

MAIN STREET RECONSTRUCTION

VILLAGE OF HOLMEN

Holmen WISCONSIN
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SEH

Building a Better World for All of Us®

Project Need:

- Replace Aging and Undersized Public Utilities

Opportunities and Improvements:

- Lighting
- Streetscaping
- Traffic
- Pedestrian & Accessibility Improvements

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Project Schedule:

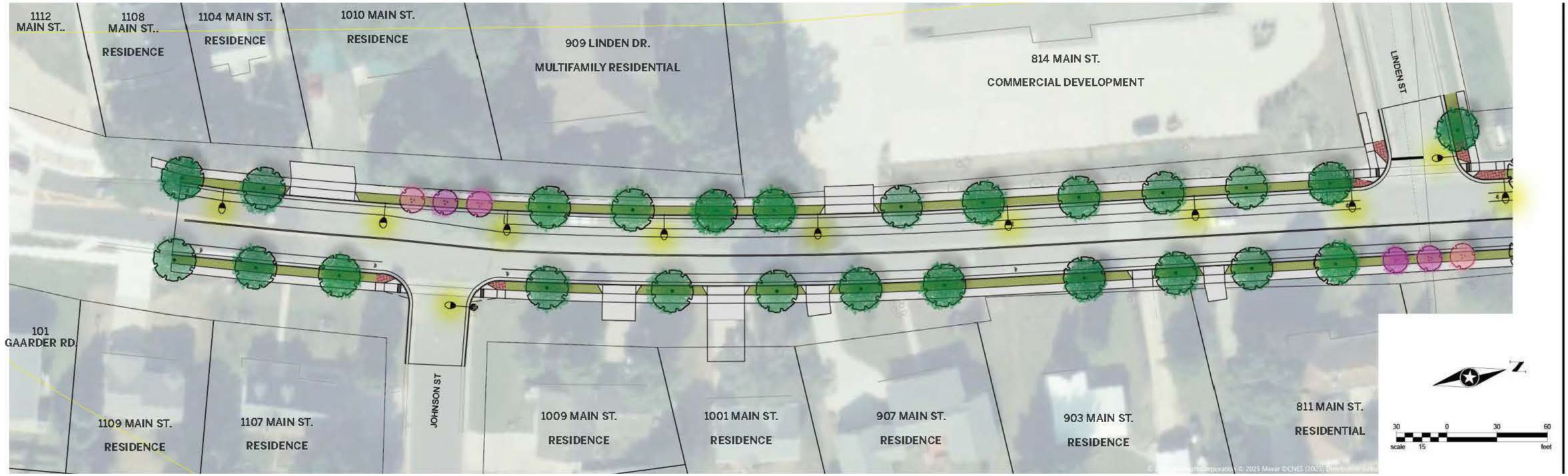
- 95% Plans October 2026
- Bidding January 2027
- Public Meeting February 2027
- Construction March-November 2027

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PROJECT OVERVIEW | MAIN STREET RECONSTRUCTION



DESIGN CONSIDERATIONS | MAIN STREET RECONSTRUCTION





DESIGN FEATURES

PARALLEL PARKING ON WEST SIDE OF STREET

- 8’ wide

BIKE LANES, NORTHBOUND AND SOUTHBOUND

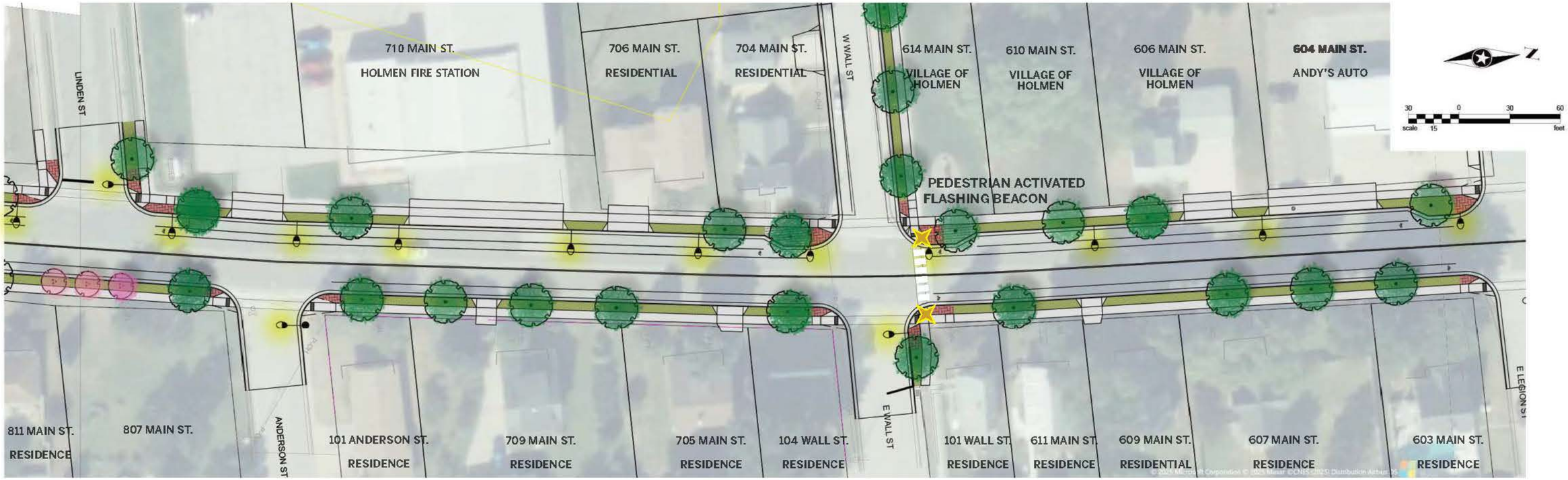
- 5’ wide, painted lanes

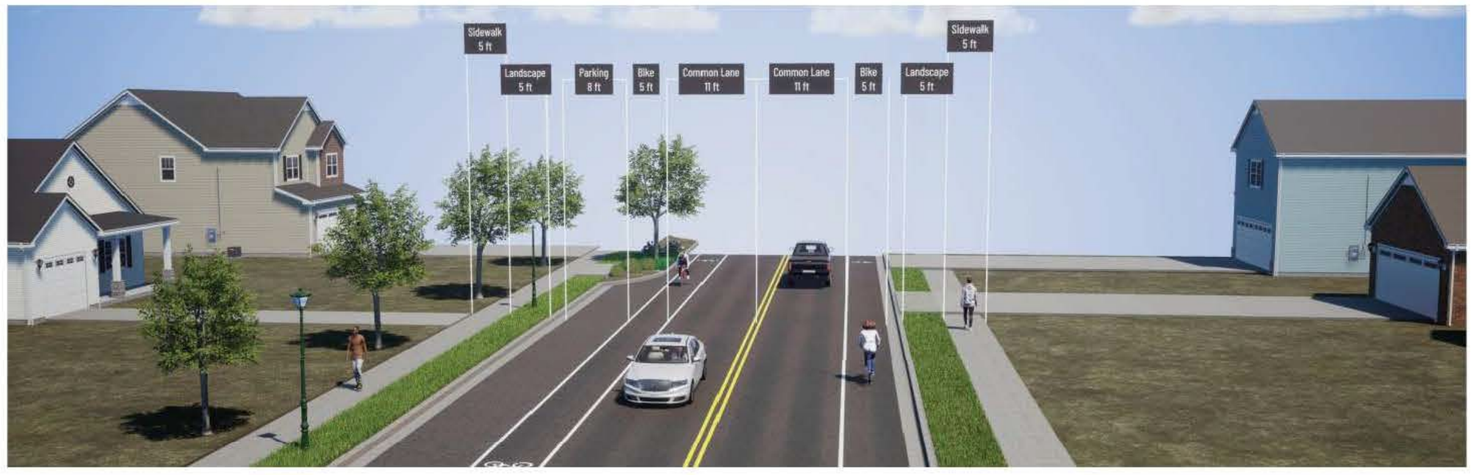
TRAFFIC

- 11’ travel lanes

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DESIGN CONSIDERATIONS | MAIN STREET RECONSTRUCTION





DESIGN FEATURES

PARALLEL PARKING ON WEST SIDE OF STREET

- 8' wide

CURB BUMPOUTS FOR TRAFFIC CALMING

- Bumpouts at key intersections
- Street trees in bumpouts

BIKE LANES, NORTHBOUND AND SOUTHBOUND

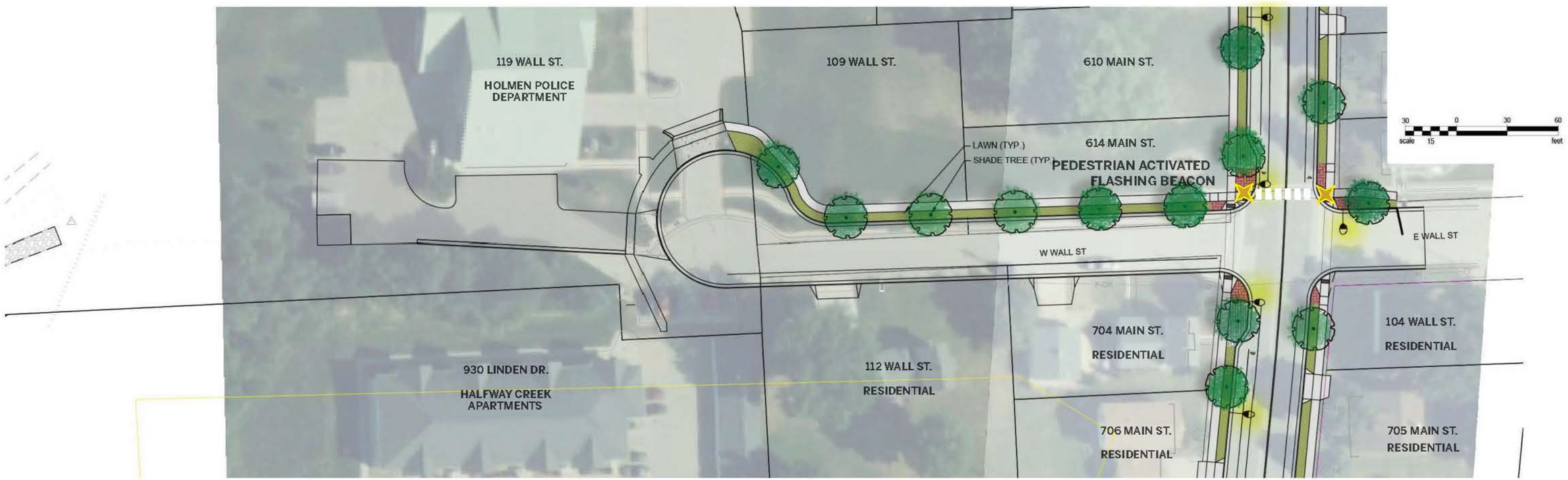
- 5' wide, painted lanes

TRAFFIC

- 11' travel lanes

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DESIGN CONSIDERATIONS | WALL STREET RECONSTRUCTION



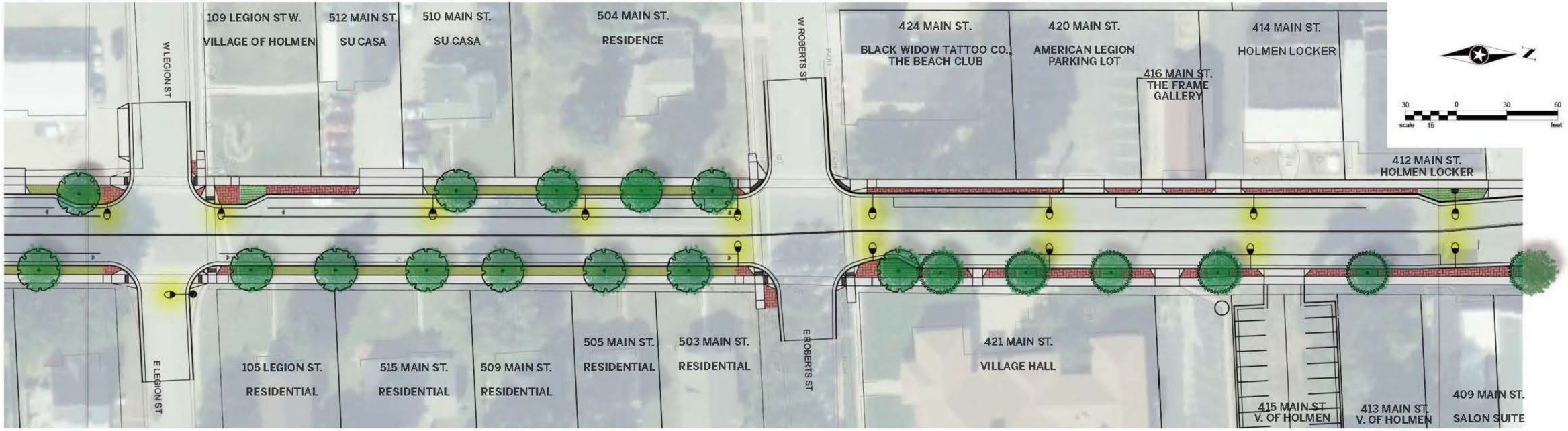


DESIGN FEATURES

- CUL DE SAC EXPANSION
- Increase road width from 28' to 36'

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DESIGN CONSIDERATIONS | MAIN STREET RECONSTRUCTION





DESIGN FEATURES

PARALLEL PARKING ON EAST AND WEST SIDE OF STREET

CURB BUMPOUTS FOR TRAFFIC CALMING AT INTERSECTIONS

FURNISHINGS ZONE

- 3' wide paver strip on west side with lighting, signage
- 5' wide paver strip on east side with lighting, tree pits, signage, bike racks, seating

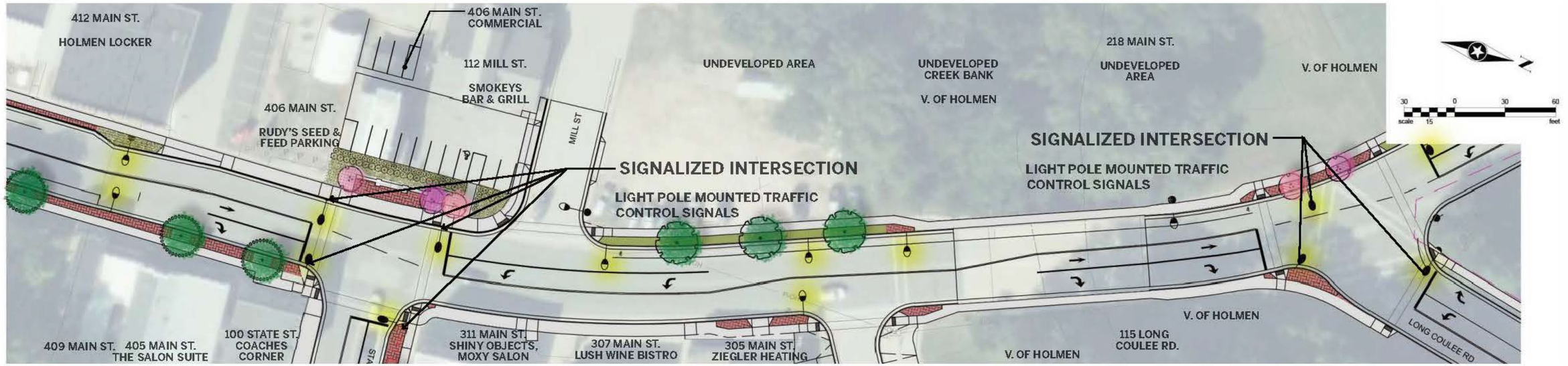
SIDEWALK

- 6' wide on west side, 5' wide on east side

SHARROW LANES: NORTHBOUND AND SOUTHBOUND

- 14' wide, shared bike and traffic lane, north of Roberts Street

DESIGN CONSIDERATIONS | MAIN STREET RECONSTRUCTION





DESIGN FEATURES

PARALLEL PARKING ON EAST AND WEST SIDE OF STREET

- 8' wide

CURB BUMPOUTS FOR TRAFFIC CALMING

- Bumpouts at intersections

FURNISHINGS ZONE

- 3' wide paver strip on west side with lighting, signage
- 5' wide paver strip on east side with lighting, tree pits, signage, bike racks, seating

SIDEWALK

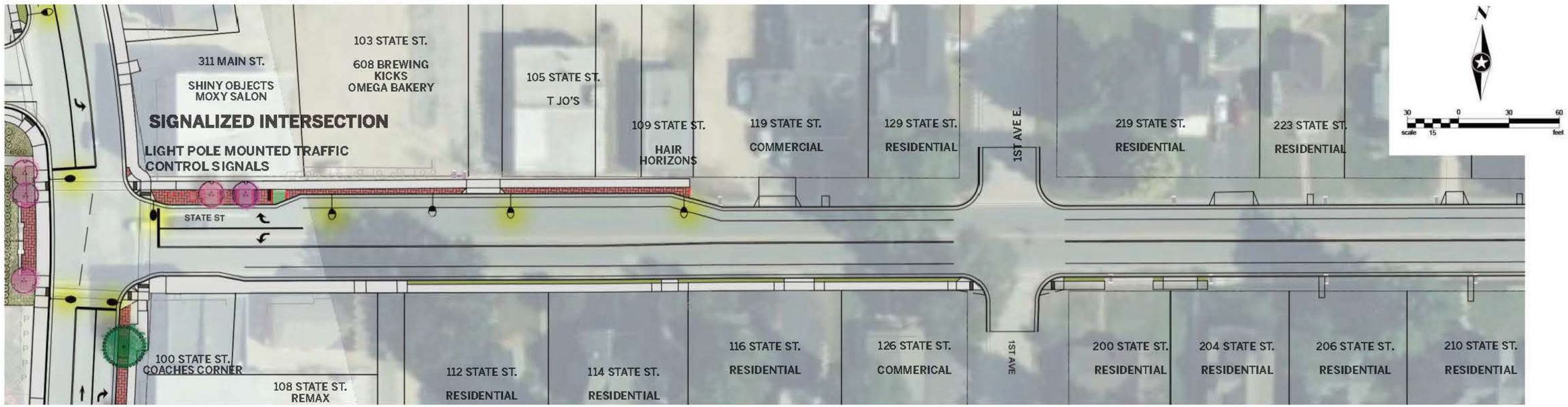
- 6' wide on west side, 5' wide on east side

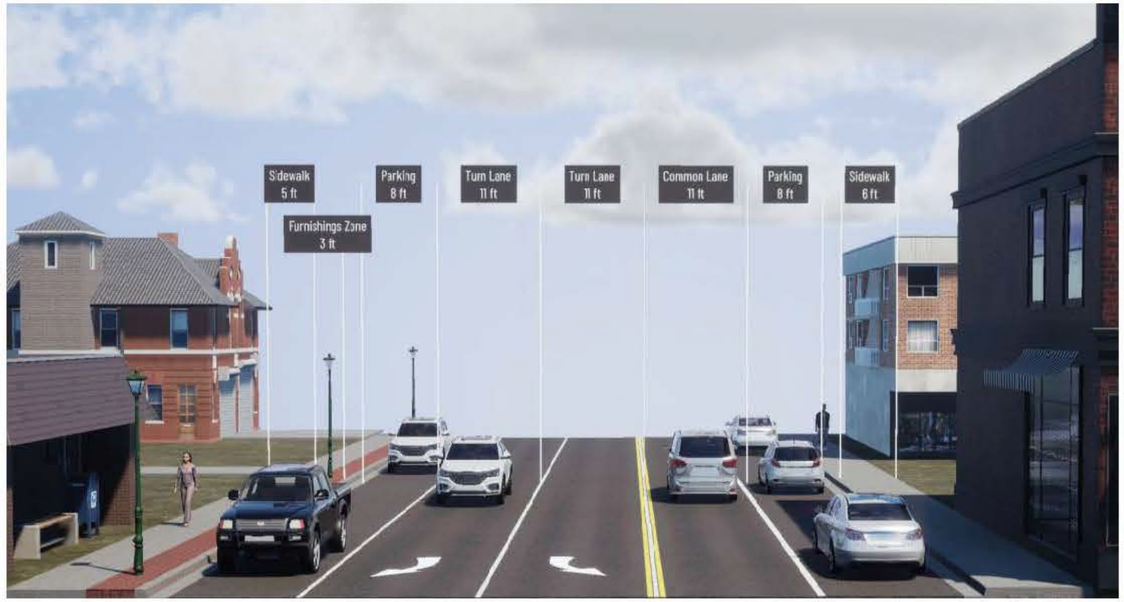
SHARROW LANES: NORTHBOUND AND SOUTHBOUND

- 14' wide, shared bike and traffic lane
- Downtown bike detour

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DESIGN CONSIDERATIONS | STATE STREET RECONSTRUCTION





DESIGN FEATURES

PARALLEL PARKING ON EAST AND WEST SIDE OF STREET

- 8' wide

FURNISHINGS ZONE

- 3' wide paver strip on north side with lighting, signage

SIDEWALK

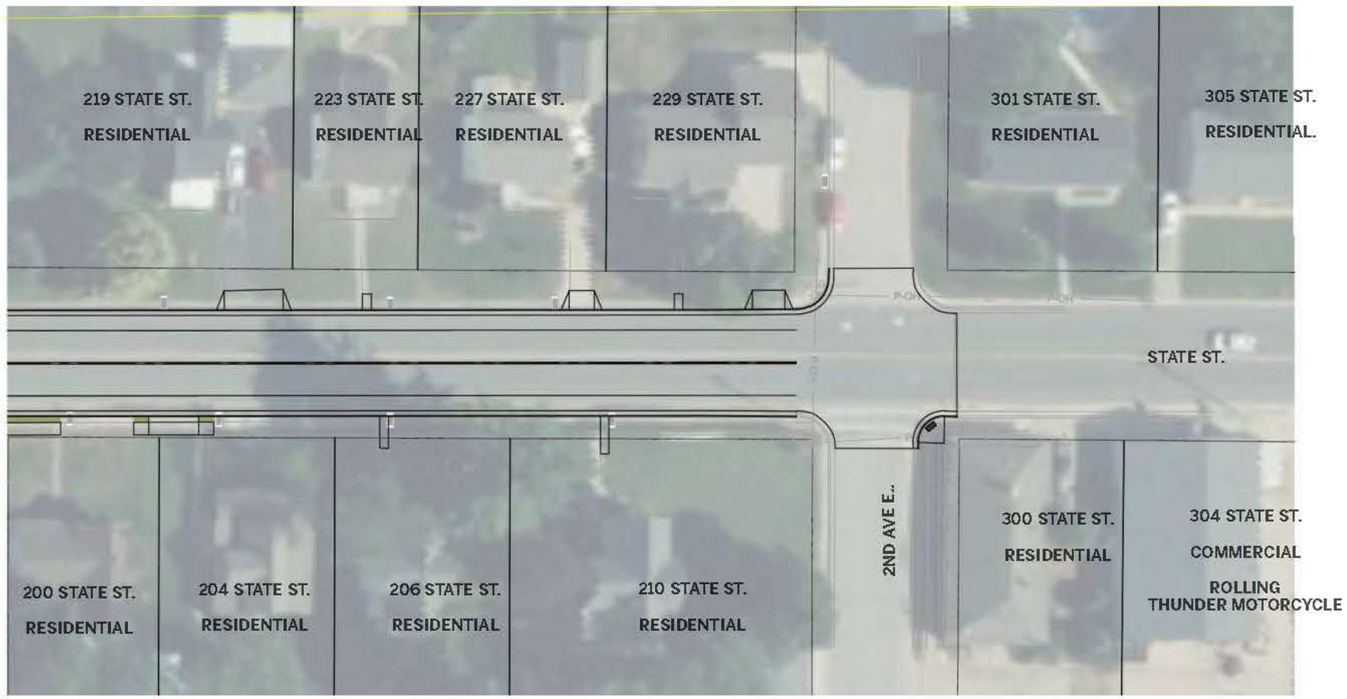
- 5' wide on north side , 6' wide on south side,

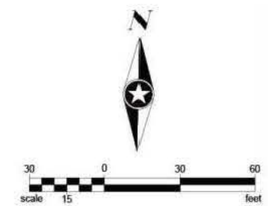
TRAVEL LANES

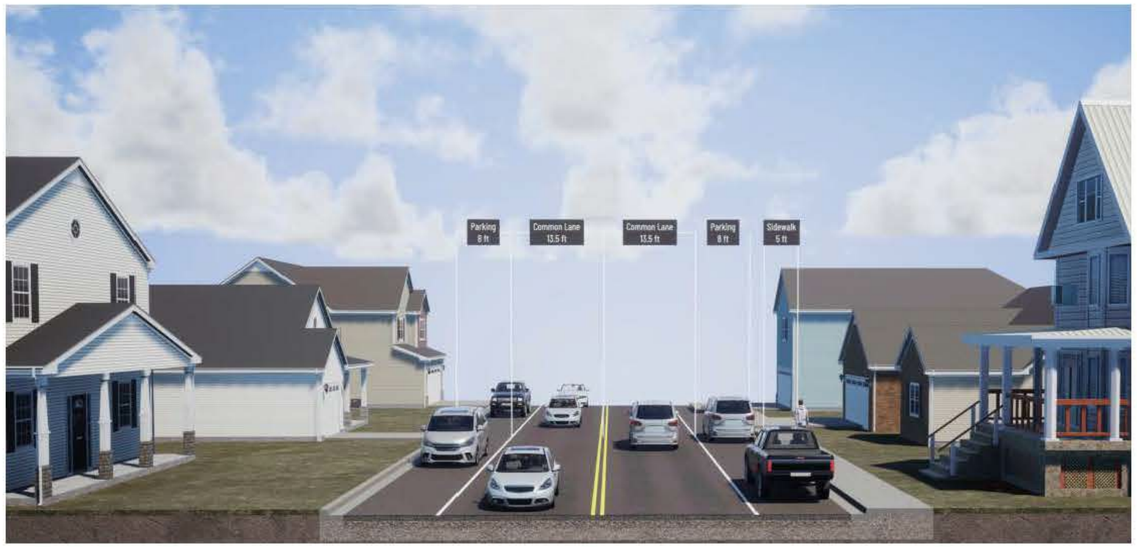
- 11' wide westbound right and left turn lanes
- 11' wide eastbound travel lane

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DESIGN CONSIDERATIONS | STATE STREET RECONSTRUCTION







DESIGN FEATURES

PARALLEL PARKING ON NORTH AND SOUTH SIDE OF STREET

- 8' wide

SIDEWALK

- 5' wide on south side

TRAVEL LANES

- 13.5' wide travel lanes

DESIGN CONSIDERATIONS | MAIN STREET RECONSTRUCTION



DESIGN FEATURES

SOUTHBOUND RIGHT AND LEFT TURN LANES

NORTHBOUND LANE

CURB BUMPOUTS FOR TRAFFIC CALMING

SIDEWALK ON WEST SIDE OF ROAD

DESIGN CONSIDERATIONS | MAIN STREET RECONSTRUCTION





DESIGN FEATURES

PARALLEL PARKING ON WEST SIDE OF STREET
- 8' wide

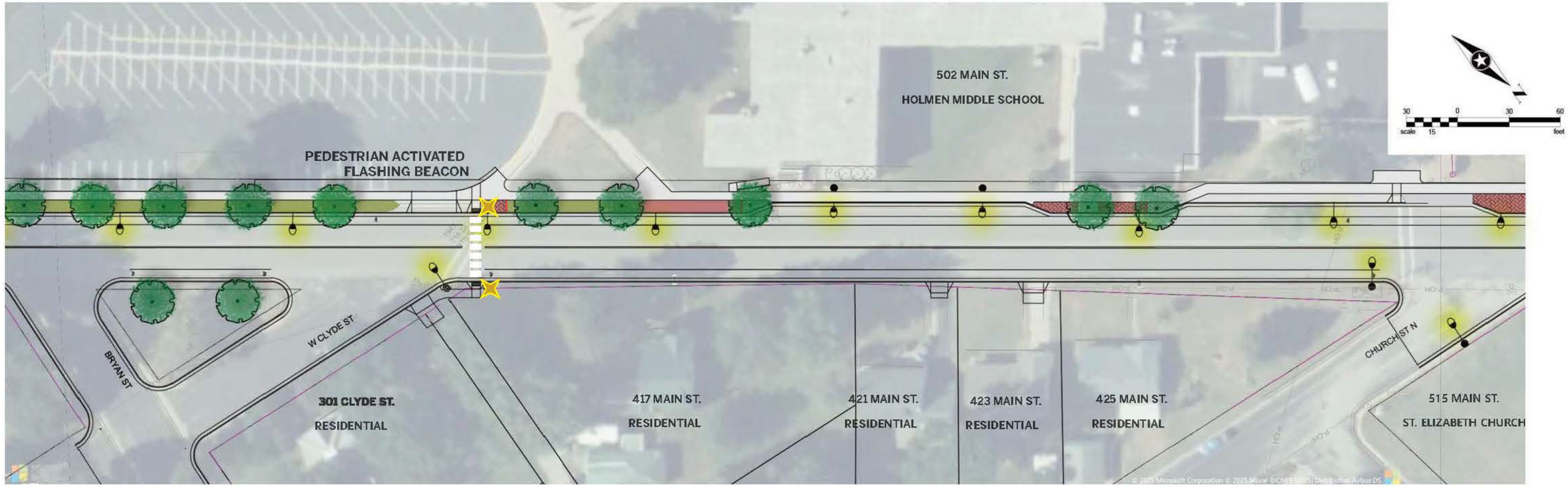
CURB BUMPOUTS FOR TRAFFIC CALMING
- Street trees and brick accent paving in bumpouts

BIKE LANES, NORTHBOUND AND SOUTHBOUND
- 5' wide, painted lanes

TRAFFIC
- 13' travel lanes

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DESIGN CONSIDERATIONS | MAIN STREET RECONSTRUCTION





DESIGN FEATURES

PARALLEL PARKING ON WEST SIDE OF STREET

- 8' wide

CURB BUMPOUTS FOR TRAFFIC CALMING

- Bumpouts to delineate parallel parking, drop off zones, building entrances, and driveway intersections
- Street trees and brick accent paving in bumpouts

BIKE LANES, NORTHBOUND AND SOUTHBOUND

- 5' wide, painted lanes

TRAFFIC

- 13' travel lanes

DESIGN CONSIDERATIONS | MAIN STREET RECONSTRUCTION





DESIGN FEATURES

PARALLEL PARKING ON WEST SIDE OF STREET

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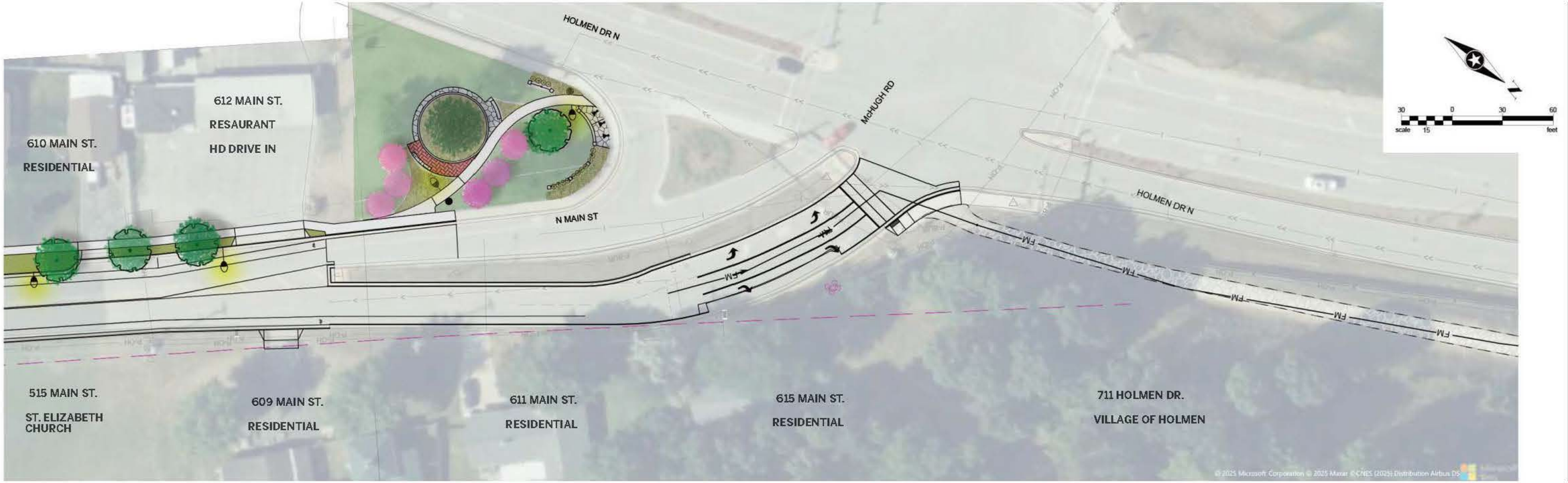
BIKE LANES, NORTHBOUND AND SOUTHBOUND

- 5' wide, painted lanes

TRAFFIC

- 13' travel lanes

DESIGN CONSIDERATIONS | MAIN STREET RECONSTRUCTION





DESIGN FEATURES

PARALLEL PARKING ON WEST SIDE OF STREET

- 8' wide

GATEWAY FEATURE

- Welcome wall with seat wall and gardens

BIKE LANES, NORTHBOUND AND SOUTHBOUND

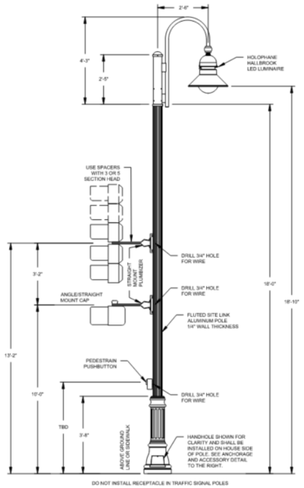
- 5' wide, painted lanes

TRAFFIC

- 12' travel lanes

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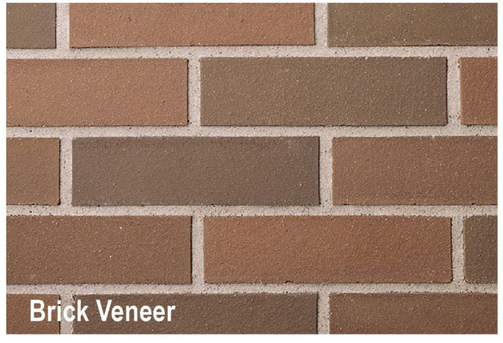
DESIGN PRECEDENTS AND MATERIALS





Roundabout Monument Sign


Bench


Brick Veneer



Streetlight with integrated stop light

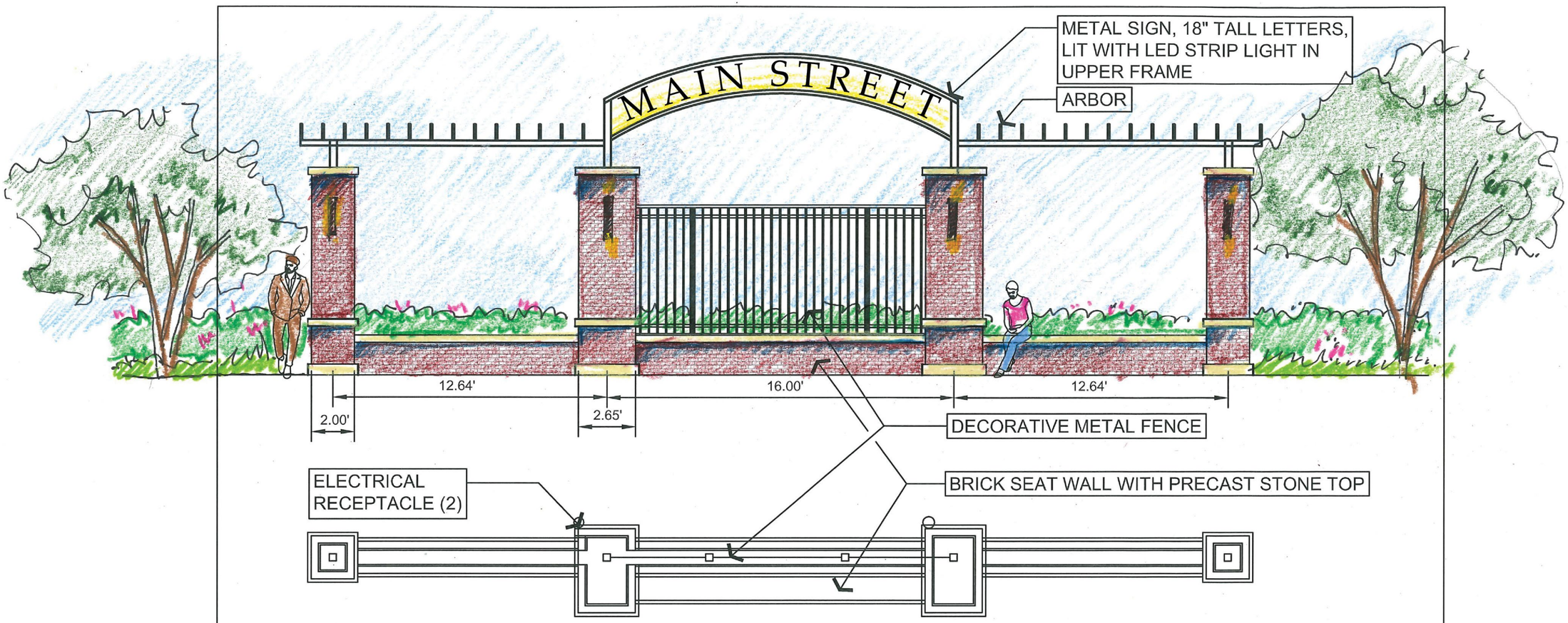

Precedent Arbor


Stone Veneer

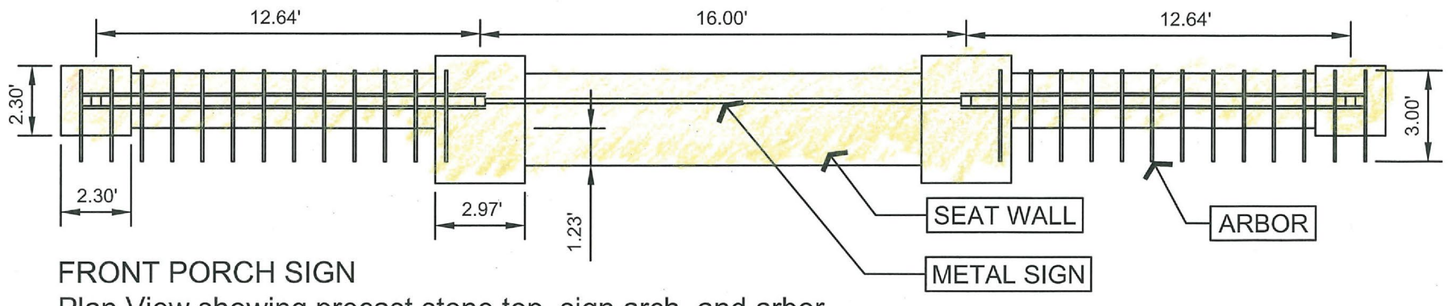

Brick Pavers

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VILLAGE GATEWAY FEATURES | FRONT PORCH



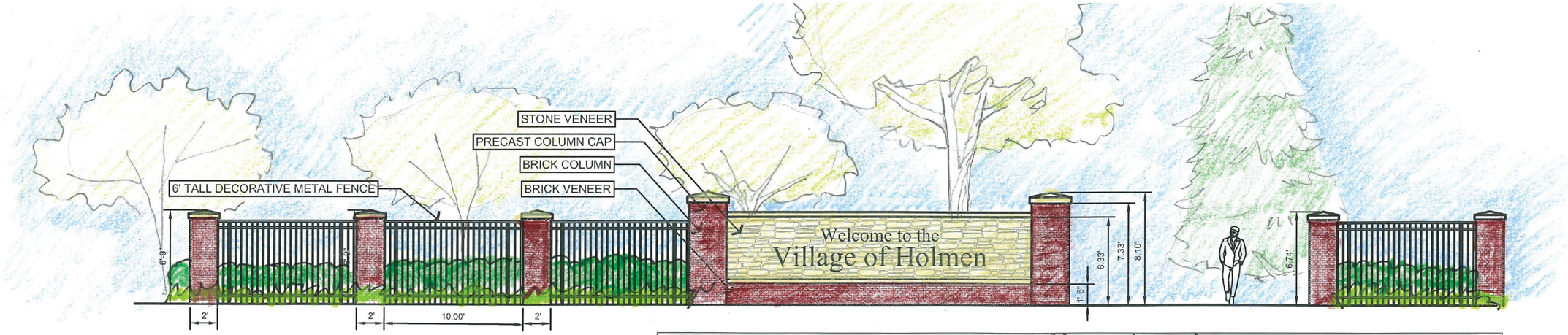
FRONT PORCH SIGN
Plan View showing veneer and concrete core



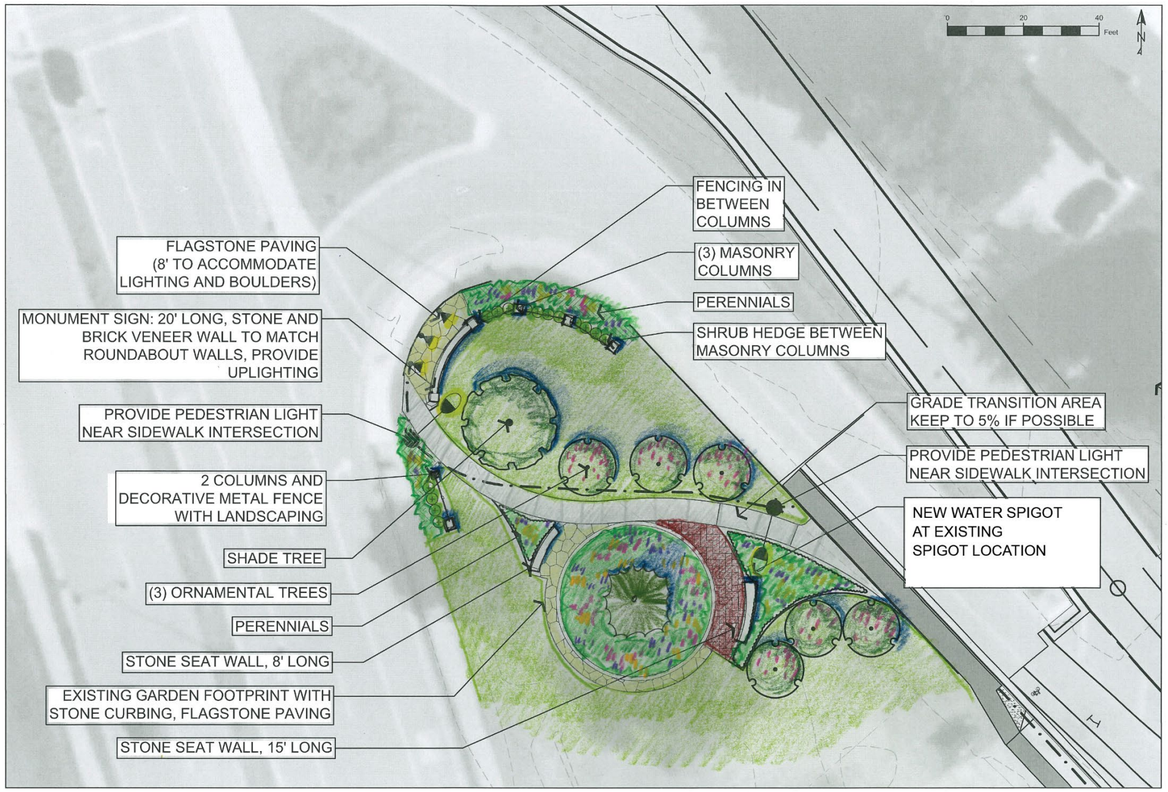
FRONT PORCH SIGN
Plan View showing precast stone top, sign arch, and arbor

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VILLAGE GATEWAY FEATURES | HOLMEN DRIVE ENTRY LANDSCAPE

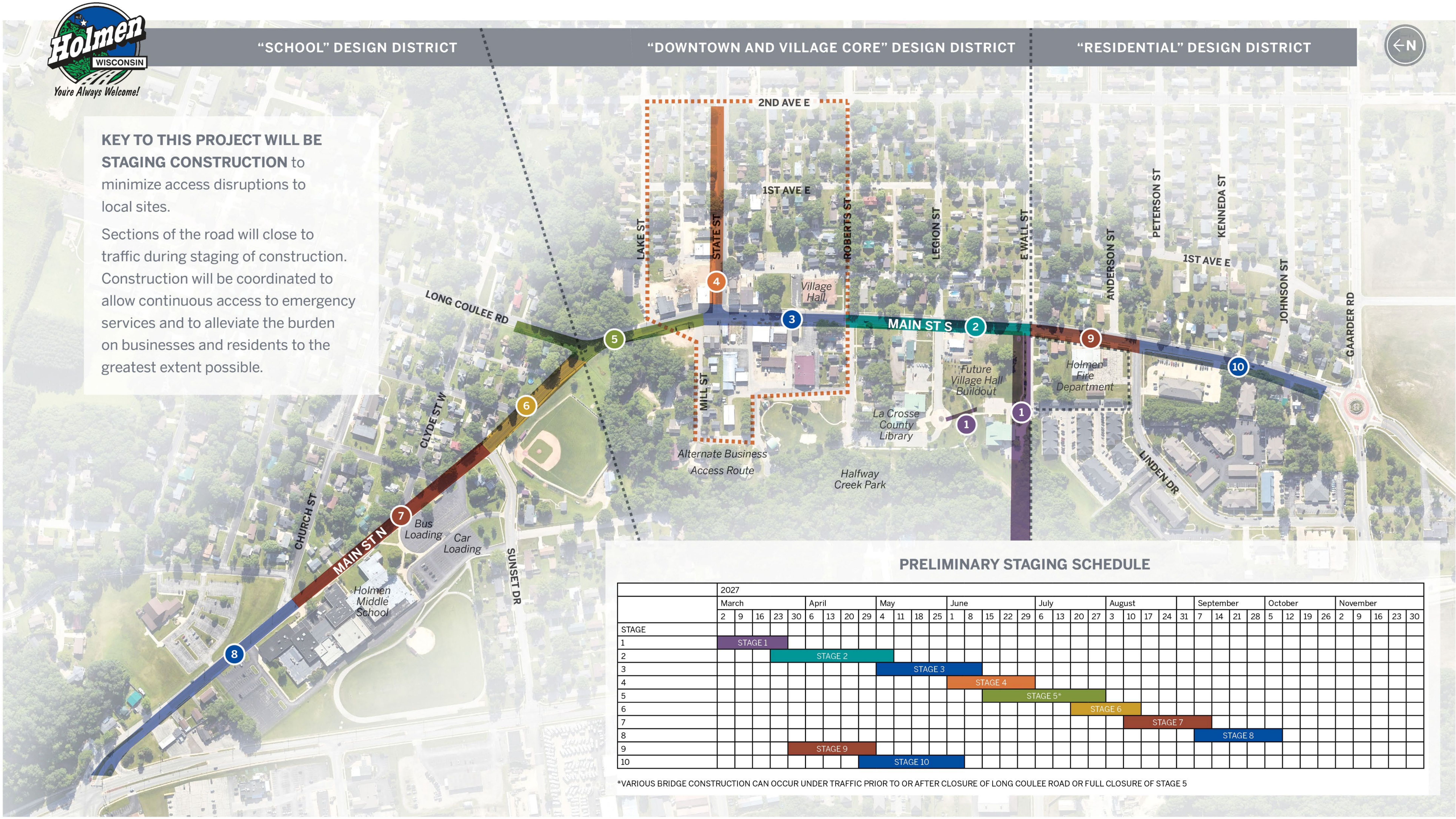


SIGN DESCPRIPTION
1. Font: Libre Baskerville.
2. 11" tall letters shall include the words: Welcome to the.
3. 17" tall letters shall include the words: Village of Holmen.
4. ¾" thick letters assembled with stud and 1" minimum standoff.
4. Alloy C316 rushed stainless steel (natural satin finish).



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STAGING MAP | MAIN STREET RECONSTRUCTION



KEY TO THIS PROJECT WILL BE STAGING CONSTRUCTION to minimize access disruptions to local sites.

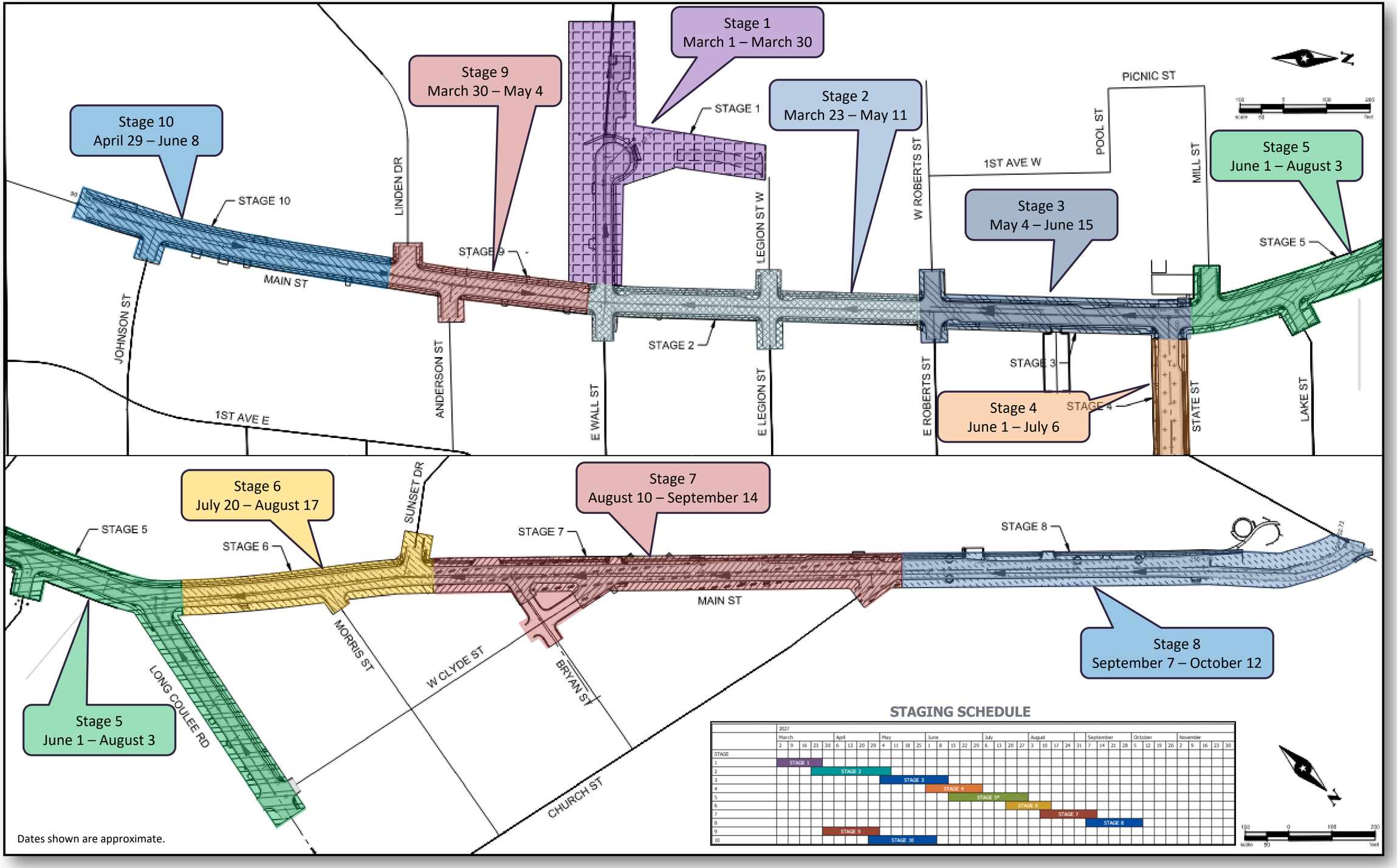
Sections of the road will close to traffic during staging of construction. Construction will be coordinated to allow continuous access to emergency services and to alleviate the burden on businesses and residents to the greatest extent possible.

PRELIMINARY STAGING SCHEDULE

<table>
<tr><td></td><td colspan="40">2027</td></tr>
<tr><td></td><td colspan="5">March</td><td colspan="4">April</td><td colspan="4">May</td><td colspan="5">June</td><td colspan="4">July</td><td colspan="4">August</td><td></td><td colspan="4">September</td><td colspan="4">October</td><td colspan="5">November</td></tr>
<tr><td></td><td>2</td><td>9</td><td>16</td><td>23</td><td>30</td><td>6</td><td>13</td><td>20</td><td>29</td><td>4</td><td>11</td><td>18</td><td>25</td><td>1</td><td>8</td><td>15</td><td>22</td><td>29</td><td>6</td><td>13</td><td>20</td><td>27</td><td>3</td><td>10</td><td>17</td><td>24</td><td>31</td><td>7</td><td>14</td><td>21</td><td>28</td><td>5</td><td>12</td><td>19</td><td>26</td><td>2</td><td>9</td><td>16</td><td>23</td><td>30</td></tr>
<tr><td>STAGE</td><td colspan="40"></td></tr>
<tr><td>1</td><td colspan="4">STAGE 1</td><td colspan="36"></td></tr>
<tr><td>2</td><td colspan="3"></td><td colspan="7">STAGE 2</td><td colspan="30"></td></tr>
<tr><td>3</td><td colspan="9"></td><td colspan="6">STAGE 3</td><td colspan="25"></td></tr>
<tr><td>4</td><td colspan="13"></td><td colspan="5">STAGE 4</td><td colspan="22"></td></tr>
<tr><td>5</td><td colspan="15"></td><td colspan="7">STAGE 5*</td><td colspan="18"></td></tr>
<tr><td>6</td><td colspan="20"></td><td colspan="4">STAGE 6</td><td colspan="16"></td></tr>
<tr><td>7</td><td colspan="23"></td><td colspan="5">STAGE 7</td><td colspan="12"></td></tr>
<tr><td>8</td><td colspan="27"></td><td colspan="5">STAGE 8</td><td colspan="8"></td></tr>
<tr><td>9</td><td colspan="4"></td><td colspan="5">STAGE 9</td><td colspan="31"></td></tr>
<tr><td>10</td><td colspan="8"></td><td colspan="6">STAGE 10</td><td colspan="26"></td></tr>
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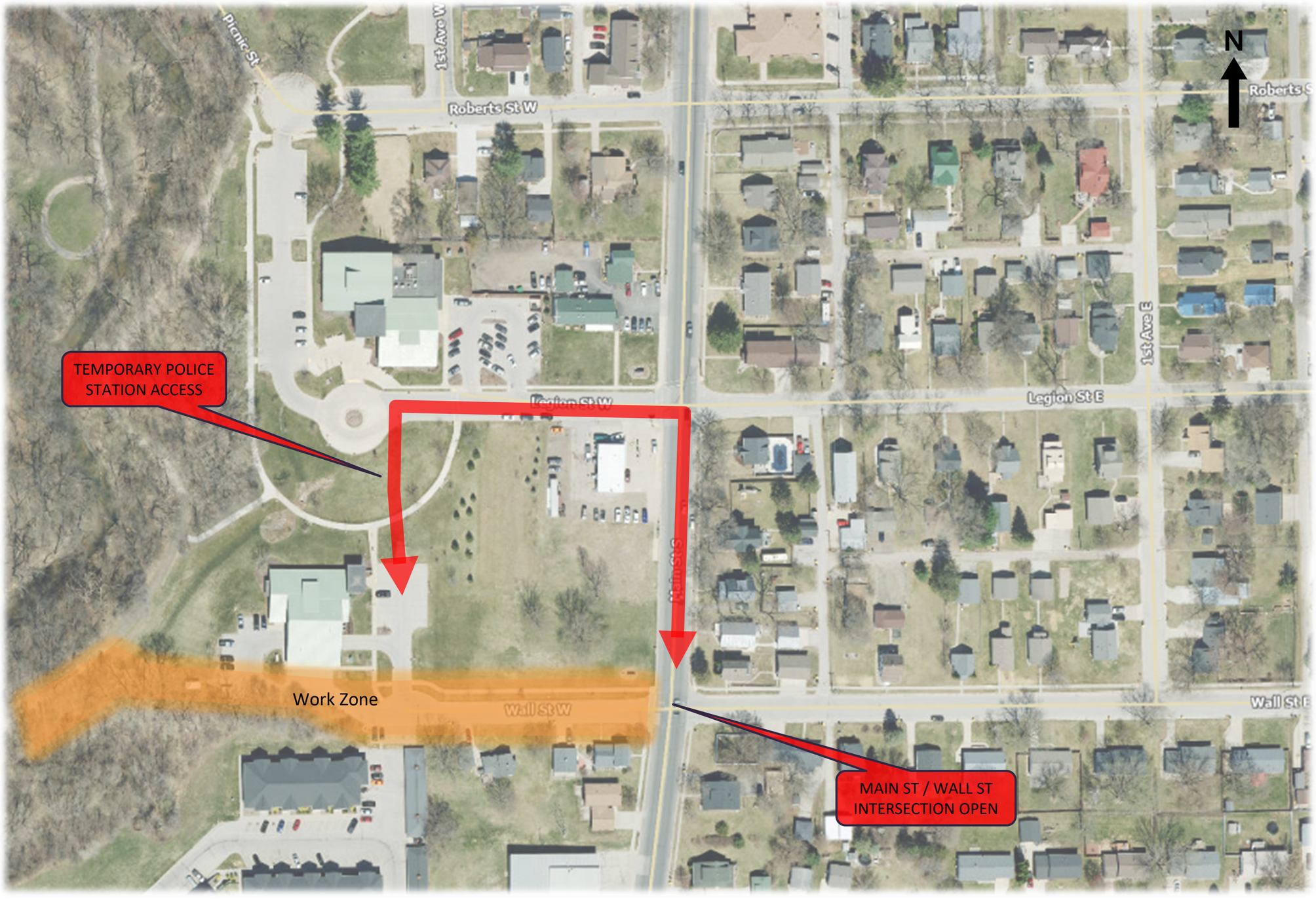
*VARIOUS BRIDGE CONSTRUCTION CAN OCCUR UNDER TRAFFIC PRIOR TO OR AFTER CLOSURE OF LONG COULEE ROAD OR FULL CLOSURE OF STAGE 5

Staging Overview



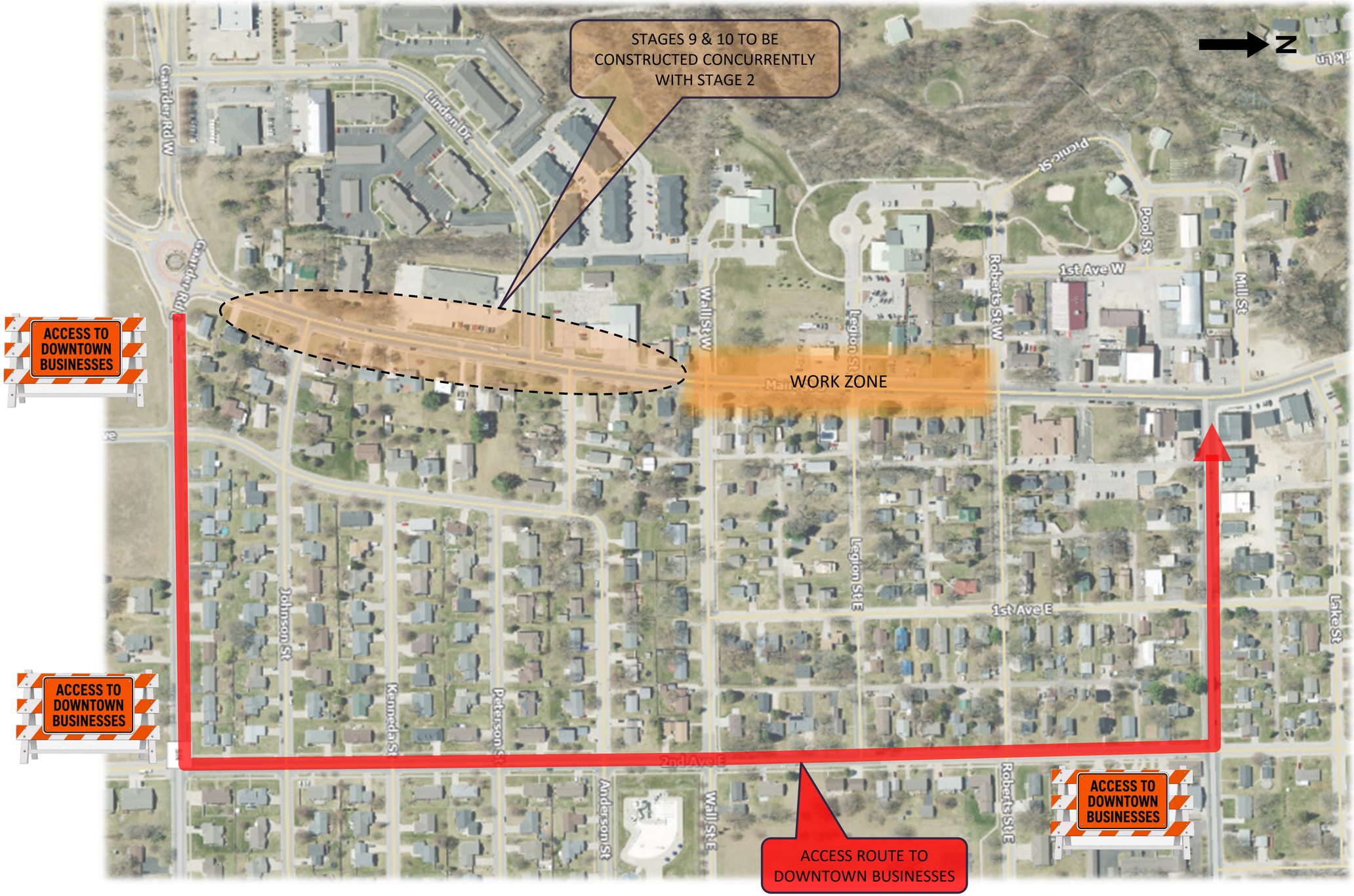
Stage 1 – W. Wall Street

March 1 – March 30



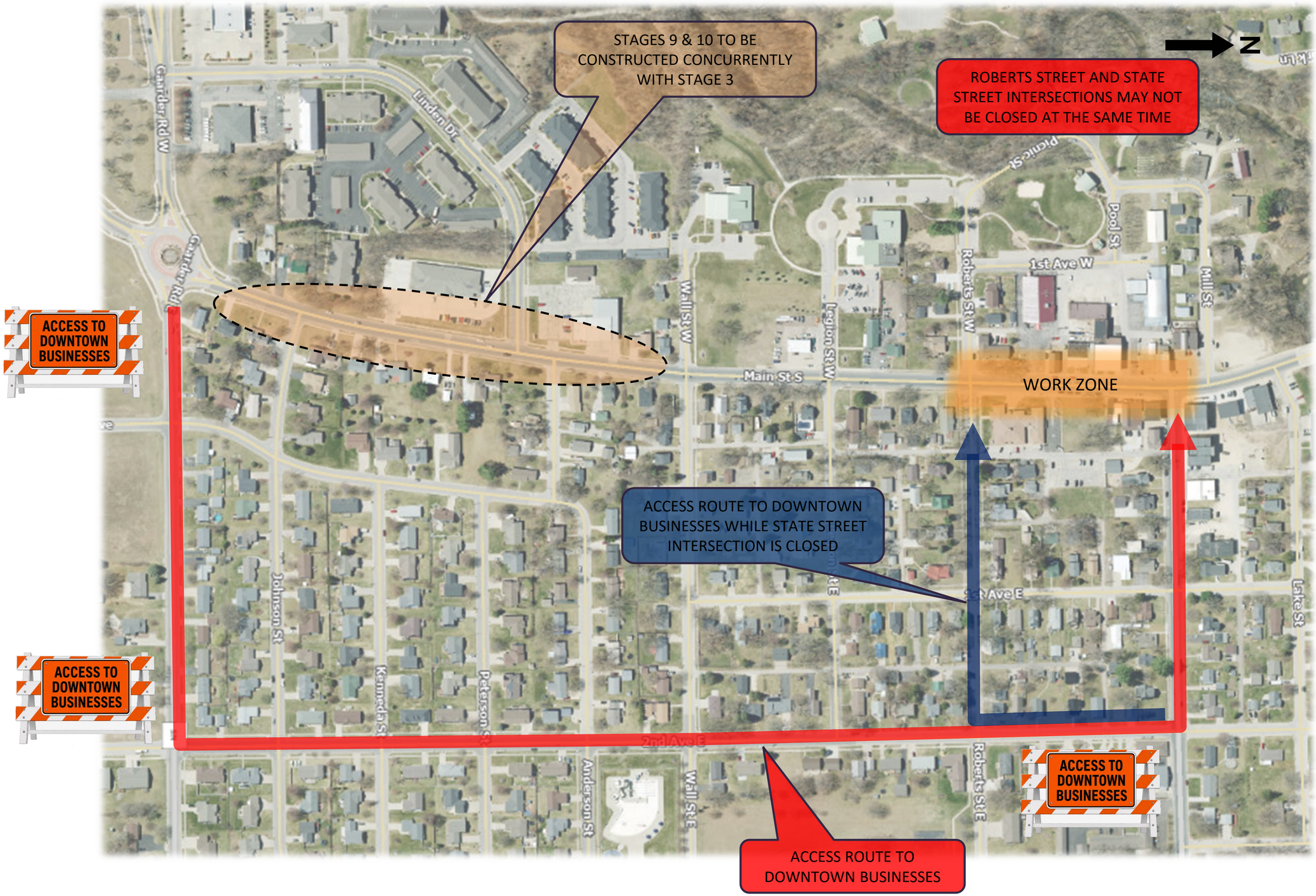
Stage 2 – Wall Street to Roberts Street

March 23 – May 11



Stage 3 – Roberts Street to State Street

May 4 – June 15



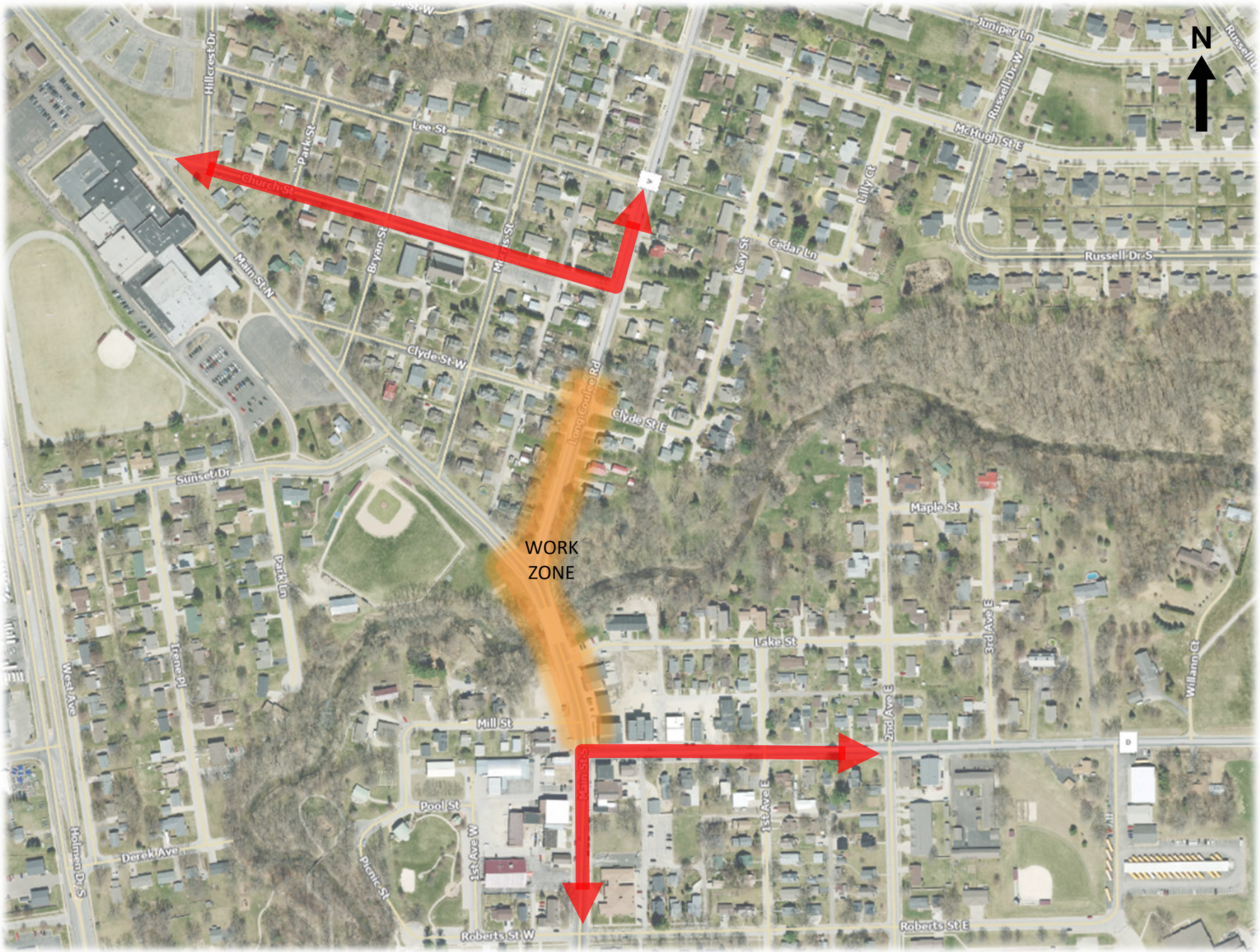
Stage 4 – State Street

June 1 – July 16



Stage 5 – Mill Street to Long Coulee Road

June 1 – August 3



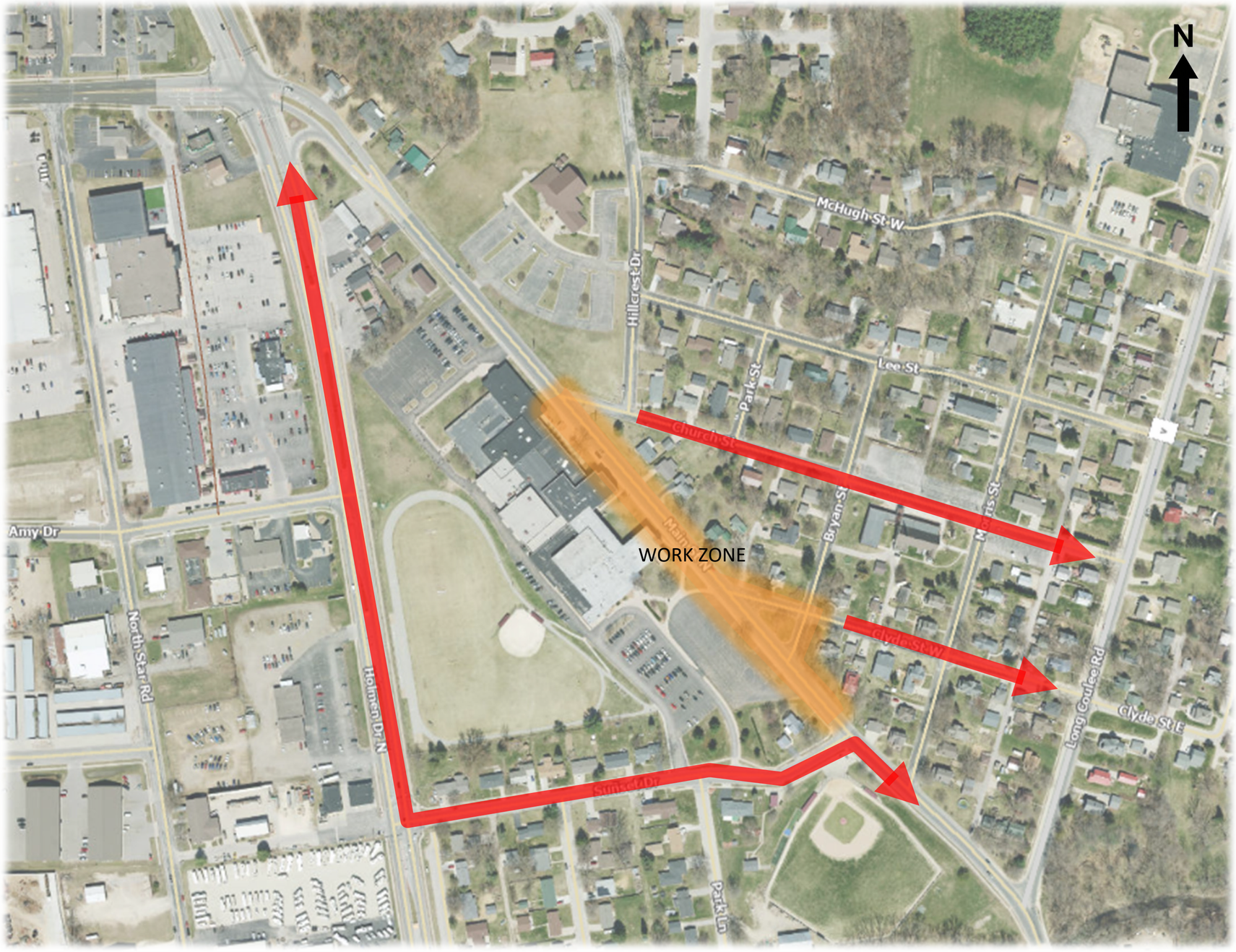
Stage 6 – Long Coulee Road to Sunset Drive

July 20 – August 17



Stage 7 – Sunset Drive to Church Street

August 10 – September 14



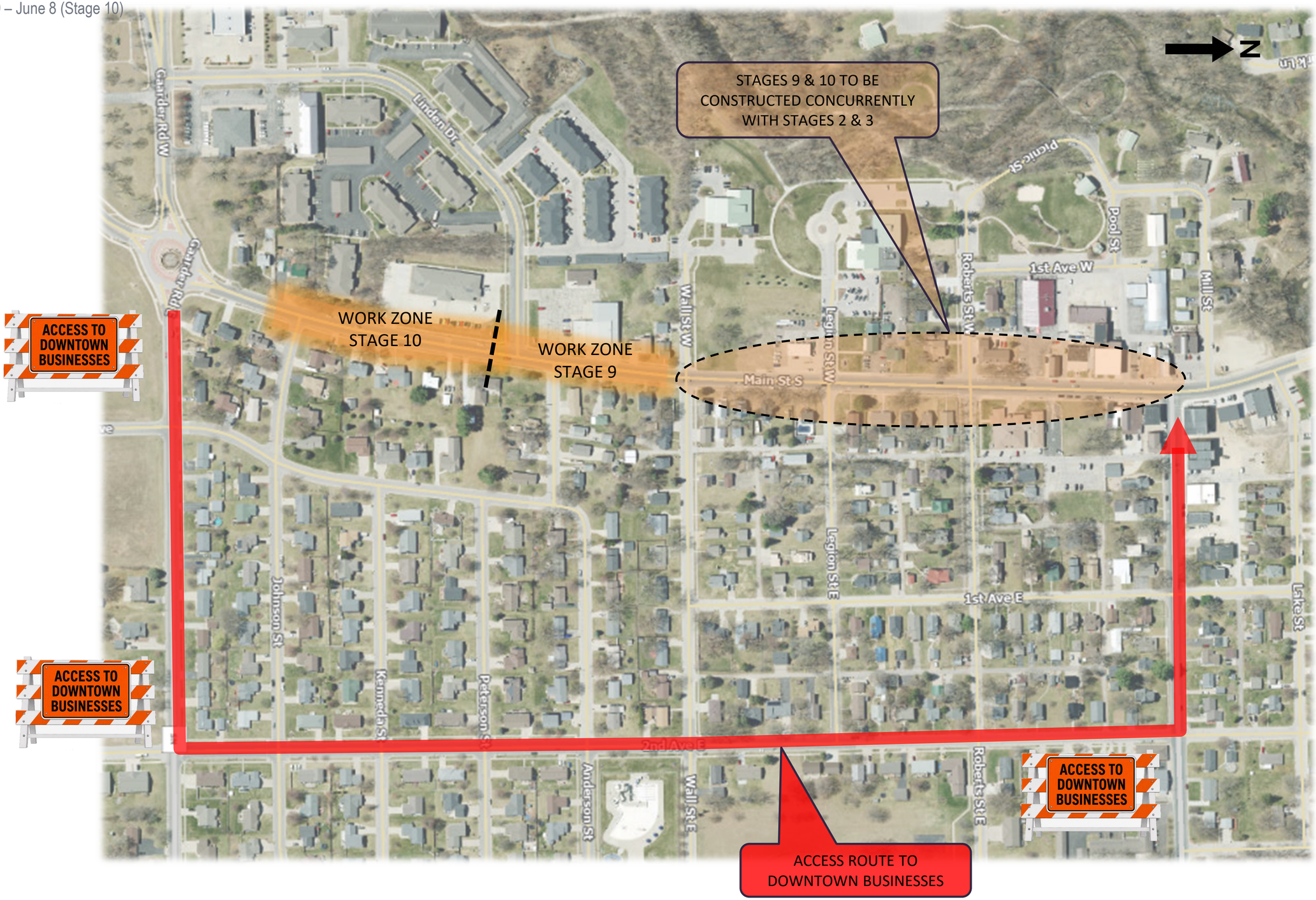
Stage 8 – Church Street to Holmen Drive

September 7 – October 12



Stages 9 & 10 – Johnson Street to Wall Street

March 30 – May 4 (Stage 9)
April 29 – June 8 (Stage 10)



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