

W. PUETZ ROAD PATHWAY PROJECT



Frequently Asked Questions

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

This project proposes to establish 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 with the existing sidewalk facility located on the east side of N. 76th Street (County U).

How is this project funded?

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

What is the WisDOT TAP Program?

The WisDOT Transportation Alternatives Program (TAP) 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.

Why should I offer input for this project? Will you listen to what I have to say?

Your feedback will be documented as part of the formal record for this meeting, as required by the National Environmental Policy Act (NEPA) of 1969. However, your input is not only required by law but is crucial to the success of this project. Your comments will be used to refine the design of the proposed path.

How many opportunities will be provided for public comment regarding this project?

There are two Public Involvement Meetings (PIM) planned during the design of this project. The first PIM is scheduled for October 28, 2025, from 5:30 PM to 7:00 PM, to obtain public input regarding the alternatives under consideration. The second PIM is expected in spring 2026 to present the preferred alternative. Both PIMs will consist of an open house format to allow community members provide verbal and written comments. You are encouraged to review project materials at the PIMs to provide input. Project materials are also available on the project website: franklinwi.gov/Departments/Engineering/Public-Construction/W.-Puetz-Road-Pathway-Project.htm.

If I cannot attend the two PIMs, how do I provide input?

Project materials and the Public Comment form presented at the PIMs are available on the project website. While comments are welcomed at anytime, public comments received within thirty (30) days after each PIM will be part of the PIM record. The Public Comment period for PIM #1 ends on November 28, 2026.

How many alternatives are being considered?

There are currently four alternatives being considered, three build alternatives and the "No Build" alternative.

What is the design and construction schedule?

Assuming a build alternative is selected by the City, the design is scheduled for completion in late 2027 and construction is scheduled to begin in the spring of 2028.

Are utility and real estate costs eligible for federal reimbursement?

Costs associated with impacts to utility facilities and private properties, such as property acquisitions, tree impacts, impacts to power poles, hydrants and other public utilities are not eligible for federal reimbursement. The City is 100% responsible for all utility and real estate costs associated with this project.

Will the trail be plowed during winter conditions?

The trail must be maintained year round. The City of Franklin will plow the trail according to current City maintenance policy. Property owners will not be responsible for snow removal.

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

The design team does not anticipate removal of trees located on private property. Once the preferred alternative is selected, the design team and City Forester will assess tree impacts and work to minimize damage. Trees in the public right-of-way removed for the project are not eligible for compensation. If a tree located on private property is affected by construction, the City will work with the property owner regarding compensation.

How will drainage be addressed on this project?

The project team is required to adhere to the WisDOT Facilities Development Manual (FDM) which requires documenting existing drainage patterns as well as addressing proposed measures for the conveyance of stormwater. It is anticipated that culvert pipes will be installed under the trail and across existing driveways to carry stormwater so as to not adversely affect existing drainage patterns.