The new section of the recently completed Conover-Phelps Walking and Biking Trail in Phelps is similar to what the River Trail will be in several ways. River Trail will be paved and will use “benching” to handle steep banks, as shown in the photo above. The River Trail, however, will serve a more densely populated part of the county and will extend the 55-mile Heart of Vilas System by 10 miles, connecting it to Eagle River.

River Trail Commission
Route Assessment Meeting
October 26, 2021

Purpose: 1.) Assess the merits, challenges and shortcomings of the currently proposed route alignment* of the River Trail, and 2.) better understand the roles that will need to be undertaken by the Commission and the municipalities composing it in developing the trail.

*Route alignment on which the 2020 Feasibility Study was based

Some key topics:

• Right of Way
  - permits from the DNR and DOT - holding easements
  - other permissions
• User access to the trail
  - trailheads and parking
  - “feeder” roads - Birchwood, Shady Lane, Wilderness Trail, Sunset, Robin, Zeman, etc.
• Utilities - electricity, phone and internet, gas, sewer and water - location of existing utilities
  - future plans of utility companies and municipalities
• Convenience and ease of travel
• Safety
• How the trail will impact the properties and people bordering it - driveways
  - parking areas
  - trees, fences, etc.
  - business signs
Brainstorming done by the Eagle River Hub Group in 2012

**White Line:** Parts of the City of Eagle River Bike Route Plan adopted in 2010. The line headed north from Riverview Park over the Eagle River indicates the southern end of a GHT bike-ped path headed to Conover and on to Land O’ Lakes.

**Green Trail:** This is the proposed GHT bike-ped path coming into town from the west.

**Red Trail:** Shortcut to the 3 Eagle Trail.

**Yellow Trail:** Downtown no bike zone.

**Light Blue Trail:** Feeder routes into downtown.

**Black Line:** This indicates where utility lines are being dug in the spring of 2012. As these lines are covered back up, it may be possible to add a bike trail over the top as part of the project.

**Pink Trail:** 3 Eagle Trail Eagle River Project – work to be started summer/fall 2012, to be completed for 2013

**Orange Line:** Other possible bike routes which lead to longer bike rides outside the city. The route heading southeast leads to an 8 mile loop down Bloom Road. The route to the northeast is the Cranberry Fest bike route. There could also be routes following McKinley Blvd., Pleasure Island Road, and Illinois St.
Handling steep side slopes - views from the new section of the Conover-Phelps Trail in Phelps
PROPOSED BIKE-PEDESTRIAN TRAIL

EXISTING SNOWMOBILE TRAIL CENTERLINE (AS MAPPED IN COUNTY GIS)

OVERHEAD UTILITY LINES (TOP)

LINDA M GOLLER TRUST
TOSCH, 5TH TO ST GERMAIN WI 54558

DONNA SUE RICH
6995 OLD HWY 70
EAGLE RIVER WI 54521

STEEP SIDE SLOPE (CUT)

MATCH LINE - STA. 100+00

MATCH LINE - STA. 115+00

OLD HWY 70

SLOPE INTERCEPT

DONNA SUE RICH
6995 OLD HWY 70
EAGLE RIVER WI 54521

TOWN OF CLOVERLAND (VILAS COUNTY)

ONEIDA COUNTY LINE

PP7

PLAN & PROFILE

19860000VILAS COUNTY, WIRIVER TRAIL COMMISSION

RIVER TRAIL

RIVER TRAIL COMMISSION
VILAS COUNTY, WI

PROJECT NO.

DESIGNED BY:

PROJECT DATE:

DRAWN BY:

CHECKED BY:

CDG

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FUNDING | PLANNING | ENVIRONMENTAL

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DATA FOR EXISTING SITE CONDITIONS IS EXTRACTED FROM VILAS COUNTY GEODATA, AERIAL IMAGERY, ADDRESSES, RIGHT OF WAY LINES, PROPERTY LINES, ETC. TO DETERMINE EXISTING GROUND ELEVATIONS FROM ACROSS THE COUNTY, DATABASES SUCH AS THE CONNORS PROJECT IMPACTS AT A CONCEPTUAL LEVEL.
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METRO DATA WAS OBTAINED FROM THE WISCONSIN AND ADJACENT STATES DATABASES. FLOOD zone DATA WAS OBTAINED FROM THE FEMI NATIONAL FLOOD HAZARD LAYER GEOSPATIAL DATABASE.
PROFESSIONAL LAND SURVEYING WILL BE NECESSARY DURING FUTURE PROJECT DESIGN PHASES TO MORE ACCURATELY DEFINE EXISTING SITE CONDITIONS.
GENERAL NOTE:
DATA FOR EXISTING SITE CONDITIONS IS EXTRACTED FROM VILAS COUNTY, GEODATA, AERIAL MAPPINGS, AND EXISTING SITE PLANS. DATA IS APPROXIMATE AND IS USED TO ADDRESS PROJECT IMPACTS AT A CONCEPTUAL LEVEL.
ROADWAY PAVEMENT GUIDELINES WERE DEVELOPED BY CUSTOMER EVIDENCE PRESENT IN AERIAL MAPPING AND ARE APPROXIMATE AND FOR GENERAL REFERENCE ONLY.
WETLAND DATA WAS OBTAINED FROM THE WISCONSIN WETLAND INVENTORY GEODATABASE. FLOOD ZONE DATA WAS OBTAINED FROM THE FEMA NATIONAL FLOOD HAZARD LAYER GEOSpatial DATABASE.
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RUNWAY PAVEMENT ENVELOPES WERE DEVELOPED BY OPTICALLY INTERPRETING PRESENT AERIAL IMAGERY AND ARE APPROXIMATE AND FOR GENERAL REFERENCE ONLY.

THE ELEVATION DATA WAS OBTAINED FROM THE VILAS COUNTY INFORMATION DATABASE. FLOOD ZONE DATA WAS OBTAINED FROM THE FEMA NATIONAL FLOOD HAZARD LAYER GEOGRAPHICAL DATABASE.

PROFESSIONAL LAND SURVEYING WILL BE NECESSARY DURING FUTURE PROJECT DESIGN PHASES TO MORE ACCURATELY DEFINE EXISTING SITE CONDITIONS.
MATCH LINE - STA. 310+00

1.50% 3:1

MATCH LINE - STA. 325+00

PROPOSED BIKE-PEDESTRIAN TRAIL

EXISTING TRAIL

PROPOSED TRAIL

AREA SUBJECT TO THE 1% ANNUAL CHANCE FLOOD (TYP)

OVERHEAD UTILITY LINES (TYP)

GENERAL NOTE:
DATA FOR EXISTING SITE CONDITIONS IS EXTRACTED FROM VILAS COUNTY GEODATA: AERIAL IMAGERY: ADDRESSES, RIGHT OF WAY LINES, PROPERTY LINES, BUILDING EDGES, SNOWMOBILE TRAILS, AND EXISTING GROUND ELEVATIONS FROM DATA WERE DERIVED FROM THE COUNTY DATASET. THE DATA IS APPROXIMATE AND WAS USED TO ADDRESS PROJECT IMPACTS AT A CONCEPTUAL LEVEL. RUNWAY PAVEMENT EDGELINES WERE DEVELOPED BY RETTIGS WITHOUT CONSIDERATION TO SERVICE LINES. THE LINE ELEMENTS ARE APPROXIMATE AND FOR GENERAL REFERENCE ONLY.

PROFILE DATA WAS OBTAINED FROM THE ADHERE NETWORK. NAD83 GEODETIC DATABASE. ZONE DATA WAS OBTAINED FROM THE Fema National Flood Hazard Layer Geospatial Database.

PROFESSIONAL LAND SURVEYING WILL BE NECESSARY DURING FUTURE PROJECT DESIGN PHASES TO MORE ACCURATELY DEFINE EXISTING SITE CONDITIONS.

3:1
2'
10'
2'
205'
201'

PLAN & PROFILE
RIVER TRAIL RIVER TRAIL COMMISSION
VILAS COUNTY, WI
MATCH LINE - STA. 325+00

MATCH LINE - STA. 340+00

HWY 70

PROPOSED BIKE-PEDESTRIAN TRAIL

EXISTING SNOWMOBILE TRAIL

CENTERLINE (AS MAPPED IN COUNTY GIS)

OVERHEAD UTILITY LINES (TYP)

TRAIL TYPICAL SECTION

SLOPE INTERCEPT

WETLAND

DATA FOR EXISTING SITE CONDITIONS IS EXTRACTED FROM VILAS COUNTY GEOBASE, AERIAL IMAGERY, ADDRESSES, RIGHT OF WAY LINES, PROPERTY LINES, BUILDING EDGES, SNOWMOBILE TRAILS, AND EXISTING GROUND ELEVATIONS FROM LIDAR WERE OBTAINED FROM THE COUNTY DATASETS. THIS DATA IS APPROXIMATE AND WAS USED TO ADDRESS PROJECT IMPACTS AT A CONCEPTUAL LEVEL.

WATERWAY PAVEMENT EDGEBORDS WERE DEVELOPED BY DIGITIZING EXISTING IN 数 EXISTING SITE CONDITIONS.

WETLAND DATA WAS OBTAINED FROM THE UCC HAZARD LAYER GEOSPATIAL DATABASE. 100 YEAR ZONE DATA WAS OBTAINED FROM THE FEMA NATIONAL FLOOD HAZARD LAYER GEOSPATIAL DATABASE.

PROFESSIONAL LAND SURVEYING WILL BE NECESSARY DURING FUTURE PROJECT DESIGN PHASES TO MORE ACCURATELY DEFINE EXISTING SITE CONDITIONS.
OPTIONAL ROUTE TO STAY WITHIN STH 70 R/W 250' BOARDWALK MAY BE REQUIRED

AREA SUBJECT TO THE 1% ANNUAL CHANCE FLOOD (TYP)

PROPOSED BIKE-PEDESTRIAN TRAIL

EXISTING SNOWMOBILE TRAIL CENTERLINE (AS MAPPED IN COUNTY GIS)

EXISTING GROUND

PROPOSED GROUND

GENERAL NOTE:
DATA FOR EXISTING SITE CONDITIONS IS EXTRACTED FROM VILAS COUNTY GEODATA. AERIAL IMAGERY, ADDRESSES, RIGHT OF WAY LINES, PROPERTY LINES, BUILDING EDGELINES, SNOWMOBILE TRAILS AND EXISTING GROUND ELEVATIONS FROM LIDAR WERE OBTAINED FROM THE COUNTY DATASETS. THIS DATA IS APPROXIMATE AND WAS USED TO ADDRESS PROJECT IMPACTS AT A CONCEPTUAL LEVEL.

ROADWAY PAVEMENT EDGELINES WERE DEVELOPED BY DIGITIZING EVIDENCE PRESENT IN AERIAL IMAGERY AND ARE APPROXIMATE AND FOR GENERAL REFERENCE ONLY.

WETLAND DATA WAS OBTAINED FROM THE WDNR WETLAND INVENTORY GEODATABASE. FLOOD ZONE DATA WAS OBTAINED FROM THE FEMA NATIONAL FLOOD HAZARD LAYER GEOSPATIAL DATABASE.

PROFESSIONAL LAND SURVEYING WILL BE NECESSARY DURING FUTURE PROJECT DESIGN PHASES TO MORE ACCURATELY DEFINE EXISTING SITE CONDITIONS.
### Plan & Profile

**Project No.** JFKCDG

**Designed By:**

**Drawn By:**

**Checked By:**

**Sheet:**...

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### River Trail

**Proposed Bike-Pedestrian Trail**

**Existing Ground**

**Proposed Trail**

**Existing Snowmobile Trail**

**Centerline (As Mapped in County GIS)**

**Optional Trail Alignment**

**Area Subject to the 1% Annual Chance Flood (TYP)**

**Trail Typical Section**

**Slope Intercept**

**General Note:**

Data for existing site conditions is extracted from Vilas County GeoData. Aerial imagery provided by USGS. Right of way lines are for concept planning purposes only. Additional land surveying will be required to accurately define existing site conditions.

**Slope:** 1.50% 3:1

**Height:** 2' 10'

**Width:** 2'

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### Credits

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**NOTE:**

- Data for existing site conditions is extracted from Vilas County GeoData. Aerial imagery provided by USGS. Right of way lines are for concept planning purposes only. Additional land surveying will be required to accurately define existing site conditions.

**Wetland Data:**

Wetland data was obtained from the USGS Wetland Inventory Geodatabase. Flood zone data was obtained from the FEMA National Flood Hazard Layer Geospatial Database. Professional land surveying will be necessary during future project design phases to more accurately define existing site conditions.

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**Plan & Profile**

**Plot Date:**...

**No. Date:**...

**Revision By:**...

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**MFA Professional Services, Inc.**

**www.msa-ps.com**

**Engineering | Architecture | Surveying**

**Funding | Planning | Environmental**

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**Tuesday, January 14, 2020 9:45:22 AM, G:\19\19860\19860000\CADD\Construction Documents\PLAN & PROFILE TEST 20-37.dwg**

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**RIVER TRAIL**

**RIVER TRAIL COMMISSION**

**VILAS COUNTY, WI**

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**PP26**
GENERAL NOTE:
- DATA FOR EXISTING SITE CONDITIONS IS EXTRACTED FROM VILAS COUNTY GEODATA, AERIAL IMAGERY, ADDRESSES, RIGHT OF WAY LINES, PROPERTY LINES, BUILDING EDGEOBS, SNOWMOBILE TRAILS, AND EXISTING GROUND ELEVATIONS PROMULGATED HERE OBTAINED FROM THE COUNTY DATASETS. THE DATA IS APPROXIMATE AND WAS USED TO ADDRESS PROJECT IMPACTS AT A CONCEPTUAL LEVEL.
- HWY 72, BUILDING EDGEOBS, PROPERTY LINES, AND EXISTING GROUND ELEVATIONS WERE DEVELOPED BY DISTORTING THE PRESENT IN AERIAL IMAGERY AND ARE APPROXIMATE FOR GENERAL REFERENCE ONLY.
- RIGHT OF WAY LINES, BUILDING EDGEOBS, AND PROPERTY LINES WERE OBTAINED FROM THE FEMA NATIONAL FLOOD HAZARD LAYER GEOSPATIAL DATABASE. FLOOD ZONE DATA WAS OBTAINED FROM THE WISCONSIN STATE LAND SURVEYING WILL BE NECESSARY DURING FUTURE PROJECT DESIGN PHASES TO MORE ACCURATELY DEFINE EXISTING SITE CONDITIONS.