



PEDESTRIAN/BICYCLE TRAIL MASTER PLAN

VILLAGE OF GERMANTOWN

Village of
Germantown

GRÄEF

Adopted January 15, 2024

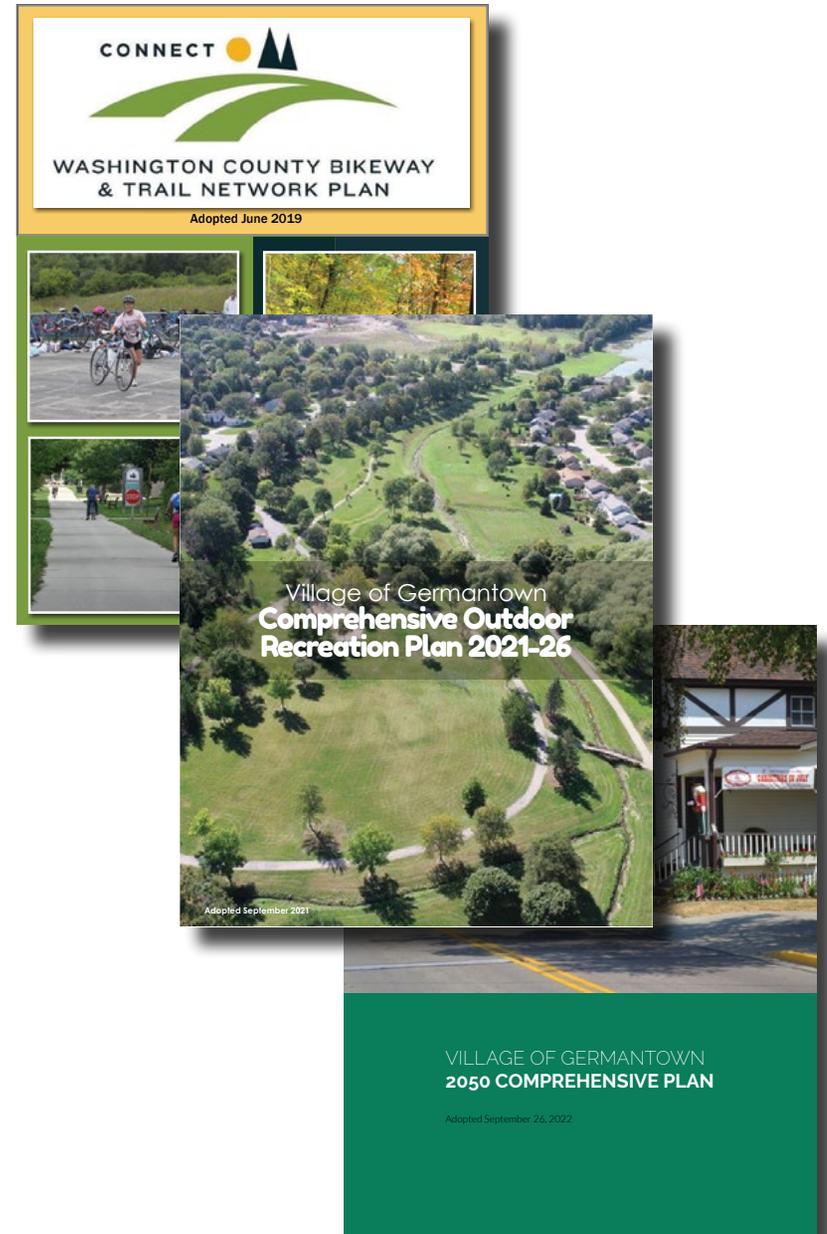
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PROJECT OVERVIEW

The Germantown Pedestrian/Bicycle Trail Master Plan seeks to increase participation in walking and cycling for active transportation, recreation and wellness through the creation of an interconnected and safe trail network throughout the Village. This network will connect to regional and local trails across Washington County and the region, increasing access to the region for all as envisioned in the Washington County Bikeway & Trail Network Plan ([linked here](#)). To accomplish these goals, this Plan provides a detailed implementation and maintenance framework for the long term development of a trail system within the Village. This Plan identifies priority improvements to dramatically increase connectivity throughout the trail network within 1-3 years, and it includes further improvements to be pursued thereafter.

Priority improvements include trail improvements and construction of new trails along three major routes: Division Road, Freistadt Road, and Holy Hill Road. These trails will provide safer, more comfortable and inclusive connections throughout Washington County to the north and west and to the Oak Leaf Trail and Bugline Trails to the south and east. They will also provide local connections to the Menomonee River and Goldendale Creek, two significant waterways surrounded by environmental corridors in the Village. For both of these waterways, a trail is envisioned in this Plan to provide connection to them. The routing for these waterway trails requires further investigation into the sites it would traverse, the environmental features it would cross, and the best way to navigate around various public and private properties. For this, several options are identified to connect to points of interest and provide options for their future development.



PLANNING BACKGROUND

Village of Germantown CORP

The Village's Comprehensive Outdoor Recreation Plan (CORP; [linked here](#)) was adopted in 2021. One of the priority focus areas of the Village identified in the CORP was the creation of a village-wide Trail System Plan. An overview of this plan is illustrated on Map 7.3. While several parks and residential subdivisions currently have hiking or biking trails, they are small and serve only nearby residents. The proposed system of trails would link these parks promoting greater accessibility and connectivity within the Village, and potentially become a regional amenity. In a 2019 public meeting conducted for the 2021 CORP update, "expanding and improving the trail system" was the park initiative that received the most votes. This map identifies multiple trail facilities that were used as a baseline for this planning study.

Priority Project Spotlight

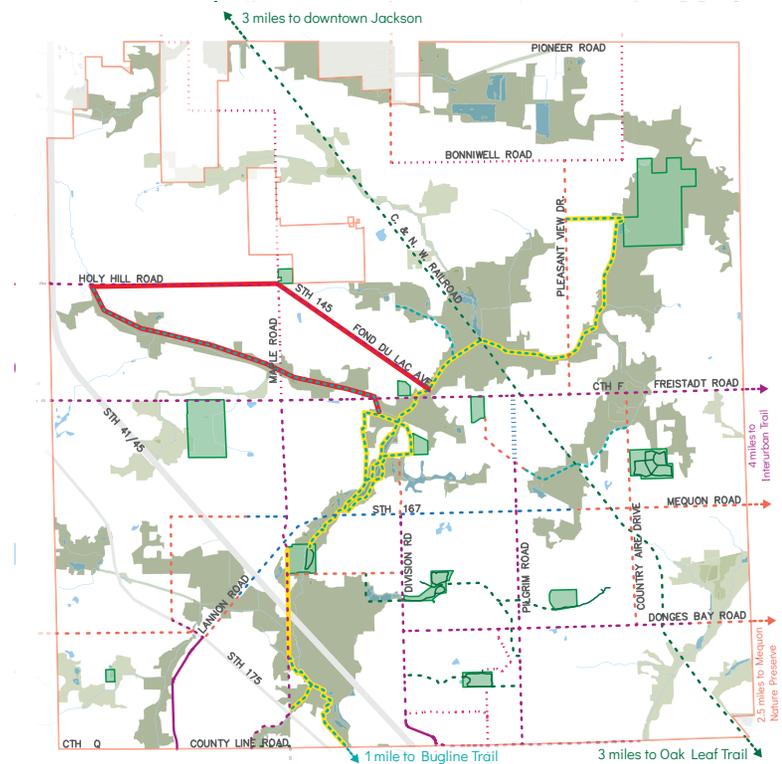
Menomonee River Trail

- Off-street trail that runs adjacent to Menomonee River
- Stretch south of Schoen Laufen Park could include sidepath along Maple Road
- Existing Blackstone Creek property should include dedicated park land
- Canoeing/kayaking access should be prioritized for this trail
- Coordination with Village of Menomonee Falls and connection to Bugline Trail will be important
- Begin conversations with land owners that touch the Menomonee River to negotiate public access easements or acquisition opportunities

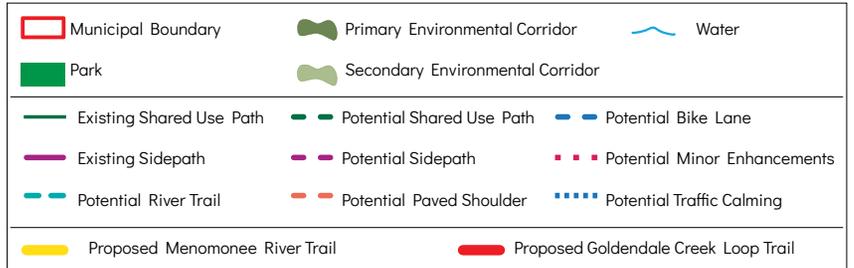
Goldendale Creek Loop Trail

- This potential trail loop would act as a recreational amenity to planned industrial park users and future residential subdivisions
- Trail types could include a combination of off-road (along Goldendale Creek) and sidepath or off-street trail parallel to Holy Hill Road and Fond du Lac Avenue)

Map 7.3 – Village-wide Bicycle & Pedestrian Connections Map



PROPOSED BIKEWAY + TRAIL NETWORK



PLANNING BACKGROUND

Village of Germantown 2050 Comprehensive Plan

The Village adopted a comprehensive plan in September 2022 ([linked here](#)). Within the plan, pedestrian and bicycle facility recommendations were included in the Transportation section of the plan. Below is an excerpt from the Plan:

“The existing sidewalk network in Germantown is focused within the Village Center District along Main Street and Mequon Road. Other sidewalks exist sporadically throughout the village, but lack connectivity. Since sidewalks begin and end sporadically, residents have difficulty relying on a safe and convenient walking path to various destinations within the Village.

“Over the past decade, the Village has worked towards providing pedestrian and bicycle connections through the use of sidepaths. A sidepath is a bidirectional shared use path located immediately adjacent and parallel to a roadway. By definition, sidepaths are different from sidewalks as they are intended to accommodate both walking and bicycling. As such, these paths are often wider than traditional sidewalks and will be constructed with asphalt as opposed to concrete sidewalks.

“The Village seeks to better connect the existing Historic Main Street to Mequon Road through the addition of sidewalks, sidepaths, and off-street trails. All developments within the Village Center District are envisioned to be pedestrian-friendly in design, which includes, at a minimum, sidewalks. The proposed improvements to the sidewalk network are designed to connect sidewalks which currently begin and end sporadically and to improve the connections between residential and non-residential areas of the Village Center. The new sidewalk network will provide a safe and reliable method for residents to walk to the destinations, increasing the potential for more residents to utilize these facilities as a form of transportation.”

VILLAGE OF GERMANTOWN 2050 COMPREHENSIVE PLAN

Village Center Circulation: Future Vision

(see map following page)

- 1 Division Road**
Painted/stripped bike lanes and sidewalk to be added.



- 2 Sylvan Cir**
Shared lane markings, on street parking with differentiated pavement, and sidewalks to be added.



- 3 Main Street (Downtown)**
Highly designed street with pedestrian focus.



- 4 Western Ave**
Sidepath and sidewalks to be added.



- 5 Squire Drive**
Sidepath and sidewalks to be added.



- 6 Pilgrim Road**
Sidepath and sidewalks to be added.



- 7 Mequon Road**
On-street, separated (buffered) bike lanes
NOTE: Dimensions not specific to Mequon Road



- 8 Allee**
Tree-lined multi-use trail that connects mixed-use development on Mequon Road to park and recreation uses to the north.



- 9 Secondary Trails**
Combination of paved and unpaved paths that connect existing and new residents to retail and recreation destinations throughout Village Center.



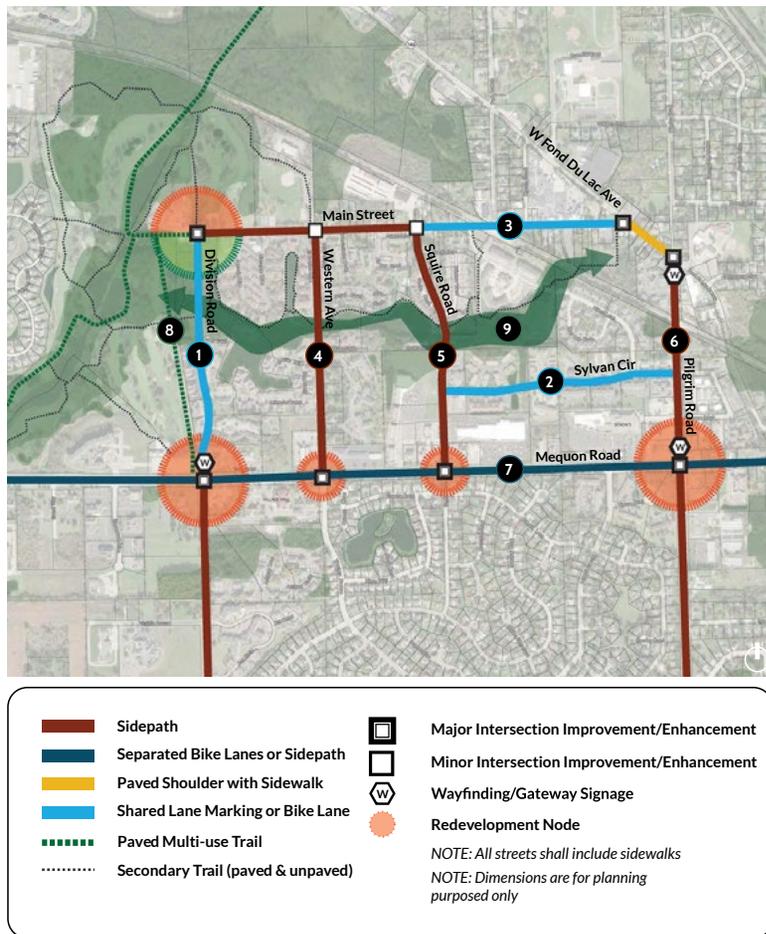
▲ Cross sections taken from the 2018 Village Master Plan: Connecting Saxony Village

PLANNING BACKGROUND

Village of Germantown 2050 Comprehensive Plan

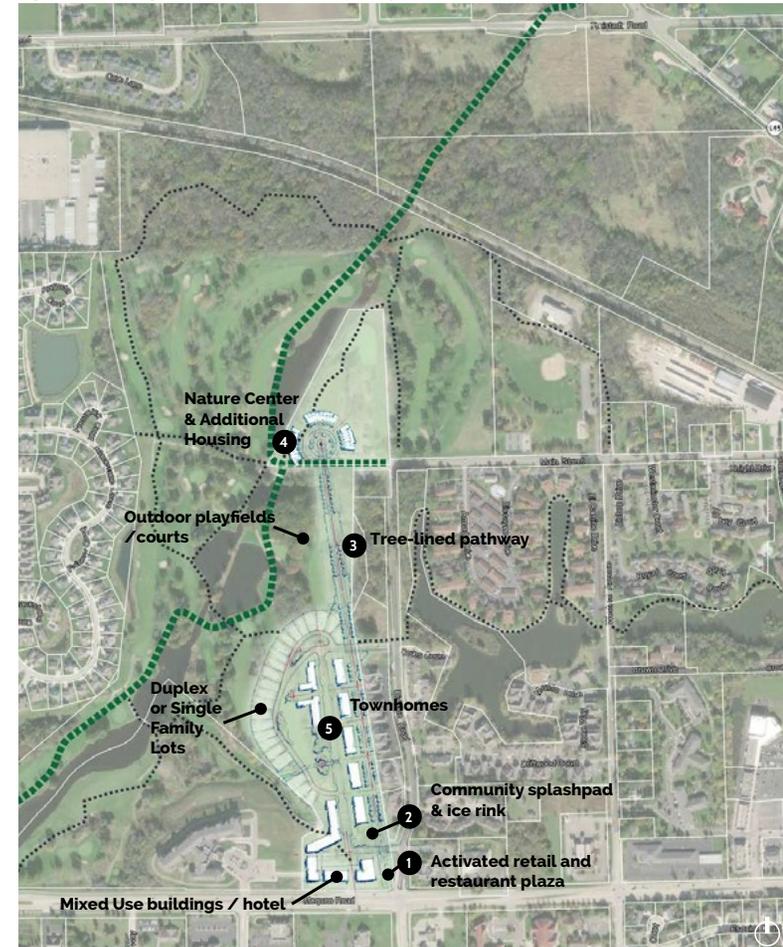
6: Economic Development / OPPORTUNITY AREAS

Figure 6.3 – Village Center - Circulation and Nodes



6: Economic Development / OPPORTUNITY AREAS

Figure 6.4 – Village Center - Blackstone Development Node



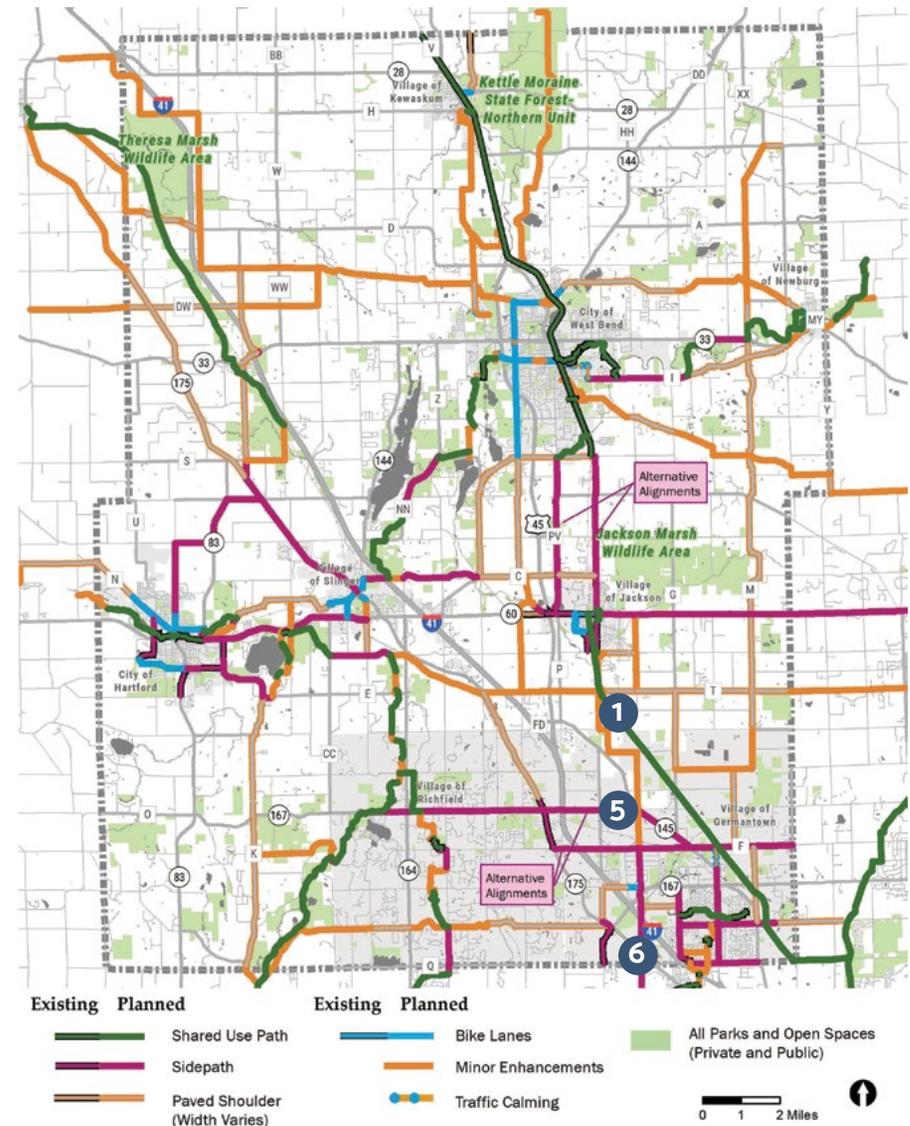
PLANNING BACKGROUND

Washington County Bikeway & Trail Network Plan

Washington County adopted its Bike & Trail Network Plan in 2019 ([linked here](#)). The planning process involved the establishment of a vision and goals for bikeways and trails across the County, an assessment of existing conditions and gaps in the network, public engagement to assess community priorities, and a series of trail and programmatic recommendations to guide the development of a trail network across the County. The implementation in the County plan identifies the involvement of local municipalities through the development of trails along local roadways. The Plan provides guidelines for the design and standards for these trails and asks local governments to assist in the administration of trail development during land use planning processes such as when new developments occur along planned trail routes to ensure they are accommodated. Local governments are encouraged to update their ordinances and local plans in alignment with the County Plan to ensure the bikeway and trail network is implemented in each community.

The County Plan includes the following recommendations for municipalities:

- Utilize the standard design guidelines for on-street bikeways and paths from the County.
- As preliminary plats and Certified Survey Maps are submitted, work with the County to consider possible bicycle and pedestrian accommodation based on Plan recommendations. Meet with developers and builders' associations to increase awareness of this Plan, so they will know to include easements or connections for the recommended bikeway and trail network.
- Annually review crashes flagged as "bicycle" or "pedestrian" and take a multi-disciplinary approach to addressing intersection concerns or problem areas as appropriate.
- Develop a sustainable strategy for annual maintenance needs and responsibilities. Include guidelines for necessary agency commitments (such as how frequently to trim back vegetation from trails). Consider a longer-term maintenance and replacement of infrastructure.
- Establish annual capital investments for bicycle and pedestrian infrastructure improvements.
- Provide "Pedestrian & Bicycle Safety for Law Enforcement" course for local law enforcement officers.



PLANNING BACKGROUND

Washington County Bikeway & Trail Network Plan

The County Plan identifies seven “Priority Corridors,” three of which are within the Village of Germantown (numbered on the map to the left):

1. Jackson to Germantown via Eisenbahn State Trail Extension
5. Holy Hill Road-Freistadt Road
6. Germantown to Bugline Trail via I-41 Pedestrian Overpass

Priority Trail Alignments (Washington County - 2019)



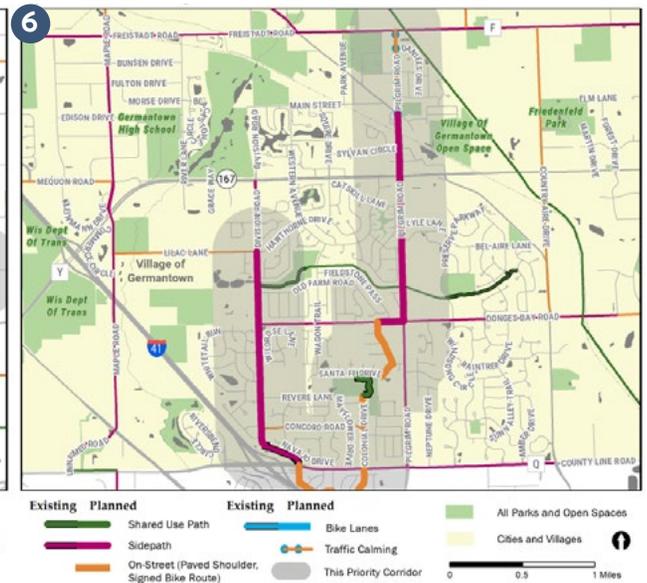
1. Jackson to Germantown via Eisenbahn State Trail Extension

This potential “Rails to Trails” route has the advantage of being flat, removed from traffic, and, in this case, travel through rural farmlands to connect to two important communities. However, this railroad is currently in use by the Canadian National railroad. The Village should continue to support this trail in collaboration with the County.



5. Holy Hill Road-Freistadt Road

This east-west route will serve as a gateway for Germantown and Richfield residents to access the scenic Holy Hill area. It also provides a connection to several important County parks and schools. This route proposes two alternatives: the first uses Appleton Avenue (STH 175) to go from Holy Hill Road to Freistadt Road; while the second uses Fond du Lac Avenue (STH 145).



6. Germantown to Bugline Trail via I-41 Pedestrian Overpass

This corridor provides Germantown residents with a safe, all-ages-and-abilities route to access the Bugline Trail and Menomonee River Parkway in Menomonee Falls. The existing sidepaths on Division Road, Pilgrim Road, and Donges Bay Road need to be rebuilt to state design standards to safely accommodate bicyclists and pedestrians, which is why they appear as “Planned” sidepaths. The route also includes on-street improvements along local village-owned streets.

OTHER PLANS

As part of this master planning project, Germantown reached out to select nearby communities and organizations to understand existing and planned bike/ped facilities.

Route of the Badger

The Route of the Badger is a proposed path network in southeastern Wisconsin promoted by the Rails-to-Trails Conservancy, a national organization that advocates for the conversion of disused or lightly-used rail rights-of-way into active transport paths. The Route of the Badger aims to link southeastern Wisconsin's 340 miles of existing paths into a connected 500-mile network. In Washington County, many of the connections are based on the SEWRPC VISION 2050 Plan. The proposed path network mainly runs through the southern and central portions of Washington County including Freistadt Road and Canadian National railroad right-of-way within Village of Germantown.

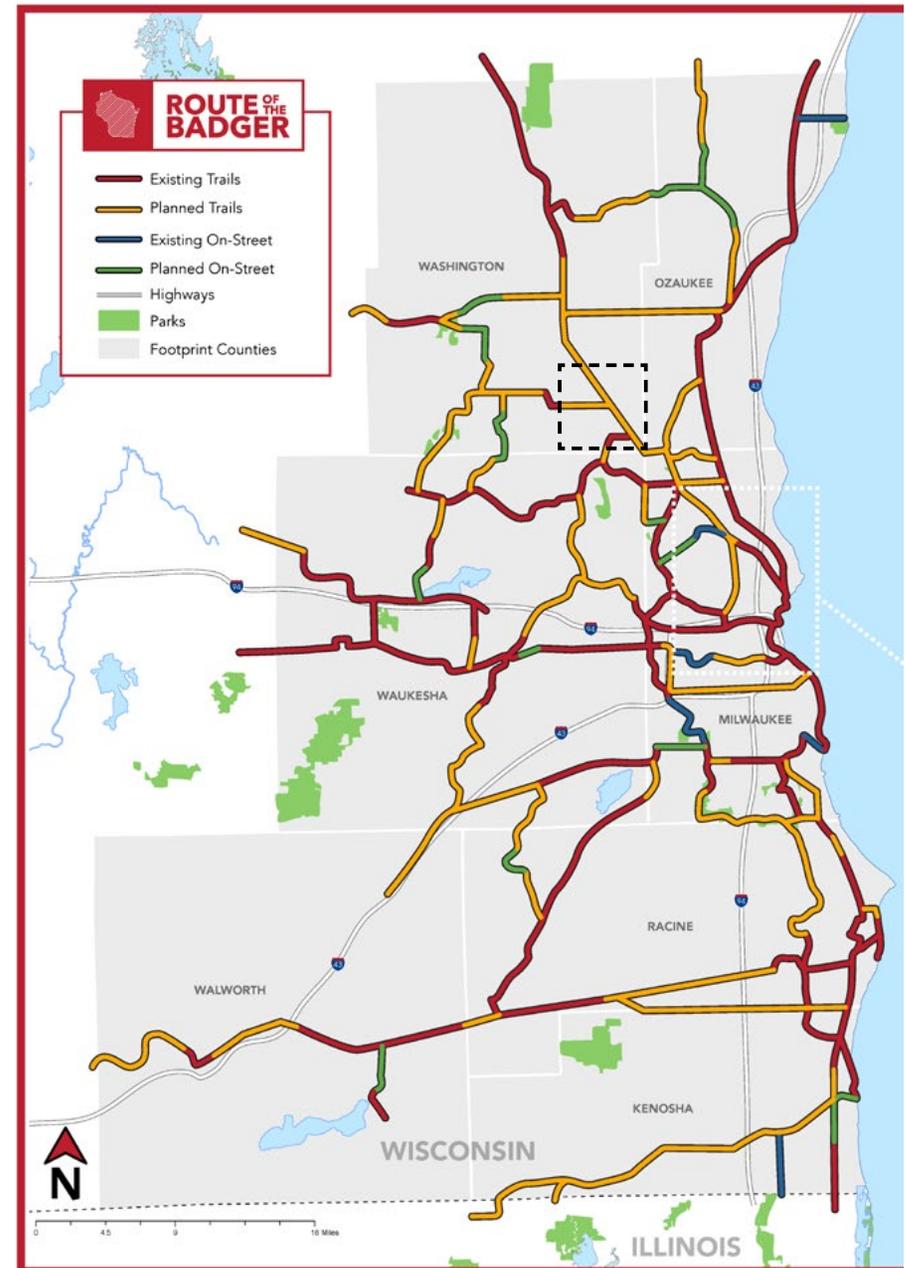
Regional Trails (Oak Leaf Trail; Bugline Trail; Interurban Trail)

There is a growing network of Regional Trails in Southeast Wisconsin connecting communities from across the state. These trails tend to travel through natural areas or alongside roadways. The Oak Leaf Trail, Bugline Trail, and Interurban Trail all are within 4 miles of Germantown and have the potential to connect to Germantown to the larger regional area and destinations.

Today, the Oak Leaf Trail connects to the Interurban Trail through Milwaukee and Ozaukee Counties, running north-south, about 4 miles east of the Village of Germantown limits. The Menomonee Line spur of the Oak Leaf Trail extends west towards Waukesha County and ends 2 miles south of the Village and County limits. The Bugline Trail extends through Waukesha County, coming within just over half a mile of Washington County and the southern limits of the Village of Germantown.

City of Mequon

The City of Mequon has a joint Mequon-Thiensville Bike and Pedestrian Way Commission. The Commission created a study of biker and pedestrian needs in 2009 and updates this plan annually. In 2021, the Commission identified an off-road path on the south side of Donges Bay Road and prioritized this project as #12 of 16 total projects.



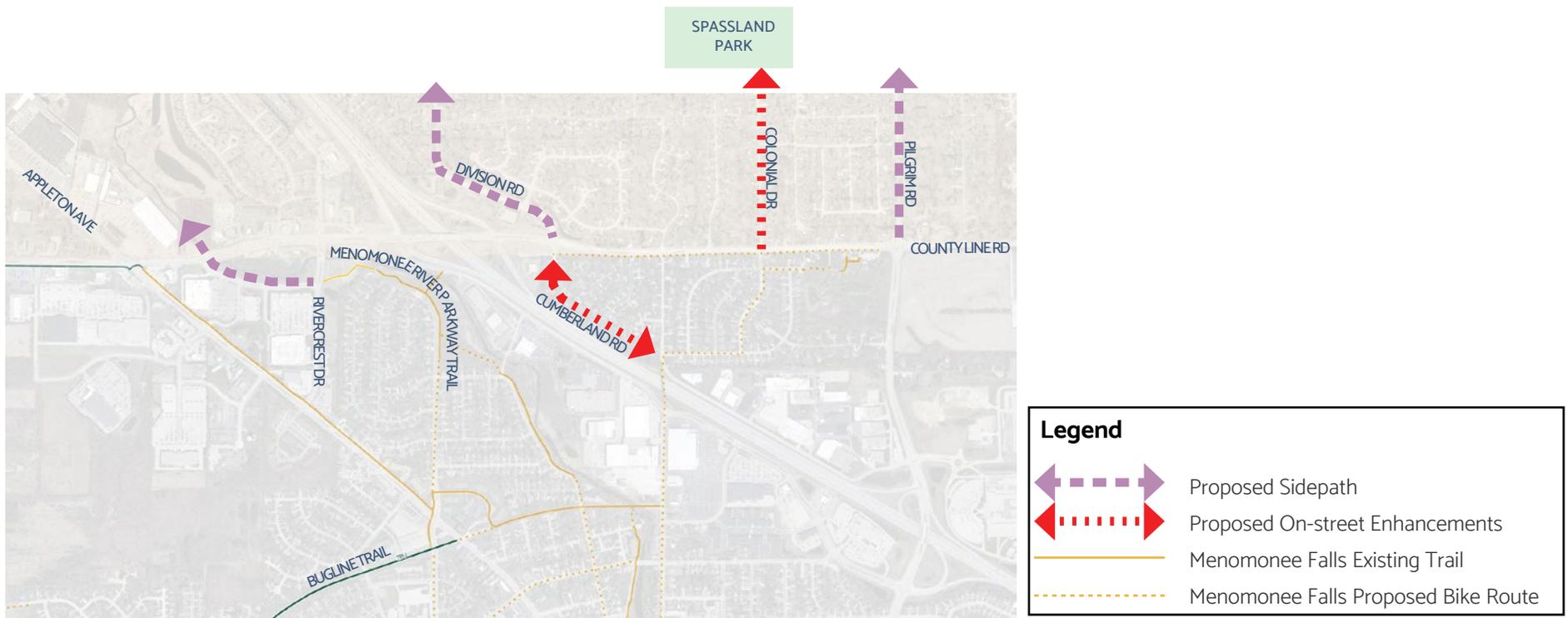
OTHER PLANS

Village of Menomonee Falls CORP

The Village of Menomonee Falls CORP 2016-2020 is an accurate reflection of planned bike/ped trails within Menomonee Falls. Menomonee River Parkway Trail was recently extended all the way to County Line Road and Rivercrest Drive. This would be a great connection opportunity for Germantown to continue a Menomonee River trail northwards to Schoen Laufen Park. The Menomonee Falls Menomonee River Parkway Trail runs through the Village of Menomonee Falls all the way to Dretzka Park (Milwaukee) and the Oak Leaf Trail.

Menomonee Falls “Old Falls Village” park includes a plan for a sidepath trail along County Line Road from Pilgrim Road to Cumberland Road (Division Road to the north). Menomonee Falls has not categorized this as a priority stretch of trail.

Finally, an opportunity exists to add bike route signage and minor roadway enhancements at Cumberland Road, Chippewa Drive (south of Colonial Drive in Germantown), and Water Street at County Line Road so that the residents of Germantown would know that they could travel south on those neighborhood streets to connect to the existing bike/ped bridge over I-41 by Costco, and ultimately connect to the Menomonee River Parkway Trail and Bugline Trail.



EXISTING BIKE/PEDESTRIAN FACILITIES

The following pages include documentation of existing bike and pedestrian facilities within the Village of Germantown as of 2023.

Roadway Bike/Ped Facilities: Follow streets and exist on or along the roadway within the right-of-way

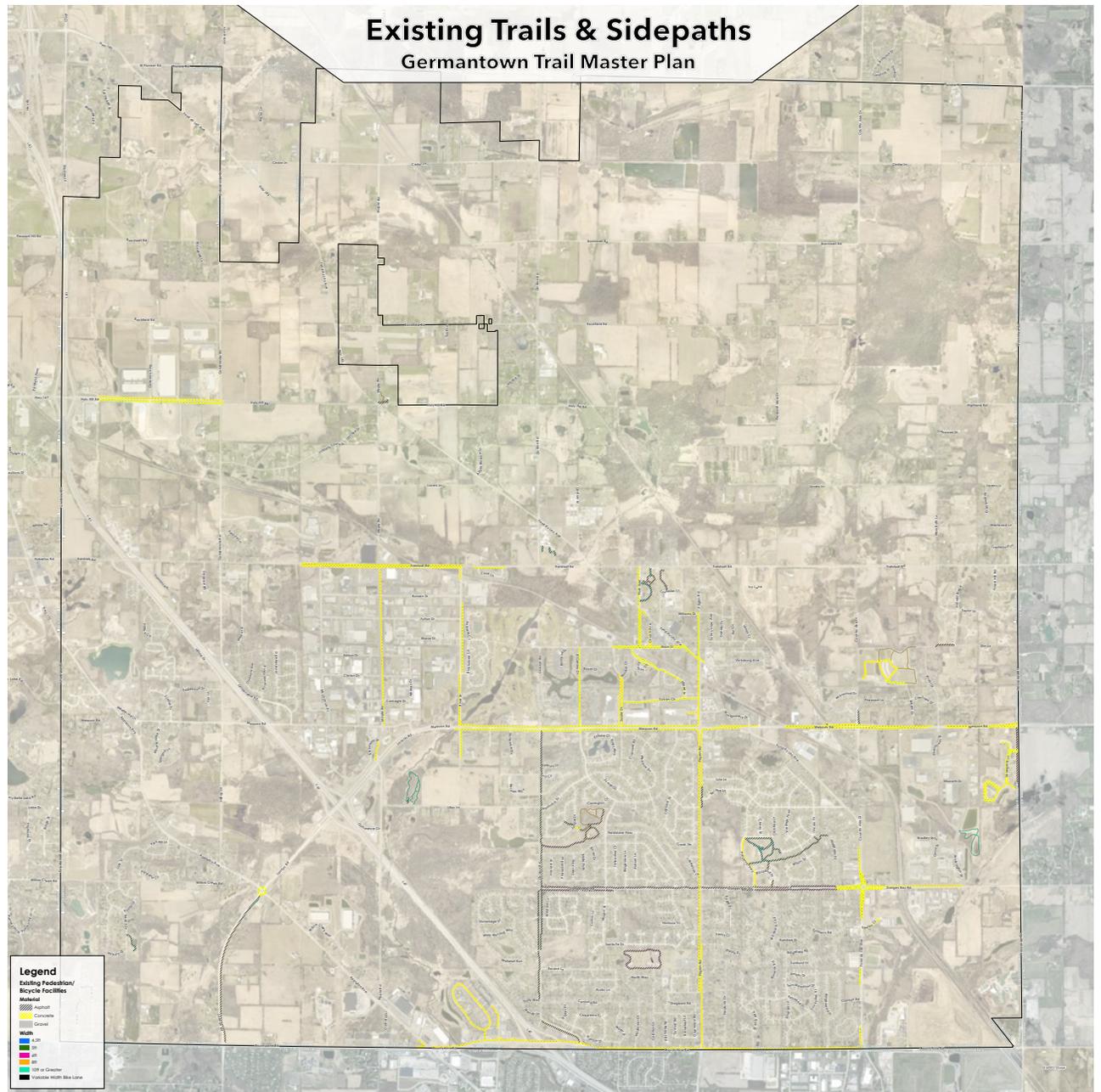
- Sidepath
- Bike lane
- Paved shoulder
- Marked bicycle route signage

Off-Street Trails: Travel through various properties, connecting major destinations, environmental features, and other areas

- Open space trails
- River trails

Park Trails: Exist within park properties and may connect to roadway and off-street bike/ped facilities

- Paved trails
- Gravel paths



EXISTING BIKE/PEDESTRIAN FACILITIES

Roadway Corridor Facilities Assessment

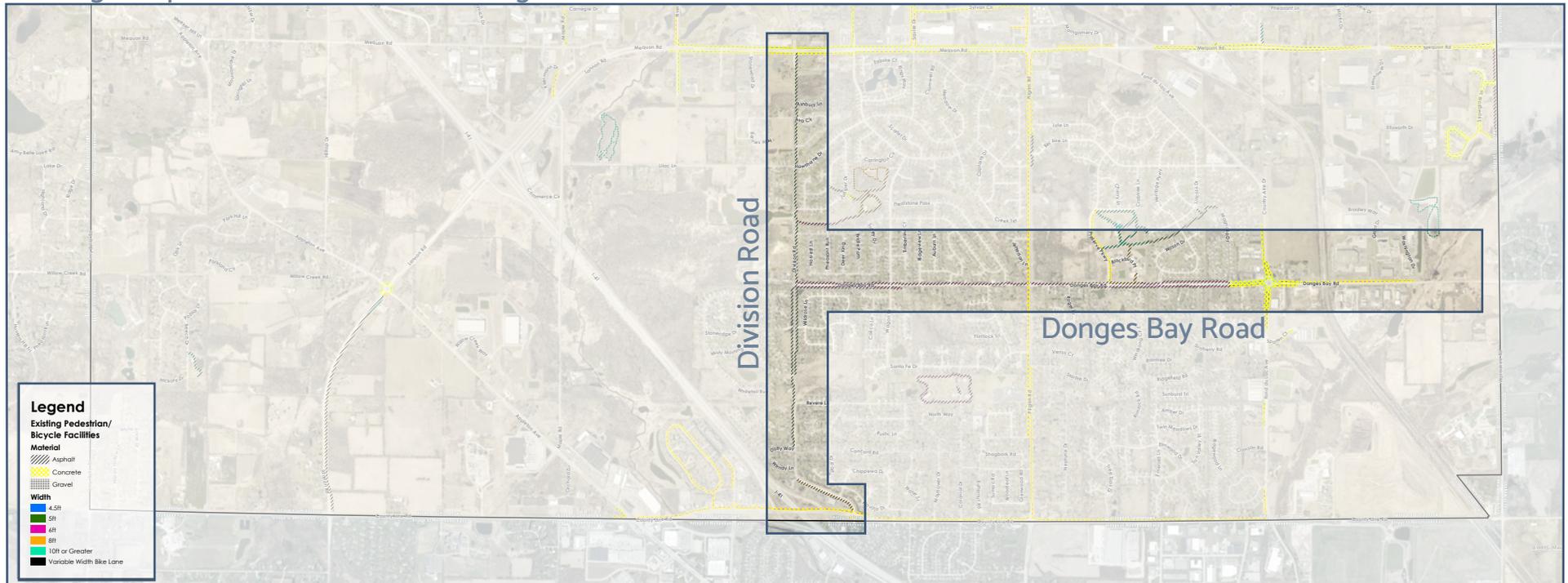
Division Road Sidepath/Trail -

There is a 5ft asphalt sidepath along the east side of Division Road from Mequon Road south to Donges Bay Road and along the west side of Division Road from Donges Bay Road south to Concord Road, just short of the connection to I-41 and County Line Road. The Division Road sidepath is in fair to poor condition with several low areas holding water. With the exception of the new section north of Tanglewood Drive on the east side of Division Road, the whole length of the sidepath from Main Street to County Line Road should be replaced with a new 8ft sidepath when this section of roadway is reconstructed by the Village. If grants are available/pursued, design needs to meet FDM/ADA/PROWAG standards (8' minimum width).

Donges Bay Road Sidepath/Trail -

The Donges Bay Road sidepath/trail is in need of widening and repair to meet the trail standards mentioned later in this plan. It is generally in poor condition with some select portions in good condition, especially the paths east of Pilgrim Road. East of Fond du Lac Avenue there is a 6-8ft asphalt path primarily on the north side with limited stretches on the south side. West of Fond du Lac Avenue there is a concrete sidewalk on the north side only. The stretch of pavement on the north side between Pilgrim and Fond du Lac is in new/very good condition west of Heritage Hills Parkway but could be widened to 8 ft; poor condition from Heritage Hills Parkway to Magnolia Drive and should be replaced and widened to 8ft; and good condition from Magnolia Drive to Fond du Lac Avenue but may need replacement with an 8ft path due to long-term planning. The south side between Pilgrim Road and Fond du Lac Avenue is generally in poor condition but could be replaced at its current width if necessary. As of 2023, the Village is constructing 5ft concrete sidewalk on the south side - and paved shoulders on both sides - from Washington Drive to Wasaukee Road.

Existing Sidepath/Trail Conditions - Village of Germantown (Southern Limits)



EXISTING BIKE/PEDESTRIAN FACILITIES

Roadway Corridor Facilities Assessment

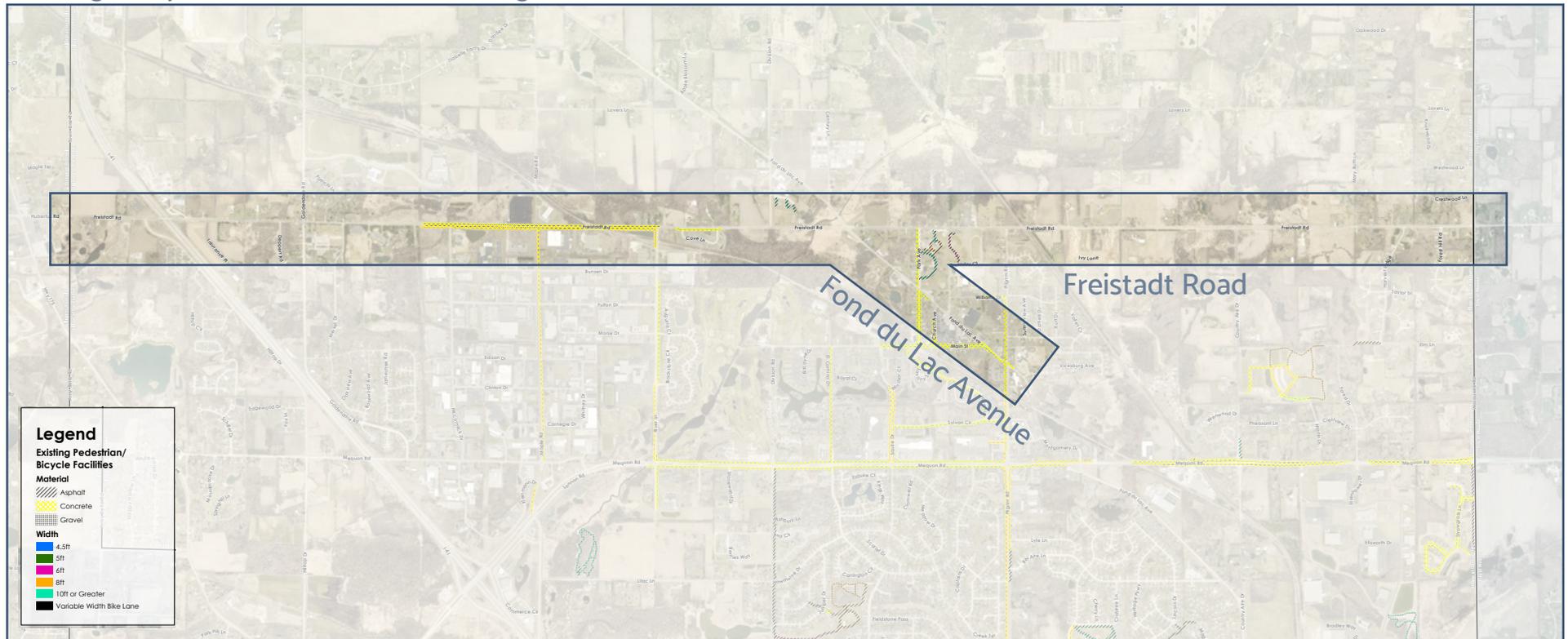
Fond du Lac Avenue (WIS 145) -

There is currently no pedestrian or bike access on Fond du Lac Avenue between Holy Hill Road and Pilgrim Road except for a 600ft stretch of sidewalk in the Village Center and a small area of on-street paved shoulder for bicycles approaching Pilgrim Road.

Freistadt Road -

There is a 6ft sidewalk along the south side of Freistadt Road from Homestead Hollow County Park to River Lane and a 5ft striped on-road bike lanes along the same stretch. The roadway narrows east of River Lane, and the Village CORP identifies potential off-street sidepaths for this corridor to make connections to the Interurban Trail.

Existing Sidepath/Trail Conditions - Village of Germantown (Central Limits)



EXISTING BIKE/PEDESTRIAN FACILITIES

Roadway Corridor Facilities Assessment

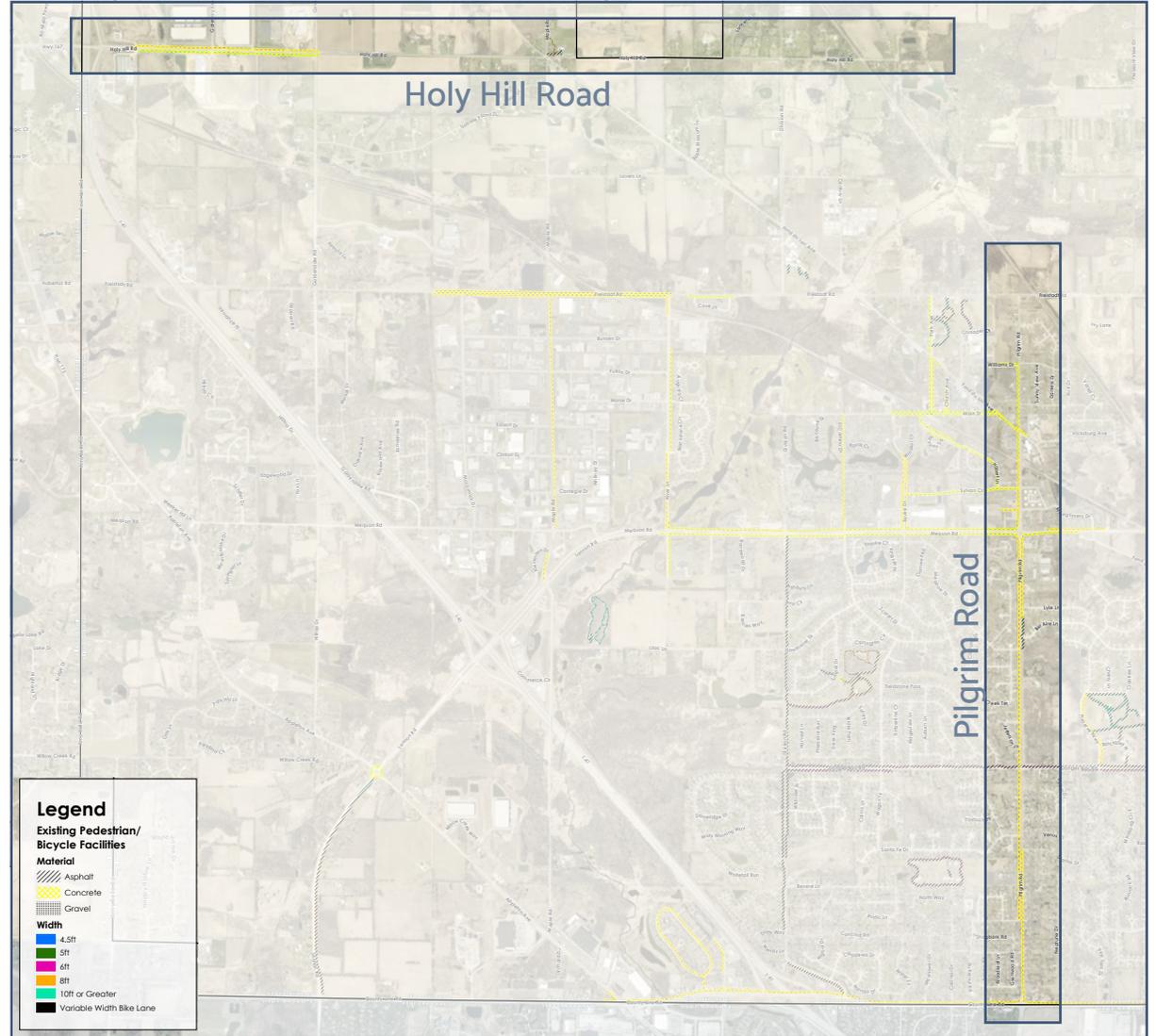
Holy Hill Road -

There is a 6ft concrete sidewalk along the north side and a 10ft concrete sidepath along the south side of Holy Hill Road from the 48th Street east of I-41 running 4,000 ft east to Goldendale Road. The Village CORP identifies potential off-street sidepaths for this corridor all the way to WIS 145, as part of a possible regional trail connection route along Freistadt Road to the Interurban Trail.

Pilgrim Road Sidepath/Trail -

There is a 6ft concrete path inconsistently along both sides of Pilgrim Road from Williams Drive just south of Freistadt Road for its entire length to County Line Road, but requiring users to cross the street to traverse its length.

Existing Sidepath/Trail Conditions - Village of Germantown (Southwest Limits)



EXISTING BIKE/PEDESTRIAN FACILITIES

Park Facilities Assessment

There are several trails within park facilities in Germantown, but not all parks contain trails. The trails within Germantown's parks are generally in good condition with some opportunities for improvements. Some trail widths are not wide enough to be used as multi-use for pedestrians and bikes. The Village adopted its Comprehensive Outdoor Recreation Plan (CORP) in 2021 which includes all planned improvements to park properties.

Spassland Park Trail/Path -

In general this paved trail is in good to very good condition. The installation of the culvert and raising of the asphalt pathway on the western end of the park has greatly improved access during all seasons. The current width of the pathway is under the 8' width minimum recommended for a multi-use facility. The connector trail to the west at Revere Lane was improved with the gas line project in 2016/2017.

Germantown Parks Map - 2021 CORP

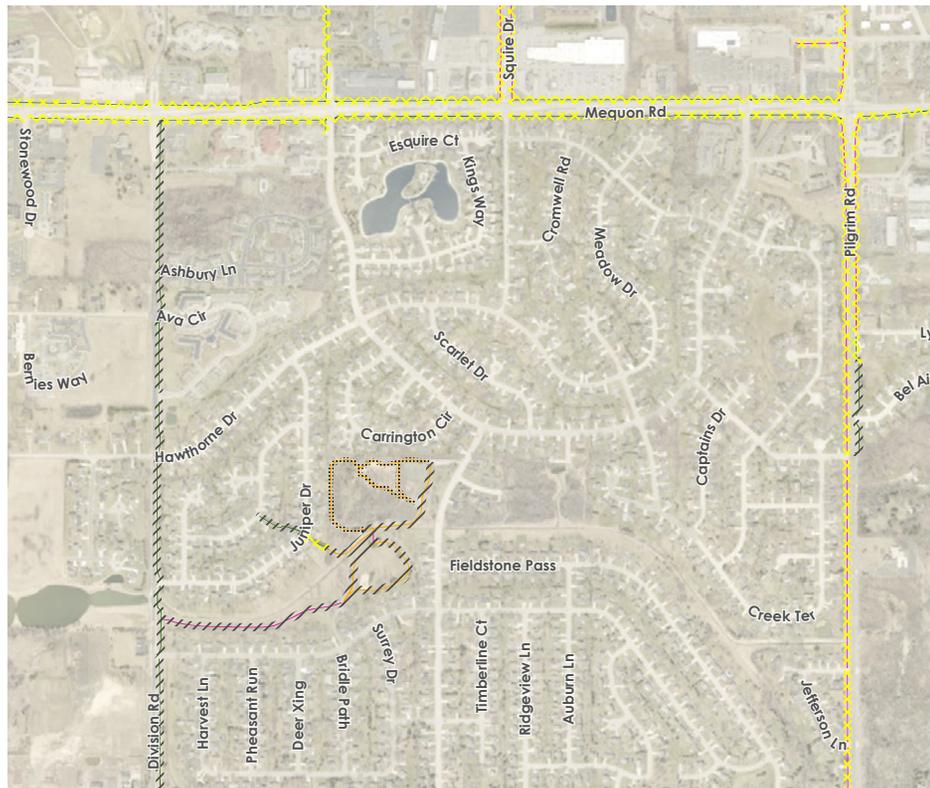


EXISTING BIKE/PEDESTRIAN FACILITIES

Park Facilities Assessment

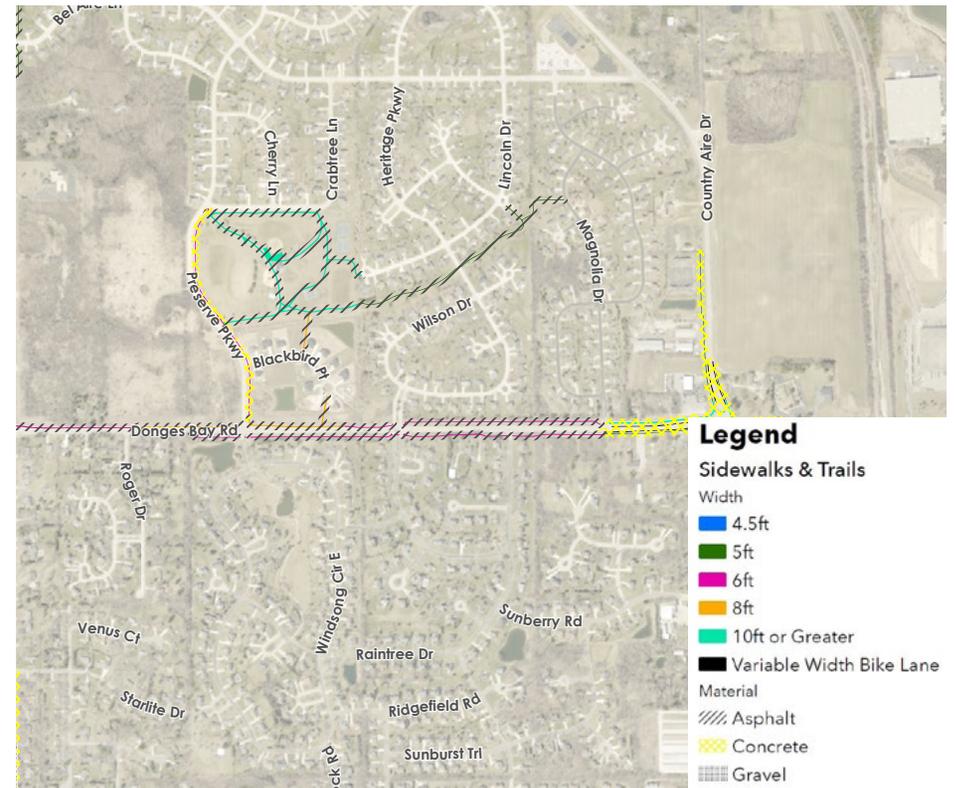
Alt Bauer Park Trail/Path -

In general the paved trails are in fair to good condition and mostly accessible in all seasons.



Kinderberg Park Trail/Path -

In general the paved trails within the park are in good to very good condition. The connector trail coming from the east through the Heritage Hills subdivision is narrower than the 8' recommended width for a multi-use path, however, the minimal traffic frequency does not warrant any immediate trail widening needs. There are low areas in the pathway that hold water especially in the Spring, this area is just east of the entrance to the park.



TRAIL RECOMMENDATIONS

Catalog of Trail Types



Shared Use Path

A shared use path can accommodate many different types of users - bikers, walkers, runners, roller bladers, etc - and can be found in urban, suburban, and rural areas alike.



Sidepath

A sidepath is typically a type of multi-use trail that follows closely alongside of an existing roadway. This type of trail is typically found in suburban or rural areas.



Bike Lane

A bike lane is a defined and marked area on the roadway for cyclists to travel. Bike lanes can be striped only (as shown above), or painted green for greater visibility.



Paved Shoulder

Ensuring that rural and suburban roadways are designed with paved shoulders allows cyclists and walkers to safely navigate streets with light traffic.



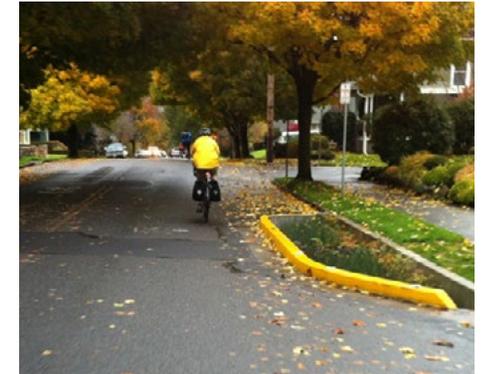
River Trail

A river trail is simply a shared use path, accommodating pedestrians, cyclists, roller bladers, and runners, that follows alongside a riverway and through the park/conservation land that surrounds these riparian areas. In Germantown, residents have expressed that a river trail along the watercourses should be a Village priority.



Minor Enhancements

Minor enhancements to roadways, such as signage, ensuring drive lanes are marked, and pavement is smooth enough for bike travel, helps keep Germantown's roads safe for all.



Traffic Calming

Bumpouts, raised intersections, and small traffic circles are examples of tools that can be used to flow vehicular traffic, making streets safer for cyclists and pedestrians.

TRAIL RECOMMENDATIONS

Trail Design

Primary Trail Design

- If grants are available/pursued, design needs to be meet FDM/ADA/PROWAG standards (8' minimum width).
- 10' wide, paved asphalt for Primary Trail; Crushed, compacted stone with binder may also be feasible for river trails
- On Grade Trail for the majority of trail length
- Elevated boardwalks for when the trail enters an environmentally sensitive area.

Trail Crossing Types

- At-grade intersection enhancements
- At-grade mid-block crossing
- Creekside underpass (utilize existing vehicular bridge over water)
- Ped bridge over roadway (none currently proposed)

Other Trail Features

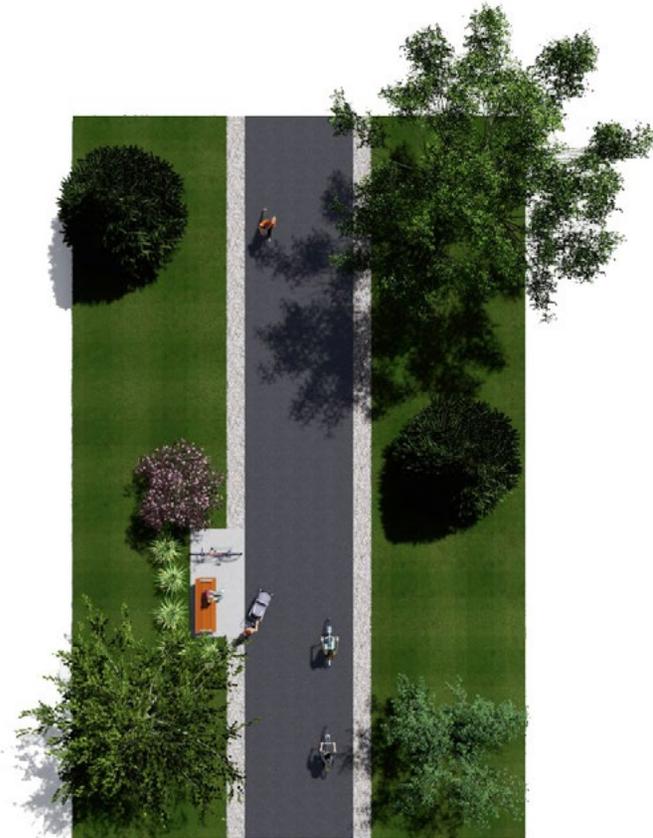
- Rest stops/seating areas/overlooks
- Wayfinding/signage
- Trailheads (parking/signage)

Trail Type: Shared-Use Path

- Fully separated from a street or road, often installed along rail or utility corridors or next to waterways.
- Typically paved and 10-12 feet wide (8' minimum width)
- Low-stress experience for many types of users (bicyclists, pedestrians, joggers)

Trail Type: Sidepath (Shared-Use Path along Roadway)

- Typically paved and 10-12 feet wide (8' minimum width)
- Paths next to urban and suburban roadways can increase hazards to bicyclists if there are numerous driveways and intersections
- Typically used on medium and high-volume streets with few intersections and driveways



TRAIL RECOMMENDATIONS

Trail Design



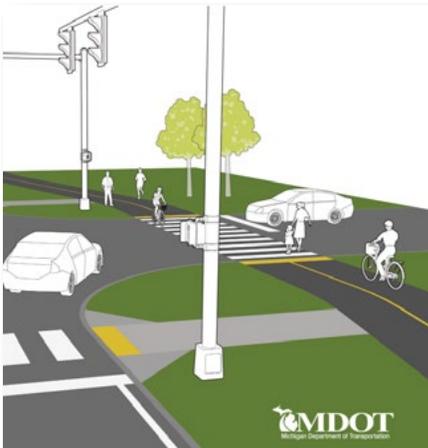
Elevated Boardwalk through Environmentally Sensitive Areas



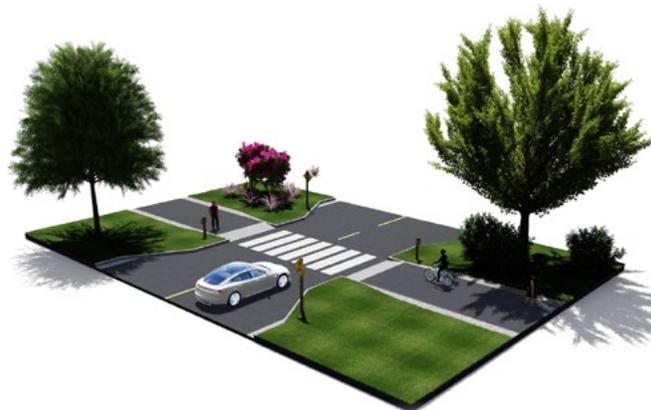
On-Grade Parallel to Wetlands or Rivers



Bridge Crossing



At-grade Crossing at Signalized Intersection
Source: Michigan Dept. of Transportation



At-Grade Mid-block Street Crossing



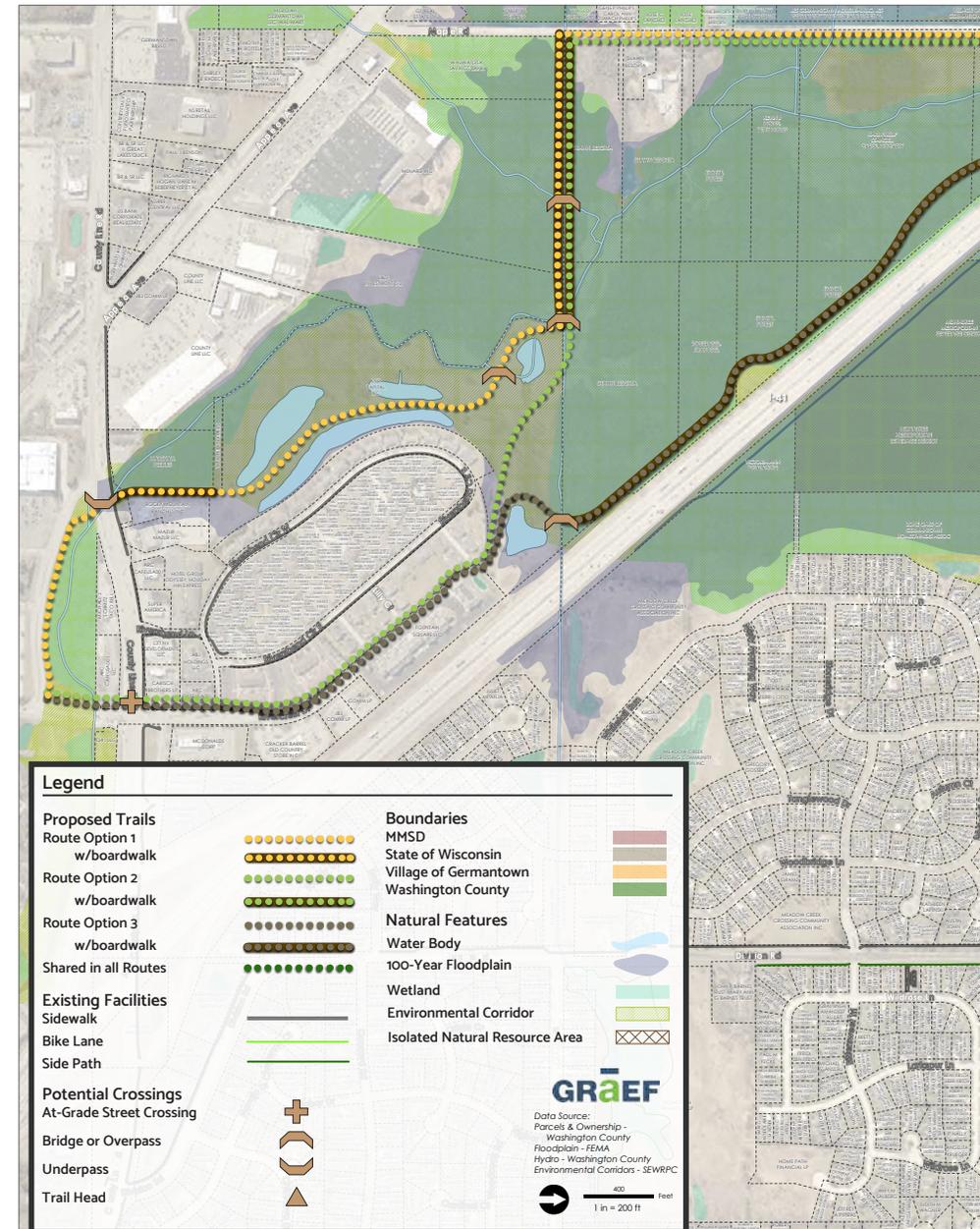
Trail Head Example (includes signage and parking)

TRAIL RECOMMENDATIONS

Menomonee River Trail

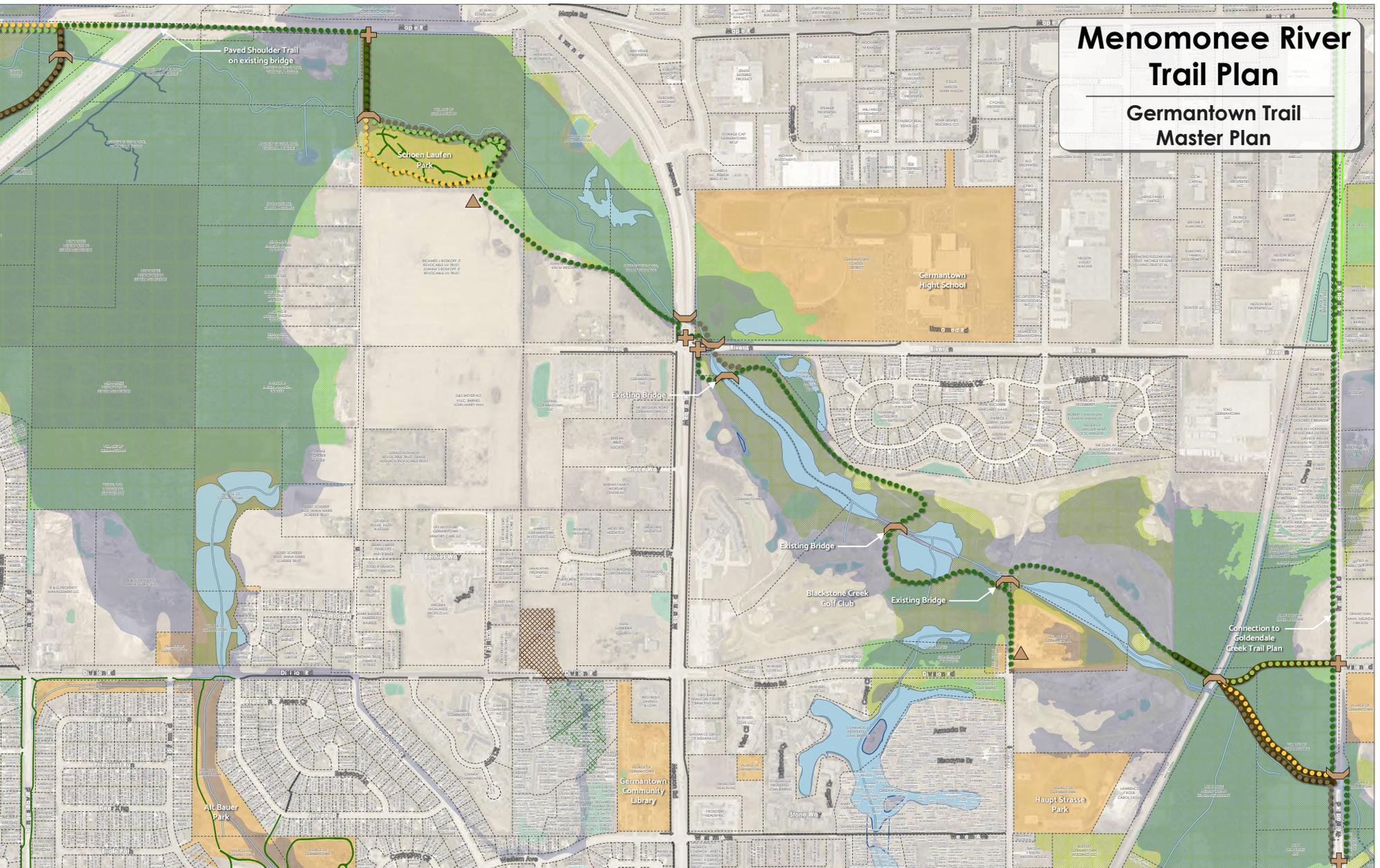
This map is an overview of the proposed trail alignments that include existing and proposed trails. Specific sites were chosen for the trails based on connections to existing trails/destinations, property ownership information, natural features, existing plans, and future development. The subsequent pages break down quadrants of the trail corridor and further describe the trail alignments.

It should be stated that these trail locations are only recommendations based on all the information the planning team had access to. Further analysis and exploration will be needed as the trail projects progress. Site visits, topographical surveys, ecological exploration, and further land ownership studies will need to be conducted to ensure the constructibility of the proposed trail routes.



TRAIL RECOMMENDATIONS

Menomonee River Trail

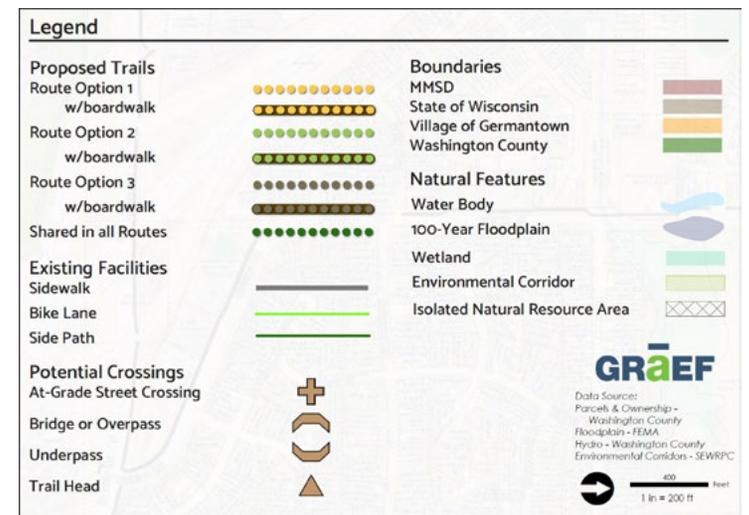


**Menomonee River
Trail Plan**
**Germantown Trail
Master Plan**

TRAIL RECOMMENDATIONS

Menomonee River Trail

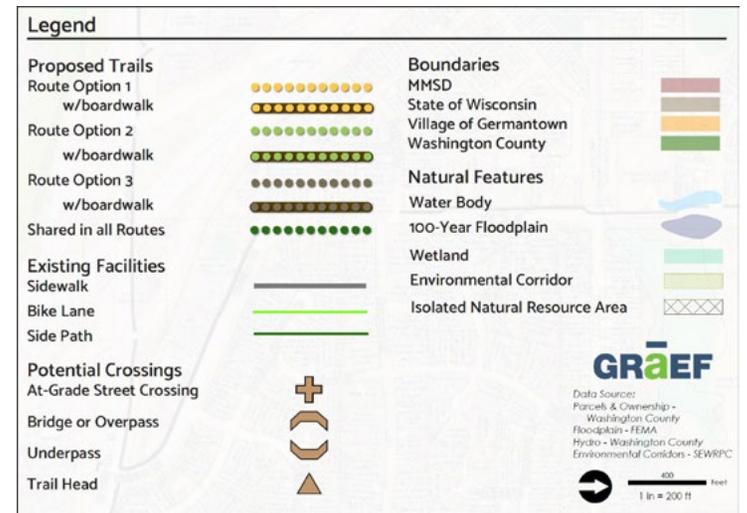
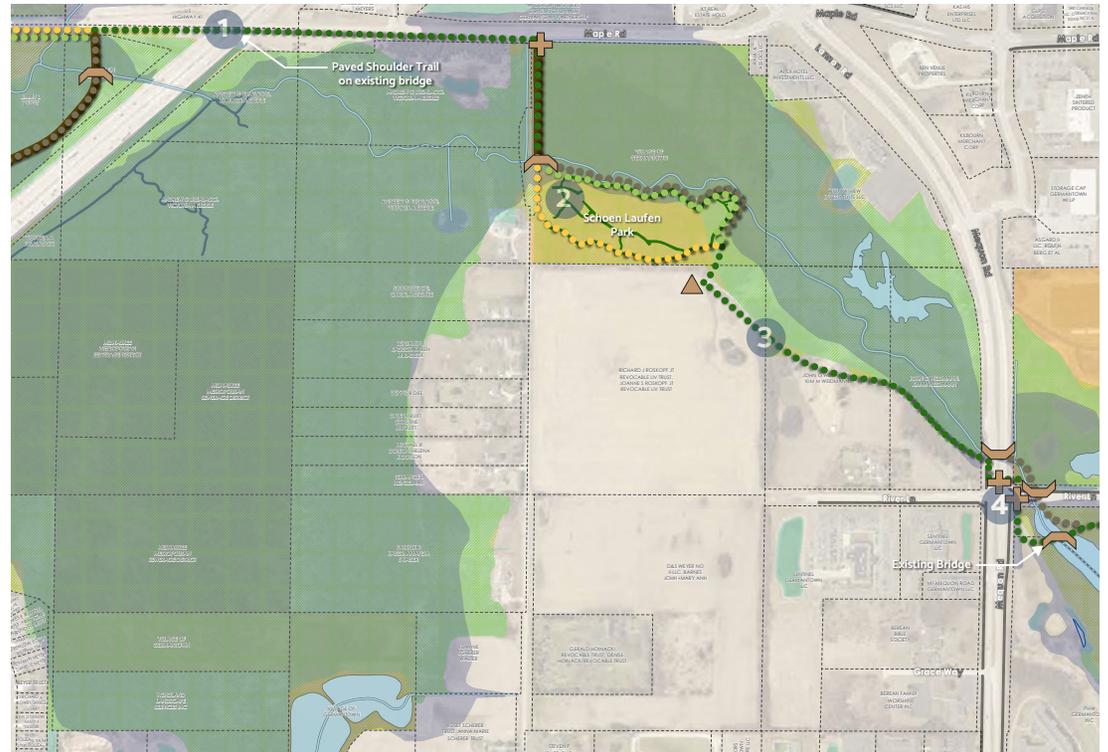
- 1 Existing Menomonee River Trail within Menomonee Falls.
- 2 Recommended sidepath along Shady Lane with either an underpass or at-grade crossing at County Line Road.
(More desirable trail route from a 'proximity-to-river' standpoint, but requires new bike/ped crossings at County Line Road as compared to route options 2 and 3.)
- 3 Recommended sidepath along Rivercrest Drive continuing northwest through private properties as a trail (Burke or Fountain Square LLC properties).
- 4 Route options 1 and 2 include trail that runs east towards Maple Road and then continues north as a sidepath along Maple Road.
(Routes 1 and 2 include non-residential properties which may be more receptive to public access easements for trail. These routes would also require substantial re-grading along Maple Road to accommodate new sidepath within eastern portion of ROW.)
- 5 Route option 3 includes trail that runs parallel to I-41.
(More scenic trail route, but requires multiple private property public access easements for trail.)



TRAIL RECOMMENDATIONS

Menomonee River Trail

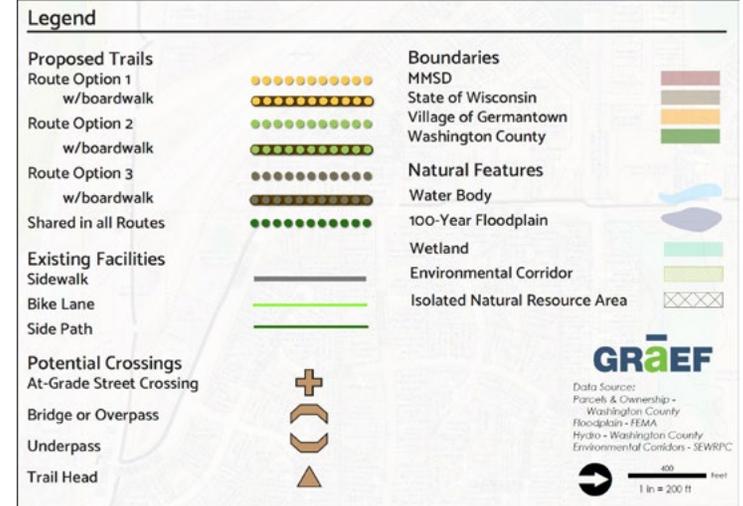
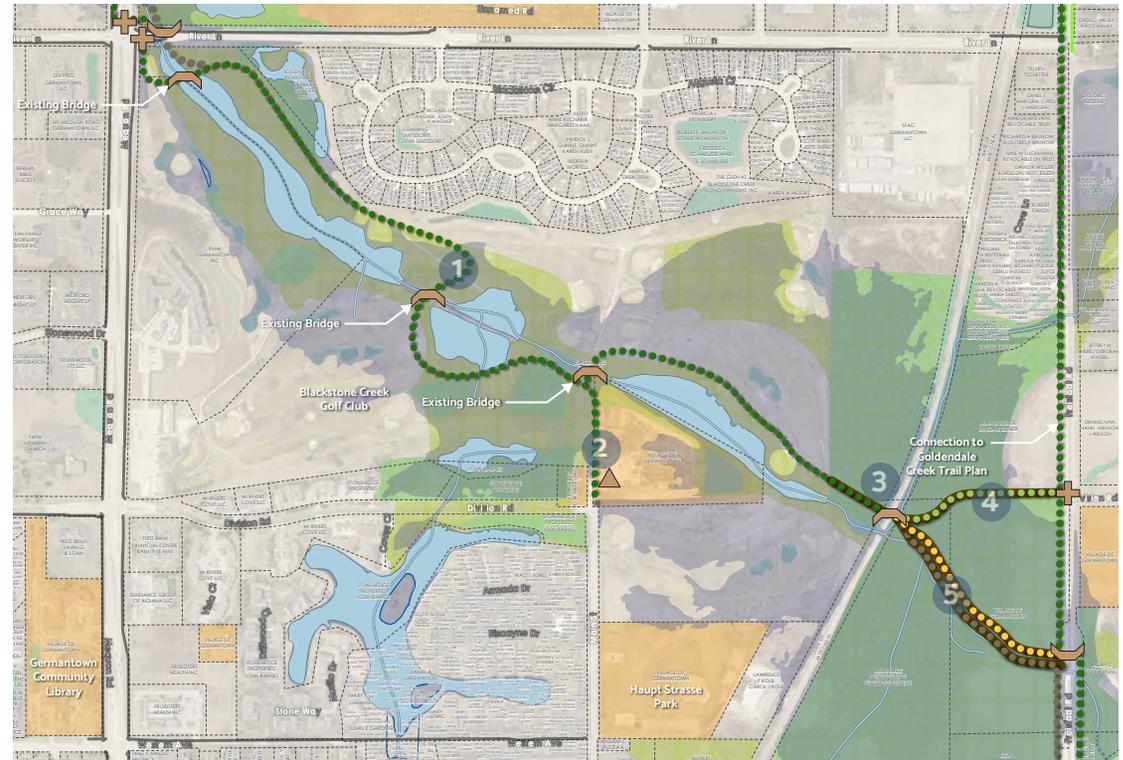
- 1 Sidepath along Maple Road transitions to paved shoulder over existing bridge over I-41 then back to sidepath along Maple Road and turning east on Lilac Lane.
(This route would also require substantial re-grading along Maple Road and Lilac Lane to accommodate new sidepath within ROW.)
- 2 Utilize existing trails within Schoen Laufen Park.
- 3 Trail hugs the edge of environmental corridor and privately-owned lands.
(Village should require public easements for trail as part of any private-sector development. Potential for a new trail head may also be appropriate depending on future use of vacant lands.)
- 4 Trail crossing at Mequon Road and River Lane.
(Trail underpass below Mequon Road should be explored, but clearance height may not be sufficient. At-grade crossings should include adequate bike/ped crossing signage and signals.)



TRAIL RECOMMENDATIONS

Menomonee River Trail

- 1 Recommended trail runs along Menomonee River.
(This is a planned redevelopment area within the village where the majority of this route is within undevelopable area. Recommended trail utilizes existing bridges where feasible as well as existing paths.
- 2 Recommended trail head at former village recycling center with access to new river trail and other recreational amenities.
- 3 Recommended trail bridge over railroad.
(Scenic, elevated views from the new bridge.)
- 4 Recommended trail route option 2 connects to Division Road and Freistadt Road intersection.
- 5 Recommended trail route options 1 and 3 run parallel to Menomonee River and connect with future Freistadt Road sidepath.



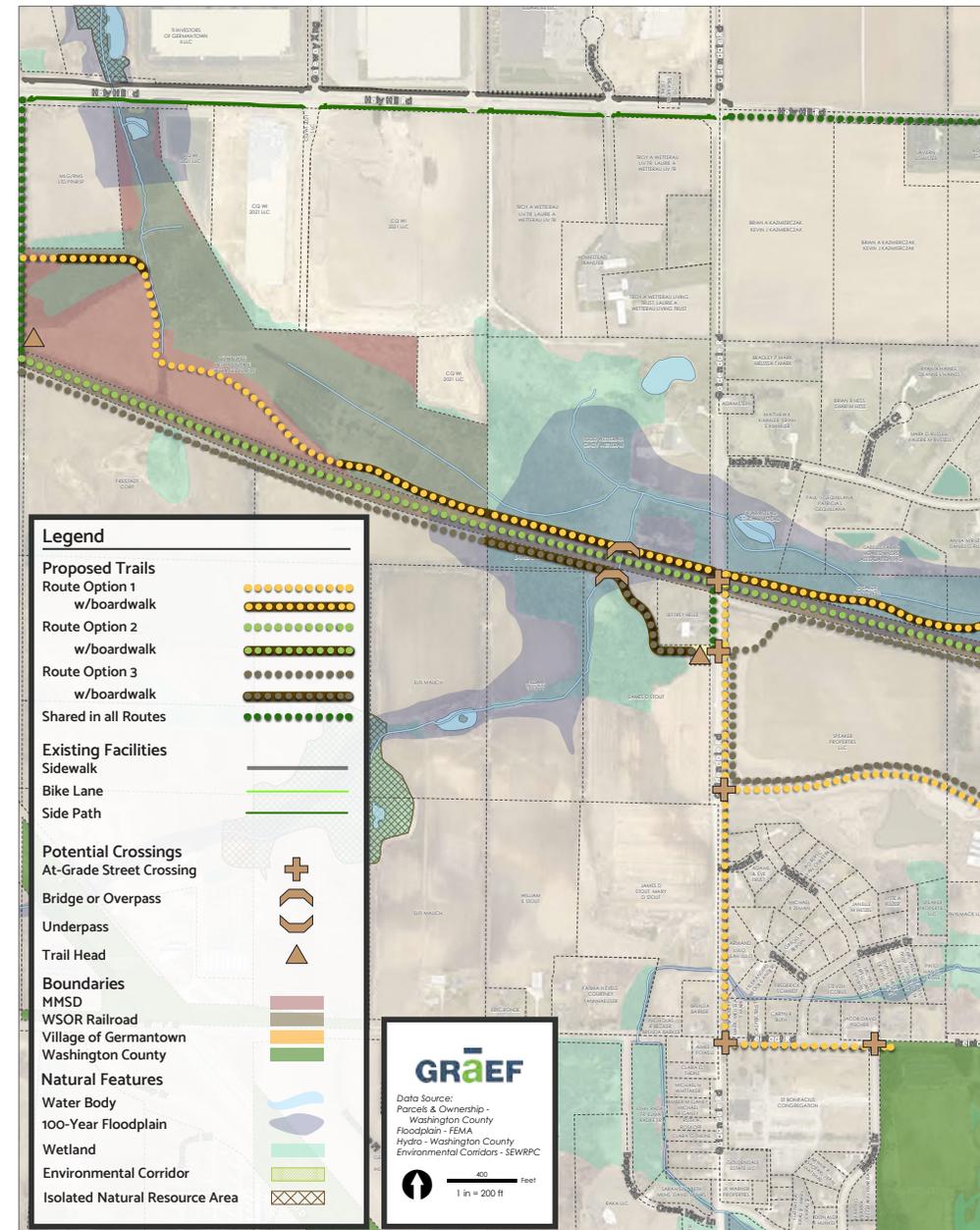
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TRAIL RECOMMENDATIONS

Goldendale Creek Trail

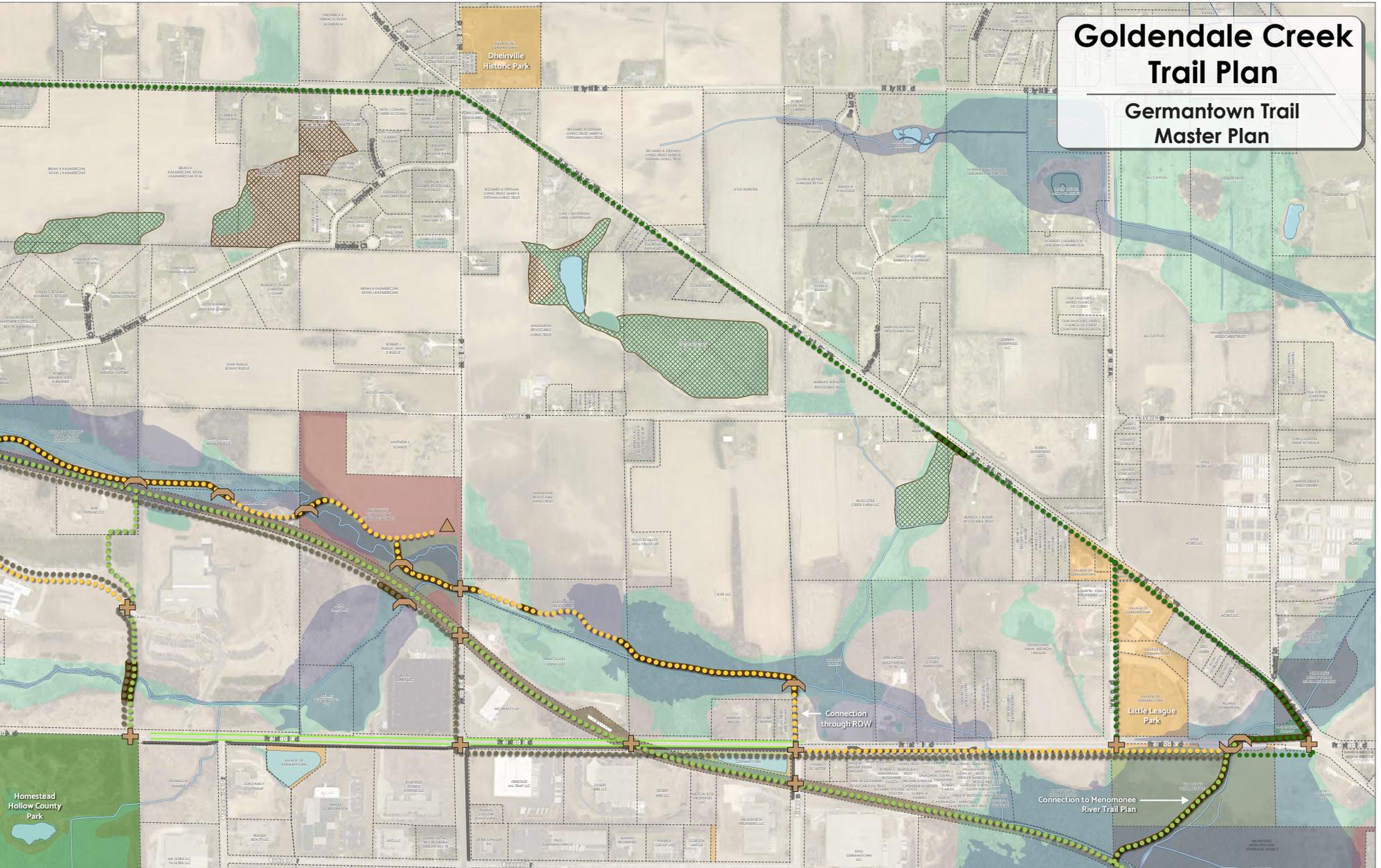
This map is an overview of the proposed trail alignments that include existing and proposed trails. Specific sites were chosen for the trails based on connections to existing trails/destinations, property ownership information, natural features, existing plans, and future development. The subsequent pages break down quadrants of the trail corridor and further describe the trail alignments.

It should be stated that these trail locations are only recommendations based on all the information the planning team had access to. Further analysis and exploration will be needed as the trail projects progress. Site visits, topographical surveys, ecological exploration, and further land ownership studies will need to be conducted to ensure the constructibility of the proposed trail routes.



TRAIL RECOMMENDATIONS

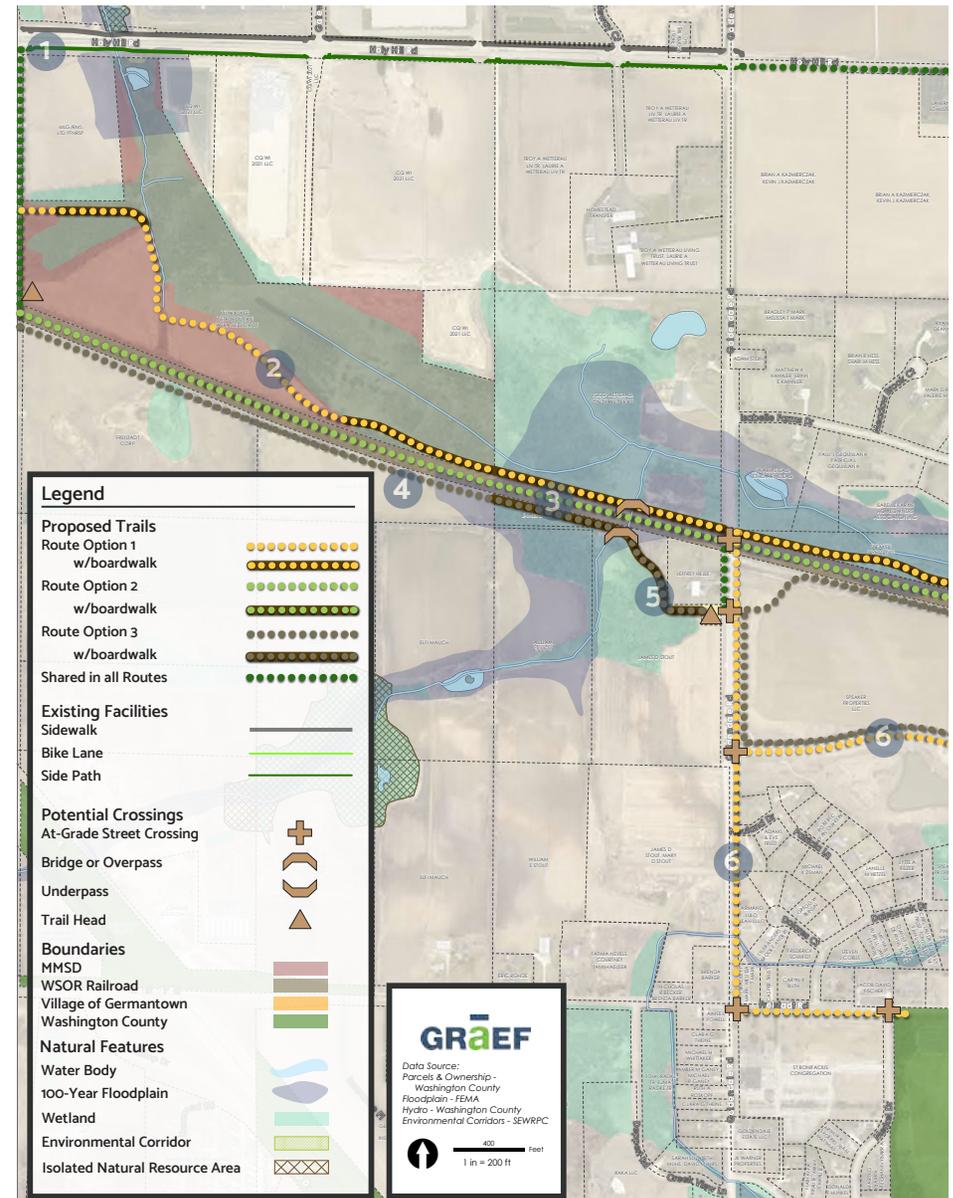
Goldendale Creek Trail



TRAIL RECOMMENDATIONS

Goldendale Creek Trail

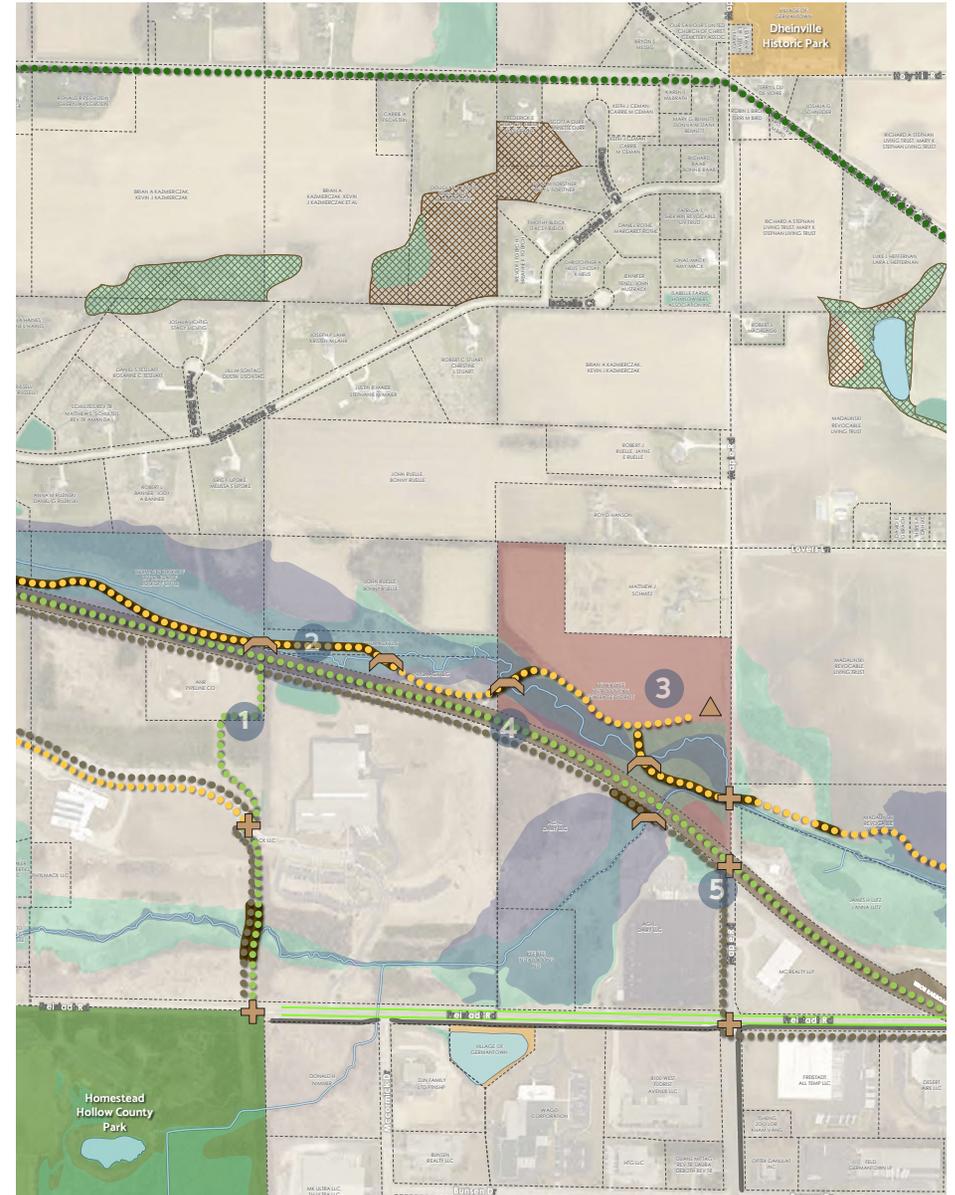
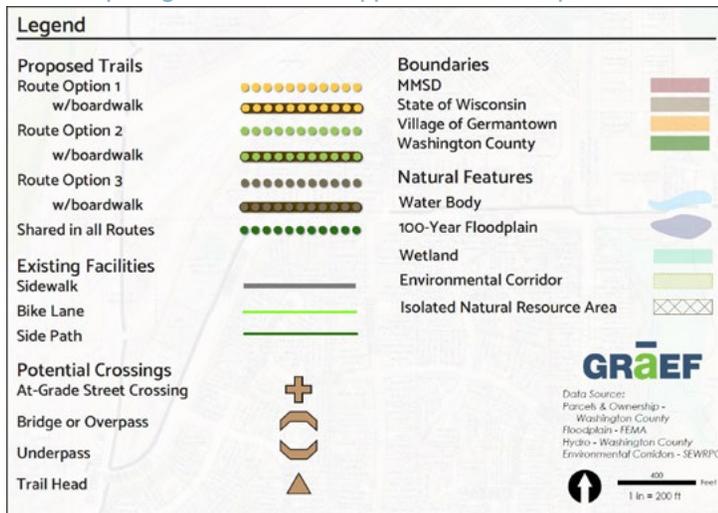
- 1 Recommended trail connects to existing Holy Hill Road sidepath.
(New sidepath runs along newly extended 48th Street public ROW southward.)
- 2 Recommended trail option 1 runs through existing MMSD-owned lands and continues along north side of railroad ROW.
(Requires public access easements with private property owners.)
- 3 Recommended trail route option 2 runs within railroad ROW.
(Requires railroad permission for rail-with-trail configuration.)
- 4 Recommended trail route option 3 runs along south side of railroad ROW.
(More direct trail access to future redevelopment lands south of railroad.)
- 5 Recommended trail jogs to the south to avoid private property and connect with existing village-owned property.
- 6 Recommended trail spur runs south along Goldendale Road and then along Freistadt Road as sidepaths to connect to Homestead Hollow County Park.
(Narrow Goldendale Road ROW south of JW Speaker roadway may prove difficult to obtain sufficient lands for new sidepath. Alternate trail spur route options show connection to Homestead Hollow County Park via JW Speaker roadway.)



TRAIL RECOMMENDATIONS

Goldendale Creek Trail

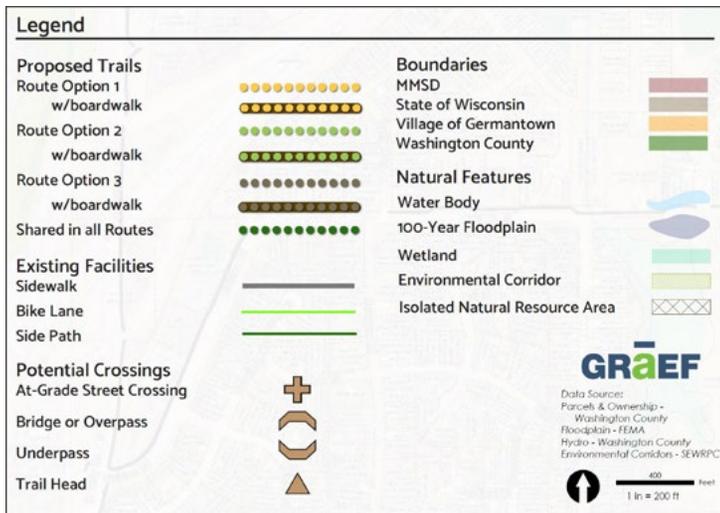
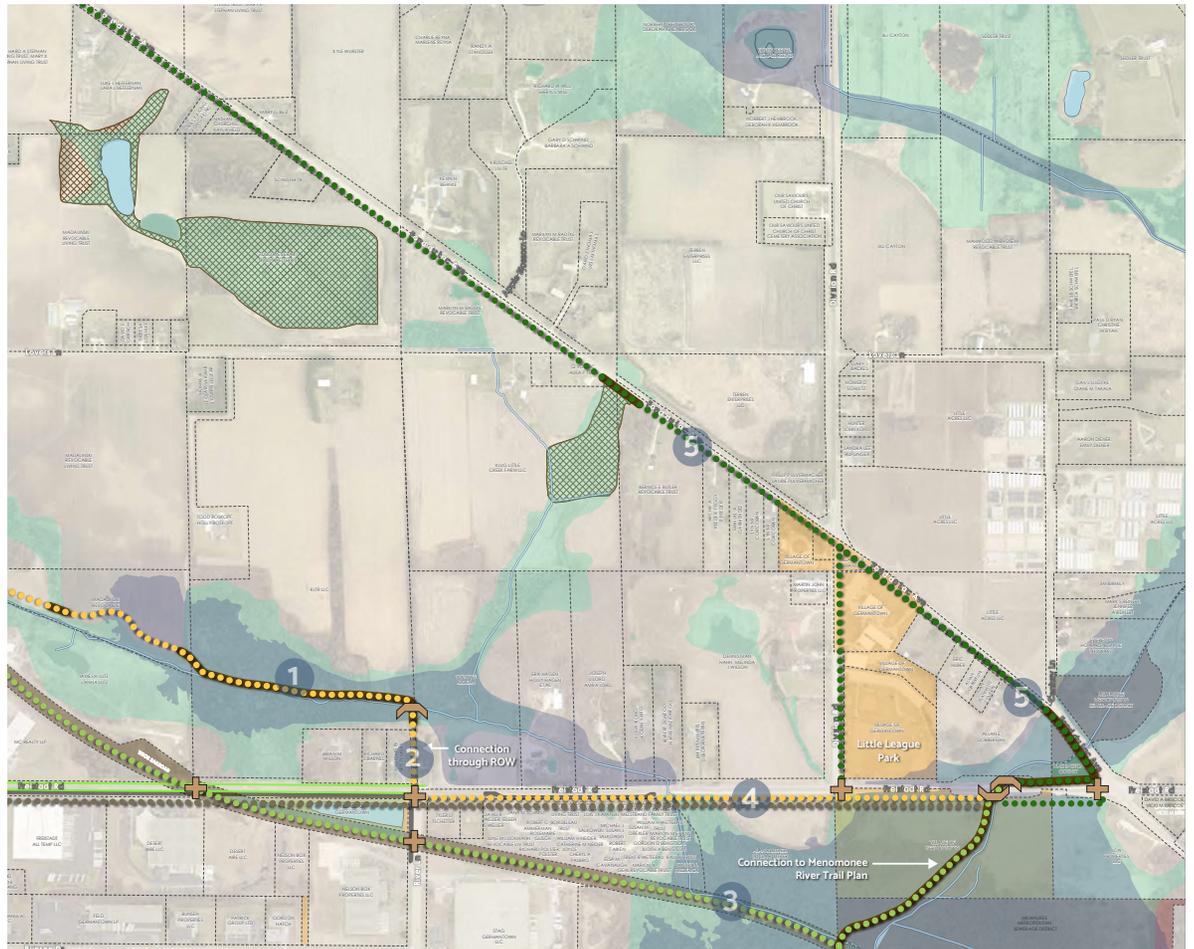
- 1 Recommended trail spur runs south within ANR Pipeline Co easement to connect to Homestead Hollow County Park.
(Requires agreement with gas company and JW Speaker to utilize lands not owned by Village. Route option 1 would require a railroad crossing which may not be feasible.)
- 2 Recommended trail option 1 runs along the north side of the railroad ROW through existing MMSD and privately-owned lands.
(Large portions of this route are within lowland areas and will likely require elevated boardwalk trails. Trail could be pushed further north to avoid lowland areas, but will require private property agreements for trail within developable areas.)
- 3 Recommended trail head and potential other nature-themed elements within MMSD-owned lands.
- 4 Recommended trail route option 2 runs within railroad ROW.
(Requires railroad permission for rail-with-trail configuration.)
- 5 Recommended trail route option 3 runs along south side of railroad ROW and then south on Maple Road to Freistadt Road.
(This route includes fewer private land owner access agreements as well as fewer lowland areas requiring boardwalks as opposed to route option 1.)



TRAIL RECOMMENDATIONS

Goldendale Creek Trail

- 1 Recommended trail along north side of Goldendale Creek.
(Requires public access easements with private property owners. May be desirable to shift trail alignment north to avoid floodplains.)
- 2 Recommended trail connects to Freistadt Road via existing ROW north of River Lane.
- 3 Recommended trail route option 2 runs within railroad ROW.
(Requires railroad permission for rail-with-trail configuration.)
- 4 Recommended Freistadt Road sidepath (see page 36).
- 5 Recommended Fond du lac sidepath (see page 36).



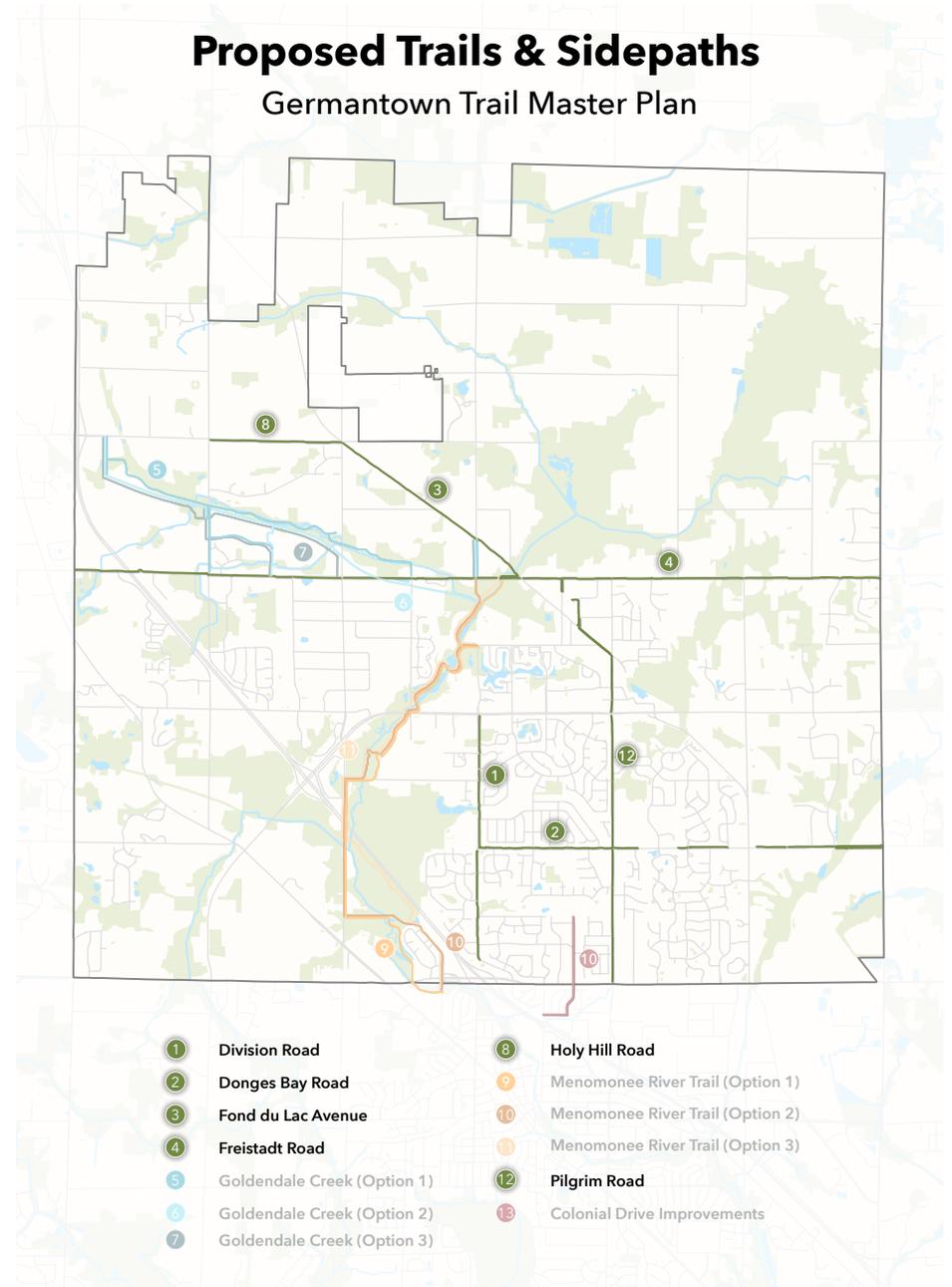
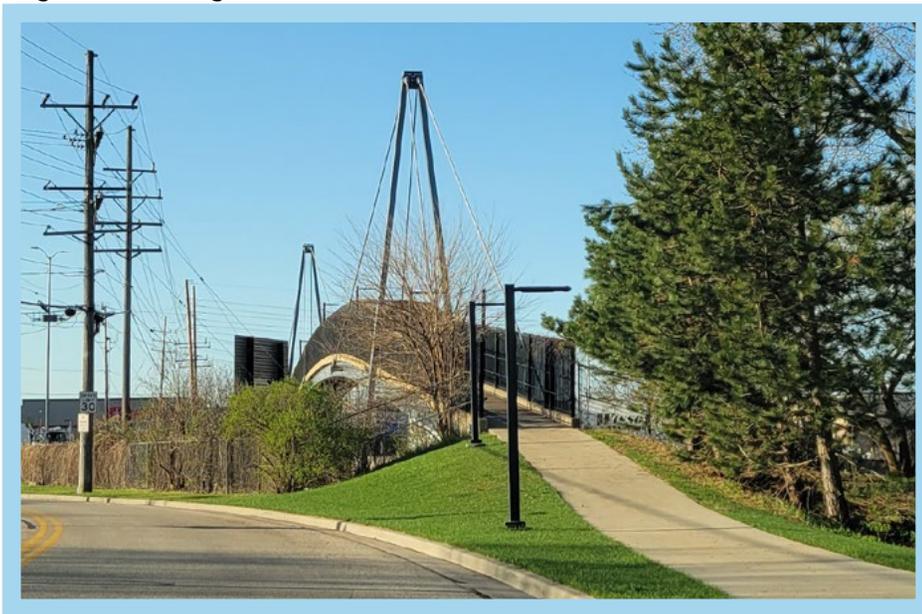
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TRAIL RECOMMENDATIONS

Roadway Corridors

There are six roadway corridors with planned improvements in this Master Plan. Along each of these roadways exists a variety of sidepaths and trails today, but they are not all continuous or sufficiently wide to accommodate pedestrians and bikes. A series of 8-10ft trails is proposed across the Village limits, largely within the southern part of the Village, to connect to other regional trails and create a continuous trail network. Other trails identified in the Comprehensive Outdoor Recreation Plan (CORP) are not planned for implementation by this Master Plan, but may be included in future trail planning in the Village. As trails are implemented and more public input is received, future trail plans could evolve. The Village should anticipate possible changes in trail development priorities based on future development patterns, recreational preferences, and trail development in adjacent communities.

Bugline Trail Bridge over I-41 in Menomonee Falls



TRAIL RECOMMENDATIONS

Roadway Corridors

Full details for implementation of roadway corridors are included in the Appendix.

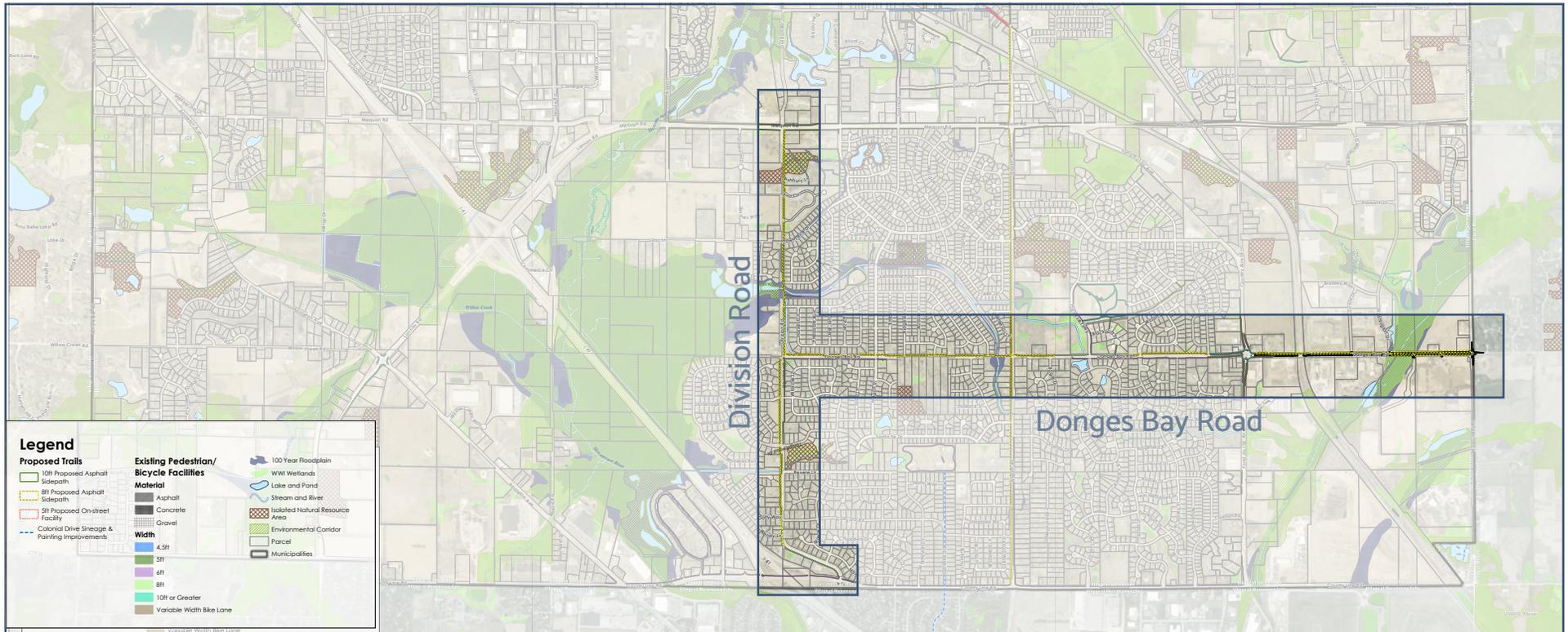
Division Road

The Division Road trail includes widening the 5ft sidepath to 8ft on the east side of Division Road between Mequon Road and Donges Bay Road and on the west side of Division Road between Donges Bay Road and just south of Concord Road.

Donges Bay Road

The Donges Bay Road trail includes widening the 6ft sections of sidepath to 8ft on the north side of Donges Bay Rd between Division Road and Washington Drive. The Village Park and Recreation Commission also supports an 8ft wide sidepath on either the north or south side of Donges Bay Road between Washington Drive and Wasaukee Road. This sidepath would be desirable in coordination with City of Mequon and any planned future trail construction east of the village along Donges Bay Road.

Recommended Sidepaths/Trails - Village of Germantown (Southern Limits)



TRAIL RECOMMENDATIONS

Roadway Corridors

Full details for implementation of roadway corridors are included in the Appendix.

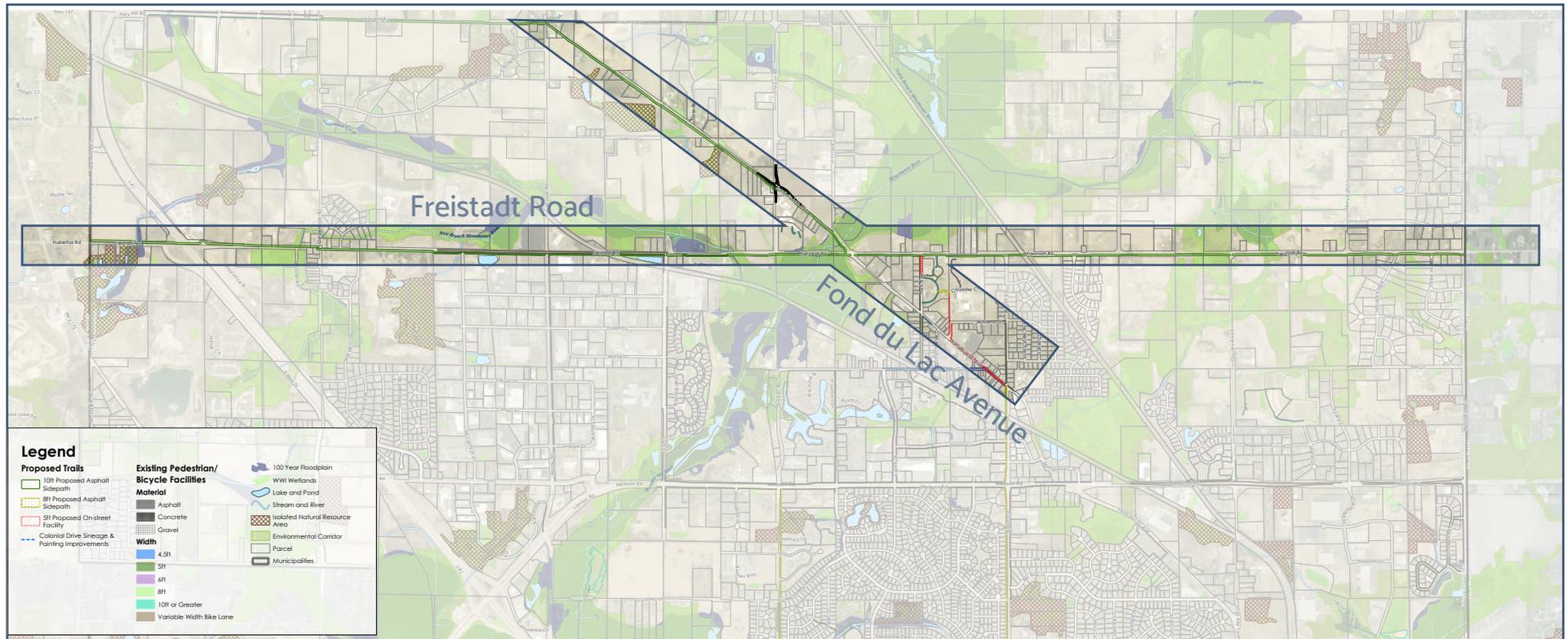
Fond du Lac Avenue (WIS 145)

The Fond du Lac Avenue trail includes the construction of a new 10ft trail on the southwest side of Fond du Lac Avenue from Holy Hill Road and Freistadt Road. The 10ft trail width is preferred as this is part of the regional trail priority project #5 as identified in the Washington County Bikeway and Trail Network Plan, and thus, is expected to receive higher bike/ped traffic volumes. This segment of trail is critical as it would work towards closing an existing gap in a regional trail connection from Richfield to Germantown.

Freistadt Road

The Freistadt Road trail includes the construction of a new 10ft trail on the north side of Freistadt Road from the Village limits just west of I-41 to Goldendale Road and on the south side of Freistadt Road between Goldendale Road to the village limits at Wasaukee Road. This proposed trail would include the removal of existing 6ft sidewalks that exist sporadically along the corridor with the new 10ft asphalt sidepath trail. The 10ft trail width is preferred as this is part of the regional trail priority project #5 as identified in the Washington County Bikeway and Trail Network Plan, and thus, is expected to receive higher bike/ped traffic volumes. This segment of trail is critical as it would work towards closing an existing gap in a regional trail connection from Richfield to Germantown.

Recommended Sidepaths/Trails - Village of Germantown (Central Limits)



TRAIL RECOMMENDATIONS

Roadway Corridors

Full details for implementation of roadway corridors are included in the Appendix.

Holy Hill Road

The Holy Hill Road trail includes an extension of the existing 10ft sidepath on the south side of Holy Hill Road from Goldendale Road to Fond du Lac Avenue. The 10ft trail width is preferred as this is part of the regional trail priority project #5 as identified in the Washington County Bikeway and Trail Network Plan, and thus, is expected to receive higher bike/ped traffic volumes. This segment of trail is critical as it would work towards closing an existing gap in a regional trail connection from Richfield to Germantown.

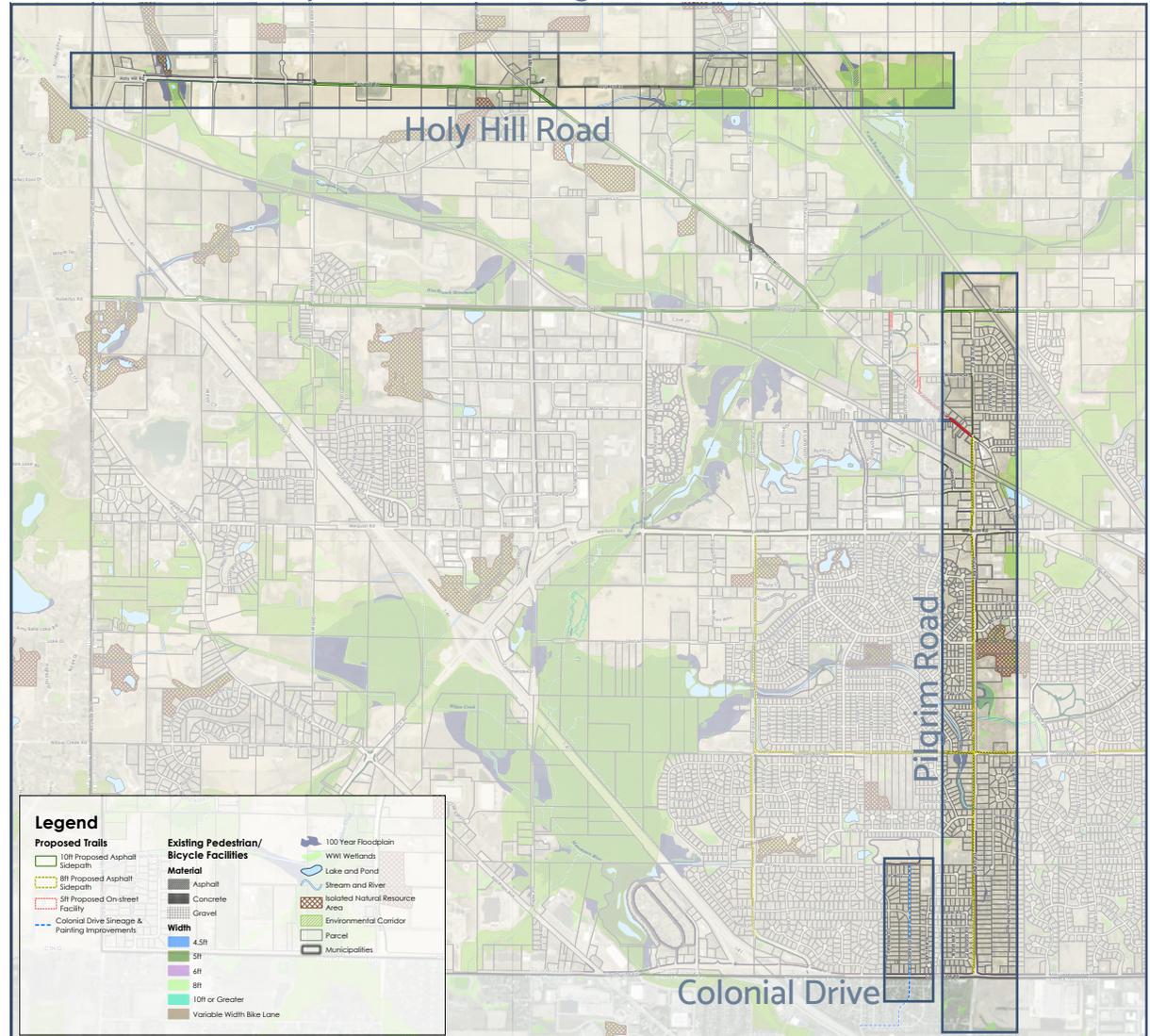
Pilgrim Road

The Pilgrim Road trail includes a fully-connected north-south bike/ped route from County Line Road to Freistadt Road. The route includes new construction of a 8' wide sidepath between County Line Road and Fond du Lac Avenue on the west side of the corridor, replacing the undersized portions of existing 5-6ft paths along the roadway. The connection from Fond du Lac Avenue to Freistadt Road is achieved through a combination of on-street paved shoulders along Fond du Lac Avenue, Washington Avenue, and Park Avenue as well as a new 8ft asphalt trail through Firemans Park. The Pilgrim Road trail is part of the regional trail priority project #6 as identified in the Washington County Bikeway and Trail Network Plan, connecting to the existing Bugline Trail to the south.

Colonial Drive

Minor enhancements and traffic calming is proposed at the intersection of Colonial Drive and County Line Road including signage for the pedestrian/bike crossing across the street into Menomonee Falls. Additional bike route signage and on-street pavement markings are important to identify this route as a bicycle connection to the Bugline Trail. The Village should also explore a separated 8' sidepath. This project is part of the regional trail priority project #6 as identified in the Washington County Bikeway and Trail Network Plan.

Recommended Sidepaths/Trails - Village of Germantown (Southwest Limits)



PROJECT PRIORITIZATION, COSTS, & IMPLEMENTATION

Overview

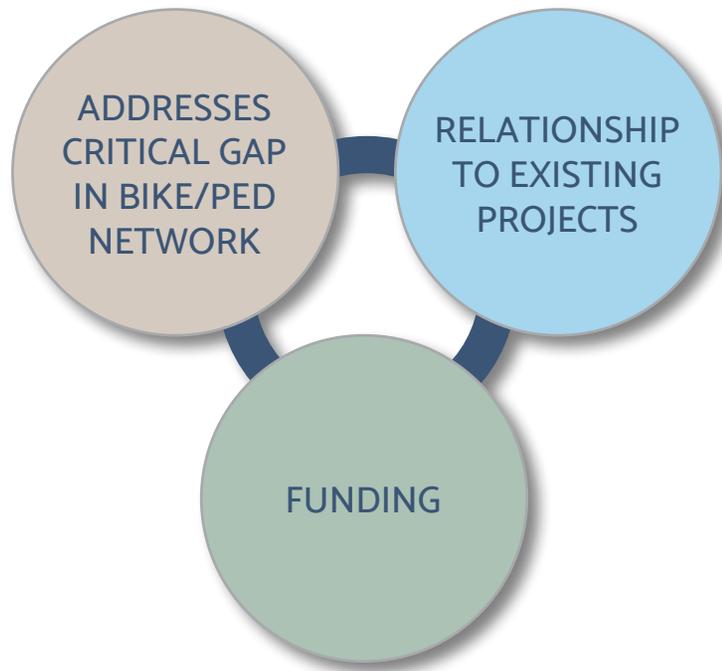
Projects are reviewed for their feasibility, costs, and benefits to the overall trail network. The Washington County Bikeway & Trail Network Plan surveyed hundreds of residents from across the County and revealed that the public would much rather have a continuous linear network of trails in one part of the County on wider paths separated from traffic, even if it meant building fewer trails overall. In the same way, this Plan identifies priority projects to construct entire corridors of trails and sidepaths separated from traffic. While some paths are identified along major roadways, the proposed design is a sidepath with separation from traffic. This is in line with the recommended locations for sidepaths in the County Plan.

Cost opinions are provided for each trail recommendation. For each trail recommendation and trail alternative, a cost is given with details regarding the number of bridges, amount of elevated boardwalk, and the number of crossings needed to construct each alternative. These cost opinions are planning level and provide a range anticipating future costs, but they help to provide comparative estimates as to the trade-offs between options. For example, the options for the Goldendale Trail range from \$1.5 million to \$4.4 million on the low end between options 1 and 3.

Trail Name	Alternative Options	Low Cost	High Cost
Goldendale Creek Trail	Option 1	\$4,486,000	\$6,309,000
	Option 2	\$1,524,000	\$1,972,000
	Option 3	\$1,974,000	\$2,729,000
Menomonee River Trail	Option 1	\$4,379,000	\$6,461,000
	Option 2	\$5,394,000	\$7,560,000
	Option 3	\$6,306,000	\$9,355,000
Division Road Trails/Sidepaths		\$1,041,000	\$1,294,500
Donges Bay Road Trails/Sidepaths		\$1,130,220	\$1,318,590
Fond du Lac Avenue Trails/Sidepaths		\$1,071,000	\$1,399,500
Freistadt Road Trails/Sidepaths		\$4,145,000	\$5,416,500
Holy Hill Road Trails/Sidepaths		\$510,000	\$586,500
Pilgrim Road Trails/Sidepath		\$1,653,500	\$2,039,500
Colonial Drive Crossing Improvements (potential sidepath)		\$20,000	\$309,300

Note: Costs exclude any necessary private land acquisition costs.

PROJECT PRIORITIZATION, COSTS, & IMPLEMENTATION



Priority Projects

Priority projects are listed below. While all the trails identified in this report are a part of this Master Plan, these projects address the Village's criteria for priority projects: address critical gaps in the bike/pedestrian network; use other projects and redevelopment as an opportunity to implement trails; develop projects as funding becomes available.

•Goldendale Creek Trail

(Holy Hill Rd to Freistadt Rd)

•Donges Bay Road Trails/Sidepaths

(Division Rd to Wausaukee Rd)

•Colonial Drive Crossing Improvements

(Pavement markings, Signage, Intersection crossing enhancements between Spassland Park and the I-41 bridge in Menomonee Falls)

•Freistadt Road Corridor Trail/Sidepath

•Fond du Lac Avenue (WIS 145) Trail/Sidepath

(coordinate as part of WisDOT roadway project)

•Division Road Trails/Sidepaths

•Pilgrim Road Trails/Sidepaths

(north section connecting to Freistadt when WIS 145 project occurs)

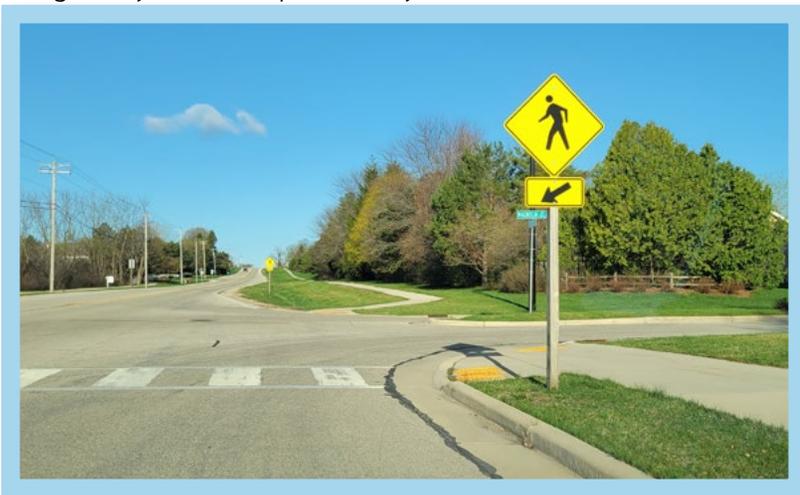
•Holy Hill Road Trails/Sidepaths

(occurring as adjacent development takes place)

•Menomonee River Trail

(within golf course area during redevelopment)

Donges Bay Road Sidepath Today



PROJECT PRIORITIZATION, COSTS, & IMPLEMENTATION

Cost Opinions

Cost Opinion Method:

Cost opinions are provided for a high-level estimate of the general range of costs which are associated with each trail recommendation. For each opinion, costs are broken between different trail elements including the length of the trail and any special trail facilities needed to cross features along the trail (e.g. roadways, waterways, environmental features). Note that unit prices can fluctuate drastically and changes can be quick and surprising. Best practices for costs today may not reflect costs in the future.

Trail Heads:

Trail heads are the entry points for a trail. They are often designed as a small spur off of the main trail, or they can be directly on the trail alignment. They can include signage identifying the trail, parking, restrooms, and other amenities. Depending on which amenities are included, they can range from \$27,000-115,000. For example, a 2-stall restroom can cost anywhere between \$65,000-130,000. A small shade structure (16 ft x 30 ft) can cost around \$40,000. Picnic tables and benches can cost between \$1,200-3,500. Site restoration and plantings can cost \$5,000-25,000 or more. Lighting costs can vary significantly based on type and style. A parking area can cost around \$25 per square yard, leading to around \$7,000-10,000 for a 10-car lot before driveway costs are considered.

At-Grade Crossings:

At-grade crossings cross a road at the same level as a roadway. Because this creates the potential for conflicts between vehicles with pedestrians and cyclists, these crossings often require high-visibility signage, roadway paint, and potentially special signaling. These crossings range from \$20,000-30,000.

Underpasses:

Underpasses travel under a roadway or other piece of infrastructure such as a railroad bridge. They can be very costly, involving the movement of earth, utilities, and ongoing maintenance. These can range from \$500,000-1,000,000.

Creek Crossings (Bridges):

Bridges over waterways can vary in cost depending on the span needed to cross the body of water. Costs for bridges are calculated based on the potential range of 40-80 feet, assuming 10 feet in width, for a cost of \$250-300 per square foot. Using this formula, a bridge can cost between \$100,000-240,000.

Trail Materials: Asphalt versus Aggregate

Two materials were assessed for some trails. The first, asphalt, is a common trail material which is a hard surface that supports all types of use, all weather, does not erode, and is low maintenance. However, asphalt is not a natural surface, freeze/thaw can crack the surface, and heavy construction vehicles need access to maintain it. On the other hand, crushed aggregate stone is a soft but firm surface, a natural material. However, crushed aggregate can rut or erode with heavy rainfall, requires regular maintenance to keep a consistent surface, replenishing stones can be a long term expense, and it's not for steep slopes. The materials are about the same cost on the low end (\$90 per linear foot (LF)), but the high end for aggregate can cost \$135 / LF compared to \$115/LF for asphalt.

Elevated Boardwalk

Elevated boardwalks are slightly raised over sensitive environmental features such as wetlands but not necessarily a waterway. Elevating these trail segments helps to prevent them from being flooded during heavy rainfall events, reducing erosion and maintenance needs. These can range from \$250-300 more than an asphalt trail per linear foot. The cost for elevated boardwalks is factored on top of the base trail cost for a given recommended segment.

PROJECT PRIORITIZATION, COSTS, & IMPLEMENTATION

Cost Opinions

Goldendale Creek Trail - Option 1

Note: Excludes trail spurs connecting to Homestead Hollow Park to better represent comparable costs for connections between Holy Hill Road and Freistadt Road.

	Number	Amount	Unit	Low Price	High Price	Low Cost	High Cost
Trail Heads	3		Trail Heads	\$27,000	\$115,000	\$81,000	\$345,000
At-grade crossings	6		Crossings	\$20,000	\$30,000	\$120,000	\$180,000
Underpasses	N/A		Underpasses	\$500,000	\$1,000,000	\$-	\$-
Creek Crossings	6		Bridges	\$100,000	\$240,000	\$600,000	\$1,440,000
10' Asphalt		15,600	Linear Feet	\$100	\$115	\$1,560,000	\$1,794,000
10' Aggregate Stone Alternative		15,600	Linear Feet	\$90	\$135	\$1,404,000	\$2,106,000
Elevated Boardwalk (additional cost to base trail length)		8,500	Linear Feet	\$250	\$300	\$2,125,000	\$2,550,000
TOTAL	LF	15,600				\$4,486,000	\$6,309,000
	Total miles	2.955					

Goldendale Creek Trail - Option 2

Note: Excludes trail spurs connecting to Homestead Hollow Park to better represent comparable costs for connections between Holy Hill Road and Freistadt Road.

	Number	Amount	Unit	Low Price	High Price	Low Cost	High Cost
Trail Heads	2		Trail Heads	\$27,000	\$115,000	\$54,000	\$230,000
At-grade crossings	7		Crossings	\$20,000	\$30,000	\$140,000	\$210,000
Underpasses	N/A		Underpasses	\$500,000	\$1,000,000	\$-	\$-
Creek Crossings	N/A		Bridges	\$100,000	\$240,000	\$-	\$-
10' Asphalt		12,800	Linear Feet	\$100	\$115	\$1,280,000	\$1,472,000
10' Aggregate Stone Alternative		12,800	Linear Feet	\$90	\$135	\$1,152,000	\$1,728,000
Elevated Boardwalk (additional cost to base trail length)		200	Linear Feet	\$250	\$300	\$50,000	\$60,000
TOTAL	LF	12,800				\$1,524,000	\$1,972,000
	Total miles	2.424					

Goldendale Creek Trail - Option 3

Note: Excludes trail spurs connecting to Homestead Hollow Park to better represent comparable costs for connections between Holy Hill Road and Freistadt Road.

	Number	Amount	Unit	Low Price	High Price	Low Cost	High Cost
Trail Heads	2		Trail Heads	\$27,000	\$115,000	\$54,000	\$230,000
At-grade crossings	3		Crossings	\$20,000	\$30,000	\$60,000	\$90,000
Underpasses	N/A		Underpasses	\$500,000	\$1,000,000	\$-	\$-
Creek Crossings	2		Bridges	\$100,000	\$240,000	\$200,000	\$480,000
10' Asphalt		12,600	Linear Feet	\$100	\$115	\$1,260,000	\$1,449,000
10' Aggregate Stone Alternative		12,600	Linear Feet	\$90	\$135	\$1,134,000	\$1,701,000
Elevated Boardwalk (additional cost to base trail length)		1,600	Linear Feet	\$250	\$300	\$400,000	\$480,000
TOTAL	LF	12,600				\$1,974,000	\$2,729,000
	Total miles	2.386					

PROJECT PRIORITIZATION, COSTS, & IMPLEMENTATION

Cost Opinions

Menomonee River Trail - Option 1

	Number	Amount	Unit	Low Price	High Price	Low Cost	High Cost
Trail Heads	2		Trail Heads	\$27,000	\$115,000	\$54,000	\$230,000
At-grade crossings	3		Crossings	\$20,000	\$30,000	\$60,000	\$90,000
Underpasses	1		Underpasses	\$500,000	\$1,000,000	\$500,000	\$1,000,000
Creek Crossings	6		Bridges	\$100,000	\$240,000	\$600,000	\$1,440,000
10' Asphalt		19,400	Linear Feet	\$100	\$115	\$1,940,000	\$2,231,000
10' Aggregate Stone Alternate		19,400	Linear Feet	\$90	\$135	\$1,746,000	\$2,619,000
Elevated Boardwalk (additional cost to base trail length)		4,900	Linear Feet	\$250	\$300	\$1,225,000	\$1,470,000
TOTAL	LF	19,400				\$4,379,000	\$6,461,000
	Total miles	3.674					

Menomonee River Trail - Option 2

	Number	Amount	Unit	Low Price	High Price	Low Cost	High Cost
Trail Heads	2		Trail Heads	\$27,000	\$115,000	\$54,000	\$230,000
At-grade crossings	4		Crossings	\$20,000	\$30,000	\$80,000	\$120,000
Underpasses	N/A		Underpasses	\$500,000	\$1,000,000	\$-	\$-
Creek Crossings	4		Bridges	\$100,000	\$240,000	\$400,000	\$960,000
10' Asphalt		19,000	Linear Feet	\$100	\$115	\$1,900,000	\$2,185,000
10' Aggregate Stone Alternate		19,000	Linear Feet	\$90	\$135	\$1,710,000	\$2,565,000
Elevated Boardwalk (additional cost to base trail length)		5,000	Linear Feet	\$250	\$300	\$1,250,000	\$1,500,000
TOTAL	LF	19,000				\$5,394,000	\$7,560,000
	Total miles	3.598					

Menomonee River Trail - Option 3

	Number	Amount	Unit	Low Price	High Price	Low Cost	High Cost
Trail Heads	2		Trail Heads	\$27,000	\$115,000	\$54,000	\$230,000
At-grade crossings	1		Crossings	\$20,000	\$30,000	\$20,000	\$30,000
Underpasses	2		Underpasses	\$500,000	\$1,000,000	\$1,000,000	\$2,000,000
Creek Crossings	4		Bridges	\$100,000	\$240,000	\$400,000	\$960,000
10' Asphalt		15,300	Linear Feet	\$100	\$115	\$1,530,000	\$1,759,500
10' Aggregate Stone Alternate		15,300	Linear Feet	\$90	\$135	\$1,377,000	\$2,065,500
Elevated Boardwalk (additional cost to base trail length)		7,700	Linear Feet	\$250	\$300	\$1,925,000	\$2,310,000
TOTAL	LF	15,300				\$6,306,000	\$9,355,000
	Total miles	2.898					

PROJECT PRIORITIZATION, COSTS, & IMPLEMENTATION

Cost Opinions

Division Road Trails/Sidepaths

	Number	Amount	Unit	Low Price	High Price	Low Cost	High Cost
Trail Heads	N/A		Trail Heads	\$27,000	\$115,000	\$-	\$-
At-grade crossings	12		Crossings	\$20,000	\$30,000	\$240,000	\$360,000
Underpasses	N/A		Underpasses	\$500,000	\$1,000,000	\$-	\$-
Creek Crossings	N/A		Bridges	\$100,000	\$240,000	\$-	\$-
8' Asphalt		8,900	Linear Feet	\$90	\$105	\$801,000	\$934,500
Elevated Boardwalk (additional cost to base trail length)		-	Linear Feet	\$250	\$300	\$-	\$-
TOTAL	LF	8,900				\$1,041,000	\$1,294,500
	Total miles	1.686					

Donges Bay Road Trails/Sidepaths

	Number	Amount	Unit	Low Price	High Price	Low Cost	High Cost
Trail Heads	N/A		Trail Heads	\$27,000	\$115,000	\$-	\$-
At-grade crossings	6		Crossings	\$20,000	\$30,000	\$120,000	\$180,000
Underpasses	N/A		Underpasses	\$500,000	\$1,000,000	\$-	\$-
Creek Crossings	N/A		Bridges	\$100,000	\$240,000	\$-	\$-
8' Asphalt		12,558	Linear Feet	\$90	\$105	\$1,130,220	\$1,318,590
Elevated Boardwalk (additional cost to base trail length)		-	Linear Feet	\$250	\$300	\$-	\$-
TOTAL	LF	12,588				\$993,000	\$1,198,500
	Total miles	2.384					

Fond du Lac Avenue Trails/Sidepaths

	Number	Amount	Unit	Low Price	High Price	Low Cost	High Cost
Trail Heads	N/A		Trail Heads	\$27,000	\$115,000	\$-	\$-
At-grade crossings	3		Crossings	\$20,000	\$30,000	\$60,000	\$90,000
Underpasses	N/A		Underpasses	\$500,000	\$1,000,000	\$-	\$-
Creek Crossings	1		Bridges	\$100,000	\$240,000	\$100,000	\$240,000
8' Asphalt		7,900	Linear Feet	\$90	\$105	\$711,000	\$829,500
Elevated Boardwalk (additional cost to base trail length)		800	Linear Feet	\$250	\$300	\$200,000	\$240,000
TOTAL	LF	7,900				\$1,071,000	\$1,399,500
	Total miles	1.496					

PROJECT PRIORITIZATION, COSTS, & IMPLEMENTATION

Cost Opinions

Freistadt Road Trails/Sidepaths

	Number	Amount	Unit	Low Price	High Price	Low Cost	High Cost
Trail Heads	N/A		Trail Heads	\$27,000	\$115,000	\$-	\$-
At-grade crossings	13		Crossings	\$20,000	\$30,000	\$260,000	\$390,000
Underpasses	1		Underpasses	\$500,000	\$1,000,000	\$500,000	\$1,000,000
Creek Crossings	1		Bridges	\$100,000	\$240,000	\$100,000	\$240,000
10' Asphalt		31,100	Linear Feet	\$100	\$115	\$3,110,000	\$3,576,500
Elevated Boardwalk (additional cost to base trail length)		700	Linear Feet	\$250	\$300	\$175,000	\$210,000
TOTAL	LF	31,100				\$4,145,000	\$5,416,500
	Total miles	5.890					

Holy Hill Road Trails/Sidepaths

	Number	Amount	Unit	Low Price	High Price	Low Cost	High Cost
Trail Heads	N/A		Trail Heads	\$27,000	\$115,000	\$-	\$-
At-grade crossings	N/A		Crossings	\$20,000	\$30,000	\$-	\$-
Underpasses	N/A		Underpasses	\$500,000	\$1,000,000	\$-	\$-
Creek Crossings	N/A		Bridges	\$100,000	\$240,000	\$-	\$-
10' Asphalt		5,100	Linear Feet	\$100	\$115	\$510,000	\$586,500
Elevated Boardwalk		-	Linear Feet	\$250	\$300	\$-	\$-
TOTAL	LF	5,100				\$510,000	\$586,500
	Total miles	0.966					

Pilgrim Road Trails/Sidepaths

	Number	Amount	Unit	Low Price	High Price	Low Cost	High Cost
Trail Heads	N/A		Trail Heads	\$27,000	\$115,000	\$-	\$-
At-grade crossings	9		Crossings	\$20,000	\$30,000	\$180,000	\$270,000
Underpasses	N/A		Underpasses	\$500,000	\$1,000,000	\$-	\$-
Creek Crossings	N/A		Bridges	\$100,000	\$240,000	\$-	\$-
8' Asphalt		12,400	Linear Feet	\$90	\$105	\$1,116,000	\$1,302,000
5' Paved Shoulder		5,500	Linear Feet	\$65	\$85	\$357,500	\$467,500
Elevated Boardwalk		-	Linear Feet	\$250	\$300	\$-	\$-
TOTAL	LF	12,400				\$1,653,500	\$2,039,500
	Total miles	2.348					

Colonial Drive Crossing Improvements (with potential sidepath)

	Number	Amount	Unit	Low Price	High Price	Low Cost	High Cost
At-grade crossings	1		Crossings, signage	\$20,000	\$30,000	\$20,000	\$30,000
8' Asphalt		2,660	Linear Feet	\$-	\$105	\$-	\$279,300
TOTAL	LF	2,660				\$20,000	\$309,300
	Total miles	0.504					

Note: Low cost excludes 8-ft sidepath.

PROJECT PRIORITIZATION, COSTS, & IMPLEMENTATION

Actions

As the Village develops more trails, it is important to have a comprehensive approach to operations and management to extend the life cycle of the trail system, ensure its connectivity, and be fiscally responsible. Short-term investments in maintenance and repairs can help to avoid costly long-term replacement costs, and coordinating with the appropriate government agencies and private landowners will ensure the system is developed in a cost efficient manner. Many of these actions are recommended by the 2019 Washington County Bikeway and Trail Network Plan; others are specific to the Village’s plans for ongoing trail/path planning and operations. The following actions will help to ensure that the Village of Germantown’s trails remain a valuable asset to the community at-large:

Action	Timeline	Intergovernmental Cooperation
1. The Village should utilize the standard design guidelines for on-street bikeways and paths from the County.	Ongoing	Washington County, Wisconsin Department of Transportation
2. As preliminary plats and Certified Survey Maps are submitted, the Village should work with the County to consider possible bicycle and pedestrian accommodation based on Plan recommendations. Meet with developers and builders’ associations to increase awareness of this Plan, so they will know to include easements or connections for the recommended bikeway and trail network.	Ongoing	Washington County
3. The Village should annually review crashes flagged as “bicycle” or “pedestrian” and take a multi-disciplinary approach to addressing intersection concerns or problem areas as appropriate.	Annually	Wisconsin Department of Transportation
4. The Village should develop a sustainable strategy for annual maintenance needs and responsibilities. Include guidelines for necessary agency commitments (such as how frequently to trim back vegetation from trails). Consider a longer-term maintenance and replacement of infrastructure.	1-2 Years	-
5. The Village should establish annual capital investments for bicycle and pedestrian infrastructure improvements.	Annually	-
6. The Village should provide “Pedestrian & Bicycle Safety for Law Enforcement” course for local law enforcement officers.	3-5 Years	Germantown Police Department; Washington County Sheriff’s Office
7. Consider revising the Village’s definition of sidewalks in Ordinance 8.02 to distinguish between facilities meant for pedestrians and those meant for bicycle traffic. Special consideration should be made for Safe Routes to School.	1-2 Years	Germantown Department of Public Works, Germantown School District

PROJECT PRIORITIZATION, COSTS, & IMPLEMENTATION

Maintenance

In addition to initial capital costs, the new trail and sidepath facilities in the Village will require ongoing maintenance. In general, routine maintenance can be an effective means of extending the lifespan of new trails and sidepaths, reducing long term repair and replacement costs. The following planning-level maintenance details are taken from the 2019 Washington County Bikeway and Trail Network Plan:

Maintenance Cost Estimates for Bikeways and Trails (Washington County)

To help jurisdictions in Washington County include adequate maintenance funding in their annual operating budgets, this Plan includes planning-level maintenance costs in Figure 6-23 and 6-24 for both on-street bikeways and paths. The maintenance costs are based on estimates from a variety of sources, including Washington County, WisDOT unit costs, the Twin Cities Regional Trails Master Plan, and the Rails to Trails Conservancy's Maintenance and Operation Survey.

Maintenance costs include both "routine" maintenance such as mowing, sweeping, and trash clean-up and "pavement management" maintenance, which includes direct treatment of the pavement structure itself to elongate its life and may occur several times over the lifecycle of a road or path. All jurisdictions with authority over bikeways and trails should maintain both a routing trail maintenance calendar and a pavement management schedule. Figure 6-23 shows routine maintenance costs that should be accounted for in annual operations budget. Figure 6-24 shows pavement and structure maintenance costs such as crack sealing, that may vary from year to year as different lengths of the trail and bikeway system are completed in to prolong the life of the asphalt. At some point, despite pavement maintenance, the path pavement will need to go through resurfacing that could involve a mill and overlay or a new surface layer.

Snow removal. Maintenance of on-street bikeways also includes plowing or removing snow from the full width of paved shoulder and bike lanes identified in the Plan, to the same standards as snow removal from the rest of the street. The costs in Figure 6-24 assume that the full width of streets is already plowed, so there are no increased costs for snow removal for on-street bikeways.

Many cities and counties in northern climates plow and apply sand or brine on shared-use paths to allow for year-round use by people walking or bicycling. The optional snow removal costs in Figure 6-24 assume that sand is applied after snow removal to avoid ice build-up. However, not all communities choose to include snow removal in their budgets. It should be noted that some funding sources for the construction of paths require that snow be removed from the path to maintain year-round use. Snow removal on paths can usually be done with equipment that jurisdictions already own; however, special equipment may need to be acquired. Before a community builds a trail or sidepath, the community should consider whether it will pay for snow removal, and which agency would be responsible. Where a sidepath is built in place of a sidewalk, the community should have a public discussion with adjoining property owners to decide who is responsible for snow removal.

The Village of Germantown can reference the planning-level costs included in the County's Plan to forecast operating budgets prior to construction. As maintenance occurs, the Village should update these figures to determine more exact costs based on local features. The Village should also consider increases in costs due to inflation. Winter maintenance of off-street bicycle facilities by the Village is generally not conducted, but the Village should coordinate with the School District to determine the need to plow paths for Safe Routes to School.

PROJECT PRIORITIZATION, COSTS, & IMPLEMENTATION

Figure 6-23: Routine Maintenance Costs per Mile for Bikeways and Trails

Routine Operations and Maintenance	Estimated Annual Cost/Mile
On-Street Bikeways Routine Maintenance Costs	
Sweep Bike Lanes (Twice Annually)	\$90
Sign Repair or Replacement	\$300
Reapply Pavement Markings for Bike Lanes and Paved Shoulders (once annually)	\$3,000
Annual Cost for On-Street Routine Maintenance	\$3,300
Paths and Trails Routine Operations and Maintenance Costs	
Mowing, Trail Sweeping, Brush Pruning, Clearing, Litter Removal	\$1,100
Bridge, Boardwalk, Underpass and Crosswalk Maintenance	\$350
Other Routine Operations and Maintenance	\$950
Annual Cost for Paths and Trails Routine Maintenance	\$2,400
Optional Snow Removal Costs for Paths and Trails (Cost per Mile per Snow Event)	\$400

These costs are for planning purposes only. Local agency costs will provide a more accurate predictor of maintenance costs. Note:

- Paved shoulders will be swept twice annually and cleared of snow as part of highway jurisdiction’s regular maintenance practices, regardless of whether they are considered a “bikeway”. Bike lanes will also be swept as part of the roadway, but the costs above reflect **increased sweeping** of bike lanes to improve their year-round “rideability”.
- The cost of clearing glass and debris from the road as reported by bicyclists or motorists are not included in the cost estimates, but should be considered as an incidental, but minor cost.

Figure 6-24: Pavement and Structure Maintenance Costs per Mile

Pavement and Structure Maintenance	Estimated Cost/Mile
On-Street Bikeways Pavement Maintenance Costs	
Crack Sealing 6' Paved Shoulder (Cost is for additional shoulder width only no additional costs for on-street bicycle facilities that do not require additional paved shoulders)	\$800
Paths and Trails Pavement and Structure Maintenance Costs	
Crack Sealing 10' Paved Trails (Every 4-5 years)	\$3,400
Add 3" Aggregate to Limestone Trails (Every 15-20 years)	\$24,000
Re-mark Yellow Center Lines (every 3-5 years)	\$1,000
Bridge, boardwalk, underpass and crossing repair	Varies

These costs are for planning purposes only. Local agency costs will provide a more accurate predictor of maintenance costs.

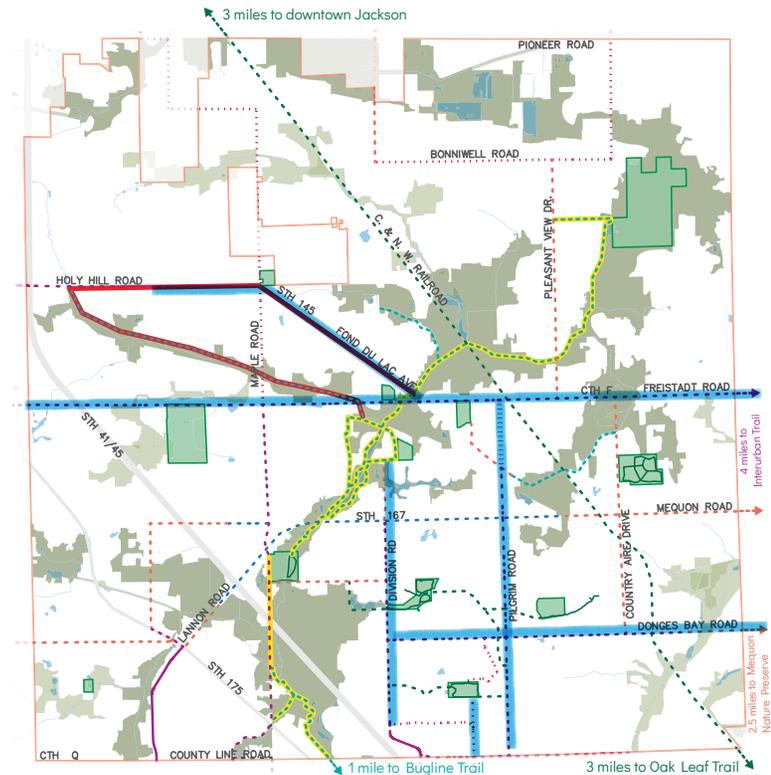
APPENDIX - ROADWAY CORRIDOR IMPLEMENTATION

Roadway Corridor Trails

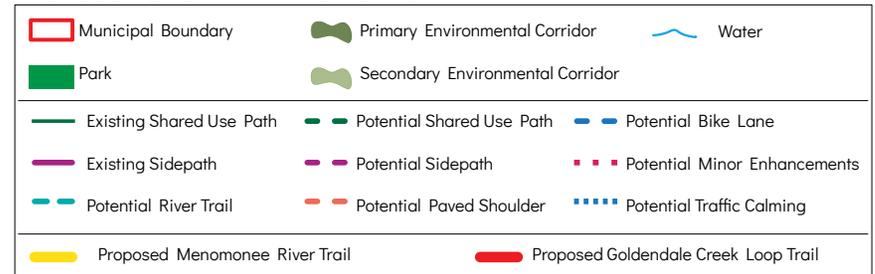
Included in this Appendix are the detailed implementation plans for each of the segments of roadway trails and sidepaths along each of the following roads:

1. **Colonial Drive**
Minor enhancements and traffic calming is at the intersection of Colonial Drive and County Line Road including signage for the pedestrian/bike crossing across the street into Menomonee Falls.
2. **Division Road**
The Division Road trail includes widening the 5ft sidepath to 8ft on the east side of Division Road between Mequon Road and Donges Bay Road and on the west side of Division Road between Donges Bay Road and just south of Concord Road.
3. **Donges Bay Road**
The Donges Bay Road trail includes widening the 6ft sections of sidepath to 8ft on the north side of Donges Bay Rd between Division Road and Magnolia Drive. It also includes a new 8ft sidepath on either the north or south side of Donges Bay Rd between Washington Drive and Wasaukee Road.
4. **Fond du Lac Avenue (WIS 145)**
The Fond du Lac Avenue trail includes the construction of a new 10ft trail on the southwest side of Fond du Lac Avenue from Holy Hill Road and Freistadt Road.
5. **Freistadt Road**
The Freistadt Road trail includes the construction of a new 10ft trail on the north side of Freistadt Road from the Village limits just west of I-41 to Goldendale Road and on the south side of Freistadt Road between Goldendale Road and McCormick Drive where the path will join an existing path that will also be widened from 6ft to 10 ft from McCormick Drive to the Menomonee River west of Division Road and continue the construction of a new 10ft path east to the Village limits at Wasaukee Road.
6. **Holy Hill Road**
The Holy Hill Road trail includes an extension of the existing 10ft sidepath on the south side of Holy Hill Road from Goldendale Road to Fond du Lac Avenue.
7. **Pilgrim Road**
The Pilgrim Road trail includes widening the existing 5-6ft sidepath on the west side of Pilgrim Road between Fond du Lac Avenue and School Road and the construction of a new 8ft sidepath extension from School Road to the Village limits at County Line Road.

Map 7.3 – Village-wide Bicycle & Pedestrian Connections Map



PROPOSED BIKEWAY + TRAIL NETWORK

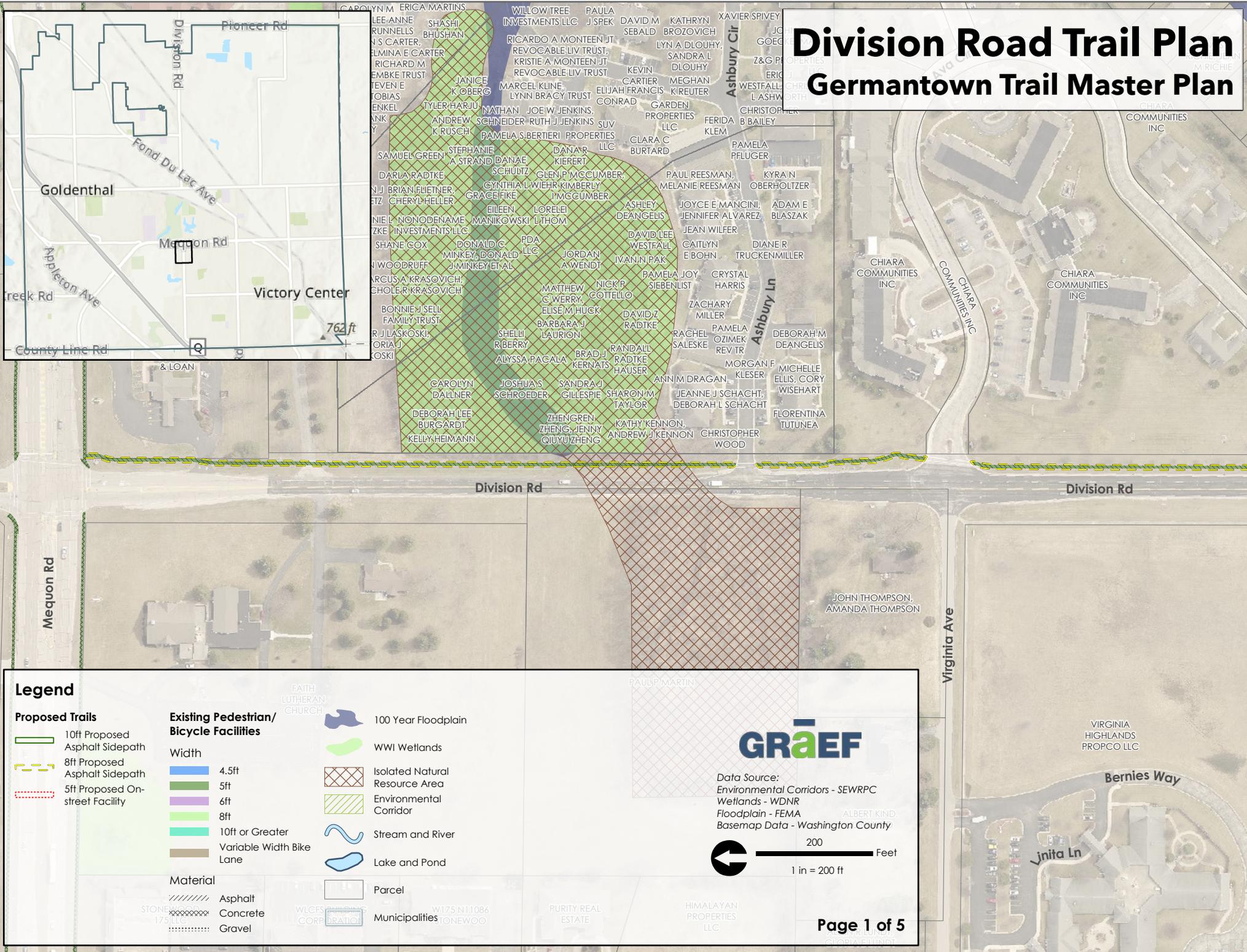


2023 TRAIL MASTER PLAN



Division Road Trail Plan

Germantown Trail Master Plan

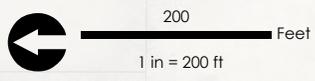


Legend

- | | | | |
|------------------------|---------------------------------|---|--------------------------------|
| Proposed Trails | | Existing Pedestrian/Bicycle Facilities | |
| | 10ft Proposed Asphalt Sidepath | | 100 Year Floodplain |
| | 8ft Proposed Asphalt Sidepath | | WWI Wetlands |
| | 5ft Proposed On-street Facility | | Isolated Natural Resource Area |
| | | | Environmental Corridor |
| | | | Stream and River |
| | | | Lake and Pond |
| | | | Parcel |
| | | | Municipalities |
| | Asphalt | | Parcel |
| | Concrete | | Parcel |
| | Gravel | | Parcel |

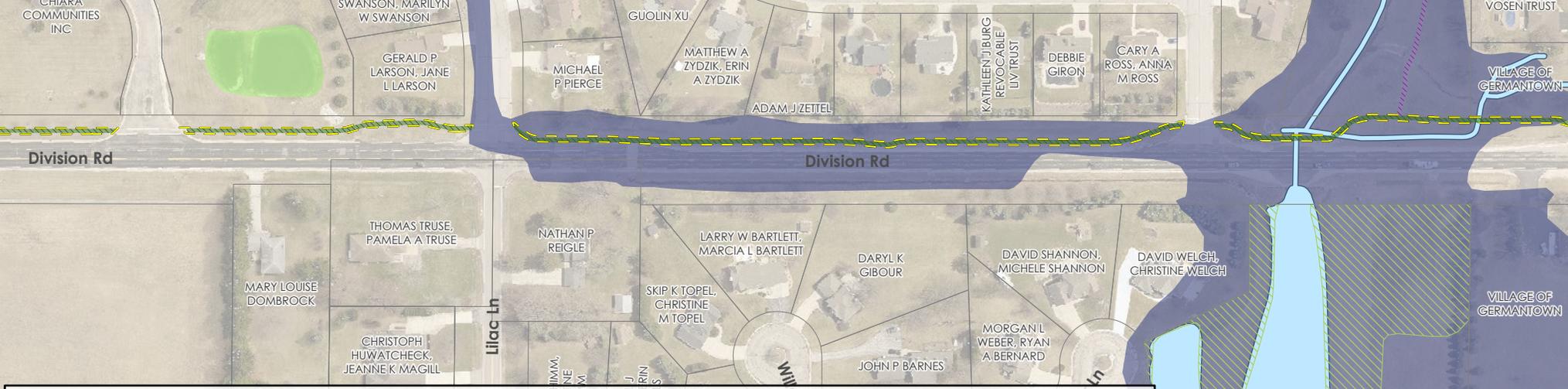


Data Source:
 Environmental Corridors - SEWRPC
 Wetlands - WDNR
 Floodplain - FEMA
 Basemap Data - Washington County



Division Road Trail Plan

Germantown Trail Master Plan

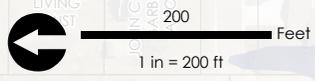


- Legend**
- Proposed Trails**
- 10ft Proposed Asphalt Sidepath
 - 8ft Proposed Asphalt Sidepath
 - 5ft Proposed On-street Facility
- Existing Pedestrian/Bicycle Facilities**
- Width**
- 4.5ft
 - 5ft
 - 6ft
 - 8ft
 - 10ft or Greater
 - Variable Width Bike Lane
- Material**
- Asphalt
 - Concrete
 - Gravel

- 100 Year Floodplain
- WWI Wetlands
- Isolated Natural Resource Area
- Environmental Corridor
- Stream and River
- Lake and Pond
- Parcel
- Municipalities



Data Source:
 Environmental Corridors - SEWRPC
 Wetlands - WDNR
 Floodplain - FEMA
 Basemap Data - Washington County



Division Road Trail Plan

Germantown Trail Master Plan

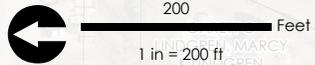


Legend

Proposed Trails		Existing Pedestrian/ Bicycle Facilities		Environmental Features	
	10ft Proposed Asphalt Sidewalk		4.5ft		Isolated Natural Resource Area
	8ft Proposed Asphalt Sidewalk		5ft		Environmental Corridor
	5ft Proposed On-street Facility		6ft		Stream and River
			10ft or Greater		Lake and Pond
			Variable Width Bike Lane		Parcel
			Asphalt		Municipalities
			Concrete		
			Gravel		

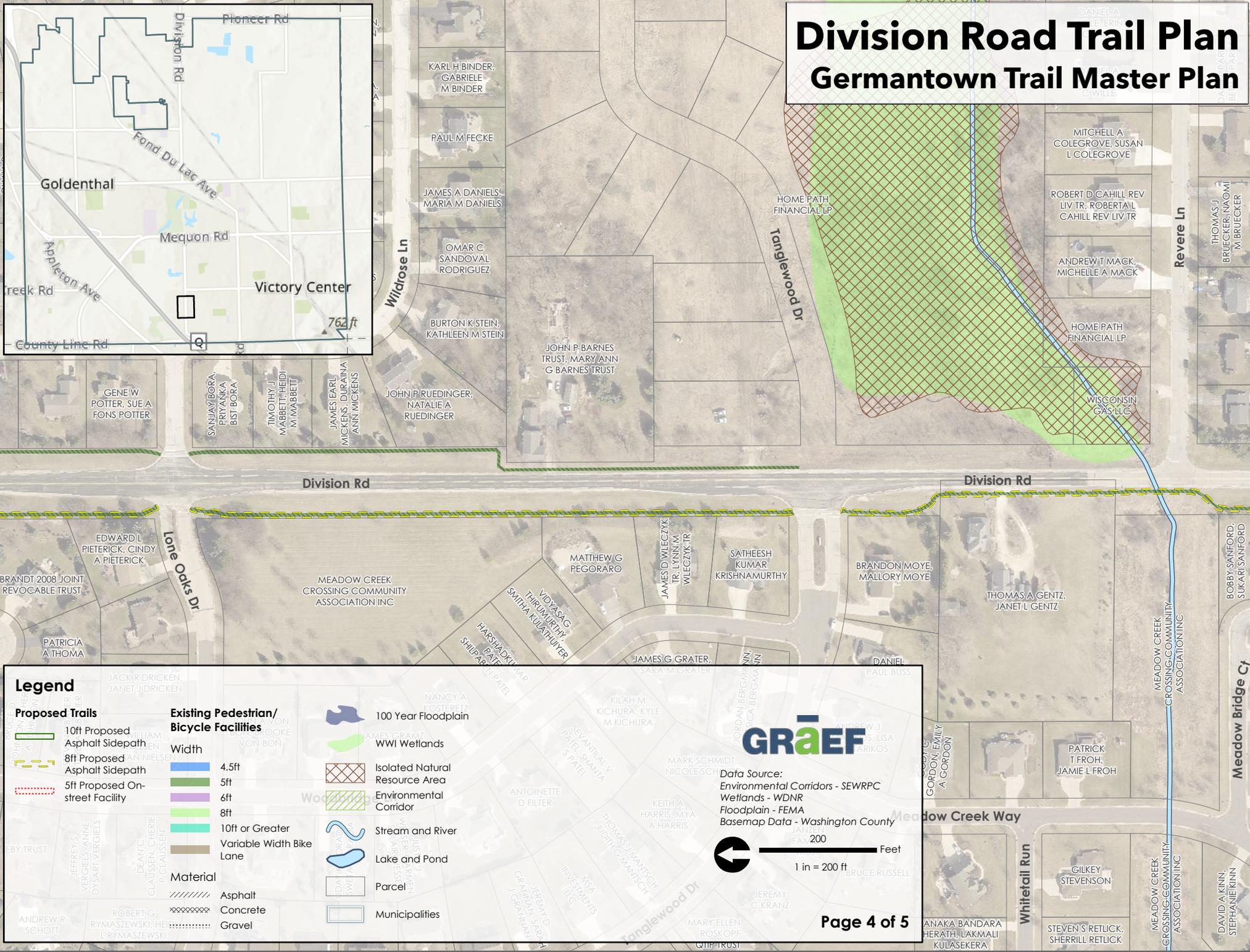
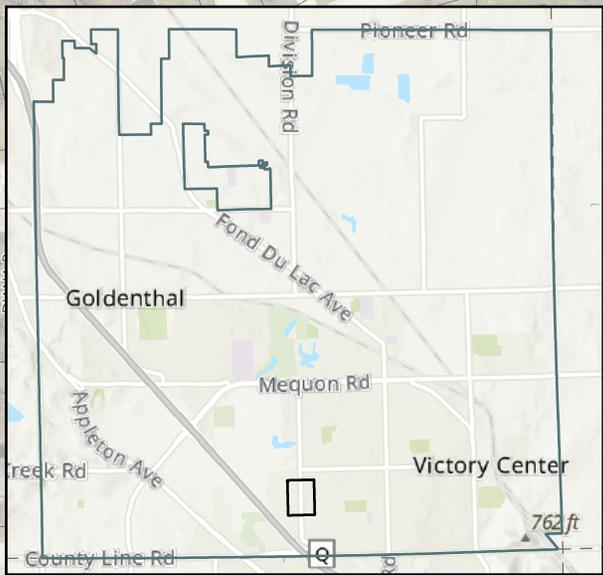


Data Source:
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Division Road Trail Plan

Germantown Trail Master Plan



Legend

Proposed Trails

- 10ft Proposed Asphalt Sidepath
- 8ft Proposed Asphalt Sidepath
- 5ft Proposed On-street Facility

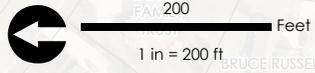
Existing Pedestrian/Bicycle Facilities

- Width**
- 4.5ft
 - 5ft
 - 6ft
 - 8ft
 - 10ft or Greater
 - Variable Width Bike Lane
- Material**
- Asphalt
 - Concrete
 - Gravel

- 100 Year Floodplain
- WWI Wetlands
- Isolated Natural Resource Area
- Environmental Corridor
- Stream and River
- Lake and Pond
- Parcel
- Municipalities

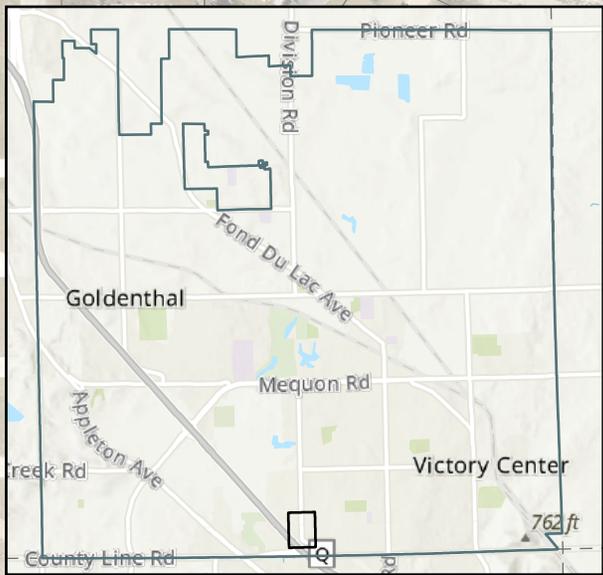


Data Source:
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 Wetlands - WDNR
 Floodplain - FEMA
 Basemap Data - Washington County



Division Road Trail Plan

Germantown Trail Master Plan

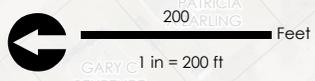


Legend

- | | | |
|---------------------------------|--|--------------------------------|
| Proposed Trails | Existing Pedestrian/
Bicycle Facilities | 100 Year Floodplain |
| 10ft Proposed Asphalt Sidepath | Width | WWI Wetlands |
| 8ft Proposed Asphalt Sidepath | 4.5ft | Isolated Natural Resource Area |
| 5ft Proposed On-street Facility | 5ft | Environmental Corridor |
| | 6ft | Stream and River |
| | 8ft | Lake and Pond |
| | 10ft or Greater | Parcel |
| | Variable Width Bike Lane | Municipalities |
| | Material | |
| | Asphalt | |
| | Concrete | |
| | Gravel | |

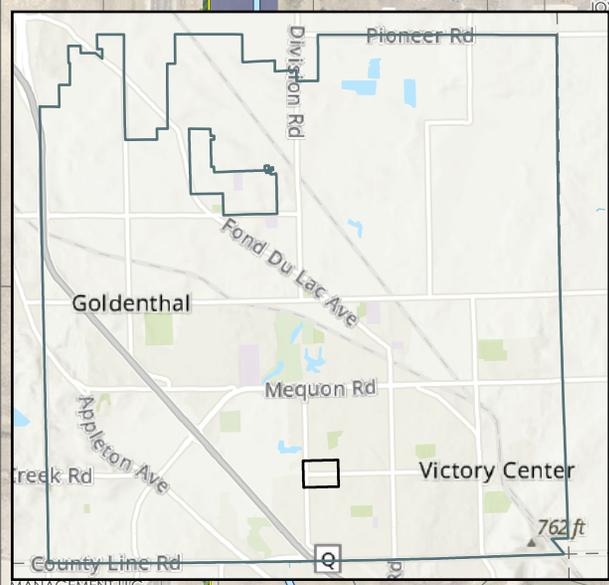
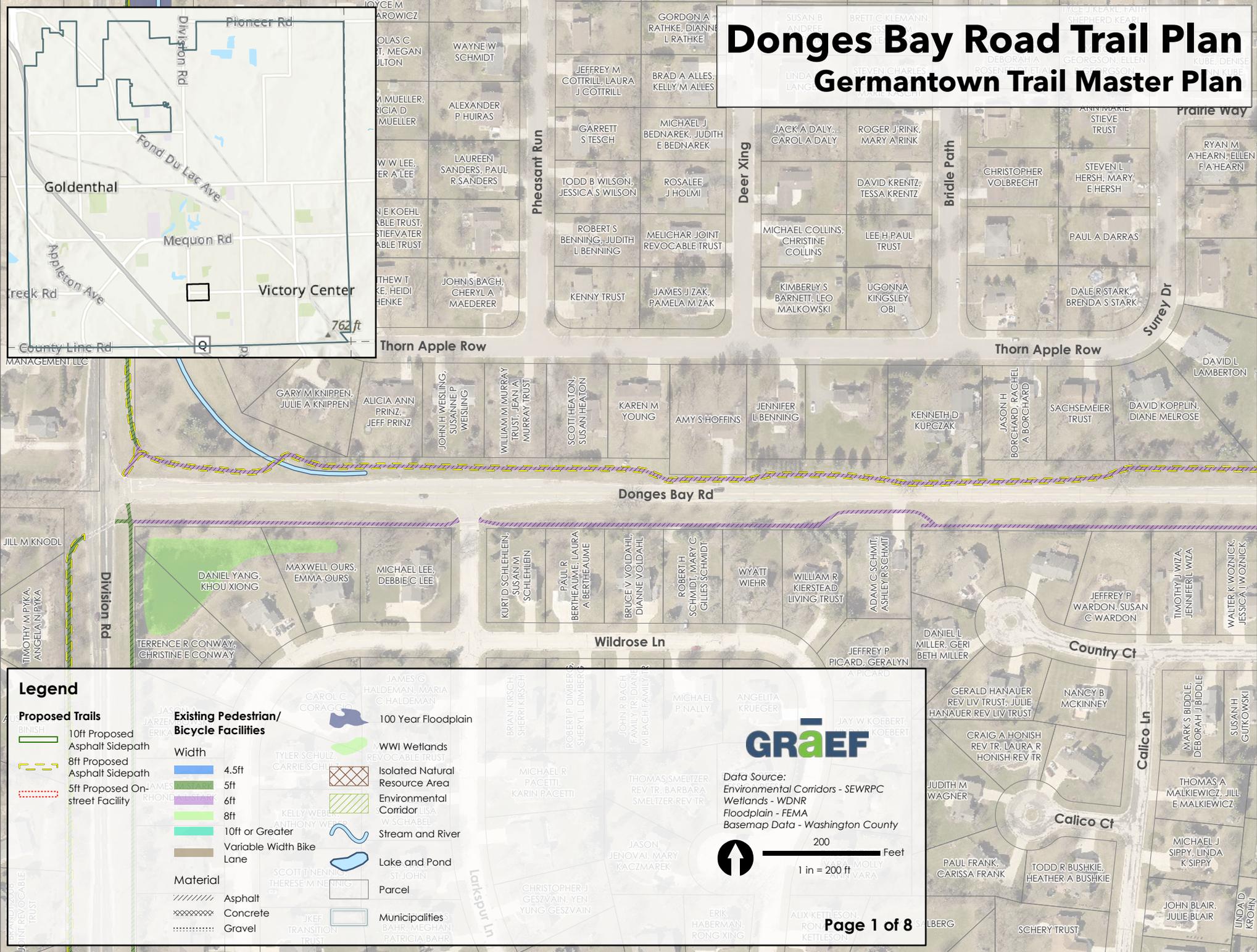


Data Source:
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Donges Bay Road Trail Plan

Germantown Trail Master Plan

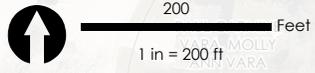


Legend

- | | | |
|---------------------------------|---|--------------------------------|
| Proposed Trails | Existing Pedestrian/Bicycle Facilities | 100 Year Floodplain |
| 10ft Proposed Asphalt Sidewalk | WWI Wetlands | 100 Year Floodplain |
| 8ft Proposed Asphalt Sidewalk | Isolated Natural Resource Area | Isolated Natural Resource Area |
| 5ft Proposed On-street Facility | Environmental Corridor | Stream and River |
| | Lake and Pond | Parcel |
| | Variable Width Bike Lane | Municipalities |
| | Material | |
| | Asphalt | |
| | Concrete | |
| | Gravel | |

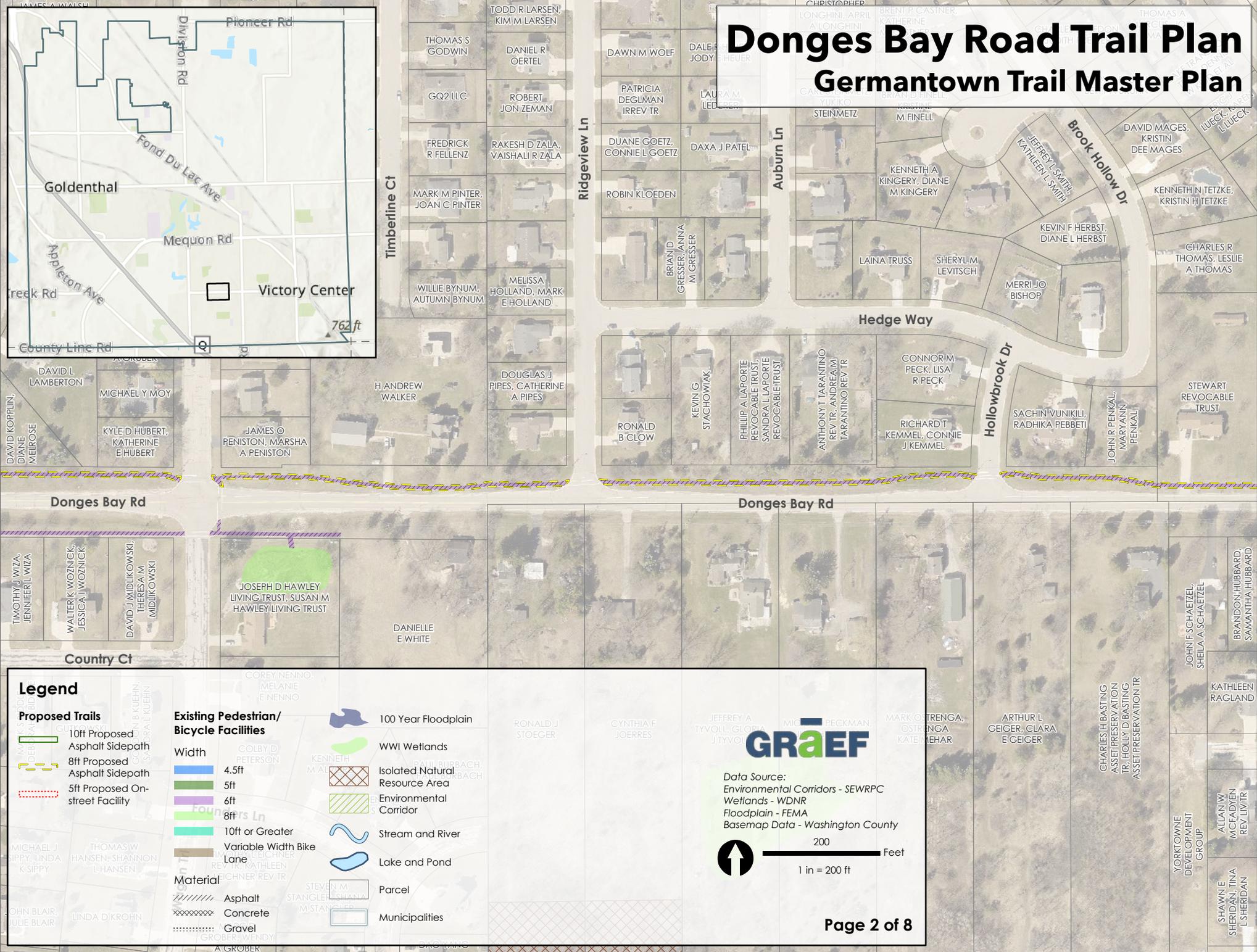
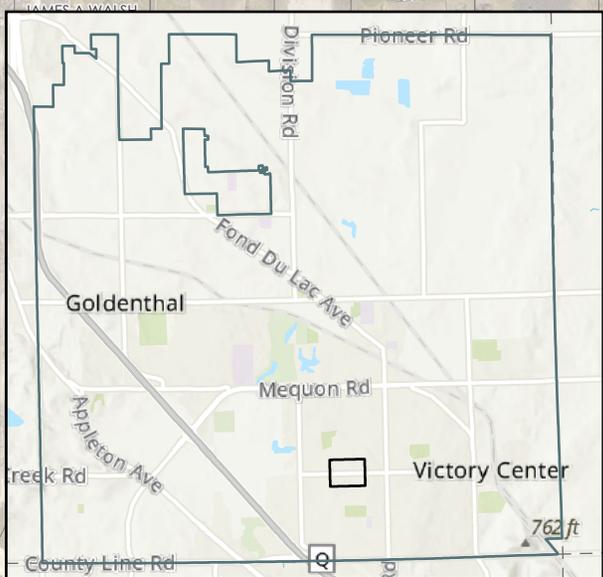


Data Source:
 Environmental Corridors - SEWRPC
 Wetlands - WDNR
 Floodplain - FEMA
 Basemap Data - Washington County



Donges Bay Road Trail Plan

Germantown Trail Master Plan



- ### Legend
- #### Proposed Trails
- 10ft Proposed Asphalt Sidepath
 - 8ft Proposed Asphalt Sidepath
 - 5ft Proposed On-street Facility

- #### Existing Pedestrian/Bicycle Facilities
- ##### Width
- 4.5ft
 - 5ft
 - 6ft
 - 8ft
 - 10ft or Greater
 - Variable Width Bike Lane
- ##### Material
- Asphalt
 - Concrete
 - Gravel

- 100 Year Floodplain
- WWI Wetlands
- Isolated Natural Resource Area
- Environmental Corridor
- Stream and River
- Lake and Pond
- Parcel
- Municipalities

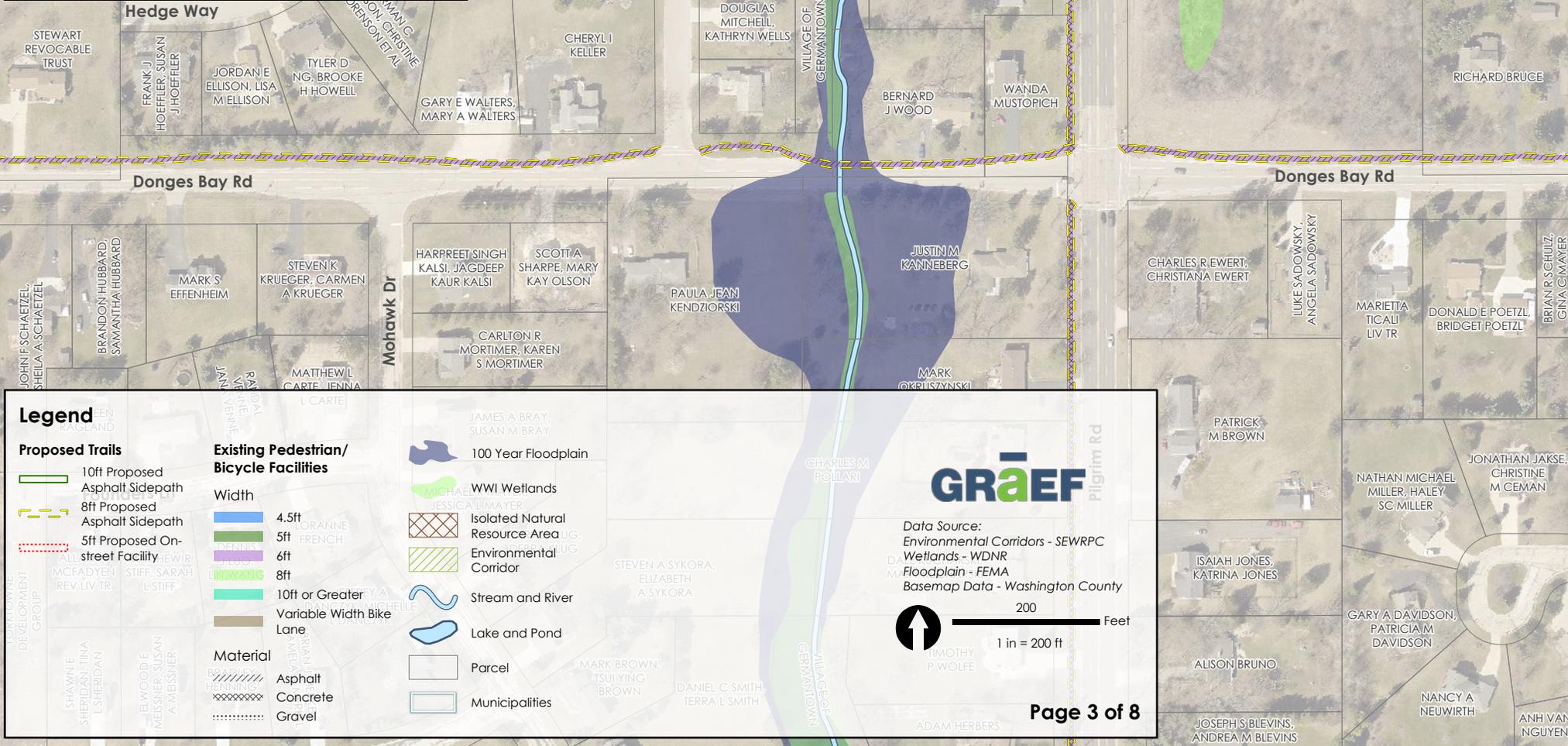
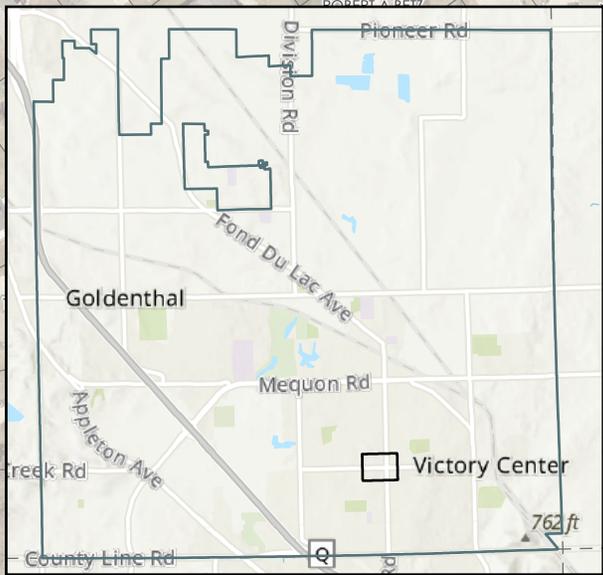
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Data Source:
 Environmental Corridors - SEWRPC
 Wetlands - WDNR
 Floodplain - FEMA
 Basemap Data - Washington County

200 Feet
 1 in = 200 ft

Donges Bay Road Trail Plan

Germantown Trail Master Plan



Legend

Proposed Trails

- 10ft Proposed Asphalt Sidepath
- 8ft Proposed Asphalt Sidepath
- 5ft Proposed On-street Facility

Existing Pedestrian/Bicycle Facilities

Width

- 4.5ft
- 5ft
- 6ft
- 8ft
- 10ft or Greater
- Variable Width Bike Lane

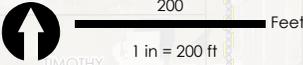
Material

- Asphalt
- Concrete
- Gravel

- 100 Year Floodplain
- WWI Wetlands
- Isolated Natural Resource Area
- Environmental Corridor
- Stream and River
- Lake and Pond
- Parcel
- Municipalities

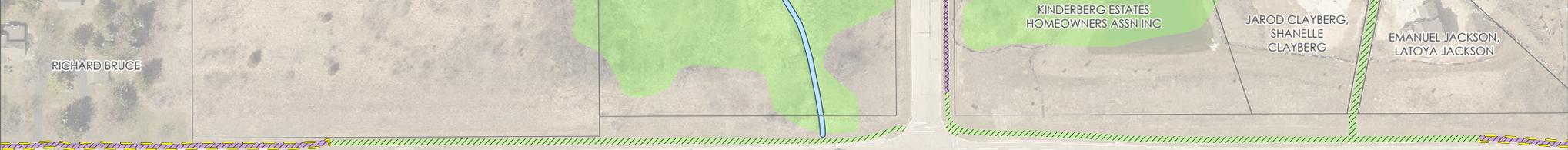
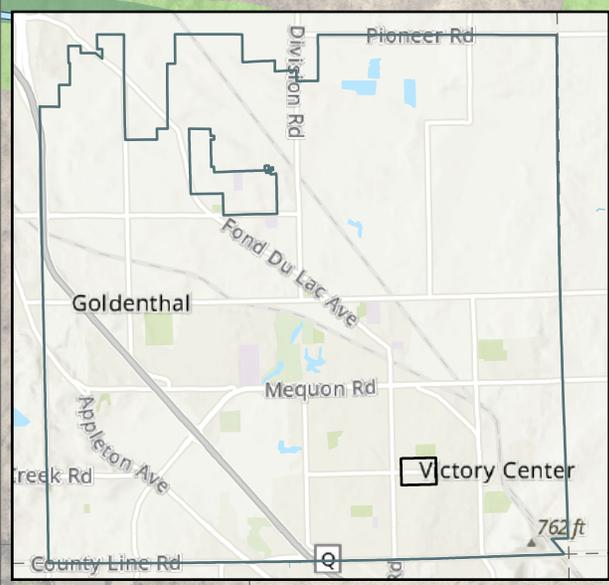


Data Source:
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 Wetlands - WDNR
 Floodplain - FEMA
 Basemap Data - Washington County



Donges Bay Road Trail Plan

Germantown Trail Master Plan



Legend

Proposed Trails

- 10ft Proposed Asphalt Sidepath
- 8ft Proposed Asphalt Sidepath
- 5ft Proposed On-street Facility

Existing Pedestrian/Bicycle Facilities

Width

- 4.5ft
- 5ft
- 6ft
- 8ft
- 10ft or Greater
- Variable Width Bike Lane

Material

- Asphalt
- Concrete
- Gravel

- 100 Year Floodplain
- WWI Wetlands
- Isolated Natural Resource Area
- Environmental Corridor
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- Lake and Pond
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Data Source:
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200 Feet

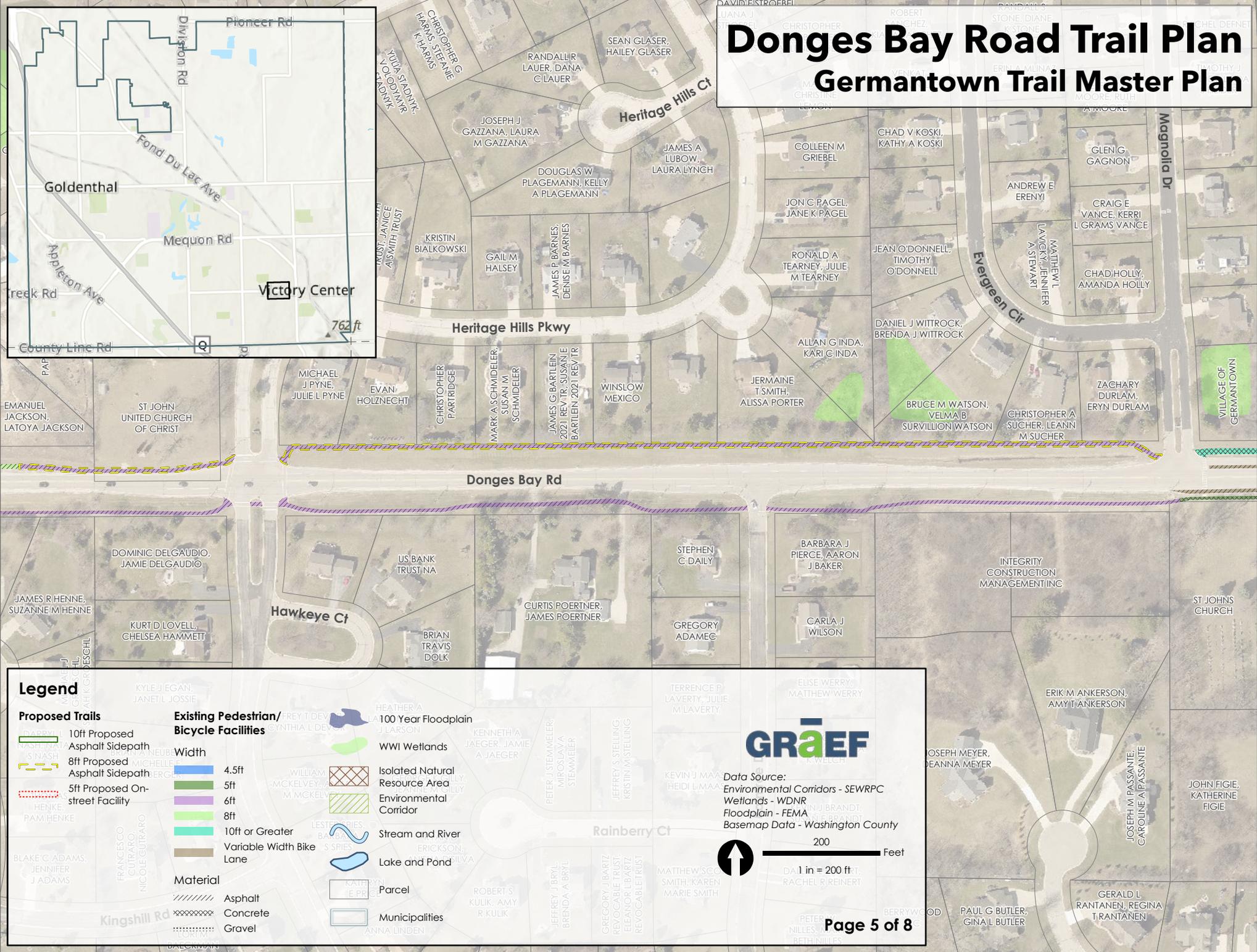
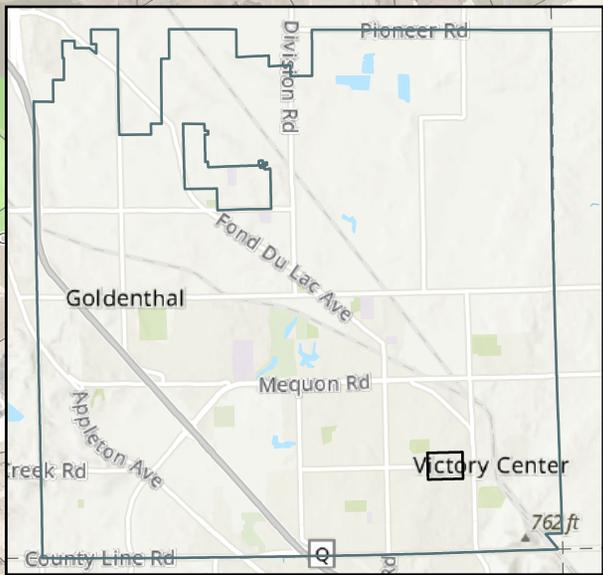
1 in = 200 ft

Page 4 of 8



Donges Bay Road Trail Plan

Germantown Trail Master Plan



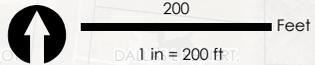
Legend

- Proposed Trails**
- 10ft Proposed Asphalt Sidepath
 - 8ft Proposed Asphalt Sidepath
 - 5ft Proposed On-street Facility
- Existing Pedestrian/Bicycle Facilities**
- 4.5ft Width
 - 5ft Width
 - 6ft Width
 - 8ft Width
 - 10ft or Greater Width
 - Variable Width Bike Lane
- Material**
- Asphalt
 - Concrete
 - Gravel

- 100 Year Floodplain
- WWI Wetlands
- Isolated Natural Resource Area
- Environmental Corridor
- Stream and River
- Lake and Pond
- Parcel
- Municipalities



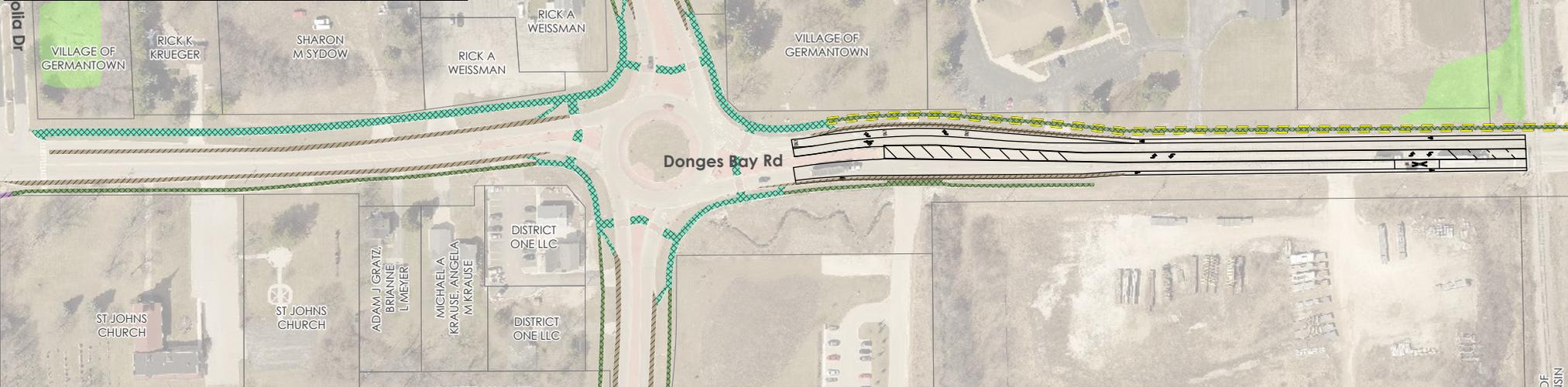
Data Source:
 Environmental Corridors - SEWRPC
 Wetlands - WDNR
 Floodplain - FEMA
 Basemap Data - Washington County



Donges Bay Road Trail Plan

Germantown Trail Master Plan

ANTON FRENZ TRUST, BERTRAM A FRENZ TRUST

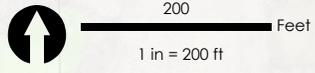


Legend

Proposed Trails		Existing Pedestrian/Bicycle Facilities		Environmental Features	
	10ft Proposed Asphalt Sidepath		4.5ft		100 Year Floodplain
	8ft Proposed Asphalt Sidepath		5ft		WWI Wetlands
	5ft Proposed On-street Facility		6ft		Isolated Natural Resource Area
			8ft		Environmental Corridor
			10ft or Greater		Stream and River
			Variable Width Bike Lane		Lake and Pond
			Asphalt		Parcel
			Concrete		Municipalities
			Gravel		



Data Source:
 Environmental Corridors - SEWRPC
 Wetlands - WDNR
 Floodplain - FEMA
 Basemap Data - Washington County



Donges Bay Road Trail Plan

Germantown Trail Master Plan



Legend

Proposed Trails

- 10ft Proposed Asphalt Sidewalk
- 8ft Proposed Asphalt Sidewalk
- 5ft Proposed On-street Facility

Existing Pedestrian/Bicycle Facilities

Width

- 4.5ft
- 5ft
- 6ft
- 8ft
- 10ft or Greater
- Variable Width Bike Lane

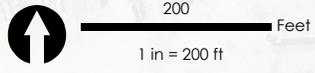
Material

- Asphalt
- Concrete
- Gravel

- 100 Year Floodplain
- WWI Wetlands
- Isolated Natural Resource Area
- Environmental Corridor
- Stream and River
- Lake and Pond
- Parcel
- Municipalities



Data Source:
 Environmental Corridors - SEWRPC
 Wetlands - WDNR
 Floodplain - FEMA
 Basemap Data - Washington County



Donges Bay Road Trail Plan

Germantown Trail Master Plan



CAMBRIDGE
MAJOR
LABORATORIES INC

ANZ
ENTERPRISES
LLC

LALONDE
WASAUKEE LLC

ANZ
ENTERPRISES
LLC

BIELINSKI
INVESTMENT

CITY
OF MEQUON

ETHAN KEILEY

8' proposed asphalt sidepath desired along Donges Bay Road with future extension within City of Mequon to Interurban Trail

Legend

Proposed Trails

-  10ft Proposed Asphalt Sidepath
-  8ft Proposed Asphalt Sidepath
-  5ft Proposed On-street Facility

-  100 Year Floodplain
-  WWI Wetlands
-  Isolated Natural Resource Area
-  Environmental Corridor
-  Stream and River
-  Lake and Pond
-  Parcel
-  Municipalities

VILLAGE OF
GRÄEF
GERMANTOWN

Data Source:
Environmental Corridors - SEWRPC
Wetlands - WDNR
Floodplain - FEMA
Basemap Data - Washington County



200 Feet
1 in = 200 ft

Wasaukee Rd
City of Mequon
Village of Germantown
Wasaukee Rd
City of Mequon

Fond du Lac Avenue (WIS 145) Trail Plan

Germantown Trail Master Plan



RICHARD A STEPHAN
LIVING TRUST, MARY K
STEPHAN LIVING TRUST

RICHARD A STEPHAN
LIVING TRUST, MARY K
STEPHAN LIVING TRUST

JOSHUA G
SCHNEIDER

TERRY L DU
DEVOIRE

ROBIN L BIRD,
TERRI M BIRD

ROBIN L BIRD,
TERRI M BIRD

MARK G BENNETT,
DONNA M STANK
BENNETT

LUKE L HEFFERNAN,
LARA L HEFFERNAN

MADALINSKI
REVOCABLE
LIVING TRUST

Legend

Proposed Trails

- 10ft Proposed Asphalt Sidepath
- 8ft Proposed Asphalt Sidepath
- 5ft Proposed On-street Facility

Existing Pedestrian/Bicycle Facilities

Width

- 4.5ft
- 5ft
- 6ft
- 8ft
- 10ft or Greater
- Variable Width Bike Lane

Material

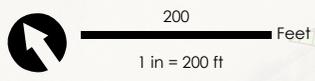
- Asphalt
- Concrete
- Gravel

- 100 Year Floodplain
- WWI Wetlands
- Isolated Natural Resource Area
- Environmental Corridor
- Stream and River
- Lake and Pond
- Parcel
- Municipalities

RICHARD A STEPHAN
LIVING TRUST, MARY K
STEPHAN LIVING TRUST

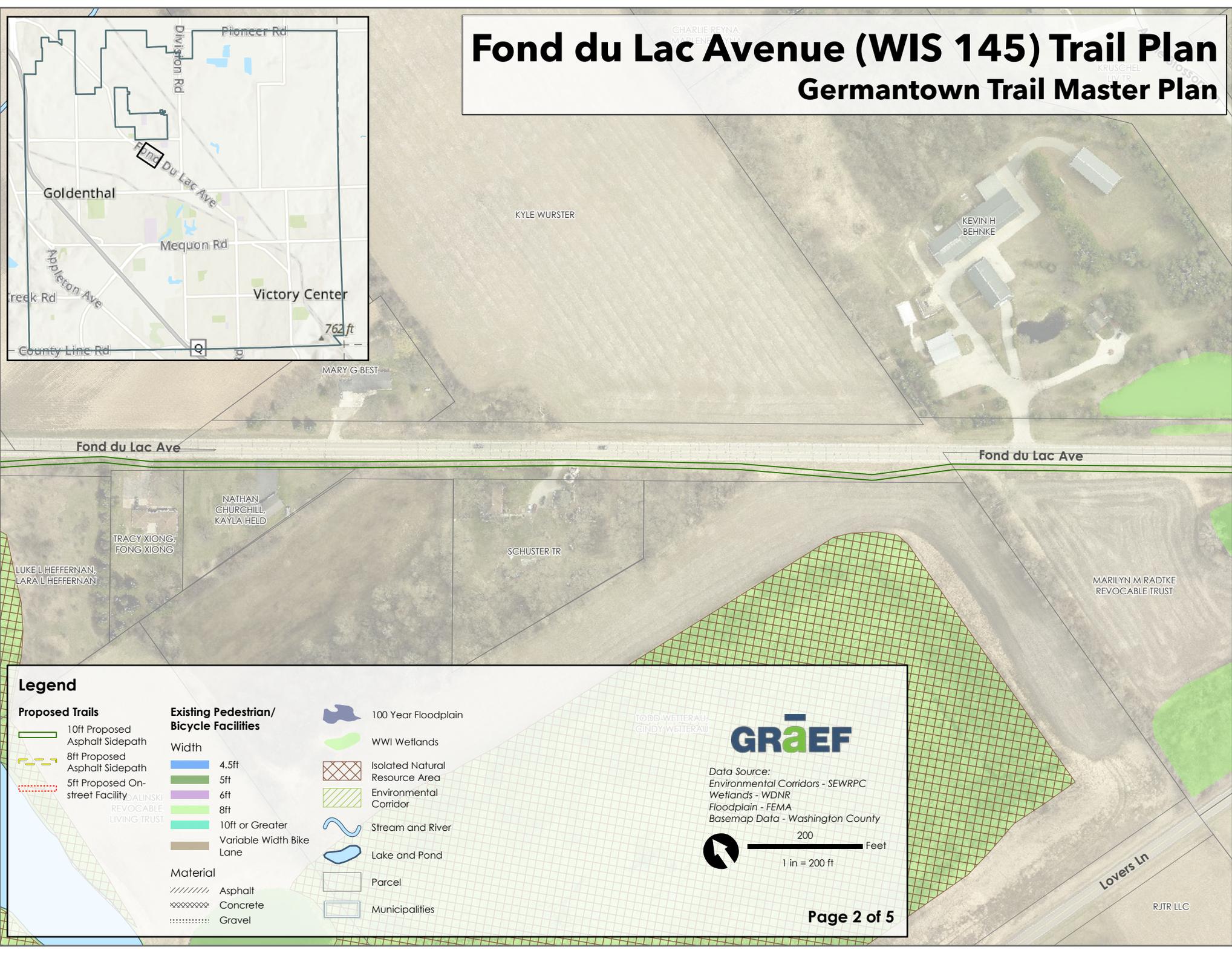


Data Source:
Environmental Corridors - SEWRPC
Wetlands - WDNR
Floodplain - FEMA
Basemap Data - Washington County



Fond du Lac Avenue (WIS 145) Trail Plan

Germantown Trail Master Plan



Legend

Proposed Trails

- 10ft Proposed Asphalt Sidepath
- 8ft Proposed Asphalt Sidepath
- 5ft Proposed On-street Facility

Existing Pedestrian/Bicycle Facilities

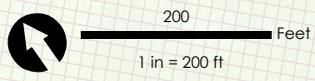
- Width**
- 4.5ft
 - 5ft
 - 6ft
 - 8ft
 - 10ft or Greater
 - Variable Width Bike Lane
- Material**
- Asphalt
 - Concrete
 - Gravel

- 100 Year Floodplain
- WWI Wetlands
- Isolated Natural Resource Area
- Environmental Corridor
- Stream and River
- Lake and Pond
- Parcel
- Municipalities

TODD WETTERAU
GINY WETTERAU

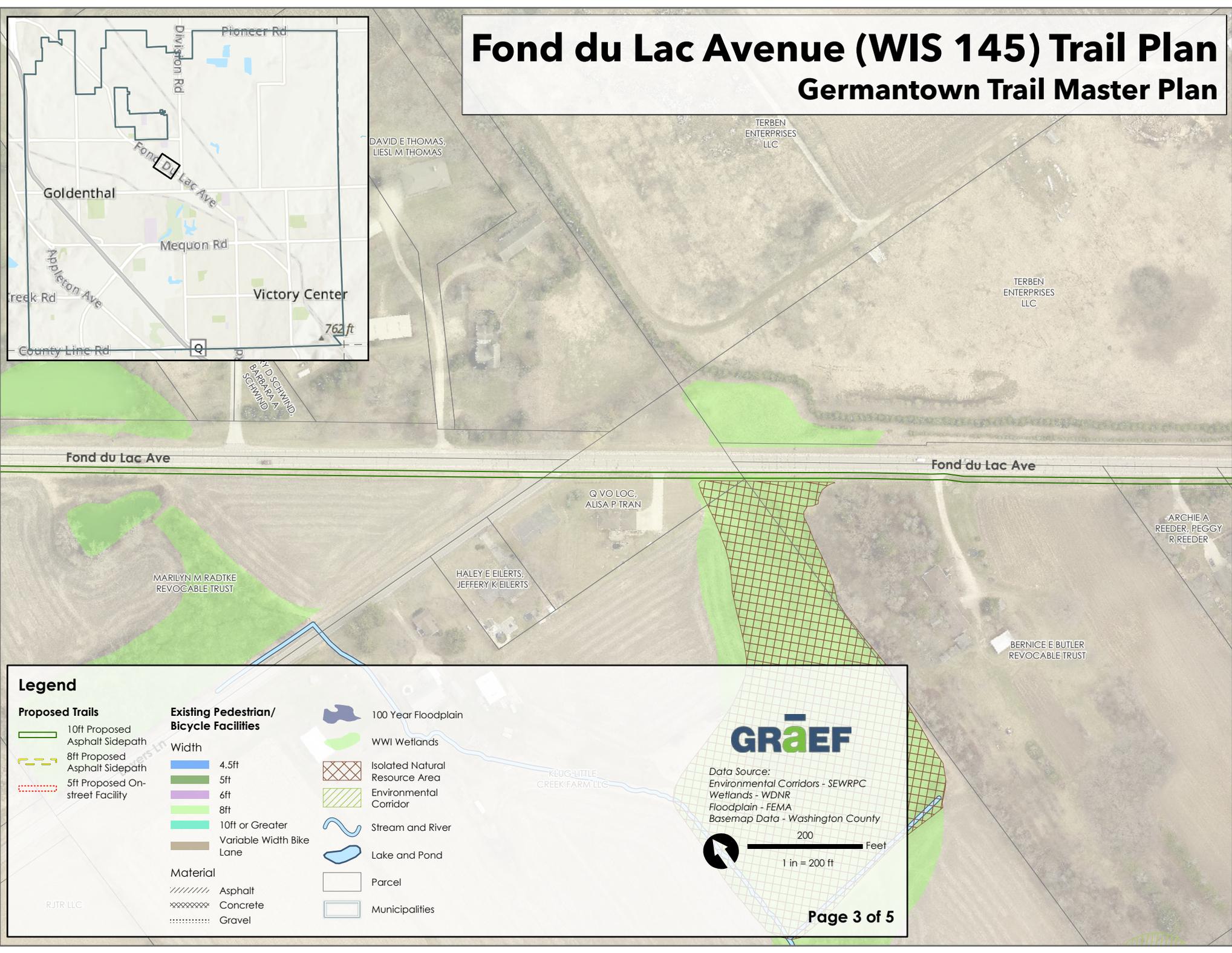
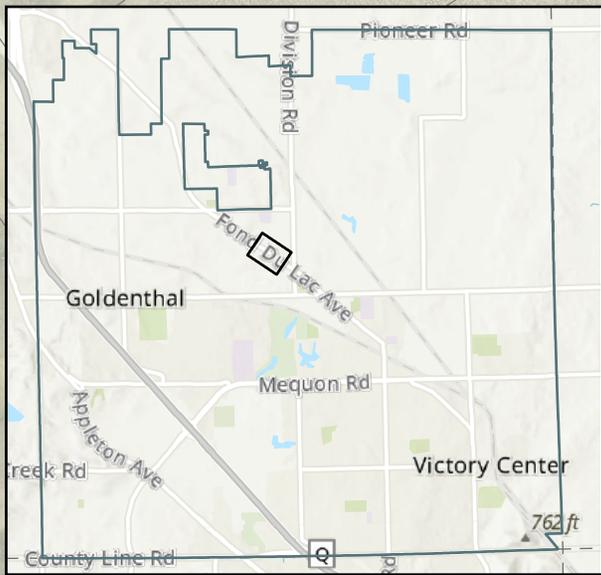


Data Source:
Environmental Corridors - SEWRPC
Wetlands - WDNR
Floodplain - FEMA
Basemap Data - Washington County



Fond du Lac Avenue (WIS 145) Trail Plan

Germantown Trail Master Plan

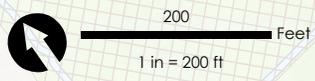


Legend

- | | | | | |
|---------------------------------|--|--|------------------------|--------------------------------|
| Proposed Trails | | Existing Pedestrian/
Bicycle Facilities | | 100 Year Floodplain |
| 10ft Proposed Asphalt Sidepath | | Width | WWI Wetlands | Isolated Natural Resource Area |
| 8ft Proposed Asphalt Sidepaths | | 4.5ft | Environmental Corridor | Stream and River |
| 5ft Proposed On-street Facility | | 5ft | Lake and Pond | Parcel |
| | | 6ft | Municipalities | |
| | | 8ft | | |
| | | 10ft or Greater | | |
| | | Variable Width Bike Lane | | |
| | | Material | | |
| | | Asphalt | | |
| | | Concrete | | |
| | | Gravel | | |

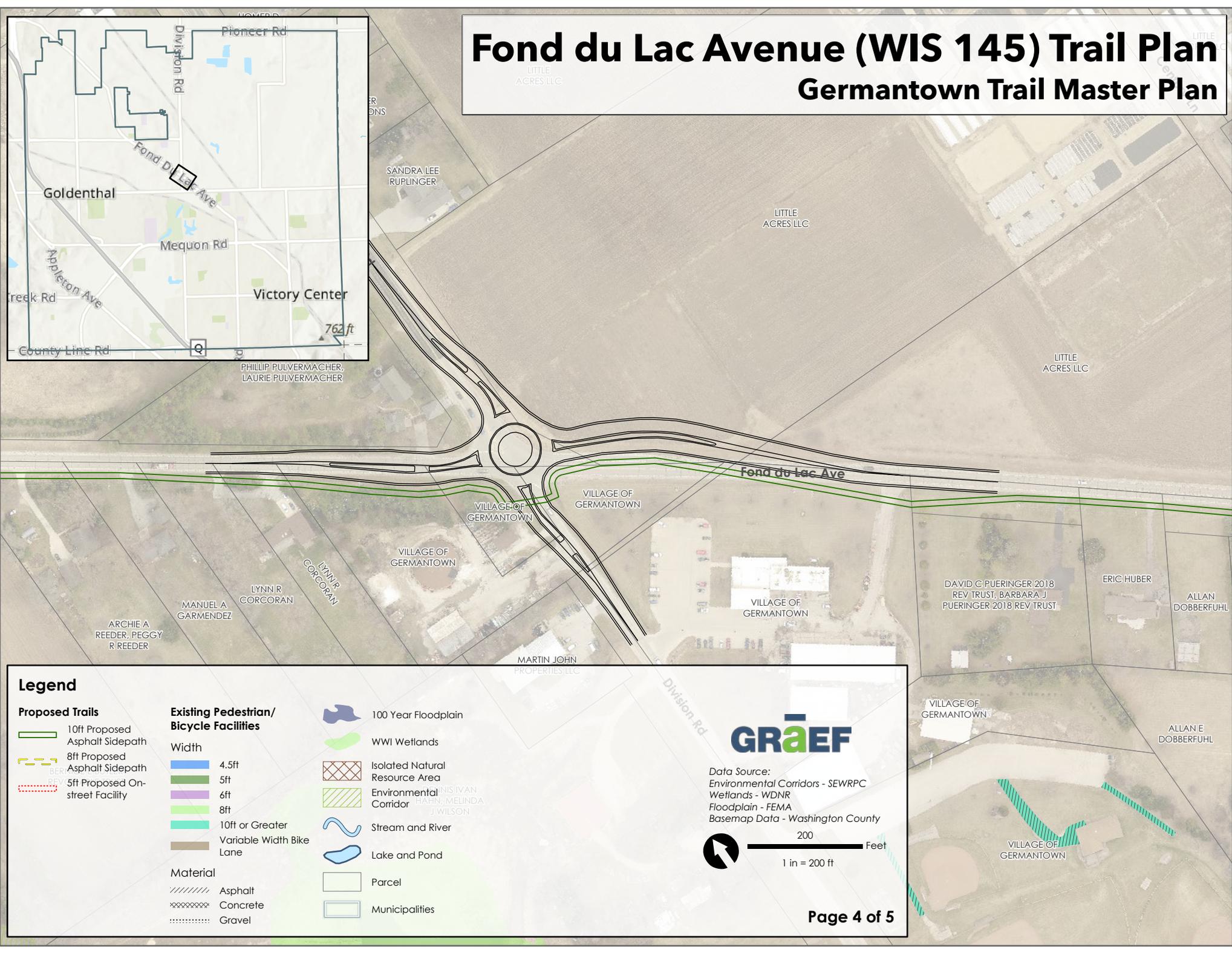


Data Source:
 Environmental Corridors - SEWRPC
 Wetlands - WDNR
 Floodplain - FEMA
 Basemap Data - Washington County



Fond du Lac Avenue (WIS 145) Trail Plan

Germantown Trail Master Plan



Legend

Proposed Trails

- 10ft Proposed Asphalt Sidepath
- 8ft Proposed Asphalt Sidepath
- 5ft Proposed On-street Facility

Existing Pedestrian/Bicycle Facilities

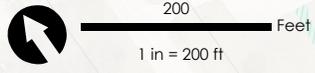
- Width**
- 4.5ft
 - 5ft
 - 6ft
 - 8ft
 - 10ft or Greater
 - Variable Width Bike Lane

- Material**
- Asphalt
 - Concrete
 - Gravel

- 100 Year Floodplain
- WWI Wetlands
- Isolated Natural Resource Area
- Environmental Corridor
- Stream and River
- Lake and Pond
- Parcel
- Municipalities



Data Source:
 Environmental Corridors - SEWRPC
 Wetlands - WDNR
 Floodplain - FEMA
 Basemap Data - Washington County



Fond du Lac Avenue (WIS 145) Trail Plan

Germantown Trail Master Plan



Legend

- Proposed Trails**
- 10ft Proposed Asphalt Sidepath
 - 8ft Proposed Asphalt Sidepath
 - 5ft Proposed On-street Facility

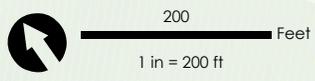
- Existing Pedestrian/Bicycle Facilities**
- Width**
- 4.5ft
 - 5ft
 - 6ft
 - 8ft
 - 10ft or Greater
 - Variable Width Bike Lane

- Material**
- Asphalt
 - Concrete
 - Gravel

- 100 Year Floodplain
- WWI Wetlands
- Isolated Natural Resource Area
- Environmental Corridor
- Stream and River
- Lake and Pond
- Parcel
- Municipalities

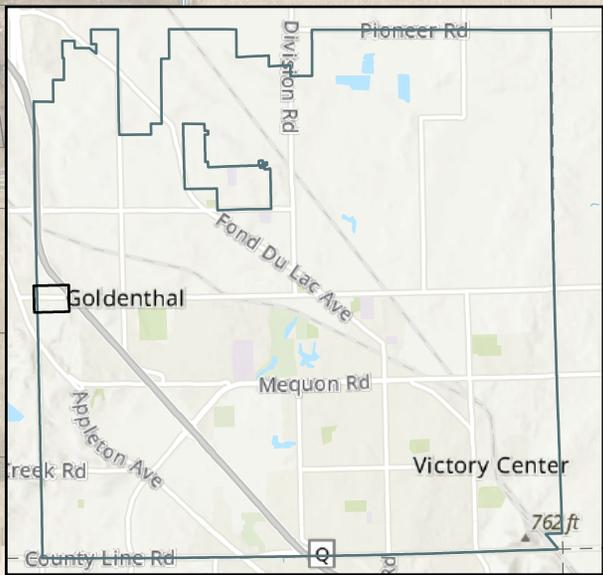


Data Source:
 Environmental Corridors - SEWRPC
 Wetlands - WDNR
 Floodplain - FEMA
 Basemap Data - Washington County



Freistadt Road Trail Plan

Germantown Trail Master Plan

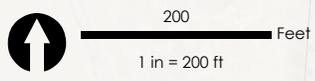


Legend

- | | | | | | |
|------------------------|---------------------------------|--|--------------------------|----------------------------|--------------------------------|
| Proposed Trails | | Existing Pedestrian/
Bicycle Facilities | | 100 Year Floodplain | |
| | 10ft Proposed Asphalt Sidepath | | 4.5ft | | 100 Year Floodplain |
| | 8ft Proposed Asphalt Sidepath | | 5ft | | WVI Wetlands |
| | 5ft Proposed On-street Facility | | 6ft | | Isolated Natural Resource Area |
| | | | 8ft | | Environmental Corridor |
| | | | 10ft or Greater | | Stream and River |
| | | | Variable Width Bike Lane | | Lake and Pond |
| | | Material | | | Parcel |
| | | | Asphalt | | Municipalities |
| | | | Concrete | | |
| | | | Gravel | | |

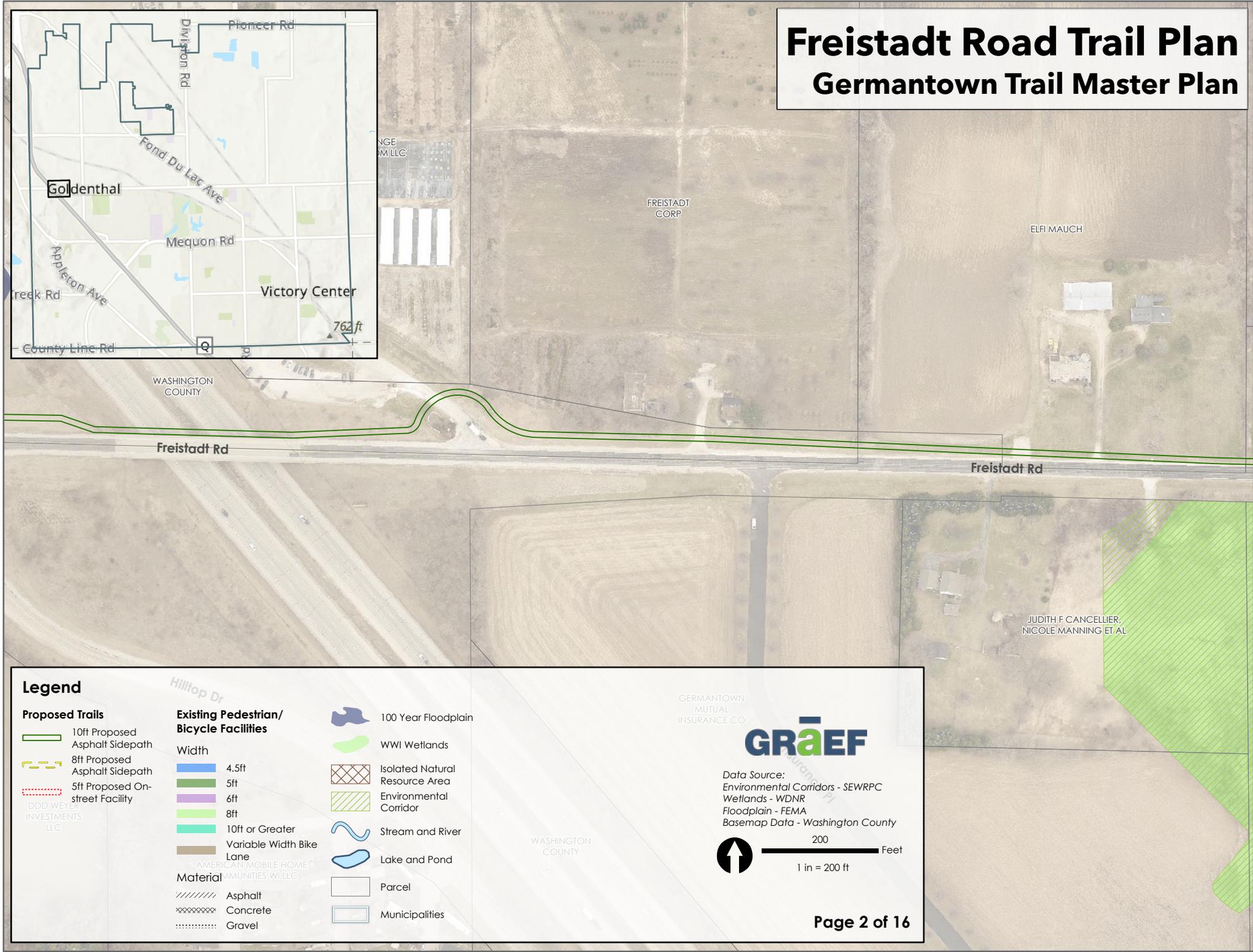


Data Source:
 Environmental Corridors - SEWRPC
 Wetlands - WDNR
 Floodplain - FEMA
 Basemap Data - Washington County



Freistadt Road Trail Plan

Germantown Trail Master Plan



Legend

- Proposed Trails**
- 10ft Proposed Asphalt Sidepath
 - 8ft Proposed Asphalt Sidepath
 - 5ft Proposed On-street Facility

- Existing Pedestrian/Bicycle Facilities**
- Width**
- 4.5ft
 - 5ft
 - 6ft
 - 8ft
 - 10ft or Greater
 - Variable Width Bike Lane
- Material**
- Asphalt
 - Concrete
 - Gravel

- 100 Year Floodplain
- WWI Wetlands
- Isolated Natural Resource Area
- Environmental Corridor
- Stream and River
- Lake and Pond
- Parcel
- Municipalities

GERMANTOWN MUTUAL INSURANCE CO

GRāEF

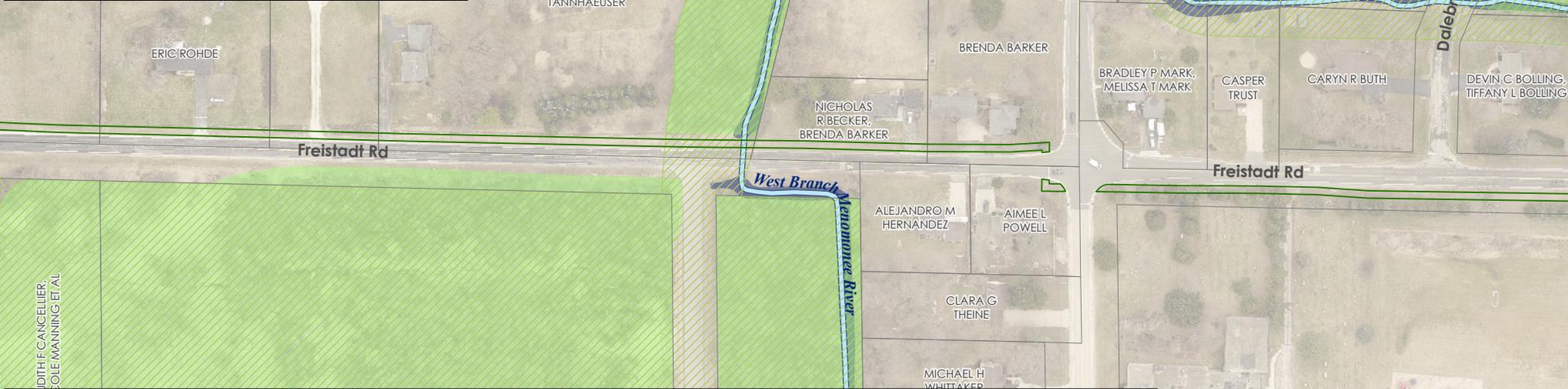
Data Source:
 Environmental Corridors - SEWRPC
 Wetlands - WDNR
 Floodplain - FEMA
 Basemap Data - Washington County

200 Feet
 1 in = 200 ft

Freistadt Road Trail Plan

Germantown Trail Master Plan

CARLA J. KRENTZ
ANDREW M. KRENTZ



Legend

Proposed Trails

- 10ft Proposed Asphalt Sidepath
- 8ft Proposed Asphalt Sidepath
- 5ft Proposed On-street Facility

Existing Pedestrian/Bicycle Facilities

Width

- 4.5ft
- 5ft
- 6ft
- 8ft
- 10ft or Greater
- Variable Width Bike Lane

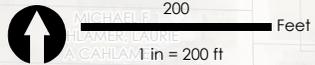
Material

- Asphalt
- Concrete
- Gravel

- 100 Year Floodplain
- WWI Wetlands
- Isolated Natural Resource Area
- Environmental Corridor
- Stream and River
- Lake and Pond
- Parcel
- Municipalities



Data Source:
 Environmental Corridors - SEWRPC
 Wetlands - WDNR
 Floodplain - FEMA
 Basemap Data - Washington County



Freistadt Road Trail Plan

Germantown Trail Master Plan



Legend

Proposed Trails

- 10ft Proposed Asphalt Sidepath
- 8ft Proposed Asphalt Sidepath
- 5ft Proposed On-street Facility

Existing Pedestrian/Bicycle Facilities

Width

- 4.5ft
- 5ft
- 6ft
- 8ft
- 10ft or Greater
- Variable Width Bike Lane

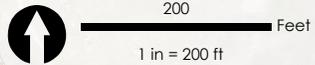
Material

- Asphalt
- Concrete
- Gravel

- 100 Year Floodplain
- WWI Wetlands
- Isolated Natural Resource Area
- Environmental Corridor
- Stream and River
- Lake and Pond
- Parcel
- Municipalities



Data Source:
 Environmental Corridors - SEWRPC
 Wetlands - WDNR
 Floodplain - FEMA
 Basemap Data - Washington County

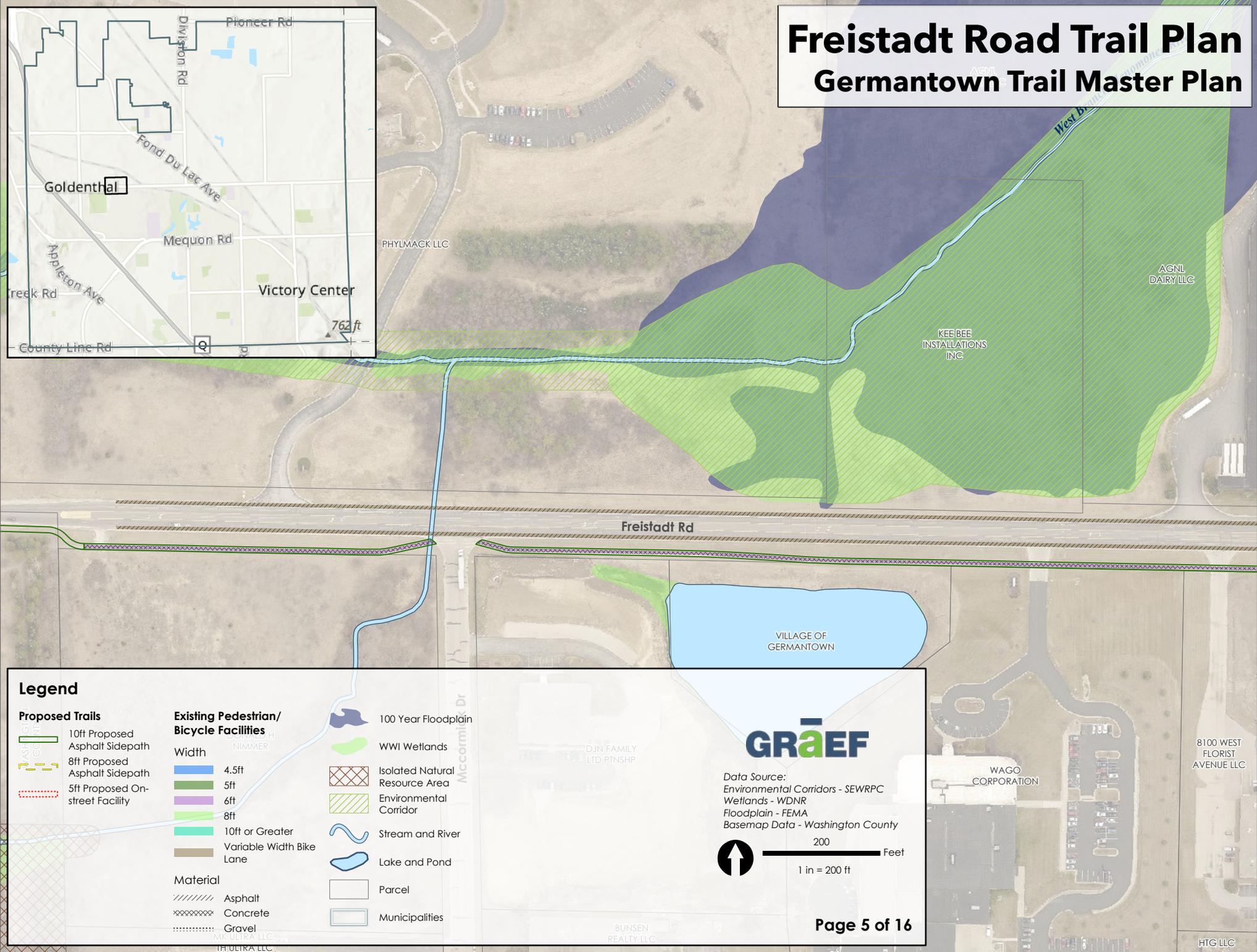


TRAVIS BROOKS, JULIE NEUMANN
 ARTHUR R. SPOERRI, JEAN MATTHIAS

DONALD H. NIMMER

Freistadt Road Trail Plan

Germantown Trail Master Plan

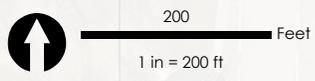


Legend

- | | | |
|--|--|--|
| Proposed Trails | | 100 Year Floodplain
WWI Wetlands
Isolated Natural Resource Area
Environmental Corridor
Stream and River
Lake and Pond
Parcel
Municipalities |
| 10ft Proposed Asphalt Sidepath
8ft Proposed Asphalt Sidepath
5ft Proposed On-street Facility | Existing Pedestrian/Bicycle Facilities
Width
4.5ft
5ft
6ft
8ft
10ft or Greater
Variable Width Bike Lane
Material
Asphalt
Concrete
Gravel | |



Data Source:
 Environmental Corridors - SEWRPC
 Wetlands - WDNR
 Floodplain - FEMA
 Basemap Data - Washington County



Freistadt Road Trail Plan

Germantown Trail Master Plan

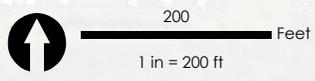


Legend

Proposed Trails		Existing Pedestrian/Bicycle Facilities		100 Year Floodplain
10ft Proposed Asphalt Sidepath	4.5ft	WWI Wetlands	Isolated Natural Resource Area	Stream and River
8ft Proposed Asphalt Sidepath	5ft	Environmental Corridor	Lake and Pond	Parcel
5ft Proposed On-street Facility	6ft	Stream and River	Municipalities	
	8ft	Lake and Pond		
	10ft or Greater	Parcel		
	Variable Width Bike Lane	Municipalities		
	Material			
Asphalt				
Concrete				
Gravel				

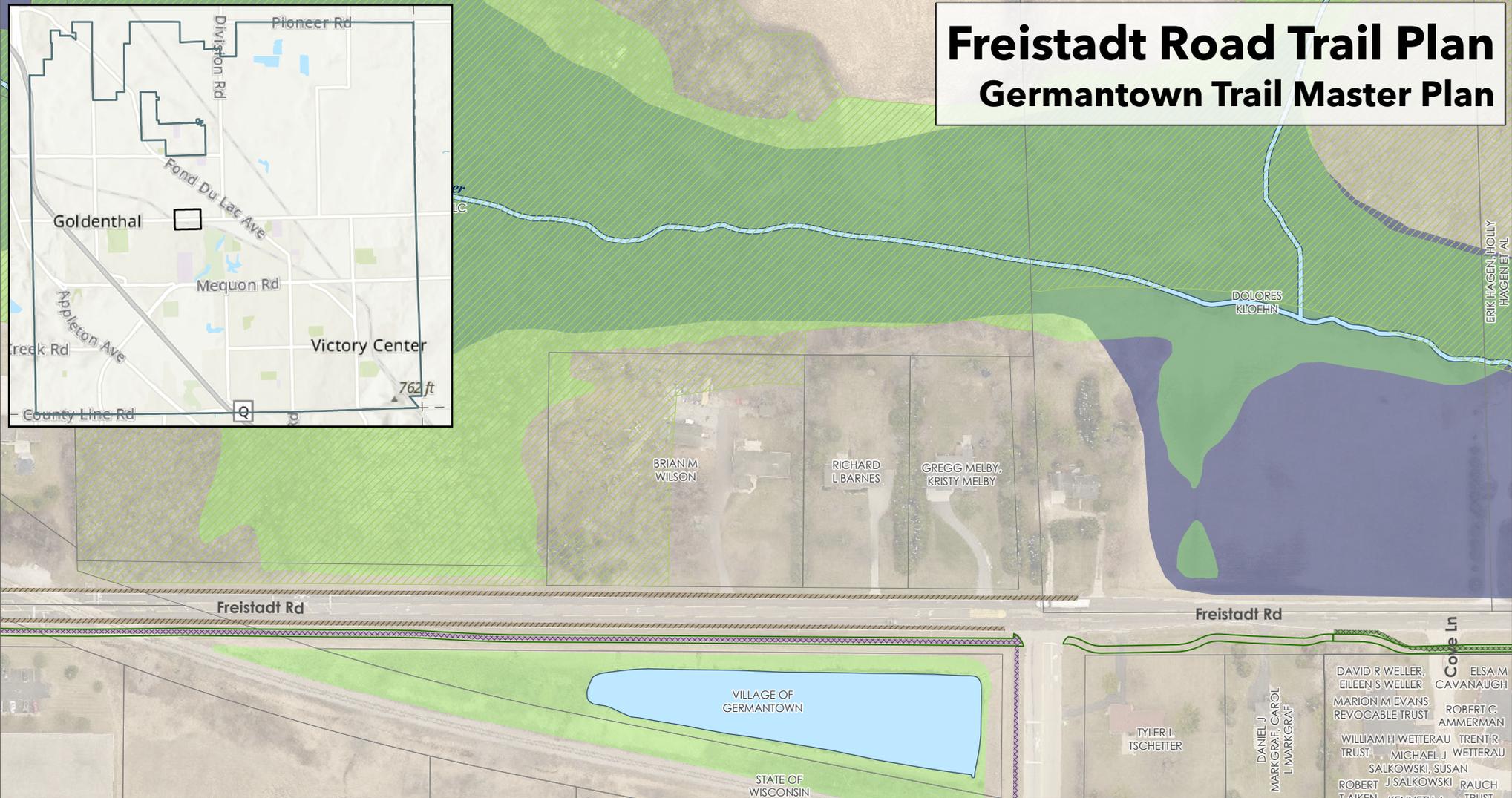
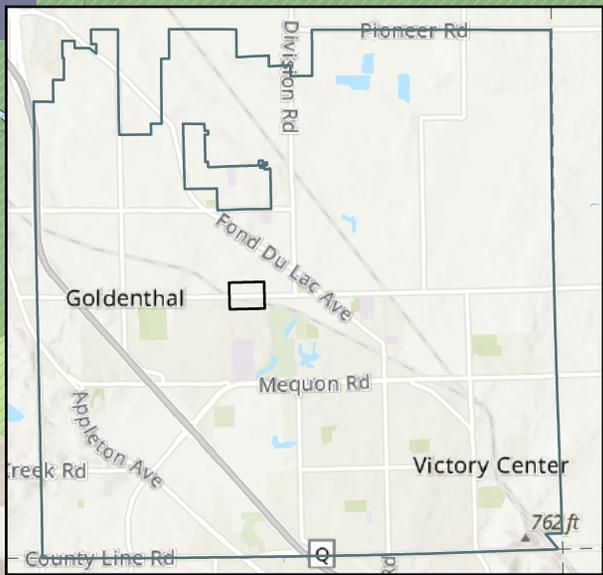


Data Source:
 Environmental Corridors - SEWRPC
 Wetlands - WDNR
 Floodplain - FEMA
 Basemap Data - Washington County



Freistadt Road Trail Plan

Germantown Trail Master Plan

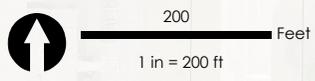


Legend

Proposed Trails		Existing Pedestrian/ Bicycle Facilities		100 Year Floodplain	
	10ft Proposed Asphalt Sidepath		4.5ft		100 Year Floodplain
	8ft Proposed Asphalt Sidepath		5ft		WVI Wetlands
	5ft Proposed On-street Facility		6ft		Isolated Natural Resource Area
			8ft		Environmental Corridor
			10ft or Greater		Stream and River
			Variable Width Bike Lane		Lake and Pond
		Material			Parcel
			Asphalt		Municipalities
			Concrete		
			Gravel		



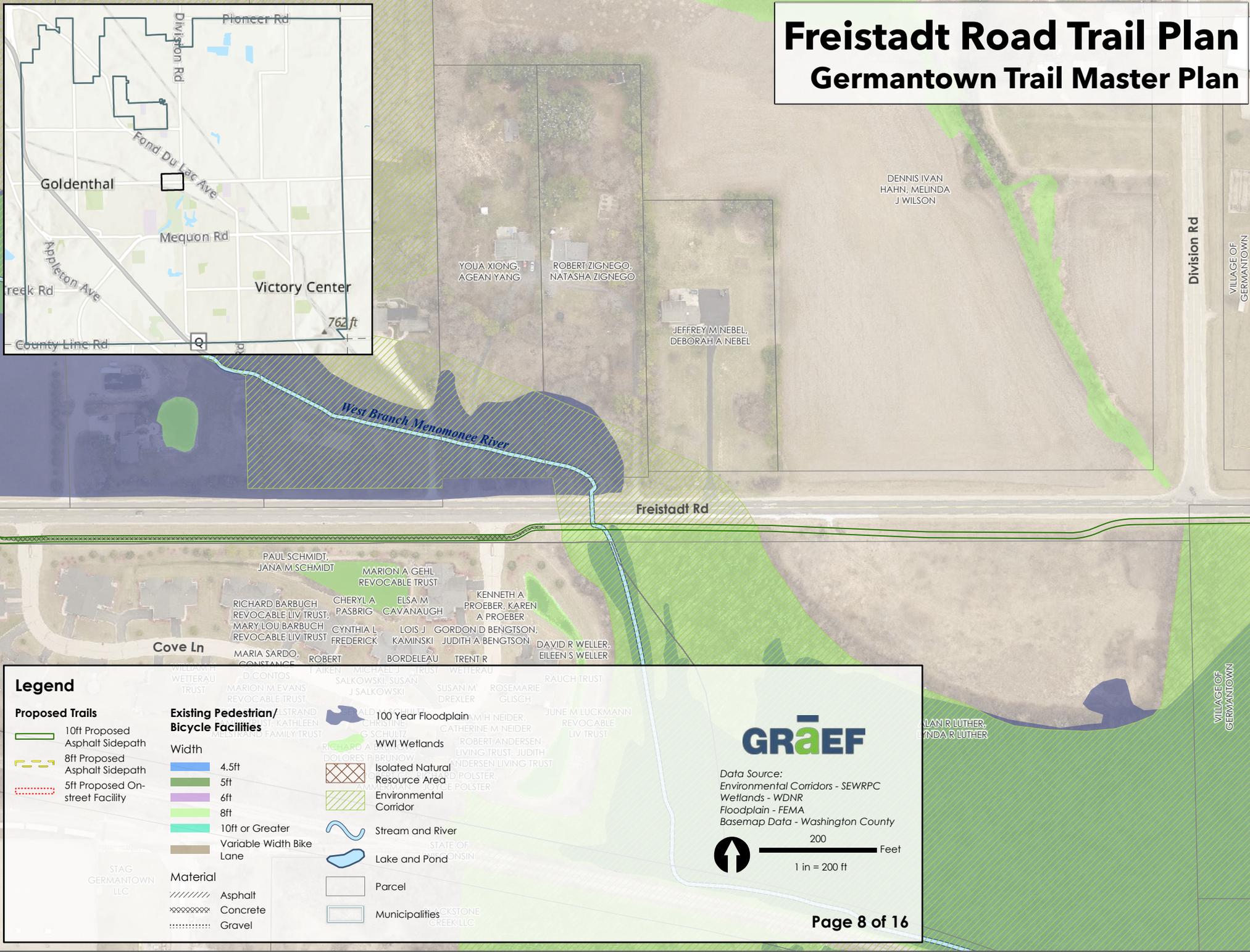
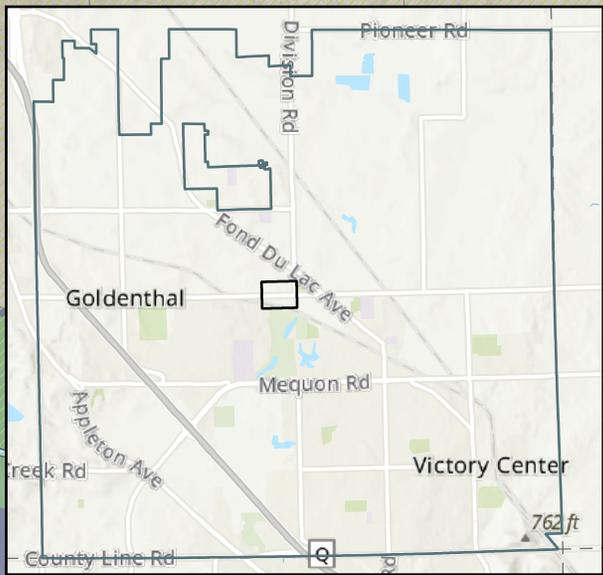
Data Source:
 Environmental Corridors - SEWRPC
 Wetlands - WDNR
 Floodplain - FEMA
 Basemap Data - Washington County



- DAVID R WELER, EILEEN S WELER, MARION M EVANS REVOCABLE TRUST, ROBERT C AMMERMAN
- ELSA M CAVANAUGH, ROBERT C AMMERMAN
- WILLIAM H WETTERAU TRUST, MICHAEL J WETTERAU, SALKOWSKI, SUSAN
- ROBERT J SALKOWSKI, RAUCH, TAIKEN, KENNETH A TRUST, PROEBER, KAREN A ROSEMARIE, GLISCH
- JUNE M PROEBER, GORDON D BENGTSO, LUCKMANN REVOCABLE TRUST, JUDITH A BENGTSO

Freistadt Road Trail Plan

Germantown Trail Master Plan



Legend

Proposed Trails

- 10ft Proposed Asphalt Sidepath
- 8ft Proposed Asphalt Sidepath
- 5ft Proposed On-street Facility

Existing Pedestrian/Bicycle Facilities

Width

- 4.5ft
- 5ft
- 6ft
- 8ft
- 10ft or Greater
- Variable Width Bike Lane

Material

- Asphalt
- Concrete
- Gravel

- 100 Year Floodplain
- WWI Wetlands
- Isolated Natural Resource Area
- Environmental Corridor
- Stream and River
- Lake and Pond
- Parcel
- Municipalities

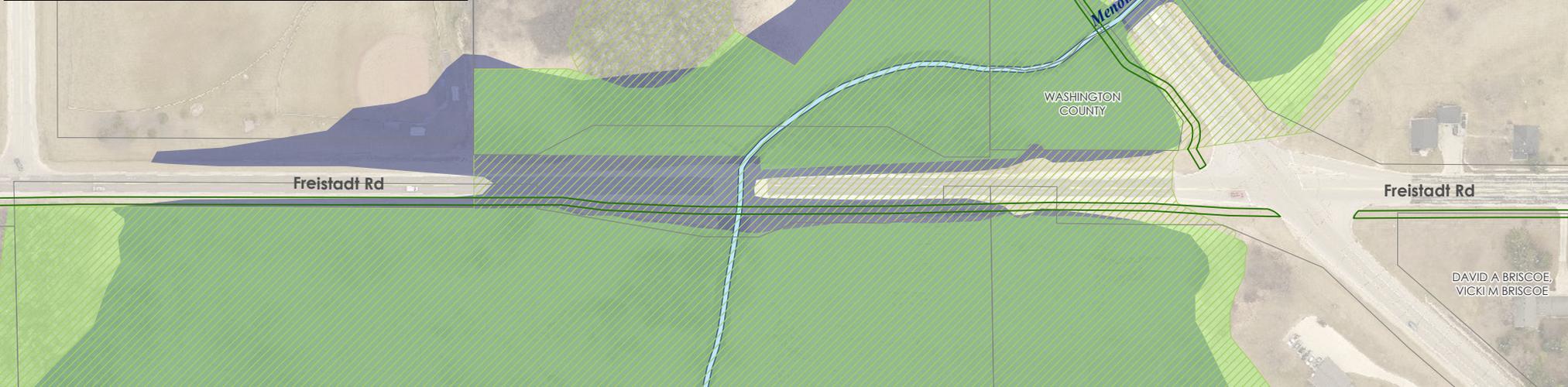
Data Source:
 Environmental Corridors - SEWRPC
 Wetlands - WDNR
 Floodplain - FEMA
 Basemap Data - Washington County

200
Feet

1 in = 200 ft

Freistadt Road Trail Plan

Germantown Trail Master Plan

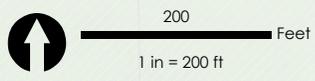


Legend

- | | | | | | |
|------------------------|---------------------------------|--|--------------------------|----------------------------------|--------------------------------|
| Proposed Trails | | Existing Pedestrian/
Bicycle Facilities | | VILLAGE OF
GERMANTOWN | |
| | 10ft Proposed Asphalt Sidepath | | 4.5ft Width | | 100 Year Floodplain |
| | 8ft Proposed Asphalt Sidepath | | 5ft | | WWI Wetlands |
| | 5ft Proposed On-street Facility | | 6ft | | Isolated Natural Resource Area |
| | | | 8ft | | Environmental Corridor |
| | | | 10ft or Greater | | Stream and River |
| | | | Variable Width Bike Lane | | Lake and Pond |
| | | Material | | | Parcel |
| | | | Asphalt | | Municipalities |
| | | | Concrete | | |
| | | | Gravel | | |



Data Source:
 Environmental Corridors - SEWRPC
 Wetlands - WDNR
 Floodplain - FEMA
 Basemap Data - Washington County

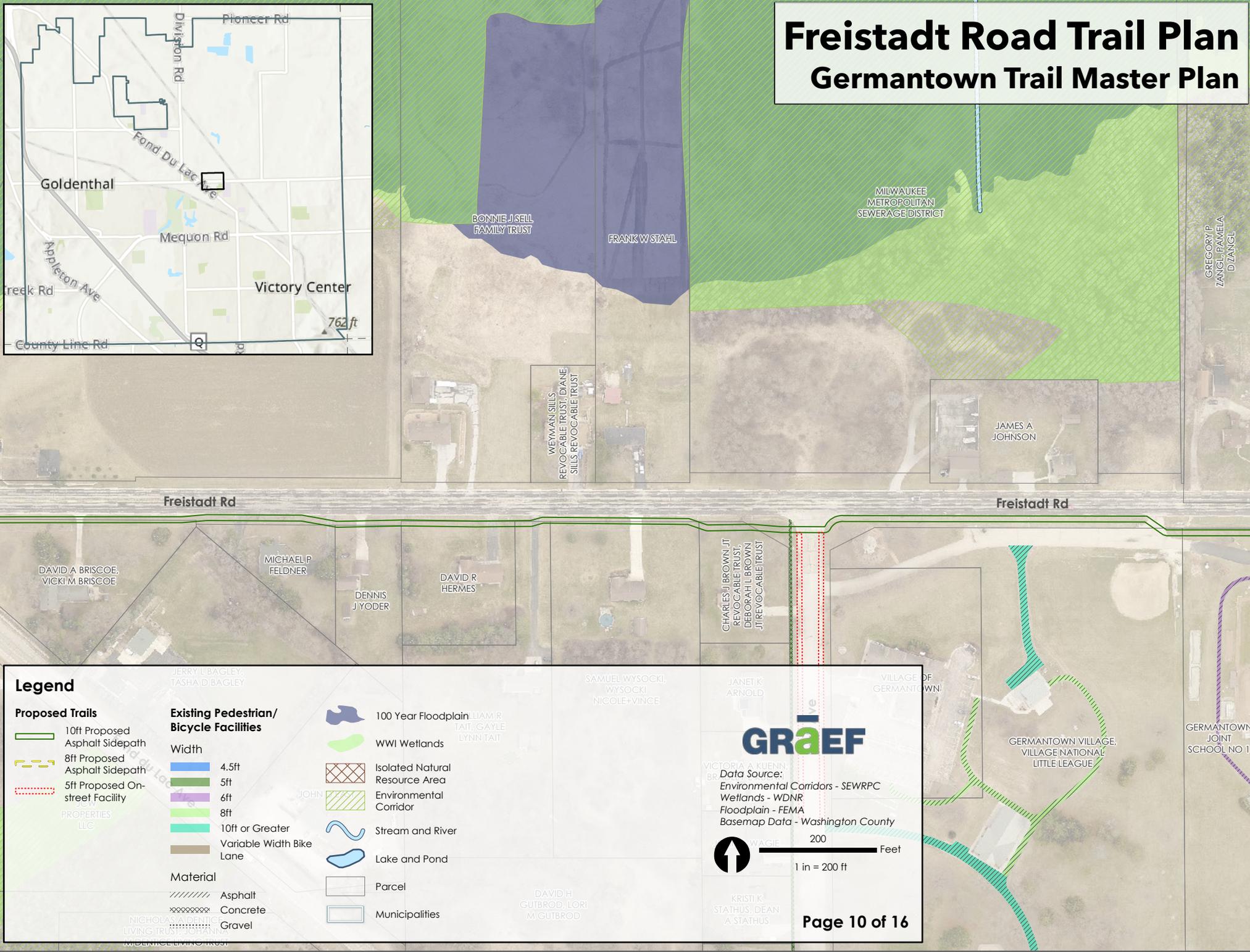
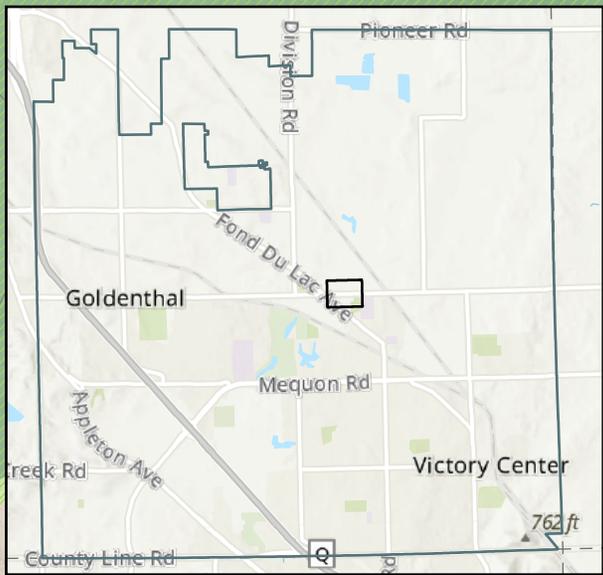


ALAN RUTHER
LYNDA RUTHER

MILWAUKEE
METROPOLITAN
SEWERAGE DISTRICT

Freistadt Road Trail Plan

Germantown Trail Master Plan



Legend

Proposed Trails

- 10ft Proposed Asphalt Sidepath
- 8ft Proposed Asphalt Sidepath
- 5ft Proposed On-street Facility

Existing Pedestrian/ Bicycle Facilities

Width

- 4.5ft
- 5ft
- 6ft
- 8ft
- 10ft or Greater
- Variable Width Bike Lane

Material

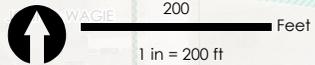
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- Concrete
- Gravel

- 100 Year Floodplain
- WWI Wetlands
- Isolated Natural Resource Area
- Environmental Corridor
- Stream and River
- Lake and Pond

- Parcel
- Municipalities

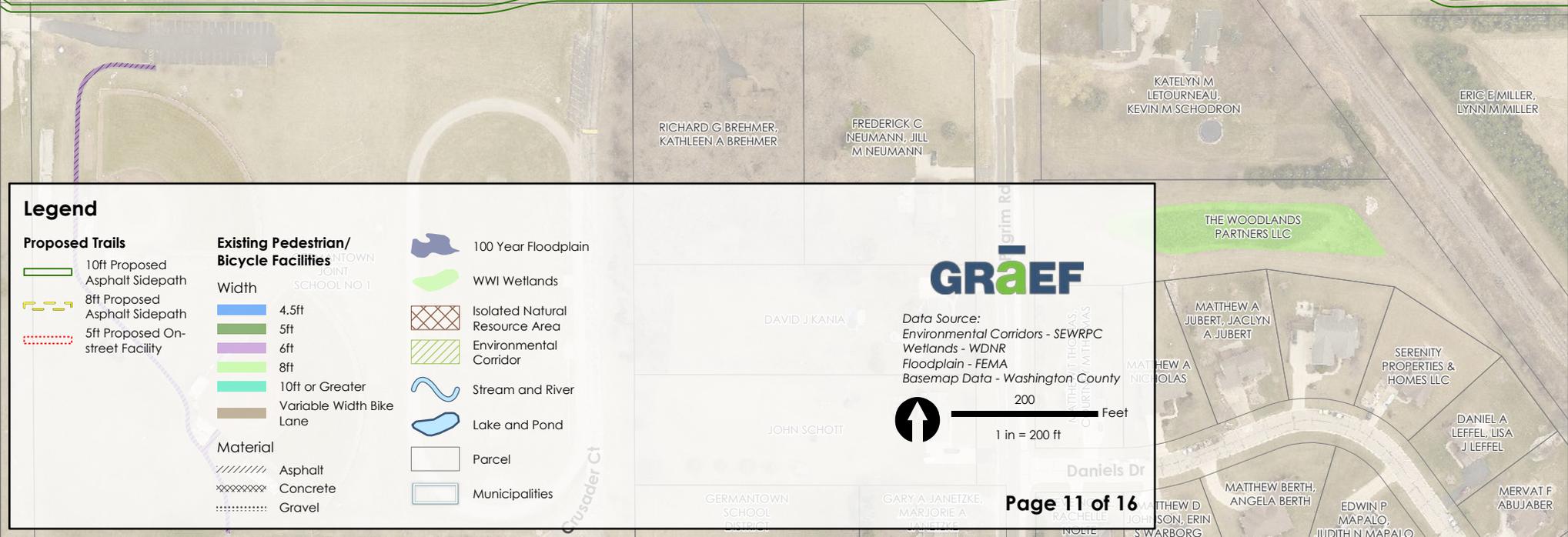
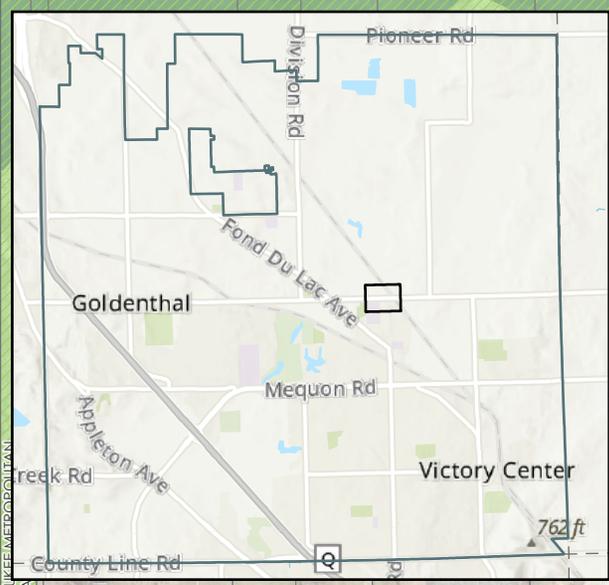


Data Source:
 Environmental Corridors - SEWRPC
 Wetlands - WDNR
 Floodplain - FEMA
 Basemap Data - Washington County



Freistadt Road Trail Plan

Germantown Trail Master Plan

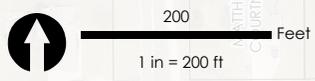


Legend

- | | | |
|--|--|--|
| Proposed Trails | | 100 Year Floodplain
WWI Wetlands
Isolated Natural Resource Area
Environmental Corridor
Stream and River
Lake and Pond
Parcel
Municipalities |
| 10ft Proposed Asphalt Sidepath
8ft Proposed Asphalt Sidepath
5ft Proposed On-street Facility | Existing Pedestrian/Bicycle Facilities
Width
4.5ft
5ft
6ft
8ft
10ft or Greater
Variable Width Bike Lane
Material
Asphalt
Concrete
Gravel | |



Data Source:
 Environmental Corridors - SEWRPC
 Wetlands - WDNR
 Floodplain - FEMA
 Basemap Data - Washington County



Freistadt Road Trail Plan

Germantown Trail Master Plan

LISA M. FILLA

BERTE T. AIKEN
 RICHARD G. BERNHARD, SUSAN J. BERNHARD

JOY A. MEINEN

RICHARD G. BERNHARD, SUSAN J. BERNHARD



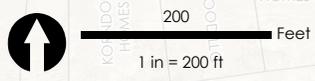
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Proposed Trails		Existing Pedestrian/Bicycle Facilities	
	10ft Proposed Asphalt Sidepath		4.5ft Width
	8ft Proposed Asphalt Sidepath		5ft Width
	5ft Proposed On-street Facility		6ft Width
			8ft Width
			10ft or Greater Width
			Variable Width Bike Lane
		Material	
			Asphalt
			Concrete
			Gravel

	100 Year Floodplain
	WWI Wetlands
	Isolated Natural Resource Area
	Environmental Corridor
	Stream and River
	Lake and Pond
	Parcel
	Municipalities



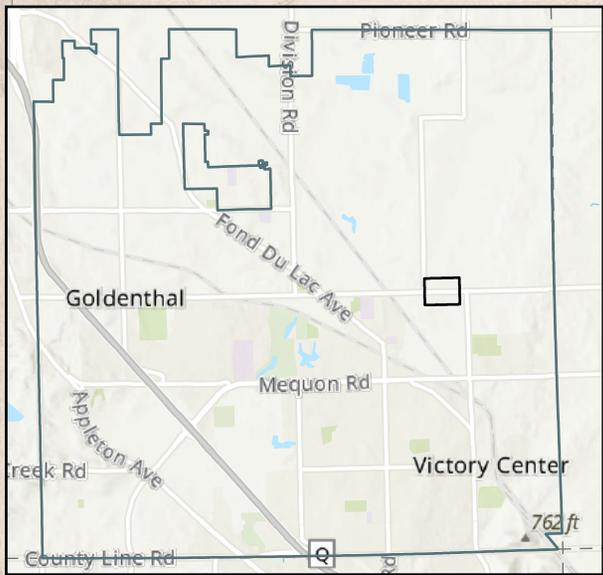
Data Source:
 Environmental Corridors - SEWRPC
 Wetlands - WDNR
 Floodplain - FEMA
 Basemap Data - Washington County



DANIEL A. EFFEL, LISA J. LEFFEL
 MERVAT F. ABUJABER

Freistadt Road Trail Plan

Germantown Trail Master Plan



Legend

Proposed Trails

- 10ft Proposed Asphalt Sidepath
- 8ft Proposed Asphalt Sidepath
- 5ft Proposed On-street Facility

Existing Pedestrian/Bicycle Facilities

Width

- 4.5ft
- 5ft
- 6ft
- 8ft
- 10ft or Greater
- Variable Width Bike Lane

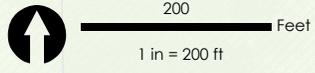
Material

- Asphalt
- Concrete
- Gravel

- 100 Year Floodplain
- WWI Wetlands
- Isolated Natural Resource Area
- Environmental Corridor
- Stream and River
- Lake and Pond
- Parcel
- Municipalities

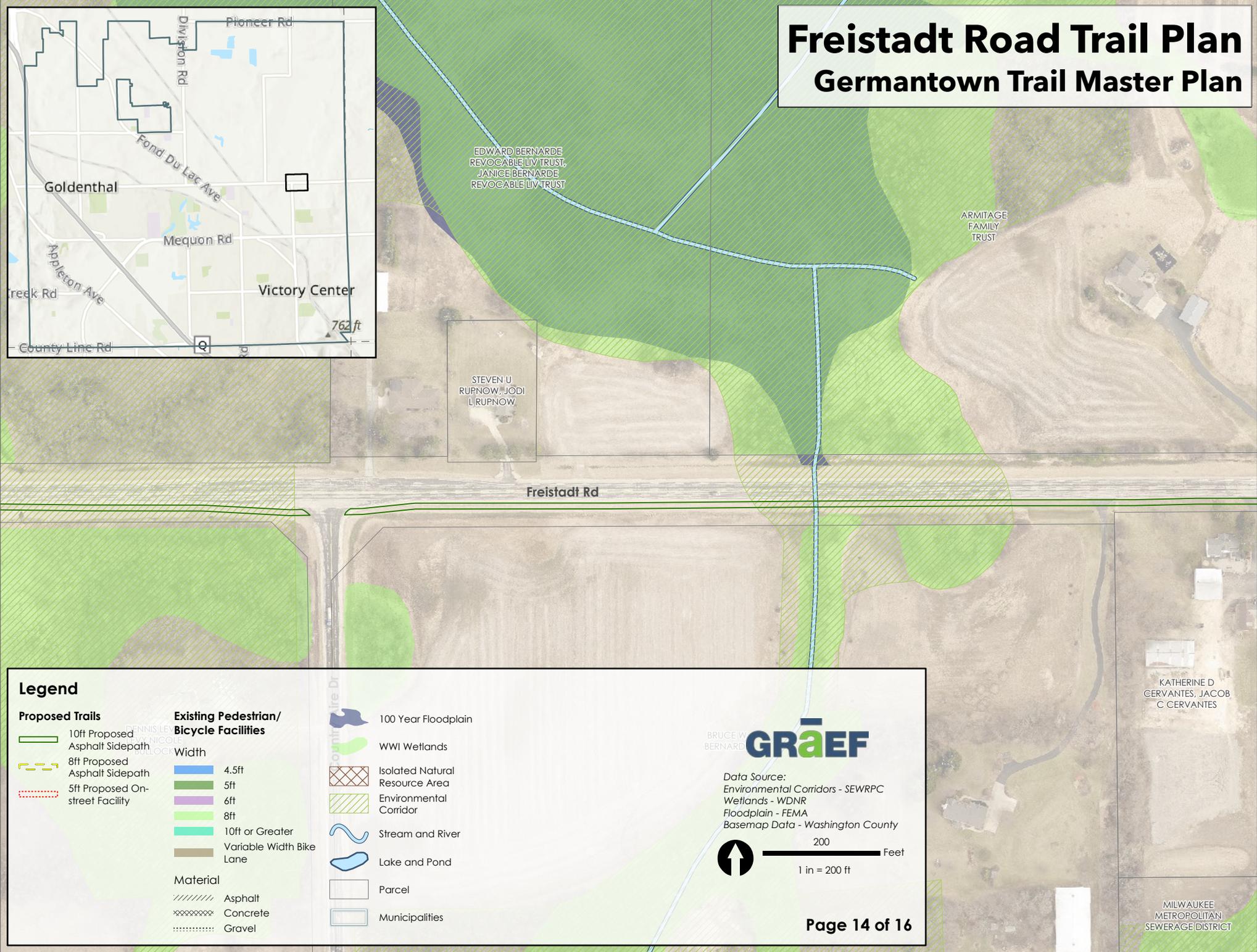


Data Source:
 Environmental Corridors - SEWRPC
 Wetlands - WDNR
 Floodplain - FEMA
 Basemap Data - Washington County



Freistadt Road Trail Plan

Germantown Trail Master Plan



Legend

Proposed Trails		Existing Pedestrian/ Bicycle Facilities	
	10ft Proposed Asphalt Sidepath		4.5ft Width
	8ft Proposed Asphalt Sidepath		5ft
	5ft Proposed On-street Facility		6ft
			8ft
			10ft or Greater
			Variable Width Bike Lane
		Material	
			Asphalt
			Concrete
			Gravel

	100 Year Floodplain
	WWI Wetlands
	Isolated Natural Resource Area
	Environmental Corridor
	Stream and River
	Lake and Pond
	Parcel
	Municipalities

GRāEF
BRUCE W BERNARD

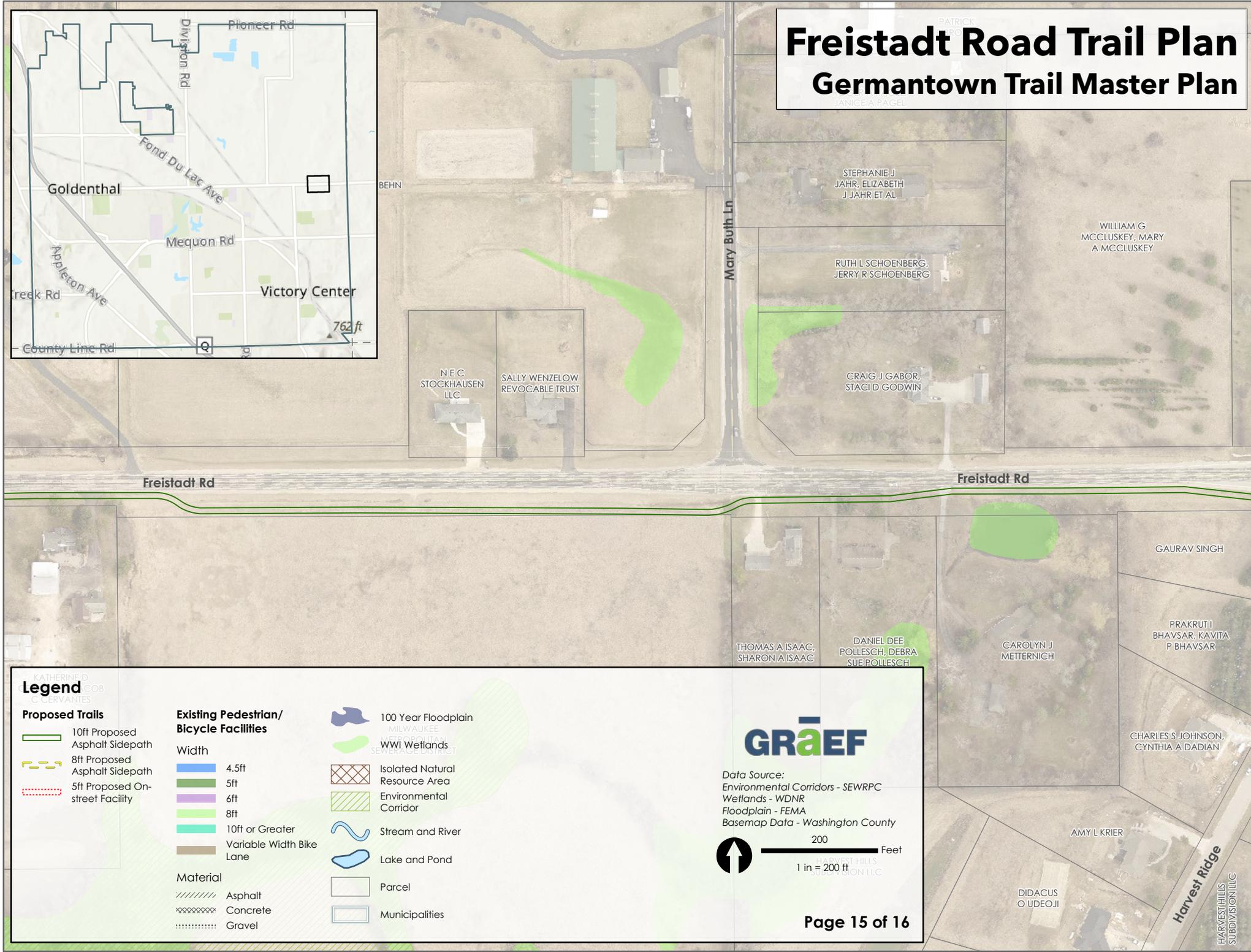
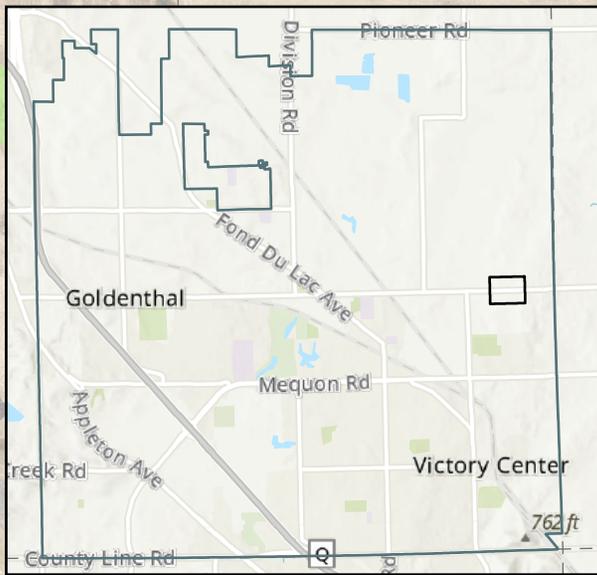
Data Source:
 Environmental Corridors - SEWRPC
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 Floodplain - FEMA
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200 Feet
 1 in = 200 ft

Freistadt Road Trail Plan

Germantown Trail Master Plan

JANICE A PAGEL



NEC STOCKHAUSEN LLC
SALLY WENZELOW REVOCABLE TRUST

STEPHANIE J JAHR, ELIZABETH J JAHR ET AL

WILLIAM G MCCLUSKEY, MARY A MCCLUSKEY

RUTH L SCHOENBERG, JERRY R SCHOENBERG

CRAIG J GABOR, STACI D GODWIN

GAURAV SINGH

PRAKRUT I BHAVSAR, KAVITA P BHAVSAR

CHARLES S JOHNSON, CYNTHIA A DADIAN

AMY L KRIER

DIDACUS O UDEOJI

THOMAS A ISAAC, SHARON A ISAAC

DANIEL DEE POLLESCH, DEBRA SUE POLLESCH

CAROLYN J METTERNICH

HARVEST HILLS SUBDIVISION LLC

Legend

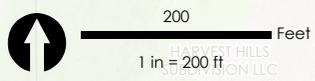
- Proposed Trails**
- 10ft Proposed Asphalt Sidepath
 - 8ft Proposed Asphalt Sidepath
 - 5ft Proposed On-street Facility

- Existing Pedestrian/Bicycle Facilities**
- Width**
- 4.5ft
 - 5ft
 - 6ft
 - 8ft
 - 10ft or Greater
 - Variable Width Bike Lane
- Material**
- Asphalt
 - Concrete
 - Gravel

- 100 Year Floodplain
- WWI Wetlands
- Isolated Natural Resource Area
- Environmental Corridor
- Stream and River
- Lake and Pond
- Parcel
- Municipalities

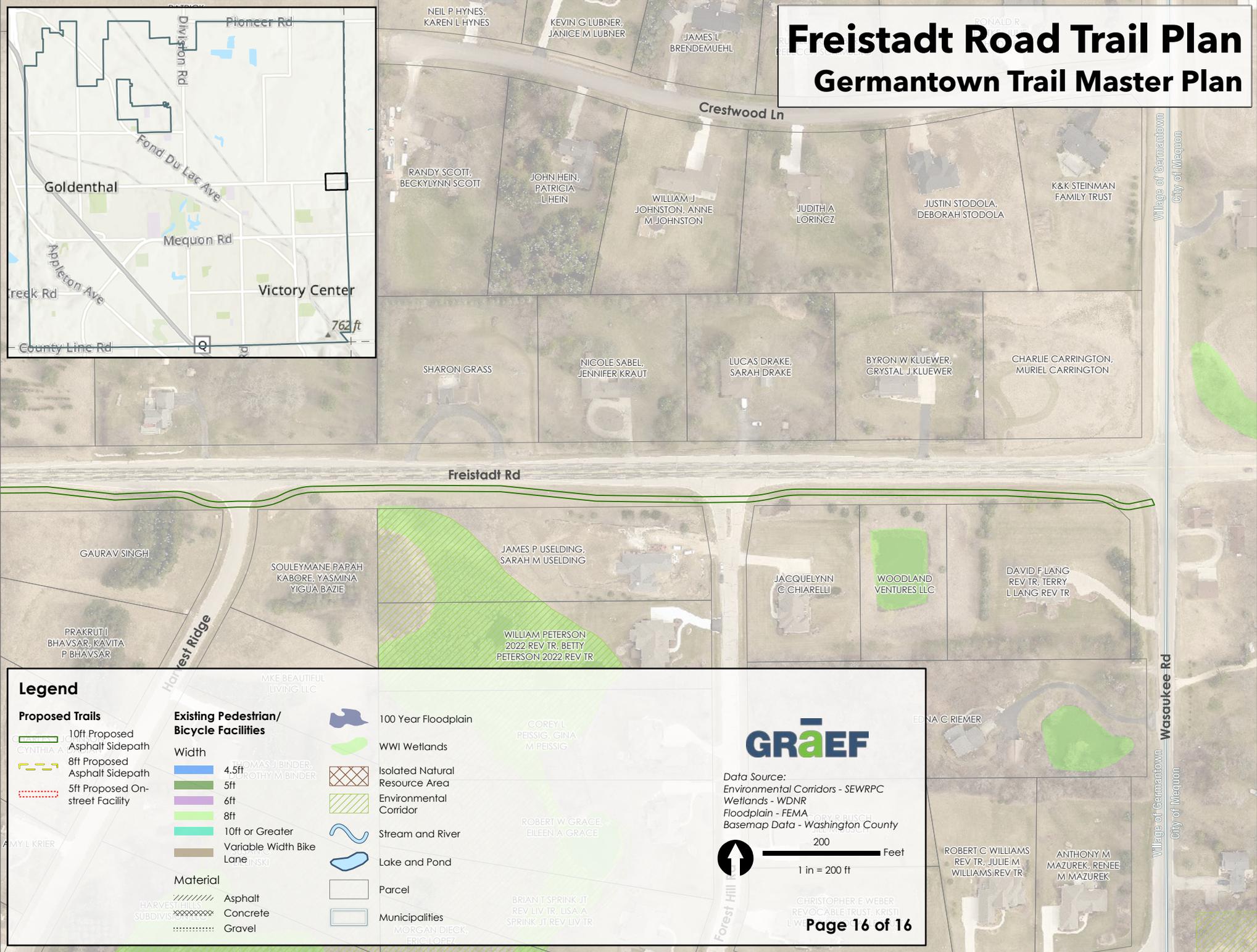


Data Source:
Environmental Corridors - SEWRPC
Wetlands - WDNR
Floodplain - FEMA
Basemap Data - Washington County



Freistadt Road Trail Plan

Germantown Trail Master Plan



Legend

Proposed Trails

- 10ft Proposed Asphalt Sidepath
- 8ft Proposed Asphalt Sidepath
- 5ft Proposed On-street Facility

Existing Pedestrian/Bicycle Facilities

Width

- 4.5ft
- 5ft
- 6ft
- 8ft
- 10ft or Greater
- Variable Width Bike Lane

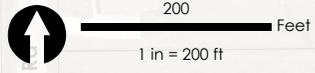
Material

- Asphalt
- Concrete
- Gravel

- 100 Year Floodplain
- WWI Wetlands
- Isolated Natural Resource Area
- Environmental Corridor
- Stream and River
- Lake and Pond
- Parcel
- Municipalities

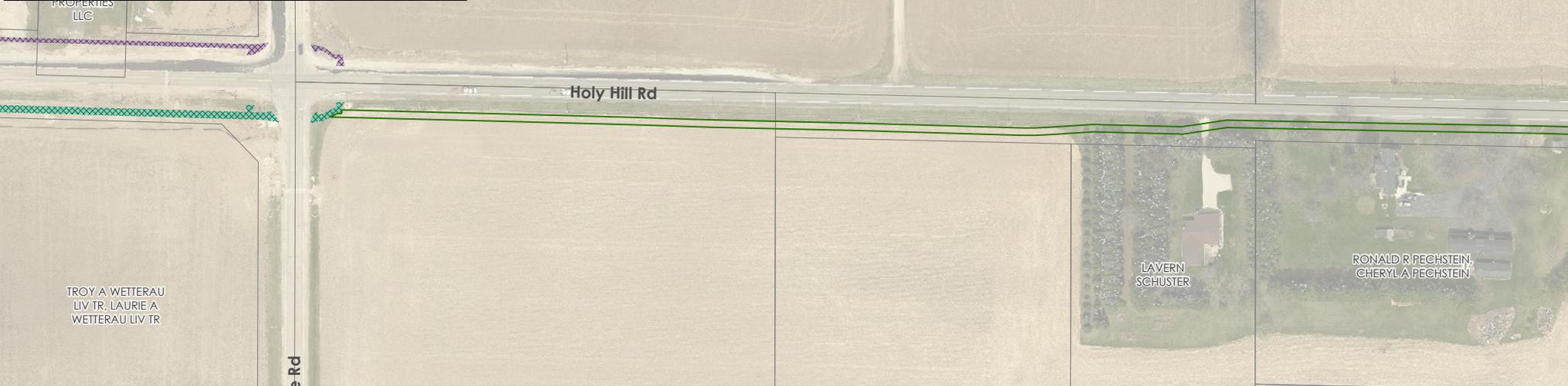
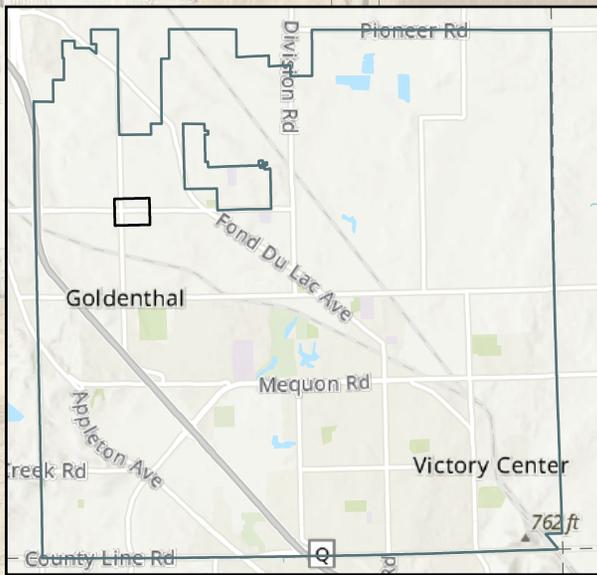


Data Source:
 Environmental Corridors - SEWRPC
 Wetlands - WDNR
 Floodplain - FEMA
 Basemap Data - Washington County



Holy Hill Road Trail Plan

Germantown Trail Master Plan



Legend

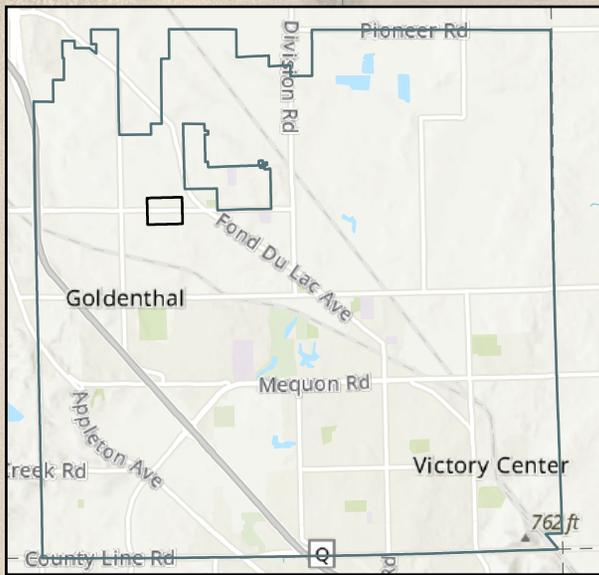
Proposed Trails		Existing Pedestrian/Bicycle Facilities		Environmental Features	
	10ft Proposed Asphalt Sidepath		4.5ft		100 Year Floodplain
	8ft Proposed Asphalt Sidepath		5ft		WWI Wetlands
	5ft Proposed On-street Facility		6ft		Isolated Natural Resource Area
	JOHN W. MURPHY REVOCABLE TRUST, BARBARA J. MURPHY REVOCABLE TRUST		8ft		Environmental Corridor
	HOMESTEAD TRANSFER		10ft or Greater		Stream and River
	PROPERTIES LLC		Variable Width Bike Lane		Lake and Pond
	TROY A WETTERAU LIV TR, LAURIE A WETTERAU LIV TR		Material		Parcel
	FRANK E WIEDMEYER, MARY J WIEDMEYER		Asphalt		Municipalities
	BAST INVESTMENTS LLC		Concrete		
	LAVERN SCHUSTER		Gravel		
	RONALD R PECHSTEIN, CHERYL A PECHSTEIN				
	BRIAN A KAZMIERCZAK, KEVIN J KAZMIERCZAK				

GRāEF
 BRIAN A. KAZMIERCZAK, KEVIN J. KAZMIERCZAK
 Data Source:
 Environmental Corridors - SEWRPC
 Wetlands - WDNR
 Floodplain - FEMA
 Basemap Data - Washington County

200 Feet
 1 in = 200 ft

Holy Hill Road Trail Plan

Germantown Trail Master Plan

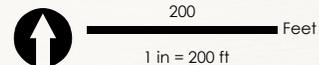


Legend

Proposed Trails		Existing Pedestrian/Bicycle Facilities	
	10ft Proposed Asphalt Sidepath		4.5ft
	8ft Proposed Asphalt Sidepath		5ft
	5ft Proposed On-street Facility		6ft
			8ft
			10ft or Greater
			Variable Width Bike Lane
		Material	
			Asphalt
			Concrete
			Gravel
			100 Year Floodplain
			WWI Wetlands
			Isolated Natural Resource Area
			Environmental Corridor
			Stream and River
			Lake and Pond
			Parcel
			Municipalities

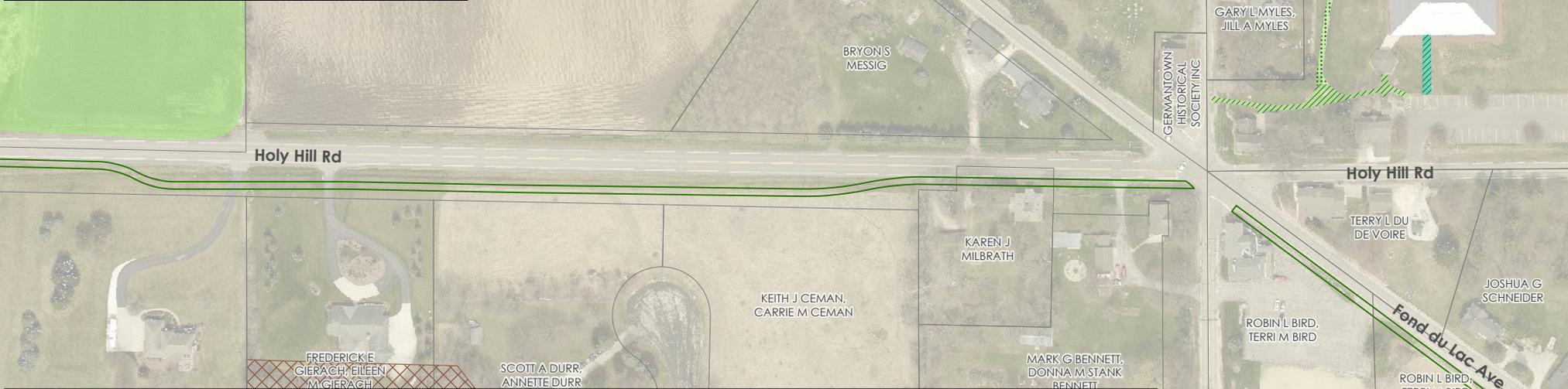


Data Source:
 Environmental Corridors - SEWRPC
 Wetlands - WDNR
 Floodplain - FEMA
 Basemap Data - Washington County



Holy Hill Road Trail Plan

Germantown Trail Master Plan

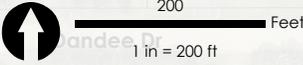


Legend

Proposed Trails		Existing Pedestrian/Bicycle Facilities		Environmental Features	
	10ft Proposed Asphalt Sidepath		4.5ft Width		100 Year Floodplain
	8ft Proposed Asphalt Sidepath		5ft Width		WWI Wetlands
	5ft Proposed On-street Facility		6ft Width		Isolated Natural Resource Area
			8ft Width		Environmental Corridor
			10ft or Greater Width		Stream and River
			Variable Width Bike Lane		Lake and Pond
		Material			Parcel
			Asphalt		Municipalities
			Concrete		
			Gravel		

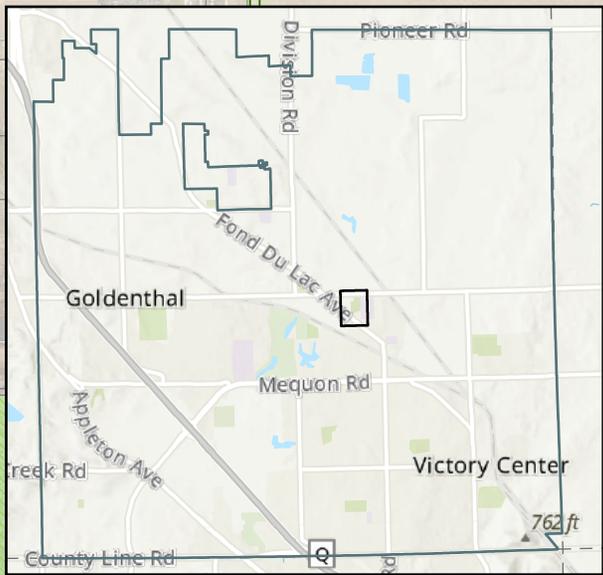


Data Source:
 Environmental Corridors - SEWRPC
 Wetlands - WDNR
 Floodplain - FEMA
 Basemap Data - Washington County



Pilgrim Road Trail Plan

Germantown Trail Master Plan



Legend

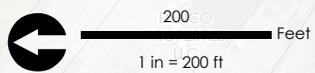
- Proposed Trails**
- 10ft Proposed Asphalt Sidepath
 - 8ft Proposed Asphalt Sidepath
 - 5ft Proposed On-street Facility

- Existing Pedestrian/ Bicycle Facilities**
- Width**
- 4.5ft
 - 5ft
 - 6ft
 - 8ft
 - 10ft or Greater
 - Variable Width Bike Lane
- Material**
- Asphalt
 - Concrete
 - Gravel

- 100 Year Floodplain
- WWI Wetlands
- Isolated Natural Resource Area
- Environmental Corridor
- Stream and River
- Lake and Pond
- Parcel
- Municipalities

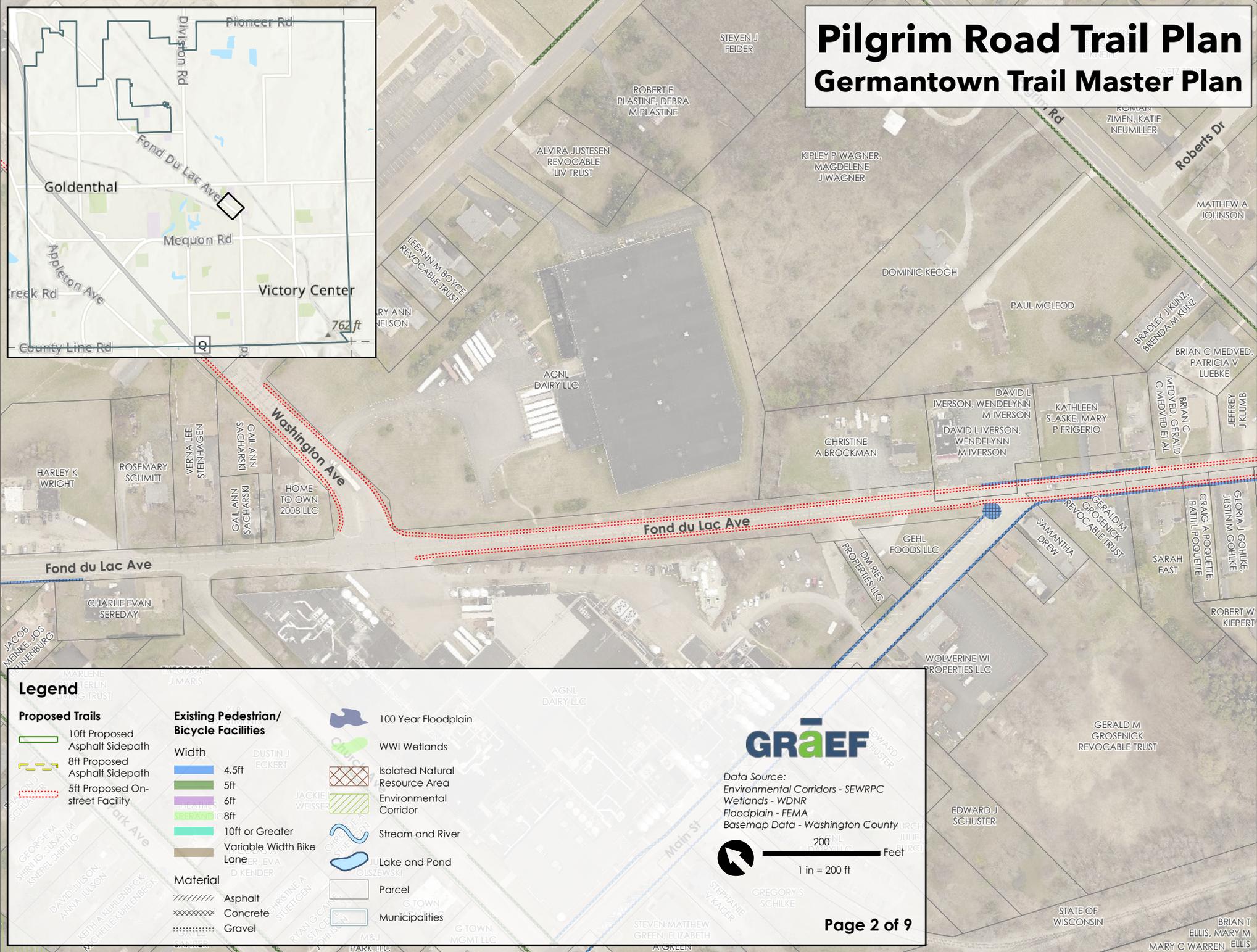
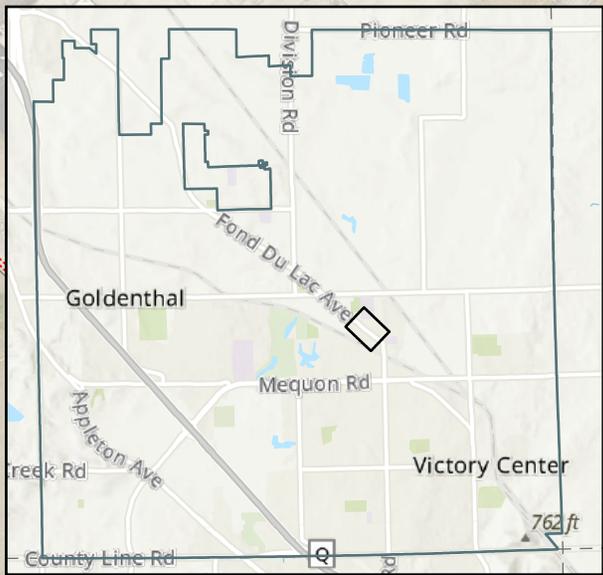


Data Source:
 Environmental Corridors - SEWRPC
 Wetlands - WDNR
 Floodplain - FEMA
 Basemap Data - Washington County



Pilgrim Road Trail Plan

Germantown Trail Master Plan

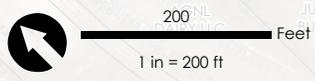


Legend

- | | | |
|---------------------------------|--|--------------------------------|
| Proposed Trails | Existing Pedestrian/
Bicycle Facilities | 100 Year Floodplain |
| 10ft Proposed Asphalt Sidepath | Width | WWI Wetlands |
| 8ft Proposed Asphalt Sidepath | 4.5ft | Isolated Natural Resource Area |
| 5ft Proposed On-street Facility | 5ft | Environmental Corridor |
| | 6ft | Stream and River |
| | 8ft | Lake and Pond |
| | 10ft or Greater | Parcel |
| | Variable Width Bike Lane | Municipalities |
| | Material | |
| | Asphalt | |
| | Concrete | |
| | Gravel | |

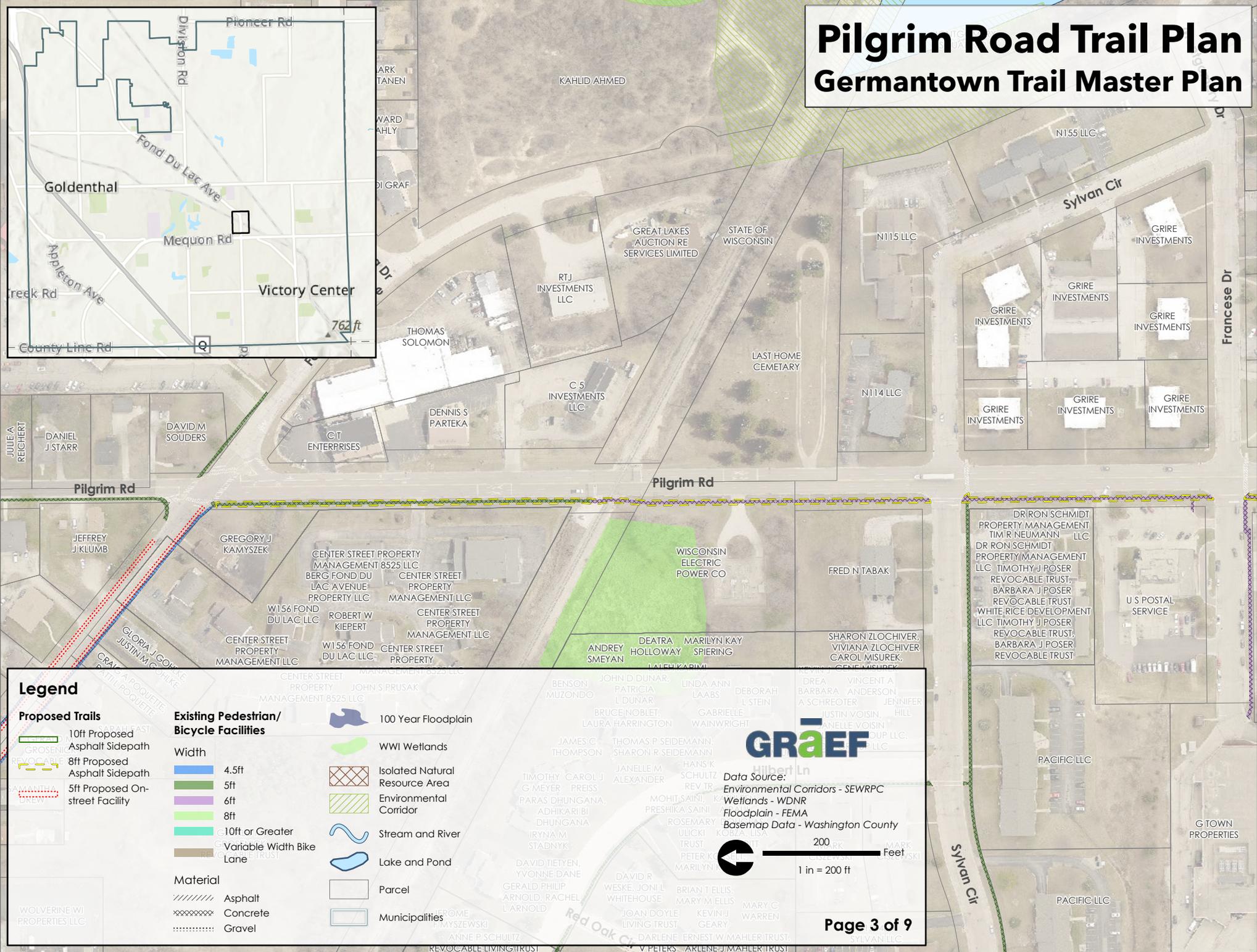


Data Source:
 Environmental Corridors - SEWRPC
 Wetlands - WDNR
 Floodplain - FEMA
 Basemap Data - Washington County



Pilgrim Road Trail Plan

Germantown Trail Master Plan



Legend

Proposed Trails

- 10ft Proposed Asphalt Sidepath
- 8ft Proposed Asphalt Sidepath
- 5ft Proposed On-street Facility

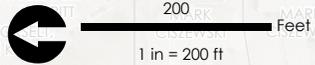
Existing Pedestrian/Bicycle Facilities

- Width**
- 4.5ft
 - 5ft
 - 6ft
 - 8ft
 - 10ft or Greater
 - Variable Width Bike Lane
- Material**
- Asphalt
 - Concrete
 - Gravel

- 100 Year Floodplain
- WWI Wetlands
- Isolated Natural Resource Area
- Environmental Corridor
- Stream and River
- Lake and Pond
- Parcel
- Municipalities

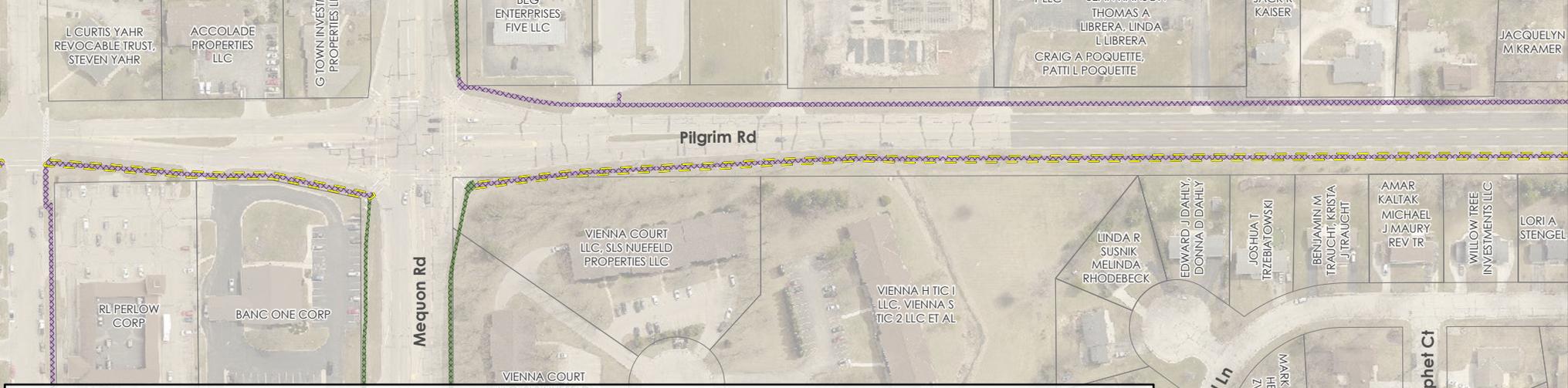


Data Source:
 Environmental Corridors - SEWRPC
 Wetlands - WDNR
 Floodplain - FEMA
 Basemap Data - Washington County



Pilgrim Road Trail Plan

Germantown Trail Master Plan



Legend

- | | | | | | |
|------------------------|---------------------------------|---|--------------------------|-------------------------------|--------------------------------|
| Proposed Trails | | Existing Pedestrian/Bicycle Facilities | | Environmental Features | |
| | 10ft Proposed Asphalt Sidepath | | 4.5ft Width | | 100 Year Floodplain |
| | 8ft Proposed Asphalt Sidepath | | 5ft Width | | WWI Wetlands |
| | 5ft Proposed On-street Facility | | 6ft Width | | Isolated Natural Resource Area |
| | | | 8ft Width | | Environmental Corridor |
| | | | 10ft or Greater Width | | Stream and River |
| | | | Variable Width Bike Lane | | Lake and Pond |
| | | | Asphalt Material | | Parcel |
| | | | Concrete Material | | Municipalities |
| | | | Gravel Material | | |

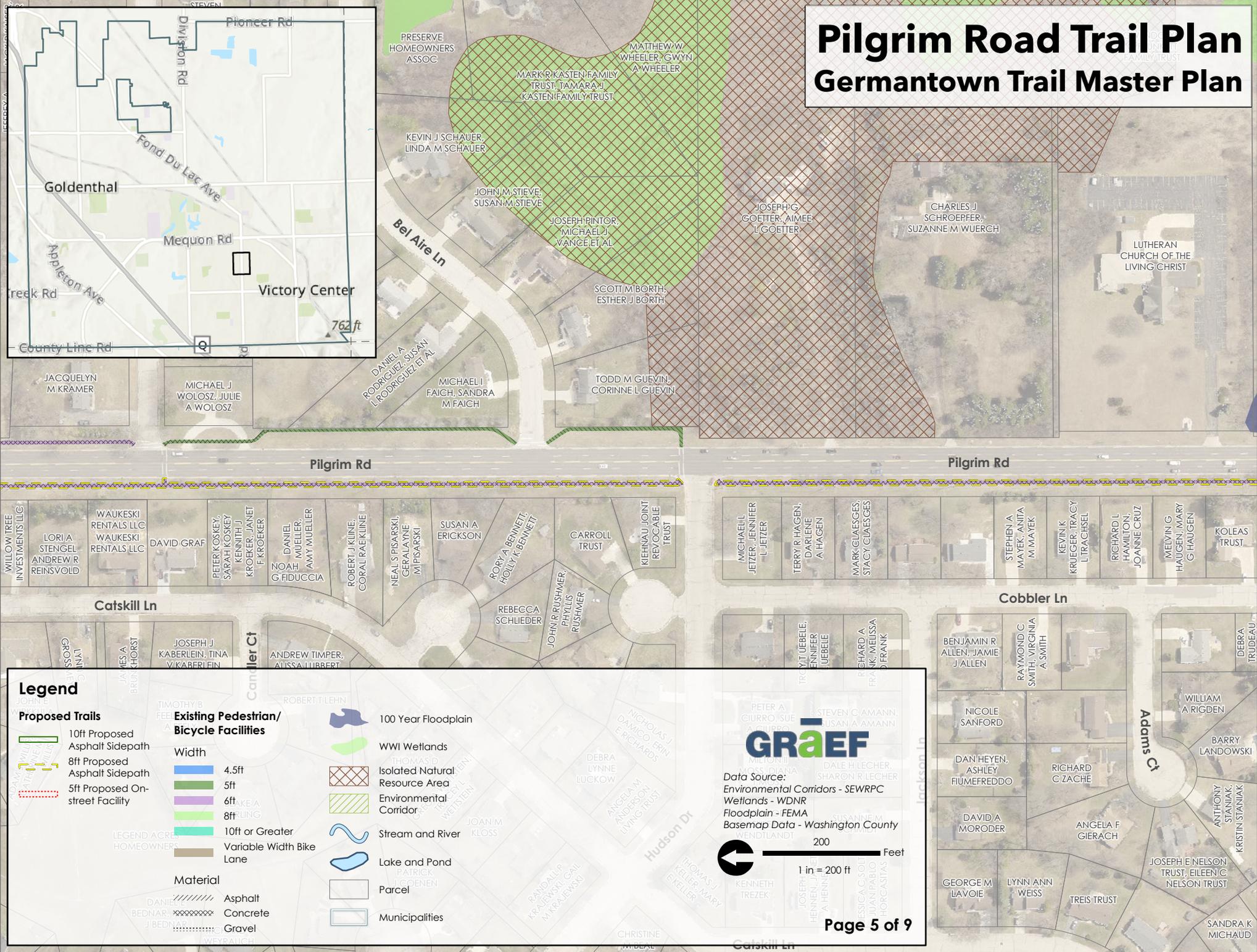
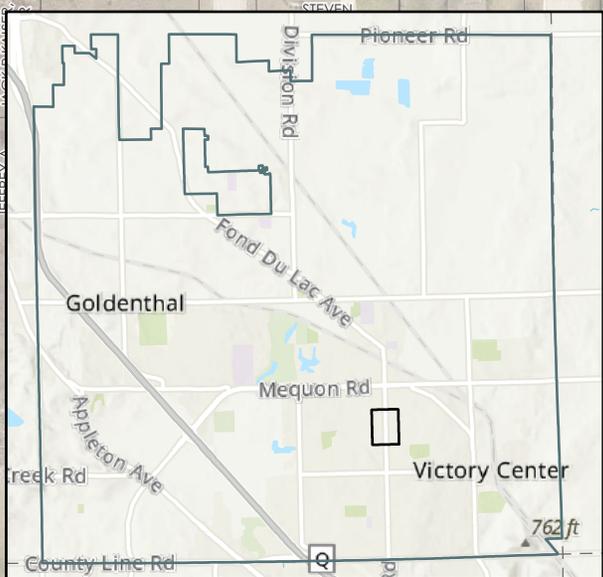
Data Source:
 Environmental Corridors - SEWRPC
 Wetlands - WDNR
 Floodplain - FEMA
 Basemap Data - Washington County

Scale: 1 in = 200 ft
 200 Feet

Page 4 of 9

Pilgrim Road Trail Plan

Germantown Trail Master Plan



Legend

- Proposed Trails**
 - 10ft Proposed Asphalt Sidepath
 - 8ft Proposed Asphalt Sidepath
 - 5ft Proposed On-street Facility
- Existing Pedestrian/Bicycle Facilities**
 - Width
 - 4.5ft
 - 5ft
 - 6ft
 - 8ft
 - 10ft or Greater
 - Variable Width Bike Lane
 - Material
 - Asphalt
 - Concrete
 - Gravel
- 100 Year Floodplain
- WWI Wetlands
- Isolated Natural Resource Area
- Environmental Corridor
- Stream and River
- Lake and Pond
- Parcel
- Municipalities

GRaEF

Data Source:
 Environmental Corridors - SEWRPC
 Wetlands - WDNR
 Floodplain - FEMA
 Basemap Data - Washington County

200 Feet

1 in = 200 ft

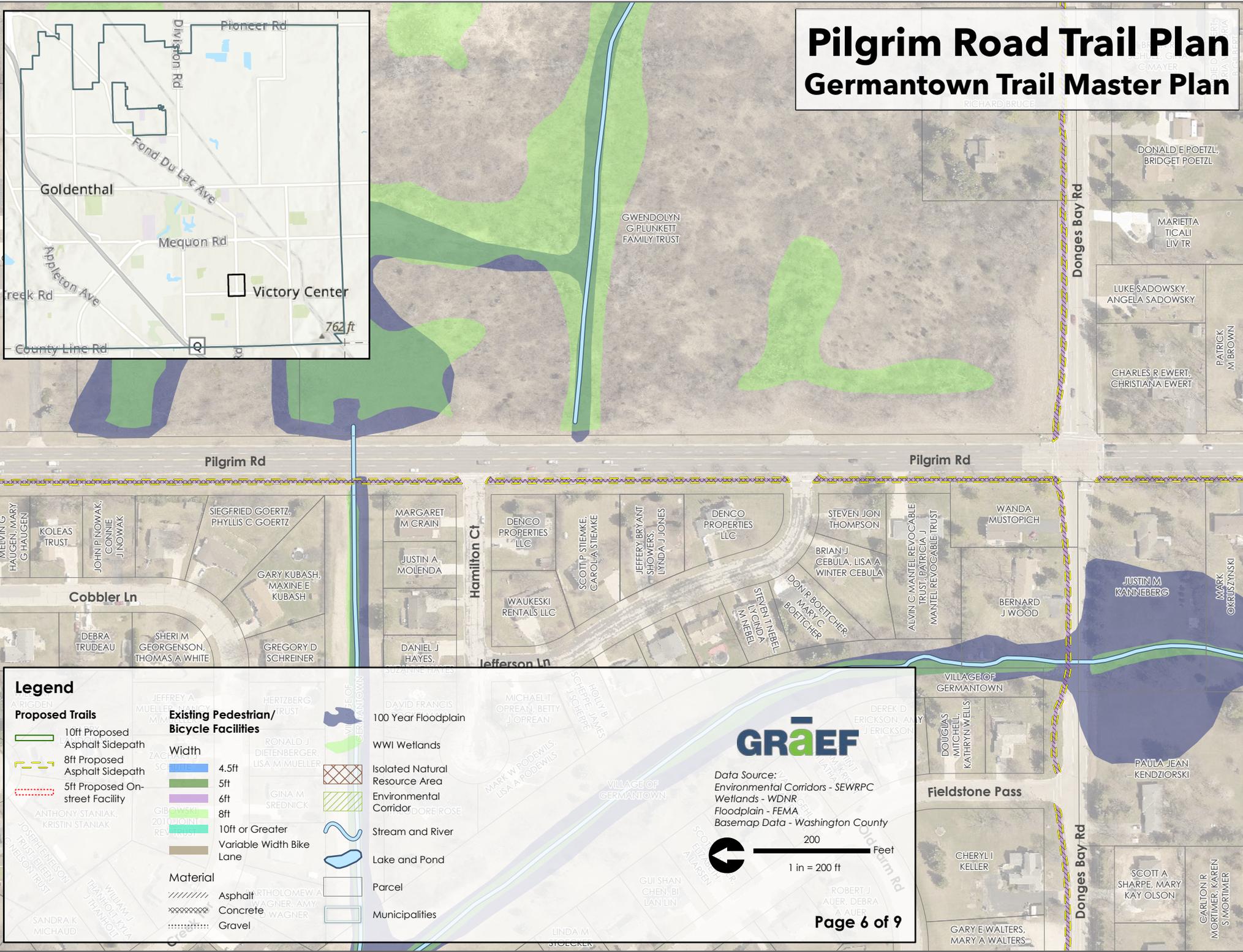
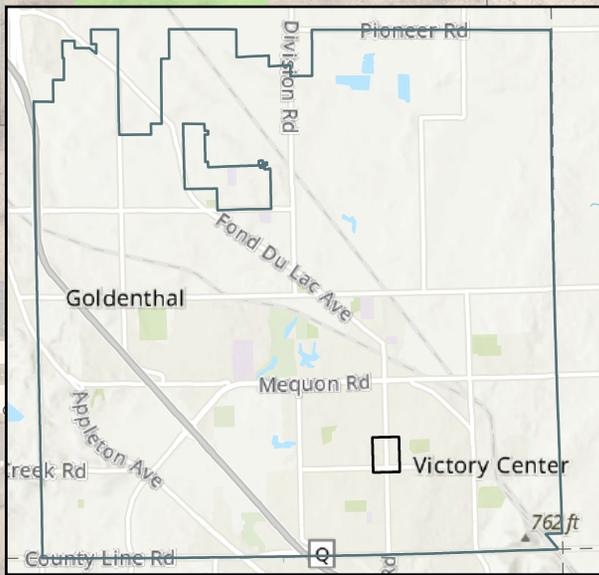
Page 5 of 9



Pilgrim Road Trail Plan

Germantown Trail Master Plan

RICHARD BRUCE

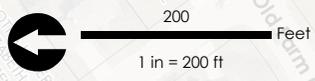


Legend

- | | | |
|---------------------------------|---|--------------------------------|
| Proposed Trails | Existing Pedestrian/Bicycle Facilities | Environmental Features |
| 10ft Proposed Asphalt Sidepath | 4.5ft Width | 100 Year Floodplain |
| 8ft Proposed Asphalt Sidepath | 5ft Width | WWI Wetlands |
| 5ft Proposed On-street Facility | 6ft Width | Isolated Natural Resource Area |
| | 8ft Width | Environmental Corridor |
| | 10ft or Greater Variable Width Bike Lane | Stream and River |
| | Material | Lake and Pond |
| | Asphalt | Parcel |
| | Concrete | Municipalities |
| | Gravel | |



Data Source:
 Environmental Corridors - SEWRPC
 Wetlands - WDNR
 Floodplain - FEMA
 Basemap Data - Washington County



Pilgrim Road Trail Plan

Germantown Trail Master Plan



Legend

- | | | |
|---------------------------------|--|--------------------------------|
| Proposed Trails | Existing Pedestrian/
Bicycle Facilities | 100 Year Floodplain |
| 10ft Proposed Asphalt Sidepath | Width | WWI Wetlands |
| 8ft Proposed Asphalt Sidepath | 4.5ft | Isolated Natural Resource Area |
| 5ft Proposed On-street Facility | 5ft | Environmental Corridor |
| | 6ft | Stream and River |
| | 8ft | Lake and Pond |
| | 10ft or Greater | Parcel |
| | Variable Width Bike Lane | Municipalities |
| Material | Asphalt | |
| | Concrete | |
| | Gravel | |

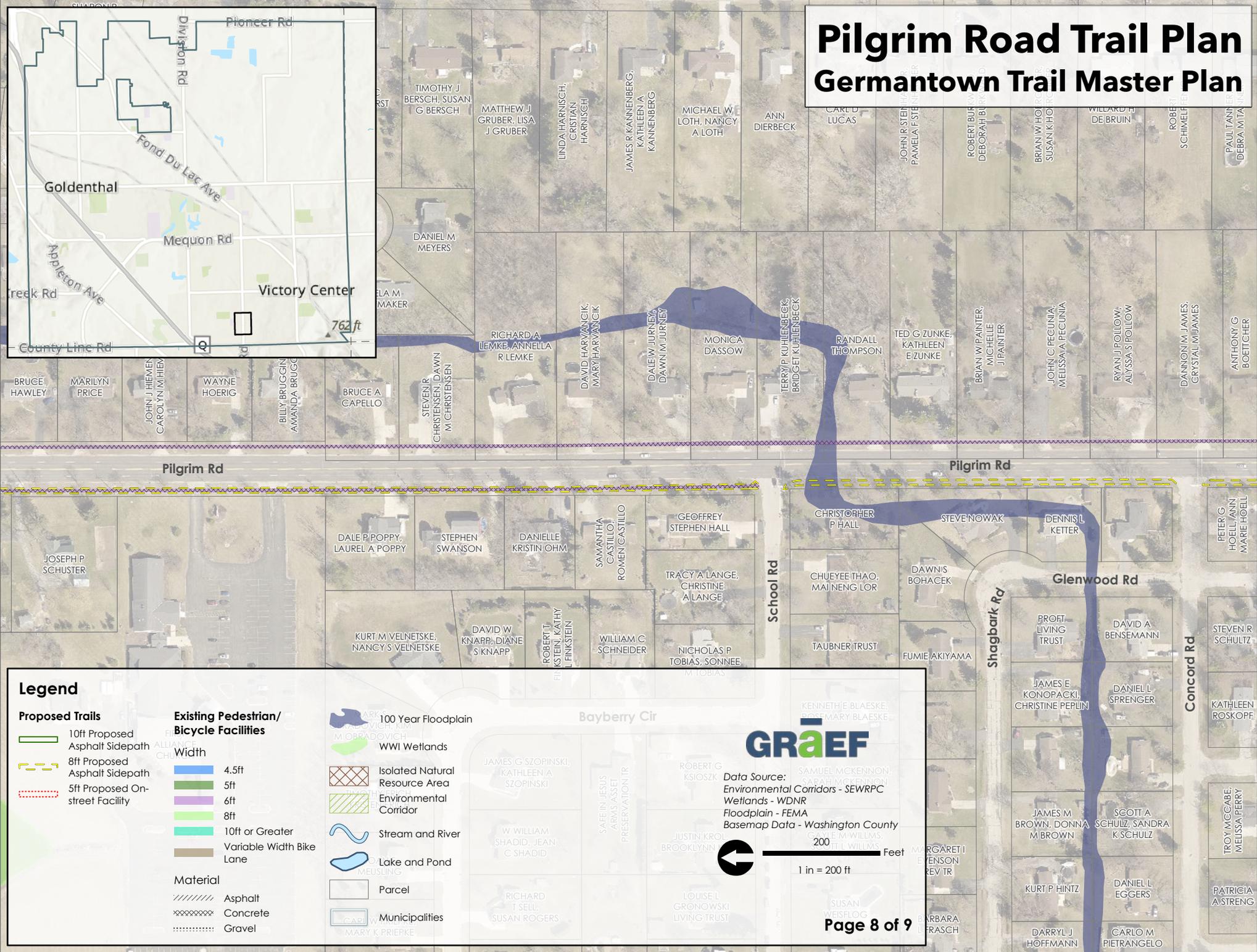
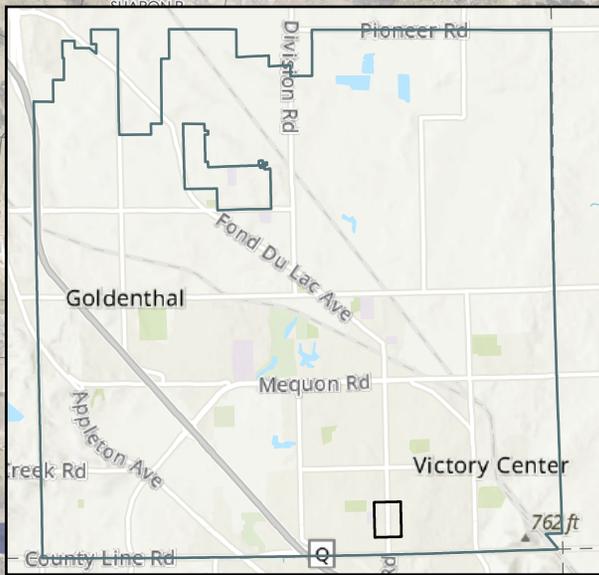


Data Source:
 Environmental Corridors - SEWRPC
 Wetlands - WDNR
 Floodplain - FEMA
 Basemap Data - Washington County



Pilgrim Road Trail Plan

Germantown Trail Master Plan



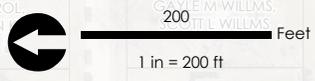
Legend

- | | |
|---------------------------------|--|
| Proposed Trails | Existing Pedestrian/
Bicycle Facilities |
| 10ft Proposed Asphalt Sidewalk | 4.5ft Width |
| 8ft Proposed Asphalt Sidewalk | 5ft |
| 5ft Proposed On-street Facility | 6ft |
| | 8ft |
| | 10ft or Greater |
| | Variable Width Bike Lane |
| Material | |
| Asphalt | |
| Concrete | |
| Gravel | |

- 100 Year Floodplain
- WWI Wetlands
- Isolated Natural Resource Area
- Environmental Corridor
- Stream and River
- Lake and Pond
- Parcel
- Municipalities

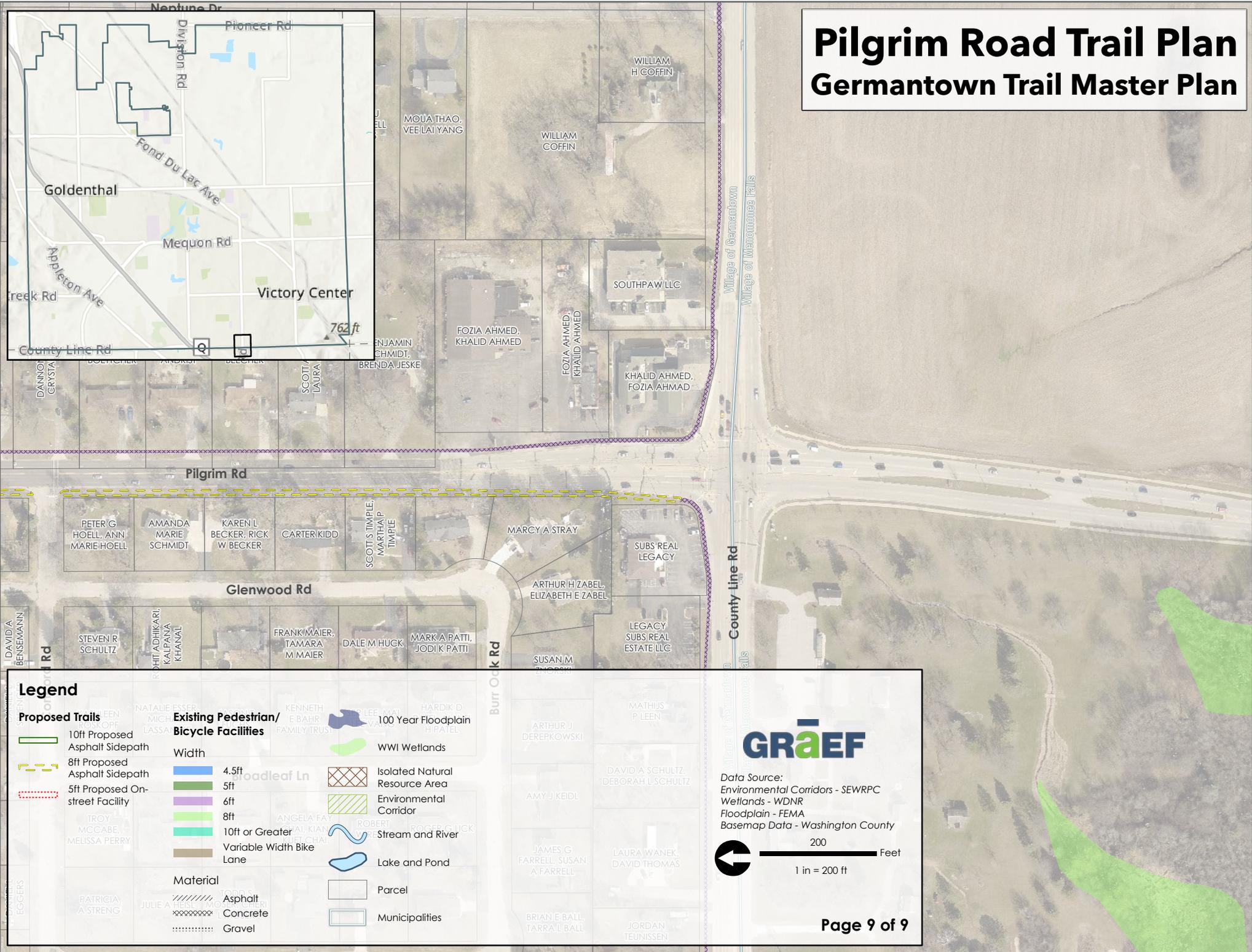


Data Source:
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 Wetlands - WDNR
 Floodplain - FEMA
 Basemap Data - Washington County



Pilgrim Road Trail Plan

Germantown Trail Master Plan



Legend

- | | | | |
|--|---------------------------------|--|--------------------------------|
| | 10ft Proposed Asphalt Sidepath | | 100 Year Floodplain |
| | 8ft Proposed Asphalt Sidepath | | WWI Wetlands |
| | 5ft Proposed On-street Facility | | Isolated Natural Resource Area |
| | 4.5ft Width | | Environmental Corridor |
| | 5ft Width | | Stream and River |
| | 6ft Width | | Lake and Pond |
| | 8ft Width | | Parcel |
| | 10ft or Greater Width | | Municipalities |
| | Variable Width Bike Lane | | |
| | Asphalt Material | | |
| | Concrete Material | | |
| | Gravel Material | | |



Data Source:
 Environmental Corridors - SEWRPC
 Wetlands - WDNR
 Floodplain - FEMA
 Basemap Data - Washington County

