



Northern Route - Starting at Riverview Park it runs north in the ROW along Hwy 17/45, then continues in the ROW along Illinois Street and Adams Road, up to CTH G; then runs west in the ROW along Cty G until reaching Sunset Road; then runs south in the ROW along Sunset Road until reaching Hwy 70 where the route joins the Central Route headed west.

Central Route - Starting at West Division Street (near the Eagle River Kwik Trip) it runs west around the county fairgrounds on Division St and Park Road, then on the north side of Hwy 70, crossing Hwy 70 just west of a new bike-ped bridge across the Wisconsin River, then on the south side of Hwy 70 and along the river bank, then on the south section of Old Highway 70 then on the north section of Old Highway 70 until it ends at STH 70, the intersection by Kaig Stand Pub and CTH O, where it connects to the Heart of Vilas Trail in St Germain.

Southern Route - Starting at the Three Eagle Trail (.55 miles south of STH 70 near Pride Lane) it follows the power line corridor west until crossing Hwy 17 then continuing to CTH H, then it follows the ROW along CTH H north to Hwy 70, then crosses Hwy 70 to join the Central Route east of the Wisconsin River bike-ped bridge.



Which option...

	Will have the Lowest Construction Cost?	Will have the Lowest Maintenance Cost?	Will have the Best Commercial Access?	Will have the Highest Population Density per Mile?	Will serve the Most Potential Vulnerable Road Users?
CENTRAL	CENTRAL	CENTRAL	CENTRAL	CENTRAL	CENTRAL
SOUTH	SOUTH	SOUTH	NORTH	NORTH	NORTH
NORTH	NORTH	NORTH	SOUTH	SOUTH	SOUTH

Conclusions

The Central Option, subject of MSA’s December 2019 feasibility study, is the optimal route for the River Trail based on these considerations:

- Easiest degree of implementation relative to required easements, permitting, right-of-way (ROW) widths, wetland and slope constraints. Securing a trail corridor will be one of the challenges of pursuing any of the three options.
- Lowest construction and maintenance costs based on trail length, amount of boardwalks for wetland crossings, and need for grading/side “benching” for trail construction.
- Highest population density along the route and the best access to the most businesses, lodging units, churches, and other land use features benefitting the users of the trail and serving the most people.
- Provides for an immediately adjacent and accessible trail for current and potential pedestrians and bicyclists along Hwy 70 on the west side of Eagle River. Providing a safe off-road trail for those people is a stated WisDOT safety goal.

METHODOLOGY: The data presented here was gathered by three Great Headwaters Trails volunteers, Carlton Schroeder, Mike Maierle, both retired civil engineers, and Ann Currie. They used Vilas County GIS mapping to collect data including roadway ROW widths, mapped wetlands, roadway side slopes, property owners, and other data for conceptual level route planning, and also to gauge the population density and identify businesses along each route to determine the transportation and safety value of each option.

SPECIAL NOTES: A. The central and south route options include a bridge over the Wisconsin River, which would improve safety for bike riders, walkers and snowmobilers. However, the south option adds a crossing of STH 70 and a crossing of STH 17.
 B. The Northern and Southern routes selected for evaluation were judged to be reasonable choices for very different alternatives to compare to the Central route. Numerous variations of those two alternative routes are possible.

River Trail Routes: Trail miles per municipality

<u>Route</u>	<u>Municipality:</u>	<u>Cloverland</u>	<u>Lincoln</u>	<u>Eagle River</u>	<u>Oneida County</u>	<u>Total length</u>
North	0.78	9.18	1.99	1.94	0.00	13.88 miles
Central	0.78	6.82	1.83	0.88	0.00	10.31 miles
South	0.78	6.96	2.80	0.55 of 3 Eagle Trail not included	0.78	11.31 miles