

Powerline Trail: Phase 1

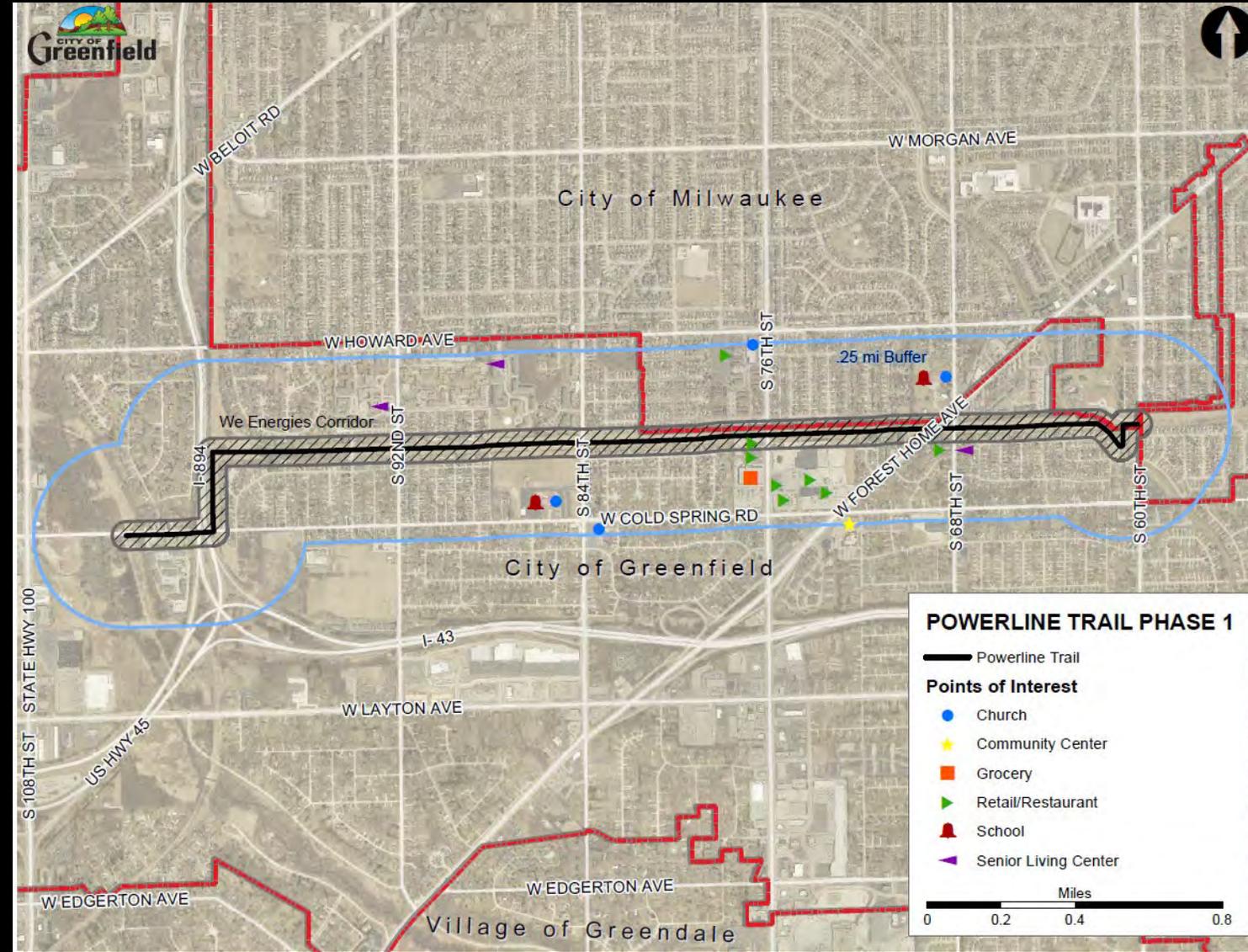
WisDOT ID # 2980-06-01

City of Greenfield



Project Overview

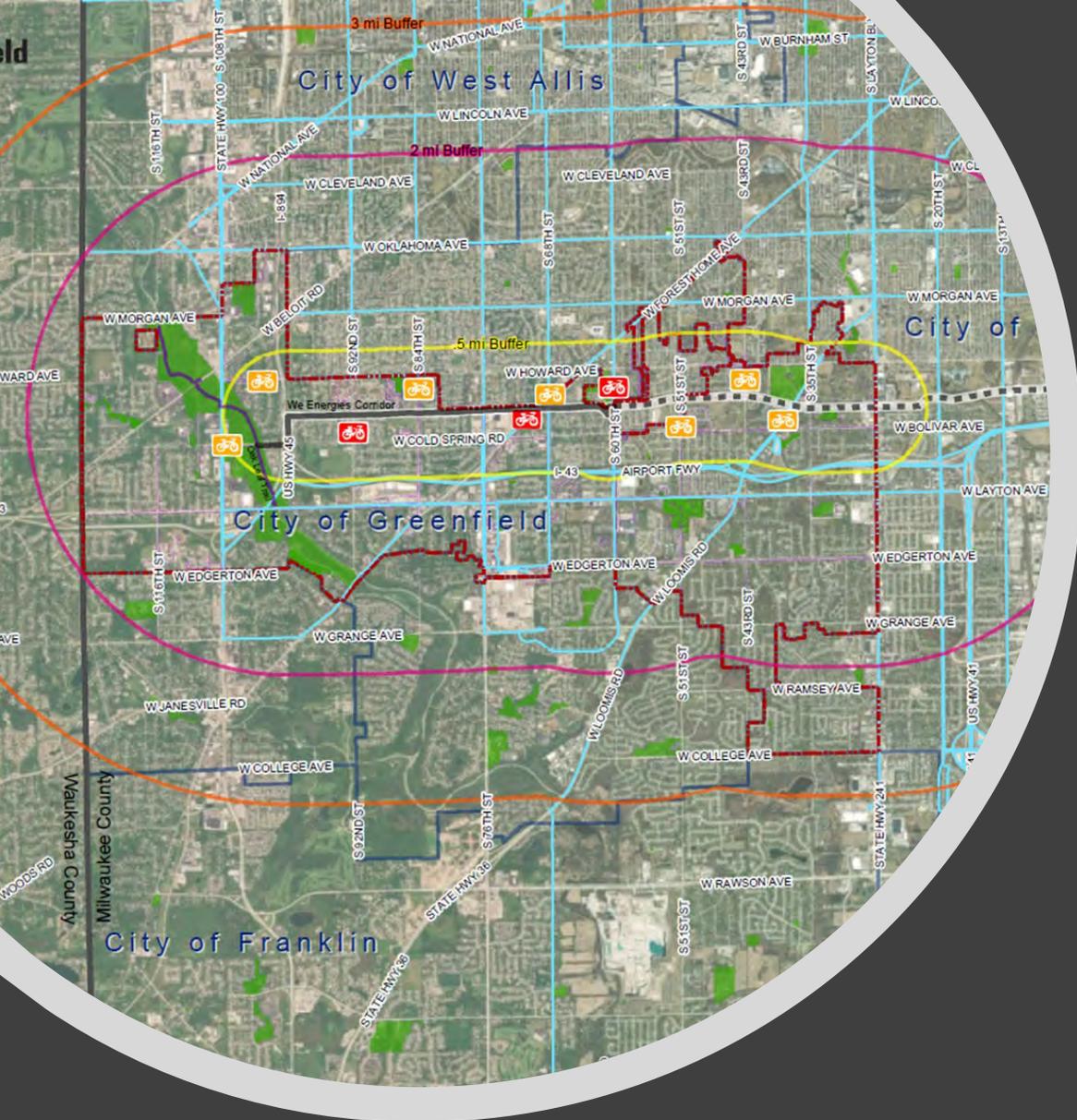
- 3-mile paved trail
- Connecting to Oakleaf trail on the west
- Ending at S. 60th St. on the east
- Within 200' wide WE Energies corridor
- WisDOT grant for 80% of funding
- Total anticipated cost= \$1,536,000





Project Timeline

- **Design begins: February 2021**
- Public Involvement Meeting: April & May 2021
- 30 % Design & Environmental document: May 2021
- 60% Design: July 2021
- Local permits approved: September 2021
- 90% Design: October 2021
- Final Design: December 2021
- Project bid: February 2022
- **Construction: Spring- Summer 2022**



Path Connectivity

- Ties directly to the Oak Leaf Trail on the west end of the project.
 - Oak Leaf Trail offers many regional trail connections including the New Berlin Trail and the Hank Aaron State Trail.
- Ultimate goal is to extend the Powerline Trail east to St. Francis and Lake Michigan in future phases.

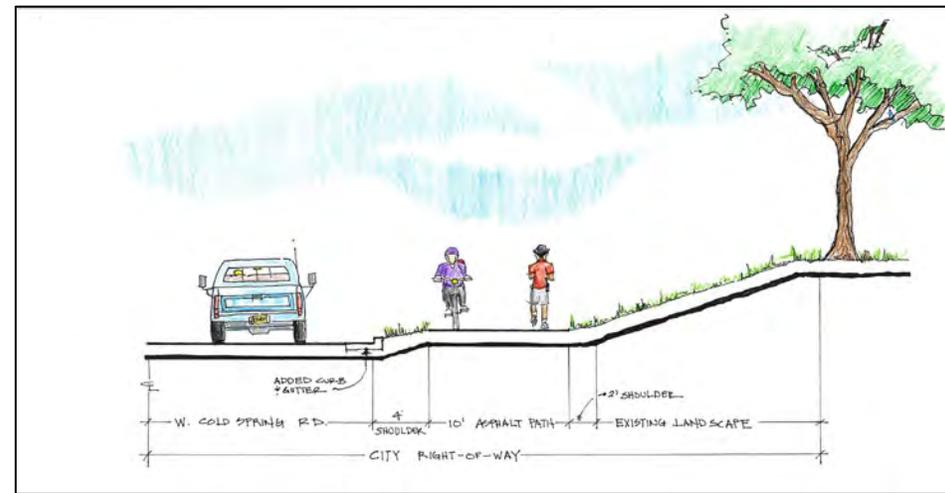
Project Funding

- Total Project Cost: \$1.54 million
- WisDOT Congestion Mitigation & Air Quality (CMAQ) Grant: \$1.23 million
- City of Greenfield funds: \$308,000

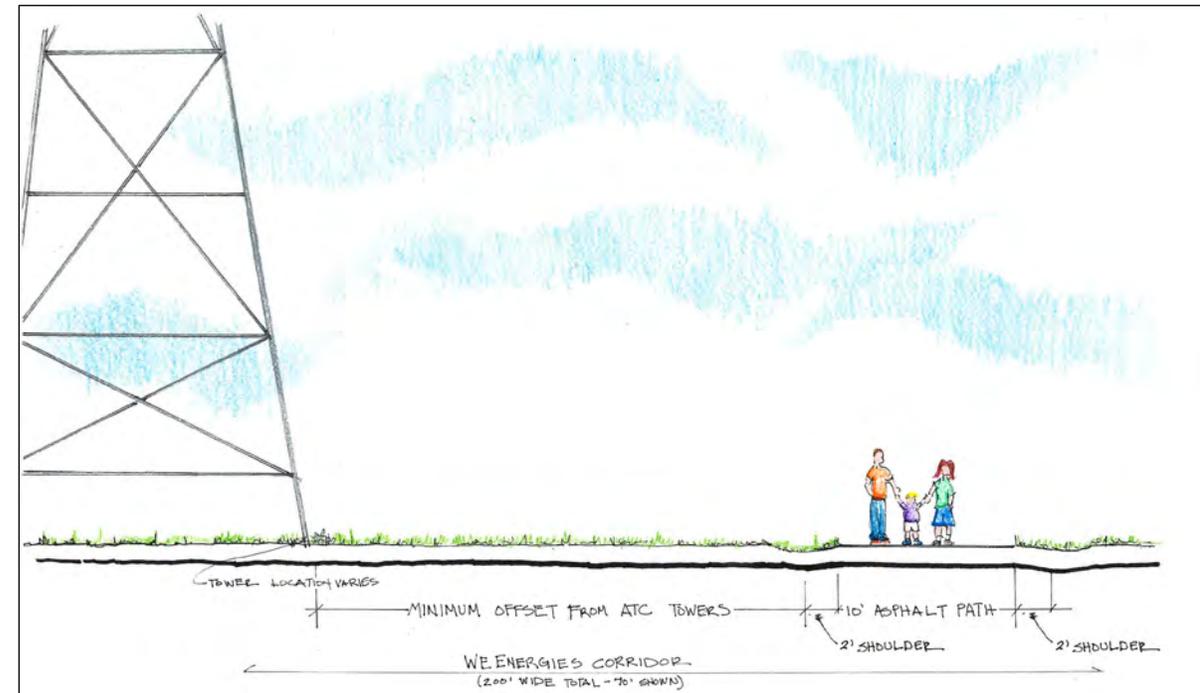


Design Details

- 10' wide asphalt trail generally centered within the 200' wide WE Energies corridor.
- 10' wide trail along south side of W. Cold Spring Rd to be constructed within City Right-of-Way.
- Curb and gutter and storm sewer to be added along south side of W. Cold Spring Rd.
- Road intersections improved with curb ramps, detectable warning fields, signage & crosswalks.
- Proposed side trail connections at S. 88th and S. 80th Street.



Trail section along W. Cold Spring Road



Trail section within WE Energies Corridor

The Route Within the WE Energies Corridor

- Trail location will follow already- established maintenance drive in forested areas.
- Trail will largely follow the existing topography except where slopes have to be modified to meet American with Disabilities Act (ADA) requirements.
- No stormwater patterns are anticipated to be modified within the corridor (no negative impact on adjacent properties)
- Generally the trail will be in the middle of the corridor, but may vary based on:
 - Safety for roadway crossings
 - Avoiding any wetland areas
 - Maintaining a required minimum distance between the trail and electrical towers
 - Avoiding other underground utility conflicts





Project Contacts for Questions

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*** Remember to submit any
comments/ questions by May 20,
2021.