

W. PUETZ ROAD PATHWAY PROJECT

Frequently Asked Questions | Spring 2026

PREFERRED ALTERNATIVE

What is the purpose of the W. Puetz Road Pathway Project?

This pathway will be a 10-foot paved, off-road trail that promotes walking and bicycling as alternative modes of transportation and enhances recreational opportunities by connecting community spaces, businesses, and residents. This trail will connect with the newly constructed shared-use path along St. Martins Road (WIS 100), and the existing sidewalk on the east side of N. 76th Street (County U).

How was the preferred pathway alignment selected?

The design team developed four alternatives: Alternative A – South Alignment, Alternative B – North Alignment, Alternative C – Hybrid Alignment, Alternative D – No Build. These alternatives were presented to the public at the first Public Involvement Meeting on October 28, 2026.

The City evaluated alternatives based on several factors, including but not limited to: public input, environmental impacts, utility impacts, property impacts, safety and connectivity, construction feasibility, and construction cost. Based on these factors, the City has selected Alternative A as the preferred alignment.

How will the pathway enhance safety at driveways and intersections?

Pavement markings and signage will be evaluated and implemented to alert motor vehicle and pathway users of potential conflicts to promote safety and awareness.

Can the pathway be narrower or located on the roadway shoulder?

The proposed 10-foot width is the minimum width required by federal and Wisconsin Department of Transportation (WisDOT) design standards for shared-use paths. This width is necessary to safely accommodate people walking, running, biking, and using mobility devices traveling in both directions. Because the project is funded through the WisDOT Transportation Alternatives Program (TAP), it must follow these standards and guidance. The pathway is separated from the roadway to improve safety and comfort for users by providing distance from vehicular traffic.

How will drainage be addressed on this project?

The design team is required to adhere to the Wisconsin Department of Transportation (WisDOT) Facilities Development Manual (FDM). Existing drainage patterns will be assessed and documented. Based on engineering analysis, culvert pipes will be installed under the pathway and across existing driveways to carry stormwater maintaining existing drainage patterns.

Can fencing or landscaping be a part of the design?

No. At this time, neither fencing nor additional landscaping are budgeted for the proposed project.

PUBLIC INVOLVEMENT

How many opportunities for public comments have been provided?

There are two Public Involvement Meetings (PIM) planned during the design of this project. The first PIM was held on October 28, 2025, from 5:30 PM to 7:00 PM, to obtain public input regarding the alternatives under consideration. The second PIM will be held on May 13, from 4:00 PM to 6:00PM, to present the preferred alternative. Both PIMs consist of an open house format to allow community members to provide verbal and written comments.

The City of Franklin welcomes public comments at any time during the project.

How can residents continue to provide input?

All materials shared with the public are available on the project website: franklinwi.gov/Departments/Engineering/Public-Construction/W.-Puetz-Road-Pathway-Project.htm

You are encouraged to review project materials at the PIMs to provide input through verbal comments at Public Involvement Meetings (PIMs) or written comment forms submitted at PIMs or mailed to:

City of Franklin, Engineering Department
9229 W. Loomis Road
Franklin, WI 53132

Comments received during the Public Comment Period will be documented and considered as the City moves toward developing the preferred design.

FUTURE USE AND MAINTENANCE

Who will be allowed on the W. Puetz Road Pathway?

The following uses are permitted on City of Franklin pathways:

- People walking, running, or using motorized or non-motorized assisted mobility devices, such as walkers and wheelchairs;
- People using non-motorized devices, such as bicycles, roller blades, skateboards, and scooters;
- People riding motorized or pedal-assisted devices*, such as electric bicycles or electric scooters.

Signage to clarify permitted uses is not included in this project, however, the City may evaluate the need for these in the future.

**Motorized or pedal assisted devices traveling over 25 mph are not allowed on City of Franklin sidewalks or pathways.*

Who will maintain the pathway?

According to the signed State/Municipal Agreement (SMA), the City of Franklin will maintain the W. Puetz Road Pathway according to current City maintenance policy. This includes tree and shrubbery pruning, snow plowing, and de-icing to maintain a clear and unobstructed pathway. Property owners will not be responsible for pathway maintenance.

CONSTRUCTION

What is the schedule for design and construction for the project?

The design is scheduled for completion in late 2027 and construction is scheduled to begin in the spring of 2028.

Why was the pathway not constructed during the recent resurfacing of W. Puetz Road?

The City of Franklin determines roadway resurfacing schedules based on current roadway condition, need, and funding source. Designing and constructing a new trail facility is not part of routine maintenance and resurfacing projects and involves separate design requirements, environmental review, funding approval, and public involvement. The City of Franklin aims to coordinate efforts; however, that approach was not feasible in this instance.

CONSTRUCTION continued

Will W. Puetz Road be closed during construction?

Construction staging along W. Puetz Road will be an important consideration. The design team will evaluate and recommend staging strategies that will include construction under live traffic and construction under road closure ("thru traffic" prohibited). If constructed under road closure, access to properties will be maintained at all times, however a posted detour will not be posted. The City will select the appropriate construction staging based on factors such as: public comment, cost and timing to complete construction.

PROJECT FUNDING

How is this project funded?

The City of Franklin received a \$1,760,000 federal grant for this project under the WisDOT Transportation Alternatives Program (TAP). The City of Franklin is responsible for 20% of the grant and 100% responsible of costs exceeding the awarded \$1,760,000. The estimated total project cost for design and construction is \$2,200,000.

What is the WisDOT TAP Program?

The WisDOT TAP Program invests federal funds to support active transportation, such as walking and biking. Projects funded through this program include safe routes to school, recreational trails, and other community improvements. The program goals are to strengthen local economies, improve quality of life, protect the environment, and provide safer, more sustainable transportation options for all residents.

Are utility and real estate costs eligible for federal reimbursement?

No. Costs associated with impacts to utility facilities and private properties, such as property acquisitions, impacts to power poles, hydrants and other public utilities are not eligible for federal reimbursement. The City is responsible for all utility and real estate costs associated with this project.

Are property owners compensated for the value of trees marked for "removal" on alternative exhibits?

It is expected that some trees will be removed along the pathway. No trees located on private property are anticipated to be removed. Trees in the public right-of-way removed for the project are not eligible for compensation to adjacent property owners. If a tree located on private property is affected by construction, the City will work with the property owner regarding compensation.