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

08/29/2025

LIBAL STREET RESURFACING PROJECT – ENGINEERING SERVICES

The Village of Allouez has received a Surface Transportation Block Grant (STBG) for the resurfacing of Libal Street from LeBrun Street to Hoffman Road. The estimated construction cost is $1,424,100 with federal funding of $1,139,280 (80%) and local share of $284,820.

The program funding does not cover design, r/w acquisition and public utility improvements (sanitary sewer and watermain).

In July a request for Proposal (RFP) was sent to a handful of civil engineering consultants to provide design for the federally funded street improvement project. Those firms included Ayres, JT Engineering, Graef, Mead and Hunt, and RaSmith.

A selection committee consisting of Jim March, Michael Lefebvre and I reviewed and ranked the proposals in order of preference based on qualification criteria, not by price. The consultant rankings will be provided at the time of the meeting.

The consultant's scope and price will be negotiated after the selection process.

Sean J. Gehin, P.E.
DPW

Libal Street (LeBrun Street to Hoffman Road) Improvements

WisDOT ID 4517-07-70

Village of Allouez

August 15, 2025

Ingenuity, Integrity, and Intelligence.

AYRES
Ingenuity, Integrity, and Intelligence.

August 15, 2025

Sean Gehin, PE
Director of Public Works
Village of Allouez

Re: RFP – Libal Street (LeBrun Street to Hoffman Road) Improvements

Dear Mr. Gehin and Selection Committee:

Thank you for the opportunity to support the Village of Allouez with your upcoming Libal Street (LeBrun Street to Hoffman Road) improvement project.

- **Safety and Accessibility:** We understand the importance of integrating traffic and pedestrian improvements that not only address current deficiencies but also support the Village's long-term vision for connectivity and accessibility. We will incorporate proven safety features such as high-visibility crosswalks, ADA-compliant curb ramps, traffic calming measures, and clear signage. Our designs reflect the latest standards and guidance, ensuring that all users can navigate your streets safely and comfortably.
- **Familiarity with the Village and the Wisconsin Department of Transportation (WisDOT):** Ayres brings a long-standing relationship with the Village, having served as a primary engineering service provider since 2013. Our team's familiarity with your community, infrastructure, and local priorities allows us to deliver solutions that are both cost-effective and tailored to your needs. Our team is also thoroughly familiar with WisDOT standards and have provided design services under a wide range of WisDOT funding programs and contract types.
- **Optimized Schedule:** The design team identified for this project has completed numerous street design reconstruction and replacement projects and has the ability and expertise to start immediately on the Libal Street project. We plan to optimize our full staff level to meet a schedule that exceeds the Village's needs and expectations.
- **Cost-effective Solutions:** Cost savings are always at the forefront of our design process. We analyze major cost items and seek opportunities to optimize materials, phasing, and construction methods. Our team is adept at identifying practical alternatives, such as targeted pavement repairs, efficient curb and gutter replacements, and strategic use of existing right-of-way, to help you maximize your investment without compromising quality or safety.

We look forward to collaborating with Village staff and stakeholders to deliver a successful project that supports your goals for a safer, more connected, and vibrant community. Please contact us with any questions or to discuss how we can best serve the Village of Allouez.

Sincerely,
Ayres Associates Inc.

Andrew A. Rowell, PE, PTOE, Project Manager
Direct: 920.327.7846 | Cell: 920.413.1284
RowellA@AyresAssociates.com

Craig R. Schuh, PE, Manager – Engineering Services
Direct: 920.327.7845 | Cell: 920.366.0970
SchuhC@AyresAssociates.com

Contact Information

Andy Rowell, PE, PTOE
Project Manager
700 Pilgrim Way, Suite 180
Green Bay, WI 54304
920.498.1200 (office); 920.413.1284
RowellA@AyresAssociates.com

Lead Project Office

Our Green Bay office will lead your project. With nearly 60 professionals, we can quickly respond whenever we are needed.

WisDOT Knowledge

Ayres provides transportation engineering services to municipal, federal, state, county, and private clients in the design of all types of transportation projects. The Wisconsin Department of Transportation (WisDOT) has prequalified Ayres to provide services for transportation projects from planning through construction.

Ayres is thoroughly familiar with the WisDOT requirements that this project will need to meet. We consistently rank as a Top 10 WisDOT consultant for total contract awards.

The staff professionals assigned to the Libal Street project understand WisDOT standards and procedures. They are well-versed in WisDOT's Facilities Development Manual.

Firm Qualifications

General and Professional Expertise

With a team of approximately 400 innovative problem-solvers nationwide, Ayres stands with integrity behind thousands of projects that strengthen communities and our country's infrastructure, economy, and environment.

Clients notice our project managers' ability to translate and transform every detail into actionable, understandable, smoothly coordinated pieces of a successful project. Our services include:

- Transportation/traffic engineering
- Structural engineering/ inspections
- Construction observation and administration
- Surveying
- Environmental management
- Grant writing and planning
- Civil site design
- Water resource engineering
- Landscape architecture
- Aerial mapping
- Subsurface utility engineering

Roadway Design

Ayres has been designing rural and urban roadways in Wisconsin for over 66 years. Services cover all phases of design, including public involvement, environmental documentation and permits, utility coordination, right-of-way plat preparation, and preliminary and final design.

Ayres' decades of rural roadway design experience give us the skills necessary to design successful improvements for the Village's Libal Street project.

Staff Qualifications

Ayres works with all levels of local government throughout Wisconsin on many transportation engineering projects, helping them find **efficient, cost-effective solutions** to their transportation system concerns. **We've developed a solid reputation** for working diligently with permitting agencies, utilities, and the public and are eager to put this experience to work on your project.

Subconsultant

Bay Title & Abstract, Inc. was founded in 1974 and is still family-owned and operated today. The company has 11 offices serving Northeast Wisconsin and Michigan's Upper Peninsula and provides a thorough understanding of the local real estate market. Bay Title will provide title reports for developing temporary limited easements (TLEs) along the project corridor.

Key Personnel and Availability

Staff Qualifications

Ayres will provide an experienced team to the Village of Allouez's project. Our team of professional engineers, technicians, and support staff have successfully completed many similar road resurfacing projects throughout Wisconsin. We know how to work with you to complete this project efficiently. **Our goal is to give you a new roadway that will serve the County well for decades.**

Andy Rowell, PE, PTOE, will serve as project manager. He is based in our Green Bay area office and will be your primary contact, attend meetings, schedule work, monitor progress and budgets, serve as the team leader as needed, and see that this project is completed to your satisfaction.

Workload and Availability

The timing of your request for proposals is perfect for Ayres. We have just completed a handful of projects that are being constructed in 2025. **This gives us more than enough capacity to complete your project on schedule.**

The chart below shows the roles, current workloads, and availability of key personnel for this project. At this time, the project team does not anticipate any staff shortages. In case of unforeseen events, we will follow our established contingency plan and meet the staffing needs from our other offices. Ayres performs monthly workload projections. Our current projections indicate continued financial stability yet show sufficient capacity to handle this project.

Resumes showing relevant experience for our project manager and lead roadway design engineer are provided in this section. Brief bios of our support staff follow.

TEAM MEMBER	ROLE	COMMITMENTS	AVAILABILITY
Andy Rowell, PE, PTOE	Project manager, public involvement	• STH 47 and CTH "A" (Outagamie Co) • Lawe Street Reconstruction (Appleton) • CTH "W" and CTH "C" (Ozaukee Co)	09/25 to 12/25 60% 01/26 to 06/26 65% 07/26 forward 70%
Phil Verville, PE	Lead design engineer	• STH 29 Realignment • STH 47 and CTH "A" (Outagamie Co) • Other Miscellaneous Projects	09/25 to 12/25 65% 01/26 to 06/26 70% 07/26 forward 75%
Cassie Wilke, EIT	Roadway engineer, WisDOT reports	• South Bridge Connector Design • Other Miscellaneous Projects	09/25 to 12/25 70% 01/26 forward 80%
Brett Glaeser, PE	Stormwater and utility designer	• STH 32 Pavement Replacement • STH 47 and CTH "A" (Outagamie Co) • Miscellaneous Drainage Projects	09/25 to 12/25 60% 01/26 forward 70%
Jake Jensen, PLS	Survey and plats	• Miscellaneous Right-of-Way Projects • Miscellaneous Survey Tasks • Miscellaneous Design Projects	09/25 forward 70%
Craig Schuh, PE	QA/QC	• Miscellaneous Design Projects	09/25 to 12/25 30% 01/26 forward 45%



Andy Rowell, PE, PTOE

Project Manager

Andy applies his people skills and traffic and roadway engineering expertise to serve state, county, city, village, town, and private-sector clients. He has over two decades of public- and private-sector experience in municipal and transportation project management, from the scoping, planning, and design stages to project bidding and construction. He is very familiar with WisDOT Local Program design standards and procedures.

Total Experience

23 Years

Registrations

Registered Professional Engineer, WI

Registrations

Professional Traffic Operations Engineer

Education

BS, Civil Engineering, University of Wisconsin- Milwaukee

Select Experience

- CTH "EE"/Mid Valley Drive Roundabout, Brown County, WI
- South Bridge Road (Lawrence Drive to CTH "D") Reconstruction, Brown County, WI
- CTH "VV" (Marley Street) Reconstruction, Brown County, WI
- Country Club Road (West Mason Street to North Termini) Reconstruction, Green Bay, WI
- CTH "C" (CTH "L" to Clyde Hill Road and STH 29 to CTH "L") Reconditioning, Kewaunee County, WI
- CTH "CE" and Railroad Street Intersection Improvements, Outagamie County, WI
- Lawe Street (College Avenue to Wisconsin Avenue) Reconstruction, Appleton, WI



Phil Verville, PE

Lead Design Engineer

As a senior transportation engineer, Phil works as a project manager and roadway engineer to complete transportation design and construction projects. He has experience in highway and municipal projects, including highway, bridge, and storm sewer facilities. His responsibilities include state and county highway design, urban street design, and construction observation.

Total Experience

26 Years

Registrations

Registered Professional Engineer, WI

Education

BS, Civil Engineering - Transportation, Michigan Technological University

Select Experience

- Riverview Pedestrian Bridge, Brown County, WI
- Cardinal Lane Resurfacing, Howard, WI
- Country Club Road (West Mason Street to North Termini) Reconstruction, Green Bay, WI
- North Webster Avenue (University Avenue to Radisson Street) Reconstruction, green bay, WI
- USH 10/STH 42 (Waldo Boulevard) Urban Reconstruction, Manitowoc, WI
- Cormier Road (Oneida Street to Ashland Avenue) Reconstruction, Ashwaubenon, WI
- CTH "C" (STH 29 to CTH "L") Roadway Design, Kewaunee County, WI
- CTH "N" Trail/Sidewalk Design, Calumet County, WI

Cassie Wilke, EIT, Roadway Engineer/ WisDOT Reports



Registration: Engineer-in-Training, WI
Education: BS, Civil Engineering, University of Wisconsin-Milwaukee
Years of Experience: 3

Cassie joined Ayres' transportation engineering staff in 2022. She works on state, county, and municipal roadway projects and assists with construction observation. Her responsibilities include assisting with engineering design and construction phase tasks, including plan design development, specifications, studies and modeling, cost estimates, permit submittals, and CADD. Cassie recently attended the environmental document CEC update training and is well-versed in the required WisDOT processes.

Brett Glaeser, PE, Stormwater/Utility Designer



Registration: Registered Professional Engineer, WI
Education: BS, Civil Engineering, Marquette University
Years of Experience: 8

Brett, who joined Ayres in February 2017, provides construction inspection services and assists with the design of sanitary sewer, storm sewer, water main, and roadway reconstruction. Brett has experience working in the public and private sectors, including inspecting water main, sanitary sewer, storm sewer, and paving projects; designing concrete curb, gutter, and sidewalk projects in the field; developing construction review reports; communicating with contractors on the status of projects; using WinSLAMM software for stormwater management plans; and providing survey and staking on street projects.

Jake Jensen, PLS, Survey and Plats



Registration: Professional Land Surveyor, WI, SD, WY
Education: AS, Civil Engineering Technology, Northeast Wisconsin Technical College
Years of Experience: 21

Jake joined Ayres in 2007, bringing three years of previous professional experience. His day-to-day responsibilities at Ayres blend a diverse background of fieldwork and project management in boundary, topographic, and control surveying, utility mapping and maintenance, and plat development. He oversees technical staff and manages a wide variety of projects.

Craig Schuh, PE, Quality Assurance/ Quality Control



Registration: Registered Professional Engineer, WI
Education: BS, Civil Engineering, University of Wisconsin-Platteville
Years of Experience: 26

Craig joined Ayres in 1999 and manages engineering services provided out of the Green Bay area office. He is responsible for managing and designing municipal and site civil projects; assisting transportation engineers with stormwater design; preparing earthwork computations; assisting in CADD development of plans, maps, and projects; and preparing plans, specifications, and bidding documents. Craig communicates directly with clients, regulatory agencies, contractors, and subconsultants. He assists with proposal writing, presentations, and project estimating.

Similar Project Experience

Ayres' project team has completed many projects similar to the Village's project. A sampling of our experience follows in this section. We invite you to contact the references listed for firsthand accounts of our work.

Outagamie County CTH "CE" and Railroad Street Intersection Improvements

The Outagamie County Highway Department and the Village of Kimberly hired Ayres to design improvements to the CTH "CE" and Railroad Street intersection. CTH "CE" is an east-west major arterial highway designed as a high-speed four-lane divided expressway.

The signalized intersection services over 30,000 vehicles per day, with distinct commuter flows along CTH "CE." A well-used recreational trail runs along the north side of CTH "CE," with a tunnel crossing under CTH "CE" about 600 feet east of the intersection. The intersection crash rate was approximately 1.73 per million entering vehicles, with over 40% of these crashes involving injuries. Predominant crash trends include CTH "CE" left-turn movements with opposing through traffic (50%), and CTH "CE" rear-end crashes (34%).

Ayres provided traffic analysis, including an intersection control evaluation (ICE). The study compared upgrades to the current signalized intersection, a roundabout, a restricted crossing U-turn (RCUT), and a left-in/right-in/right-out configuration at this intersection. The RCUT was the chosen alternative, which included signalization of the Railroad Street intersection along with the two U-turn intersections. This innovative intersection is the first of its kind in northeast Wisconsin. The project followed the WisDOT Local Program design process.



Services and deliverables included preliminary and final design, stormwater management, traffic signal design, traffic control and staging plans, right-of-way plat, environmental documentation and agency permitting, wetland delineation, and utility coordination.

Contact: Joe Zellmer, Highway Engineer, joseph.zellmer@outagamie.org, 920.832.5673

City of Appleton Lawe Street Reconstruction

Ayres was selected by the City of Appleton to lead design for the reconstruction of Lawe Street from College Avenue to Wisconsin Avenue. STP-Urban BIL funding is being used for design and construction.

Lawe Street was last reconstructed in 1973. It serves as a neighborhood street as well as one of the few north/south arterial roadways and truck routes within the City of Appleton. It also borders several historical properties. The project includes total reconstruction of concrete roadway, curb and gutter, storm sewers, driveways, and sidewalks. Bike lanes will be added along the entire project. Raised medians are being added at North Street and at Pacific Street intersections to provide traffic calming and pedestrian refuge where heavy school and neighborhood foot traffic is present.

Design challenges for Lawe Street included making adjustments to the roadway profile to improve drainage, and to best fit ADA-complaint curb ramps at intersections without purchasing additional right-of-way along this tight urban corridor. Railroad crossing improvements are also planned, and include realignment of sidewalks

to cross at 90 degrees to the tracks. The project is scheduled for reconstruction in 2026.

Contact: Jason Brown, City of Appleton, jason.brown@appletonwi.gov, 920.832.6484

City of Green Bay North Webster Avenue Reconstruction

The City of Green Bay hired Ayres to design the complex North Webster Avenue Reconstruction project, which stretches 0.84 mile from just north of the East River to Radisson Street. The project won the 2020 Project of the Year Award from the American Public Works Association, Wisconsin Chapter.

North Webster Avenue is a gateway into the central part of the City, providing direct access to the downtown business district and two trauma centers. The street moves thousands of manufacturing workers, and truck traffic makes up more than 10% of the street's traffic. The new street accommodates this mix of traffic as well as adding on-street bike lanes, a pedestrian sidewalk along the west side of the corridor, and a shared-use trail along the east side. The storm sewer was upgraded along this section of North Webster Avenue. In addition, the existing water main and sanitary sewer, which were reaching the end of their service lives, were rehabilitated and/or replaced to minimize service interruptions.

The Canadian National (CN) railroad crossing within the project area previously had no gates, but this safety improvement has been added as part of this design project, and a railroad switch has been moved to accommodate the shared-use trail. Traffic signals were upgraded at the University Avenue intersection.



The project upgraded the four-lane undivided street to a four-lane divided roadway with a grassed, inverted median that will not only help control the quantity of water draining to adjacent waterways during a rain event, but also will improve water quality. To accommodate the wider corridor, 24 homes were removed along the east side of North Webster Avenue.

Contact: James Brunette, 100 N Jefferson Street, Green Bay, WI 54301, 920.448.3105, jamesbr@greenbaywi.gov

Town of Grand Chute North McCarthy Road Improvements

The Town of Grand Chute hired Ayres to design improvements to North McCarthy Road between West Brookview Drive and West Capitol Drive, a length of 1.2 miles. Design consisted of a conversion from a rural roadway to an urban section with sidewalk, multiuse trail, and turn lanes throughout the corridor. The project included sanitary sewer, water main, stormwater management, and railroad crossing reconstruction and coordination. The project also involved evaluating and designing a single-lane roundabout at the severely skewed intersection of McCarthy Road and CTH "GV."

Contact: Jordan Jolma, Director of Public Works, jordan.jolma@grandchutewi.gov, 920.380.2925

Village of Ashwaubenon Cormier Road Reconstruction

The Village of Ashwaubenon retained Ayres for the design of an approximately 0.65-mile section of Cormier Road from Oneida Street to Ashland Avenue. Work included designing the reconstruction of a four-lane roadway, including storm sewer. The project included bike accommodations and extending the sidewalk the entire length of the project on both sides of the street. The project was constructed with Surface Transportation Program (STP) funds. Services and deliverables included preparation of a design study and pavement reports; environmental documentation; agency and utility coordination; public involvement; and plans, specifications, and estimates.

Contact: Steve Birr, Village Engineer, sbirr@ashwaubenon.gov, 920.492.2310

Project Understanding and Approach

Our proposed project manager Andy Rowell made a site visit to Libal Street and had the opportunity to discuss some of the project details with Sean Gehin. The project includes an asphalt mill and overlay intended to extend the service life of the roadway pavement. Sidewalk repairs and pedestrian curb ramp repairs are planned along the project, as well as new sidewalk constructed along the east side between LeBrun Street and Longview Avenue. Marked bicycle accommodations are planned in both directions, which will require the removal of parking from one side of the street.

Ayres understands this project will follow the Wisconsin Department of Transportation Local Program process for design plans, project letting, and construction. Ayres helps dozens of communities every year with local program projects of all sizes, including urban and rural STP, local bridge, and Highway Safety Improvement projects.

Ayres has strong working relationships with NE Region Local Program staff including Michael Cohen, who we have worked with on several projects. We understand the requirements of the state/municipal agreement for your project and the WisDOT timelines and processes to keep this project on task and delivered for the November 1, 2027 PS&E date. We feel comfortable with the proposed schedule included in the Request for Proposals.

Ayres staff are also very familiar with WisDOT design specifications, policies, and manuals, including the Facilities Development Manual (FDM), Traffic Engineering and Operations (TEOpS) manual, and Wisconsin MUTCD. This project will include typical processes and reports to meet the WisDOT Local Program requirements. This includes agency coordination, public involvement, environmental documentation, pavement design report, design study report, and project plans, specifications, and estimates.



Design Challenges

We believe this project is relatively straightforward. Some items to work through during design include the following:

Typical Roadway Section

The existing asphaltic roadway pavement width is 41 feet, and provides a driving lane and a parking lane in each direction. The roadway width is too narrow to provide appropriately marked bicycle accommodations and allow parking on both sides of the road. The Village's concept plan is to remove parking on the west side of the street. This typical section would match the segment of Libal Street recently resurfaced north of STH 172.

The concept plan also shows a 2-inch mill and 2-inch HMA overlay. As part of design, we would verify this pavement thickness is adequate for the 20-year design life. We would also plan for areas of base patching where surface deterioration is evident and based on past insight from Village staff. The curb and gutter is in good condition with only a few spot locations where repair is needed.



Sidewalks

Sidewalks exist along much of the project. The existing sidewalks will be inspected and segments documented for replacement that show excessive wear, cracking, or sloping that is greater than ADA guidelines. Most curb ramps appear to be noncompliant and would be replaced with this project.

There are a few properties where the existing sidewalk was previously routed around trees. An evaluation of tree condition could be made with the help of the Village forester to determine whether these trees should be removed as part of the project.



Additionally, sidewalk is planned between LeBrun Street and Longview Avenue on the east side of the street. A few of the properties along this segment have larger trees that may be in the way of the ideal typical sidewalk location. However, the 80-foot right-of-way and wider terrace area provides options to adjust sidewalk alignment to avoid the trees and roots. Exact needs would be determined during design.

Multiple signed school pedestrian crossings exist along this segment of Libal Street. The proposed pedestrian and bicycle improvements will assist with safe routes to school for the expanded Doty Elementary and Father Allouez Catholic School.



Storm Sewer

The existing storm sewer system would be evaluated for sizing and repairs. The Village has indicated the existing storm sewer between Kenny Street and Longview Avenue should be analyzed for sizing. Our storm water engineers are well versed in analyzing hydrologic and hydraulic conditions. The Village intends to televise the existing storm sewer and storm laterals for Village and consultant review. Inlets will also be reviewed and flagged for necessary repairs.



Public Involvement and Project Communications

Ayres regularly assists our clients with public involvement efforts. Ayres understands and appreciates the value of good communication with the public. Our public involvement plan would include activities such as preparation of mailing lists, invitations, and press releases; and lead presentations with easy to understand exhibits, handouts, and follow-up efforts with stakeholders as needed. Our goal is to keep communication open for the duration of the project, keep the project on schedule, and meet the expectations of Village staff and elected officials.

Two areas that we will be particularly sensitive for this project are discussions regarding parking removal and if there are trees recommended for removal. We will work with the Village on the best way to present this information.

Agency Coordination

The environmental documentation process is required on all federal-aid projects. Based on our cursory review we expect this project will qualify for the historic and archaeological cultural resources screening list. Coordination would also be made with Tribal Historic Preservation Officers. Ayres would also coordinate with the Wisconsin Department of Natural Resources for review of potential endangered species, storm water management practices and erosion control plans.

Right-of-Way

Grading impacts, either permanent or temporary, require a plat on federally funded projects. We do not expect any areas to require FEE acquisition, but most properties will require a temporary limited easement (TLE) where sidewalk is being repaired or proposed near the right-of-way line. We have in-house staff to handle all right-of-way plat needs.

Utility Coordination

Utility coordination will be required as with any construction project. From our cursory review, we expect most of the common utilities to be present, including electric, gas, and communications cable. We will also coordinate with Village-owned utilities for any planned or desired upgrades to these systems. We expect the project should be able to avoid any significant utility relocations; however, we will start utility coordination as soon as practical in design to ensure a smooth process.



GRAEF

collaborate / formulate / innovate

116 S. Adams Street, Suite 201
Green Bay, WI 54301
920 / 592 9440
920 / 592 9445 fax
www.graef-usa.com

August 15, 2025

Sean Gehin
Village of Allouez
sean.gehin@villageofallouezwi.gov

SUBJECT: Proposal for Professional Engineering Services
Libal Street Resurfacing WisDOT ID 4517-07-70

GRAEF is pleased to submit a proposal to provide the Village of Allouez with professional services for the Libal Street Resurfacing Project listed in your July 2025 request. We understand that experience with similar projects is a very important criteria in your selection process. We believe GRAEF's expertise in that area, as well as our familiarity working on projects in the and around the Village, will provide you with a level of comfort and confidence that in the end will be a successful project for the community.

Both GRAEF and I have a commitment to providing a high-quality experience to the village for this project. I personally drive this route just about every day. My wife works at Doty Elementary, and we attend church at Ascension Lutheran. My daughter is heavily involved at Shirly Van's Dance Studio on Greene Avenue. My family has ridden our bikes along Libal numerous times to visit Zesty's and try their flavor of the day.

GRAEF's project management approach revolves around a strong, experienced project manager and supporting staff who establishes a collaborative partnership with the internal project team and Allouez. Our goal is to deliver on time, and within a cost-effective budget, high quality deliverables that provide solutions to achieve the project purpose and goals.

Some of the key project benefits that you will gain through the selection of GRAEF will include:

Local Team Expertise: The GRAEF team has the best combination of local presence and engineering expertise.

Proven Similar Experience: The GRAEF team has a proven record of delivering similar Local Program projects.

Client Familiarity: We have assembled a project team that is not only experienced with similar projects, but is familiar with you and your expectations, adding a level of comfort and confidence to working with GRAEF.

We look forward to the opportunity to work with you and we are confident that we have the expertise, experience and capability to meet your needs, leading to a successful project. Please contact us with any comments or questions regarding this proposal. Our goal is to tailor our services to meet your unique needs.

Sincerely,



Andrew Schultz, P.E.
Project Manager

GRAEF

collaborāte / formulāte / innovāte

Project Manager and Firm Information

Graef-USA, Inc.
116 S. Adams Street, Suite 201
Green Bay, WI 54301
www.graef-usa.com

Corporate Office
275 W. Wisconsin Avenue, Suite 300
Milwaukee, WI 53203

Project Manager
Andrew Schultz, PE
tel 920 / 405 3809
andrew.schultz@graef-usa.com

GRAEF provides quality consulting services in:

Planning	Structural Engineering	Mechanical Engineering
Urban Design	Parking Consulting	Electrical Engineering
Landscape Architecture	Site/Civil Engineering	Plumbing and Fire Protection
Traffic/Transportation Engineering	Environmental Engineering	Engineering
Sustainable Design	Surveying and Field Services	Commissioning

Project Staff

Anchored by our Green Bay office, the GRAEF team provides all the services required for this project. The GRAEF team has the best combination of creative problem solving, practical roadway engineering, and pedestrian and bicyclist design experience. For this project, Andrew Schultz will assume the role of Project Manager. As a professional engineer with almost 20 years of experience in roadway design, Andrew will oversee the WisDOT local program coordination and ensure a complete and timely set of PS&E documents are produced for the project. Having a small, one-shop, local project team will provide efficiency and seamless coordination.

Andrew Schultz, PE **Project Manager**	**Professional Registration** Professional Engineer – WI	**Education** B.S., Civil Engineering University of Wisconsin-Platteville

Project Experience

Andrew has more than 18 years of experience in the design of urban and rural streets and highways, ranging from roadway resurfacing and reconstruction to roadway realignments and widening. His expertise includes capacity expansion, roadway resurfacing, reconstruction, and the design and management of major highway, expressway, and interchange improvement projects. Andrew works closely with the WisDOT and is familiar with the FDM process. He is current with AASHTO and WisDOT design standards and is proficient in all elements of project management including budget and schedule tracking.

Madison Avenue Reconstruction, Client: City of Marinette - Project Manager: This project reconstructed 0.3 miles of existing asphalt roadway along Madison Avenue in the City of Marinette. The project included both roadway and complete utility reconstruction between Lewis Street and US Highway 41 (Hall Avenue) with an overall estimated cost of $1.75 million.

Vincent Road Reconstruction, Village of Howard - Project Engineer - Reconstruction of Vincent Road from North Taylor to Memorial Drive

West Ramsdell Street, City of Marion and Waupaca County, WI - Project Engineer**:** The project replaced almost a half of mile of roadway from 6th Street to Main Street. The project standardized the width of the roadway in the urban and rural sections of Ramsdell Street.

CTH YY (Pilgrim Way), Holmgren – Ashland, Brown County - Project Engineer - Provide engineering services for this reconstructed urban roadway.

CTH B, USH 16 - City of Onalaska and City of La Crosse, La Crosse County - Project Engineer - Responsible for preliminary and final roadway plans, preliminary and final plans, and specifications.

West Garfield Avenue Reconstruction, Perry Avenue – Lion's Point, City of Marion, Waupaca County - Project Engineer - The project reconstructed Garfield Avenue to fix many drainage issues to the homeowners along the street.

Riverside Avenue, Marinette County - Project Engineer - reconstructed 0.7 miles of existing concrete roadway along Riverside Avenue

Brian Engles PE Design Engineer	Professional Registration Professional Engineer – WI	Education B.S., Civil Engineering University of WI-Platteville

Project Experience

Brian has more than 28 years of experience on engineering projects at GRAEF. Brian's design experience includes agency/utility coordination, project reports, estimates, right-of-way plat and plan preparation, project specifications, and roadway design using GEOPAK and Civil3D design software packages.

Madison Avenue Reconstruction, Client: City of Marinette - Design Engineer: This project reconstructed 0.3 miles of existing asphalt roadway along Madison Avenue in the City of Marinette. The project included both roadway and complete utility reconstruction between Lewis Street and US Highway 41 (Hall Avenue) with an overall estimated cost of $1.75 million.

CTH B, USH 16 - City of Onalaska and City of La Crosse, La Crosse County - Project Engineer - Responsible for preliminary and final roadway plans, preliminary and final plans, and specifications.

Riverside Avenue, Marinette County - Project Engineer - reconstructed 0.7 miles of existing concrete roadway along Riverside Avenue

CTH YY (Pilgrim Way), Holmgren – Ashland, Brown County - Project Engineer - Provide engineering services for this reconstructed urban roadway.

West Garfield Avenue Reconstruction, Perry Avenue – Lion's Point, City of Marion, Waupaca County - Project Engineer - The project reconstructed Garfield Avenue to fix many drainage issues to the homeowners along the street.

Vincent Road Reconstruction, Village of Howard - Project Engineer - Reconstruction of Vincent Road from North Taylor to Memorial Drive

Chad J. Kwiatkowski, PE, PLS Design Engineer	Professional Registration Professional Engineer – WI Professional Land Surveyor – WI	Education B.S., Civil Engineering University of WI-Milwaukee AT., Civil Engineering Technology NE Wisconsin Technical College, Green Bay, WI

Project Experience

Chad is a licensed Professional Civil Engineer and Land Surveyor and has a strong background in transportation projects, land surveying, and utility design projects. Within his role as a transportation designer, Chad has held responsibility within designs for state clients. He has numerous years of experience designing and developing technical aspects of plan sets including drainage design, geometric and cross section elements, as well as construction detail drawings. In addition, Chad has nearly 16 years of experience within the land surveying field working on projects of various complexity for private, municipal, county, and state clients. Chad also has 3 years of experience designing and drafting outside plant facilities and utilities for various clients.

Madison Avenue Reconstruction, Client: City of Marinette - Design Engineer: This project reconstructed 0.3 miles of existing asphalt roadway along Madison Avenue in the City of Marinette. The project included both roadway and complete utility reconstruction between Lewis Street and US Highway 41 (Hall Avenue) with an overall estimated cost of $1.75 million.

STH 22, Montello, Marquette County - Design Engineer: Rehabilitation project to reconstruct approximately 0.278 centerline miles of STH 22 (Church Street) between the north junction of STH 23 and Park Street. Improvements include intersection upgrades, curb ramps, retaining wall and storm sewer. The project will be constructed under a detour.

Manitowoc Road Sidewalk, City of Green Bay - Design Engineer: TAP Grant Project. Project added sidewalk to both sides of Manitowoc Road from Main Street to Hemlock Drive. Additionally, both sides of Hemlock Drive will get sidewalk from Manitowoc Road to Wilder Park and the north side of Pecan Street from Manitowoc Road to Main Street.

JBS Subdivision and Parks, City of Green Bay – Design Engineer: GRAEF worked with the City of Green Bay to create a subdivision/neighborhood concept and create detailed engineering bid documents for construction. Design elements included road design, trail design, stormwater management and related utlity design along with conceptual design, the boulevard park, the urban farm, a community building, destination playground, splash pad and trail design.

Christine Pichler, PE **Stormwater Engineer**	**Professional Registration** Professional Engineer – WI	**Education** B.S., Civil Engineering University of WI-Platteville

Project Experience

Christine is a municipal engineer in the development of plans and specifications for various municipalities and private sector clients. She specializes in the design of municipal utilities and roadways, storm water management and system design, boat launch and park facilities, multi-use trails and site design projects. She is familiar with the preparation of permit applications including various design reports.

Country Trunk Hwy B, French Island, La Crosse, WI – Design Engineer: Provided storm sewer design for the reconstruction of CTH B on French Island. The roadway connects the train crossing and marina on the south end of the island to I-90 and La Crosse County Airport on the north end. The overall project involved an upgraded storm sewer system minimizing quantity and improving quality.

Vincent Road, Taylor Street – Memorial Drive, Village of Howard, Brown County – Design Engineer: The project involved converting the existing two lane rural roadway to a two lane urban facility. Additionally, an aging bridge over Beaver Dam Creek was replaced. Working closely with the Village of Howard a shared use path was added to the project to help with efforts to connect major trails within the Village and the City of Green Bay.

Evergreen Ave Bridge, Village of Howard, WI – Design Engineer: Design, permitting, and construction services for a new bridge and road reconstruction. Design included road profile changes and grading to allow for future widening of the bridge.

University Drive, City of Marinette, WI – Design Engineer: Complete design, plan preparation, and permitting for new sanitary sewer and water main extensions, turning and by-pass lanes, intersection and signing improvements, and traffic study for University Drive in conjunction with the new Bay Area Medical Center construction and additional traffic loads.

County Highway EB Roundabout Construction Inspection, Village of Howard, WI – Design Engineer: Inspection of storm sewer piping and structures, concrete pavement, concrete curb and gutter, concrete sidewalks, and pavement marking for construction of a roundabout at County Highway EB as a part of the larger Village Center project.

Troy Collins, PLS **Survey/Plats**	**Professional Registration** Professional Land Surveyor – WI	**Education** BS Surveying Engineering Michigan Technological University AS Civil Engineering Technology Northeast Wisconsin Technical College

Project Experience

Troy is a survey project manager with over 22 years of surveying experience. His background includes field surveying, drafting, and preparation of project drawings including topographic surveys, design surveys, structural surveys, and as-built documentation surveys. He also has extensive construction layout experience, which includes establishing horizontal and vertical survey control for GPS machine control projects. Troy is a licensed land surveyor who also has a strong background with property and boundary surveys, such as Certified Survey Maps, Plats of Survey, ALTA/NSPS Land Title Surveys, and Easement Exhibits and legal descriptions. Troy's project management background has included the preparation of project proposals and contracts, the coordination of survey work with clients and owners, reviewing survey documents, providing quality control for deliverables, and managing the financial aspects of a project.

Madison Avenue Reconstruction, Client: City of Marinette - Surveyor: This project reconstructed 0.3 miles of existing asphalt roadway along Madison Avenue in the City of Marinette. The project included both roadway and complete utility reconstruction between Lewis Street and US Highway 41 (Hall Avenue) with an overall estimated cost of $1.75 million.

Libal Street Construction, Village of Allouez – Surveyor: Construction Services of Libel Street from STH 172 to Kalb Avenue.

Manitowoc Road Sidewalk, Green Bay – Surveyor: TAP Grant Project. Project added sidewalk to both sides of Manitowoc Road from Main Street to Hemlock Drive. Additionally, both sides of Hemlock Drive will get sidewalk from Manitowoc Road to Wilder Park and the north side of Pecan Street from Manitowoc Road to Main Street.

Staff Availability

GRAEF has immediate availability to begin work and deliver the Libal Street Reconstruction project within the anticipated timeline in the Request for Proposal. The schedule proposed for this project requires the selection of a team that has a proven history delivering projects on time and on budget. Our staff has experience working with local municipalities and WisDOT on similar projects as shown in this proposal.

Team Member	Availability
Andrew Schultz, Project Manager	50% Available September 2025 to December 2025 70% Available January 2026 going forward.
Chad Kwiatkowski, Design Engineer	60% Available September 2025 to December 2025 70% Available January 2026 going forward.
Brian Engles, Design Engineer	60% Available September 2025 to December 2025 70% Available January 2026 going forward.
Christine Pichler, Stormwater Engineer	25% Available September 2025 to December 2025 50% Available January 2026 going forward.
Troy Collins, Survey/Plats	70% Available September 2025 to December 2025 80% Available January 2026 going forward.

Project Experience and References

Proven similar experience with recent STBG projects: ***The GRAEF team has a proven record of delivering WisDOT State Transportation Block Grant (STBG) funding projects.*** The project requires the selection of a team that has a proven track record delivering STBG projects through the NE Wisconsin Local Road program. Our expertise includes the completion of numerous projects involving local program coordination. Our staff has experience working with local municipalities, the Federal Highway Administration, and WisDOT on similar projects as shown in this proposal. The team has the understanding and resources to develop a design that provides safe, efficient, and cost-effective solutions for urban reconstruction and rehabilitation projects.

Madison Avenue Reconstruction Client: City of Marinette	**Reference** Brian Miller, PE, Director of Public Works 715 / 732 5134 bmiller@marinette.wi.us
This project reconstructed 0.3 miles of existing asphalt roadway along Madison Avenue in the City of Marinette. The project included both roadway and complete utility reconstruction between Lewis Street and US Highway 41 (Hall Avenue) with an overall estimated cost of $1.75 million. Complexities include a railroad crossing near the south end of the project and a popular Kwik Trip location at the north end that requires detailed traffic control plans to be put into place. GRAEF also created plans for the replacement of the watermain and some of the sanitary sewer along the project to be included by the city in the WisDOT plans. PFAS was also discovered in the soil borings. We worked with WisDOT, WDNR, and the city to determine the concentration and proper disposal of the chemicals that may come up during dewatering operations. The project received federal funding under the 2024-2027 STP Urban Program and is scheduled for a letting date of January 13, 2026. In general, GRAEF is responsible to assure that the project and completed documents meet WisDOT design standards and procedures delineated in the Facilities Development Manual. The Madison Avenue Project is federally funded and managed by a WisDOT Local Program Project Manager.	

West Garfield Avenue, Marion, WI Client: City of Marion	**Reference** Aaron Schoen, Mayor 715 / 754 2124 ASchoen@cityofmarionwi.gov
The city received a Community Development Block Grant (CDBG) for the reconstruction of West Garfield Avenue. The project included the total replacement of approximately 850 linear feet of roadway (pavement and curb & gutter), sidewalk, driveway aprons, watermain and water services, and the installation of a new stormwater drainage facility from West Garfield Avenue to the North Branch of the Pigeon River downstream of the Marion Dam. The watermain was also reconstructed due to its age, along with the replacement of the existing sanitary laterals to meet the City's current requirements. The project lowered the elevation of West Garfield Avenue facilitated the collection of storm water from the area. These improvements minimized the number of storm events from regularly flooding the area.	

Vincent Road Reconstruction Client: Village of Howard	**Reference** Geoff Farr, PE, Director of Public Works 920 / 434 4060 gfarr@villageofhoward.com

The project provided needed upgrades for a narrow rural roadway section with substandard horizontal alignment, steep ditch slopes, and deteriorated asphalt pavement. In addition, it replaced the existing bridge over Beaver Dam Creek. The roadway was reconstructed to the standard Village urban roadway section, and the existing bridge was replaced on a new alignment that eliminated the substandard curve. The new roadway is a two-way single lane road with a pavement width of 34 feet. Some right-of-way acquisitions took place along the project corridor.

The project was partially funded with an STP Urban Grant and was designed and administered as part of the WisDOT Local Program. As such, the design process followed the WisDOT Facilities Development Manual including necessary reports, public involvement, submittals, plan development standards, and PS&E documents appropriate for a WisDOT letting.

CTH B Rehabilitation Client: La Crosse County	**Reference** Joe Langeberg, Highway Commissioner 608 / 786 3813 jlangeberg@lacrossecounty.org

CTH B is an urban roadway that serves an industrial park in the City of La Crosse. The project is a reconditioning project that replaced all deteriorated concrete joints, panels and some sidewalk will be replaced. Concrete approach slabs replaced the existing asphalt approach slabs. GRAEF duties included preparing design study reports, preliminary and final design, preliminary and final right of way plat, specifications, and quantities.

GRAEF staff reviewed the existing pavement sections to determine pavement areas or pavement joints that need replacement to improve the existing riding surface and extend the life of the pavement. The project also improved bridge approaches, sidewalk, curb and gutter, and new guard rail systems.

The work included preliminary engineering, utility and agency coordination, environmental documents, Transportation Management Plan, DSR, final engineering, and the completion of final contract documents for construction.

Riverside Avenue Reconstruction Client: City of Marinette	**Reference** Brian Miller, PE, Director of Public Works/City Engineer 715 / 732 5134 bmiller@marinette.wi.us

This project reconstructed 0.7 miles of existing concrete roadway. The project included both roadway and complete utility reconstruction. The project was approved to receive federal funding under the 2013-2018 STP Urban Program.

Although the city engineering department led the design for both the roadway and utilities, GRAEF worked closely in an administrative support role to the City with the responsibility of completing general tasks.

GRAEF was responsible to assure that the project and completed documents met WisDOT design standards and procedures delineated in the Facilities Development Manual. The Riverside Avenue Project was federally funded and managed by a WisDOT Local Program Management Consultant.

CTH YY (Pilgrim Way), Ashwaubenon WI Client: WisDOT	**Reference** Patrick DuChateau, PE, Retired Local Program Manager

GRAEF was retained to provide engineering services for this STP urban roadway. The project involved reconstructing the existing 4 lane median divided highway which includes the addition of a right-turn lane along the east approach of the Holmgren Way intersection, adding sidewalk and bicycle accommodations, and new storm sewer system. Additional work included constructing tie-ins at the WIS 172 westbound exit and entrance ramp terminals, new traffic signals at the Holmgren Way, WIS 172 exit ramp and Ashland Avenue intersections.

Engineering services included preliminary and final design. Tasks included vertical alignment, driveway profiles, sidewalk and bicycle accommodations, traffic signals, utility, and agency coordination, environmental report, public involvement, right of way plat and storm sewer design.

Project Understanding

It is our understanding that the purpose of this project is to rehabilitate Libal Street from Lebrun Street to Hoffman Road (CTH XX). The project will be funded with State Transportation Block Grant (STBG) funding and will be competitively bid through the state bid letting. A new sidewalk is being proposed on the east side of the roadway between Lebrun Street to Longview Avenue. The crown of the road will be shifted west to allow for bike lanes on both sides of the roadway and parking on the east side only. The Design will follow the Wisconsin Department of Transportation standard plan requirements and accompanying construction documents.

The 0.7-mile stretch of Libal Street is classified as a minor arterial roadway and has an Average Daily Traffic (ADT) of 4,900 vpd (2022). This segment will include 12-foot travel lanes with bicycle lanes on both sides. Parking will be restricted to one side of the roadway and sidewalks will be installed on both sides of the roadway.

Knowledge of Project

GRAEF is excited about this opportunity to work with the Village of Allouez on the Libal Street Design Project. Our staff has the availability to begin the project immediately upon notice to proceed and complete the project in the required design schedule. Our staff has extensive experience working with local municipalities and the Wisconsin Department of Transportation (WisDOT) on urban design projects very similar to Libal Street. The project will include the following key components: data collection; roadway design; right-of-way plat; utility coordination; public involvement; and bid related services.



Led by our Project Manager, Andrew Schultz, who has almost 20 years of roadway design knowledgeable including utility coordination, agency coordination, and permitting necessary for the project. Andrew lives just south of the project limits and drives this stretch of Libal Street almost every day. He has seen how the roadway is used and how the section recently completed reconstruction north of STH 172. Additionally, he managed the construction supervisors on site for that reconstruction and understands the challenges that the village faced there. Chad Kwiatkowski will be the project engineer to ensure the project will follow proper engineering guidelines as outlined in the WisDOT FDM manual. Our goal is to produce an accurate set of plans and plats, while maintaining the required time frame and Village budget for this project.

Project Schedule

The schedule proposed for the Libal Street project requires the selection of a team that has a proven track record delivering projects through the NE Wisconsin Local Road program. GRAEF has extensive experience working with the WisDOT PS&E process and working with the NE-Region Local Program Managers.

Data Collection

Data collection will involve the following tasks:

Field Survey: The field survey will include cross-sections and locating all pavement edges, shoulders, ditches, driveways, trees, septic fields, visible utilities, high points, low points, and the markings of utilities provided by others. Data from the field survey will be incorporated into a base map. The base map will include all topographic features, existing ground contours, tree sizes noted in inches, invert elevations and pipe size in inches noted for culverts. Power pole numbers will be labeled along with the pavement types and other pertinent features. Facility maps will be used to verify utilities marked by Digger's Hotline and surveyed by the team.

Wetland Delineation: DNR wetland mapping shows no wetlands located along the roadway.

Roadway Design

The roadway design will follow criteria of Local Roadways functionally classified as an urban minor arterial in WisDOT FDM manual. Components of the roadway design include the following:

Horizontal Alignment: The 0.7-mile segment of Libal Street from Lebrun Street to Hoffman Road has a posted speed of 30mph. This rehabilitation will not move the curb lines and the sidewalk that needs to be added can be placed within the existing right of way. There are some trees and landscaping that may be encroaching on the proposed sidewalk location between Lebrun Street and Longview Avenue, these can either be removed as a part of the project or we can utilize the proposed 11.5 feet of terrace space to work around these areas.

Typical Section: The existing Libal Street south of Hoffman Road is 41 feet between the flange lines. To accommodate the proposed bike lanes, the crown will need to shift 4.5 feet. The existing asphaltic pavement will be removed, and portions of the base course will be regraded to shift the crown line west. In this section of the roadway the curb and gutter will remain, except for spot improvements as necessary. The southbound bike and travel lane will see an increase in cross slope to approximately 3% while keeping the northbound lanes near 2%.

GRAEF will also look at pavement distress areas within the existing pavement to determine if simple base repairs are required to further enhance the life of the roadway after this project. Simple low cost repairs will eliminate future reflective cracking and these problems reappearing in just a few years.

Pedestrian and Bicycle Accommodations: Increasing traffic volumes, desire for multi-modal accommodations, and limited right-of-way require our engineers to think outside the box and develop solutions that are a compromise between various stakeholder interests. Continuing bike lanes further down the Libal Street corridor will increase safety and usage by village residents. Additionally, finishing the sidewalk for the final three blocks of Libal Street will provide sidewalk on both sides for the entire length of the street within the village boundary.

Pedestrian Curb Ramp Design: Curb ramps will need to be designed in compliance with current ADA requirements. GRAEF will provide Type 2 curb ramps at the intersection which provide separate ramps per crossing. The curb ramps will need to be detailed per requirements for the WisDOT Local Program and submitted with the 60% plans.

Intersection Geometry: Intersections will be checked for vision triangles and improvements to sight distance will be recommended where feasible. Appropriate bicycle accommodations through the intersections and upgrades to pedestrian ramps to ensure ADA compliance will also be addressed.

TMP, Construction Staging, Traffic Control & Access: Construction staging and traffic control will be an important consideration in the project approach. A primary concern of project stakeholders will be access to properties and construction schedule. A key focus of the staging and traffic control plan will be maintaining access while providing the largest work zone available to the contractor to expedite project construction.

A Transportation Management Plan (TMP) will be developed in accordance with FDM requirements for the project. The TMP will address construction staging, lane widths, detours, delays, alternate routes, mitigation strategies, public information strategies, incident management, and address impacts on motorists, pedestrians, bicyclists, and transit including mitigation measures.

Environmental Coordination and Permitting

Agency coordination is a key factor early-on in the design process. Input will be sought from agencies having jurisdiction, including but not limited to, the Wisconsin Department of Natural Resources, the Army Corps of Engineers, and Native Americans. There are no wetlands within the project area, therefore not requiring a Section 404 permit from ACOE or Section 401 from WDNR. Initial and Final Coordination with the DNR will still be required per WisDOT requirements

Documenting the project impacts on environmental features and gaining approval of the CEC Environmental Document will be essential components to keeping the project on schedule.

The proposed rehabilitation of Libal Street will be federally funded and, therefore, must comply with Section 106 of the National Historic Preservation Act and its implementing regulations, requiring the consideration of effects to properties listed on, or determined eligible for listing on, the National Register of Historic Places (National Register). To identify historic properties within the project's Area of Potential Effects (APE), architecture/history and archaeological surveys will be needed to document any findings. It is not anticipated that a Section 106 investigation will be required since the roadway will not impact on any properties. Therefore, we would coordinate with WisDOT to request the project be added to the Historical screening list

Based on the nature of the project, we assume the APE for direct effects to archaeological resources will be limited to the existing right-of-way and any temporary easement areas that may be necessary to complete the work. Since the project will remain basically in the same roadway footprint, we would coordinate with WisDOT to request the project be added to the Archaeological screening list.

Wetlands: In reviewing the Surface Water Data Viewer through the WDNR website, no wetlands will be impacted along this corridor.

Storm water: The existing drainage patterns will look to be maintained along Libal Street. The existing system will be analyzed for capacity and inlet spacing using WisDOT stormwater evaluation spreadsheet. The GRAEF team will work with the Village to identify stormwater best management practices that may be implemented on the project It is anticipated that some improvement may be necessary.

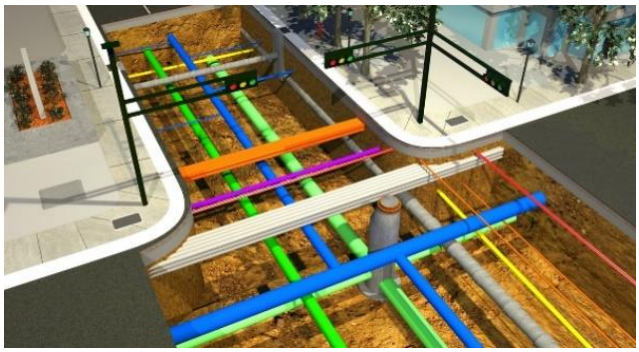
Contaminated Sites: A Phase 1 Hazardous Materials Assessment will be conducted as part of the project. Residential properties are along the project; there is a very low probability of hazardous material will be present along the project limits that would be encountered during construction. We propose completing a hazardous materials assessment for the corridor consisting of a reconnaissance survey and record search to determine the potential of hazardous materials in the project area.

Right-of-Way

The existing right-of-way width along Libal Street is 80 feet within the project limits. Right-of-way acquisition either by fee or temporary easement is anticipated throughout the project. A maximum of 34 would be impacted due to the proposed improvements. Most of these parcels are at the corners where curb ramps will be installed. Based on the widths or the side streets and the lack of sidewalk on many of them most curb ramps should be able to be installed with only temporary limited easements (TLE's). The design will look to minimize right-of-way needs especially where impacts to parking, fences, landscaping, and trees can quickly increase project costs. TLE's may be considered for driveway or slopes outside the sidewalk

Encroachments: An encroachment report will be compiled for the project. Several trees and landscaping beds appear to be partially or entirely located within the existing right-of-way. Due to the proximity of these, the design may deviate in order to avoid impacts or they could be removed as a part of the project.

Utility Coordination



The GRAEF team has extensive experience performing utility coordination in accordance with the WisDOT Guide to Utility Coordination specifically within the local program. Sidewalk improvements could impact power poles and pedestals. Utility coordination will be done based on facility maps provided by utility companies and a topographic survey collected by our survey crews within the project area. The survey will identify all existing private and public utilities in the vicinity of the project. All known utilities will be provided with a copy of the survey to verify the location of their facilities.

This project does not fall under the jurisdiction of Trans220; however, the design team will follow this process for private facilities located within the project limits. The form layout and timelines will help ensure that all coordination is completed prior to the final PS&E date. The scope of work will include notifications to utilities explaining the project and potential conflicts, utility coordination meetings, and utility relocation work plan approval.

GRAEF has on some projects modeled existing underground private utilities that are essential to keep in place such as medical facilities. 3D models can help avoid conflicts and assist us in quality control.

Public Involvement

Public involvement is an essential component of every project. We will begin the public involvement effort by developing an outreach and communications plan, to be approved by the Village of Allouez, where the types of meetings and communications for involving and informing the community and local property owners will be identified and documented.

If public meetings need to be virtual, the GRAEF team is already working with innovative solutions for public meetings including the consideration of virtual public meetings and enhanced newsletters with displays on websites. This may include hosting a Virtual public

involvement meeting. The Virtual public meeting could include a PowerPoint presentation available with or without narration or a YouTube or Zoom Live presentation.

GRAEF staff continues working on innovative ways to communicate with the public, including creating project websites. These websites are easy to create and informs the general public about project schedules and impacts on property owners along the route.

A public involvement meeting will be held during the preliminary plan stage to inform and educate the general public about the project. The primary focus of the meeting will be to introduce the public to the preliminary plans, discuss impacts and right-of-way needs. A second PIM could be held closer to the 90% design phase where final plans and impacts during construction will be discussed if the Village wishes to hold it. GRAEF will assist the Village with the preparation of displays, handouts, and property owner outreach. A summary report will be compiled after the meeting. This report will include meeting minutes, materials distributed at the meeting, meeting displays, comment forms received from attendees, phone records related to concerns and requests from property owners, and action items for follow-up activities. Separate meetings will also be held with individual property owners as needed in the project corridor.

A Local Officials Meeting will be held for the Village of Allouez prior to the first public involvement meeting to address and discuss concerns before presenting it to the public.

WisDOT Process & Procedures

The Libal Street project requires the selection of a team that has a proven track record delivering projects through the NE Region Local Road program. GRAEF has extensive experience with the WisDOT PS&E process and working with WisDOT's Northeast Region staff.

Our team has performed designs on numerous similar projects, working with local municipalities, the Federal Highway Administration, and the Wisconsin Department of Transportation (WisDOT) as shown in this proposal.

We will ensure the project is designed in an expedited manner. We recognize that a successful partnership between WisDOT, the Village of Allouez, local citizens, and GRAEF, is essential to completing this project successfully.

The project team proposed for this project has extensive experience with WisDOT's final PS&E process. This task constitutes the work required to create a comprehensive set of plans and contract documents.

Construction Cost Estimating

The GRAEF team has a proven track record of completing accurate cost estimates through the WisDOT local program. The construction estimate will be reviewed early on to make sure it is consistent with allocated funds for the project. Construction cost estimates are anticipated to be completed at 30%, 60%, Draft PS&E, and Final PS&E milestones with appropriate contingencies provided during each phase of the design.

Quality

Our team understands that a successful Quality Program is required to ensure the goals of every contract are achieved. GRAEF will incorporate an Independent Review Staff (IRS) of qualified engineers, not associated with the design, to review the plans to verify that quality is achieved. The primary reviewer for the project will be Brian Engles. Brian has over 30 years of experience in roadway design and has extensive experience on similar design projects. His involvement in past county urban reconstruction projects will ensure consistency and high-quality design that our clients expect. As our client, we encourage you to play a key role in the ultimate success of this project. Open and clear communication between all parties will directly lead to success on this project. This is our commitment to you.

At JT, we work to understand your needs and tailor our approach to your specific goals.

We believe in building relationships that extend beyond a project's completion and are committed to your long-term success.

Proposal to Provide Engineering Design Services

For Libal Street, LeBrun Street to Hoffman Road, in the Village of Allouez, Brown County



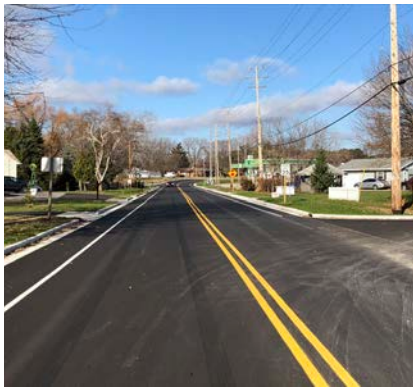
Prepared for:

The Village of Allouez
Public Works Department

August 15th, 2025

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
- 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 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





21 Years' Experience

BS, Civil Engineering: *UW-Platteville, 2004*

Professional Engineer: *WI*

Contact Information:

Phone: 920.770.3110
Email: joem@jt-engineering.com

Joe Malenofski, PE Project Manager

- Joe is an experienced design project manager and engineer with over 21 years of successful experience on roadway projects throughout Wisconsin.
- He is highly organized and communicates well with the client's representatives, keeping them well-informed on the project's progress and always responding to requests in a timely manner. Joe's reputation, based on feedback from clients, includes representing their interests professionally and respectfully.
- In addition to his experience designing highway projects, Joe's background also includes 15 years as a project construction leader, providing oversight on numerous types of roadway projects in Wisconsin.
- This hybrid background gives Joe an understanding of both sides of a roadway project and the effort that goes into each. This results in a complete project plan that is high-quality, safe, and cost-effective to construct.

Relevant Project Experience:

West Glen Street/South Lake Avenue (USH 8), Boulevard Avenue to Pioneer Street, Forest County*

Design Project Manager | Urban Rehabilitation

- USH 8 consisted of two projects that were a combined 0.8-miles in length. Located in the City of Crandon, they were constructed in 2024 with scopes that were very similar to Libal Street. The existing pavement was milled and overlaid with the same depth of asphalt pavement to prolong the service life of the roadway and provide a better driving surface. In addition, the existing curb and gutter was reviewed and surveyed for spot replacement and adjustments to sanitary manholes and watermain valves were added to the project plans. The existing pedestrian curb ramps were reviewed and designed for replacement to meet Americans with Disabilities Act (ADA) requirements and temporary accommodations were included. A project plat was required that included both fee and temporary limited easements, primarily for curb ramp replacements.

West Green Bay Street, Wolf River to Main Street, Shawano County

Design Project Manager | Urban Reconstruction

- This project improved durability, drainage issues, and bicycle and pedestrian accommodations along the corridor. Analysis of the existing storm sewer was performed due to the poor condition of the existing drainage infrastructure. Spot sidewalk replacement included the reconstruction of pedestrian curb ramps to bring them into compliance with current standards.

USH 12, North County Line to STH 13, Sauk County*

Design Project Manager | Urban Reconstruction

- This $2.2 million project reconstructed one mile of USH 12 in the City of Wisconsin Dells and the Town of Delton in Sauk County to replace deteriorating pavement, improve drainage, and construct new sidewalk.
- The existing storm sewer system was evaluated, and it was determined to replace the existing structures and allow the pipes to remain.

CTH CB, Shady Lane to Prospect Avenue, Winnebago County*

Design Project Manager | Urban & Rural Rehabilitation

- This county-funded project rehabilitated and expanded approximately one mile of highway in the Village of Fox Crossing. To accommodate growing traffic volumes, the highway design included the expansion of CTH CB from a 2-lane undivided facility to a 4-lane divided highway with a raised median. Other elements of the design included storm sewer and erosion control. All elements of the design were performed in accordance with WisDOT standards. Permitting through the WDNR for storm water/erosion control and wetland impacts was completed.

**Project completed at previous employer by member(s) of project team.*



30 Years' Experience

BS, Environmental Engineering: *Michigan Technological University, 1995*

Dave Strelchek Lead Roadway Designer

- Dave brings over 30 years of experience leading the design, bidding, and construction management of major municipal infrastructure projects, including rehabilitation projects with spot replacement of curb and gutter and sidewalk, demonstrating deep expertise with municipal design
- He has extensive knowledge with urban projects, including planning, design, bidding, contract administration, and field inspection from his time serving as both a project manager for the City of Kaukauna and as Director of Public Works for the Town of Ledgeview.
- Dave has performed annual inspections and field surveys to inform project design and development, while addressing public concerns by communicating technical information clearly and calculating assessment rates for construction projects.
- During Dave's experience working for a local contractor, he was responsible for the City of Appleton's sidewalk replacement program which included the Appleton Street located downtown. Dave oversaw the crews that replaced the sidewalk and ramps, gaining real-world knowledge of how these are built.



4 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 WisDOT projects and will utilize this experience to efficiently design the Libal Street project.
- He is well-versed in the engineering practices related to plan production and Civil 3D design modeling standards.
- Jake's understanding of the WisDOT project development process will allow him to not only design the project but also assist with documentation, reports, and coordination.



18 Years' Experience

BS, Civil Engineering: *UW-Madison, 2007*

Professional Engineer: *WI*

Matt Solin, PE Drainage Engineer

- Matt brings over 18 years of experience in municipal and transportation engineering with an emphasis on storm water infrastructure design. His diverse background and experience have helped deliver projects from the study phase through the completion of construction, and he will be an excellent resource for the Libal Street project.
- His area of expertise is in drainage engineering, including hydrology and hydraulics analysis, storm sewer system design, culvert and channel sizing, and storm water management and treatment.
- Matt's experience also includes street design, water main systems design, and sanitary sewer systems design.
- He utilizes his municipal street and drainage design expertise to provide a high-quality, cost-effective storm sewer system.



30 Years' Experience

BS, Civil Engineering: *UW-Madison, 1995*

Professional Engineer: *WI*

Rich Glen, PE Quality Assurance / Quality Control

- Rich brings over 30 years of experience in transportation engineering, with a diverse history of delivering projects varying in complexity, from rural bridge replacement projects to multi-million-dollar urban reconstruction projects.
- As Project Manager for the Allouez Safe Routes to School project, Rich successfully oversaw the design and construction of approximately one mile of new sidewalk, ADA-compliant curb ramps, and ensured all work met WisDOT requirements.
- Rich has delivered QA/QC oversight throughout project design, drawing on extensive experience to minimize contract change orders and reduce risk during construction.
- This experience will benefit the Village of Allouez by helping you navigate the complexities of state and federally funded projects - such as environmental coordination, utility coordination, and multi-agency collaboration, ensuring compliance, and maximizingfunding opportunities.



15 Years' Experience

BS, Survey Engineering: *Ferris State University, 2010*

Professional Land Surveyor: *WI, MI, MN, SD*

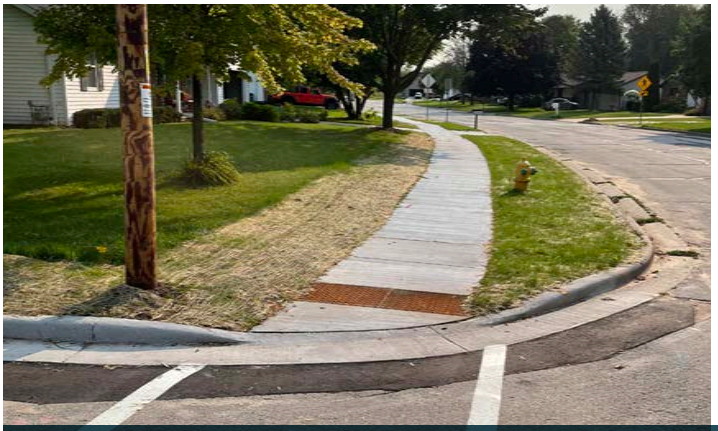
James Cappeart, PLS Survey & Plat Specialist

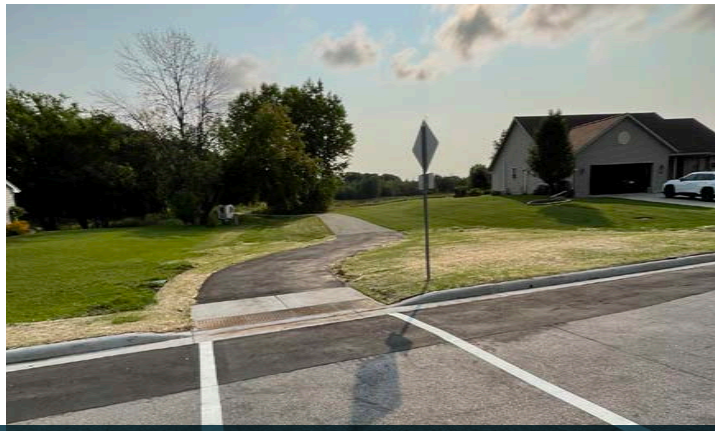
- James has over 15 years in the surveying field, encompassing most aspects of roadway topographic survey, aerial mapping/LiDAR projects, Transportation Project Plats (TPP), and right of way plats. He managed design survey and platting projects across the state, ranging from major interstates to rural town roadways.
- His experience includes leading field data collection efforts, including oversight, deliverable creation, quality control, utility coordination, and existing right of way determinations. James understands that the design survey is the base for a successful roadway project and strives to provide a comprehensive deliverable package to the design team efficiently and on schedule.

Staffing Capacity & Availability

JT is committed to meeting the Libal Street roadway design schedule's demands to deliver a successful project for the Village of Allouez. With the recent completion of several design projects, our project team's availability, shown below, will allow us to meet or exceed the desired project schedule.

Staff Availability	Current Workload
Joe Malenofski (60%) Project Manager	• CTH GV, Brown County • Buchanan Rd, Outagamie County • Division Rd, Fond du Lac County • W Green Bay St, Shawano County
Dave Strelcheck (70%) Lead Roadway Designer	• West Green Bay St, Shawano County • CTH XX, Manitowoc County
Jake Neerdaels (55%) Roadway Designer	• CTH U, Outagamie County • CTH GV, Brown County • CTH C, Oconto County
Matt Solin (50%) Drainage Engineer	• CTH M, Eau Claire County • CTH O, Barron County • CTH F, Barron County • WisDOT Storm Water & Erosion Control Staffing
Rich Glen (60%) Quality Assurance/ Quality Control	• CTH U, Outagamie County • CTH JJ, Outagamie County • CTH GV, Brown County • Various Local Program Projects
James Cappeart (55%) Survey & Plat Specialist	• CTH GV, Brown County • CTH U, Outagamie County • Various Local Program Projects





Allouez Safe Routes to School, Brown County

Client: Village of Allouez | Sidewalk Design

Services Provided

- Topographic Survey
- Preliminary & Final Design
- Drainage Design
- Agency & Utility Coordination
- Design Reports
- Public Involvement
- Environmental Documentation
- Right of Way Easement Exhibits
- Final Letting documents

Key Staff

- Rich Glen, PE
- James Cappeart, PLS

Project Dates

- Design: 2020 - 2021
- Construction: 2022

Reference

Sean J Gehin, PE
Director of Public Works
Village of Allouez, WI
sean.gehin@villageofallouezwi.gov

Project Overview

The Village of Allouez completed a Safe Routes to School (SRTS) plan identifying the deficiencies in the pedestrian facilities adjacent to their schools. The residential area surrounding the Doty Elementary School was included in this study, with the routes along East River Drive and Hoffman Road identified as key routes to connect the adjacent neighborhoods and sidewalk network to the school. Prior to the completion of this project, students and other pedestrians were forced to walk on the streets, resulting in unsafe interactions with vehicular traffic.

JT was selected to design approximately 1 mile of sidewalk along East River Drive and Hoffman Road, improving pedestrian access to Doty Elementary School, the Freedom Trail, and Kiwanis Park. This project added sidewalk behind the existing curb and gutter within the existing right of way. ADA-compliant curb ramps were constructed at each intersection, with additional signage provided at key crossings.

Key Aspects

- Revisions to the existing drainage systems were designed to allow for the new sidewalk construction.
- Several sidewalk profile iterations were necessary to ensure positive drainage from adjacent properties.
- The construction project schedule was coordinated with the Village and Doty Elementary School to minimize the impact of the project on students who walk to school.
- Utility coordination was completed one year ahead of the design to allow utilities to be moved prior to construction.

This project is included to demonstrate our experience working with the Village of Allouez and our ability to adjust project designs to reduce impacts to adjacent properties.



USH 8, Boulevard Avenue to Pioneer Drive, Forest County*

Client: WisDOT | Urban Rehabilitation

Services Provided

- Topographic Survey
- Agency & Utility Coordination
- Public Involvement
- Preliminary & Final Design
- Right of Way Plat
- Curb & Gutter Replacement
- Sidewalk Design
- Curb Ramp Design

Key Staff

- Joe Malenofski, PE

Project Dates

- Design: 2018 - 2024
- Construction: 2024

Reference

Andrew Casper
WisDOT Project Manager
715.365.5713
andrew.casper@dot.wi.gov

Project Overview

Joe was the project manager for the design of two urban rehabilitation projects with a total length of 0.8 miles in the City of Crandon that included milling and overlaying the asphalt pavement to prolong the service life of the roadway and provide a better driving surface.

In addition, the existing curb and gutter was reviewed and surveyed for spot replacement. The existing pedestrian curb ramps were reviewed and designed for replacement to meet Americans with Disabilities Act (ADA) requirements. A project plat was required that included both fee and temporary limited easements, primarily for curb ramp replacements.

A method used by Joe to increase the efficiency of the design involved first laying out the pedestrian ramps at each of the locations in accordance with Standard Detail Drawings, to the maximum extent feasible, and then preparing a technical memo to document the constraints, design notes, and reasoning behind the selection of the curb ramp type at each location. These layouts and memo were submitted for review prior to beginning the final design of the ramps. This process was done to receive comments on the layouts very early in the process and identify further issues or conflicts.

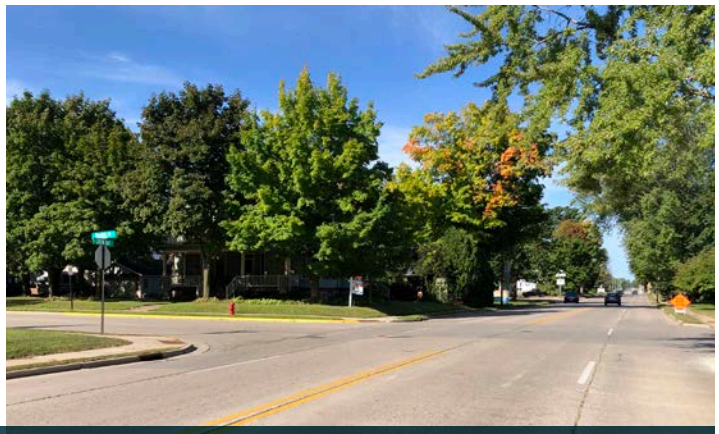
Key Aspects

- Asphaltic pavement mill and overlay in an urban setting.
- Design of 21 compliant pedestrian curb ramps.
- Sidewalk replacement.
- Spot curb and gutter replacement.

This project highlights our proven expertise in urban rehabilitation design, including curb and gutter replacement and the integration of compliant pedestrian ramps.

**Project completed at previous employer by member(s) of project team.*





West Green Bay St, Wolf River to Main St, Shawano County

Client: City of Shawano | Urban Reconstruction

Services Provided

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

Key Staff

- Joe Malenofski, PE
- Dave Strelcheck
- Jake Neerdaels, EIT
- Rich Glen, PE
- James Cappeart, PLS

Project Dates

- Design: 2020 - Current
- Construction: 2027

Reference

Matt Pleshek
City Engineer
City of Shawano
715.526.3512
mpleshek@cityofshawano.com

Project Overview

JT is completing the design of the reconstruction of West Green Bay Street in the City of Shawano, Shawano County. The 0.31-mile street is a minor arterial with concrete pavement deterioration, including joint displacement/spalling and surface pitting. The existing storm sewer mains and structures are also in poor condition and in need of replacement.

Public involvement and stakeholder coordination have been paramount throughout the design of this project. JT worked closely with WisDOT, the City, nearby businesses, and stakeholders to develop a solution that benefits the interests of all parties involved. Continuous communication and collaboration were a key driver to the early success of this project.

During the design of this project, due to the inflation that has occurred in the last several years, the project costs exceeded the original funding. JT worked with the City to identify areas to save costs, such as utilizing newer storm inlets rather than replacing them. We also worked with the City to submit a change management request for additional funding that was ultimately approved and moved construction to a later year. Our design work is nearly complete on this project and will be finalized closer to construction.

Key Aspects

- Reconstruction, pavement replacement, and rehabilitation.
- Drainage analysis and storm sewer design.
- Construction staging, traffic control, including pedestrian accommodations.
- Coordination with city utilities for replacement during roadway construction.
- Public involvement and stakeholder coordination.
- Addition and redesign of curb ramps for PROWAG compliance.
- Improve bicycle accommodations.

This project showcases our experience in urban design, storm sewer design, PROWAG-compliant pedestrian ramps, and effective coordination with utilities and regulatory agencies. Similarly to Libal Street, West Green Bay Street is being funded through WisDOT's STP Urban program.

Project Scoping

JT's project scoping process is built on proactive collaboration and thorough preparation to ensure a well-defined scope and eliminate surprises throughout project development. The first step on the Libal Street project will be for our design team to coordinate a project scoping meeting with staff from Allouez and WisDOT to review and determine which project tasks should be incorporated into the final contract. Prior to this scoping meeting, the JT design team will research the project's unique challenges and issues, then prepares a detailed agenda that covers the entire design process and anticipates potential issues that may arise. This approach ensures that all parties are aligned on project objectives, expectations, and deliverables from the outset, resulting in a clear, comprehensive scope that minimizes the risk of unforeseen complications.

Local Program Experience

JT has unmatched experience with local program projects, having served as the WisDOT Northeast Region Local Program Management Consultant (LPMC) for 12 years, the entire length of the program. In this role, JT was responsible for all aspects of local roadway program projects, including design review and oversight, program management, project budgeting and scheduling, environmental coordination and approvals, review and approval of project plans and documentation, local community coordination, and ensuring compliance with state and federal standards.

JT's design experience, combined with a deep understanding of the Local Program, has enabled the firm to successfully guide over 50 different counties, towns, and cities through the project letting process for both WisDOT and local lettings. This extensive background allows JT to tailor its design approach to meet the unique needs of each municipality, providing clear communication and expert guidance throughout every phase of the project.

Municipal Engineering Experience

JT provides a full range of municipal engineering services, including roadway and street design, utility infrastructure, storm sewer and water main systems, pedestrian and bicyclefacilities, and site development. Our team is experienced in plan reviews, construction management, agency permitting, and project funding assistance, delivering innovative and cost-effective solutions tailored to each community's needs. With a proven track record as the LPMC and extensive experience in urban municipal projects, JT is dedicated to high-quality, client-focused results.

Our design lead, Dave Strelcheck, has spent nearly his entire career working for municipalities. This includes serving as a Director of Public Works and as a Project Engineer for communities in Northeast Wisconsin. Dave has a deep understanding of municipal projects and the plans that are needed to successfully construct them. With his experience, Dave understands the issues that a public works department deals with beyond typical design aspects and will utilize this experience to assist the Village of Allouez through issues and plan items that are not typical on WisDOT projects. This includes preparing plans that can ultimately serve as record drawings for future projects. For Libal Street, we understand that the existing utilities, storm sewer, water main, and sanitary sewer, are to be accurately shown on the plan & profile sheets using as-built, survey, and information from the Village of Allouez. Dave's experience will be beneficial to the Village, as he has created dozens of plan sets that included similar information.

Topographic Survey and Base Mapping

Every project needs to start on the right track with an accurate field survey. For the Libal Street project, JT will provide the Village with a comprehensive topographic survey, with a focus on capturing detailed surface and subsurface features, such as manholes, inlets, and utility structures. Our survey teams utilize advanced GPS and total station equipment to accurately locate manholes and document rim and invert elevations, pipe sizes and materials, and flow directions. This precise data collection ensures that all existing utility infrastructure is thoroughly mapped and integrated into the design process.



Damaged Sidewalk on Libal Street

Our team will complete a topographic survey of surface features to be able to create accurate base mapping for the plans and cross sections. This survey would include areas of damage or other areas of existing sidewalk and curb and gutter for replacement to accurately show the locations in the plans.

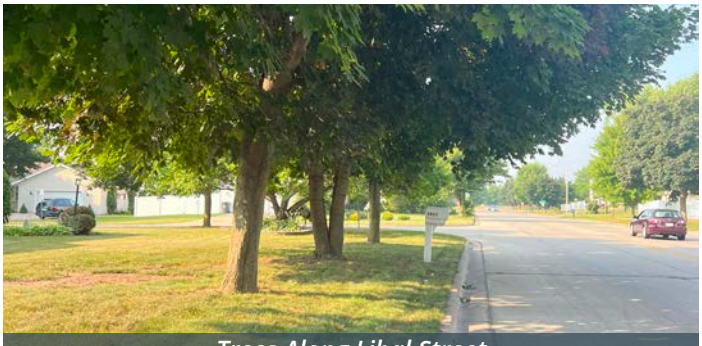
In addition, we work with utility locators to survey private utility companies to make coordination as streamlined as possible, which we have found involves early and frequent communication during a project's development.

Urban Roadway Design

Our team has a proven track record of delivering successful urban rehabilitation projects that include sidewalk and curb ramp improvements. JT has completed numerous projects across Wisconsin where pedestrian curb ramps were a central focus. For example, on the STH 13 corridor in Marathon County, JT evaluated and redesigned 104 curb ramps within the Cities of Colby and Abbotsford to meet standards, providing temporary pedestrian accommodations during construction to ensure accessibility. In the City of Green Bay, JT led the Berner Street Reconstruction, which included extensive sidewalk and driveway replacement, curb ramps, drainage analysis and storm sewer design, and coordination with the City of Green Bay Water Utility for water main plans and the Department of Public Works for sanitary sewer design.

Our experience also extends to projects like the West Green Bay Street urban project in the City of Shawano, where we designed an urban section with new bike lanes, sidewalks, and curb ramps, improving access for businesses, schools, and residents. JT's approach emphasizes early field evaluation, stakeholder engagement, and innovative design solutions to overcome challenges, such as tight right of way, complex grades, and utility conflicts, ensuring that all sidewalk and curb ramp improvements are safe, accessible, and durable.

The two main design challenges on the Libal Street project that JT envisions include matching the 3.5-foot shifted roadway crown at the project limits to match existing and designing the new sidewalk between Lebrun Street and Longview Avenue. The new sidewalk design will be a challenge to avoid major impacts to the residential properties that are adjacent, as well as avoiding impacts to the mature trees in this area. During our discussion with Director Gehin, an option could be to reduce the grass terrace width to a minimum of 6 feet. In addition, drainage is always a concern when adding new sidewalk. On the Safe Routes to School Project, there were drainage challenges when adding new sidewalks that JT successfully navigated for Allouez through multiple sidewalk profile iterations to ensure positive drainage from adjacent properties.



Trees Along Libal Street

Pedestrian Curb Ramp Design

JT has significant experience in curb ramp design, having completed hundreds of pedestrian curb ramp replacements, including following the recently adapted Public Right of Way Accessibility Guidelines (PROWAG), and upgrades as part of urban roadway projects across Wisconsin. PROWAG provides design standards for making sidewalks, street crossings, curb ramps, and other pedestrian infrastructure accessible to people with disabilities. On major projects, such as West Green Bay Street in Shawano, JT's team conducted thorough field evaluations of all curb ramps within the corridor to identify non-compliant locations, created detailed documentation for review, and redesigned the curb ramps to meet current PROWAG. JT's process includes early identification of accessibility challenges, close coordination with WisDOT's Bicycle and Pedestrian coordinators, and the development of temporary pedestrian accommodations to maintain access during construction. For Libal Street, JT will use our experience in identifying cost-effective temporary pedestrian solutions that fully meet safety and accessibility requirements while minimizing additional construction costs, such as construction staging and alternate routes.

A method that has previously been used by JT and will be used on Libal Street to increase the efficiency of the design is to first lay out the pedestrian ramps at each of the locations, to the maximum extent feasible, and then prepare a technical memo to document the constraints, design notes, and reasoning behind the selection of the curb ramp type at each location. These layouts and memos would then be submitted to the Village and ultimately WisDOT (once the Village has agreed to the proposed improvements) for review prior to beginning the final design of the ramps. This process is done to receive comments on the layouts very early in the process and to identify further issues or conflicts.

One of the key advantages of Libal Street is the presence of a wide grass terrace, which supports the design and construction of compliant curb ramps while minimizing adverse impacts on adjacent properties. The exception would be in the southeast corner of Hilltop Drive, where the terrace is considerably narrower and results in a skewed crossing on the east side of the intersection. We would recommend adding an extension of the sidewalk around the radius to create a more perpendicular crossing of Hilltop Drive that lines up with the existing sidewalk to the north.

School Crossings

With Doty Elementary School and Father Allouez Catholic School located in the project area, the pedestrian crossings at these locations will require increased attention. Designing roadway pedestrian crossings near schools requires a focus on safety, visibility, and accessibility to protect students and other pedestrians. The crossings at Longview Avenue, Hilltop Drive, and Somerset Drive could incorporate features

such as bumpouts, high-visibility pavement markings, and appropriate signage to alert drivers. Bumpouts can be used to slow vehicle speeds and shorten crossing distances. Coordination with nearby schools will be essential to ensure that the crossings are designed to enhance safety and accessibility for students and other pedestrians.

Drainage design is an important consideration when constructing bumpouts, often times relocating or additional storm inlets are needed to avoid water ponding at the crossing.

Storm Sewer Design

JT has extensive experience in storm sewer design, delivering solutions for a wide range of municipal and transportation projects across Wisconsin. Our team is highly skilled in all facets of drainage engineering, including hydrologic and hydraulic analysis, storm sewer system layout, and storm water management and treatment. We have successfully completed storm sewer designs for urban projects, where we performed hydrology and hydraulic analyses to upsize undersized storm sewer systems.

For the Libal Street rehabilitation project, the existing storm sewer will undergo a comprehensive evaluation process. This includes televising the storm sewer lines to assess their current condition and identifying any structural deficiencies or blockages. The televising videos will be carefully reviewed by JT to determine the extent of necessary repairs. Based on our discussion with Director Gehin, localized repairs to storm laterals are anticipated.

As part of the project, the existing storm sewer system between Kenny Street and Longview Avenue will be evaluated for capacity. The evaluation will involve analyzing pipe sizes, flow rates, and potential bottlenecks to determine whether upgrades or modifications are necessary. Ensuring sufficient capacity in this segment of the storm sewer system will help prevent localized flooding and support thelong-term effectiveness of the overall drainage network. Our approach includes comprehensive modeling using tools like HydroCAD and Storm Sewer Analysis (SSA), and the development of design alternatives.

Environmental Documentation, Agency Coordination, & Erosion Control

On any infrastructure project, being able to effectively communicate and coordinate with permitting agencies is important to ensure that a project's scope and schedule can be met. Our experience preparing environmental documentation, securing agency permits, and designing effective erosion control measures for municipal and transportation projects is based on early and effective communication with regulatory agencies, such as the WDNR, to streamline the permitting process. We coordinate, prepare all necessary environmental reports and applications, and ensure compliance with the National Environmental Policy Act (NEPA) and other applicable regulations. Based on the proposed improvements to Libal Street, we do not anticipate any challenges with agency coordination, permitting, or approval of a categorical exclusion (CEC) environmental document.

Public Involvement

When a project involves potentially controversial items such as parking removal, JT recommends a robust public involvement process to ensure community concerns are heard and addressed. A public involvement meeting is typically held to allow residents, business owners, and other stakeholders to meet directly with the design team and local officials. This face-to-face meeting setting provides an opportunity for the public to express concerns, ask questions, and discuss possible alternatives or mitigation strategies. By engaging the community early and transparently, consensus can be built around the project's goals, and solutions can be tailored to minimize negative impacts, ultimately leading to greater public confidence and acceptance of the final design.

Right of Way

With the right of way impacts on Libal Street anticipated to be Temporary Limited Easements (TLEs), we do not foresee any major concerns with this impacting the project schedule. Our team is highly experienced in managing TLEs for municipal and transportation projects. We would work closely with the Village to identify areas where temporary access is needed for construction activities, such as sidewalk or utility improvements. We prepare detailed TLE exhibits and legal descriptions, coordinate with property owners to address concerns, and ensure all documentation meets local and WisDOT requirements. JT's thorough approach streamlines the easement acquisition process, minimizes project delays, and supports successful project delivery.



Existing Libal Street Curb Ramps

Project Team & Availability

We have assembled an experienced, diverse design team to exceed your expectations for the Libal Street project, and we can offer more than enough capacity to meet the Village's design schedule. The core of our team, Doug Senso and Scott Lietzau, has worked together on urban Local Program design projects like Libal Street for over 20 years. We have the design expertise, communication skills, and understanding of the Wisconsin Department of Transportation (WisDOT) Local Program project development process that is critical to delivering a successful project for the Village of Allouez. Finally, our team is committed to this project. This design team will follow the project to its conclusion — no switching of personnel.

Project Manager Contact Information



Doug Senso, P.E.
100 West Lawrence Street, Suite 412 | Appleton, WI 54911
(920) 843-5731 | doug.senso@rasmith.com
Current commitments: Mather Street, WIS 54, Wausau Curb Ramps | **Availability:** 65% October 2025 and forward

As project manager, Doug has 32 years of experience in the design of transportation facilities for local governments and WisDOT. He is an excellent communicator who will keep you informed of the Libal Street project's progress. If issues arise, you can trust Doug to identify them early and offer several solutions including a recommendation. On the Libal Street project, he will guide the Village through the WisDOT project development process and add value by advocating for the Village's specific project needs.

Doug successfully managed the design of several recent projects like Libal Street, including: 2019, 2021, 2023, and 2025 Village of Allouez Street & Utility Reconstruction, Mather Street in Green Bay, WIS 57 in Door County, WIS 47 in Outagamie County, and Oneida Street in Appleton. Similar to Libal Street, these urban resurfacing and reconstruction projects included the addition of bicycle and pedestrian facilities, new Americans with Disabilities Act (ADA)-compliant curb ramps and sidewalk, storm sewer repair or replacement, detailed design adjustments to minimize tree and real estate impacts, public involvement efforts, and close coordination with permitting agencies and WisDOT.

Doug's commitment to quality has been recognized by the WisDOT Excellence in Highway Design Awards with four regional awards and two statewide awards including the Local Program - Calhoun Road project in the City of Brookfield.

Unmatched Local Program Experience

Doug not only understands the WisDOT project development process, but he is also keenly aware of the nuances of the WisDOT Local Program, serving as the project manager on 10 Local Program projects in the past 10 years. He understands how to incorporate your priorities into the project, yet satisfy the needs of permitting agencies and WisDOT. Representing the American Public Works Association (APWA), Doug worked closely with WisDOT to develop YouTube training videos on the Local Program delivery process, including presenting on the preliminary design process. Recently, he has been selected by his peers in the consulting industry to be a member of the statewide Local Program Advisory Forum committee. In this group, Doug works closely with WisDOT personnel to develop efficiencies and streamline WisDOT's Local Program. It also gives him insight into the latest updates in the process.

Consent Builder/Communicator

The Libal Street project requires a skilled individual to firmly establish the Village's credibility and build consent with all stakeholders. Doug is a skilled public speaker and presenter who is very comfortable addressing large groups at public involvement meetings/hearings or in one-on-one meetings with concerned residents. He has the skills and qualifications needed by the Village to connect with the residents, ensure agency coordination efforts are timely and complete, and ensure your interests are recognized by WisDOT.

raSmith
CREATIVITY BEYOND ENGINEERING

Project Team & Availability (Continued)

Key Project Team Members & Availability



Scott Lietzau, P.E. — Senior Project Engineer/Environmental Specialist

Current commitments: WIS 54, Mather Street | **Availability:** 70% October 2025 and forward

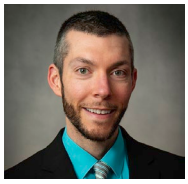
Scott has 24 years of experience in the WisDOT design and project development process. He has served as the design leader on some of the largest, most complex projects in the raSmith transportation division. He has worked closely with Project Manager, Doug Senso, for the last 23 years on various urban resurfacing and reconstruction projects similar to Libal Street. Besides his extensive WisDOT design experience, he also brings extensive knowledge of the Village of Allouez's roadway standards from his work on the Village's 2019, 2021 and 2023 street and utility reconstruction projects. Finally, Scott is one of our environmental experts who has completed nearly 50 environmental documents including one Environmental Impact Statement. He will lead our environmental document (CEC expected) preparation and agency coordination efforts for the Libal Street project.



Luke Siebert, P.E. — Design Engineer

Current commitments: Spencer Street, WIS 42/County BB Roundabout, County A/County S Roundabout
Availability: 60% October 2025 and forward

Luke brings 17 years of experience in transportation design experience. As a former WisDOT employee, he has a deep understanding of WisDOT standards, expectations, and design processes. Luke has worked closely with Scott and Doug as the design engineer on the Mather Street Local Program project, WIS 47, and WIS 57. He currently is the lead designer on the Spencer Street Local Program project. These projects are all urban resurfacing projects like Libal Street that require storm sewer repair/replacement, curb ramp design, and manhole inspections.



Mark Van Der Wegen, P.E. — Stormwater Engineer

Current commitments: Springbrook Creek H&H Analysis, Richmond/Ridgeview Intersection Improvements, N. Colorado Avenue Extension, Grand Chute 2026 Streets Program and Water Main Project | **Availability:** 50% October 2025 to January 2026, 75% January 2026 and forward

Mark has over 12 years of multi-disciplinary civil engineering experience with a strong focus on storm sewer design, modeling, and system sizing. He specializes in stormwater management, providing a comprehensive range of services for clients. These services include device audits, system inspections, credit policy development, hydrologic and hydrology analyses, and management plan preparation — all aimed at delivering effective and sustainable hydrology solutions. Mark will utilize this expertise for the evaluation of the existing Libal Street storm sewer capacity from Kenny Street to Longview Avenue. He is familiar with the Village's standards and needs, having worked with Doug on the 2025 Street and Utility Reconstruction project.



Dave Yurk, P.L.S. — Survey/Plat Manager

Current commitments: Various WisDOT Survey and R/W Plat Projects | **Availability:** 60% October 2025 and forward

Dave has over 34 years of experience in surveying and right-of-way plats with over 25 years working on WisDOT projects. He will coordinate the topographical survey needs and prepare the traditional right-of-way plat/TLE exhibits for the Libal Street project. He has extensive experience in right-of-way plat development with projects varying in size, scope, and complexity. Dave also has experience utilizing TLE Exhibits as part of a scaled-down Transportation Project Plat process. He worked closely with Doug on the Village of Allouez's 2025 Street and Utility Reconstruction project, managing the topographical survey efforts and preparing the traditional right-of-way plat. Dave is a trusted partner of the WisDOT NE and NC Regions, frequently completing survey and plat projects under raSmith's Master Design and Surveying Contract.

raSmith
CREATIVITY BEYOND ENGINEERING

Project Team & Availability (Continued)

Additional Staff for the Libal Street Project

Pat Hawley, P.E., PTOE, RSP — Traffic Engineer: With 33 years of experience, Pat will lead the preparation of the Transportation Management Plan, traffic-forecasting efforts, and detour route evaluation, which will be necessary to meet WisDOT requirements.

Trusted Subconsultant Partners

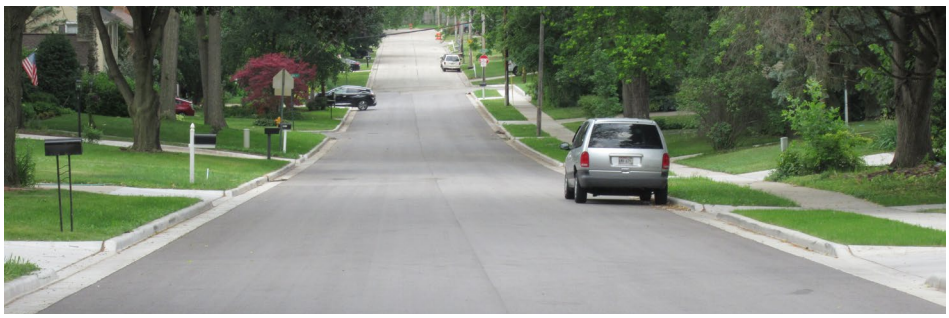
The raSmith team includes the following specialty subconsultants. We have partnered with each of these firms on numerous WisDOT Local Program projects similar to Libal Street.

- **Title Reports:** Knight Barry Title Group
- **Hazardous Materials Investigations:** GEI Consultants
- **Historical and Archaeological Surveys:** University of Wisconsin-Milwaukee Cultural Resource Management
- **Soils Investigations:** Terracon Consultants, Inc.

Relevant Projects & References

2019, 2021, 2023, & 2025 Street & Utility Reconstruction Projects, Allouez, WI

Reference: Sean Gehin, P.E., Director of Public Works | (920) 448-2800, ext. 108 | sean.gehin@villageofallouezwi.gov
raSmith Team: Doug Senso, P.E., Scott Lietzau, P.E., Robert Wielgos, P.E., Mark Van Der Wegen, P.E., Dave Yurk, P.L.S.





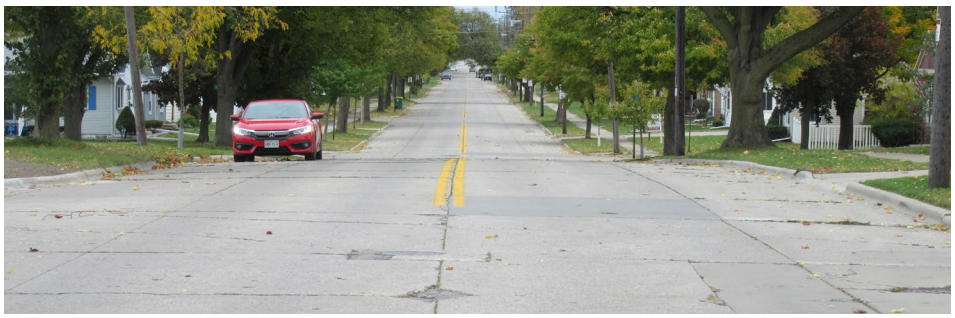
raSmith provided street design, utility design, surveying, estimates, and utility coordination services for the Village of Allouez's Street and Utility Reconstruction programs over the last eight years. These four projects totaled over four miles and nearly $14 million. They included the replacement of the existing pavement, curb & gutter, sanitary sewer, water main, storm sewer and laterals, new sidewalk and ADA-compliant curb ramps, storm sewer capacity evaluations, specialty pedestrian accommodations (e.g. Rectangular Rapid Flashing Beacons), and access modifications.

The raSmith design team worked closely with Village staff to develop design and drafting standards from these projects. The scope of these projects included design challenges and improvement types required on the Libal Street project. Additionally, these projects give the raSmith team insight and knowledge of the Village of Allouez roadway and utility standards and expectations that simply cannot be matched by other engineering consultants.

Relevant Projects & References (Continued)

Mather Street, Green Bay, WI

Reference: James Brunette, P.E., Assistant Director of Public Works | (920) 448-3105 | jamesbr@greenbaywi.gov
raSmith Team: Doug Senso, P.E., Scott Lietzau, P.E., Luke Siebert, P.E., Dave Yurk, P.L.S., Mark Van Der Wegen, P.E.





Under WisDOT's Local Program, the City of Green Bay selected raSmith for the design of Mather Street from Locust Street to Gray Street. Currently, Mather Street is a 0.75-mile urban two-lane roadway with 10-foot wide travel lanes and eight-foot wide parking lanes on both sides. Sidewalks are present along both sides of the street.

The City is proposing to reconstruct Mather Street to address the pavement deterioration and the lack of pedestrian and bicycle accommodations. The new street will consist of two 11-foot wide travel lanes with new on-street bicycle accommodations. The existing pavement and base course are to be replaced. Sidewalk replacement will be limited to isolated areas between the blocks and at intersection corners for the 64 new curb ramps. The existing storm sewer is being replaced, and parking lanes will be added in isolated areas. raSmith also prepared a 65-parcel traditional right-of-way for the project. This design is approximately 90% complete, and it has numerous similarities to the Libal Street project.

WIS 57, Baileys Harbor, Door County, WI

Reference: Paul Brauer, P.E., Project Manager | (920) 492-5629 | paul.brauer@dot.wi.gov
raSmith Team: Doug Senso, P.E., Scott Lietzau, P.E., Luke Siebert, P.E.





Similar to the Libal Street project, raSmith designed this 1.45-mile urban perpetuation through downtown Baileys Harbor including an HMA mill & overlay, 22 curb ramp replacements, isolated curb & gutter and sidewalk replacement, guardrail upgrades, and culvert replacements. Complex curb ramp details were required to match the existing conditions with minimal impacts in the downtown portion of this project. Culvert replacements just outside of town required close coordination with the WDNR and local public utilities.

raSmith prepared a Transportation Project Plat (TPP) and TLE exhibits for the required real estate interests. Other resources along the project included historic properties, sensitive natural areas, and section 4(f) properties. Finally, the project's construction schedule was developed to avoid the peak tourist season in Baileys Harbor.

raSmith
CREATIVITY BEYOND ENGINEERING

Relevant Projects & References (Continued)

WIS 47, Black Creek, Outagamie County, WI

Reference: Jesse Hansen, P.E., Project Leader | (920) 492-5630 | jesse.hansen@dot.wi.gov
raSmith Team: Doug Senso, P.E., Scott Lietzau, P.E., Luke Siebert, P.E.

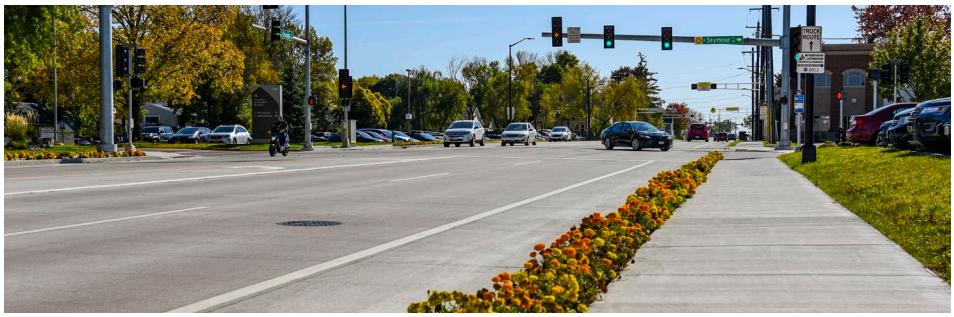


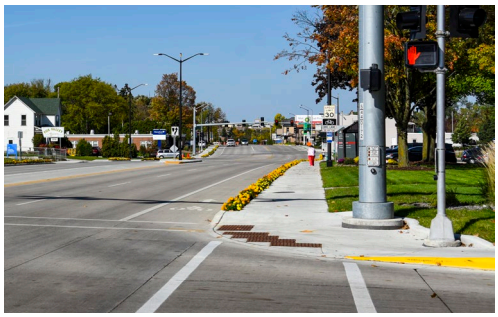


raSmith's design of this eight-mile perpetuation project included milling & overlaying WIS 47 from Burdick Street in the Village of Black Creek, north to Shady Lane and the Outagamie/Shawano County Line. The purpose of the project was to address deteriorating pavement conditions and improve the riding surface of WIS 47. Guardrail was replaced, as existing barrier systems were at the end of their service lives. Within the 0.5-mile urban resurfacing portion of the roadway in Black Creek, curb ramps were reconstructed to improve pedestrian accessibility and meet current ADA standards. Like Libal Street, the project also included isolated areas of storm sewer repairs. raSmith prepared a Transportation Project Plat and TLE Exhibits for this project.

Oneida Street Reconstruction, Appleton, WI

Reference: Mark Lahay, P.E., Assistant City Engineer | (920) 832-6474 | mark.lahay@appleton.org
raSmith Team: Brad Severson, P.E., Doug Senso, P.E., Pat Hawley, P.E., PTOE, RSP, Scott Lietzau, P.E.





raSmith provided design services to the City of Appleton and WisDOT for this $6 million urban reconstruction of a 1.1-mile section of Oneida Street from Hoover Avenue to the Skyline Bridge. The 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.

Similar to the Libal Street project, this WisDOT Local Program project replaced the road's deteriorated pavement, replaced storm sewer, improved pedestrian accommodations including 70 new curb ramps, added bicycle accommodations, and improved the overall operations and safety of the roadway. Careful horizontal and vertical design was critical to minimizing impacts to the 94 parcels on the project's plat. Extensive utility coordination efforts were required to accommodate public and private utilities in this tight urban corridor.

raSmith
CREATIVITY BEYOND ENGINEERING

Project Understanding & Approach

Project Understanding

The Village of Allouez has received State Transportation Block Grant (STBG) funding through the Wisconsin Department of Transportation (WisDOT) and the Brown County Metropolitan Planning Organization (MPO) for improvements to Libal Street. Based on the request for proposal (RFP), site visits, review of the as-built plans, and conversations with Village of Allouez staff, the scope of the Libal Street project is clear. This improvement project will follow the WisDOT Local Program design processes with a Final PS&E scheduled for November 1, 2027 and construction starting in 2028.

This urban collector running north-south in the village has a posted speed limit of 30 mph with reductions to 15 mph in the two school zones. Libal Street is currently a two-lane roadway with parking on both sides. Sidewalks are present on both sides, except along the east side between LeBrun Street and Longview Avenue. Libal Street is a signed bicycle route, part of the Safe Routes to School Plan, and adjacent or near two schools — Doty Elementary and Resurrection School. For consistency with the village's Comprehensive Bicycle and Pedestrian Plan, it is proposed to incorporate on-street bicycle facilities and extend the sidewalk for pedestrian connectivity. In this predominantly residential area with schools and a church nearby, we understand the importance of providing the Village with a design that meets bicyclists' and pedestrians' needs.



This portion of Libal Street carries up to 4,900 vehicles per day, according to a 2022 traffic count. This 0.7-mile section of roadway has a 45-foot width from back-of-curb to back-of-curb within an 80-foot right-of-way. The village is proposing to resurface this segment to improve the pavement's condition and extend its service life. The roadway crown and centerline will be shifted 3.5 feet west to create space for a five-foot wide on-street bicycle lane and seven-foot wide parking lane along the east side of Libal Street. This configuration will also provide space for a five-foot wide on-street bicycle lane on the west side of the street. Shifting the crown will result in a 2% roadway cross slope in the northbound lane and a 2.8% cross slope in the southbound lane which is allowable per WisDOT standards. Spot repairs of curb & gutter and sidewalk are expected. Existing curb ramps will be evaluated for compliance with ADA standards and upgraded where necessary. New sidewalk will be added on the east side of Libal Street between LeBrun Street and Longview Avenue.



The existing storm sewer system is approximately 50 years old, and it will be inspected for integrity. The portion of storm sewer between Kenny Street and Longview Avenue will be evaluated for hydraulic capacity and upsized, if required. The existing water main and sanitary sewer lines were improved within the last 25 years and are assumed to be in good condition. Other than adjustments to manholes and valves, no work on these facilities is anticipated. There are utility poles with overhead lines throughout the project limits. Existing street lighting on Libal Street is mounted to the utility poles and will remain in place. Any pole relocations associated with the project improvement activities will be part of the utility coordination process.

Libal Street is expected to be closed during construction with a posted detour. For local traffic, drivers will be provided access to their homes and businesses within the project limits, and emergency services access will be maintained at all times. There are no wetlands, waterway crossings, or other known sensitive environmental resources within the project limits.

There is a Green Bay Metro microtransit stop at the Libal Street intersection with LeBrun Street. According to the 2025 Green Bay Transit Route Guide, microtransit is an on-demand transportation service that provides highly flexible scheduling using app-based technologies on vehicles shared with other passengers.

We understand the Village's primary concerns on this project are related to the schedule, curb ramp designs, and storm water capacity. raSmith has faced these same challenges on other projects and will meet them as discussed in the following sections of this proposal.

raSmith's WisDOT Local Program Experience

The raSmith transportation division works with local municipalities and counties on three-party projects and with the WisDOT on two-party projects. We specialize in complex urban and rural roadway and intersection design, including traffic and safety analysis and traffic signal

raSmith
CREATIVITY BEYOND ENGINEERING

Project Understanding & Approach (Continued)

design. Specifically, the raSmith transportation division has designed over 45 WisDOT Local Program projects, many in northeastern Wisconsin. A review of our relevant projects shows that the core of our proposed project team, Doug Senso and Scott Lietzau, has successfully completed some of the largest and most complex projects within the WisDOT Local Program.

With evolving policies on WisDOT Local Program projects, local governments now have additional review and approval responsibilities. The Village of Allouez can trust the raSmith team's experience on the Libal Street project to ensure all documents and plan submittals meet WisDOT standards and can be approved with minimal review from the Village. Project manager Doug Senso is a recognized expert in navigating the Local Program process. Representing the American Public Works Association (APWA), Doug worked closely with WisDOT to develop YouTube training videos on the Local Program design and delivery process. He presented at the 2021 APWA Fall Conference in Brown Deer on Common Issues and Solutions on Local Program Design Projects. He was selected by his peers in the consulting industry to represent them as a member of a statewide committee, the Local Program Advisory Forum, where he works closely with WisDOT, local municipalities' representatives, and the contracting industry to develop efficiencies and streamline the WisDOT Local Program project development process.

Design Concerns: Challenges & Solutions

After project site visits and discussions with the Village's Director of Public Works regarding the Libal Street project, our mission will be to ensure that the project remains on schedule and the design uses the roadway's existing footprint to accommodate all modes of travel: vehicles, pedestrians, and bicyclists. Another major goal will be to limit impacts to bordering properties in this residential area. While we will complete the design reports, environmental documentation, plans, utility coordination, permits, and right-of-way plat as required in the WisDOT Local Program design process, we want to emphasize the specific, and most critical, design challenges along with solutions in the following section.

Challenge 1: Minimize project burden on Village staff.

Solution 1: We have extensive expertise in the WisDOT Local Program processes like environmental documentation, agency coordination and permitting, curb ramp design, PS&E development, and Local Program navigation. We are involved in numerous committees with WisDOT that shape their design standards. Additionally, we have been contracted by WisDOT to rewrite sections of the Facilities Design Manual (FDM) — their design guide. The Village will not have to spend their limited time and resources handholding us through the design process.

Challenge 2: The single most complex design element of the Libal Street project will be the proper design of over 40 curb ramps. Not only do the curb ramps need to meet ADA standards, but they also need to be designed to limit impacts to private property, trees, and existing utilities.

Solution 2: The raSmith team brings unmatched expertise in the curb ramp design area. We have been awarded four standalone curb ramp contracts by WisDOT (containing over 1,000 curb ramps) and were selected by WisDOT to rewrite the curb ramp design chapter of the FDM. Our team provides the Village with the latest and deepest knowledge of curb ramp design and pedestrian accommodation requirements during construction. See the Sidewalk & Curb Ramp Design section for additional details.

Challenge 3: Ensure the Village has adequate time for real estate acquisition. The Village of Allouez has proposed an ambitious, yet achievable, project schedule, allowing 13 months for real estate acquisition (between plat approval and Final PS&E). While this is shorter than WisDOT's typical minimum time frames, it reflects the Village's commitment to efficiently moving the project forward.

Solution 3: The critical path to starting the real estate acquisition task will be obtaining timely approval of the environmental document, the Design Study Report (DSR), and then recording the right-of-way plat. We will bring a multi-faceted approach to ensuring adequate time is available for the Village's real estate acquisition. We will look to begin the topographical survey as early as possible. This could be accomplished by contracting this effort directly with the Village to begin this work immediately after selection. This approach ensures we do not lose valuable time during WisDOT's contract scoping and approval process, keeping the project momentum strong and aligned with the Village's schedule. Our team's expertise and depth will allow us to work on several different tasks simultaneously. We will proceed with the design while also working on plat development, environmental documentation, agency coordination, and public involvement tasks.

Bicycle & Pedestrian Accommodations

Sidewalk & Curb Ramp Design: We understand the Village desires an evaluation of the existing sidewalk condition and compliance with ADA standards. The WisDOT FDM does not require upgrading non-compliant sidewalks on perpetuation projects, but obvious areas that present significant pedestrian hazards will be addressed. The FDM requires curb ramps and detectable warning fields to be installed or upgraded to the maximum extent feasible on perpetuation projects with state or federal funding.

Libal Street has two intersections with higher-than-average pedestrian activity. Longview Avenue serves as the main

Project Understanding & Approach (Continued)

access to Doty Elementary School, located one block east of Libal Street. Similarly, Hilltop Drive serves Resurrection Catholic Middle School, just west of Libal Street. At these streets' intersections with Libal Street, the Village's safe routes to school plan contains recommendations for curb extensions (bump-outs) to shorten the pedestrian crossing distances. Although this plan was not specifically stated in the RFP, we recommend the consideration of this plan to further enhance safety and accessibility, especially near the schools. Another consideration would be the installation of RRFBs to increase driver awareness of the pedestrian crossings. raSmith has implemented both curb extensions and RRFBs on many projects near schools. We are familiar with how these treatments interact with drainage, turning vehicles, parking, and bicycle lanes. Scott Lietzau recently designed these facilities for the City of South Milwaukee near Rawson Elementary School.

With over 40 curb ramps on the Libal Street project, our site visit identified that most, if not all, of the current ramps do not meet current design and ADA standards and therefore, require replacement. Our team will use our design expertise to ensure the proposed curb ramps are ADA compliant while limiting sidewalk, tree, utility, and property impacts. We literally "wrote the book" on WisDOT's latest curb ramp design section of the FDM with Doug Senso overseeing that effort. Furthermore, raSmith has developed detailed workflows for the design of new curb ramps, providing accuracy and time savings. Detailed 3D models will be created of each curb ramp with custom plan details including numerous slope, layout, and elevation callouts.

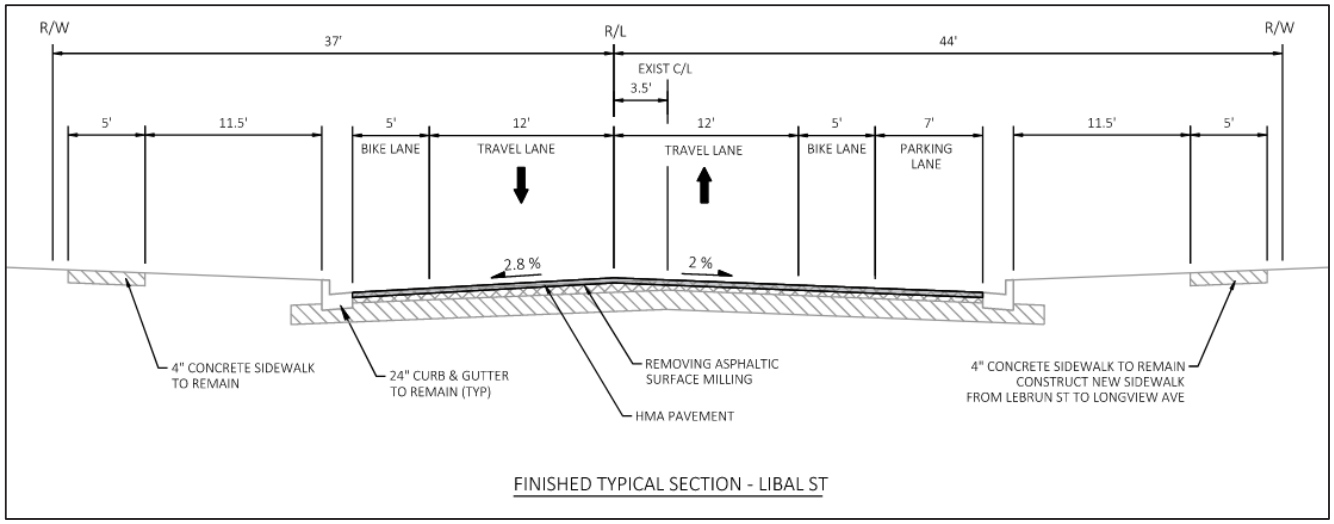
With four WisDOT standalone curb ramp design projects totaling over 1,000 ramps and hundreds of others on our urban roadway design projects, the Village can trust that our designs will not only comply with ADA standards, but also provide safe facilities that complement the adjacent properties.

Bicycle & Parking Accommodations: The WisDOT FDM dictates many of the combinations of widths required for vehicle travel lanes, parking lanes, and on-street bicycle accommodations but allows some flexibility to work within project constraints. The existing 44-foot face-of-curb to face-of-curb width of Libal Street provides space to accommodate each of these elements. We understand the Village desires to incorporate on-street bicycle facilities and parking on one side of the road. To accomplish this, the roadway crown/centerline needs to shift 3.5 feet west to provide a five-foot wide bicycle lane and seven-foot wide parking lane along the east side. A roadway typical section with this configuration is included below and is consistent with FDM 11-46, Figure 15.2.

Public Agency & Environmental Coordination

Public agency coordination is a key factor in obtaining environmental document approval and ensuring a timely, complete design process. Failure to obtain necessary permits or approvals can stop a project in its tracks. We believe in early agency coordination, which means working to identify project impacts as soon as possible.

Local, state, and federal public agencies will be engaged in the public involvement, environmental coordination, and design processes. The raSmith design team will also work closely and maintain frequent communication with the Village of Allouez Director of Public Works, Sean Gehin, to ensure he is always informed about the Libal Street project activities and schedules. If issues arise, we will bring them



raSmith
CREATIVITY BEYOND ENGINEERING

Project Understanding & Approach (Continued)

to his attention right away with a recommended solution. Our team will also attend Village Board meetings, if requested, to keep this group informed of the project's progress and upcoming milestones. If desired, we will schedule in-person or virtual monthly check-in meetings to keep Village staff apprised of the project status and provide another opportunity for communication. We have used these monthly meetings on numerous other design projects with excellent results.

Throughout the project design and environmental processes, we will complete the following coordination:

• **Wisconsin Department of Natural Resources (WDNR):** Jim Doperalski is the WDNR transportation liaison for Brown County, who will be assigned to the Libal Street project. We have successfully worked with Jim on past projects, and we have a solid understanding of his priorities and expectations. Our approach will be to contact him early in the design process for his initial review letter (IRL). Near the project's 90% milestone, we will coordinate the final project concurrence/Section 401 Water Quality Certification with Jim. Because there is expected to be less than one acre of land disturbance, a Transportation Construction General Permit (TCGP) will not be required from the WDNR. From site visits and a review of the WDNR Surface Water Data Viewer website, there are no wetlands, waterways, or floodplains on the Libal Street project.
• **US Fish & Wildlife Service (US FWS):** We have obtained an official species list (OSL) that indicates the following federally listed species may be present within the project limits: Rufa Red Knot (bird, threatened), Whooping Crane (experimental), Monarch Butterfly (proposed threatened), and Rusty Patched Bumble Bee (endangered). We understand how to complete the FWS online determination keys for evaluating potential impacts to these species. We will rely on our experience in the Northeast Region for providing accurate species determinations in the environmental document to obtain WisDOT's regional environmental coordinator (REC) approval.
• **State Historic Preservation Office (SHPO):** The Libal Street project is not currently listed on the WisDOT Cultural Resources Screening List, exempting it from historical or archaeological investigations. We will request the project be placed on the Screening List for archaeology due to the disturbed and built-up nature of the corridor. Depending on the results of literature and site surveys to be conducted by our trusted subconsultant partner UW-Milwaukee Cultural Resource Management, we will also consider Screening List placement for history. If the project does not meet Screening List criteria for either archaeology or history, we will complete the department's Section 106 package for review and approval by the WisDOT Cultural Resources Team and ultimately SHPO.
• **Hazardous Materials Investigations:** Due to the ground-disturbing activities associated with the Libal Street project, a Phase 1 hazardous materials investigation and report will be completed by our subconsultant, GEI Consultants, to determine the likelihood of impacting contaminated materials, soils, or groundwater. We will review their report to make sure it is ready for the Village's approval.
• **Brown County:** If Chicago Street (County G), Webster Avenue (County X), and Hoffman Road (County XX) are used as detour routes, we will coordinate with Brown County Highway Commissioner Chris Hardy to discuss any concerns.
• **City of De Pere:** The curb ramps on the south side of the LeBrun Street intersection are located in the City of De Pere. Since they are companions to ramps within the Libal Street project, they require upgrading. Because of this, we will coordinate the curb ramp designs and potential associated real estate acquisition concerns with City staff.



Environmental Documentation

Projects using state and/or federal funding need to follow their corresponding laws and regulations. The Libal Street project has received STBG funding through WisDOT and Brown County. As such, the project needs to follow WisDOT FDM guidelines that reference state statutes as well as national and state environmental policy standards. The scope of the Libal Street project will require a Categorical Exclusion Checklist (CEC) type of environmental document to evaluate alternatives that meet the project's purpose and need while minimizing impacts to the natural and built environment. Scott Lietzau has prepared nearly 50 environmental documents throughout his career; the majority of them have been CECs for the WisDOT Northeast Region. Scott has a very deep understanding of which agencies need coordination, their expectations, and how to gain project concurrence. In addition, his environmental documentation experience has provided him with the knowledge to obtain document approval from Department staff with minimal review time.

Environmental document approval is the first step toward recording the plat and acquiring real estate. The Village of Allouez needs an experienced and expert team to navigate that process and ensure there are no delays.

Utility Coordination

One of the biggest causes of project construction delays and cost overruns is utility coordination and relocations.

Project Understanding & Approach (Continued)

Based on site visits and a review of as-builts, there are many underground and overhead utility facilities along Libal Street. Because this is a Local Program project, it will not be required to follow the statutory TRANS 220 process, so diligent utility coordination becomes even more important to ensure utility companies complete adjustments and/or relocations on time. We intend to follow a quasi-TRANS 220 process using the same type of documents and time frames, since many of the utilities are familiar with this process. This has worked well for us on past Local Program projects.





We will coordinate with utility companies very early to ensure we have current system maps. We propose to hold a utility coordination meeting before the final plan submittal to coordinate utility work plans, establish firm commitments on time frames, and avoid costly construction delays. On similar projects, we have employed color-coded utility conflict plans to help utilities identify conflicts with their facilities, allowing them to provide complete relocation plans to ensure all conflicts are addressed prior to construction.

Other Considerations

Public Involvement: Our team will meet with Village of Allouez early in the process to refine the public involvement efforts and complete a Public Involvement Plan (PIP) in accordance with FDM requirements. We will identify issues the stakeholders feel are important. To ensure the success of the Libal Street project, we need to know our stakeholders; understand their concerns and expectations; and provide effective, accurate communication. We will counter “misinformation” and inaccurate statements by developing informed consent among local officials and property owners. Our goal is to reduce the burden of project inquires and complaints on Village staff.

This project calls for a team with strong communication skills. The core of the raSmith design team, Doug Senso and Scott Lietzau, are excellent communicators and presenters. They have explained complex ideas and concepts on some of the largest, most controversial WisDOT Local Program projects in the state. They understand how to navigate these important concerns to provide the best result for the Village and the bordering property owners.

We propose holding one Public Involvement Meeting (PIM) for the Libal Street project. The purpose of the meeting will be to introduce the project team, present the project’s purpose and need, listen to the public’s current concerns about the roadway, and discuss preliminary project alternatives. This input will allow us to select a preferred alternative for identification of environmental and real estate impacts. When the preliminary plans and right-of-way plat are further refined, we recommend considering a project mailing and/or posting information to the village website to display the preferred design, explain the real estate acquisition process to the public, unveil the construction staging concepts/detour route, and discuss the upcoming schedule for construction.

An open-house format is recommended for the PIM. This format is less intimidating to the general public and ensures more open discussion about the project. We are sensitive to public concerns such as tree loss, property access, drainage, and utility relocations.

Two weeks before the PIM, we propose holding a Local Officials Meeting (LOM). This meeting is used to present the project’s proposed improvements and impacts to the local officials for their review and comments before public consumption. This step prepares staff for questions from constituents and others in their organizations at the PIM. We will hold these meetings virtually to eliminate travel and use everyone’s time effectively. The virtual option allows us to share our screen with participants to present and discuss project concepts or concerns.

Storm Sewer & Stormwater: Under TRANS 401 of the Wisconsin Administrative Code, the Libal Street project is considered a Minor Reconstruction project. Because of this designation, the project does not require Total Suspended Soils (TSS) reductions as part of the stormwater quality requirements.

We are aware the village has capacity concerns with the existing storm sewer system between Kenny Street and Longview Avenue. Our team will create a model of the existing system to confirm its capacity and evaluate alternative solutions to address any issues. We have implemented split trunk lines, elliptical pipes, and larger/flatter pipes for underground storage to meet unique needs on other projects. We may investigate similar solutions to avoid utility conflicts. Finally, we understand the Village will want us to show the existing sanitary sewer, storm sewer, and water main in profile on the sewer repair or replacement plans to help ensure existing facilities and lateral impacts are limited.

raSmith
CREATIVITY BEYOND ENGINEERING