



11333 N. Cedarburg Road  
Mequon, WI 53092  
Phone: 262-236-2934  
Fax: 262-242-9655



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Public Works Department

**Joint Mequon-Thiensville Bike and Pedestrian Way Commission**  
**Thursday, February 13, 2025**  
**9:00 AM**  
**North Conference Room**

**Agenda**

1. Call to Order, Roll Call
2. Approval of Meeting Minutes  
**Action requested: review and approve**
  - a. January 16, 2025 Minutes
3. Resident Communications

Citizens wishing to address the Commission on any matter not on the agenda may do so at this time. If you desire to be heard on agenda items, you may be heard when that item is considered on the agenda. The time limitation is FIVE minutes. Please state your name and address.

4. Discussion/Action Items
  - a. Mequon-Thiensville Bike & Pedestrian Way Study Final Draft Review
  - b. MT Trails Foundation Highland Road Path Preliminary Plan
5. Other Business
6. Adjourn

Dated:

*/s/ Kenneth Maciolek, Chair*

Notice is hereby given that a majority of other governmental bodies may be in attendance at this meeting to gather information about a subject over which they have decision making responsibility, although they will not take any formal action relative thereto at this meeting. Persons with disabilities requiring accommodations for attendance at this meeting should contact the City Clerk's Office at 262-236-2914 twenty-four (24) hours in advance of the meeting.

Any questions regarding this agenda may be directed to the Engineering Office at 262-236-2934, Monday through Friday, 8:00 am – 4:30 pm.



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Public Works Department

**Joint Mequon-Thiensville Bike and Pedestrian Way Commission**  
**Thursday, January 16, 2025**  
**9:00 AM**  
**North Conference Room**

**Minutes**

1. Call to Order, Roll Call

**Present:**

- Chair Kenneth Maciolek
- Vice Chair Jim Doornek
- Commissioner Ron Heinritz
- Commissioner Rob Holyoke
- Commissioner Kristin Wade

**Absent:**

- Commissioner John Liegeois

Craig Huebner from Graef was in attendance and Dominic Marlow from Graef attended virtually. City Engineer/Director of Public Works Lundeen, Assistant City Engineer McCraw, and Engineering Administrative Assistant Redeker were also in attendance. Thiensville resident Alan Sigglekow arrived shortly after the meeting began and left prior to the end of the meeting.

2. Approval of Meeting Minutes

a. December 12, 2024 Minutes

**RESULT:**                    **Approved [Unanimous]**  
**MOVED BY:**                Holyoke  
**SECONDED BY:**            Commissioner Maciolek

<b>AYES:</b> Maciolek, Doornek, Heinritz, Holyoke, Wade
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Attachment: 01-16-2025\_Minutes (10054 : January 16, 2025 Minutes)

b. December 19, 2024

Minutes amended to reflect that Chair Maciolek was absent.

**RESULT:** **Approved with Amendments [Unanimous]**

**MOVED BY:** Holyoke

**SECONDED BY:** Commissioner Wade

**AYES:** Maciolek, Doornek, Heinritz, Holyoke, Wade

3. Resident Communications

Alan Sigglekow, Thiensville resident, arrived at 9:08 AM and left at 10:15 AM. He participated in conversation regarding Division St and Buntrock Ave when the commissioners were discussing that portion of the master plan draft.

4. Discussion/Action Items

a. Mequon-Thiensville Bike & Pedestrian Way Draft Master Plan Review

Commissioners discussed the remaining talking points of the master plan draft that were not covered during the December 19, 2024 special meeting.

5. Adjourn

a. Motion to Adjourn at 10:19 AM

**RESULT:** **Approved by Voice Acclamation [Unanimous]**

**MOVED BY:** Holyoke

**SECONDED BY:** Commissioner Heinritz

**AYES:** Maciolek, Doornek, Heinritz, Holyoke, Wade

Respectfully Submitted,

*Kaye Redeker*

Attachment: 01-16-2025\_Minutes (10054 : January 16, 2025 Minutes)



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Office of Engineering

**TO: Joint Mequon-Thiensville Bike and Pedestrian Way Commission**  
**FROM: Cole McCraw, Assistant City Engineer**  
**DATE: February 13, 2025**  
**SUBJECT: Mequon-Thiensville Bike & Pedestrian Way Study Final Draft Review**

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### **Background**

The Joint Mequon-Thiensville Bike & Pedestrian Way Commission and City staff are facilitating an update to the Commission's 20-year master plan. The City of Mequon was selected for grant funds through the Wisconsin Department of Transportation (WisDOT) Transportation Alternatives Program, which is funding 80% of the study. The State/Municipal Financial Agreement for the project was approved by the Common Council in September 2023 as part of Resolution 4070. The City awarded GRAEF the contract for the planning study in May of 2024.

The study will assist staff and the City Council in focusing on key areas outlined in the City's Strategic Plan, such as Capital Improvements, Public Safety, and Quality of Life.

### **Analysis**

GRAEF has prepared a final draft plan that is posted on the City website. It can be accessed using the link below:

#### **Final Draft Report:**

<https://www.cityofmequonwi.gov/media/24386>

#### **Final Draft Report Appendices:**

<https://www.cityofmequonwi.gov/media/24381>

Comments from elected officials and the Commission were logged in a spreadsheet with responses. The log is attached to this item.

It is anticipated that the final plan will be brought back to Common Council for adoption in March 2025.

### **Fiscal Impact**

This item does not carry a fiscal impact.

### **Recommendation**

Staff recommends that the Commission vote to approve this draft for adoption at Common Council in March.

#### Attachments:

2025-01 MT Bike Ped Plan Comments (PDF)

COMMENTS	RESPONSE	STATUS	NEXT STEPS	
ne	as roads need to be repaved, it makes sense that the budget would have the ability to pave the new larger shoulders simultaneously.	Done	Add to implementation section	
Ald. Tilocko	Perhaps our main focus when exploring bike paths should be to improve the quality of living for our citizens and align with the goals of Mequon in creating a connected community. Our children along with the investment Mequon has made in the Towne Center come to mind as top priorities.	Done	Add to vision/goals	
Ald. Tilocko	While having connected paths to neighboring communities would be great, this should not be the focus.	Will not emphasize in the plan	No action needed	
Ald. Tilocko	Perhaps having proposed "hubs" of focus to start in order to identify priority would be good. Example of this could identifying our schools and main downtown paths ways:  Mequon Towne Center/Interurban Trail (Roads of focus would include Mequon Road, Wauwatosa Road, Interurban Trail access, Cedarburg Road) Donges Bay Elementary school (Road of focus would be Donges Bay Road) Rangeline/Lake Shore Middle School (Road of focus Range Line Road) Steffen Middle School (Road of focus would be Mequon Road, Swan, etc). Oriole Lane (Road focus should be Highland Road) Wilson Elementary School (Road focus should be N. Buntrock Road (since development has become a racetrack), Mequon Road	Plan will provide tools for MT Bike and Ped Way Commission to prioritize annually	Done	Add to implementation section
Ald. Tilocko	<b>Education:</b> The rules of the road need to be addressed. Mequon allows for bikes on sidewalks, however bicyclist must give way to pedestrians. This is often not happening. From speaking with citizens, those who walk by foot expressed concern of aggressive bikers, who speed past nearly clipping them and/or their stroller/pet.		Done	Add to education section
Ald. Tilocko	Design of paths should have signage throughout reminding bicyclist that they must yield to pedestrians. Bells are awesome.		Done	Add to implementation section
Ald. Tilocko	Clearer signs are intersections	Bike route signage to be recommended for wayfinding. Additional signage is not recommended at this time. Specific sign issues can be addressed on a case by case basis.	Done	Add to implementation section
Ald. Tilocko	Mequon Road:  Mequon Road improvements should be the TOP priority as we approach closer to the repaving of the road.  Areas that need to be looked at are as follows:  Improved physical space for bicycles, especially as they approach the Towne Center district. The idea behind the Towne Center was to attract residences for the day and create a community. In order to follow through with this, creating paths that are bicycle and walking friendly is a must.  The signage at Mequon Road at the railroad track and interurban is extremely confusing. New, clear signage is needed. I have received feedback that the new design has decreased safety instead of increasing it. It is not clear, if cars should stop or the pedestrian/bikes should yield. As the sun sets, visibility is difficult adding another layer of safety issues. This should be a main priority for the City. (In Thiensville by the railroad tracks and post office, the pedestrian YIELDS not the car)  Additionally, riding a bike West down Mequon Road to Cedarburg Road intersection needs to be improved. Safety is an issue especially crossing over Cedarburg Road by the North turn lane towards Thiensville. This should also be a main priority.	Design of Mequon Rd is dependent on WisDOT. Options for exploration can be included in the plan. Commission will focus on prioritization.  The Mequon Rd OIT Crossing has a sign that clearly reads Yield to pedestrians. Additional signage is not recommended.  Cedarburg crossing improvements are already included in the plan	Done	Add to recommendations
Ald. Tilocko	<b>Wauwatosa road:</b> State project should include improvements of sidewalk extensions	Recommended sidewalks added between Highland and Donges Bay	Done	Add to recommendations
Ald. Tilocko	<b>Zedler lane:</b> Improvement should include increased shoulder from Otto to Lake Shore	Already included in map recommendations. Need to make sure it is accurately reflected in the text	Done	
Ald. Tilocko	<b>Swan Road:</b> Connection should be made to Mequon Road	Already included in map recommendations. Need to make sure it is accurately reflected in the text	No action needed	
Ald. Tilocko	<b>RURAL ROADS:</b> They should remain just what they are. While improvements to Lake Shore Drive would be great, it's a low traffic road (usually) and has been known as a bike path for bicyclists for the past 60 years.	Access to lakeshore and parks properties was identified as a strong opportunity, reinforced in engagement and survey results. A need is present for pedestrian access improvements and safety.	Rejected	
Ald. Tilocko	<b>Internal path ways</b> should be looked at on how to connect to our larger hubs.	This was considered during recommendations via an analysis of gaps in the network. Implementation language can be added to this regard.	Done	Add to implementation
Ald. Tilocko	The bike paths that are high traffic, but that do not directly connect our citizens to our immediate community areas (i.e schools, parks, downtown district) should then be the next priority.	Plan will provide tools for MT Bike and Ped Way Commission to prioritize annually	Done	Add to implementation section
Ald. Bach	Looking to accommodate all users with different facilities, e.g. walkers, families on subdivision roads and low-traveled streets – there are pedestrians with challenges like not having a car – Concordia students for example.	This is emphasized in the vision and goals, also in high use travel corridors as "all ages and abilities" approach.	Done	Review vision, goals, and high use travel corridors language for proper emphasis on this point
Ald. Bach	There is a sidewalk gap on Port Washington Road near Highland Road	Already included in map recommendations. Need to make sure it is accurately reflected in the text	No action needed	
Ald. Bach	Wants to make sure Bikeway updates priority list annually	Plan will provide tools for MT Bike and Ped Way Commission to prioritize annually	Done	Add to implementation section
Ald. Bach	Not fan of bikes and e-bikes on sidewalks	No policy recommendation will be included in plan, but some options for consideration will be.	Done	Add to education/enforcement section
Ald. Bach	Do easy fixes fast like placing small standing signs near trails		Done	Add to implementation section
Comm. Bruce Barnes	After several years on the Park Board it had become frustrating to get minimal annual funding by Common Councils for the City's parks. Today's Common Council may hold a new perspective that City tax rate needs to be increased specifically for accomplishing some of the master plan's repeated ideas. The City should also actively pursue DNR/State /federal funding for adding a pedestrian/bike-only use bridge across the Milwaukee River at Donges Bay Road. Emphasize no use possible by public vehicles. Feel free to contact me if City-staff seeks to investigate this idea further. Bruce Barnes Planning Commission Member		Done	Add to implementation, funding sources
Dir. Andy LaFond	Missing existing paths and other planned connections to the OIT: The Village park walking trail Riverwalk Connection from Green Bay Rd to Village Park Interurban Connection at Riverview Drive Interurban Connection Mid-Block North Main	Affirmative	Done	Add to maps of existing conditions. Add to recommendations
Jim Doornek	On the recommended facilities map mark-up that I shared showing highlighted locations for schools, parks, and retail/commercial destinations, I believe I missed the following: Christ Alone school on Division st., Mequon pool on Cedarburg rd., MATC on Highland rd., Virmond park on Lake Shore dr.	Will add park labels to all maps, Mequon pool will be included in the Mequon Community Park property and not called out separately. Will add school facilities. Virmond Park is already shown but not labeled.	Done	Add to recommended facilities map
Jim Doornek	A) For the recommended Potential High-Use Travel corridors (pg. 29), Recommended Bicycle and pedestrian facilities (pg. 43), and Recommended Bike routes (pg. 45) 1) Review and confirm accuracy of the legend and identified road segments. 2) Review survey results to confirm that recommended facilities (pg. 43) reflect priorities expressed in survey. (i.e. east-west connection). 3) Prioritize each segment.	Plan will provide tools for MT Bike and Ped Way Commission to prioritize annually	No action needed	QA/QC
Jim Doornek	B) Discuss and confirm that future bike/ped facility improvements should comply with recommended FHWA and WisDOT, NACTO and AASHTO standards referenced in Graef master plan. (i.e. Bicycle facility selection matrix, minimum widths for bike lanes, bike paths, etc.)	Standards were derived from these sources MT may need further coordination with County to confirm this responsibility.	Done	Additional reference to source materials added
Jim Doornek	C) For OIT trail, confirm responsibility for signage, maintenance and future improvements for this segment.		Done	Add to implementation section

Jim Doornek	<p>Lake Shore Dr. – Zedler to Highland (including short portion of Zedler Lane from Carpenter Park to Lake Shore)  Map pg. 43 (Recommended ... Facilities) shows both side path and expanded paved shoulders. Map pg. 45. shows entire stretch from Port rd./Katherine dr. to Highland &amp; Port as recommended bike routes  Assessment/Opportunities pg. 27 states need for improvement, however, also notes that current corridor lacks adequate right of way.  Recommendations pg. 40 includes this segment as high priority with recommendations for side path and expanded bike lanes.  My concern is that if ROW access is unfeasible, then what do we recommend? This route is used primarily as a north south connection through the community by experienced bikers who are unlikely to choose the side path option. Is the existing ROW adequate for a modest road widening to wider bike lanes?  This concern reinforces my thoughts that our focus should include Port Washington Rd. improvements, especially since there is a much larger population and retail business presence in this corridor. (See next page)</p>	<p>Sidepath is primarily intended for pedestrian separation and safety, not experienced cyclists. ROW is not too constrained. Plan text does not suggest ROW is constrained.</p>	No action needed	
Jim Doornek	<p>Port Washington Rd. Zedler to Highland  Map pg. 43 (Recommended ... Facilities) suggests various improvements from Sunnydale to Highland. Map pg. 45 shows entire stretch from County Line to Highland as recommended bike routes.  Assessment/Opportunities pg. 27 advocates coordination with county to complete sidewalks and bike lanes from Highland to Donges Bay.  Recommendations pg. 40 specifically recommends new sidewalks from Highland to Glen Oaks and extension of bike lanes from Sunnydale to Highland.  Comments on existing bike lane from Zedler to Sunnydale:  Existing width is 4 ft. with curb barrier. It is in very poor repair, with serious disruptions due to pavement heaves at concrete joints, especially near storm sewer grates (see pics below)  Traffic volume is 12800 with 35 MPH speed. FHWA facility matrix recommends either buffered bike lane or a side path for this volume and speed. The curb makes this even less suitable for bicycle travel. See the following comment on bike lanes page 32.  Minimum width: a preferred width of at least 6.5 ft provides adequate space for bicyclists to ride side-by-side or pass each other without leaving the bike lane. An absolute minimum width is 4 ft when no curb and gutter is present and 5 ft when adjacent to a curb face, guardrail, or other vertical surface or on-street parking stalls. The absolute minimum width fails to provide a low-stress experience to bicyclists.  My conclusions:  Following the FHWA guidelines, for these volumes and speeds the options are a buffered bike lane or side path. The minimum recommended bike lane width is 6.5ft., minimum buffer width is 1.5ft., curb adds an additional 1ft, totaling 9 ft. Which means a 5 ft increase to the existing 4 ft. bike lanes. Total added pavement in both directions would be 10 ft.  Optionally, if the existing 5ft sidewalks were replaced or extended to either 8ft. or 10ft. on one side only, this would add less total pavement and provide a much safer bike/ped facility.  Neighboring community Grafton recently completed a 1 mile side path along the east side of Port rd. along a commercial segment north and south of Highway 60. Mequon and Bayside recently completed a 1 mile, 10' wide side path along the east side of Port rd. from Katherine dr. to Fairy Chasm rd. in Bayside.</p>	<p>This may be an acceptable alternative. Will be reviewed for inclusion. This plan will not be recommending specific designs for non-local roads, but rather an approach for a selection of facilities, due to the need for interjurisdictional coordination and a dedicated design process.</p>	Done	Review recommendations
Jim Doornek	<p>Mequon rd. – Lake Shore to Wausaukee  Recommendations pg. 41 Port rd. to Lake Shore – consider buffered bike lane, Port rd. to OIT trail, no recommendations except for Milw. river bridge.  My conclusions:  Port to 143 – ongoing construction will hopefully provide a safe improvement.  From Port rd. to Cedarburg rd. Same comments as Port rd. except speed is 40MPH and Volume is 21,000 to 23,000. An additional challenge is the Milwaukee River bridge which is clearly the major economic obstacle facing any opportunity to complete Mequon rd as a major East-West bike/ped thoroughfare. This segment was a major concern as voiced in the public survey. To proceed further, we need more information from the WisDOT regarding future upgrade schedules and willingness to support and fund a safe pedestrian and bike facility across the Milwaukee River as well as necessary upgrades to bring this segment up to recommended standards.  Cedarburg rd to Buntrock. This segment was recently reconstructed as part of DOT project including the improved OIT crossing. Side paths or widened bike lanes along the north side of this segment are not feasible due to recent retail construction and numerous existing turn lanes. A better alternative might be to provide a side path along Cedarburg rd. to either Mequon city hall or Division rd. This would provide a safe connection to the proposed "West Mequon Neighborhood bicycle boulevard" proposed on pages 27 &amp; 41. (See comments below on Division street and Buntrock)  Buntrock to Swan If a sidepath or buffered bike lanes are not feasible along this segment, then the West Mequon bypass is a better alternative. If approved, it is important that this route is clearly designated as a bicycle boulevard.</p>	Affirmative	WAIT	Add implementation specificity to Mequon rd recommendations. Add new Cedarburg Rd sidepath improvements.
Jim Doornek	<p>Buntrock and Division Street  Map pg. 43 (Recommended ... Facilities) Bike Lane and sidewalks recommended for both routes  Map pg 45 (Recommended bike routes) somewhat unclear but seems to include most of these segments.  Recommendations pg. 41  Division, Sidewalk on south side, shared lane markings  Buntrock, Sidewalk on east side, shared lane markings.  My conclusions:  These improvements are closely connected to and the necessary improvements to the Mequon road East-West corridor and West Mequon neighborhood bypass.</p>	<p>Noted that clarity needs to be added to the bike routes sections.</p>	Done	Review recommendations section for clarity. Make map clearer by moving symbols. Add planning considerations to these recommendations for their relationship to the W Mequon Neighborhoods route
Jim Doornek	<p>Donges Bay rd.  Map pg. 43 (Recommended ... Facilities) Shows side path from lake shore to Wauwatosa rd. Expanded paved shoulder from Lemke Park to Wausaukee  Map pg 45 (Recommended bike routes) shows entire stretch from Lake Shore to Wausaukee, with gap at Milw. River.  Assessment/Opportunities – See Pg 27 comment on advantage of Milw. River bridge and spot improvement recommendations page 41  My conclusions:  All these improvements will help but depend on Milw. River bridge. This initiative will rely on cooperation with SEWRPC, WISDOT, and TAP grant availability. We should initiate this in conjunction with Mequon Park commission, as I believe that the former Wolff's Island presents an opportunity to use unused property as a community park. If the bridge is not feasible, then any short term improvements along this segment should not be a high priority.</p>	<p>Noted for future prioritization. Need added detail for bridge recommendations</p>	Done	Review recommendations
Jim Doornek	<p>County Line rd.  Map pg. 43 (Recommended ... Facilities) Shows Port rd to Milw river segment recommended for expanded shoulder.  Map pg 45 (Recommended bike routes) Includes Range Line rd. to OIT (note -no bridge on Milw. River)  Assessment/Opportunities –none listed  My conclusions:  I understand from recent signage, that roadway upgrades are planned for the near future. I'm hoping that the expanded bike lanes are included as they were on the recently completed segment between Cedarburg rd and the OIT trail.  Highland rd – Lakeshore to OIT trail  Map pg. 43 (Recommended ... Facilities) Shows Port rd to OIT segment recommended side path. Expanded paved shoulder from OIT to Wauwatosa rd. (recently completed)  Map pg 45 (Recommended bike routes) Includes entire segment from Lakeshore dr. to Wauwatosa rd.  Assessment/Opportunities Pg 27 comment reinforces the importance of this segment.  My conclusion:  This entire segment depends on the success of the planned Highland rd. side path initiative by the MTF. The recently completed segment between Port rd. to property east of Oriole lane school reinforces the importance of completing this path on the north side of Highland to Rotary Park. Phase 2 should connect Rotary Park to the recently completed segment.</p>	<p>Not recommending expanded bike lanes on County Line due to the lack of traffic on this stretch and no bridge over the river</p>	Done	Review recommendation for inclusion. Check recommendations to make sure they don't cross where there is no bridge over the river.
Jim Doornek	<p>Wauwatosa rd.  Map pg. 43 (Recommended ... Facilities) Bike lane along entire length from County line rd. to Pioneer rd.  Map pg 45 (Recommended bike routes) Includes entire segment from County line rd. to Pioneer rd.  Assessment/Opportunities Mentioned as major corridor which is also in SEWRPC  My conclusion:  Similar to Mequon rd and Port rd, this major corridor has speed and traffic volumes that clearly require either buffered bike lanes or side paths.  Neighboring community Cedarburg recently completed a side path on the west side of Wauwatosa rd. north of Bridge rd.</p>	<p>Bike lanes already recommended. Sidepaths are not recommended due to rural section, lack of priority route for peds.</p>	Rejected	
Mayor	<p>Mequon Road: "we need to push state for more comfortable bike facilities. I am a biker but afraid to bike on this road."</p>	<p>Design of Mequon Rd is dependent on WisDOT. Options for exploration can be included in the plan. Commission will focus on prioritization.</p>	Done	Add to recommendations
Mayor	<p>Donges Bay bridge over river: important to include, but not a priority.</p>	<p>Commission will focus on prioritization.</p>	Done	Add to implementation section
Ald. Bach	<p>What are the "little things" that can be priorities. Signage, yield signs, pavement markings, etc. The Plan should highlight that.</p>		Done	Add to implementation section
Ald. Bach	<p>For "big things" include costs and timeline.</p>	<p>Will be part of cost opinions. Timeline will be the duty of the commission</p>	Done	Add to costs
Ald. Bach	<p>I don't want another plan that just sits on the shelf.</p>		No action needed	
Ald. Mayr	<p>Can we add signage on sidewalks that makes it clear that bikes are allowed?</p>	<p>Yes</p>	Done	Add to implementation section

Attachment: 2025-01 MT Bike Ped Plan Comments (10053 : Mequon-Thiensville Bikeway Study Final Draft Review)

Ald. Hansher	Plan MUST include maintenance costs. Donges Bay sidepath for example has been in place for a long time and it is crumbling. We don't want to add a bunch of new sidepaths if we can't maintain them.	Maintenance costs can include lifetime cost of replacement, but there are limits on providing maintenance costs due to unknowns related to how much labor the community can use itself versus how much can be contracted out, efficiencies of scale, etc. Magnitude of maintenance costs can be provided.	Done	Add to costs
Ald. Parrish	What are "short-term safety signage" that can happen immediately	Safety improvements at key crossings should target crash prevention.	Done	Add to recommendations
Ald. Parrish	Breakdown Mequon vs. Thiensville survey responses.	This can be done.	Done	Add to engagement section
Ald. Bratt	How does our potential impact fee compare to WFB and Oconomowoc?	Lower, but WFB does not seem to use impact fees	Done	Add to impact fees section
Ald. Bratt	Does our recommended impact fee "take away" funds from park improvements? Bratt was NOT supportive of impact fees if that was the case. Parks are already underfunded. Also, he liked the ideas of joint M-T impact fee. Not sure if that is possible dom?	Impact fees cannot be reallocated to different sources. If existing impact fees are to be reduced, that must be accomplished independent of implementing impact fees for trails.	Done	Add specificity fo impact fee section.
Ald. Bratt	Page 40 - Recommendations are solid and have some good priority projects, thirteen in all. However, we need cost estimates for the priority corridors to consider implementation. From reading the document, I know that cost and funding sources will be added on Page 50. For example, I would love a bridge over the Milwaukee River at Donges Bay Road but need cost estimates.	Affirmative	No action needed	
Ald. Bratt	Range Line Road between Mequon Rd and Donges Bay Road. Range Line Road is a very tight roadway with a lot of cyclists going down to River Hills. There is an existing sidewalk on the west side of the roadway from Mequon Road to Lake Shore Middle School in horrible shape – A sidepath would be welcome to replace this sidewalk and to be on the entire roadway to Donges Bay Road. I would suggest having it on the east side of the street to allow for easier access to the school.	Add that either side of the street could work	Done	
Ald. Bratt	Overall, I would recommend sidepaths or an eight-foot sidewalk along our main high priority corridors and by all schools to improve user safety. The priority corridors would include Mequon Road, Donges Bay, Highland, and Port Road.	Sidepaths or sidewalks are recommended for all these stretches. Some may not include 8 ft width, but there are alternative bike facilities recommended on these stretches	No action needed	Review recommendation
Ald. Bratt	Page 48 - Impact Fee evaluation. I brought this up during the Park and Open Space Plan discussion, but I'm opposed to any use of the current park impact fee being used for trail development work. It already isn't enough for funding our park system. However, I am open to a new separate impact fee that would be codified with the Village of Thiensville that would allow for this agreement to be established	Impact fees cannot be reallocated to different sources. If existing impact fees are to be reduced, that must be accomplished independent of implementing impact fees for trails. Joint impact fees between communities are not recommended.	Done	Add specificity fo impact fee section.
Ald. Bratt	Finally, this isn't a reflection of the plan, but Mequon needs to get better at getting public feedback on trail planning and development ones projects are started. A group working on a trail on Highland Road has really struggled getting feedback and building trust among residents over the past few years.		No action needed	
Commission Meeting Notes	EDIT ALL MAPS TO SHOW JURISDICTION, WHERE FEASIBLE	Affirmed	Done	Add to existing facilities map
Commission Meeting Notes	Missed the walking trail in Village park and the riverwalk connection to Green Bay Rd		Done	
Commission Meeting Notes	High-Use travel corridors:			
Commission Meeting Notes	Why not show MATC and some private schools? GRAEF will add additional schools		Done	Add to high use travel corridor map
Commission Meeting Notes	Green Bay Rd is not shown, but gets used by enthusiasts.	Shown as a bike route, but not recommended as an improved facility besides adding signage.	No action needed	
Commission Meeting Notes	West Mequon Neighborhood trail route needs to be reoriented to match the route in the county plan.	Affirmed	Done	Revise map and description in text
Commission Meeting Notes	Bike Routes:			
Commission Meeting Notes	New signs at Port Wash and Zedler are ambiguous, probably installed by the State	Not sure what is confusing about them from street view. Simply a basic bike route sign. More specificity needed if a change is added in the plan	No action needed	Review
Commission Meeting Notes	Show attraction from Riverview to the park to the south.	Park labels to be added	Done	Add park labels to maps
Commission Meeting Notes	Recommended Facilities:			
Commission Meeting Notes	Make sure to specify that the recommendations should all be designed to the specific guidelines shown in the report.	Affirmed	Done	Add specificity
Commission Meeting Notes	Swan Rd:			
Commission Meeting Notes	if not implemented, an alternate route going east through neighborhood streets, eventually to the Mequon Rd bike lanes is needed. Use bike route signs south of Donges Bay Rd to have bikes go through neighborhood streets to go around into the nature preserve. Or, install a sidepath/shoulders on Swan Rd directly to the nature preserve.	Affirmed. This detail may or may not be appropriate to specify in the plan.	Done	Note this detail in the plan, maybe.
Commission Meeting Notes	Wauwatosa Rd/STH 181	Affirmed	Requested to GIS	Add to recommendations
Commission Meeting Notes	State installing sidewalk on Tosa south of Mequon, crossing over to north of Mequon.	Believe this is already included in most recent map update	Done	
Commission Meeting Notes	North of Mequon Rd, turns into a local road.	Affirmed, it is 181 connecting highway but local jurisdiction for the rest of the stretch.	Done	Add clarity to document regarding connecting highways
Commission Meeting Notes	Zedler Ln			
Commission Meeting Notes	Connects to the park	Not sure what this recommendation means	Done	Review recommendations and maps for this connection
Commission Meeting Notes	NEW Midblock trail connection north of Freistadt to the OIT	Affirmative	Done	Add to recommendations
Commission Meeting Notes	WE Energies Facility Safety Improvements			
Commission Meeting Notes	Reword the title to more accurately reflect the reference to the right-angles at the maze.	Affirmed	Done	Change language to reflect on maps and in plan
Commission Meeting Notes	Donges Bay OIT Crossing			
Commission Meeting Notes	The sharp curve further north of our recommendations also needs smoothing.	Affirmed	Done	Extend map and add recommendation to this location.



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Office of Engineering

**TO: Joint Mequon-Thiensville Bike and Pedestrian Way Commission**  
**FROM: Cole McCraw, Assistant City Engineer**  
**DATE: February 13, 2025**  
**SUBJECT: MT Trails Foundation Highland Road Path Preliminary Plan**

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### **Background**

MT Trails Foundation held a public information meeting on January 23rd to review plans and receive public input for the off-road path proposed along Highland Road, between the Ozaukee Interurban Trail and Rotary Park. The foundation asked for the Bikeway Commission to review the preliminary plans.

### **Analysis**

The MT Trails Foundation presented the attached preliminary plan at the meeting. If there are any comments, the Foundation's design consultant, Kapur & Associates, will be collecting comment forms until February 21. The comment form can be found on the Foundation's website: <https://mtcfcgives.org/mtrails/>

The Foundation plans to finalize the path's design by the end of March and subsequently bid the project in May. Construction is anticipated to begin this summer.

### **Fiscal Impact**

This item is for discussion only and carries no fiscal impact.

### **Recommendation**

This item is for discussion only and has no staff recommendation.

Attachments:

2025-01-23-Highland-Road 30% Plans-2697-22-70 (PDF)

# STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

## PLAN OF PROPOSED IMPROVEMENT

# HIGHLAND ROAD BIKE SPUR

OZAUKEE INTERURBAN TRAIL TO ROTARY PARK

## HIGHLAND ROAD OZAUKEE

STATE PROJECT NUMBER  
**2697-22-70**

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
2697-22-70		

30% PLAN  
DRAFT  
JANUARY 23, 2025

### ORDER OF SHEETS

Section No.	Title
1	Section No. 1 Title
2	Section No. 2 Typical Sections and Details
3	Section No. 3 Estimate of Quantities
3	Section No. 3 Miscellaneous Quantities
4	Section No. 4 Right of Way Plat
5	Section No. 5 Plan and Profile
6	Section No. 6 Standard Detail Drawings
7	Section No. 7 Sign Plates
8	Section No. 8 Structure Plans
9	Section No. 9 Computer Earthwork Data
9	Section No. 9 Cross Sections

TOTAL SHEETS =



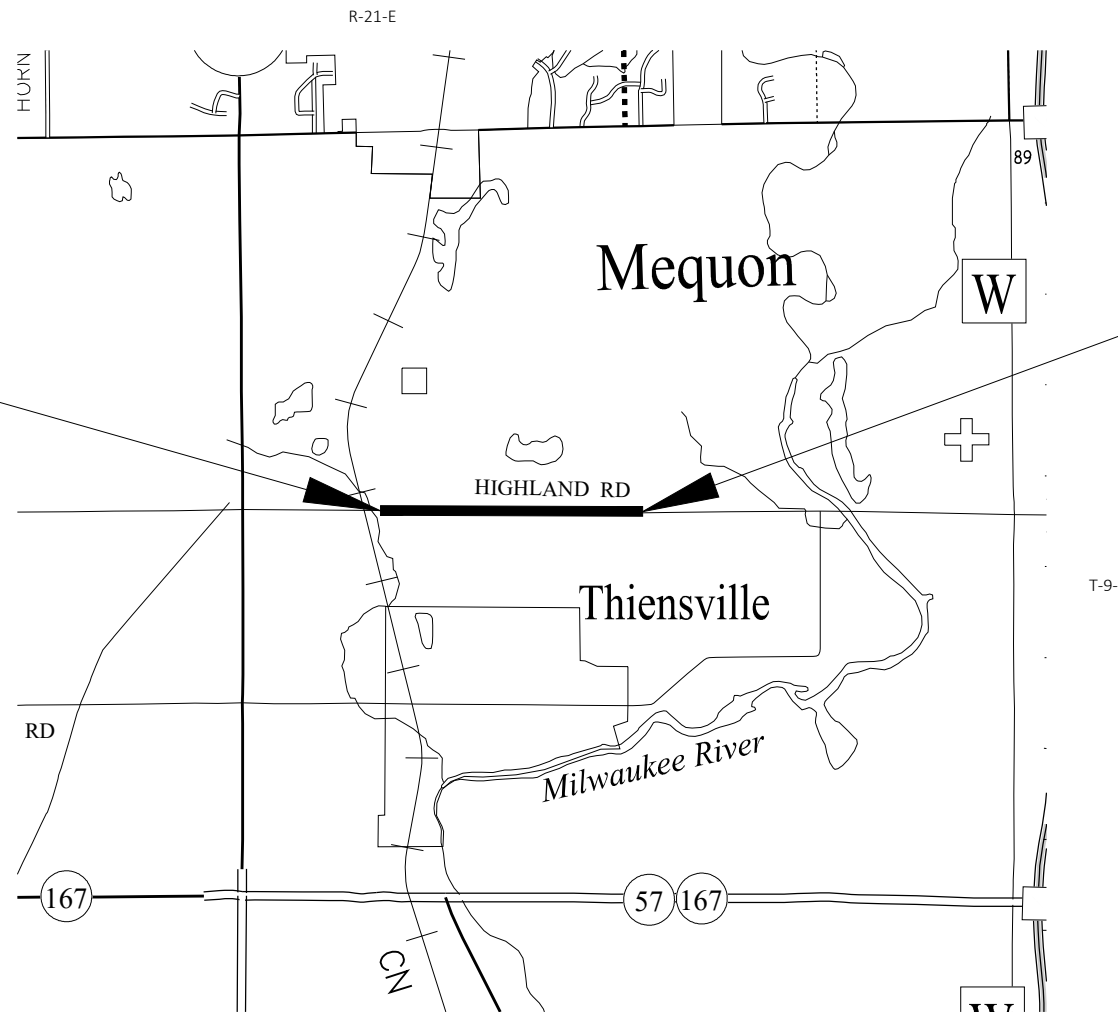
DESIGN DESIGNATION	HIGHLAND ROAD
A.A.D.T.	2023 = 6,200 - 7,700
A.A.D.T.	=
D.H.V.	=
D.D.	=
T.	=
DESIGN SPEED	= 45 MPH
ESALS	=

**BEGIN PROJECT**  
STA 100+77  
X=584518.298  
Y=376924.514

**END PROJECT**  
STA 175+20  
X=591945.643  
Y=376879.509

### CONVENTIONAL SYMBOLS

PLAN		PROFILE	
CORPORATE LIMITS		GRADE LINE	
PROPERTY LINE		ORIGINAL GROUND	
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH	
EXISTING RIGHT OF WAY		GRADE ELEVATION	
PROPOSED OR NEW R/W LINE		CULVERT (Profile View)	
SLOPE INTERCEPT		UTILITIES	
REFERENCE LINE		ELECTRIC	
EXISTING CULVERT		FIBER OPTIC	
PROPOSED CULVERT (Box or Pipe)		GAS	
COMBUSTIBLE FLUIDS		SANITARY SEWER	
MARSH AREA		STORM SEWER	
WOODED OR SHRUB AREA		TELEPHONE	
		WATER	
		UTILITY PEDESTAL	
		POWER POLE	
		TELEPHONE POLE	



LAYOUT  
SCALE 0 1 MI  
TOTAL NET LENGTH OF CENTERLINE = 1.41 MILES

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), OZAUKEE COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES.  
ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12a.

ORIGINAL PLANS PREPARED BY

DATE: \_\_\_\_\_ (Professional Engineer Signature)

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

PREPARED BY \_\_\_\_\_ KAPUR & ASSOCIATES  
Designer \_\_\_\_\_ KAPUR & ASSOCIATES  
Project Manager \_\_\_\_\_ PROJECT MANAGER  
Regional Examiner \_\_\_\_\_ REGIONAL EXAMINER  
Regional Supervisor \_\_\_\_\_ REGIONAL SUPERVISOR

APPROVED FOR THE DEPARTMENT

DATE: \_\_\_\_\_ (Signature)

PROJECT ID: 2697-22-70

COUNTY: OZAUKEE

Attachment: 2025-01-23-Highland-Road 30% Plans-2697-22-70 (10043 : MT Trails Foundation Highland Road Path Preliminary Plan)

GENERAL NOTES

STANDARD ABBREVIATIONS

NO TREES OR SHRUBS SHALL BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. EXISTING UTILITIES ARE SHOWN FROM AS-BUILT PLANS PROVIDED BY THE UTILITY. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

THE CONTRACTOR MUST NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY LOCAL MUNICIPAL UTILITY WHICH IS NOT A MEMBER OF THE DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.

PRIOR TO ORDERING DRAINAGE PIPES AND STRUCTURES, THE CONTRACTOR SHALL VERIFY RELATED DRAINAGE INFORMATION IN THE PLAN AND PROVIDE DOCUMENTATION TO THE ENGINEER IN ACCORDANCE WITH THE SPECIFICATIONS.

INLET AND DISCHARGE ELEVATIONS FOR DRAINAGE STRUCTURES SHOWN ON THE PLAN MAY BE ADJUSTED BY THE ENGINEER TO FIT FIELD CONDITIONS.

INLET PROTECTION IS REQUIRED AT ALL INLETS AS PER DETAIL OR AS DIRECTED BY THE ENGINEER.

CROSS SECTIONS SHOWN INCLUDE THE THICKNESS OF TOPSOIL WHERE REQUIRED. TOPSOIL SHALL BE REPLACED WITH 4-INCH TYPICAL DEPTH.

EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.

THE EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND ENGINEER IN THE FIELD.

CONCRETE CURB AND GUTTER GRADES ARE TO THE FLANGE OF CURB AND GUTTER. DISTANCES SHOWN FOR CURB AND GUTTER RADII ARE MEASURED TO THE FACE OF CURB.

LOCATIONS OF DRAINAGE STRUCTURES IN CURB AND GUTTER REFER TO FACE OF CURB.

LOCATIONS OF DRAINAGE STRUCTURES NOT IN CURB AND GUTTER REFER TO CENTERLINE OF COVER.

ELEVATIONS ARE GIVEN TO FLOWLINE OF INLETS OR CENTERLINE OF COVER FOR MANHOLES.

EXPANSION JOINTS ARE TO BE CONSTRUCTED AT ALL RADIUS POINTS IN CURB AND GUTTER ADJACENT TO CONCRETE PAVEMENT.

THE EXACT LOCATION OF DRIVEWAYS IS TO BE DETERMINED BY THE ENGINEER AND REPLACED IN KIND UNLESS NOTED OTHERWISE.

REMOVAL OF EROSION CONTROL DEVICES WILL BE INCLUDED IN THE COST OF THEIR RESPECTIVE BID ITEMS.

TRAFFIC CONTROL DEVICES WILL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

CONTRACTOR MUST CONTACT PROJECT ENGINEER AND SEWRPC AT LEAST TWO WEEKS PRIOR TO CONDUCTING WORK NEAR ANY PUBLIC SURVEY MONUMENT

A SAWED JOINT IS REQUIRED WHERE NEW PAVEMENT IS TO MEET AN EXISTING PAVED SURFACE.

PAVING OPERATIONS SHALL BE CONSISTENT WITH THE TYPICAL SECTIONS, WITH LONGITUDINAL JOINTS CONSTRUCTED AT LANE LINES ONLY.

STATIONING DISTANCES AND OFFSETS OF SIGNS SHOWN IN THE PLANS ARE APPROXIMATE AND THE FINAL LOCATION OF SIGNS ARE TO BE DETERMINED BY THE ENGINEER.

RE-APPLY TOPSOIL ON GRADED AREAS, AS DESIGNATED BY THE ENGINEER, WITHIN A TIMEFRAME ACCEPTABLE TO THE ENGINEER AFTER GRADING IS COMPLETED WITHIN THOSE AREAS. SEED, FERTILIZE, AND MULCH/EROSION MAT TOP-SOILED AREAS, AS DESIGNATED BY THE ENGINEER, WITHIN 5 DAYS AFTER PLACEMENT OF TOPSOIL. IF GRADED AREAS ARE LEFT NOT COMPLETED AND EXPOSED FOR MORE THAN 14 DAYS, SEED THOSE AREAS WITH TEMPORARY SEED AND MULCH.

AEW	APRON ENDWALL
AGG	AGGREGATE
BAD	BASE AGGREGATE DENSE
BM	BENCHMARK
BTWN	BETWEEN
C&G	CURB AND GUTTER
C/L	CENTER OR CONSTRUCTION LINE
CMCP	CULVERT PIPE CORRUGATED METAL
CONC	CONCRETE
CP	CULVERT PIPE
CPRC	CULVERT PIPE REINFORCED CONCRETE
CSD	CONCRETE SURFACE DRAIN
CY	CUBIC-YARD
D	DEGREE OF CURVE
Δ	DELTA
DISCH	DISCHARGE
FE	FIELD ENTRANCE
HMA	HOT MIX ASPHALT
INV	INVERT
L	LENGTH OF CURVE
LHF	LEFT HAND FORWARD
LT	LEFT
MIN	MINIMUM
M/L	MATCHLINE
NB	NORTHBOUND
NC	NORMAL CROWN
PAVT	PAVEMENT
PC	POINT OF CURVE
PCC	POINT OF COMPOUND CURVE
PE	PRIVATE ENTRANCE
PI	POINT OF INTERSECTION
PLE	PERMANENT LIMITED EASEMENT
PT	POINT OF TANGENT
R	RADIUS OF CURVE
R/L	REFERENCE LINE
R/W	RIGHT OF WAY
RC	REVERSE CROWN
RCAEW	APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE
REQD	REQUIRED
RHF	RIGHT HAND FORWARD
RO	RUN OFF LENGTH
RRSP	RAILROAD SPIKE
RT	RIGHT
SALV	SALVAGED
SAPBC	SALVAGED ASPHALTIC PAVEMENT BASE COURSE
SB	SOUTHBOUND
SDD	STANDARD DETAIL DRAWING
SE	SUPERELEVATION
SF	SQUARE FOOT
STA	STATION
SY	SQUARE YARD
T	TANGENT LENGTH
TLE	TEMPORARY LIMITED EASEMENT
VCL	VERTICAL CURVE LENGTH
VPC	POINT OF VERTICAL CURVE
VPI	POINT OF VERTICAL INTERSECTION
VPT	POINT OF VERTICAL TANGENT

Attachment: 2025-01-23-Highland-Road 30% Plans-2697-22-70 (10043 : MT Trails Foundation Highland Road Path Preliminary Plan)

PROJECT NO: 2697-22-70	HWY: HIGHLAND RD	COUNTY: OZAUKEE	GENERAL NOTES	SHEET	E
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UTILITY/AGENCY CONTACTS

ATC MANAGEMENT, INC. - ELECTRICITY-TRANSMISSION  
TRANS 220 MAILBOX  
801 O'KEEFE ROAD  
DE PERE, WI 54115  
PHONE: (920) 338-6582  
EMAIL: DL-ATCDOTNOTIFICATIONS@ATCLLC.COM

AT&T WISCONSIN - COMMUNICATION LINE  
DEAN HERRO  
435 S 95TH ST  
MILWAUKEE, WI 53214  
PHONE: (262) 226-9639  
EMAIL: DH2572@ATT.COM

EVERSTREAM - COMMUNICATION LINE  
EVERSTREAM UTILITY COORDINATION  
324 E WISCONSIN AVE, SUITE 730  
MILWAUKEE, WI 53202  
PHONE: (414) 409-1709  
EMAIL: WI-RELOCATIONS@EVERSTREAM.NET

LEVEL 3 COMMUNICATIONS, LLC - COMMUNICATION LINE  
NETWORK RELOCATIONS  
1025 ELDORADO BLVD  
BROOMFIELD, CO 80021  
EMAIL: RELOCATIONS@LUMEN.COM

MIDWEST FIBER NETWORKS LLC - COMMUNICATION LINE  
MWFN UTILITY COORDINATOR  
6070 NORTH FLINT ROAD  
GLENDALE, WI 53209  
PHONE: (414) 672-5612  
EMAIL: RELOCATIONREQUESTS@MIDWESTFIBERNETWORKS.COM

SPECTRUM - COMMUNICATION LINE  
DAVE YOPPS  
1320 N. DR. MARTIN LUTHER KING JR DRIVE  
MILWAUKEE, WI 53212  
PHONE: (414) 277-4281  
EMAIL: CHTR\_WI\_CONST@CHARTER.COM

UTILITY/AGENCY CONTACTS

VERIZON BUSINESS - COMMUNICATION LINE  
RJ CICATELLO JR.  
15725 WEST RYERSON ROAD  
NEW BERLIN, WI 53151  
PHONE: (262) 782-9836  
EMAIL: RANDY.CICATELLO@VERIZON.COM

WE ENERGIES - ELECTRICITY  
WE ENERGIES UTILITY COORDINATOR  
500 S 116TH STREET  
PHONE: (414) 944-5738  
EMAIL: WE-UTILITY-RELOCATIONS@WE-ENERGIES.COM

WE ENERGIES - GAS/PETROLEUM  
WE ENERGIES UTILITY COORDINATOR  
500 S 116TH STREET  
PHONE: (414) 944-5738  
EMAIL: WE-UTILITY-RELOCATIONS@WE-ENERGIES.COM

WISCONSIN DEPARTMENT OF TRANSPORTATION - TRAFFIC SIGNALS  
JOYCE MURPHY  
141 NW BARSTOW STREET  
PO BOX 798  
WAUKESHA, WI 53188  
PHONE: (262) 548-5933  
EMAIL: JOYCE.MURPHY@DOT.WI.GOV

OTHER CONTACTS

CITY OF MEQUON DEPARTMENT OF PUBLIC WORKS  
KRISTEN LUNDEEN  
11333 N CEDARBURG ROAD  
MEQUON, WI 53092  
PHONE: (262) 236-2938  
EMAIL: KLUNDEEN@CI.MEQUON.WI.US

CITY OF MEQUON DEPARTMENT OF PUBLIC WORKS  
COLE MCCRAW  
11333 N CEDARBURG ROAD  
MEQUON, WI 53092  
PHONE: (262) 236-2957  
EMAIL: CMCRAW@CI.MEQUON.WI.US

OZAUKEE COUNTY  
JON EDGREN  
410 SOUTH SPRING ST  
PORT WASHINGTON, WI 53074  
PHONE: (262) 238-8335  
EMAIL: JEDGREN@CO.OZAUKEE.WI.US

SEWRPC  
ROB MERRY  
W239 N1812 ROCKWOOD DRIVE  
PO BOX 1607  
WAUKESHA, WI 53187-1607  
PHONE (262) 953-4289  
E-MAIL: RMERRY@SEWRPC.ORG

SEWRPC  
ANDY TRAEGER  
W239 N1812 ROCKWOOD DRIVE  
PO BOX 1607  
WAUKESHA, WI 53187-1607  
PHONE (262) 953-4296  
E-MAIL: ATRAEGER@SEWRPC.ORG

VILLAGE OF GERMANTOWN  
PAUL HAUGEN  
N112 W17001 MEQUON RD  
P.O. BOX 337  
GERMANTON, WI 53022  
PHONE: (262) 253-8254  
EMAIL: PHAUGEN@VILLAGE.GERMANTOWN.WI.US

WASHINGTON COUNTY  
SCOTT SCHMIDT  
900 LANG ST  
WEST BEND, WI 53090  
PHONE: (262) 335-6881  
EMAIL: SCOTT.SCHMIDT@CO.WASHINGTON.WI.US

WISCONSIN DEPARTMENT OF NATURAL RESOURCES  
BENTON STELZEL  
141 NW BARSTOW STREET #180  
WAUKESHA, WI 53188  
PHONE: (262) 623-0194  
BENTON.STELZEL@WISCONSIN.GOV

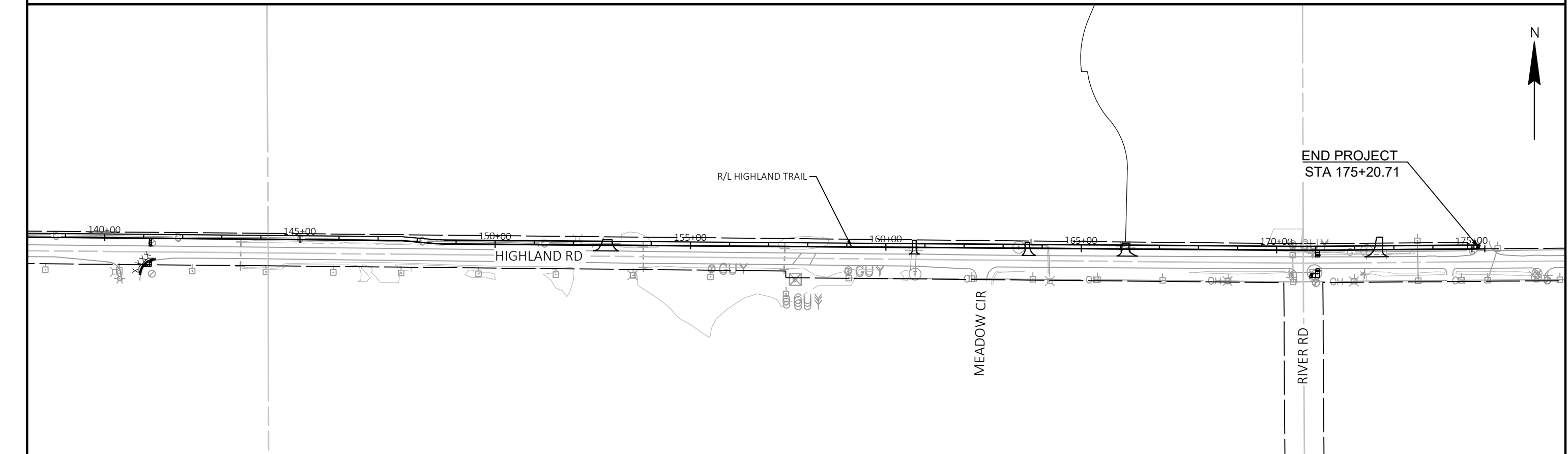
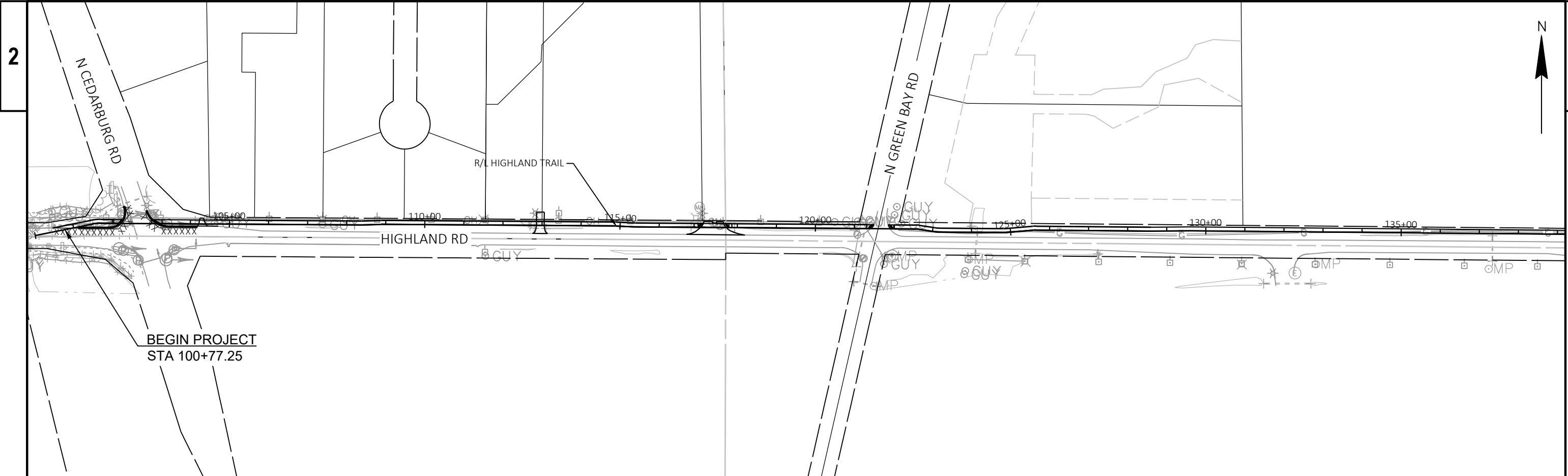
KAPUR & ASSOCIATES  
KURT A. FARRENKOPF  
7711 N. PORT WASHINGTON ROAD MILWAUKEE, WI 53217  
PHONE: (414) 751-7226  
EMAIL: KFARRENKOPF@KAPURINC.COM

ORDER OF SECTION 2 SHEETS

- GENERAL NOTES/UTILITY CONTACTS
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- PLAN DETAILS
- CURB RAMP DETAILS
- EROSION CONTROL PLAN
- CULVERT PIPES PLAN
- SIGNING PLAN
- SIGNAL PLAN
- PAVEMENT MARKING
- TRAFFIC CONTROL
- DETOUR PLAN
- ALIGNMENT PLAN



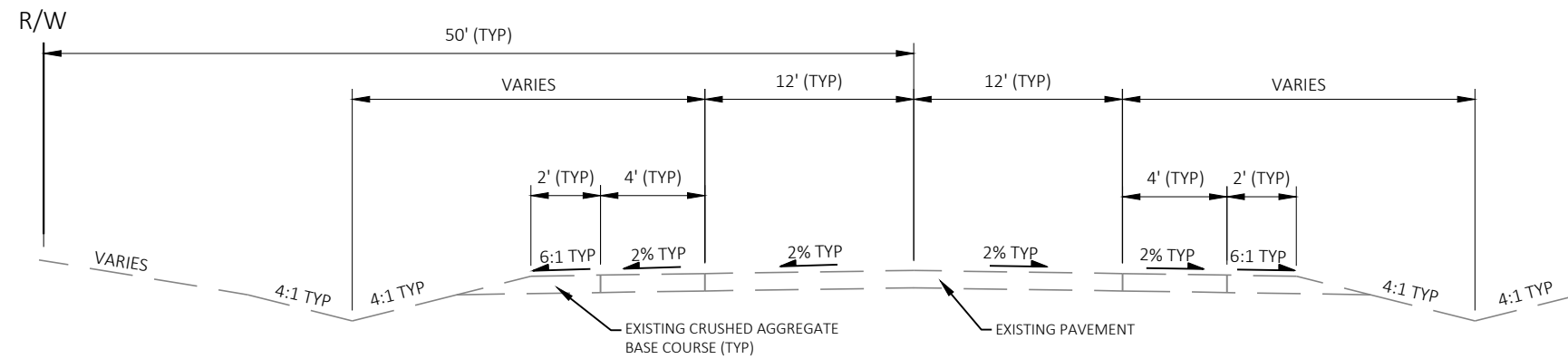
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PROJECT NO: 2697-22-70	HWY: HIGHLAND RD	COUNTY: OZAUKEE	PROJECT OVERVIEW	SHEET	E
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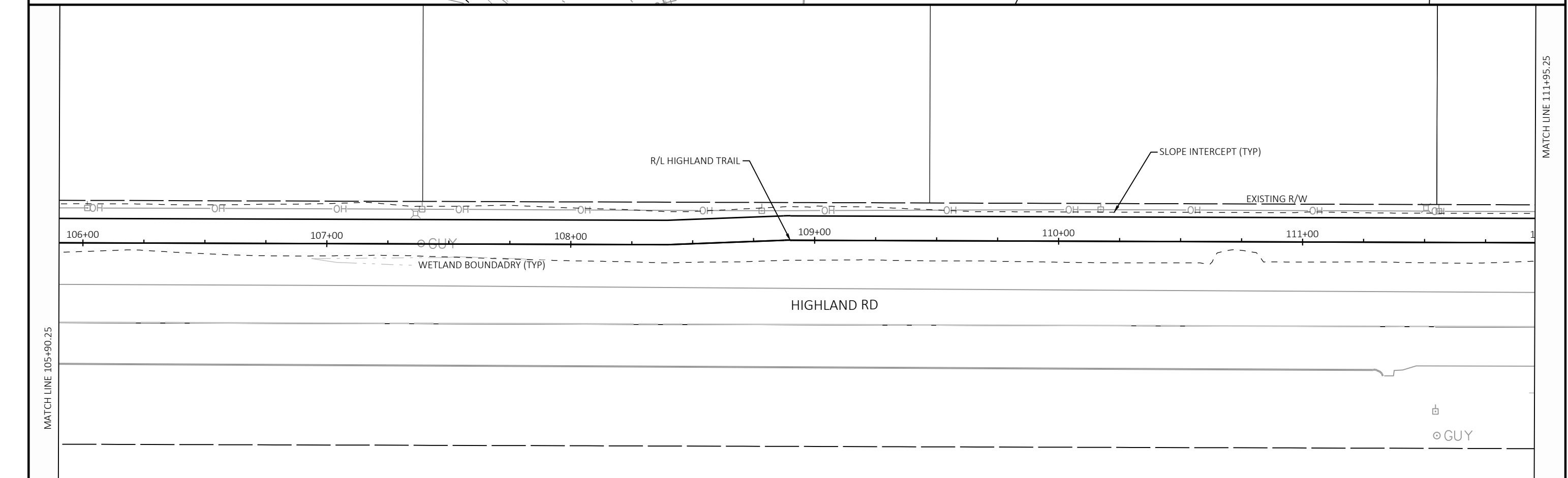
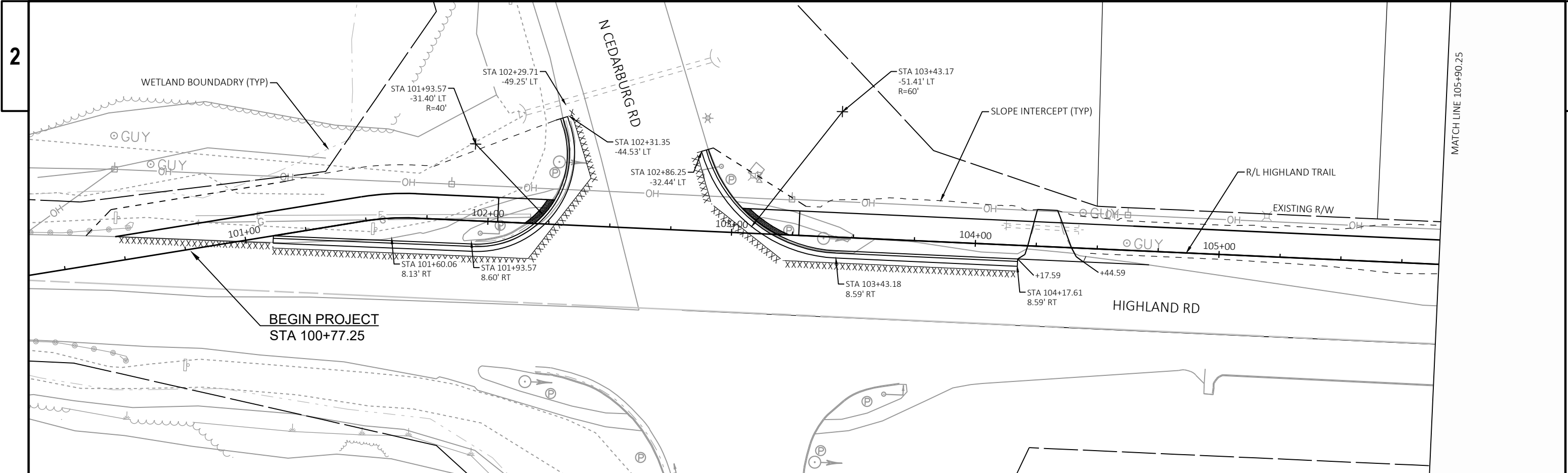
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 PLOT NAME :  
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Attachment: 2025-01-23-Highland-Road 30% Plans-2697-22-70 (10043 : MT Trails Foundation Highland Road Path Preliminary Plan)



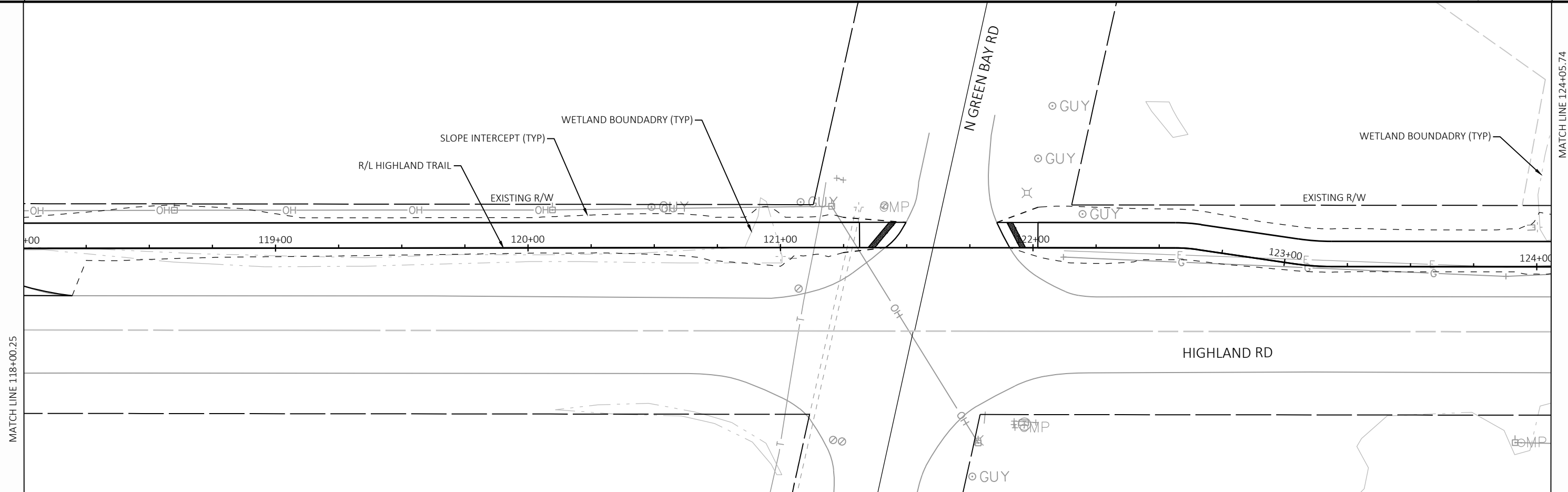
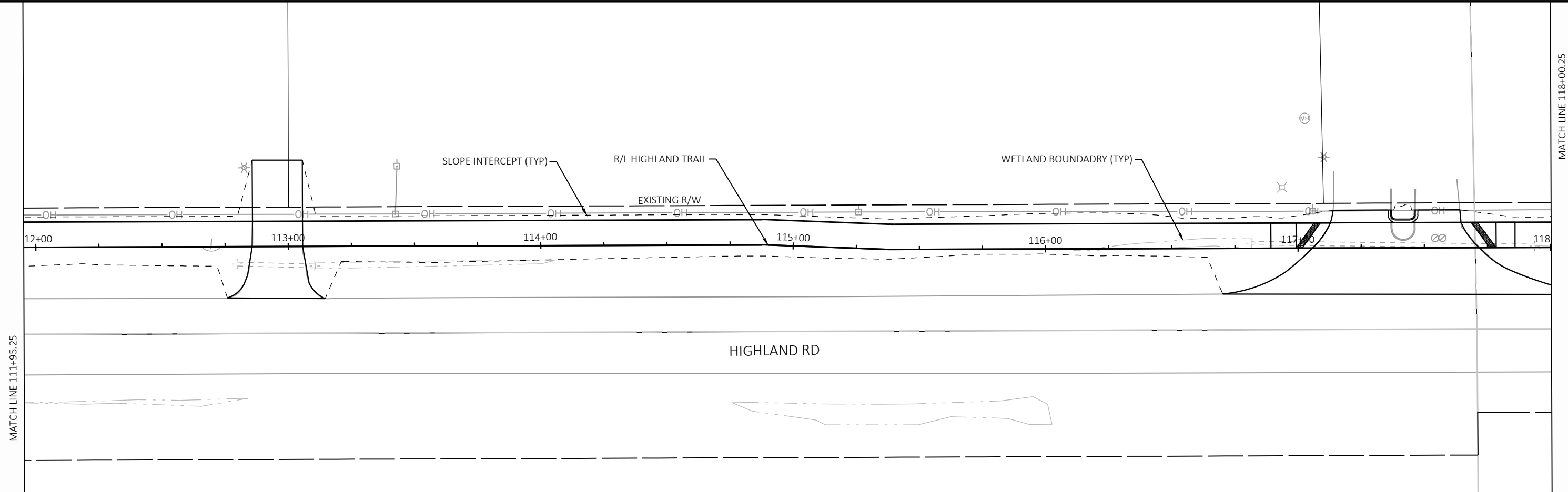
EXISTING TYPICAL SECTION  
HIGHLAND RD





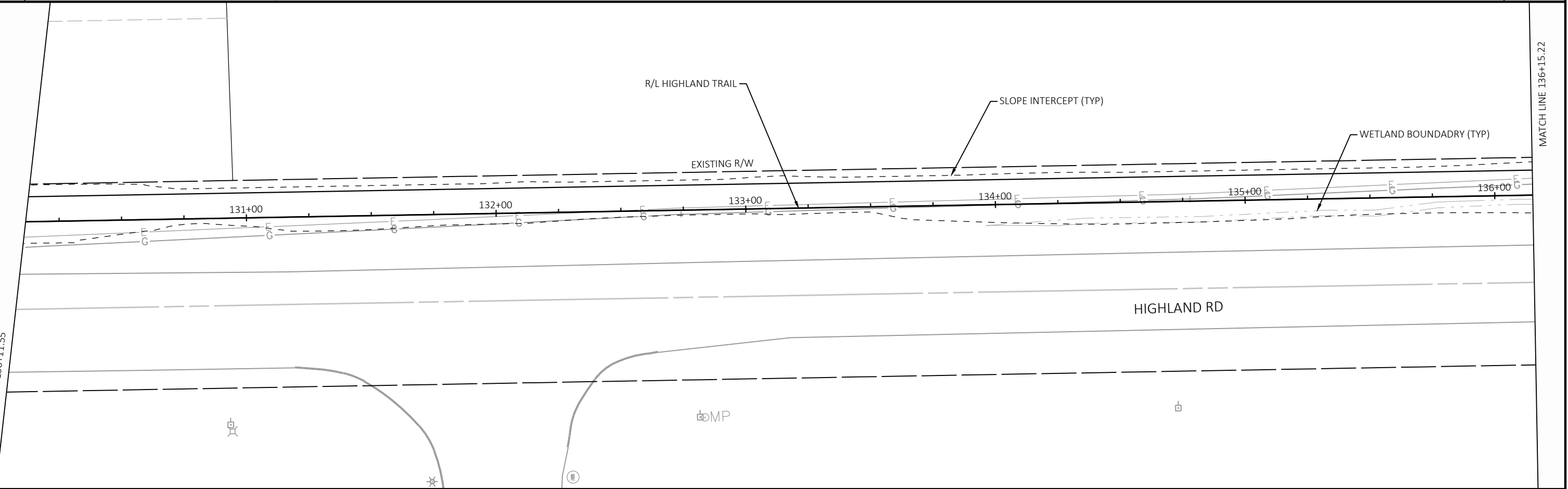
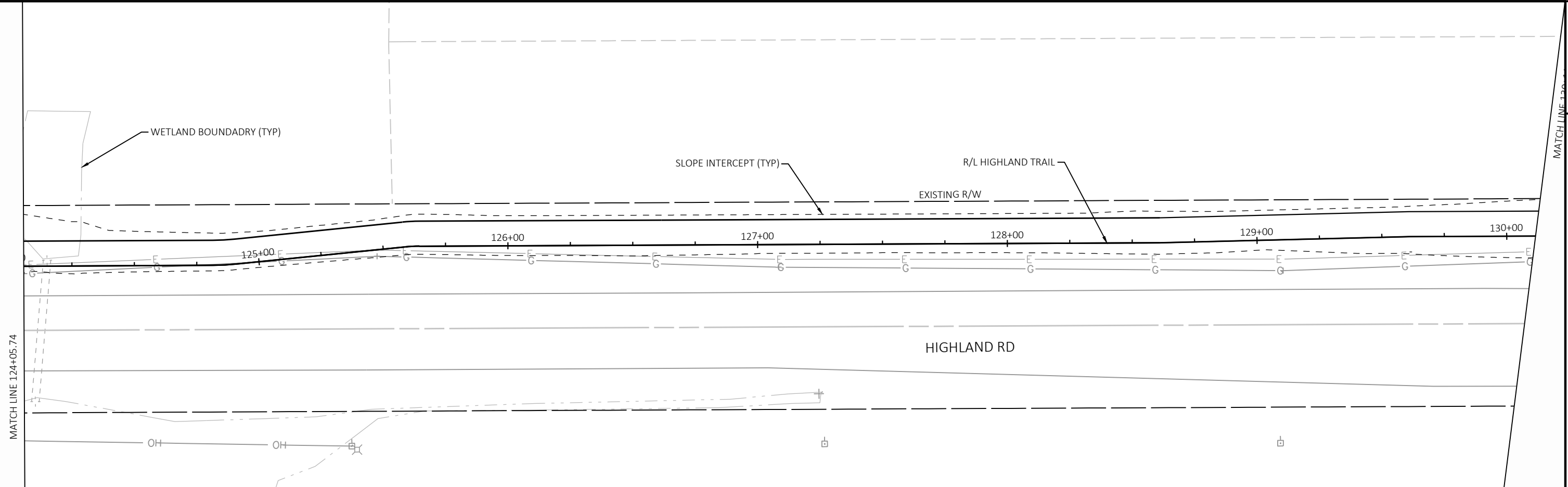
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PROJECT NO: 2697-22-70	HWY: HIGHLAND RD	COUNTY: OZAUKEE	PLAN DETAILS	SHEET	E
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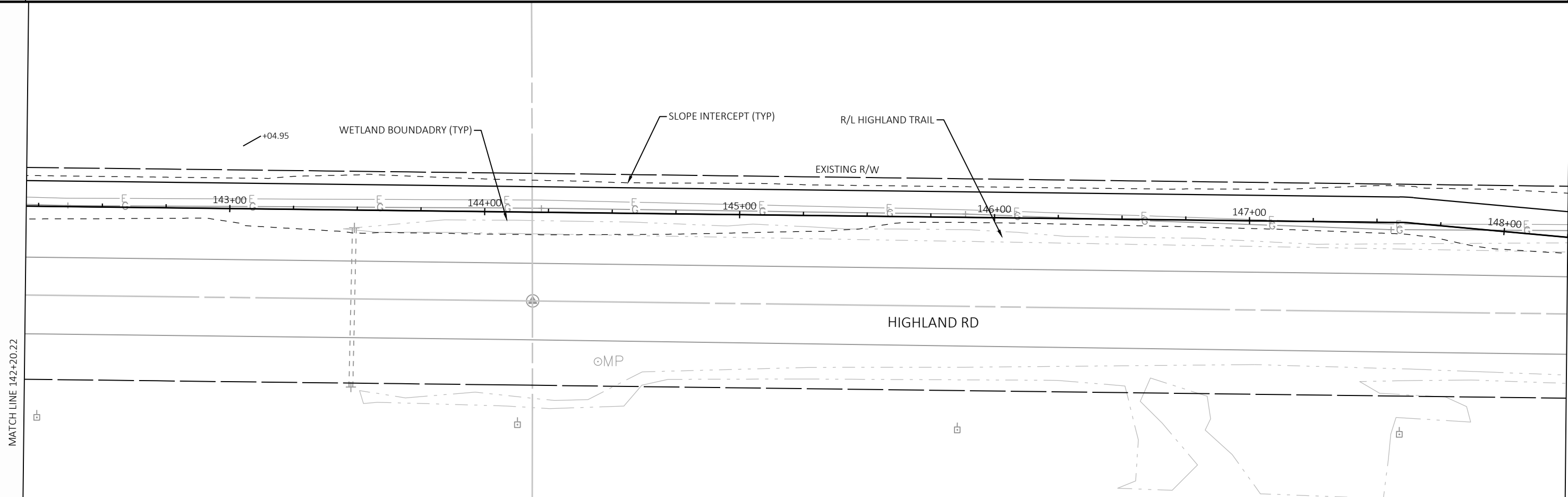
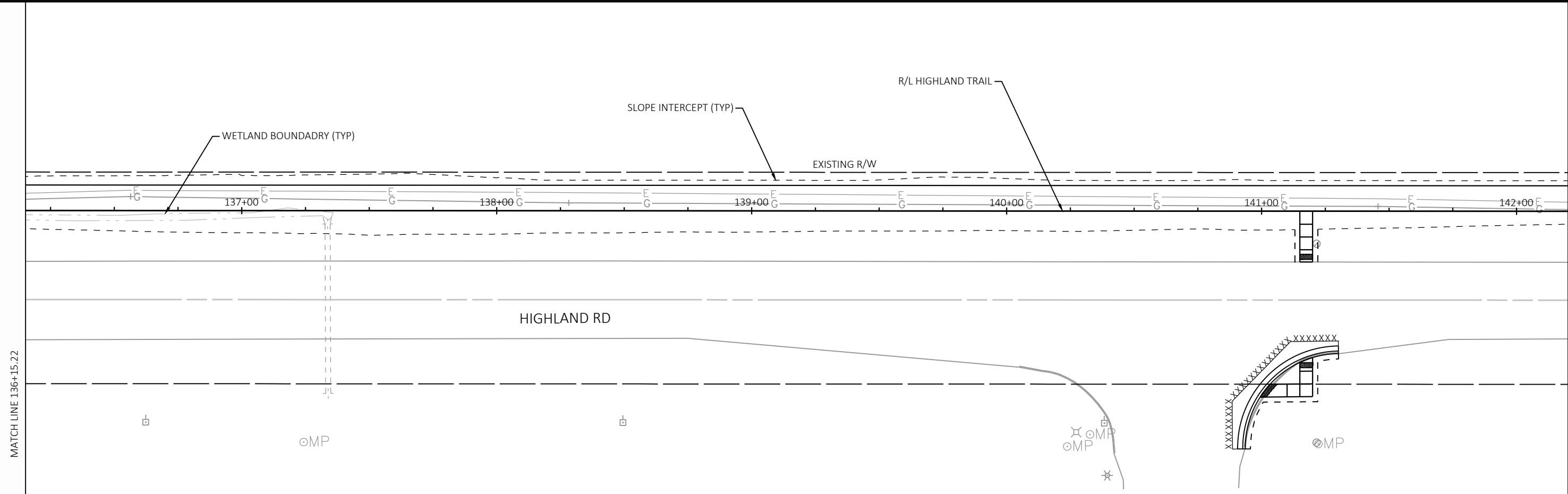
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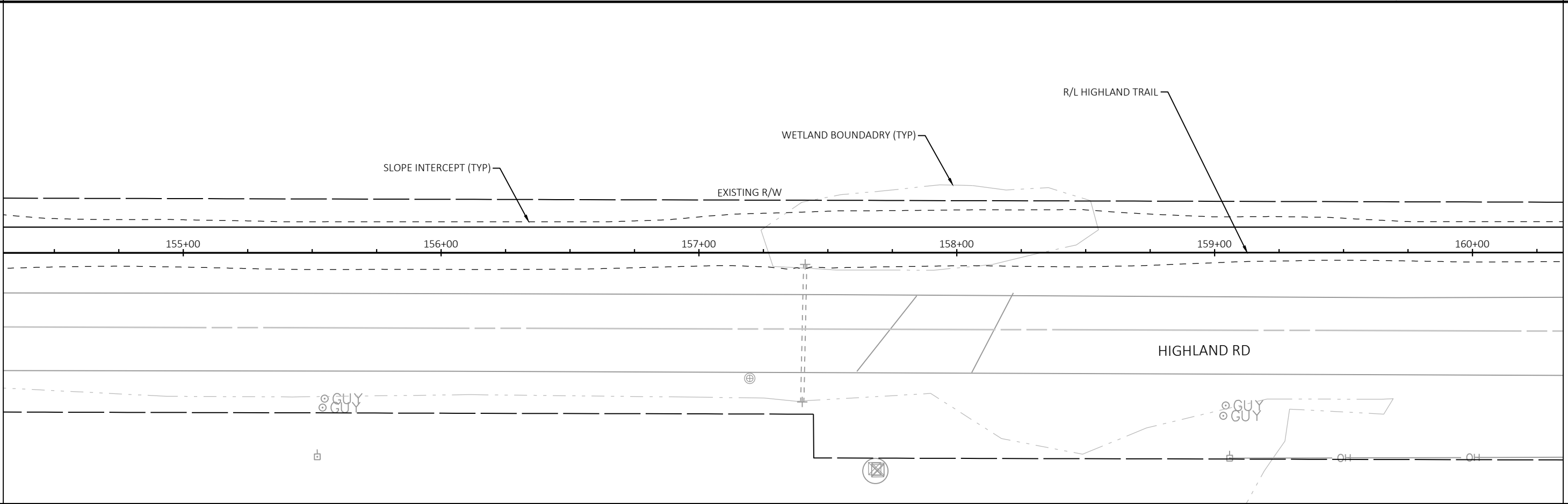
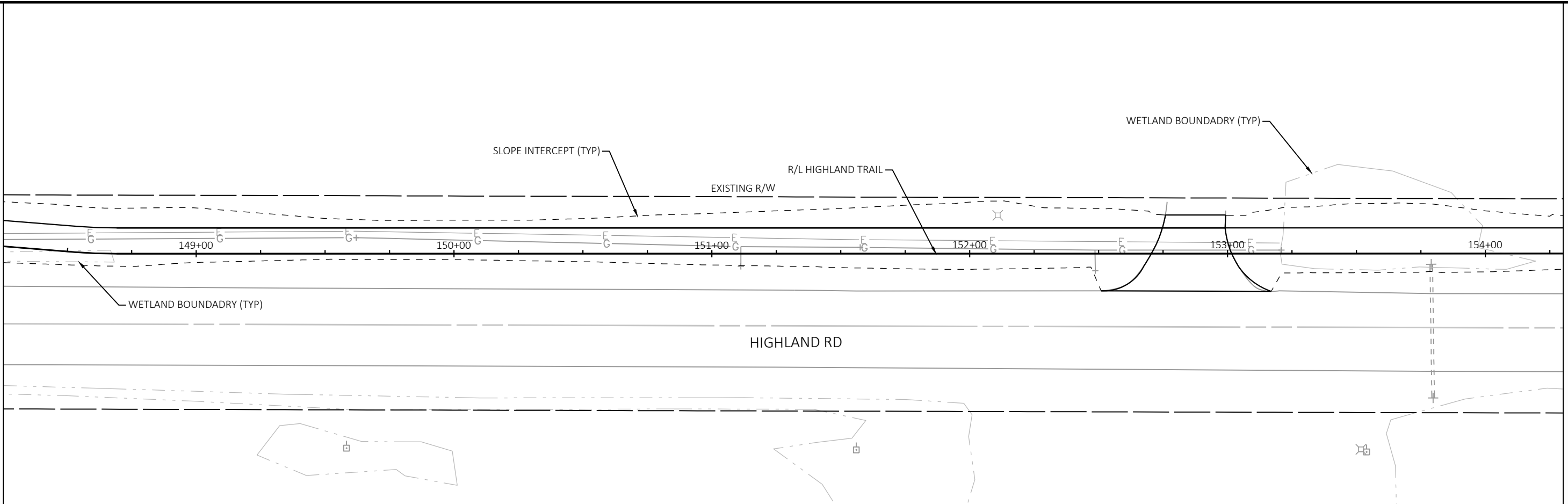


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MATCH LINE 148+25.06

MATCH LINE 160+35.17

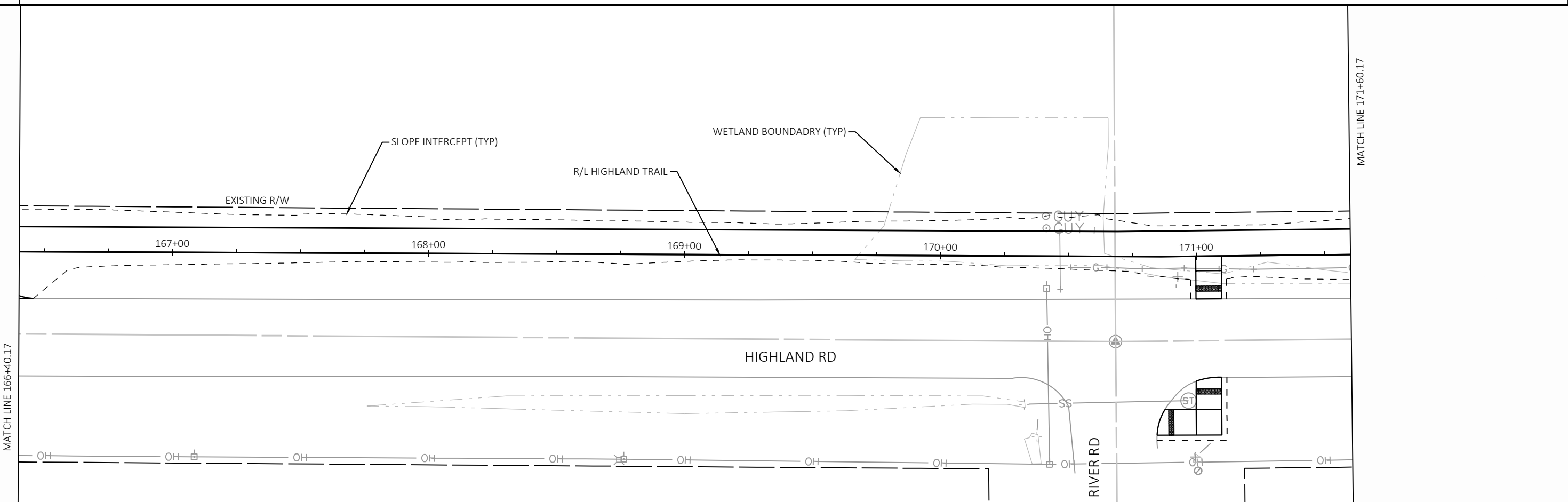
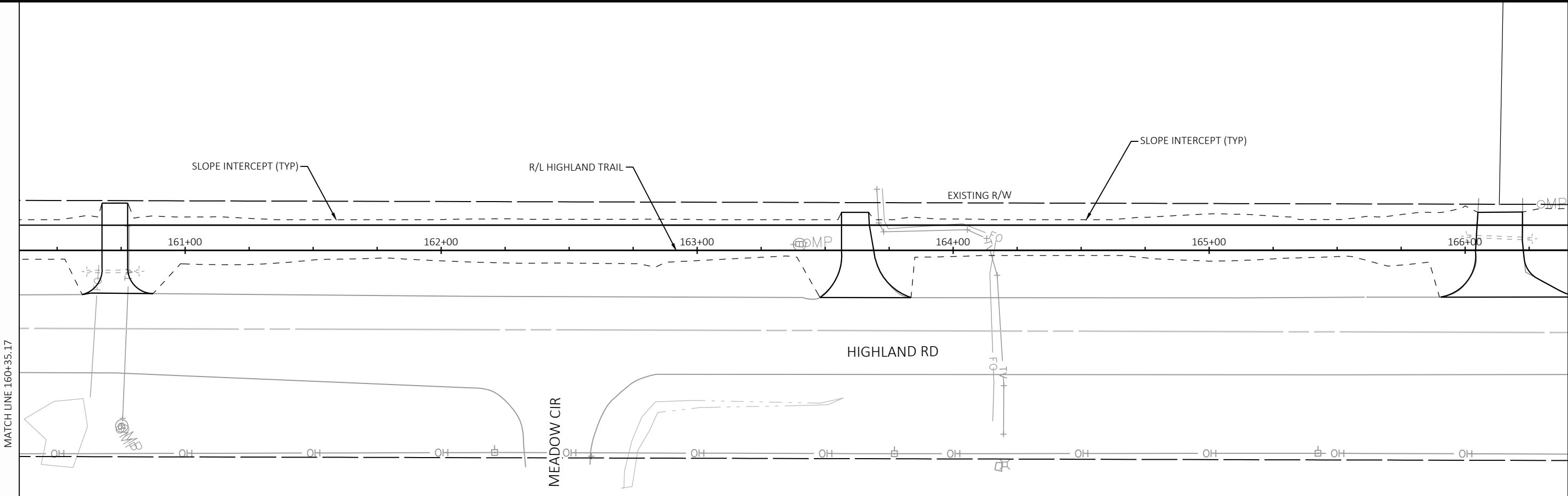
MATCH LINE 154+30.17



PROJECT NO: 2697-22-70	HWY: HIGHLAND RD	COUNTY: OZAUKEE	PLAN DETAILS	SHEET	E
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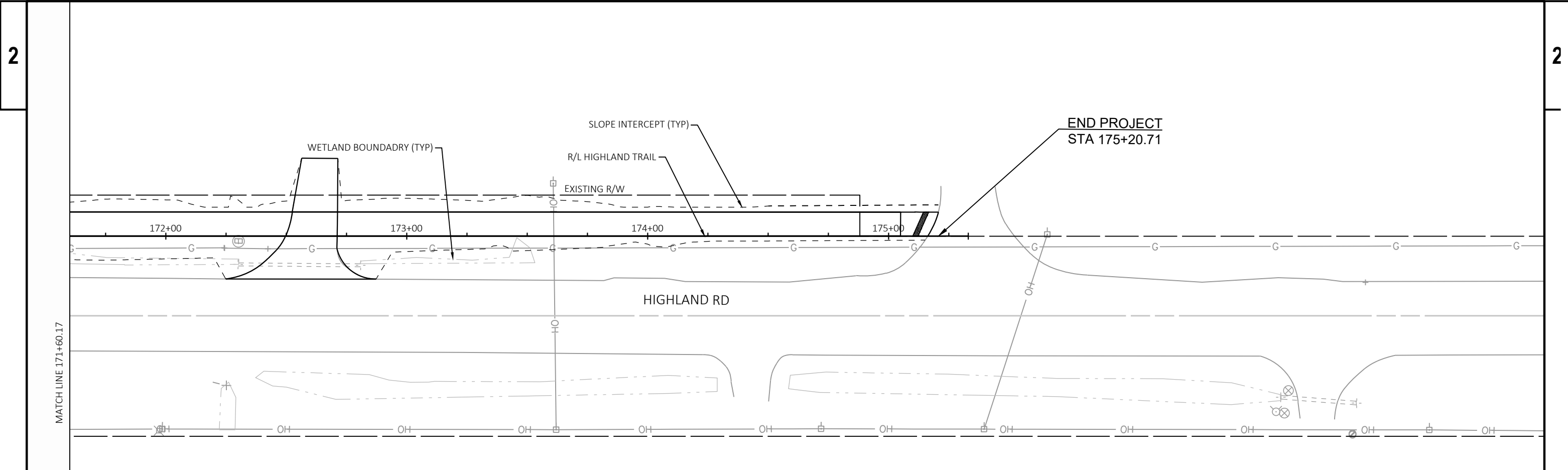
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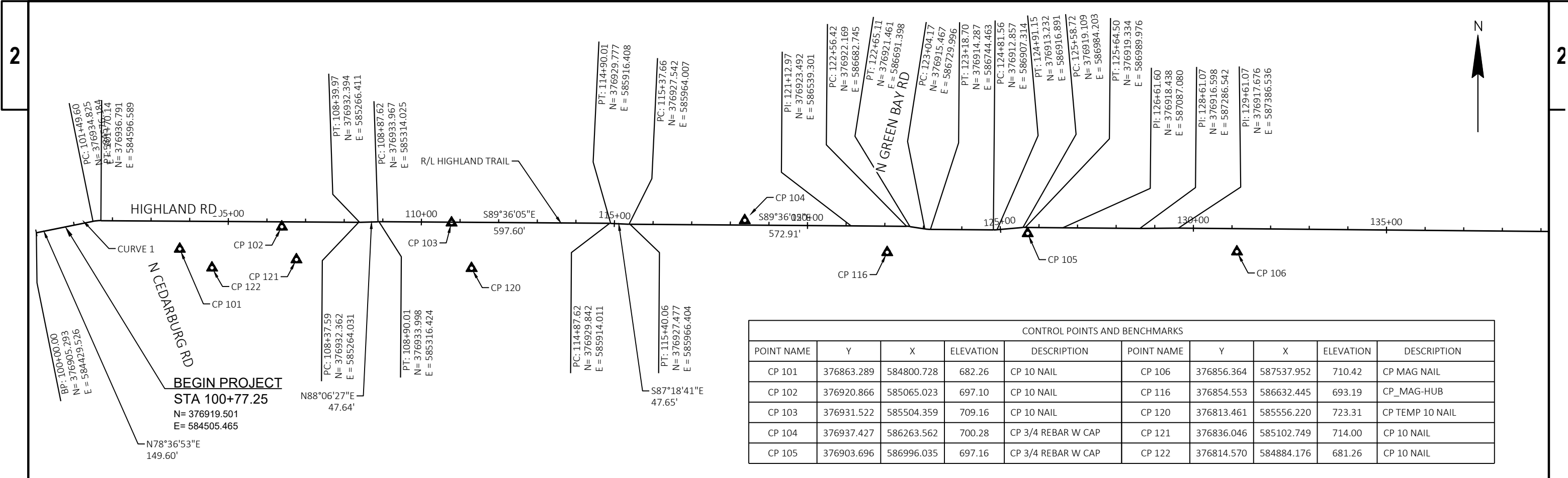
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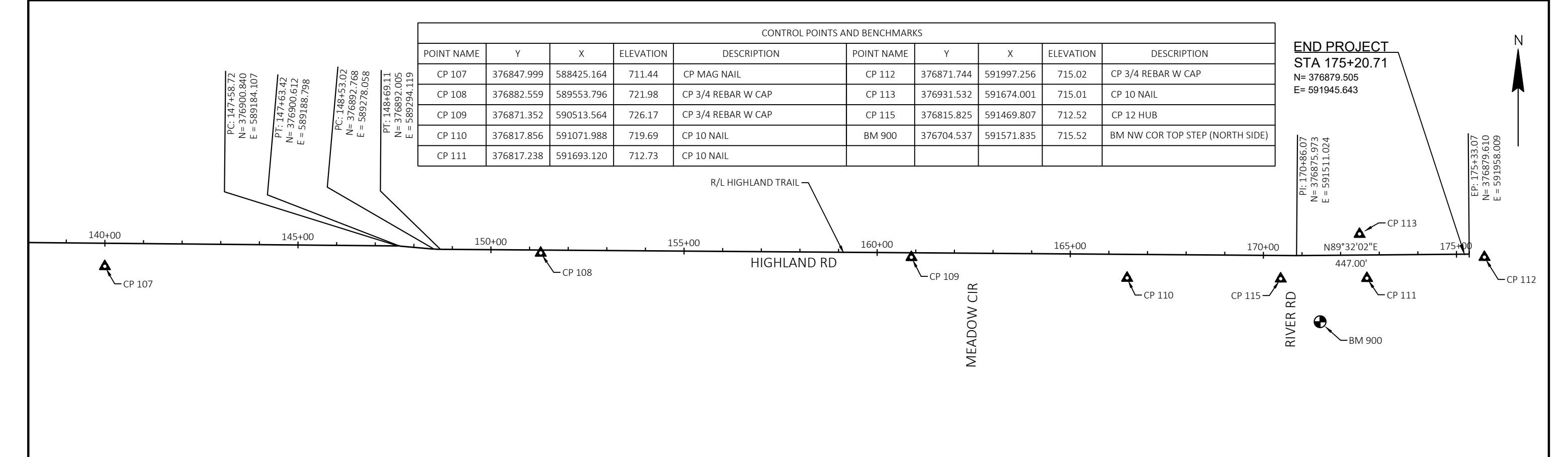
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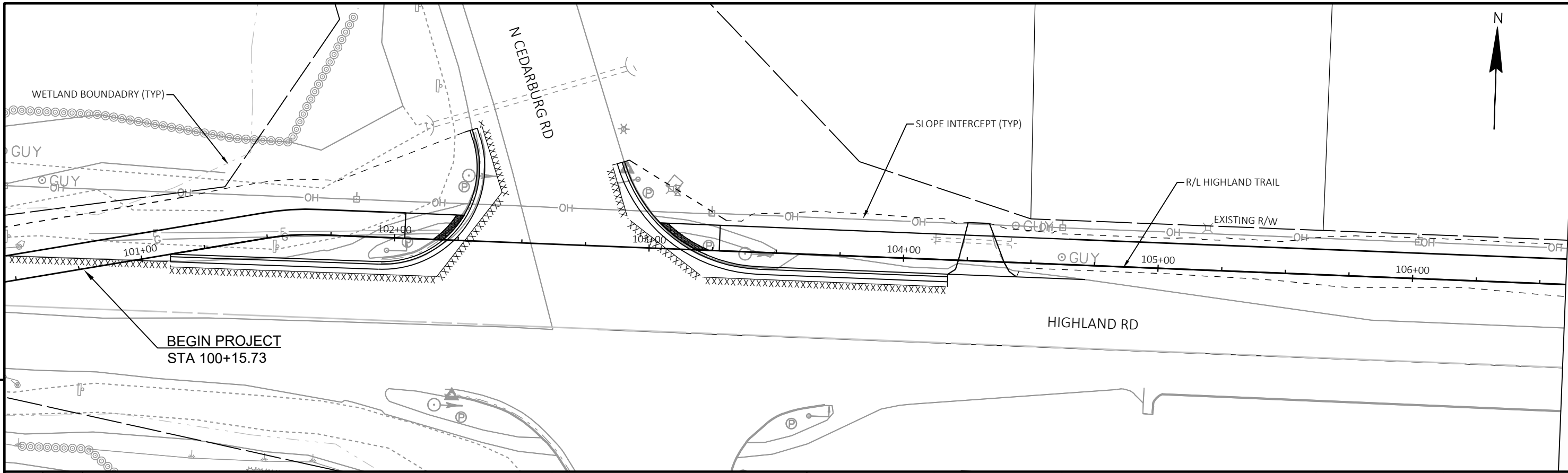
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CONTROL POINTS AND BENCHMARKS									
POINT NAME	Y	X	ELEVATION	DESCRIPTION	POINT NAME	Y	X	ELEVATION	DESCRIPTION
CP 101	376863.289	584800.728	682.26	CP 10 NAIL	CP 106	376856.364	587537.952	710.42	CP MAG NAIL
CP 102	376920.866	585065.023	697.10	CP 10 NAIL	CP 116	376854.553	586632.445	693.19	CP_MAG-HUB
CP 103	376931.522	585504.359	709.16	CP 10 NAIL	CP 120	376813.461	585556.220	723.31	CP TEMP 10 NAIL
CP 104	376937.427	586263.562	700.28	CP 3/4 REBAR W CAP	CP 121	376836.046	585102.749	714.00	CP 10 NAIL
CP 105	376903.696	586996.035	697.16	CP 3/4 REBAR W CAP	CP 122	376814.570	584884.176	681.26	CP 10 NAIL

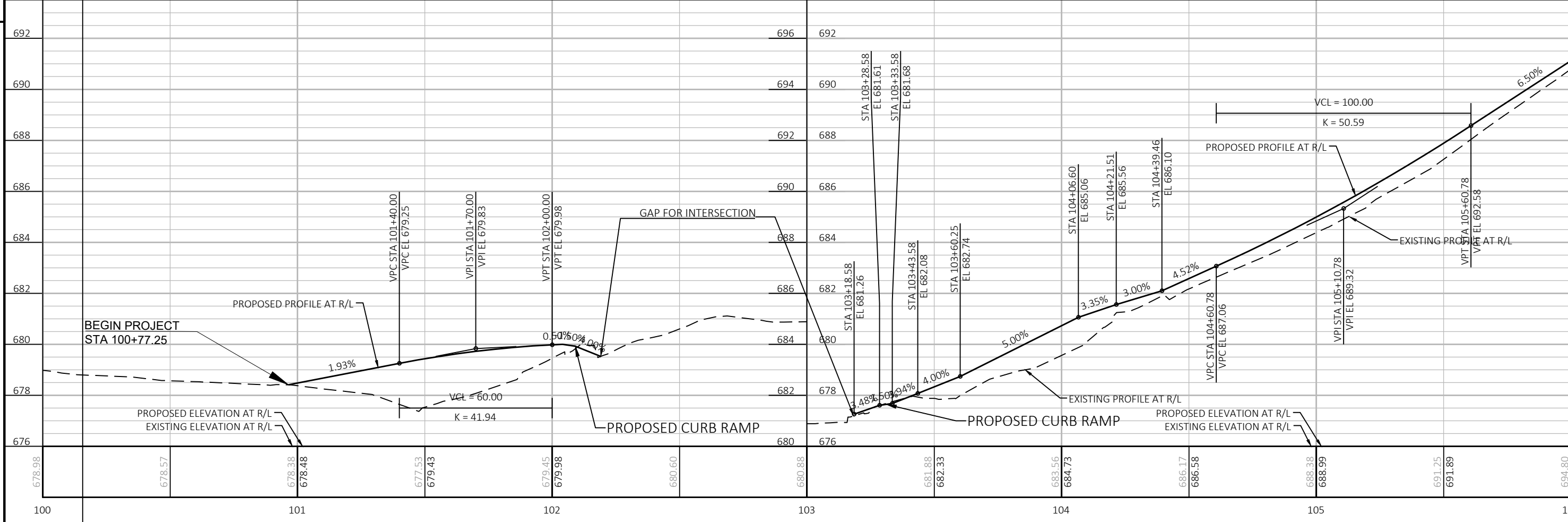


CONTROL POINTS AND BENCHMARKS									
POINT NAME	Y	X	ELEVATION	DESCRIPTION	POINT NAME	Y	X	ELEVATION	DESCRIPTION
CP 107	376847.999	588425.164	711.44	CP MAG NAIL	CP 112	376871.744	591997.256	715.02	CP 3/4 REBAR W CAP
CP 108	376882.559	589553.796	721.98	CP 3/4 REBAR W CAP	CP 113	376931.532	591674.001	715.01	CP 10 NAIL
CP 109	376871.352	590513.564	726.17	CP 3/4 REBAR W CAP	CP 115	376815.825	591469.807	712.52	CP 12 HUB
CP 110	376817.856	591071.988	719.69	CP 10 NAIL	BM 900	376704.537	591571.835	715.52	BM NW COR TOP STEP (NORTH SIDE)
CP 111	376817.238	591693.120	712.73	CP 10 NAIL					



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PROJECT NO: 2697-22-70	HWY: HIGHLAND RD	COUNTY: OZAUKEE	PLAN AND PROFILE: HIGHLAND TRAIL	SHEET	E
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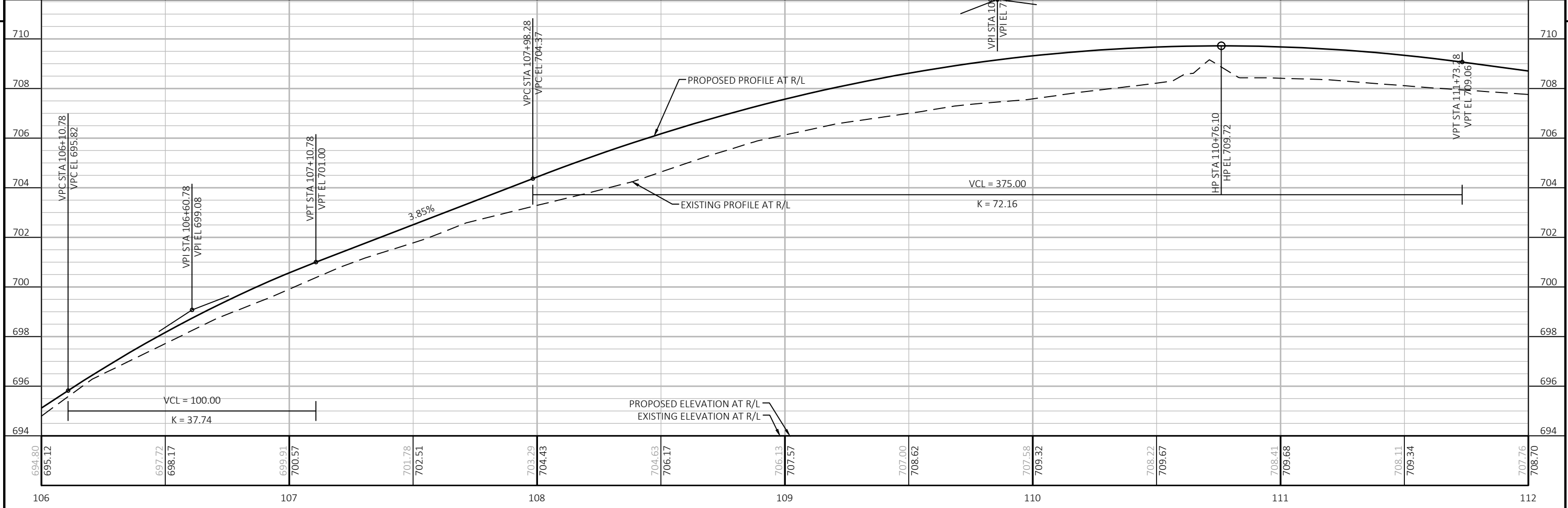
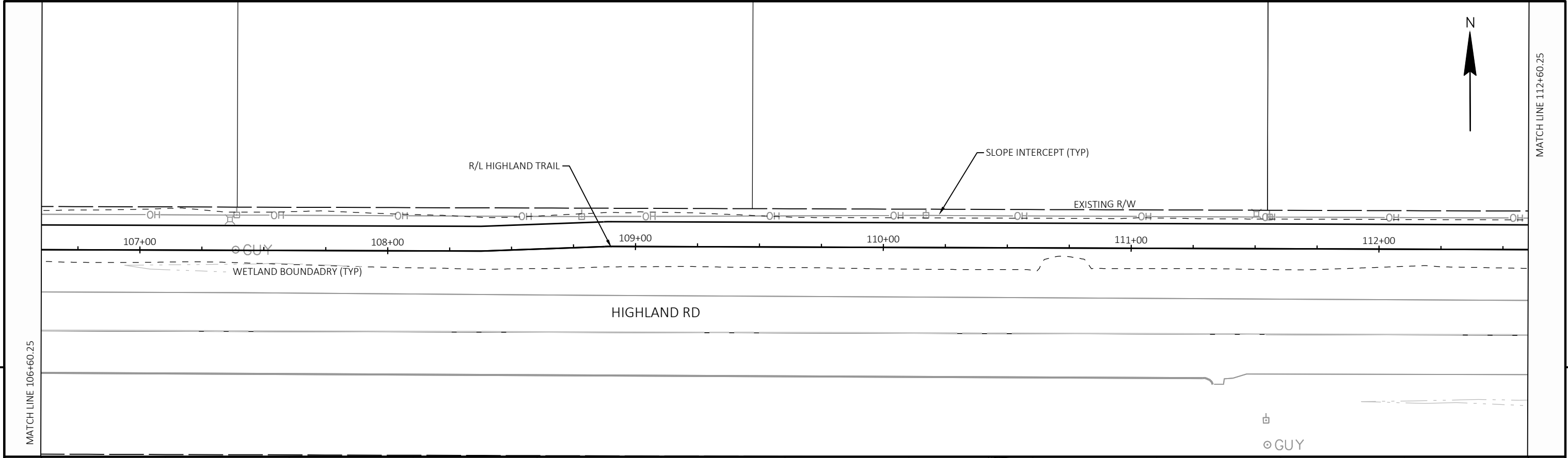
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Attachment: 2025-01-23-Highland-Road 30% Plans-2697-22-70 (10043 : MT Trails Foundation Highland Road Path Preliminary Plan)



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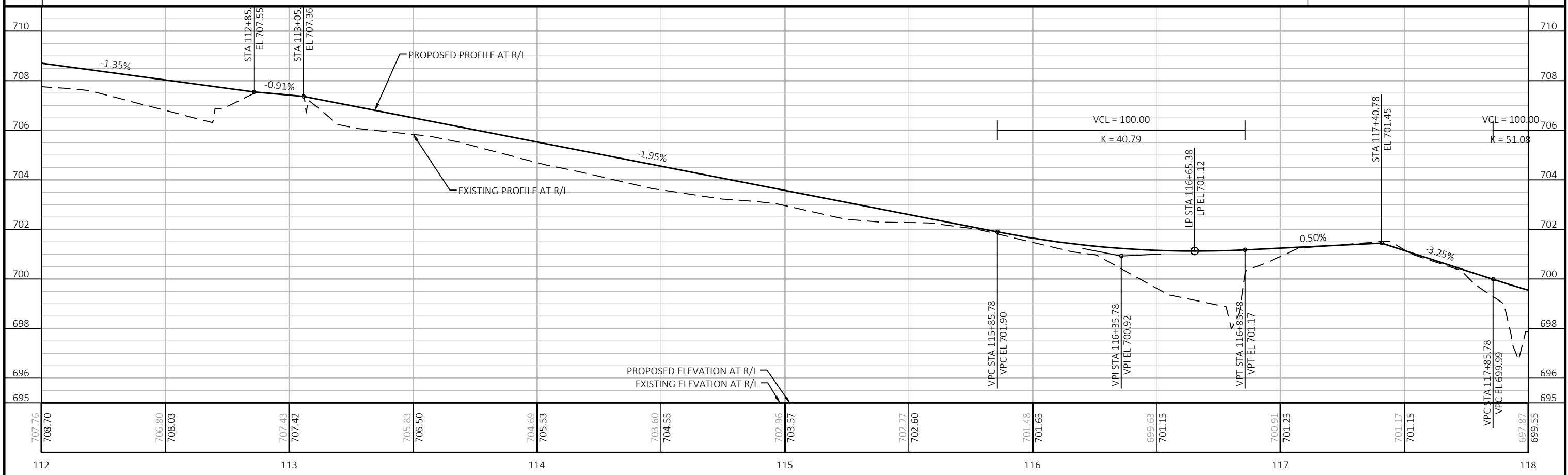
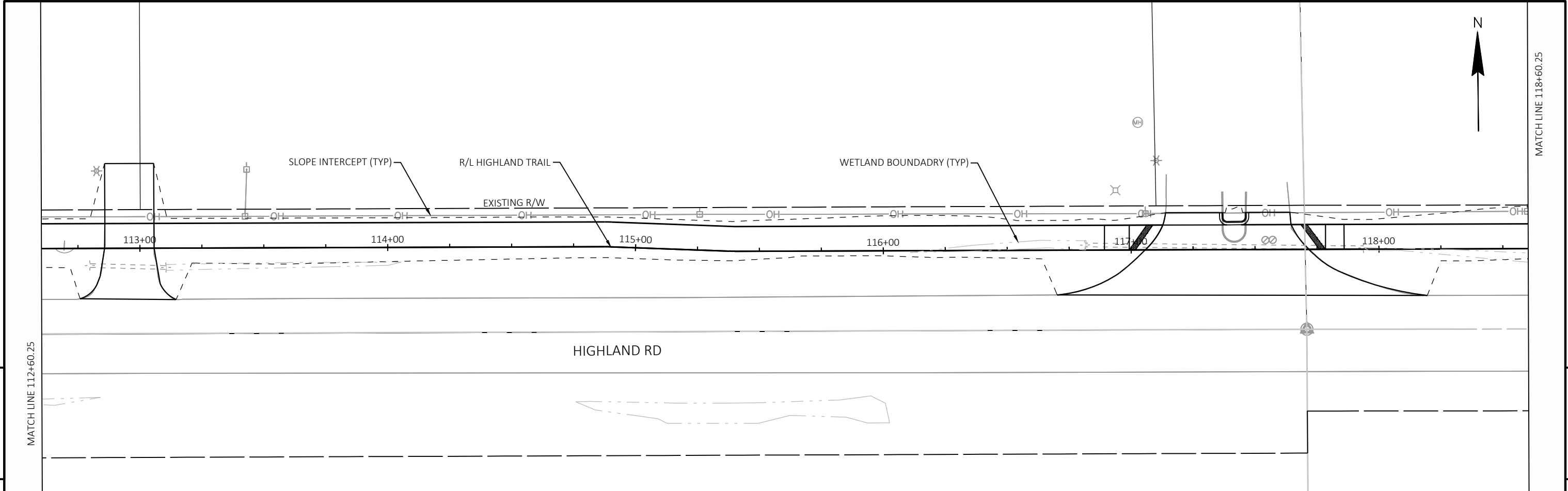


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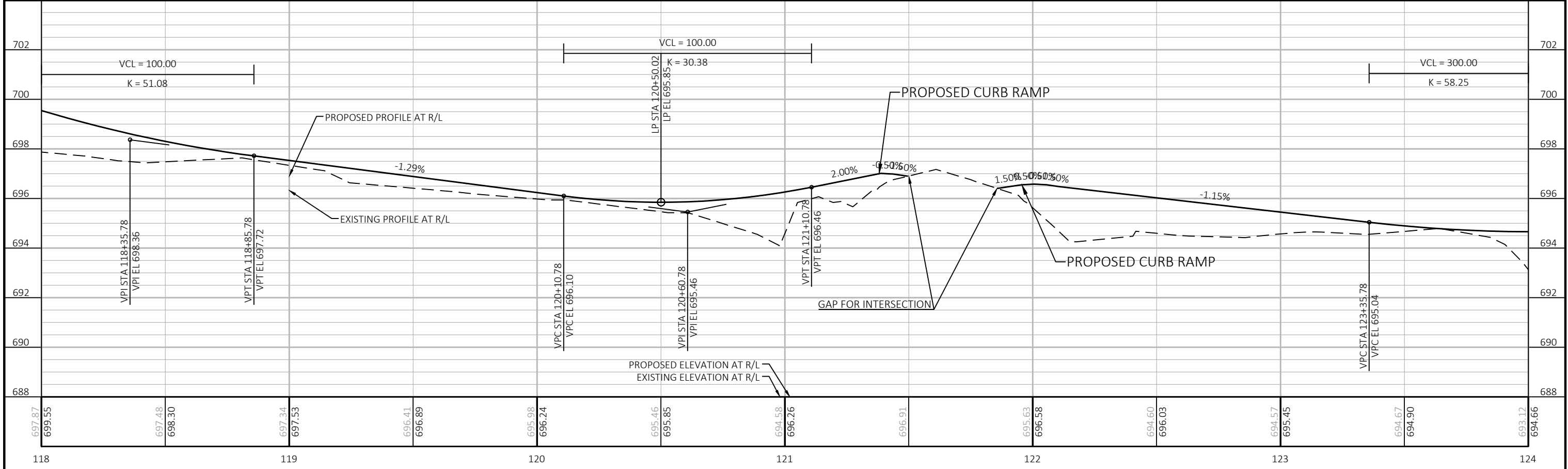
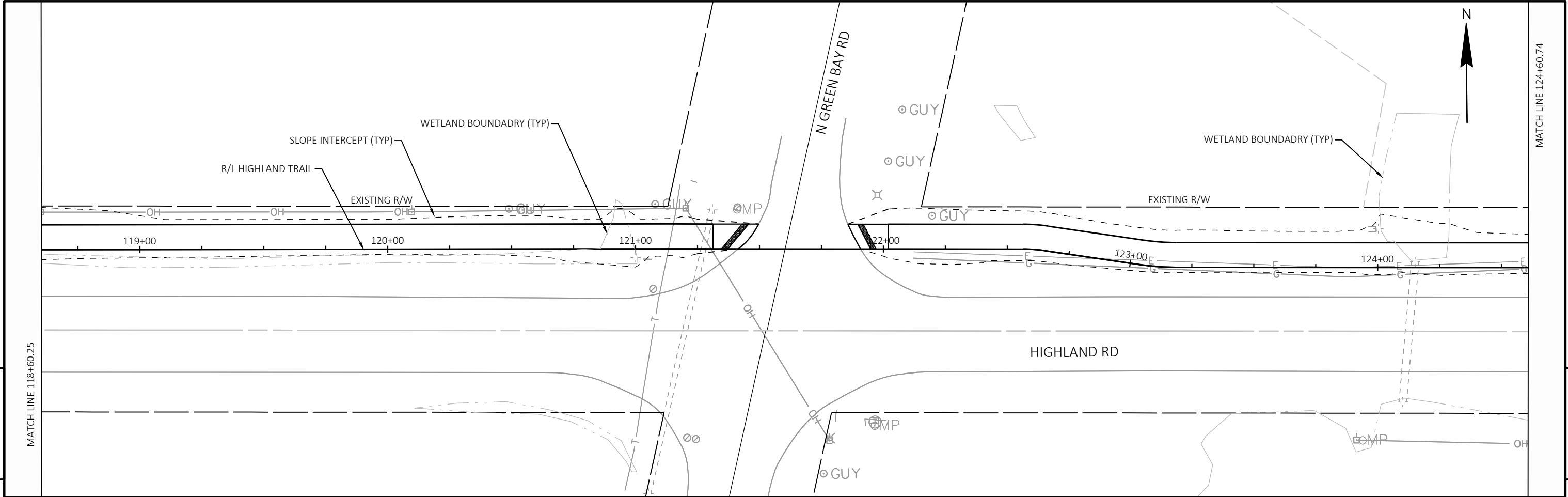
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PROJECT NO: 2697-22-70	HWY: HIGHLAND RD	COUNTY: OZAUKEE	PLAN AND PROFILE: HIGHLAND TRAIL	SHEET: E
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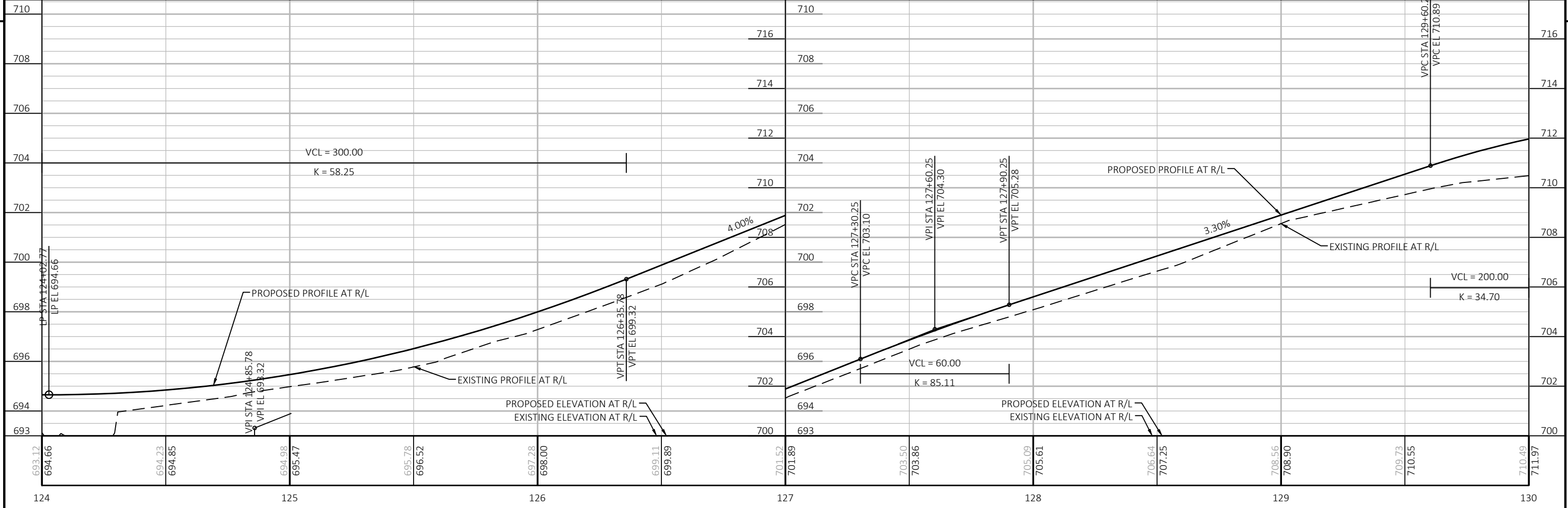
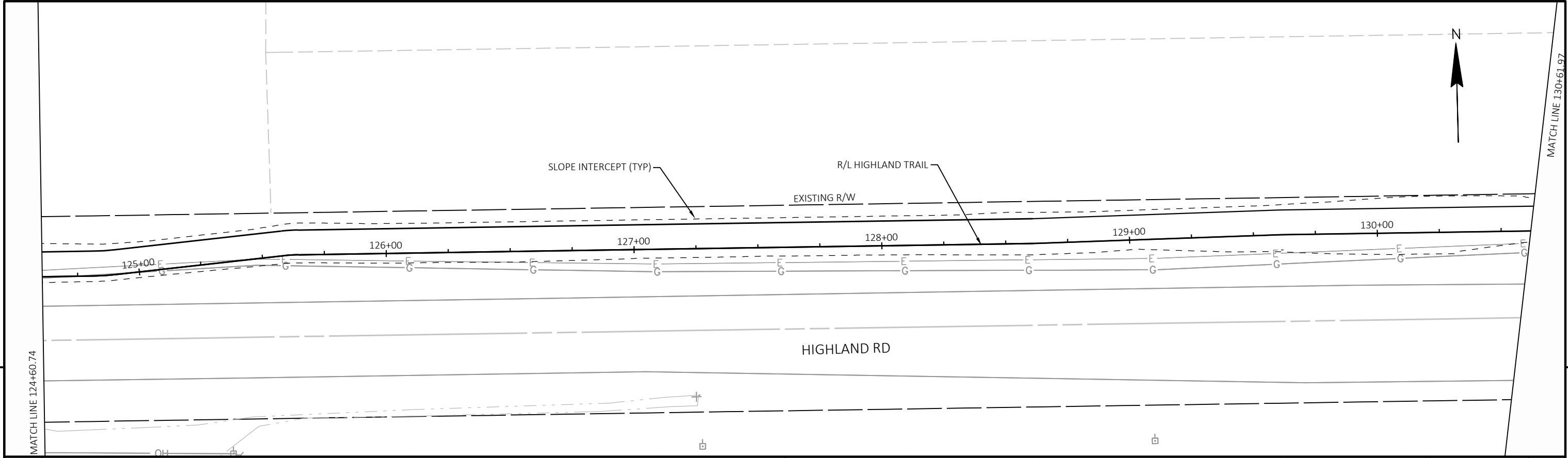


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Attachment: 2025-01-23-Highland-Road 30% Plans-2697-22-70 (10043 : MT Trails Foundation Highland Road Path Preliminary Plan)

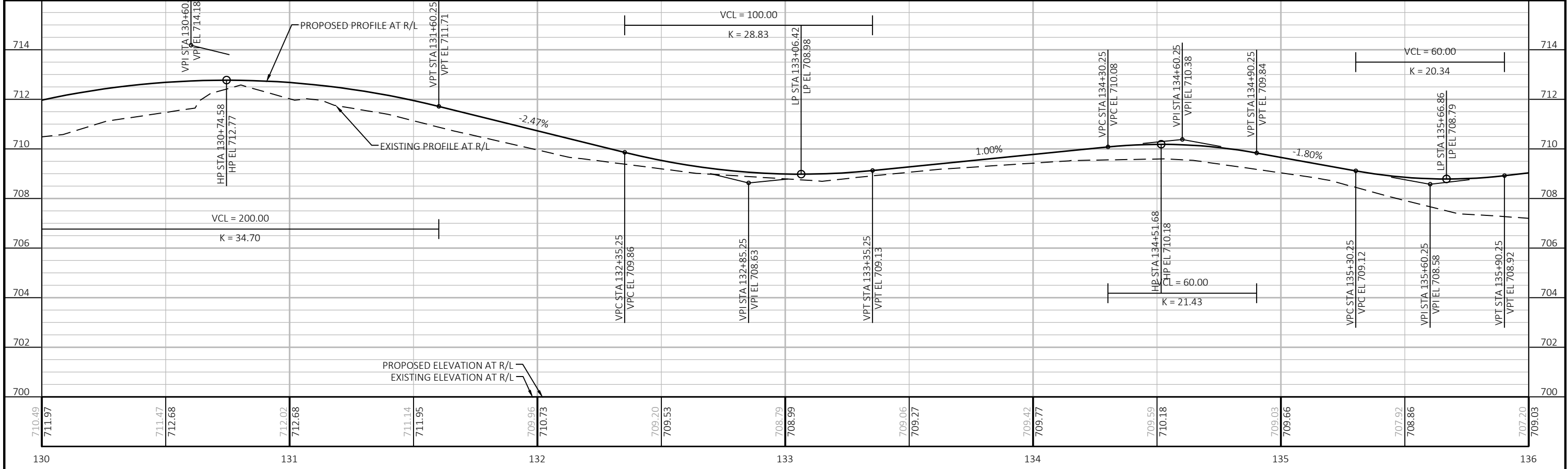
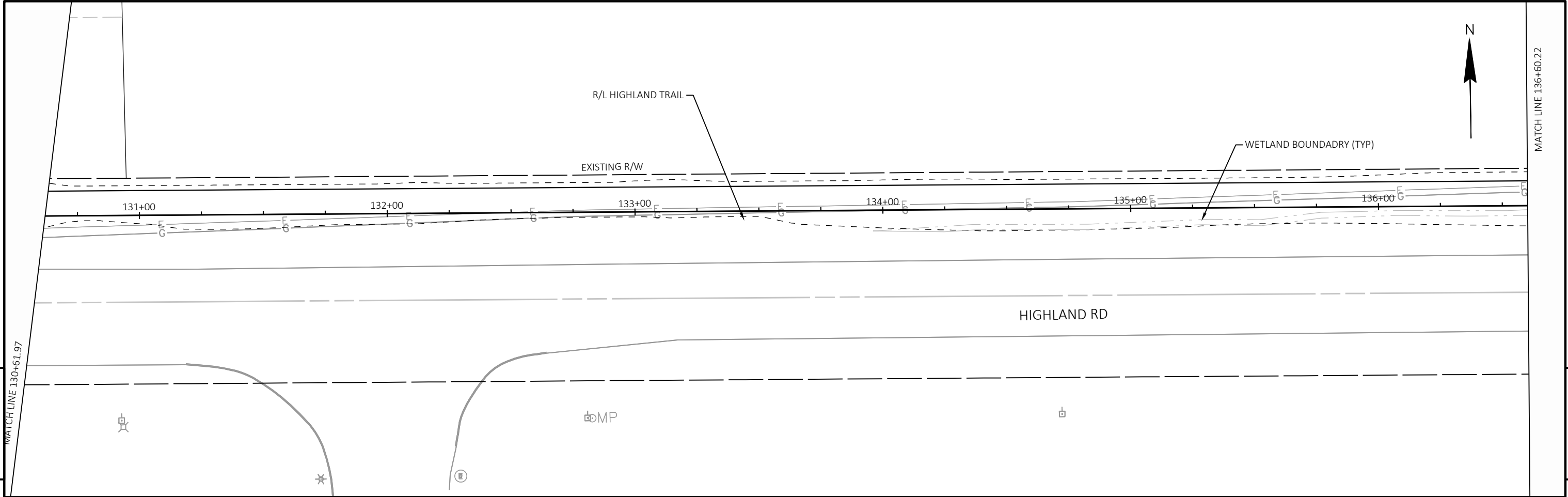
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PROJECT NO: 2697-22-70	HWY: HIGHLAND RD	COUNTY: OZAUKEE	PLAN AND PROFILE: HIGHLAND TRAIL	SHEET E
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Attachment: 2025-01-23-Highland-Road 30% Plans-2697-22-70 (10043 : MT Trails Foundation Highland Road Path Preliminary Plan)

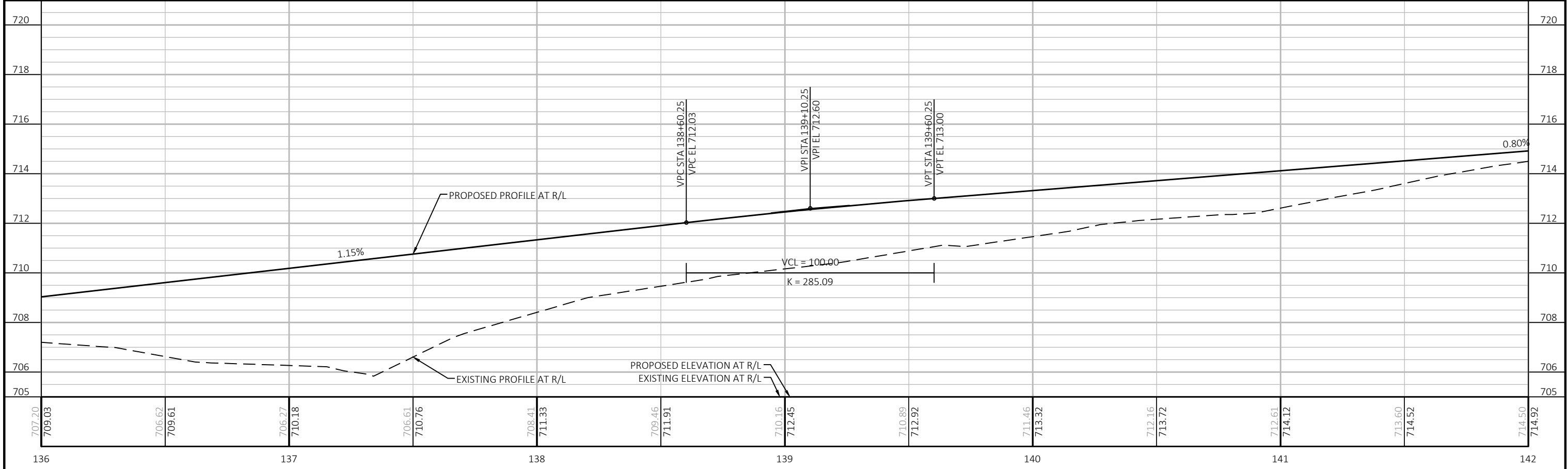
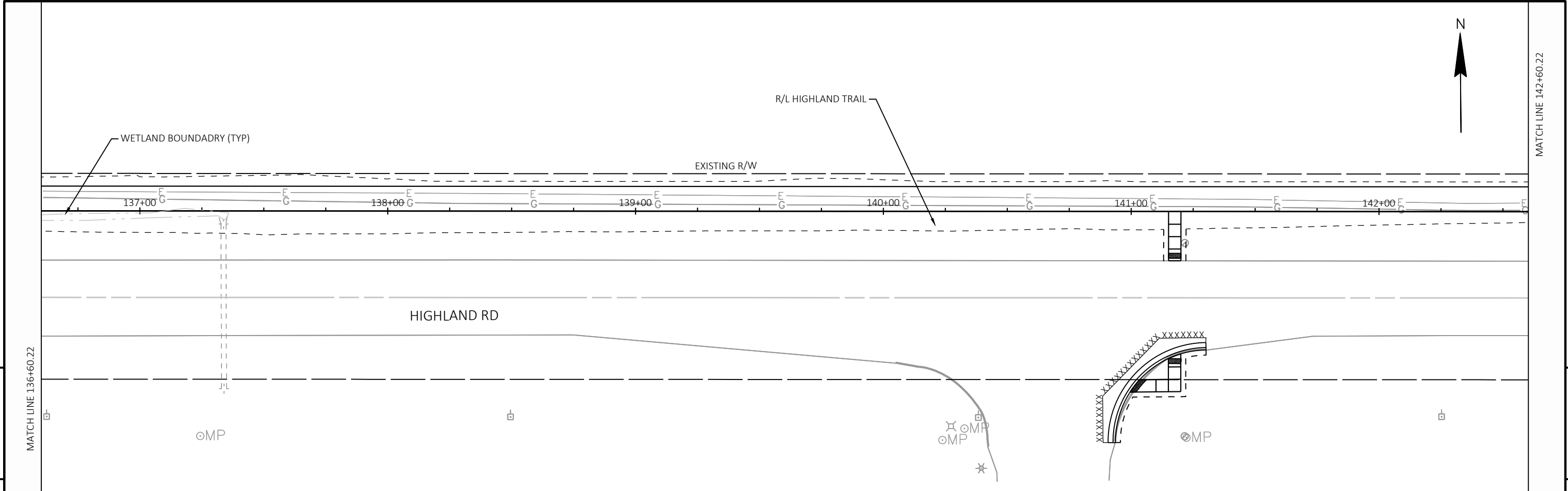


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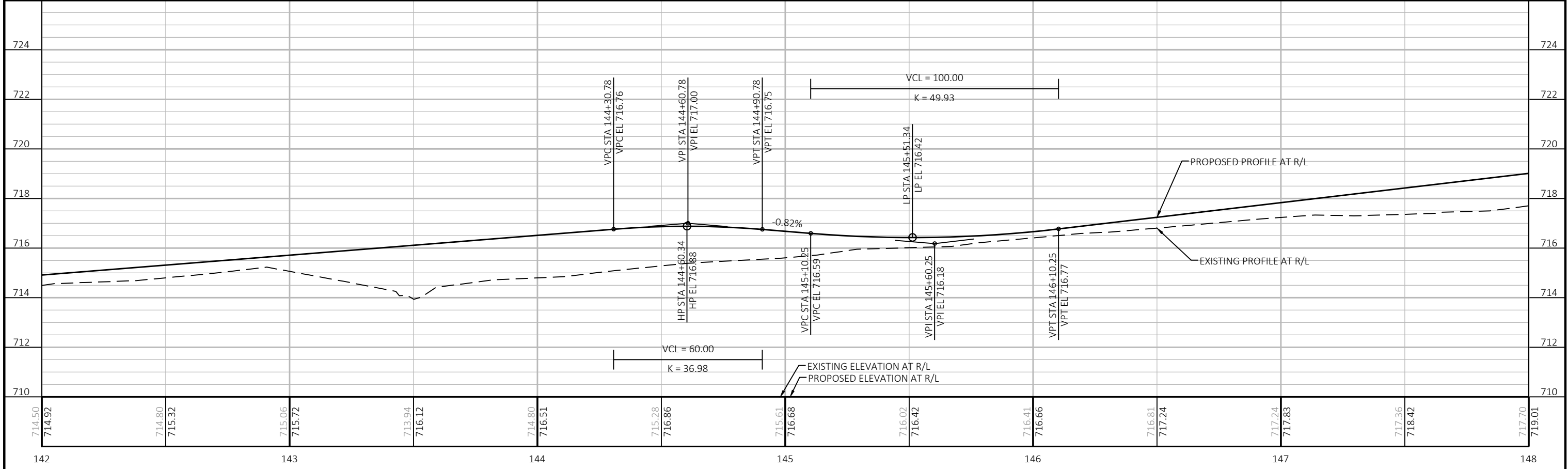
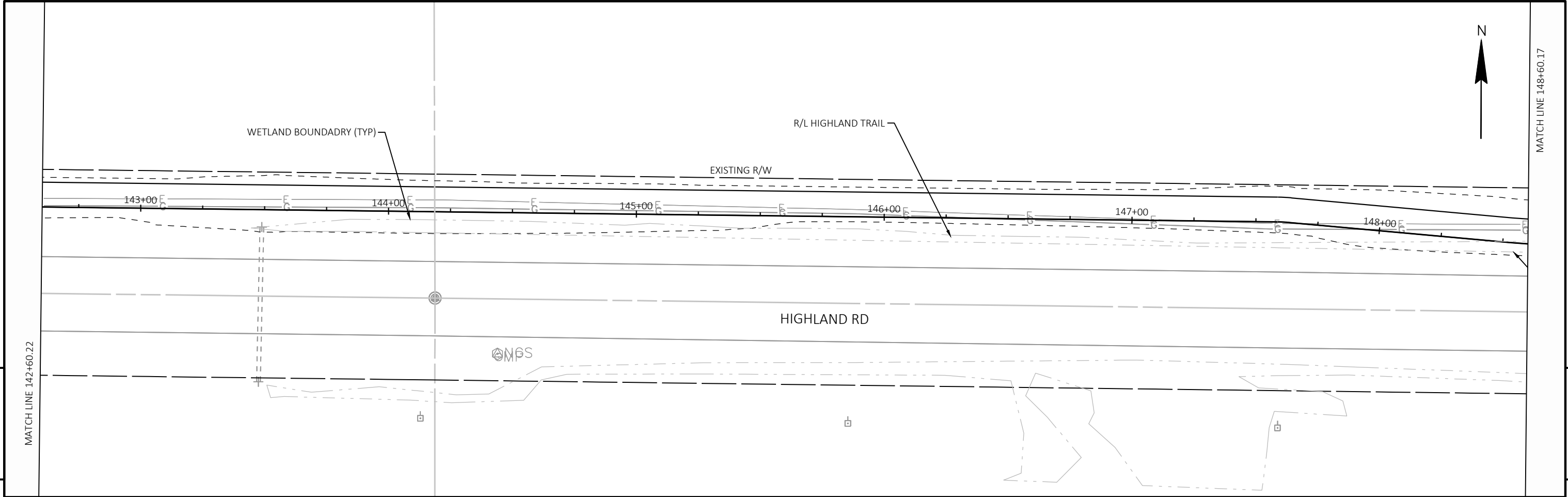
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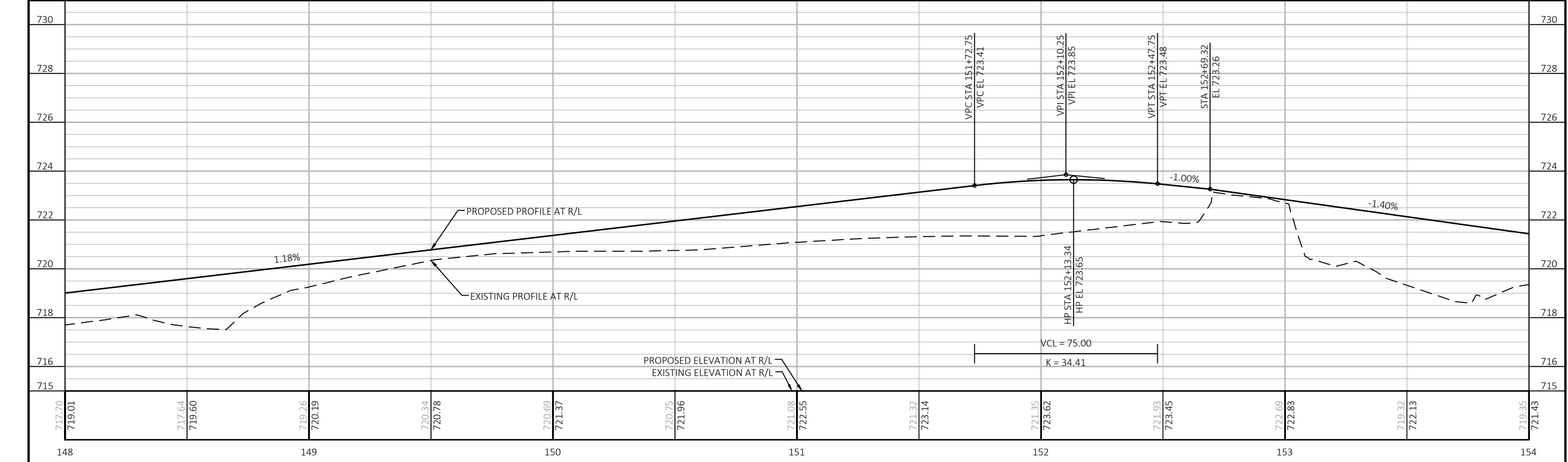
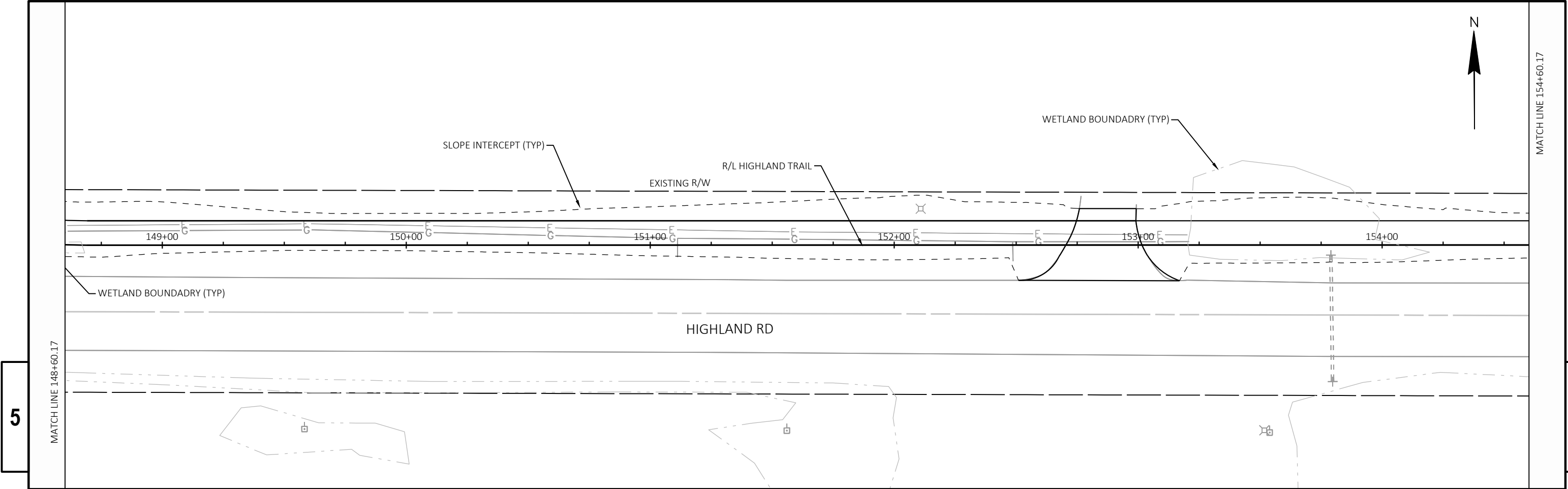


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PROJECT NO: 2697-22-70	HWY: HIGHLAND RD	COUNTY: OZAUKEE	PLAN AND PROFILE: HIGHLAND TRAIL	SHEET	E
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PROJECT NO: 2697-22-70	HWY: HIGHLAND RD	COUNTY: OZAUKEE	PLAN AND PROFILE: HIGHLAND TRAIL	SHEET: E
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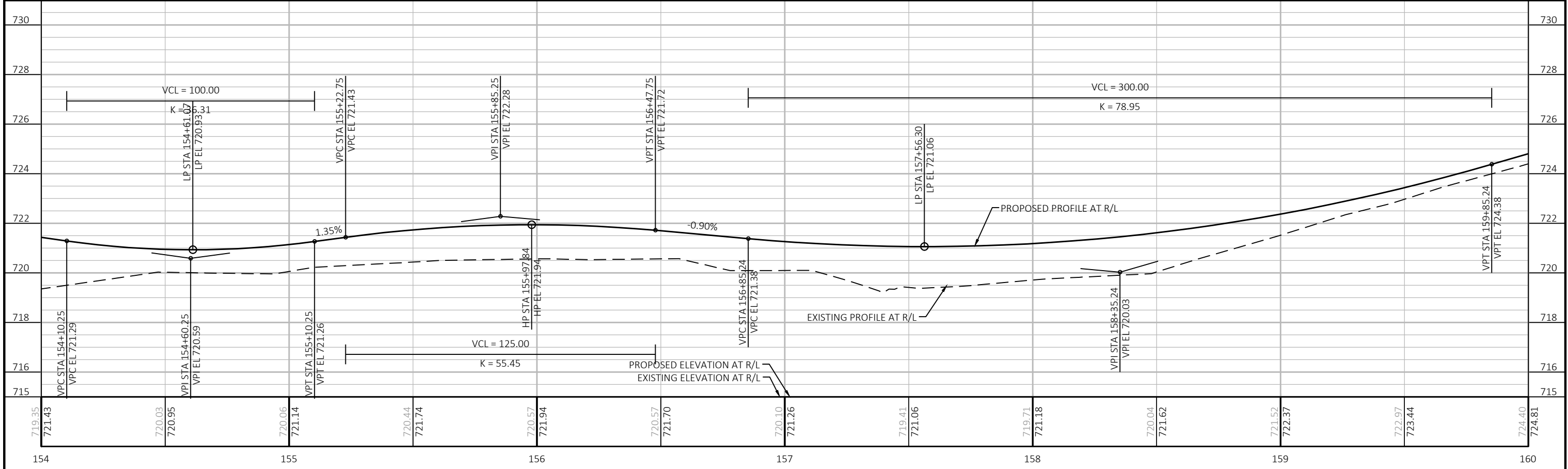
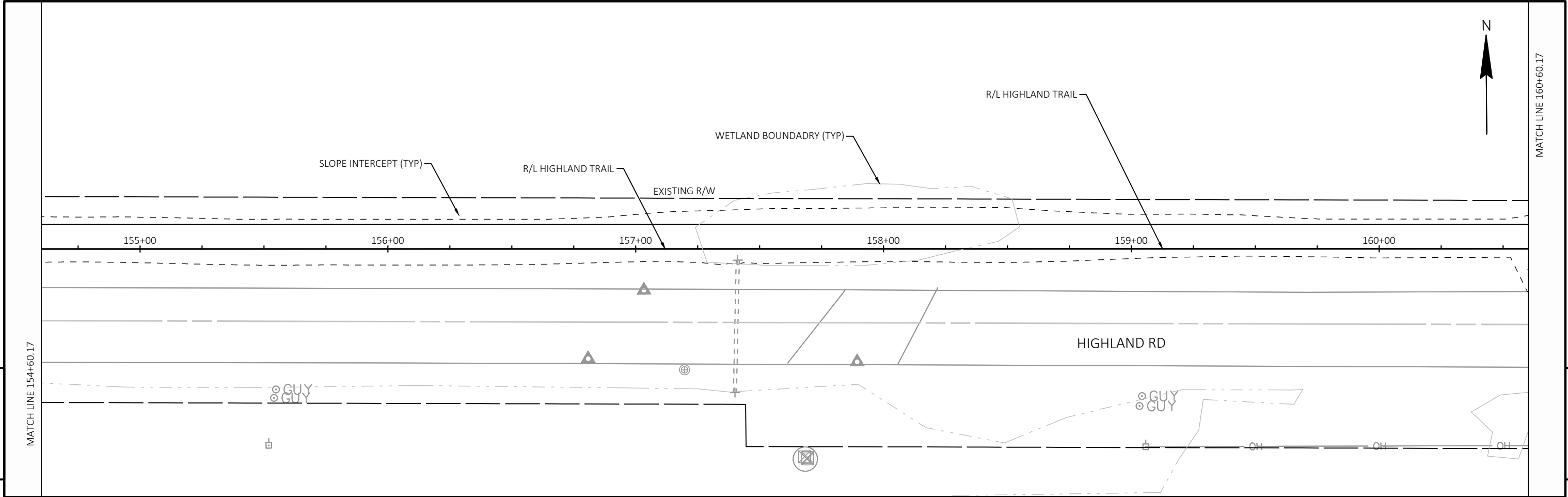
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Attachment: 2025-01-23-Highland-Road 30% Plans-2697-22-70 (10043 : MT Trails Foundation Highland Road Path Preliminary Plan)



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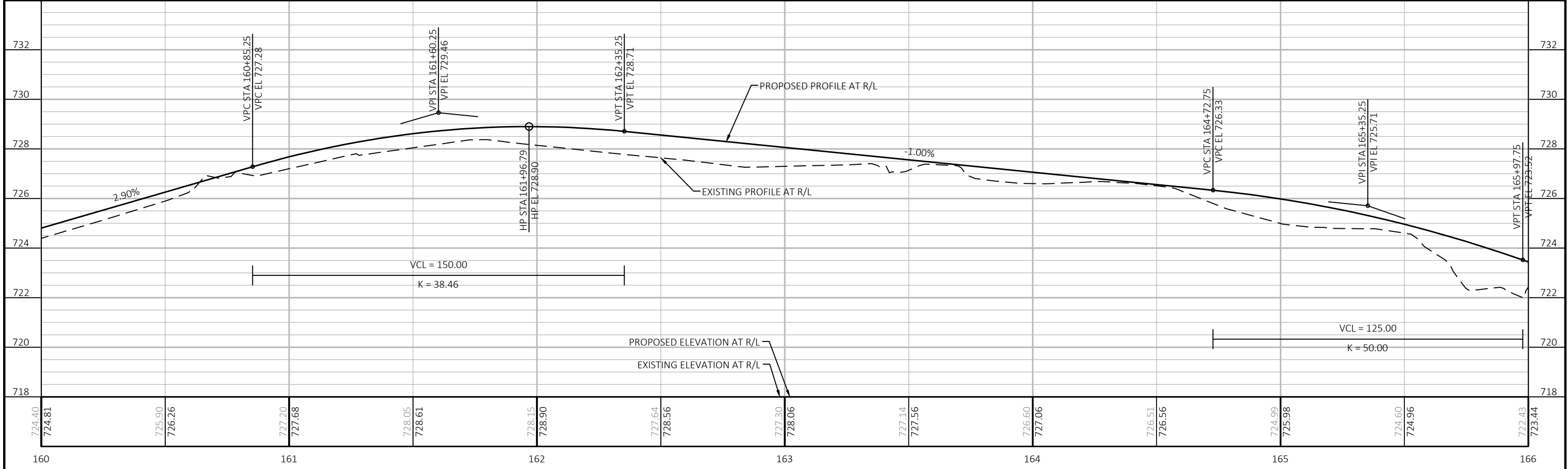
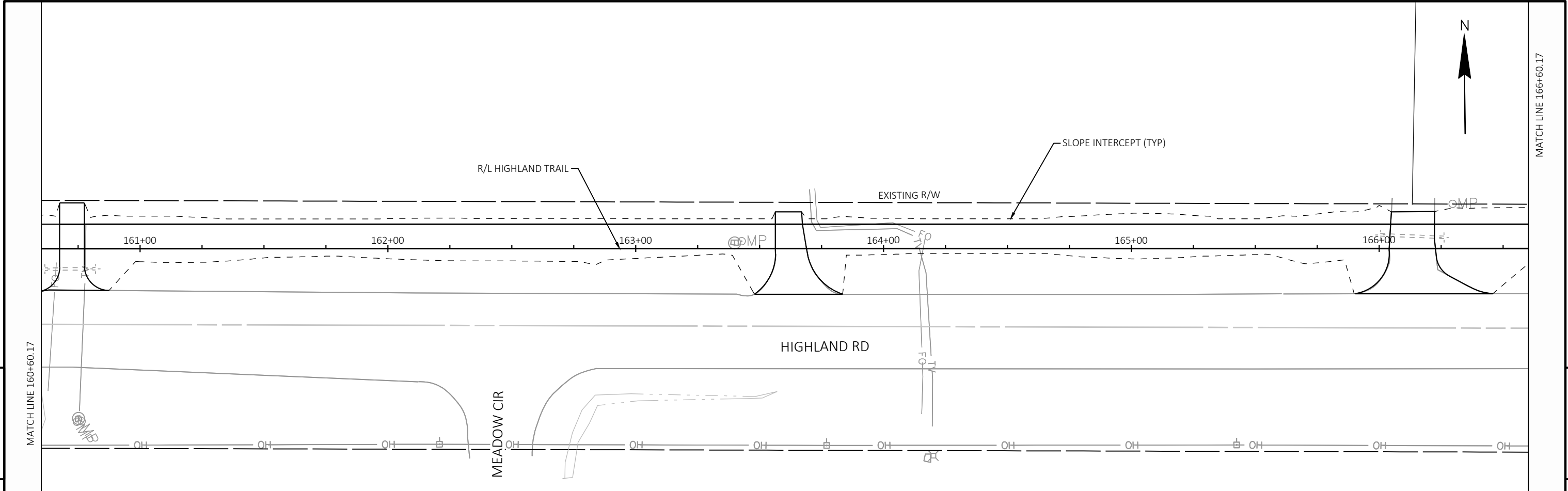


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Attachment: 2025-01-23-Highland-Road 30%-Plans-2697-22-70 (10043 : MT Trails Foundation Highland Road Path Preliminary Plan)

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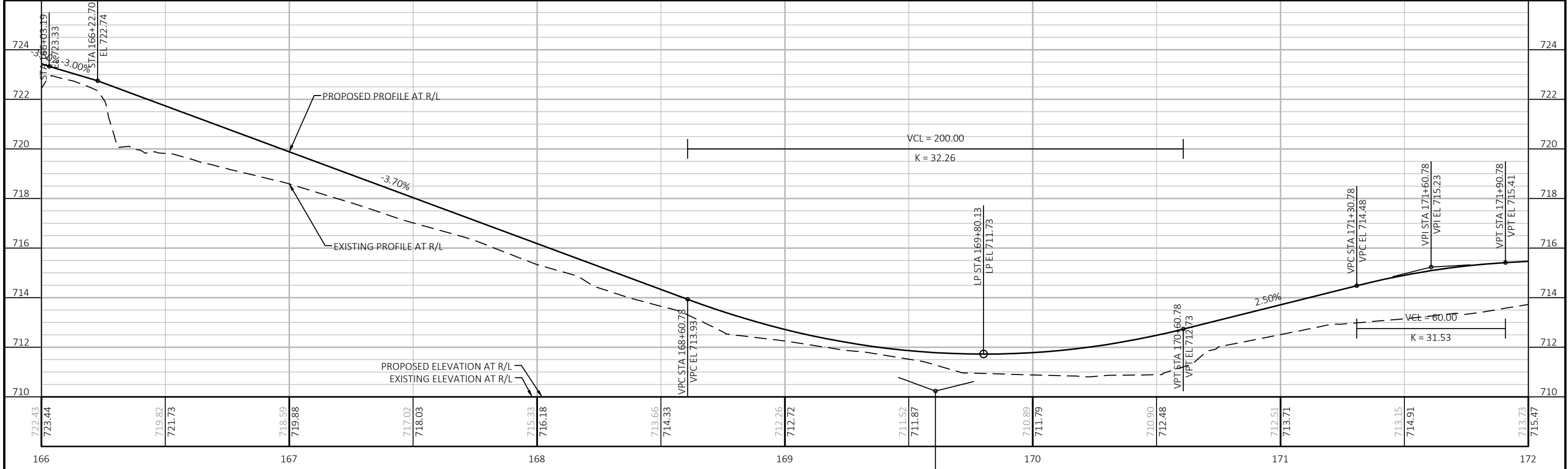
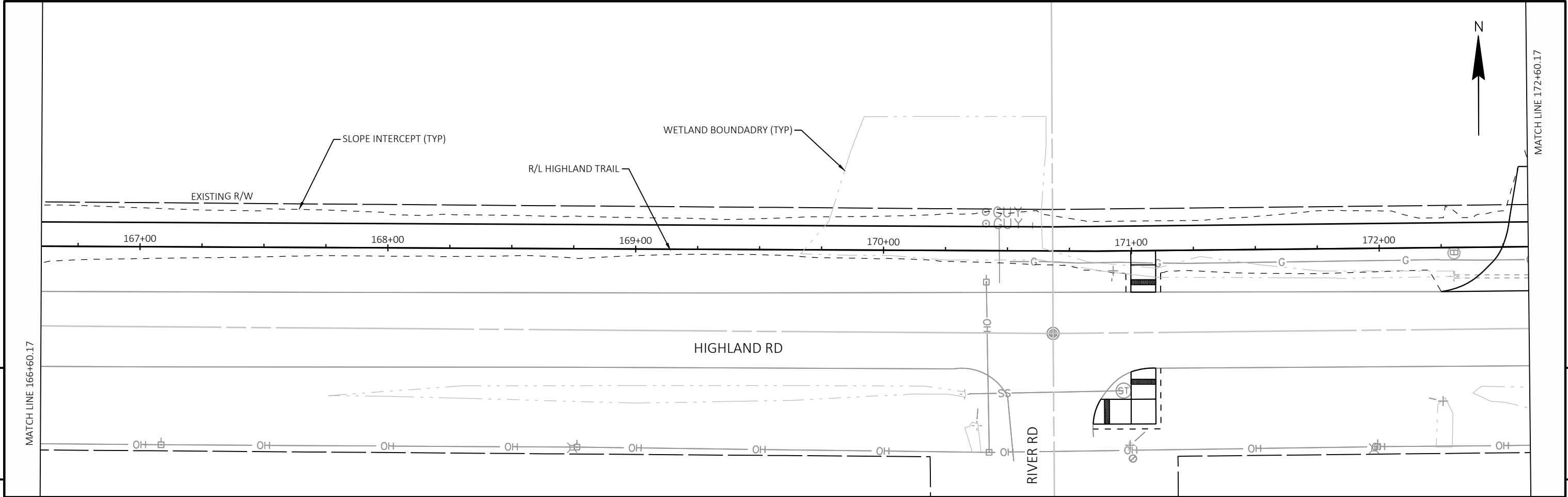


PROJECT NO: 2697-22-70	HWY: HIGHLAND RD	COUNTY: OZAUKEE	PLAN AND PROFILE: HIGHLAND TRAIL	SHEET	E
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Attachment: 2025-01-23-Highland-Road 30% Plans-2697-22-70 (10043 : MT Trails Foundation Highland Road Path Preliminary Plan)

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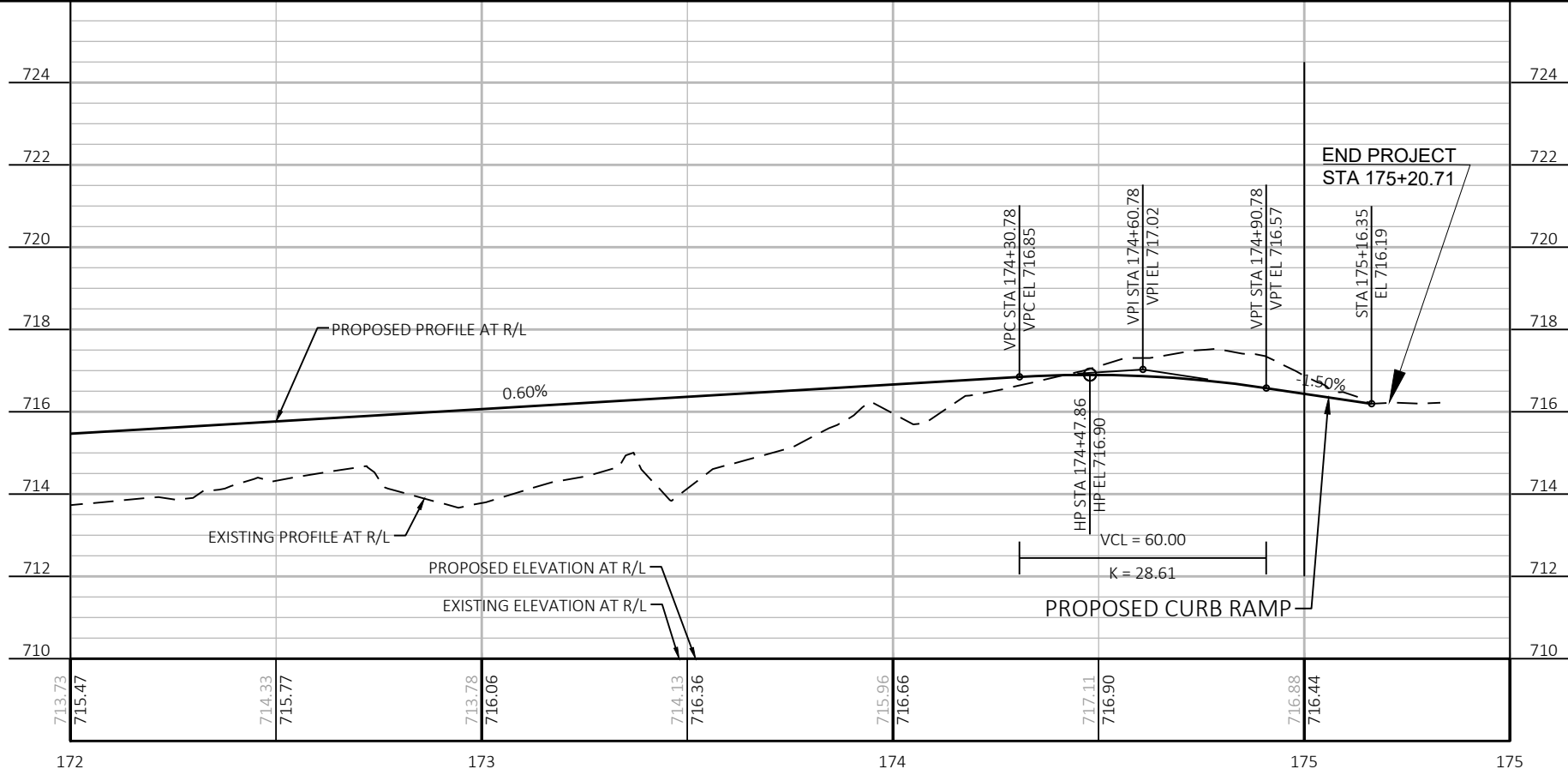
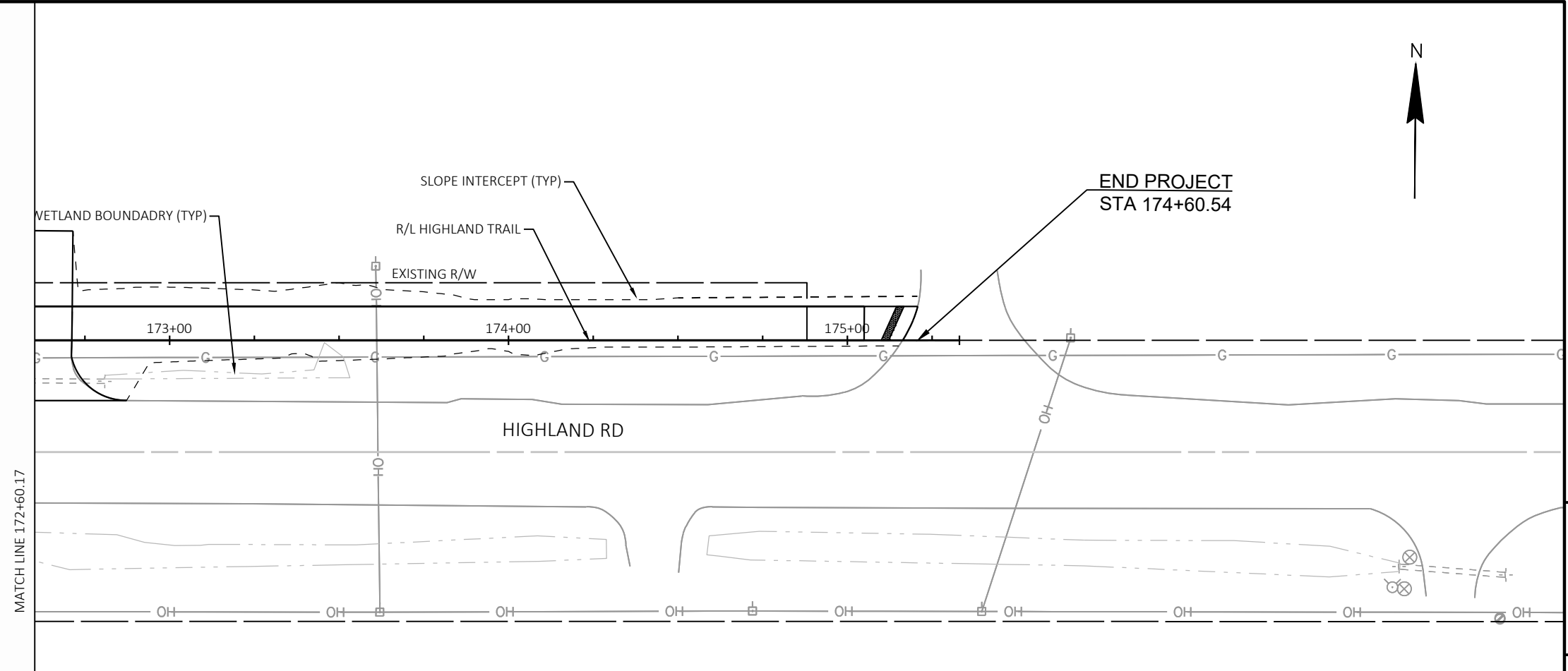
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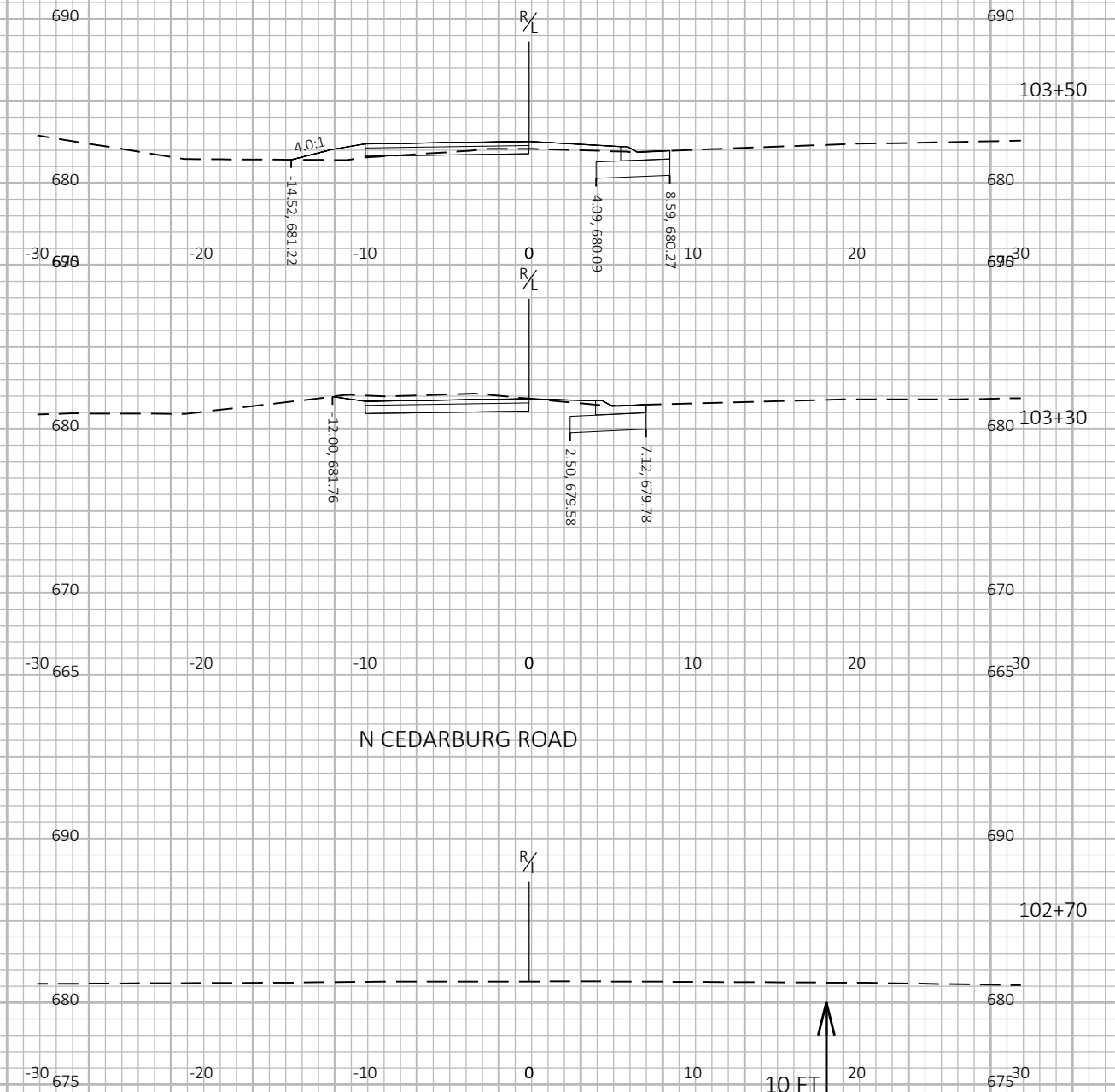
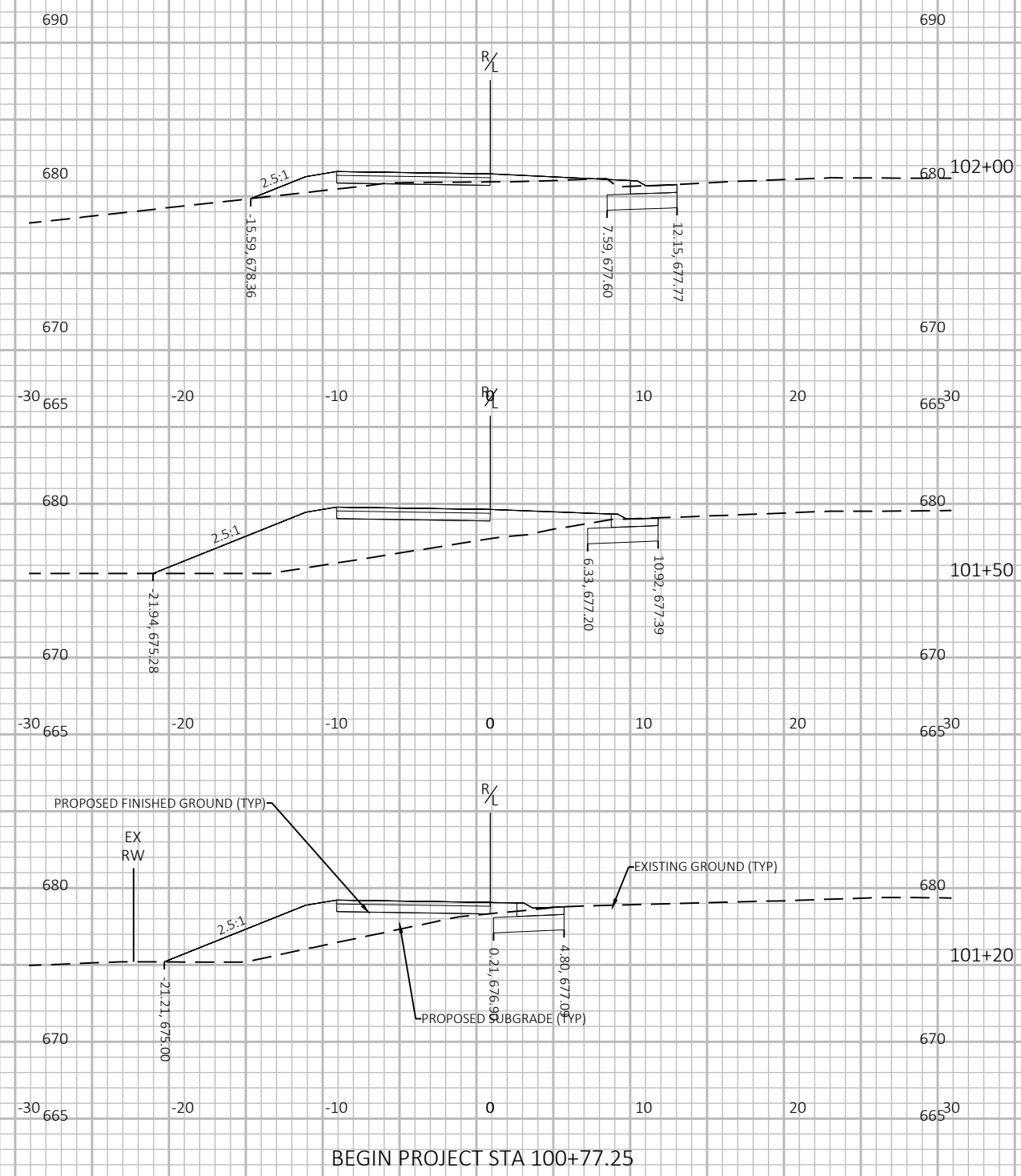
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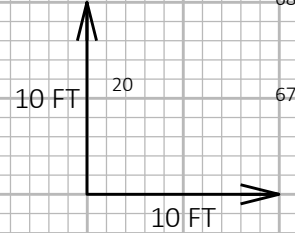
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Attachment: 2025-01-23-Highland-Road 30% Plans-2697-22-70 (10043 : MT Trails Foundation Highland Road Path Preliminary Plan)



N CEDARBURG ROAD

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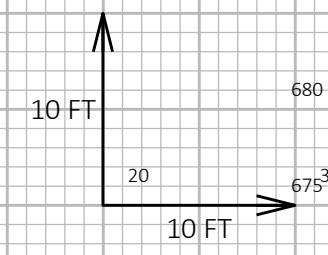
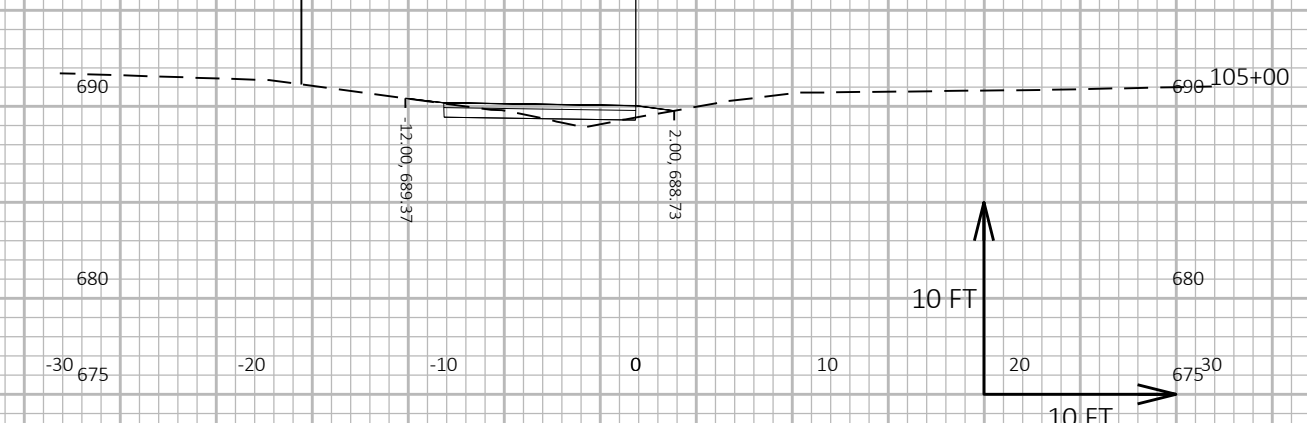
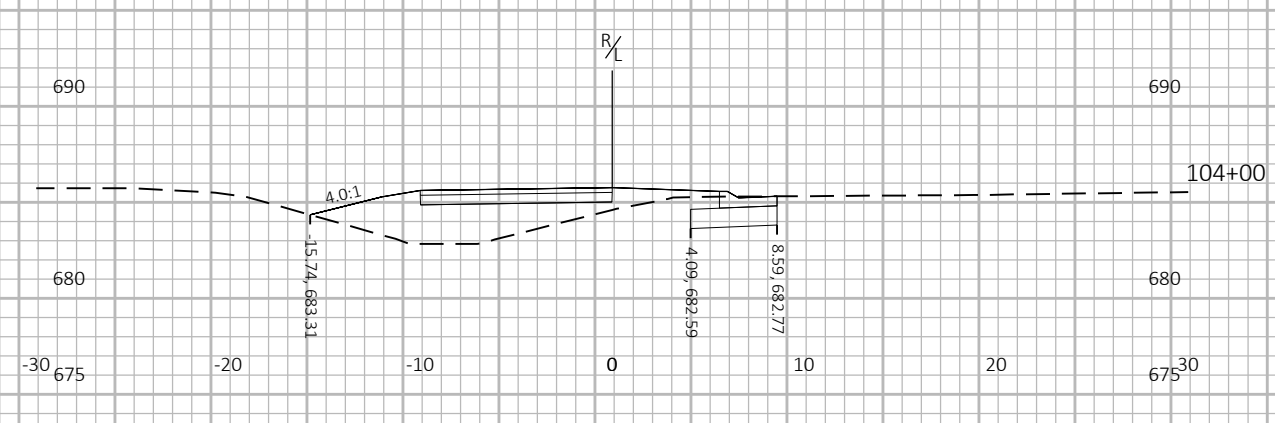
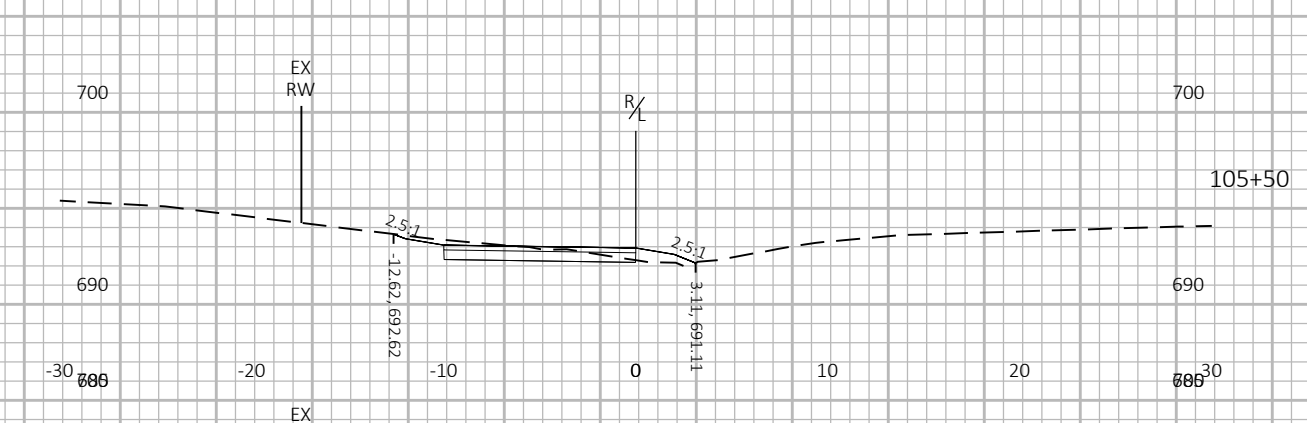
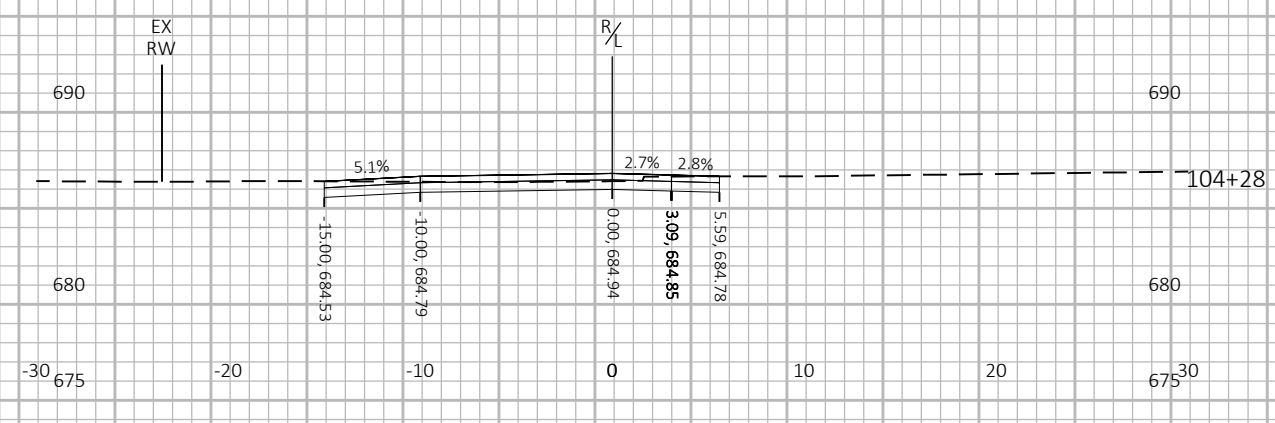
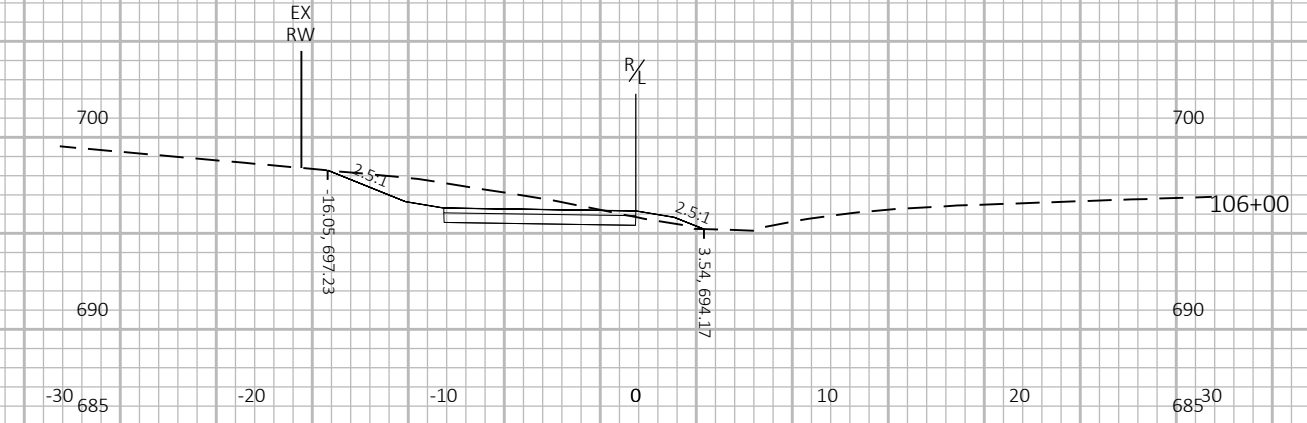
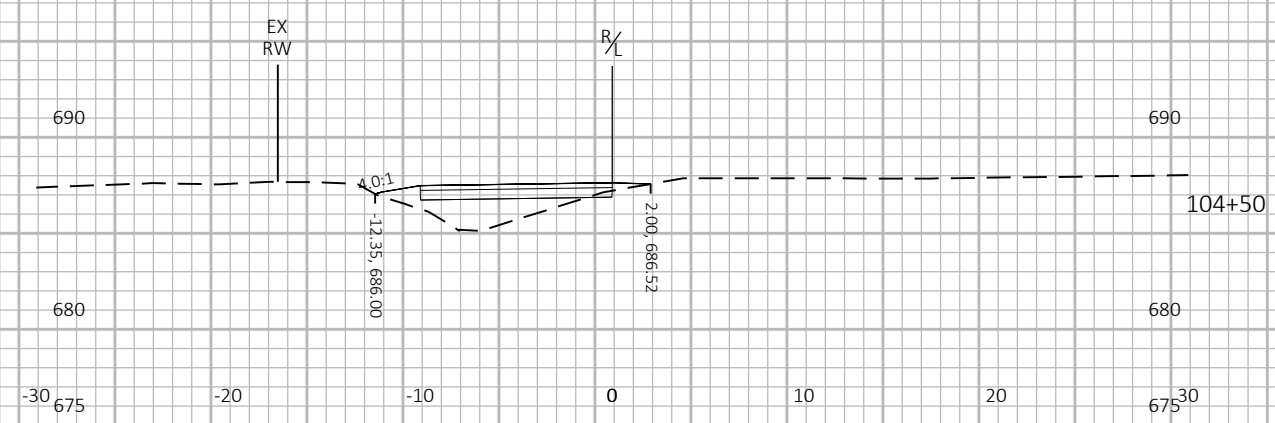


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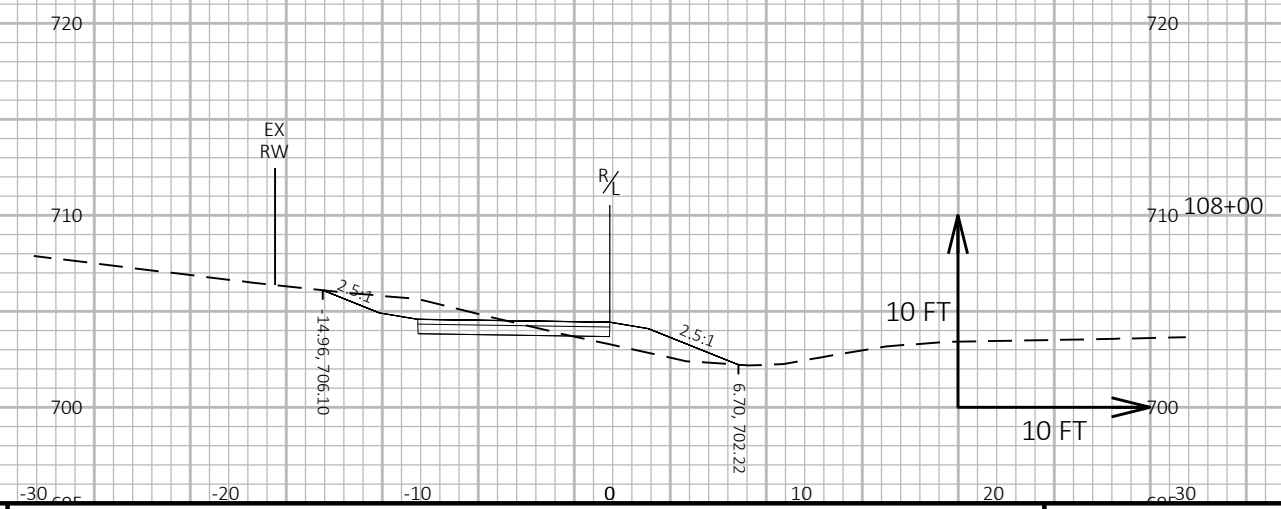
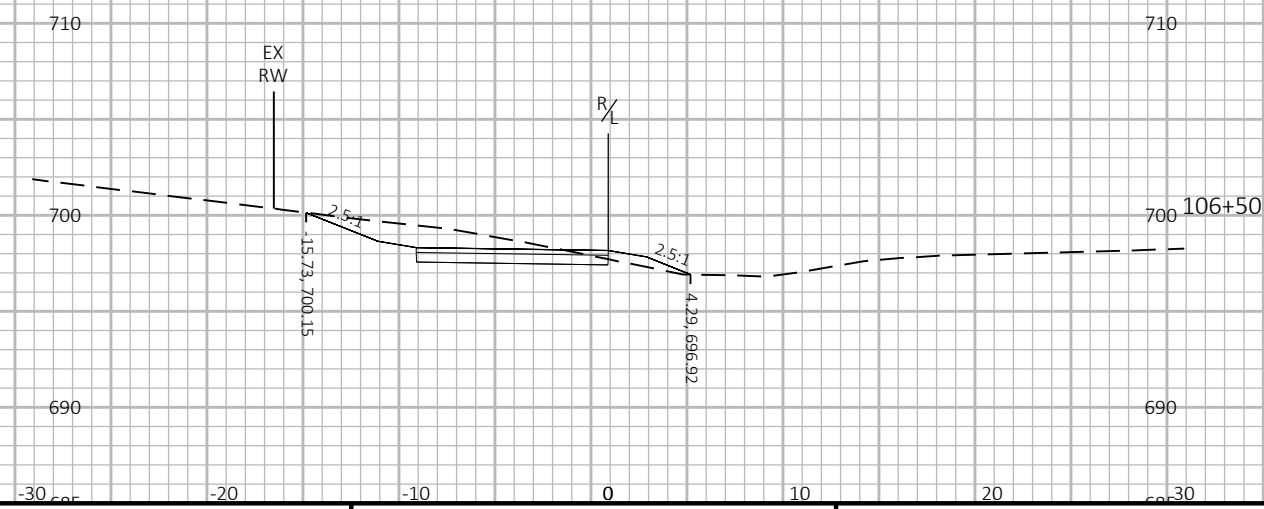
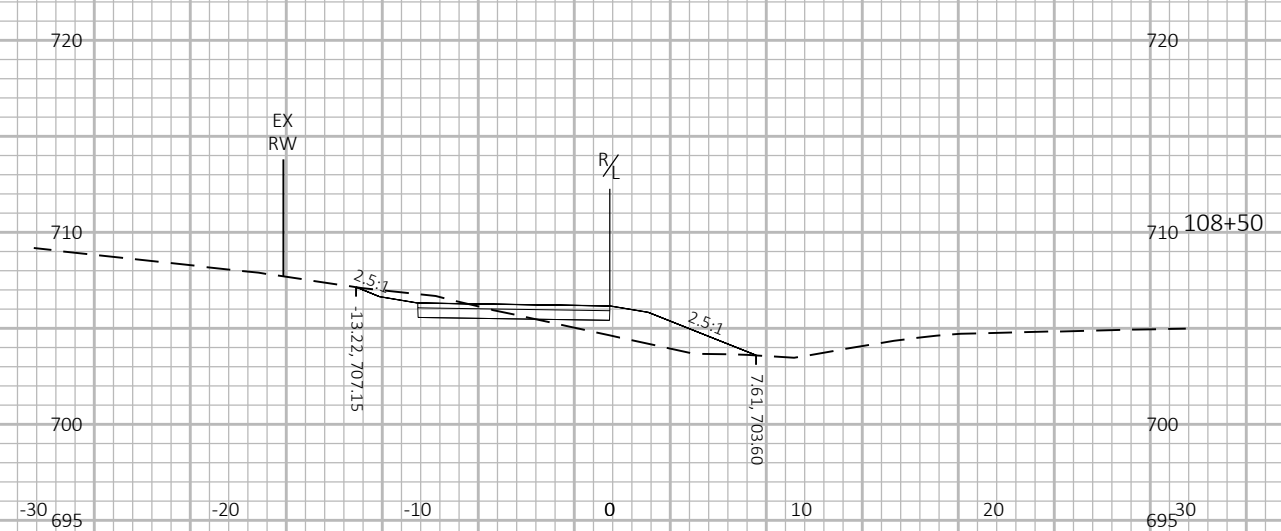
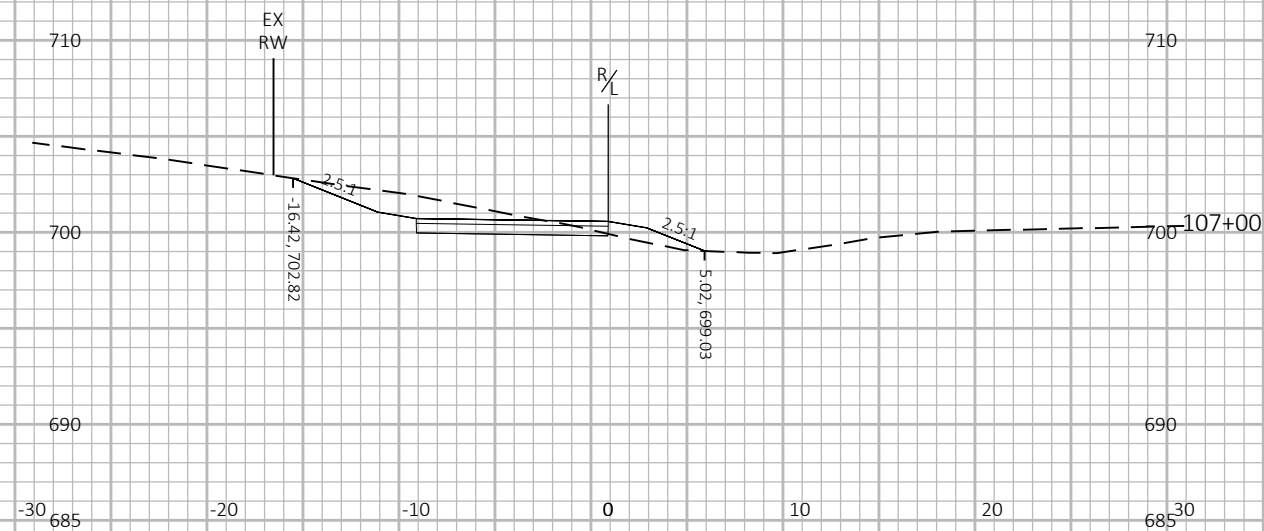
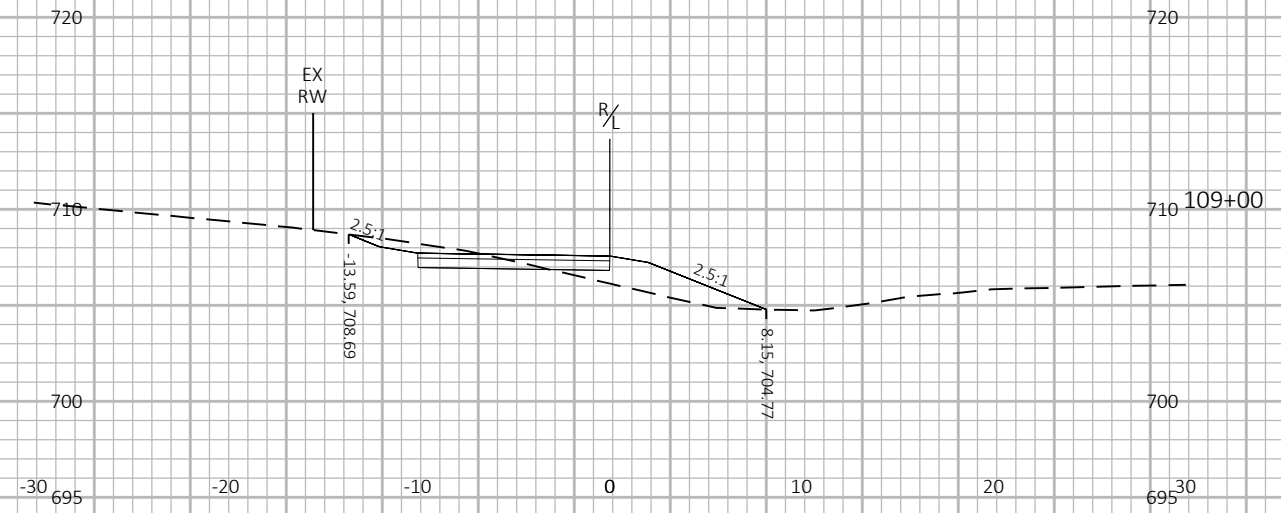
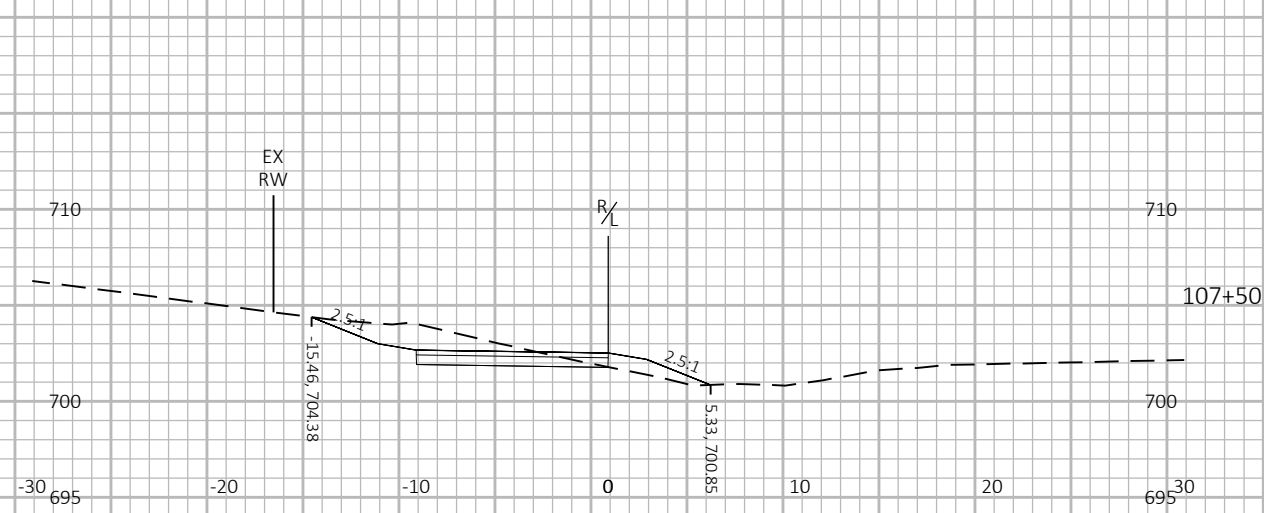
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Attachment: 2025-01-23-Highland-Road 30%-Plans-2697-22-70 (10043 : MT Trails Foundation Highland Road Path Preliminary Plan)



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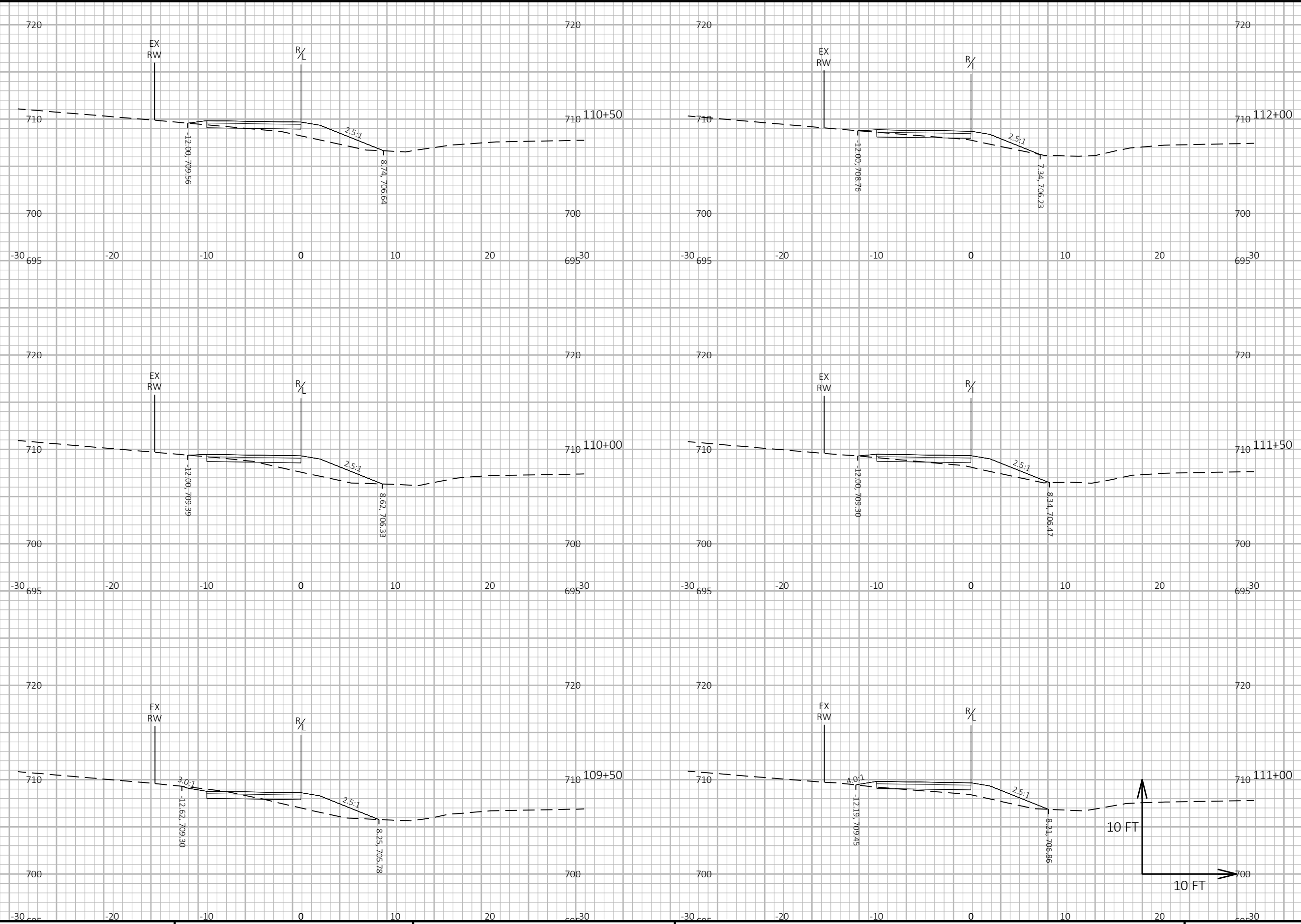
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COUNTY: OZAUKEE

CROSS SECTIONS: CROSS SECTIONS

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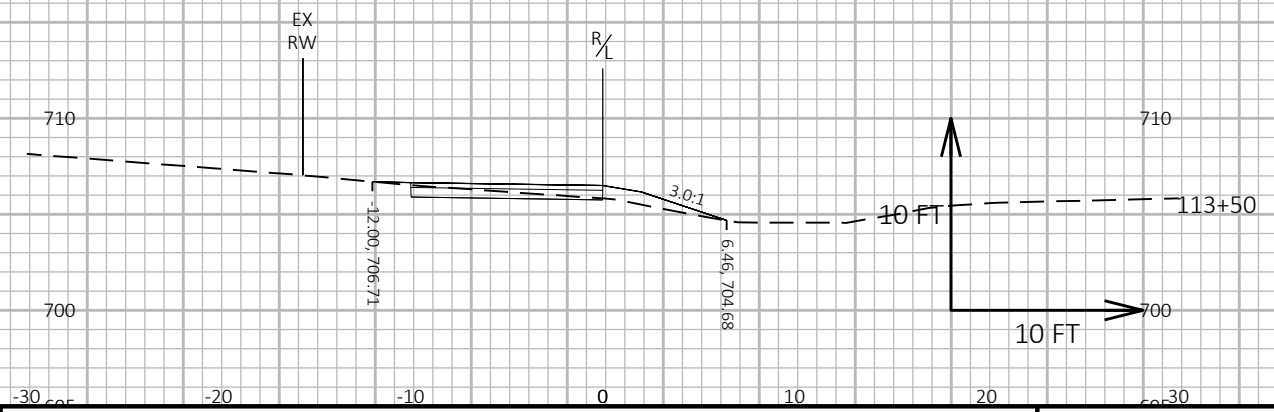
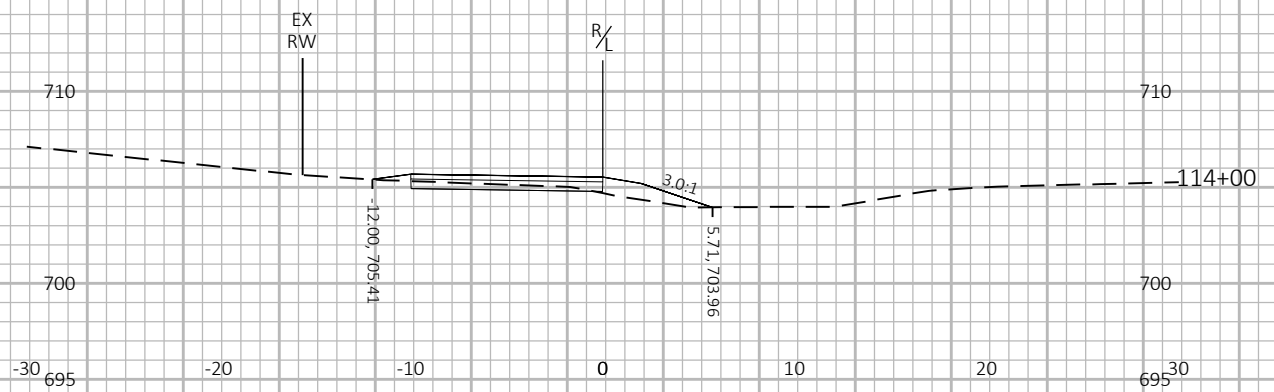
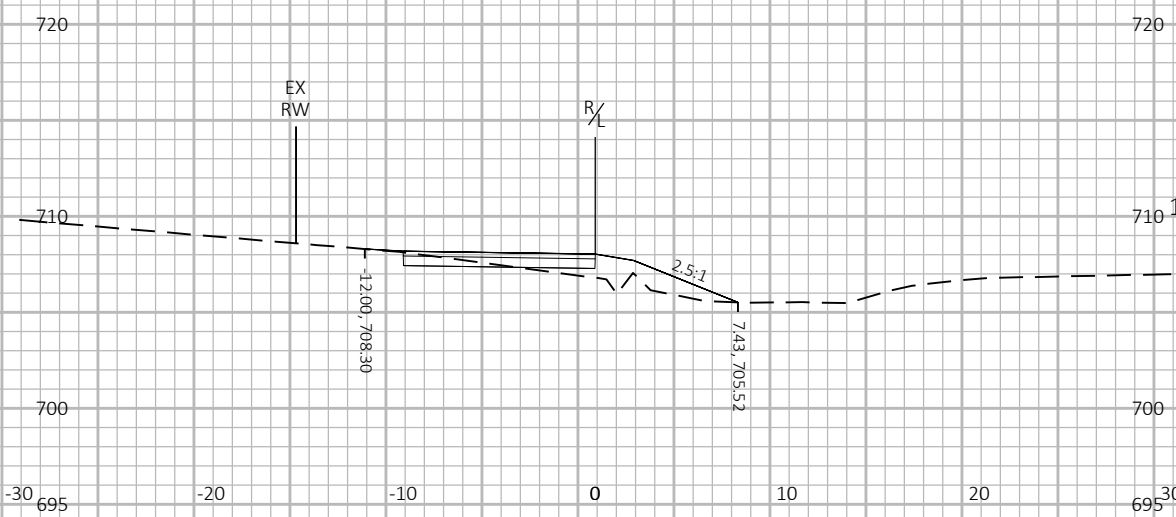
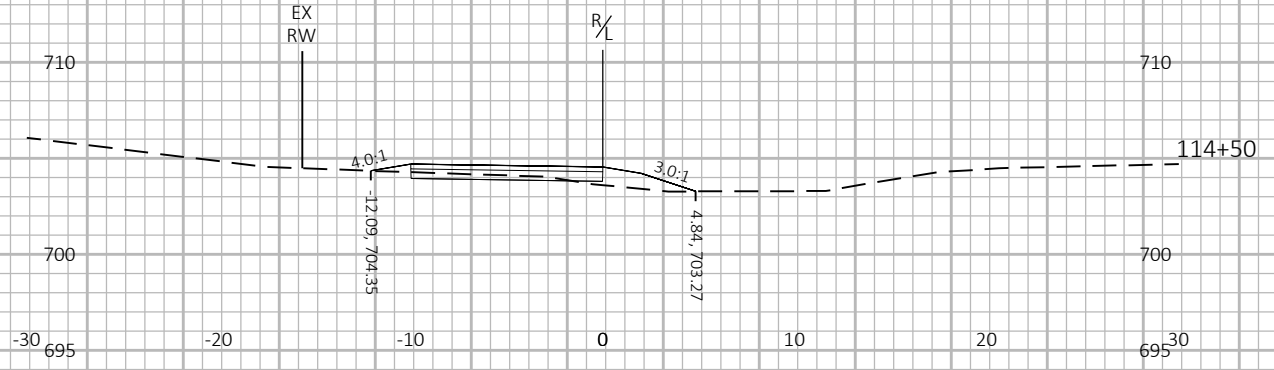
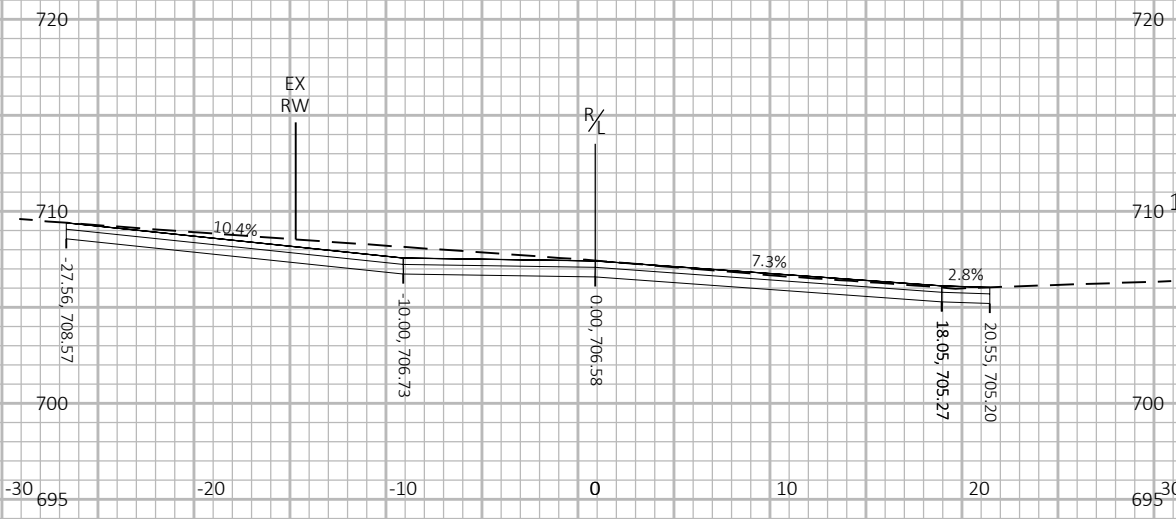
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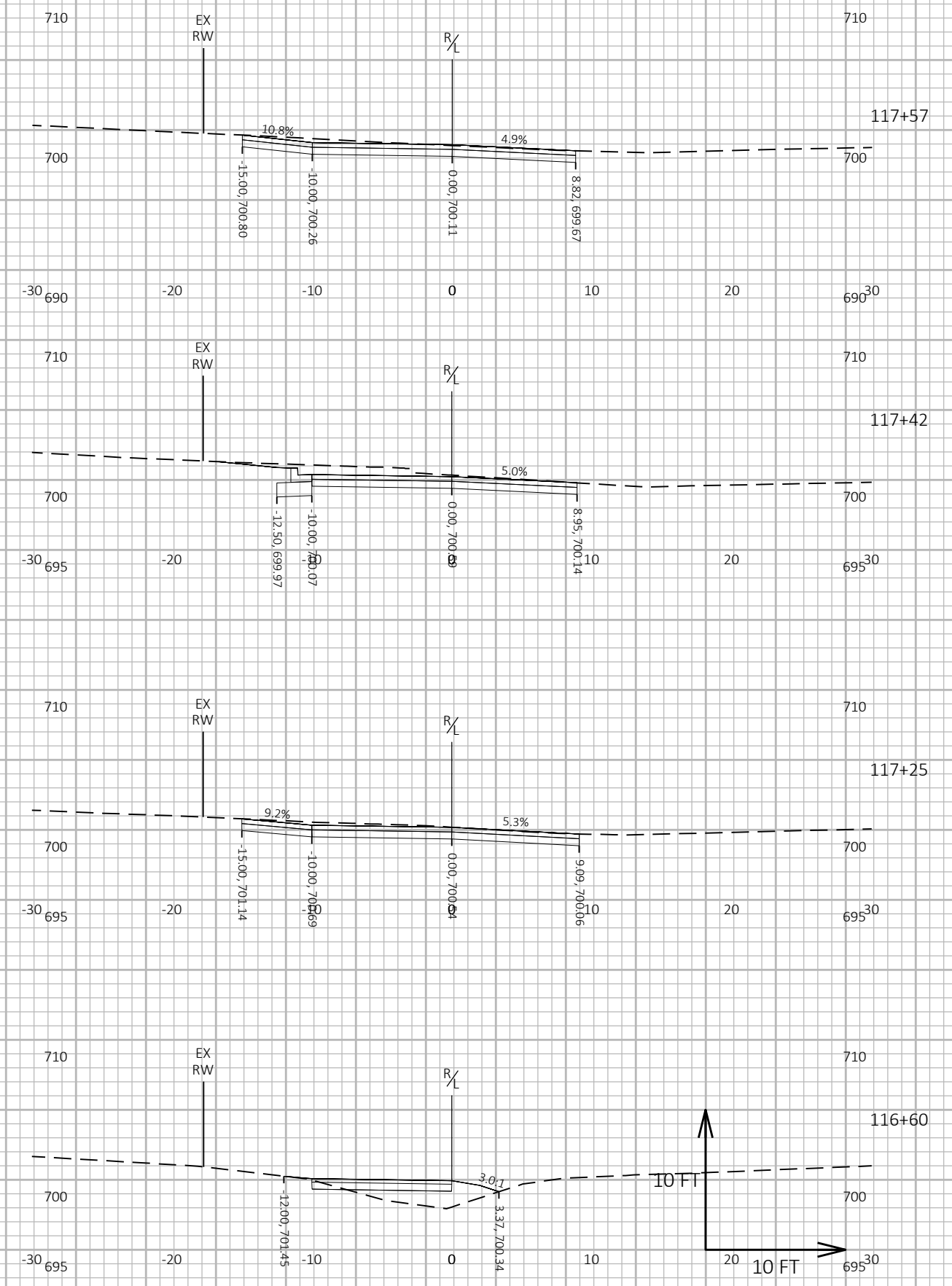
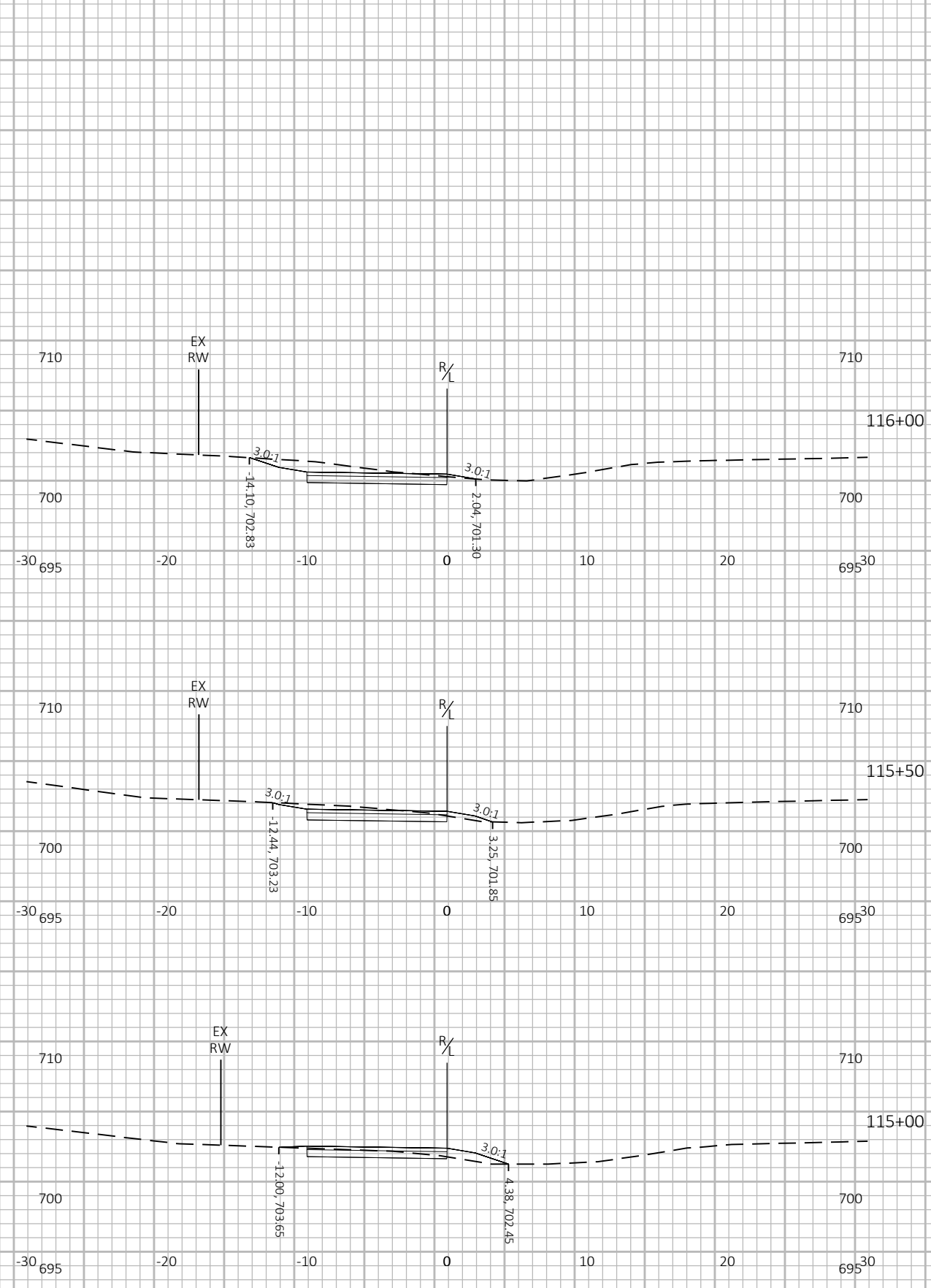
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PROJECT NO: 2697-22-70	HWY: HIGHLAND RD	COUNTY: OZAUKEE	CROSS SECTIONS: CROSS SECTIONS	SHEET	E
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Attachment: 2025-01-23-Highland-Road 30% Plans-2697-22-70 (10043 : MT Trails Foundation Highland Road Path Preliminary Plan)



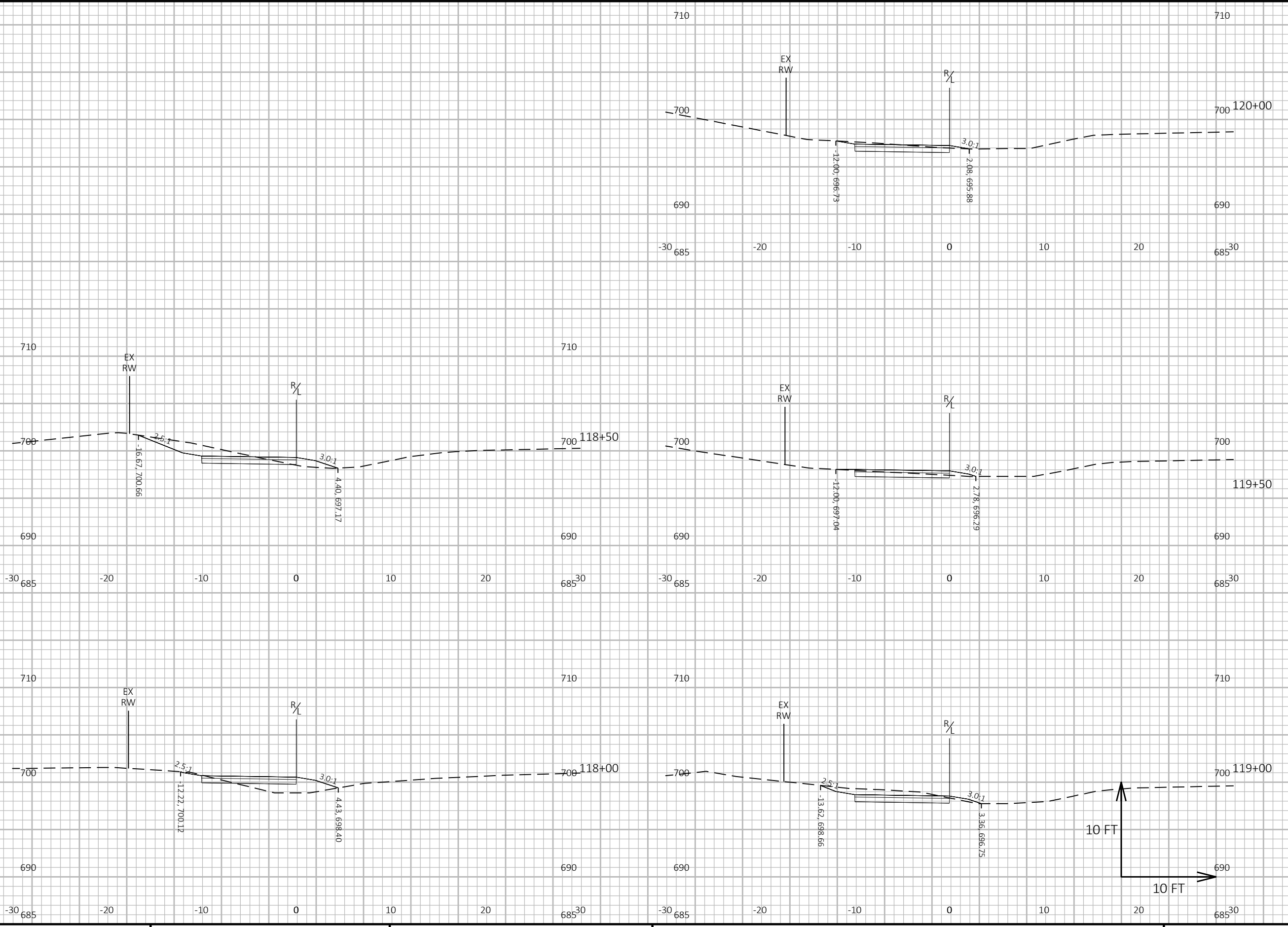
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PROJECT NO: 2697-22-70	HWY: HIGHLAND RD	COUNTY: OZAUKEE	CROSS SECTIONS: CROSS SECTIONS	SHEET	E
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PROJECT NO: 2697-22-70	HWY: HIGHLAND RD	COUNTY: OZAUKEE	CROSS SECTIONS: CROSS SECTIONS	SHEET	E
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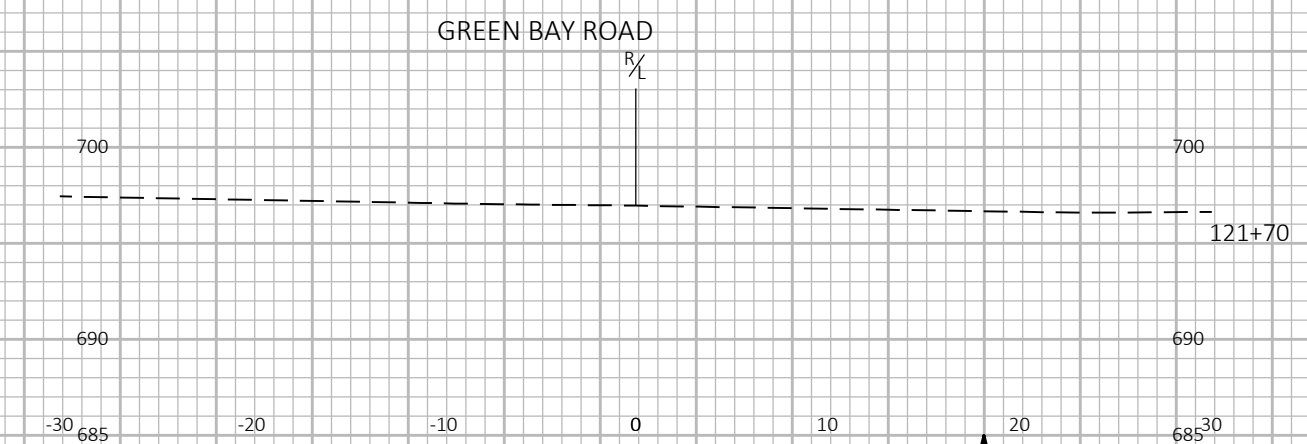
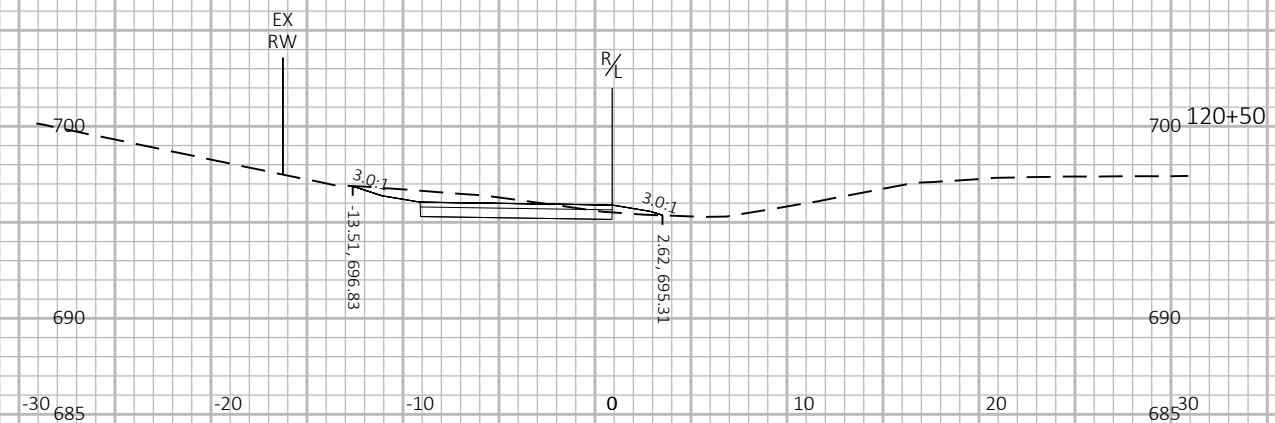
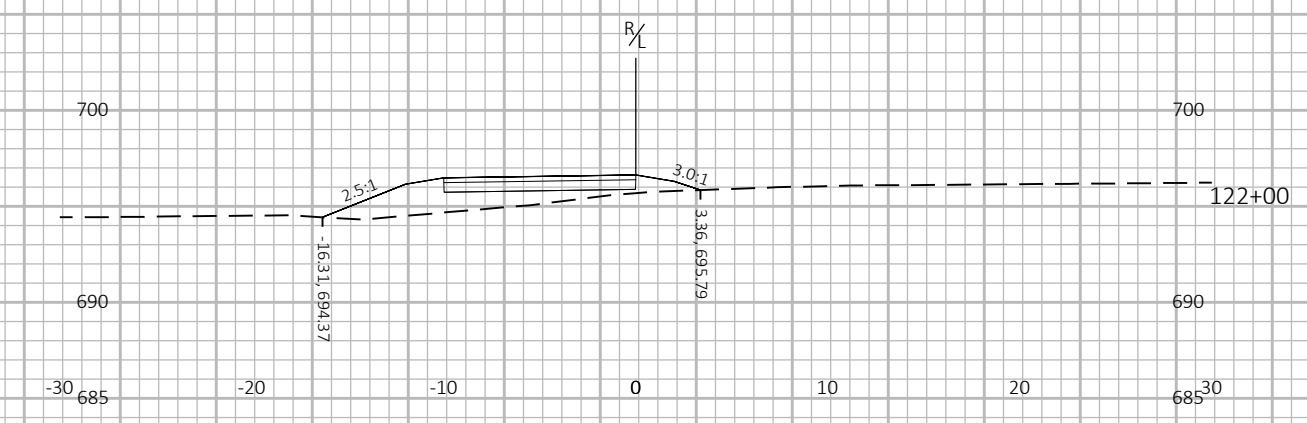
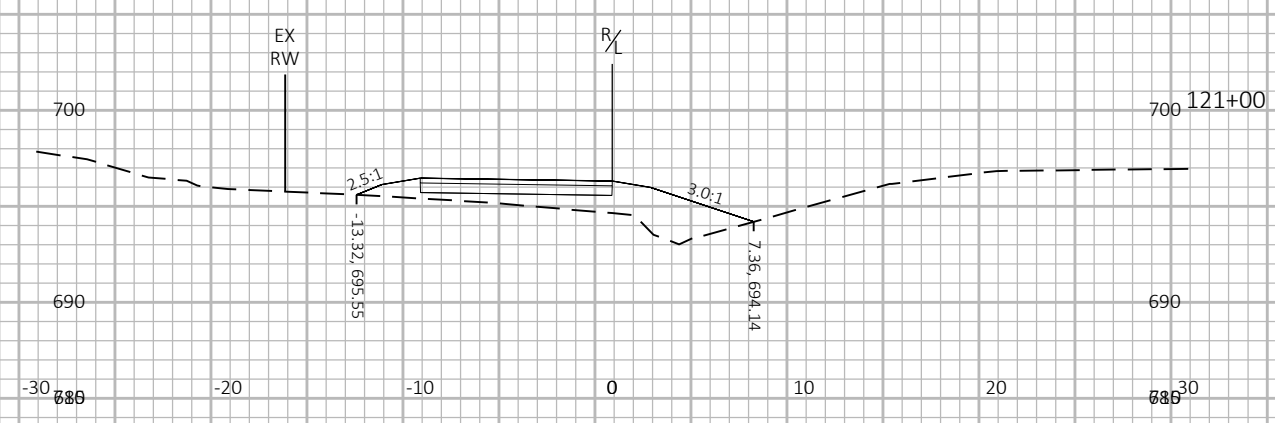
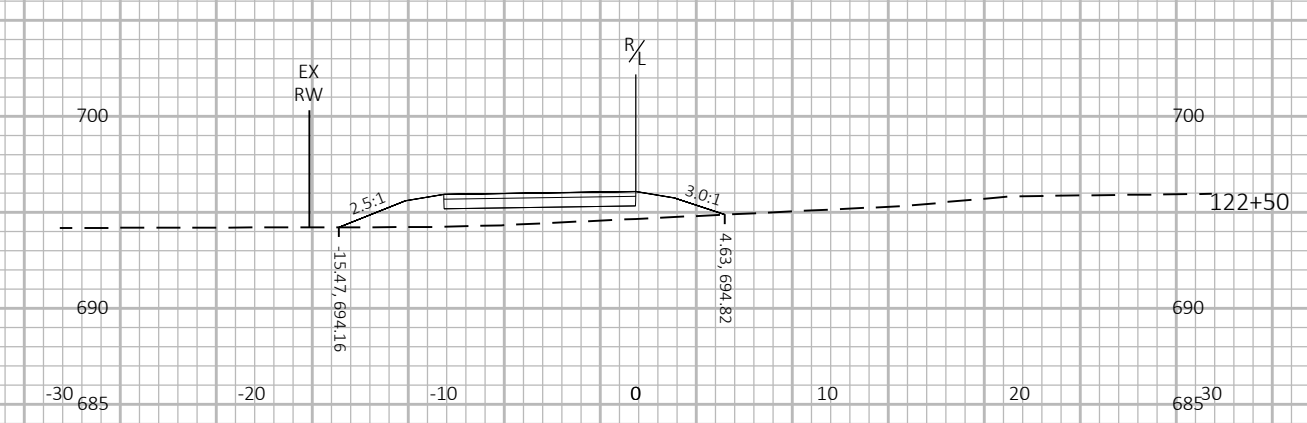
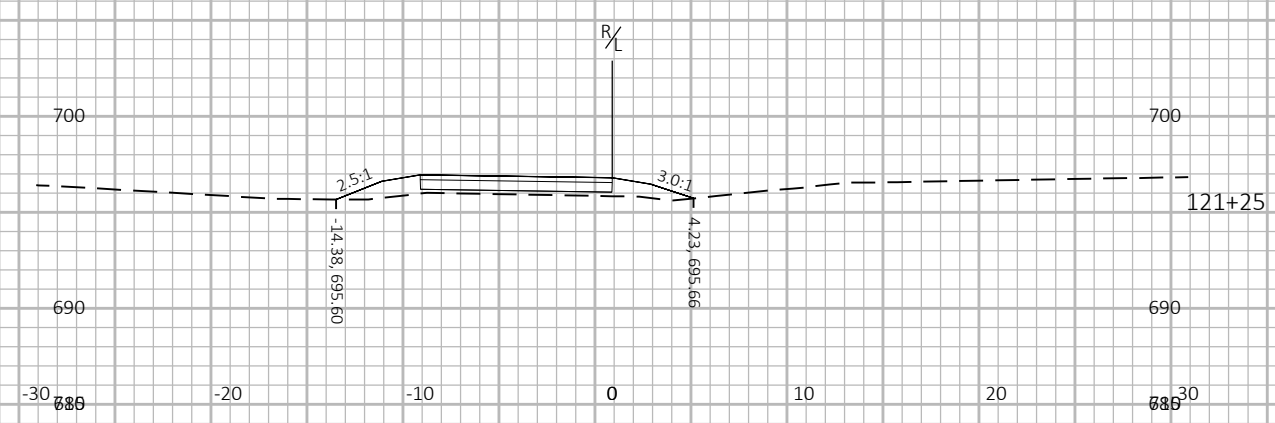
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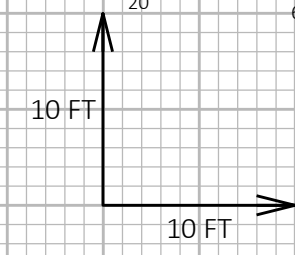
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Attachment: 2025-01-23-Highland-Road 30% Plans-2697-22-70 (10043 : MT Trails Foundation Highland Road Path Preliminary Plan)



GREEN BAY ROAD

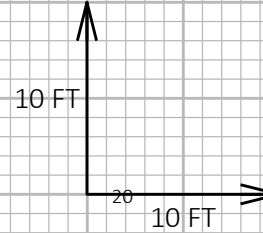
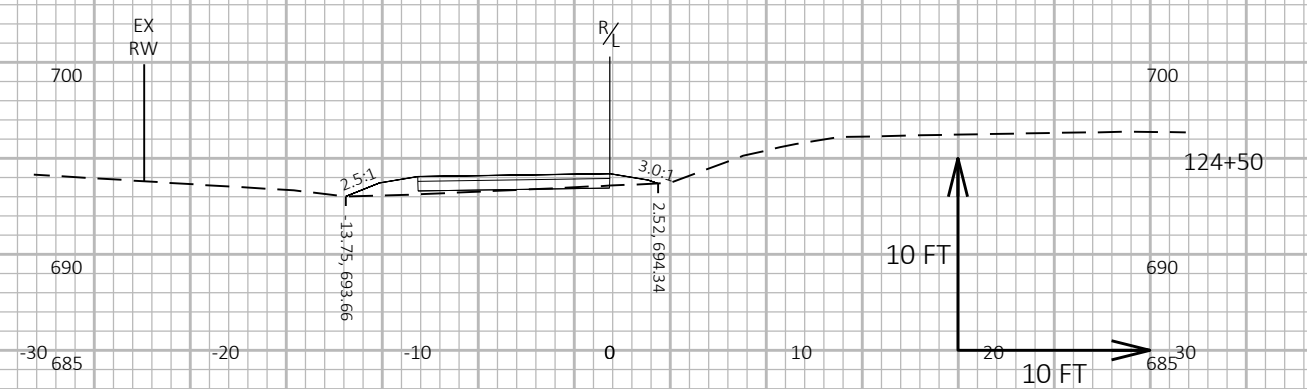
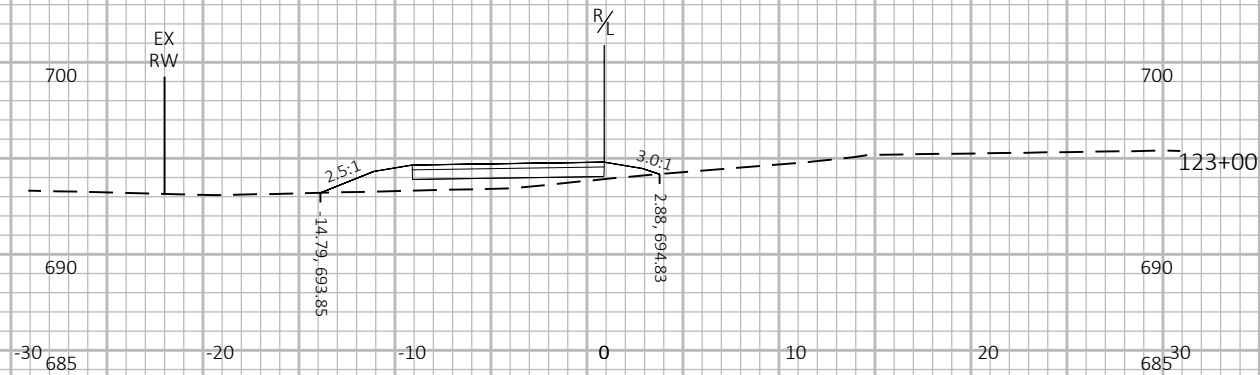
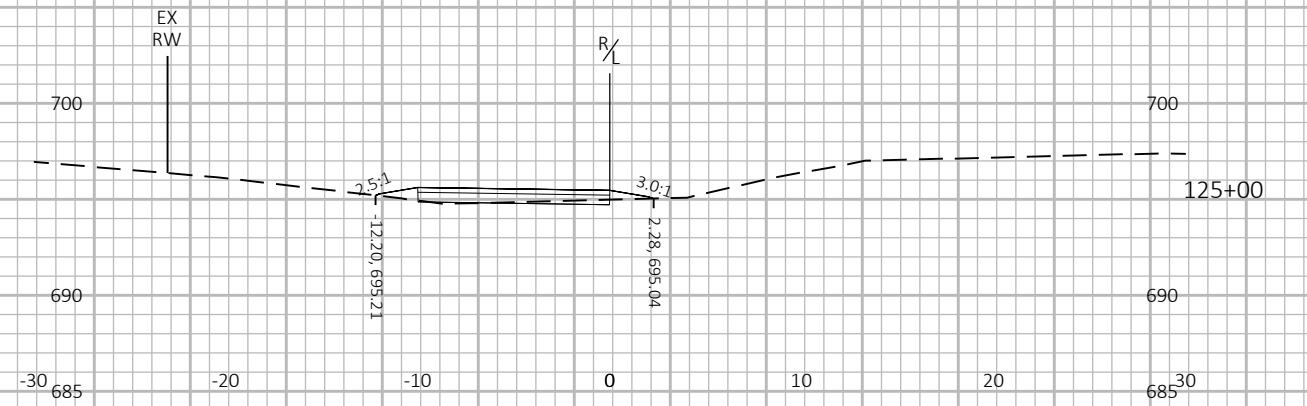
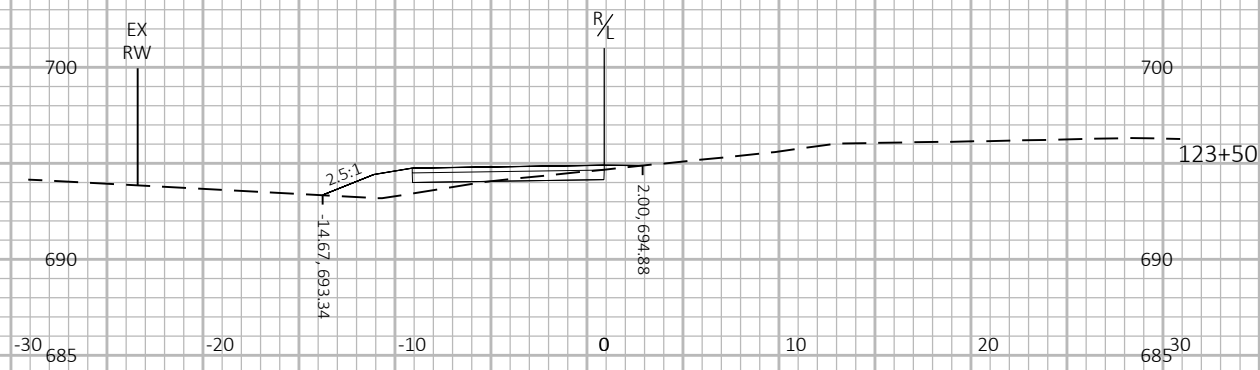
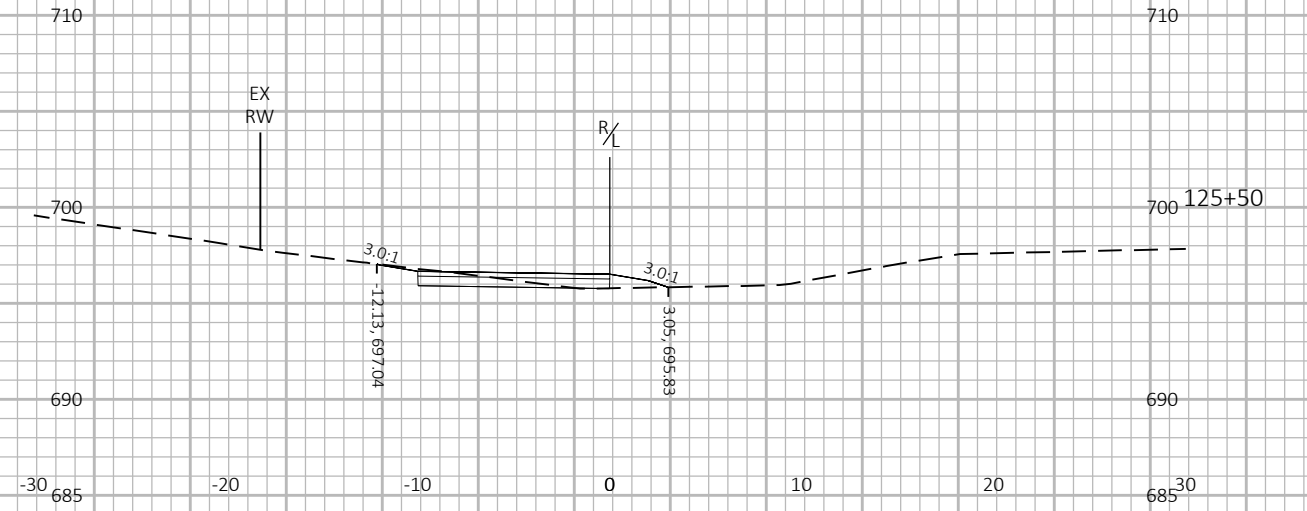
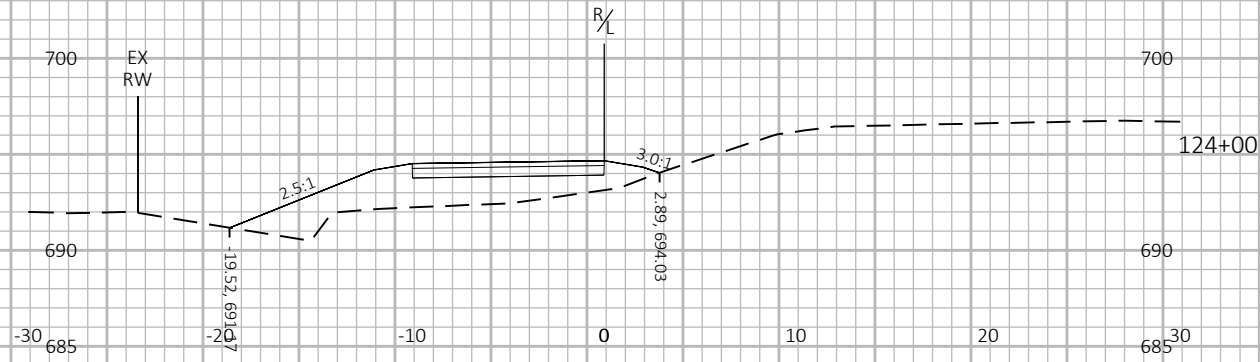


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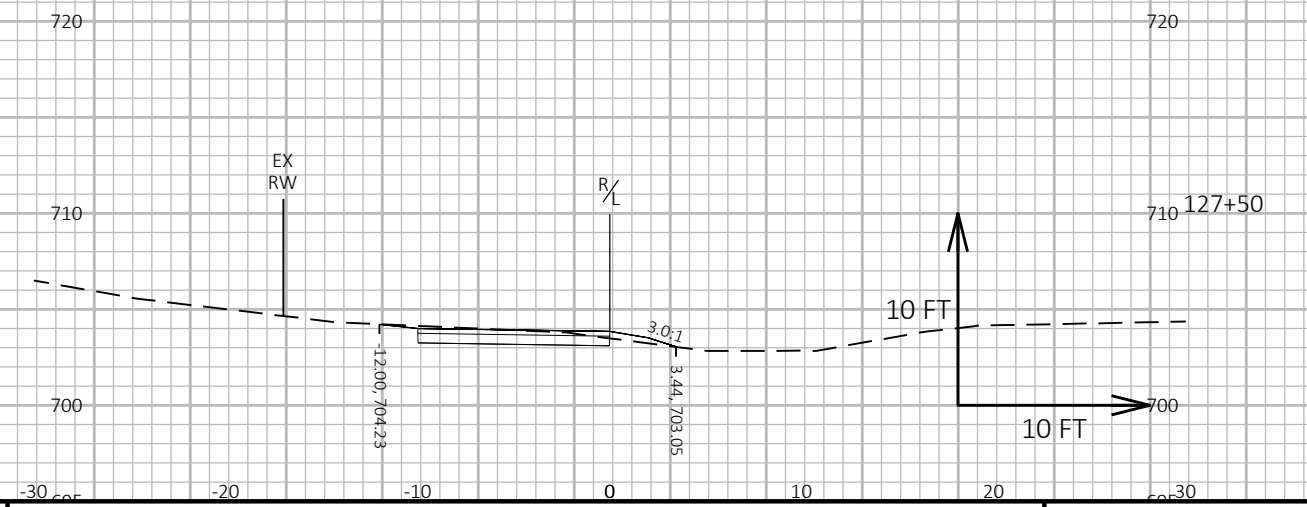
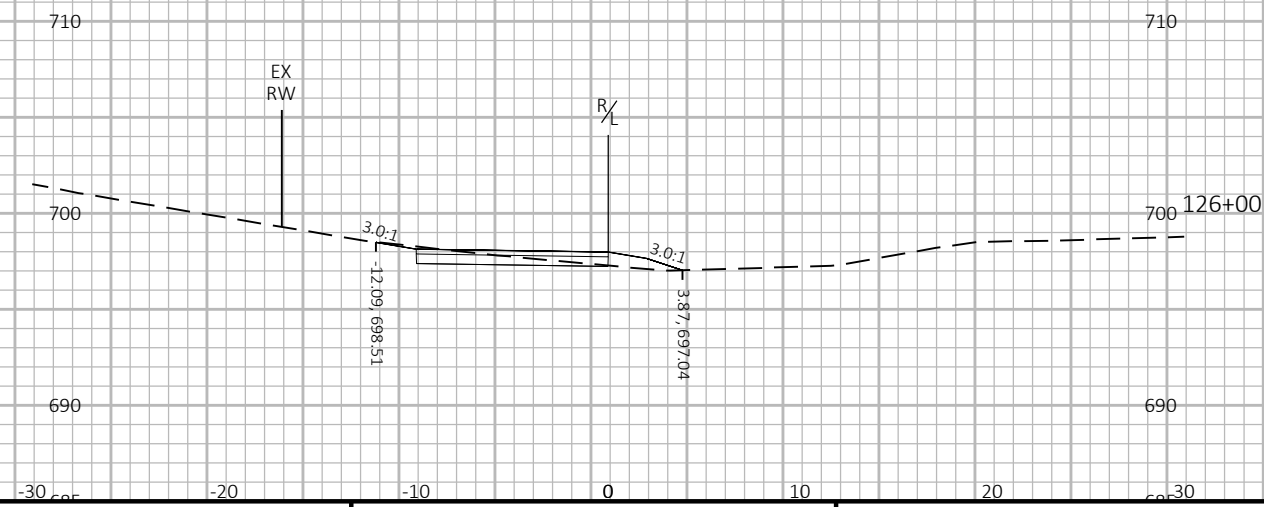
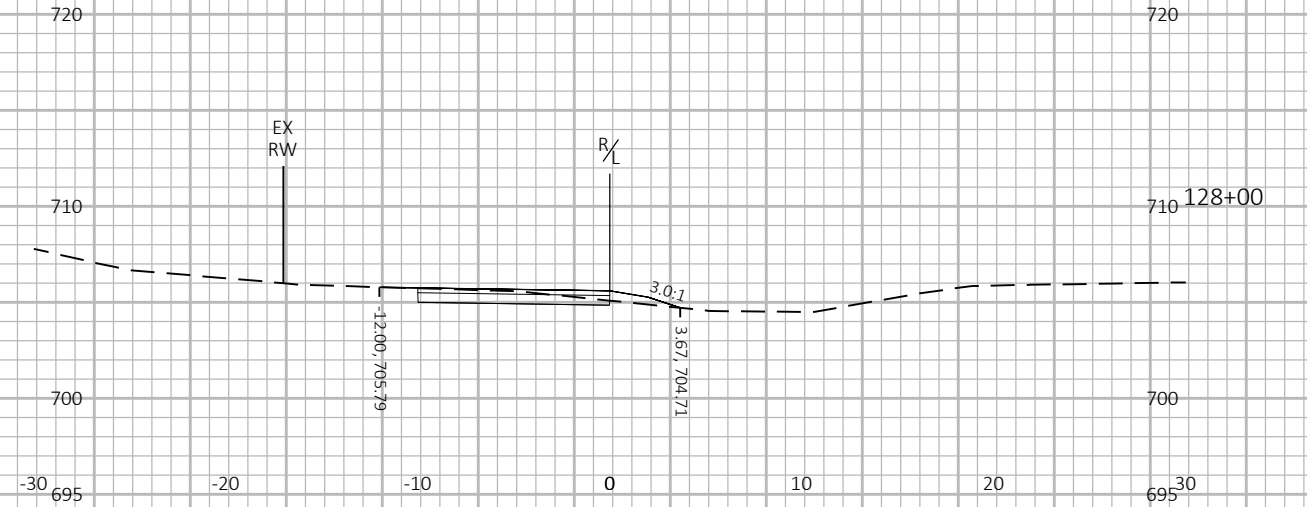
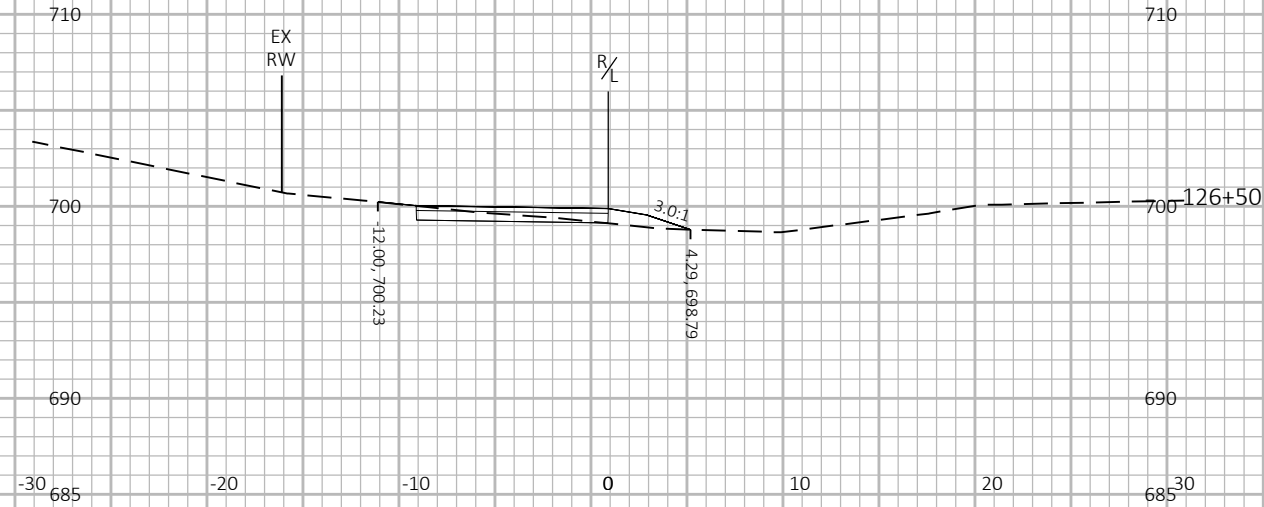
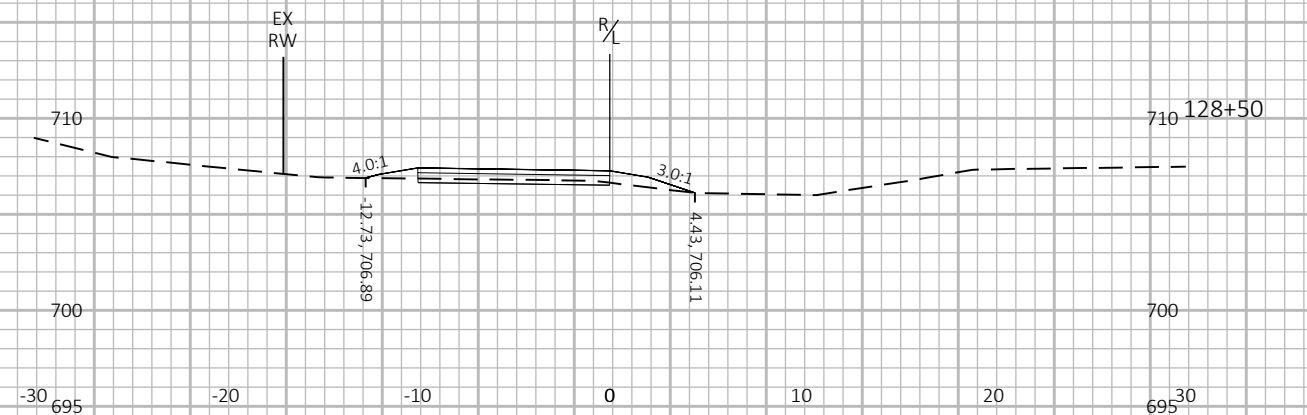
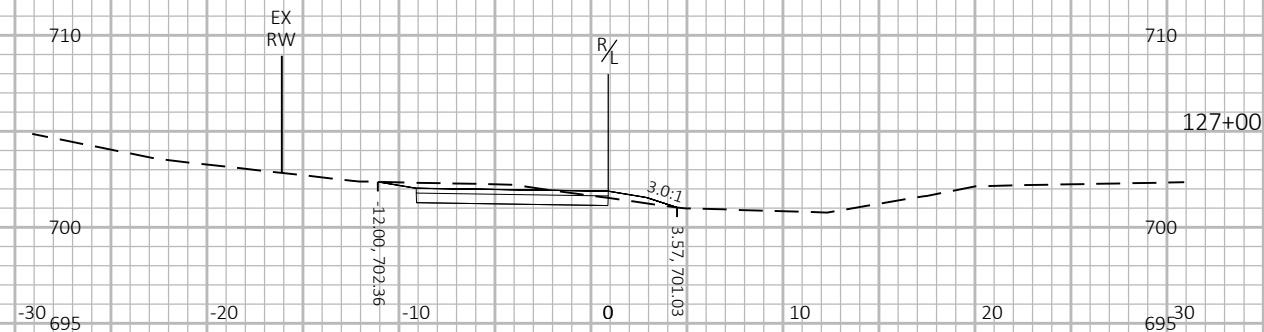
PROJECT NO: 2697-22-70	HWY: HIGHLAND RD	COUNTY: OZAUKEE	CROSS SECTIONS: CROSS SECTIONS	SHEET	E
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PROJECT NO: 2697-22-70

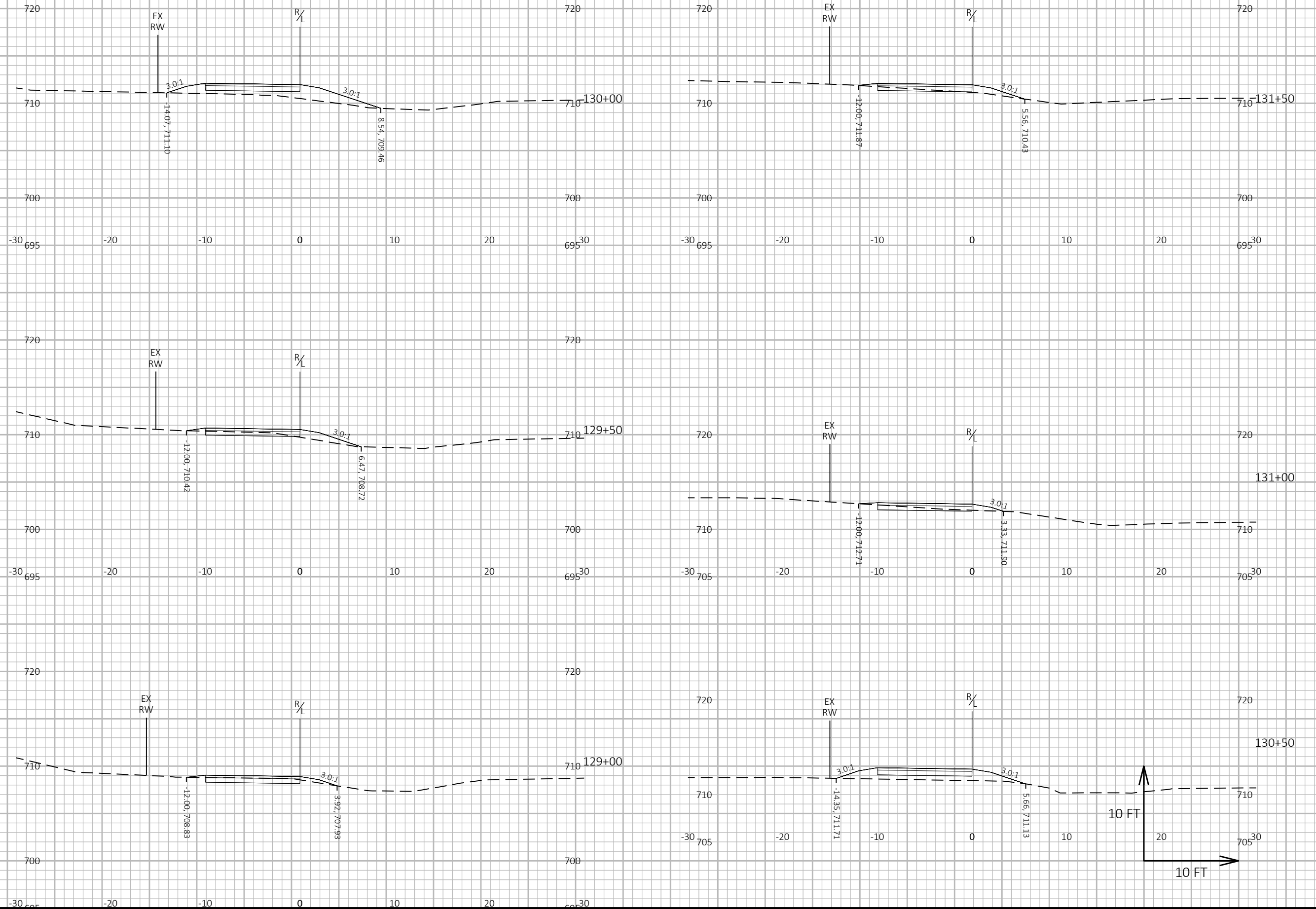
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COUNTY: OZAUKEE

CROSS SECTIONS: CROSS SECTIONS

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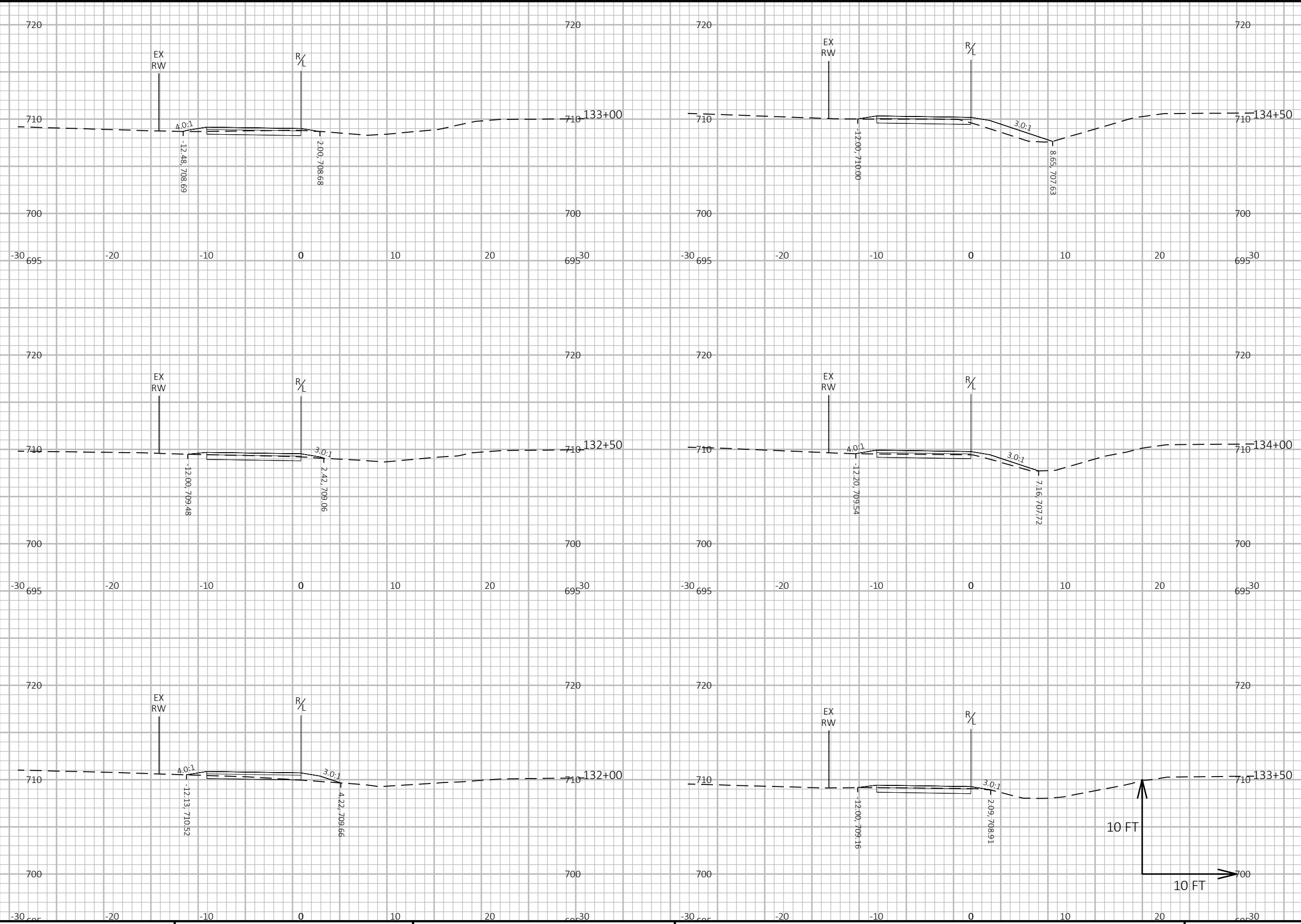
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PROJECT NO: 2697-22-70	HWY: HIGHLAND RD	COUNTY: OZAUKEE	CROSS SECTIONS: CROSS SECTIONS	SHEET E
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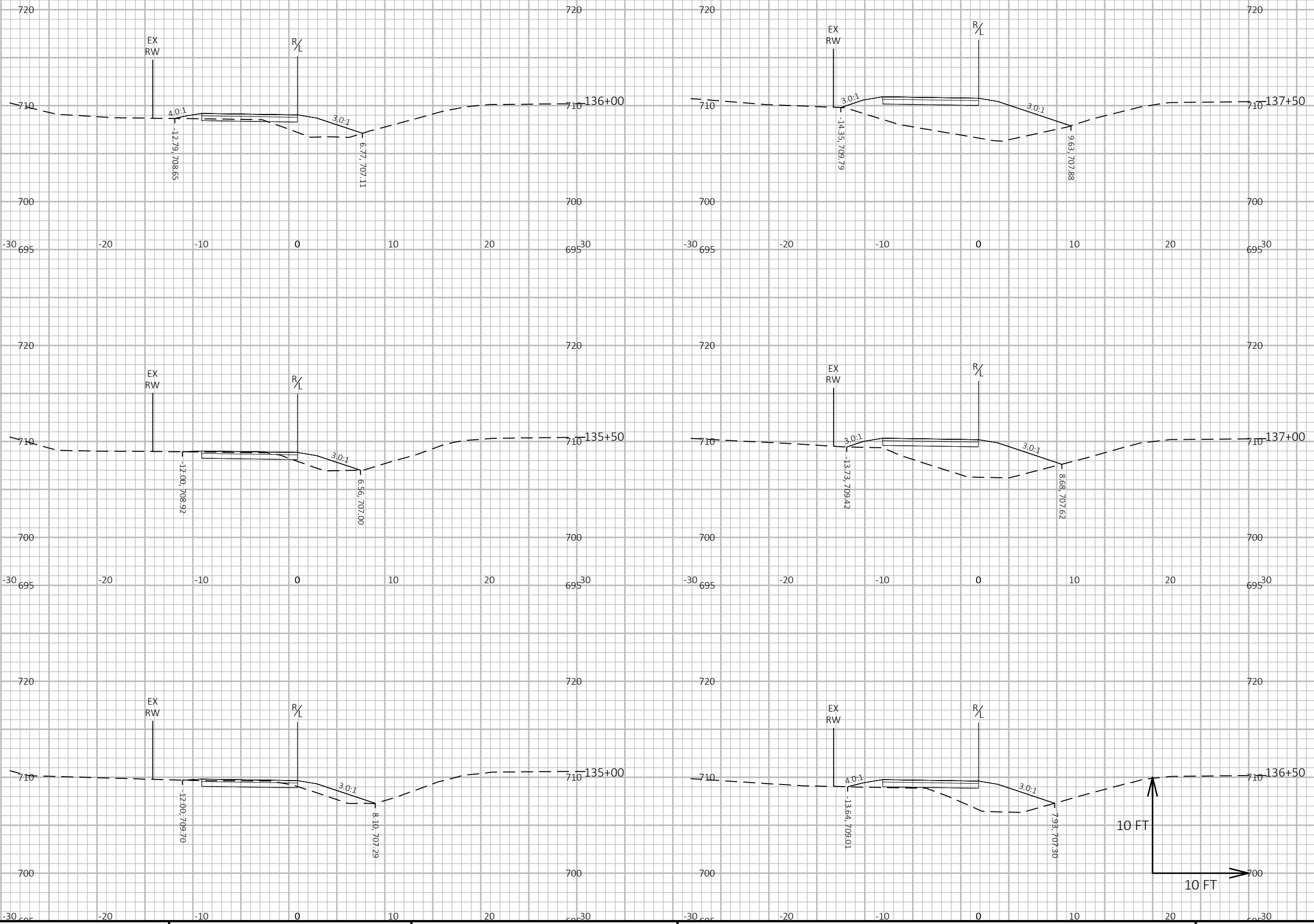
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Attachment: 2025-01-23-Highland-Road 30% Plans-2697-22-70 (10043 : MT Trails Foundation Highland Road Path Preliminary Plan)

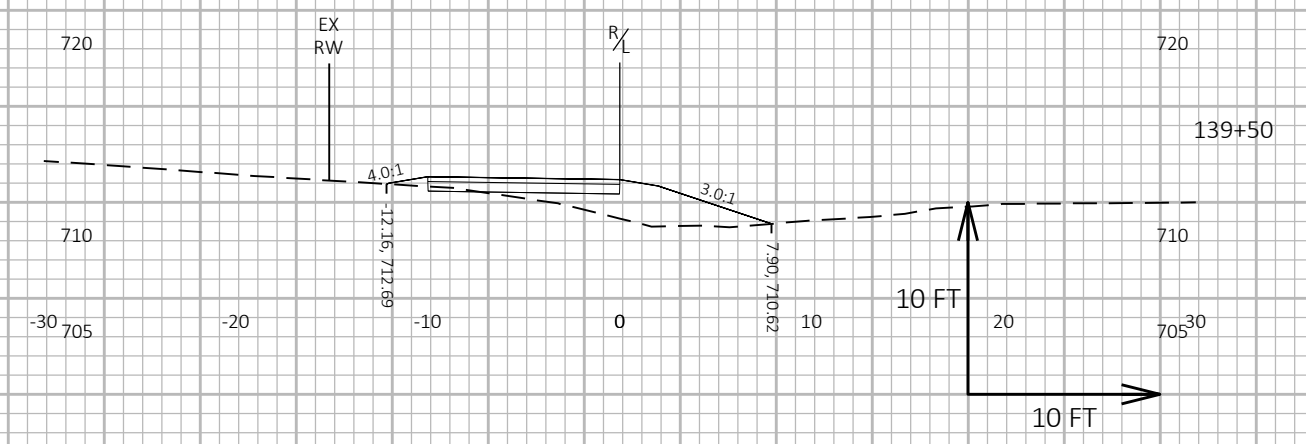
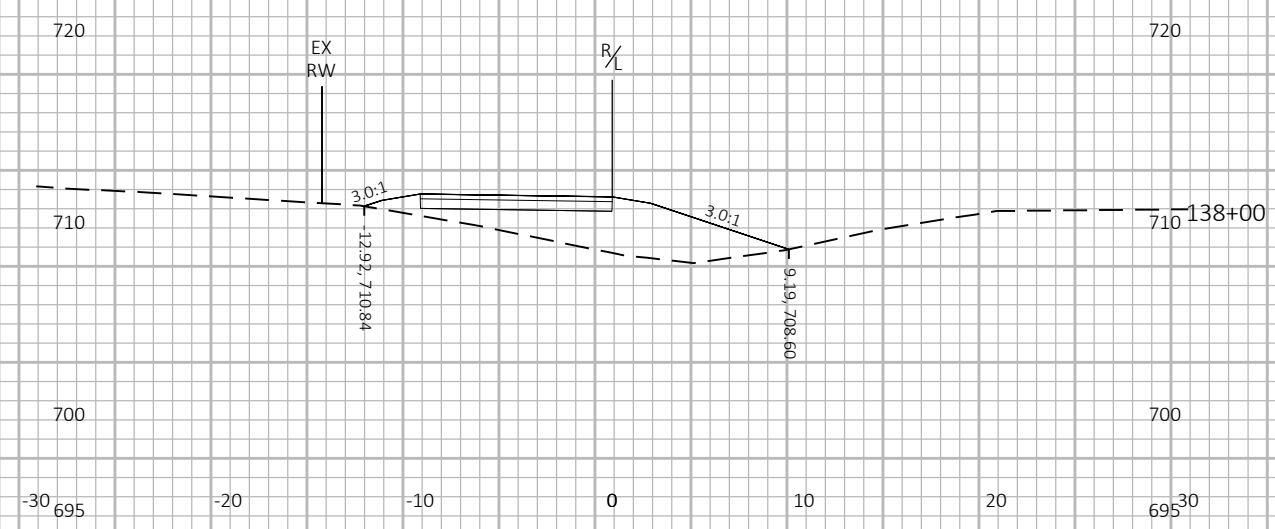
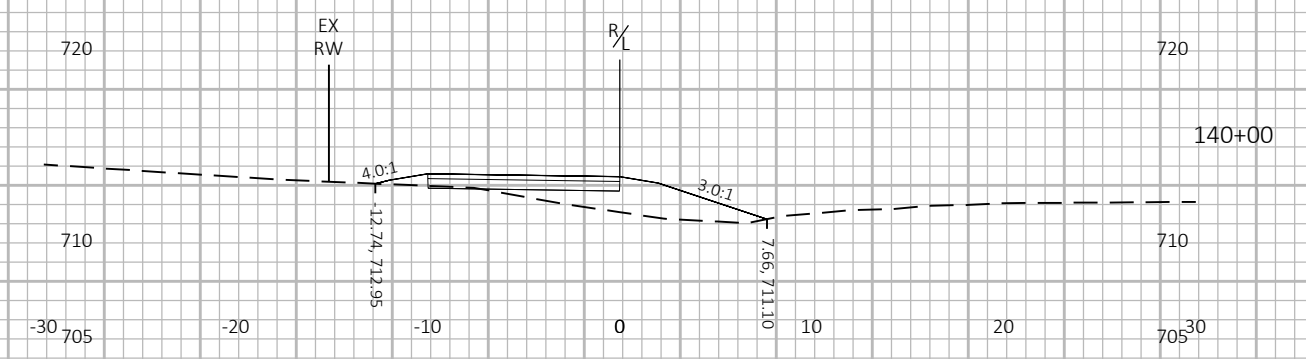
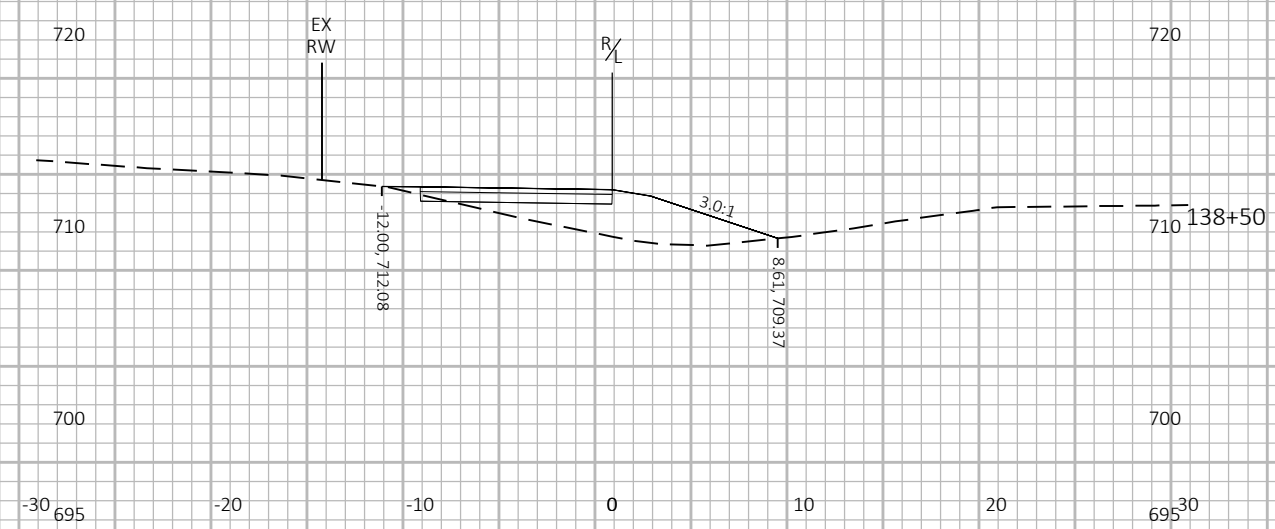
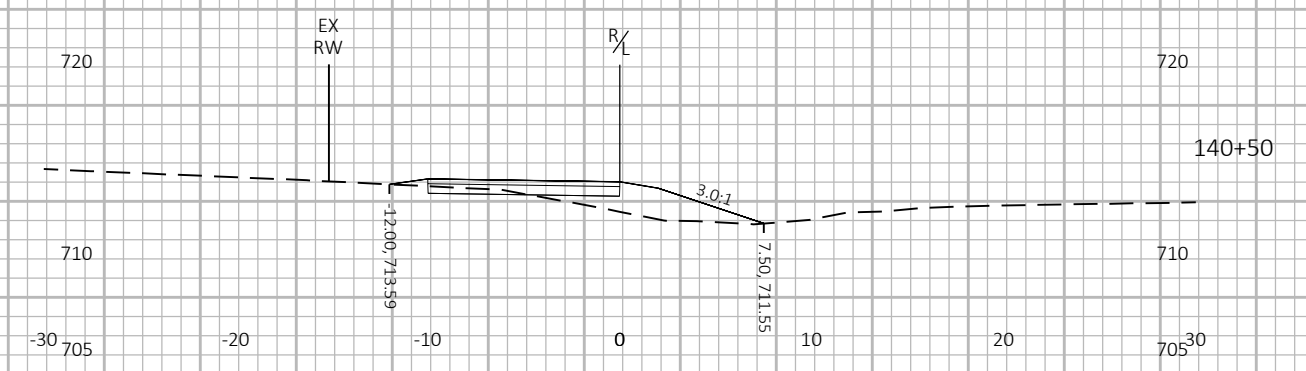
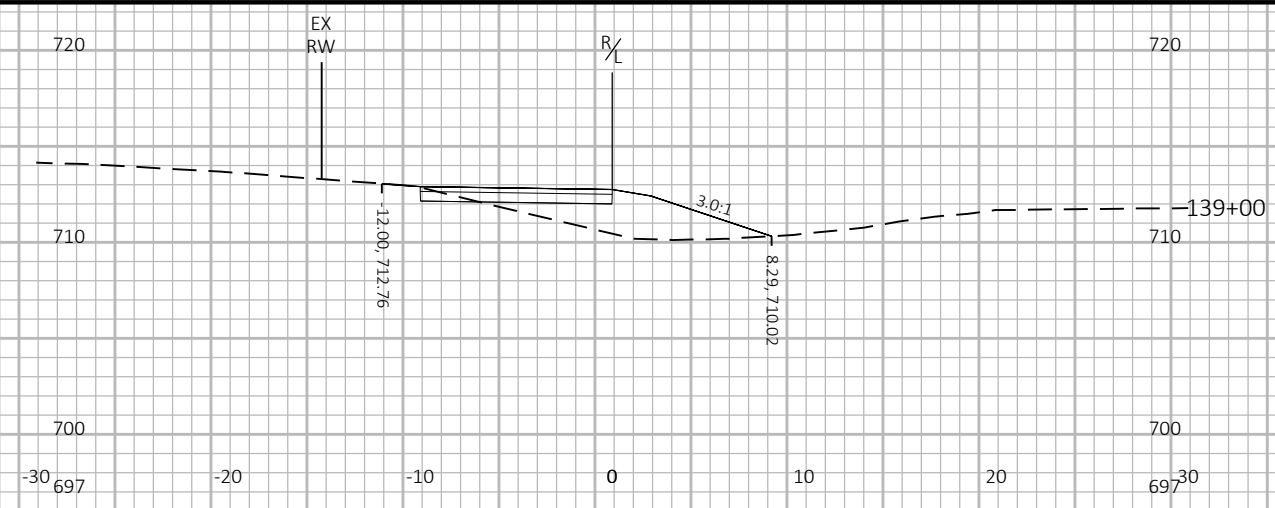


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PROJECT NO: 2697-22-70	HWY: HIGHLAND RD	COUNTY: OZAUKEE	CROSS SECTIONS: CROSS SECTIONS	SHEET	E
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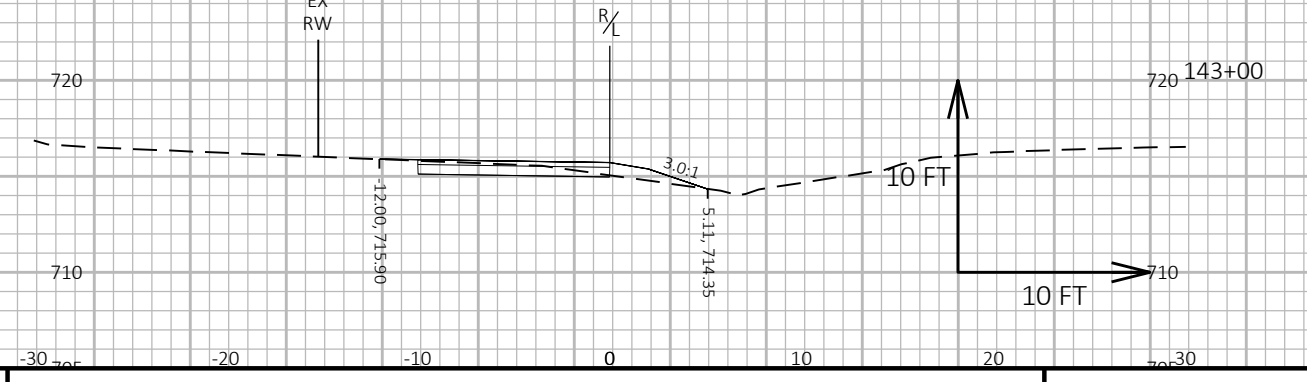
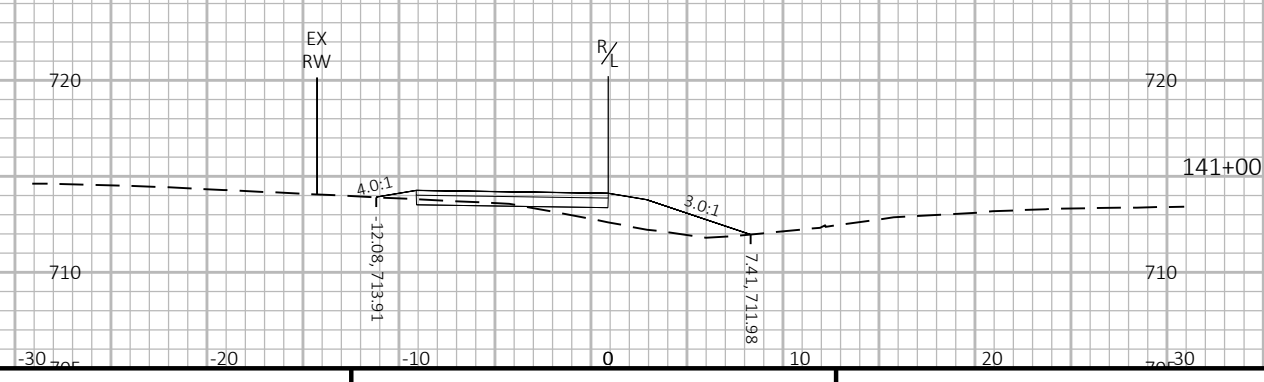
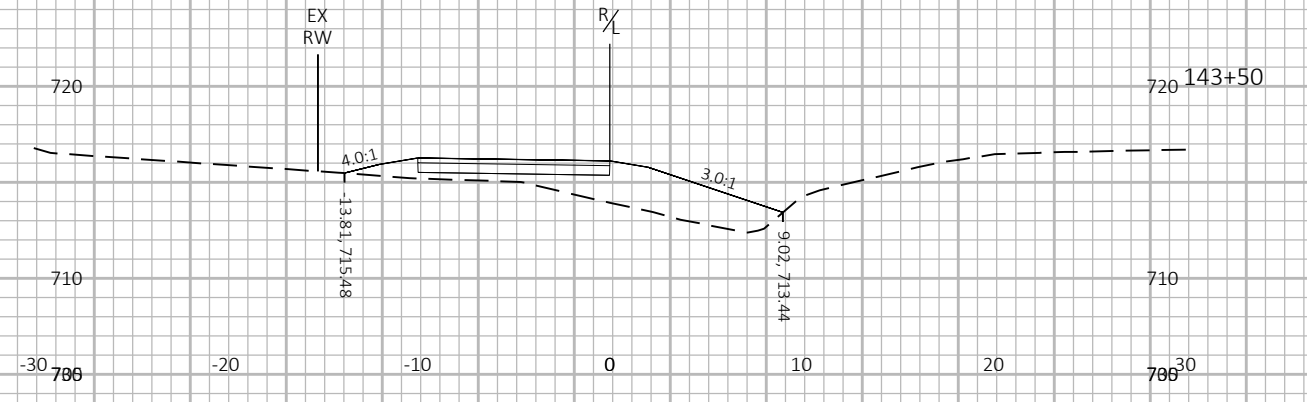
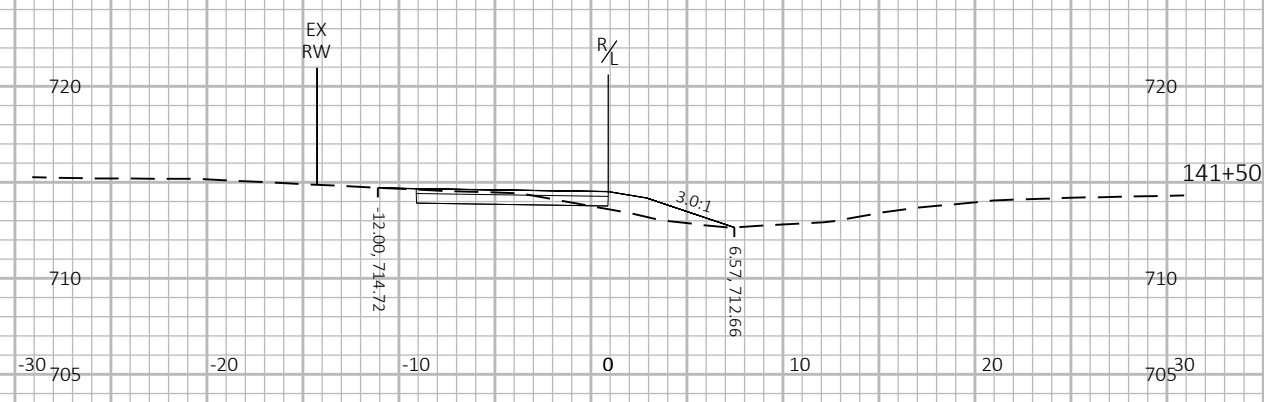
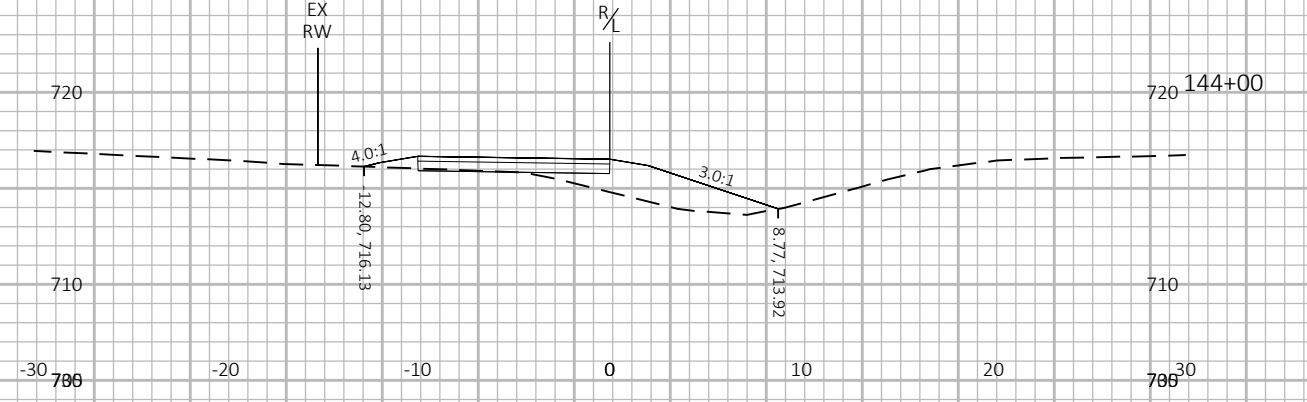
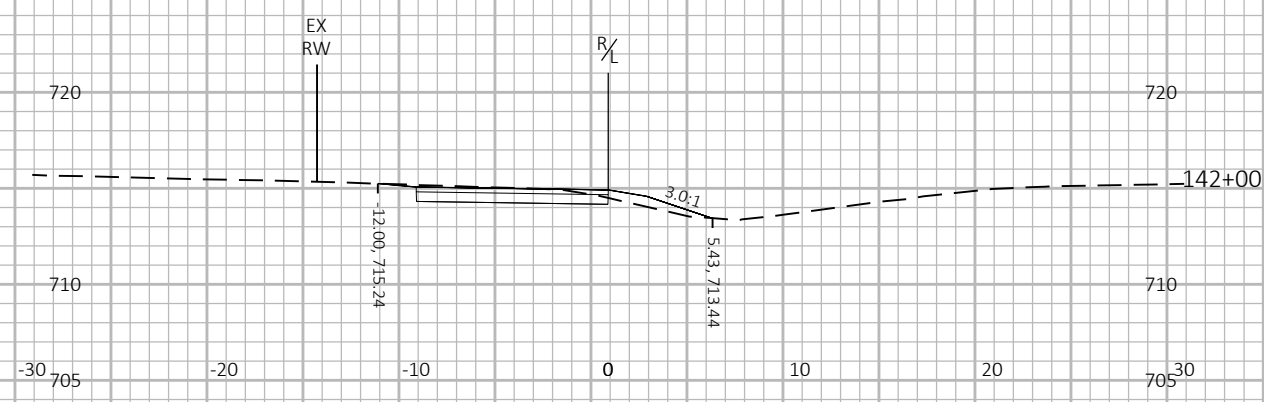
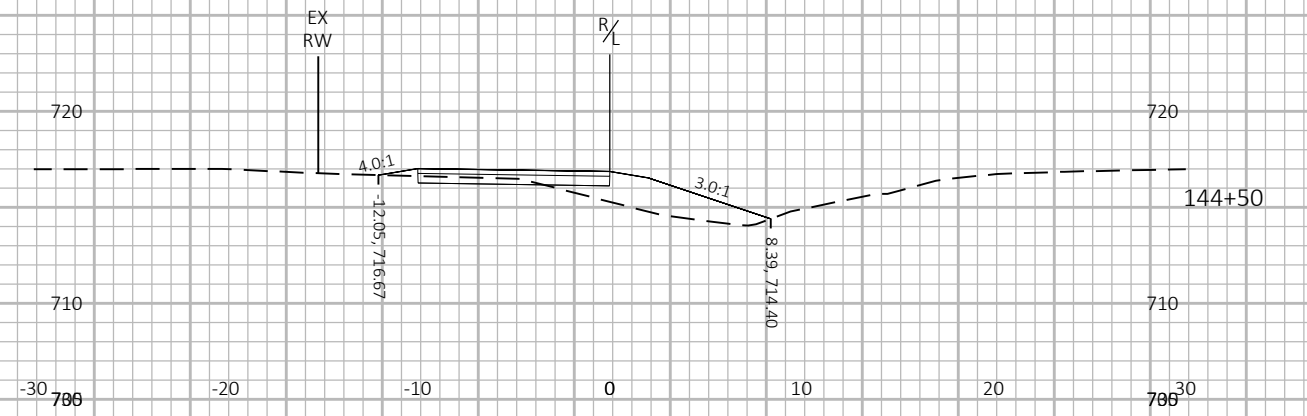
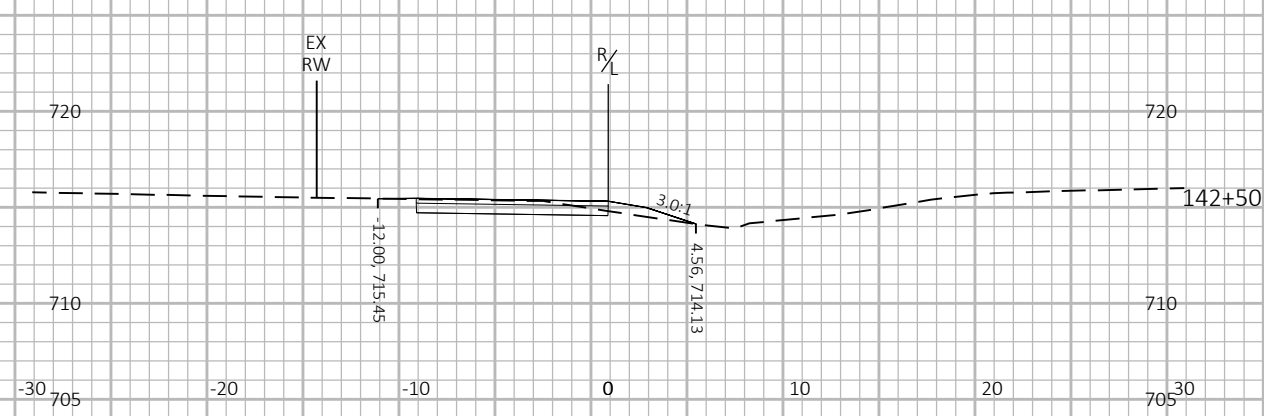
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PROJECT NO: 2697-22-70	HWY: HIGHLAND RD	COUNTY: OZAUKEE	CROSS SECTIONS: CROSS SECTIONS	SHEET E
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FILE NAME : S:\OZAK\_CO\MEQUON\GOV\240017 HIGHLAND ROAD BIKE SPUR\26972200\SHEETS\090207-XS.DWG PLOT DATE : 1/23/2025 12:50 PM PLOT BY : MITCHELL FULLER PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

Attachment: 2025-01-23-Highland-Road 30% Plans-2697-22-70 (10043 : MT Trails Foundation Highland Road Path Preliminary Plan)



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PROJECT NO: 2697-22-70

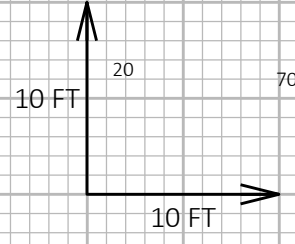
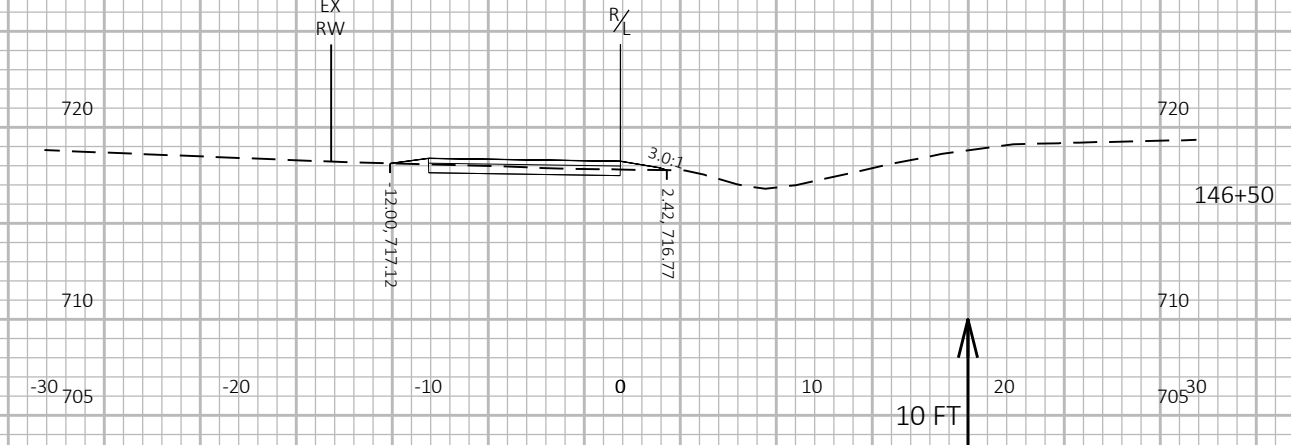
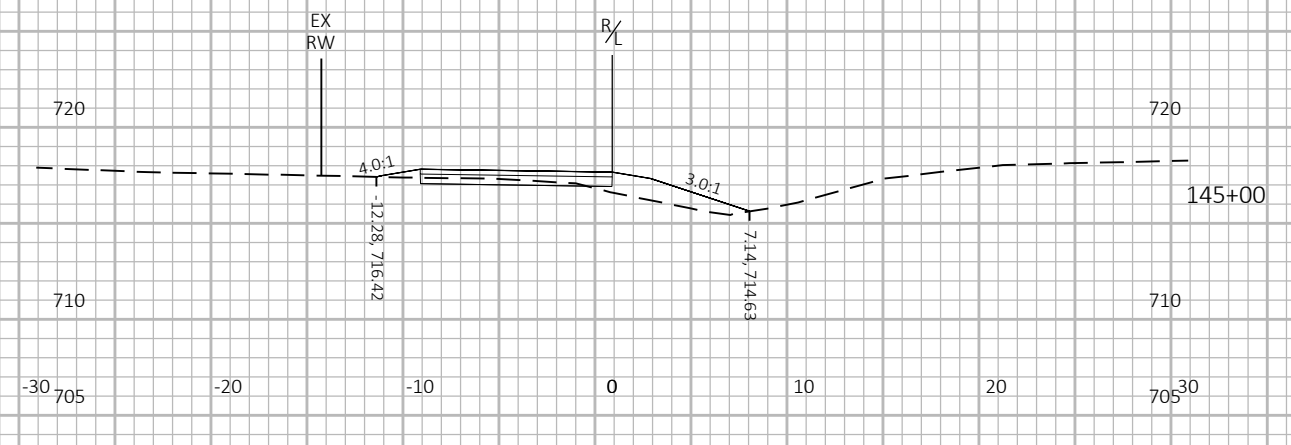
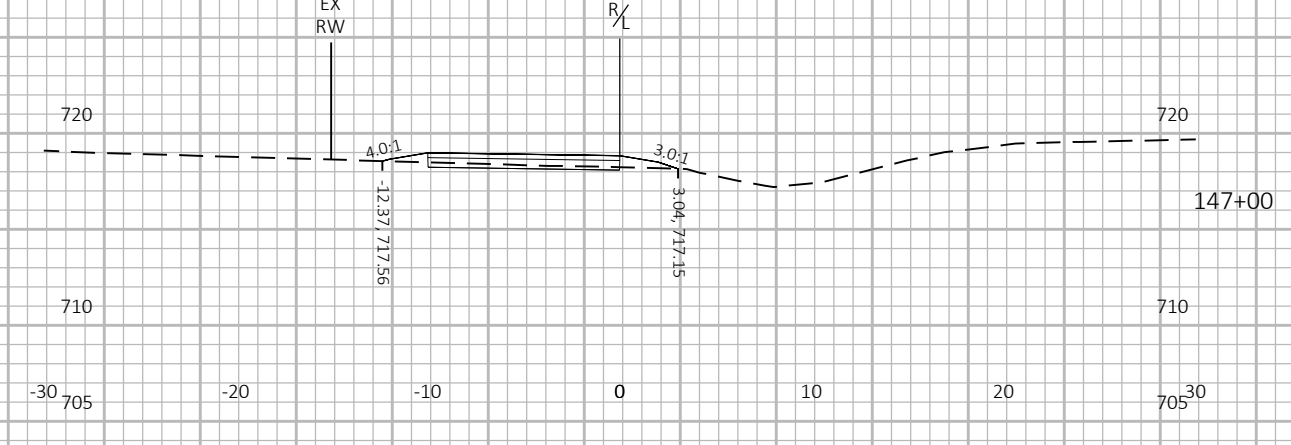
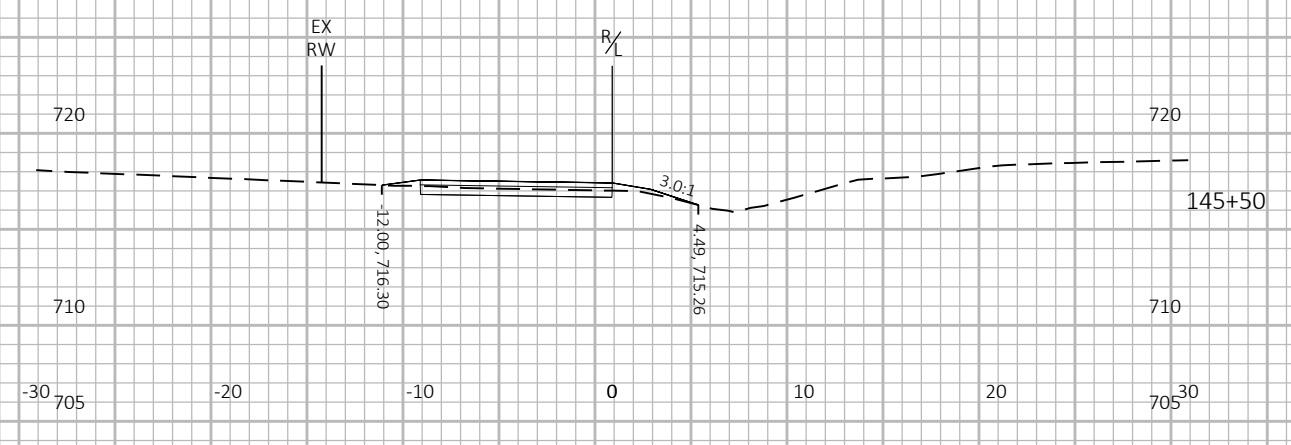
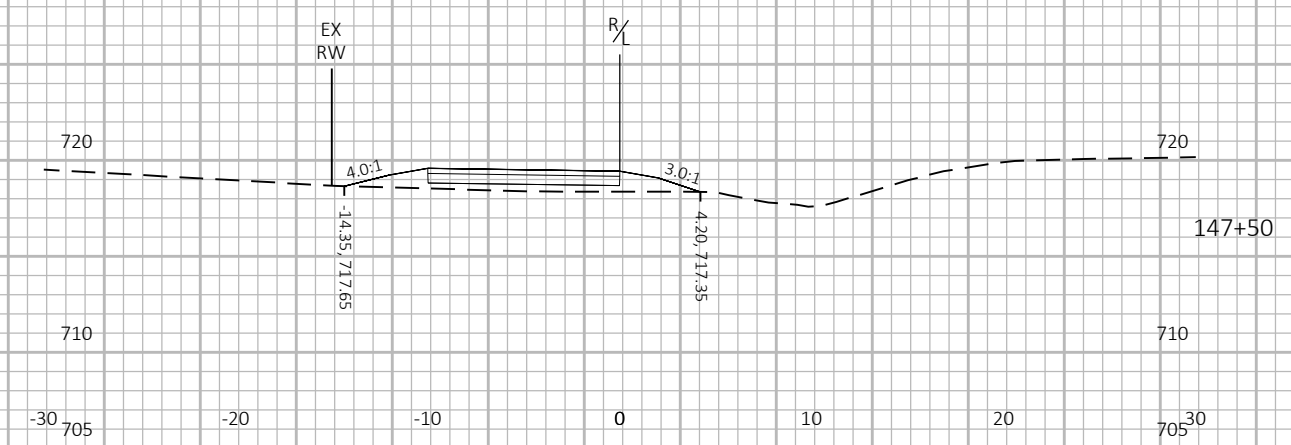
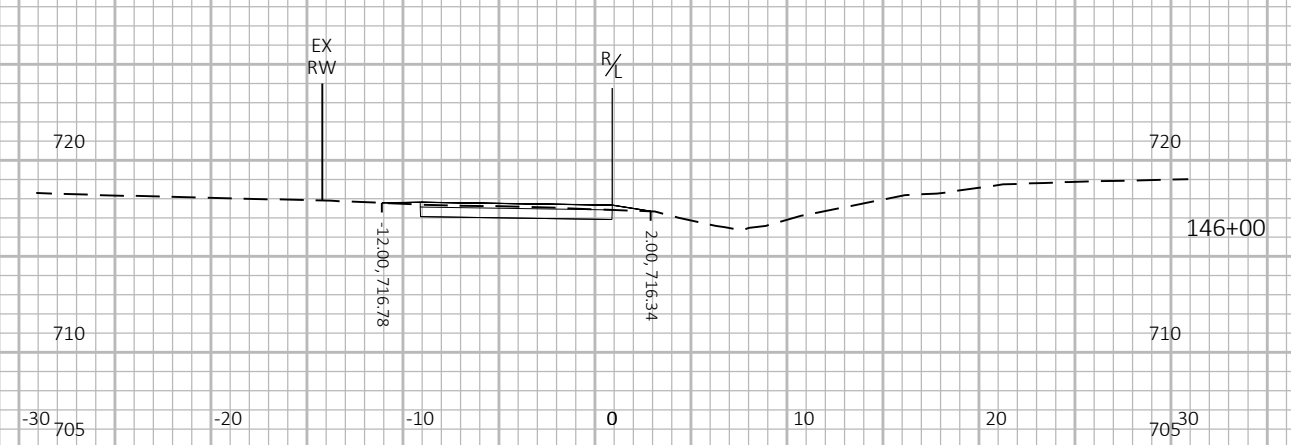
HWY: HIGHLAND RD

COUNTY: OZAUKEE

CROSS SECTIONS: CROSS SECTIONS

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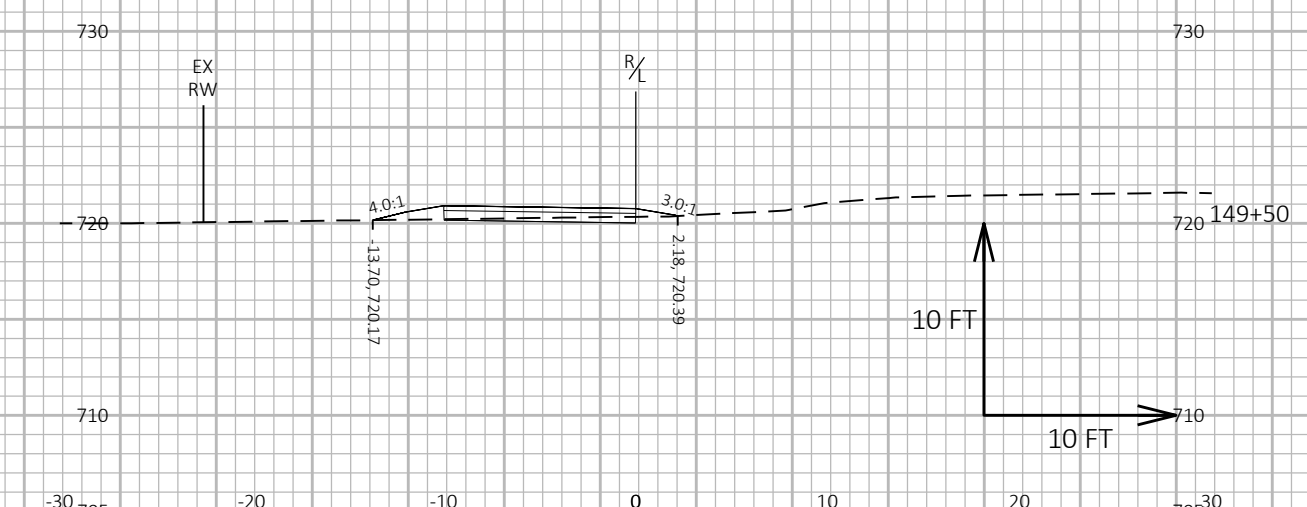
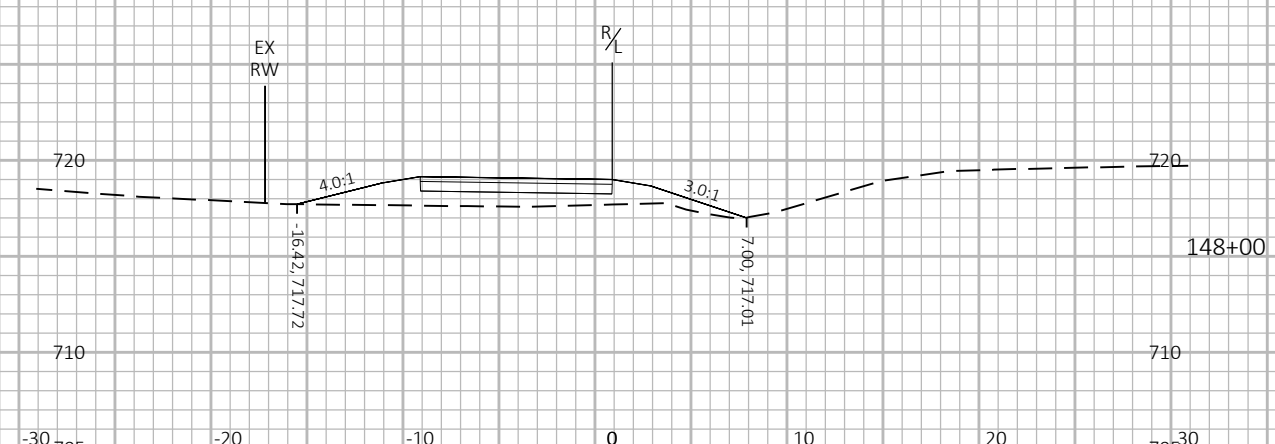
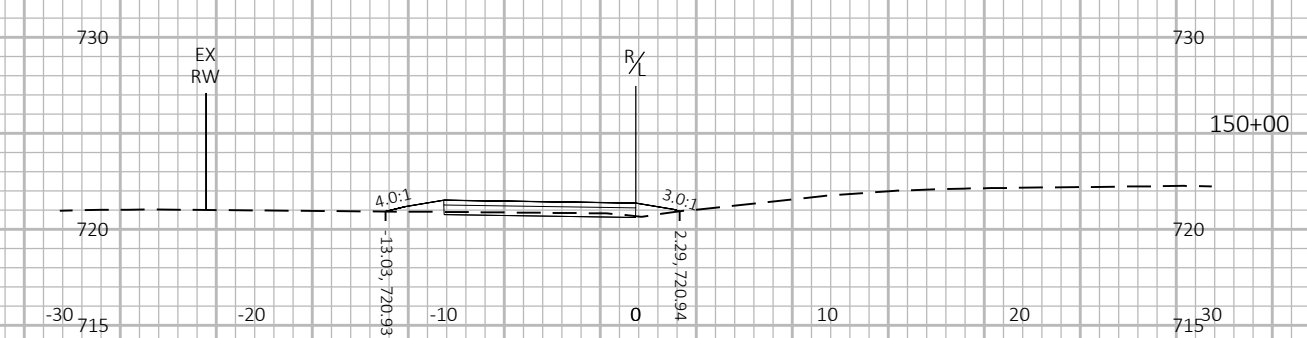
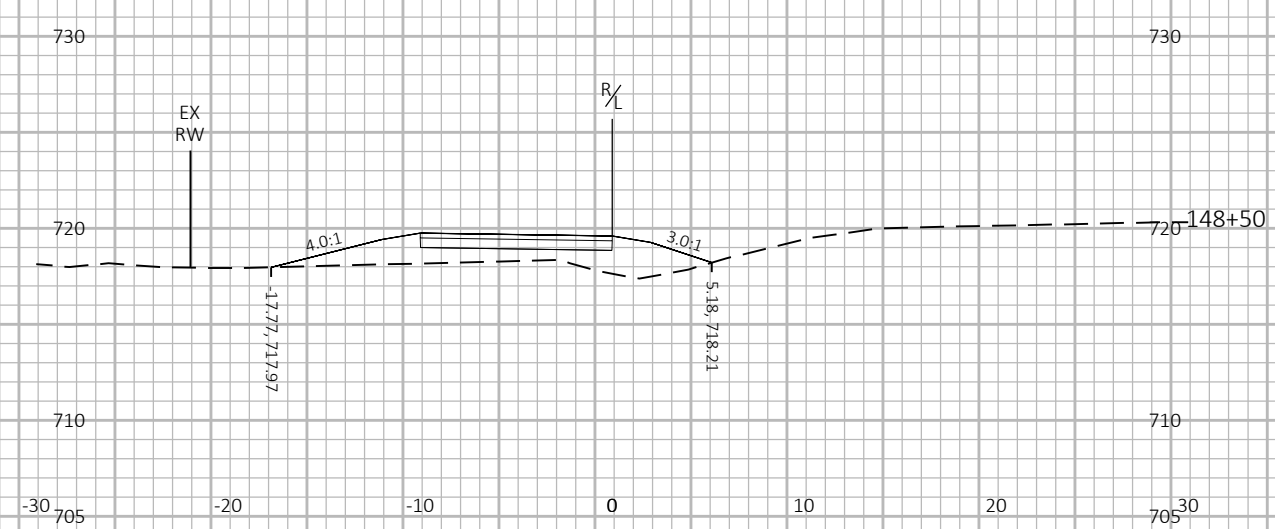
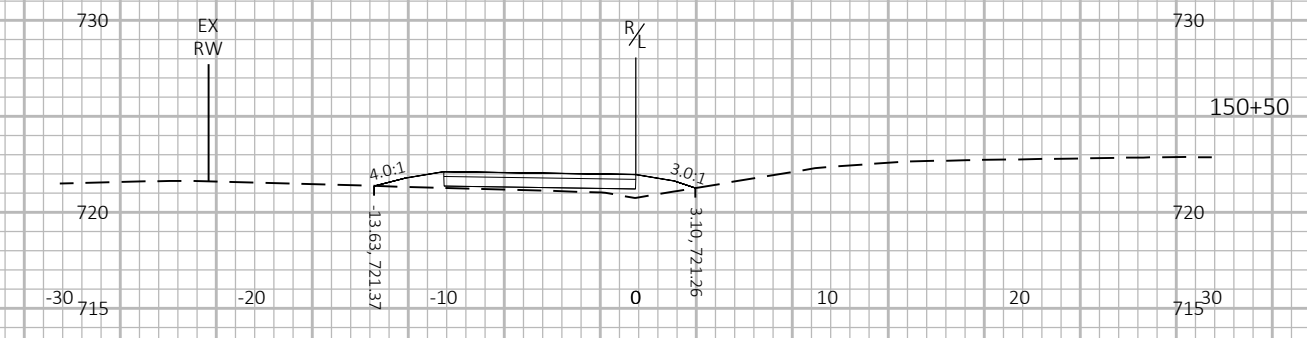
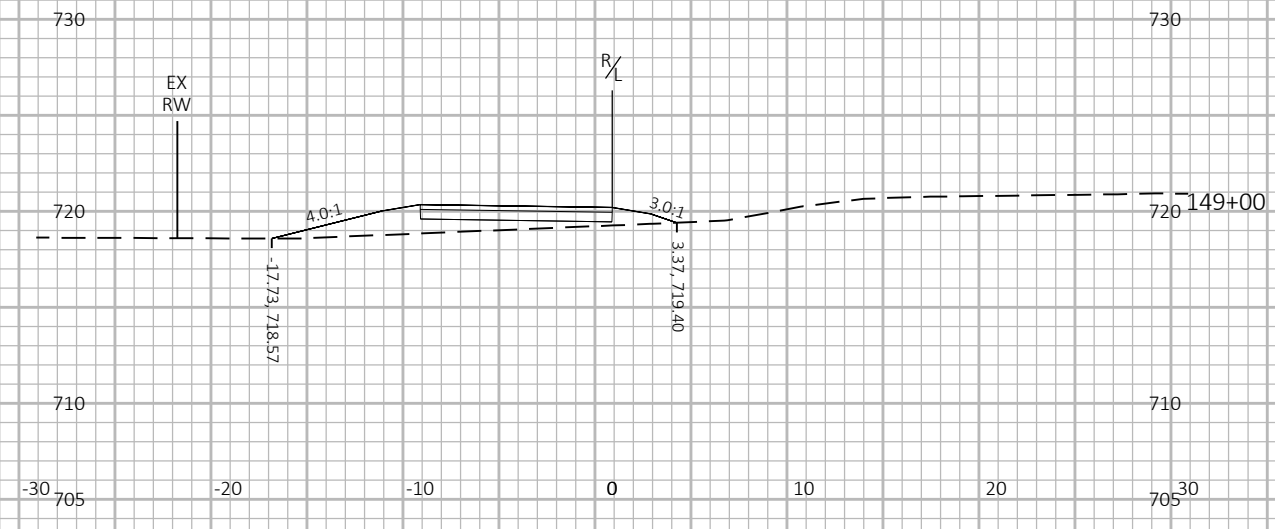
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PROJECT NO: 2697-22-70	HWY: HIGHLAND RD	COUNTY: OZAUKEE	CROSS SECTIONS: CROSS SECTIONS	SHEET	E
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 PLOT BY : MITCHELL FULLER  
 PLOT NAME :  
 LAYOUT NAME - 16  
 PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

Attachment: 2025-01-23-Highland-Road 30% Plans-2697-22-70 (10043 : MT Trails Foundation Highland Road Path Preliminary Plan)



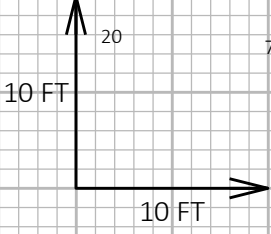
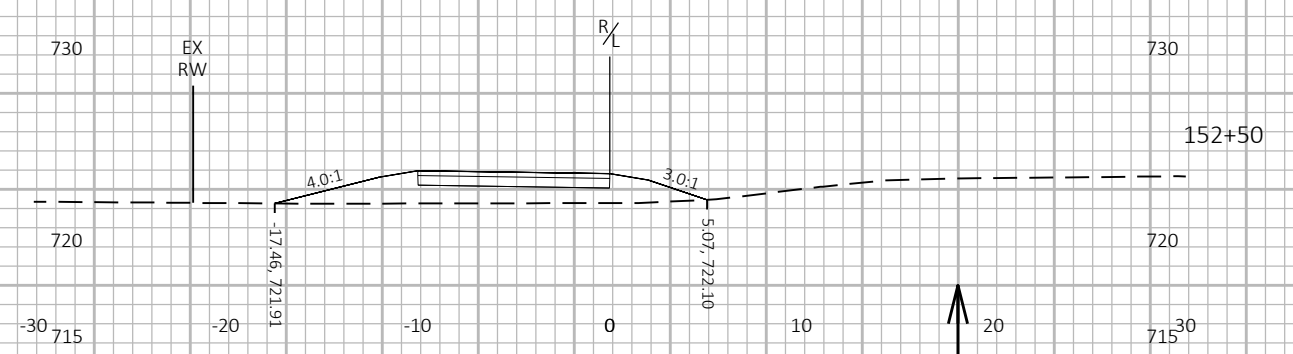
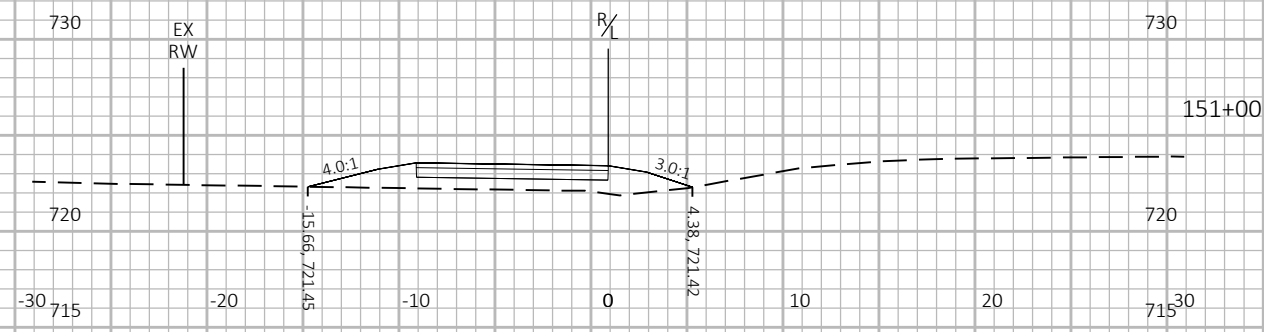
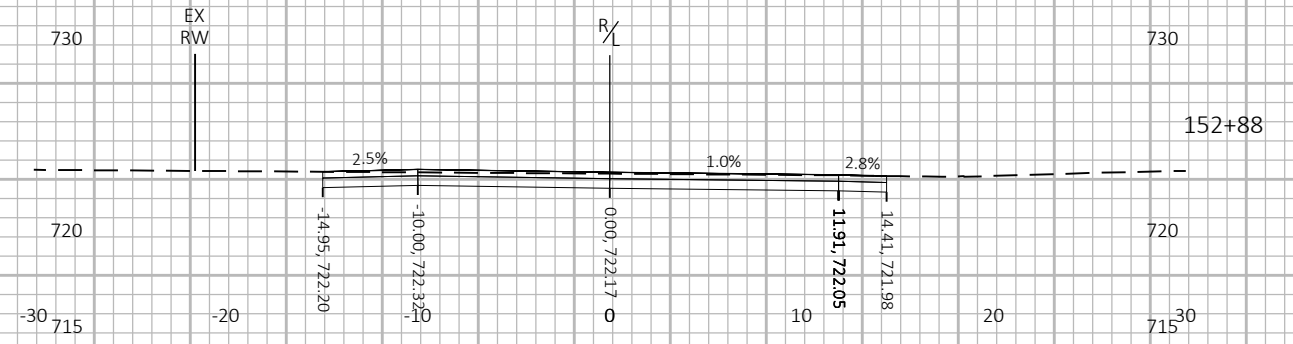
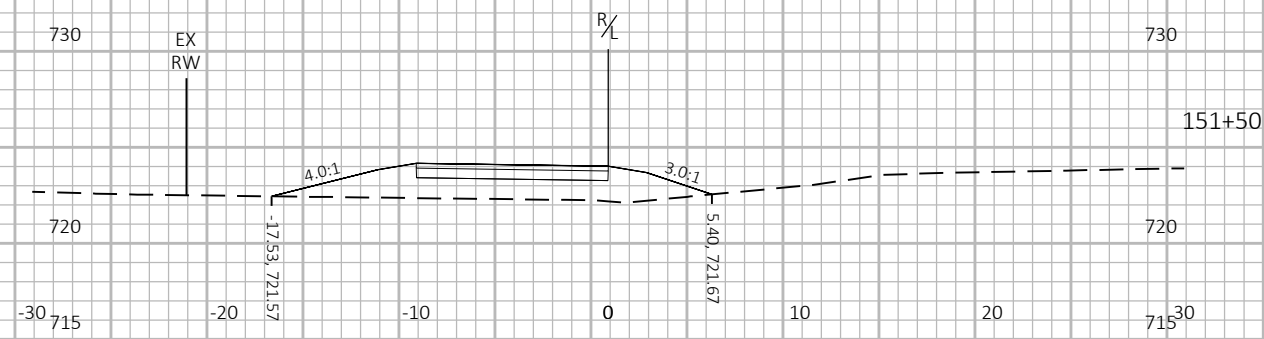
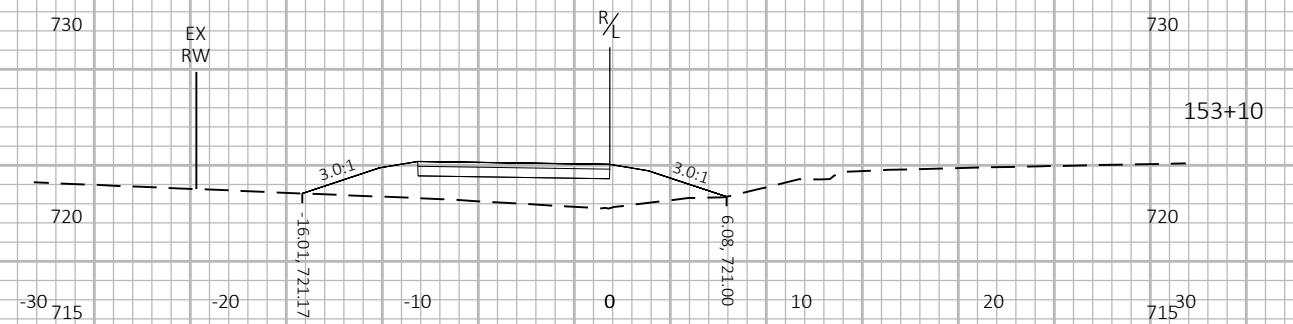
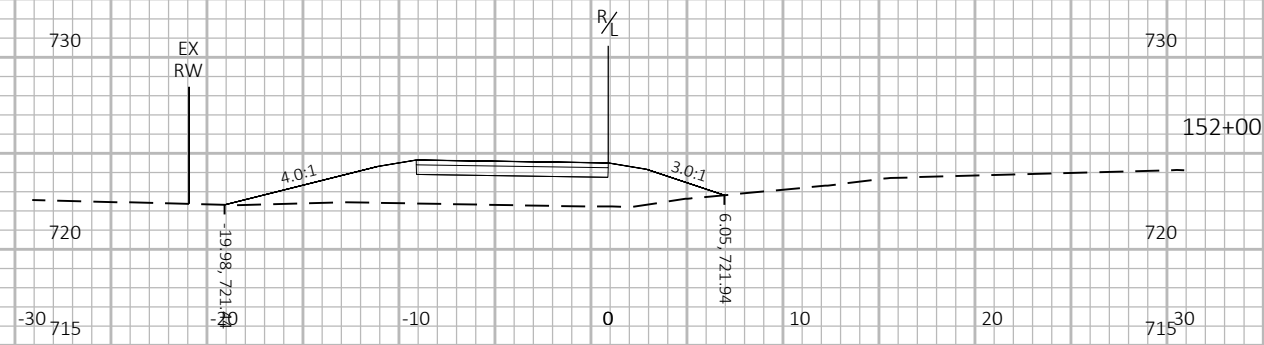
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PROJECT NO: 2697-22-70	HWY: HIGHLAND RD	COUNTY: OZAUKEE	CROSS SECTIONS: CROSS SECTIONS	SHEET	E
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Attachment: 2025-01-23-Highland-Road 30% Plans-2697-22-70 (10043 : MT Trails Foundation Highland Road Path Preliminary Plan)

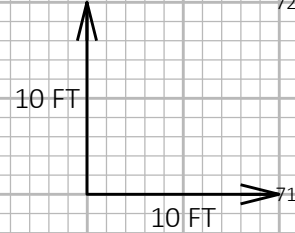
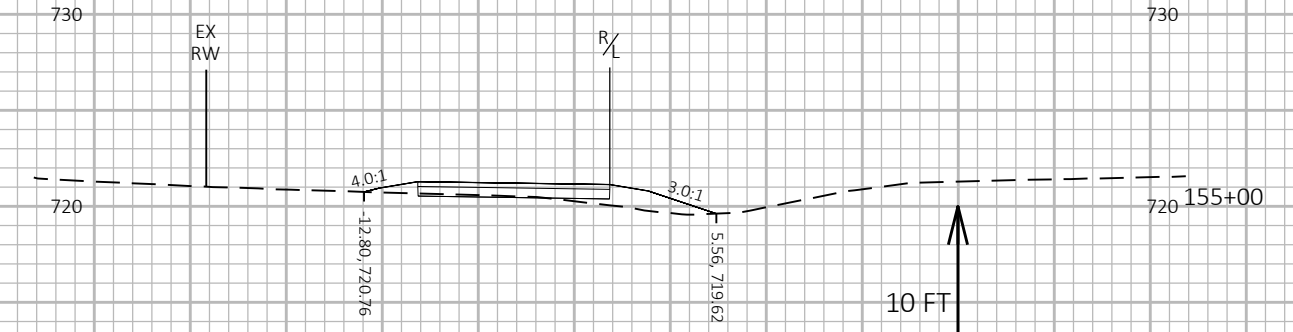
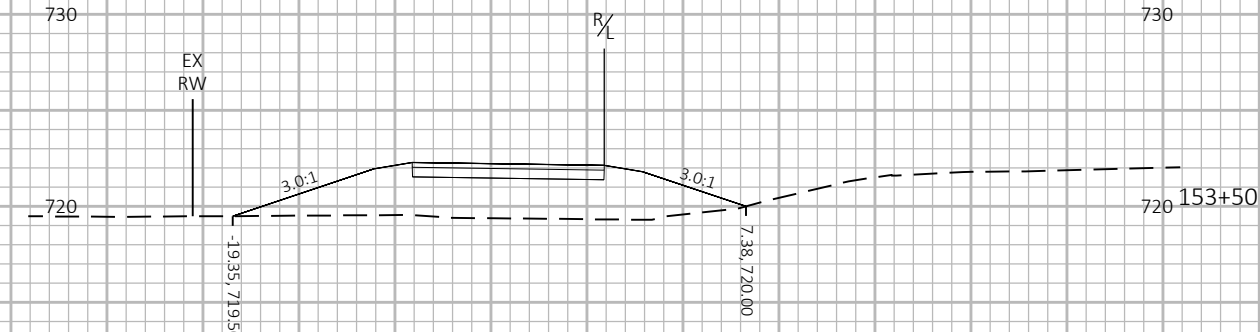
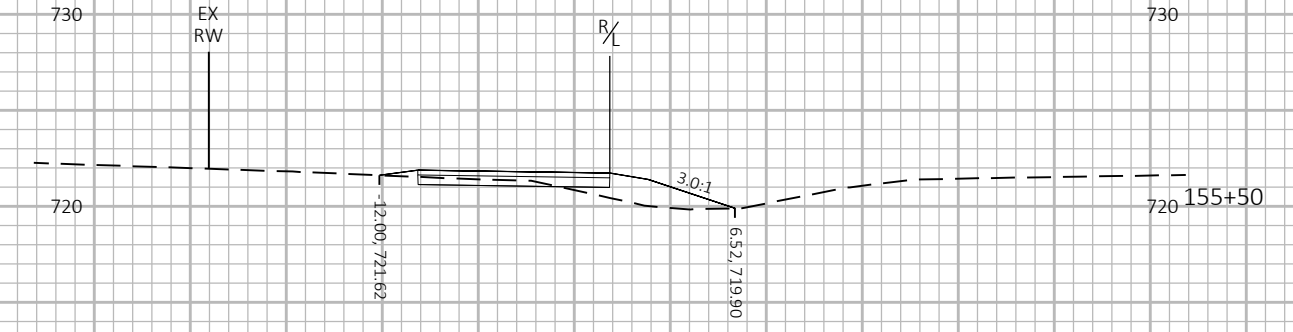
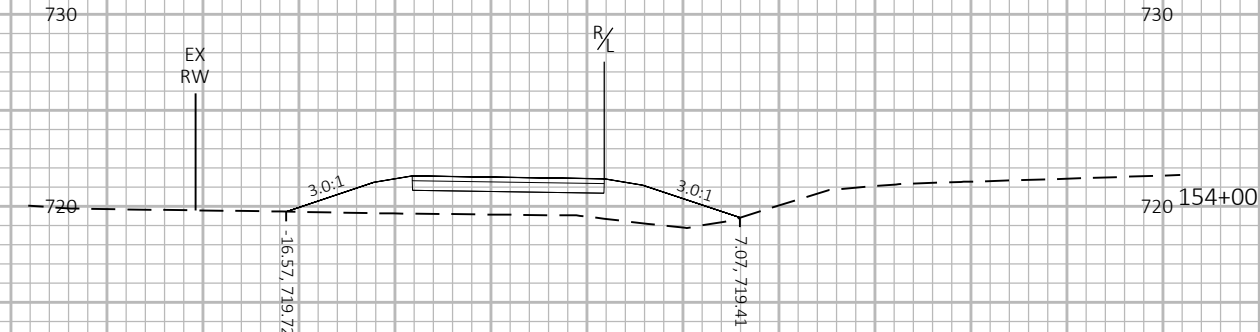
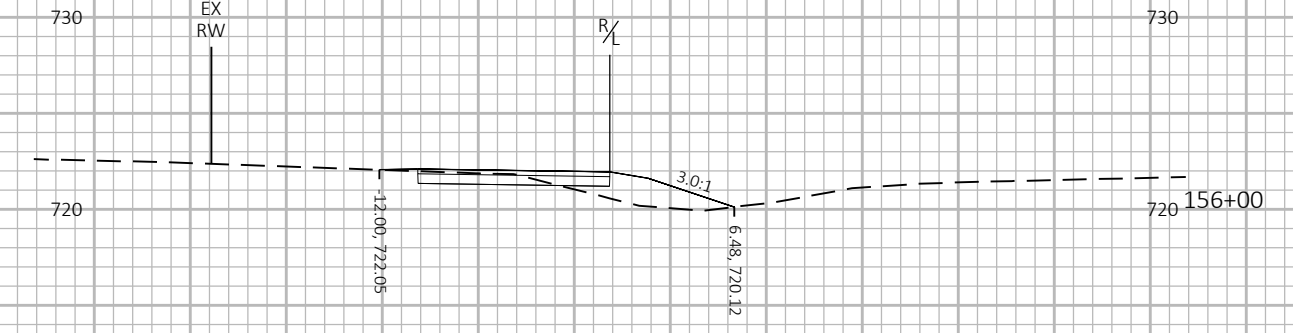
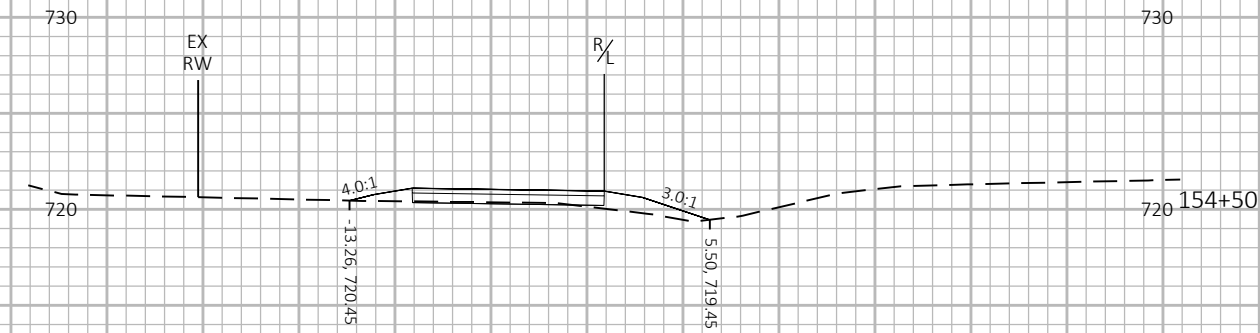


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PROJECT NO: 2697-22-70	HWY: HIGHLAND RD	COUNTY: OZAUKEE	CROSS SECTIONS: CROSS SECTIONS	SHEET	E
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Attachment: 2025-01-23-Highland-Road 30%-Plans-2697-22-70 (10043 : MT Trails Foundation Highland Road Path Preliminary Plan)



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PROJECT NO: 2697-22-70

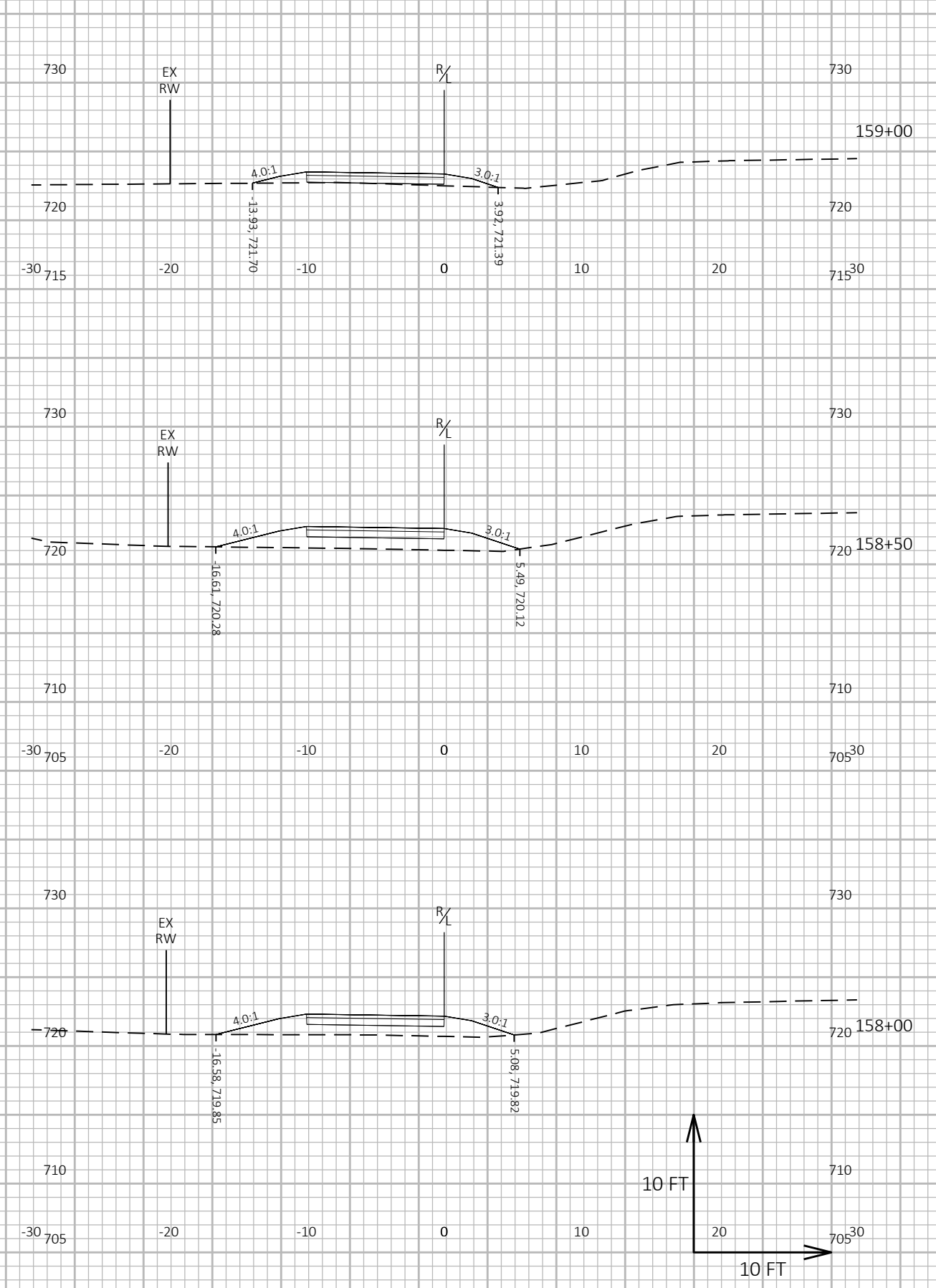
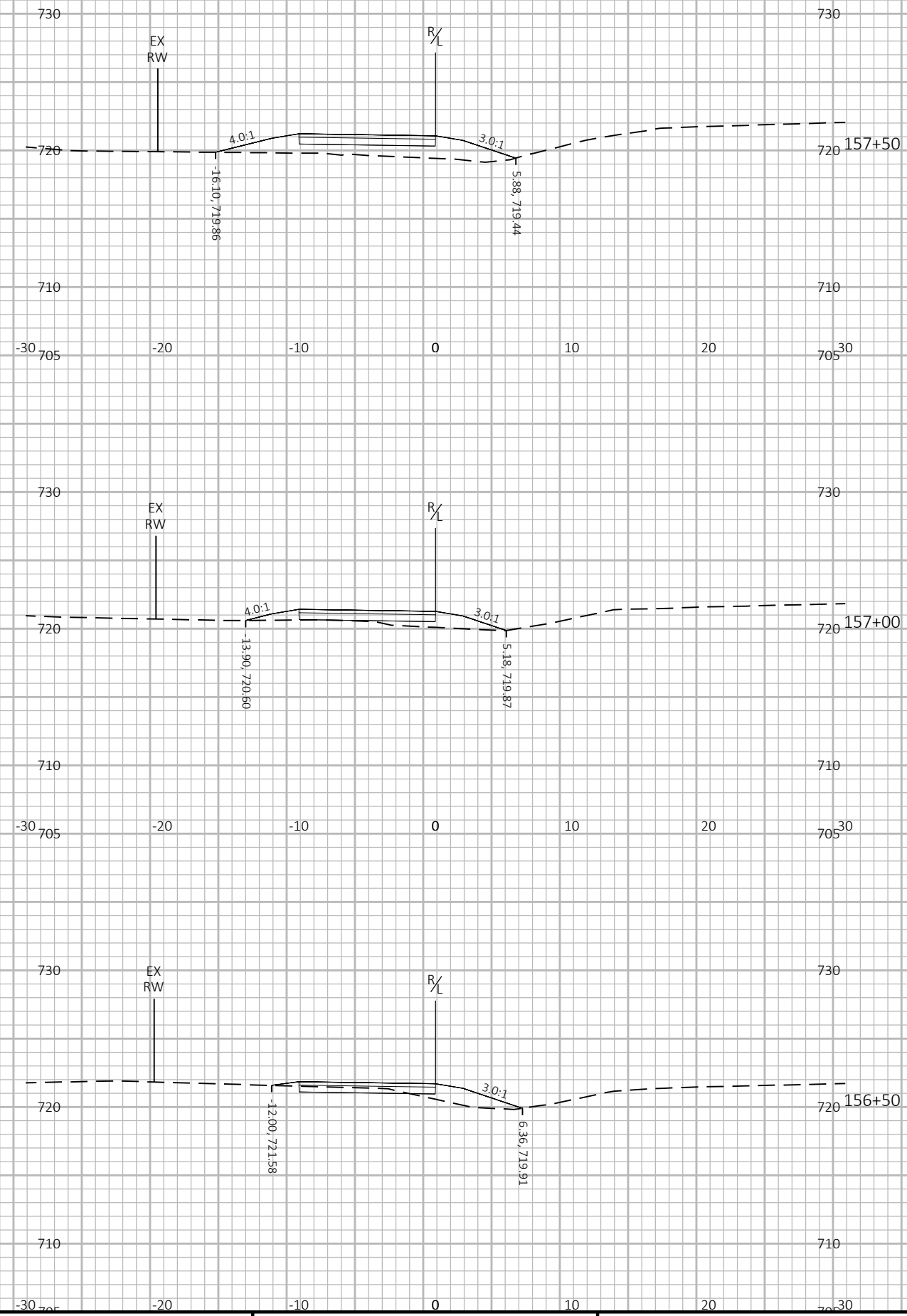
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COUNTY: OZAUKEE

CROSS SECTIONS: CROSS SECTIONS

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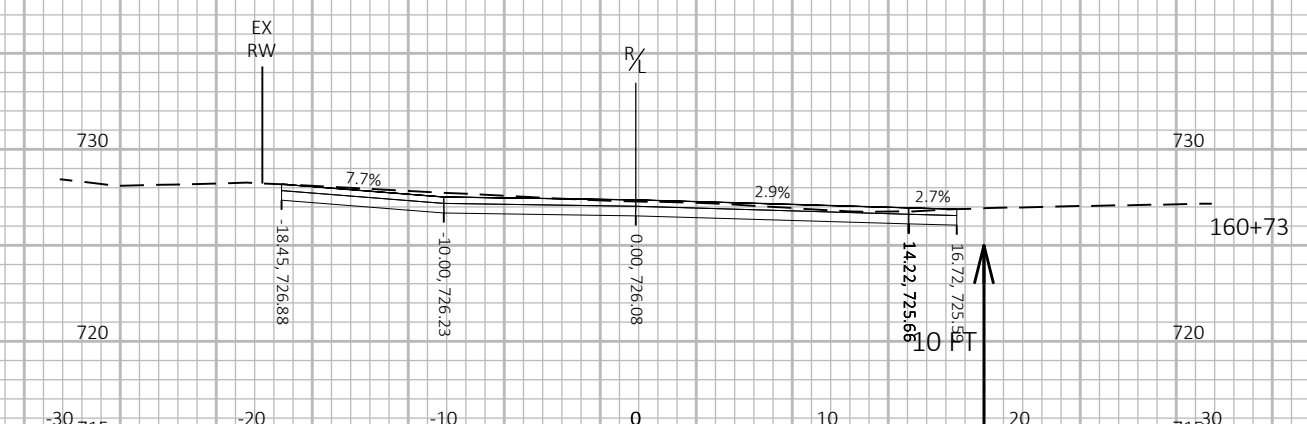
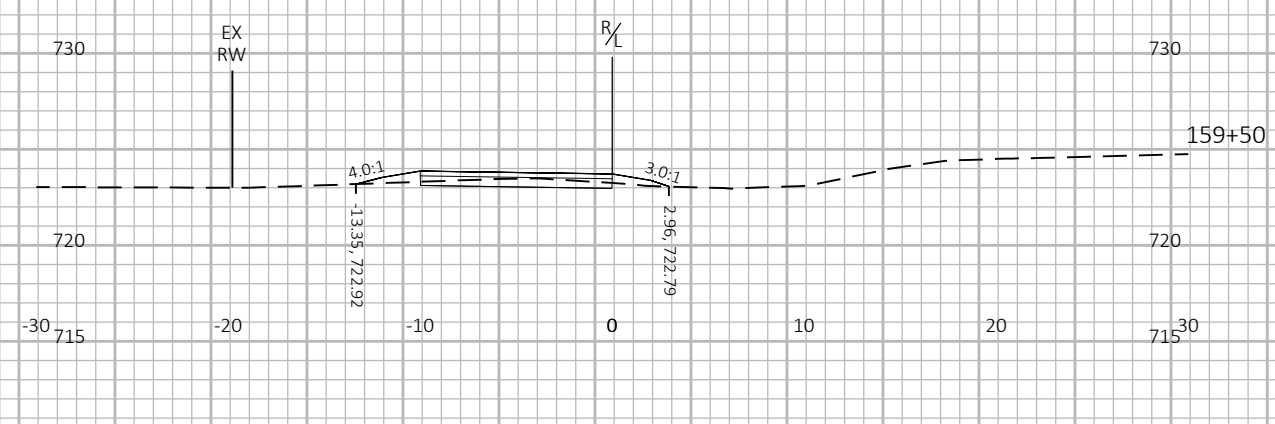
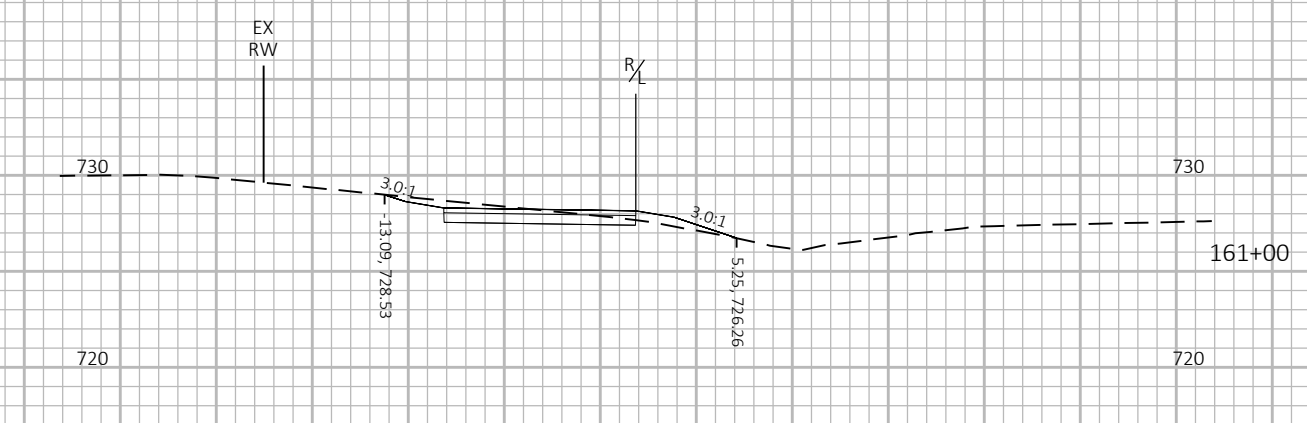
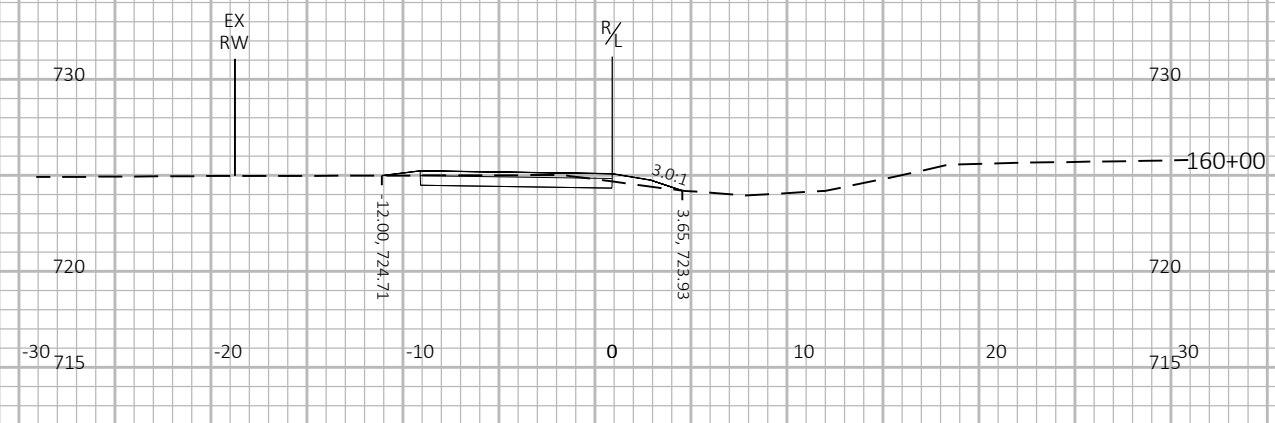
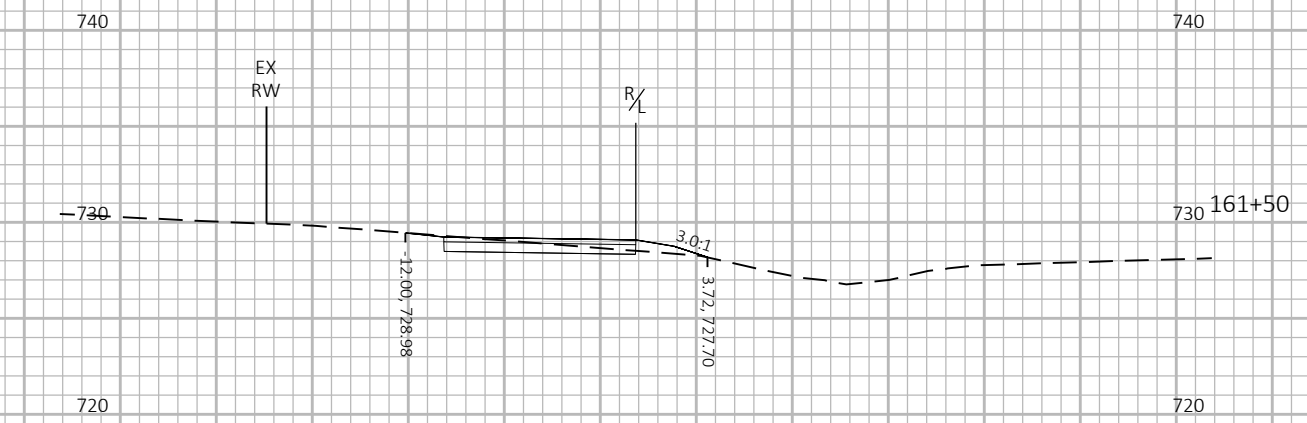
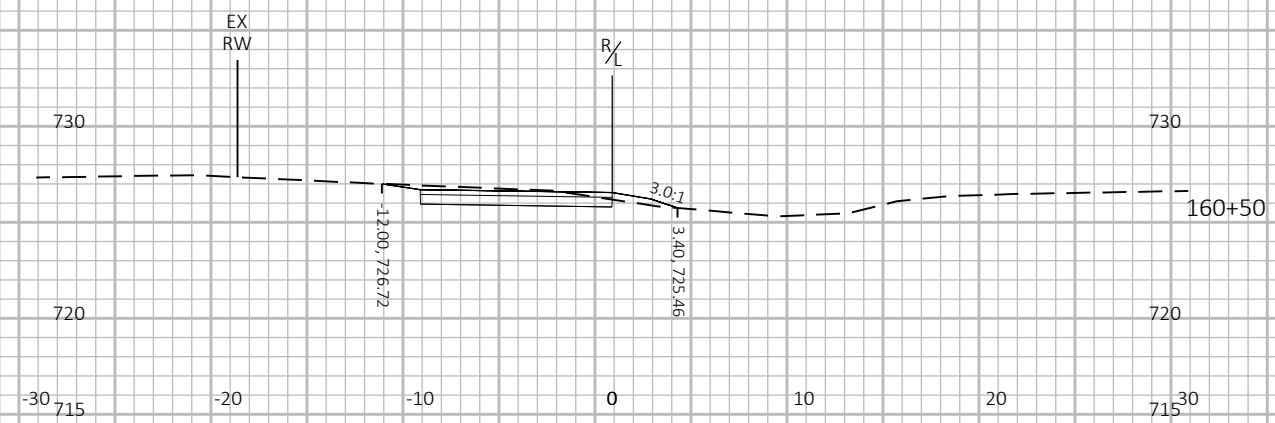
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PROJECT NO: 2697-22-70	HWY: HIGHLAND RD	COUNTY: OZAUKEE	CROSS SECTIONS: CROSS SECTIONS	SHEET	E
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 PLOT NAME :  
 PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

Attachment: 2025-01-23-Highland-Road 30% Plans-2697-22-70 (10043 : MT Trails Foundation Highland Road Path Preliminary Plan)



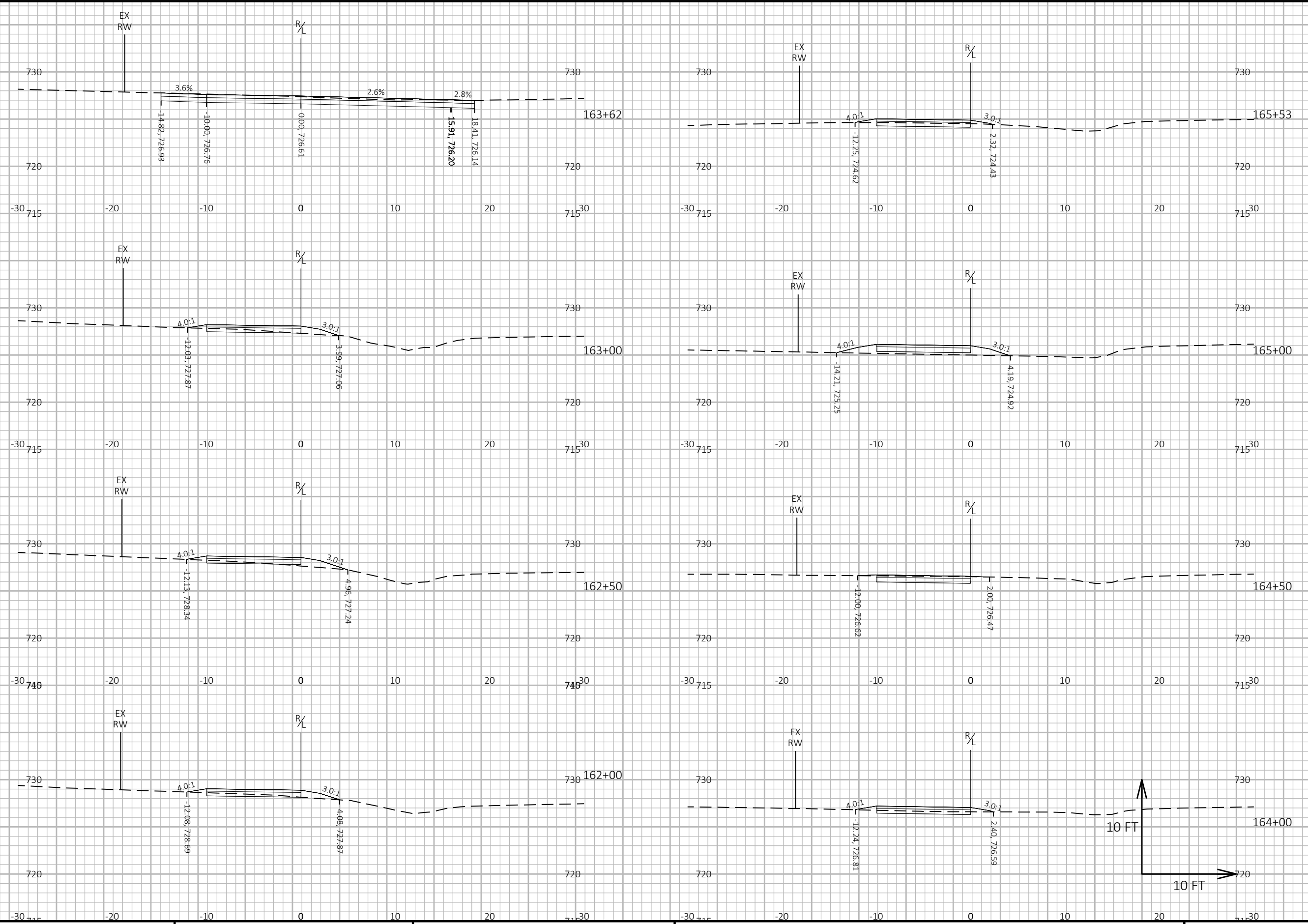
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PROJECT NO: 2697-22-70	HWY: HIGHLAND RD	COUNTY: OZAUKEE	CROSS SECTIONS: CROSS SECTIONS	SHEET E
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Attachment: 2025-01-23-Highland-Road 30%-Plans-2697-22-70 (10043 : MT Trails Foundation Highland Road Path Preliminary Plan)



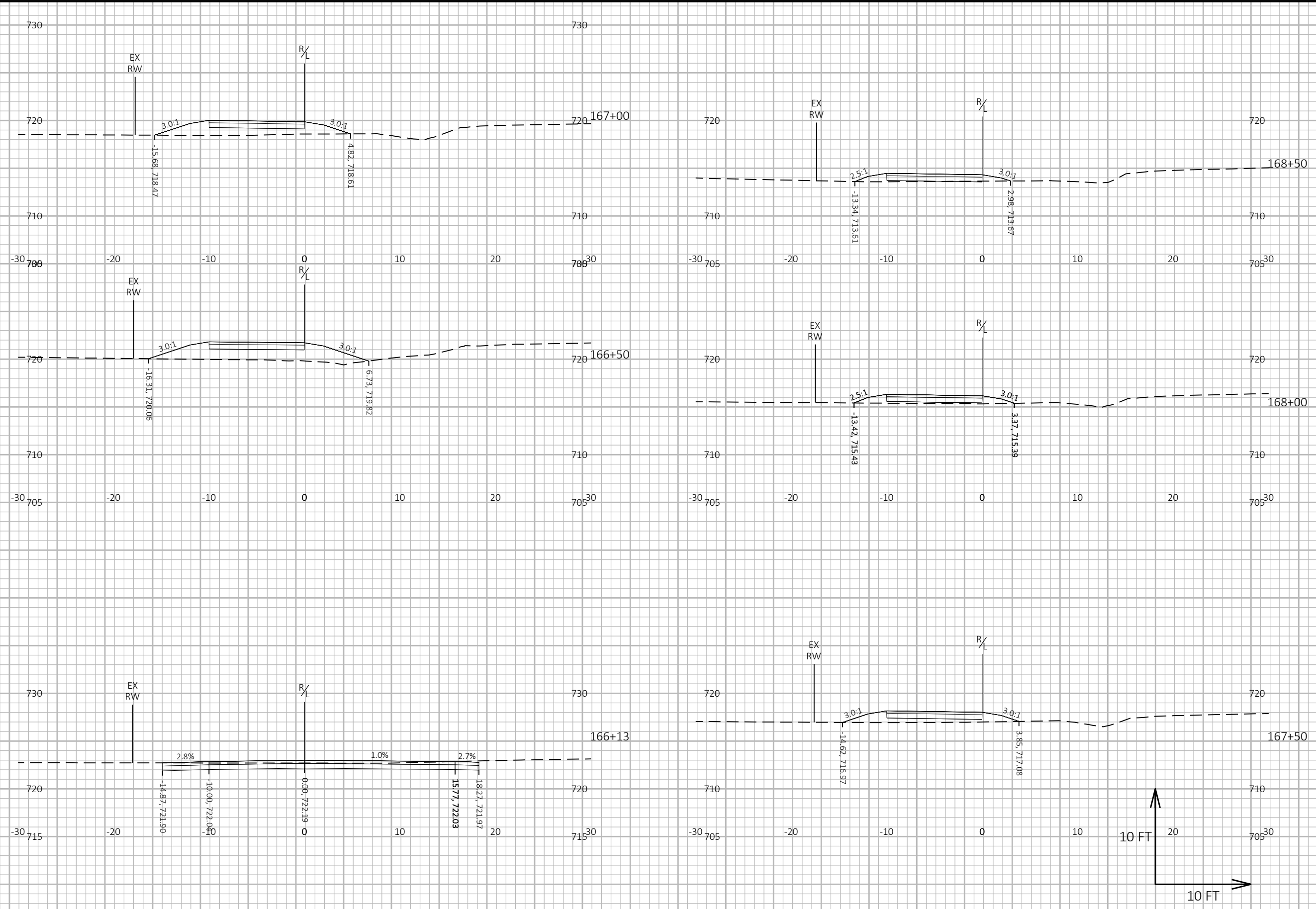
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PROJECT NO: 2697-22-70	HWY: HIGHLAND RD	COUNTY: OZAUKEE	CROSS SECTIONS: CROSS SECTIONS	SHEET	E
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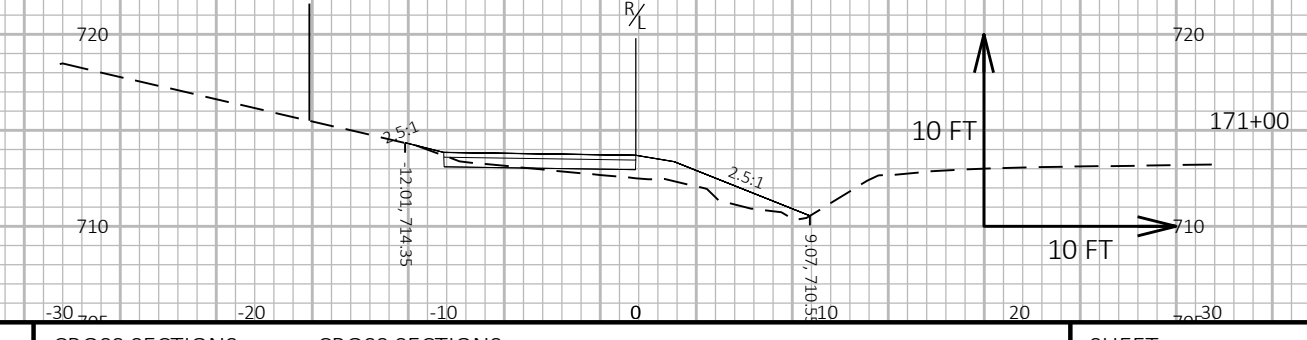
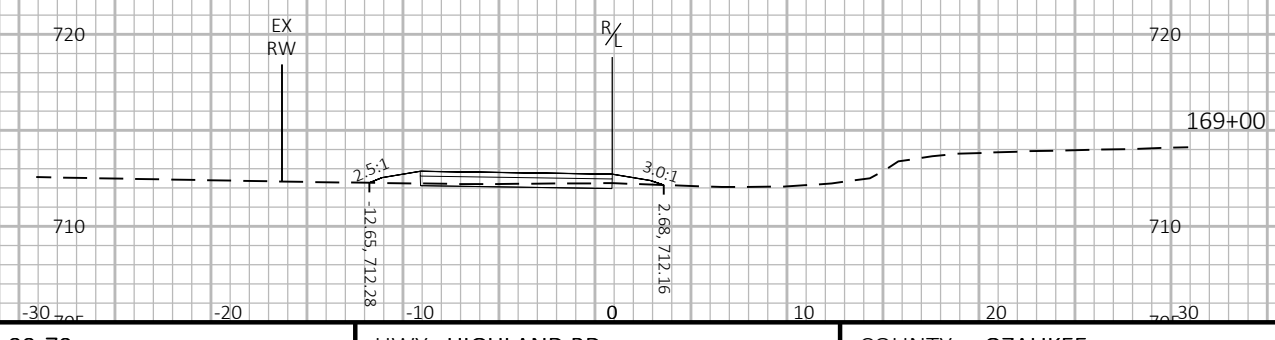
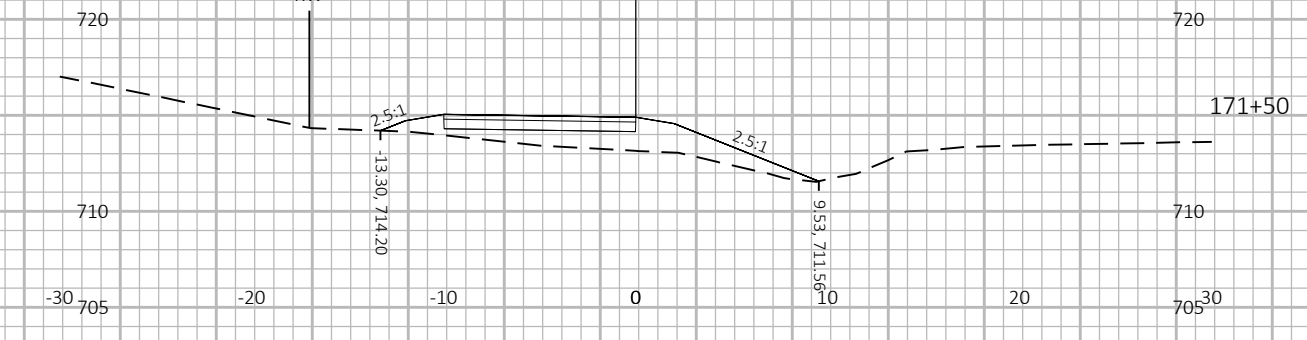
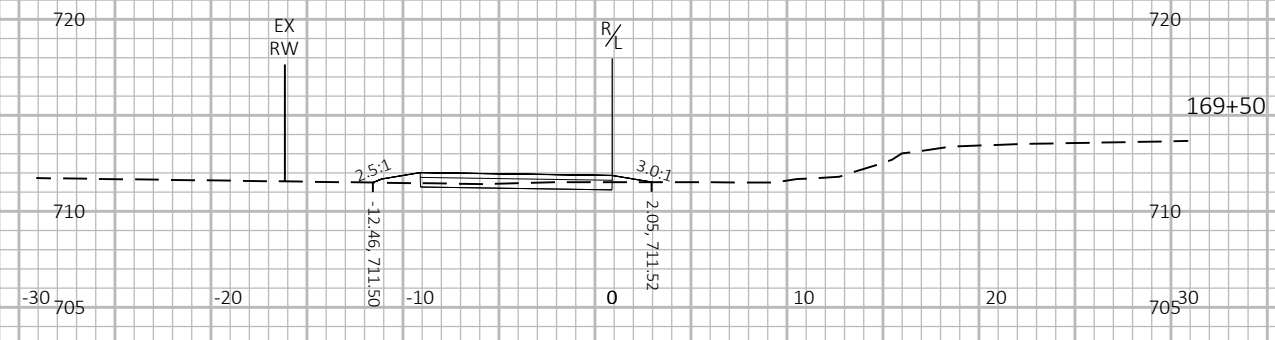
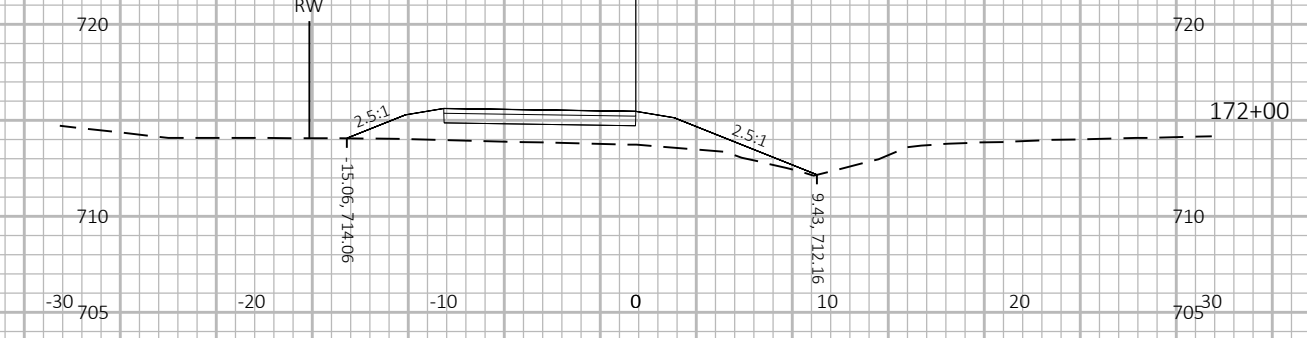
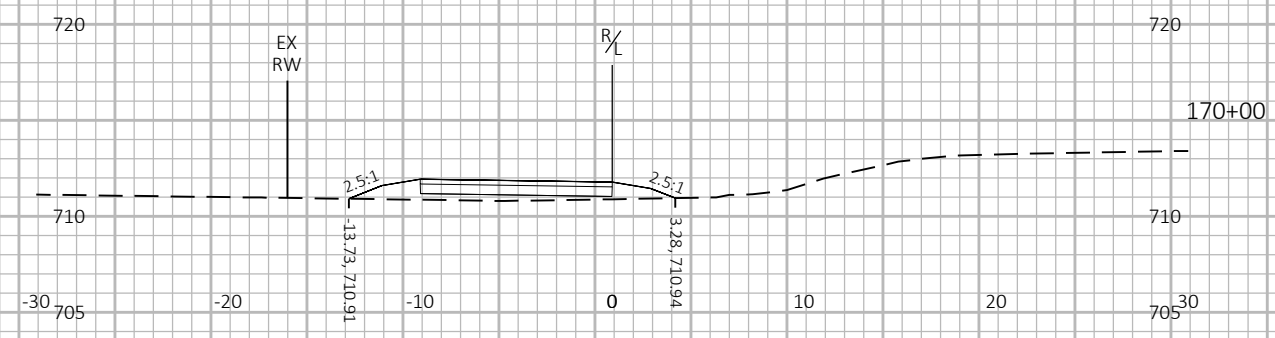
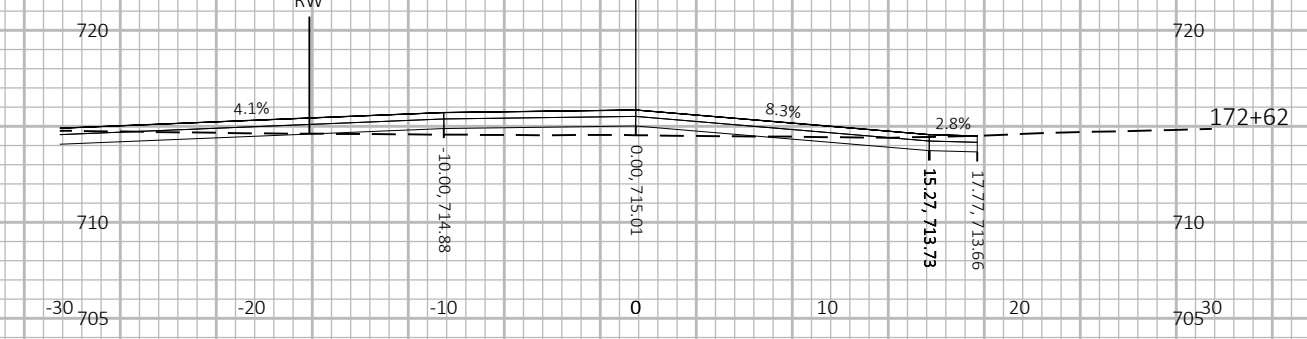
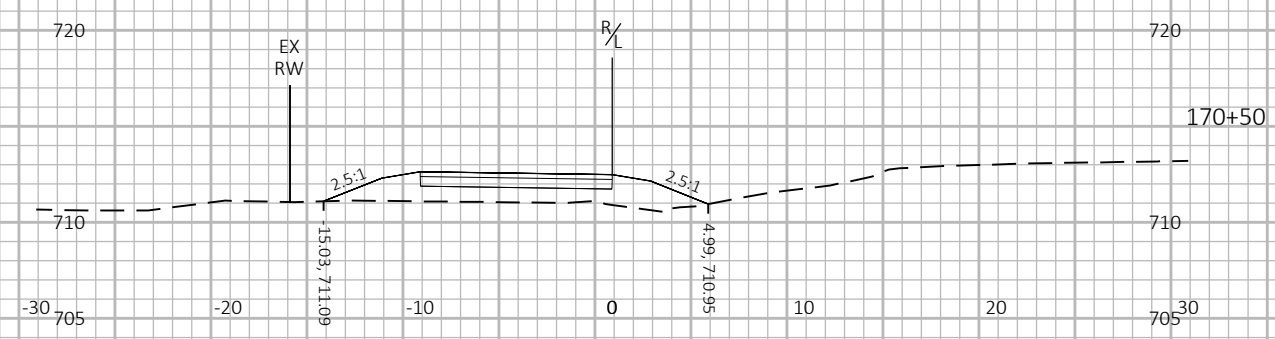


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PROJECT NO: 2697-22-70	HWY: HIGHLAND RD	COUNTY: OZAUKEE	CROSS SECTIONS: CROSS SECTIONS	SHEET	E
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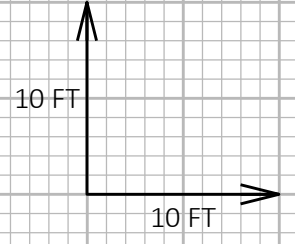
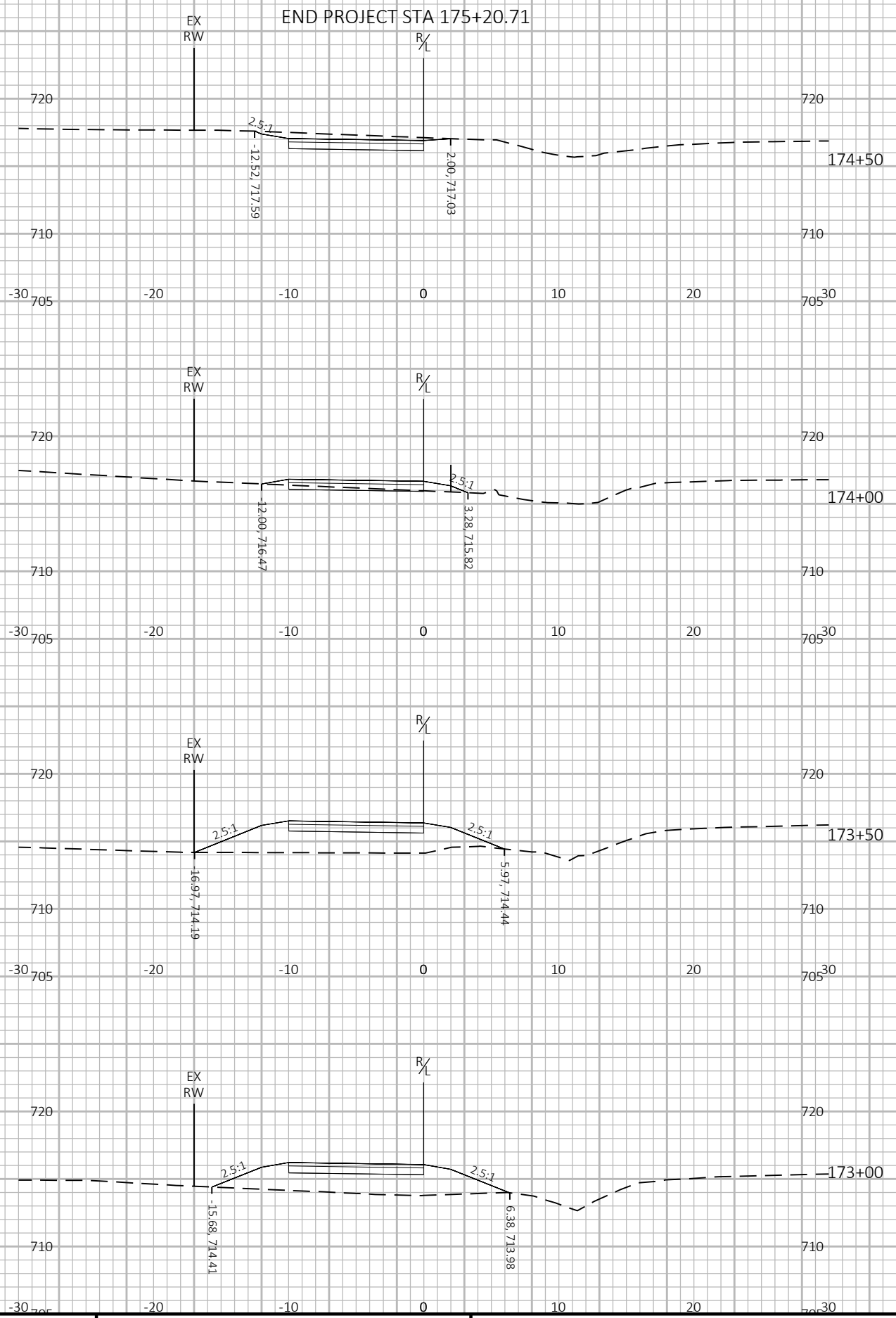
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PROJECT NO: 2697-22-70	HWY: HIGHLAND RD	COUNTY: OZAUKEE	CROSS SECTIONS: CROSS SECTIONS	SHEET	E
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Attachment: 2025-01-23-Highland-Road 30%-Plans-2697-22-70 (10043 : MT Trails Foundation Highland Road Path Preliminary Plan)



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PROJECT NO: 2697-22-70	HWY: HIGHLAND RD	COUNTY: OZAUKEE	CROSS SECTIONS: CROSS SECTIONS	SHEET	E
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Attachment: 2025-01-23-Highland-Road 30%-Plans-2697-22-70 (10043 : MT Trails Foundation Highland Road Path Preliminary Plan)