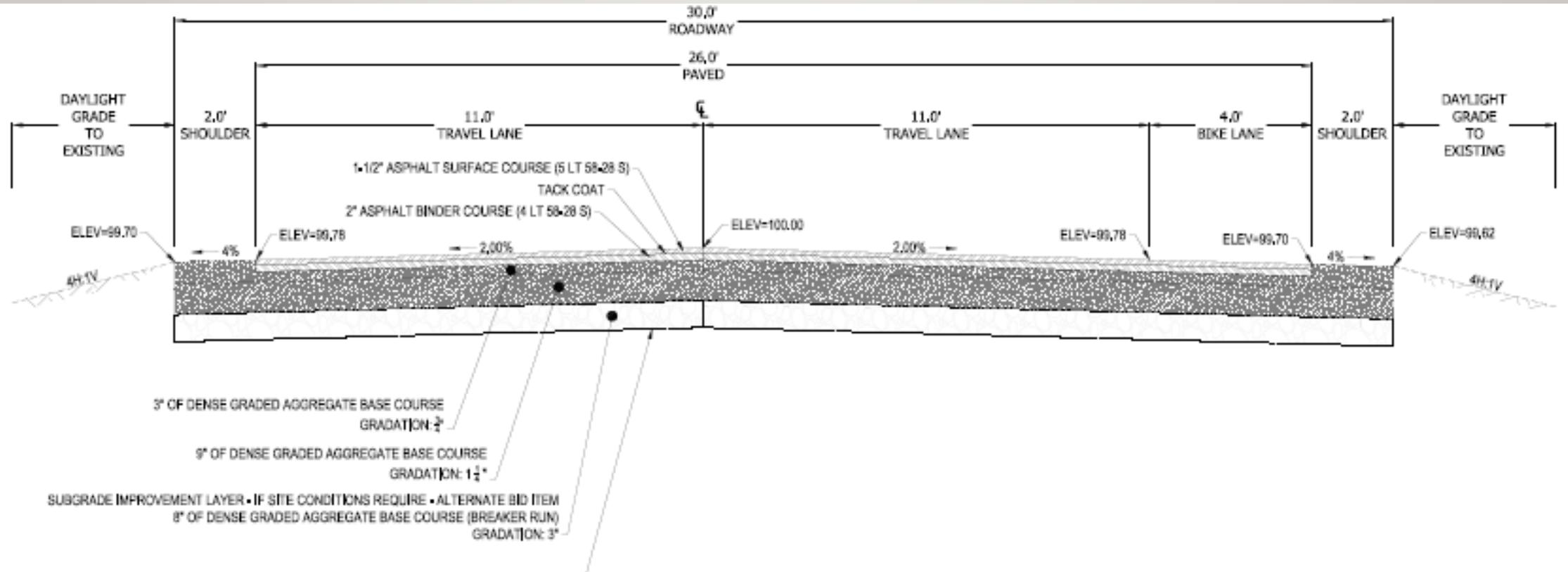


PROJECT OVERVIEW

SCHAUER ROAD RECONFIGURATION



PROJECT OVERVIEW



PROJECT OVERVIEW

SCHAUER ROAD RECONFIGURATION

CUL-DE-SAC CREATION

SCHAUER ROAD NORTH WILL BE
A DEAD-END WITH A "KEYHOLE"
CUL-DE-SAC
(SIMILAR TO COTTAGE ROW IN FISH CREEK)

OLD ROADWAY TO BE
CONVERTED TO BIKE PATH

Google Earth



FISCAL ANALYSIS

	TOWN ROAD		COUNTY ROAD	
	Option 1	Option 2	Option 3	
	Existing Schauer Road - TOWN SPECS	Existing Schauer Road - COUNTY SPECS	New Shauer Road - Modified Plan	
Entrance	0	19,162	19,162	
Existing Road Section	156,707	192,788	68,853	
New Road Section	0	0	166,013	
15% Contigency	23,506	31,793	38,104	
Total Cost	180,213	243,743	292,132	
<u>Option Items</u>				
Milling North & South Section of old Road			42,960	
Savings to use millings			-16,660	
Turn A Round South End w/ Contigency		52,698	52,698	
Quarry Wash Remove Road			14,850	
Total Cost w/ Options	180,213	296,441	385,980	

HOW WOULD THE PROJECT BE PAID FOR?

- For the land requirements for new road corridor, WIDNR would work with the community partners in providing the land as part of a land swap.
- If the road is converted to a County Highway there are more funding options available.
- In essence, we would try to leverage any grant programs to help pay for as much as possible for the project. Examples:
 - Local Road Improvement Program (either a 70/30 or a 50/50 split)
 - Federal STP, which is an 80/20 split
 - Community Foundation
- Whatever remaining funding required would be paid for by the Towns and County.

NEXT STEPS

- We want to get public input on the proposal tonight.
- After this hearing:
 - Town of Jacksonport
 - Work with Sevastopol to endorse a final design concept
 - Request to work with the WIDNR and County to add the new turnaround if selected as option.
 - Town of Sevastopol
 - Work with Jacksonport to endorse a final design concept.
 - Request to work with the WIDNR and County to convert the road to a County road if selected as option.
 - WIDNR
 - Would move forward depending on actions taken by the Towns
 - County
 - Would move forward depending on actions taken by the Towns