

Village of Elm Grove – 2026 Pathways (2026 & 2028 Highland Drive)

To: Tom Harrigan, Village Manager, Village of Elm Grove
Richard Paul Jr., Public Works Director, Village of Elm Grove

From: Travis Brush, Project Leader, KL Engineering

Date: February 9, 2026

KL Engineering is pleased to submit the 60% plans and estimate for the Highland Drive pathway between Watertown Plank Rd and Gebhardt Rd. This narrative is intended to give an overview of the design intent, items of consideration, items to be addressed, and potential future coordination efforts. This document supplements the provided preliminary plan documents to give further explanation on KL plan comments noted and provide additional design consideration insight.

General Notes

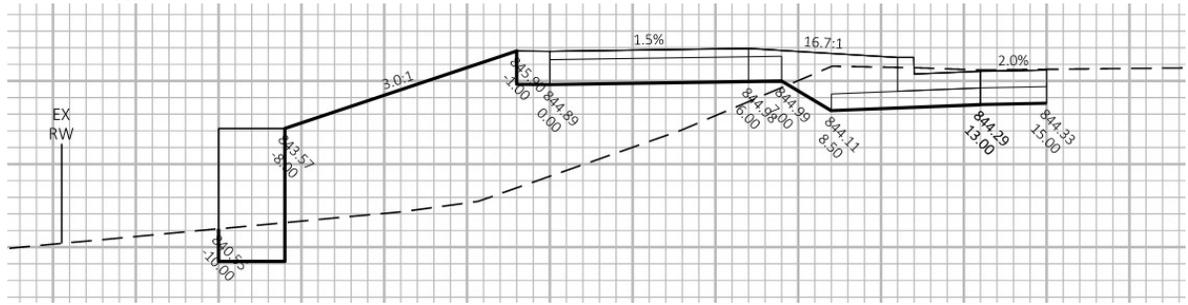
- Site tree review was completed on February 5th, 2026 which included Mark Becker (Elm Grove Forester), Richard Paul Jr. (Elm Grove DWP), Travis Brush (KL Eng), and Josh Hahn (KL Eng).
 - GPS was used to walk project and paint out pathway and evaluate proximity of trees
 - Trees evaluated based on type, condition, impacts of nearby grading, and safety features such as sight lines
 - 60% plan updated with site review notes with tree removals shown
 - KL to modify pathway alignment in noted locations to save additional trees

Items of Interest

- **MMSD Chapter 13 Surface Water and Stormwater**
 - Chapter 13 governs regional flood risk reduction and stormwater management for developments that fall within certain watersheds and result in an increase of impervious areas
 - Runoff management is not required for 'recreational trails' if
 - The trail is less than or equal to 10 ft in width
 - Has continuous pervious buffer of at least 5ft on each side
 - Recreational trail is defined as a path that:
 - Is distinctly set apart from a roadway, street, or sidewalk;
 - Designed for activities such as jogging, walking, hiking, bird-watching, bicycle riding, roller skating, or other recreation not involving the use of motorized vehicles; and
 - Not a sidewalk according to Wis. Stat. sec 340.01(58)
 - 340.01(58): "Sidewalk" means that portion of a highway between the curb lines, or the lateral lines of a roadway, and the adjacent property lines, constructed for use of pedestrians.
 - In review of this project, MMSD has made the initial determination that this is not a recreational path, and should be classified as a sidewalk, which would require runoff management
 - Path currently adds 0.61 acres of impervious area
 - Path adheres to all requirements to be classified as recreational trail per MMSD definition
 - Elm Grove has requested additional meeting with MMSD to discuss determination as this has broader impacts than just the Highland pathway project
- **Easement (1255 Highland)**
 - With revised alignment, KL needs to approach homeowner about the removal of one single tree based on the 60% alignment shown
 - Once owner has reviewed the plan, KL will draft easement exhibit with Elm Grove approval

- **Retaining Wall**

- Retaining wall type and style will match that of the Gebhardt/Highland wall
 - R&M provided previous wall submittals so KL can match type
 - It was suggested that color sample be provided to best match the existing wall color
- Additional retaining wall was added in the area of STA 132+20 – 133+15
 - Pathway was shown in 30% plans to be benched into existing side slope
 - Running grade of pathway would have then exceeded PROWAG as it relates to the slope of the roadway
 - Typical section shown below, railing to be required in this section between path and wall



- Any preferred railing types? Wooden railing on northern section of Highland pathway shown below



- **Traffic Control –**

- Two options of traffic control previously discussed:
 - One-Way traffic operation
 - Road Closed to Thru Traffic
- Examples of each type are shown in [Attachment A](#)
- Based on number of devices and daily maintenance required for the One-Way operation, it is estimated that traffic control costs could increase by 30-50%
- Previous discussions of both options included:
 - Concerns of wrong-way drivers with one-way operation
 - For road closed, increased devices needed within work zone around contractor materials and equipment
 - All cross-street traffic operations would be maintained with either option
- Advanced public notifications will be helpful with either option
- PCMS boards placed 7 days in advance of closure will help warn residents of impacts to travel

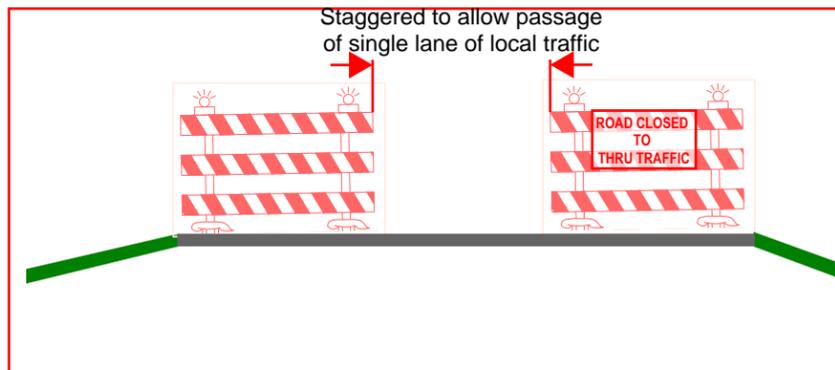
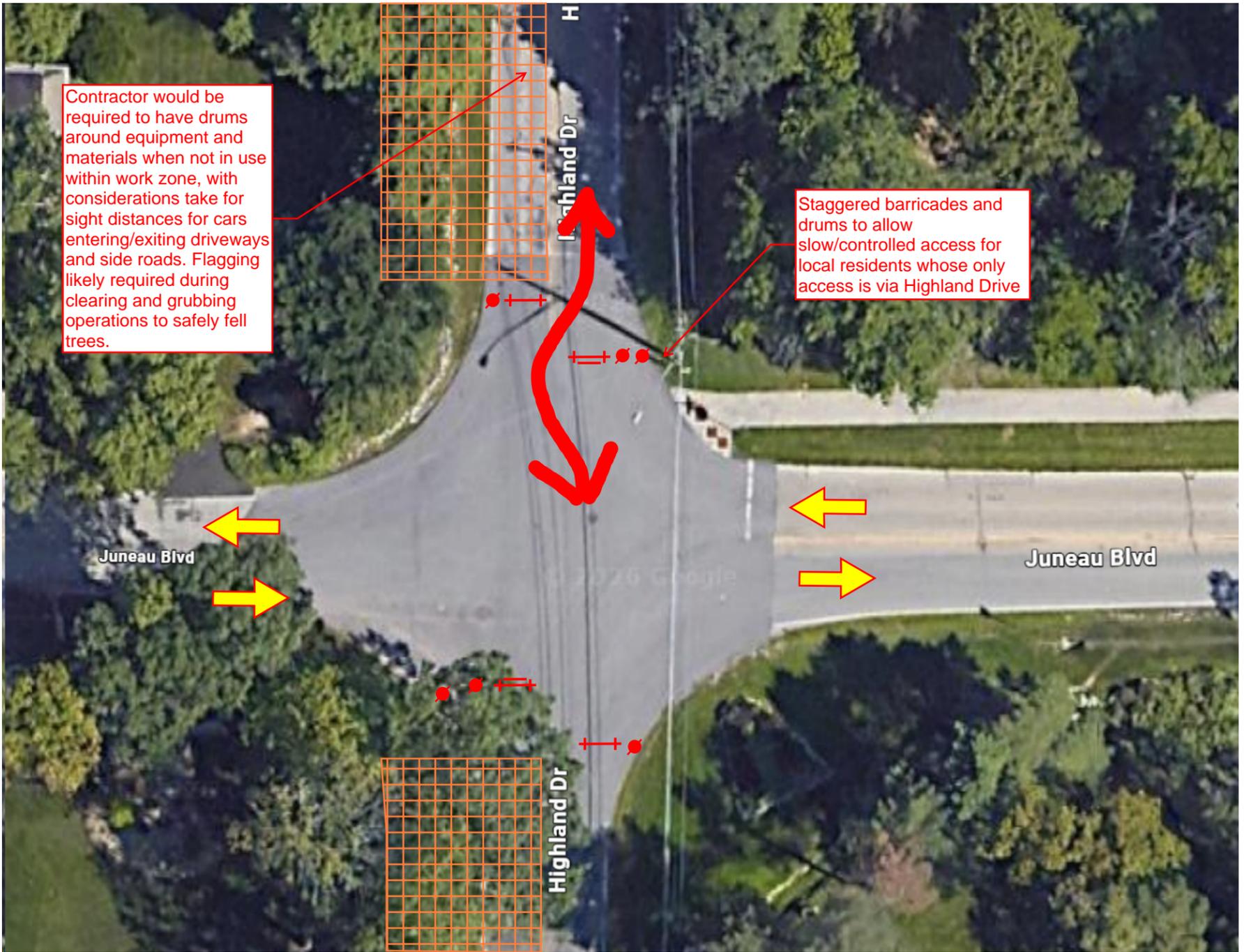
- **Utilities**

- Utility coordination underway
- Significant undergrounding effort planned by We Energies
 - Unclear currently as to any impacts to project (good or bad)
 - Several power poles located between Victoria Circle S and Victoria Circle N in conflict with proposed wall and pathway
- Storm sewer design and impacts to utilities to be considered as design progresses from 60% plans

Next Steps of Project

- To maintain proposed project schedule, KL requests comments from Village review to be received no later than **Monday February 16th, 2026**.
- KL will continue coordination efforts with homeowners and Village to clarify details as we work towards 90% plan submittal (Scheduled for end of February/Early March).
- Impacts of MMSD runoff management unknown at this time
- KL to make known modifications to pathway alignment based on most recent field review and Village review comments
 - Continue project detailing for retaining walls, curb ramps, storm sewer, traffic control, etc.
 - Develop project manual and specifications
- Anticipated bid advertisement is in March of 2026.

ROAD CLOSED TO THRU TRAFFIC



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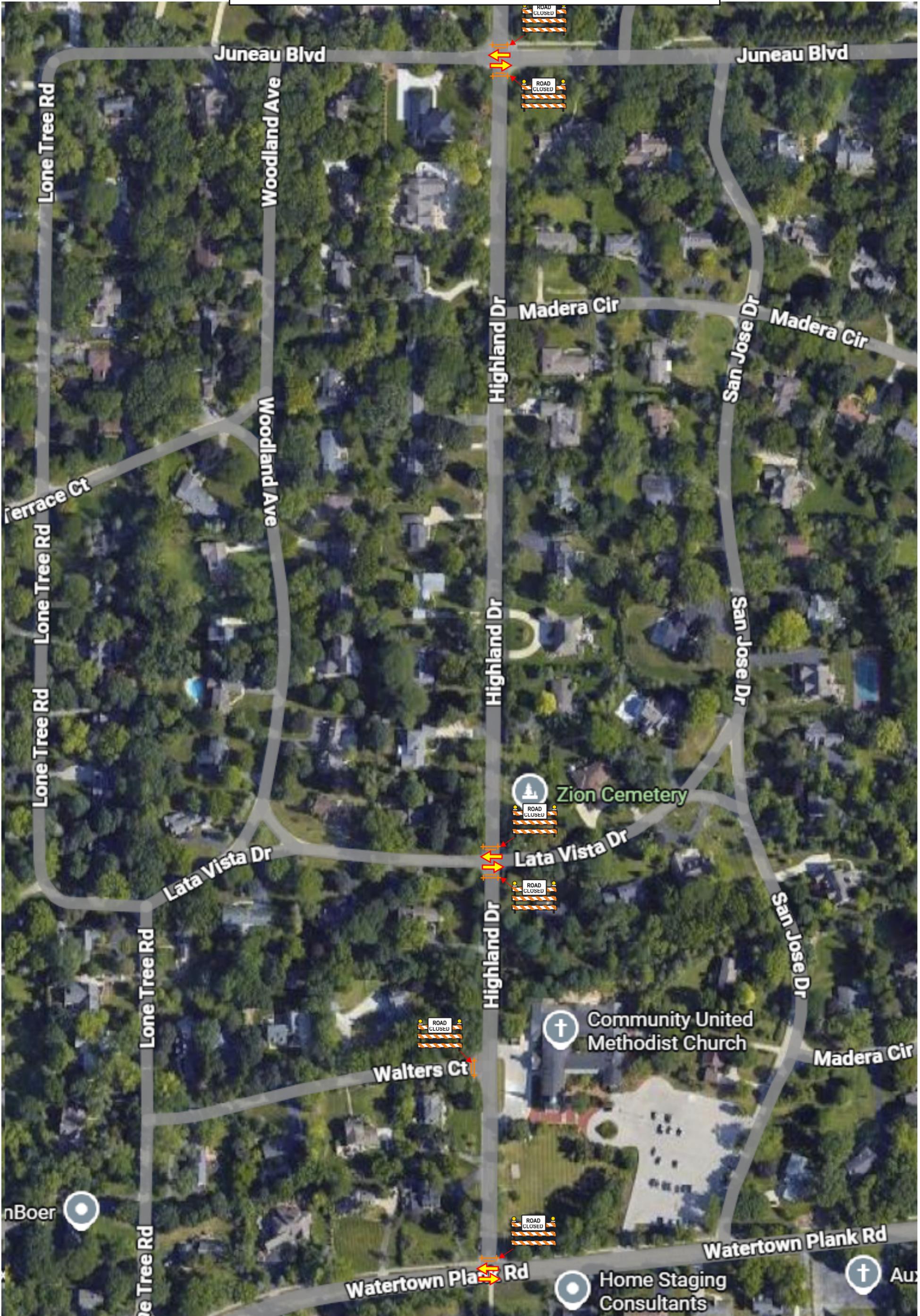


Advanced warning signs for Road Closed Ahead on SB Highland

Access to Victoria Circle should be via nearest cross road (Juneau, Crestwood Ct, or Westover Rd)



ROAD CLOSED TO THRU TRAFFIC





LEGEND

- EXISTING SIGN ON PERMANENT SUPPORT
- NEW SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK ZONE

GENERAL NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

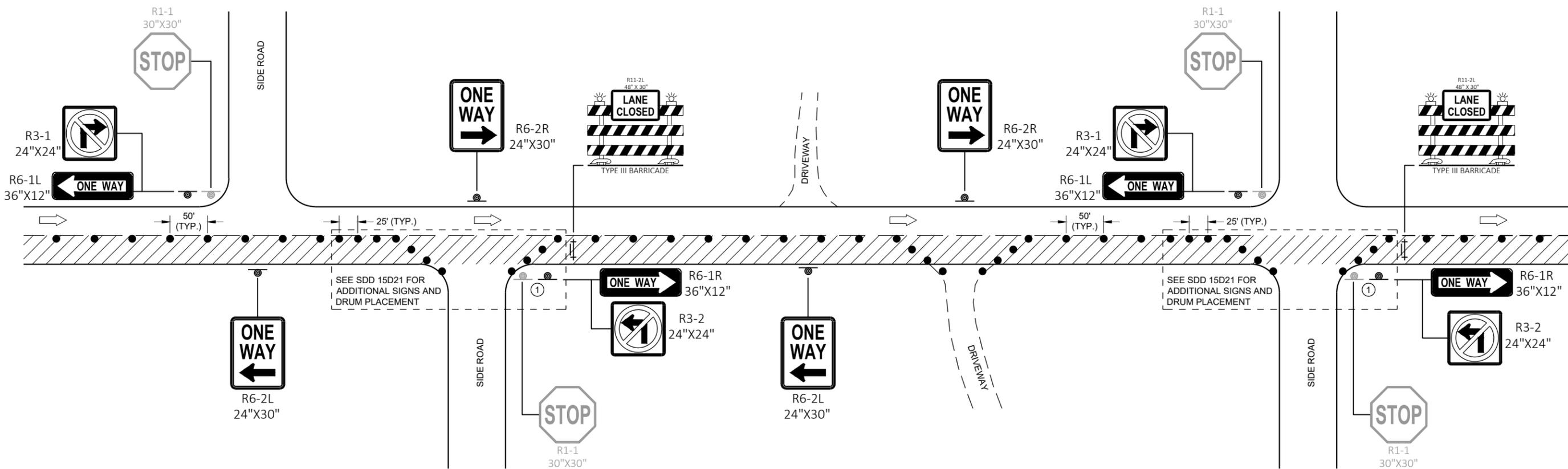
ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

① IF WORK OPERATIONS ALLOWS, MOVE R1-1, R6-1R, AND R3-2 CLOSER TO INTERSECTION.



TRAFFIC CONTROL ONE - WAY SIGNING

TRAFFIC CONTROL ONE-WAY SIGNING

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED
 DATE May 2020 /S/ Andrew Heidtke
 WORK ZONE ENGINEER

FHWA

SDD 15D46 - 01

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