AGENDA
PUBLIC WORK'S COMMITTEE MEETING
Wednesday, July 10th, 2024
5:30 P.M., Allouez Village Hall, 1900 Libal Street

1. CALL TO ORDER/ ROLL CALL

2. MODIFY/ADOPT AGENDA

3. APPROVE MINUTES from the June 12th, 2024 meeting

4. ANNOUNCEMENTS

5. PUBLIC APPEARANCES

NEW BUSINESS:

6. DISCUSSION/ACTION RE: LIBAL STREET SURFACE TRANSPORTATION BLOCK GRANT (STBG) STATE MUNICIPAL AGREEMENT – LEBRUN STREET to HOFFMAN ROAD (CTH XX) (DPW Gehin).

7. DISCUSSION/ACTION RE: 2025 STREET UTILITY RECONSTRUCTION PROJECT - ENGINEERING SERVICES (DPW Gehin).

DISCUSSION/REPORT:

8. DISCUSSION RE: STREET AND UTILITY CONSTRUCTION PROJECT UPDATE (DPW Gehin).

9. ADJOURNMENT

NOTE: It is possible that members of and a possible quorum of members of other governmental bodies of the municipality may be in attendance at the above noticed meeting to gather information; no action will be taken by any governmental body at the above noticed meeting other than the governmental body specifically referred to above in this notice.

PUBLIC WORK'S COMMITTEE MEETING Minutes
Wednesday, June 12th, 2024
5:30 P.M., Allouez Village Hall, 1900 Libal Street

CALL TO ORDER/ ROLL CALL
Chairperson Genrich called the meeting to order at 5:30pm.

Present: Genrich, Lefebvre, Leiterman, Collison
Also present: Gehin, Lange
Excused: Beyler

ELECT COMMITTEE CHAIRPERSON
Collison/Lefebvre moved to nominate Genrich as Chairperson. Motion carried.

MODIFY/ADOPT AGENDA
Lefebvre/Collison moved to adopt the agenda as presented. Motion carried.

APPROVE MINUTES from the April 10th, 2024 meeting
Lefebvre/Collison moved to approve the April 10th Joint meeting with the Ad Hoc Finance/Personnel Committee and regular Public Works Committee meeting minutes. Motion carried.

ANNOUNCEMENTS
Bellin Run is Saturday, June 15th and AllouezFest is Sunday, June 16th.

PUBLIC APPEARANCES
- None

FINAL ASSESSMENT OF 2023 STORM SEWER LATERALS
S. Gehin:

- The final storm lateral special assessments for Roselawn Blvd., Karen Ln., Allouez Ter., and Jackson St. came in higher than the Engineering Report approved by the Village Board on March 7, 2023.
- The State Statue does allow municipalities to reopen assessments if the project cost is significantly more than originally estimated. A public hearing would be required to amend the previously approved assessments

Discussion –
What might it cost the village to send out new letters and hold a new public hearing?
Why the difference in special assessments?

Lefebvre/Collison moved to recommend to the Village Board to accept final special assessment cost as originally provided in the Engineering Report and mail to impacted residents. Motion carried.

DISCUSSION/ACTION RE: 2023 COMPLIANCE MAINTENANCE ANNUAL REPORT
S. Gehin:

- The WDNR requires communities with publicly owned wastewater collection systems to submit an annual report summarizing their sanitary sewer inspection and maintenance activities for the previous year.

- A resolution from the Village Board indicating that the report has been reviewed and approved is required.

The DNR CMAR Reporting includes:
- Financial Management
- Sanitary Sewer Collection Systems
- Resolution

Some of the notable Sewer Utility activities completed by the Village in 2023 include:
- Rate Case was started in 2023 and completed in 2024 to ensure revenues are adequate to cover operation, maintenance and debt service expenses.
- Replaced aging sanitary sewer
- Relayed and CIPP lined approximately 3,000 of sanitary sewer under Village projects in 2023
- Replaced approximately 3,400 ft of sewer laterals
- Televised approximately 11,000 feet of sanitary sewer and camera launched 270 laterals.
- Cleaned over 33% of the sewer system. Village owns and maintains 61 miles of sanitary sewer
- Work continued to update Village sewer mapping

Collison/Leiterman moved to recommend to the Village Board approval of Resolution 2024-13, 2023 Compliance Maintenance Annual Report. Motion carried.

2025 STREET UTILITY RECONSTRUCTION PROJECT - ENGINEERING SERVICES

a. Topographical and Utility Survey Services
   - Received a proposal from raSmith for professional services to complete topographical and utility survey services for the 2025 Street and Utility Reconstruction Projects.
   - Cost is $26,000 and included in the 2024 bond

b. Engineering Services
   - Request for proposals were sent out to 3 firms with a due date of June 21, 2024.
   - Recommendation will be taken to the Village Board on July 2, 2024 for approval.

2023 ANNUAL DNR RECYCLING REPORT

S. Gehin:
- The Village of Allouez is required to maintain an effective Recycling Program.
- The program consists of the collection and hauling of recyclables from residential properties (4-Units or Less).

The DNR Recycling Report includes:
1. Program Collection
2. Recycling Cost
3. Compliance and Enforcement
4. Outreach and Education

Some of the notable activities completed in 2023 include:
- Village Collected 998 tons of Recyclables in 2023

- Collected 8,800 cubic yards of yard waste
- Maintain and enforced Village ordinance
- Collaborate with Brown County Solid Waste to inform and educate residents on the need to recycle

2024 CONSTRUCTION PROJECT UPDATE

S. Gehin:

- Gave an update on the Libal St. Project.
- The north section of Libal Street from Allouez Ave. to Kalb St. is set to begin the week of June 24th.
- All street re-surfacing projects have been completed with final restoration to follow.

ADJOURNMENT

Lefebvre/Collison moved to adjourn at 6:10pm. Motion carried.

Minutes submitted by Sean Gehin and Brad Lange

VILLAGE OF ALLOUEZ

Allouez Village Hall ◦ 1900 Libal Street ◦ Green Bay, Wisconsin 54301-2453
Phone No.: (920) 448-2800 ◦ Fax No.: (920) 448-2850

Department of Public Works

July 9, 2024

LIBAL STREET SURFACE TRANSPORTATION BLOCK GRANT (STBG) STATE MUNICIPAL AGREEMENT – LEBRUN STREET TO HOFFMAN ROAD (CTH XX)

The Village of Allouez has received a Surface Transportation Block Grant for the resurfacing of Libal Street from LeBrun Street north Hoffman Road (Cth XX).

The proposed street project includes the resurfacing of the existing pavement, spot repair of defective curb and gutter and sidewalk, the upgrading of curb ramps to ADA standards, pavement marking and signing, and spot repair of storm sewer pipe and structures. In addition, pedestrian and bicycle facilities will be improved in this area by filling in the sidewalk gap along the east side of Libal Street (LeBrun Street to Longview Avenue) and by the addition of marked bike lanes. Parking on one side of the street will be eliminated to accommodate the marked bike lanes.

The estimated construction cost with construction inspection is $1,424,100. The grant will provide up to 80% federal funding of the construction cost to a funding limit of $1,139,280. The Village is responsible for the remaining 20% and any funds in excess of the federal funding limit.

The State Municipal Agreement with a summary of the project scope, cost and funding is included.

The program funding does not cover design, r/w acquisition and public utility improvement (sanitary sewer and watermain) cost and are 100% the responsibility of the Village.

If the funding is accepted by the Village, the anticipated project schedule would be to begin design in 2025 and construction in 2028.

Suggested Motion
Public Works Committee recommendation to the Village Board to accept Surface Transportation Block Grant and conditions set forth in State Municipal Agreement.

Sean J. Gehin, P.E.
Director of Public Works
Village of Allouez

	STATE/MUNICIPAL AGREEMENT FOR A STATE- LET URBANIZED AREA STP-URBAN PROGRAM PROJECT **Program Name: STP-Urban** **Population Group: >200K** **Sub-program #: 206** **Cycle: 2024-2029**	Date: **JULY 1, 2024** I.D.: **4517-07-00/70** Roadway Name: **Libal Street** Limits: **LEBRUN STREET TO CTH XX** County: **Brown** Roadway Length: **0.7 MILES** Functional Classification: **Collector** Project Sponsor: **Village of Allouez**

The signatory, **Village of Allouez**, hereinafter called the Municipality, through its undersigned duly authorized officers or officials, hereby requests the State of Wisconsin Department of Transportation, hereinafter called the State, to initiate and effect the highway or street improvement hereinafter described.

The authority for the Municipality to enter into this agreement with the State is provided by Sections 86.25(1), (2), and (3) and Section 66.0301 of the Statutes.

NEEDS AND ESTIMATE SUMMARY:

All components of the project must be defined in the environmental document if any portion of the project is federally funded. The Municipality agrees to complete all participating and any non-participating work included in this improvement consistent with the environmental document. No work on final engineering and design may occur prior to approval of the environmental document.

Existing Facility - Describe and give reason for request: **The year of last improvement is 2002 from LeBrun Road to Vande Hei Road and 2005 from Vande Hei Road to Highway 172. The road consists of an urban cross section with two lanes of asphaltic pavement. The pavement has a rating of 6 and is in fair condition with locations of longitudinal and alligator cracking. The road has existing sidewalk on one side of the roadway between LeBrun Street and Longview Avenue and both sides of the road for the remainder of the project. There are no railroad facilities located within 1,000 feet of the project limits.**

Proposed Improvement – Nature of work: **The proposed improvement is an urban resurfacing for 0.7 miles of asphaltic pavement with a pavement width of 24' and an asphaltic shoulder width of 10' on both sides of the road. The proposed roadway is to include spot repairs for sidewalks and upgrading curb ramps to meet FDM standards, spot repair of curb and gutter, pavement marking, permanent signing, and spot repair of storm sewer pipe and structures. The proposed roadway is to include new 5' wide sidewalk on both sides of Libal Street from the south village limits to Longview Avenue. Parking on one side of the street will be eliminated to accommodate marked bike lanes throughout the entire project limits. Less than ½ acre of real estate acquisition along with acquisition of temporary interests are anticipated for the project. Minimal grading is expected with the project.**

Describe non-participating work included in the project and other work necessary to completely finish the project that will be undertaken independently by the Municipality. Please note that non-participating components of a project/contract are considered part of the overall project and will be subject to applicable federal requirements: **Items to be 100% locally funded could include, but may not be limited to, maintenance and repair of haul roads, adjustment of water service boxes, gate valves, and manholes; adjustment of sanitary sewer manholes, placing of new sanitary manhole seals and covers, compensable utility moves and real estate acquisition.**

The Municipality agrees to the following **2024-2029** Urbanized Area project funding conditions:

Project ID **4517-07-00** design costs are non-participating and include plan development, State review, real estate, railroad and utility costs and are 100% the responsibility of the Municipality.

Project ID **4517-07-70** construction costs are funded with up to 80% federal funding up to a funding limit of **$1,139,280**. The Municipality agrees to provide the remaining 20% and any funds in excess of the **$1,139,280** federal funding limit.

Non-participating construction costs which include, but is not limited to, relocation/adjustments to water and sanitary sewer facilities and maintenance and repair of haul roads are 100% the responsibility of the Municipality. Any work performed by the Municipality prior to federal authorization is not eligible for federal funding. The Municipality will be notified by the State that the project is authorized and available for charging.

This project is currently scheduled in State Fiscal Year **2028.** Sunset date: **June 30, 2033**.

Sunset Date is determined based on the date a project is scheduled to be authorized. Sunset date is calculated as six years from the beginning of the state fiscal year (SFY) in which a project is initially scheduled.

Extensions may be available upon approval of a written request by or on behalf of the Municipality to State. The written request shall explain the reasons for project implementation delay and revised timeline for project completion.

The dollar amounts shown in the Summary of Costs Table below are estimates. The final Municipal share is dependent on the final federal participation, and actual costs will be used in the final division of cost for billing and reimbursement. In no event shall federal or State funding exceed the estimate of **$1,139,280** in the Summary of Costs Table, unless such increase is approved in writing by the State through the State's Change Management Policy prior to the Municipality incurring the increased costs.

SUMMARY OF COSTS

PHASE	Total Est. Project Cost	Federal / State Funds	%	Municipal Funds	%
ID 4517-07-00					
Design	**$ 0**	**$ 0**	0%*	**$ 0**	100% + BAL
State Review	**$ 11,760**	**$ 0**	0%*	**$ 11,760**	100% + BAL
Project total	*$* **11,760**	*$* **0**		*$* **11,760**	
ID 4517-07-70					
Participating Construction	**$ 1,252,000**	**$ 1,001,600**	80%*	**$ 250,400**	20% + BAL
Construction Engineering	**$ 156,500**	**$ 125,200**	80%*	**$ 31,300**	20% + BAL
Non-Participating Construction	**$ 12,000**	**$ 0**	0%	**$ 12,000**	100%
State Review	**$ 15,600**	**$ 12,480**	80%*	**$ 3,120**	20% + BAL
Project total	*$* **1,436,100**	*$* **1,139,280**		*$* **296,820**	
Total Est. Cost Distribution	**$ 1,447,860**	**$ 1,139,280**		**$ 308,580**	

*Design ID **4517-07-00** federal/state funding is limited to $**0**
*Construction **ID 4517-07-70** federal/state funding is limited to $**1,139,280**

This request is subject to the terms and conditions that follow (pages 3 – 8) and is made by the undersigned under proper authority to make such request for the designated Municipality and upon signature by the State and delivery to the Municipality shall constitute agreement between the Municipality and the State. No term or provision of neither the State/Municipal Agreement nor any of its attachments may be changed, waived or terminated orally but only by an instrument in writing executed by both parties to the State/Municipal Agreement.

Signatures certify the content has not been altered by the municipality. Signed for and in behalf of: **Village of Allouez** (please sign in blue ink.)		
Name	Title	Date
Signed for and in behalf of the **State**:		
Name	Title	Date

GENERAL TERMS AND CONDITIONS:

1. All projects must be in an approved Transportation Improvement Program (TIP) or State Transportation Improvement Program (STIP) prior to requesting authorization.

2. Work prior to federal authorization is ineligible for federal funding.

3. The Municipality, throughout the entire project, commits to comply with and promote all applicable federal and state laws and regulations that include, but are not limited to, the following:

    a. Environmental requirements, including but not limited to those set forth in the 23 U.S.C. 139 and National Environmental Policy Act (42 U.S.C. 4321 et seq.)

    b. Equal protection guaranteed under the U.S. Constitution, WI Constitution, Title VI of the Civil Rights Act and Wis. Stat. 16.765. The municipality agrees to comply with and promote applicable Federal and State laws, Executive Orders, regulations, and implementing requirements intended to provide for the fair and equitable treatment of individuals and the fair and equitable delivery of services to the public. In addition the Municipality agrees not to engage in any illegal discrimination in violation of applicable Federal or State laws and regulations. This includes but is not limited to Title VI of the Civil Rights Act of 1964 which provides that “no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” The Municipality agrees that public funds, which are collected in a nondiscriminatory manner, should not be used in ways that subsidize, promote, or perpetuate illegal discrimination based on prohibited factors such as race, color, national origin, sex, age, physical or mental disability, sexual orientation, or retaliation.

    c. Prevailing wage requirements, including but not limited to 23 U.S.C 113.

    d. Buy America Provision and its equivalent state statutes, set forth in 23 U.S.C. 313 and Wis. Stat. 16.754.

    e. Competitive bidding and confidentiality requirements set forth in 23 U.S.C 112 and Wis. Stat. 84.06. This includes the sharing of financial data prior to the conclusion of the competitive bid period.

    f. All applicable Disadvantaged Business Enterprise (DBE) requirements that the State specifies.

    g. Federal statutes that govern the Surface Transportation Program (STP), including but not limited to 23 U.S.C. 133.

    h. General requirements for administering federal and state aid set forth in Wis. Stat. 84.03.

STATE RESPONSIBILITIES AND REQUIREMENTS:

4. Funding of each project phase is subject to inclusion in Wisconsin’s approved 2024-2029 Urbanized Area STP-Urban program. Federal funding will be limited to participation in the costs of the following items, as applicable to the project:

a. The grading, base, pavement, and curb and gutter, sidewalk, and replacement of disturbed driveways in kind.

b. The substructure, superstructure, grading, base, pavement, and other related bridge and approach items.

c. Storm sewer mains necessary for the surface water drainage.

d. Catch basins and inlets for surface water drainage of the improvement, with connections to the storm sewer main.

e. Construction engineering incident to inspection and supervision of actual construction work (except for inspection, staking, and testing of sanitary sewer and water main).

f. Signing and pavement marking.

g. New installations or alteration of street lighting and traffic signals or devices.

h. Landscaping.

i. State review services – Construction.

5. The work will be administered by the State and may include items not eligible for federal participation.

6. As the work progresses, the State will bill the Municipality for work completed which is not chargeable to federal funds. Upon completion of the project, a final audit will be made to determine the final division of costs subject to project funding limits in the Summary of Costs Table. If reviews or audits show any of the work to be ineligible for federal funding, the Municipality will be responsible for any withdrawn costs associated with the ineligible work.

MUNICIPAL RESPONSIBILITIES AND REQUIREMENTS:

7. Work necessary to complete the 2024-2029 Urbanized Area STP-Urban improvement project to be financed entirely by the Municipality or other utility or facility owner includes the items listed below.

a. New installations of or alteration of sanitary sewers and connections, water, gas, electric, telephone, telegraph, fire or police alarm facilities, parking meters, and similar utilities.

b. Damages to abutting property after project completion due to change in street or sidewalk widths, grades or drainage.

c. Detour routes and haul roads. The municipality is responsible for determining the detour route.

d. Conditioning, if required and maintenance of detour routes.

e. Real estate for the improvement.

f. Repair of damages to roads or streets caused by reason of their use in hauling materials incident to the improvement.

g. All work related to underground storage tanks and contaminated soils.

h. Street and bridge width in excess of standards, in accordance with the current *WisDOT Facilities Development Manual*.

i. Preliminary engineering and design.

j. State review services – Design.

8. The construction of the subject improvement will be in accordance with the appropriate standards unless an exception to standards is granted by State prior to construction. The entire cost of the construction project, not constructed to standards, will be the responsibility of the Municipality unless such exception is granted.

9. Work to be performed by the Municipality without federal funding participation necessary to ensure a complete improvement acceptable to the Federal Highway Administration and/or the State may be done in a manner at the election of the Municipality but must be coordinated with all other work undertaken during construction.

10. The Municipality is responsible for financing administrative expenses related to Municipal project responsibilities.

11. The Municipality will include in all contracts executed by them a provision obligating the contractor not to discriminate against any employee or applicant for employment because of age, race, religion, color, handicap, sex, physical condition, developmental disability as defined in Wis. Stat.51.01 (5), sexual orientation as defined in Wis. Stat. 111.32 (13m), or national origin.

12. The Municipality will pay to the State all costs incurred by the State in connection with the improvement that exceed federal financing commitments or are ineligible for federal financing. To guarantee the Municipality's foregoing agreements to pay the State, the Municipality, through its above duly authorized officers or officials, agrees and authorizes the State to set off and withhold the required reimbursement amount as determined by the State from any moneys otherwise due and payable by the State to the Municipality.

13. In accordance with the State's sunset policy for Local Bridge Program projects, the subject 2024-2029 STP improvement must be constructed and in final acceptance within six years from the beginning of the state fiscal year (SFY) in which a project is initially scheduled. Extensions may be available upon approval of a written request by or on behalf of the Municipality to State. The written request shall explain the reasons for project implementation delay and revised timeline for project completion.

14. If the Municipality should withdraw the project, it will reimburse the State for any costs incurred by the State on behalf of the project.

15. The Municipality will at its own cost and expense:

    a. Maintain all portions of the project that lie within its jurisdiction (to include, but not limited to, cleaning storm sewers, removing debris from sumps or inlets, and regular maintenance of the catch basins, curb and gutter, sidewalks and parking lanes [including snow and ice removal]) for such maintenance in a manner consistent with reasonable industry standards, and will make ample provision for such maintenance each year.

    b. Regulate [or prohibit] parking at all times in the vicinity of the proposed improvements during construction.

    c. Regulate [or prohibit] all parking at locations where and when the pavement area usually occupied by parked vehicles will be needed to carry active traffic in the street.

    d. Assume general responsibility for all public information and public relations for the project and to make fitting announcement to the press and such outlets as would generally alert the affected property owners and the community of the nature, extent, and timing of the project and arrangements for handling traffic within and around the project.

    e. Provide complete plans, specifications, and estimates to State upon request.

    f. Provide relocation orders and real estate plats to State upon request.

    g. Use the *WisDOT Utility Accommodation Policy* unless it adopts a policy, which has equal or more restrictive controls.

    h. Provide maintenance and energy for lighting.

i. Provide proper care and maintenance of all landscaping elements of the project including replacement of any plant materials damaged by disease, drought, vandalism or other cause.

16. It is further agreed by the Municipality that:

a. The Municipality assumes full responsibility for the design, installation, testing and operation of any sanitary sewer and water main infrastructure within the improvement project and relieves the state and all of its employees from liability for all suits, actions, or claims resulting from the sanitary sewer and water main construction under this agreement.

b. The Municipality assumes full responsibility for the plans and special provisions provided by their designer or anyone hired, contracted or otherwise engaged by the Municipality. The Municipality is responsible for any expense or cost resulting from any error or omission in such plans or special provisions. The Municipality will reimburse State if State incurs any cost or expense in order to correct or otherwise remedy such error or omission or consequences of such error or omission.

c. The Municipality will be 100% responsible for all costs associated with utility issues involving the contractor, including costs related to utility delays.

d. All signs and traffic control devices and other protective structures erected on or in connection with the project including such of these as are installed at the sole cost and expense of the Municipality or by others, will be in conformity with such *Manual of Uniform Traffic Control Devices* as may be adopted by the American Association of State Highway and Transportation Officials, approved by the State, and concurred with by the Federal Highway Administration.

e. The right-of-way available or provided for the project will be held and maintained inviolate for public highway or street purposes. Those signs prohibited under federal aid highway regulations, posters, billboards, roadside stands, or other private installations prohibited by Federal or State highway regulations will not be permitted within the right-of-way limits of the project. The Municipality, within its jurisdictional limits, will remove or cause to be removed from the right-of-way of the project all private installations of whatever nature which may be or cause an obstruction or interfere with the free flow of traffic, or which may be or cause a hazard to traffic, or which impair the usefulness of the project and all other encroachments which may be required to be removed by the State at its own election or at the request of the Federal Highway Administration, and that no such installations will be permitted to be erected or maintained in the future.

f. The Municipality is responsible for any damage caused by legally hauled loads, including permitted oversize and overweight loads. The contractor is responsible for any damage caused to haul roads if they do not obey size and weight laws, use properly equipped and maintained vehicles, and do not prevent spilling of materials onto the haul road (*WisDOT Standard Specifications* 618.1, 108.7, 107.8). The local maintaining authority can impose special or seasonal weight limitations as defined in Wis. Stat. 349.16, but this should not be used for the sole purpose of preventing hauling on the road.

The bid item 618.0100 Maintenance and Repair of Haul Roads (project) is ineligible for federal funding on local program projects as per the State/Municipal Agreement. The repair of damages as a result of hauling materials for the project is the responsibility of the Municipality as specified in the State/Municipal Agreement Terms and Conditions under Municipal Responsibilities and Requirements.

LEGAL RELATIONSHIPS:

17. The State shall not be liable to the Municipality for damages or delays resulting from work by third parties. The State also shall be exempt from liability to the Municipality for damages or delays resulting from injunctions or other restraining orders obtained by third parties.

18. The State will not be liable to any third party for injuries or damages resulting from work under or for the Project. The Municipality and the Municipality's surety shall indemnify and save harmless the State, its officers and employees, from all suits, actions or claims of any character brought because of any injuries or damages received or sustained by any person, persons or property on account of the operations of the Municipality and its sureties; or on account of or in consequence of any neglect in safeguarding the work; or because of any act or omission, neglect or misconduct of the Municipality or its sureties; or because of any claims or amounts recovered for any infringement by the Municipality and its sureties of patent, trademark or copyright; or from any claims or amounts arising or recovered under the Worker's Compensation Act, relating to the employees of the Municipality and its sureties; or any other law, ordinance, order or decree relating to the Municipality's operations.

19. Contract modification: This State/Municipal Agreement can only modified by written instruments duly executed by both parties. No term or provision of either this State/Municipal Agreement or any of its attachments may be changed, waived or terminated orally.

20. Binding effects: All terms of this State/Municipal Agreement shall be binding upon and inure to the benefits of the legal representatives, successors and executors. No rights under this State/Municipal Agreement may be transferred to a third party. This State/Municipal Agreement creates no third-party enforcement rights.

21. Choice of law and forum: This State/Municipal Agreement shall be interpreted and enforced in accordance with the laws of the State of Wisconsin. The Parties hereby expressly agree that the terms contained herein and in any deed executed pursuant to this State/Municipal Agreement are enforceable by an action in the Circuit Court of Dane County, Wisconsin.

PROJECT FUNDING CONDITIONS

22. Non-appropriation of funds: With respect to any payment required to be made by the State under this State/Municipal Agreement, the parties acknowledge the State's authority to make such payment is contingent upon appropriation of funds and required legislative approval sufficient for such purpose by the Legislature. If such funds are not so appropriated, either the Municipality or the State may terminate this State/Municipal Agreement after providing written notice not less than thirty (30) days before termination.

23. Maintenance of Records: During the term of performance of this State/Municipal Agreement, and for a period not less than three years from the date of final payment to the Municipality, records and accounts pertaining to the performance of this State/Municipal Agreement are to be kept available for inspection and audit by representatives of the Department. The Department reserves the right to audit and inspect such records and accounts at any time. The Municipality shall provide appropriate accommodations for such audit and inspection.

    In the event that any litigation, claim or audit is initiated prior to the expiration of said records maintenance period, the records shall be retained until such litigation, claim or audit involving the records is complete.

24. The Municipality agrees to the following 2024-2029 Urbanized Area STP-Urban project funding conditions:

    a. ID **4517-07-00:** Design is funded 100% by the Municipality. This phase includes plan development and state review. The work includes project review, approval of required reports and documents and processing the final Plan, Specification & Estimate (PS&E) document for award of the contract. Costs for this phase include an estimated amount for state review activities, to be funded 100% by the Municipality.

    b. Real estate is funded 100% by the Municipality. Real estate acquisition is 100% the responsibility of the Municipality.

    c. Railroad items are funded 100% by the Municipality.

    d. Utility items are funded 100% by the Municipality.

e. ID **4517-07-70**: Construction:

i. Costs for items such as grading, gravel, asphalt, curb & gutter, sidewalk, traffic control, etc. are funded with 80% federal funding up to a funding limit of **$1,139,280**, when the Municipality agrees to provide the remaining 20%, and any funds in excess of the **$1,139,280** federal funding limit.

ii. Non-participating costs for water and sanitary facilities, utilities, maintenance and repair of haul roads and detours are funded 100% by the Municipality. Costs include construction delivery.

iii. Costs for this phase include an estimated amount for state review activities, to be funded 80% with federal funding and 20% by the Municipality.

[End of Document]

2025 Reconstruction Project - Engineering Proposals

Rating Factors	JT Engineering	raSmith	Ruekert & Mielke
AL-2025-01 Proposal Scoring	Submitted Proposal	Submitted Proposal	Submitted Proposal
Qualifications	6.67	8.67	7.00
Relevant Experience	6.67	9.00	7.33
Schedule	7.00	9.33	7.67
Project Understanding	5.67	8.33	8.00
Total Score	26.00	35.33	30.00

Scoring (0-Lowest Score Possible and 10-Highest Score Possible)

Engineering Fee	JT Engineering	raSmith	Ruekert & Mielke	
Park Dr.	$20,490.00	$19,370.00	$7,000.00	
St. Francis Dr.	$44,510.00	$36,235.00	$27,500.00	
Crescent Dr.	$19,300.00	$12,355.00	$7,000.00	
Greene Ave.	$54,300.00	$46,705.00	$34,800.00	
Regina St.	$28,190.00	$19,455.00	$10,900.00	
Rapid Flashing Beacon	Included in Regina St. Fee	$4,712.50	$2,750.00	
Administration	$22,530.00	-	-	
Engineering Fee	$189,320.00	$138,832.50	$89,950.00	
Topographic Survey	-	$26,000.00	-	Due to Tight Schedule raSmith Previously Hired to Complete Topographic Survey
Total Engineering Cost	-	$164,832.50	-	

Overall 2023 Project Length 4425 ft		
Est. Final 2023 Street and Utility Reconstruction Cost	$3,080,000	
Final 2023 Street and Utility Engineering Fee	$102,765	3.3
Overall Project Length 5800 ft		
Proposed 2025 Street and Utility Reconstruction Est. Cost	$4,000,000	
Proposed 2025 Street and Utility Engineering Budgeted Fee	$160,000	4.0

June 19th, 2024

Sean Gehin, PE
Public Works Director
Village of Allouez Public Works Department
1900 Libal St.
Green Bay, WI 54301

RE: Request for Proposals (RFP): Village of Allouez 2025 Street and Utility Reconstruction Project - AL-2025-01 & 02

Dear Mr. Gehin and members of the selection committee,

JT Engineering, Inc. (JT) is pleased to present this proposal for the 2025 Street and Utility Reconstruction Project in the Village of Allouez. We are a well-qualified team with proven results working on municipal and transportation design projects. We are excited about the opportunity and will provide a complete, well-thought-out approach for the delivery of the project.

A few reasons why JT is uniquely qualified to complete this project:

- **Real People-** At our core, we believe that understanding your needs and goals is the key to delivering exceptional results. Our team has extensive experience in the Green Bay metropolitan area and within Brown County over the last several years. Several of our team members have been involved in numerous projects in the area that also include utility coordination, public involvement, and local area knowledge, which make us a perfect fit for this upcoming street and utility reconstruction project.
- **Trusted Solutions-** Here at JT, we pride ourselves on early issue and conflict identification and strive to provide our clients with several alternatives for consideration. With our vast construction experience, our constructability reviews during each design phase allows our team to communicate alternatives during design instead of during construction, limiting future change orders.
- **Proven Results-** Our team has design and construction experience for several reconstruction projects in urban areas. JT's PM, Kyle Williams, PE, has designed, managed, and overseen several projects with this scope of work, demonstrating his capabilities and dependability.

By placing your trust in JT, you can be confident that we will work hard to prove you made the right choice. We are committed to providing the Village of Allouez with exceptional service, responsiveness, and value. I will be the project manager and can be reached directly at the contact information below. We appreciate your consideration of JT and look forward to working with you and the Village staff.

Sincerely,

Kyle Williams, PE
Project Manager
608.405.0343
kylew@jt-engineering.com

Real People. **Trusted** Solutions. **Proven** Results.





Why JT?

- Local
- Provide cost-effective, high-quality design and construction solutions
- Experienced, knowledgeable, and professional team
- Dedicated to meeting your needs

Core Services

- Roadway Design
- Utility Design
- Signal Design & Analysis
- Structural Design
- Surveying
- Construction Management
- Constructability Reviews
- Roundabout Design & Analysis
- Environmental Reports & Permitting
- Unmanned Aircraft Systems (UAS)
- Path & Pedestrian Design

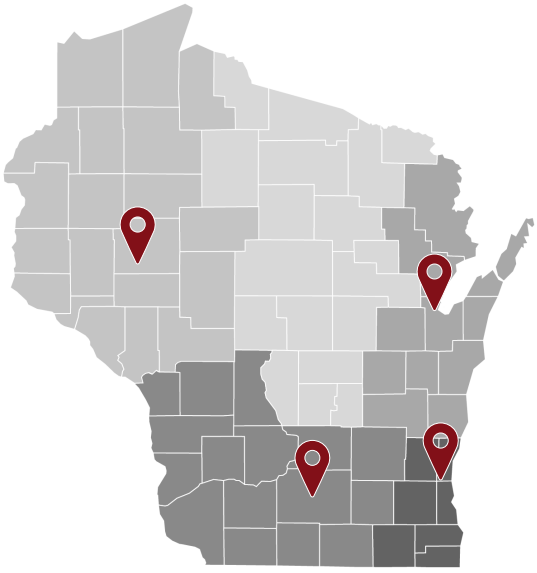
JT is proud to offer the experience, resources, and services of a larger firm, combined with the cost-effectiveness, client focus, and regional knowledge of a local firm. We view each project as a partnership and strive to make our clients' needs, timelines, goals, and concerns our top priority.

Founded in 2005, we have grown to over 100 employees with office locations in Green Bay, Eau Claire, Madison, and Milwaukee areas in Wisconsin. We provide a tailored approach for each project, proactively engaging and communicating with our clients to ensure efficient and cost-effective service. Our portfolio includes projects at every scale, from small bridge, road, and utility rehabilitation projects to mega interstate highway expansion projects. Our design and construction professionals work closely together, utilizing our combined experience, knowledge, and expertise to deliver award-winning, economical designs that exceed our clients' expectations.

19+ YEARS OF SERVICE

100+ EMPLOYEES

35 CERTIFIED PROFESSIONALS
PE, PLS, PTOE, & ENV SP





8 Years' Experience

BS, Civil Engineering: *UW-Madison, 2017*

Professional Engineer: *WI*

Kyle Williams, PE Project Manager

- As project manager, Kyle will oversee all project activities and be the primary contact for the Village's reconstruction project. Through his experience, he has managed several reconstruction projects and will be an asset to the Village's project.
- Kyle's well-rounded design background includes horizontal and vertical design for both utilities and roadway reconstructions.
- His construction experience overseeing the installation of sanitary sewer, storm sewer, and water main and roadway reconstruction projects has furthered his design capabilities.
- Kyle has worked on multiple urban reconstruction projects and is familiar with all aspects of pavement replacement design and standards.
- Kyle's hands-on approach, frequent communication, and experience have led him to manage and deliver projects within schedule and budget while reducing construction change orders.

Relevant Project Experience:

Ardent Glen, Phase 2, City of Verona, WI
Project Manager | Urban Reconstruction

STH 23, County Shop Road to Minvera Street, Lafayette County
Design Engineer | Urban Reconstruction

Whalen Road Improvements, City of Verona, WI
Project Manager | Urban Reconstruction

East View Road Reconstruction, City of Verona, WI
Project Manager | Urban Reconstruction



6 Years' Experience

BS, Civil Engineering: *UW-Madison, 2021*

Engineer-in-Training: *WI*

Jake Neerdaels, EIT Roadway Designer

- Jake's experience includes designing and constructing transportation and municipal infrastructure. He has recently led the roadway design on several urban reconstruction projects and will utilize this experience to efficiently lead the roadway design for these proposed street reconstruction projects.
- He is well-versed in the engineering practices related to plan production and Civil 3D design modeling standards.

Relevant Project Experience:

Berner Street Reconstruction, City of Green Bay
Design Engineer | Urban Reconstrucion

Lineville Road, CTH M, Brown County
Design Engineer | Urban Reconstrucion

Green Bay Street, Ctiy of Shawano
Design Engineer | Urban Reconstrucion

CTH EE, Weeden Creek Road, City of Sheboygan
Design Engineer | Urban Reconstrucion



35 Years' Experience

AS, Civil Engineering & Public Works Technology:
Northeast Wisconsin Technical College, 1989

Jeff Zlatohlavek Constructibilty Reviews

- Jeff has over 35 years of experience and extensive knowledge of construction projects. As a result, he is a go-to resource for JT as a constructability reviewer.
- His extensive experience on construction projects is utilized internally in design project oversight and constructability reviews for quality control purposes.
- Jeff understands construction from the contractor's point of view, resulting in a buildable plan, reasonable schedule, and accurate cost estimates, reducing change orders during construction and unnecessary additional construction costs for the Village of Allouez.

Relevant Project Experience:

Berner Street Reconstruction, Brown County
Constructability Reviewer | Urban Reconstruction

Allouez Safe Routes to School, Village of Allouez, Brown County
Constructability Reviewer | Urban Reconstruction

CTH O, CTH II to Green Bay Road, Winnebago County
Constructability Reviewer | Roadway Reconstruction

STH 23, County Shop Road to Minvera Street, Lafayette County
Constructability Reviewer | Urban Reconstruction

CTH R, (S Rapids Road), Custer Street to Manitowoc River, Manitowoc County
Project Leader | Rural to Urban Reconstruction

Northeast Region Local Program
Area Construction Oversight Specialist



25 Years' Experience

AS, Civil Engineering:
Chippewa Valley Technical College, 1999

Steve Lippert Senior Engineering Technician

- Steve has 24 years of experience in municipal design. He has worked on transportation projects ranging from roadway resurfacing to approach reconstruction for bridge replacement. His past projects include county, state highways, and city streets.
- He is skilled in AutoCAD Civil 3D design software and helps design numerous roadway and utility projects at the state, county, and local levels.
- Steve's recent focus has been on assisting in designing municipal utilities throughout the state, such as the Village of Grafton and Berner Street Reconstruction projects. He will utilize his experience to verify the utility design meets state and local standards.

Relevant Project Experience:

Berner Street Reconstruction, Brown County
Design Specialist | Urban Reconstruction

2023 Street Reconstruction, Village of Grafton, WI
Design Specialist | Urban Reconstruction

Water, Sewer, & Road for Potawatomi Trail Subdivision, Forest County Potawatomi Community
Engineering Technician | Land Development



Berner Street Reconstruction, City of Green Bay, WI

Client: City of Green Bay | Urban Reconstruction

Services Provided

- Topographic Survey
- Preliminary & Final Design
- Drainage Design
- Agency & Utility Coordination
- Sidewalk Design
- Driveway Design
- ADA Curb Ramp Design

Key Staff

- Jake Neerdaels, EIT
- Jeff Zlatohlavek
- Steve Lippert

Project Dates

- Design: 2022-2023
- Construction: 2023

Reference

Matt Woicek, PE
Assistant City Engineer
City of Green Bay
920.448.3100
matt.woicek@greenbaywi.gov

Project Overview

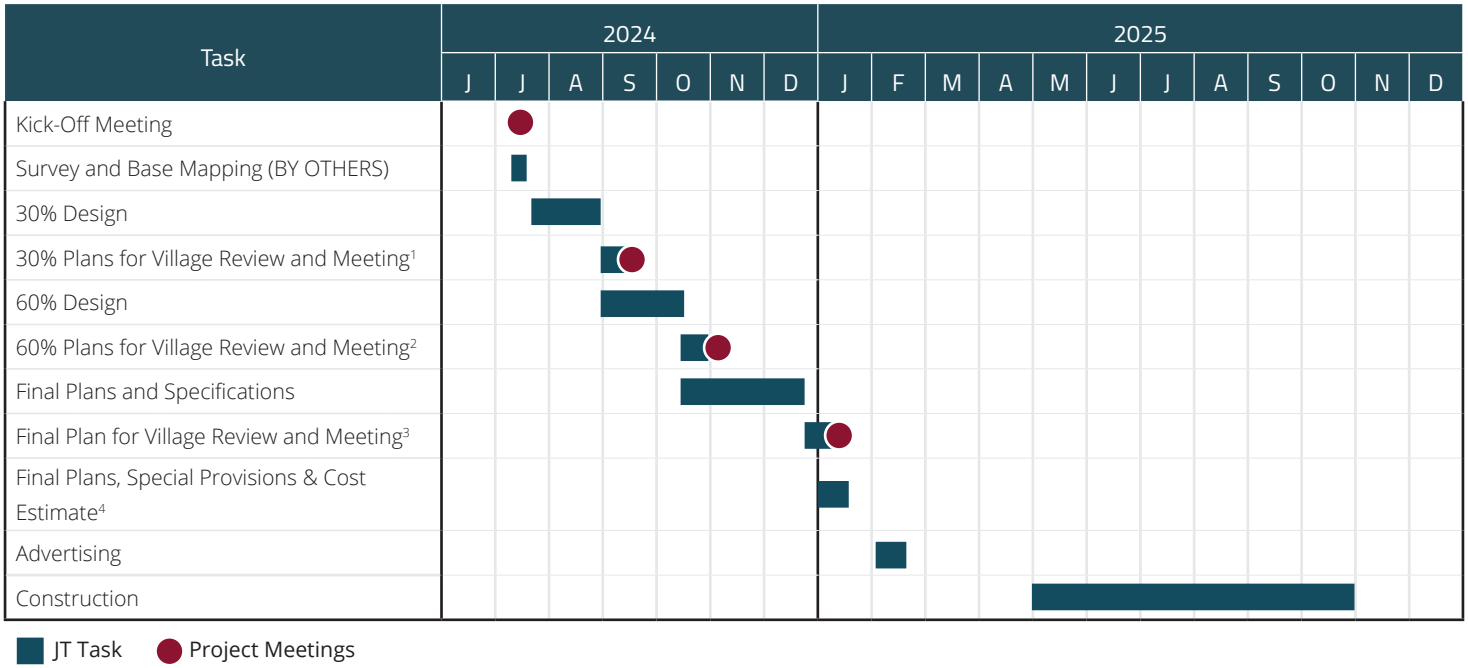
JT completed the design for the urban reconstruction of Berner Street from N Irwin to Webster Avenue in Green Bay, WI. The project team worked with the City and provided a design that reconstructed approximately 2,000 feet of urban local road. The timeline was very aggressive and incorporated five meetings, including one public involvement meeting. This project replaced the deteriorating pavement and infrastructure along Berner Street, from N Irwin to Webster Avenue. Public involvement was crucial, ensuring the property owners were aware of what would be taking place after design and during construction. Extensive sidewalk and driveway replacement was included in order to alleviate existing drainage issues on site. All current pedestrian ramps were redesigned to meet ADA standards.

Key Aspects

- Complete street reconstruction
- Several profile iterations were necessary to ensure positive drainage and to minimize impacts to the existing sidewalk
- Design of seven ADA-compliant pedestrian curb ramps
- Coordination with the City of Green Bay Water Utility on incorporating the water main design into the plans

This project is included to demonstrate our experience working with the City of Green Bay, ADA-compliant pedestrian ramps, and drainage design.

JT has provided a schedule below to complete all of the scoping and preliminary design services for the 2025 Street and Utility Reconstruction Project.



1- 30% Plans for Village Review and Meeting - 8/30/24 to 9/13/24
2- 60% Plans for Village Review and Meeting - 10/18/24 to 11/1/24
3- Final Plans for village review and meeting - 12/20/24 to 1/8/24
4- Final Plans, Special Provisions, and Cost Estimate completed 1/17/25

Park Drive	410 Feet
Task	**Fee**
30% Design & Estimate	$8,160.00
60% Design & Estimate	$6,750.00
Final Design & Estimate	$5,580.00
Total	**$20,490.00**

*Includes construction details provided by Village and additional details, used for all other streets
*Includes plan drawings and details as provided in the RFP dated June 3, 2024

St. Francis Drive	2100 Feet
Task	**Fee**
30% Design & Estimate	$16,810.00
60% Design & Estimate	$15,690.00
Final Design & Estimate	$12,010.00
Total	**$44,510.00**

*Includes plan drawings and details as provided in the RFP dated June 3, 2024

Crescent Drive	370 Feet
Task	**Fee**
30% Design & Estimate	$7,620.00
60% Design & Estimate	$6,360.00
Final Design & Estimate	$5,320.00
Total	**$19,300.00**

*Includes plan drawings and details as provided in the RFP dated June 3, 2024

Regina Street	725 Feet
Task	**Fee**
30% Design & Estimate	$10,800.00
60% Design & Estimate	$9,400.00
Final Design & Estimate	$7,990.00
Total	**$28,190.00**

*Includes RFB details and plan

*Includes plan drawings and details as provided in the RFP dated June 3, 2024

Greene Avenue	2150 Feet
Task	**Fee**
30% Design & Estimate	$18,940.00
60% Design & Estimate	$19,380.00
Final Design & Estimate	$15,980.00
Total	**$54,300.00**

*Includes plan drawings and details as provided in the RFP dated June 3, 2024

Administration	
Task	**Fee**
Project Administration	$17,570.00
Bid Proposal	$4,960.00
Total	**$22,530.00**

*Includes project administration and management

*Includes in person kickoff meeting, 30%, 60%, and final review meetings

*Includes bid proposal with special provisions

*Includes utility coordination

*Includes preparation and submission of WDNR Water Extension and WDNR Sewer Extension
permits

Street Breakdown	Totals
Task	**Fee**
Administration	$22,530.00
Park Drive	$20,490.00
St. Francis Drive	$44,510.00
Crescent Drive	$19,300.00
Greene Avenue	$54,300.00
Regina Street	$28,190.00
Total Cost AL-2025-01& 02	**$189,320.00**

*Costs provide assume Village will provide survey, geotechnical investigation results roadway widths and thicknesses, utility horizonal locations, any traffic control plans, project contract documents, and publically bid the project.

June 19, 2024

raSmith

CREATIVITY BEYOND ENGINEERING



Engineering Design Services:

Village of Allouez

2025 Street & Utility Reconstruction Projects

Project ID #s:

- AL-2025-01
- AL-2025-02

(920) 731-3499
rasmith.com

100 West Lawrence Street, Suite 412
Appleton, WI 54911-5754



01 Cover Letter

02 Firm & Team Qualifications

11 Similar Projects

15 Project Schedule

16 Scope/Cost

raSmith

CREATIVITY BEYOND ENGINEERING

Cover Letter

June 19, 2024

Mr. Sean Gehin, P.E.
Director of Public Works
Village of Allouez
1900 Libal Street
Green Bay, WI 54301-2453

raSmith
CREATIVITY BEYOND ENGINEERING

100 West Lawrence Street, Suite 412
Appleton, WI 54911-5754
(920) 731-3499

RE: Request for Engineering Services Proposals
Village of Allouez 2025 Street and Utility Reconstruction Projects
(AL-2025-01 & AL-2025-02)

Dear Mr. Gehin:

raSmith is pleased to be considered for the design of the Village of Allouez's 2025 street and utility reconstruction projects. We are excited to continue our relationship with the Village and are committed to delivering a superior quality plan to the Department of Public Works for these projects. The raSmith team offers the following unmatched benefits:

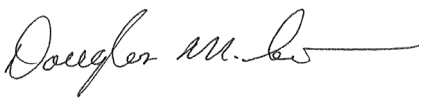
Tailored approach — we have the Village's best interests in mind. We will provide a design that will always have the best long-term result in mind for the Village. We will provide utility and roadway plan sheets with colored utility lines and annotations developed from working with the Village on these designs over the last six years. We understand your expectations and goals for these projects.

Proven experience — we have completed these projects for the Village in 2019, 2021, 2023, and on many similar projects. Our past design experience on urban reconstruction projects, including the 2019, 2021, and 2023 Village of Allouez street and utility reconstruction projects, allows us to understand the project challenges and anticipate issues before they occur. Other firms cannot match our knowledge of the Village's standards and the resulting efficiencies realized in a quality plan set, estimate, and bidding documents.

Staff availability — we are ready. The timing for the Village's 2025 street and utility reconstruction projects aligns well with the availability of our staff. Our efforts will be led by me and involve senior project engineer Scott Lietzau for QC and previous design engineer, Robert Wielgos, for continuity and oversight from previous years projects. New team members include senior design engineer Mark Van Der Wegen, design engineer Joshua Fleming, and engineering technician Jairo Mazariegos. They complete our team with strong municipal and roadway design experience.

The Village of Allouez's Department of Public Works needs a design team with a thorough understanding of the Village's engineering standards who is ready to meet your schedule. raSmith is that design team. We are ready to exceed your expectations on these important projects.

Sincerely,
raSmith



Doug Senso, P.E.
Senior Project Manager
(920) 843-5731
doug.senso@rasmith.com

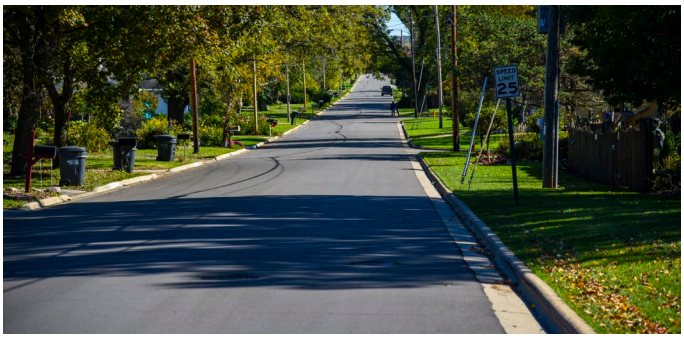
Firm & Team Qualifications

raSmith is a multi-disciplinary consulting firm comprising civil engineers, structural engineers, traffic engineers, land surveyors, development managers, landscape architects, and ecologists. Our services are focused on our public and private sector clients' needs in design and construction including site design, structural engineering, municipal engineering, transportation and traffic, surveying, construction services, and geographic information systems (GIS). We work on projects nationwide from our seven locations. Richard A. Smith, M.S., P.E., founded raSmith in 1978. Richard A. Smith Jr., P.E., (Ricky) leads the firm as president. The firm currently employs a staff of 220.

Simply stated, raSmith offers the Village of Allouez the luxury of local design professionals with the benefit of deep and varied regional experience.

Transportation Engineering

The raSmith transportation division specializes in complex urban and rural roadway and intersection design, including traffic and safety analysis and traffic signal design. We are very familiar with the distinctive needs and requirements of clients at both the state and local levels whether village or town, city, county or WisDOT. We are also very familiar with the project concerns, conflicts, and challenges that arise from design complexities to satisfying the public's project concerns. raSmith is listed on the Wisconsin Department of Transportation's Roster of Eligible Engineering Consultants. Specifically, raSmith's transportation division has designed well over 25 similar projects in the last 10 years. The projects shown are a sampling of similar projects for raSmith's senior project manager Doug Senso, senior project engineer Mark Van Der Wegen, and the design team.



We have assembled an experienced, diverse design team to exceed the Village of Allouez's expectations for the 2025 street and utility reconstruction projects. Learn more about our design team in the following overviews and resumes.



Doug Senso, P.E. – Senior Project Manager

Doug has more than 30 years of experience in the design of transportation facilities for local governments and the Wisconsin Department of Transportation (WisDOT). He is an excellent communicator who will keep you informed on the projects' progress and issues. If issues arise, you can trust Doug to identify these early on and come to you with solutions.

He has successfully managed the design of several projects similar to the Village's street and utility reconstruction projects including: the 2019, 2021, and 2023 Village of Allouez Street and Utility Reconstructions, Oneida Street in the City of Appleton, 18th Avenue in the City of West Bend, South Third Street in the City of Watertown, and Sumner Street in the City of Hartford. These urban reconstruction projects required new storm sewer and other public utility designs and details, pavement cross slopes designed to maximize drainage and constructability, and profile adjustments to minimize bordering property impacts. This project experience, coupled with his work with the Village on the 2019, 2021, and 2023 projects, is a perfect match for the Village of Allouez's 2025 street and utility reconstruction projects.

Doug's commitment to quality on his projects has been recognized by the WisDOT Excellence in Highway Design Awards, winning regional awards in 2009, 2010, 2011, 2012 and twice in 2016, and statewide awards in 2010 and 2011.

Doug's estimated availability is 60% from July 2024 and forward. His current commitments include:

- Mather Street reconstruction, City of Green Bay
- WIS 54, Portage County
- WIS 57, Door County
- WIS 42, Door County
- Curb Ramp updates to WisDOT's Facilities Development Manual (FDM)

raSmith
CREATIVITY BEYOND ENGINEERING

Firm & Team Qualifications



Scott Lietzau, P.E. – Quality Control/ Quality Assurance Engineer

Scott has over 22 years of experience with a wide variety of roadway designs including capacity expansions of freeways and interstates, new corridor alignments, and urban street reconstructions. He serves as the transportation division's technical services specialist (TSS), ensuring that design quality and standards are upheld. Similar to the Village of Allouez projects, Scott's Sumner Street project involved utility installations and roadway design within a constrained urban corridor. This project was nominated for an Excellence in Urban Highway Design award.

Scott was the design team leader on the 2019, 2021, and 2023 Village of Allouez Street and Utility Reconstruction projects. Relying on his highly diverse background, he will ensure that the project design and plans are correct, complete, and upheld to the Village's standards. He will also act as a sounding board for the design team's solutions to critical issues.

Scott's estimated availability is 65% from July 2024 and forward. His current commitments include:

- Mather Street reconstruction, City of Green Bay
- WIS 54, Portage County
- Various QA/QC review on division roadway projects



Mark Van Der Wegen, P.E. – Senior Design Engineer

With over a decade of specialized experience, Mark stands out as an expert in utility and roadway design. His comprehensive background spans a multitude of disciplines with a particular focus on developing innovative solutions for both local and state agencies. His proficiency extends to the creation and implementation of preventative maintenance programs for roadways and utilities, ensuring sustainable infrastructure integrity. Additionally, Mark's adeptness in roadway corridor and curb ramp modeling along with his commitment to providing exceptional field and office support underscore his integral role in the successful execution of construction projects.

Mark possesses a robust background in roadway and utility design, as evidenced by his leadership in numerous projects across Wisconsin. His expertise is highlighted by his work for the Town of Grand Chute, where he spearheaded the comprehensive reconstruction of Mutual Way and the Nordale Commerce Business Park, encompassing complete roadway and utility overhauls. Additionally, for the City of Appleton, Mark skillfully crafted the site grades for the expansive 80-acre Southpoint Commerce Industrial Park, as well as devised intricate roadway cross-sections and intersection models, adhering to the city-provided design profiles.

Mark's estimated availability is 60% from July 2024 and forward. His current commitments include:

- Spencer Street water main relay phase II design, Town of Grand Chute
- Spencer Street water main relay phase I, construction management, Town of Grand Chute
- Mutual Way reconstruction construction management, Town of Grand Chute



Robert Wielgos, P.E. – Design Engineer

With over nine years of engineering experience, Robert has led multiple design projects for several communities in Wisconsin. For the Village of Mount Pleasant, he has designed the Oakes Road Reconstruction, 16th Street Reconstruction, TID #1 roadway and utilities, and TID #4 Phase 3 roadways and utilities; for the Village of Sturtevant, he has designed the Kensington Square Road Reconstruction; for the Village of Genoa City, he has designed the Wisconsin & Booth Street roadway and utility reconstruction project; for the Town of Ixonia, has designed the Triangle Road Reconstruction and is currently managing the Marietta Avenue widening and Rehabilitation project; and for the Village of Allouez, he has designed the 2021 and 2023 Street Reconstruction projects.

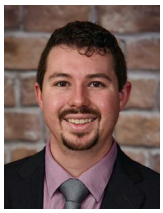
Robert's municipal and roadway design background makes him a great fit for this project. His familiarity with the staff at the Village of Allouez makes him exceptionally qualified to be a part of the raSmith team. He is proficient in our Civil 3D design software, making plan adjustments quickly and efficiently. His role on this project will be to provide support for the roadway modeling and plan QA/QC due to his familiarity with having produced plans for multiple Allouez Streets of similar scope in the past three years.

Robert's estimated availability is 50% from July 2024 and forward. His current commitments include:

- Marietta Avenue rehabilitation project
- Ixonia paving project construction management
- Burlington town engineering

raSmith
CREATIVITY BEYOND ENGINEERING

Firm & Team Qualifications



Joshua Fleming – Design Engineer
With a strong background in roadway and utility design while at the City of Oshkosh, Josh brings over three years of comprehensive engineering expertise. His portfolio includes the design, oversight, and successful execution of numerous municipal roadway projects alongside a variety of public infrastructure enhancements, demonstrating a strong commitment to urban development and community improvement.

Josh excels in the intricate field of surface modeling, demonstrating a particular expertise in crafting roadway corridor and curb ramp models. His work consistently surpasses established design standards, showcasing a deep understanding of the complexities involved in creating detailed and accurate models. They serve as the foundation for high-quality infrastructure development. His proficiency is not only evident in the technical accuracy of the models, but also in their ability to facilitate smoother transitions and enhanced accessibility, aligning with the best practices in civil engineering.

Josh's estimated availability is 70% from July 2024 and forward. His current commitments include:

- Spencer Street water main relay Phase II design, Town of Grand Chute
- Municipal site designs (fire stations, public works expansions)



Jairo Mazariegos – Engineering Technician
Jairo brings over 11 years of experience as an engineering/surveying technician to support the team. His projects have included municipal utility design such as roads, stormwater drainage, and site plan drawings; WisDOT designs and deliverables; and survey mapping. Additionally, Jairo is proficient in AutoCAD/Civil 3D as he has worked closely with the design team on the Mather Street and Spencer Street local urban street design projects.

Jairo's estimated availability is 70% from July 2024 and forward. His current commitments include:

- Mather Street reconstruction, City of Green Bay
- Spencer Street, Town of Grand Chute
- WIS 54, Portage County

Other firms cannot match our knowledge of the Village's standards and the resulting efficiencies that will be gained in our work.

raSmith
CREATIVITY BEYOND ENGINEERING

Firm & Team Qualifications



Education

B.S. Civil Engineering, Marquette University, Milwaukee, 1992

M.S. Civil Engineering, University of Illinois at Urbana-Champaign, Urbana, 1994

Professional Registrations

Professional Engineer: WI, IL

Wisconsin Department of Transportation Certified Roundabout Designer, Level 1

Professional Affiliations

Engineers Foundation of Wisconsin, Trustee

Wisconsin Society of Professional Engineers, Fox Valley Chapter

Institute of Transportation Engineers (ITE)

Awards

WIS 26, Fond du Lac County
- 2016 WisDOT Excellence in Highway Design for Consultant Rural Design

WIS 145: 2011 WisDOT Excellence in Highway Design for Consultant Rural Design, ACEC of Wisconsin Best of State, 2011 ACEC National Recognition Award

Calhoun Road, City of Brookfield
- 2010 WisDOT Excellence in Highway Design for Consultant Urban Design
- 2010 APWA, Wisconsin Chapter, Public Works Project of the Year
- 2010 ACEC of Wisconsin, State Finalist, Engineering Excellence Award

Doug Senso, P.E.

Senior Project Manager

Doug is an adept project manager who brings excellent communication and organizational skills to his projects, resulting in quality designs and high marks from his clients.

He brings over 30 years of experience on a variety of design projects, including urban and rural roadways, roundabouts, bridge and culvert replacements, and planning studies. Doug understands how to incorporate your priorities into the project yet satisfy the needs of the oversight and permitting agencies. He has successfully managed the design of projects ranging from $200,000 to $12.5 million in construction costs. He uses his superior writing and presentation abilities to communicate complex technical ideas into understandable concepts in environmental and design documents and at public meetings.

Project Experience

Urban Roadway & Intersection Project Experience

- Village of Allouez 2019, 2021, and 2023 Street and Utility Reconstructions, Brown County, WI
- 18th Avenue, West Bend, WI
- WIS 55, Outagamie County, WI
- WIS 42, Door County, WI
- WIS 28, Sheboygan County, WI
- WIS 101, Forest County, WI
- County CB/Oakridge Road Roundabout, Winnebago County, WI
- Oneida Street, City of Appleton, Outagamie County, WI
- County P/County PV Roundabout, Washington County, WI
- WIS 26, Fond du Lac County, WI
- WIS 145, Washington County, WI
- WIS 142 Roundabout, Racine County, WI
- WIS 32/Happy Lane Roundabout, Sheboygan County, WI
- WIS 22/WIS 32 Roundabout, Oconto County, WI
- WIS 16/WIS 71 Roundabout, Monroe County, WI
- WIS 23/County G Roundabouts, Fond du Lac County, WI
- Calhoun Road and I-94 Bridge Replacements, Waukesha County, WI
- WIS 20/WIS 75 Roundabout, Racine County, WI
- North Central Region Wide Culvert Replacement Projects, Various
- Counties, WI
- WIS 60, City of Hartford, Washington County, WI
- Packard Avenue, City of St. Francis, WI
- South Third Street, Jefferson County, WI
- WIS 21/WIS 116 Intersection, Winnebago County, WI
- Tayco Street, Winnebago County, WI

raSmith
CREATIVITY BEYOND ENGINEERING

Firm & Team Qualifications



Education

B.S. Civil Engineering, University of Wisconsin-Platteville, 2001

B.S. Environmental Engineering, University of Wisconsin-Platteville, 2001

Professional Registration

Professional Engineer: WI

Professional Affiliation

American Society of Civil Engineers

Continuing Education

"Urban Drainage Design," FHWA & WisDOT, 2010

“Freeway and Interchange Geometric Design,” ITE, 2006

“Stormwater Best Management Practices,” University of Wisconsin Madison, 2004

“Introduction to MicroStation,” Milwaukee Area Technical College, 2002

“Urban Street Design,” University of Wisconsin-Madison, 2002

Scott Lietzau, P.E.

Quality Control/Quality Assurance Engineer

Scott has over 22 years of experience in design and construction inspection. He has served as the design leader on some of the largest, most complex projects in the raSmith transportation division including new and reconstructed bypass freeways, interstate expansion, several interchanges, and multiple road realignments.

Scott leads the transportation division’s quality assurance program at raSmith as our technical services specialist and brings this detailed approach to the Village of Allouez’s 2023 Street and Utility Reconstruction Projects. He is one of our technical design experts.

Project Experience

Roadway Design

- Village of Allouez 2019, 2021, and 2023 Street and Utility Reconstructions, Brown County, WI
- 18th Avenue, Washington County, WI
- I-94, Jefferson County, WI
- WIS 101, Forest County, WI
- WIS 42, Door County, WI
- I-39/90, Rock County, WI
- North Central Region Wide Culvert Replacements, Various Counties,
- WI
- I-794 (Hoan Bridge), Milwaukee County, WI
- County T, Marinette County, WI
- WIS 26 (Fort Atkinson Bypass), Jefferson County, WI
- WIS 26 (Watertown Bypass), Jefferson/Dodge Counties, WI
- WIS 32, Bayside, Milwaukee County, WI
- WIS 21/WIS 116 Intersection, Winnebago County, WI
- WIS 60, City of Hartford, Washington County, WI

Construction Management

- WIS 26, Rosendale, Fond du Lac County, WI: one-mile, two-lane divided and undivided urban reconstruction.
- WIS 32/Sheridan Road, Kenosha, Kenosha County, WI: concrete pavement, storm sewers, grading, traffic signals, and lighting
- I-94 and County SS, Pewaukee, Waukesha County, WI: concrete pavement, curb & gutter, sidewalks, crushed aggregate, open-grade base course, storm sewer, retaining walls, pavement marking, and signing

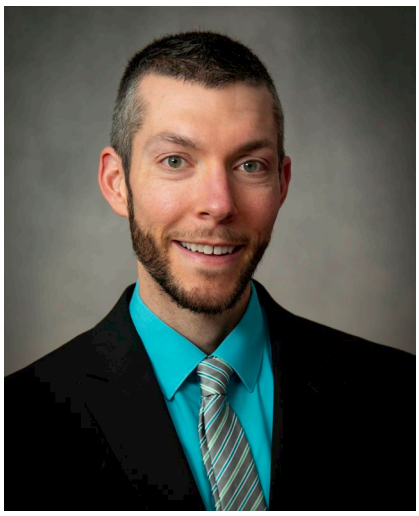
Safety Study

- WIS 33/County I Road Safety Audit, Ozaukee County, WI: intersection safety study documenting existing conditions, traffic volumes and crashes with short- and long-term improvement recommendations

raSmith

CREATIVITY BEYOND ENGINEERING

Firm & Team Qualifications



Education

B.S. Civil Engineering, Michigan Technological University, 2013

Professional Registration

Professional Engineer: Wisconsin (No. E-45856-6)

Professional Affiliations

American Public Works Association (APWA) Leadership and Management Committee Member (Wisconsin Chapter)

American Society of Civil Engineers (ASCE) Member

Northeast Wisconsin Stormwater Consortium (NEWSC) - Leadership Member At Large

Presentations

Stormwater Quality Management Workshop (NEWSC) - Dual Presenter September 2023

Mark Van Der Wegen, P.E.

Senior Design Engineer

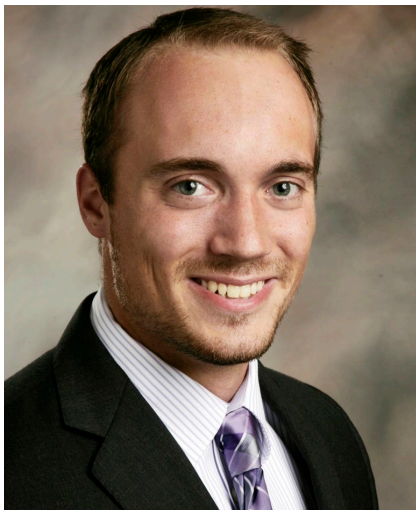
With a robust background in municipal engineering, Mark brings over a decade of design expertise across multiple disciplines. His portfolio encompasses comprehensive site design, advanced roadway and utility projects for both local and state entities, as well as stormwater management systems for residential and commercial developments. Mark excels in creating efficient roadway and utility maintenance strategies and precise site grading plans. His hands-on experience extends to delivering both field and office support for diverse construction initiatives.

Project Experience

Urban Roadway Design Projects

- Mutual Way Reconstruction, Town of Grand Chute, Outagamie County, WI
- Tyler Drive Reconstruction, Town of Grand Chute, Outagamie County, WI
- City of Appleton, Southpoint Industrial Commerce Park, Calumet County, WI
- Village of Greenville, Greenwood Road Reconstruction, Outagamie County, WI
- Village of Little Chute, Homewood Court Reconstruction, Outagamie County, WI
- Village of Little Chute, Carol Lynn Drive Reconstruction, Outagamie County, WI
- Village of Little Chute, W. Evergreen Drive Reconstruction, Outagamie County, WI
- Village of Little Chute, Park Avenue Reconstruction, Outagamie County, WI
- City of Verona – Downtown Streets Reconstruction – Phase III, Park Lane, Dane County, WI
- City of Verona – Downtown Streets Reconstruction – Phase II, Park Lane and Shuman Street, Dane County, WI
- City of Verona – Downtown Streets Reconstruction – Phase I, Church Avenue, Marietta Street, and Grove Street, Dane County, WI
- Wisconsin Department of Transportation – Northeast Region, WIS 28, Prange Road to Taylor Drive, Sheboygan County, WI
- Wisconsin Department of Transportation – Northwest Region, WIS 93, Detloff Drive to WIS 95, Arcadia County, WI

Firm & Team Qualifications



Education

B.S. Civil Engineering, Marquette University, 2015

Professional Registration

Professional Engineer: WI

Professional Affiliations

American Public Works Association (APWA)

2021 APWA Emerging Leaders Academy Member

Software Proficiency

AutoCAD Civil 3D

HydroCAD

Hydraflow

Flow Master

Culvert Master

Robert J. Wielgos, P.E.

Design Engineer

With over nine years of engineering experience, Robert has led multiple project designs for the Village of Mount Pleasant, including: 16th Street Reconstruction, Oakes Road Reconstruction, TID #1, TID #4 - Phase 3, Annual Paving Program, and 16th Street Pavement Reconstruction. Robert has also led the design efforts for other communities such as the City of Sun Prairie westside building site redevelopment, multiple Oak Creek utility projects, Village of Allouez 2021 and 2023 Street Reconstructions, and UW-Waukesha site infrastructure improvements.

Robert has also undertaken the role of mentoring the company's employees in the rotational program by providing technical guidance and overall support. His involvement also includes assistance with recruiting, interviewing, and hiring new candidates for the company's rotational engineer program. He is additionally responsible for AutoCAD Civil 3D software training for the rotational engineers.

Project Experience

Municipal Services

- 2021 and 2023 Street Reconstructions, Village of Allouez, Brown County, WI
- 16th Street Reconstruction, Oakes Road to Green Bay Road, Village of Mount Pleasant, WI
- Oakes Road Reconstruction, 16th Street to Washington Avenue, Village of Mount Pleasant, WI
- TID #1, Village of Mount Pleasant, WI
- TID #4, Phase 3, Village of Mount Pleasant, WI
- Westside Building Addition, City of Sun Prairie, WI
- Water Main Relays and Extensions, City of Oak Creek, WI
- Paving Program, Village of Mount Pleasant, WI
- County B Water Main Relay, Village of Genoa City, WI
- Jewell Street Sanitary Sewer, City of Oak Creek, WI
- Site Infrastructure Improvements, University of Wisconsin-Waukesha
- 16th Street Pavement Reconstruction - 90th Street to Willow Road, Village of Mount Pleasant, WI

raSmith

CREATIVITY BEYOND ENGINEERING

Firm & Team Qualifications



Joshua Fleming

Design Engineer

With a robust background in municipal engineering, Josh brings over three years of comprehensive experience to the table. His expertise encompasses the design, oversight, and successful execution of various municipal roadway and public infrastructure projects. This hands-on experience not only demonstrates his technical proficiency, but also highlights his commitment to enhancing community infrastructure.
Josh is proficient using AutoCAD Civil 3D, Microsoft Office, and SolidWorks, and he has familiarity with ArcGIS Pro, EPA SWMM, EPA Net modeling software, HEC–HMS, and HEC–RAS.

Education

B.S. Civil and Environmental Engineering, Water Resources Emphasis, South Dakota School of Mines & Technology, 2021

Project Experience

- Mutual Way Reconstruction, Town of Grand Chute, Outagamie County, WI
- Tyler Drive Reconstruction, Town of Grand Chute, Outagamie County, WI
- E. Lincoln Avenue Pavement Reconstruction from N. Main Street to
- 250' East of Grand Street, Oshkosh, WI
- West Half of Oregon Street Reconstruction from W. Waukau Avenue to W. 35th Avenue, Oshkosh, WI
- 300 East Parking Lot Pavement Reconstruction, Oshkosh, WI
- UW-Oshkosh Pedestrian Mall Sidewalk and Site Grading, Oshkosh, WI
- Tyler Avenue Reconstruction from N. Sawyer Street to Bauman Street, Oshkosh, WI
- Coolidge Avenue Reconstruction from Bauman Street to the Fox River, Oshkosh, WI
- Bauman Street Reconstruction from Van Buren Avenue to Adams Avenue, Oshkosh, WI
- Lakeshore Park Construction of Multi-modal Trails and Parking Lot, Oshkosh, WI
- Michigan Street Reconstruction between W. 5th Avenue and W. 7th Avenue, Oshkosh, WI
- W. 7th Avenue Reconstruction from Michigan Street to Iowa Street, Oshkosh, WI
- E. 7th Avenue Reconstruction from S. Main Street to Lake Winnebago, Oshkosh, WI
- Nicolet Avenue Partial Reconstruction from Bowen Street to Shorewood Drive, Oshkosh, WI
- W. 9th Avenue Reconstruction from Quail Run Drive to Linden Oaks Drive, Oshkosh, WI
- Rainbow Park Trail New Construction, Oshkosh, WI
- 9th Avenue South Parking Lot Reconstruction, Oshkosh, WI
- 8th Avenue North Parking Lot Reconstruction, Oshkosh, WI
- Oshkosh Fire Station #18 Parking Lot Resurfacing, Oshkosh, WI
- Algoma Boulevard Reconstruction from Wisconsin Street to Congress Avenue, Oshkosh, WI
- Wisconsin Street Reconstruction from W. New York Avenue to W. Bent Avenue, Oshkosh, WI

raSmith
CREATIVITY BEYOND ENGINEERING

Firm & Team Qualifications



Jairo Mazariegos

Engineering Technician

Jairo brings over 11 years of experience as an engineering/surveying technician to support the team. His projects have included municipal utility design such as roads, stormwater drainage, and site plan drawings; WisDOT designs and deliverables; and survey mapping. Additionally, Jairo is proficient in AutoCAD/Civil 3D.

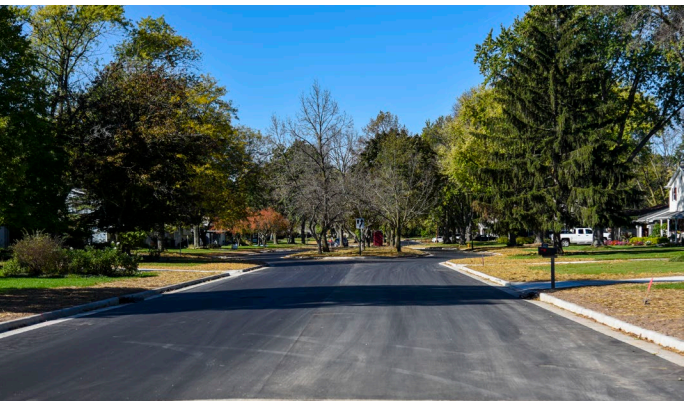
Education

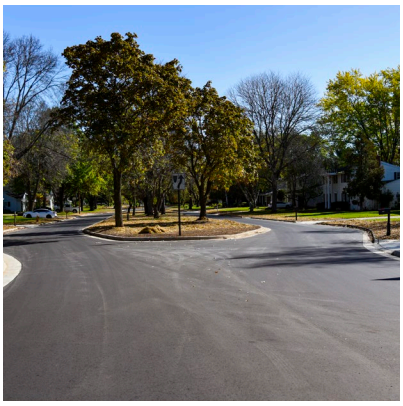
Associate Degree, Architectural/ Engineering Drafting & Design, ITT Technical Institute, 2005

Project Experience

- County W (IL State Line to County C East), Kenosha, WI
- County Z (County ZZ to Kavanaugh Road), Buchanan, WI
- Mather Street, Green Bay, WI
- WIS 22, Gillett, WI
- WIS 28, Sheboygan County, WI
- WIS 47 Resurfacing, Black Creek, WI
- WIS 57, Door County, WI
- WIS 96, Outagamie County, WI
- W. Spencer Street Reconstruction, Grand Chute, WI
- Washington Street & 18th Avenue, West Bend, WI
- Washington Street & 7th Avenue, West Bend, WI

Similar Projects





2019, 2021, & 2023 Street & Utility Reconstruction Projects

raSmith provided street design, utility design, and limited surveying services for the reconstruction of Oakwood Avenue, E. Oakhill Drive, E. Summit Street, Longview Avenue, W. St. Joseph Street, Roselawn Boulevard, Beaumont Street, Kalb Street, Karen Lane, Allouez Terrace, and Jackson Street in the Village of Allouez from 2019-2023. These projects included the removal and replacement of the existing pavement, curb & gutter, sanitary sewer, water main, storm sewer and laterals. New sidewalk and curb ramps were also included on the reconstruction on some roadways.

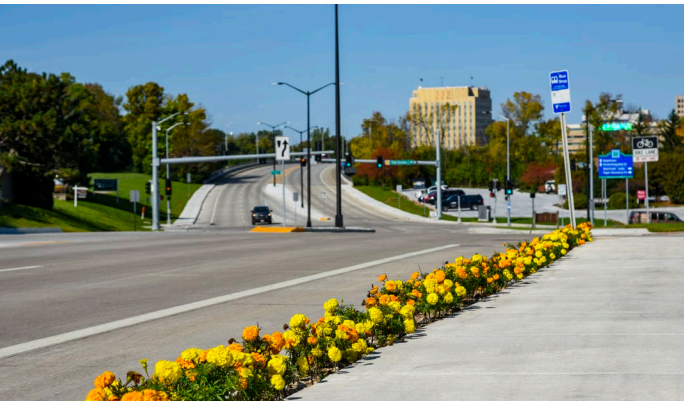
This project included plans with color utility lines developed as the Village of Allouez's new drafting standard. This color scheme and text annotation style is required on the 2025 projects for consistency. The raSmith design team worked closely with Village staff to develop design and drafting standards and completed the design of these street and utility reconstruction projects. During construction, the contractor commented on the high quality of the design plans for these projects.

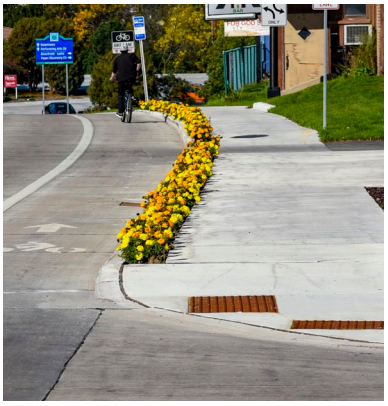
Location

Village of Allouez, WI

raSmith Manager

Doug Senso, P.E.





Oneida Street Reconstruction, City of Appleton

raSmith designed this $6 million urban reconstruction of a 1.1-mile section of Oneida Street that begins just south of Hoover Avenue and continues to the Skyline Bridge in the City of Appleton. Oneida Street is a four-lane urban roadway that connects WIS 441 to downtown Appleton. The concrete pavement on Oneida Street was deteriorating quickly and beyond routine maintenance repairs. Its pedestrian facilities were below current standards, and there were no bicycle accommodations.

This project included a new concrete pavement. Similar to the Village of Allouez's street reconstruction projects, the Oneida Street improvements consisted of replacing the storm sewer system, pavement, new sidewalk and curb ramps, and curb & gutter in a tight urban environment, and enhancing the overall operations and safety of the roadway. Additionally, five signalized intersections were upgraded with new traffic signal installations.

Location

City of Appleton, WI

raSmith Manager

Doug Senso, P.E.

raSmith

CREATIVITY BEYOND ENGINEERING

Similar Projects



South Third Street, City of Watertown

Location

City of Watertown, WI

raSmith Manager

Doug Senso, P.E.

Similar to the Village of Allouez's street reconstruction projects, this $2.4 million urban reconstruction project included 0.5 miles of South Third Street and 0.3 miles of five side streets between South Third Street and South Fourth Street in the City of Watertown.

The project's challenges included slightly widening the roadway within the existing right-of-way while preserving nearly two-thirds of the terrace trees. Aesthetic treatments such as decorative street lighting and brick paver terraces were incorporated in the design of the project. Additionally, numerous Phase 2 hazardous material sites were present. Like the Village's street reconstructions, a new storm sewer system was designed to minimize utility relocations and accommodate future system upgrades by the City. Water main and sanitary sewer plans were also included in the design of the project. Finally, sidewalks and curb ramps were designed and installed to meet ADA standards.

Sumner Street (WIS 60), City of Hartford

Location

City of Hartford, WI

raSmith Manager

Doug Senso, P.E.

Downtown Hartford's main thoroughfare, Sumner Street (WIS 60), was constructed in 1963 and sorely in need of replacement to meet current safety and capacity requirements. raSmith completed the design for the reconstruction of this 1.1- mile, two-lane urban roadway to a four- lane urban roadway through the heart of the City of Hartford.



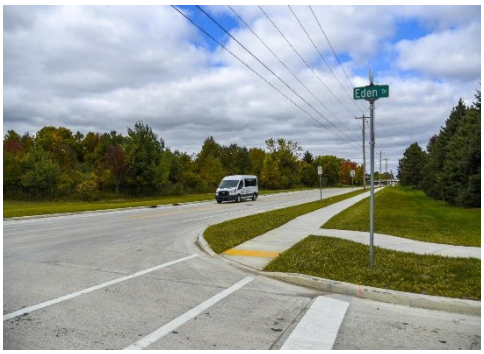
The project's primary challenge was to meet the future capacity and safety needs of the main arterial of the City while minimizing impacts and disruptions to residents and businesses along the route. Locating the new storm sewer system into a crowded right-of-way corridor that included up to three sanitary sewer lines and three water mains was another major challenge. raSmith designed a four-lane roadway cross section within the existing constrained corridor with minimum right-of-way acquisition by working with the City to consolidate numerous public utility lines. To improve the slope of driveways and minimize impacts to front yards, raSmith designed a unilateral cross slope along a portion of the roadway. This technique has been utilized to address similar issues on the Village of Allouez's street reconstruction projects. raSmith also enhanced the aesthetics of the corridor by incorporating colored crosswalks, decorative lighting, and landscaping into the design.

This project was nominated by the WisDOT SE Region for Excellence in Highway Design for Urban Roadway Design Award.

raSmith
CREATIVITY BEYOND ENGINEERING

Similar Projects

18th Avenue, City of West Bend



This urban street reconstruction project covered 0.5 miles from Paradise Drive to Vogt Drive on the west side of the City of West Bend. The existing roadway was experiencing deterioration and poor drainage. Additionally, narrow shoulder and non-existent sidewalk did not accommodate bicycle or pedestrian use. The project was located in a residential area bordering a City park.

raSmith completed the design of this project, which included pavement design, environmental documentation and permitting, and a right-of-way plat. Similar to the Village of Allouez projects, a new storm sewer system was designed to provide proper roadway drainage, and ADA-compliant curb ramps, sidewalks, and bike lanes were added to accommodate all users. Careful attention was paid to the roadway profile design to improve sight distances on a hill within the project and limit impacts to adjoining properties and the City park. In fact, right-of-way and grading impacts to the city park were completely avoided.

This project was completed within the City's required accelerated schedule and was constructed in 2022.

Location

City of West Bend, WI

raSmith Manager

Doug Senso, P.E.

Mutual Way, Town of Grand Chute



This hybrid street reconstruction project covered 0.25 miles between W. Michaels Drive to Integrity Way in Grand Chute. Addressing the deteriorated road conditions and inadequate drainage system, the initiative also focused on upgrading transit stops to meet ADA standards and constructing sidewalks to ensure safe passage for cyclists and pedestrians. This enhancement was crucial for the bustling commercial area, improving accessibility and safety for all users.

The project showcased raSmith's robust expertise in municipal engineering, featuring the installation of a new asphalt pavement. Drawing parallels with the Village of Allouez's street reconstruction, the work included a comprehensive storm sewer system overhaul, meticulous evaluation and enhancement of water main and sanitary facilities, and adjustments to fit the modified roadway profile. Additionally, implementation of new sidewalks, curb ramps, and concrete curb & gutters, while ensuring the road fit within the existing right-of-way, significantly improving operational efficiency and safety.

This project will be constructed this summer and competed by the end of October 2024.

Location

Town of Grand Chute, WI

raSmith Team

Mark Van Der Wegen, P.E.
Joshua Fleming

raSmith
CREATIVITY BEYOND ENGINEERING

Similar Projects

Tyler Drive, Town of Grand Chute



This urban street reconstruction on the 0.15-mile stretch from W. Pershing Street to W. Nordale Drive in Grand Chute showcases the robust roadway design expertise by raSmith. This segment of roadway was included in as part of a larger reconstruction project within the Nordale Commerce Industrial Park, which consisted of various forms of reconstruction-related activities to improve drainage and correct pavement deficiencies. The project transformed the road into an urban standard, while also adding stormwater conveyance infrastructure and upgrading water main systems, which replaced outdated pipes. A meticulous analysis of existing grades led to an optimized roadway elevation, minimizing the need for additional stormwater collection systems beyond the curbside.

The Village of Allouez's street and utility reconstruction projects such as this Grand Chute project focus on modernizing infrastructure and improving road conditions. Both projects involve the replacement of outdated water mains and stormwater infrastructure, and will emphasize the transformation to an urban standard with optimized roadway elevations. These projects reflect a meticulous planning approach to enhance their respective urban landscapes.

This project will be constructed this summer and competed by the end of October 2024.

Location

Town of Grand Chute, WI

raSmith Team

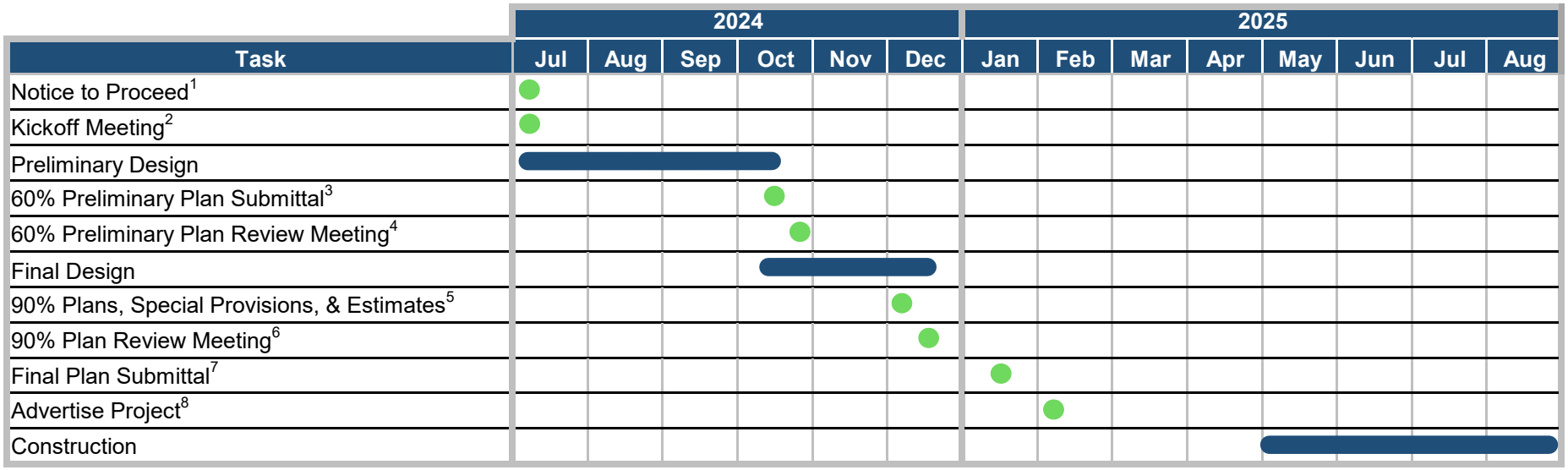
Mark Van Der Wegen, P.E.
Joshua Fleming

We are committed to exceeding your expectations for a successful project.

raSmith
CREATIVITY BEYOND ENGINEERING

Project Schedule

Village of Allouez 2025 Street & Utility Reconstruction Projects



Milestone Date

[1] Week of July 8, 2024
[2] Week of July 8, 2024
[3] October 18, 2024
[4] Week of October 28, 2024
[5] Week of December 2, 2024
[6] Week of December 16, 2024
[7] January 17, 2025
[8] Week of February 3, 2025

raSmith
CREATIVITY BEYOND ENGINEERING

Scope/Cost

PROJECT AL-2025-01 (1 of 3)

PARK DRIVE SCOPE (415 ft)	STAFF TYPE AND BILLING RATES Project Manager $170.00	Project Engineer $135.00	Design Engineer $110.00	Technician $90.00	Fee
Plan Preparation (noted scales are 11x17)					
Title Sheet	0	1	1	2	$425.00
General Notes	0	1	1	2	$425.00
Typical Sections [1 sheet]	0.5	1	1	1	$420.00
(1) Construction Details [5 sheets]	0.5	2	4	6	$1,335.00
(2) WisDOT Standard Detail Drawings [10 sheets]	0	2	3	2	$780.00
Erosion Control [1 sheet at 40-scale]	0	1	2	4	$715.00
(3) Utility Plan and Profile [2 sheets at 40-scale]	1	4	15	18	$3,980.00
(4) Roadway Design / Plan and Profiles [1 sheet at 40-scale]	1	4	12	11	$3,020.00
(5) Corridor Modeling / Cross Sections [8 sheets at 2/5 scale]	1	4	20	4	$3,270.00
60% Level Quantities and Cost Estimate	0	1	2	2	$535.00
90% Level Quantities and Cost Estimate	1	1	2	2	$705.00
Bid Proposal (includes utility coordination and specials)	1	4	0	0	$710.00
* Kickoff Meeting	2.5	2.5	0	0	$762.50
* 30% Review Meeting	2.5	2.5	0	0	$762.50
* 60% Review Meeting	2.5	2.5	0	0	$762.50
* 90% Review Meeting	2.5	2.5	0	0	$762.50
Hours by Staff Type	16	36	63	54	169
				Total Park Drive Fee	$19,370.00

Notes:
(1) Assumes same number and similar details to AL-2023-01/02 plans plus any new details provided by Village.
(2) Assumes same number and similar SDD's to AL-2023-01/02 plans.
(3) Assumes Village provides design markups, raSmith to CAD in sheets, use colored utility lines and annotations from AL-2023-01/02 plans. Separate sheet for inlet lead profiles.
(4) Includes color storm trunk line in plan view only.
(5) Show existing R/W and existing buried utility ticks.
* Assumes each meeting includes all project streets.

raSmith
CREATIVITY BEYOND ENGINEERING

Scope/Cost

PROJECT AL-2025-01 (2 of 3)

ST. FRANCIS DRIVE SCOPE (2,100 ft)	STAFF TYPE AND BILLING RATES				Fee
	Project Manager $170.00	Project Engineer $135.00	Design Engineer $110.00	Technician $90.00	
Plan Preparation (noted scales are 11x17)					
* Title Sheet	0	0	0	0	$0.00
* General Notes	0	0	0	0	$0.00
Typical Sections [1 sheet]	0.5	1	1	2	$510.00
* (1) Construction Details [5 sheets]	0.5	0	0	0	$85.00
* (2) WisDOT Standard Detail Drawings [10 sheets]	0	0	0	0	$0.00
Erosion Control [2 sheets at 40-scale, stacked views]	0	2	4	8	$1,430.00
(3) Utility Plan and Profile [7 sheets at 40-scale]	2	14	35	56	$11,120.00
(4) Roadway Design / Plan and Profiles [4 sheets at 40-scale]	2	12	34	40	$9,300.00
(5) Corridor Modeling / Cross Sections [30 sheets at 2/5 scale]	2	16	64	12	$10,620.00
60% Level Quantities and Cost Estimate	0.5	1	5	3	$1,040.00
90% Level Quantities and Cost Estimate	1	4	8	3	$1,860.00
Utility Coordination and Specials	0	2	0	0	$270.00
* Kickoff Meeting	0	0	0	0	$0.00
* 30% Review Meeting	0	0	0	0	$0.00
* 60% Review Meeting	0	0	0	0	$0.00
* 90% Review Meeting	0	0	0	0	$0.00
Hours by Staff Type	9	52	151	124	336

Total St. Francis Drive Fee	$36,235.00

Notes:
(1) Assumes same number and similar details to AL-2023-01/02 plans plus any new details provided by Village.
(2) Assumes same number and similar details to AL-2023-01/02 plans.
(3) Assumes Village provides design markups, raSmith to CAD in sheets, use colored utility lines and annotations from AL-2023-01/02 plans. Separate sheet for inlet lead profiles.
(4) Includes color storm trunk line in plan view only.
(5) Show existing R/W and existing buried utility ticks.
* Included in overall project AL-2025-01 plan set effort. Assumes each meeting includes all project streets.

raSmith
CREATIVITY BEYOND ENGINEERING

Scope/Cost

PROJECT AL-2025-01 (3 of 3)

CRESENT LANE SCOPE (370 ft)	STAFF TYPE AND BILLING RATES Project Manager $170.00	Project Engineer $135.00	Design Engineer $110.00	Technician $90.00	Fee
Plan Preparation (noted scales are 11x17)					
* Title Sheet	0	0	0	0	$0.00
* General Notes	0	0	0	0	$0.00
Typical Sections [1 sheet]	0.5	1	1	2	$510.00
* (1) Construction Details [5 sheets]	0.5	0	0	0	$85.00
* (2) WisDOT Standard Detail Drawings [10 sheets]	0	0	0	0	$0.00
Erosion Control [1 sheet at 40-scale]	0	1	2	2	$535.00
(3) Utility Plan and Profile [2 sheets at 40-scale]	1	4	12	17	$3,560.00
(4) Roadway Design / Plan and Profiles [1 sheet at 40-scale]	1	4	12	11	$3,020.00
(5) Corridor Modeling / Cross Sections [7 sheets at 2/5 scale]	1	4	20	4	$3,270.00
60% Level Quantities and Cost Estimate	0	1	2	2	$535.00
90% Level Quantities and Cost Estimate	1	1	2	2	$705.00
Utility Coordination and Specials	0	1	0	0	$135.00
* Kickoff Meeting	0	0	0	0	$0.00
* 30% Review Meeting	0	0	0	0	$0.00
* 60% Review Meeting	0	0	0	0	$0.00
* 90% Review Meeting	0	0	0	0	$0.00
Hours by Staff Type	5	17	51	40	113

Total Cresent Lane Fee	$12,355.00

Notes:
(1) Assumes same number and similar details to AL-2023-01/02 plans plus any new details provided by Village.
(2) Assumes same number and similar details to AL-2023-01/02 plans.
(3) Assumes Village provides design markups, raSmith to CAD in sheets, use colored utility lines and annotations from AL-2023-01/02 plans. Separate sheet for inlet lead profiles.
(4) Includes color storm trunk line in plan view only.
(5) Show existing R/W and existing buried utility ticks.
* Included in overall project AL-2025-01 plan set effort. Assumes each meeting includes all project streets.

PROJECT AL-2025-01 FEE SUMMARY	
Park Drive	$19,370.00
St. Francis Drive	$36,235.00
Cresent Lane	$12,355.00
Total	**$67,960.00**

raSmith
CREATIVITY BEYOND ENGINEERING

Scope/Cost

PROJECT AL-2025-02 (1 of 3)

GREENE AVE SCOPE (2,150 ft)	STAFF TYPE AND BILLING RATES Project Manager $170.00	Project Engineer $135.00	Design Engineer $110.00	Technician $90.00	Fee
Plan Preparation (noted scales are 11x17)					
Title Sheet	0	1	1	2	$425.00
General Notes	0	1	1	2	$425.00
Typical Sections [1 sheet]	0.5	1	1	1	$420.00
(1) Construction Details [5 sheets]	0.5	2	4	6	$1,335.00
(2) Curb Ramp Details [assume 9 ramps, 4 sheets]	2	6	24	12	$4,870.00
(3) WisDOT Standard Detail Drawings [10 sheets]	0	2	3	2	$780.00
Erosion Control [2 sheets at 40-scale, stacked views]	0	3	4	8	$1,565.00
(4) Utility Plan and Profile [7 sheets at 40-scale]	2	16	36	60	$11,860.00
(5) Roadway Design / Plan and Profiles [4 sheets at 40-scale]	2	10	32	38	$8,630.00
(6) Corridor Modeling / Cross Sections [30 sheets at 2/5 scale]	1	12	64	8	$9,550.00
60% Level Quantities and Cost Estimate	0	1	5	3	$955.00
90% Level Quantities and Cost Estimate	1	5	8	3	$1,995.00
Bid Proposal (includes utility coordination and specials)	1	5	0	0	$845.00
* Kickoff Meeting	2.5	2.5	0	0	$762.50
* 30% Review Meeting	2.5	2.5	0	0	$762.50
* 60% Review Meeting	2.5	2.5	0	0	$762.50
* 90% Review Meeting	2.5	2.5	0	0	$762.50
Hours by Staff Type	20	75	183	145	423

Total Greene Avenue Fee	$46,705.00

Notes:
(1) Assumes same number and similar details to AL-2023-01/02 plans plus any new details provided by Village.
(2) Assumes two ramps installed along south side of roadway at all intersecting streets (3) for sidewalk crossings. 3 ramps installed at Greene Ave./East River Dr. Intersection for Park access
(3) Assumes same number and similar SDD's to AL-2023-01/02 plans.
(4) Assumes Village provides design markups, raSmith to CAD in sheets, use colored utility lines and annotations from AL-2023-01/02 plans. Separate sheet for inlet lead profiles. Includes sewer relay thru easement area.
(5) Includes color storm trunk line in plan view only.
(6) Show existing R/W and existing buried utility ticks.
* Assumes each meeting includes all project streets.

raSmith
CREATIVITY BEYOND ENGINEERING

Scope/Cost

PROJECT AL-2025-02 (2 of 3)

REGINIA STREET SCOPE (725 ft)	STAFF TYPE AND BILLING RATES Project Manager $170.00	Project Engineer $135.00	Design Engineer $110.00	Technician $90.00	Fee
Plan Preparation (noted scales are 11x17)					
* Title Sheet	0	0	0	0	$0.00
* General Notes	0	0	0	0	$0.00
Typical Sections [1 sheet]	0.5	1	1	1	$420.00
* (1) Construction Details [5 sheets]	0.5	0	0	0	$85.00
* (2) WisDOT Standard Detail Drawings [10 sheets]	0	0	0	0	$0.00
Erosion Control [1 sheet at 40-scale, stacked views]	0	1	4	6	$1,115.00
(3) Utility Plan and Profile [3 sheets at 40-scale]	1	5	24	32	$6,365.00
(4) Roadway Design / Plan and Profiles [2 sheets at 40-scale]	1	5	20	16	$4,485.00
(5) Corridor Modeling / Cross Sections [14 sheets at 2/5 scale]	1	8	26	10	$5,010.00
60% Level Quantities and Cost Estimate	0	1	3	2	$645.00
90% Level Quantities and Cost Estimate	1	2	4	2	$1,060.00
Utility Coordination and Specials	0	2	0	0	$270.00
* Kickoff Meeting	0	0	0	0	$0.00
* 30% Review Meeting	0	0	0	0	$0.00
* 60% Review Meeting	0	0	0	0	$0.00
* 90% Review Meeting	0	0	0	0	$0.00
Hours by Staff Type	5	25	82	69	181

Total Regina Street Fee	$19,455.00

Notes:
(1) Assumes same number and similar details to AL-2023-01/02 plans plus any new details provided by Village.
(2) Assumes same number and similar details to AL-2023-01/02 plans.
(3) Assumes Village provides design markups, raSmith to CAD in sheets, use colored utility lines and annotations from AL-2023-01/02 plans. Separate sheet for inlet lead profiles.
(4) Includes color storm trunk line in plan view only.
(5) Show existing R/W and existing buried utility ticks.
* Included in overall project AL-2025-02 plan set effort. Assumes each meeting includes all project streets.

raSmith
CREATIVITY BEYOND ENGINEERING

Scope/Cost

PROJECT AL-2025-02 (3 of 3)

GREENE AVE/WEBSTER AVE INTER. SCOPE	STAFF TYPE AND BILLING RATES Project Manager $170.00	Project Engineer $135.00	Design Engineer $110.00	Technician $90.00	Fee
Plan Preparation (noted scales are 11x17)					
* Title Sheet	0	0	0	0	$0.00
* General Notes	0	0	0	0	$0.00
Typical Sections [1 sheet]	0	0	0	0	$0.00
* (1) Construction/Plan Details [2 sheets]	1	2	4	6	$1,420.00
(2) Curb Ramp Details [assume 2 ramps, 1 sheet]	1	2	8	4	$1,680.00
* (3) WisDOT Standard Detail Drawings [10 sheets]	0	0	0	0	$0.00
Erosion Control [1 sheet at 40-scale, stacked views]	0	0.5	1.5	3	$502.50
(4) Utility Plan and Profile [none]	0	0	0	0	$0.00
(5) Roadway Design / Plan and Profiles [none]	0	0	0	0	$0.00
60% Level Quantities and Cost Estimate	0	1	1	1	$335.00
90% Level Quantities and Cost Estimate	1	1	1	1	$505.00
Utility Coordination and Specials	0	2	0	0	$270.00
* Kickoff Meeting	0	0	0	0	$0.00
* 30% Review Meeting	0	0	0	0	$0.00
* 60% Review Meeting	0	0	0	0	$0.00
* 90% Review Meeting	0	0	0	0	$0.00
Hours by Staff Type	3	9	16	15	42
				Total Greene/Webster Fee	$4,712.50

Notes:
(1) Assumes same number and similar details to AL-2023-01/02 plans plus any new details provided by Village.
(2) Two curb ramps located on south side of intersection. Includes pavement marking, removals, and RRFB layout.
(3) Assumes same number and similar details to AL-2023-01/02 plans.
(4) Assumes Village provides design markups, raSmith to CAD in sheets, use colored utility lines and annotations from AL-2023-01/02 plans. Separate sheet for inlet lead profiles.
(5) Includes color storm trunk line in plan view only.

* Included in overall project AL-2025-02 plan set effort. Assumes each meeting includes all project streets.

PROJECT AL-2025-02 FEE SUMMARY	
Greene Avenue	$46,705.00
Regina Street	$19,455.00
Greene Ave/Webster Ave Intersection	$4,712.50
Total	**$70,872.50**

raSmith
CREATIVITY BEYOND ENGINEERING

VILLAGE OF **ALLOUEZ**



2025 Street and Utility Reconstruction Project

June 19, 2024

Ruekert • Mielke

Ruekert Mielke
1400 Lombardi Ave, Suite 101S Green Bay, WI 54304 920-876-6382

June 19, 2024

Sean Gehin, P.E.
Director of Public Works
Village of Allouez
1900 Libal St.
Green Bay, WI 54301

Re: 2025 Street and Utility Reconstruction Project

Mr. Gehin,

The Village of Allouez is planning the rehabilitation and reconstruction of five streets and their underground utilities for the 2025 construction season: Park Drive, St. Francis Drive, Crescent Drive, Greene Avenue, and Regina Street. The Village is looking for an experienced consultant to provide roadway and utility engineering and design. Ruekert & Mielke, Inc. (R/M) focuses on municipal infrastructure engineering, and our staff are engaged in roadway, water, sewer and storm water design and construction on a daily basis.

Our project team will work with the Village to determine the appropriate designs for each roadway corridor. We will be involved with Village staff throughout the process, incorporating Village preferences, and reviewing comments.

We look forward to working with the Village on the 2025 Street and Utility Reconstruction Project.

Sincerely,
RUEKERT & MIELKE, INC.



Kevin Wagner, P.E.
Green Bay Office Manager
kwagner@ruekert-mielke.com

TABLE OF **CONTENTS:**

4 FIRM INFORMATION

5 PROJECT UNDERSTANDING & APPROACH

7 PROJECT DESIGN

8 PROJECT TEAM

13 SCHEDULE

14 COST

PARTNERS SINCE 2020

R/M has been working alongside the Village of Allouez since 2020 on the GIS system. We are familiar with most Village staff and how the Village operates.

MUNICIPAL EXPERTISE

For more than 75 years municipal engineering has been our focus. R/M is familiar with road, water, sewer, storm water design, and construction management.



LOCAL PRESENCE

Our office is located in Green Bay, only 10 minutes away from the Village. We have years of experience in the area and our convenient location allows for us to be on site instantly if needed.

KEY **DIFFERENTIATORS**



Ruekert · Mielke

YOUR **INFRASTRUCTURE ALLY**

Ruekert & Mielke, Inc. (R/M) is a 100% employee-owned civil engineering firm with **more than 75 years** of service to local communities and organizations. Our engineers, environmental scientists, agricultural experts, and technology consultants empower our clients to thrive by solving infrastructure challenges.

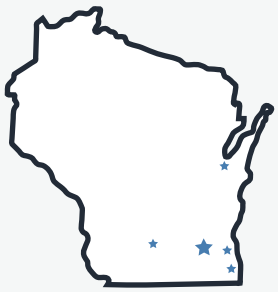
ABOUT

- Established in 1946
- 120+ Employees Located in Wisconsin
- 7x Top Workplace

100%

EMPLOYEE OWNED

LOCATIONS

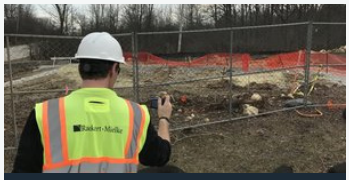


WAUKESHA, WI
MADISON, WI
GREEN BAY, WI
KENOSHA, WI
MILWAUKEE, WI

SERVICES



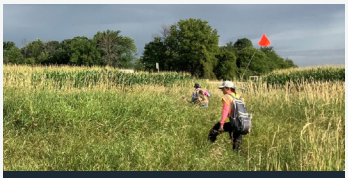
AGRICULTURE



CONSTRUCTION SERVICES



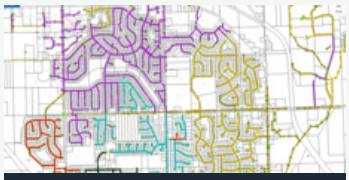
DRONE & SURVEY



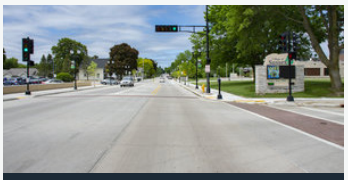
ENVIRONMENTAL



FINANCE



GIS



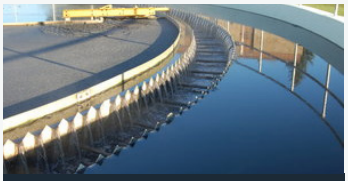
MUNICIPAL & ROADS



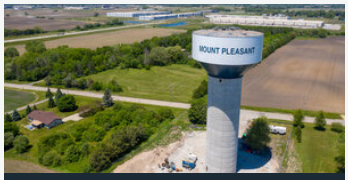
PAVEMENT MANAGEMENT



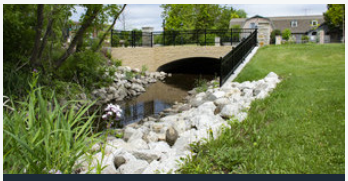
SITE DEVELOPMENT



WASTEWATER



WATER & SCADA



WATER RESOURCES



PROJECT UNDERSTANDING

The Village of Allouez is planning the rehabilitation and reconstruction of five streets: Park Drive, St. Francis Drive, Crescent Drive, Greene Avenue, and Regina Street. The existing roadways and utilities have undergone significant deterioration over the years. The Village is planning to remove and replace the water main along all five streets, line and spot repair the sanitary sewer and storm sewer where feasible, replace the asphalt pavement, and provide safety for pedestrians with sidewalks and pathways.

Key Considerations

For each roadway R/M has identified some key items that will need to be taken into consideration during the design of the projects. These are by no way comprehensive, and we anticipate identifying more after beginning the project and reviewing the topographic survey. Depending on pipe conditions, some sections of utilities could be bid as alternates to compare the cost of spot repairs vs. full replacement or lining.

Park Drive: Fairly significant landscaping and large trees are present on the east side of the roadway. Disturbance should be minimized if possible.

St. Francis Drive: This section of roadway currently has a portion that is a boulevard section . Depending on limits of repair of the utilities, the transition from roadway to boulevard is to be maintained.

Crescent Drive: Updating this roadway to an urban section could provide some drainage challenges, specifically at matching intersections. In addition, the single driveway on this street is relatively short and has significant landscaping which will make grade changes challenging.

Greene Avenue: With limited right-of-way, the added sidewalk, and relatively flat grade, we anticipate this roadway to require the most effort to maintain good drainage while blending into existing yards and driveways.

Regina Street: The roadway appears to be relatively flat and maintaining minimum curb grade could be challenging.

PROJECT APPROACH

Park Drive

The street corridor for Park Drive extends from St. Francis Drive on the south end to Arrowhead Drive on the north end. Sunlight Park is located on the west side of the corridor, while residential properties are located on the east side of the corridor. The water main and sanitary sewer is deteriorating. The road has significant patching on the east half of the corridor. The curb and gutter have undergone significant deflection with rises and dips occurring along the corridor.



Park Drive Looking East

St. Francis Drive

The street corridor for St. Francis Drive extends from Langlade Road on the west end to Webster Avenue on the east end. Many of the properties along St. Francis Drive are residential. A boulevard is located along St. Francis Drive between Crescent Drive and Langlade Road. The water main is in deteriorating condition. Televising has shown that the sanitary sewer and storm sewer are in decent condition and that they are functioning well for the residential area, though a significant amount of I/I was detected. The pavement along the roadway corridor has significant longitudinal and transverse cracking with some patching.



St. Francis and Langlade Road

Crescent Drive

The street corridor for Crescent Drive extends from St. Francis Drive on the south end to Arrowhead Drive on the north end. Many of the properties along Crescent Drive are residential. The water main is in deteriorating condition. Televising has shown that the sanitary sewer and storm sewer are in decent condition and that they are functioning well for the residential area, though a significant amount of I/I was detected. The pavement along the roadway corridor has significant alligator cracking with some patching. There is no curb and gutter to direct storm water runoff into the storm sewer system.



Crescent Drive Looking East

Greene Avenue

The street corridor for Greene Avenue extends from Libal Street on the west end to East River Drive on the east end. Many of the properties along Greene Avenue are residential between Greenwald Street and East River Drive. The properties along Greene Avenue between Greenwald Street and Libal Street are commercial, including the mall located at the southeast corner of Libal Street and Greene Avenue. The water main, sanitary sewer and storm sewer are deteriorating. Televising has shown that the sanitary sewer in an easement behind the mall is in decent condition though a significant amount of I/I was detected. The pavement along the roadway corridor has significant longitudinal and transverse cracking with some patching on the east end of the corridor. The curb and gutter has undergone significant deflection with rises and dips occurring along the corridor. Most of the trees and overhead power lines along the corridor are on the north side of the roadway, while utility pedestals indicate a few underground utilities on the south side of the roadway.



Greene Avenue and Webster Avenue

Regina Street

The street corridor for Regina Street extends from Simonet Street on the south end to Greene Avenue on the north end. Most of the properties along Regina Street are residential. The water main and sanitary sewer are deteriorating. The pavement along the roadway corridor has significant patching with some longitudinal and transverse cracking.



Regina Street Looking South

PROJECT DESIGN

Full Reconstruction

Greene Avenue and Regina Street will require a full reconstruction to address existing roadway and underground utility needs. The Village is adding a sidewalk along the south side of Greene Avenue to provide a safe continuous path for pedestrians from Green Isle Parkway, at the east end of the corridor, to the Fox River Trail, located further west past the project limits. There is a gap in the sidewalk along Greene Avenue between Libal Street and East River Drive for this continuous pathway. The right-of-way is limited along Greene Avenue, and this will result in the street centerline being shifted to the north to allow for a terrace and sidewalk to remain within the right-of-way. This occurs approximately halfway between the project limits along Greene Avenue. Additionally, to provide a safe continuous path from Green Isle Parkway to the Fox River Trail, the design includes improvements to the existing crosswalk at the intersection of Greene Avenue and Webster Avenue. This intersection receives a lot of traffic and to improve the safety of pedestrians, the project involves rapid flashing beacons and curb ramps that meet the most recent ADA and WisDOT standards. Work also includes addressing the I/I taking place in the sanitary sewer in an easement located behind the mall located on the western end of the corridor.

Similar work on Regina Street is to occur without the sidewalk work. Regina Street is not part of the continuous pathway to the Fox River Trail.

Rehabilitation and Reconstruction

Park Drive, St. Francis Drive, and Crescent Drive will require a combination of reconstruction and rehabilitation work. The roadway will need to be reconstructed, and the water main will need to be relaid, while the sanitary sewer and storm sewer can be rehabilitated. Through televising of the two sewers, the Village is looking to complete spot repairs and cured-in-place lining. The review of the televising, completed by the Village, will determine if the cured-in-place lining and spot repair will be cost-effective in comparison to a full reconstruction of the utility. To improve the drainage along Crescent Drive the project involves a significant change in elevation to update from a rural cross section to an urban cross section.



ORGANIZATIONAL CHART

Allouez
Historically progressive

Project Manager



Kevin Wagner, P.E.

Quality Control



Colin Meisel, P.E.

Project Engineer



Jordan Englebert, P.E.

Project Engineer



Katie Vandenberg, P.E.



CONTACT

920.876.6382

kwagner@ruekert-mielke.com

Green Bay

EDUCATION

- B.S. - Civil Engineering - University of Wisconsin, Milwaukee

REGISTRATIONS & AFFILIATIONS

- Professional Engineer - WI
- American Society of Professional Engineers
- Wisconsin Society of Professional Engineers
- American Council of Engineering Companies of Wisconsin
- Institute of Asset Management

P.E.

» professional « engineer

KEVIN J. WAGNER, P.E.

PROJECT MANAGER/GREEN BAY OFFICE MANAGER

Kevin has worked as a design engineer on civil and municipal projects with a focus on road and storm water design, infrastructure management, and planning. Kevin also integrates municipal technology with his work, including asset management software, needs assessments, and GIS master planning.

EXPERIENCE

City Engineer

City of Tomahawk

R/M serves as City Engineer for the City of Tomahawk. Kevin is the client contact, and project manager for the City's street and storm water projects. He conducted a City-wide storm water analysis study to delineate the watersheds within the City and identify critical storm water issues. Kevin is currently working with the City on development within their TIF district, including storm water permitting, wetland delineation and State highway coordination. His expertise in road design, storm water improvements, and long-term planning have aided in addressing their infrastructure needs.

Village Engineer

Village of Bondeul

Kevin has been the Village Engineer for Bondeul since 2017, working with the Village to address their infrastructure needs, while helping them maintain their focus on fiscal responsibility. Kevin has been the project manager for their recent reconstruction and rehabilitation projects throughout the Village. These projects have included water, sewer and storm utility work. Kevin is also the project manager for the Village utility updates being completed as part of the STH 117 WisDOT project. He provides development review for Village projects, and has worked with the Village on the update of their 20-year Capital Improvement Plan.

Municipal Engineering Experience

- Village of Bonduel - Road, Water, and Storm Water Systems, Development Review, Erosion Control, Capital Planning
- City of Tomahawk - Road, Water, Sewer, and Storm Water Systems, Capital Planning, TID Development, Railroad Coordination
- Village of Mishicot - Road Reconstruction, Flood Plain Modeling
- City of Peshtigo - Road, Water, Sewer, and Storm Water Systems, Railroad Permitting and Coordination
- City of Shawano - GIS Assessment, Water, and Sewer Rates
- Village of Ashwaubenon - Water Rates, Capital Planning, Construction Review
- Village of Mukwonago - Railroad Quiet Zones
- City of Menasha - Road, Water, Sewer, and Storm Water Systems and Review
- City of Stevens Point - Road, Water, Sewer, and Storm Water Systems; Railroad Conceptual Planning Coordination
- City of Green Bay - Storm Water Management
- City of Oconomowoc - Railroad Permitting and Coordination



COLIN L. MEISEL, P.E.

QUALITY CONTROL

Colin has completed numerous project throughout Wisconsin and the Midwest is utilizing both traditional and design-build delivery methods. Colin has experience with the design and permitting of facilities requiring complex storm water management and flood studies in addition to more traditional roadway and utility projects. His attention to detail, excellent communication and project management skills have ensured that projects under his direction are completed on time and on budget.

CONTACT

920.876.6382

cmeisel@ruekert-mielke.com

Green Bay

EDUCATION

- B.S. Civil Engineering, Magna Cum Laude - Michigan Technological University

REGISTRATIONS & AFFILIATIONS

- Professional Engineer - IA, IL, IN, MI, SD, WI
- Northeast Wisconsin Technical College - Civil Engineering Advisory Committee

P.E.

» professional « engineer

EXPERIENCE

Transportation Design Projects:

- Michigan Street – Sturgeon Bay
- 3rd Avenue – Sturgeon Bay
- NW 62nd Avenue – Johnston IA
- US 150 Tilton, Illinois
- S. Nicholson Road, Caledonia WI

STH 54, Plover, Wisconsin

A roundabout was designed for horizontal and vertical OSOW considerations. Responsible for geometric design outside of the roundabout and all vertical components. Completed storm sewer design and coordination with DNR. Preparation of PSE documents.

CTH M&S, Madison, Wisconsin

Design Engineer responsible for horizontal and vertical geometric design elements for "Jug" handle intersection capacity expansion project. Interchange design included converting existing 2-lane roadway to four and existing 4-lane roadway to six. Coordinated with structures team on 14 concrete retaining walls, 2 curving multi-use path bridges, 2-span 2-lane urban highway vehicle bridge, and multi-use path culvert. Project included extensive storm sewer, sanitary sewer, and water main replacements. Construction cost for this project was over $20 million. (Local Program).

CTH F, Milwaukee County

Design Engineer responsible for roadway design elements for this rural reconstruction project. Coordinated storm sewer and permitting by environmental team. Coordinated roadway design completed by sub consultant and the water design by the local municipality.

Nicholson/Pennsylvania, Oak Creek South Milwaukee, Wisconsin

Design Engineer for this capacity expansion project converting a 2-lane rural roadway to a 4-lane urban section. Responsible for all geometric design elements and coordinated the storm sewer and detention basin with hydraulic team. Prepared documents for PIM and discussed the project with local businesses and public. (Local Program).

NW70TH Avenue, Johnston, Iowa

Design Engineer responsible for coordinating multi-disciplined staff for 2-lane rural roadway being reconstructed as a 4-lane boulevard. Project also included improvements to storm sewer, sanitary sewer, water main, 3 multi-lane roundabouts and coordination with local developers.



KATELYN C. VANDENBERG, P.E.

PROJECT ENGINEER

Katelyn's background includes construction review and the study of wetlands, soil, and ecology. She received her Bachelor of Science in Environmental Engineering with a Minor in Ecology from Michigan Technological University, where she also served as the President of the Society of Women Engineers.

CONTACT

920.876.6382
kvandenberg@ruekert-mielke.com
Green Bay

EDUCATION

- Bachelor of Science, Environmental Engineering - Michigan Technological University

REGISTRATIONS & AFFILIATIONS

- Society of Women Engineers - Michigan Tech Section Former President
- Certified Wisconsin Sedimentation and Erosion Control Inspector (WISECI)

» certified « sedimentation and erosion control inspector

EXPERIENCE

Bay Beach Storm Water Management Plan

Katelyn is currently working on the completion of the storm water master plan for the City of Green Bay's Bay Beach Amusement Park. She has completed storm water analysis and design, wetland delineation assistance, erosion control design and project coordination. She is the primary project liaison with the Wisconsin DNR and the US Army Corps of Engineers, securing project permitting that includes wetland delineation, wetland exemptions, and wetland disturbance.

Storm Water Permit Compliance

Katelyn has worked with a number of communities on storm water permitting compliance, and has been involved with MS4 and TMDL plan development and coordination, storm water modeling, municipal storm water program updates, and storm water alternatives analysis.

- Village of Elm Grove
- Village of Thiensville
- Village of Brown Deer
- Town of Norway
- Village of Mukwonago

Project Design

Katelyn's project design work has included storm water and site design, road design, water main design, sanitary sewer design, erosion control and storm water plan development, project sequencing, specification work, and project permitting. She has worked on projects with a number of municipalities.

- City of Stevens Point
- City of Columbus
- City of Menasha
- Waupaca School District
- City of Tomahawk
- Village of Bonduel

Construction Review

- Village of Mishicot - Katelyn lead the construction review on a $1,000,000 road reconstruction project.
- Village of Mukwonago - Katelyn lead construction review on a 20-lot addition to an existing residential development.
- Green Bay School District - Katelyn is part the construction review team for site rehabilitation work for seven school facilities. The team is tasked with construction management that includes some design-build aspects.

Wetland Delineation

Katelyn is part of our wetland delineation team, and has helped complete delineations for a number of sites.

- City of Green Bay
- Village of Saukville
- Village of Fontana
- City of Cedarburg



JORDAN J. ENGLEBERT

PROJECT ENGINEER

Jordan works as a design and construction engineer out of the Green Bay Office. Jordan has extensive experience with roadway and utility design, utility oversight, and construction administration.

CONTACT

920.876.6382
jenglebert@ruekert-mielke.com
Green Bay

EDUCATION

- Bachelor of Science, Biological Systems Engineering - University of Wisconsin, Madison

EXPERIENCE

6th Street Reconstruction

City of Tomahawk

Jordan completed roadway and utility design work on this project. This included full storm sewer replacement, sanitary sewer extensions and water main relay.

Sanitary Sewer River Crossing

City of Peshtigo

Jordan performed construction management work on this project which included the installation of a new sanitary sewer interceptor, a river crossing, and three siphons. This project also included significant DNR and Railroad coordination work.

Badger Road to CTH HH Extension

City of Stevens Point

Jordan was the design engineer on this new roadway within the East Park Commerce Center Business Park. This project included full water, sanitary and storm water facilities. Jordan completed storm sewer design and permitting, sanitary sewer and water design work.

Utility Construction Management

Jordan does construction management of private utility services for many communities in the Fox Valley area. He serves as the construction project manager, overseeing community-wide utility installations, completing project walkthroughs with contractors as work progresses, and acting as one of the main points of contact between the Municipality, the contractor, and the residents. In this role he is responsible for coordination with contractors, regular updates to the municipalities, and enforcing municipal standards and conformance to plans.

SCHEDULE

R/M has no conflicts that restrict our team from meeting the anticipated project milestone dates listed in the RFP.

Date	Description
7/8/2024	Kickoff Meeting
7/26/2024	Plan & Profiles Sheets Created for City Comment on Utility Location
8/16/2024	Village Provide R/M Proposed Horizontal Utility Locations
9/16/2024	30% Plans
9/23/2024	30% Review Meeting
10/18/2024	60% Plans
10/25/2024	60% Review Meeting
1/3/2025	Pre-Final Plans Due
1/10/2025	Final Design Meeting
1/17/2025	Final Plan and Specs
2/3/2025	Advertising
Summer 2025	Construction

COST

Ruekert & Mielke, Inc. proposes to complete the project as a lump sum fee of $89,950. Hourly fees, mileage, and equipment costs are included. Ruekert & Mielke, Inc. assumes the Village of Allouez will complete any water and sewer permits along with the NOI as stated in the RFP along with any associated permit fees.

Task	Park Drive	St. Francis Drive	Crescent Drive	Greene Avenue	Regina Steet	RFB	Total
1 - Meetings	$590.00	$2,340.00	$590.00	$2,900.00	$900.00	$250.00	$7,570.00
2 - Design and Plan Preparation	$5,600.00	$22,060.00	$5,600.00	$27,400.00	$8,900.00	$2,200.00	$71,760.00
3 - Final Plans, Cost Estimate, and Bid Proposal	$500.00	$2,020.00	$500.00	$2,500.00	$800.00	$200.00	$6,520.00
4 - Assist with Utility Coordination	$310.00	$1,080.00	$310.00	$2,000.00	$300.00	$100.00	$4,100.00
Total	$7,000.00	$27,500.00	$7,000.00	$34,800.00	$10,900.00	$2,750.00	$89,950.00