



PELICAN PATH

Dodge County, WI

Feasibility Study Report

PATH of Hustisford

May 2023



Prepared for PATH of Hustisford and Friends of Dodge County Parks



Prepared By

MSA Professional Services



Study Funded By Grant from

Greater Watertown Community Health Foundation



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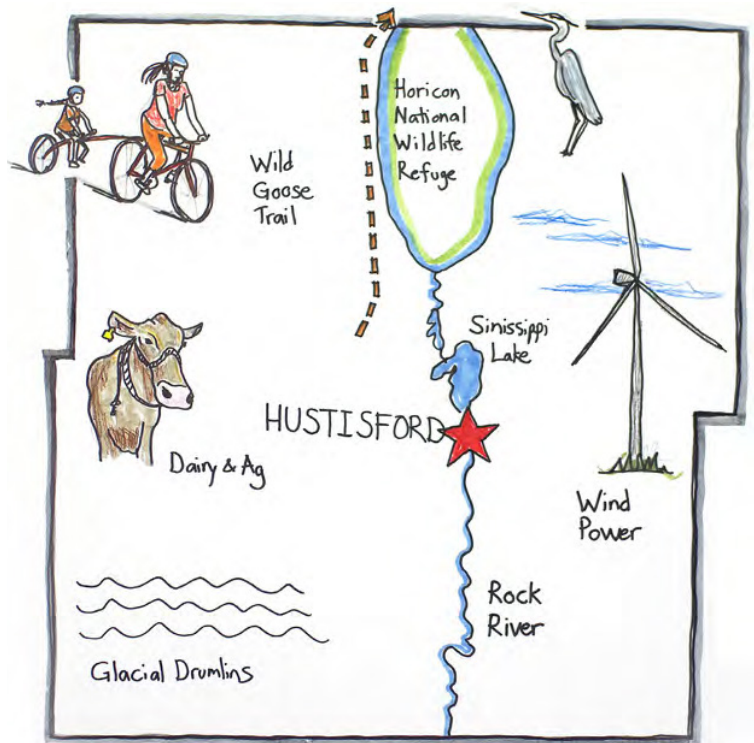
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“This project serves a utilitarian purpose, rather than a purely recreational purpose. It will connect to Neider park, the Hustisford elementary and high schools, the library, and downtown area. Area students will be able to safely bike or walk to school. In addition, it will give local residents access to Juneau via the Wild Goose State Trail. Also, once the Gold Star Memorial Trail is completed, this trail will give residents access to Beaver Dam, Horicon, and Mayville.” – PATH of Hustisford

Connect to Wild Goose Trail

Another opportunity is to create a physical connection to the Wild Goose Trail. This trail attracts cyclists and hikers who typically have money to spend and are looking for places to spend it. Connecting Hustisford to the trail would allow these folks to come into town to spend money at local businesses.

Improving connectivity to existing pedestrian infrastructure will enhance walkability and provide a needed amenity in Hustisford for residents as well. People could go for a nice walk for exercise without having to drive somewhere to do so. The Village should work with the surrounding town and property owners to identify a potential route for a trail to connect the Wild Goose Trail to downtown.



Finally, connecting to the region can be improved through signage and wayfinding discussed above. Currently, there is a map available that shows driving and cycling tours of the region, but it's currently one link tucked into a list of links on the Village website, not something a casual visitor would find. Highlighting local and regional trails makes it easier to attract users. Wayfinding efforts should include directions to regional destinations as well as local attractions.

Figure 1.00 - UWRF Hustisford Charrette

1. INTRODUCTION + PROJECT SUMMARY

INTRODUCTION

The Pelican Path is a proposed paved, non-motorized recreational trail supporting pedestrians, bicyclists, and other multi-modal users of all abilities. This trail seeks to promote health, wellness, and active living opportunities by connecting the Village of Hustisford at John Hustis Elementary School to the Wild Goose State Trailhead at Clyman Junction. With this trail connection, users of the Pelican Path have direct access to both the Wild Goose State Trail and the Glacial River Trail, as they share a trailhead in Clyman Junction along Highway 60.

The Wild Goose State Trail begins at the trailhead in Clyman Junction and ends 34 miles northeast in the City of Fond du Lac. This is a crushed limestone, multi-use recreational trail open year-round. Activities permitted on this trail include walking, jogging, bicycling, horseback riding, cross-country skiing, snowshoeing, and snowmobiling.

The Glacial River Trail also begins at the trailhead in Clyman Junction, but it runs southwest instead of northeast. This trail spans 56 miles through three counties and is a combination of paved off-road/on-road routes running southwest through Watertown, Jefferson, Fort Atkinson, and ending in Janesville.

PROJECT HISTORY

The main goal of the Pelican Path project is to create a fourth recreational trail in Dodge County. Even though Dodge County already has three recreational trails with the Wild Goose State Trail, the Glacial River Trail, and the Gold Star Memorial Trail, residents of Hustisford do not have direct access to any of these trails. Creating the Pelican Path Trail will connect Hustisford to all three of these existing trails and create a grid that will open up cycling and hiking opportunities for tourists and residents alike.

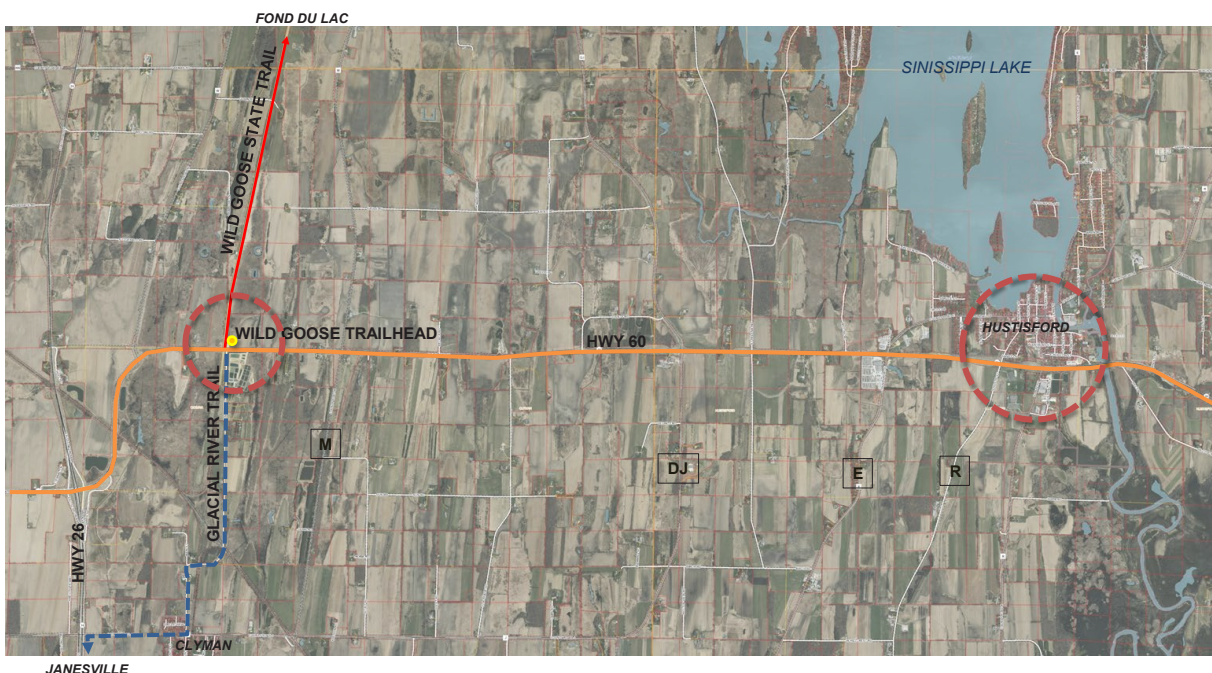


Figure 1.01 - Project Site

Multi-use trail tourism is growing quickly, and tourists are especially looking for trails with multiple connections and destinations. Cycling tourism alone brings \$2.5B to Wisconsin every year, so imagine the large economic impact that could be made in Dodge County with the addition of a new trail for both hiking and cycling.

This trail will not only bring new people to the area through tourism, but will also give students in the Hustisford School District the opportunity to walk and bike safely to school. Having a safe, direct route between the Hustisford School District and the Wild Goose State Trail will encourage students to get active and increase their overall freedom and independence.

Spanning approximately five miles, the Pelican Path Trail will facilitate a unique connection between Hustisford and a larger trail grid within Dodge County. This grid system will allow trail users to easily travel between the surrounding communities of Juneau, Horicon, Beaver Dam, Mayville, and Watertown, as well as access adjacent trail connections to reach Fond du Lac, Madison, Janesville, and even Milwaukee.

The Pelican Path project is the culmination of over a year of strategic planning following the Design Wisconsin process through UW Extension in May 2022. The full design document from that process is available as a PDF at www.pathofhustisford.com, and the Pelican Path project is referenced on page 55 of that document. The Friends of Dodge County Parks non-profit group has been another significant driver of this project, working closely with PATH of Hustisford to raise almost \$40K.

Fundraising efforts for all three phases (route and feasibility study, design, and construction) are ongoing and donations can be made by contacting the Pelican Path Trail committee through email: pelicanpathtrail@gmail.com. 58 letters of support for the Pelican Path project have been received thus far, including letters from Dodge County's state senator, state assemblyman, the Juneau Chamber of Commerce, the Hustisford Business Association, and many other area businesses, non-profit groups, and residents.



Figure 1.02 - Wild Goose State Trailhead at Clyman Junction

PROJECT OVERVIEW

The purpose of this study is to assess public preference and general feasibility of implementing the proposed Pelican Path trail. In order to do this, the project team started by completing a preliminary route analysis, where they assessed four different proposed routes between John Hustis Elementary School and the Wild Goose State Trail in Clyman Junction. These four routes will be referred to as A, B, C, and D throughout this report. Described in detail in Section 2 of this report.

As part of this assessment process, environmental and cultural reviews were performed, documenting wetlands, endangered species, contaminated sites, and archaeological sites along each route that could hinder their overall feasibility. A physical assessment was also performed for each route during this process; photographs and notes collected in the field were compiled to document existing conditions along each route that could influence their overall feasibility.

After an initial assessment and site analysis was completed for each route, a public information meeting was held on April 20, 2023 to present the four route options and solicit feedback on the preliminary analysis, especially from adjacent land owners along each of the routes. Feedback from this meeting helped identify the biggest concerns or opportunities for each route, serving as another important basis for moving forward and determining the most feasible route option.



Figure 1.03 - Wild Goose State Trail + Trailhead



Figure 2.00 - Highway 60 Overpass

2. POTENTIAL ROUTES

ROUTE DESCRIPTIONS

Initial selection of routes was conducted during the project kickoff meeting. The Pelican Path Committee presented several proposals based on routes traveled by members. Four routes were then selected to move forward with the initial route study.

Route A is intended as a paved, 5.5 mile off-road trail. This route provides a direct, linear connection between John Hustis Elementary School and the Wild Goose trailhead along the north edge of Highway 60.

Route B is intended to keep the same length and path structure as Route A, but follows the southern edge of Highway 60 instead of the northern edge. It should be noted that this route will require crossing Highway 60 to reach the trailhead at its western terminus.

Route C is 10.2 miles and is intended as an on-road trail, starting at John Hustis Elementary School, going south on Level Valley Rd, west on Hillcrest Rd, northeast on County Rd E, west on Birch Rd, southwest on County Rd J, then heading north on Junction Rd where it will end at the trailhead.

Route D is 6.2 miles and follows the same path as Route B (southern edge of Highway 60) until Highway DJ, where it then goes northwest to Old 60 Rd, west to Maple Rd, north to Eagle Rd, then west to the end of Eagle Rd. This route will require an easement to access the Wild Goose State Trail at its western terminus due to Eagle Rd being a dead end with no direct trail access.

Detailed Analysis of each route can be found in the Appendix.

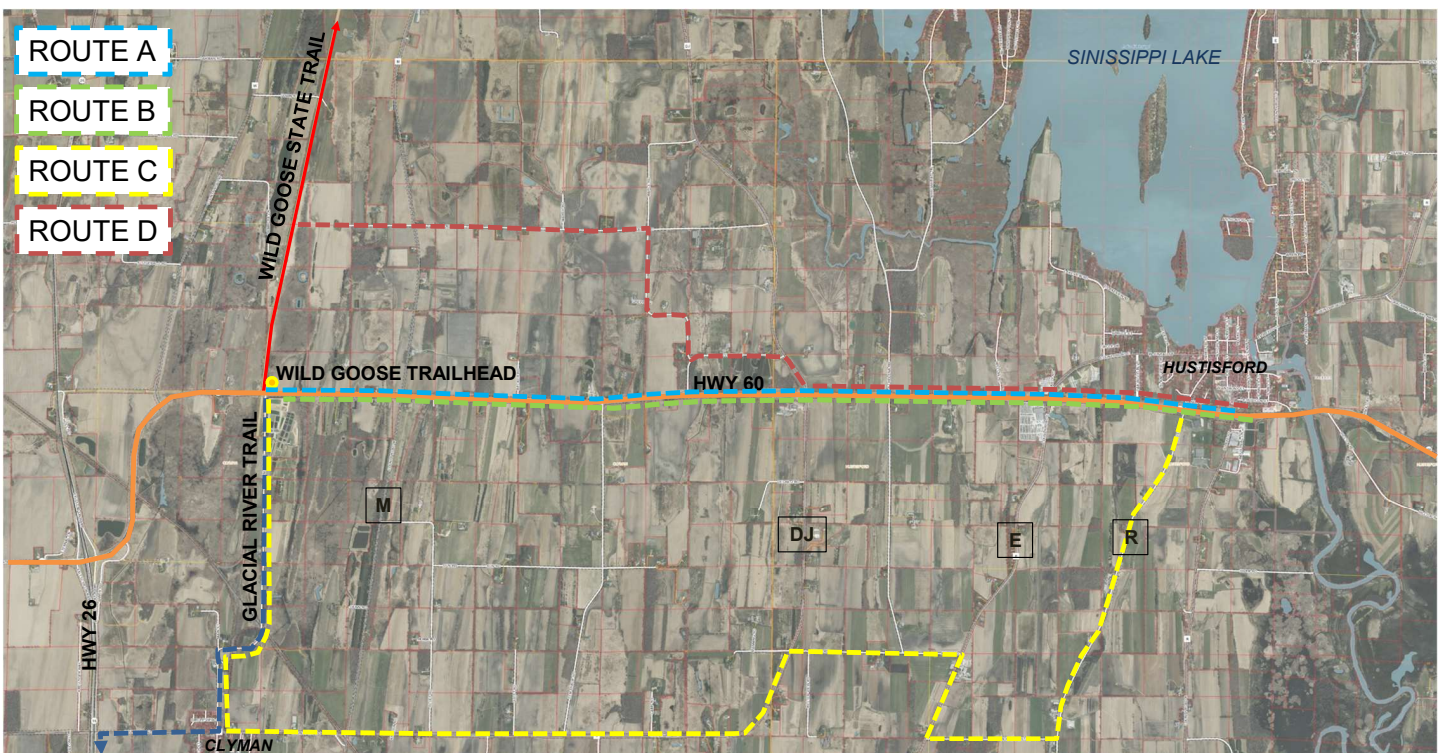


Figure 2.01 - Overall Trail Routes Map

ROUTE A

Route A provides the most efficient connection between John Hustis Elementary School and the Wild Goose State Trailhead, as it is intended to run along the north side of Highway 60 for its entirety. This route would be a 5.5 mile off-road, paved trail that would not require crossing Highway 60 at any point, making it the safest and most direct route.

On the other hand, Route A faces some complications due to adjacent floodplain and wetland areas as well as varying right-of-way (ROW) widths along Highway 60. Additionally, driveway crossings, retaining walls, and creek crossings may cause complications with this route.



Figure 2.02 - Dead Creek Crossing on WIS 60



Figure 2.03 - Retaining Wall on WIS 60

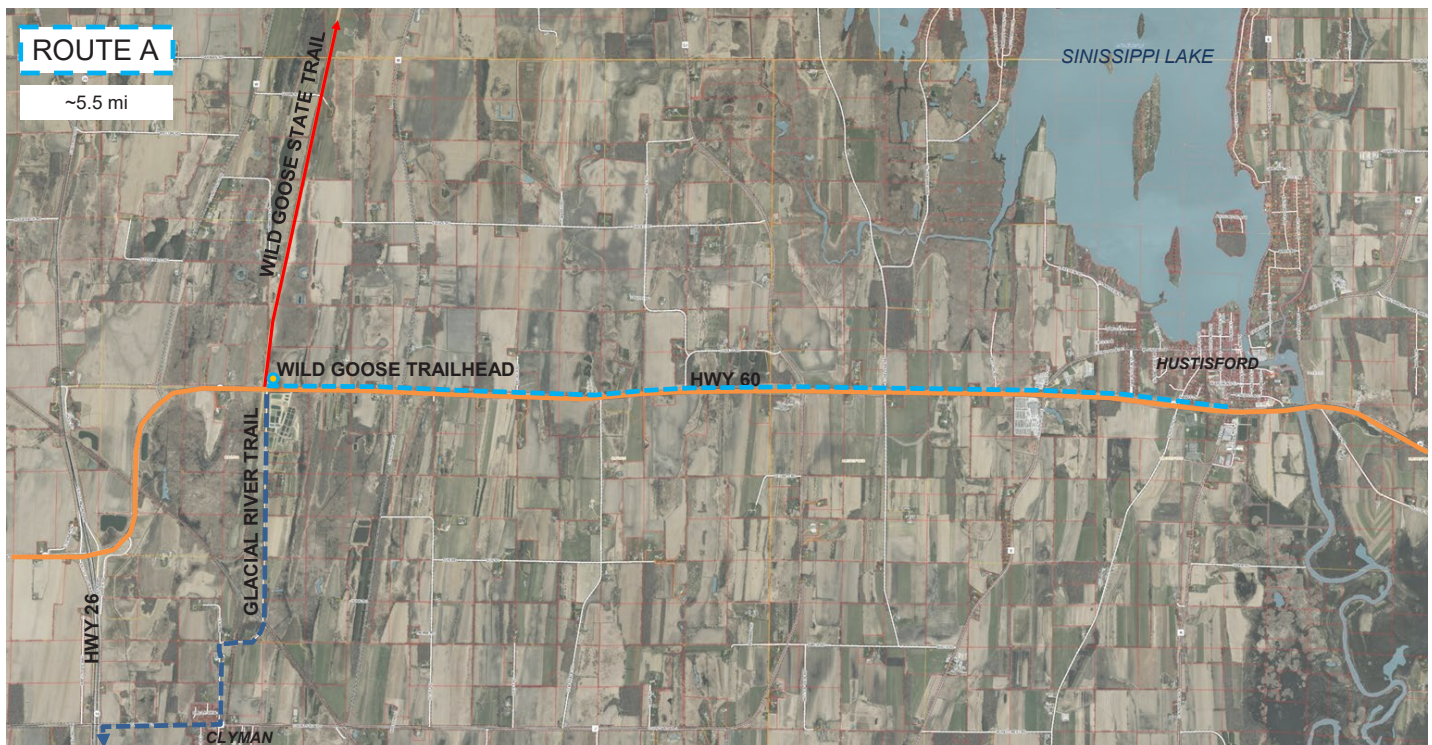


Figure 2.04 - Route A Map

ROUTE B

Route B is very similar to Route A in that it keeps the same length, route, and trail structure, but instead of running along the northern edge of Highway 60, Route B is intended to run along the southern edge of Highway 60. With this route, a direct connection between John Hustis Elementary School and the Wild Goose State Trailhead is still achieved, but trail users will have to cross Highway 60 at the trailhead.

This route requires fewer driveway and road crossings, compared to than Routes A, C, and D, but it faces the same complications as Route A in regard to varying ROW widths and adjacent wetland and floodplain areas.



Figure 2.05 - LKQ



Figure 2.06 - Route B Map

ROUTE C

Route C is the longest of the four routes, spanning a total length of 10.2 miles between John Hustis Elementary School and the Wild Goose Trailhead. Unlike Routes A and B, Route C is intended as an on-road trail, meaning it will require limited easements and construction. This route starts at John Hustis Elementary School, goes south on Level Valley Rd, west on Hillcrest Rd, northeast on County Rd E, west on Birch Rd, southwest on County Rd J, then heads north on Junction Rd where it will end at the Wild Goose State Trailhead.

Although a scenic route, Route C requires five railroad crossings and shares similar issues with Routes A and B in regard to varying ROW widths and adjacent wetland and floodplain areas.



Figure 2.07 - RR Crossings on Junction Rd

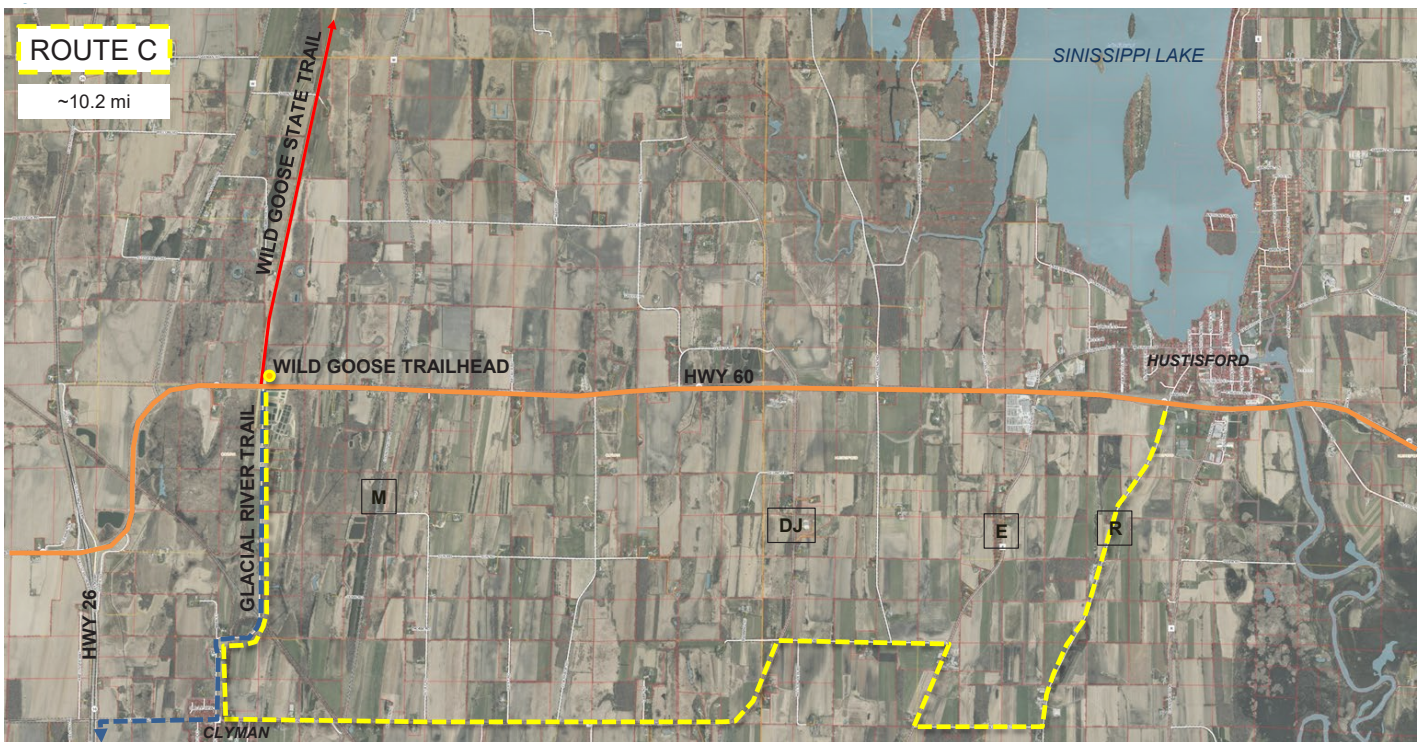


Figure 2.08 - Route C Map

ROUTE D

Route D begins at John Hustis Elementary School like the other three routes, but does not end at the Wild Goose State Trailhead. Instead, Route D starts out following the same path and structure as Route B along Highway 60, then branches off as an on-road trail along Cty Rd DJ where it goes northwest to Old 60 Rd, west to Maple Rd, north to Eagle Rd, then west to the end of Eagle Rd. This route runs a total of 6.2 miles, with the first 2.2 miles being shared with Route B. There is no existing access from Eagle Rd to the Wild Goose State Trail due to Eagle Rd being a dead end street, so an easement will be required to make a connection between Eagle Rd and the Wild Goose State Trail.

This lack of connection between Eagle Rd and the Wild Goose State Trail is the largest barrier along Route D, but an alternate route going from Highway 60 to Cty Rd M to Shady Lane Rd can be explored to provide that connection without an easement. Route D shares similar complications with the other three routes, as there are wetland areas and floodplain areas along this route as well.



Figure 2.09 - Dead End of Eagle Road



Figure 2.10 - Eagle Road Cemetery



Figure 2.11 - Route D Map

PROS & CONS TABLE

ROUTE OPTION	PROS	CONS
A (N HWY 60)	<ul style="list-style-type: none"> • Provides most direct connection to existing trailhead; no crossing of Hwy 60 required • Shortest route 	<ul style="list-style-type: none"> • Adjacent floodplain and wetland areas • Varying ROW width • Multiple driveway and creek/culvert crossings • Retaining wall in ROW near Cty Rd M intersection
B (S HWY 60)	<ul style="list-style-type: none"> • Almost a direct route; requires crossing of Hwy 60 at Junction Rd • Fewest amount of road crossings • Direct connection to Glacial River Trail at Junction Rd 	<ul style="list-style-type: none"> • Adjacent floodplain and wetland areas • Varying ROW width • Retaining wall in ROW near Cty Rd M intersection • Multiple driveway and creek/culvert crossings
C (THRU CLYMAN)	<ul style="list-style-type: none"> • If on-road trail, limited easements required • Scenic route • Traffic volume relatively light 	<ul style="list-style-type: none"> • Longest route • Requires five railroad crossings • Adjacent floodplain and wetland areas • Limited ROW for off-road trail development
D (HWY 60 to EAGLE ROAD)	<ul style="list-style-type: none"> • If on-road trail, limited easements required • Shorter route than C • Multiple alternate road routes available 	<ul style="list-style-type: none"> • No existing connection to Wild Goose State Trail; easement will be required through Eagle Rd to trail • Adjacent floodplain and wetland areas



Figure 3.00 - PIM

3. COMMUNITY + STAKEHOLDER ENGAGEMENT

PUBLIC INFORMATION MEETING SUMMARY

On April 20, 2023, a public informational meeting discussing the four proposed trail options was held at the Hustisford Town Hall. Written feedback was collected through comment cards at the meeting; those 17 comment cards can be found in the appendix of this report as scanned pages. A general summary of comments from those cards, as well as email and verbal comments is synthesized below:

General Comments:

- The Pelican Path trail is a positive move forward for the Hustisford community
 - Keep pushing forward; without these types of initiatives this community will shrivel up and die
 - It may be more beneficial to explore a northern, more rural route that takes trail users around the lake and into Hustisford
 - We bike on a daily basis and would enjoy having easy, safe access to the Wild Goose State Trail for longer bike rides
 - A safe trail will encourage active living for both children and adults, as well as bring new businesses into downtown Hustisford
 - Routes A (N side of Highway 60) and B (S side of Highway 60) are the best routes
 - We are developing a new subdivision on the N side of Highway 60 W of Level Valley Rd and a paved path would be an asset for these new homeowners
 - Consider running a route NW along St Helena Rd to Cty Rd DJ and into Juneau
- There is a cemetery on the N side of Highway 60 before the intersection with Cty Rd M that may interfere with the trail
 - Motor traffic is enough, no desire for added bike or pedestrian traffic near residences on Highway 60
 - The trail should be routed into downtown Hustisford so it brings people directly to those businesses
 - Retaining walls and guardrails along both sides of Highway 60 may limit ROW
 - Topography challenges
 - I would not consider selling my land for a project like this
 - Trail will impede access to farmland and driveways, as well as cause safety issues with large equipment leaving/entering
 - We do not want the trail crossing our property on the N and S side of Highway 60 due to safety concerns with farm equipment crossings, heavy traffic, maintenance needs, driveway crossings, and road crossings

Concerns:

- Highway 60 is a dangerous and cars often speed - safety concerns for trail here
- I hope this community can come together to support moving forward with improvements like this trail, otherwise we will suffocate those who want to see growth

DOT MEETING SUMMARY

Consultant met with the Wisconsin Department of Transportation (DOT) to discuss the issues involved with utilizing State Highway 60's right-of-way (ROW) and other issues with roads along the four proposed routes.

Routes A and B raise concerns with ROW along State Highway 60, as it would require that a paved path be constructed outside the clear zone and beyond the roadway ditches, so as not to interfere with roadway drainage. If the project moves forward, an agreement would need to be signed prior to construction by the Village of Hustisford for the construction and maintenance of the path. A Connection permit, form DT1504, would also be required prior to construction for any path within WisDOT's ROW. Additionally, the retaining walls in the front yards of 6186 and 6193 WIS 60 limit space available for a paved path on both sides of the road due to their location in the ROW.

The biggest concerns with routes A and B relate to overall safety and environmental impacts. Routes A and B both require crossing multiple driveways, crossing through wetland areas, and crossing through floodplain areas. Route B requires less driveway and road crossings than Route A; however, Route B requires crossing WIS 60 at its western terminus since the Wild Goose State Trailhead is located on the north side of WIS 60. As for environmental impacts, numerous wetlands and waterways are present within the ROW along WIS 60: two major streams, six intermittent streams, and two mapped FEMA floodplains.

As for route C, WisDOT's railroad coordinator recommended dropping this route as a feasible option moving forward due to its five railroad crossings. Each of these crossings will need to

be replaced to accommodate the trail, and this will cost between \$250,000-\$300,000 per crossing.

WisDOT's multimodal coordinator suggested creating an alternate route of Route C where Cty Rd DJ or Cty Rd M are utilized before the trail gets to Clyman due to their low traffic volume, lack of railroad crossings, and avoidance of the retaining walls in the WIS 60 ROW. She also expressed that a single crossing of WIS 60 at an intersection is favorable to having a path in its ROW, as the DOT would like to minimize use of their ROW for the Pelican Path trail.



Figure 3.01 - RR Crossing



Figure 4.00 - Wild Goose State Trail

4. PREFERRED ROUTE ANALYSIS

INTRODUCTION

After analyzing the technical feasibility, practicality, and public comments of each proposed trail route, Route B was selected as the most feasible route, followed by Route D, Route A, and Route C. Route B was chosen as the most feasible route moving forward due to its short, direct route and limited ROW constraints.

ROUTE FEASIBILITY TABLE

PREFERRED	<p><u>ROUTE B:</u></p> <ul style="list-style-type: none"> • Almost a direct route; • Fewest road crossings; requires crossing WIS 60 to get to Wild Goose State Trailhead at the western terminus • Limited easements/acquisitions required; Coordination required with WisDOT • Some steep slopes, wetlands, and floodplain • Existing retaining wall in ROW of WIS 60 near intersection of County Rd M limits space for off-road path
ALTERNATIVE	<p><u>ROUTE D:</u></p> <ul style="list-style-type: none"> • Matches Route A for a portion of length; Large wetland crossing • Alternate roads available if the route needs to be adjusted • Relatively light traffic volume on County roads; on-road trail likely required; limited opportunities for off-road trail due to limited ROW and adjacent property uses • No direct access point to the Wild Goose State Trail from Eagle Rd—easement and land acquisition required here
LEAST PREFERRED ALTERNATIVE	<p><u>ROUTE A:</u></p> <ul style="list-style-type: none"> • Existing retaining wall in ROW of WIS 60 near intersection of County Rd M limits space for off-road path • Route intersects with multiple wetlands, floodplain areas, and steep slopes; larger wetland crossing required than Route B • Most road crossings
NOT FEASIBLE	<p><u>ROUTE C:</u></p> <ul style="list-style-type: none"> • Longest route and limited opportunities for off-road trail due to limited ROW and adjacent property uses • Portion of the route already designated as Glacial River Trail • Several large hills • Most scenic route • Five railroad crossings required; each crossing would cost \$250,000-\$300,000 to replace/improve for this trail

TRAIL DESIGN ASSUMPTIONS

The design of the trail included in this report is schematic and provided to develop a preliminary cost basis for fundraising. Detailed design and engineering will need to be completed prior to construction.

Since Route B is intended an off-road trail design, the following assumptions were made:

- 10-foot wide paved asphalt path
- Minimum 2-foot wide gravel shoulder
- 15-foot wide maintenance area from edge of pavement; easement may be required needed
- At least 38 feet away from travel lane (clear zone) and 50 feet away from road center line
- Target 5% maximum slope; where not possible add intermediate landings and appropriate signage identifying steep slopes
- 2% maximum cross-slope
- Slopes greater than 5% will require signage
- Signs at curves, driveway crossings, road intersections and where obstructions are present in trail clear area.

More details about these trail assumptions and representative graphics can be found in the report appendix.



Figure 4.01 - Guardrail



Figure 4.02 - Boardwalk

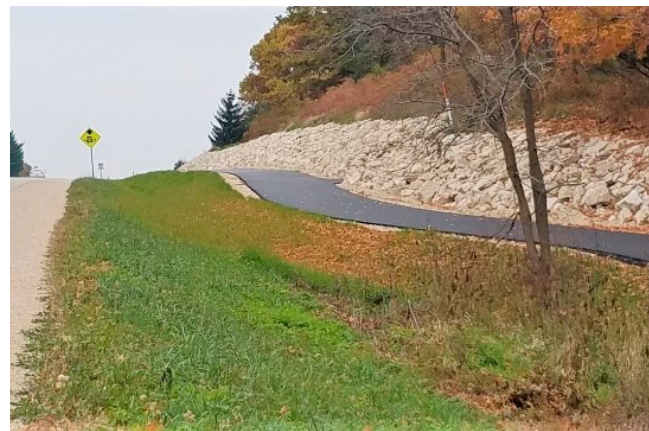


Figure 4.03 - Rip-Rap



Figure 4.04 - Retaining Wall



Figure 5.00 - WIS 60 at Becker Road

5. COST ESTIMATE

PRELIMINARY OPINION OF PROBABLE COST

A detailed cost estimate for Route B with itemized costs can be found in the report appendix. The table below shows a preliminary representation of budget numbers for the purposes of grant writing requests and project planning into the future. These numbers are subject to adjustment as designs are refined, time progresses, and market conditions change prior to the beginning of the project.

	Construction (2026 Adjusted)	Design + Engineering + Permitting	Total Design + Construction	Potential Easement Costs	Total Project Costs
ROUTE B	\$5,701,140	\$414,300	\$6,115,440	\$108,000	\$6,223,440

FUNDING OPPORTUNITIES

The size and cost of this trail project will require funding from outside sources, including private donations and grants. There are multiple state and federal grant opportunities available for recreational trail projects, and those are outlined below.

Currently, the Transportation Alternatives Program (TAP) seems to be the most likely funding option available to provide the majority of needed funds. The TAP grant runs on a 2 year cycle and involves federal transportation funds administered by the Wisconsin Department of Transportation that can cover up to 80% of design and construction costs.

The National Recreational Trails program is a federal grant program administered by the Wisconsin Department of Natural Resources that covers up to 50% of construction costs. This program generally has a cap of \$45,000 per grant, so this program would likely only be used for specific trail features like parking lots, benches, kiosks, and other amenities along the trail.

The Knowles-Nelson Stewardship Program is a state grant program administered by the Wisconsin Department of Natural Resources that covers up to 50% of construction costs. This program can be used as a match to the federal grant programs.

Ultimately, the goal with this project would be to secure federal TAP grants to cover up to 80% of the project costs and then offset as much of the 20% local share as possible utilizing Stewardship grants. Given the high estimated total costs of this project, it is unlikely that grants would cover 100% of the costs. Local costs not covered by state or federal grants should be covered by fundraising and donations through PATH of Hustisford and the Friends of Dodge County Parks organizations in order to provide the best opportunity for obtaining the required county approvals for the project. Dodge County would be expected to maintain this trail as a significant portion of their contribution to this private and public partnership trail project.



Figure 6.00 - WIS 60 at County Road E

6. NEXT STEPS

OVERVIEW

This was a preliminary route study with the purpose of assisting in selecting a preferred route taking by looking at the existing physical conditions and possible community impacts. The next step of this process will involve creating preliminary designs for the Pelican Path trail using the information gathered in this report. This process will further evaluate specific utility, environmental, physical and historical conditions and impacts. Additionally, acquisition needs and a further refinement of cost estimates should be included. This process will provide the needed details and assessment to position the project for the best opportunity to obtain federal and state funding.

WISCONSIN DEPARTMENT OF NATURAL RESOURCES (DNR) ENDANGERED RESOURCES PRELIMINARY ASSESSMENTS SUMMARY

A preliminary endangered resources assessment was conducted for Routes A and B together, Route C, and Route D to determine whether there were any conflicts with natural communities within each route's study site. An archaeological survey and historical resources survey may need to be performed in the future for Route B, as that was the selected most feasible route moving forward. A general summary of findings from the DNR for each route is below, and more detailed information can be found in the report appendix.

For Routes A, B, and C, it is strongly recommended to complete a full Endangered Resources Review (ERR), though not legally required moving forward. This ERR will contain voluntary follow-up actions that can

be implemented to avoid impacts to the natural communities located within the project boundaries.

Route D does not require an ERR legally, but a full review is especially recommended along this route due to the following conditions:

- Species recorded on this project site are of special concern
- Records on this project site indicate the presence of natural communities or other natural features
- Species recorded on this project site are threatened or endangered plants but are not protected due to the project occurring on private land or due to another type of exemption (agriculture, utility, etc.)

GRANT APPLICATIONS AND FUNDRAISING

Using this study as a basis, it is recommended to apply for funding opportunities and establish dialog with potential project partners, donors and regulatory agencies in the future.

DESIGN AND ENGINEERING

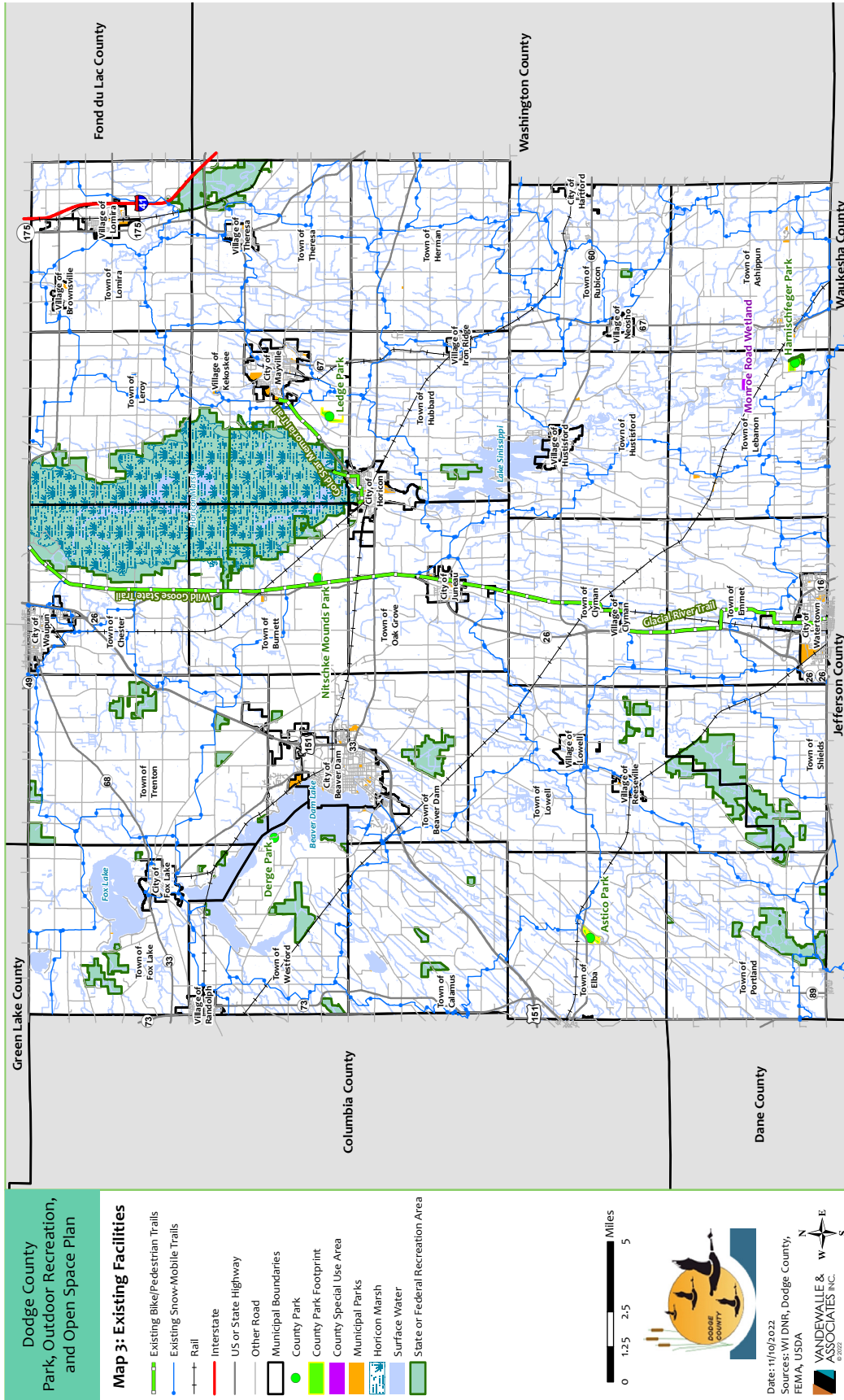
Contract with a consultant to develop detailed plans, conduct additional public engagement activities, and secure required project permitting.



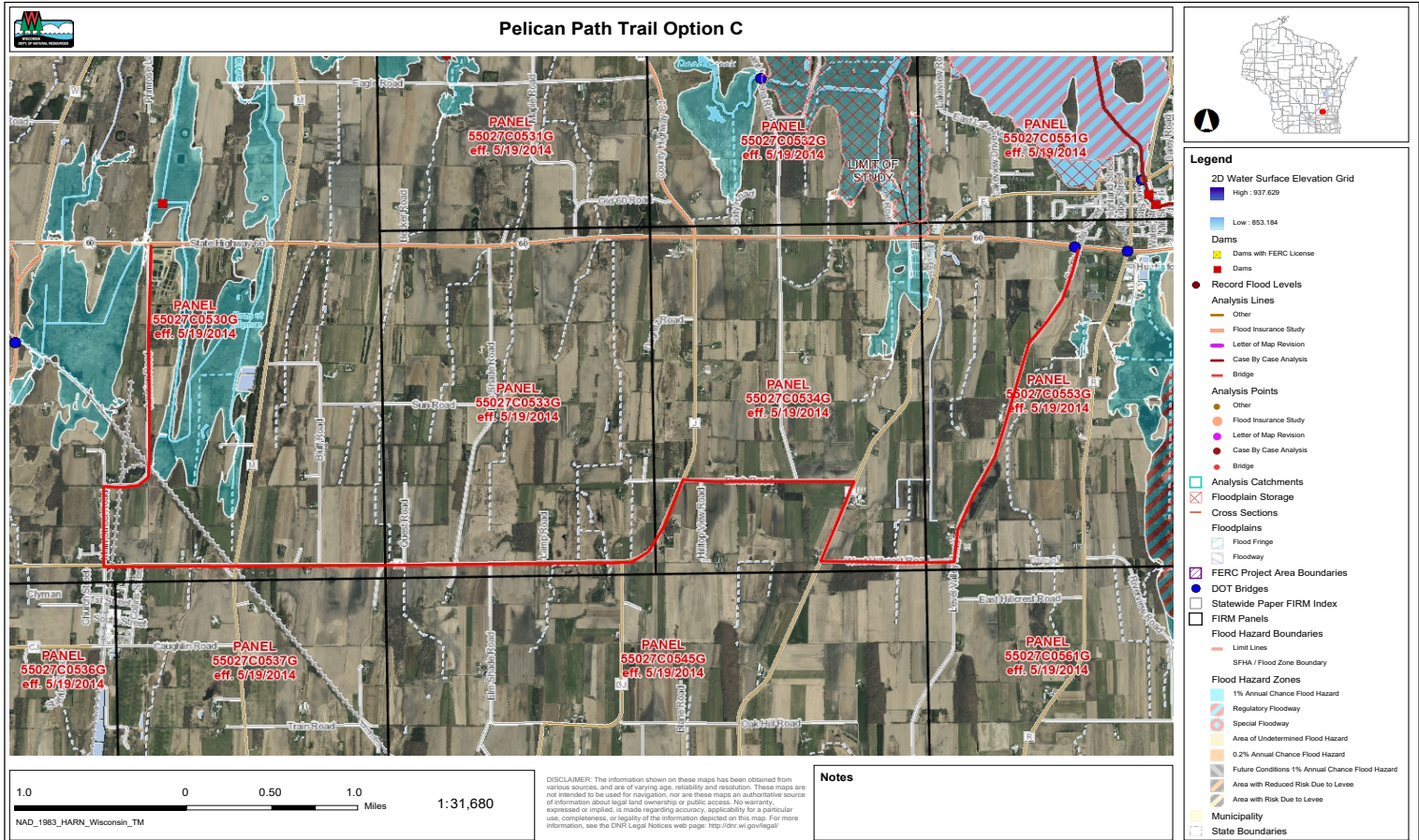
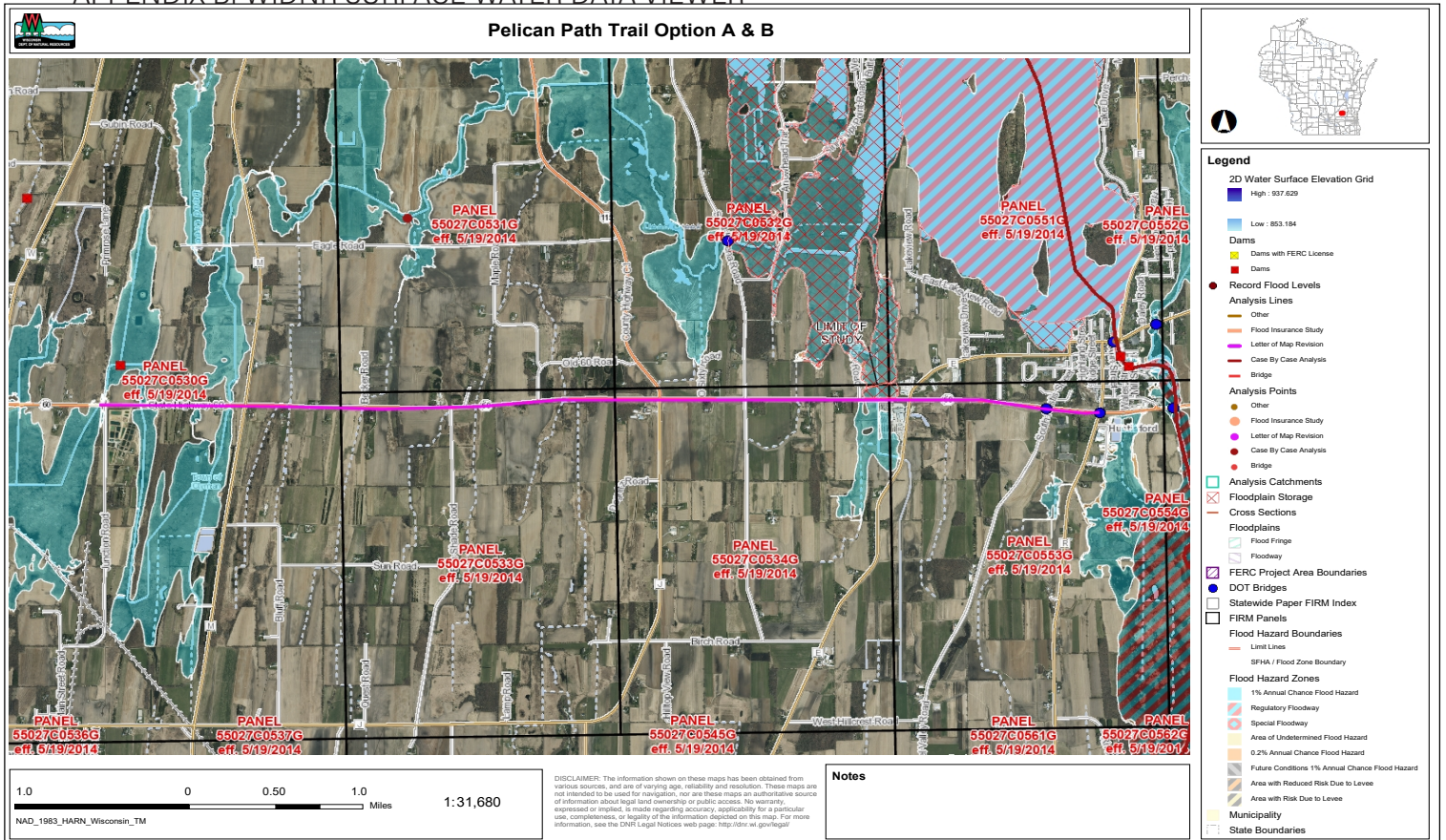
Figure 7.00 - Start of Glacial River Trail at Junction Road

7. APPENDIX

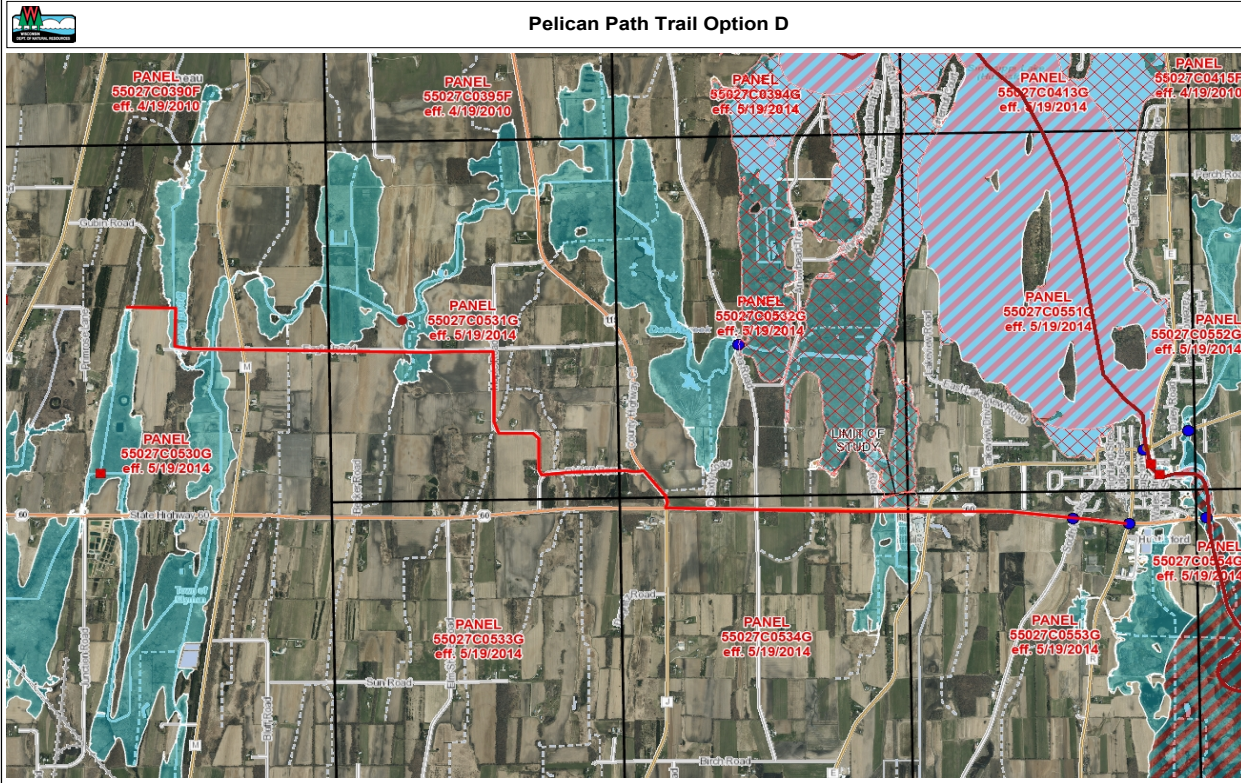
APPENDIX A: Dodge County Trails Map



APPENDIX B: WIDNR SURFACE WATER DATA VIEWER



Pelican Path Trail Option D



Legend

- 2D Water Surface Elevation Grid
 - High - 937.629
 - Low - 853.184
- Dams
 - Dams with FERC License
 - Dams
- Record Flood Levels
- Analysis Lines
 - Other
 - Flood Insurance Study
 - Letter of Map Revision
 - Case By Case Analysis
 - Bridge
- Analysis Points
 - Other
 - Flood Insurance Study
 - Letter of Map Revision
 - Case By Case Analysis
 - Bridge
- Analysis Catchments
- Floodplain Storage
- Cross Sections
- Floodplains
 - Flood Fringe
 - Floodway
- FERC Project Area Boundaries
- DOT Bridges
- Statewide Paper FIRMs Index
- FIRM Panels
- Flood Hazard Boundaries
 - Limit Lines
 - SFHA / Flood Zone Boundary
- Flood Hazard Zones
 - 1% Annual Chance Flood Hazard
 - Regulatory Floodway
 - Special Floodway
 - Area of Undetermined Flood Hazard
 - 0.2% Annual Chance Flood Hazard
 - Future Conditions 1% Annual Chance Flood Hazard
 - Area with Reduced Risk Due to Levee
 - Area with Risk Due to Levee
- Municipality
- State Boundaries

1.0 0 0.50 1.0 Miles 1:31,680
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DISCLAIMER: The information shown on these maps has been obtained from various sources, and are of varying age, reliability and resolution. These maps are not intended to be used for navigation, nor are these maps an authoritative source of information about legal land ownership or public access. No warranty, expressed or implied, is made regarding accuracy, applicability for a particular use, completeness, or legality of the information depicted on this map. For more information, see the CH2M Legal Notices web page: <http://dnr.wis.gov/legal/>

Notes

Overall Route A



LEGEND

- Route A
- Right of Way
- Parcel Lines
- Wetland
- Floodplain

Description: (5.5 miles)

Start: John Hustis Elementary School
600 S Hustis St, Hustisford, WI 53034
Hustis St (E side), N 0.1 mi
HWY 60 (N side), W 5.4 mi

End: Wild Goose State Trail, Clyman Junction Trailhead
W6567 HWY 60, Juneau, WI 53039

PELICAN PATH ROUTE STUDY - PATH OF HUTSFORD
ROUTE A OVERALL: John Hustis Elementary School to Wild Goose Trailhead



Route A-1 (John Hustis Elementary School to County Road D)



⑥ Steep side slopes in R.O.W.



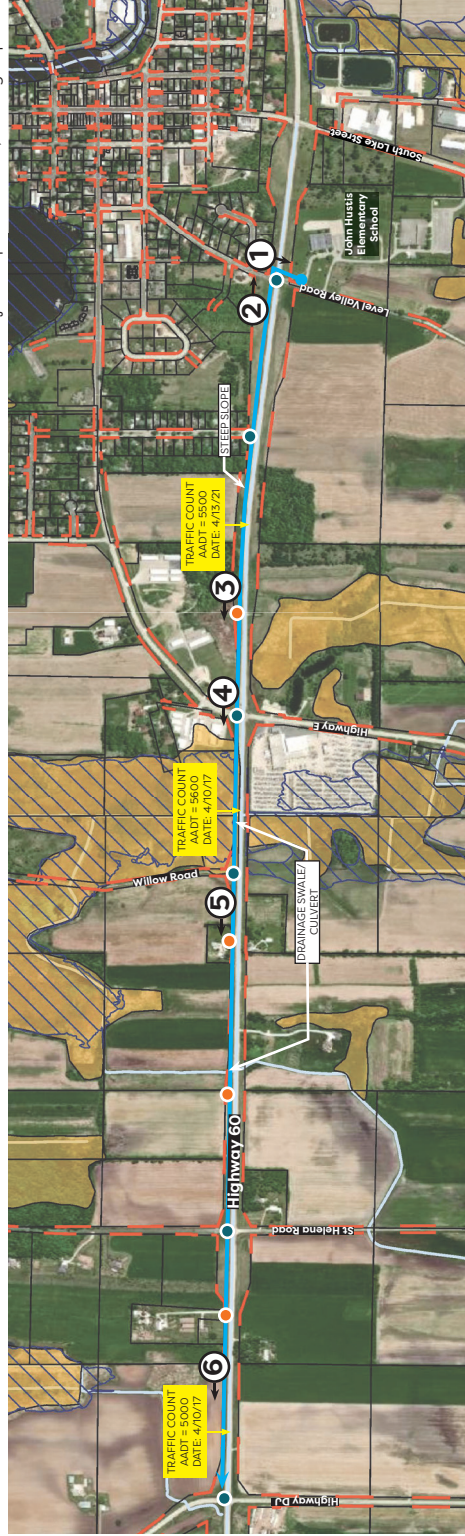
⑤ Private driveway crossing; existing utilities and trees.



④ Wetland and floodplain at County Road E intersection.



③ Grade change/steep slope from HWY 60 to adjacent space in R.O.W.; clearing required.



LEGEND

- Route A
- Right of Way
- Parcel Lines
- Wetland
- Floodplain
- Driveway Crossings
- Roadway Crossing



② Grade change/steep slope from S Hustis St to HWY 60.



① HWY 60 overpass above S Hustis St creates narrow R.O.W. conditions for trail crossing.



March 7th, 2023

PELICAN PATH ROUTE STUDY - PATH OF HUTISFORD
 ROUTE A-1: John Hustis Elementary School to County Road D

Route A-2 (County Road DJ to Wild Goose Trailhead)



11 A culvert and steep slope may limit space for off-road trail near the Wild Goose Trailhead.



10 Available off-road trail space is limited due to a retaining wall adjacent to HWY 60.



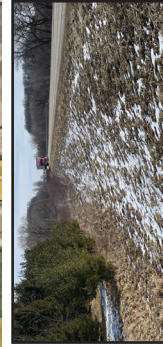
9 Steep slope, guardrail and Dead Creek crossing may limit off-road trail space.



8 Steep slope and limited R.O.W.



LEGEND	
	Route A
	Right of Way
	Parcel Lines
	Wetland
	Floodplain
	Driveway Crossings
	Roadway Crossing



7 Steep, wooded area and wetland may limit off-road trail space along this stretch.

Overall Route B



Description: (5.57 miles)

Start: John Hustis Elementary School
600 S Hustis St, Hustisford, WI 53034

Hustis St (W side), N 0.03 mi

HWY 60 (S side), W 5.54 mi

End: Wild Goose State Trail, Clyman Junction Trailhead
W6567 HWY 60, Juneau, WI 53039

LEGEND

- Route B
- Right of Way
- Parcel Lines
- Wetland
- Floodplain

Route B-1 (John Hustis Elementary School to County Road DJ)



④ Steep slope and marshy area by CTY RD DJ intersection may limit off-road trail space.



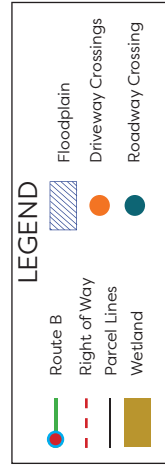
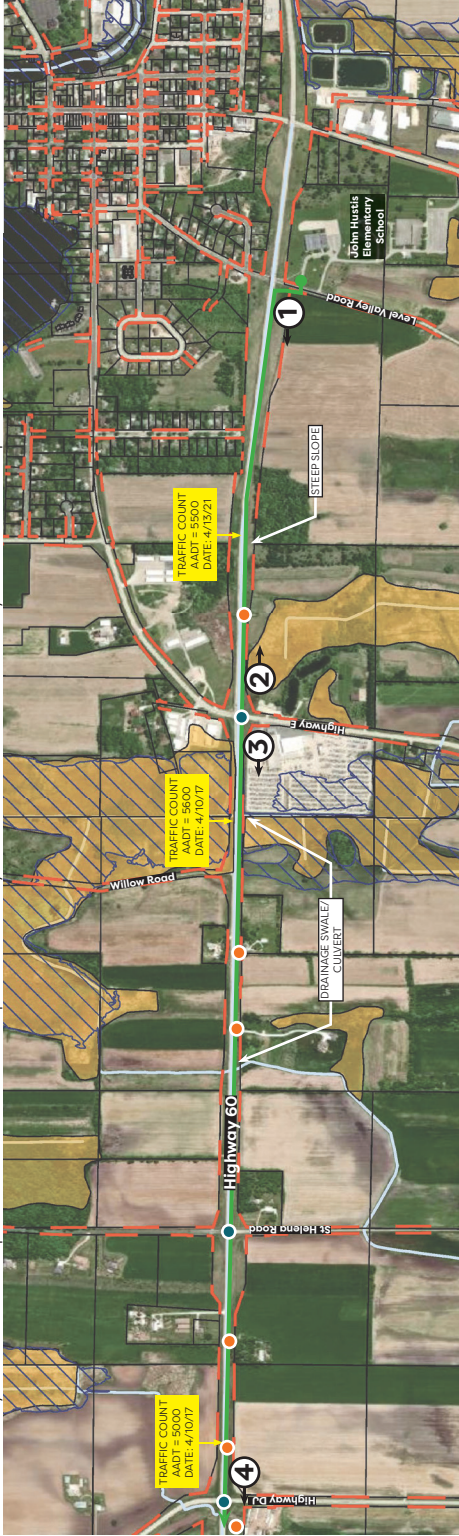
③ Steep slope, LKQ, and power lines may limit off-road trail space near County Road E.



② Wet, marshy area before County Road E intersection may limit off-road trail space.



① Grade change/steep slope from S Hustis St to HWY 60.



March 7th, 2023

PELICAN PATH ROUTE STUDY - PATH OF HUTISFORD
ROUTE B-1: John Hustis Elementary School to County Road DJ)

Route B-2 (County Road DJ to Wild Goose Trailhead)



10 Trail connection to Wild Goose Trailhead.



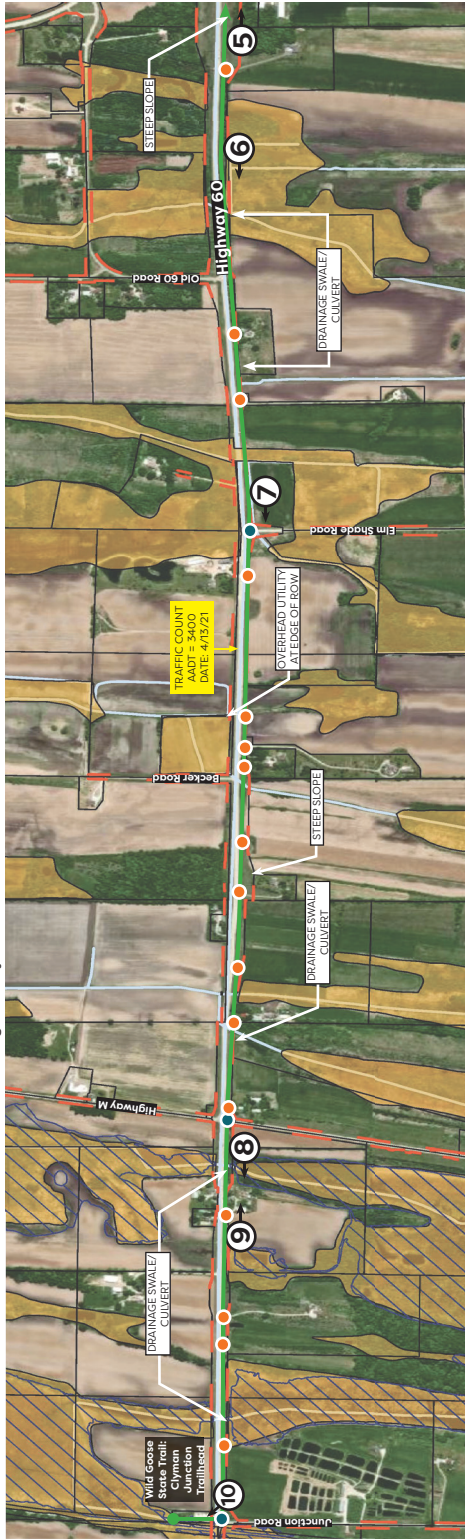
9 Available off-road trail space is limited due to a retaining wall adjacent to HWY 60.



8 Dead Creek water crossing may limit off-road trail space near City Rd M intersection.



7 Drainage swale/culvert adjacent to R.O.W. may limit grading or require boardwalk.



LEGEND

- Route B
- Floodplain
- Rights of Way
- Driveway Crossings
- Parcel Lines
- Wetland
- Roadway Crossing



6 Steep slope in R.O.W. and wetlands may impact space for trail/grading.



5 Steep side slopes in R.O.W. may limit off-road trail space or require a retaining wall.

Overall Route C



Description: (10.3 miles)

Start: John Hustis Elementary School - 600 S Hustis St, Hustisford, WI 53034

- Level Valley Rd, S 2.05 mi
- W Hillcrest Rd, W 0.77 mi
- County Road E, N 0.54 mi
- Birch Rd, W 1.02 mi
- County Road DJ/J, S/W 3.69 mi
- Junction Rd, N/E 2.23 mi

End: Wild Goose State Trail, Clyman Junction Trailhead - W6567 HWY 60, Juneau, WI 53039

PELICAN PATH ROUTE STUDY - PATH OF HUTISFORD

ROUTE C OVERALL: John Hustis Elementary School to Wild Goose Trailhead

LEGEND

- Route C
- Right of Way
- Parcel Lines
- Wetland
- Floodplain

NOTE: ROUTE ASSUMES ON-ROAD TRAIL, ADDITIONAL ASSESSMENT NECESSARY TO DETERMINE FEASIBILITY OF ACQUIRING EASEMENTS OR ROW NECESSARY FOR IMPLEMENTATION OF OFF-ROAD TRAIL



March 7th, 2023

Route C-1 (John Hustis Elementary School to County Road J)



⑥ Steep slopes along City Rd DU/J may impact space for off-road trail.



⑤ Steep slopes, narrow R.O.W., and adjacent wetlands may impact off-road trail space.



④ Existing power lines, utilities, and heavy traffic near City Rd E due to farms.



③ Steep slope and narrow R.O.W. may limit space for off-road trail on Hillcrest Road.



② Existing power lines/utilities may limit space for off-road trail on Level Valley Road.



① Existing power lines/utilities may limit space for off-road trail on Level Valley Road.

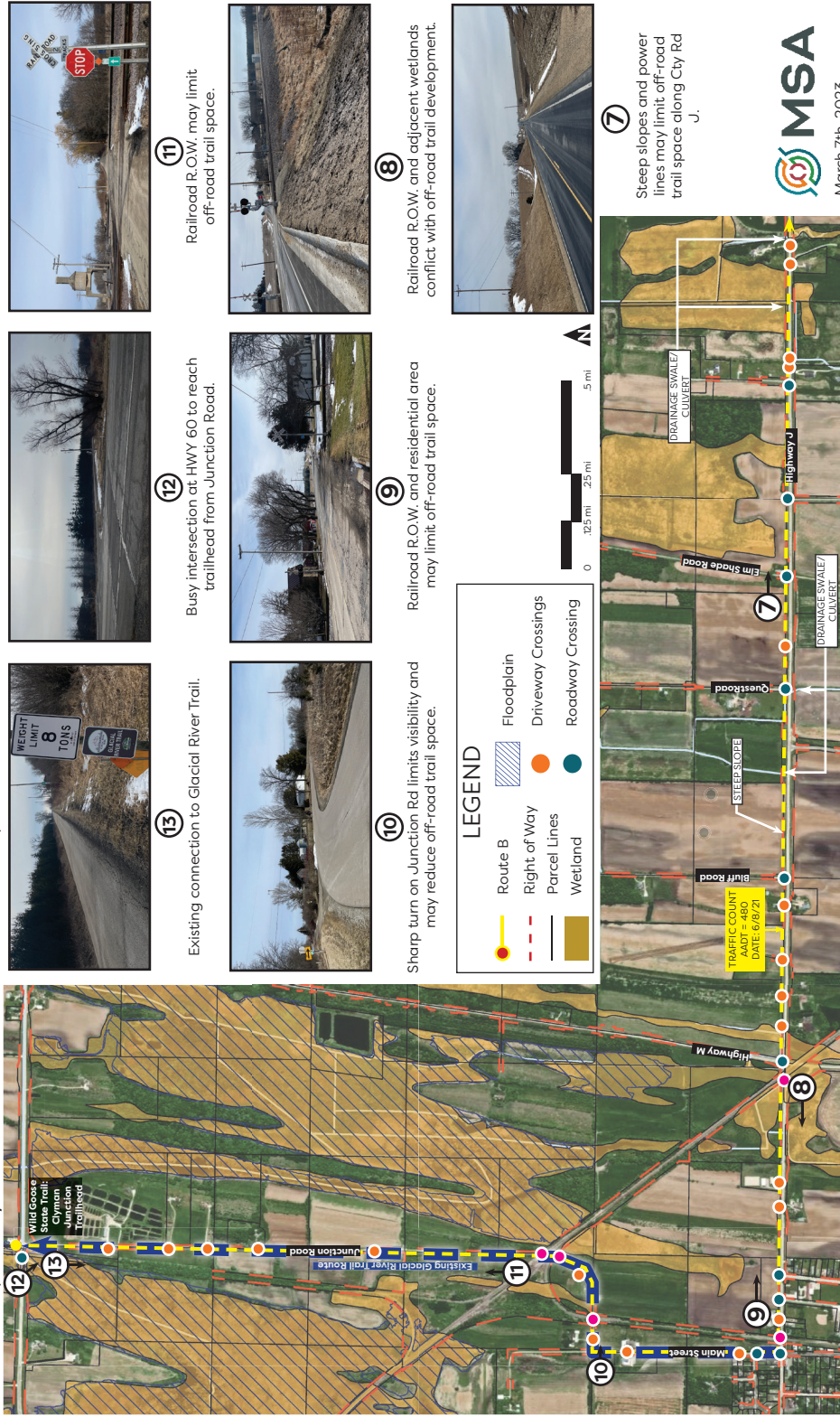


LEGEND

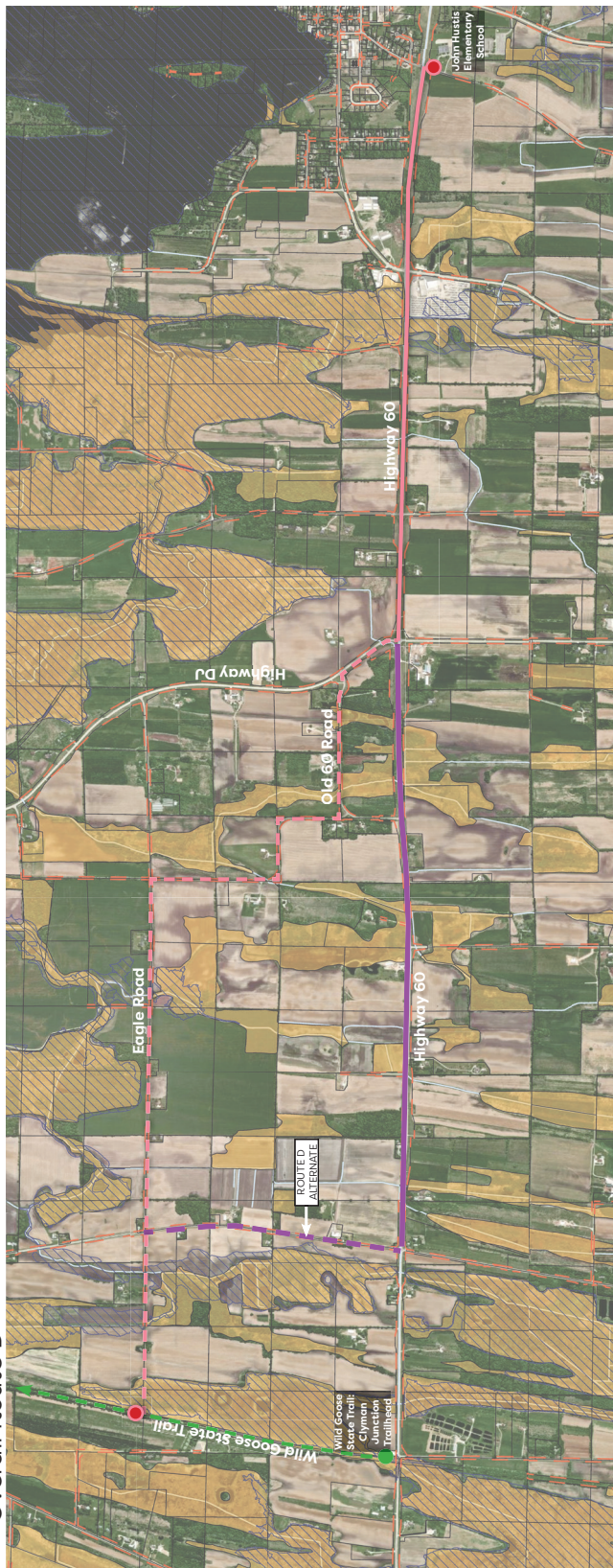
- Route C
- Right-of-Way
- Parcel Lines
- Wetland
- Floodplain
- Driveway Crossings
- Roadway Crossing



Route C-2 (County Road J to Wild Goose Trailhead)



Overall Route D



NOTE: ROUTE ASSUMES ON-ROAD TRAIL, ADDITIONAL ASSESSMENT NECESSARY TO DETERMINE FEASIBILITY OF ACQUIRING EASEMENTS OR ROW NECESSARY FOR IMPLEMENTATION OF OFF-ROAD TRAIL.

LEGEND

- Route C
- Right of Way
- Parcel Lines
- Wetland
- Floodplain

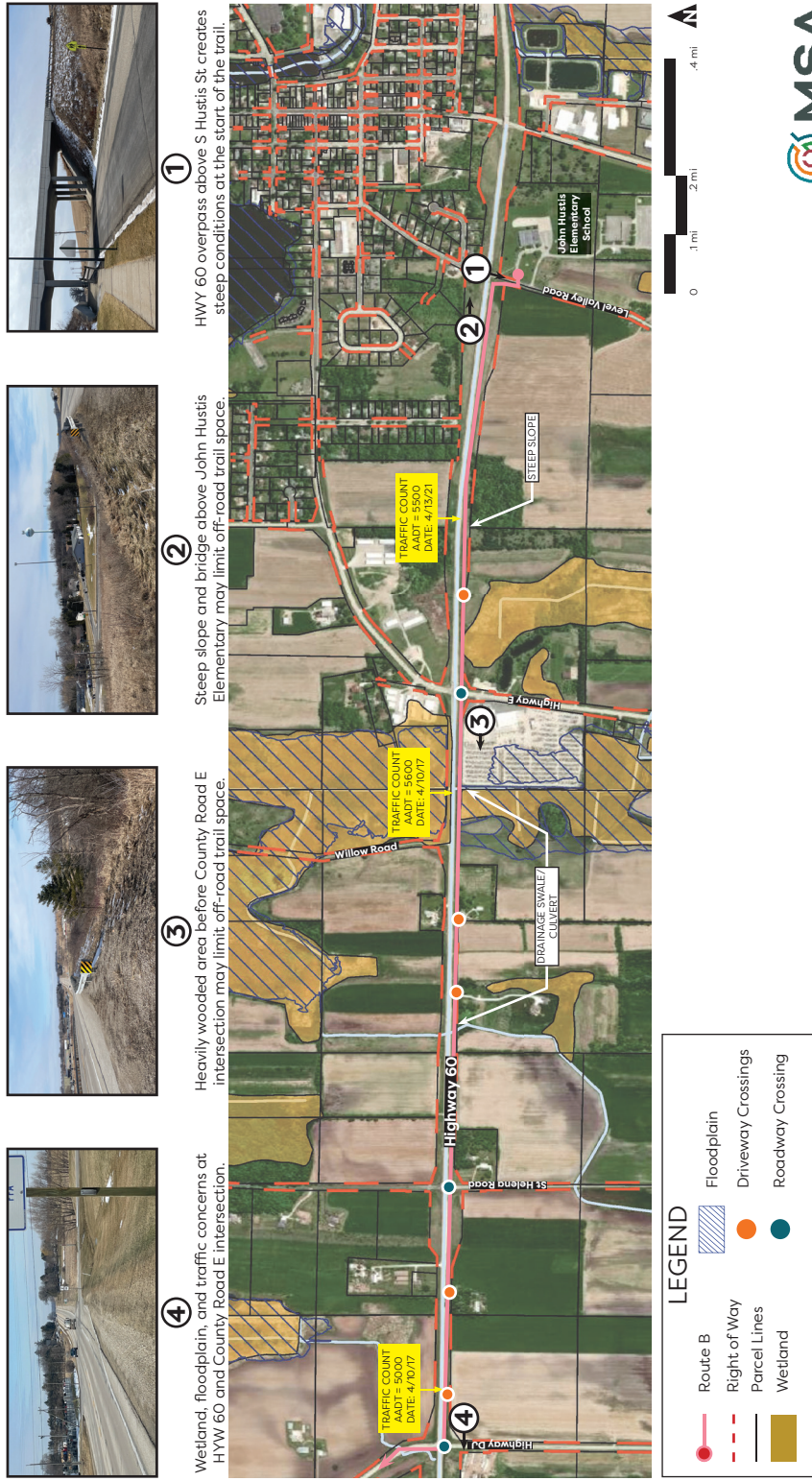
Description: (6.15 miles)
 Start: John Hustis Elementary School - 600 S Hustis St, Hustisford, WI 53034
 S Hustis St N 0.03 mi
 HWY 60 W 2.23 mi
 County Road D.J. N 0.27 mi
 Old 60 Rd W 0.56 mi
 Maple Rd N 0.97 mi
 Eagle Rd W 2.09 mi
 End: Wild Goose State Trailhead - W6567 HWY 60, Juneau, WI 53039

PELICAN PATH ROUTE STUDY - PATH OF HUTISFORD
 OVERALL ROUTE D, John Hustis Elementary School to Eagle Road



March 7th, 2023

Route D-1 (John Hustis Elementary School to County Road DJ)



PELICAN PATH ROUTE STUDY - PATH OF HUTISFORD
ROUTE D-1: John Hustis Elementary School to County Road DJ

Route D-2 (County Road DJ to Eagle Road Trail Connection)



NO EX-ROW - ACQUISITION OR EASEMENT WOULD BE REQUIRED TO CONNECT TO WILD GOOSE TRAIL



9

No existing R.O.W. Acquisition or easement would be required to connect to Wild Goose Trail



8

Cemetery adjacent to ROW



7

Cemetery adjacent to ROW



6

Adjacent drainage ways/swale may impede expansion of off-road trail



5

R.O.W. in minimal around existing residential properties

LEGEND

- Route D
- Right of Way
- Parcel Lines
- Wetland
- Floodplain
- Driveway Crossings
- Roadway Crossing

PELICAN PATH ROUTE STUDY - PATH OF HUTISFORD ROUTE D-2: County Road DJ to Eagle Road

APPENDIX D: Public Comment

<u>Name/Organization</u>	<u>Email</u>	<u>Phone Number</u>
Jerry Traughber - Pelican Path	jttraughber@yahoo.com	(703) 919-3201
Carol & John - Pelican Path	cjpfalz@yahoo.com	(262) 370-3521
Mary Ann Carillo		(920) 349-3712
Sue Dulbois		(920) 696-3496
Bill Gahlman	bgahlman@gmail.com	(920) 344-4632
Lynn Bartleu	lynnbart123@gmail.com	(920) 210-9670
Tim & Mary Dornfeld	krazeymary@hotmail.com	(920) 342-0627
Earl Kluz		(920) 319-2656
Jeff Kluz	jkluz@aol.com	(920) 210-9976
Alaix Egelseer	adegelseer@charter.net	(920) 285-6328
Troy & Amy Fox		(414) 651-8121
David & Cheryl Bader	daveryl@earthlink.net	(920) 696-3794
Joanne & Steve Lulich	jslulich@frontier.com	(920) 988-6613
Joe & Louise Sampson	sampsonj177@gmail.com	(920) 306-9152
Breitkruetz	obcb1972@gmail.com	(920) 285-6312
Larry & Dorothy Bischoff	ldbischoff@frontier.com	(920) 349-3096
Kirk Mueller		(920) 210-4740
Steve & Gail Schilter	gailms2019@gmail.com	(920) 386-9443
Roger & Brenda Carlton	rogerandbrendacarlton@gmail.com	(414) 242-7172
Jeremy Kluewer	jmttislu@gmail.com	(920) 918-8048
Cathleen Slack	cathleenslack@gmail.com	(262) 689-3011
Bob Nass		(414) 630-2265
Gary Shipshock	cowboy20mt@gmail.com	(920) 296-7036
Brian & Debbie Ninmann	debbieninmann@gmail.com	(920) 285-0933
Shawn Lepple	shawnlepple@gmail.com	(920) 210-4032
Robert Knueppel	bcknueppel@charter.net	(920) 296-5850
Jesse Bischoff	bischoff6.jb@gmail.com	(920) 285-5354
Thomas Burger		(920) 696-3072
Johnita Burger		
Rhonda Maas	rhondamaas@gmail.com	(262) 224-3454
Arland Kluewer	akluewer@charter.net	(920) 319-0832
McKenzie		(262) 343-0390
Kolitz - O'Connell	blkkolitz@aol.com	(414) 639-4031
Bill Ehlenbech	behlenbech@co.dodge.wi.us	(920) 386-3960
Dave Margelofsky		(920) 210-3257
Sandy Margelofsky		(920) 382-1004
Agnes Schultz		(920) 988-3687
Tracy Malterer		(920) 285-1817
Howard W. Zubke		(262) 353-2189



PUBLIC INPUT MEETING
PELICAN PATH
 Hustisford, WI - MSA #: 22012000
 April 20, 2023, 6:00 PM



Name/Organization	E-mail	Phone
Jerry Traugher/Pelican Path	jttraugher@yahoo.com	(703) 919-3201
Carol + John Dale Pelican Path	cjpfalz@pelco.com	(262) 370-3521
Mary Ann Amello		920-349-3712
Shee Zellmer	sheezellmer@gmail.com	920-696-3496
Bill DeLena	bga@Maven@gmail.com	920-344-4632
Lynn Bartlow	lynnbart123@gmail.com	920 210 9670
Miriam Mary Derwent	krazymary@hotmail.com	920-342-0629
Earl Kly		920-219-2656
Jeff Kluz	JKluz@aol.com	920-210-9976
ALAN EGELSEER	adege/seer@charter.net	920-295-6328
Tracy Amy Fox		414-651-8131
David + Cheryl Baden	davery1@earthlink.net	920-696-3794
Jeanne + Steve Julich	jsjulich@frontier.com	920-988-6013
Joan Louise Sampson	sampsonjl77@gmail.com	920-306-9152
John + Breck Knueppel	obcb1972@gmail.com	920-285-6312
Darryl + Dorothy Bischhoff	ldbischhoff@frontier.com	920-349-3096
MARK MUELLER		920-210-4740
Steve + Gail Schuler	gs21ms2019@gmail.com	920-386-9443
Roger + Brenda Carlton	rogersandbrendacarlton@gmail.com	414-242-7172
Seremy Kluever	jmtt1514@gmail.com	920 918-8048



PUBLIC INPUT MEETING
PELICAN PATH
 Hustisford, WI - MSA #: 22012000
 April 20, 2023, 6:00 PM



Name/Organization	E-mail	Phone
Cathleen Slack	cathleenslack@gmail.com	262-689-3011
Bob Nress		414-630-2225
Gary Shipshack	cowboy2smt@gmail.com	920-226-7036
Brian + Debbie Ninmann	debbieninmann@gmail.com	920-285-0933
Shawn Leppke	shawnleppke@gmail.com	920 210 4072
Robert Knueppel	robknueppel@charter.net	920-296-5850
Jesse Bischoff	Bischoff66JB@gmail.com	920 285-5354
Thomas Burger		920-696-3072
Jennifer Burger		
Rhonda Maas	mondamaas@aol.com	262-224-3454
Arland Kluever	akluever@charter.net	920-319-0532
mckenzie		262 343 0390
Kolitz - O'Connell	BLKKOLITZ@AOL.com	414-637-4031
Bill Ehlert	bellert@cedarville.wi.us	920-386-3960
Pave Mangelofsky		920-210-3257
Sandy Mangelofsky		920-382-1064
Agnes Schultz		920-908-3687
Harry Maltenor		920-285-1817
Theresa W. Zullo		262-353-2189



201 Corporate Drive
Beaver Dam, WI 53916
P (920) 887-4242
TF (800) 552-6330
F (920) 887-4250
www.msa-ps.com

March 22, 2023

NAME
ADDRESS
CITY, STATE, ZIP

Re: Proposed Pelican Path Trail
John Hustis Elementary School, Hustisford to the Wild Goose Trail, Juneau
Dodge County, Wisconsin

Dear Property Owner,

MSA Professional Services, a consulting engineering firm, is investigating a conceptual layout of a new multi-use trail running along Highway 60 from John Hustisford to the Wild Goose State Trail.

This proposed trail is a new, citizen-initiated project that will provide an important non-motorized recreational opportunity for residents and visitors to Dodge County. The overall vision for the trail route will stretch approximately six miles from John Hustis Elementary School in Hustisford to the Wild Goose State Trail Clyman Junction Trailhead in Juneau.

As an adjoining property owner to the potential trail route, we would like to inform you of the conceptual layout effort, solicit your input, and invite you to an upcoming public informational meeting. The meeting is scheduled for Thursday, April 20, 2023 at 6:00 p.m. at the Hustisford Town Hall, County Road EE in Hustisford, Wisconsin. A brief presentation is scheduled to begin at 6:00 p.m., which will include a basic overview of the project concepts. MSA personnel will be available after the presentation to answer questions. We look forward to meeting with you.

If you have any questions, concerns, or information that may assist with the development of this project, we encourage you to attend the meeting, or to forward the information to:

MSA Professional Services, Inc.
c/o Dan Schmitt
201 Corporate Drive
Beaver Dam, WI 53916
Email: dschmitt@msa-ps.com

Sincerely,

MSA Professional Services, Inc.

A handwritten signature in black ink, appearing to read "Dan Schmitt", written over a white background.

Daniel Schmitt, PLA
Project Manager

Michelle Brokaw, Multimodal Coordinator – If a paved path would be permitted within our r/w, WisDOT would require that it be constructed outside the clear zone and beyond the roadway ditches so as not to interfere with roadway drainage. WisDOT would want to review the project plans and specifications at 30%, about 60% and prior to putting it out for bids. An agreement would need to be signed prior to construction by the Village of Hustisford for the construction and all maintenance of the path. A [Connection permit, form DT1504](#) would also be required prior to construction for a path within WisDOT r/w.

The retaining walls in the front yards at 6186 and 6193 WIS 60 limit the space available for a path on either side. It appears there is only about 18 - 20 feet to the face of either retaining wall. I just don't think there is enough space for a 10-foot-wide path and still meet the clear zone and 1–2-foot offset to the retaining wall in Options A or B. My recommendation would be to pursue Options C or D or a hybrid of the two. County DJ or County M and the local roadways have significantly less vehicle volume making them more comfortable to ride on or along. A single crossing of WIS 60 at an intersection would be favorable to a path following along the highway. Could a route that follows Option C to County M then follow County M to Eagle Rd and finish like Option D be investigated? It would avoid the railroad crossings and the retaining wall constraints on WIS 60.

Brian Taylor, Regional Environmental Coordinator – I'm waiting for clarification from Brian on one comment. Here are the rest of his comments - try to minimize wetland impacts to the maximum extent practicable, potential drainage or Threatened & Endangered Species issues (which I don't have access to), there really isn't too much from an ENV standpoint from a 10K view.

Stefan Ciobanu, Maintenance Engineer - Strictly from a Maintenance standpoint I would obviously prefer they stay off our ROW if there are other options and it appears in this case such options exists. Stefan's preference for the options in order:

- Option D – preference, minimizes the DOT ROW usage
- Option A – second preference, lower number of driveway crossings, no retaining wall constraints
- Option B – least preferred due to high number of driveway crossings and other constraints that may force users onto STH 60 pavement, thus create potential for safety issues.



Pelican Path – Route Study

WIS 60; Hustisford to Wild Goose State Trail: Clyman Junction Trailhead

WisDOT Environmental Scoping – Kevin Mael

4/25/2023

Routes A and B

Wetlands and Waterways

Numerous Wetlands

Two streams and six Intermittent streams

Two mapped FEMA Floodplains

4(f)/6(f)

No properties identified other than Clyman Junction Trailhead

Hazmat

No concerns identified

Arch/History

No major concerns identified

Retaining wall and barns are potentially historic structures

Endangered and Threatened

None identified through NHI Portal

From: Beckman, Teri L - DOT <Teri.Beckman@dot.wi.gov>

Sent: Tuesday, March 14, 2023 11:25 AM

To: Dan Schmitt <dschmitt@msa-ps.com>; Brokaw, Michelle - DOT <michelle.brokaw@dot.wi.gov>

Cc: Bie, Michael - DOT <michael.bie@dot.wi.gov>

Subject: RE: Pelican Path - Route Study DOT Discussion

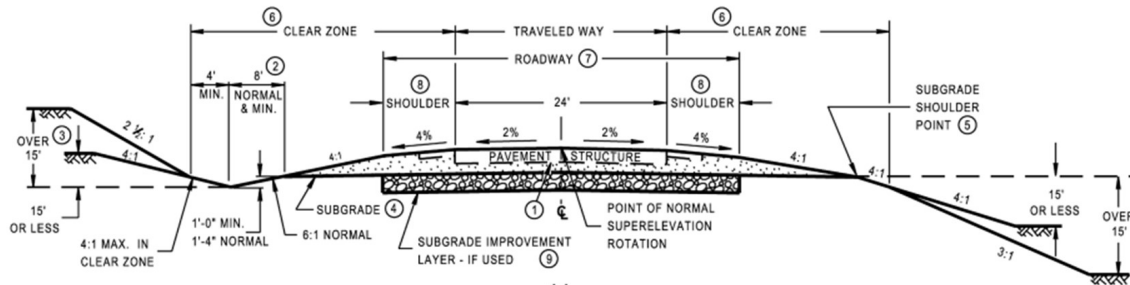
Hi Dan,

I would say to drop Route C as you have multiple UP crossing with double track and UP will require this project to replace the entire crossing at each crossing and you are looking at 250 thousand to 300 thousand per crossing. And this price just seems to be increasing. Let me know if you would like to proceed with Route C or if you have any questions about this.

Thanks

Teri

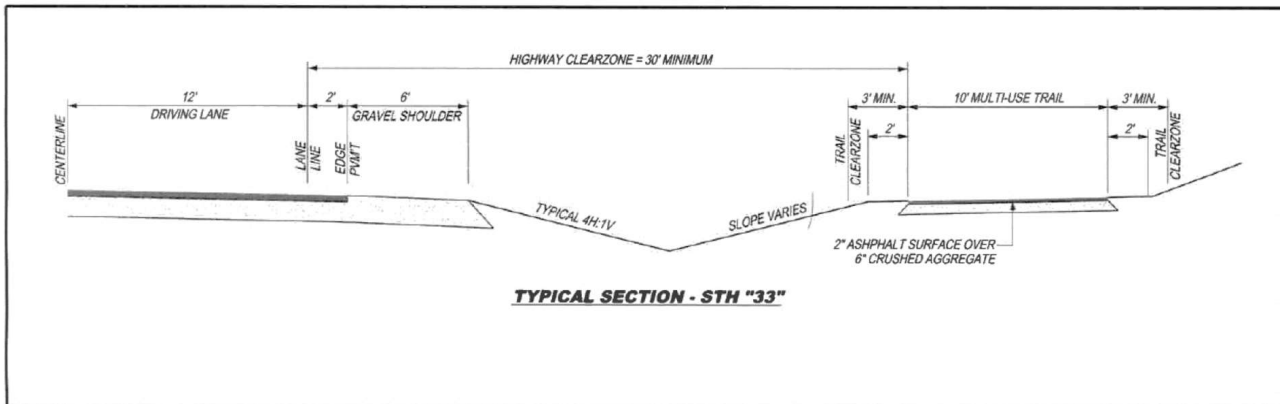
APPENDIX E: Trail Design Standards/WisDOT Requirements



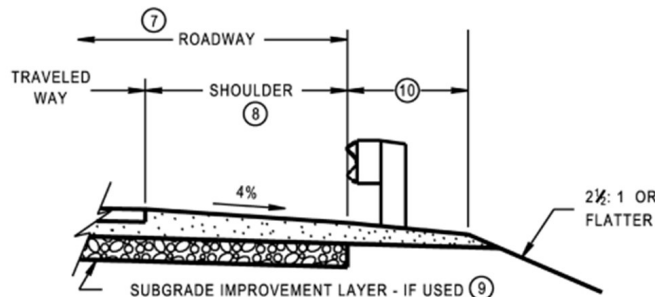
DESIGN CLASSES A1,** A2, C3, C4, L4 & L5

** DESIGN ADT OVER 1500

Design Speed	Design ADT	Foreslopes			Backslopes		
		IV:6H or flatter	IV:5H To IV:4H	IV:3H	IV:3H	IV:5H To IV:4H	IV:6H or flatter
	Over 6000	10-20	24-20		14-10	10-20	20-22
55 mph	Under 750	12-14	14-18	**	8-10	10-12	10-12
	750-1500	16-18	20-24	**	10-12	14-16	16-18
	1500-6000	20-22	24-30	**	14-16	16-18	20-22
	Over 6000	22-24	26-32*	**	16-18	20-22	22-24



TYPICAL SECTION - STH "33"



PARTIAL TYPICAL SECTION WITH A BARRIER SYSTEM AT EDGE OF SHOULDER

PRELIMINARY ESTIMATE OF PROBABLE CONSTRUCTION COST**PELICAN PATH**

Hustisford to Wild Goose State Trail (5.5 miles of new trail construction)

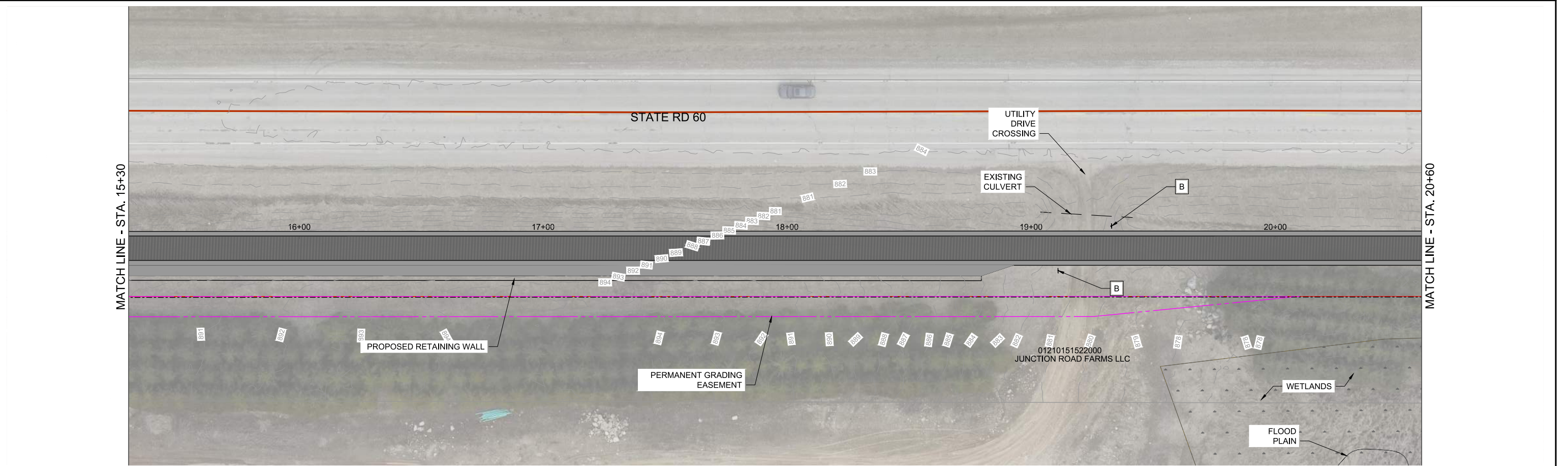
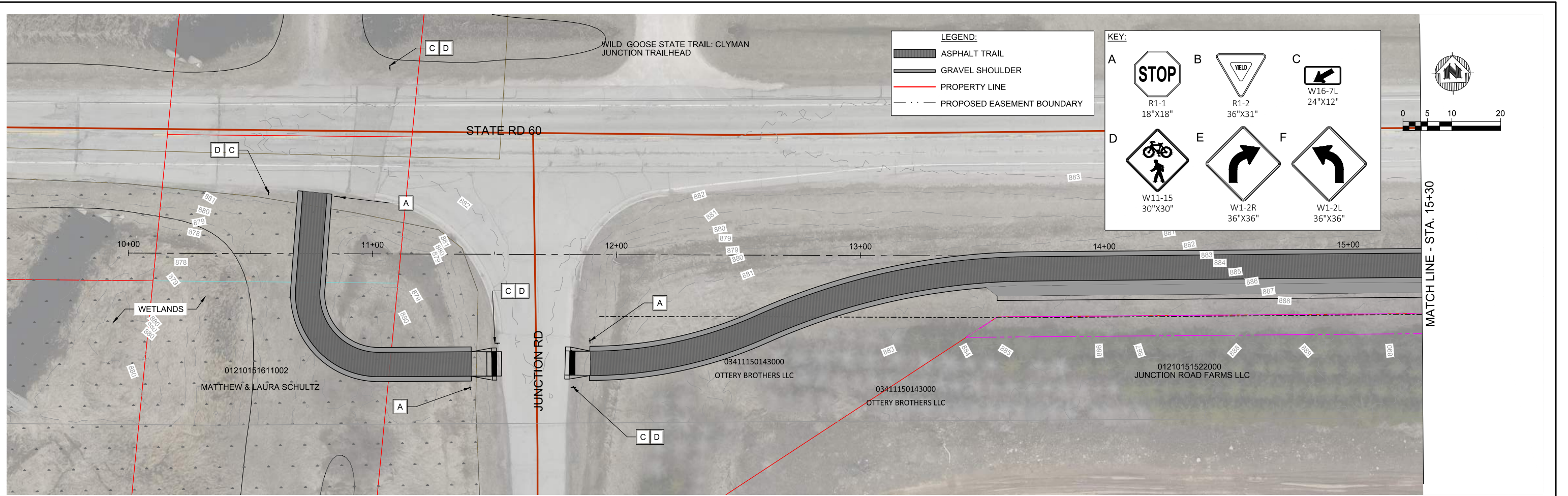
ITEM	EST. QUAN.	UNITS	UNIT PRICE	TOTAL
Mobilization, Bonds, & Insurance	1	LS	\$ 300,300	\$ 300,300
Traffic Control	1	LS	\$ 400,000	\$ 400,000
Erosion Control-General	1	LS	\$ 50,000	\$ 50,000
Vehicle Tracking Pad	5	EA	\$ 3,000	\$ 15,000
Clearing and Grubbing/Tree Removal	1	LS	\$ 100,000	\$ 100,000
Silt Fence	5.50	MILE	\$ 21,000	\$ 115,500
Unclassified Excavation	5.20	MILE	\$ 100,000	\$ 519,905
Excavation Below Subgrade	2,500	CY	\$ 35	\$ 87,500
Box Culvert	2.00	EA	\$ 40,000	\$ 80,000
Culvert	1,875	LF	\$ 60	\$ 112,500
Apron Endwall	20.00	EA	\$ 400	\$ 8,000
Storm Structure	5	EA	\$ 5,000	\$ 25,000
Granular Backfill	1,701	TON	\$ 20	\$ 34,015
Culvert Apron Riprap and Geotextile Fabric (Type R)	80	SY	\$ 50	\$ 4,000
Riprap Slope Stabilization	2,318	SY	\$ 50	\$ 115,900
Base Aggregate Dense 1-1/4 Inch	5.20	MILE	\$ 42,500	\$ 220,960
Base Aggregate Dense Shoulder 3/4 Inch	5.20	MILE	\$ 3,500	\$ 18,197
Asphaltic Surface 4 LT 58-28 S (2 inch Thick)	5.20	MILE	\$ 70,400	\$ 366,013
Detectable Warning Field Yellow	280	SF	\$ 75	\$ 21,000
Concrete Approach Pad (6 inch Thick)	1,400	SF	\$ 15	\$ 21,000
Erosion Mat-Urban CL 1 Type B	25,000.00	SY	\$ 2	\$ 50,000
Bioroll Blanket or Erosion Bale System	50.00	EA	\$ 150	\$ 7,500
Turf Restoration	5.20	MILE	\$ 20,000	\$ 104,000
Treated Wood Sign Post 4 inch x 4 inch x 12 foot	101	EA	\$ 100	\$ 10,100
Furnish & Install Sign, Type II Reflective	114	EA	\$ 125	\$ 14,250
Trail Kiosk	1	LS	\$ 8,000	\$ 8,000
Road Guardrail	700	LF	\$ 50	\$ 35,000
Pedestrian Guardrail	1,500	LF	\$ 100	\$ 150,000
Boardwalk	1,550	LF	\$ 800	\$ 1,240,000
Retaining Wall (Stone)	800	SF	\$ 90	\$ 72,000
Retaining Wall	2,470	SF	\$ 60	\$ 148,200
Construction Subtotal				\$4,453,840
Concept Level Contingency (20%)			<i>rounded</i>	\$891,000
Inflation Adjustment for 2026 Construction (8%)			<i>rounded</i>	\$356,300
2026 Adjusted Construction Total				\$5,701,140
Site Survey			<i>rounded</i>	\$25,000
Wetland Delineation			<i>rounded</i>	\$15,000
Geotechnical Exploration and Report			<i>rounded</i>	\$18,000
Design/Construction Engineering/Permitting/Bidding (5%)			<i>rounded</i>	\$222,700
Construction Administration and Observation (3%)			<i>rounded</i>	\$133,600
Total Estimated Probable Construction Cost				\$6,115,440
Property Rights (Parcels Temporary/Permanent Easements)		LS	\$	108,000
Total of Construction plus Property				\$6,223,440

Notes:

1. The quantities and prices are the best estimate at this time and should be re-computed after a more detailed engineering study is performed and plans are prepared.
2. The costs associated with administration/financing and inflation (due to additional delayed project) are not included. All costs are assumed to be 2023 construction costs unless noted otherwise.
4. All proposed signage is safety related for trail users (steep hills, stop signs, etc.).
5. The design cost includes: wetland delineation, archaeological/historical investigation, DNR and Army Corps permit applications, WisDOT permit application, County Conditional Use permit application,

PRELIMINARY ROUTE DESIGN

The plans included in this report are preliminary in nature and intended to identify key issues, constraints and opportunities for development of the proposed trail. Additional study and design is required prior to construction.



PROJECT DATE	NO.	DATE	REVISION	BY
DESIGNED BY: OEM	.	.		.
CHECKED BY: Init	.	.		.
PRELIMINARY				



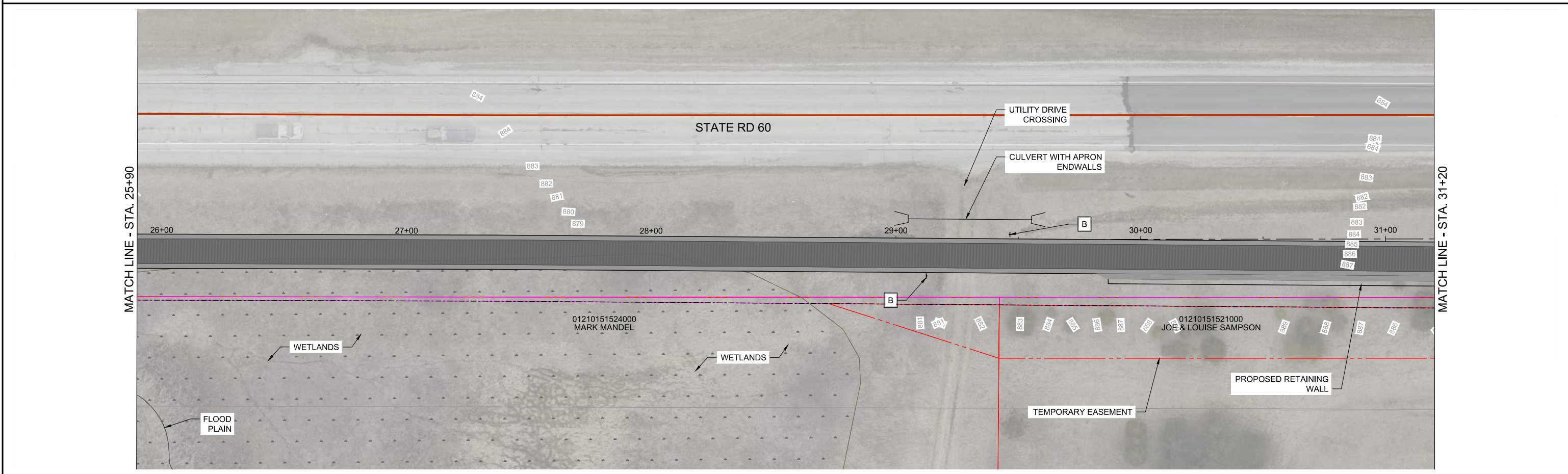
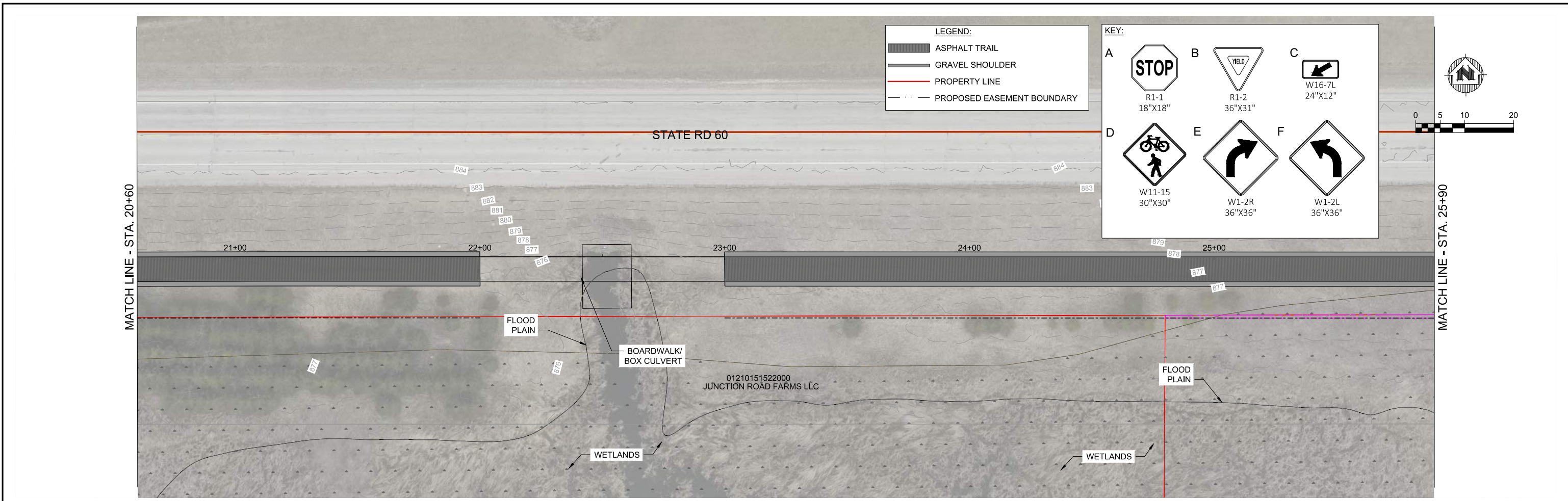
ENGINEERING | ARCHITECTURE | SURVEYING
 FUNDING | PLANNING | ENVIRONMENTAL
 201 Corporate Drive, Beaver Dam WI 53916
 (920) 887-4242 www.msa-ps.com
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PELICAN PATH ROUTE STUDY
 VILLAGE OF HUSTISFORD
 DODGE COUNTY, WISCONSIN

Conceptual Plans

PROJECT NO.
22012000
 SHEET
L1

PLOT DATE: 5/28/2023 3:02 PM, G:\22\22012\22012000\CADD\Construction Documents\Conceptual Plans.dwg



PROJECT DATE: .	DRAWN BY: OEM	NO. .	DATE .	REVISION	BY: .
	DESIGNED BY: Init
	CHECKED BY: Init
<p>PRELIMINARY</p>  <p>ENGINEERING ARCHITECTURE SURVEYING FUNDING PLANNING ENVIRONMENTAL 201 Corporate Drive, Beaver Dam WI 53916 (920) 887-4242 www.msa-ps.com © MSA Professional Services, Inc.</p>					
<p>PELICAN PATH ROUTE STUDY VILLAGE OF HUSTISFORD DODGE COUNTY, WISCONSIN</p>			<p>Conceptual Plans</p>		
PLOT DATE: 5/26/2023 3:03 PM, G:\22\22012\22012000\CADD\Construction Documents\Conceptual Plans.dwg					<p>PROJECT NO. 22012000</p> <p>SHEET L2</p>

KEY:

A R1-1 18"X18"

B R1-2 36"X31"

C W16-7L 24"X12"

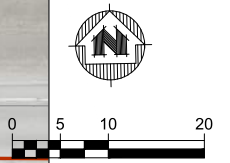
D W11-15 30"X30"

E W1-2R 36"X36"

F W1-2L 36"X36"

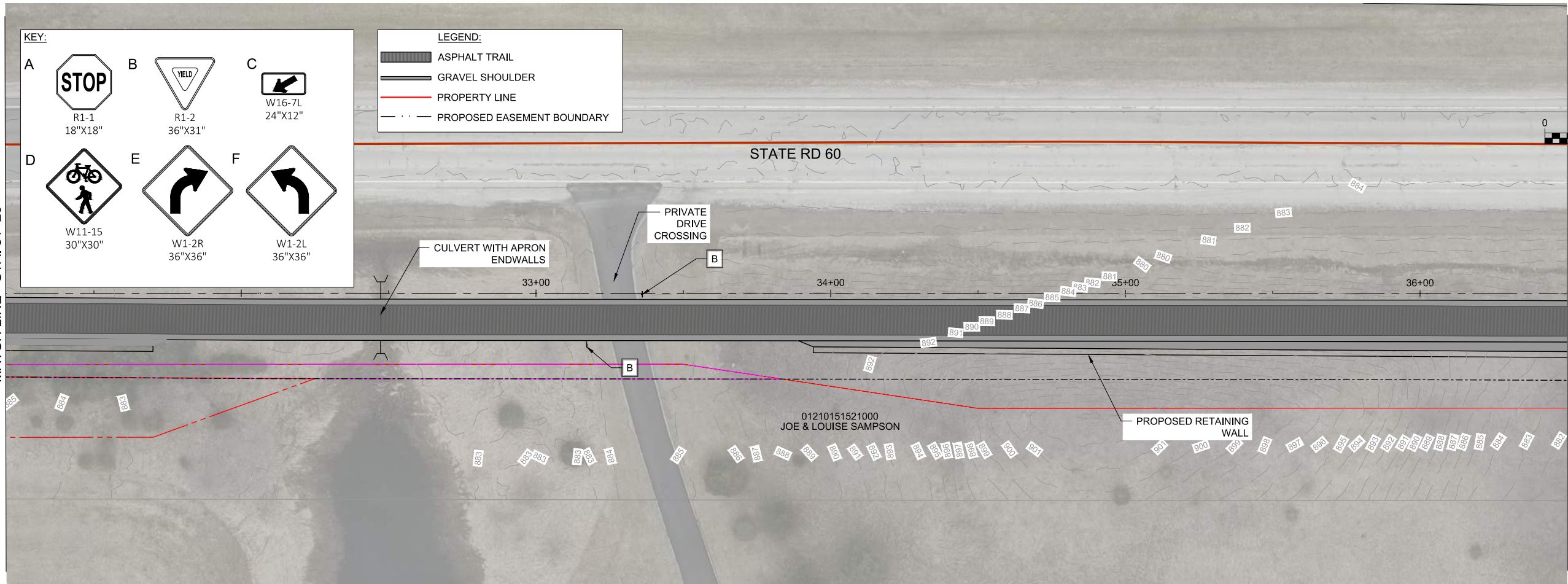
LEGEND:

- ASPHALT TRAIL
- GRAVEL SHOULDER
- PROPERTY LINE
- PROPOSED EASEMENT BOUNDARY



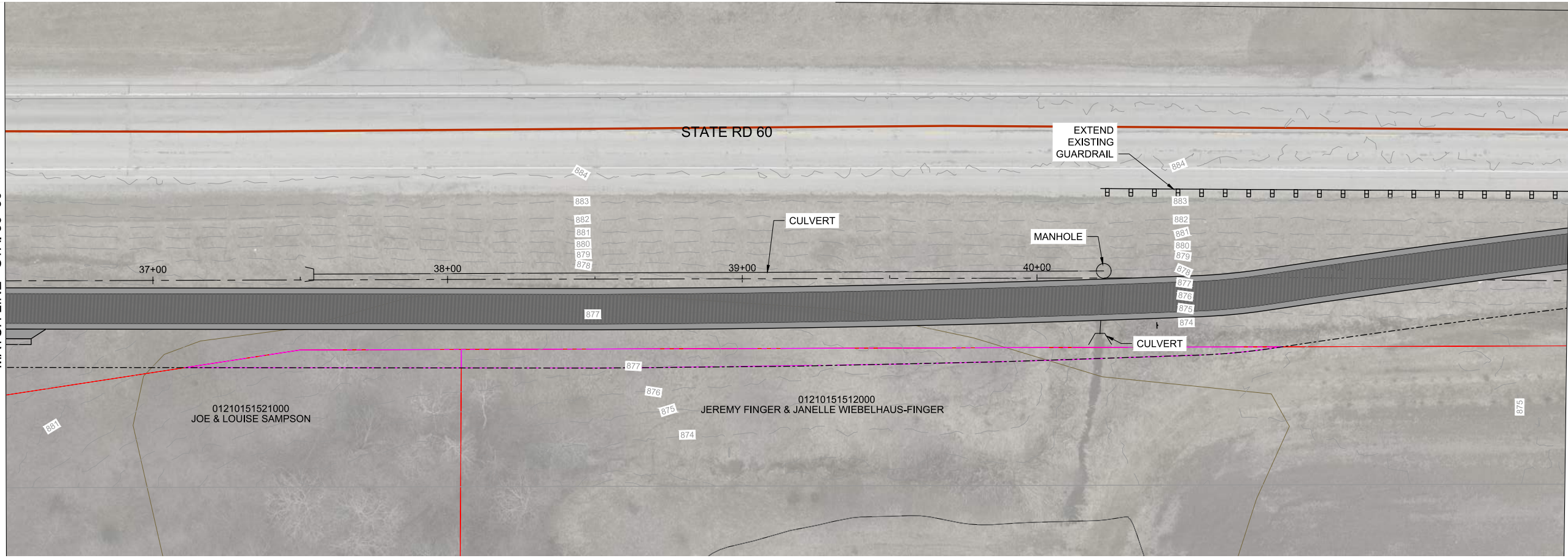
MATCH LINE - STA. 31+20

MATCH LINE - STA. 36+50



MATCH LINE - STA. 36+50

MATCH LINE - STA. 41+80



PROJECT DATE	NO.	DATE	REVISION	BY
DESIGNED BY: OEM	.	.		.
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PRELIMINARY

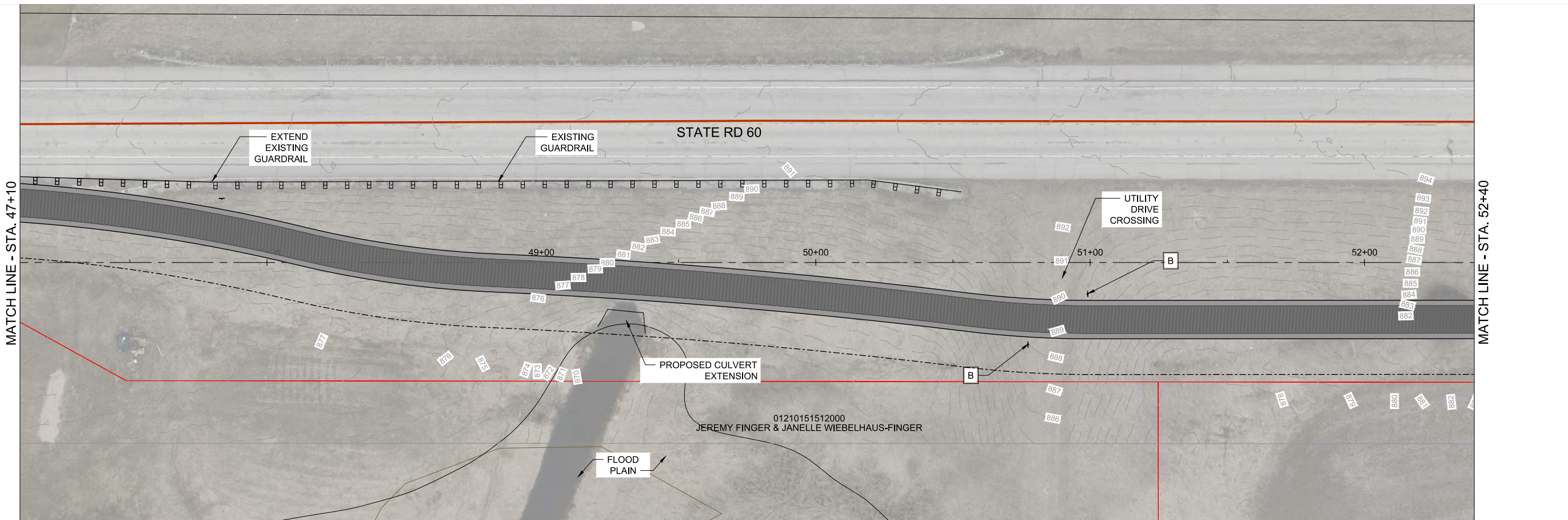
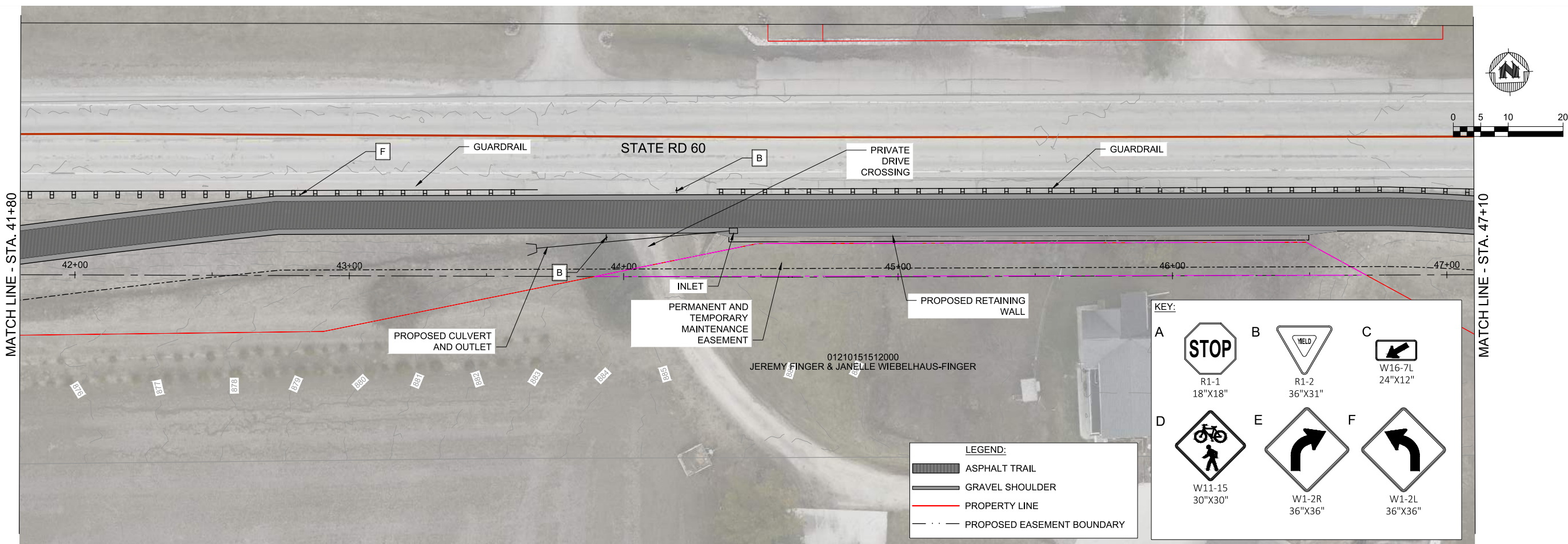


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 DODGE COUNTY, WISCONSIN

Conceptual Plans

PROJECT NO.
22012000
SHEET
L3



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	Init

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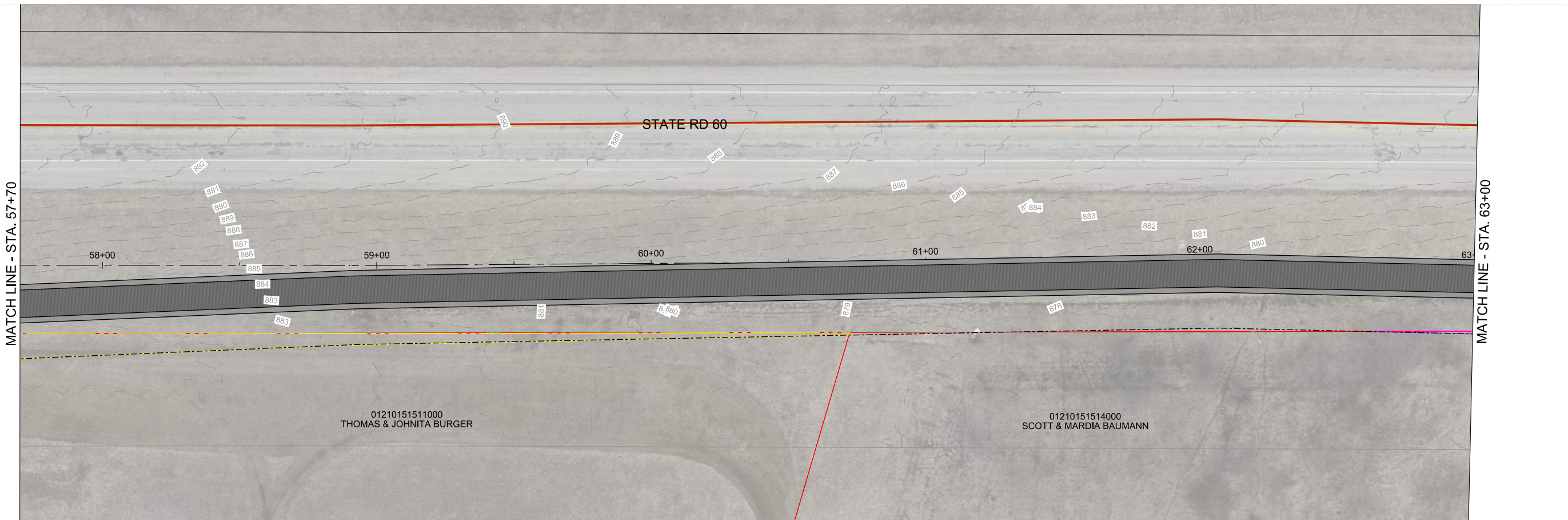
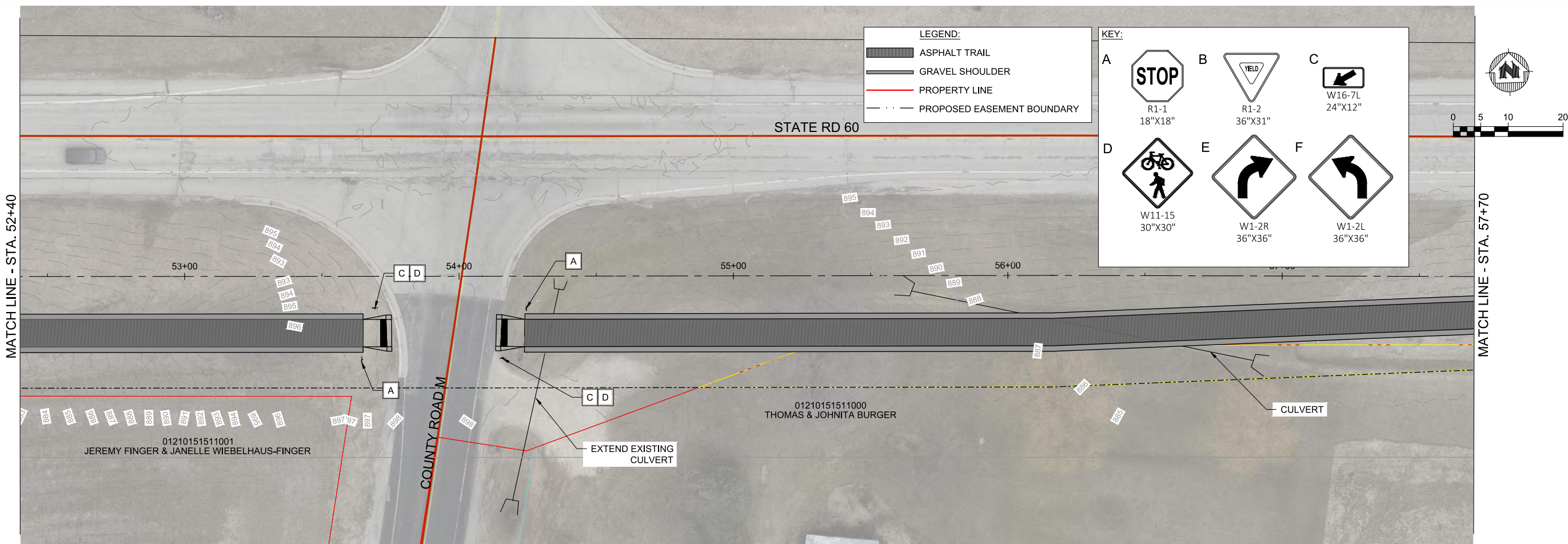


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NO.	DATE	REVISION	BY

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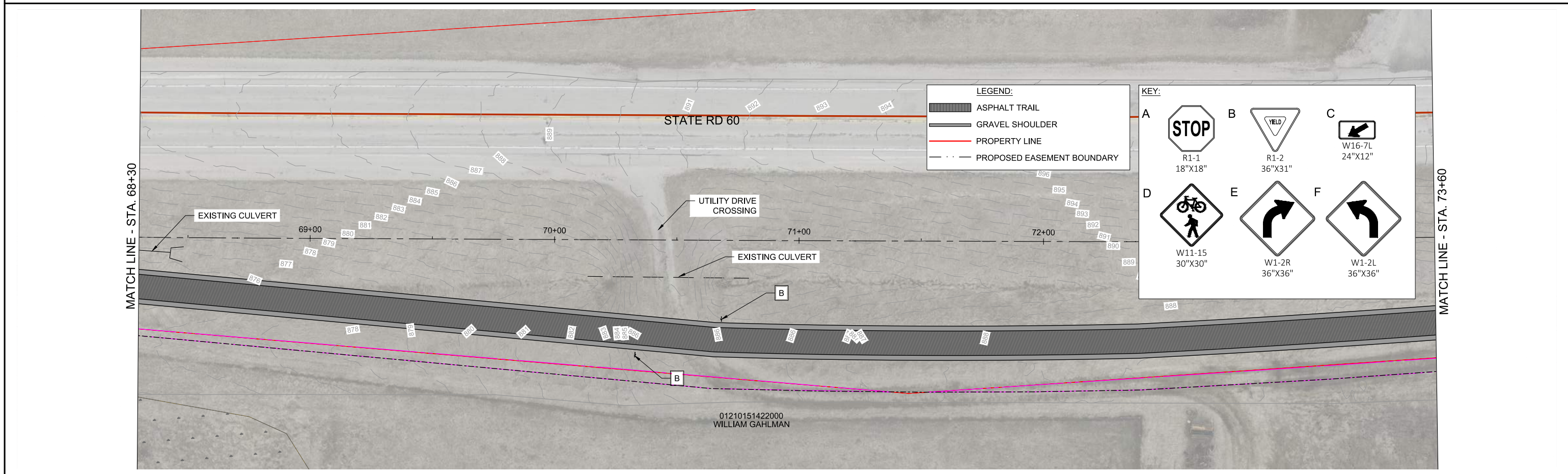
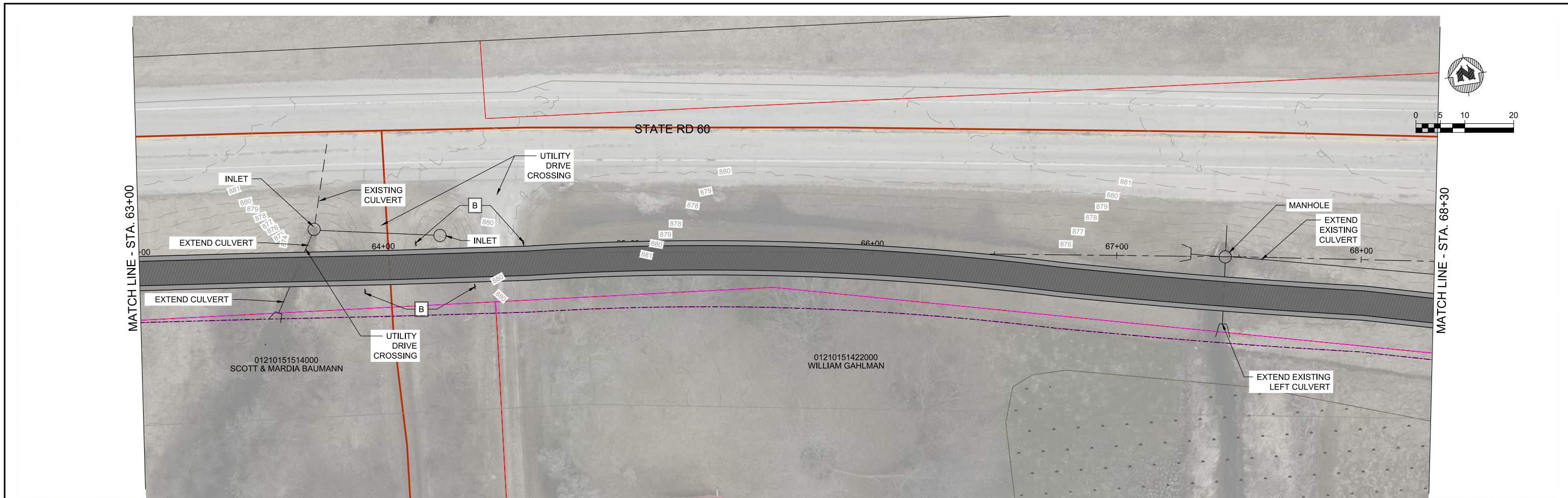


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PROJECT NO.
22012000
SHEET
L6

KEY:

A R1-1 18"X18"

B R1-2 36"X31"

C W16-7L 24"X12"

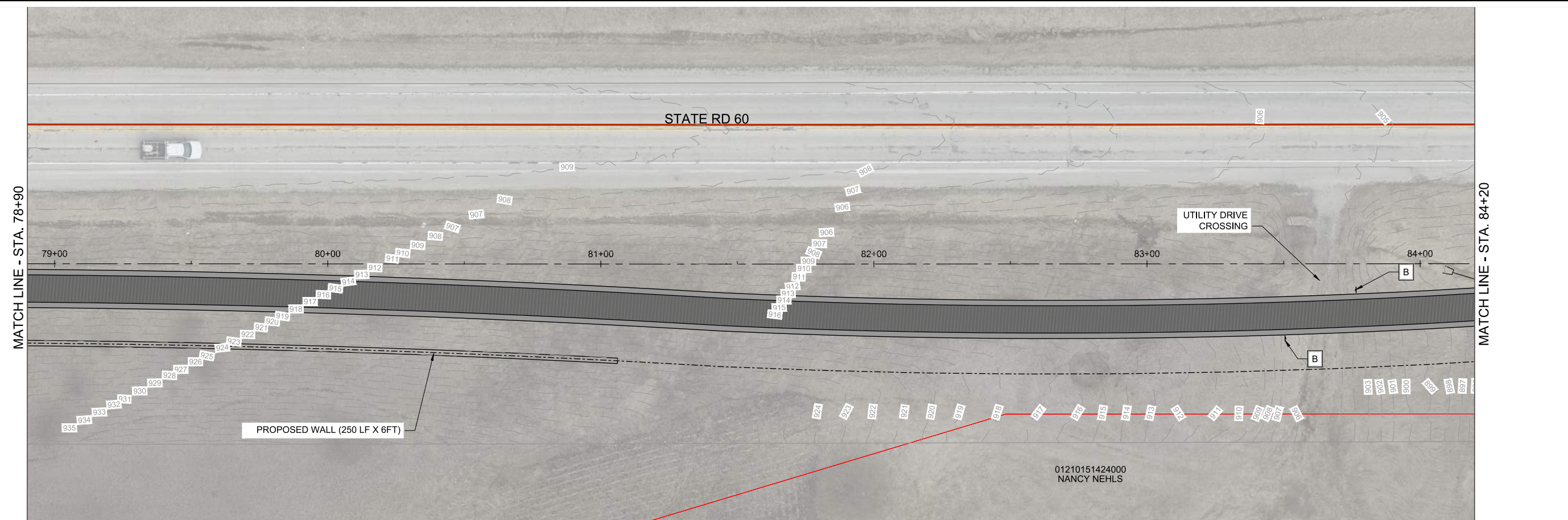
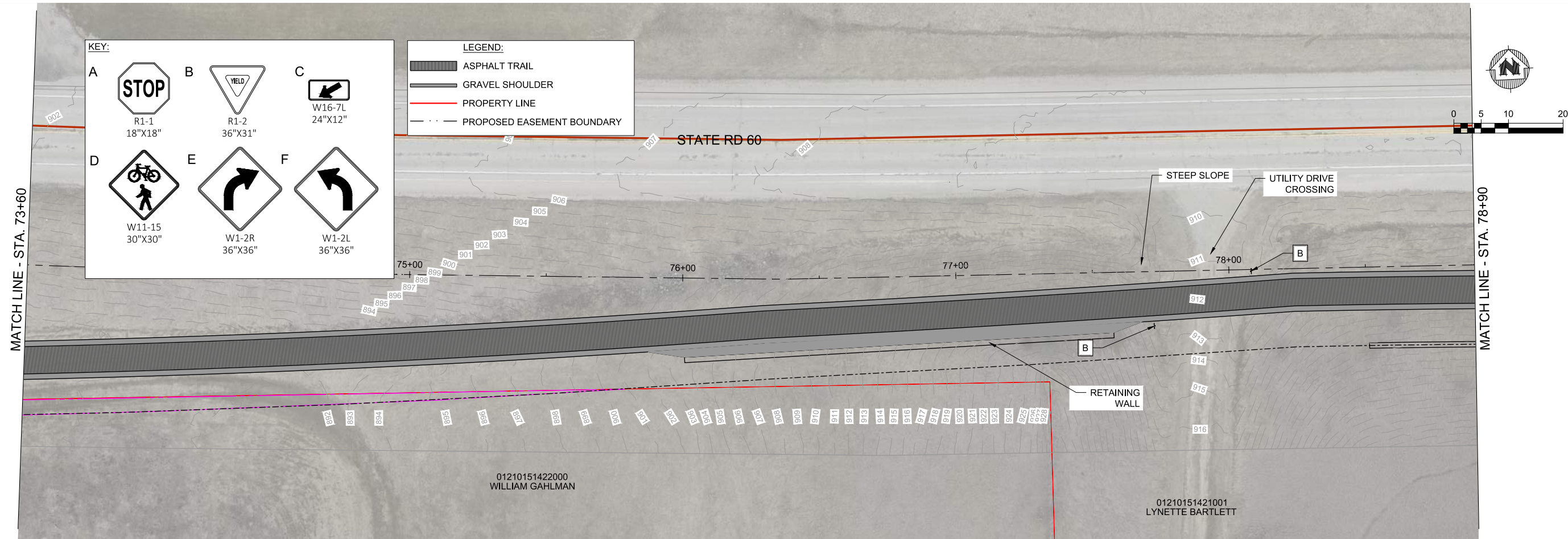
D W11-15 30"X30"

E W1-2R 36"X36"

F W1-2L 36"X36"

LEGEND:

- ASPHALT TRAIL
- GRAVEL SHOULDER
- PROPERTY LINE
- PROPOSED EASEMENT BOUNDARY



PROJECT DATE	NO.	DATE	REVISION	BY
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L7

KEY:

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B R1-2 36"X31"

C W16-7L 24"X12"

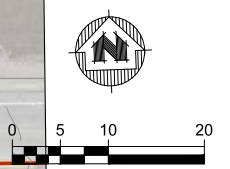
D W11-15 30"X30"

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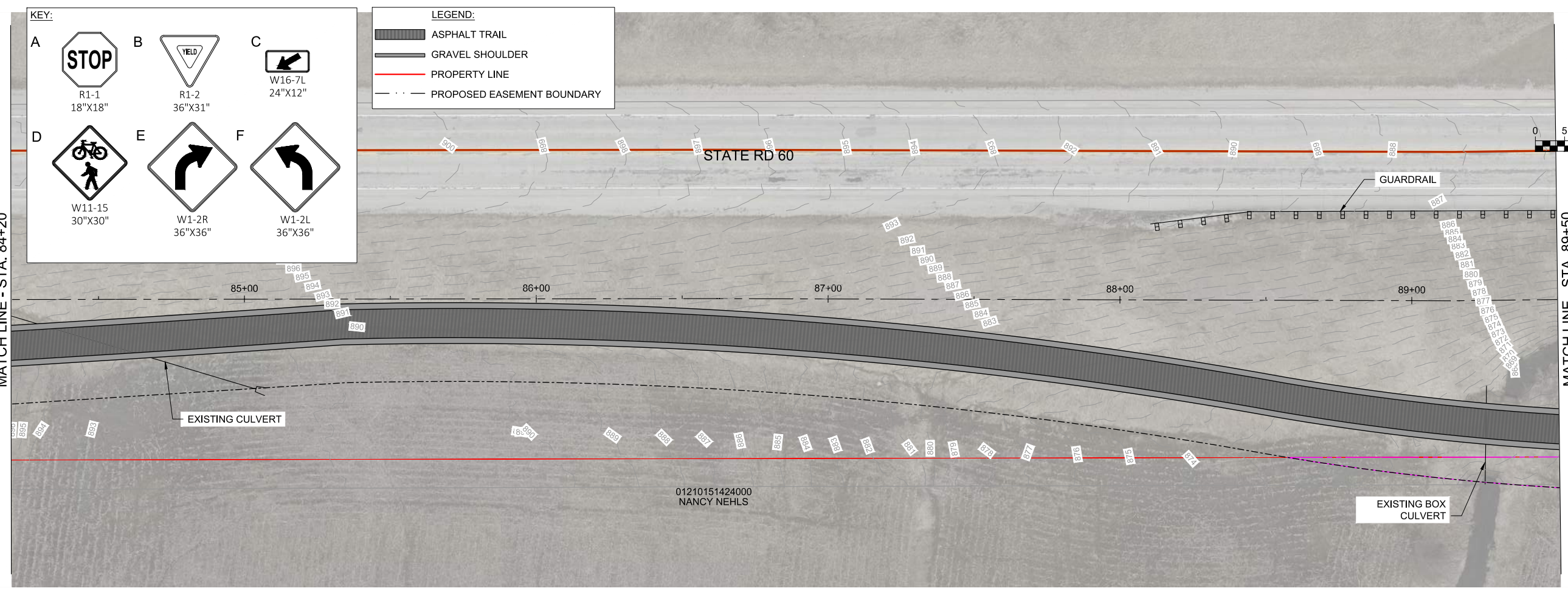
LEGEND:

- ASPHALT TRAIL
- GRAVEL SHOULDER
- PROPERTY LINE
- PROPOSED EASEMENT BOUNDARY



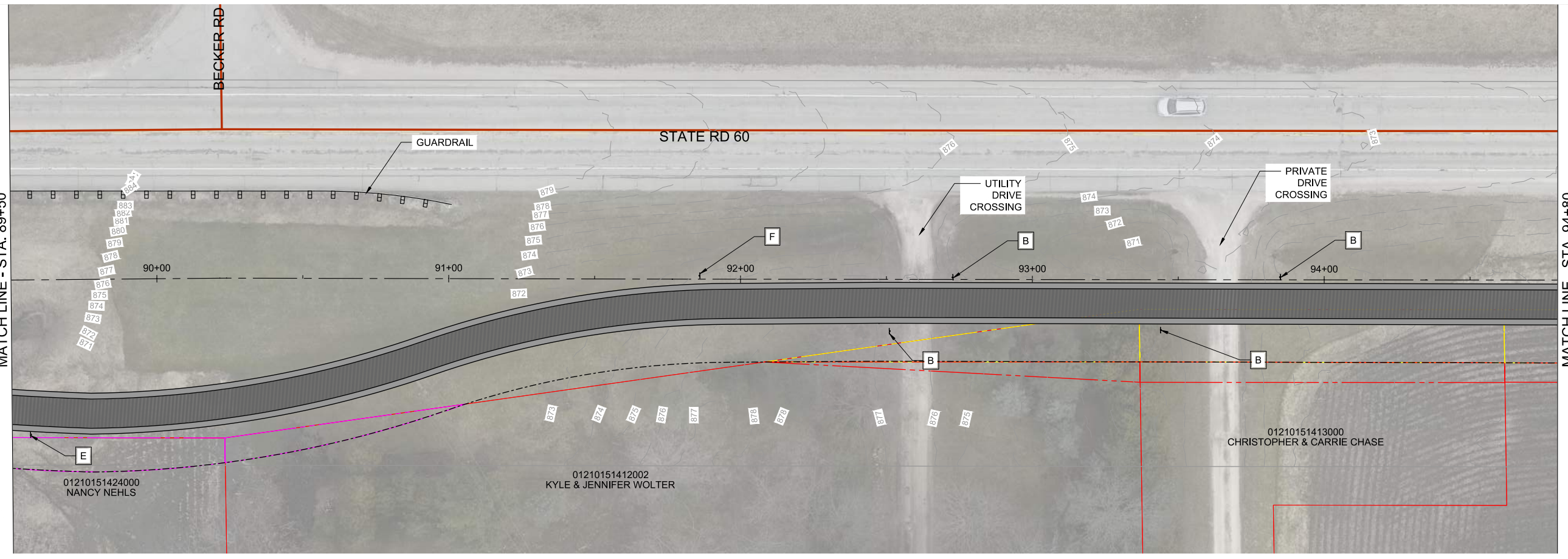
MATCH LINE - STA. 84+20

MATCH LINE - STA. 89+50



MATCH LINE - STA. 89+50

MATCH LINE - STA. 94+80



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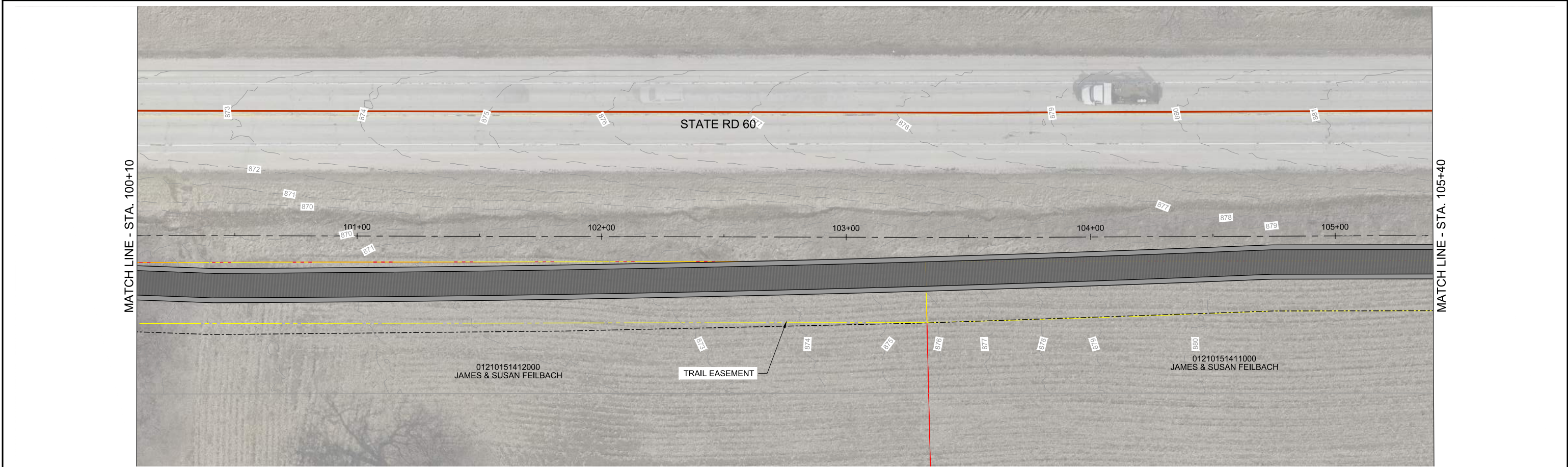
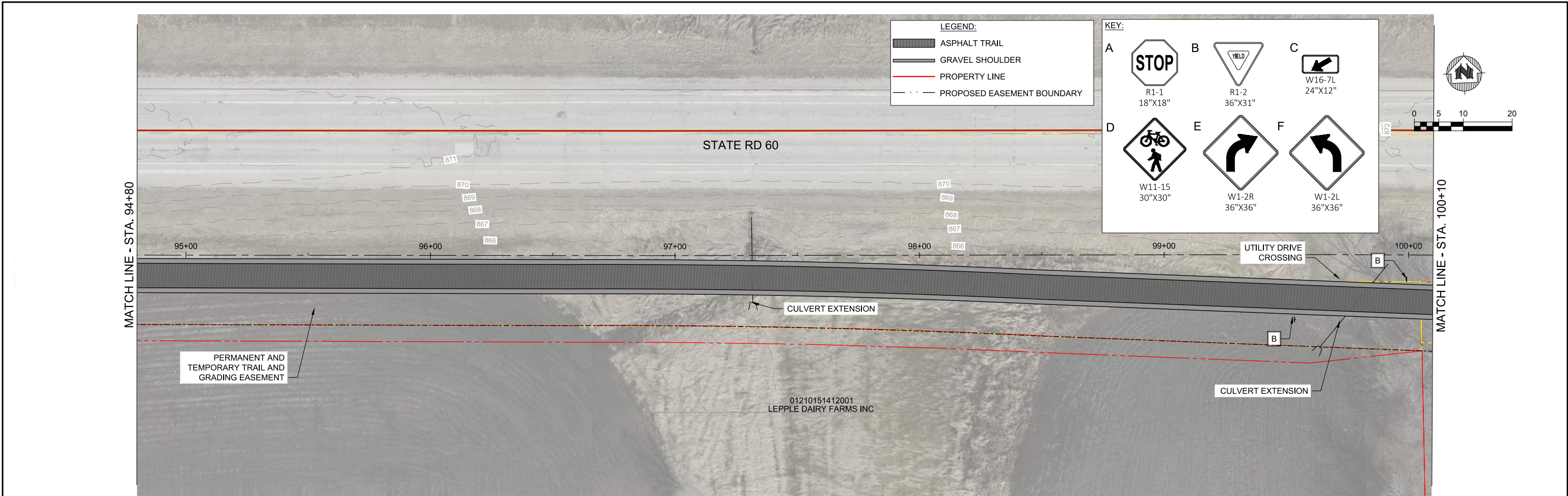
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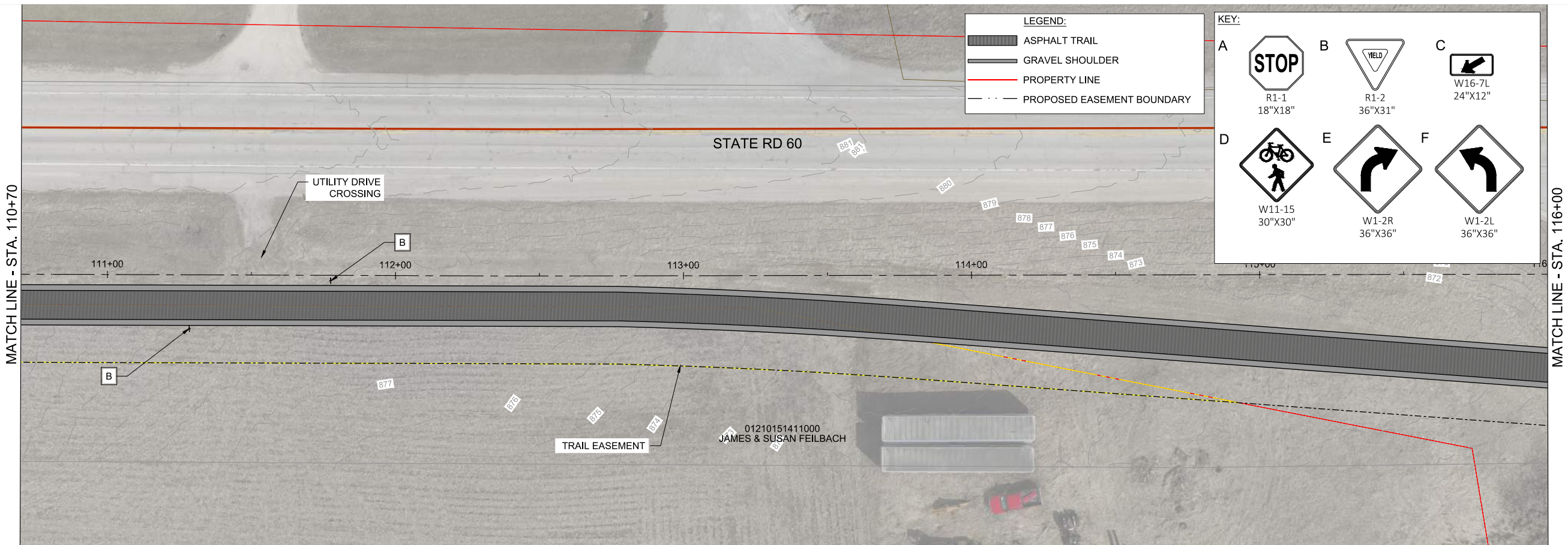
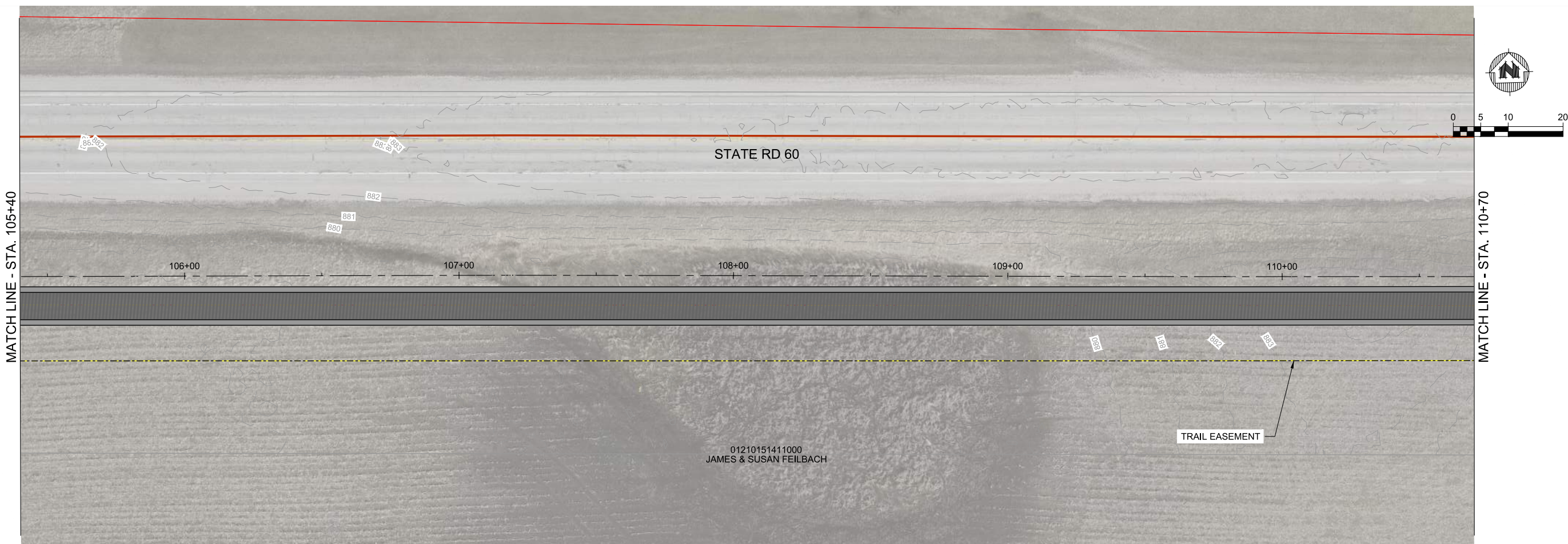


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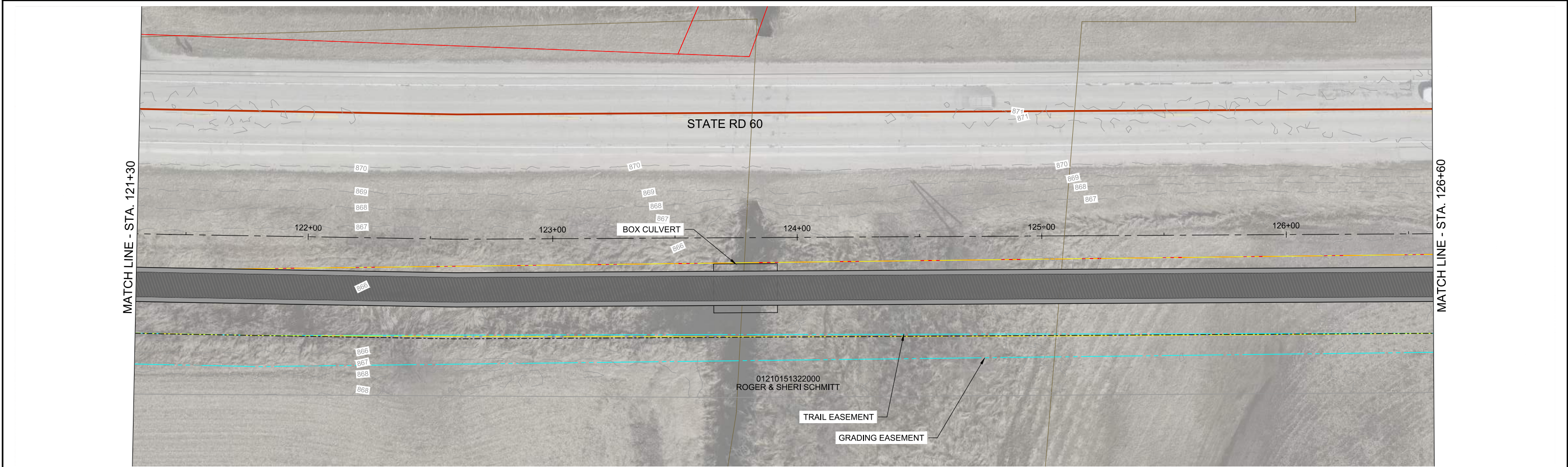
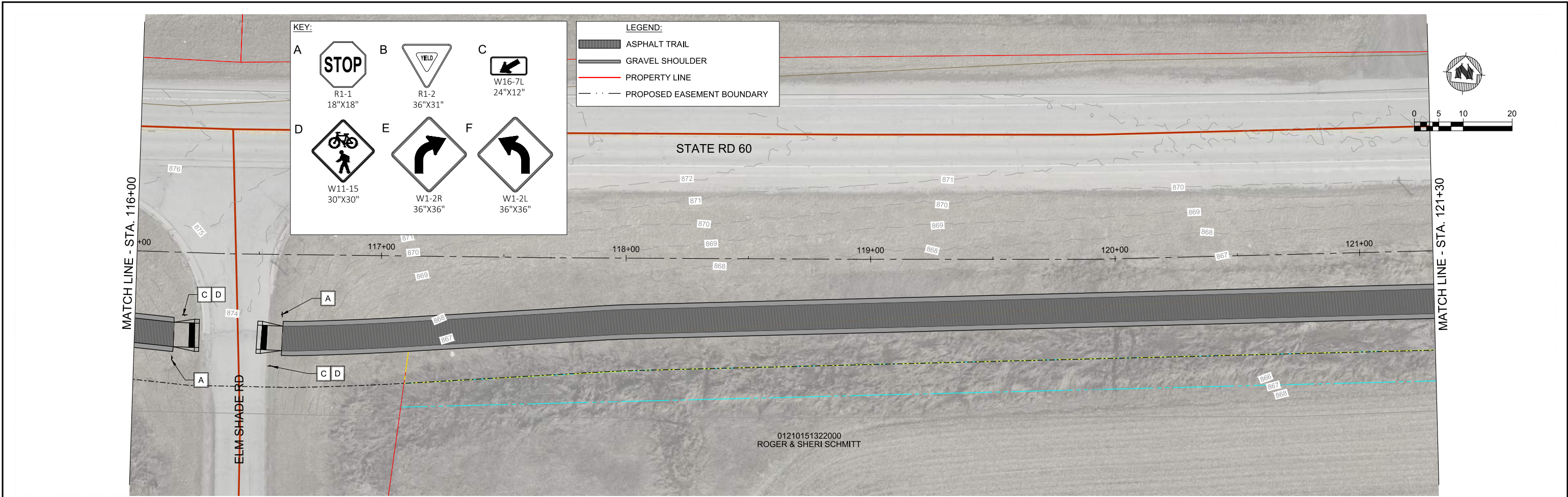


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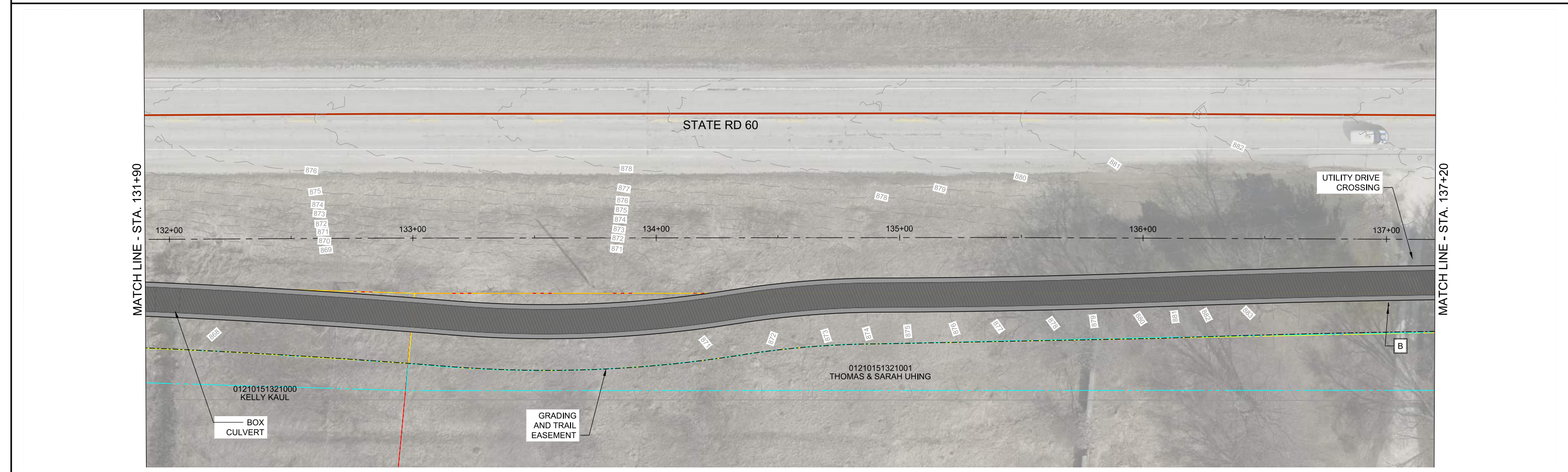
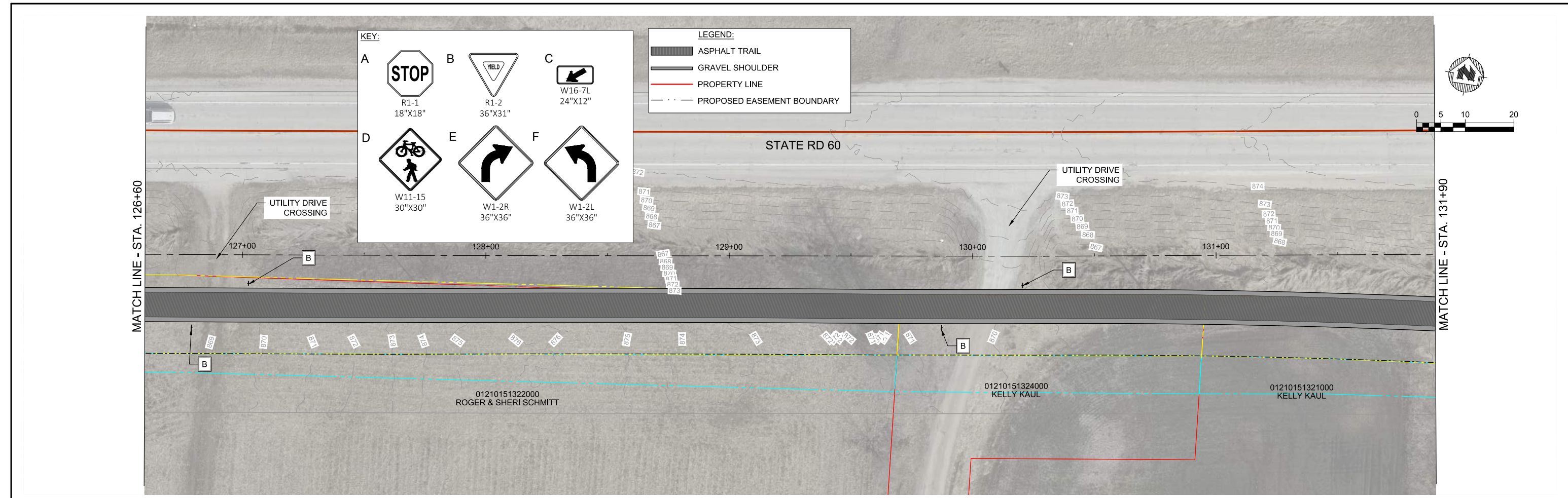
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PLOT DATE: 5/28/2023 3:18 PM, G:\22\22012\22012000\CADD\Construction Documents\Conceptual Plans.dwg					PROJECT NO. 22012000 SHEET L12

KEY:

A R1-1 18"X18"

B R1-2 36"X31"

C W16-7L 24"X12"

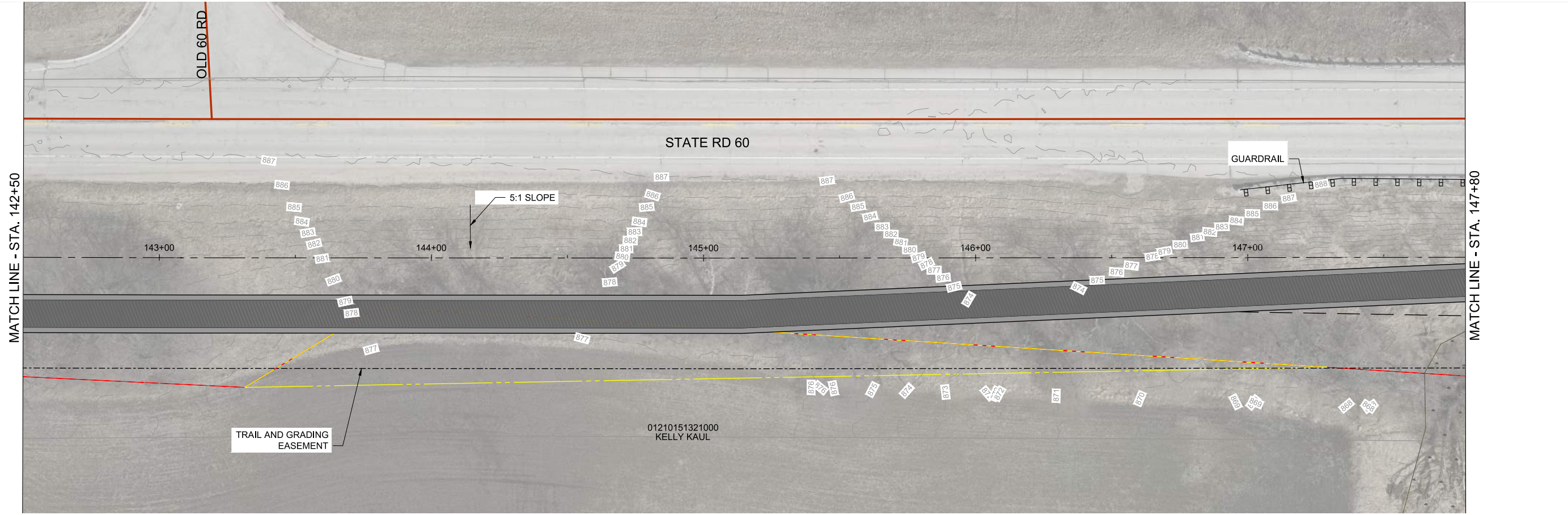
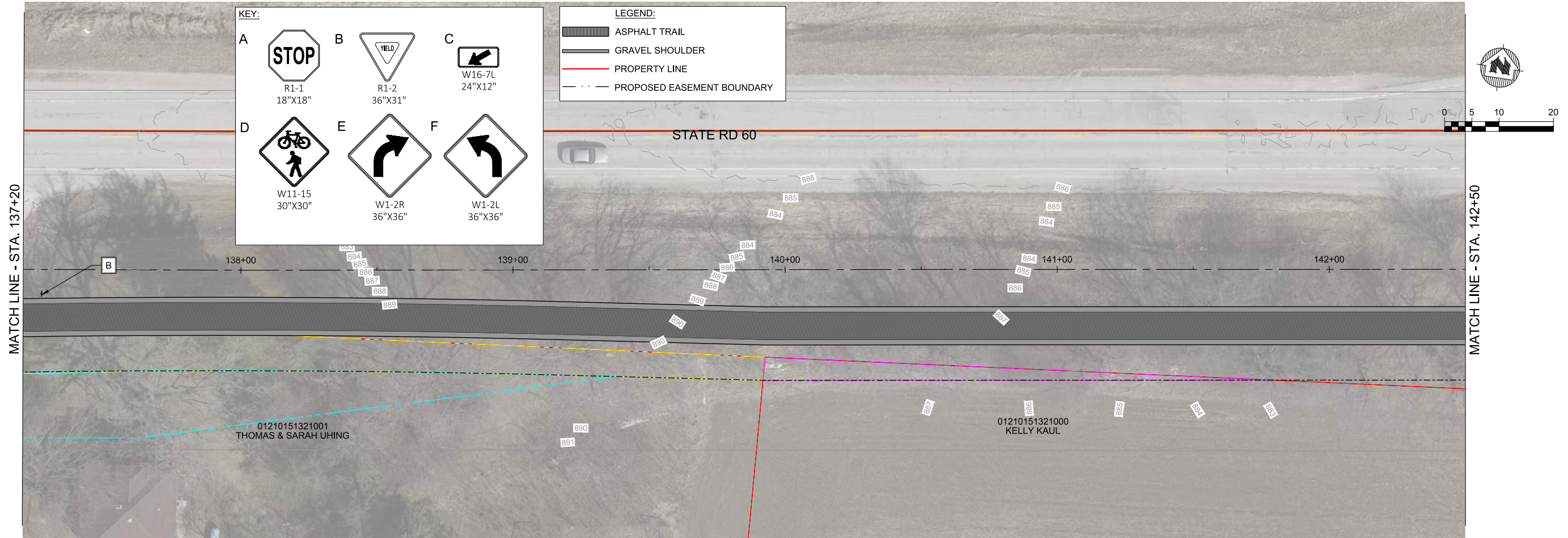
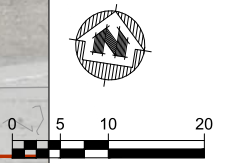
D W11-15 30"X30"

E W1-2R 36"X36"

F W1-2L 36"X36"

LEGEND:

- ASPHALT TRAIL
- GRAVEL SHOULDER
- PROPERTY LINE
- PROPOSED EASEMENT BOUNDARY



PROJECT DATE	NO.	DATE	REVISION	BY
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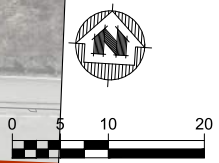
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 VILLAGE OF HUSTISFORD
 DODGE COUNTY, WISCONSIN

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22012000
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L13

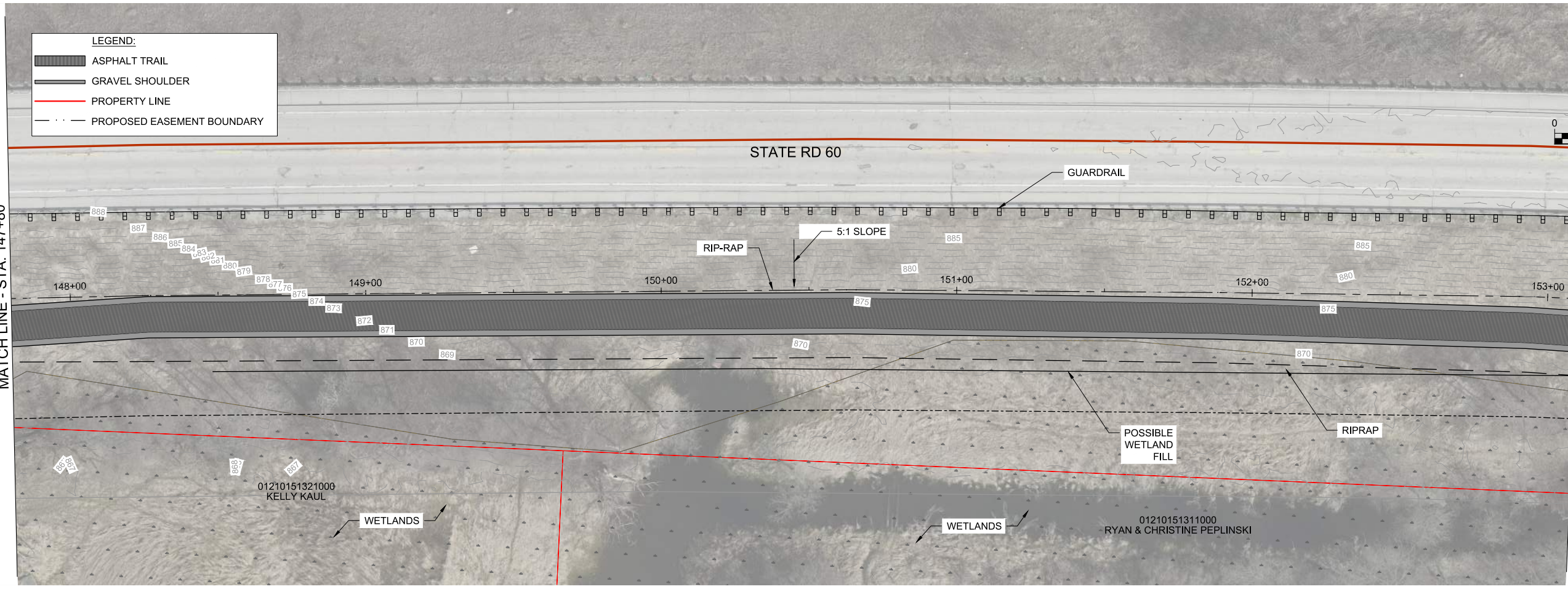
LEGEND:

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	GRAVEL SHOULDER
	PROPERTY LINE
	PROPOSED EASEMENT BOUNDARY



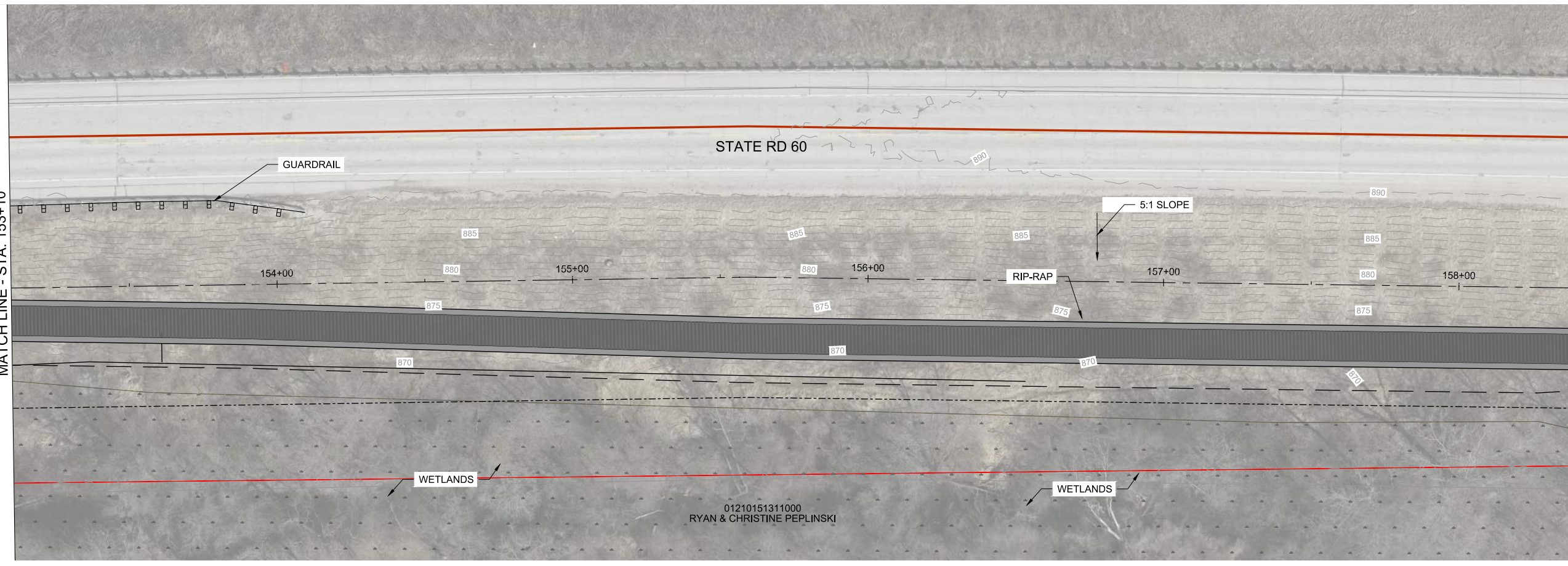
MATCH LINE - STA. 147+80

MATCH LINE - STA. 153+10



MATCH LINE - STA. 153+10

MATCH LINE - STA. 158+40



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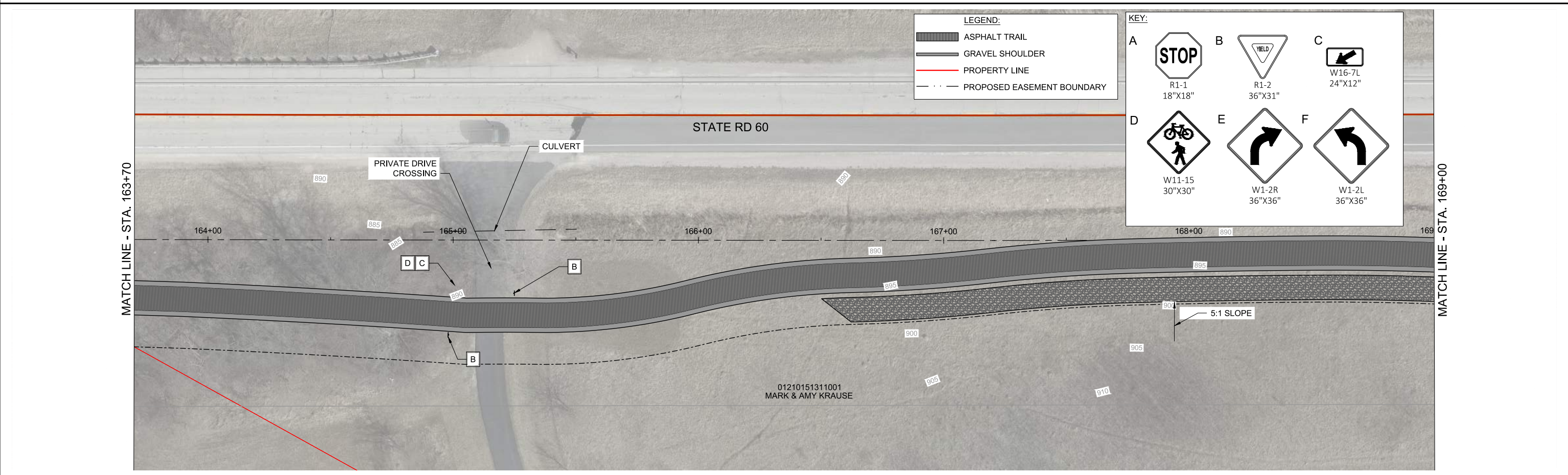
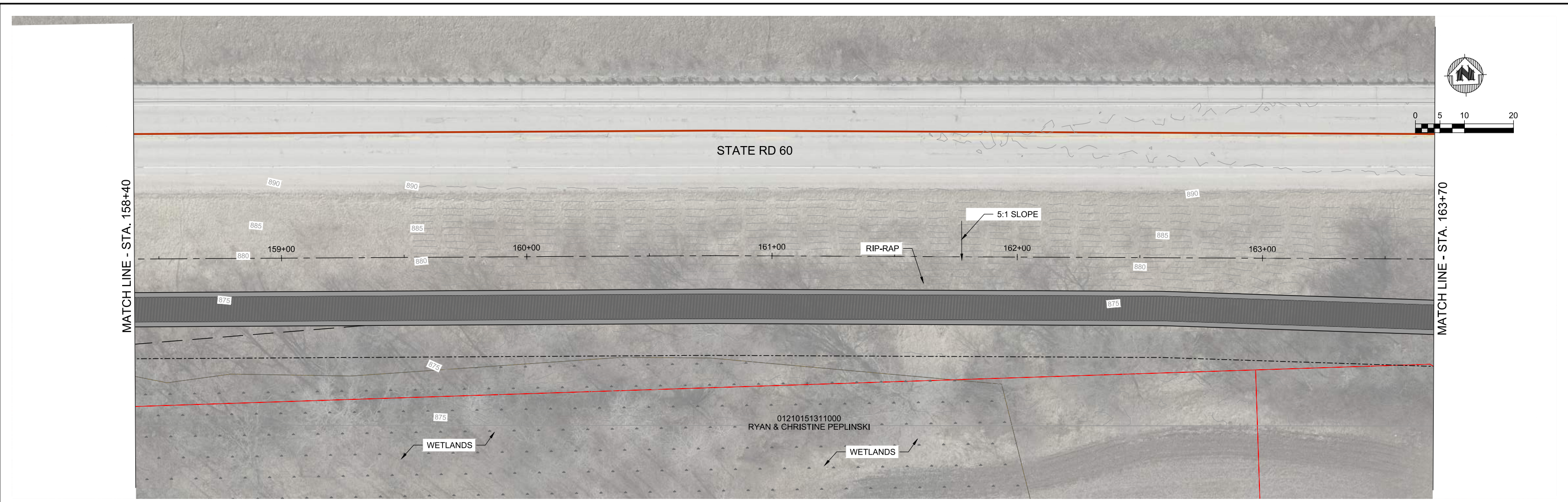


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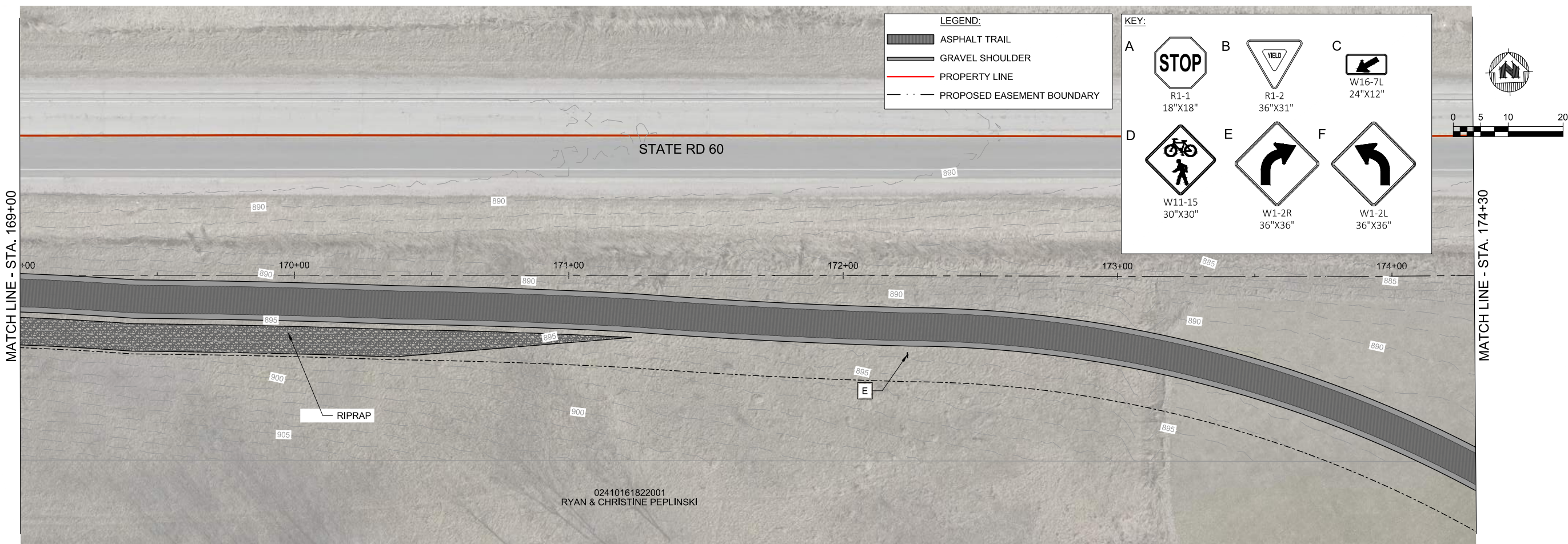
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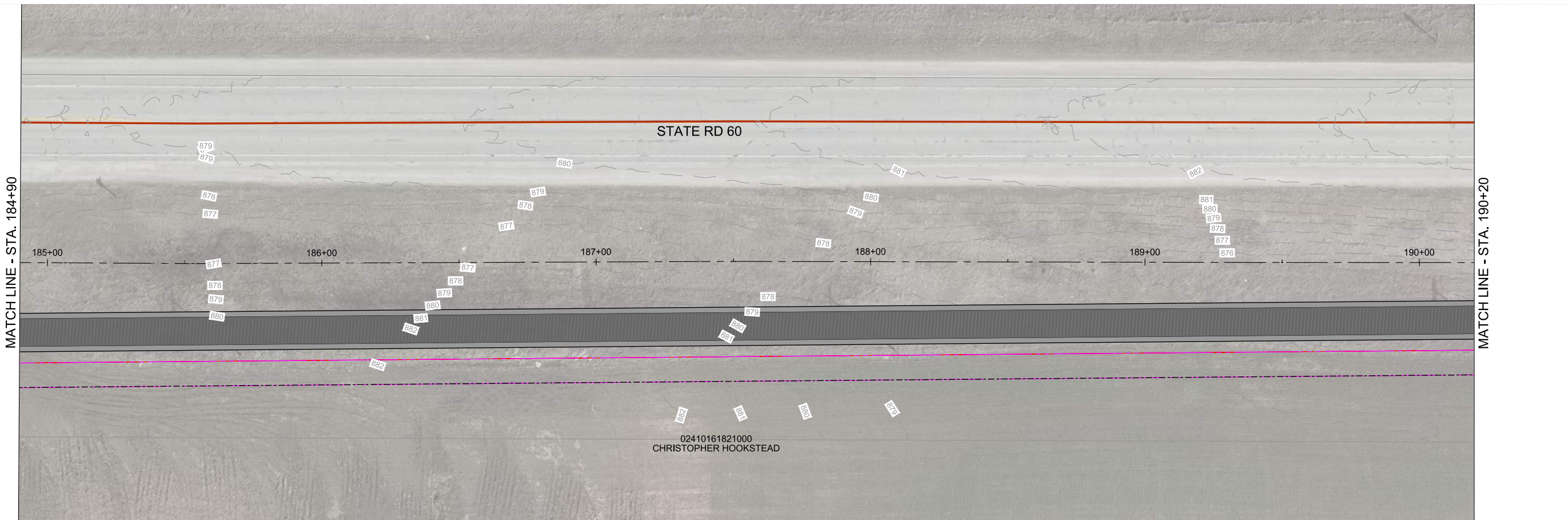
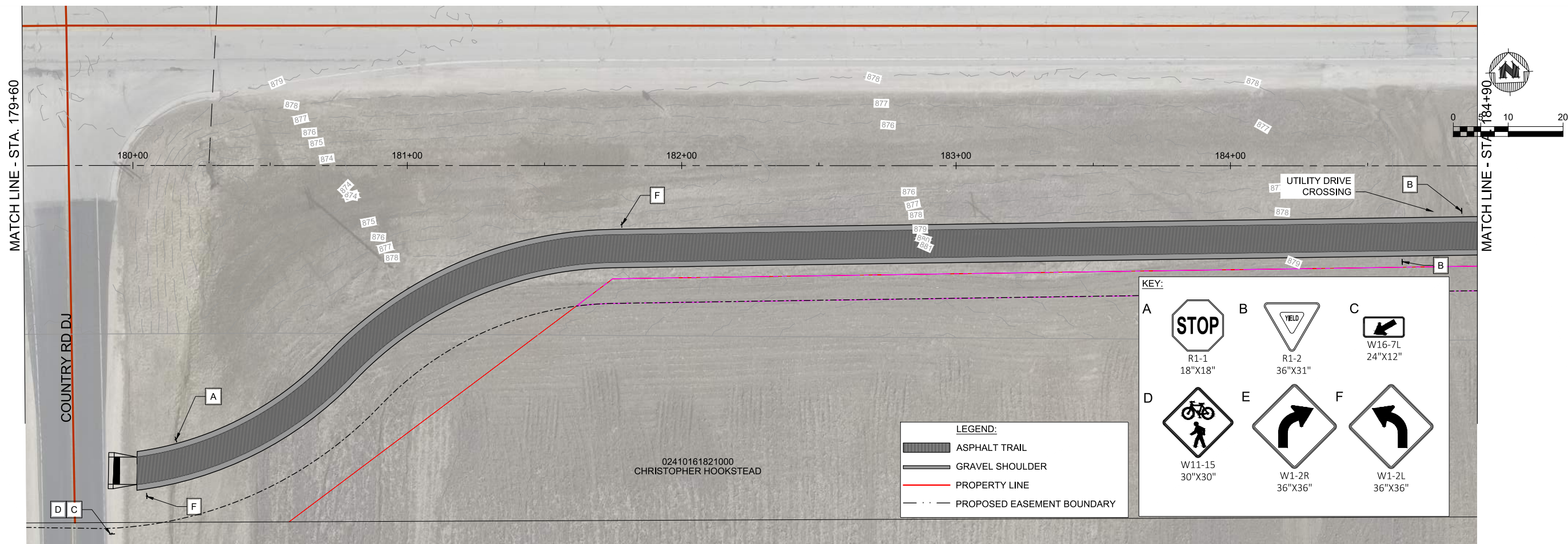
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L16

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SHEET
L17

KEY:

A R1-1 18"X18"

B R1-2 36"X31"

C W16-7L 24"X12"

D W11-15 30"X30"

E W1-2R 36"X36"

F W1-2L 36"X36"

LEGEND:

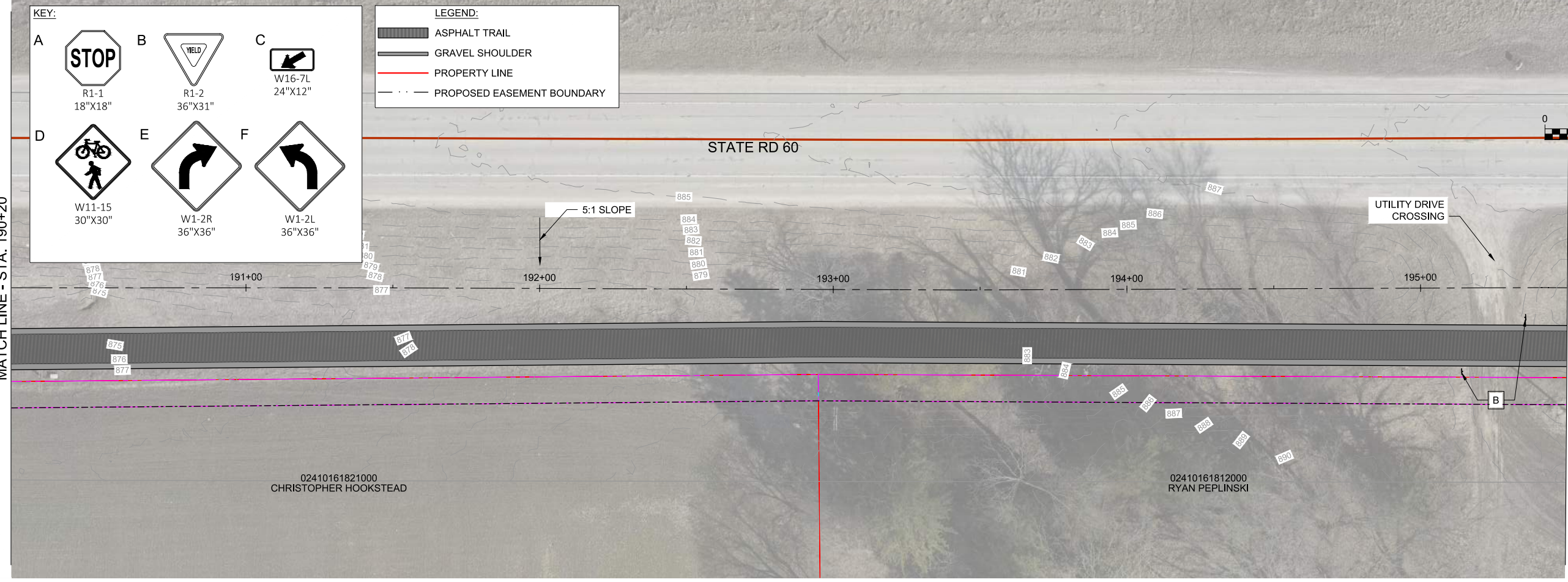
ASPHALT TRAIL

GRAVEL SHOULDER

PROPERTY LINE

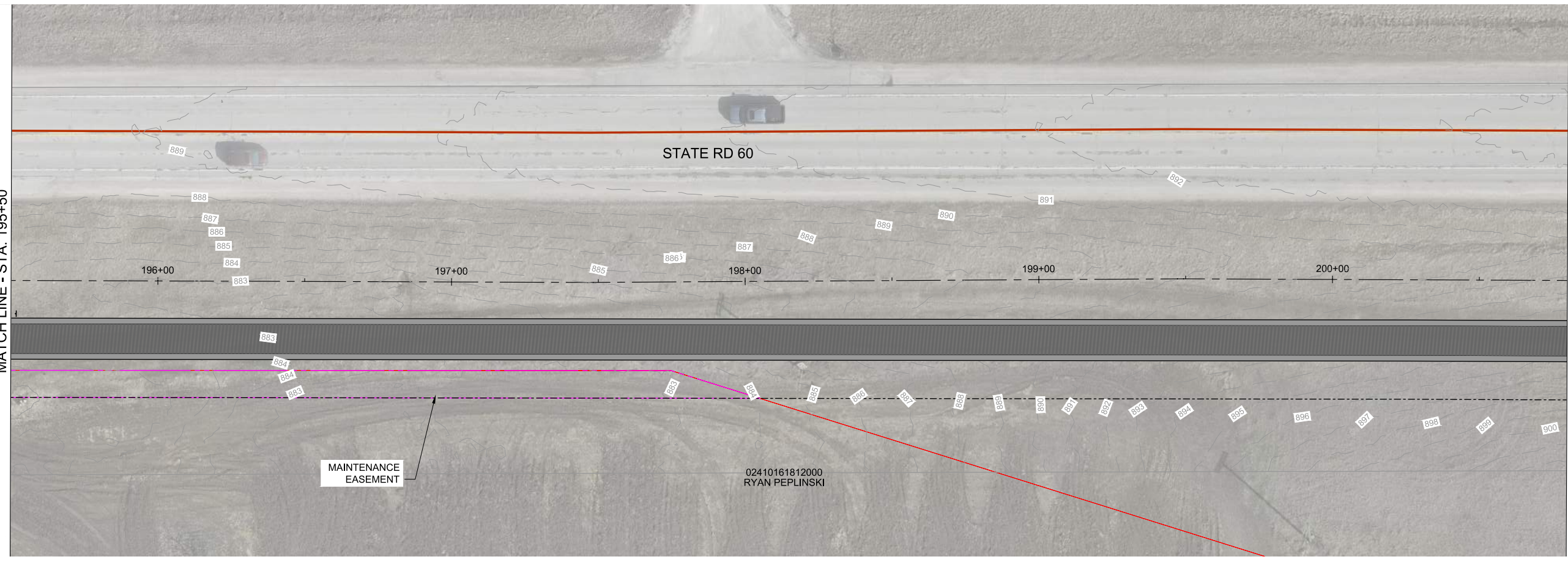
PROPOSED EASEMENT BOUNDARY

MATCH LINE - STA. 190+20



MATCH LINE - STA. 195+50

MATCH LINE - STA. 195+50



MATCH LINE - STA. 200+80

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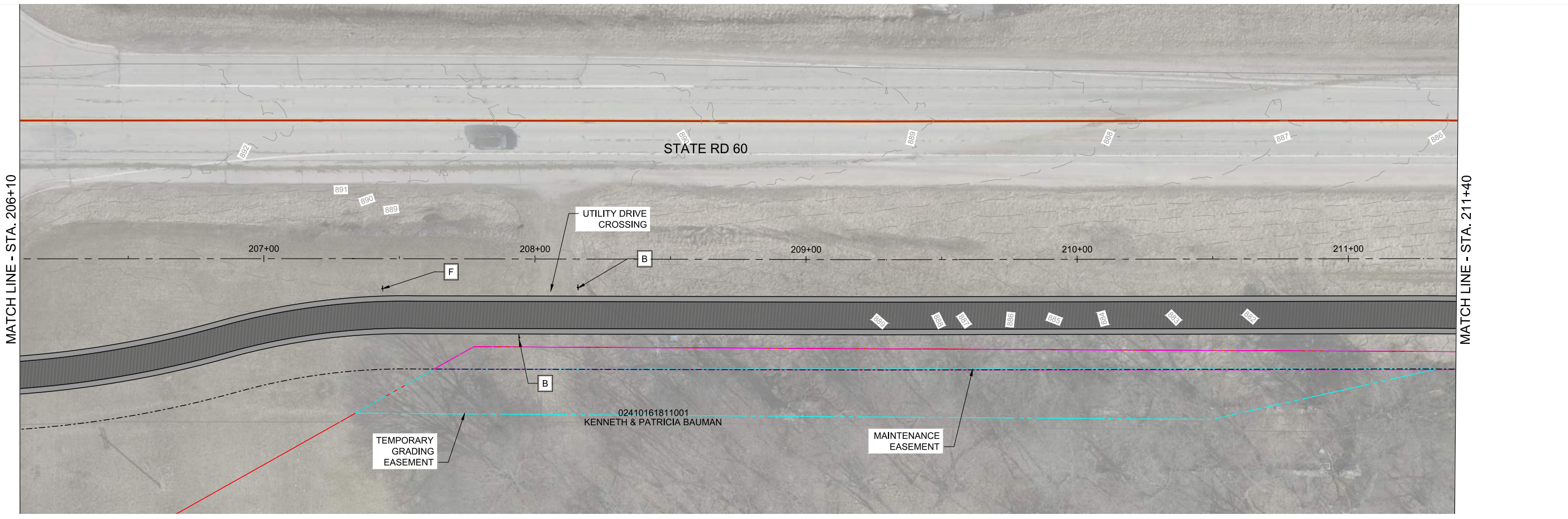
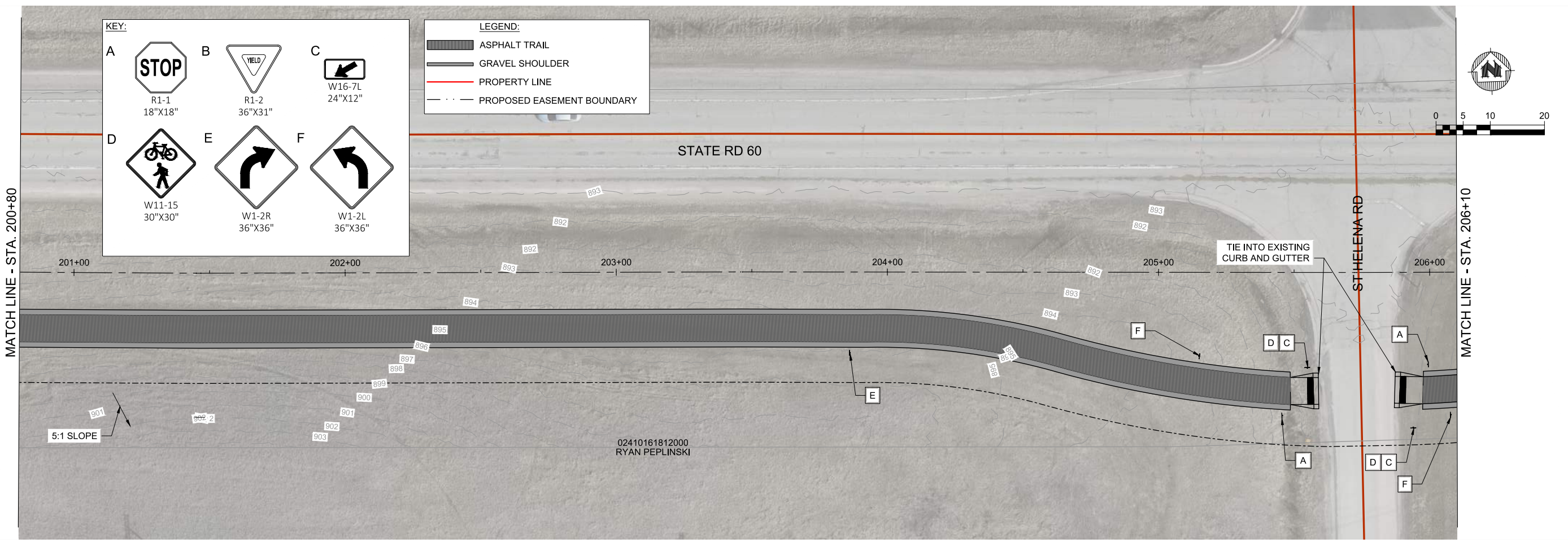


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
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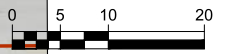
PELICAN PATH ROUTE STUDY
 VILLAGE OF HUSTISFORD
 DODGE COUNTY, WISCONSIN

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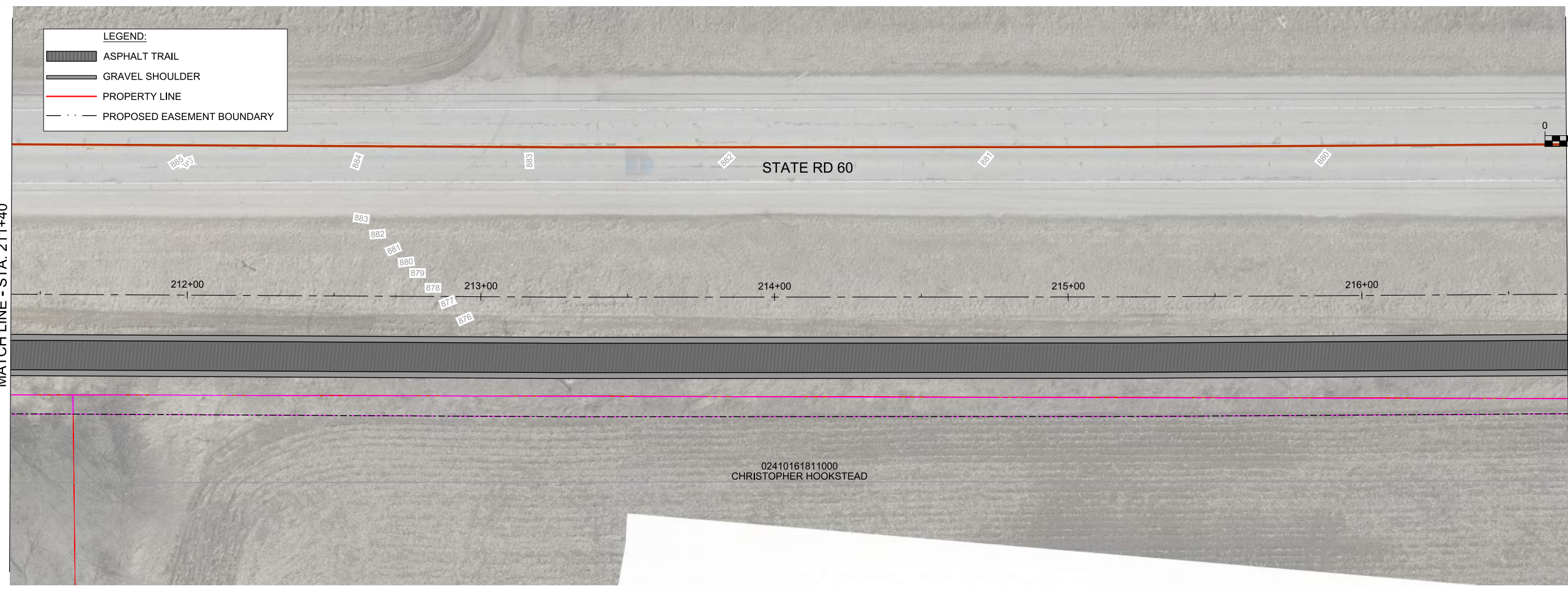
PROJECT NO.
22012000
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L19

LEGEND:

	ASPHALT TRAIL
	GRAVEL SHOULDER
	PROPERTY LINE
	PROPOSED EASEMENT BOUNDARY

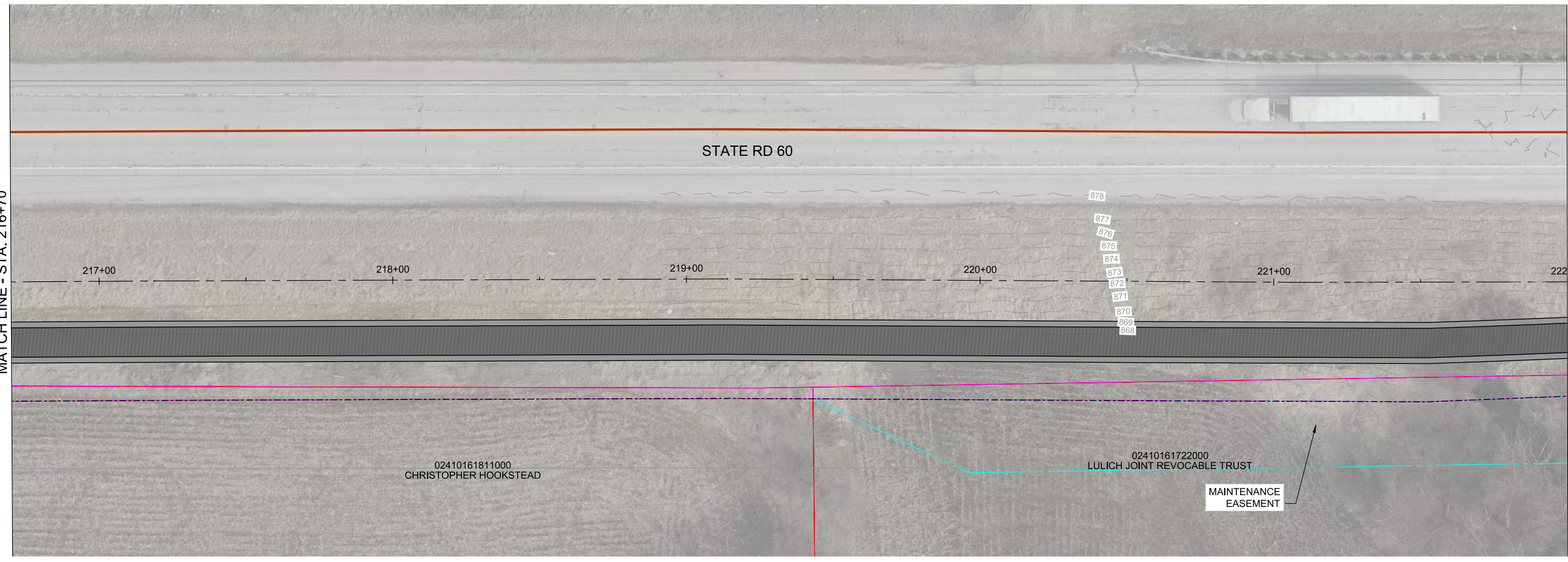


MATCH LINE - STA. 211+40



MATCH LINE - STA. 216+70

MATCH LINE - STA. 216+70



MATCH LINE - STA. 222+00

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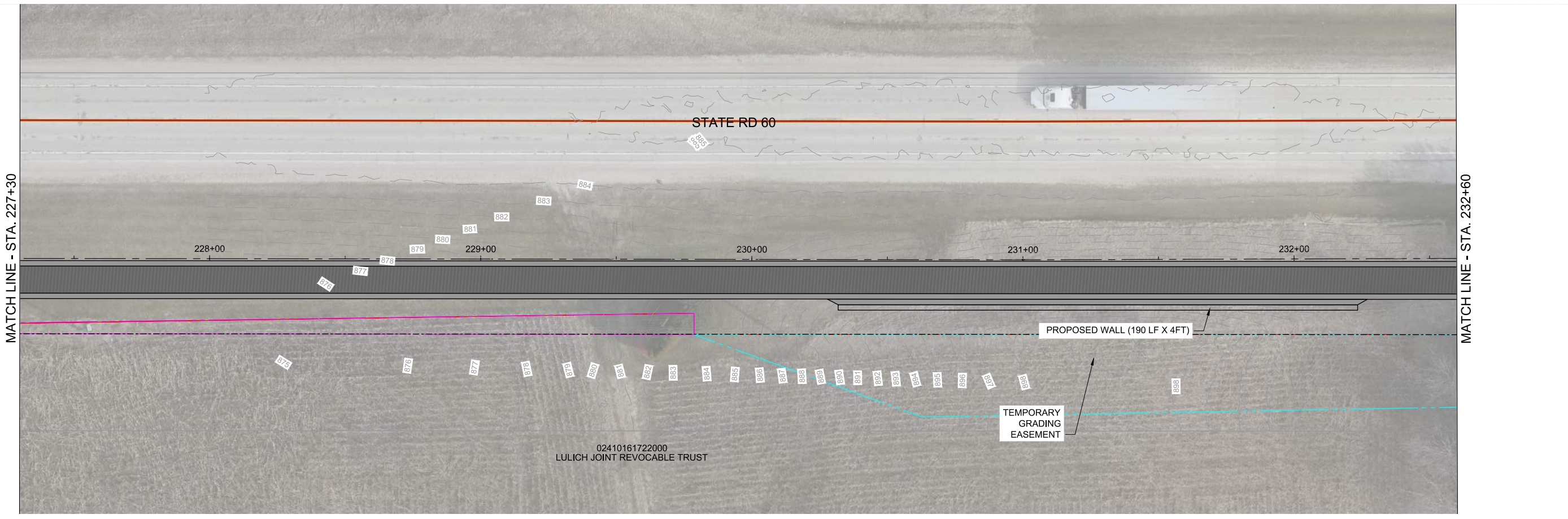
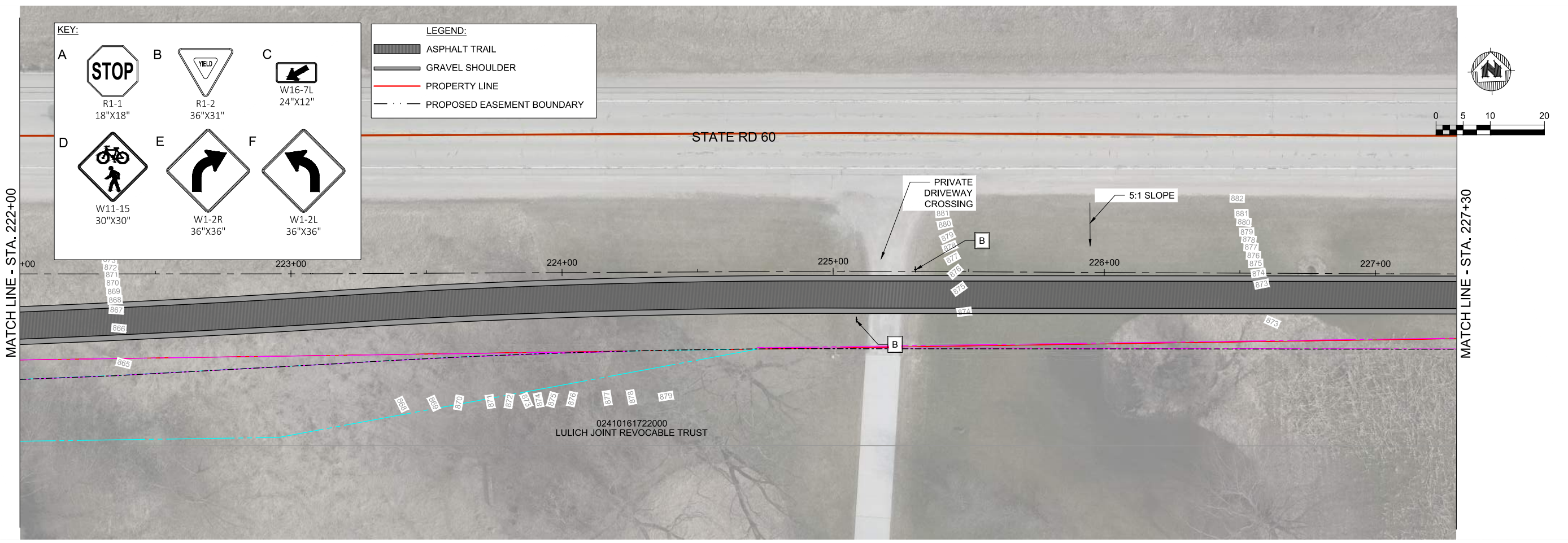


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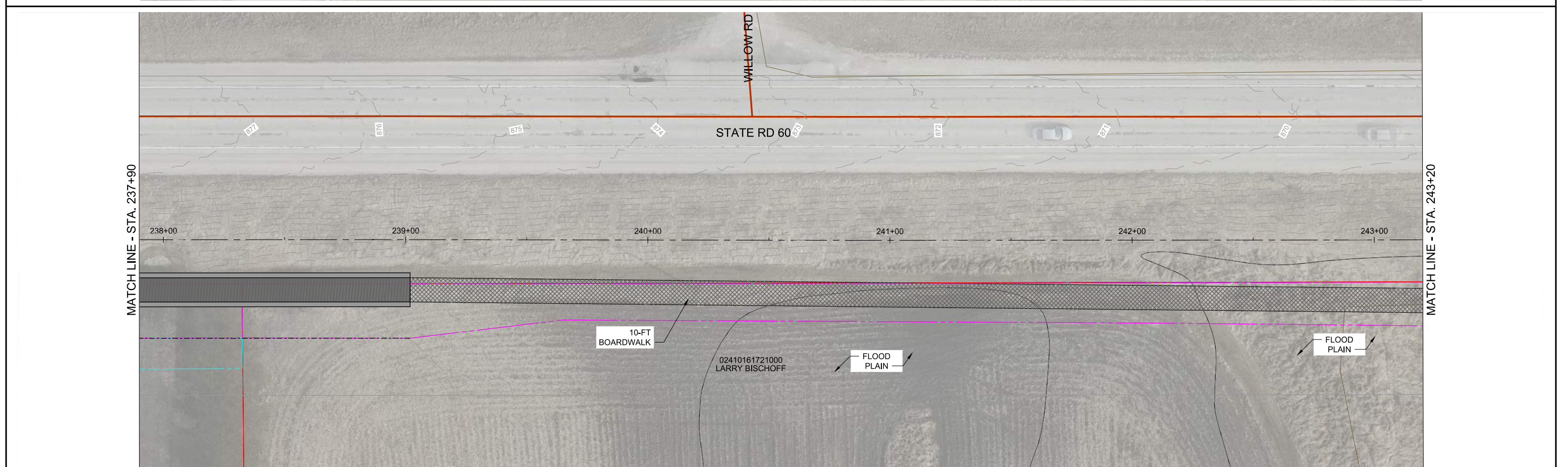
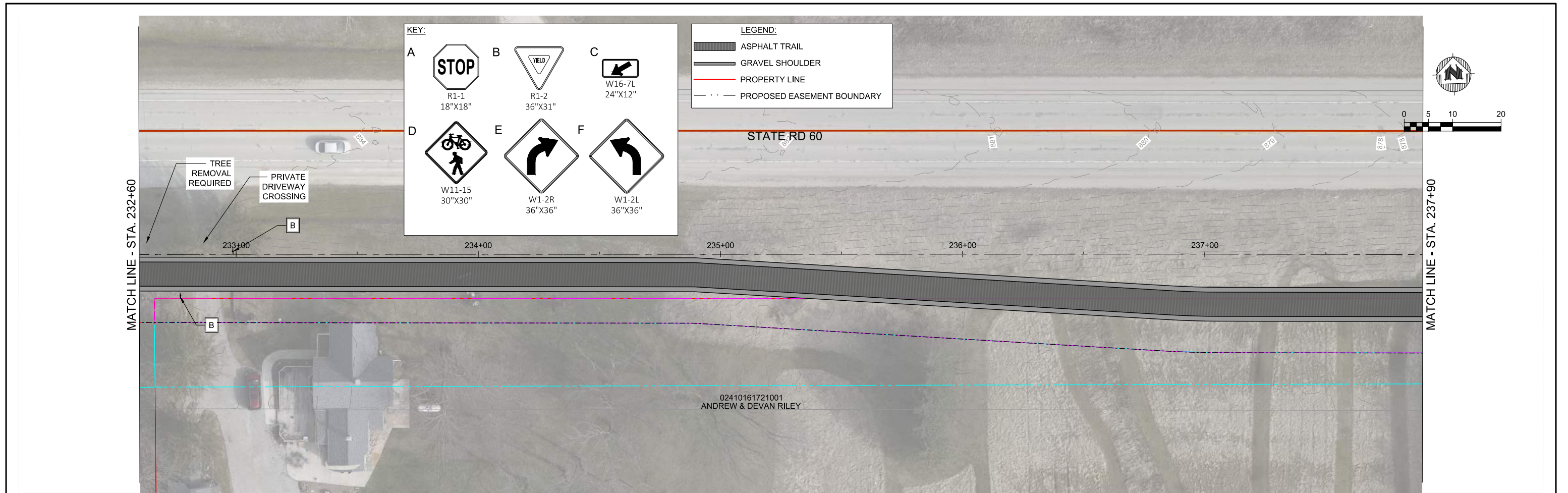
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PELICAN PATH ROUTE STUDY
 VILLAGE OF HUSTISFORD
 DODGE COUNTY, WISCONSIN

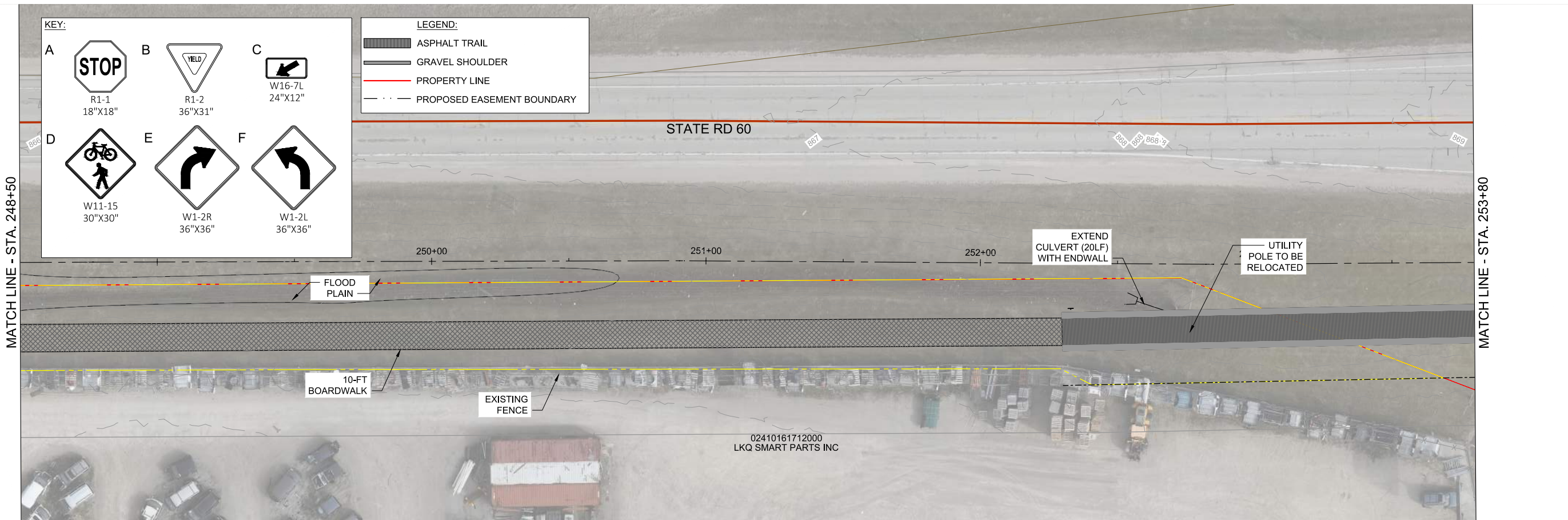
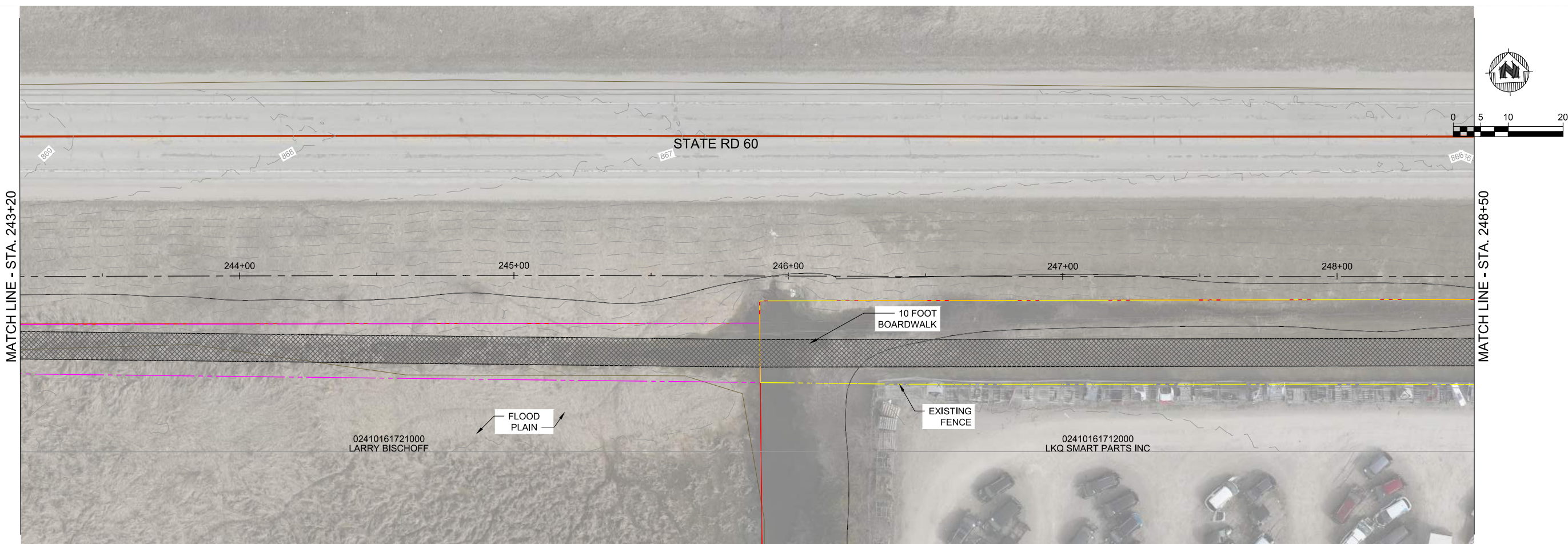
Conceptual Plans

PROJECT NO. 22012000
 SHEET L21

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	CHECKED BY: Init	.	.		.
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PLOT DATE: 5/28/2023 3:32 PM, G:\22\22012\22012000\CADD\Construction Documents\Conceptual Plans.dwg					<p>PROJECT NO. 22012000</p> <p>SHEET L22</p>



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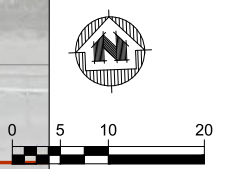
PROJECT NO.
22012000
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L23

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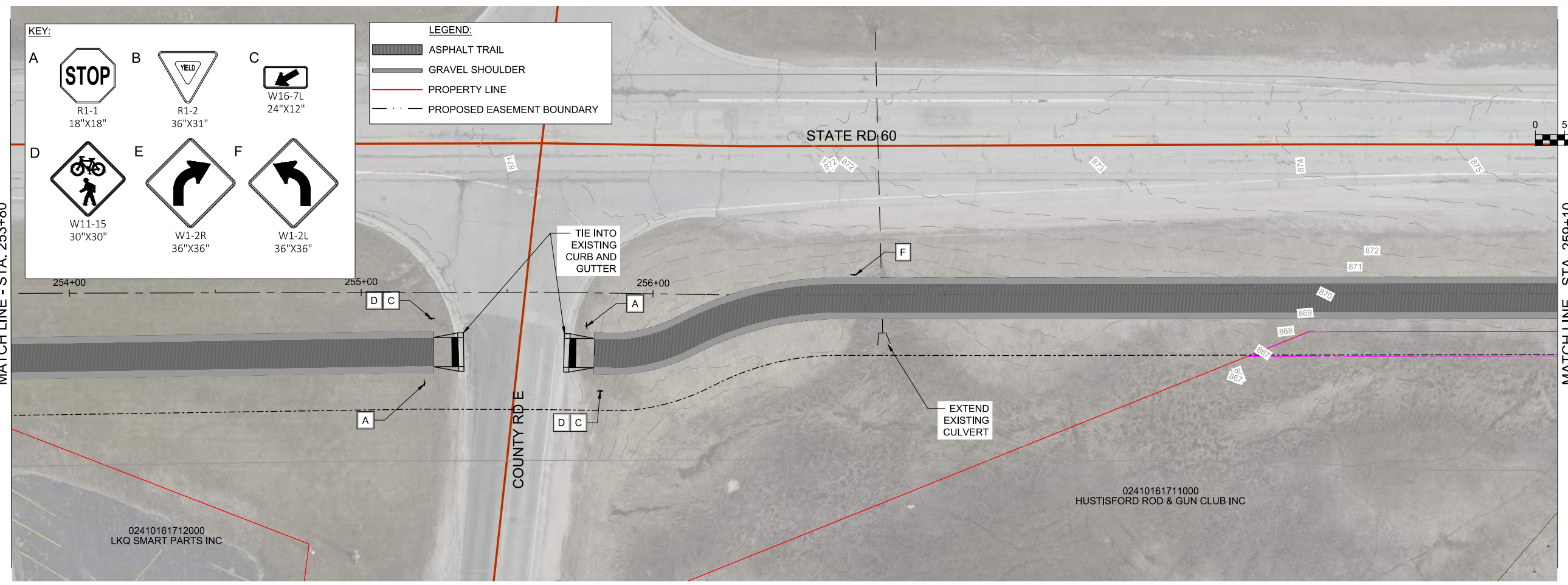
A STOP R1-1 18"X18"	B YIELD R1-2 36"X31"	C W16-7L 24"X12"
D W11-15 30"X30"	E W1-2R 36"X36"	F W1-2L 36"X36"

LEGEND:

- ASPHALT TRAIL
- GRAVEL SHOULDER
- PROPERTY LINE
- PROPOSED EASEMENT BOUNDARY

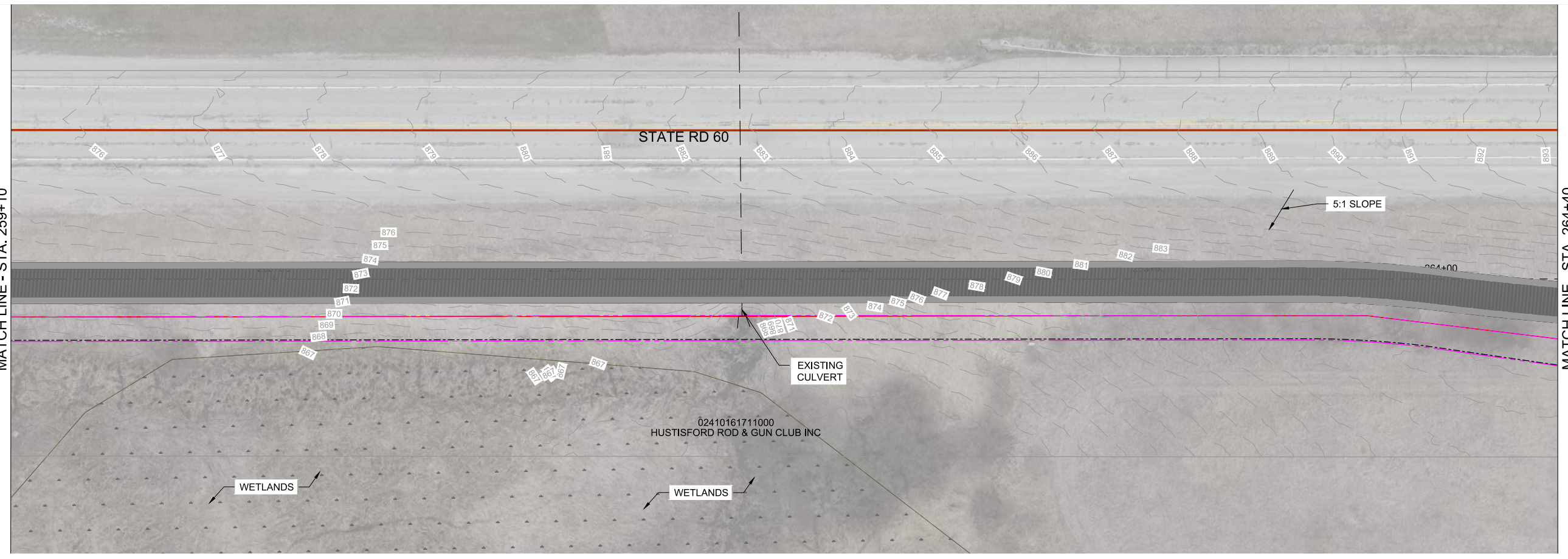


MATCH LINE - STA. 253+80



MATCH LINE - STA. 259+10

MATCH LINE - STA. 259+10



MATCH LINE - STA. 264+40

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	OEM	Init	.	.		.
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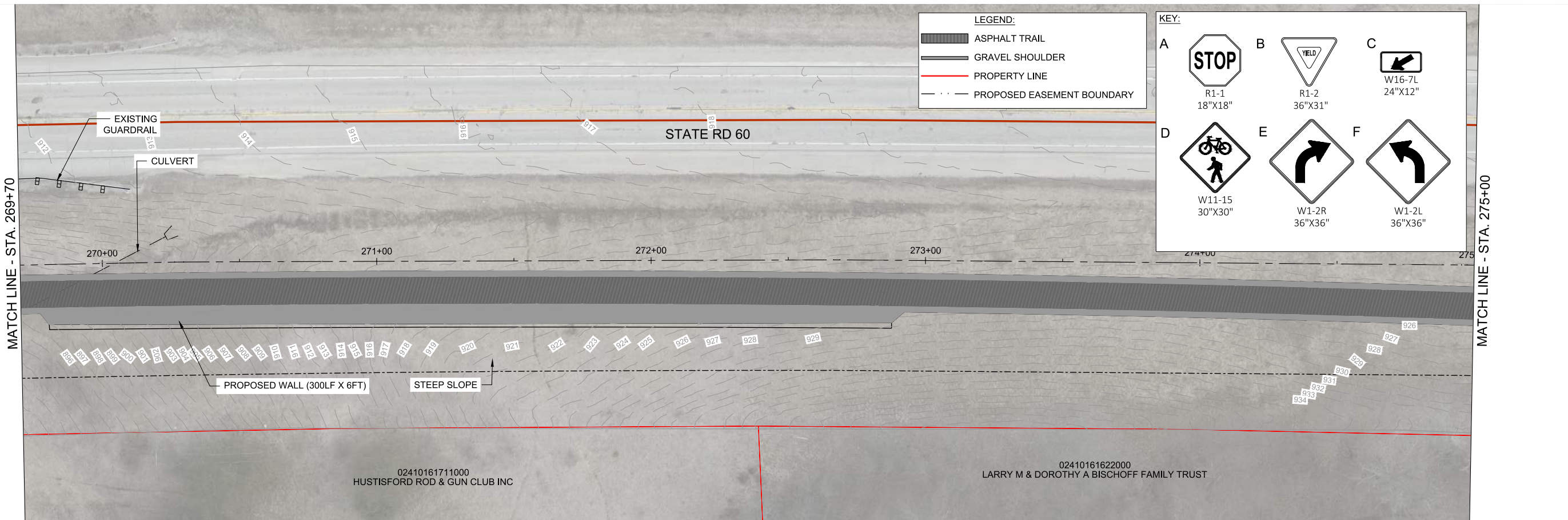
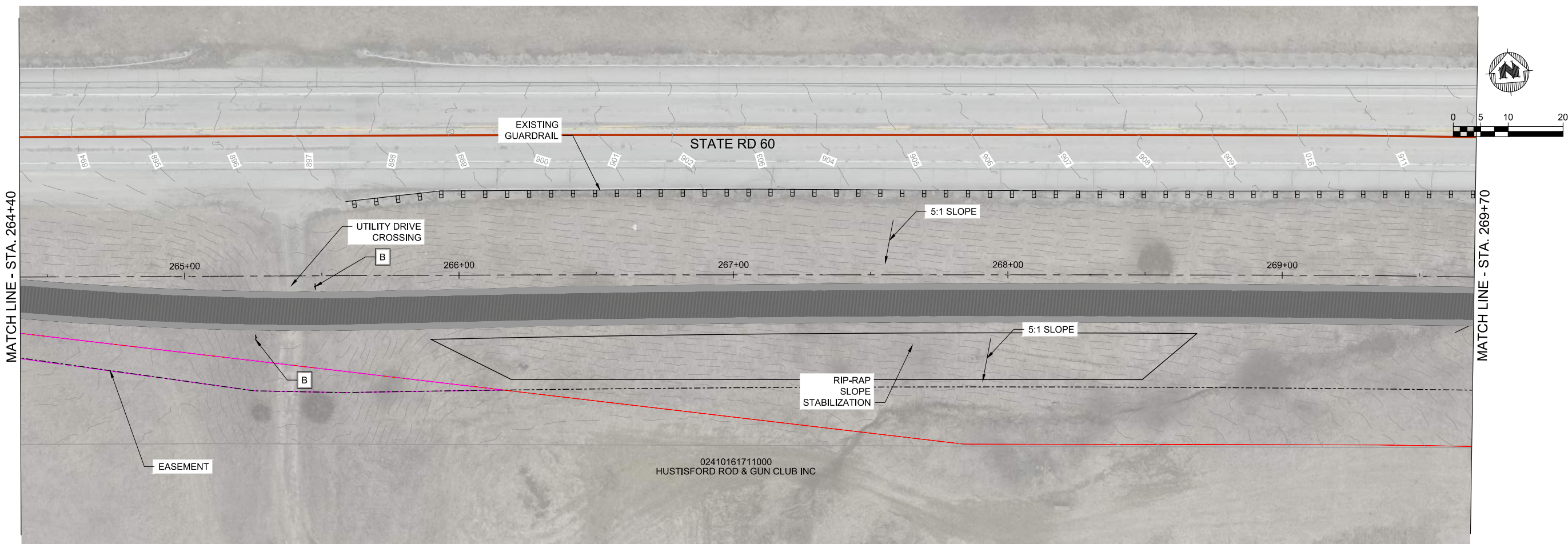
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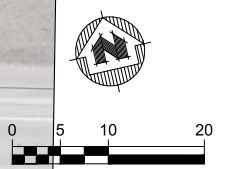
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 VILLAGE OF HUSTISFORD
 DODGE COUNTY, WISCONSIN

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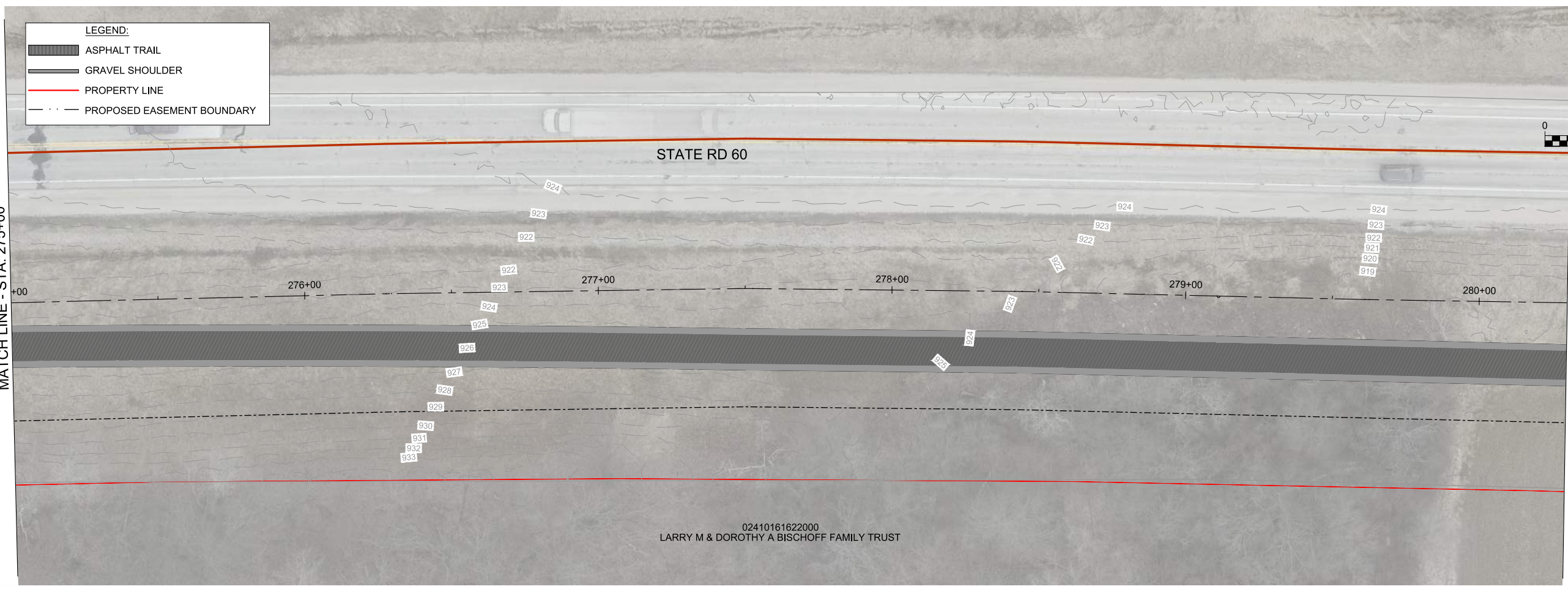
PROJECT NO.
22012000
SHEET
L25

LEGEND:

	ASPHALT TRAIL
	GRAVEL SHOULDER
	PROPERTY LINE
	PROPOSED EASEMENT BOUNDARY

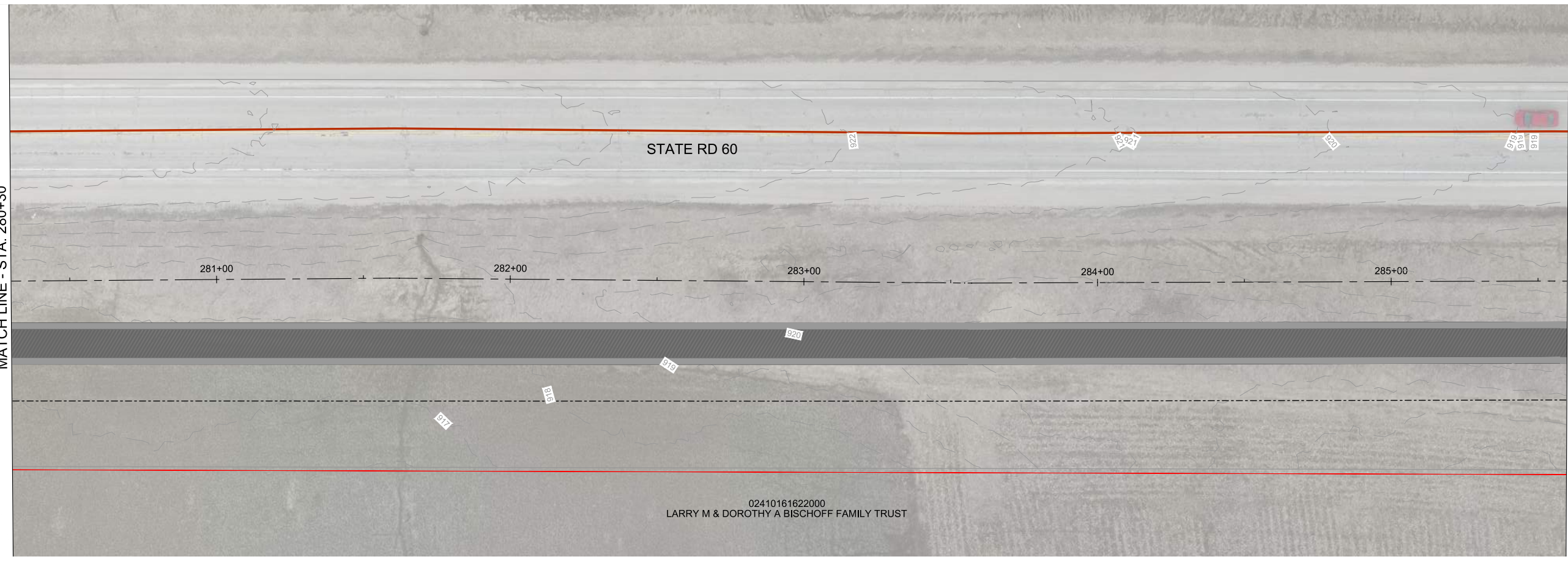


MATCH LINE - STA. 275+00



MATCH LINE - STA. 280+30

MATCH LINE - STA. 280+30



MATCH LINE - STA. 285+60

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KEY:

A R1-1 18"X18"

B R1-2 36"X31"

C W16-7L 24"X12"

D W11-15 30"X30"

E W1-2R 36"X36"

F W1-2L 36"X36"

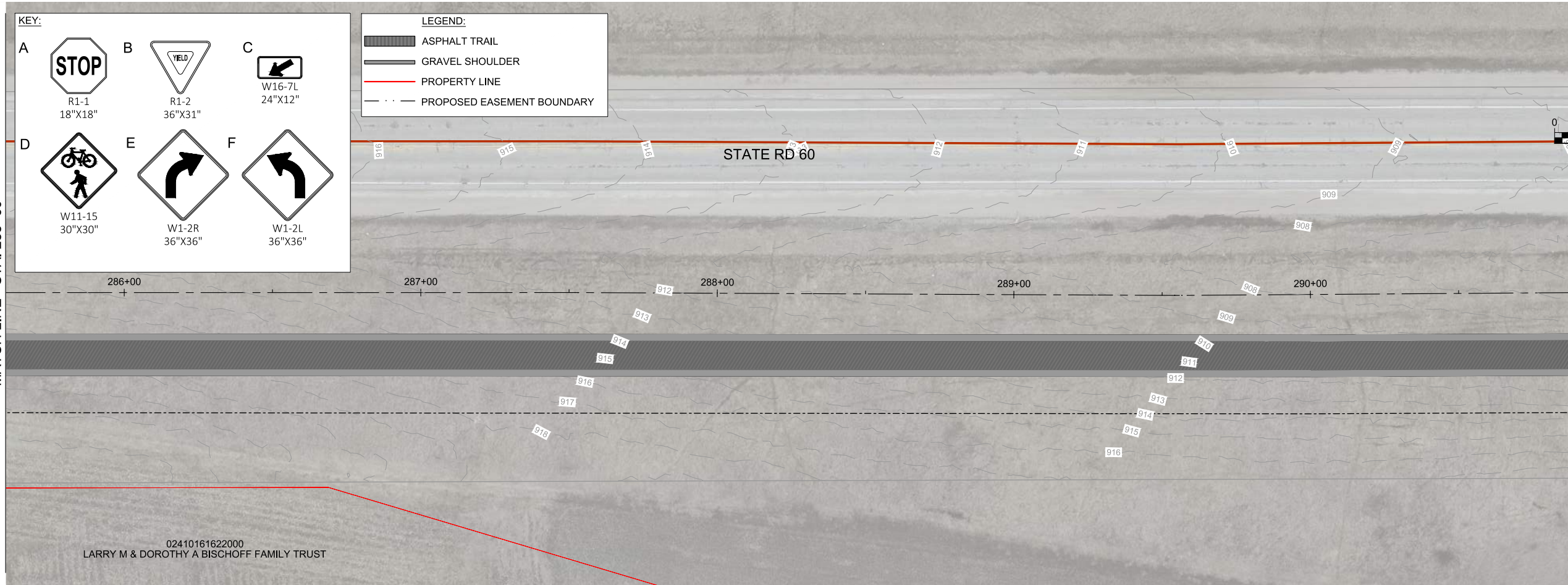
LEGEND:

- ASPHALT TRAIL
- GRAVEL SHOULDER
- PROPERTY LINE
- PROPOSED EASEMENT BOUNDARY



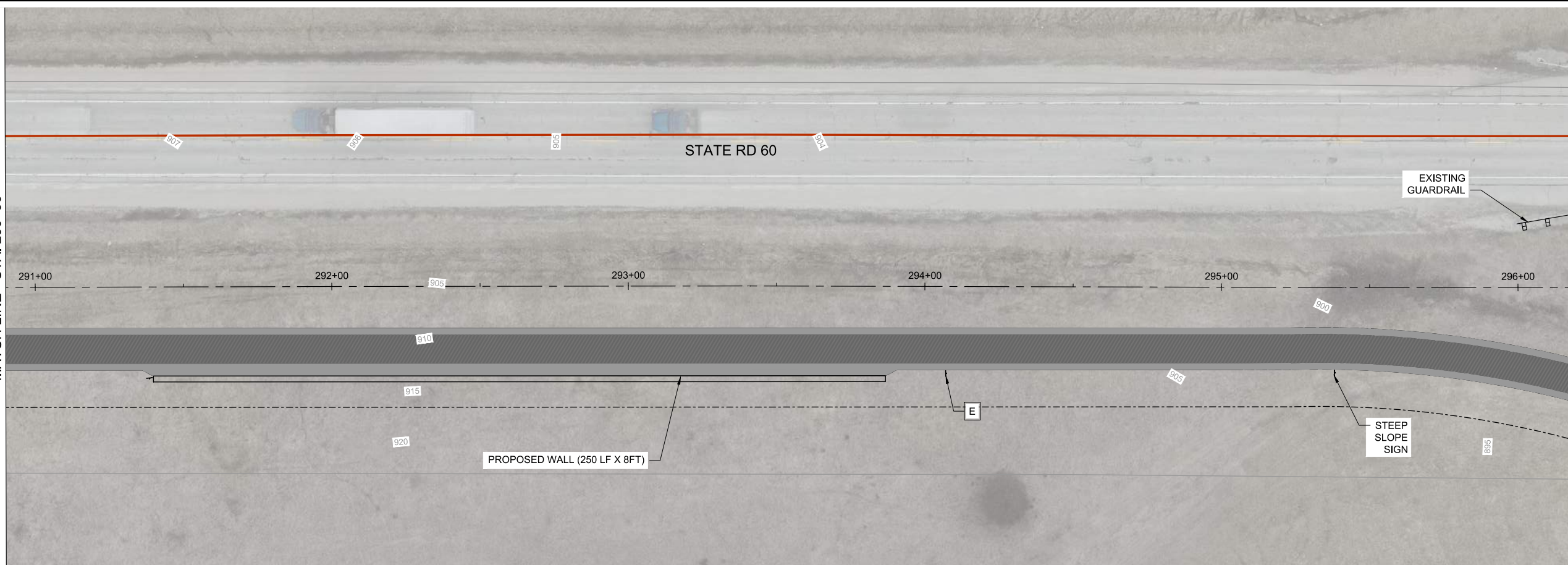
MATCH LINE - STA. 285+60

MATCH LINE - STA. 290+90



MATCH LINE - STA. 290+90

MATCH LINE - STA. 296+20



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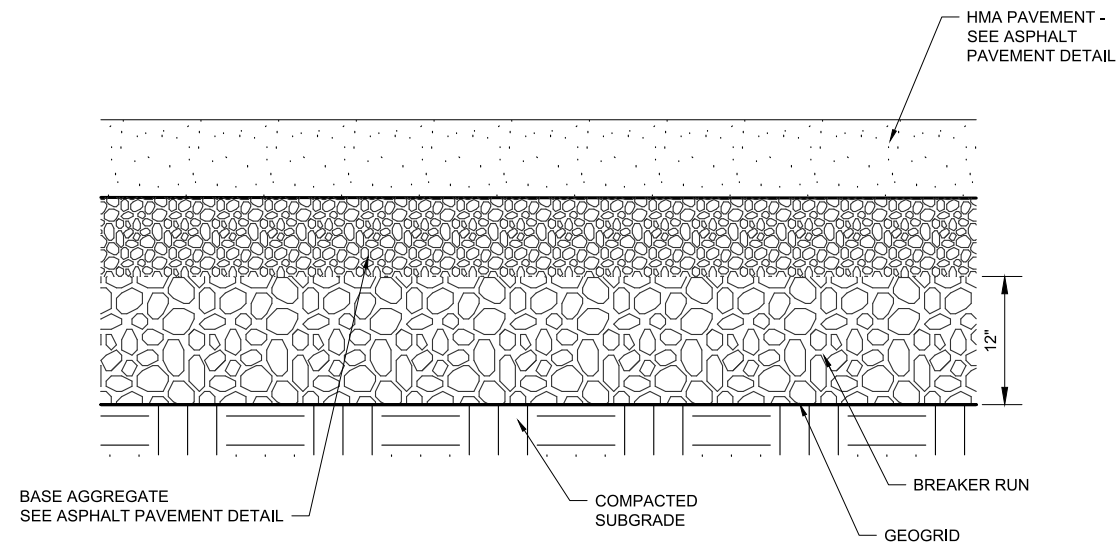
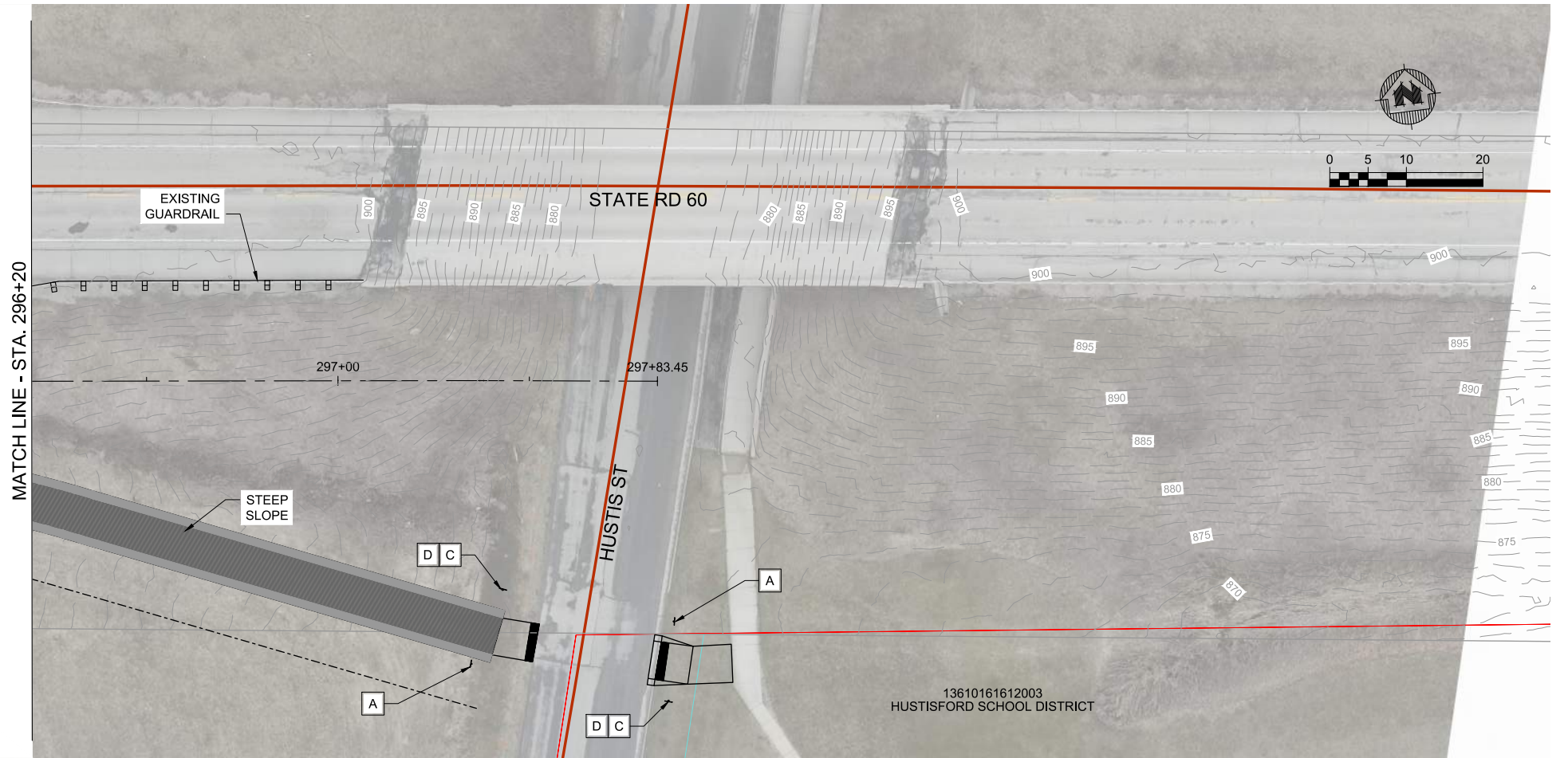
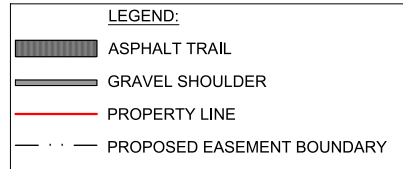
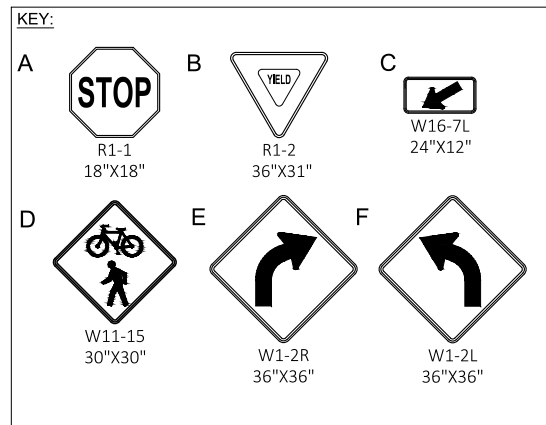


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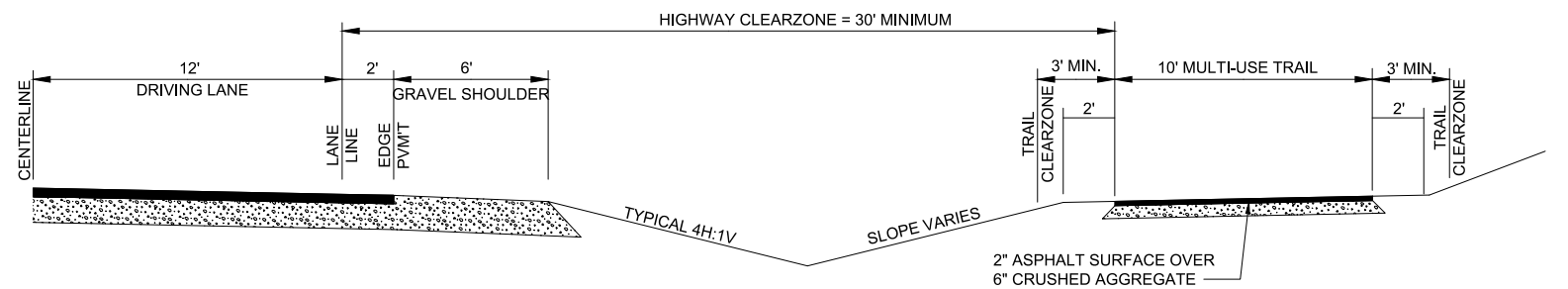
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TYPICAL EBS CROSS SECTION
NTS



TYPICAL SECTION
SCALE: NONE

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