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www.summitvillage.org

Summit Village Hall • 37100 Delafield Road • Summit, WI 53066

AGENDA

**N Dousman Road Multi-Use Trail Project
Consultant Selection Committee
Village of Summit
Thursday, October 10, 2024, 4:00 p.m.
At the Summit Village Hall, 37100 Delafield Road**

1. CALL TO ORDER
2. ROLL CALL AND CONFIRM POSTINGS
3. **Public Input** related to the N Dousman Road Multi-Use Trail Project.
4. Discussion and action on N Dousman Road Multi-Use Trail Project preliminary plans and path alignment alternatives prepared by Strand Associates.
5. ADJOURN

Respectfully submitted,

Kamron Nash, P.E.
Village Public Works Director

Posted: **October 7, 2024**

***** Please note that, upon reasonable notice, efforts will be made to accommodate the needs of disabled individuals through appropriate aids and services. For additional information or to request this service contact the Village Hall at 262-567-2757.

It is possible that members of and possibly a quorum of members of other governmental bodies of the municipality may be in attendance at the above-stated meeting to gather information; no action will be taken by any other governmental body except by the N Dousman Road Multi-Use Trail Project Consultant Selection Committee noticed above.

Clear Zone Distance Table (in Feet from Edge of Traveled Way)**Ref. (2) Table 3.1, pages 3-6****(U.S. Customary Units)**

Design Speed (MPH)	Design ADT	Foreslopes			Backslopes		
		IV:6H Or flatter	IV:5H To IV:4H	IV:3H	IV:3H	IV:5H To IV:4H	IV:6H or flatter
40 or less	Under 750 (B)	7-10	7-10	(D)	7-10	7-10	7-10
	750-1500	10-12	12-14	(D)	12-14	12-14	12-14
	1500-6000	12-14	14-16	(D)	14-16	14-16	14-18
	Over 6000	14-16	16-18	(D)	16-18	16-18	16-18
45-50	Under 750 (B)	10-12	12-14	(D)	8-10	8-10	10-12
	750-1500	14-16	16-20	(D)	10-12	12-14	14-16
	1500-6000	16-18	20-26	(D)	12-14	14-16	16-18
	Over 6000	20-22	24-28	(D)	14-16	18-20	20-22
55	Under 750 (B)	12-14	14-18	(D)	8-10	10-12	10-12
	750-1500	16-18	20-24	(D)	10-12	14-16	16-18
	1500-6000	20-22	24-30	(D)	14-16	16-18	20-22
	Over 6000	22-24	26-32(C)	(D)	16-18	20-22	22-24
60	Under 750(B)	16-18	20-24	(D)	10-12	12-14	14-16
	750-1500	20-24	26-32(C)	(D)	12-14	16-18	20-22
	1500-6000	26-30	32-40(C)	(D)	14-18	18-22	24-26
	Over 6000	30-32(C)	36-44(C)	(D)	20-22	24-26	26-28
65-70 (A)	Under 750(B)	18-20	20-26	(D)	10-12	14-16	14-16
	750-1500	24-26	28-36(C)	(D)	12-16	18-20	20-22
	1500-6000	28-32(C)	34-42(C)	(D)	16-20	22-24	26-28
	Over 6000	30-34(C)	38-46(C)	(D)	22-24	26-30	28-30

(A) Review Attachment 1.20 on roads with posted speed of 70 mph.

(B) For roadways with low-volumes (ADT <400 local roads and streets) it may not be practical to apply even the minimum values found in the table above.

(C) When a site-specific investigation indicates a high probability of continuing crashes or when such occurrences are indicated by crash history, the designer may provide clear-zone distances greater than the clear zone shown in table above. Clear zones may be limited to 30 ft for practicality and to provide a consistent roadway template if previous experience with similar projects or designs indicates satisfactory performance.

(D) Because recovery is less likely on the unshielded, traversable 1V:3H fill slopes, fixed objects should not be present in the vicinity of the toe of these slopes. Recovery of high-speed vehicles that encroach



Figure 4-3: A path next to an arterial street. Bicyclists on the path are required to stop at each minor cross street.

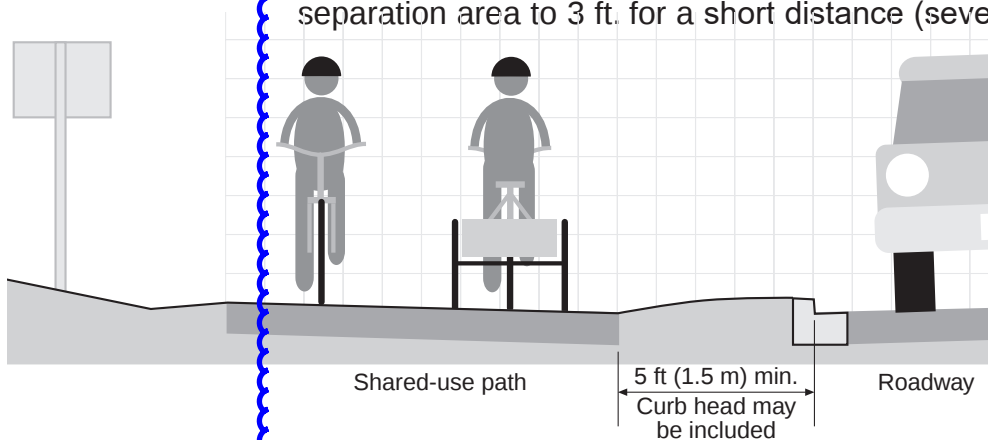
The path should have the same priority through intersections as the parallel highway (see Wisconsin State Statute 346.803(1)(b), Appendix C). Requiring or encouraging bicyclists to yield or stop at each cross-street or driveway (fig. 4-3) is inappropriate and frequently ignored. Excessive and improper traffic controls breed disrespect for ALL traffic controls on trails, even where clearly warranted.

If the right-of-way is too narrow to accommodate all highway and shared-use path features, consideration may be given to reducing existing or proposed widths of the various highway (and bikeway) elements (i.e., lane and shoulder widths, etc.). But

reductions to less than applicable design criteria must be documented by an engineering analysis.

If a two-way shared-use path must be located adjacent to a roadway, a wide separation between the path and the adjacent highway (fig. 4-4) is desirable to demonstrate that the path functions as an independent facility for bicyclists and others. Additionally, the inside bicyclist will be riding directly opposed to oncoming motor vehicle traffic. This often increases average closing speeds by up to 30 mph (compared to bicyclists riding with traffic).

Figure 4-4: A minimum 5ft. (1.5 m) shoulder is required between roadway and shared-use path, unless a barrier is provided.



The minimum separation is 5 ft. (1.5 m) between the edge of the paved shoulder and the path (fig. 4-4); preferably, the path should be located outside of the roadway's clear zone. When the 5-ft. separation is not possible, a suitable physical barrier is recommended (fig. 4-5). Such barriers prevent path users and motorists from making unwanted movements between the path and the highway shoulder (and vice versa) and reinforce the concept that the path is an independent facility. Where a barrier or a space separation is not possible narrowing the 5 ft. of separation area to 3 ft. for a short distance (several hundred feet)

is acceptable. [This may be necessary at intersection approaches.] Three feet of separation for a longer stretch would be permitted if the path is next to a wide shoulder or bike lane.

PROJECT ID:
WITH: N/A
3853-05-70

COUNTY:
WAUKESHA

ORDER OF SHEETS

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

TOTAL SHEETS =



DESIGN DESIGNATION	DESIGN_DESIG_PROJECT#
A.A.D.T.	AADT1 = AADT1VALUE
A.A.D.T.	AADT2 = AADT2VALUE
D.H.V.	= DHVVALUE
D.D.	= DDVALUE
T.	= TVALUE
DESIGN SPEED	= DSVALUE
ESALS	= ESALSVALUE

CONVENTIONAL SYMBOLS

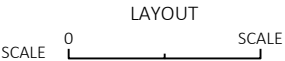
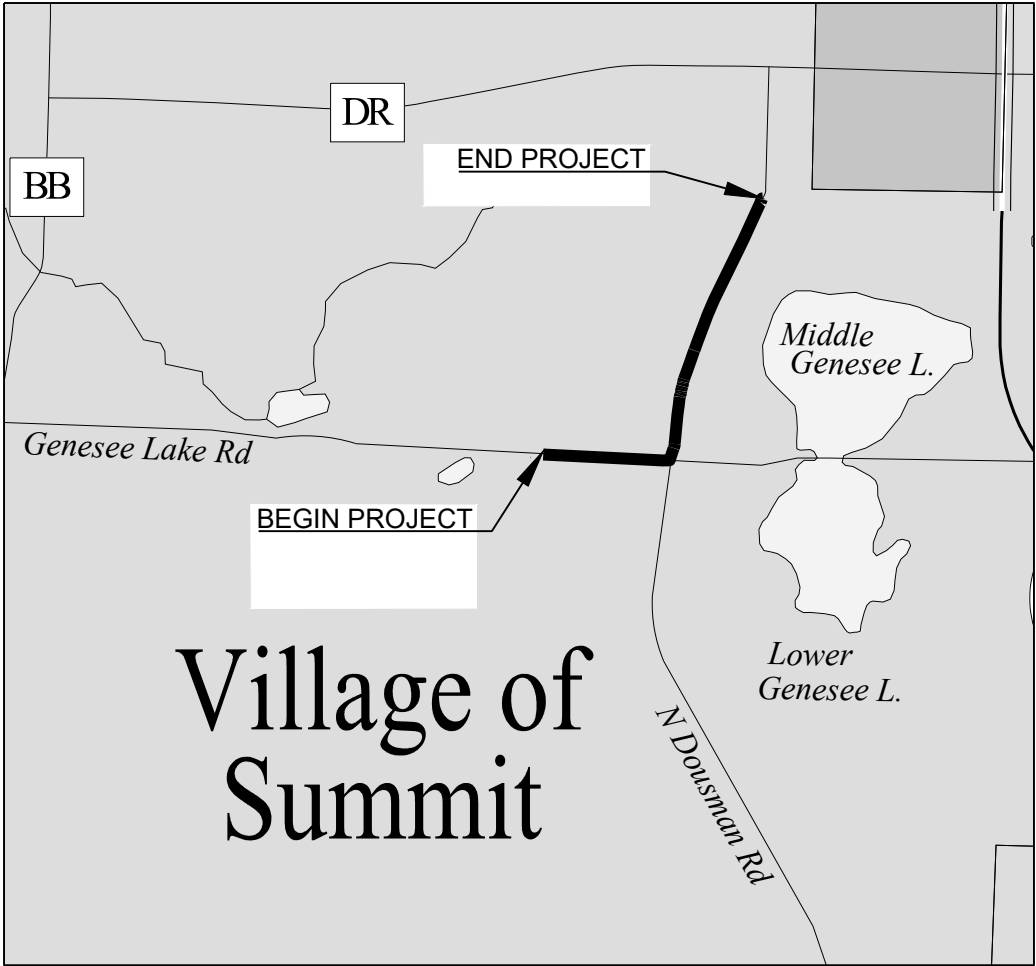
PLAN	PROFILE
CORPORATE LIMITS	GRADE LINE
PROPERTY LINE	ORIGINAL GROUND
LOT LINE	MARSH OR ROCK PROFILE (To be noted as such)
LIMITED HIGHWAY EASEMENT	SPECIAL DITCH
EXISTING RIGHT OF WAY	GRADE ELEVATION
PROPOSED OR NEW R/W LINE	CULVERT (Profile View)
SLOPE INTERCEPT	UTILITIES
REFERENCE LINE	ELECTRIC
EXISTING 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

VILLAGE OF SUMMIT
PLAN OF PROPOSED IMPROVEMENT

N DOUSMAN ROAD MULTI-USE TRAIL
GENESEE LAKE ROAD AND GENESEE LAKE ROAD PARK
NON-HIGHWAY
WAUKESHA COUNTY

STATE PROJECT NUMBER
3853-05-70

R-17-E
T-7-N



TOTAL NET LENGTH OF CENTERLINE = XX MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), {NAME} COUNTY, NAD83 (YEAR), 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 (YEAR). GPS DERIVED ELEVATIONS ARE BASED ON GEOID XX.

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
PROJECT3853-05-70		

30% PLANS

ACCEPTED FOR
VILLAGE OF SUMMIT

SIGNATURE: _____
TITLE: _____
DATE: _____

ORIGINAL PLANS PREPARED BY



GENERAL NOTES

ALL AREAS DISTURBED BY PROJECT CONSTRUCTION, BOTH INSIDE AND OUTSIDE OF THE RIGHT-OF-WAY, SHALL BE RESTORED ACCORDING TO THE PLAN OR AS DIRECTED BY THE ENGINEER.

RE-TOPSOIL GRADED AREAS IMMEDIATELY AFTER GRADING IS COMPLETED WITHIN DISTURBED AREAS. SEED, FERTILIZE AND EROSION MAT TOP-SOILED AREAS WITHIN FIVE (5) CALENDAR DAYS AFTER PLACEMENT OF TOPSOIL. SEED WITH TEMPORARY SEED AND EROSION MAT ALL DISTURBED AREAS THAT WILL NOT BE PERMANENTLY RESTORED IN 14 DAYS OR LESS.

MAINTAIN STORM SEWER AND/OR DITCH DRAINAGE CAPACITY EQUIVALENT TO THE EXISTING STORM SEWER SYSTEM AND DITCHES WITHIN THE PROJECT LIMITS DURING RAIN EVENTS AND AT THE END OF THE DAY.

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

EXISTING UTILITIES SHOWN ARE INDICATED IN ACCORDANCE WITH THE INFORMATION PROVIDED BY THE UTILITY COMPANIES AND FIELD SURVEY. PROTECT EXISTING UTILITIES DURING CONSTRUCTION. CONTACT DIGGERS HOTLINE FOR UTILITY LOCATES AND BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATIONS OF THE UTILITY MAINS AND SERVICES DURING CONSTRUCTION.

PROTECT ALL CONTROL POINTS NOT DIRECTLY IN THE CONSTRUCTION AREA.

PROTECT ALL PROPERTY IRONS.

ELEVATIONS SHOWN ON THE PLANS ARE ALONG THE EDGE OF LANE OR EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.

UTILITY CONTACTS

* AT&T

TYLER FLECK
220 WISCONSIN AVENUE
WAUKESHA, WI 53186
PH: (414) 248-6803
TF8394@ATT.COM

* BRIGHTSPEED

* CITY OF OCONOMOWOC

JASON HERZOG
174 EAST WISCONSIN AVENUE
OCONOMOWOC, WI 53066
PH: (262) 569-2184
JHERZOG@OCONOMOWOC-WI.GOV

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PWDIRECTOR@SUMMITVILLAGE.ORG

* WE ENERGIES - ELECTRIC

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333 WEST EVERETT STREET, A299
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* WE ENERGIES - GAS

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MILWAUKEE, WI 53203
PH: (414) 221-4151
BEN.KOSHAK@WECENERGYGROUP.COM

LEGEND

EXISTING

	EXISTING RIGHT OF WAY
	EXISTING PROPERTY LINE
	EXISTING GAS LINE
	EXISTING SANITARY SEWER
	EXISTING WATER MAIN
	EXISTING STORM SEWER
	EXISTING TELEPHONE LINE
	EXISTING UNDERGROUND ELECTRIC LINE
	EXISTING FIBER OPTIC LINE
	EXISTING FENCE
	CONTROL POINT
	EXISTING BENCHMARK
	SOIL BORING
	EXISTING DECIDUOUS/CONIFEROUS TREE
	EXISTING TREE STUMP
	EXISTING MANHOLE
	EXISTING INLET
	EXISTING CATCH BASIN
	EXISTING POWER POLE
	EXISTING LIGHT POLE
	EXISTING GAS VALVE
	EXISTING SIGN
	EXISTING WATER VALVE
	EXISTING WATER MANHOLE
	EXISTING FIRE HYDRANT

PROPOSED

	PROPOSED GAS LINE
	PROPOSED SANITARY SEWER
	PROPOSED WATER MAIN
	PROPOSED WATER MAIN W/ CASING
	PROPOSED STORM SEWER
	PROPOSED TELEPHONE LINE
	PROPOSED UNDERGROUND ELECTRIC LINE
	PROPOSED FIBER OPTIC LINE
	PROPOSED FENCE
	PROPOSED SILT FENCE
	PROPOSED SHEET PILING
	PROPOSED INLET PROTECTION
	PROPOSED END CAP
	PROPOSED WATER VALVE
	PROPOSED FIRE HYDRANT
	PROPOSED SANITARY SEWER MANHOLE
	PROPOSED STORM SEWER MANHOLE
	PROPOSED INLET
	PROPOSED TRUNCATED DOME DETECTABLE WARNING FIELD

SECTION 2 ORDER OF SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
ALIGNMENT DATA



Dial or (800)242-8511

www.DiggersHotline.com

*DENOTES DIGGERS HOTLINE MEMBER

OTHER CONTACTS

VILLAGE OF SUMMIT CONTACT

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ERIC.ANDERSON@STRAND.COM

WISDOT LOCAL PROGRAM CONTACT

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LOCAL PROGRAM PROJECT MANAGER
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PO BOX 798
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(262) 548-6762
JOSEPH.JELACIC@DOT.WI.GOV

PROJECT NO: 3853-05-00

HWY: LOCAL

COUNTY: WAUKESHA

GENERAL NOTES

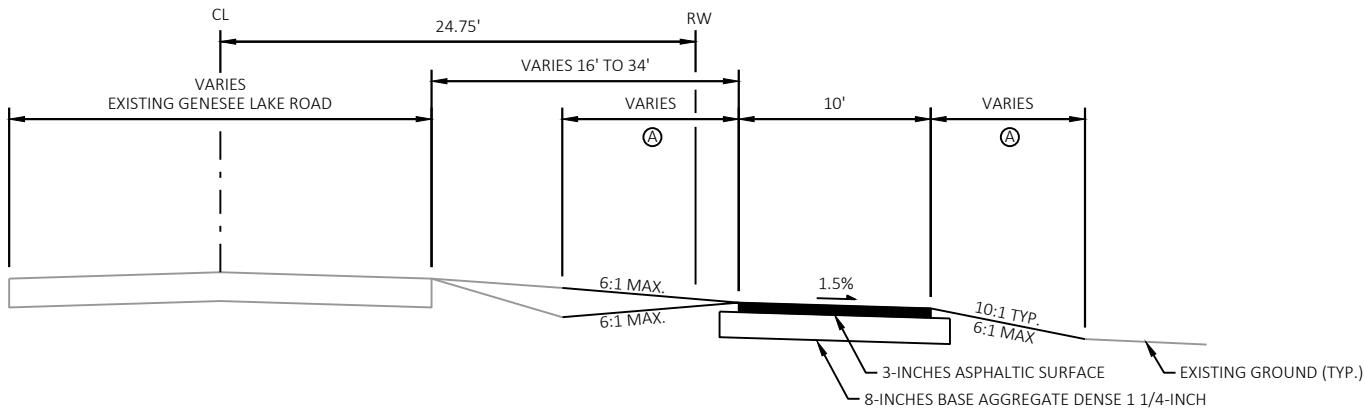
SHEET

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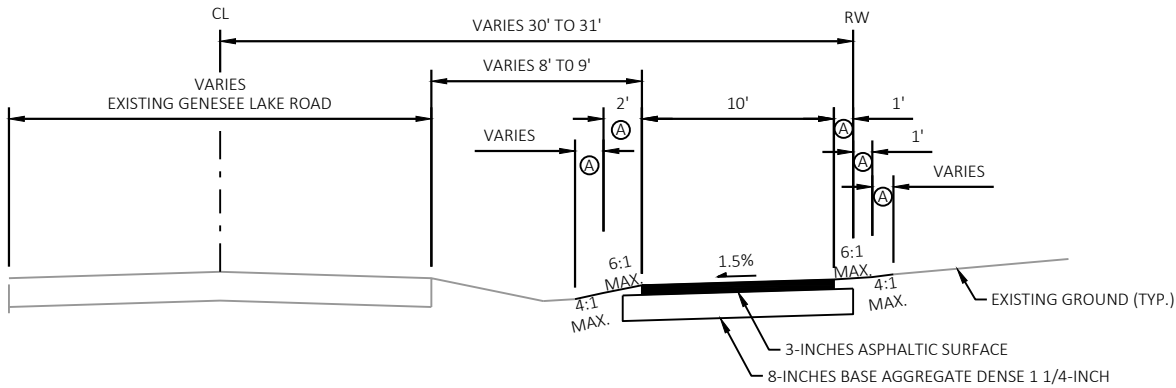
PROJECT NO: 3853-05-00	HWY: LOCAL	COUNTY: WAUKESHA	PROJECT OVERVIEW	SHEET	E
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ALTERNATIVE A



Ⓐ TOPSOIL, SEEDING MIXTURE NO. 40, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS 1 TYPE B.

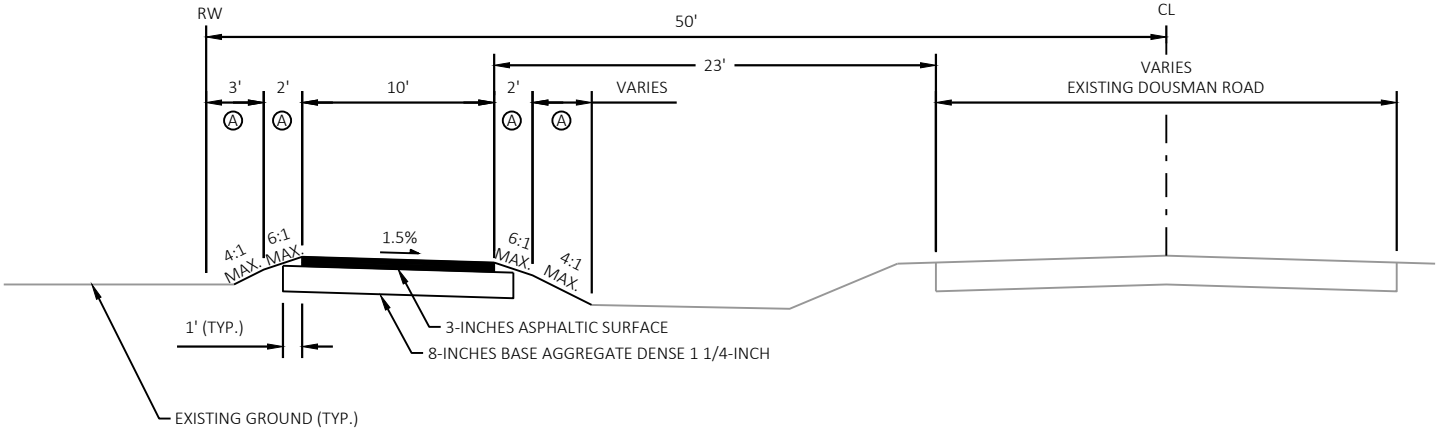
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GENESEE LAKE ROAD



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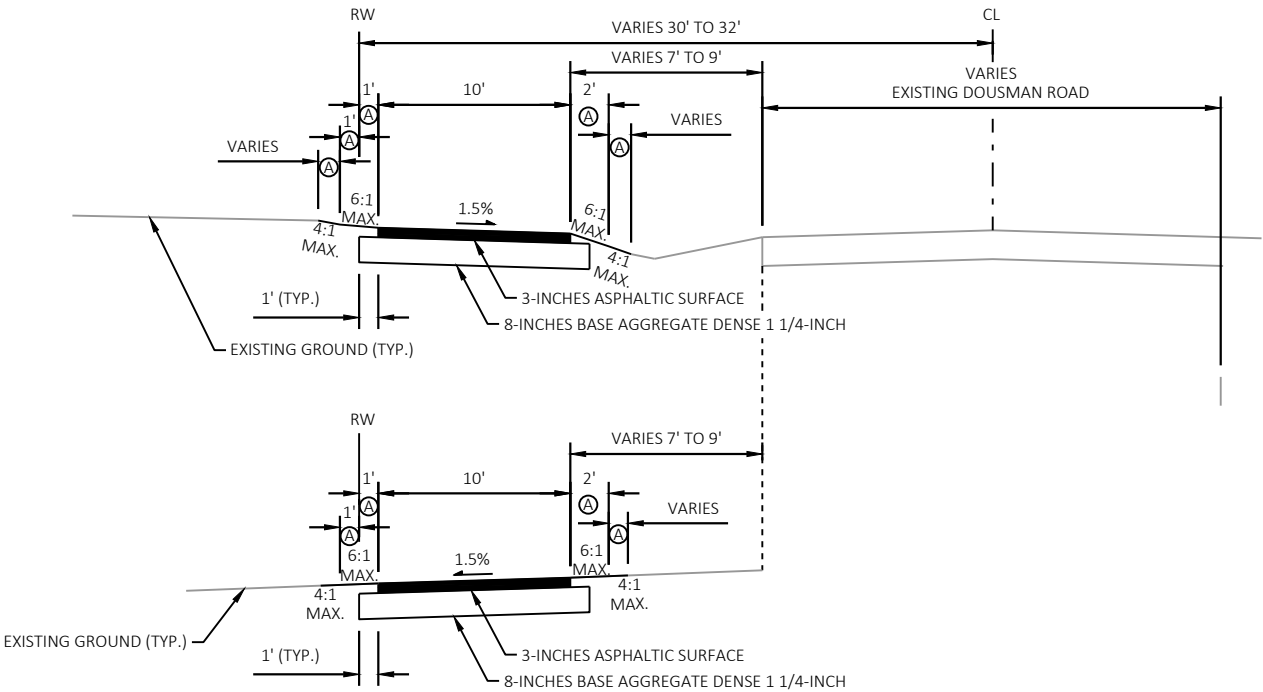
PROPOSED TYPICAL SECTION
GENESEE LAKE ROAD

ALTERNATIVE A



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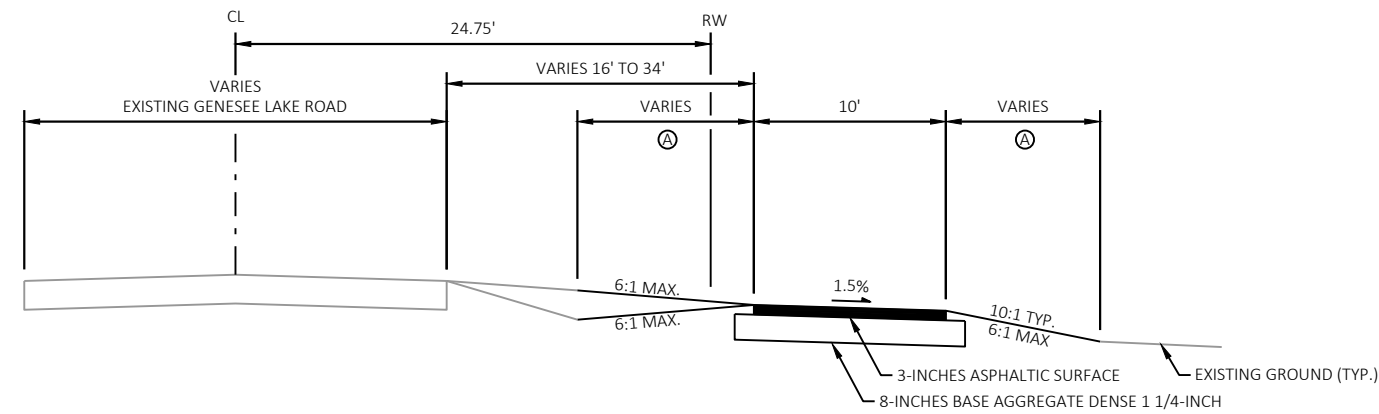
PROPOSED TYPICAL SECTION
N DOUSMAN ROAD



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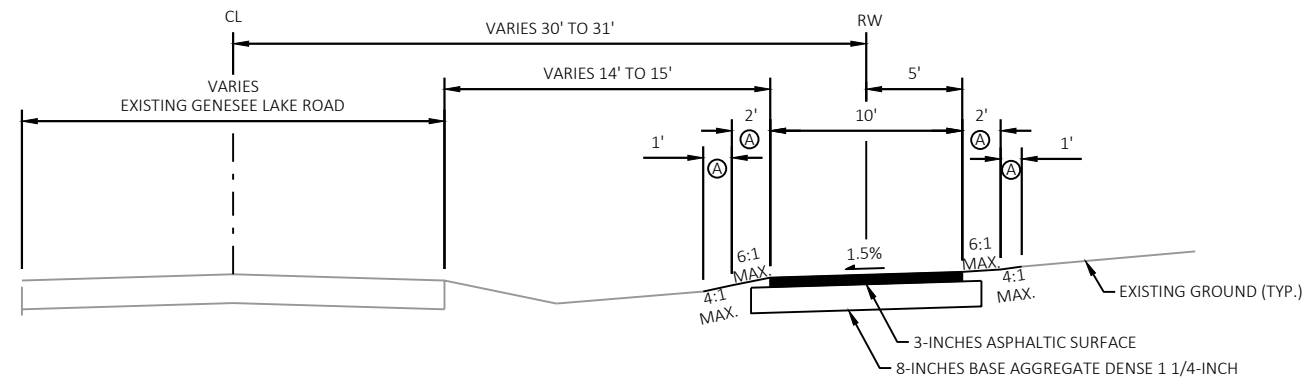
PROPOSED TYPICAL SECTION
N DOUSMAN ROAD

ALTERNATIVE B



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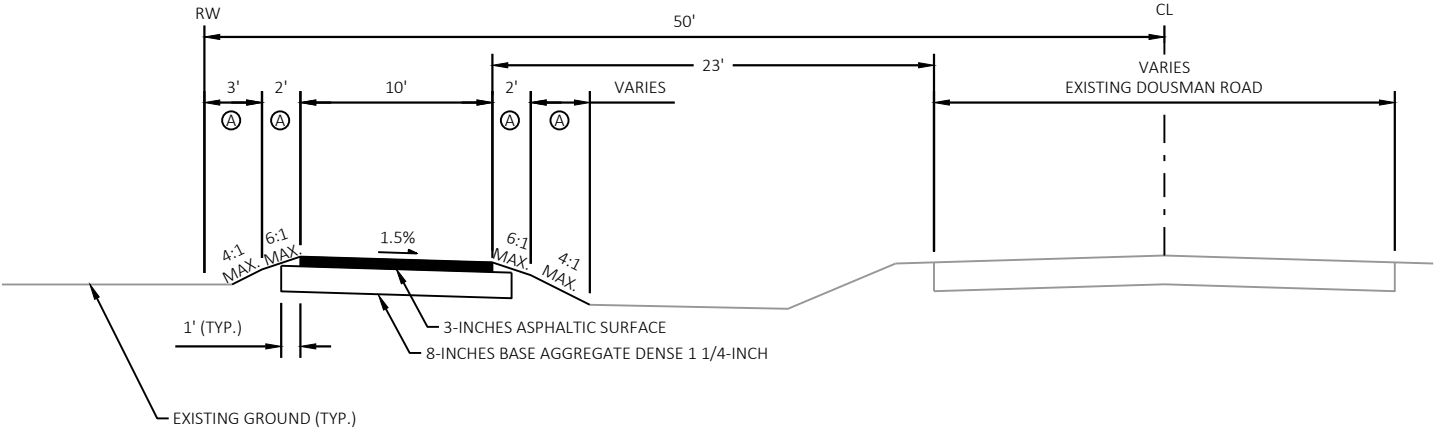
PROPOSED TYPICAL SECTION
GENESEE LAKE ROAD



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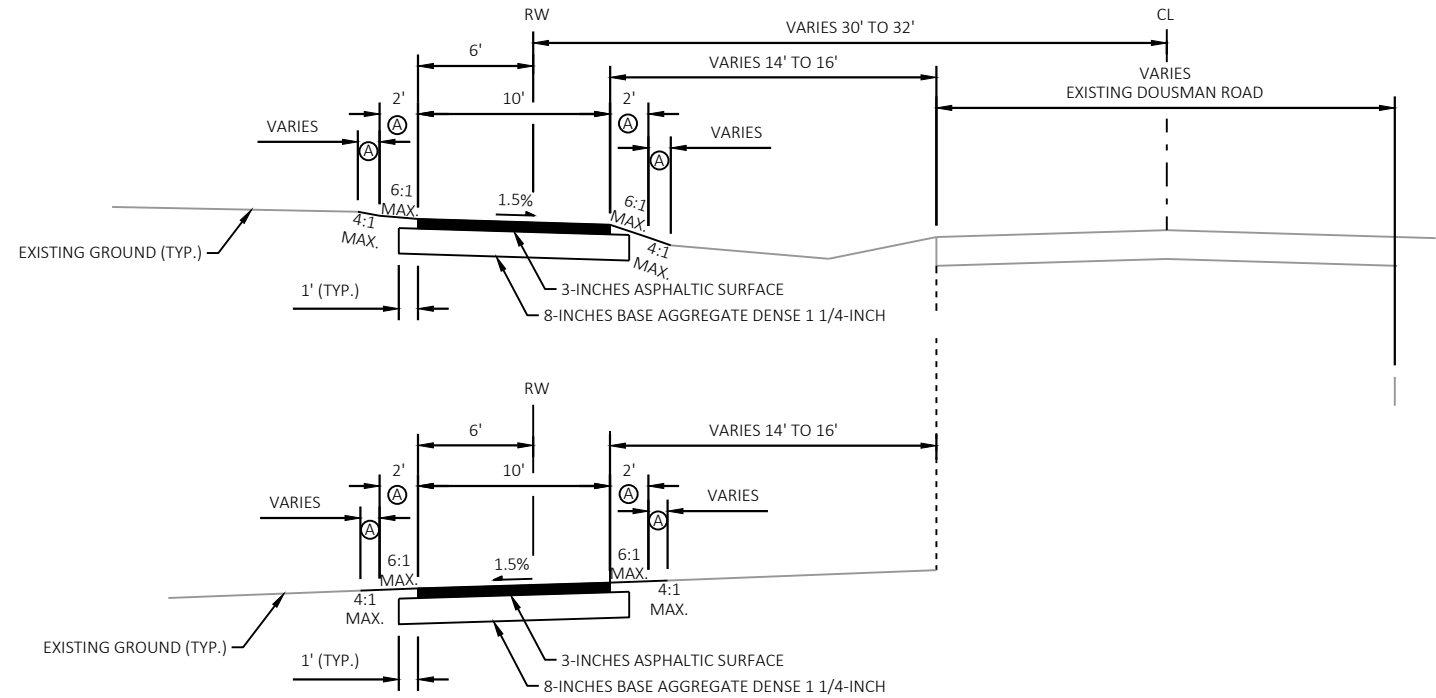
PROPOSED TYPICAL SECTION
GENESEE LAKE ROAD

ALTERNATIVE B



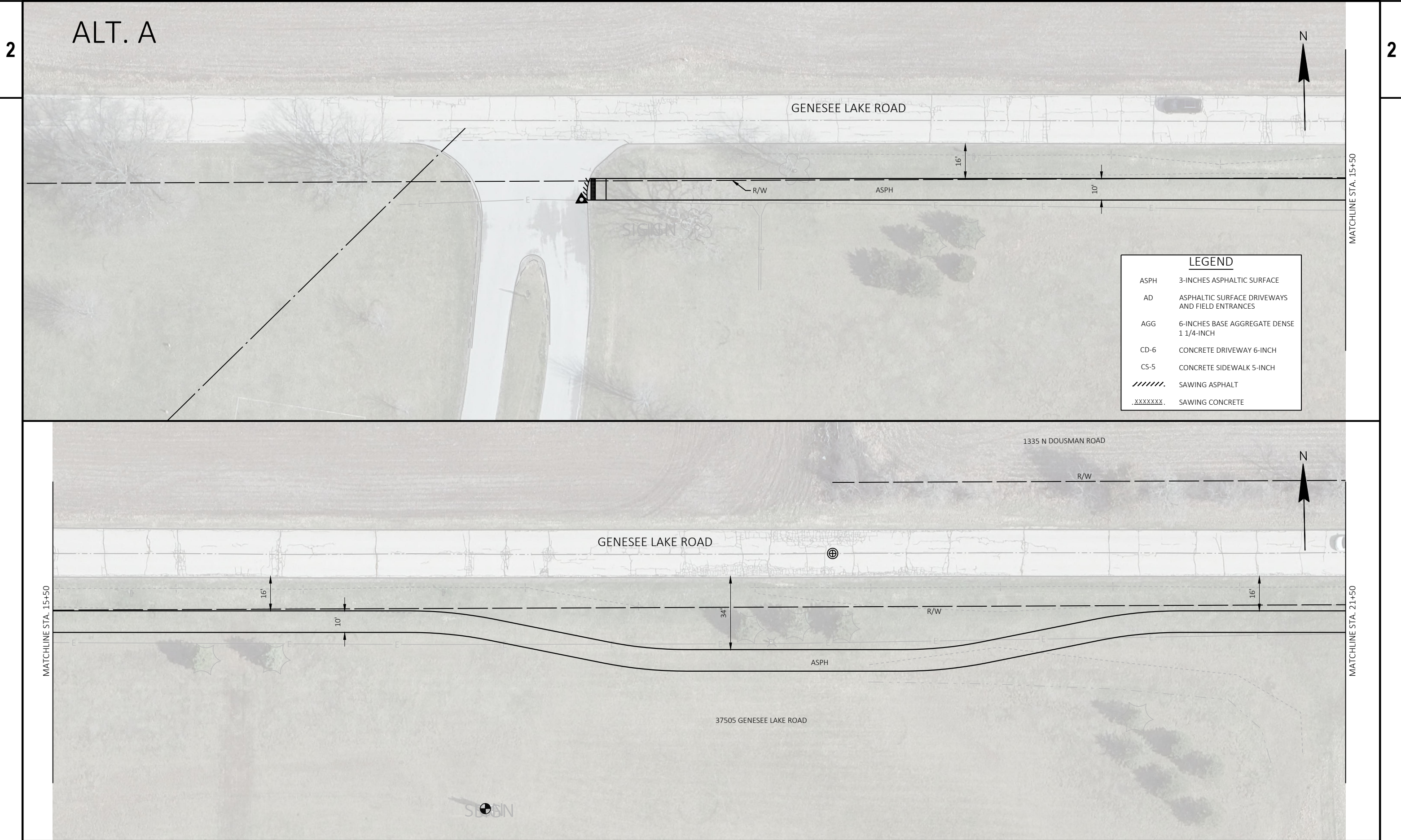
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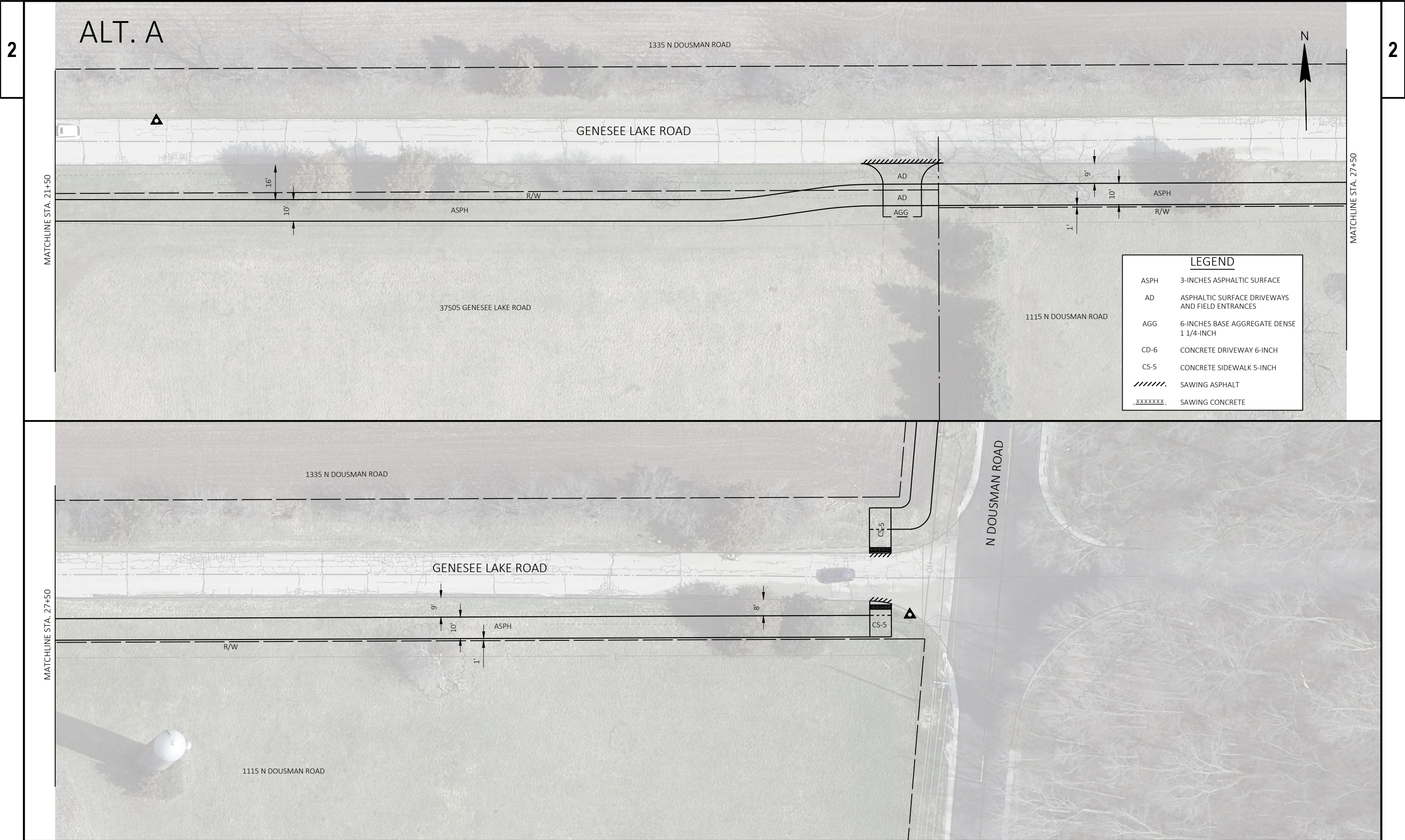
PROPOSED TYPICAL SECTION
N DOUSMAN ROAD



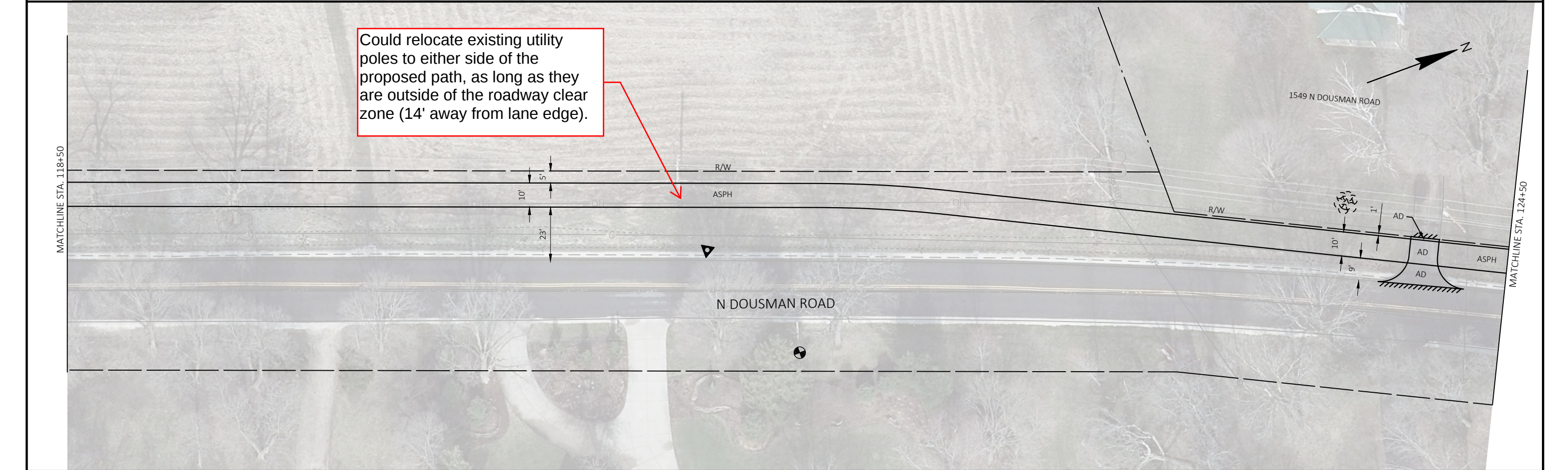
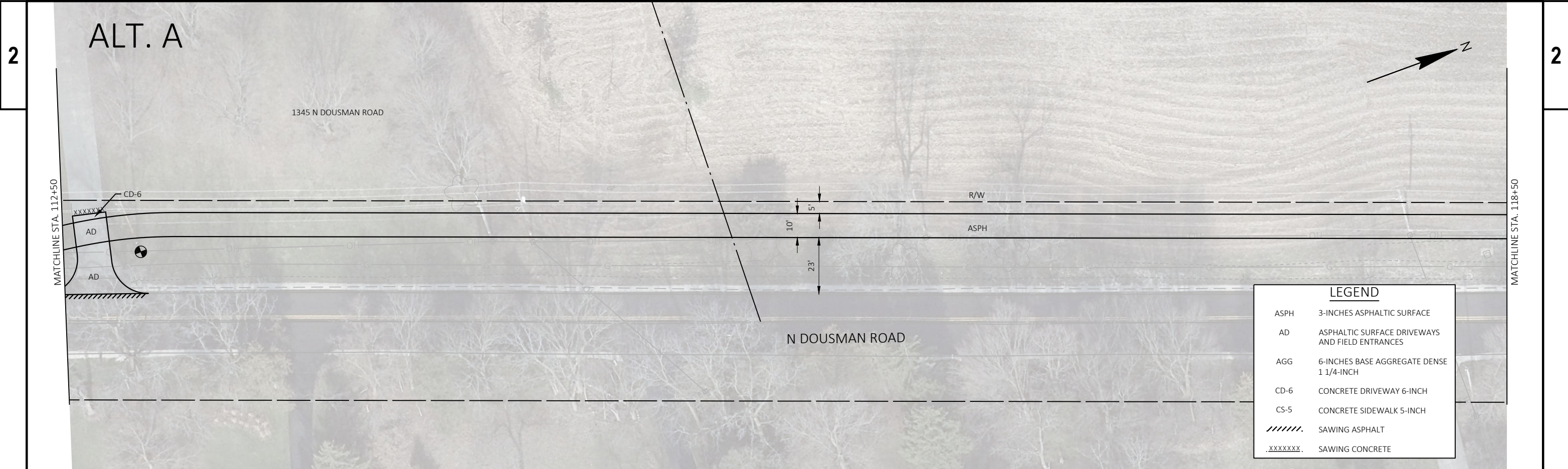
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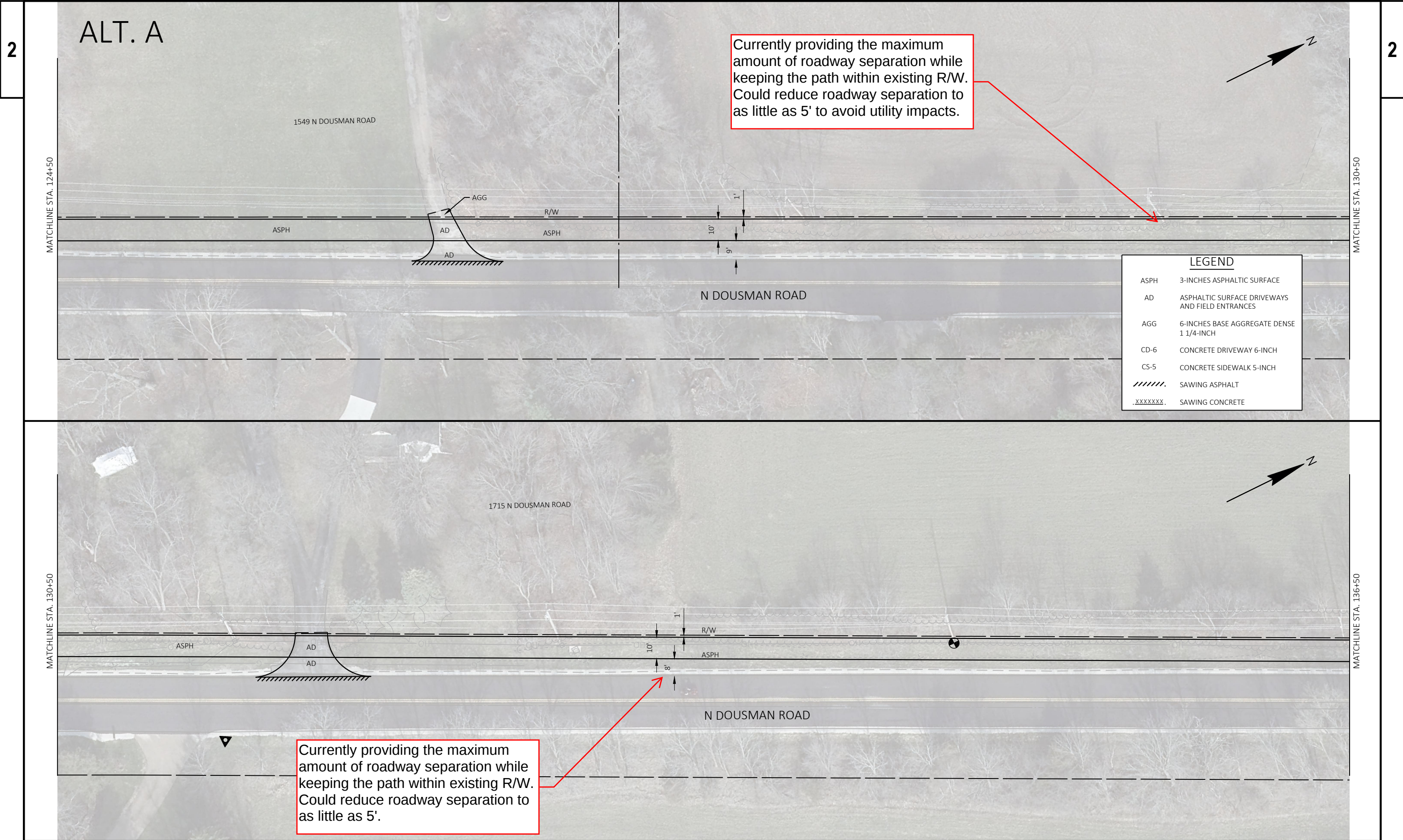
PROPOSED TYPICAL SECTION
N DOUSMAN ROAD









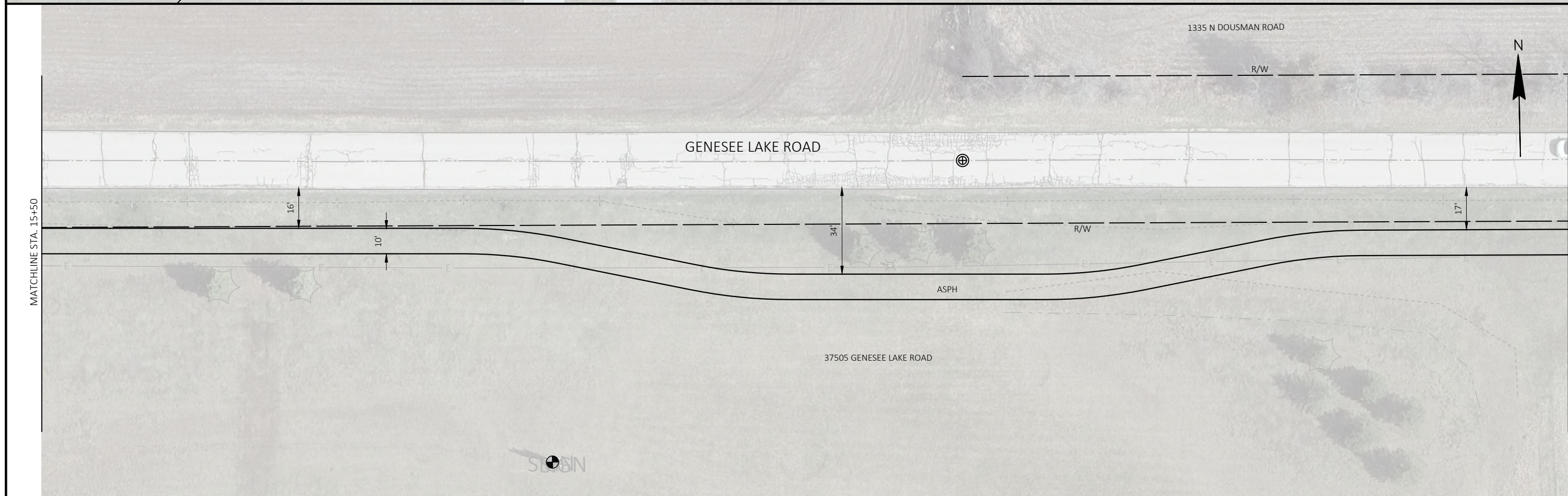




2

ALT. B

2 |



PROJECT NO:	3853-05-00
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HWY: LOCAL

COUNTY: WAUKESHA

PLAN DETAILS_ALTERNATIVE-B

SHEET

11

