



March 24, 2025

Subject: Village of Sister Bay, Wisconsin
Statement of Qualifications for Design and Construction Services Request
Transportation Alternatives Program (TAP)
V Sister Bay, Highway 57 Trail (Northwoods Drive north to Highway 42)
Project ID: 4610-00-00/70

Dear DOT Eligible Engineering Consultants:

The Village of Sister Bay is in the process of selecting a consultant to engineer a proposed trail, and a consultant for construction administration services, for a Transportation Alternatives Program (TAP) project which was designed in 2024 by Stantec Consulting (see attached plan). The same firm may be selected to perform both the engineering and the construction management.

The Stantec plan designed is for a ten-foot-wide asphalt trail on the west side of Highway 57 from the intersection of Northwoods Drive north to State Highway 42 in the Village of Sister Bay, Door County, Wisconsin. The trail is approximately three-quarter miles in length. The trail will involve excavation in the highway right-of-way and on private land; base aggregate; asphalt trail; and if space allows, asphalt pads for benches or exercise stations.

The majority of this project is part of the Wisconsin Department of Transportation's Transportation Alternatives Program funding. The Village is selecting an engineering consultant to prepare engineered drawings for the trail, and a second contract to perform administration services in accordance with the WisDOT Local Program *Sponsor's Guide to Non-Traditional Transportation Implementation*. Ideally the construction phase would begin in the fall of 2025.

If you are interested in being considered for one or both contracts, please submit an electronic copy of your Statement of Qualifications to Julie Schmelzer, Village Administrator, at julie.schmelzer@sisterbaywi.gov by Friday, April 11, 2025 by 12:00 noon. It is the responsibility of the submitter to ensure their Statement of Qualifications was received by the village.

The Statement of Qualifications should include the following information, but is not limited to:

1. Credentials, qualifications and experience of key staff.
2. Workload capacity and availability of staff.

VILLAGE OF SISTER BAY
2383 MAPLE DRIVE – PO BOX 769 – SISTER BAY, WI 54234 – (920) 854-4118
WWW.SISTERBAYWI.GOV

3. Recently completed projects which correlate to the proposed project.
4. Provide any other pertinent information about your firm for consideration.

The construction services contract is subject to the Brooks Act, meaning the village is required to follow a Qualification Based Selection process and therefore bids, estimates or other cost information for the construction services shall *not* be included in the submittal. However, the engineering contract is not subject to the Brooks Act and therefore an estimated cost of service shall be included in the submittal.

To be eligible for consideration for both the engineering contract and the construction services contract, two separate submissions are required (because two separate contracts will be necessary).

Sincerely,

Julie A. Schmelzer
Village Administrator

Att. Stantec Plan



AECOM
444 Reid St Suite 300
De Pere, WI 54115
aecom.com

April 11, 2025

AECOM Proposal No.
OPP-04191915.2270

Julie Schmelzer
Village Administrator
Village of Sister Bay, Wisconsin
julie.schmelzer@sisterbaywi.gov

**Statement of Qualifications for Design Services Request
Transportation Alternatives Program (TAP)
Village of Sister Bay, Wisconsin
Highway 57 Trail (Northwoods Drive to Highway 42)
Project ID: 4610-00-00/70**

Dear Ms. Schmelzer,

AECOM Technical Services, Inc. (AECOM) is pleased to provide this proposal which describes our qualifications and approach related to the Sister Bay Highway 57 Trail Project. AECOM will commit a qualified team with experience specific to the planning, design, and construction of the Highway 57 Trail project. This same team has assisted numerous other Wisconsin municipalities, private clients, and federal clients with similar project work. This proposal details our credentials, proposed staff, project history, and our proposed scope of services as requested in your request for Statement of Qualifications dated March 24, 2025.

1. Credentials, Qualifications, and Experience of Key Staff

1.1 AECOM Background

AECOM is a worldwide, multi-disciplined engineering and consulting services firm that serves municipal, industrial, and institutional clients nationally and worldwide. AECOM has maintained a strong local presence in Wisconsin with offices in Green Bay, Oshkosh, Stevens Point, Middleton, and Milwaukee, Wisconsin for over 100 years. We offer a well-experienced local presence, supplemented by national experts for complex technical challenges and reviews.

AECOM has provided similar services as will be required on the Sister Bay Highway 57 Trail project for clients such as the City of Appleton, City of Oshkosh, City of Wausau, City of Manitowoc, and Village of Ephraim. These services involved site surveys, geotechnical investigation, alternatives analyses, grant support, design, permitting, bidding, and construction services for trails, parks, and associated facilities. Amenities varied per project but included items such as paved paths with bench bump outs and lighting, bridges, park pavilions with restroom facilities, kayak and boat launches, fishing, and docking platforms. Our clients have relied on our staff to carry the project from concept through construction while also leading the way through regulatory and financing hurdles.

1.2 Project Team

Instrumental for project success is a high level of familiarity and understanding, staff skill, extensive project experience and site knowledge. AECOM will utilize staff primarily from our Wisconsin offices, but additional offices can be called upon to support the local AECOM team. Our local staff have backgrounds in civil engineering, geotechnical engineering, structural engineering, environmental engineering, environmental compliance (permitting) services, grant preparation and administration, and construction management. This local presence means our staff are readily available for meetings, site visits and observations, and familiarization with the site features.

Additional staff nationally can be called upon to support the primary team, as necessary. AECOM routinely utilizes our in-house communications network to solicit ideas and solutions from our broad range of experts; this can play a

significant role in optimizing plans and alternatives. We also use these experts to provide technical reviews to verify appropriateness of engineering approach.

AECOM integrates our clients into our project team for close coordination, best utilization of staff and information, and definition of project goals. This enables the team to overcome significant challenges during projects, and work through those challenges to stay within project timing and funding limits.

1.3 Team Roles

The proposed team members are listed below with their associated roles. Detailed resumes are included in the attachments.

Ms. Shannon Allen, P.E. (WI), is a Civil Engineer in our Oshkosh, Wisconsin office with 13 years of experience involving civil site development planning, permitting, and design and has served as a Project Manager for 7 years. Shannon has been involved in various site development projects including parking lot design, trail design, and general site design for new building construction. Shannon has managed projects ranging in variety and complexity, for municipal and industrial clients, such as projects involving geotechnical drilling, topographical survey, site development for trail and Riverwalks, site development for new building construction, landfills, and dams. For this project, Shannon will serve as the Project Manager and permitting lead.

Mr. Andrew Czech, P.E. (WI), is a Civil Engineer in our Middleton, Wisconsin office with 12 years of experience involving roadway design, permitting, and project management. Andrew has been involved in multiple roadway design projects that included multi-use path and pedestrian path design. Andrew's experience includes coordination with municipal and state clients. For this project, Andrew will serve as the Design Lead for the project and will be responsible for reviewing the design and cost estimates. He will work closely with junior staff on the preparation of technical reports and work plans, data analysis, construction documents such as drawings, technical specifications, and cost estimates.

Mr. Neil Funseth, P.E. (WI), is a Civil Engineer in our Middleton, Wisconsin office with 5 years of experience in civil site development planning, permitting, and design and has experience designing multi-use paths. For this project, Neil will serve as the Design Engineer for the project and prepare the design drawings, specifications, cost estimates, and permit documents.

In addition to the staff listed above, AECOM will provide support staff consisting of administrative support, drafting technicians, and junior engineers and scientists to execute this project.

1.4 Project Understanding

The Village of Sister Bay ("Village" or "Client") is looking to team with a consultant to complete the design of a ten-foot-wide asphalt trail on the west side of Highway 57 from the intersection of Northwoods Drive north to State Highway 42 in the Village of Sister Bay, Door County, Wisconsin. The trail is approximately three-quarter miles in length. The trail will involve excavation in the highway right-of-way and on private land; base aggregate; asphalt trail; and if space allows, asphalt pads for benches or exercise stations. Additionally, the Village has obtained funding through the Wisconsin Department of Transportation's Transportation Alternatives Program (TAP) funding.

The Village has prepared preliminary (30%) design drawings which depict existing grade, proposed trail alignment, preliminary proposed grades, utility (storm sewer, power pole) modifications, and anticipated removals related to existing landscaping. As part of the project AECOM will develop designs to the 60%, 90%, and 100% design levels. We recommend the 90% plans be used for permitting and bidding. Comments received from regulating agencies and/or contractors will be incorporated into the 100% Issued for Construction Plan Set. AECOM will prepare an engineer's opinion of probable cost estimate to +/- 10% at the 60% project milestone, prepare and submit applicable permit applications, and develop bid documents. AECOM is available to provide construction support, but the scope of services related to construction services is covered under a separate proposal.

2. Workload Capacity and Availability of Staff

2.1 Schedule

We understand the Village has an interest in constructing the project in fall 2025. AECOM is committed to providing engineering staff to complete the project in a timely manner. The following provides a tentative schedule for the project. The duration for tasks is our estimate to address the RFP objectives. This proposed schedule assumes additional services or more extensive regulatory reviews are not required. The Village staff will be integral in developing the final project schedule. We recommend this schedule be reviewed during the initial project kick off discussion to confirm time frames meet Village requirements.

Several tasks will need to be completed concurrently in order to meet the Village's desired schedule. Project tasks are further described in Section 4 of this proposal.

WEEK	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Task 1: Data Collection																
Team Kick-Off																
Data Request and Acquisition																
Task 2: 60% Design																
Design Development																
Village Review																
Task 3: 90% Design																
Design Development																
Village Review																
Task 4: Permit Development																
Permit Development																
Village Review																
Permit Submittal																
Regulatory Review and Approval																
Task 5: Bid																
Preparation of Bid Documents																
Village Review																
Pre-Bid Meeting																
Contractor Bidding																
Selection of Contractor																
Task 6: 100% (Final) Design																
Final Design – Issued for Construction																

2.2 Subcontractors

AECOM is not planning to use a sub-consultant for this project. AECOM is able to self-perform all work described in the RFP.

3. Project Experience

3.1 Project Experience Examples

AECOM has extensive experience in providing concept planning, site investigations, design, grant writing, bidding documents, and construction management on a variety of trail projects. Examples of our similar project experience from Appleton, Oshkosh, Wausau, and Village of Ephraim, Wisconsin are included in **Attachment A**.

AECOM has assisted the City of Oshkosh with developing, designing, permitting, providing grant assistance, and construction management of their Fox River Corridor Riverwalk system. Revitalization spurred by the Riverwalk includes several successful riverfront redevelopment projects. The Riverwalk provides a wide variety of public uses – biking, hiking, picnic, festivals, fishing, and boat mooring; all with the intent of opening access to the river and spurring economic development. The Riverwalk system was broken up into defined segments. Each of the segments has been designed to accommodate and enhance adjacent commercial or residential development, urban or park character, and entertainment facilities.

The Village of Ephraim is interested in enhancing public pedestrian access and safety along WIS 42 near the northern limits of the Village. As part of the project, AECOM performed a topographic survey, conducted multiple site visits and corridor walk-throughs with the Village, and had meetings with the Village to discuss existing concerns and improvement strategies. A conceptual design was prepared for Village review and then adjusted based on Village and property owner feedback. Adjustments to the design and scope were made after AECOM led coordination between the Village and the Wisconsin Department of Transportation (WisDOT). Once the preferred final design was established, a final set of Plans, Specifications, and Estimate (PS&E) was prepared.

AECOM assisted the City of Appleton with developing conceptual level designs for Peabody Park and developing design thru construction plans for Lutz Park. The Peabody Park project has been put on hold and final design and construction are not planned for several years. The Lutz Park trail was substantially completed in 2024, with final restoration to be complete in 2025. Both trails were located in public parks and amenities such as picnic and bench bump outs and site lighting were included.

The City of Wausau had an existing stone wall that was showing signs of distress as well as other portions of the shoreline that were deemed unstable. AECOM worked with the City of Wausau to develop a repair solution which included installation of a new retaining wall and rip rap revetment. Upland features included a new trail system with bench bump outs and lighting. The trail improves access to the Wisconsin River, links parks along the river, and improves pedestrian and bike transportation facilities.

3.2 References

AECOM provides engineering support for a variety of projects for the City of Oshkosh and is proud to have served the City of Oshkosh on multiple fronts over the past 44+ years. Our team has been involved in all aspects of successful City of Oshkosh development and construction projects. Our team, in close coordination with City staff, has been able to overcome significant challenges during these projects, and has worked through those challenges to stay within project timing and funding limits. A reference for these kinds of projects is:

Ms. Kelly Nieforth
Grants Coordinator, City of Oshkosh Community Development Department
215 Church Avenue
Oshkosh, Wisconsin, 54901
920.236.5029
KNieforth@oshkoshwi.gov

AECOM has previously provided and is currently providing pedestrian path support for the Village of Ephraim. A reference for those projects is:

Mr. Brent Bristol
Village Administrator
10005 Norway Street N.
Ephraim, Wisconsin, 54211
920.854.5501
bbristol@ephraim.wi.gov

AECOM has provided trail support for the City of Appleton in recent years. A reference for those projects is:

Mr. Tom Flick
Deputy Director, City of Appleton, Department of Parks and Recreation
1819 E. Witzke Blvd.
Appleton, Wisconsin, 54911
920.832.3915
tom.flick@appletonwi.gov

AECOM has provided trail support for the City of Wausau in recent years. A reference for those projects is:

Mr. Eric Lindman
Director of Public Works and Utilities
407 Grant Street
Wausau, Wisconsin, 54403
715.261.6740
Eric.Lindman@ci.wausau.wi.us

3.3 Quality Control

AECOM utilizes a comprehensive internal ISO-9001 certified Quality Management System on all projects. This system includes formal technical reviews at the outset of the project to identify appropriate approaches, review of all deliverable products by an experienced technical discipline reviewer, verification by an overall Technical Lead, and finally approval by the Project Manager for release. Client reviews are an integral part of this system to verify their goals have been incorporated, and important details have been considered. All reviews are rigorously documented in our project files.

AECOM follows the Quality Management System processes to eliminate conflicts, errors, and/or missing information in project drawings and specifications, as described above. To integrate efforts to develop a full understanding of project goals among the project team and stakeholders, AECOM holds preliminary kick off meetings with stakeholders to verify project scope and objectives, emphasize critical schedule items, and identify key decisions that will impact design. This same mindset is then carried into the construction phase with pre-bid and pre-construction meetings, and regular face-to-face meetings with the contractors and other affected stakeholders.

4. Scope of Services

4.1 Task 1 – Data Collection

Following notice to proceed, AECOM recommends holding a project kick-off meeting with the Village to review the scope of services, finalize schedule, and establish communication protocols to develop a clear understanding of the desired outcomes for the project. We will discuss and identify the project goals, objectives, and development of operating visioning principles to guide decision-making throughout the project process. This meeting will also discuss data needs. AECOM will prepare a meeting agenda in advance and meeting minutes following the meeting.

Following receipt of data, AECOM will review information to identify data gaps.

For budgeting purposes, AECOM has assumed that field investigative studies, such as site survey, geotechnical investigations, wetland delineations, and archeological studies will not be required, and that this information can be provided to AECOM upon request.

4.2 Task 2 – 60% Design

Utilizing the 30% Plan Set developed by others, AECOM will expand the design drawings so that they will be suitable for construction. We anticipate the 60% plan set will consist of the following sheets:

- Cover page and Drawing Index– 1 page
- Project Information (Notes and Legends) – 1 page
- Existing Conditions – 1 Page
- Proposed Conditions Sheet Key – 1 page
- Demolition and Erosion Control Plans – 9 pages
- Proposed Plan and Profiles – 9 pages
- Typical Cross Sections – 5 pages
- Construction Details (Erosion Control, Storm Sewer, Electrical, Paving) – 4 pages

Using the 60% Plans, AECOM will develop an engineer's opinion of probable cost. AECOM will hold a meeting with the Village following development of the 60% plans to understand whether the Village has any requested revisions to the layout or features based on the drawings and cost estimate provided.

Whether the Village selects AECOM for final design and/or construction, our CM/CEI staff will provide valuable input through a constructability review prior to bidding. This review will ensure major quantity calculations are accurate to prevent project overruns or underruns and reduce contractor inflated pricing. It will verify that the correct bid items are included to minimize change orders during construction, assess if the project can be constructed as shown on the plans, and identify economical alternatives to the current design. Specific benefits for the Village include:

Cost Savings – Accurate quantity calculations and identification of economical alternatives will help reduce overall project costs.

Reduced Risk – Ensuring the project can be constructed as planned and minimizing change orders will reduce the risk of delays and additional expenses.

Enhanced Quality – A second independent set of eyes will provide a thorough check of the plan, ensuring high-quality design and construction.

Improved Efficiency – Early identification of potential issues and solutions will streamline the construction process, leading to timely project completion.

AECOM's CM/CEI staff will conduct this constructability review as part of the design project at no additional cost to the Village, ensuring these benefits are realized without extra financial burden.

4.3 Task 3 – 90% Design

Comments received from the Village on the 60% plans will be incorporated into the 90% plan set. Concurrent with the development of the 90% plans, AECOM will prepare project permits. The 90% plans will include permit requirements as well as additional details required for a contractor to prepare a bid. It is anticipated a cost estimate will not be required to be prepared at the 90% design level, since the Village will be obtaining bids. This assumption can be confirmed during the kickoff meeting.

Following development of the 90% plans, AECOM will hold a meeting with the Village to confirm comments have been addressed and the documents are ready for permit submittal and bidding.

4.4 Task 4 – Permit Development

Permitting activities will be dictated by the design. However, based on our past experience and a review of publicly available information at the time this proposal was prepared, it is anticipated the following pre-permitting and permitting activities may be required:

Wetland Review – Based on the WDNR Surface Water Data Viewer (SWDV), we understand wetlands and wetland indicators are not present within the work area. Therefore, performing a wetland delineation has not been included in our scope of services. It is assumed the WDNR SWDV information will be acceptable for use in permit documents. Furthermore, we assume that permitting under WDNR Chapter 30 will not be required since the project will not impact a waterbody or wetland.

Endangered Resources Review (ERR) – Based on the Natural Heritage Inventory (NHI) Public Portal, it is anticipated further follow up actions are required to ensure compliance with the Wisconsin's Endangered Species Law (s. 29.604 Wis. Stats.) and the Federal Endangered Species Act (16 USC ss 1531-43). Therefore, AECOM will perform an ERR and seek concurrence with the WDNR.

Archeological Review – Given the current site use, adjacent to the road, it is assumed that there are no archeological items of concern. Therefore, AECOM has not included an archeological review and field studies in our scope of services.

WDNR Construction Site Storm Water Notice of Intent (NOI) – It is assumed the project will disturb more than 1 acre, and therefore coverage under this permit will be required. The 90% design plans prepared as part of the design development task will be used in permit applications. An attachment to the Site Plan application and the NOI will be a Storm Water Management and Erosion Control Plan (SWMECP). We anticipate that stormwater management will not be required and that the project will be designed in accordance with criteria set forth in the WDNR Bureau of Watershed Management Program Guidance Runoff Management Policy Management Team Storm Water Management Program's Design Considerations for Post-Construction Performance Standards for Public Trails near Waterways or Wetlands, dated May 2017. Therefore, our scope does not include preparation of storm modeling calculations. As noted above, the ERR and wetland information will be included in the WDNR permit applications.

WisDOT – Based on previous project experience and coordination with the Wisconsin Department of Transportation, it is anticipated that the following permits and agreements will be required for project approval: State Trunk Highway Connection Permit (DT1504), Pedestrian Crosswalk Marking Permit (DT2136), and a State/Municipal Maintenance Agreement (SMMA).

If it is determined certain permitting work is not required for the project, the fees can be deducted from the project.

AECOM assumes the Village will directly pay all permit fees, but the completion, review, and submittal of the permit applications will be the responsibility of AECOM. AECOM will provide copies of all permits in "pdf" format and will provide hard copies as required by regulatory agencies. AECOM assumes that the permit applications as submitted will be approved by the corresponding regulatory body. If additional correspondence and/or revisions to the permit applications are required to obtain approvals, additional fees may be incurred.

4.5 Task 5 – Bid

AECOM anticipates that the following items or activities will be developed for the bidding process:

Project Manual containing:

- Bidding and Contract Documents
- Technical Specifications
- Bid Form

Pre-Bid Meeting

- Prepare a draft bid invitation, which the Village will publish as an advertisement for bids. Bid documents will include TAP Grant requirements.
- Prepare a pre-bid meeting agenda and perform a pre-bid meeting onsite with interested contractors. For budgeting purposes, we have assumed only one AECOM person will attend the pre-bid meeting.
- Answer Contractor questions during bidding.
- Prepare an Addendum, anticipated to include the pre-bid meeting minutes, contractor sign in list, and answers to contractor questions. We assume revisions to the plans, specifications, and bid form will not be required and that contractor questions can be addressed through written text.

Review bidding results and provide a Contractor selection recommendation to the Village via email.

AECOM will provide a draft bid invitation to the Village for review, and we assume the Village will publish this as an advertisement for bids. AECOM will also provide PDF bidding documents which will be distributed by the Village to interested bidders.

4.6 Task 6 – 100% (Final) Design – Issued for Construction

Following receipt of permit comments and at the completion of bidding, AECOM will prepare final design drawings which will be Issued for Construction. We anticipate minimal effort will be required to address comments and this task may be more of an administrative item of updating title blocks on the drawings.

5. Additional Services – Not Included in the Base Scope of Services

AECOM has the ability to provide additional support for the project, as project needs dictate. The following is a short list of potential additional services that may be required that AECOM has the ability to assist with:

- Site Surveys
- Easement preparation
- Geotechnical Analysis – Note that AECOM would require a subcontractor to perform geotechnical drilling.
- Lighting design
- Construction Administration, including Grant Administration – Refer to separate proposal

6. Assumptions

Several assumptions have been made in developing the scope of work and associated fees, and if not valid, will constitute a change in scope requiring an adjustment in the project cost. These assumptions are:

1. The scope of work described in this proposal for services does require AECOM to rely upon certain information provided to AECOM by the Village and/or others. By accepting the scope of work outlined in this proposal, the Village acknowledges that AECOM is entitled to rely upon the accuracy and completeness of the data and information provided to it without independent review or evaluation, in accordance with the scope of work and the generally accepted practices for the environmental consulting profession, undertaking similar studies at the same time and in the same geographical area as the work conducted by AECOM. AECOM shall not assume liability for the accuracy or completeness of data and information supplied to it by the Village and/or others.
2. The alignment presented in the RFP documents does not require major modifications. AECOM does not need to prepare an alternatives analysis for different route alignments.
3. Submittals will be electronic. AECOM assumes that draft deliverables will be provided to the Village for review and comment. For budgeting purposes, AECOM has assumed one set of consolidated comments from the Village will be provided for each deliverable. The deliverable will be finalized based on those comments. Additional revisions can be completed at additional cost, not included in this proposal.

4. Items listed within the Additional Services are not included at this time. These services can be provided at an additional cost.

7. Fees

The following table lists the estimated fees for the previously defined scope, with the assumptions noted within the proposal.

Task	Fee
Task 1 – Data Collection	\$2,500
Task 2 – 60% Design	\$46,800
Task 3 – 90% Design	\$21,600
Task 4 – Permit Development	\$7,500
Task 5 – Bidding Assistance	\$8,600
Task 6 – 100% (Final) Design	\$7,500
TOTAL FEE \$94,500	

*This estimated fee excludes permit fees. AECOM assumes fees will be paid by the Village.

AECOM will invoice monthly. AECOM will submit requests for additional fees for changes from the previously defined scope, if any. We will not exceed the fee estimate shown in the table above without first obtaining written authorization from the Village.

8. Terms and Conditions

The scope of services outlined herein will be conducted on a Time & Materials basis under mutually agreeable Terms and General Conditions. The above scope of services has been prepared in accordance with the standards of professionalism as established by AECOM's use of its professional and experienced project staff considering the applicable and generally acceptable industry standards for projects of similar services, complexity, and magnitude. The scopes of services and cost estimates provided herein are valid for 45 days from the date of this proposal.

We look forward to working with the Village of Sister Bay on this project and appreciate the opportunity to present this proposal. We are available to provide additional information that you may require and welcome the opportunity to meet and further discuss our proposed team's experience and project approach. If you have any questions, please contact Shannon Allen at 262-719-9746 or Shannon.Allen2@aecom.com.

Yours sincerely,



Shannon Allen, P.E. (WI)
Project Manager
AECOM



Joe Olson, P.E. (WI)
Associate Vice President
AECOM

Enclosures: Project Experience
Staff Resumes

Appendix A – Project Examples

Fox River Corridor Riverwalk

Oshkosh, Wisconsin

Client

Ms. Kelly Nieforth
Director of Community Services
City of Oshkosh
920.236.5055

Mr. Raymond Maurer
Director of Public Works
City of Oshkosh
920.236.5080

Services

Final concept planning, corridor easement/purchase negotiations, community involvement, site survey/CSM, bathymetric surveys, wetlands evaluation, existing conditions summary, riverwalk construction options, site grading design, Phase I and II Environmental Assessments, utility and infrastructure design, geotechnical/structural evaluation, soils management plan, grant applications, grant management, permit submittals, construction budget, design, bid and construction documents, construction management services

The Fox River Corridor Riverwalk was conceptually planned in 2005. AECOM has partnered with the City of Oshkosh to "...bring the plan to reality...". The Riverwalk system is now recognized as one of the City's greatest assets. Revitalization spurred by the Riverwalk includes several successful riverfront redevelopment projects, with more on the horizon.



Riverside Park Seawall and Riverwalk

This Riverwalk program includes approximately 2 miles of looped multi-use pathway system along both the South and North shores of the Fox River in downtown Oshkosh from the Wisconsin Street Bridge to Lake Winnebago. The Riverwalk is an integral link for the WIOUWASH trail plan. The Riverwalk consists of several defined segments. The following segments have been completed:

- Leach Amphitheater/Riverwalk (2007 & 2008)
- Riverside Park Seawall and Riverwalk (2009)
- Marion Zone Riverwalk and Boat Docks (2010 & 2011)
- City Center Riverwalk (2012 & 2013)
- Wm. Steiger Park Riverwalk and Fishing Pier (2013)
- Boat Works Riverwalk and Pedestrian Bridge (2013 & 2014)
- Morgan District Seawall and Riverwalk (2014 & 2015)
- Morgan District Upland Riverwalk (2017-2018)
- Lakeshore Riverwalk (2019-2020)
- Pioneer Drive East-West (Phase 1) Riverwalk (2021-2022)



Leach Amphitheater

The Riverwalk provides a wide variety of public uses – biking, hiking, picnic, festivals, fishing, and boat mooring; all with the intent of opening access to the river and spurring economic development. Each of the segments has been designed to accommodate and enhance adjacent commercial or residential development, urban or park character, and entertainment facilities.

Project Profile
Project Name

Unique features have included:

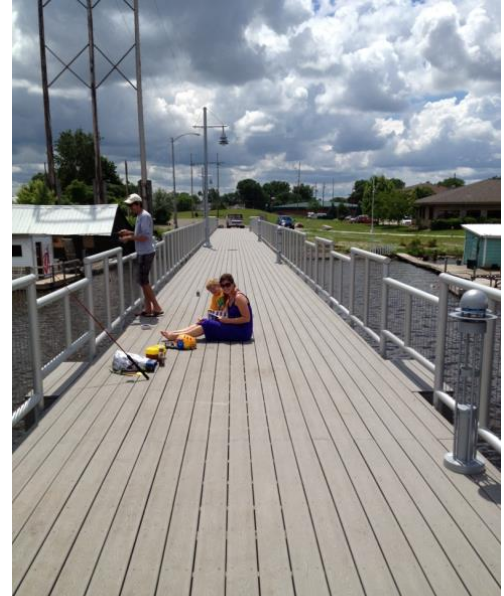
- Pedestrian bridge connection to an existing island with habitat and wildlife improvement.
- Use of lighting features and wayfare markings to define the corridor.
- Renovation of historic structures to provide a linkage to Oshkosh history.

Shoreline stabilization has utilized sheet pile installation, concrete bulk head reconstruction, riprap revetments, and natural shoreline restoration. The Riverwalks incorporate a combination of on-land paved walkway, pile-supported synthetic decking boardwalk, and cantilevered boardwalk.

Key factors to project success:

AECOM's ability to partner with the client, community, and all stake holders;

- Relationships with regulatory agencies for quicker responses, and ability to identify issues before they impact the project.
- Relationships and involvement with grant coordinators to obtain all available dollars.
- Personal, highest level of commitment by AECOM staff to see the projects succeed.



Wm. Steiger Park Fishing Pier



City Centre



Morgan District Upland



Marion Zone Riverwalk



Boat Works

Ephraim North Path

Ephraim, Wisconsin

Client

Mr. Brent Bristol
Village Administrator and Harbormaster
920.854.5501
bbristol@ephraim.wi.gov

Services

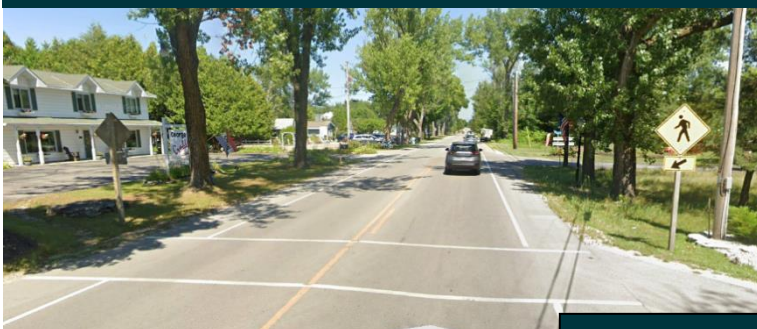
Designing of pedestrian path, topographic survey, corridor walk-throughs and site visits, conceptual design preparation, PS&E preparation.

The Village of Ephraim (Village) is interested in enhancing public pedestrian access and safety along WIS 42 near the northern limits of the Village. The project involves designing a pedestrian path along the west side of WIS 42 between N Orchard Rd and Townline Dr to enhance pedestrian safety. Currently, pedestrians must use the WIS 42 shoulder, lacking a safe path separated from vehicular traffic. As part of the project, AECOM performed a topographic survey, conducted multiple site visits and corridor walk-throughs with the Village, and had meetings with the Village to discuss existing concerns and improvement strategies. A conceptual design was prepared for Village review and then adjusted based on Village and property owner feedback. Adjustments to the design and scope were made after AECOM led coordination between the Village and the Wisconsin Department of Transportation (WisDOT). Once the preferred final design was established, a final set of Plans, Specifications, and Estimate (PS&E) was prepared.

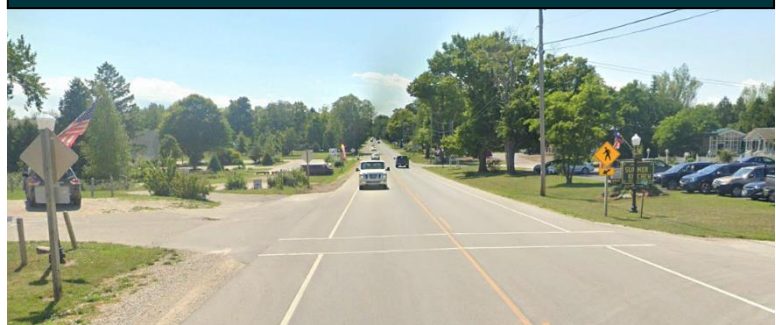
Key features include ADA-compliant curb ramps at all crossings, curb and gutter along a short stretch of WIS 42, a new painted crosswalk near Shannon Sq, and solar lighting bollards along the path. These improvements will significantly enhance pedestrian safety and accessibility, providing a dedicated path that separates pedestrians from vehicular traffic. The addition of ADA-compliant curb ramps ensures inclusivity for all users, while solar lighting bollards increase visibility and safety during nighttime hours.

AECOM coordinated with the WisDOT Northeast Region review team to secure project approvals and permits, including a State Trunk Highway Connection Permit (DT1504), Pedestrian Crosswalk Marking Permit (DT2136), and a State/Municipal Maintenance Agreement (SMMA). The project reached Final PS&E in early 2025, with additional scope and design updates to be coordinated with the Village, WisDOT, and stakeholders. An updated Final PS&E is anticipated in late 2025. Construction is anticipated in 2026, promising a safer, more accessible, and connected community.

Pre-Construction south limit looking north along WIS 42



Pre-Construction north limit looking south along WIS 42



Peabody Park Shoreline Redevelopment

Appleton, Wisconsin

Client

Mr. Tom Flick
Deputy Director
City of Appleton Parks, Recreation and Facilities
Management
920.832.3915
Tom.flick@appleton.org

Services

Topographic survey, bathymetric survey, shoreline evaluation, held meetings with stakeholders, preparation of conceptual designs



The City of Appleton (City) is interested in enhancing public access to the Fox River within Peabody Park as well as address concerns with the existing retaining wall along the shoreline. As part of the project, AECOM performed a topographic survey and bathymetric survey, performed a shoreline evaluation, and held meetings with stakeholders to discuss past, current, and expected future needs or deficiencies. Three conceptual designs and opinions of probable cost for each concept were prepared for owner review. AECOM then developed 30% design based on the selected conceptual design and provided updated opinion of probable cost estimates. Renderings were developed as part of the 30% design to assist with future funding efforts.

The selected design incorporates a rip-rap protected shoreline, paved path with a boardwalk over the water's edge along a heavily wooded shoreline area, fishing piers, steps to the water's edge to accommodate water access, ADA accessible picnic areas, benches, and a boat launch.

Peabody Park Trail would connect to trails within Peabody Park as well as future trail systems planned as part of the City's overall Master Plan for their trail system.



Lutz Park Shoreline Development and Trail Project

Appleton, Wisconsin

Client

Mr. Tom Flick
Deputy Director
City of Appleton Parks, Recreation and Facilities
Management
920.832.3915
Tom.flick@appleton.org

Services

Topographic Survey, Development of conceptual and final issued for construction designs, upgrade site lighting, construct new multi-use path, preparation of permits, archeological study, provide bidding assistance, construction observation and documentation

The City of Appleton (City) retained AECOM to perform a topographic survey and develop conceptual designs through final issued for construction designs to modify the shoreline, upgrade site lighting along an existing path, and construct a new multi-use path located in Lutz Park. The new multi-use path connected trails on the north and south ends of the park. As part of the project, AECOM prepared permits as well as performed an archeological study and resulting test digs within the park to understand whether archeological resources had the potential to be disturbed during construction.

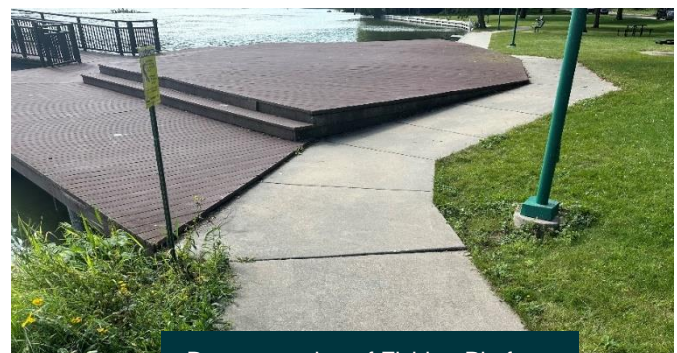
AECOM provided bidding assistance and performed construction observation and documentation. The project also involved the reconstruction of a fishing platform due to ADA accessible issues and relocation of an ADA accessible kayak launch to provide better access. The project is currently on-going, and is anticipated to be completed in Summer 2025. AECOM will provide record documentation following the conclusion of the construction.



Shoreline Restoration



Construction of new Multi-Use Trail



Reconstruction of Fishing Platform



Riverwalk Development

Wausau, Wisconsin

Client

Mr. Eric Lindman, PE
Director of Public Works & Utilities
715.261.6740
Eric.lindman@ci.wausau.wi.us

Mr. Allen Wesolowski, PE
City Engineer
715.261.6740
Allen.wesolowski@ci.wausau.wi.us

Services

Geotechnical investigation and assessment, permitting, bid assistance, design of retaining wall, shoreline protection, and pedestrian path with site lighting, benches, and landscaping, construction observation and documentation.

Pre-Construction Wall Condition



Pre-Construction Steep Vegetated Shoreline



The Wisconsin River has long been recognized as a great asset of the City of Wausau (City). In June 1995, the City presented the River Edge Master Plan, which identified short and long term plans and strategies for improving access to the Wisconsin River (River). The Master Plan envisioned the continuing development of a parkway trail linking the parks located in both banks of the River, the improvement of pedestrian and bike transportation facilities, and the enhancement of recreation facilities. Central to this concept is a network of walkways and bike paths along the River and across bridges and islands.

A large amount of progress has been made since the release of the River Edge Master Plan, and the City has successfully completed several bike and pedestrians trails. With the successful trail expansion on the East bank of the River, the focus of revitalization has now broadened to include the West bank. The expansion planned for the River Edge Trail on the west bank of the River included the proposed Thomas Street Riverwalk path (Project), an approximately 850 linear foot multi-use trail which connected Thomas Street to the existing trail at the Riverside Park, near Emter Street.

The Project was located along the southwest bank of the Wisconsin River, between the River and the northern property boundary of privately and municipally owned properties along Thomas Street and Emter Street. Plans for the Project development included the removal of the existing railroad tracks and construction of a 10-foot wide multi-use trail with associated lighting and landscaping. The trail was surfaced with asphalt pavement.

The existing stonewall located on the southeast portion of the Project site showed signs of distress and was replaced by a sheet pile retaining wall. The new sheet pile retaining wall was installed approximately 9-13 feet landward from the River. The original stonewall was completely removed after the sheet pile wall is installed.

The wooded riverbank located on the northwest portion of the Project site had a general slope ratio of 1.4H:1V, and it was deemed unstable. This riverbank was re-graded to a slope ratio of 2.5H:1V and protected with riprap. Reconstruction of the riverbank and replacement of the existing stonewall provided proper river bank stability for construction efforts and safe support for the trail after completion of the Project. Construction was completed in Fall 2020. The City of Wausau Parks Department will maintain the trail for year-round use.

Trail Following Construction



Appendix B – Staff Resumes

Shannon Allen, PE

Civil Engineer

Education

BaArchScie, Civil Engineering,
University of Wisconsin-Platteville

Training

OSHA 8-Hour Confined Space
Operations Entry/Attendant Training

Years of experience

With AECOM: 13
With Other Firms: 1

Professional Affiliations

American Society of Civil
Engineers (ASCE)
Midwest Hydro User Group
(MHUG)
National Hydropower
Association (NHA)

Registrations

Professional Engineer, WI, FL

Ms. Allen is a civil engineer and project manager in Wisconsin and has gained experience in a variety of geotechnical, hydro dam, industrial and municipal solid waste, civil site design, and environmental permitting projects.

Civil site design project involvement includes developing permit and construction level plan sets for project sites such as landfills, coal combustion residual (CCR) impoundments, parking lots, trail systems, and exterior civil works for building developments. Plans typically include erosion control plans, demolition plans, storm sewer, sanitary sewer, and water main system plans, grading and paving plans, and restoration and landscaping plans. Projects include the design of storm water treatment systems such as biofilters and permeable pavement. Experienced in preparing local, state, and federal permitting approval applications.

Selected project experience

City of Appleton, Lutz Park Riverwalk, Appleton, Wisconsin. Project Manager and design engineer for multi-use trail system within Lutz Park located along the Fox River. Project plans were taken from conceptual level to issued for construction level designs. Design included shoreline remediation, modifications to an existing fishing platform, relocation of a kayak launch, updates to the lighting system along an existing trail, and design of a new multi-use path. During construction, I participated in construction meetings, reviewed submittals, responded to Requests for Information (RFIs), and reviewed contractor pay applications. Construction is currently ongoing anticipated to be completed in summer 2025.

City of Oshkosh, Pioneer Riverwalk East-West Segment, Oshkosh, Wisconsin. Project manager and civil engineer of record for the design of the Pioneer Riverwalk trail east of Main Street and west of the rail road tracks along the former Pioneer Drive in Oshkosh, Wisconsin. Design plans, project specifications, and permitting documents were prepared. During construction, I participated in construction meetings, reviewed submittals, responded to Requests for Information (RFIs), and reviewed contractor pay applications. Following construction, a documentation report including record drawings were prepared.

City of Oshkosh, Lakeshore Riverwalk, Oshkosh, Wisconsin. Project manager and civil engineer of record for the design of the Lakeshore Riverwalk trail along Lake Butte Des Morts in Oshkosh, Wisconsin. Design plans, project specifications, permitting documents, and construction documentation report were prepared. During construction, I participated in construction meetings, reviewed submittals, responded to Requests for Information (RFIs), and reviewed contractor pay applications. Following construction, a documentation report including record drawings were prepared.

City of Appleton, Peabody Park Riverwalk, Appleton, Wisconsin. Design engineer for Riverwalk trail system. Conceptual and 30% level designs were developed for cost estimating purposes. 3D rendering showing design elements was developed as well.

City of Wausau, Riverwalk Development, Wausau, Wisconsin. Prepared Chapter 30 permits for installation of a new sheetpile wall and rip rap shoreline protection for the Riverwalk Development project.

City of Manitowoc, Riverwalk Design and Engineering Study, Manitowoc, Wisconsin. Performed slope stability analyses and developed alternative conceptual designs to address slope stability concerns for the Riverwalk development.

City of Oshkosh, Boatworks Restroom & Parking, Oshkosh, Wisconsin. Designed a parking lot on a vacant lot to access the City of Oshkosh Riverwalk system and ADA Kayak and Canoe Launch. The project also included the construction of a

Restroom Facility. The site plans were developed in accordance with City of Oshkosh Site Plan Review and were approved through Common Council. Storm water management features including a biofilter were incorporated to achieve Wisconsin Department of Natural Resources and City of Oshkosh requirements for total suspended solid reduction. Project plans, specification, and bidding documents were also developed.

City of Oshkosh, South Park Parking Lot, Oshkosh, Wisconsin. Developed plans for the reconstruction of a parking lot located within the City's South Park. The design accommodated an existing one-story pavilion located within the parking lot and a handicap accessible children's playground, picnic areas, and walking trails adjacent to the parking lot. Stormwater management was handled as part of a larger lagoon retrofit project just south of the parking lot.

City of Oshkosh, Senior Center Parking Lot, Oshkosh, Wisconsin. Developed plans for the reconstruction of two existing parking lots (north and south) for a multi-use facility for a Senior's Center, public boat launch, Riverwalk trail head, and bus stop. Geotechnical soil borings were performed and the soil was analyzed for geotechnical parameters and environmental impacts. The south parking lot incorporated permeable pavement and the north lot incorporated biofilters for storm water management. In addition, a new storm outfall was installed to the Fox River as part of a larger watershed project. Permitting consisted of a WDNR Individual Permit for the outfall, WDNR NOI, Stormwater Management and Erosion Control Plan, City of Oshkosh Site Plan Review, Plan Commission amendment, Plumbing Plan Review, and Temporary Sanitary Discharge. During construction, excavated material was handled as solid waste and water was discharged to the sanitary sewer due to environmental impacts. Parking lot construction was phased to maintain access to the Senior Center throughout construction.

City of Oshkosh, Riverside Parking Lot, Oshkosh, Wisconsin. Developed a phasing design which incorporated a grading and storm sewer plan for Phase I and final build out. Analyzed the storm sewer system with HydroCAD in accordance with city codes. Two bioretention ponds were designed with RECARGA modeling and WinSLAMM. Plan sets were created in AutoCAD Civil 3D for Phases I and II construction. Project specifications and bid documents were developed. Stormwater management and erosion control plans were submitted to the city. A notice of intent was submitted to the Wisconsin Department of Natural Resources. Assistant project manager during both phases of project construction responsible for reviewing contractor submittals, attending weekly progress meetings, adjusting the design based on construction challenges, and providing communication and coordination with adjacent property owners.

Georgia Pacific, Project Cinco, Green Bay, Wisconsin. Lead civil engineer responsible for overall civil site design of new building expansion. Responsible for permit preparation and co-ordination with regulatory agencies. Reviewed and coordinated with various AECOM design disciplines including stormwater, sanitary, process water, fire protection, electrical, geotechnical, environmental, and structural. Also coordinated designs with the design-build partners (designers and contractors). Engineer of record for traffic control, erosion control, demolition, grading, and landscaping related designs. During construction, I participated in construction meetings, reviewed submittals, and responded to Requests for Information (RFIs).

Georgia-Pacific Consumer Products LP, Project Cuatro - Balance of Plant Design, Palatka, Florida. Developed the site plan for a building expansion totaling approximately 500,000 square feet. Involved with developing plan sets for the environmental resource permit, construction general permit, dewatering approval, and development review committee required by the state and county as well as construction packages related to ground improvements and site access/site preparation. Project included coordinating conflicts between various utilities including storm sewer, combined storm and sanitary sewer, fire protection, effluent force main, fiber optic, electric, and natural gas. Vehicle turn analysis was determined for semi-truck trailer parking, semi-truck movements at loading docks, and vehicle movements throughout the site for emergency vehicles, waste pick up vehicles, and semi-trucks. Attended construction meetings, reviewed contractor submittals, and requests for information (RFIs) during construction. Provided design changes as required during construction as a result of RFIs, changing field conditions, or client requests. Prepared record drawings and permit close out documents following construction.

Andrew Czech, PE

Civil Engineer

Education

BS, Civil Engineering, University of Wisconsin-Madison

Years of experience

With AECOM: 12
With Other Firms: 0

Professional Affiliations

American Society of Civil Engineers (ASCE)
American Council of Engineering Companies (ACEC)

Registrations

Professional Engineer, WI

Mr. Czech is a civil engineer and project manager with expertise in roadway design. He is proficient in AutoCAD Civil 3D and Microstation software, adept at designing horizontal alignments, vertical profiles, corridor modeling, cross-section analysis, surface creation and refinement, and plan set sheet creation and editing. His design experience encompasses comprehensive plan, specification, and estimate work, detailed road design, traffic control, project controls, stakeholder coordination, exhibit creation, meeting preparation and recording, and quality assurance/quality control practices.

Mr. Czech's management skills are demonstrated through effective client communication, organization and oversight of internal staff and resources, agency permitting assistance, project budget management, quality assurance and control, and timely delivery of submittals and projects.

Selected project experience

Village of Ephraim, Ephraim North Path, Door County, Wisconsin. Andrew is the Project Manager and lead roadway design engineer for this pedestrian path project in collaboration with the Village of Ephraim. He oversees AutoCAD Civil 3D corridor modeling, surface modeling, and final plan, specification, and estimate work. The project involves designing a pedestrian path along the west side of WIS 42 between N Orchard Rd and Townline Dr to enhance pedestrian safety. Currently, pedestrians must use the WIS 42 shoulder, lacking a safe path separated from vehicular traffic.

Key features include ADA-compliant curb ramps at all crossings, curb and gutter along a short stretch of WIS 42, a new painted crosswalk near Shannon Sq, and solar lighting bollards along the path. These improvements will significantly enhance pedestrian safety and accessibility, providing a dedicated path that separates pedestrians from vehicular traffic. The addition of ADA-compliant curb ramps ensures inclusivity for all users, while solar lighting bollards increase visibility and safety during nighttime hours.

Andrew coordinated with the WisDOT Northeast Region review team to secure project approvals and permits, including a State Trunk Highway Connection Permit (DT1504), Pedestrian Crosswalk Marking Permit (DT2136), and a State/Municipal Maintenance Agreement (SMMA). The project reached Final PS&E in early 2025, with additional scope updates to be coordinated with the Village, WisDOT, and stakeholders. Construction is anticipated in 2026, promising a safer, more accessible, and connected community.

City of Fitchburg, Fitchrona Road Reconstruction, Dane County, Wisconsin. Andrew served as the Deputy Project Manager and lead roadway design engineer for the Fitchrona Rd reconstruction project. He was responsible for AutoCAD Civil 3D corridor modeling, surface modeling, final plan, specification, and estimate work, as well as exhibit and display creation. The project involved the redesign of Fitchrona Rd, which will be reconstructed between Tonto Trail and Nesbitt Road to address flooding issues, particularly under USH 18/151. The project also included designing a multi-use path along the east side of Fitchrona Rd.

Key improvements include the addition of curb and gutter, roadway widening, bike lanes in both directions, a roundabout at the intersection of Fitchrona Rd and Lacy Rd, streetlights, and a multi-use path. These enhancements will significantly improve safety and accessibility for pedestrians and cyclists, reduce flooding risks, and enhance overall traffic flow. The addition of streetlights and a roundabout will further contribute to safer and more efficient travel for all road users.

The project has reached Final PS&E, with construction anticipated in 2025 and 2026, promising a safer, more connected, and resilient corridor.

Neil Funseth, PE

Civil Engineer

Education

BS, Civil Engineering, University of Wisconsin-Madison

Years of experience

With AECOM: 3

With Other Firms: 2

Professional Affiliations

American Society of Civil Engineers (ASCE)

Registrations

Professional Engineer, WI

Mr. Funseth is a civil engineer and deputy project manager based in Wisconsin, with 5 years of experience in site design, underground utility design, erosion control mitigation, stormwater management, stormwater modeling, ADA compliance, state and local permitting, and construction oversight. He is proficient in AutoCAD Civil 3D and ArcGIS PRO, leveraging these tools to create precise engineering designs, construction plans, technical specifications, stormwater and erosion control plans, and detailed cost estimates. His project experience encompasses residential developments, commercial redevelopments and expansions, municipal parks and stormwater facilities, shoreline improvements, environmental remediations, landfills, and dam rehabilitations.

Selected project experience

City of Appleton, Lutz Park Development Project, Appleton, Wisconsin. Neil served as the lead civil design engineer, developing conceptual plans to help the client visualize proposed improvements and select the optimal solution. He designed a 900-foot-long concrete multi-use trail, 560 feet of shoreline improvements with rip rap armoring and new shoreline plantings, updated lighting, a boardwalk extension, and ADA-accessible facilities, including an accessible gangway and kayak launch. His responsibilities also included creating detailed cost estimates, construction plans, technical specifications, and an erosion control plan. The project is anticipated to be completed in Summer 2025.

Georgia Pacific, Project Cinco, Green Bay, Wisconsin. Neil served as a civil design engineer, designing underground utilities such as storm sewer, sanitary sewer, a pressurized fire protection system, and a vapor mitigation system to remediate volatile organic chemicals. He analyzed truck paths to ensure the site could accommodate delivery vehicles and performed stormwater modeling to size trench drains, roof drains, and catch basin inlets. His responsibilities also included developing construction plans for the warehouse expansion and environmental remediation of contaminated soils across the project site. The project was successfully completed in Fall 2024.

City of Oshkosh, Detention Basin Construction, Oshkosh, Wisconsin. Neil served as a civil design engineer, conducting stormwater modeling to size stormwater inlets and underground storm sewer for a residential dry detention basin. He developed construction plans, cost estimates, and technical specifications for the facility, which included reinforced retaining walls to accommodate the entry of a large-diameter storm sewer. The project was successfully completed in Fall 2024.

GRÄEF

Highway 57 Trail Project ID 4610-00-00

VILLAGE OF SISTER BAY

APRIL 11, 2025

GRÄEF

Primary Contact:

Adam Krieger, PE
Project Manager
adam.krieger@graef-usa.com
920-405-3839

116 S Adams Street
Suite 201
Green Bay, WI 54304
920 / 592 9440
www.graef-usa.com

Julie A. Schmelzer
Village Administrator
Village of Sister Bay
Electronic Submittal: julie.schmelzer@sisterbaywi.gov

RE: Highway 57 Trail Proposal – Project ID 4610-00-00

Dear Julie:

GRAEF understands the goal to complete design engineering services for the construction of a ten-foot-wide asphalt trail along the west side of Highway 57 from Northwoods Drive to Highway 42, and that Transportation Alternatives Program (TAP) / Wisconsin Department of Transportation (WisDOT) local program knowledge is an important requirement for the project team. Our design team has gained this experience on similar projects, and we have developed expertise with WisDOT Northeast (NE) Region's Local Program policies and procedures. We look forward to the opportunity to apply this expertise to complete the successful design of your Highway 57 Trail project.

Highly Skilled, Experienced Project Team | The GRAEF team has the best combination of creative problem solving, practical engineering, and trail design experience. I will assume the role of Project Manager, having almost 25 years of experience designing and managing engineering projects for other municipalities and WisDOT. The supporting staff is comprised of other highly qualified GRAEF personnel. We also have a strong complement of subconsultants to further strengthen our team, including Terracon for cultural resources, Knight Barry for title searches, and American Engineering Testing for geotechnical services (soil borings), as needed. Please see the team member resumes later in the proposal.

WisDOT NE Region Local Program / TAP Expertise | The GRAEF team is fully up to date on current design standards and requirements for projects following the "Sponsor's Guide to Non-Traditional Transportation Project Implementation" and that are also managed by WisDOT local program review. The project team is currently completing Final PS&E documents for submittal on two local program projects in WisDOT's NE Region, Madison Avenue reconstruction in the City of Marinette and Manitowoc Road Sidewalk construction in the City of Green Bay (also a TAP project), among our other projects. Please see our proposal highlighting the GRAEF team's similar trail and WisDOT design knowledge and expertise.

Availability | The entire project team has immediate availability to begin work on this project. We understand the Village's desire to have the trail constructed as soon as possible; and we have more than necessary capacity to meet the deadlines specific to the Sponsor's Guide and WisDOT's schedule requirements.

Commitment | The project team pledges its expertise to provide superior engineering services and clear communication to the Village of Sister Bay and to bring your project to a conclusion that is rewarding to everyone involved. Through strong commitment, we will meet the needs of the Village community members and all other stakeholders.

As you will see in our proposal, GRAEF has been successful on similar projects in the past, and we are committed to providing the Village guidance through the local program process and achieving this same success with you on this Highway 57 Trail project. If you have any further questions regarding any part of this submittal, or need additional information, please contact me directly and I will be happy to discuss it further. We look forward to the opportunity to partner with you on this project and showcase the Village of Sister Bay as a family-friendly gem in Door County.

Sincerely,



Adam Krieger
Project Manager

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ORGANIZATION INFORMATION

Since its inception in 1961, GRAEF has grown from a small individual partnership to a prominent, multi-disciplinary international firm. GRAEF has a team of nearly 300 employees spread across ten offices in the Midwest, Florida, and Turks and Caicos.

For over 63 years, GRAEF's unwavering dedication to excellence has been fueled by core values such as integrity, quality, and a steadfast commitment to exceptional customer service. These principles form the bedrock of GRAEF's operations, ensuring that clients receive the highest level of satisfaction and a seamless experience.

GRAEF has remained at the forefront of the industry, consistently adapting to emerging trends and embracing advancements, and is proud to be a reliable partner for clients seeking top-tier design services and unmatched expertise.

OUR CORE PURPOSE

To improve the physical environment for the benefit of society in a sustainable manner

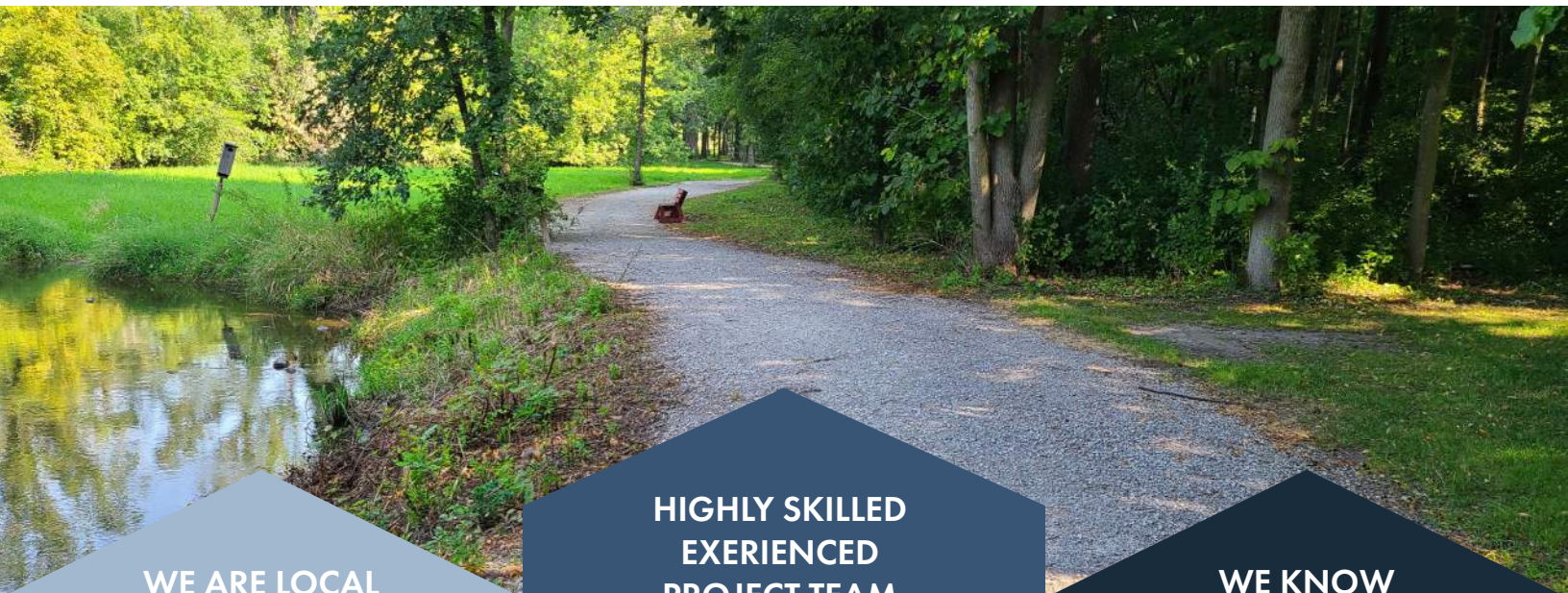
WE ARE

- ▶ Site / Civil Engineers
- ▶ Environmental Engineers
- ▶ Transportation Engineers
- ▶ Landscape Architects
- ▶ Surveyors
- ▶ Planners & Urban Designers
- ▶ GIS Specialists
- ▶ Structural Engineers
- ▶ MEP Engineers
- ▶ Architects

GRAEF

116 S Adams Street
Suite 201
Green Bay, WI 54301

(t) 920 / 592 9440
www.graef-usa.com



WE ARE LOCAL

Being a local firm, we have a strong connection with the community and better understanding of local needs, leading to effective solutions.

HIGHLY SKILLED EXPERIENCED PROJECT TEAM

Our team leverages the strengths of each team member, creating a dynamic and resilient environment that can thrive in both traditional and contemporary spaces.

WE KNOW TRAILS

Our expertise is unmatched, reflecting our commitment to creating extraordinary experiences while ensuring safety for the community.

ORGANIZATIONAL CAPABILITIES

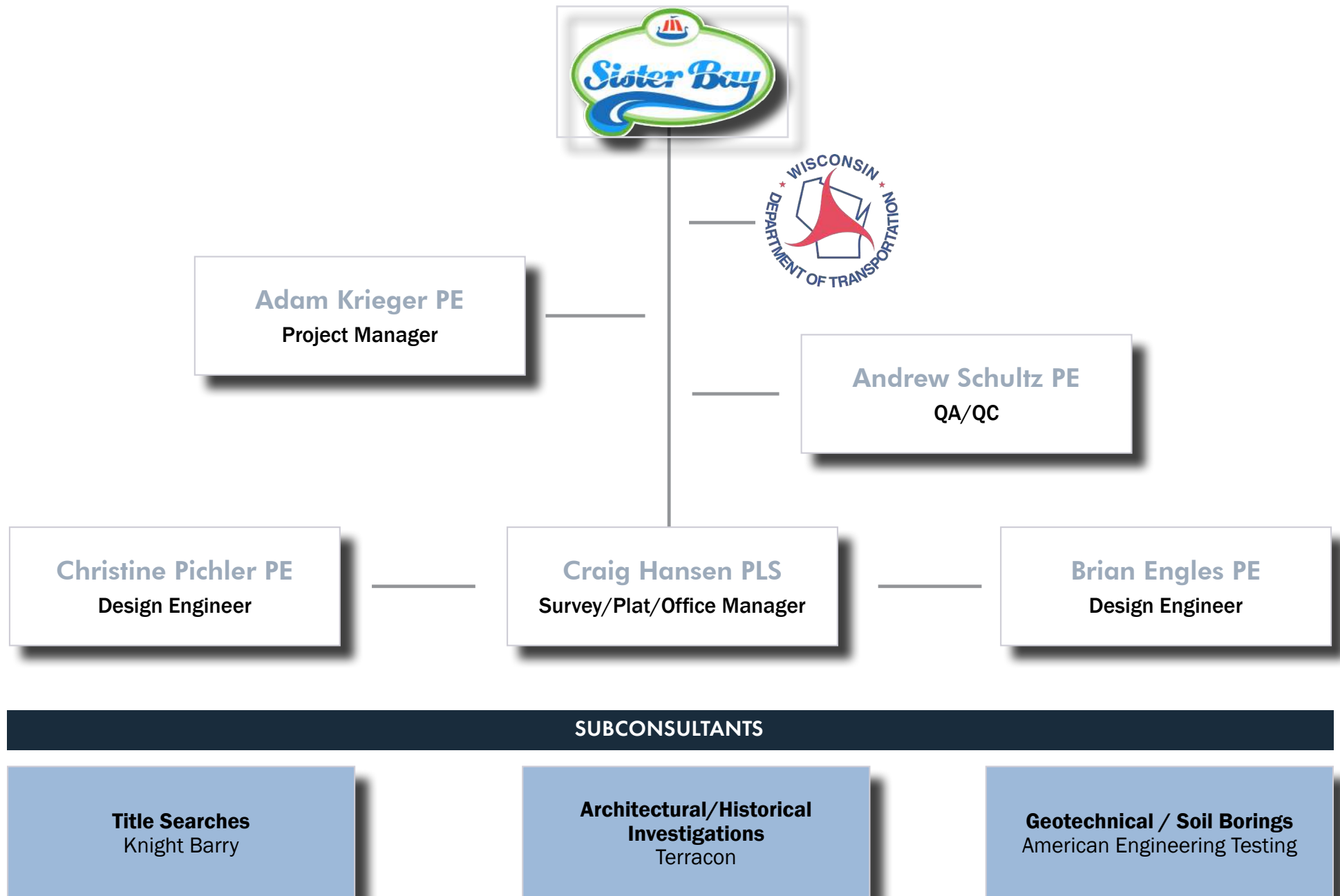
Firm Experience and Capabilities

At GRAEF, our core purpose is to improve the physical environment for the benefit of society in a sustainable manner. We are trusted to develop high-value, comprehensive solutions for critical current and emerging challenges to society, while customizing and elevating the client's satisfaction to develop long-term relationships. Our core values are LOYALTY to our employees, superior SERVICE to our clients, QUALITY in all the work we do, and INTEGRITY in all our business activities. We innovate to design long-lasting projects using our strong technical expertise.

Multimodal trails that enable users of all ages, abilities, backgrounds, and incomes the opportunity to travel safely, confidently, and efficiently are the result of our transportation, site civil, and infrastructure design teams' combined efforts. These facilities are used every day, and our innovative solutions help communities thrive by making trips from here to there a little easier. Our staff has experience working with local municipalities, county highway departments, the Federal Highway Administration (FHWA), and the Wisconsin Department of Transportation (WisDOT) on roadway, bridge, and similar trail projects as shown in this proposal.

GRAEF's project approach revolves around a strong, experienced project manager and supporting staff who establish a collaborative partnership with the internal project team and the client, in this case the Village of Sister Bay. Members that will be part of the Highway 57 Trail design team were specifically chosen based on their passion for alternative transportation options, a familiarity with the WisDOT Northeast (NE) Region Local Program process, their trail/rural roadway design expertise, along with a desire to complete a successful project and establish a long-term working relationship with the Village of Sister Bay. Our goal is to always deliver, on-time and within budget, high quality products that provide solutions to achieve the project purpose and goals.

Our understanding and technical approach to this project is based on the project solicitation dated March 24, 2025, a site visit to Highway 57 in the Village of Sister Bay on Friday, April 4, 2025, and our familiarity with the WisDOT NE Region Local Program process. As seen in our project portfolio highlighted in this proposal, the design team has a demonstrated history of successfully completing trail and Local Program projects in WisDOT's NE Region. GRAEF is currently in the process of completing Final PS&E documents for two such projects, an urban roadway reconstruction with the City of Marinette and a sidewalk construction project with the City of Green Bay. Both municipalities have limited experience working through the WisDOT and FDM processes and our design team has counseled and guided them through the entirety of the project, requiring minimal oversight from either municipality. We commit to providing that same counsel and guidance to the Village of Sister Bay throughout the process of designing the Highway 57 Trail.





Adam Krieger PE

PROJECT MANAGER

Adam brings over 20 years of public and private sector experience to GRAEF. His background includes transportation/highway design and site development for industrial, commercial, and government clients. He has also been actively involved on inspection projects for roadways, utilities, and drainage facilities; as well as surveying for sewer, water, and transportation projects. This background, along with his familiarity with WisDOT Northeast Region local program project delivery, makes Adam perfectly suited to manage this project.

EDUCATION

B.S., Civil Engineering
University of Wisconsin-Milwaukee,
Milwaukee, WI
Master of Business Administration (MBA)
Cardinal Stritch University,
Milwaukee, WI

REGISTRATION

Professional Engineer – WI

PROJECT EXPERIENCE

Manitowoc Road Sidewalk, City of Green Bay, WI – Project Manager:

Managed all aspects of engineering design services for the construction of approximately 1.75 miles of new sidewalk in the City of Green Bay. The project was funded with a Transportation Alternative Program (TAP) grant, administered using Non-Traditional Transportation Project Implementation, and administered as a three-party contract with the City of Green Bay and WisDOT. Work included topographic survey, public involvement, utility coordination, TLE & fee acquisition, and sidewalk design.

Madison Avenue, Marinette, WI - Design Engineer: The proposed improvement is to reconstruct Madison Avenue with an urban cross section consisting of asphaltic pavement for 0.29 miles. The pavement width will be 24 feet with 6-foot wide asphaltic shoulders. The proposed roadway is to include curb and gutter replacement, storm sewer improvements, pavement marking, and signing. The existing sidewalk will be installed on both sides of the road. Sanitary and Watermain improvements are also included in the project. The Project is currently entering Final Design with a PS&E date of August 1st, 2025.

Hamilton Street/Douglas Avenue Reconstruction, Racine, WI -

Design Engineer: This project included the removal and replacement of all pavement, curb and gutter, and some sidewalk within the right-of-way. Replacement included new crosswalk ramps, curb and gutter, pavement, street lighting, and improved drainage. Intersections were evaluated for geometric changes, traffic signals or roundabout alternatives.

Aurora University – Williams Bay, WI – Design Engineer: Design Engineer for the demolition, erosion control, paving, grading, and storm sewer for the reconstruction of Ravinia Drive on the campus of George Williams College of Aurora University. The rural roadway was milled and reconstructed with raised sidewalk and curb & gutter, adding an entirely new storm sewer system. Submitted storm sewer calculations to the Department of Commerce and performed construction administration.



Christine Pichler PE

DESIGN ENGINEER

Christine has worked on a wide array of engineering projects from schematic design to final construction. She specializes in site design, multi-use trails and park facilities, municipal utilities and roadways, and storm water management and system design. Christine is a municipal engineer in the development of plans and specifications for various municipalities and private sector clients. She is familiar with the preparation of permit applications including various design reports.

EDUCATION

B.S., Civil Engineering, University of Wisconsin
Platteville, Platteville, WI

REGISTRATION

Professional Engineer – WI

PROJECT EXPERIENCE

Ashwaubenon Creek Multi-Modal Bridge, Ashwaubenon, WI – Design Engineer:

Provided site design and construction oversight for the multi-modal bridge crossing of Ashwaubenon Creek near its confluence with the Fox River. This bridge crossing is a critical link in the Fox River Trail West. The bridge has a span length of approximately 400 linear feet.

Fox River Boardwalk, Village of Little Chute/City of Kaukauna, WI – Design Engineer:

The project involves detailed design, permitting, and bidding assistance for the new Fox River Boardwalk to and over the Fox River between Little Chute and Kaukauna. GRAEF completed the feasibility study and due diligence investigation for a roughly 1,130 linear foot span bridge and trail extensions, connecting Little Chute and Kaukauna.

Neenah/Menasha Loop the Lake Multi-Modal Boardwalk Bridge, Neenah and Menasha, WI – Engineer:

GRAEF completed the full detailed design, bidding, and construction management of two (2) separate boardwalk bridges. One bridge is in the City of Neenah spanning the Neenah channel. This bridge is 768 feet long with twelve 64-ft spans. The other bridge is in the City of Menasha spanning the Menasha channel and is 715 feet long with ten 63-ft spans and one 84-ft span. Both bridges were steel girder structures supported on steel pipe pile bents and concrete piers. Timber under-decking supported a 14-ft clear width composite deck boardwalk with aluminum and cable railings. Mid-span of both bridges includes an observation bumpout with covered canopy allowing pedestrians and bikers to enjoy the view while not impeding the through traffic.

Velp Ave Multi-Use Trail, Village of Howard, WI – Civil Engineer: Design and Construction Admin of a new 1.25 mile asphalt multi use trail, including ped bridge crossings and boardwalk segments, and connection to the Mountain Bay Trail. This is a TAP Grant project that must follow the WisDOT Sponsors Guide.

The Plaza at Gateway Park, Neenah, WI – Design Engineer: Provided site design related to the development of an outdoor refrigerated ice rink and related park facilities. Included site walkways, a concrete slab, new multi-purpose building and various landscape features. The stie has been named “One of the 10 Most Charming Ice Rinks” in the nation by the national Best Life website.



Brian Engles PE

DESIGN ENGINEER

Brian brings over 30 years of experience to engineering projects at GRAEF. Prior to working with GRAEF, he served as a design assistant with the Wisconsin Department of Transportation (WisDOT) performing assorted highway engineering duties. Brian's design experience includes agency/utility coordination, project reports, estimates, right-of-way plat and plan preparation, project specifications, and roadway design utilizing the AutoCAD Civil 3d design software.

EDUCATION

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

REGISTRATION

Professional Engineer – WI

PROJECT EXPERIENCE

Manitowoc Road Sidewalk, City of Green Bay, WI – Design Engineer:

Assisted engineering design services for the construction of approximately 1.75 miles of new sidewalk in the City of Green Bay. The project was funded with a Transportation Alternative Program (TAP) grant, administered using Non-Traditional Transportation Project Implementation, and administered as a three-party contract with the City of Green Bay and WisDOT. Work included topographic survey, public involvement, utility coordination, TLE & fee acquisition, and sidewalk design.

Madison Avenue, Marinette, WI - Design Engineer: The proposed improvement is to reconstruct Madison Avenue with an urban cross section consisting of asphaltic pavement for 0.29 miles. The pavement width will be 24 feet with 6-foot wide asphaltic shoulders. The proposed roadway is to include curb and gutter replacement, storm sewer improvements, pavement marking, and signing. The existing sidewalk will be installed on both sides of the road. Sanitary and Watermain improvements are also included in the project. The Project is currently entering Final Design with a PS&E date of August 1st, 2025.

Riverside Avenue Reconstruction, City of Marinette, Marinette County, Wisconsin - This project reconstructed 0.7 miles of existing concrete roadway along Riverside Avenue in the City of Marinette. The project included both roadway and complete utility reconstruction. 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.

Vincent Road Reconstruction, Village of Howard - Project Engineer - This project consists of the reconstruction of Vincent Road from North Taylor to Memorial Drive. The project provides needed upgrades for a narrow rural roadway section with substandard horizontal alignment, steep ditch slopes, and deteriorated asphalt pavement. In addition, it replaces the existing bridge over Beaver Dam Creek, which is failing structurally and of inadequate size to pass the 100 year flood event. The roadway will be reconstructed to the standard Village urban roadway section, and the existing bridge will be replaced. The proposed roadway will be a two-way single lane road with a pavement width of 34 feet, including five foot bicycle accommodations and sidewalks on each side. Some right-of-way acquisition will take place along the project corridor.



Craig Hansen PLS

SURVEY MANAGER

EDUCATION
Michigan Technical University
Land Surveying

REGISTRATION
Professional Land Surveyor – WI

Craig's expertise includes coordinating field surveys and preparing survey maps & documents including: Certified Survey Maps, Subdivision Plats, Condominium Plats, ALTA/NSPS Land Title Surveys, Plats of Survey, Easement Exhibits and legal descriptions. Additional capabilities include preparing and coordinating construction staking projects for buildings, roads, pavement, utilities, grading, bridges, and structures. Craig directs the field surveying and preparation of deliverables in order to meet client standards including the Wisconsin Department of Transportation. In addition, he performs quality control review of project deliverables to ensure accuracy, completeness, and adherence to client standards as well as coordinates and manages the technical and financial aspects of projects from inception to completion.

PROJECT EXPERIENCE

Manitowoc Road Sidewalk, City of Green Bay, WI – Survey Manager:

Survey services for the construction of approximately 1.75 miles of new sidewalk in the City of Green Bay. The project was funded with a Transportation Alternative Program (TAP) grant, administered using Non-Traditional Transportation Project Implementation, and administered as a three-party contract with the City of Green Bay and WisDOT. Work included topographic survey, public involvement, utility coordination, TLE & fee acquisition, and sidewalk design.

STH 32 Ashland Avenue Bridge Replacement Study, Green Bay, WI - Survey Manager:

Bridge replacement over the former Wisconsin Central Ltd railroad tracks. GRAEF's services include survey, existing right-of-way definition, public involvement and meetings.

Madison Avenue, Marinette, WI - Survey Manager: The proposed improvement is to reconstruct Madison Avenue with an urban cross section consisting of asphaltic pavement for 0.29 miles. The pavement width will be 24 feet with 6-foot wide asphaltic shoulders. The proposed roadway is to include curb and gutter replacement, storm sewer improvements, pavement marking, and signing. The existing sidewalk will be installed on both sides of the road. Sanitary and Watermain improvements are also included in the project. The Project is currently entering Final Design with a PS&E date of August 1st, 2025.

WisDOT NE Region Surplus Land Surveys - Survey Manager: Craig's role is to manage and coordinate the Surplus Lands Surveys, assist the GRAEF team in all aspects of the process, and review documents prior to submittal. This experience makes Craig familiar with the process of surveying Surplus Lands and highly qualified to support the Wisconsin Department of Transportation with these surveys going forward.



Andrew Schultz PE

QA/QC

EDUCATION

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

REGISTRATION

Professional Engineer – WI

Andrew has experience in the design of urban and rural streets, highways, and bridges. His experience ranges 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.

PROJECT EXPERIENCE

Manitowoc Road Sidewalk, City of Green Bay, WI – QA/QC: Reviewed all aspects of engineering design services for the construction of approximately 1.75 miles of new sidewalk in the City of Green Bay. The project was funded with a Transportation Alternative Program (TAP) grant, administered using Non-Traditional Transportation Project Implementation, and administered as a three-party contract with the City of Green Bay and WisDOT. Work included topographic survey, public involvement, utility coordination, TLE & fee acquisition, and sidewalk design.

Riverside Avenue Reconstruction, City of Marinette, Marinette County, Wisconsin - This project reconstructed 0.7 miles of existing concrete roadway along Riverside Avenue in the City of Marinette. The project included both roadway and complete utility reconstruction. 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.

Madison Avenue, Marinette, WI - Design Project Manager: The proposed improvement is to reconstruct Madison Avenue with an urban cross section consisting of asphaltic pavement for 0.29 miles. The pavement width will be 24 feet with 6-foot wide asphaltic shoulders. The proposed roadway is to include curb and gutter replacement, storm sewer improvements, pavement marking, and signing. The existing sidewalk will be installed on both sides of the road. Sanitary and Watermain improvements are also included in the project. The Project is currently entering Final Design with a PS&E date of August 1st, 2025.

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. The roadway was improved to current standards and provide a better roadway for the residents and the businesses along Ramsdell Street. The project included the total replacement of approximately 2750 linear feet of roadway (pavement and curb & gutter), sidewalk, driveway aprons, watermain and water services, sanitary sewer and services, and some of the stormwater drainage facilities.



EDUCATION

Bachelor of Arts, General Science

Linfield College

Master of Science, Historic
Preservation, The School of the Art
Institute of Chicago

QUALIFICATIONS

Exceeds the Secretary of the Interior's
Professional Qualification Standards for
History and Architectural History

AFFILIATIONS

American Cultural Resources
Association (ACRA)

Greg Rainka

SENIOR ARCHITECTURAL HISTORIAN
ENVIRONMENTAL PLANNING SERVICES

Greg currently serves as Group Manager and Senior Architectural Historian in Terracon's Milwaukee office. He is new to Terracon as of March 2025 after 10 years with Chronicle Heritage (formerly Commonwealth Heritage Group/Commonwealth Cultural Resources Group). In total, Greg has 17 years of professional experience as an architectural historian, cultural and heritage resources specialist, preservation planner, and project manager. His work primarily has involved documenting and facilitating project compliance with federal and state historic preservation and environmental laws and regulations. Greg has overseen hundreds of architecture/history and archaeological investigations for WisDOT projects of various types and in all regions of the state. Services provided have included architecture/history and archaeological surveys, National Register of Historic Places evaluations, assessments of project effects to historic properties, and development of mitigation measures and agreement documents for the resolution of adverse effects.

From 2012 to 2015, Greg was a contract staff historian for WisDOT's Cultural Resources Team. In that role, he reviewed Section 106 compliance documentation for WisDOT projects and worked directly with the State Historic Preservation Office (SHPO) to complete the compliance process. He also assisted in the planning of WisDOT's annual training for architecture/history consultants and WisDOT's regional environmental coordinators.

RELEVANT PROJECT EXPERIENCE

Town of Baileys Harbor, Door County

STH 57, Summit Road to CTH Q

WisDOT Project ID 4150-14-00

*Section 106 Coordination, Architecture/History and Archaeological Investigations, Assessment of Effects to Historic Properties

City of Sturgeon Bay, Door County

South Duluth Avenue, Emerald Drive to Spruce Drive

WisDOT Project ID 4997-05-72

*Section 106 Coordination, Architecture/History and Archaeological Investigations

Town of Sevastopol, Door County

STH 42, CTH BB Intersection

WisDOT Project ID 4140-37-00

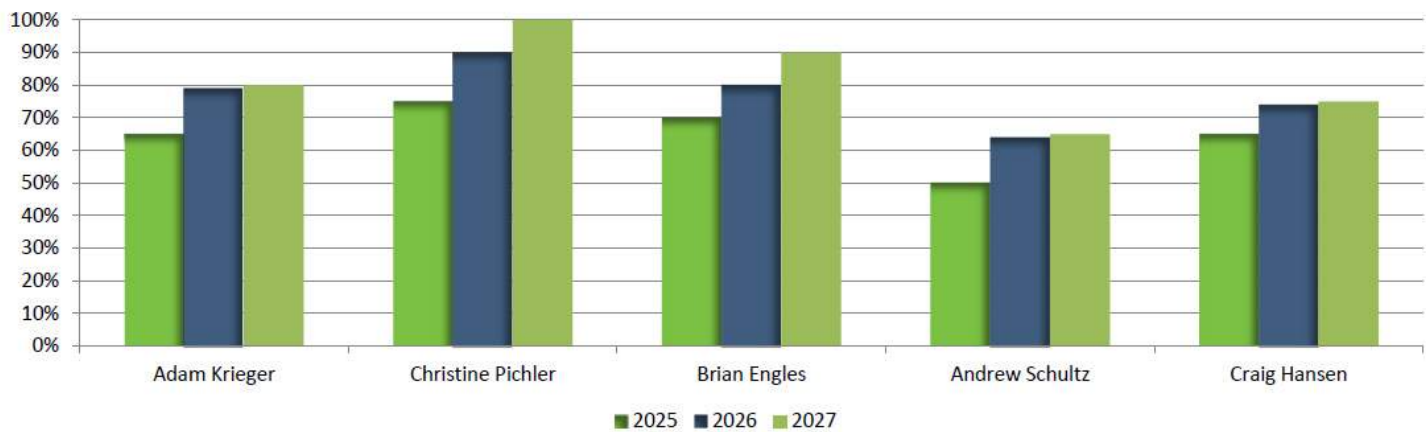
*Section 106 Coordination, Architecture/History and Archaeological Investigations

* Work performed prior to joining Terracon

STAFF WORKLOAD AND AVAILABILITY

The schedule proposed for the Highway 57 Trail design project requires the selection of a team that has a proven track record delivering projects on time and on budget. Our staff has extensive experience working with local municipalities and WisDOT on similar projects as shown in this proposal. We also recognize that a successful partnership between the Village of Sister Bay, its constituents, and GRAEF, is essential to completing a successful project.

GRAEF has immediate availability to begin work and deliver the Highway 57 Trail project design so that it can be implemented within the 2024-2028 TAP grant funding schedule. A preliminary schedule has been developed that is considered reasonable and, at times, assumes an aggressive timeline for design, real estate coordination, and review of submittals by approving agencies.. This schedule is all-inclusive related to public involvement, reports and agency approvals, utility coordination, real estate coordination, and PS&E submittals. The schedule proposed for the Highway 57 Trail project requires the selection of a team that has a proven track record delivering projects on time and on budget. Our staff has extensive experience working with local municipalities and WisDOT on similar projects as shown in this proposal.



PROJECT EXPERIENCE



ASHWAUBOMAY RIVER TRAIL BRIDGE AND TRAIL

ASHWAUBENON, WI

The Ashwaubomay River Trail Bridge in Ashwaubenon, WI, completed in August 2023, is a 386-foot, 5-span steel girder pedestrian bridge. Designed by GRAEF and constructed by Michels Construction, the bridge connects Ashwaubomay Park to new housing developments, enhancing community connectivity and recreational access.

The client needed a bridge to improve community connectivity and provide safe, accessible recreational access. They sought a design that would be both functional and visually appealing. To meet these needs, we designed a bridge with ADA compliance, a midspan overlook, and vibrant LED lighting. The project faced significant challenges, including environmental concerns related to historical PCB contamination in the Fox River. We conducted thorough geotechnical and environmental investigations and implemented innovative construction methods to minimize sediment disturbance. Additionally, the bridge design had to accommodate increased navigational clearance for boaters, which required adjustments to the girder design and additional piles and piers.

ACEC Wisconsin: 2025 Engineering

Excellence State Finalist

The project was funded through a public-private partnership, including contributions from the David and Rita Nelson Foundation. It began in January 2023 and celebrated its ribbon-cutting in June 2024. The bridge's efficient design and lighting have made it a local landmark, increasing trail use and serving as a catalyst for further trail extensions. It provides a safe, accessible, and visually prominent crossing over Ashwaubenon Creek, significantly enhancing community connectivity and recreational opportunities.

To further enhance connectivity, GRAEF and the client have developed plans for 0.8 miles of trail through Ashwaubomay Park connected to the bridge. Permitting of the project included storm water management, endangered resource concerns, and an archaeological investigation. Construction will begin in May 2025 on the next phase of trail. The project will include sidewalk connections to river access points, areas for picnic tables, benches, and bench swings, improved stairs in the park, and a spur trail to serve further trail extensions to the nearby Brown County Fairgrounds.



LOOP THE LAKE

MENASHA, WI

THE LOOP THE LAKE SYSTEM CONNECTS FOX CROSSING, MENASHA AND NEENAH BY CREATING BICYCLE AND PEDESTRIAN PATHS THAT LEAD TO PARKS AROUND THE LAKE.

GRAEF completed the full detailed design, bidding, and construction management of two (2) separate boardwalk bridges. One bridge is located in the City of Neenah spanning the Neenah channel. This bridge is 768 feet long with twelve 64-ft spans. The other bridge is located in the City of Menasha spanning the Menasha channel and is 715 feet long with ten 63-ft spans and one 84-ft span. Both bridges were steel girder structures supported on steel pipe pile bents and concrete piers. Timber under-decking supported a 14-ft clear width composite deck boardwalk with aluminum and cable railings. Mid-span of both bridges includes an observation bumpout with covered canopy allowing pedestrians and bikers to enjoy view while not impeding the through traffic.

Approaches on the Neenah bridge had to tie into the Arrowhead Park trail on one side and ended in a vacant lot along River St. approaches for both bridges included new parking, landscaping, benches and picnic tables. At Menasha, close proximity of a railroad spur created challenges that were solved by including a pile supported boardwalk switchback that met the railroad pedestrian crossing requirements.

Also at Menasha, the first span from Fox St. needed to be angled and lengthen to span a sanitary interceptor and the treatment plant discharge lines into the channel. During design, soil borings revealed an extremely dense hard pan and gravel substrate that required pre-boring for all pier pipe piling.

LOOP THE LAKE BOARDWALK BRIDGES

CLIENT: CITY OF NEENAH | NEENAH, WI

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GRAEF completed the full detailed design, bidding, and construction management of two (2) separate boardwalk bridges. One bridge is located in the City of Neenah spanning the Neenah channel. This bridge is 768 feet long with twelve 64-ft spans. The other bridge is located in the City of Menasha spanning the Menasha channel and is 715 feet long with ten 63-ft spans and one 84-ft span. Both bridges were steel girder structures supported on steel pipe pile bents and concrete piers. Timber under-decking supported a 14-ft clear width composite deck boardwalk with aluminum and cable railings. Mid-span of both bridges includes and observation bumpout with covered canopy allowing pedestrians and bikers to enjoy view while not impeding the through traffic.

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SERVICES

- Civil Engineering
- Structural Engineering
- Landscape Architecture
- Electrical Engineering
- Permitting
- Construction Inspection
- Planning
- Surveying
- Construction Management
- Public Involvement



EAST RIVER TRAIL

GREEN BAY, WI

This project is located through an urban area along the East River in downtown Green Bay. As the lead design firm, GRAEF provided a comprehensive evaluation of alternatives to provide a link between two well-used trails in the City. The plan identifies strategies for closing an important gap in regional shared-use facilities, improving bicycle and pedestrian access between Green Bay and surrounding communities.

Considerations evaluated as part of the project include hydraulic characteristics and constraints of the adjacent East River and environmentally impacted soils located on blighted industrial properties along the trail route. Additional investigation focused on identification of property acquisition needs, potential locations of utility conflicts and permitting requirements. The recommended alternative balances geometric design and user safety with constraints and conflicts encountered throughout the corridor. The recommended alignment includes three roadway crossings and three river crossings. Several potential crossing alternatives were evaluated, including the expansion

of existing facilities, implementation of traffic calming measures, and installation of new structures.

Special attention was given to permitting requirements, identifying critical areas of coordination with regulatory agencies. The final recommended alignment balances preservation of natural areas with convenience and safety for future trail users..



MANITOWOC ROAD SIDEWALK

GREEN BAY, WI

THE PROJECT WILL CONSTRUCT 1.75 MILES OF NEW CONCRETE SIDEWALK
AND ADA ACCESSIBLE CURB RAMPS

The project is scheduled for construction in 2026, will construct new concrete sidewalk and ADA accessible curb ramps along both sides of Manitowoc Road, between STH 29/Main Street and Hemlock Drive, in the City of Green Bay. The project also includes new sidewalk along both sides of Hemlock Drive and the north side of Pecan Street adjacent to Manitowoc Road.

Being performed under a three-party agreement with the City of Green Bay and WisDOT, GRAEF is responsible to assure that the project and completed documents meet both City of Green Bay standards as well as WisDOT design standards and procedures delineated in the Facilities Development Manual. The project falls under the 2024-2027 STIP, the Green Bay Urbanized Area TIP, is partially funded by a federal **Transportation Alternative Program (TAP) grant and is being managed through the WisDOT Local Program Agency.**

As part of the Green Bay Safe Walk & Bike Plan study, safety issues and connectivity deficiencies of the existing pedestrian accommodations were noted in and around the project area. Nearby pedestrian facilities terminate without correctly directing pedestrians to other safe accessible transportation features. The purpose of this project is to address these issues by providing pedestrian accommodations and ADA accessible curb ramps within the project limits to connect nearby existing facilities.

A major complexity of the project is a compressed design timeline due to the nature and schedule of the funding sources. The design was performed in a way that minimized real estate impacts to expedite the real estate acquisition process and keep the project on schedule to meet the tight timelines. Other coordination includes incorporating feedback heard throughout the public involvement process, coordination with the existing signaled pedestrian network at STH 29, and hazardous material concerns at a site of FEE acquisition.

The overall estimated project cost is \$1,500,000 and is scheduled for a letting date in September 2025.



MADISON AVENUE RECONSTRUCTION

MARINETTE, WI

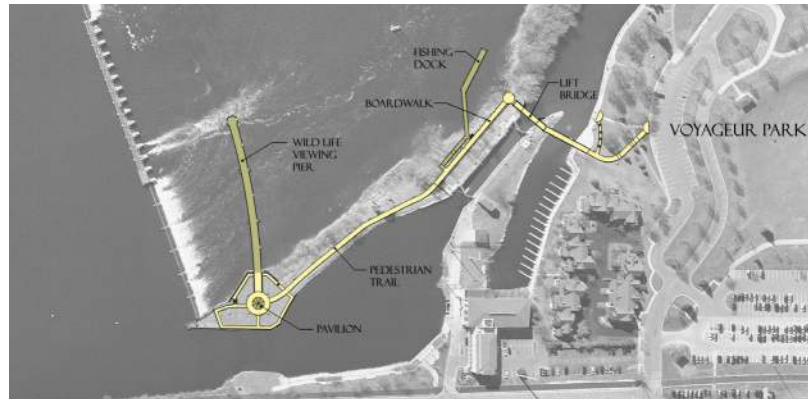
THIS PROJECT WILL RECONSTRUCT 0.3 MILES OF EXISTING ASPHALT ROADWAY AS PART OF THE WISDOT NE REGION LOCAL PROGRAM

The project includes 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 is also creating 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 planset. 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.

GRAEF is taking the design lead for both the roadway and utilities, and is working closely with the City in completing all of the following general tasks:

- Roadway and utility design
- Field surveys
- Agency and utility coordination
- Public involvement and outreach
- Environmental documentation
- Right of Way Plat
- WisDOT Design reports
- Final Review and QA/QC
- Electronic submittal to WisDOT

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.**



RIVERWALK AND WILDLIFE VIEWING PIER

DE PERE, WI



THIS PUBLIC RIVERWALK GIVES DE PERE RESIDENTS AND VISITORS THE PERFECT OPPORTUNITY TO TAKE A STROLL AND VIEW SURROUNDING WILDLIFE

GRAEF worked with the City of De Pere on this recreational project in De Pere's downtown. The idea for the project developed as a result of the Claude Allouez Bridge reconstruction project. This offered the opportunity to use portions of the old bridge for pedestrian access along the waterfront. GRAEF developed a master plan and assisted the City with preliminary design and securing funding support and regulatory approvals for this unique community project.

The project established a recreational walkway that provides for new public access to the Fox River north of the De Pere dam on Government Island adjacent to the De Pere Lock facility.

The project included the construction of a wildlife viewing pier within the corridor of the previous Claude Allouez Bridge, as well as the appropriate access facilities to reach the pier. The project included construction of two access bridges (fixed span and scissors bridge) over a private marina and Fox River channel, pedestrian trail, wildlife viewing pier, lighting, and security fencing. Approximate cost of the project is \$3.5 million.

PROJECT APPROACH

Project Understanding

It is our understanding that the purpose of the project is to design and construct a ten-foot-wide asphalt trail on the west side of Highway 57 between the intersection of Northwoods Drive to State Highway 42. The trail will be approximately three-quarter miles in length and, if space allows, will allow for future incorporation of asphalt pads for benches or exercise stations. The conceptual design plans show excavation and construction in both the roadway right-of-way and on private property.

The proposed scope of work includes design engineering services in accordance with current Wisconsin Department of Transportation (WisDOT) design standards including all necessary coordination, survey, public involvement, environmental investigations, utility and agency coordination, plans, specifications, and estimates (PS&E) for the project. The project involves Transportation Alternatives Program (TAP) funding and is being administered along with the WisDOT. All work shall follow the WisDOT's Facilities Development Manual (FDM) and the Sponsor's Guide to Non-Traditional Transportation Project Implementation (Sponsor's Guide). The project will be managed and let by the Village of Sister Bay (Village) and is anticipated to be constructed by a private contractor.

GRAEF staff completed a field visit of the proposed trail route on Friday, April 4, 2025, and noticed how this project provides the opportunity to link downtown to a growing residential area, as well as local businesses, including a children's center, pet clinic, and other lodging. Given the history of vehicle/pedestrian crashes along this stretch of Highway 57, the proposed trail will look to provide a safe, comfortable, and convenient method of travel for users of all ages, abilities, backgrounds, and incomes.

There appear to be specific challenges specific to this project that we are eager to work with the Village to overcome:

Project Timeline: We understand the Village's desire to construct the project as soon as possible, as there are safety issues that need to be addressed. Following the WisDOT and TAP processes requires public involvement, time for public comment, design and reports, time for agency review, consideration for real estate negotiation, and other tasks. We have developed a tentative design schedule that, while more aggressive than a "typical" WisDOT design process, allows time for the design, reports, and reviews necessary to construct the project in early 2027. Please note, this project timeline must be considered tentative and input from the Village of Sister Bay and WisDOT will be sought before solidifying the proposed project timeline.



Real Estate Impacts: Real estate acquisition of any kind is not an easy process. The Sponsor's Guide states, "Acquiring new ROW for projects utilizing federal/state funds is complicated and time-consuming, requiring no less than 12, but ideally plan for no less than 18 months in project schedule, from the time the plat is approved to the PS&E date." Property owners are proud and protective of their land. Their view or support of a project does not always align with a municipality's desire to construct it. GRAEF is sensitive to this dichotomy and will work to minimize real estate impacts, to the maximum extent practicable, while maintaining the intent and integrity of the project. While it is possible that real estate acquisition can occur sooner than the Sponsor's Guide's projected timeline, it should not be counted on and the entire project schedule should be considered tentative until additional information is known. This project team recently navigated similar concerns on another TAP project in the WisDOT NE Region, new sidewalk in the City of Green Bay, but we are unable to know at this time the exact timeline for real estate acquisition on this project.

Environmental Impacts: Door County, and the Village of Sister Bay in particular, cares about community aesthetics and the natural environment. It appears the preliminary design intended to follow an existing snow mobile path as best as possible. The final design will consider this, as well as effects on existing trees, landscaping, ditches, culverts, power poles, and other features to minimize environmental impacts and maintain the look and feel that makes the Village of Sister Bay a scenic, family-friendly gem in Northern Door County.



Project Approach

We at GRAEF are thrilled to have the opportunity to propose on the design engineering services for the Highway 57 Trail project in the Village of Sister Bay, Door County. The project team brings a wealth of experience working on WisDOT projects ranging from the Majors program to projects within the Local Program and Transportation Alternatives Program (TAP) like this project. GRAEF has been on the Roster of Eligible Engineering Consultants for decades and, along with our corporate office in Milwaukee, our recent WisDOT and municipal design expertise continues to increase significantly. Through our work with WisDOT, GRAEF has valuable experience in completing the PS&E process and preparing projects for bid. GRAEF has worked on other TAP projects and is currently in the final design phase of one such project, Project ID: 4987-14-00 Manitowoc Road Sidewalk in the City of Green Bay.

Our staff has the availability to begin the project immediately upon notice to proceed and complete the project in the required design schedule. The project will include the following key components: data collection, public involvement, utility coordination, trail design, right-of-way plat, and PS&E submittal. GRAEF specifically identified and selected team members for this project based on their previous experience with trail projects and their expertise in delivering projects within the WisDOT NE Region Local Program model utilizing the Sponsor's Guide and using TAP funds. We understand the responsibility that comes with utilizing these TAP funds and are committed to ensuring they are used effectively and efficiently to achieve project goals. We also understand the comfort and trust that comes with working with consistent team members, so we commit to maintaining our design team throughout the entire project.

Led by our Project Manager, Adam Krieger, our staff is knowledgeable in the design of trails and transportation alternatives, public involvement, agency and utility coordination, permitting, and all the ancillary components necessary to complete a successful project. Both Christine Pichler and Brian Engles have extensive WisDOT and trail design experience. Craig Hansen, the GRAEF Green Bay office manager, will oversee the survey and plat/right-of-way activities. Greg Rainka, Terracon, brings a wealth of WisDOT project experience in Door County. Andrew Schultz, with nearly 20 years of diverse transportation project background, will be overseeing the quality control process to ensure expectations are continually met for the Village. Our goal is to produce an accurate set of plans, plat, and other PS&E documents, while maintaining the required time frame and budget for this project.

We are excited about the possibility of continuing our relationship with the Village of Sister Bay, having recently performed landscape architecture, site civil, mechanical/electrical/plumbing, and structural design services for the Door County Medical Center – Sister Bay Clinic across the street from this project. The project team knows the area, is vested in the community and the outcome of this project and is committed to upholding the excellent level of service the Village of Sister Bay expects and deserves.



Scope of Work

For this project, GRAEF proposes to provide the following Basic Services, in general accordance with the Village's Statement of Qualifications dated March 24, 2025, and the WisDOT Sponsor's Guide to Non-Traditional Transportation Project Implementation, January 2025:

Project Management

- Participate in initial meeting with the Village, to discuss methodology, schedule, and overall goals and objectives. Attend one kickoff meeting, in-person.
- Participate in kickoff/scoping meeting with WisDOT to confirm tasks, submittals, and schedule as required by WisDOT – virtual.
- Participate in quarterly conference call check-in meetings – virtual.
- Provide overall coordination of the project with the Village, WisDOT Local Program Project Manager, other Village consultants involved in the project, and other shareholders.
- Prepare and submit notification and coordination letters to affected utilities. Participate in one all-utility coordination meeting – virtual.

Survey and Data Collection

- Set horizontal and vertical control within the project area.
- Perform a full topographic survey and process data in WisDOT format.
- Perform a utility survey within the Topo/DTM survey limits.
- File a Digger's Hotline locate request for public and private utilities.
- Provide a survey that provides information necessary for the preparation of legal descriptions and exhibits detailing acquisitions that might be needed.

Preliminary Design

- Prepare preliminary trail alignment, profile, and cross-sections.
- Lay out new curb, culverts and culvert extension, and necessary storm sewer elements.
- Identify additional right-of-way, permanent easements, and temporary easements needed and coordinate inclusion in the right-of-way plat or acquisition exhibits.
- Submit 30% preliminary design documents and cost estimate to Village & WisDOT for review.
- Revise preliminary alignment, profile, and other elements per Village & WisDOT comments.
- Prepare preliminary plan sheets to include the following:
 - o Title Sheet
 - o General Notes and Abbreviations Sheet
 - o Project Overview
 - o Typical Section Sheet
 - o Removal Plan Sheets
 - o Plan Details Sheets
 - o Alignment Diagram Sheet
 - o Plan and Profile Sheets
 - o Cross-Sections Sheets
- Submit 60% plans and 60% cost estimate to WisDOT and Village for review.
- Revise drawings per review comments.

Right-of-Way, Legal Descriptions, Plat

- Prepare legal descriptions and exhibits for use in acquiring Temporary Limited Easements, Permanent Easements, and/or Fee takings.
- Obtain title searches necessary to determine the existing right-of-way, approximate property lines, existing easements, and current ownership as listed in the title reports.
- Prepare Plat or Acquisition Exhibits.
- Field locate and temporarily mark the new right-of-way and easement boundaries to facilitate appraisal of all affected parcels.
- Monument new right-of-way boundaries.

Final Design

- Finalize design of alignment, profile, storm sewer, and other elements.
- Prepare 90% plan sheets to include the following:
 - o Title Sheet
 - o General Notes and Abbreviations Sheet
 - o Project Overview
 - o Typical Section Sheet
 - o Removal Plan Sheets
 - o Plan Detail Sheets
 - o Curb Ramp Detail Sheets (Country Walk Drive & Gateway Drive)
 - o Alignment Diagram Sheet
 - o Traffic Control Plan
 - o Pavement Marking & Signing Plan
 - o Erosion Control Plan
 - o Miscellaneous Quantity Sheets
 - o Plan and Profile Sheets
 - o Storm Sewer Sheets
 - o Cross-Sections Sheets
 - o Construction Detail Sheets
- Submit 90% plans and 90% cost estimate (pre-PS&E) to WisDOT and Village for review.
- Revise drawings per review comments.
- Coordinate with DNR on permitting for grading/stormwater management, if applicable. A General Permit is anticipated.

Meetings

- Attend three progress/plan review meetings with the Village staff and WisDOT. One (1) meeting is included at 30%, 60%, and 90% completions, respectively – virtual.
- Attend one (1) Utility Coordination Meeting – virtual.
- Attend one (1) Real Estate kickoff meeting with Village and WisDOT staff – virtual.
- Prepare exhibits for one and attend (1) Public Informational Meeting (PIM)

Design Reports

- Prepare the following reports per WisDOT requirements:
 - o Design Study Report
 - o Traffic Management Plan (TMP)

Agency Coordination and Environmental Documentation

- Prepare notification and coordination letters to Native American groups, to be sent by WisDOT Project Manager.
- Complete “abbreviated” Phase 1 Hazardous Materials Assessment.
- Coordinate with WisDOT on Categorical Exclusion Checklist (CEC) requirements.
- Coordinate with other agencies; THPO, SHPO, USFWS, DNR, and others related to information required for the CEC.
- Prepare CEC Checklist.
- Prepare required PIM info, exhibits, maps, figures and tables for CEC.
- Submit CEC to WisDOT for review and approval.

Plans, Specifications, and Estimates (PS&E)

- Prepare Project Manual including any Village front-end specifications. WisDOT Standard Specifications will be referenced for the work items. Other State and Federal requirements will be included or referenced per the Sponsor’s Guide.
- Prepare necessary Special Provisions
- Project Plans (signed and sealed)
- Engineer’s estimate
- Prepare the following other PS&E / Sponsor’s Guide documents:
 - o Plan Letter
 - o Preliminary Engineering Checklist
 - o Local Project Utility Coordination Task List
 - o Utility Status Report
 - o Certificate of Right-of-Way
 - o Construction Bid Letting Checklist
 - o Locally Let Contract Document Checklist
 - o Project Proposal Certificate
 - o Request to Advertise
- Compile and submit all PS&E documents to Village and WisDOT, as needed.

We have made the following assumptions in preparing this proposal:

- A recent survey is not available to share with GRAEF, thus we will perform a topographic survey of the project corridor and is included in our fee.
- The Village will perform real estate acquisition separately from this contract.
- Normal waterway, wetland, and grading permitting is needed through DNR as a “municipal” project.
- A Determination of Eligibility or assessment of effects to historic properties will not be needed. (The Sister Bay Visitor Center is a relocated schoolhouse. Generally, relocated buildings are not eligible for the National Register.)
- An “abbreviated” Phase 1 Hazardous Materials Assessment will fulfill the requirements of the CEC process.

At your written request, GRAEF will provide a scope and fee for other Additional Services. Other Additional Services may include, but are not limited to:

- Hazardous Material Assessments, outside of the “abbreviated” Phase 1 Hazardous Materials Assessment (Per FDM Chapter 21 – Hazardous Materials Investigation)
- Determination of Eligibility or assessment of effects to historic properties
- Prepare documents for and attend a second Public Involvement Meeting
- Assistance with real estate acquisition services
- Wetland delineation
- Bidding assistance
- Construction engineering services

For this Project, it is our understanding Client will provide the following services, items and/or information:

- Wetland delineations, including DNR confirmation, if available
- Topographic survey, if available
- Geotechnical investigations and/or soil boring information, if available
- Real estate acquisition
- Payment of any necessary design and construction permit fees

Data Collection and Survey

Surveying is not just about measuring land; it is about creating the foundation that supports the entire design and engineering process. The field survey will cover all topographic features necessary to create a CAD basemap to complete an efficient and successful project. Utility facility maps will be used to verify utilities marked by Digger’s Hotline and those surveyed by the team. Those utilities not marked in the field are drawn in a separate CAD file in their approximate location and verified later. With the team’s past survey history on WisDOT and other municipal projects, GRAEF will start the project on a solid foundation and move forward with confidence.

Agency Coordination and Environmental Documentation

Agency coordination and environmental documentation are key factors required to provide a timely and complete design process. The Village, WisDOT, and other regulatory agencies will have input and requirements for consideration with regards to the trail construction. Input must also be sought from agencies having potential jurisdiction or comments on the project, such as the Wisconsin Department of Natural Resources, U.S. Fish and Wildlife Service, and Native American Tribes. GRAEF has an excellent working relationship with the local staff from these agencies due to our extensive project history. Our familiarity and trusted relationships allow us to anticipate what they need to expeditiously discharge their regulatory responsibilities – this will allow our team to keep the project on schedule.

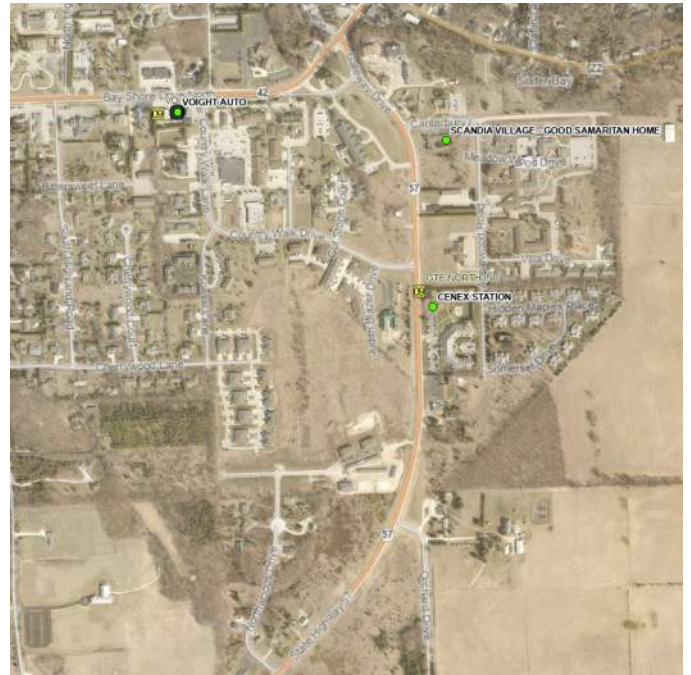
Hazardous Materials: A review of the DNR website has found multiple “closed” Leaking Underground Storage Tanks (LUST) sites near the project area, as well as another location of interest. WisDOT NE Region allows for an “abbreviated” Phase 1 Hazardous Materials Assessment to be conducted in certain circumstances; and GRAEF’s preliminary review indicates this project is a candidate for such consideration, potentially saving the Village time and money. Additional research and coordination with WisDOT will provide information to help determine the potential for contamination within the proposed project limits and assist with evaluating potential environmental liability.

Section 106 / Archaeological and Historical Surveys: This project is not eligible to be included on the WisDOT Section 106 Screening List for archaeology or history; therefore, Greg Rainka (Terracon) will perform a review of the project corridor in accordance with FDM Chapter 26 – Cultural Resource Preservation.

Tribal Historic Preservation Office (THPO): WisDOT sends project notification letters to tribes for projects that have state funding or oversight. GRAEF will prepare the project notification email and letters, required to be sent by the State, and incorporate any responses into the Environmental Document, as it has done on many other similar projects.

U.S. Fish and Wildlife Service (USFWS): A preliminary search of the USFWS Information for Planning and Consultation (iPac) site shows no critical habitats and “no effect” for some species, but additional coordination must occur during final design to determine if the project may have effects on all listed species near the project corridor. USFWS guidance is continually updated on how to mitigate impacts for varied species and the GRAEF team is proficient in implementing those options.

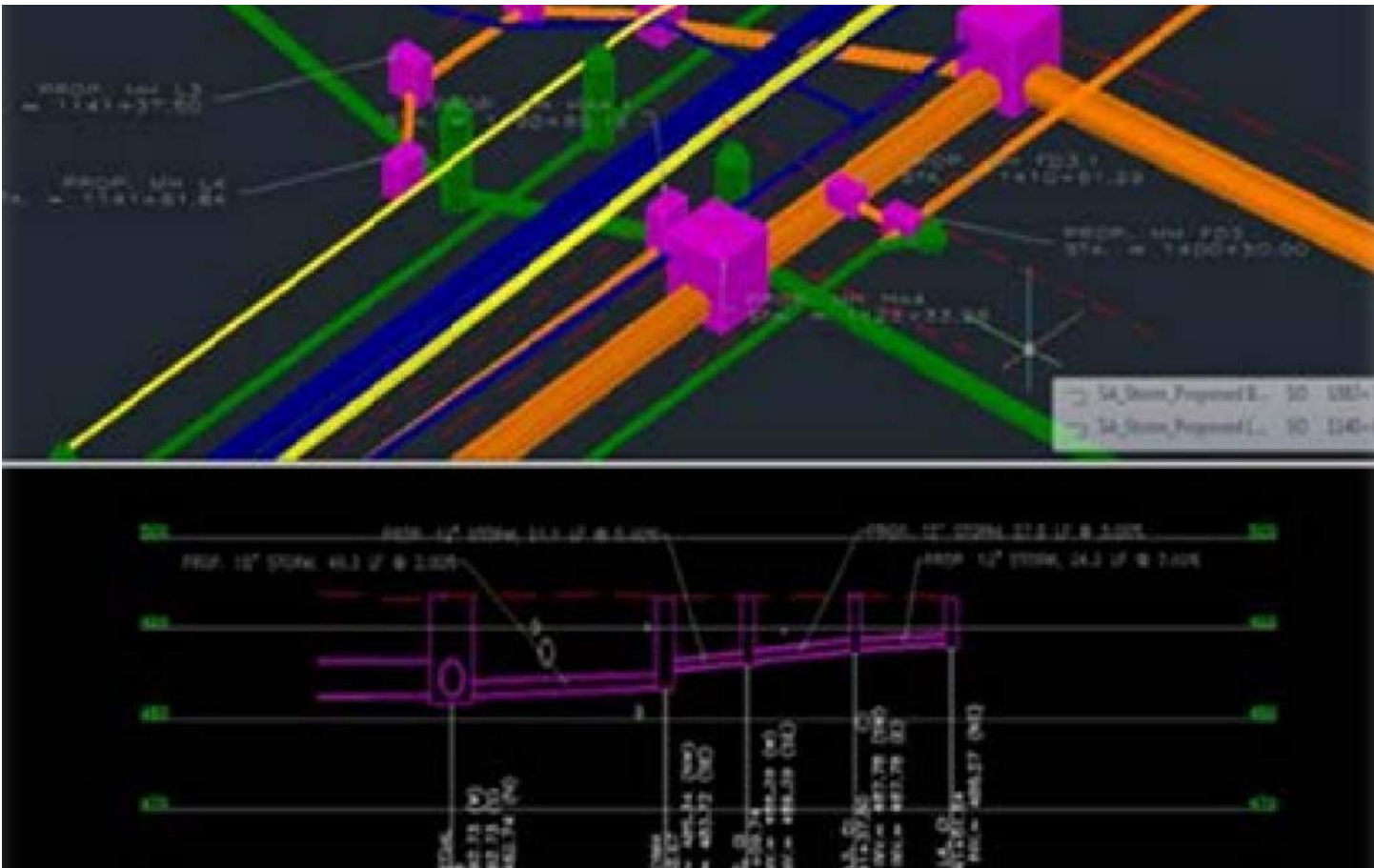
Wisconsin Department of Natural Resources: DNR wetland mapping shows no wetlands located along the project corridor. GRAEF staff will coordinate our efforts with the DNR to verify wetland delineation is not required for the project. Locally let non-traditional projects are not eligible for DNR concurrence through the WisDOT/DNR cooperative agreement and are subject to DNR permitting. Coordination with the DNR will begin early and continue throughout the design process. This relates to threatened and endangered species, stormwater management, sediment & erosion control, permitting and any other environmentally sensitive issues. Initial review and final concurrence will be obtained for the project, as well as a Transportation Construction General Permit (TCGP).



Utility Coordination

The GRAEF team has experience performing utility coordination in accordance with the WisDOT Guide to Utility Coordination, specifically within the local program. Utility coordination will be done based on facility maps provided by utility companies and topographic survey collected by our survey crews. The survey will identify all existing private and public utilities in the vicinity of the project. All known utility companies in the area will be provided a copy of the survey to verify the location of their facilities. Our scope of work will also include notifications to utilities explaining the project and potential conflicts, utility coordination meetings, and utility relocation work plan approval.

GRAEF’s 3D modeling techniques will help minimize potential utility conflicts. It is important to provide early but accurate information to the utility companies so that any necessary redesign efforts do not extend the utility work plan approval timeline. GRAEF understands the need to frequently touch base with utilities and will schedule one-on-one meetings as needed to keep the project moving forward smoothly. Our proposed design schedule ensures all utility coordination is completed prior to the Final PS&E date. Though utility relocations may likely be avoided on this project, if some are required such as power poles, we will work with the utility company to relocate facilities prior to construction. If relocations are necessary during construction, the utility special provisions will clearly identify these locations. This will help minimize confusion and conflicts between the utility company and general contractor during construction, reducing costs and keeping the project on schedule.



Public Involvement

Public involvement is not only a requirement, but an essential component of every TAP project, as the local community needs to feel and be heard. It will be especially important on this project given the passion and involvement of Village residents. GRAEF will begin the public involvement effort by developing an outreach and communications plan, to be approved by the Village of Sister Bay, which is right-sized and appropriate for the community and this project. We will follow WisDOT established public involvement rules and best practices (Chapter 6 of the FDM) while working with the Village to tailor those practices to this asphalt trail project.

GRAEF has a history of blending several outreach techniques to create the best fit for each individual project. The following are tested options of successful public involvement that would be appropriate for the Highway 57 Trail project.

Local Officials Meeting: This meeting would be held for the Village of Sister Bay prior to the first public involvement meeting to address and discuss any concerns before presenting the preliminary plans, potential real estate impacts, and anticipated schedule to the public. The stakeholders and target audience would be Village employees, elected officials, and first responders. This meeting will solidify understanding, support, and enthusiasm for the project.

Public Involvement Meeting(s): The first public involvement meeting takes place after preliminary plans are developed, to give the public a better understanding of the scope of the project, right-of-way impacts, and the anticipated project schedule. A presentation and open-house format early in the process will continue fostering community ownership in the plan. Citizen feedback forms would be utilized. Social media outreach is an option, if the Village feels this is appropriate. Environmental justice outreach must also be considered as part of the Environmental Document process. A second public involvement meeting COULD be held closer to construction to discuss more specific construction activities, logistics, and timelines.

Property Owner Meetings: We know the proposed trail is going to have impacts on the properties along the west side of Highway 57. GRAEF will meet with individual property owners along the corridor to hear their concerns with regards to access and impacts; and we will work to find an acceptable solution during the design process.

“In This Together” Communication: Written communication (such as newsletters, surveys, emails, or letters) is important for delivering and receiving a consistent and clear message. GRAEF recognizes that not all stakeholders may be able to access project information electronically or may not be English-speaking. Our team has a history of utilizing alternative communication and collaboration methods for these stakeholders. We also have experience creating project websites to keep the public informed of project information and progress. GRAEF will assist the Village with the preparation of all displays, handouts, agendas, meeting minutes, comment forms, and action items for follow-up activities. All communication will foster an “In This Together” message and use non-technical language so the public is able to easily understand the project impacts and appreciate the long-term benefits of the construction activities.



Trail Design

The preliminary design plans that accompanied the March 24, 2025, project solicitation indicate the desire for, along the west side of Highway 57 between Northwoods Drive and Highway 42, a ten-foot-wide asphalt trail with a one-foot gravel shoulder on each side of the trail. The final trail design will incorporate design aspects from the WisDOT FDM, Federal Highway Administration (FHWA) guidance on multimodal networks, and other statewide bicycle and multimodal guidance.

Two general components of the Highway 57 trail design are the horizontal and vertical alignments. Design will look to minimize, to the maximum extent practicable, impacts to existing ditches, culvert pipes, storm sewer inlets, trees, landscaping, power poles, access driveways, and other physical features. Some ditch culvert pipe will likely need to be modified, and new culvert pipe will be required to maintain existing drainage patterns. The final design will also look to follow the existing vertical grades as much as possible to minimize earthwork and right-of-way impacts. The project will incorporate aspects of the preliminary plans, while taking a more detailed look at the design after analyzing the existing topography and physical features, listening to public feedback, and working collaboratively with the Village to determine the best overall horizontal and vertical layout of the Highway 57 Trail.

Generally, multimodal trails should be constructed to match the existing topography as closely as possible, while trying to maintain longitudinal slopes of 5% or less. The cross slope of an asphalt trail should be between 1% and 2% to ensure proper drainage while maintaining accessibility, with a maximum of 2% allowed by ADA standards. Given the desire to improve safety in this corridor, the design will look to incorporate concrete and ADA curb ramps with detectable warning fields at the intersection of Highway 57 with Country Walk Drive, the driveway access to Birchwood Lodge, and Gateway Drive. There are already ADA curb ramps that can be linked to the trail at Cherrywood Lane and Highway 42. These warning fields assist people of all ages and abilities and allow them to see and feel the upcoming conflict point with vehicular traffic, providing additional warning and safety throughout the corridor.

Erosion control measures will be carefully considered during the design phase to protect sensitive features and minimize impacts to the natural environment and private property.

Standard reports that are required to be completed by the design engineer:

Design Study Report (DSR): A Design Study Report is generally required for projects in the transportation improvement program. The purpose of the DSR is to document the decisions and rationale for decisions in the development of an improvement project. The DSR, at a minimum, shall address the proposed design criteria and the geometric/safety aspects to be addressed by the project improvements. The final DSR is submitted after the approval of the environmental document and must be approved before the real estate acquisition process can begin.

Transportation Management Plan (TMP), Traffic Control & Access: A Transportation Management Plan is generally required as part of the DSR and will be developed in accordance with FDM requirements for this project. The TMP will address any construction staging, traffic control, access, and any other impacts, including mitigation measures. It is expected that Highway 57 and side roads will be open to traffic throughout construction, with the potential for roadway shoulder closings. A key focus of the traffic control plan will be maintaining access while providing the largest work zone available to the contractor to expedite project construction.

Right-of-Way, Legal Descriptions, and Plat

Real estate involves the acquisition of right-of-way (R/W), such as the acquisition of access rights, temporary limited easements (TLE), permanent easements, and permanent fee acquisition. The preliminary design drawings (dated 2024-12-19) that accompanied the Village's SOQ request for this project show the proposed trail abutting or outside of the roadway right-of-way, thus real estate is anticipated throughout the project corridor. Acquiring any sort of R/W for projects utilizing federal/state funds is complicated and time-consuming. The Sponsor's Guide states, "Acquiring new ROW for projects utilizing federal/state funds is complicated and time-consuming, requiring no less than 12, but ideally plan for no less than 18 months in project schedule, from the time the plat is approved to the PS&E date." Our preliminary project schedule shown in this proposal shows an expedited timeline for R/W acquisition, but the project can still be completed within the TAP schedule if R/W acquisition takes longer than that.

The design will look to minimize right-of-way impacts. Modifying or affecting utilities, property lines, landscaping, and trees can quickly increase stakeholder dissatisfaction and project costs. Temporary Limited Easements will be considered, where possible, but permanent easements or fee acquisition are likely to be needed on this project.

A right-of-way plat or acquisition exhibits will be developed, depending on the associated impacts of the final design of the trail. Real estate subconsultants must be brought on board (outside of this scope and fee) to perform the work necessary to secure the needed real estate interests for the project. We understand the importance of coordination between plat preparation and real estate acquisition to make it an efficient process. All real estate will need to be acquired, and the R/W certification approved prior to the Final PS&E date. The GRAEF team has recent experience working on a TAP project with expedited real estate needs and successfully navigated the process to keep the project on schedule.



Quality

Our team understands that a successful Quality Program is required to ensure the goals of every project are achieved. GRAEF will incorporate an Independent Review Staff (IRS) of qualified engineers and construction inspectors, not associated with the design, to review the plans throughout the design process to verify that the design is feasible and constructable, while ensuring quality is achieved. The primary reviewer for the project will be Andrew Schultz, who has nearly 20 years of experience in roadway, trail, and other alternative transportation design. His involvement in past trail and WisDOT NE Region projects will ensure consistency and a high-quality design that you expect and deserve.

DESIGN QUALITY ASSURANCE WORKSHEET - 90% PLAN

GRAEF

Project ID		Highway:		DOT PM:	
Improvement Type		County:		Project Leader:	
		Limits:			

SEC 01	30	60	90	GENERAL	ACCEPT	INITIALS	COMMENTS	
01.01	30	60	90	Ensure that all areas of the project are covered by the typical sections.				
01.02	30	60	90	Ensure we have typical sections for mainline, ramps, and side roads.				
01.03	30	60	90	Combine or limit the number of typical sections to the extent possible.				
01.04	30	60	90	Ensure typical sections are labeled with bid items				
01.05	30	60	90	Ensure that the north arrow orientation and graphic scale are correct on all sheets				
01.06	30	60	90	Attempt to have all station and other formatting consistent				
01.07	30	60	90	Ensure that all of the slopes within the clear zone meet the required criteria.				
01.08	30	60	90	Ensure clear zone requirements are met. (ex. riprap is not considered traversable in the clear zone.)				
01.09	30	60	90	Ensure that offsets and elevations on cross sections are accurate				
01.10	30	60	90	Ensure there are cross sections at areas of interest (beam guard widening, driveways, transitions, culvert pipes etc.).				
01.11	30	60	90	Ensure that slope intercepts are shown and labeled accurately in plan & profile and in cross sections and that they are updated and accurate.				
01.12	30	60	90	Adhere to standard design elements, materials and equipment.				
01.13	30	60	90	Avoid using non-standard equipment or material				

Schedule and Availability

GRAEF has immediate availability to begin work and deliver the Highway 57 Trail project design so that it can be implemented within the 2024-2028 TAP grant funding schedule. A preliminary schedule has been developed that is considered reasonable and, at times, assumes an aggressive design timeline and review of submittals by approving agencies. This schedule is all-inclusive related to public involvement, reports and agency approvals, utility coordination, real estate coordination, and PS&E submittals. The schedule proposed for the Highway 57 Trail 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.

Please see the “Staff Workload and Availability” section of this proposal for additional information.

Task	Date
Notice to Proceed	June 2025
Operational Planning Meeting	July 2025
Public Involvement Meeting	August 2025
Environmental Document (CEC)	October 2025
Pre-DSR Meeting (60% Review)	November 2025
Preliminary Road Plan	December 2025
Design Study Report	December 2026
Acquisition Legal Descriptions & Exhibits	January 2026
Pre-PS&E Meeting (90% Review)	November 2026
Request to Advertise	January 2027
Project LET (local, by Village)	March 2027
Pre-Construction Meeting	April 2027

* This project timeline must be considered tentative, and input from the Village of Sister Bay and WisDOT will be sought before solidifying the proposed project timeline.

Project Outcomes

GRAEF is confident that our team will provide the best value to the Village of Sister Bay when considering all aspects of this proposal – fee, project management, public involvement, technical expertise, report writing, communication, support and guidance of the WisDOT Local Program process and the Sponsor’s Guide to Non-Traditional Transportation Project Implementation. We look forward to serving the Village of Sister Bay by performing the engineering tasks so that the Highway 57 trail will be built, and the Village can benefit from the following enhancements:

- **Safety:** Eliminate fatal and severe injury crashes involving pedestrians, bicyclists, and other vulnerable roadway users.
- **Equity:** Ensure that people of all ages, abilities, backgrounds, and incomes have access to an active transportation alternative.
- **Active Mobility:** Increase the number of people who walk, bike, and use alternative transportation for a variety of trip types throughout the year.
- **Connectivity:** Create a safe, comfortable, and convenient transportation alternative that connects vibrant downtown Sister Bay with other areas of the community.
- **Encouragement:** Promote alternative transportation use to support healthy lifestyles and the local economy, which will improve the overall quality of life in the community.

PROJECT FEE

PROPOSED FEE SCHEDULE

Based on GRAEF's hourly rate schedule, with a not-to-exceed cost as noted below, including subconsultants and incurred reimbursable expenses:

Total Fee: \$246,900 NTE

TASK	HOURS	FEE
Survey and Data Collection	172	\$22,300
Public Involvement	80	\$12,300
Agency Coordination & Environmental Document (CEC)	202	\$45,400
Utility Coordination / Work Plan Approval	114	\$16,800
Geometric Design / Plan Set	387	\$54,800
Right-of-Way, Legal Descriptions & Plat	186	\$35,300
Reports and Construction Cost Estimates	115	\$17,500
PS&E Documents	127	\$20,600
Project Management, Meetings & Quality Control	138	\$21,900
TOTAL	1521	\$246,900

*This Total Fee includes the costs for subconsultants related to architectural/historical investigations, real estate title searches, and geotechnical investigations/soil borings.

*Reimbursable expenses are anticipated to be minor, expected to include only vehicle mileage, printing and postage, and have been included in the above estimate.

PROPOSALAPRIL 11
2025

PROFESSIONAL DESIGN ENGINEERING SERVICES

**STH 57 TRAIL
Northwoods Drive to STH 42**

Transportation Alternatives Program (TAP)

Project ID 4610-00-00/70

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McMAHON
ENGINEERS ARCHITECTS

CORPORATE PROFILE

Section 1

COMPANY OVERVIEW

McMahon Associates, Inc. (McMahon) is an established engineering, architecture and consulting firm with more than a century of experience.

We began in 1909 serving the Wisconsin Fox Valley and since then have expanded our reach to work with clients and projects across the country and even around the world. Our firm is headquartered in Neenah, Wisconsin with offices in Illinois and Indiana.

As our company expands and evolves, we remain true to our core principles that have defined us for more than a century: outstanding service, unparalleled client satisfaction and building relationships that last. We are proud of the strong reputation we have earned among our clients and long-term partnerships we have developed.

Your time is valuable, and resources are limited. McMahon, through this project will become an extension of your staff. Our Team members have been involved with these types of projects many times before and understand the Wisconsin Department of Transportation's (WisDOT) and the Village of Sister Bay's perspective of requiring timely solutions for a reasonable fee. We bring that experience to the project to help you make creative, timely and informed decisions. McMahon's Transportation Design Team is highly regarded and has a solid list of recommendations from WisDOT, counties and municipalities for its work ethic, attention to detail, and the capability of producing cost effective design solutions.

TRANSPORTATION ENGINEERING & RELATED SERVICES

Our Transportation Design Team is part of our Environment & Infrastructure Group which consists of 23 engineers, 12 engineering technicians and 6 registered land surveyors. With decades of combined experience, in design and construction oversight of state and federally funded projects, our Team has intimate knowledge of WisDOT design requirements. McMahon has a history of providing design and construction services on projects that are similar in scope to the STH 57 Trail project. McMahon has successfully designed many similar projects under WisDOT guidelines in which McMahon staff worked closely with local officials from the initial design through the completion of construction.

The McMahon Design Team provides the following attributes that will be critical to the success of the Village of Sister Bay's STH 57 Trail project:

- Extensive experience working with the WisDOT Local Program.
- Familiarity with doing design and construction projects in urban areas.
- Familiarity with Sponsor's Guide to Non-Traditional Transportation projects.
- Experience with Transportation Alternatives Program (TAP) funded projects.
- Familiarity with WisDOT FDM and PS&E process.

TRANSPORTATION ENGINEERING & RELATED SERVICES

- Familiarity with WisDOT Right-of-Way Plats and TPP Process.
- Project Management Skills.
- Experience with public involvement and stakeholder coordination.
- Ability to provide the resources to complete the project within the required timeline.
- Knowledge and experience with urban roadway design and construction staging.
- Urban stormwater design and hydraulics.
- Ability to provide thorough constructability reviews and quality control with experienced design staff.
- Ability to provide experienced project management staff.
- Ability to coordinate with local utilities in accordance with the WisDOT Utility Coordination Manual.

PROJECT UNDERSTANDING & PROJECT APPROACH

Section 2

The Village of Sister Bay has received federal funding for the STH 57 Trail project through the WisDOT TAP funding program. The following Project Approach is based on our previous experience with the design and construction of TAP projects, our understanding of the WisDOT Sponsor's Guide for Non-Traditional Transportation projects, and experience working with the WisDOT Local Program. In addition to our TAP project experience, McMahon has also completed Carbon Reduction (CRP) funded projects and Congestion Mitigation and Air Quality (CMAQ) funded projects. The CRP and CMAQ programs also require a thorough understanding of the Sponsor's Guide procedures.

TOPOGRAPHIC SURVEY & RIGHT-OF-WAY COMPUTATIONS

The primary elements to be located as part of the survey includes existing utilities existing right-of-way monumentation, sidewalks, traffic control signs and pavement marking, existing streetlighting system, driveways and curbs, and building faces. Aerial photographs will be included on the base sheets. The existing right-of-way will need to be computed to determine if portions of the proposed improvements can be accommodated within the existing right-of-way. Accurate locations of the right-of-way and utilities (aboveground and underground) are critical for estimating the impacts of the project and determining potential costs.

ENVIRONMENTAL DOCUMENTATION & AGENCY COORDINATION

Based on the current scope, the project should qualify for a Category Exclusion Checklist (CEC) document submittal due to the size of project and nature of the work. The following are key items that need to be addressed as part of the document.

SECTION 106 – McMahon will submit a request for the project to be added to the screening list for both archaeological and historical resources. It is our opinion that the project may not qualify for the screening list for archaeology due to the amount of land disturbance. In addition, the old school house marker at the corner of STH 42 and STH 57 may be considered a historical resource. If that is the case, State Historic Preservation Office (SHPO) will require that surveys be conducted by a professional historian and archaeologist. The McMahon Team includes subconsultants for history and archaeology surveys. If these services are required, a separate proposal will be submitted.

SECTION 4(f) – If historical resources are identified during the Section 106 process, they will also be considered as a potential protected resource under Section 4(f) of the Code of Federal Regulations. If it is determined that a formal Section 4(f) or de minimis 4(f) evaluation is required, a separate proposal will be submitted for these services.

ENDANGERED SPECIES – The potential exists for the endangered Dwarf Lake Iris to be present within the project area. Coordination with the Wisconsin Department of Natural Resources (DNR) and U.S. FWS will be needed to make that determination. If it is determined to be potentially present, the DNR will provide guidance in terms of additional investigations that may be required. If required, a separate proposal will be submitted for these services. The presence of this species has the potential to delay the project. Another protected species that may be present is the Northern Long Eared Bat. If present, this could affect the schedule for clearing and grubbing.

HAZARDOUS MATERIALS – Since the project involves excavation, a Phase I Hazmat investigation will be required for the entire project corridor. If contaminated soil is identified within the disturbance limits of the project, a Phase II investigation will be required by WisDOT. McMahon has in-house capabilities for completing this work. McMahon has reviewed the Wisconsin DNR Remediation and Redevelopment website on active and closed contamination sites. The compensation for the Phase I Hazmat is based on the two petroleum contaminated sites identified along the project corridor. A separate proposal will be submitted if a Phase II is required.

WETLANDS – Small areas of wetlands are anticipated and will need to be delineated and documented for the project. McMahon has three wetland delineators on staff including a DNR assured delineator.

EROSION & SEDIMENT CONTROL – Due to the proximity of the Bay of Green Bay, erosion and sediment control will be critical to the project. Best Management Practices (BMP) will be utilized to minimize sediment being discharged from the project site.

PUBLIC INVOLVEMENT – Public interest in the project is anticipated to be high due to being a primary entrance road to the Village. A public involvement plan will need to be developed to keep abutting property owners and the general public informed throughout the design process. A public information meeting will be required for this project.

DESIGN REPORTS

DESIGN STUDY REPORT (DSR) – This report will need to be prepared to document the design decisions made for the project. This report will be submitted along with the 60% plan for the project.

Key components for the DSR includes identifying existing encroachments and the proposed method for addressing them. It is anticipated that most encroachments will be allowed to remain in place. Also, any curb ramps required for the project will need to be identified with a feasibility analysis included regarding whether ADA requirements can be met.

TRAFFIC MANAGEMENT PLAN (TMP) – A TMP will be required to address how vehicle traffic and pedestrian traffic will be maintained. We anticipate that shoulder closures will be required to provide contractors room to work. If WisDOT determines that a detour route is required, a separate proposal for preparing a detour plan will be provided.

DESIGN, UTILITY COORDINATION & RIGHT-OF-WAY

DESIGN – This proposal is based on using the preliminary plan for the trail that the Village provided as part of their Request for Proposals as a general guideline for the project. The intent of the plan is to maintain the existing ditch along STH 57, while constructing the trail along the backside of the ditch. The design of the trail will need to follow the design guidelines provided in the Wisconsin Bicycle Facility Design Handbook and the WisDOT Facilities Design Manual.

UTILITY COORDINATION – Coordination with utilities will be critical to avoid potential delays. Utility coordination will be in accordance with the WisDOT Utilities Coordination Manual. Utilities will be notified of the project at the 30% and 60% milestone of the project.

RIGHT-OF-WAY – The Village contacted the property owners along the project during the preliminary design process. The original concept was to place the trail on private property adjacent to the state right-of-way. If the property owners were opposed to having the trail on their properties, the trail was shifted into the right-of-way. It is anticipated that either a temporary limited easement or permanent limited easement will be required from each property adjacent to the trail. A right-of-way plat will be required and will be prepared in general conformance with the WisDOT Facilities Design Manual.

COORDINATION WITH VILLAGE STAFF - To keep the Village involved throughout the design process we recommend meeting with the Village at the 30%, 60%, and 90% milestones of the design process. WisDOT Local Program staff could be invited to the review meetings as well.

CONSTRUCTION COSTS – McMahon prepares construction estimates in accordance with WisDOT guidelines. The bid letting data base in the WisDOT Estimator Program and Bid Express will be utilized. These data bases provide the most up to date historical costs for similar work which will aid the Village in budgeting for the project.

RIGHT-OF-WAY ACQUISITION

Right-of-way acquisition for the project will need to be completed by a WisDOT approved right-of-way negotiator and appraiser. We have included a separate proposal from Moss & Associates to provide these services. Steirro Appraisal, Inc. will perform the appraisal services. McMahon will coordinate with Moss & Associates throughout the acquisition process. Moss & Associates will contract separately with the Village.

FINAL PS&E & BIDDING

This project will be locally let. The final PS&E documents must meet the requirements of the Sponsor's Guide to Non-Traditional Transportation projects. The bidding documents will be prepared using McMahon's standard contract for municipal projects which will be modified to meet federal requirements.

SCHEDULE

It is our understanding the Village prefers to construct the proposed trail during the non-peak tourist season, i.e., in the fall and/or spring. Other issues that will impact the schedule are the various environmental factors identified in the Environmental Section of this Proposal and the length of the right-of-way acquisition process. In the Request for Proposals the Village notes that their ideal start time for construction of the trail is the fall of 2025. Unfortunately, that start date is not feasible due to the step by step design and approval process required for TAP funded projects.

Assuming a construction start date of late October 2026 (after the Sister Bay Fall Festival is over), and working backwards, the approximate due dates for the key design delivery milestones are as follows:

- September 16, 2026 Target Letting Date
- August 26, 2026 Latest Bid Ad Date (Min. 3 Weeks Prior to Letting Date)
- August 12, 2026 Obtain Permit from WisDOT for Work in STH 57 Right-of-Way
- July 15, 2026 Latest Date to Request Construction ID Authorization (Min. 6 Weeks Prior to Bid Ad) Date

WisDOT NE Region makes this request for authorization to WisDOT Central Office. All PS&E documents required by the Sponsor’s Guide for Non-Traditional projects need to be reviewed by the NE Region with minimal comments prior to this date.
- July 1 2026 All Real Estate Acquisitions Need To Be Completed By This Date
- June 17, 2026 Due Date for WisDOT Review/Comments of the PS&E Submittal
- May 20, 2026 Due Date for WisDOT NE Region to E-Mail the Various WisDOT Sections the PS&E Documents to Begin Review
- May 13, 2026 Submit All PS&E Documents
- January 1, 2026 Environmental Document, Design Study Report and Traffic Management Plan, and Right-of-Way Plat are approved. The Real Estate Acquisition Phase may now begin.

Note: The estimated schedule above can be met if the following factors occur:

- The project is added to the screening list for archaeology and history and a lengthy Section 106 process can be avoided.
- There are no endangered species identified that will require additional investigations.
- No Section 4(f) resources are identified.
- The right-of-way acquisition process does not encounter significant opposition. Note – Eminent domain cannot be used to acquire real estate for a trail project. This includes the temporary and permanent easements needed for the trail.

COST CONTROL MEASURES

McMahon will provide the following expertise and experience to help control costs for the STH 57 Trail project.

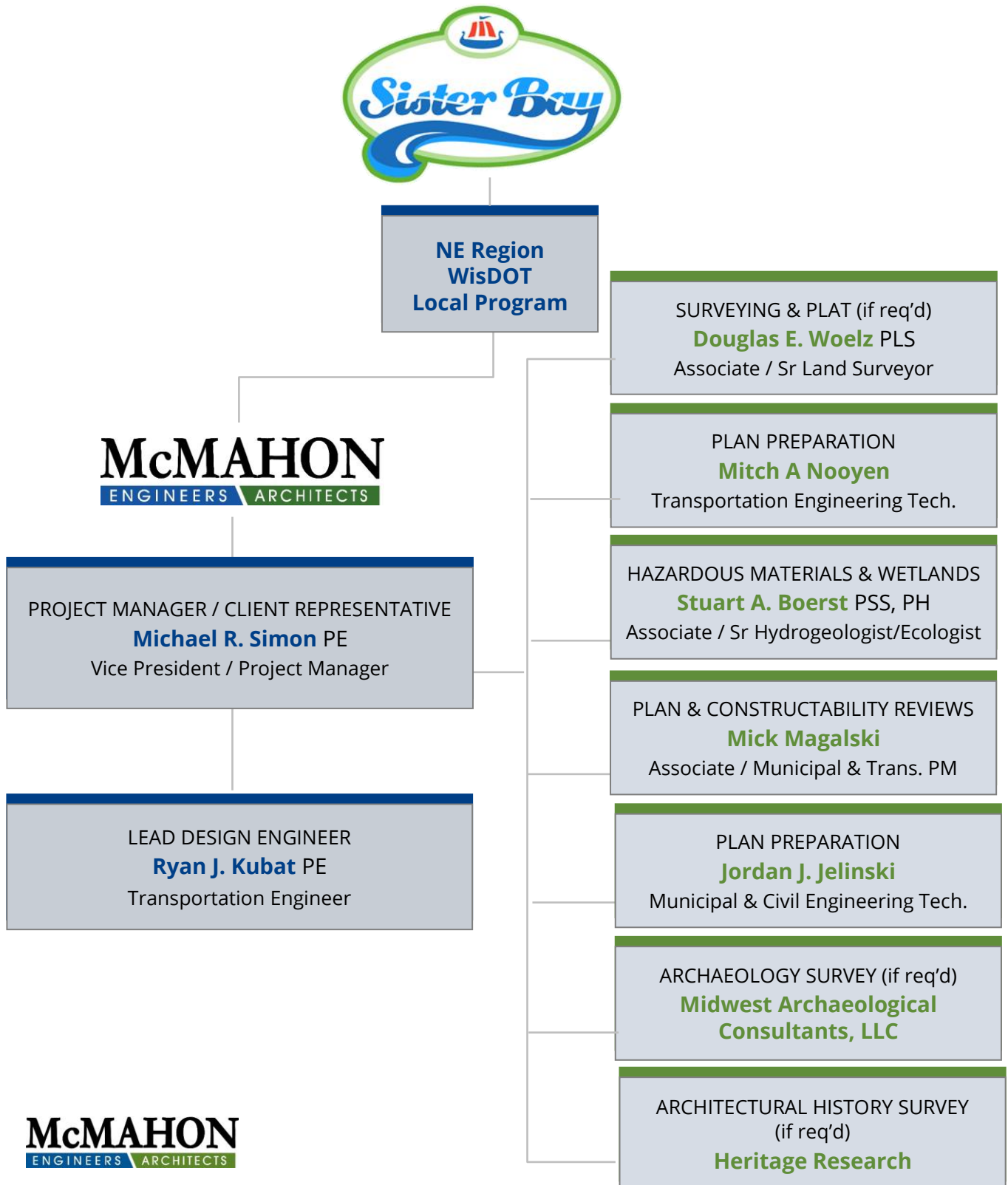
- THOROUGH UNDERSTANDING OF THE SPONSOR'S GUIDE TO NON-TRADITIONAL TRANSPORTATION PROJECTS - As detailed earlier, there is a step by step procedure that must be followed for a TAP project to progress in an efficient manner to avoid delays which add cost to the project.
- Experience with design and construction of trails and sidewalks within State owned right-of-way.
- FIRM UNDERSTANDING OF THE SECTION 106 PROCESS – The coordination with SHPO is a key element in terms of project schedule. It is important to design the project in a way that does not result in an adverse impact on historic resources, which would result in a delay in the project.
- THOROUGH CONSTRUCTABILITY REVIEW – McMahon's experienced construction staff will conduct a thorough review of the plans. This is key to minimizing the potential for change orders in the field.

TEAM ORGANIZATION

Section 3

STH 57 TRAIL PROJECT

An integrated team dedicated to bring your vision to reality



PROJECT TEAM

Section 3



MICHAEL R. SIMON, PE

Project Manager, Environmental Documents & Design Reports

VICE PRESIDENT / PROJECT MANAGER

Mike has over 30-years of Transportation Engineering experience for McMahon. As the head of the Transportation Department at McMahon, Mike has played a role in nearly every transportation project that McMahon has developed during his tenure. Mike's extensive experience has allowed him to complete all aspects of design reports, agency coordination, environmental documents and permitting, utility coordination, public involvement, and preparation of WisDOT PS&E process submittals. Mike is very familiar with all aspects of the WisDOT Local Program design process and procedures, including the WisDOT Facility Development Manual requirements, the WisDOT Standard Specifications, and the Sponsor's Guide for Non-Traditional Transportation projects. Over the course of Mike's career, he has been the Project Manager on three National Award Winning WisDOT project (STH 96 in Little Chute in 2003 and 2014 and STH 57 in Green Bay in 2015).



RYAN J. KUBAT, PE | Project Manager & Lead Designer

TRANSPORTATION ENGINEER

Ryan has over 12 years of transportation engineering experience. Over that time Ryan has gained valuable experience on both design and construction projects for WisDOT as well as for McMahon municipal clients. Ryan's experience with AutoCAD Civil 3D provides him with the ability to perform all phases of plan preparation from start to finish. Ryan's design experience includes full reconstruction projects as well as pavement rehabilitation projects.

Ryan has been the lead designer on both federally and locally funded road projects. Recent federally funded projects include the CTH CB Highway and Trail Project in the Town of Greenville, STH 42 in the Village of Egg Harbor and House Road and Allcan Road in the City of New London. Recent locally funded projects include the CTH CE Highway and Trail Project for Outagamie County and the City of Kaukauna, STH 57/32 in the City of Chilton, Calumet County, Church Street in Egg Harbor, Door County, and intersection of Calumet Avenue and South Rapids Road in the City of Manitowoc. Ryan's WisDOT construction experience includes both reconstruction and perpetuation projects. Ryan's ability to draw on his construction experience during the design process results in constructible and cost-effective highway designs.



MITCH A. NOOYEN | Plan Preparation
TRANSPORTATION ENGINEERING TECHNICIAN

Mitch has over 15 years of design and construction experience on WisDOT and municipal highway and street projects. Mitch provided design and construction administration services for federally funded TAP, CRP, and CMAQ projects on STH 42 in the Village of Egg Harbor. Mitch's design experience on these projects included preparing the plan details and quantities using WisDOT guidelines. During construction, in addition to working with the lighting contractor, Mitch also had to monitor the utility burial contractor to make sure utility conflicts were avoided.



DOUGLAS E. WOELZ, PLS | Right-of-Way Plat
ASSOCIATE / SENIOR LAND SURVEYOR

Doug has 29-years of experience in the surveying field and is a Professional Land Surveyor of the State of Wisconsin. His experience includes preparation of WisDOT Transportation Project Plat (TPP) and traditional right-of-way plats, highway relocation orders, right-of-way acquisition documents, permanent and temporary easements, mortgage releases, retracement of highway/railroad right-of-ways, preparation of preliminary and final subdivision plats, boundary surveys, certified survey maps, condominium plats, assessors plats, cemetery plats, ALTA/ACSM land title surveys, topographical surveys, retracement surveys, section corner re-establishment, flood plain surveys, writing of legal descriptions, research of public records, construction surveying and CAD operations. Doug has served as a project manager for many projects and is responsible for the coordination of multiple survey crews. He has developed skills in the evaluation of property deeds and existing physical evidence for determining title lines. He has extensive knowledge in the use of several surveying software programs to perform data collection, coordinate geometry calculations, coordinate transformations, and AutoCAD drafting.



JORDAN J. JELINSKI | Plan Preparation
MUNICIPAL & CIVIL ENGINEERING TECHNICIAN

Jordan has over 18 years of experience in the civil engineering field. This includes nine years for the City of Green Bay and 9 years at McMahon. Jordan specializes in both municipal and WisDOT plan preparation. This includes rural and urban highway and street design. This experience also includes underground infrastructure projects consisting of storm sewer, sanitary sewer and water main design. Jordan was a member of the design team for several of the WisDOT Local Program projects included with this proposal including N Water Street in New London, Omro Road in the Town of Algoma, Spencer Street in the Town of Grand Chute, CTH A in Winnebago County, North Avenue in the City of Sheboygan, and STH 42 in the Village of Egg Harbor.



STUART A. BOERST, P.S.S., P.H. | Hazardous Materials & Wetlands
ASSOCIATE / SENIOR HYDROGEOLOGIST / ECOLOGIST

Stuart is a Senior Hydrogeologist/Ecologist specializing in wetland and hazmat assessments. Stuart has prepared in excess of 400 Phase I hazmat reviews, approximately 100 Phase II investigations, and over 500 wetland delineations. Stuart also has extensive experience in wetland mitigation including wetland bank design, construction, maintenance and monitoring, prairie design/management, and soil evaluations for stormwater management.



MICK MAGALSKI | Plan & Constructability Reviews
ASSOCIATE / MUNICIPAL & TRANSPORTATION PROJECT MANAGER

Mick has 32 years of experience as a Design Engineer/Project Manager for transportation projects. Mick graduated from Northeast Technical College and joined McMahon at that time. He has been responsible for all phases of transportation projects with extensive knowledge of the WisDOT's PS&E process. Mick has been a Project Manager on multiple award winning WisDOT Design and Construction Projects. Mick has been consistently selected as a Project Leader by WisDOT on the most complex urban projects in the Northeast Region.

MIDWEST ARCHAEOLOGICAL CONSULTANTS, LLC | Archaeological Survey (If Needed)

HERITAGE RESEARCH | Architectural History Surveys (If Needed)

ECS | Geotechnical Investigation (If Needed)

MOSS & ASSOCIATES | Real Estate / Right-of-Way Acquisition

PROJECT EXPERIENCE

Section 4

The following is a summary of past WisDOT urban local programs that have been successfully completed by the McMahon Team. These projects have similar characteristics as the Village of Sister Bay's STH 57 Trail project. The municipal contact for each project is included with the project summary.

STH 42 | SOUTH TRAIL TO CHURCH STREET PROJECT ID 4423-00-00/71

VILLAGE OF EGG HARBOR – Door County, Wisconsin

Contact: Megan Sawyer, Administrator | 920.868.3334 Ext 2

McMahon successfully assisted the Village in obtaining three separate federal funding grants for reconstructing STH 42 which serves as Egg Harbor's main street. Funding included WisDOT TAP, WisDOT CMAQ, and WisDOT Carbon Reduction. STH 42 is on the National Highway System and serves as the primary travel corridor for the Village. The 1.5-miles long project is broken into three sections. The north and south sections received Federal Funding through the TAP project (1.0 mile). The center section is the Village's central business district and is locally funded (0.5 miles). Key aspects of the project improvements are as follows:



- The north and south sections included reconstructing the existing rural facility to a fully urbanized roadway.
- Final urban section for the north and south sections is 34-feet F-F with two travel lanes plus on-street bike lanes, and sidewalk on both sides of street.
- The central business district project includes reconstructing the existing urban section.
- Final typical section in central business district is 46-feet F-F with parking on both sides, bike accommodations, and new sidewalk.
- A new storm sewer system is included on the north and south sections.

Storm sewer work in the central business district includes:

- Spot replacement throughout.
- To meet Wisconsin DNR post construction storm sewer requirements, catch basins with sumps were utilized throughout the corridor.
- A new continuous decorative streetlighting system is included through the entire 1.5-mile corridor.

Utility Coordination – The project included burying all overhead facilities within the central business district. Coordination was extensive to ensure all improvements could be accommodated in this confined urban area.

Deliverables included preliminary and final plans, right-of-way plat, traffic management plan, design and environmental reports, and environmental permitting. The project was broken into three separate federally funded and locally let projects. Separate PS&E's and R/W plats were required for each project as well as separate environmental documents and design reports. McMahon provided construction administration services for the project.

MARCELLA STREET TRAIL (Current Project)

VILLAGE OF KIMBERLY - Outagamie County, Wisconsin

Contact: Danielle Block, Administrator/Director of Public Works | 920.788.7500

The Village received federal funding for the project through the WisDOT Transportation Alternatives Program (TAP) for the construction of a shared use path. The project limits are from Kimberly Avenue to Cobblestone Lane for a project length of 1.04 miles. The purpose of the project is to provide multi-modal connectivity within the Village and to improve safety.

The project consists of constructing a 10-foot wide concrete trail along the west side of Marcella Street (adjacent to the STH 441 Freeway) and along the south side of Kennedy Avenue. This trail will complete the bicycle and pedestrian connectivity between the facilities on Kimberly Avenue and the facilities on Kennedy Avenue east of the project limits. ADA compliant curb ramps and crosswalks are being constructed to provide a connection to the existing sidewalk on the opposite side of the street corridors.

There is a railroad crossing of the trail that will be upgraded to provide a new surface on Marcella Street that extends across the width of the new trail. The existing crossing protection devices (flashing signals with crossbucks) will be maintained. ADA compliant curb ramps will be provided where the trail crosses the new railroad surface.

The proposed 10-foot wide trail is located completely within the existing road right-of-way. Temporary Limited Easements (TLEs) for grading were required from each property abutting the trail along the west side of Marcella Street and the south side of Kennedy Avenue to match the proposed grades. TLEs for grading are also needed on the opposite side of the street at proposed curb ramp locations.

McMahon has completed the design and bidding phases of the project and will be starting construction administration services in mid to late April of 2025.

Deliverables included preliminary and final plans, public involvement plan, right-of-way plat, traffic management plan, design reports, environmental documents, and environmental permitting. Extensive coordination with the railroad was also required for both the Marcella Street crossing and the trail crossing, as well as for a crossing located on the designated detour route. In addition, permits needed to be obtained from WisDOT for work in the STH 441 right-of-way.

CTH CB BIKE-TO-WORK TRAIL | STH 96 TO LEVI DRIVE PROJECT ID 4682-02-00/71

VILLAGE OF GREENVILLE - Outagamie County, Wisconsin

Contact: Travis Parish, Administrator | 920.757.5151

This CTH CB Trail and Highway improvement project was federally funded through the WisDOT Transportation Alternatives Program (TAP). CTH CB is classified as a minor arterial on the urban system with a typical section that varies between two to four lanes within the project limits. The CTH CB trail is a regional “back-bone” facility that services the west side of the Fox Cities area and is intended to provide an alternate mode of travel to the area businesses. The 0.90-mile section from STH 96 to Levi Drive represents the last section of the CTH CB Trail.

The abutting land use consists of the Village of Greenville Business Park, with Design Drive serving as the main entrance from CTH CB. Access and traffic operational improvements at the intersection of Design Drive and CTH CB were part of the overall required design services for the project but were locally funded. There are two existing navigable stream crossings of the proposed project including a box culvert and a large CMP.

Key aspects of the project include the following:

- To minimize right-of-way and wetland impacts, large sections of the highway needed to be urbanized. The final project was a combination of urban and rural typical sections.
- The proposed trail was constructed on the west side of the highway to minimize mid-block crossings.
- Modifications to the STH 96 intersection and the existing traffic signals were required. Improvements included improved crosswalks and the addition of pedestrian signals with push buttons.
- Turn lanes were added on CTH CB and Design Drive at the main entrance to the business park.
- The navigable stream crossings needed to be extended to accommodate the widening for the trail and the turn lanes. The CMP needed to be upsized and converted to a concrete pipe to avoid the need for flooding easements from the adjacent businesses.

The deliverables for this project included preliminary and final plans, right-of-way plat, traffic management plan, design study report, environmental document, extensive utility coordination, and environmental permitting. Environmental challenges included a 100-year backwater/flooding analysis, with wetland delineation and mitigation. Coordination/approvals with the DNR included the backwater analysis per NR 116, DNR General Wetland Permit (impacts kept under 10,000 SF), and a WPDES Construction Site Stormwater Discharge permit. The USACOE jurisdictional determination stated that the aquatic resources were non-federally jurisdictional.

CTH CB TRAIL EXTENSION (CTH BB TO STH 96)

VILLAGE OF GREENVILLE - Outagamie County, Wisconsin

Contact: Travis Parish, Administrator | 920.757.5151

The Village of Greenville received funding through the WisDOT Transportation Alternatives Program for the design and construction of the CTH CB Trail Extension. CTH CB is a primary north-south corridor serving the west side of the greater Fox Cities area. The existing CB pedestrian/bicycle trail, terminated at CTH BB, the border between the Village of Greenville and Village of Fox Crossing. The absence of a trail to the north of BB disconnected the Village of Greenville from the established pedestrian/bicycle network to the south, forcing cyclists and pedestrians wishing to access the existing trails to the south, to utilize the gravel roadway shoulder of 'CB', creating a hazardous environment for both pedestrians/cyclists and motorized vehicles.



Outagamie County plans to widen CTH CB to a 4-lane facility within the next 5 -10 years. As a result, the trail project needed to be designed so the trail would remain in place once the road is widened. This required close coordination with the County throughout the design and construction process. As part of the design, trail alternatives were provided for both the east and the west sides of CB to determine which resulted in fewer impacts. At the Town's direction, the project needed to be designed to minimize RW acquisition. There were two crossings of navigable waterways as part of the project, as well as various locations of wetland impacts. This required permits from the DNR (NOI and Wetland/Waterway Municipal Permit), US Army Corps of Engineers (Wetland General Permit), and Outagamie County (Conditional Use).



A 10-foot wide pedestrian/bicycle trail along the east side of CTH CB from CTH BB to STH 96 was constructed. Placing the trail along the east side required an at-grade crossing of the road, to provide the connection between the new and existing section which runs along the west side of CB to the south. With the majority of businesses in this project area located on the east side of CB, employees are provided a more readily and safe access to the trail. Also, with the airport located on the west side of the road, construction on the east side avoided restrictions due to FAA and Homeland Security requirements. The signalized intersections of CTH BB, CTH CA, and STH 96 required the addition of pedestrian signal faces and push buttons to improve safety for trail users. A right-of-way plat was also prepared for the project.

TRAIL CONNECTION | FOX RIVER TRAIL TO WEBSTER AVENUE

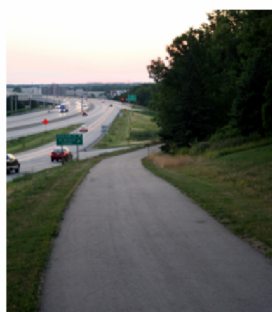
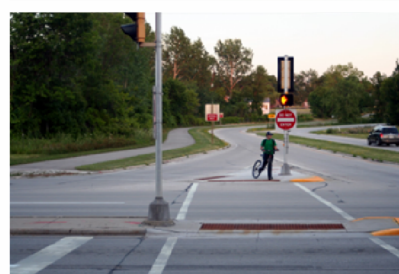
VILLAGE OF ALLOUEZ - Brown County, Wisconsin

Contact: Chris Clark, Parks, Recreation & Forestry Director | 920.448.2800 Ext 104

The Village received federal funding for the project through the WisDOT Transportation Alternatives Program for the design and construction of a shared-use path along the north side of STH 172 and the west side of STH 57 to connect the Village of Allouez's existing pedestrian/bicycle system along S. Webster Avenue to the Fox River Trail.

Environmental challenges for the project included the acquisition of a permanent limited easement from a parcel of land that is occupied by the Fox River State Recreational Trail and from a portion of Heritage Hill State Park that is located along the west side of STH 57. Both parcels are under the purview of Section 4(f) and the Fox River Trail parcel is also under the purview of Section 6(f) of the FHWA's Department of Transportation Act. Construction adjacent to these historic and park properties required extreme care in order to minimize impacts.

This project provided a connecting link between the Village of Allouez's existing pedestrian/bicycle system and the Fox River Trail, by creating a safe pedestrian/bicycle route across STH 57 at the signalized intersection of STH 57 and the STH 172 on-ramp/ off-ramp/frontage road, and by providing a connecting link between Heritage Hill State Park and the Fox River Trail. The final trail typical cross section consisted of a 10-foot wide asphalt surface and 2-foot turf shoulders. The total project length is 0.554 miles; a right-of-way plat was required.



NOE ROAD BICYCLE & PEDESTRIAN TRAIL

TOWN OF HARRISON - Calumet County, Wisconsin

Contact: Chad Pelishek, Village Manager | 920.989.1062

The Town of Harrison received federal funding for a 10-foot wide asphalt, multi-modal trail along Daffodil Drive and Noe Road. The south half of the alignment runs along an urban section with storm sewer, curb and gutter and sufficient right-of-way for trail construction. The north half of the alignment runs along an existing rural section with open ditches, requiring construction of storm sewer and curb and gutter, along with acquisition of grading easements. The trail connects several subdivisions with a centrally located park. Future extensions will connect additional subdivisions as well as two elementary schools. The primary focus of the project was to provide safe travel for pedestrians as well as cyclists.



Design of a proposed off-road multi-modal trail along an existing roadway in a fully developed urbanized area. During preliminary design, an archaeological burial site was discovered within the proposed trail alignment. Alternative solutions were explored to avoid disturbance of the site. The 10-foot asphalt trail alignment includes twenty-five roadway and driveway crossings. Designing the proposed trail profile to properly drain properties while matching into existing driveways and roadways was critical.

This project was designed in accordance with all requirements of the WisDOT Facilities Development Process. The 10-foot wide trail was designed so that traffic was maintained during construction to limit disruption to the neighborhood. This project consists of 5,400 LF of asphalt multi-modal trail, 2,600 SF of concrete sidewalk, pavement marking and trail signing for roadway and driveway crossings, 2,500+ LF of storm sewer from 8-inch to 42-inch pipe and up to 60-inch dia. manholes, and 3,000+ LF of mountable concrete curb and gutter.

ROBERTS PARK TRAIL & BOARDWALK

VILLAGE OF WILD ROSE - Waushara County, Wisconsin

Contact: Perry Drmolka, DPW (Retired, current Board Member) | 920.765.1779

The Village of Wild Rose received federal funding to construct a shared use path to connect the Village's sidewalk system along Main Street to features within Roberts Park.

A portion of the Roberts Park Trail passes adjacent to River Street and crosses wetlands and the Pine River. Due to the dual use of walking and biking, the boardwalk was required to be 12 feet wide. The boardwalk needed to be designed and detailed to minimize disturbances to the wetlands. The portion of the boardwalk that crossed the Pine River needed to span 42 feet in order to not infringe on the existing flood way.



The project consisted of 3,200 feet of 10 foot wide asphalt trail and concrete sidewalk plus 500 feet of boardwalk. Pedestrian bridge span (within boardwalk) was 42 feet. The paved recreation trail provides access to the Roberts Park Pavilion and sports field area, canoe launch area and access to the Wild Rose Mill Pond.

CTH CB RECREATION TRAIL PEDESTRIAN / BICYCLE TRAIL

VILLAGE OF FOX CROSSING - Outagamie County, Wisconsin

Contact: Joe Hoechst, DPW | 920.720.7110

The CTH CB Pedestrian / Bicycle Trail parallels CTH CB in the Village of Fox Crossing. This one-mile section of trail extends from Shady Lane to CTH BB and is a primary link in the regional trail system connecting the Village of Fox Crossing with the rest of the Fox Valley area. The Village of Fox Crossing received Federal funding for the project through the Transportation Alternatives Program for design and construction. As part of the funding requirements, the project was designed and constructed in accordance with WisDOT's Sponsor's Guide to Non-Traditional Transportation Project Implementation.



This trail system provides a connecting link between residential, commercial and recreational areas within the region encouraging the use of alternate modes of transportation.

The trail consists of a 10-foot wide asphalt concrete surface. Highway bridges along the route were designed to include a pedestrian lane. Signalized intersections along the route were designed to include a separate pedestrian signal display. The trail was designed to utilize the Village of Fox Crossing's Municipal Building parking lot as access.



This project was designed in accordance with the guidelines required by AASHTO's Guide for the Development of Bicycle Facilities and WisDOT's Facilities Development Manual. McMahon provided various professional services for this project, including the initial planning and mapping services for the trail and highway; preparation of the environmental document for approval by the Federal Highway Administration; preparation of the construction plans and documents, and construction administration.

SAFE ROUTES TO SCHOOL TRAIL & INTERSECTION IMPROVEMENTS

CITY OF BRILLION - Calumet County, Wisconsin

Contact: Patty Schreiber, City Administrator | 920.756.2250

The City of Brillion received federal funding through the WisDOT (TAP) for the design and construction of a shared-use path along the south side of E. National Avenue.

The City's Safe Routes to School Committee and East Central Wisconsin Regional Planning Commission had identified the need for a safe route along East National Avenue within the "Brillion Area Safe Routes to School Plan". It was determined that a shared-use path would be constructed along East National Avenue to provide a safe connection between the City's existing sidewalk system and the grade school.

This project constructed approximately 1,200 lineal feet of shared-use path that included two at-grade street crossings. The shared-use path, consisting of a 10-foot wide asphalt surface and 2-foot turf shoulders, begins where the City's existing sidewalk system ends at Meadowood Lane and continues easterly along the south side of East National Avenue, ending at the parking lot of Trinity Evangelical Lutheran Church and School.

East National Avenue could not be urbanized. An off-road shared-use path had to be designed within the existing right-of-way to the maximum extent possible. The existing right-of-way was narrow with steep roadside ditches and utility poles present throughout the limits of the project. A right-of-way plat was developed for the acquisition of the easements that were required from several parcels. The shared-use path had to be designed to minimize the width of the easements and avoid negative impacts to these parcels.



CE UNDERPASS BICYCLE & PEDESTRIAN TRAIL CONSTRUCTION

VILLAGE OF KIMBERLY - Outagamie County, Wisconsin

Contact: Dave Vandervelden, Street Superintendent
(Retired, Currently on Planning Commission) | 920.788.7500

The Village of Kimberly was granted federal funding (TAP) to construct a pedestrian underpass structure under CTH CE so bicyclists and pedestrians could avoid crossing the dangerous intersection of CTH CE and Railroad Street. With the Heart of the Valley YMCA and area schools located just to the north of CTH CE, and a business park plus residential development on the south side of CTH CE, it was determined that an underpass would be the best way to provide a safe route for pedestrians and bicyclists to cross CTH CE.



In order to provide adequate sight distance and grades for the approach to the tunnel, the existing trail needed to be realigned and lowered. This also required constant coordination with utilities in the area. Nearly 30,000 vehicles per day travel this section of CTH CE, which made construction staging and traffic control extremely important while limiting the adverse impacts to the travelling public as much as possible.



This project consisted of constructing a box culvert structure under CTH CE and the realignment and reconstruction of the CTH CE trail. In addition, approximately 260 L.F. of retaining walls at the south approach were required to limit impacts to private utilities. Lighting was included throughout the structure. A right-of-way plat was required for the project.



COMPENSATION

Section 5

The following is a summary of estimated fees for the services required to prepare the plans, specifications, and estimates in accordance with WisDOT's Sponsor's Guide for Non-Traditional Transportation projects:

	HRS	LABOR	DIRECT EXPENSE
Survey	115	\$13,577.50	\$1,761.00
30% Plan	48	\$7,680.00	\$268.00
60% Plan	64	\$11,180.00	\$134.00
90% Plan	64	\$11,500.00	\$268.00
Right-of-Way Plat	196	\$27,455.00	\$422.00
Utility Coordination	8	\$2,800.00	
DNR Permitting (NOI)	24	\$4,200.00	
Meetings (PIM, Design Progress Meetings, Public Involvement Plan)	72	\$8,880.00	\$534.00
Design Study Report (DSR)	50	\$9,100.00	
Phase I Hazmat and Report	17	\$3,500.00	
Environmental Document (CEC)	120	\$23,800.00	
Wetland Delineation Report	27	\$4,100.00	
Project Management	40	\$8,400.00	\$134.00
PS&E (Final Plan, Spec & Est)	64	\$12,040.00	
TOTAL	910	\$148,212.50	\$3,521.00
		\$151,733.50	

Right-of-Way Acquisition – See attached Proposal from Moss & Associates

The estimated compensation above is based on the following assumptions:

- No Section 106 documentation that requires an archaeological or architectural history survey is required.
- No individual Section 4(f) or de minimis 4(f) is required.
- Final design will maintain the same rural typical section on STH 57 as shown on the preliminary plans from Stantec.
- No Phase II Hazmat investigation.
- No environmental surveys for endangered species.

- No hydraulic analysis for storm sewer or culvert pipes. All pipes will be replaced utilizing the same size as existing.
- No post-construction stormwater improvements.
- No detour plan or detour permit for STH 57 traffic.
- Bidding services are not included.

Proposal Village of Sister Bay
 STH 57 Trail Project
 Project ID 4610-00-00

NEGOTIATION:

Acquisition of Parcels	\$900/parcel
Utility parcels	\$450/utility
Nominal Payment Parcel Report (Required by WisDOT, if necessary)	\$4,500
Certification of Right of Way (Required by WisDOT, if necessary)	\$4,500

Moss & Associates will meet with owners, as necessary, deliver offers, mail documents to Register of Deeds for recording, prepare Jurisdictional Offers, if necessary, prepare Award of Damages if necessary.

Village of Sister Bay will be responsible for providing right of way plats and construction plans, documents and legal descriptions, title searches, pay for recording documents, and making payments to owners.

APPRAISALS:

Complex appraisals	\$3,500/appraisal (If necessary)
Non-complex appraisals	\$2,500/appraisal (if necessary)
Sales Study: (Required by WisDOT)	\$7,500
Testimony prep time:	\$175.00 per hour (If necessary)
Court Testimony:	\$175.00 per hour (If necessary)

Steiro Appraisal, Inc. will prepare a sales study, appraisals, if necessary, and prepare for and testify in the event of a court case.

1. STANDARD OF CARE

- 1.1 **Services:** McMahon Associates, Inc. (McMahon) shall perform services consistent with the professional skill and care ordinarily provided by engineers/architects practicing in the same or similar locality under the same or similar circumstances. McMahon shall provide its services as expeditiously as is consistent with such professional skill and care and the orderly progress of the Project.
- 1.2 **Client's Representative:** McMahon intends to serve as the Client's professional representative for those services, as defined in this Agreement, and to provide advice and consultation to the Client as a professional. Any opinions of probable project costs, approvals and other decisions made by McMahon for the Client are rendered based on experience and qualifications and represent our professional judgment. This Agreement does not create, nor does it intend to create a fiduciary relationship between the parties.
- 1.3 **Warranty, Guarantees, Terms and Conditions:** McMahon does not provide a warranty or guarantee, expressed or implied, for professional services. This Agreement or contract for services is not subject to the provisions of uniform commercial codes. Similarly, McMahon will not accept those terms and conditions offered by the Client in its purchase order, requisition or notice of authorization to proceed, except as set forth herein or expressly accepted in writing. Written acknowledgment of receipt, or the actual performance of services subsequent to receipt, of any such purchase order, requisition or notice of authorization to proceed is specifically deemed not to constitute acceptance of any terms or conditions contrary to those set forth herein.

2. PAYMENT AND COMPENSATION

- 2.1 **Invoices:** McMahon will bill the Client monthly with net payment due in 30-days. Past due balances shall be subject to an interest charge of 1.0% per month. Client is responsible for interest charges on past due invoices, collection agency fees and attorney fees incurred by McMahon to collect all monies due McMahon. Client is responsible for all taxes levied on professional services and on reimbursable expenses. McMahon and Client hereby acknowledge that McMahon has and may exercise lien rights on subject property.
- 2.2 **Reimbursables:** Expenses incurred by McMahon for the project including, but not limited to, equipment rental will be billed to the Client at cost plus 10% and sub-consultants at cost plus 12%. When McMahon, after execution of an Agreement, finds that specialized equipment must be purchased to provide special services, the cost of such equipment will be added to the agreed fee for professional services only after the Client has been notified and agrees to these costs.
- 2.3 **Changes:** The stated fees and Scope of Services constitute McMahon's professional opinion of probable cost of the fees and tasks required to perform the services as defined. For those projects involving conceptual or process development services, activities often cannot be fully defined during initial planning. As the project progresses, facts uncovered may reveal a change in direction, which may alter the Scope. Changes by the Client during design may necessitate re-design efforts. McMahon will promptly inform the Client in writing of such situations so changes in this Agreement can be negotiated, as required.
- 2.4 **Delays and Uncontrollable Forces:** Costs and schedule commitments shall be subject to re-negotiation for delays caused by the Client's failure to provide specified facilities or information, or for force majeure delays caused by unpredictable occurrences, including without limitation, fires, floods, riots, strikes, unavailability of labor or materials, delays or defaults by suppliers of materials or services, process shutdowns, infectious diseases or pandemics, acts of God or the public enemy, or acts or regulations of any governmental agency. Temporary delay of services caused by any of the above, which results in additional costs beyond those outlined, may require re-negotiation of this Agreement.

3. INSURANCE

- 3.1 **Limits:** McMahon will maintain insurance coverage in the following amounts:

Worker's Compensation	Statutory
General Liability	
Bodily Injury - Per Incident/Annual Aggregate	\$1,000,000 / \$2,000,000
Automobile Liability	
Bodily Injury	\$1,000,000
Property Damage	\$1,000,000
Professional Liability Coverage	\$2,000,000

If the Client requires coverage or limits in addition to the above stated amounts, premiums for additional insurance shall be paid by the Client.

McMahon's liability to Client for any indemnity commitments, reimbursement of legal fees, or for any damages arising in any way out of performance of our contract or based on tort, breach of contract, or any other theory, is limited to ten (10) times McMahon's fee not to exceed to \$250,000.

- 3.2 **Additional Insureds:** Upon request and to the extent permitted by law, McMahon shall cause the primary and excess or umbrella policies for Commercial General Liability and Automobile Liability to include the Client as an additional insured for claims caused in whole or in part by McMahon's negligent acts or omissions. The additional insured coverage shall be primary and non-contributory to any of the Client's insurance policies and shall apply to both ongoing and completed operations.

To the extent permitted by law, Client shall cause the contractor, if any, to include McMahon as an additional insured on contractor's Commercial General Liability, Automobile Liability and Excess or Umbrella policies to include McMahon as an additional insured for claims caused in whole or in part by contractor's negligent acts or omissions. The additional insured coverage shall be primary and non-contributory to any of McMahon's insurance policies and shall apply to both ongoing and completed operations.

4. CLAIMS AND DISPUTES

- 4.1 **General:** In the event of a dispute between the Client and McMahon arising out of or related to this Agreement, the aggrieved party shall notify the other party of the dispute within a reasonable time after such dispute arises. The Client and McMahon agree to first attempt to resolve the dispute by direct negotiation.
- 4.2 **Mediation:** If an agreement cannot be reached by the Client and McMahon unresolved disputes shall be submitted to mediation per the rules of the American Arbitration Association. The Client and McMahon shall share the mediator's fee and any filing fees equally.
- 4.3 **Binding Dispute Resolution:** If the parties do not resolve a dispute through mediation the method of binding dispute resolution shall be litigation in a court of competent jurisdiction.

5. TERMINATION OR SUSPENSION

- 5.1 Client: Termination of this Agreement by the Client shall be effective upon seven (7) day written notice to McMahon. The written notice shall include the reasons and details for termination; payment is due as stated in above Section 2.
- 5.2 McMahon: If the Client defaults in any of the Agreements entered into between McMahon and the Client, or if the Client fails to carry out any of the duties contained in these Terms & Conditions, McMahon may, upon seven (7) days written notice, suspend its services without further obligation or liability to the Client unless, within such seven (7) day period, the Client remedies such violation to the reasonable satisfaction of McMahon.
- 5.3 Suspension for Non-Payment: McMahon may, after giving 48-hours' notice, suspend service under any Agreement until the Client has paid in full all amounts due for services rendered and expenses incurred.

6. COPYRIGHTS AND LICENSES

- 6.1 Instruments of Service: McMahon and its subconsultants shall be deemed the author and owner of their respective Instruments of Service (IOS), including the Drawings, Specifications, reports, and any computer modeling (BIM, etc.), and shall retain all common law, statutory and other reserved rights, including copyrights.
- 6.2 Licenses: McMahon grants to the Client a nonexclusive license to use McMahons' IOS solely and exclusively for the purposes of constructing, using, and maintaining the project, provided that the Client substantially performs its obligations under this Agreement, including prompt payment of all sums due.
- 6.3 Re-use: Use of IOS pertaining to this project by the Client for extensions of this project or on any other project shall be at the Client's sole risk and the Client agrees to defend, indemnify, and hold harmless McMahon from all claims, damages and expenses, including attorneys' fees arising out of such re-use of the IOS by the Client or by others acting through the Client.

7. AGREEMENT CONDITIONS

- 7.1 The stipulated fee is firm for acceptance by the Client within 60-days from date of Agreement publication.
- 7.2 Modifications: This Agreement, upon execution by both parties hereto, can be amended only by written instrument signed by both parties.
- 7.3 Governing Law: This Agreement shall be governed by the law of the place where the project is located, excluding that jurisdiction's choice of law rules.
- 7.4 Mutual Non-Assignment: The Client and McMahon, respectively bind themselves, their agents, successors, assigns and legal representatives to this Agreement. Neither the Client nor McMahon shall assign this Agreement without the written consent of the other.
- 7.5 Severability: The invalidity of any provision of this Agreement shall not invalidate the Agreement or its remaining provisions. If it is determined that any provision of the Agreement violates any law, or is otherwise invalid or unenforceable, then that provision shall be revised to the extent necessary to make that provision legal and enforceable. In such case the Agreement shall be construed, to the fullest extent permitted by law, to give effect to the parties' intentions and purposes in executing the Agreement.
- 7.6 Third Party: Nothing contained in this Agreement shall create a contractual relationship with, or a cause of action, in favor of a third party against McMahon.

8. MISCELLANEOUS PROVISIONS

- 8.1 Additional Client Services: The Client agrees to provide such legal, accounting and insurance counseling services as may be required for the project for the Client's purpose.
- 8.2 Means and Methods: McMahon is not responsible for direction or supervision of construction means, methods, techniques, sequence, or procedures of construction selected by contractors or subcontractors, or the safety precautions and programs incident to the work of the contractors or subcontractors.
- 8.3 Purchase Orders: In the event the Client issues a purchase order or other instrument related to McMahon's services, it is understood and agreed that such document is for Client's internal accounting purposes only and shall in no way modify, add to, or delete any of the terms and conditions of this Agreement. If the Client does issue a purchase order, or other similar instrument, it is understood and agreed that McMahon shall indicate the purchase order number on the invoice(s) sent to the Client.
- 8.4 Project Maintenance: The Client (or Owner if applicable) shall be responsible for maintenance of the structure, or portions of the structure, which have been completed and have been accepted for its intended use. All structures are subject to wear and tear, and environmental and man-made exposures. As a result, all structures require regular and frequent monitoring and maintenance to prevent damage and deterioration. Such monitoring and maintenance is the sole responsibility of the Client or Owner. McMahon shall have no responsibility for such issues or resulting damages.
- 8.5 Consequential Damages: Notwithstanding any other provision of the Agreement, neither party shall be liable to the other for any consequential damages incurred due to the fault of the other party, regardless of the nature of this fault or whether it was committed by the Client or the Design Professional, their employees, agents, subconsultants or subcontractors. Consequential damages include, but are not limited to, loss of use and loss of profit.
- 8.6 Corporate Protection: It is intended by the parties to this Agreement that McMahon's services in connection with the project shall not subject McMahon's individual employees, officers, or directors to any personal legal exposure for the risks associated with this project. Therefore, and notwithstanding anything to the contrary contained herein, the Client agrees that as the Client's sole and exclusive remedy, any claim, demand, or suit shall be directed and/or asserted only against McMahon, a Wisconsin corporation, and not against any of McMahon's employees, officers, or directors.
- 8.7 Contingency: McMahon's professional services are not a warranty or guarantee. The project will evolve and be refined over time. The Client shall provide appropriate contingency for design and construction costs consistent with the reasonable progression of the project. The Client and McMahon agree that revisions due to design clarifications or omissions which result in changes in work during the construction phase which amount to 5% or less of construction costs shall be deemed within the contingency and consistent with the professional standard of care. The Client agrees to make no claim for costs related to changes in work within this threshold. Claims in excess of this threshold shall be resolved per the dispute resolution process.
- 8.8 Project Costs Associated with Agency Plan Review: McMahon will not be responsible for additional project costs due to changes to the design, construction documents, and specifications resulting from the agency plan review process. The project schedule shall either allow for the agency plan review process to occur prior to the Bid Phase or if this review occurs after the Bid Phase the Client agrees that any additional costs would be considered part of the project contingency.
- 8.9 Hazardous Materials: McMahon shall have no responsibility for the discovery, presence, handling, removal, or disposal of, or exposure of person to, hazardous materials or toxic substance in any form at the project site.
- 8.10 Climate: Design standards which exceed the minimum requirements within current codes and regulations are excluded. If requested by the Client, climate-related design services or evaluations can be provided for additional compensation.



FEE SCHEDULE | 2025

McMahon Associates, Inc.

Effective: 01/01/2025

LABOR CLASSIFICATION	HOURLY RATE
Principal	\$210.00
Senior Project Manager	\$190.00 - \$210.00
Project Manager	\$140.00 - \$180.00
Senior Engineer	\$190.00 - \$200.00
Engineer	\$110.00 - \$180.00
Senior Engineering Technician	\$140.00 - \$150.00
Engineering Technician	\$80.00 - \$130.00
Senior Architect	\$175.00 - \$195.00
Architect	\$150.00 - \$170.00
Senior Designer	\$125.00 - \$145.00
Designer	\$95.00 - \$115.00
Senior Land Surveyor	\$135.00 - \$180.00
Land Surveyor	\$125.00
Land Surveyor Technician	\$90.00 - \$110.00
Surveyor Apprentice	\$75.00
Erosion Control Technician	\$95.00
Senior Hydrogeologist	\$210.00
Senior Ecologist	\$200.00
Environmental Scientist	\$105.00 - \$120.00
Senior G.I.S. Analyst	\$180.00
G.I.S. Analyst	\$100.00 - \$120.00
Wetland Delineator	\$120.00
Senior Wetland Delineator	\$150.00
Municipal Planner	\$170.00
Senior Public Management Specialist	\$165.00
Public Management Specialist	\$135.00
Senior Public Safety Specialist	\$165.00
Public Safety Specialist	\$135.00
Building Inspector Specialist	\$135.00
Water / Wastewater Specialist	\$110.00 - \$140.00
Senior On-Site Project Representative	\$125.00
On-Site Project Representative	\$65.00 - \$110.00
K-12 Administrative Specialist	\$130.00
State Plan Reviewer	\$150.00
Certified Grant Specialist	\$150.00
Graphic Designer	\$115.00
Senior Administrative Assistant	\$95.00 - \$105.00
Administrative Assistant	\$85.00
Intern	\$50.00 - \$75.00
Professional Witness Services	\$380.00

This Fee Schedule is subject to revisions due to labor rate adjustments and interim staff or corporate changes.

NEENAH, WISCONSIN CORPORATE HEADQUARTERS

Street Address:
1445 McMAHON DRIVE
NEENAH, WI 54956
Mailing Address:
P.O. BOX 1025
NEENAH, WI 54957-1025
Ph 920.751.4200 | Fax 920.751.4284
Email: MCM@MCMGRP.COM
Web: WWW.MCMGRP.COM

1700 HUTCHINS ROAD
MACHESNEY PARK, IL 61115
Ph 815.636.9590 | Fax 815.636.9591
Email: McMAHON@MCMGRP.NET
Web: WWW.MCMGRP.COM

952 SOUTH STATE ROAD 2
VALPARAISO, IN 46385
Ph 219.462.7743 | Fax 219.464.8248
Email: MCM@MCMGRP-IN.COM
Web: WWW.MCMGRP.COM



REIMBURSABLE EXPENSE SCHEDULE * | 2025

McMahon Associates, Inc.

Effective: 01/01/2025

DESCRIPTION	RATE
REIMBURSABLE EXPENSES:	
Commercial Travel	1.1 of Cost
Delivery & Shipping	1.1 of Cost
Meals & Lodging	1.1 of Cost
Review & Submittal Fees	1.1 of Cost
Outside Consultants	1.12 of Cost
Photographs & Models	1.1 of Cost
Misc. Reimbursable Expenses & Project Supplies	1.1 of Cost
Terrestrial Laser Scanner	\$1,500.00
REIMBURSABLE UNITS:	
Copy Charges - Black & White	\$0.08/Image
Copy Charges - Color / 8½" x 11"	\$0.45/Image
Copy Charges - Color / 8½" x 14" and 11" x 17"	\$0.75/Image
Mileage	\$0.81/Mile
Mileage - Truck/Van	\$1.11/Mile
All-Terrain Vehicle	\$100.00/Day
Global Positioning System (GPS)	\$21.00/Hour
Hand-Held Global Positioning System (GPS)	\$15.00/Hour
Robotic Total Station	\$20.00/Hour
Survey Hubs	\$0.50/Each
Survey Lath	\$1.00/Each
Survey Paint	\$7.15/Can
Survey Ribbon	\$3.00/Roll
Survey Rebars - 1¼"	\$10.00/Each
Survey Rebars - ¾"	\$3.50/Each
Survey Rebars - 5/8"	\$3.50/Each
Survey Iron Pipe - 1"	\$4.50/Each
Survey Steel Fence Post - 1"	\$7.75/Each
Control Spikes	\$2.50/Each
Pin Flags	\$0.30/Each

NEENAH, WISCONSIN
CORPORATE HEADQUARTERS

Street Address:
1445 McMAHON DRIVE
NEENAH, WI 54956
Mailing Address:
P.O. BOX 1025
NEENAH, WI 54957-1025
Ph 920.751.4200 | Fax 920.751.4284

Email: MCM@MCMGRP.COM
Web: WWW.MCMGRP.COM

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Ph 815.636.9590 | Fax 815.636.9591
Email: McMAHON@MCMGRP.NET
Web: WWW.MCMGRP.COM

952 SOUTH STATE ROAD 2
VALPARAISO, IN 46385
Ph 219.462.7743 | Fax 219.464.8248
Email: MCM@MCMGRP-IN.COM
Web: WWW.MCMGRP.COM

* This schedule is not all inclusive.

Statement of Qualifications to Provide
**Design Engineering
Services for the
Construction
of Highway 57
Trail Project**



Prepared for
Julie Schmelzer,
Village
Administrator
Village of Sister Bay
April 11, 2025

Ashley Nelson, P.E.
Robert E. Lee & Associates, Inc.
1250 Centennial Centre Blvd
Hobart, WI 54155
920-662-9641
anelson@releeinc.com
releeinc.com

Greetings,

Village of Sister Bay

April 11, 2025

Julie Schmelzer, Village Administrator
VILLAGE OF SISTER BAY
2383 Maple Drive
Sister Bay, WI 54234
julie.schmelzer@sisterbaywi.gov

RE: Statement of Qualifications – Design Engineering Services for the Highway 57 Trail Project

Dear Ms. Schmelzer and Selection Committee:

Robert E. Lee & Associates, Inc. (REL) is pleased to submit our Statement of Qualifications for the Village of Sister Bay’s Highway 57 Trail project—an exciting opportunity to enhance pedestrian and bicycle connectivity, safety, and recreational access in your vibrant community. With our extensive experience in multi-use trail planning, design, and construction management throughout Wisconsin, we are well-positioned to assist the Village in delivering a high-quality, context-sensitive trail system.

Our team has successfully completed numerous trail and transportation projects that balance functional mobility, aesthetics, and environmental stewardship. We understand the complexities of working along state highways and navigating coordination with WisDOT, utility providers, and property owners—all of which are critical to the success of the Highway 57 Trail. Our familiarity with federally and locally funded trail initiatives, combined with a strong track record of stakeholder engagement and public involvement, ensures a collaborative process from concept to construction. REL also has a long standing relationship with developing engineering projects in the Village, most recently completing the design and construction services of Mill Road by the water front.

Led by Ashley Nelson, P.E., REL’s transportation team includes engineers, environmental specialists, and construction professionals with deep experience in trail corridor design, ADA compliance, storm water management, and cost-effective implementation strategies. We are committed to working hand-in-hand with Village staff and your consultant team to meet project goals, align with Sister Bay’s long-term vision, and create a trail that is both safe and enjoyable for residents and visitors alike.

We appreciate the opportunity to submit this proposal and look forward to the possibility of partnering with the Village of Sister Bay on this meaningful project. Please don’t hesitate to contact us if you need any additional information at 920-662-9641. Thank you for your time and consideration.

Sincerely,

ROBERT E. LEE & ASSOCIATES, INC.



Ashley Nelson, P.E.
Transportation Manager



Jared Schmidt, P.E., V.P.
Civil/Municipal Engineering Manager

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Our history, our missions, plus highlighted roles of your lead team.

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Projects

REL's project approach/understanding and Projects similar to yours, showcasing our qualifications and experience.

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Investment

A breakdown of the cost involved in each area.

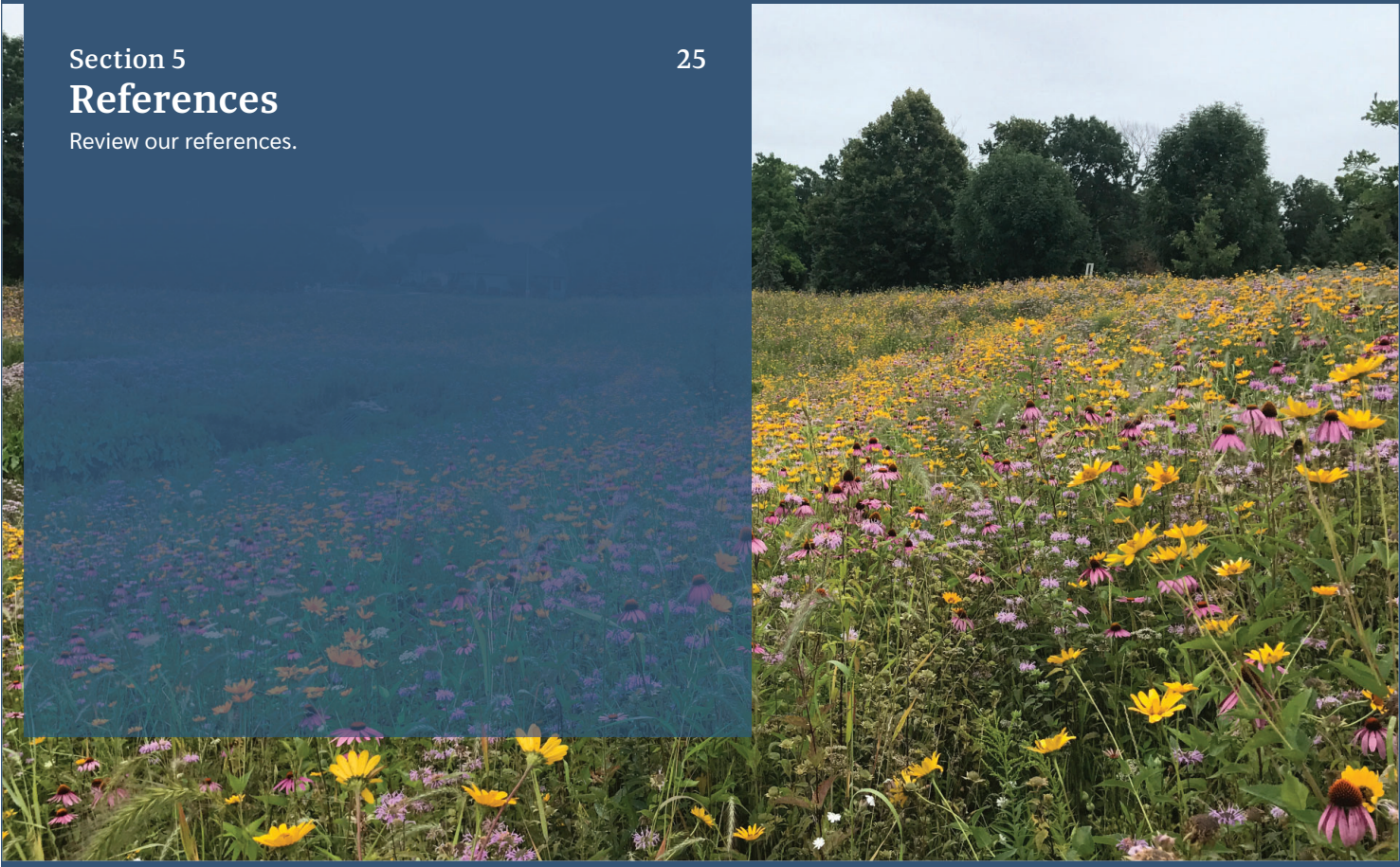
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References

Review our references.

Our Vision for
the Highway 57 Trail

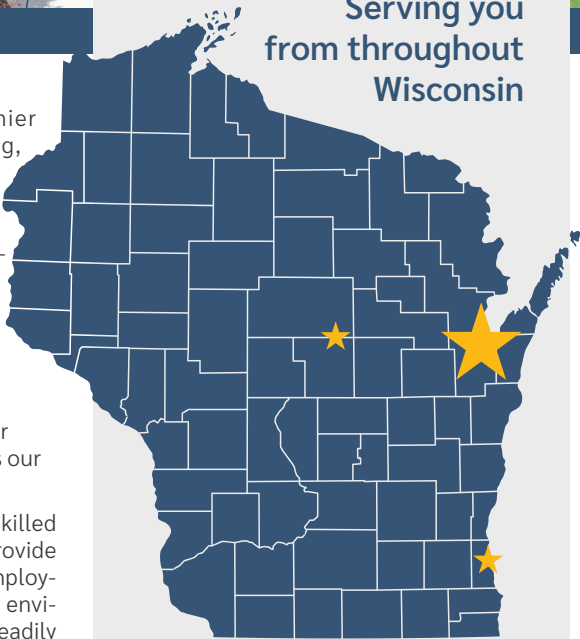
The Highway 57 Trail will be a thoughtfully designed corridor that blends safety, function, and aesthetic appeal—creating a seamless, user-friendly connection through Sister Bay. This trail will showcase context-sensitive design, incorporating natural landscapes, intuitive wayfinding, and durable materials to ensure a high-quality, low-maintenance facility that complements the Village’s character and supports future growth.



Firm Information



Serving you
from throughout
Wisconsin



Introductions

Established in 1956, Robert E. Lee & Associates (REL) is a premier consulting firm specializing in civil and environmental engineering, surveying, and natural resources services. Our comprehensive spectrum of services offers an integrated approach to project management for our clients throughout Wisconsin and Michigan. Renowned for our responsiveness and client-focused expertise, our mission is to be a quality first service company dedicated to building enduring relationships.

Quality Service Since 1956

REL's philosophy is a **quality first** service company dedicated to fostering long-term relationships with our clients. At REL, we foster a proactive can-do attitude ensuring our customers' requests are not just met but exceeded. Our overarching goal is to establish ourselves as the firm that consistently satisfies our clients by delivering quality products in a timely manner.

We achieve these objectives by attracting and retaining hardworking, highly skilled professionals. As a company, we invest in new technology and education to provide our clients with the highest quality results and to continually challenge our employees. We see ourselves as partners with our clients, the community, and the environment. We firmly believe that through this philosophy, our company will steadily expand but thrive, driven by our commitment to excellence.

Major Disciplines Provided

- | | |
|----------------------------|---------------------------------------|
| Surveying | Environmental Engineering |
| Municipal Engineering | Ecological Services |
| Utility Design | Water/Wastewater Engineering |
| Transportation Engineering | Water/Wastewater Certified Operations |
| Permitting | Construction Administration Services |
| Soils Investigation | Native Habitat Design/Maintenance |
| GIS/Asset Management | Storm Water Management/Floodplain |

releeinc.com | 920-662-9641
1250 Centennial Centre Blvd
Hobart, Wisconsin 54155

About Us.

Why REL?

Robert E. Lee & Associates, Inc., based in Green Bay, Wisconsin, is a locally owned, full-service consulting firm offering specialized expertise across *civil and municipal engineering, construction administration, environmental compliance, ecological services, GIS/mapping, UAV drone data collection, surveying, wastewater and water systems, storm water management, grant assistance, planning and development, agricultural engineering, and bridge inspections*. We proudly serve clients throughout Wisconsin, providing responsive, client-focused solutions that prioritize quality and long-term relationships at exceptional value.

Our Aim.

Our Mission



Quality

We uphold the highest standards of engineering quality assurance, with every project executed with precision, safety, and reliability.



Availability

Our aim is to balance workloads and propose on projects only when our staff is fully available to ensure timely and efficient execution.



Communication

At REL we prioritize clear and consistent client communication so that every project aligns with our clients' expectations and goals.



Dependable

Dependability is at the core of our work, providing reliable results and consistently fulfilling our clients' needs.

Our Team

Our team is ready to support the Highway 57 Trail project with the expertise and commitment needed for its successful completion. We are fully prepared to allocate resources and meet project deadlines efficiently.

Our certified professionals offer specialized knowledge and expertise...

Utility Coordinator

Gayle specializes in utility coordination, and brings extensive knowledge from her role as a consultant for the Northeast Region DOT office.

Her expertise is vital for our design projects, especially with the increased emphasis on utility coordination following the 2023 Wisconsin Act 46.

Transportation Manager

Ashley Nelson, P.E., Transportation Manager at REL, brings a proven track record of delivering constructible, cost-effective trail designs. She recently completed design for the Fox River Trail through TAP funding and led the design for a trail on CTH D, which was just awarded a TAP grant. Ashley is widely recognized for her innovative, budget-conscious solutions and her deep understanding of WisDOT processes—successfully navigating projects across a range of funding programs, including on-system, Local Program, LRIP, ARIP, and TAP.



Meet your
Lead Design Team

Our Project Management Approach is centered on building strong, personal partnerships with each client. We strive to function as an extension of the Village of Sister Bay and your staff to ensure the project’s success.

Ashley Nelson, P.E. will serve as WisDOT’s primary contact and the Design Project Manager, overseeing project coordination and leading the design team. Jennifer Liimatta, P.E. will serve as the Assistant Project Manager and the main point of contact for the Village, supporting project delivery and communication. Eric Handler, P.E. will lead the technical design efforts. Jared Schmidt, P.E., V.P. will provide quality control and assurance. Ryan Trzinski, P.E. and Jennifer Liimatta, P.E. will support the team with design development, constructability and staging reviews, as well as preparation of reports, plans, specifications, and estimates. Gayle Lindenberg, P.E. will coordinate utility involvement, and Scott DeBaker, P.L.S., will lead all field and office surveying services. We’ve expanded our team to ensure full availability and a strong commitment to delivering high-quality projects on time.

Resumes of our key staff members are included on the following pages.





Project Manager

Ashley Nelson, P.E.

Milwaukee School of Engineering

Bachelor of Science,
Architectural Engineering, 2007

Professional Engineer

Wisconsin, Minnesota, Michigan,
Iowa, Illinois

Key Areas of Expertise

17 years of experience in Civil Engineering, specializing in:

- Project Management for 36 Site Projects; design and construction across the US.
- Mega and Major Reconstruction Project Design and Corridor Management
- Complex Traffic Staging
- Simple and Complex Site Designs
- Rural and Urban Roadway Design
- ADA Compliant Curb Ramp Design
- Complex Grading
- WisDOT Design Process
- Agency Permitting for Local, State, Federal
- Recreational Trail Design

Experience and Expertise

Ashley's extensive experience in civil engineering, particularly in highway transportation design and construction, as well as structural building design, showcases her versatility and expertise in managing projects from concept to completion. She has a proven track record of delivering projects on time and within budget. Her skill set and diverse background make her a valuable asset to the industry.

Roles and Responsibilities

Ashley plays a key role in managing projects, overseeing quality control, and ensuring compliance with the WisDOT Facilities Development Manual, AASHTO Geometric Design Manual, and the AASHTO Roadside Design Guide.

Serving as the primary contact for the project team and other stakeholders, Ashley is responsible for facilitating effective communication and coordination throughout the project life cycle.

Having worked at WisDOT in the NE Region, Ashley is well-versed in WisDOT's processes and procedures, including public involvement.

Given her blend of design and construction expertise; Ashley will lead the project in creating a constructible design, developing a dependable construction schedule, and delivering accurate construction estimates.

This integrated approach will help achieve successful project execution and deliver results that align with the project's goals and requirements.

Fox River Trail

Ashley led the Fox River Trail reconstruction project that utilized TAP funding. Complexities included in this project were pedestrian accommodations/solutions during construction as well as ADA compliant curb ramps including companion curb ramps not within trail limits.

- Multi-use trail design
- ADA curb ramp design
- Public involvement coordination

CTH D Trail

Ashley led the design of this 2,200-foot off-road multi-use trail along CTH D/Plum Road, connecting Golden Wheat Lane to STH 96/High Street. The trail improves safety and accessibility for pedestrians, cyclists, and wheelchair users, linking three schools and surrounding developments.

- Designed 10-foot-wide trail with 2.5 inches of HMA over 12 inches of base aggregate in accordance with the WI Bicycle Facility Design manual, integrated ADA-compliant curb ramps with detectable warning fields, addressed commercial, residential, and agricultural crossings, secured TAP funding Designed in accordance with WI Bike Facility Design Manual.



QA/QC

Jared Schmidt, P.E., V.P.

Marquette University

Bachelor of Science,
Civil Engineering, 2003

Experience and Expertise

Jared has served as a project manager for various projects, including the design of ecological restoration projects, recreation facilities, sanitary sewers, lift stations, water mains, storm sewer facilities, material dredging, and street and roadway cross sections.

He has extensive knowledge and experience in developing plans, specifications, and necessary contract documents for bidding purposes. This includes coordination between the owner, contractor, and construction observer, as well as organizing public involvement meetings and providing information for municipal board meetings.

Professional Engineer

Wisconsin

Key Areas of Expertise

21 years of experience in Civil Engineering, specializing in the following areas:

- Rural and Urban Roadway Design
- Complex Site Design
- Innovative Storm Water Design
- Street, and Utility Design
- Floodplain Evaluation/Structure Sizing
- Resource Manager
- Technical Code Review Specialist
- Quality Control/Quality Assurance

Roles and Responsibilities

Jared plays an integral role with REL, aiding in the design development and execution of each project. As an REL V.P., he closely monitors each projects progress and is available to provide direct input to design considerations, coordination with client contact and public input, and be personally involved in project review. As REL's lead resource manager, Jared has the ability to manage staff work loads, adjusting priorities to ensure project deadlines are met, and budgets are being appropriately managed. His attention to detail, and extensive and diverse past project history allows for a complete Quality Assurance and Quality Control review. With his review process involvement at 30/60/90 percent plan completion, critical decision making is confirmed at early stages of a design, leading to a streamlined project development process.

The design development process REL institutes helps ensure each project is evaluated for completeness, that cost effective and innovative design considerations are being made with each design decision, and that the whole project process will be managed to meet or exceed deadlines and client expectations.

N Pine Tree Road

Jared successfully managed the comprehensive design, permitting, and construction services for the 2-mile perpetuation project. The project entailed widening the asphalt roadway to meet specific design standards and incorporating a multi-use trail to enhance pedestrian accessibility and safety within the corridor.

- Roadway Modernization / Intersection Improvements
- Off street Pedestrian Accommodations / Drainage Design
- Construction Services

Centennial Centre Boulevard

Jared's leadership was instrumental in overseeing REL's team in the successful plan development and planning effort for Centennial Centre Boulevard. This 1.5-mile, 4-lane boulevard is a main thoroughfare for the mix-used development connecting residential neighborhoods with commerce.

- 20,800 LF Multi-Use Trail
- Utility Design (storm, sanitary and water) and coordination with existing utilities.



Senior Transportation Engineer

Eric Handler, P.E.

UW - Madison

Bachelor of Science
Civil and Environmental Engineering, 2007

Experience and Expertise

Eric's experience spans a wide range of roadway design & construction projects, from rural roadways to complex interstate expansions, showcasing his deep expertise in transportation engineering. His ability to navigate the unique challenges of both rural & urban projects, including intricate interstate systems, highlights his versatility & problem-solving skills. His comprehensive understanding of roadway design principles, construction methods, & regulatory requirements, consistently delivers high-quality solutions for the specific needs of each project. A broad skill set & in-depth knowledge make him a valuable asset in the Civil Transportation sector, contributing to the successful execution of projects. Whether managing tight urban designs with limited ROW or overseeing large-scale expansions, Eric's expertise ensures efficient, safe & cost-effective outcomes.

Professional Engineer

Wisconsin

Key Areas of Expertise

17 years of experience in Civil Engineering, specializing in the following areas:

- Mega and Major Reconstruction Project Design and Corridor Management
- Rural Roadway Design
- Urban Roadway Design
- Complex Draining and Grading
- Complex Construction Staging and Traffic Control
- Agency Permitting at Local, State, and Federal Levels
- Recreational Trail Design
- ADA Compliant Curb Ramp Design

Roles and Responsibilities

As the Lead Roadway Design Engineer, Eric is responsible for managing the design process and ensuring the project's overall progress and coordination. He works closely with the design team to ensure all elements meet project requirements and collaborates with the project manager to stay on track with timelines and budgets.

Eric's expertise in detailed design engineering includes a strong focus on tight urban settings, where minimizing right-of-way acquisition and reducing utility impacts are critical. His ability to design within constrained spaces while maintaining functionality and safety is a testament to his skill set. Eric's commitment to staying current on design standards and industry regulations ensures that his project deliverables align with best practices. His attention to detail, strong communication skills, and ability to juggle multiple responsibilities make him a reliable asset in producing thorough and accurate project submittals. His leadership within the team promotes efficiency and precision, resulting in high-quality roadway design solutions that meet both the technical and practical needs of complex urban environments.

CTH EB-39 Southbound Connector

Eric led the design efforts for both the roadway and roundabout design components, established right-of-way needs for the future four-lane arterial section with bicycle and pedestrian accommodations. As part of the public involvement process, 3D renderings were created to facilitate a better understanding of the project among the public.

- Multi-use Trail Design
- ADA Compliant Curb Ramps
- Roundabout Design

Orlando Drive Trail

Eric led the design of this 0.8-mile multi-use trail in the Village of Hobart, enhancing connectivity and safety for pedestrians and cyclists.

- Mitigated impacts to ROW, utilities, and drainage
- Integrated ADA-compliant curb ramps
- Designed per Wisconsin Bicycle Facility Design Manual and ADA Standards
- Addressed driveway and street crossings with innovative solutions



Construction Services Manager

Ryan Trzinski, P.E.

UW - Platteville

Bachelor of Science
Civil Engineering, 2007

Professional Engineer

Wisconsin, Michigan

Experience and Expertise

Ryan's extensive experience in highway transportation construction and design spans both urban and rural settings, demonstrating his adaptability and deep expertise in highway design. His strong construction background enables him to conduct thorough constructability reviews, assist as a design engineer, and provide strategic insights into construction staging and traffic control, ensuring cost-effective solutions to complex design challenges.

Key Areas of Expertise

17 years of experience in Civil Engineering, specializing in the following areas:

- Certified Bridge Inspector
- Complex Traffic Staging
- Rural Roadway Design
- Urban Roadway Design
- Dredging - Permitting and Construction
- Environmental Remediation
- Construction Project Engineer/Leader
- Agency Permitting for Local, State, Federal
- Recreational Trail Design

Roles and Responsibilities

Ryan plays a key role in civil site design, leveraging his construction experience to develop comprehensive design packages for a wide range of projects. As a Design Engineer and QA/QC Constructibility Reviewer, he is responsible for producing high-quality design plans, reports, and construction documents. His extensive background in both construction and design equips him with the skills to create constructible site plans and efficient staging strategies that ensure seamless project execution. Ryan's expertise in civil site engineering, including site layout, grading, and utility coordination, allows him to develop cost-effective plans that align with project goals and budgetary constraints. His contributions not only support other design staff but also ensure the successful and efficient completion of projects.

Overland Park Trail

Ryan led construction staging and oversight for the 10-foot-wide stamped concrete trail in Overland Park, enhancing connectivity and recreation within the Centennial Centre Blvd development.

- Coordinated staging to minimize disruptions
- Oversaw ADA-compliant curb ramps and sidewalk transitions
- Managed installation of benches, pergolas, landscaping, and irrigation features

East Fifth Street

Ryan led design engineering for this reconstruction project; a 0.2-mile urban reconstruction, which included bicycle and pedestrian accommodations.

- At Grade Rail Crossing Upgrade
- Horizontal and Vertical Alignment Modifications
- Additional Bicycle Accommodations
- Public Involvement
- Intersection Design



Client Contact/Assistant Project Manager

Jennifer Liimatta, P.E.

Michigan Technological University

Bachelor of Science
Civil Engineering, 2013

Experience and Expertise

Jennifer is a seasoned transportation engineer with over a decade of experience, specializing in the design of transportation infrastructure across both rural and urban environments at state and local levels. Her expertise is particularly valuable in reconstructs, where her ability to navigate tight urban settings, minimize right-of-way impacts, and carefully coordinate utility adjustments ensures a smooth design process. Jennifer's sharp attention to detail and deep understanding of project impacts enable her to anticipate and mitigate potential challenges, making her an invaluable asset to the project team and a key contributor to delivering high-quality results.

Professional Engineer

Wisconsin

Key Areas of Expertise

11 years of experience in Civil Engineering, specializing in the following areas:

- Urban and Rural Roadway Design
- Site Design
- Pavement Design
- Storm Sewer Design
- ADA Curb Ramp Design
- Preliminary and Final Plan Preparation
- Recreational Facility Design
- Agency Permitting
- Specification Writing

Roles and Responsibilities

Jennifer plays a key role in civil site engineering designs, utilizing her extensive expertise in storm water management and site development solutions. She excels in supporting project leads by developing detailed plans for storm water systems, site grading, erosion control, and utility coordination. Jennifer's skills are evident in designing effective storm water solutions that prioritize sustainability, regulatory compliance, and minimal environmental impact. Her proficiency in creating site layouts, grading plans, and drainage systems ensures that projects are both functional and environmentally responsible. With a strong commitment to meeting project objectives and timelines, Jennifer is a critical asset, consistently delivering high-quality civil site designs.

CTH D Trail

As the project manager, Jennifer oversaw QA/QC for the Village of Wrightstown's multi-use trail project along County Highway D. The project included the addition of a 10-foot-wide trail, roadway widening, and curb and gutter installation along a portion of the corridor to improve accessibility and safety.

- Integrated ADA-compliant curb ramps
- Managed the design and construction of a multi-use pedestrian trail
- Oversaw roadway widening and urbanization efforts

S. Pine Tree Road Trail

Jennifer managed the 0.9-mile S. Pine Tree Road and 0.2-mile Scheuring Road reconstruction in the Village of Hobart, transforming rural roads into urban sections with a shared-use path for safety and accessibility.

- Designed urban roadways with storm sewer and water main systems
- Integrated shared-use path and ADA-compliant curb ramps
- Addressed drainage issues and minimized property impacts through public involvement



Senior Project Manager

Gayle Lindenberg, P.E.

Michigan Technological University

Bachelor of Science
Civil Engineering, 1998

Experience and Expertise

Gayle specializes in utility coordination, and brings extensive knowledge from her role as a consultant for the Northeast Region DOT office. She managed the Trans 220 Process; often organizing coordination meetings to align project and utility owner needs.

Currently, she reviews utility coordination documentation for the Bureau of Technical Services Utility Unit. Her expertise is vital for our design projects, especially with the increased emphasis on utility coordination following the 2023 Wisconsin Act 46. Gayle's knowledge ensures REL can balance utility requirements with overall project goals.

Professional Engineer

Wisconsin

Key Areas of Expertise

26 years of experience specializing in the following areas:

- Urban & Rural Roadway Design
- Sanitary and Water Main Design
- Utility Coordination, including Trans 220 process
- Project Manager for many road / utility design and construction projects across Wisconsin.
- WisDOT Central Office Consultant for Utility Let Reviews



Survey Project Leader

Scott DeBaker, PLS

Northeast Wisconsin Technical College

Associate Degree
Civil Engineering–Public Works, 1995

Experience and Expertise

As a Professional Land Surveyor, Scott brings 29 years of experience in Project Survey Support for both design and construction projects. He is well-versed in the collection, processing, and management of topographic and utility survey data. Scott's extensive knowledge of AutoCAD Civil 3D allows him to support design efforts effectively while ensuring data accuracy.

Professional Land Surveyor

Wisconsin

Key Areas of Expertise

29 years of experience in WisDOT Project Support, specializing in the following areas:

- Transportation Project Plats
- Right-of-Way Plats
- Certified Survey Maps
- Typographic Survey
- GPS Real Time and Network Surveys
- Legal Descriptions
- Accurately Determine Right-of-Way
- Temporary Limited Easements
- Section Corner Monumentation

Workload and Staffing Capacity

Our design team has the capacity to take on this project with the flexibility to prioritize Sister Bay as a top commitment. While individual availability varies—Ashley (65%), Eric (70%), Jennifer (70%), Jared (40%), Scott (60%), and Gayle (65%)—our deep engineering bench allows us to strategically shift workloads and allocate resources to meet project demands without compromising quality or timelines. This team-based approach ensures continuity, responsiveness, and dedicated attention throughout the design phase.



Project Understanding

The Village of Sister Bay, in collaboration with WisDOT and other local stakeholders, seeks to improve pedestrian and bicycle connectivity through the extension of a multi-use trail along the STH 57 corridor. The proposed project will extend the existing trail from Northwoods Drive northward to Canterbury Lane, a distance of approximately 3/4 miles. This strategic trail extension addresses safety, accessibility, and connectivity for non-motorized users by linking key residential areas, commercial zones, and recreational amenities.

As outlined in the WisDOT RFP, the trail will be constructed on the west side of STH 57 within WisDOT right-of-way, where feasible, and will incorporate a 10-foot-wide asphalt surface with a 5-foot clear zone where space allows. The trail design must accommodate multiple constraints, including limited right-of-way in select segments, existing drainage patterns, topographic variation, and driveway and side road crossings.

Key aspects of the project include:

- Coordination with WisDOT on design standards, approvals, and potential design exceptions.
- Stakeholder coordination, including property owners, local businesses, and utility companies, due to the proximity of the trail to private drives, entrances, and potential utility conflicts.
- Environmental considerations, particularly related to drainage patterns and storm water conveyance, given the corridor's natural terrain.
- Safety and ADA compliance, ensuring proper cross-slope, sight distance, and safe intersection treatments at driveways and road crossings.
- Trail connectivity to local pedestrian infrastructure and long-term multi-modal transportation goals.

Our team understands the importance of balancing user experience, safety, constructability, and long-term cost efficiency throughout the project. We are committed to delivering a design that meets WisDOT FDM standards, supports the Village's goals, and enhances the community's vision for a safe, accessible, and well-connected trail system.



Project Approach

Robert E. Lee & Associates (REL) brings a wealth of experience and proven success in trail design, particularly through our recently completed Transportation Alternatives Program (TAP) trail project in Brown County. This project demonstrated our ability to navigate the complexities of TAP-funded initiatives, including environmental permitting, public involvement, and coordination with multiple agencies such as WisDOT and DNR. Leveraging the insights and efficiencies gained from this project, we are uniquely positioned to deliver a high-quality, cost-effective solution for the Village of Sister Bay's trail extension. Our comprehensive approach will ensure that every aspect of the project—from design to stakeholder engagement and construction—reflects our commitment to excellence and aligns seamlessly with the goals of the TAP program and the Village's vision for improved connectivity and safety.

1. Preliminary Assessment and Topographic Survey

REL will initiate the project with a detailed on-site assessment and topographic survey to thoroughly map existing conditions. Leveraging advanced tools like ArcGIS Field Maps, our engineers and surveyors will capture geo-tagged images and compile data on utilities, drainage patterns, environmental features, and land use. This enables precise design and efficient coordination with utilities and stakeholders.

2. Environmental and Historical Documentation

REL's team, including an assured wetland delineator and ecological experts, will prepare required environmental and historical documentation. Our approach will minimize delays by utilizing expertise in preparing categorical exclusions (CECs) and integrating sustainable design elements such as elevated boardwalks or rerouting trails around sensitive habitats.

3. Design Development

During this phase, REL will focus on innovative and practical trail design:

- **Alignment Options:** Evaluate alignment options for the 10-foot-wide trail, balancing safety, utility impacts, and environmental constraints. Our team will propose the best alignment to minimize disruptions to residents and property.
- **Utility Coordination:** Experienced staff like Gayle Lindenberg, P.E., will facilitate utility coordination, addressing potential conflicts with utility poles, fire hydrants, or underground systems.
- **Drainage Analysis:** Comprehensive analysis of existing drainage will guide the incorporation of storm water management BMPs (e.g., bioswales or culverts), ensuring the trail does not negatively impact local hydrology.



Project Approach

4. Stakeholder Engagement

Early engagement with stakeholders, including public meetings and virtual visualizations using InfraWorks, will foster community buy-in. REL's history of effective public involvement will ensure the project reflects the community's needs and concerns while meeting regulatory requirements.

5. Cost Management

Robert E. Lee & Associates, Inc. is committed to delivering a high-quality trail design that maximizes value while minimizing unnecessary costs. From the outset, our team will evaluate design alternatives, materials, and construction methods to identify cost-saving opportunities without compromising safety, usability, or long-term performance.

We will:

- Optimize grading and drainage to reduce earthwork and minimize the need for extensive storm infrastructure.
- Utilize existing right-of-way where feasible to avoid costly land acquisition or easement negotiations.
- Standardize trail elements—such as pavement sections, signage, and crossing details—to streamline construction and reduce long-term maintenance. As part of this effort, we recommend obtaining regular soil borings throughout the corridor to verify subsurface conditions and check for the presence of rock or unsuitable soils. This proactive step will help refine design assumptions and reduce the risk of construction change orders due to unforeseen ground conditions.
- Coordinate early with utilities and WisDOT to proactively resolve conflicts and avoid delays.
- Phase construction activities strategically to allow for efficient mobilization and minimal disruptions.

Through smart planning and continuous collaboration with the Village, REL will ensure that the final design delivers the best possible return on investment.

6. Final Design and Bidding

The final phase includes developing detailed plans, specifications, and bidding documents. REL's team has extensive experience in preparing constructible plans and facilitating the bidding process through platforms like QuestCDN. By ensuring clarity in documentation, we will support competitive and transparent contractor selection.

7. Future Connectivity

Recognizing the Village of Sister Bay's broader effort to improve pedestrian and bicycle infrastructure in Northern Door County, aiming to connect Sister Bay with neighboring communities, REL will incorporate design elements to offer seamless integration with future trail extensions.

This approach is built on REL's demonstrated expertise in designing similar trails, including those with unique environmental and community challenges, as highlighted in our work on the STH 22 Trail and Centennial Centre Multi-Use Trail projects.



Village of Sister Bay

Why REL?

Why Choose REL for Your Multi-Use Trail Projects?

At REL, we pride ourselves on our extensive expertise in planning, designing, and implementing multi-use trails throughout Wisconsin. Our portfolio of recent trail projects speaks to our capability and commitment to excellence.

Comprehensive Project Management

Our team has a deep understanding of the intricate design and coordination required to successfully manage WisDOT Local Program projects from start to finish. We have consistently guided projects of varying sizes through the WisDOT PS&E process and the Sponsor's Guide, ensuring all client goals and project milestones are met. With 17 years of WisDOT experience, including 5 years in the Project Development Section at WisDOT, our Project Manager, Ashley Nelson, P.E. exemplifies our dedication and expertise.

Mastery of Design Guidelines

In addition to our proficiency with the WisDOT Facilities Development Manual (FDM) and the Sponsor's Guide for non-traditional projects, we are also well-versed in other essential design standards. These include the American Association of State Highway and Transportation Officials (AASHTO) Bike Guide and the Wisconsin Bicycle Facility Design Handbook. Our team excels in producing high-quality bid documents and managing trail construction and related improvements, providing us with a thorough understanding of unique challenges that can arise.

Innovative Solutions for Constructability and Cost Efficiency

Trails often traverse tight corridors, which can pose accessibility challenges for excavation and material placement. By integrating accessibility and phasing it into our designs, we enhance constructability and reduce costs. With 17 years construction experience, our Construction Manager, Ryan Trzinski, P.E. offers innovative staging and access solutions tailored to each project's needs.

Advanced Storm Water Management

Trail projects typically increase impervious surfaces, making comprehensive storm water management essential. Our team's extensive experience in modeling and designing various storm water management practices for linear corridors enables us to develop cost-effective solutions for each project. We combine rigorous engineering analysis with site-specific needs to design systems that safely direct runoff away from adjacent properties and the new path facilities, seamlessly integrating with existing roadway drainage or nearby storm sewer systems.



Village of Sister Bay

Why REL?

Our Recent Trail Projects

- *Fox River Recreational Trail – Town of Rockland (ARRA Funding)*
- *Lake Wood Trail Head, Nicolet State Trail – Oconto County Forestry, Parks and Rec Department*
- *Devils River Trail – Manitowoc County Parks Department*
- *Rockville Road Trail – City of Kiel*
- *Pamperin Park Shoreline Improvements Trail – Brown County Parks Department*
- *Crossroads at Big Creek – Sturgeon Bay*
- *Pecor Street Multi-Use Trail – City of Oconto*
- *Carriage Hill Drive Multi-Use Trail – City of Watertown*
- *CTH R Recreation Trail – Manitowoc County*
- *Thorn Creek Drive to High School Trail – Village of Hilbert*
- *Pine Tree Trail – Village of Hobart*
- *Safe Routes to School Multi-Use Trail – City of Oconto (SRTS Funding)*
- *STH 42 Trail – Village of Sister Bay*
- *STH 22 Trail – Waupaca County Parks and Recreation (TAPS Funding)*
- *Lyndale Drive Multi-Use trail – Town of Grand Chute*
- *Park Drive – City of Peshtigo*
- *Orlando Trail – Village of Hobart*
- *Scheuring Trail - Village of Hobart*
- *Kiel to New Holstein Trail – City of Kiel and City of New Holstein (TAPS Funding)*
- *Centennial Center Multi-Use Trail – Village of Hobart*
- *Water Street Multi-Use Trail – City of Menasha*
- *CTH EB Multi-Use Trail – Brown County*
- *CTH CE Multi-Use Trail – WisDOT NE Region (State/Federal Funding)*
- *CTH D Trail – Village of Wrightstown*
- *South Pine Tree Trail – Village of Hobart*
- *STH 64 Trail – Langlade County Forestry & Recreation Department*
- *Plum Creek Trail – Village of Wrightstown*
- *Fox River Trail – Brown County (TAPS Funding)*

Choosing REL means partnering with a team dedicated to delivering high-quality, sustainable trail projects tailored to your specific needs. Our depth of experience, innovative approach, and commitment to excellence ensure your project will be completed successfully and to the highest standards.



Project Examples

We have included five related/similar projects that REL completed in recent years. The following projects are highlighted on the subsequent pages:

- **Fox River Trail (Porlier St to CTH X):** This project, recently bid in November 2024, shares similarities with the Village of Sister Bay's trail, including TAP funding and the need to upgrade curb ramps at road crossings to meet ADA compliance.
- **Orlando Trail:** A 0.8-mile multi-use trail, advertised in December 2024, faced challenges similar to those of the Highway 57 trail. The design had to work within existing roadways and adjacent properties, utilizing existing right-of-way and minimizing impacts on utilities. Additionally, water drainage was a critical focus during the planning and design phases to ensure long-term durability and functionality.
- **Overland Park:** Completed in 2020 as part of a larger multi-year development by REL, Overland Park features a stamped colored concrete trail designed to seamlessly connect neighborhood sidewalks to the Centennial Centre Blvd trail. This project, which included over 20,800 linear feet of multi-use trails and three park areas, mirrors the goals of the Highway 57 trail by enhancing connectivity protecting pedestrians along a high-traffic corridor. .
- **S Pine Tree Road Reconstruction:** The shared-use path along S Pine Tree Road was designed with a focus on minimizing impacts to existing trees and adjacent properties, similar to the Highway 57 trail. The project balanced environmental preservation with the need for safe and accessible transportation infrastructure.
- **CTH D Trail:** A 2,200-foot multi-use asphalt trail running along a county highway, similar to the Highway 57 Trail. REL completed the final design for this project, and with Wrightstown receiving TAP funding, the team is currently finalizing the necessary documents for PS&E.

These projects demonstrate REL's ability to navigate complex design constraints, adhere to funding requirements, and deliver trails that meet both functional and community needs.



Fox River Trail

Porlier Street - CTH X

REL provided design services and construction oversight for improvements to the Fox River State Recreational Trail, a heavily used TAP-funded corridor in Brown County. Work included asphalt pavement replacement, restoration of 2-foot shoulders, upgraded ADA-compliant ramps with detectable warnings, and centerline striping for two-way traffic. Two horizontal curves were retained with a reduced design speed of 16 MPH to meet existing site constraints and state bike facility standards. The project enhanced safety, accessibility, and long-term durability for trail users.

Project Owner: Brown County Parks and Recreation Department

Project Details

The Fox River State Recreational Trail, a key alternative transportation route from Green Bay to southern Brown County, has served over 2 million users since 2001. As a Transportation Alternatives Program (TAP) project, the trail required much-needed improvements to address pavement deterioration, eroded shoulders, and outdated ADA compliance standards.

- Pavement Replacement: Removal of 2 inches of existing asphalt and 1 inch of base course; replacement with 3 inches of new asphaltic pavement.
- Shoulder Restoration: Repair of aggregate shoulders to the original 2-foot width.
- Safety Enhancements: Installation of curb ramps with detectable warning fields at crossings and new centerline pavement markings for two-way traffic.
- ADA Compliance: Reconstruction of pedestrian ramps and compliance upgrades at intersections.
- Design Adjustments: Retention of two horizontal curves with a design speed of 16 MPH due to existing constraints, meeting Wisconsin Bicycle Facility Design Manual standards.

Coordinating Agencies

- WisDOT
- WDNR
- City of De Pere
- Utilities
- Local Stakeholders/Residents

Project Benefits

- Provides a safer, more reliable non-motorized transportation route.
- Enhances accessibility and compliance with modern ADA standards.
- Improves overall safety with better crossing visibility and pavement markings.

Services Provided

- REL provided comprehensive services including topographic survey, design, TAP funding forms, PS&E documents for bidding, and construction oversight.

Project Reference: Matt Kriesse 920-448-4464



Project Staff

Ashley Nelson, P.E.

Project Manager

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Village of Hobart

Orlando Drive Trail

Project Highlights

The Orlando Drive Trail is a 0.8-mile multi-use trail extension located in the Village of Hobart. The trail connects a shared-use path on S. Pine Tree Road to a proposed future path at County EB, enhancing connectivity and improving safety for pedestrians and cyclists in the area. It offers alternative transportation options for residents of the expanding single-family and multi-family housing developments nearby.



Project Owner: Village of Hobart

Project Details

Designed Horizontal and Vertical Alignment to mitigate impacts to:

- Right-of-way
- Public and Private Utilities
- Landscaping
- Existing Drainage
- Commercial, residential, and agricultural driveway crossings
- Public street crossings
- Storm Sewer design
- 8 curb ramps with detectable warning fields to enhance crossing safety
- Designed in accordance with the Wisconsin Bicycle Facility Design Manual and ADA Accessibility Standards

Key Contributors

- Troy Hewitt, PLS and Scott DeBaker, PLS - Surveying & Plat
- Jennifer Liimatta, P.E. and Eric Handler, P.E. - Civil/Transportation Engineering
- Brandon Robaidek, P.E. Storm Water Management
- James Havel, Assured Delineation, Ecological

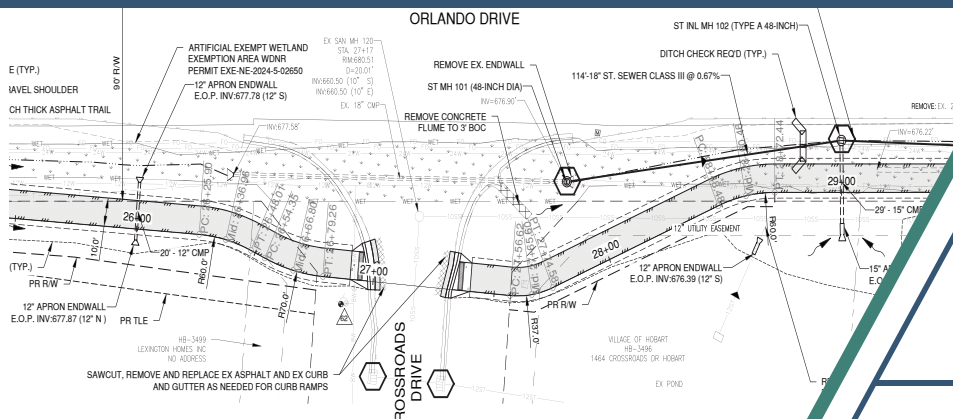
Services Provided

- Progressive Project Management
- Comprehensive Design
- Topographic Surveying
- Public Involvement
- Wetland Delineation
- Environmental/Archaeological Review
- Storm Water Design
- Agency Coordination
- Permitting
- Bidding/Construction Services

Coordinating Agencies

- EPA
- Utilities
- Local Stakeholders/Residents
- Brown County

Project Reference: Aaron Kramer 920-869-3804



Project Staff

Jennifer Liimatta, P.E.

Project Manager

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Village of Hobart

Overland Park

Project Highlights

Overland Park, a key feature of the Centennial Centre Blvd mixed-use development, highlights the integration of thoughtful design and community amenities. This 270-acre development, anchored by the 1.5-mile, 4-lane Centennial Centre Blvd, supports \$300 million in economic development and 1,500 new residents. As part of the overall project, over 20,800 linear feet of multi-use trails were designed to connect residential neighborhoods with commercial spaces. Overland Park features a 10-foot-wide colored concrete trail that links curved seating areas and wood pergola shade structures, creating inviting spaces for public use. The trail transitions smoothly into existing sidewalks, with ADA-compliant curb ramps at roadway crossings to ensure accessibility for all users. This design reflects a commitment to enhancing community connectivity, accessibility, and recreation.



Project Owner: Village of Hobart

Project Details

- 10-foot wide stamped colored concrete multi-use path
- Stone accent benches and pergolas
- Landscaping and Irrigation Plan
- Wooden Pergola Shade Structure
- ADA Compliant curb ramps

Key Contributors

- Troy Hewitt, PLS and Scott DeBaker, PLS - Surveying
- Aaron Breitenfeldt, P.E. and Jared Schmidt, P.E. - Civil/Transportation Engineering
- Brandon Robaidek, P.E. - Storm Water Management
- Alan Gustafson, PG, Environmental Compliance
- James Havel, Assured Delineation, Ecological Services
- Ryan Trzinski, P.E., Construction Administration Services
- Anna Peters, GIS, Asset Management

Services Provided

- Progressive Project Management
- Comprehensive Design
- Cost-Saving Initiative
- Topographic Surveying
- Public Involvement
- Wetland Delineation/Tree Inventory
- Environmental/Archaeological Review
- Storm Water Design
- Agency Coordination
- Permitting
- Bidding/Construction Oversight Services

Coordinating Agencies

- WisDOT, WDNR, EPA
- Private Utilities
- Local Stakeholders/Residents

Project Reference: Aaron Kramer 920-869-3804



Project Staff

Jared Schmidt, P.E.

Project Manager

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S Pine Tree Road Reconstruction

Project Highlights

The project reconstructed 0.9 miles of S. Pine Tree Road and 0.2 miles of Scheuring Road in the Village of Hobart. Both roadways were transformed from rural sections into urban sections, complete with curb and gutter and storm sewer systems. Significant growth in single-family and multi-family housing developments in the surrounding area has led to a notable increase in motorist and pedestrian traffic. To accommodate this growth, the roadways were widened, and a shared-use path was added to enhance safety for all users, including motorists, pedestrians, and cyclists.



Project Owner: Village of Hobart

Project Details

- Reconstruction as urbanized section with curb & gutter
- Utility design - storm sewer and water main
- Storm water management
- Shared-use path on entire corridor
- 12 Curb ramps with detectable warning fields to enhance safety at crossings
- Public involvement efforts to resolve areas of poor drainage and minimize impacts to property and trees

Key Contributors

- Troy Hewitt, PLS and Scott DeBaker, PLS - Surveying & Plat
- Jennifer Liimatta, P.E. and Eric Handler, P.E. - Civil/Transportation Engineering
- Brandon Robaidek, P.E. - Storm Water Management
- Alan Gustafson, PG, Environmental Compliance
- James Havel Assured Delineation, Ecological Services

Services Provided

- Progressive Project Management
- Comprehensive Design
- Topographic Survey
- Public Involvement
- Easement Acquisition
- Wetland Delineation/Tree Inventory
- Environmental/Archaeological Review
- Storm Water and Water Main Design
- Agency Coordination
- Permitting
- Bidding Services

Coordinating Agencies

- EPA
- Private Utilities
- Local Stakeholders/Residents
- Town of Lawrence

Project Reference: Aaron Kramer 920-869-3804



Project Staff

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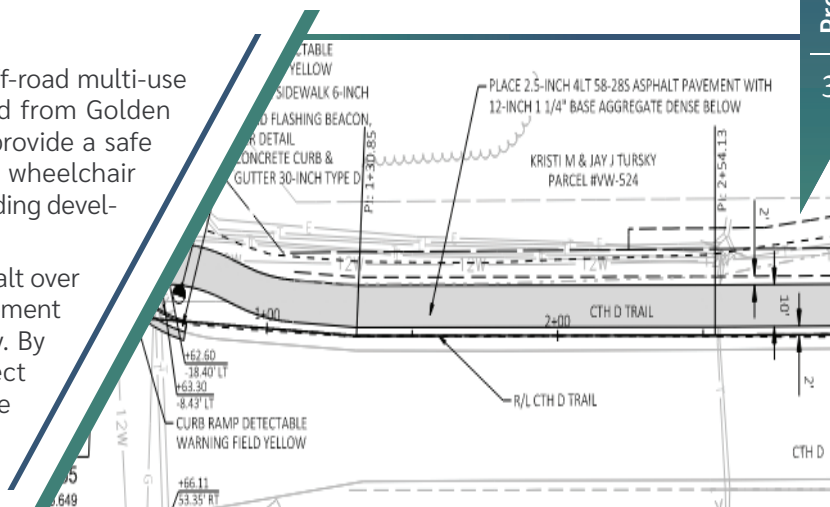
Village of Wrightstown

CTH D/Plum Road Trail

Project Highlights

To improve safety and connectivity, a 2,200-foot off-road multi-use trail is being constructed along CTH D/Plum Road from Golden Wheat Lane to STH 96/High Street. This trail will provide a safe and accessible route for pedestrians, cyclists, and wheelchair users, connecting three nearby schools and surrounding developments.

The 10-foot-wide trail will feature 2.5 inches of asphalt over 12 inches of dense base aggregate, along with pavement markings and gravel shoulders for enhanced safety. By separating the trail from vehicle traffic, the project promotes active transportation and provides a secure path for all users.



Project Owner: Village of Wrightstown

Project Details

- 2,200 LF of Multi-use Trail
- 2.5 inches of HMA over 12 inches of Base Aggregate
- ADA Curb ramps with Detectable Warning Fields
- Commercial, Residential and Agricultural Crossings
- Designed in accordance with the Wisconsin Bicycle Facility Design Manual
- Applied for and received Transportation Alternatives Program (TAP) Funding

Key Contributors

- Troy Hewitt, PLS and Scott DeBaker, PLS - Surveying & Plat
- Ashley Nelson, P.E. and Eric Handler, P.E. - Civil/Transportation Engineering
- Jennifer Liimatta, P.E. - Storm Water Management and Project Management
- Alan Gustafson, PG, Environmental Compliance
- James Havel Assured Delineation, Ecological Services

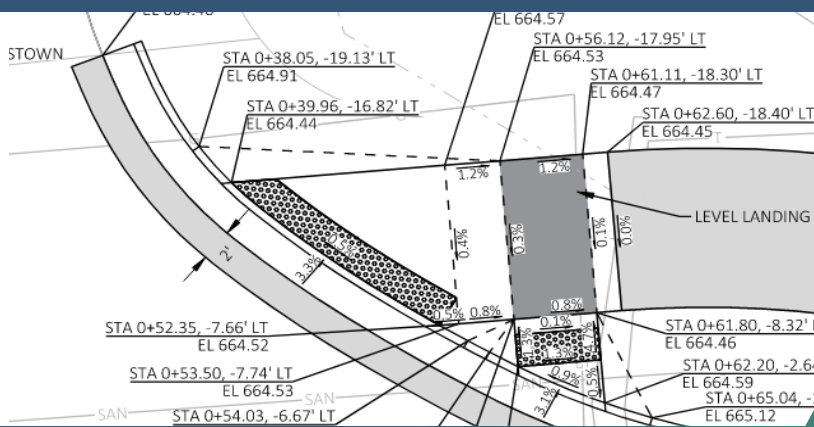
Services Provided

- Topographic Survey
- Planning and Preliminary Design
- Final Design
- Stakeholder Coordination
- Utility Coordination
- Right-of-Way Plat

Coordinating Agencies

- Village of Wrightstown
- WisDOT
- WDNR
- Local Stakeholders/Residents
- Public and Private Utilities

Project Reference: Andy Vickman 920-660-4337



Project Staff

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Project Manager

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releeinc.com

*Total Project***Investment**

The total design investment for the Village of Sister Bay Trail project reflects a thoughtful and comprehensive approach to delivering a safe, functional, and community-focused multi-use trail. This investment includes necessary design services—from preliminary planning and environmental coordination to final construction documents—ensuring the project meets TAP grant requirements and WisDOT standards. Our team has carefully developed this scope to balance cost-efficiency with high-quality outcomes, providing the Village with a well-planned and fully engineered trail that supports long-term usability, safety, and connectivity.

Survey	\$6,500
Trail Plans	\$29,800
Reports & Permits	\$7,536
Utility Coordination	\$3,720
Public Involvement	\$5,602
Meetings	\$4,093
PS&E	\$10,312
<hr/>	
Total Investment	\$67,563



If soil borings are requested for the project, they are not included in the total design investment outlined above. Terracon has been identified to perform this work at an additional estimated cost of \$8,200 - \$12,000. Additionally, real estate acquisition services—including right-of-way plat preparation, legal descriptions, and title work—are not included in the current scope. These services would be provided at an additional cost, to be further defined during final design if right-of-way impacts are identified.

Village of Sister Bay

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Casey Beyersdorf

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2670 County Road A

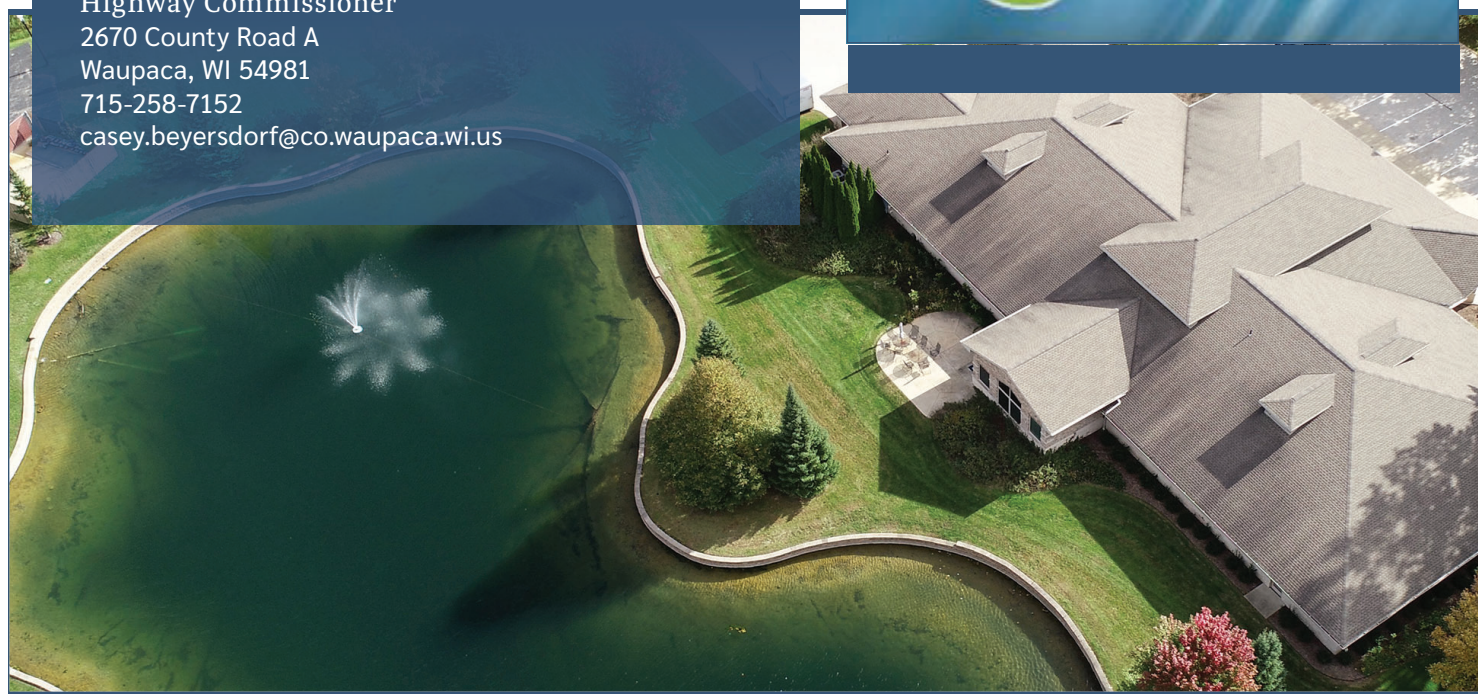
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Why our clients *continue to choose us...*

Our clients continue to choose Robert E. Lee & Associates because of our unwavering dependability and commitment to being readily available at every stage of the project. We pride ourselves on providing consistent, reliable support, ensuring that no matter the challenge, we are always there to deliver timely solutions and maintain clear communication.



Thank you

for this opportunity.

Robert E. Lee & Associates thanks the Village of Sister Bay for considering our qualifications and project experience. Our team provides exceptional engineering, environmental, and construction management services, ensuring a seamless and successful partnership. With expertise across multiple disciplines and support from our in-house NES Ecological Services, we are dedicated to delivering high-quality solutions that meet the Village's needs. We look forward to the opportunity to collaborate with you and create a trail that brings lasting value to your community.

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1250 Centennial Centre Blvd

Hobart, WI 54155



Village of Sister Bay, Wisconsin

Statement of Qualifications

Highway 57 Trail (Northwoods Drive north to Highway 42) | Design Engineering Services





Stantec Consulting Services Inc.
312 North 5th Avenue
Sturgeon Bay, WI 54235

April 11, 2025

Attention:
Julie Schmelzer
Village Administrator
Village of Sister Bay
julie.schmelzer@sisterbaywi.gov

Reference:
Statement of Qualifications
Highway 57 Trail (Northwoods Drive
north to Highway 42)
Design Engineering Services
Project ID: 4610-00-00/70

Dear Julie Schmelzer and the Village of Sister Bay,

As a community that strives to provide safe local connections, multi-use pedestrian paths are an admirable goal for the Village to pursue—and one that Stantec and KL Engineering are perfectly aligned to help deliver. Stantec has previously completed construction plans for this very same Hwy 57 trail and was instrumental in securing the Transportation Alternatives Program (TAP) grant funding that will support its construction. Now, we'd like to help you bring it home!

We are excited to present our qualifications, approach, and cost estimate for providing engineering design services for the new construction of the Highway 57 Trail. Stantec has a strong team of municipal and transportation professionals with extensive experience in trail construction projects. KL Engineering brings a wealth of TAP grant funding experience to the equation, providing the knowledge and expertise to help navigate the multi-step DOT process and approvals.

For a number of years, Stantec has worked both for and within the Village, all out of our local office in Sturgeon Bay. We have completed developer-led projects within the municipal boundaries of the Village and, more importantly, have worked with the Village to provide real improvements, such as the Parks and Rec Building, Sanitary Sewer Extensions, Wiltse Property Housing Study, and various small projects and daily support answering questions. As I write this cover letter, I am about to make a trip to the Village to look at an ADA ramp issue with your Parks Department head! We are local, we are part of the community, and we are eager to help deliver your projects.

On behalf of the Stantec and KL team, we are excited and thank you for this opportunity to continue working with the Village. On a personal note, I am eagerly awaiting the construction of this trail as my family will be frequent users upon its completion—and I would view it as a point of pride to have had a hand in its creation.

Should you have any questions or need clarification on items presented in this proposal, please do not hesitate to call me directly.

Sincerely,

Stantec Consulting Services Inc.

Skyler Witalison
PE
Project Manager

Direct: 920-298-1763
skyler.witalison@stantec.com



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Member Firms

Stantec empowers clients, and communities to rise to the world's greatest challenges at a time when the world faces more unprecedented concerns than ever before. We are a global leader in sustainable engineering, architecture, and environmental consulting. The Stantec team excels in community-focused park and trail planning, design, and implementation. As prime, our approach will be rooted in the analysis and execution of complex efforts through meaningful stakeholder engagement, local understanding, and technical expertise. Our staff has handled comprehensive design and construction phase services for new and upgraded trails throughout the region, and accompanying signing, site furnishings, and roadway markings.

KL Engineering excels at designing trail projects using non-traditional WisDOT delivery, leveraging deep familiarity with the WisDOT design process and timing of deliverables. Their staff, instrumental in creating the WisDOT Sponsors Guide, provides innovative solutions and sustainable designs, enhancing connectivity and promoting active transportation through exceptional infrastructure.

Team Familiarity with WisDOT Projects/Processes

KL Engineering has extensive experience in delivering projects using non-traditional WisDOT processes. Over the past five years, they have successfully completed the following projects with TAP or CMAQ funding, including construction administration:

- City of Madison | Garver Path
- City of Greenfield | Powerline Trail Phase 1 and 2
- Jefferson County | Interurban Trail Phase 2 and 3
- Waukesha County | Lake Country Trail Phase 5
- Waukesha County | Pewaukee to Brookfield Trail



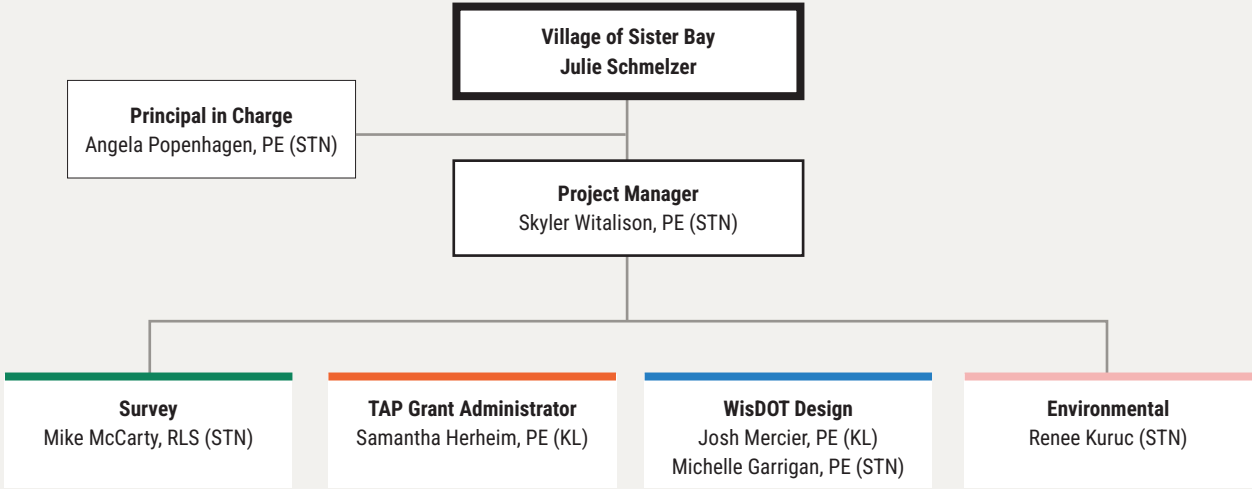
📍 East Riverfront Trail | Wausau, Wisconsin

Combined with Stantec's experience supporting the Village of Sister Bay and KL's role in creating the WisDOT Sponsors Guide, our team is well-equipped to assist with this project.

Eligibility

Both Stantec and KL Engineering are on WisDOT's Roster of Eligible Engineering Consultants.

Key Staff



Workload capacity and availability

When selecting this team, we considered several criteria. Relevant expertise and availability are two factors in on our decision. Our team members are committed to meeting your project goals. We monitor team workloads weekly to confirm we are able to fulfill our promises to you. We are confident in our ability to meet the project deadlines. At project kick off, we will discuss resources and an overall schedule to establish a framework with the right team members and resources for the duration of design and construction. We do not foresee any current projects impacting our commitments to the Village of Sister Bay.



We value our long-term relationship with the Village of Sister Bay and look forward to delivering this latest project for you.



Skyler Witalison

PE

Project Manager

Stantec

19 years of experience

BS, Water Resources, University of Wisconsin, Stevens Point, 2004

Wisconsin Professional Engineer #42897

Skyler is a seasoned professional in civil, municipal, and environmental engineering, specializing in site assessment and planning for site development, site/civil engineering, entitlements (permitting), due diligence, overall project management, and construction management services across various sectors. His engineering expertise encompasses utility design (both public and private), roadway design, stormwater management, construction bid procurement and review, grading and mass balance, and construction cost estimates for budgetary decision-making. As a licensed professional engineer, Skyler combines a comprehensive technical knowledge base with a calm demeanor to deliver high-quality solutions and answers for the engineering projects he undertakes.



Angela Popenhagen

PE, LEED AP BD+C

Principal in Charge

Stantec

31 years of experience

BS, Civil Engineering, University of Minnesota, Minneapolis, Minnesota, 1994

Wisconsin Professional Engineer #36512

Angela works closely with municipal governments in a broad range of community planning and engineering activities. She has served as engineering lead for communities such as the City of Cottage Grove, the City of Hudson, the Town of St. Joseph, the Village of Osceola, and the Village of Elmwood. Angela provides engineering planning, design, and financing guidance on projects and day-to-day issues. She also provides construction administration, including several recent WisDOT projects. She is very familiar with the WisDOT FDM and Standard Specifications for Highway and Structure Construction. Angela's areas of focus include road design, project management, trails and sidewalks, construction management, public involvement, sanitary sewers, storm sewers, erosion and sediment control, trunk utilities, permit applications, comprehensive planning, and cost estimating.



Mike McCarty

PLS

Survey Manager

Stantec

32 years of experience

BS, Construction Management, University of Wisconsin - Stout, Wisconsin, 1992

Wisconsin Professional Land Surveyor #2298

Mike brings a wealth of experience working in land surveying, focusing on gathering field data, producing maps and plats, and construction staking on projects throughout Wisconsin. He has worked with a wide range of public and private clients to determine their needs and complete projects with efficiency and accuracy.



Samantha Herheim

PE

TAP Grant Administration

KL Engineering

20 years of experience

BS, Environmental Engineering University of Wisconsin, Platteville, 2001

Wisconsin Professional Engineer #38317

Samantha specializes in shared-use path projects including non-traditional transportation projects assigned to receive TAP and CMAQ funding from the federal government. She successfully managed and delivered 76 TAP and CMAQ projects with a construction cost of \$48 million during her more than 10 years as a project manager for the WisDOT Local Program Management Consultant program.

With more than 20 years of experience, Samantha's municipal and WisDOT Local Program background provides a strong foundation for the successful delivery of design projects. She has led both large and small projects and has extensive public outreach experience.



Josh Mercier

PE

Design Lead

KL Engineering

14 years of experience

BS, Civil & Environmental Engineering, University of Wisconsin, Madison, 2010

Wisconsin Professional Engineer #44677

With 14 years of multi-modal design experience, Josh is KL Engineering's lead trail designer, specializing in trail planning, design, and project delivery within the WisDOT Non-Traditional Transportation Project process. His expertise includes alternative design analysis, designing trails in utility and highway corridors, and designing in wetlands. Josh's background and experience in roadway and traffic design are beneficial to designing trails adjacent to roadways and safe crossings.



Renee Kuruc

Environmental Specialist

Stantec

32 years of experience

BS, Environmental Biology, Northeastern Illinois University, Chicago, 1990

MS, Environmental Management and Sustainability, Illinois Institute of Technology, Chicago, 2012

Renee is a senior environmental project manager with experience in environmental planning and permitting, including seven years as a federal regulator and environmental scientist with the US EPA Region 5 and US FTA Region 5 offices. She specializes in renewable transportation, energy, utilities, telecom, and oil and gas industries. Renee has led or advised teams in environmental baseline studies, and environmental compliance (NEPA) for a wide variety of public and private clients. She also has five years of experience in tribal air programs and environmental justice considerations. Renee has assisted clients with compliance and permitting under the Clean Water Act, Clean Air Act, Rivers and Harbors Act, Endangered Species Act, more than thirty state environmental regulations for wetlands, water quality, and navigable waterways, and local regulations for zoning, shorelands, and wetlands.

Recently Completed Projects

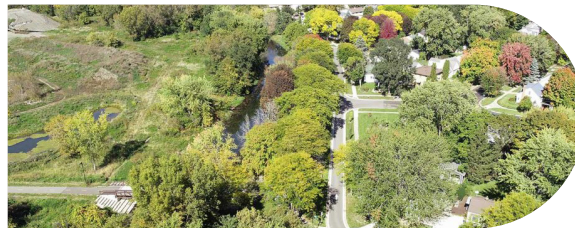


Hwy 57 Trail Preliminary Design

📍 Village of Sister Bay, WI

As the Village is aware, Stantec was hired to complete the initial design of the Hwy 57 Trail that this RFP addresses. Stantec worked with the Village to identify length, alignment, design parameters (width, surfacing type), and obstructions (utilities, ownership easements, etc.). Stantec was also critical in securing the Transportation Alternatives Program grant to fund the construction.

Stantec has a deep knowledge base on the trail, including the history, the stakeholders, and the envisioned end product. Stantec is uniquely positioned to bring this trail to the finish line and help further the pedestrian connections in Nor Door and the Village of Sister Bay!



Garver Path

📍 City of Madison, WI

KL Engineering led the design for the Garver Path project, a 1-mile connector trail from the Capital City Trail to Milwaukee Street, funded by a WisDOT TAP Grant. Completed work included survey, alternative analyses, preliminary design, environmental documentation and permitting, final design, and the WisDOT Non-Traditional Project PS&E process. Based on public concern regarding potential environmental impacts, Starkweather Drive was converted to a one-way road and the path was constructed within the previous roadway footprint to avoid impacts to trees and natural space. Another concern was high vehicular speed on Milwaukee Street. A curb extension at an upstream intersection as well as curb extensions and a widened median at the midblock crossing location changed the road from four-lanes to two-lanes to calm traffic speeds and enhance crossing safety for path users.

The Garver Path project won 2023 APWA WI Project of the Year and ACEC WI State Finalist awards.



River Point Development

📍 Manitowoc, WI

Stantec helped the City secure federal brownfield grant funding, conduct environmental assessments, and create a plan to mitigate environmental impacts for a 20-acre site redevelopment. Using this knowledge, Stantec's design team worked with the City to plan and design the project according to the community's vision.

Our team prepared site planning, mass grading, and public improvement plans, including soil capping, to address environmental concerns. We focused on options that residents want, businesses can support, and the City can manage. Planned features include a kayak launch, lookout, terrace waterfront seating, and a multi-use bike trail along the river. The streetscape will have pedestrian-friendly amenities like pavers, colored concrete, and seat walls.

The project is divided into three phases in various phases of construction. River Point will feature restaurants, multifamily apartments, and shops, making it a vibrant destination for residents to eat, work, play, and enjoy nature with a downtown feel.



US 8 Trail Feasibility Study and Phase 1, 2, & 3

📍 Forest County Potawatomi Community, WI

KL Engineering is proud to collaborate with the Forest County Potawatomi Community (FCPC) on a 5-mile multi-use trail along US 8 in Forest County. This project aims to connect the tribe's Stone Lake Community tribal lands with the City of Crandon. Funded by a WisDOT TAP Grant, KL Engineering conducted a feasibility study and developed design alternatives, incorporating feedback from FCPC, WisDOT, tribal members, and the public.

Final design and construction funding were secured through WisDOT TAP Grants, FHWA FLAP Grant, and a RAISE Grant. KL Engineering was selected to finalize the design, with construction phases scheduled for summer 2025 and 2026. The trail will be built within the US 8 highway right-of-way, coordinated with a highway reconstruction project to avoid conflicts. Cultural resource considerations were addressed during the Section 106 process, and a Design Variance Request was approved to minimize environmental and cultural impacts.

Key features include side path connections to tribal buildings, local roads, and neighborhoods, an at-grade crossing of US 8, and a two-cell box culvert underpass for bike, pedestrian, and ATV traffic. Aesthetic elements for the wingwalls and inside walls were designed collaboratively with FCPC Graphic Designers. Rest areas along the trail will feature educational kiosks, planters, and benches.



East Riverfront Development

📍 Wausau, WI

Stantec's team of urban planners, landscape architects, and engineers worked to implement public improvements along 2,200 feet of Wisconsin River shoreline—laying the groundwork for Riverlife, new regional recreation, entertainment, commercial and residential waterfront destination. All amenities provide great river views and enhance the park and trail experience for bikers, walkers, and everyday travelers through the park.

The first phase included an ADA publicly accessible pedestrian bridge, boat docks, kayak launches, wharf, nearby kayak launch, multi-use trail system, riverbank restoration, lighting, and site furnishings. The second phase of improvements included a signature centerpiece park, bathroom, and concession building. Stantec's brownfields team helped city officials obtain more than \$2.5 million in federal and state funding to remediate and redevelop 31 acres of vacant and contaminated riverfront parcels. More improvements are to come as a new trailhead and river overlook will be constructed south of the park in downtown Wausau.

Other Information

Potential Project Schedule may differ from the Village’s expectations. Environmental reviews, real estate acquisitions, and WisDOT approvals take time to process. We will work with the Village on the timeline and expedite this project as best possible; however, we anticipate the follow project schedule assuming a Notice to Proceed by 5/16/2025:

Task	Date
Section 106 Submittal	June 2025
Section 106 Approval and CEC Submittal	September 2025
CEC Approval and DSR Submittal	October 2025
DSR Approval and Platt Submittal	November 2025
Plat Approval and Real Estate Acquisition	December 2025-June 2026
Draft PS&E	April 2026
Real Estate Acquisition Complete and Final PS&E Submittal	June 2026
Final PS&E Approved and Advertise	October 2026
Project Construction	Spring 2027

Note:

- This schedule is compressed and may not be possible if reviews and approvals are not prompt and real estate acquisition timing extends.
- We will engage a real estate professional from the WisDOT approved list of Local Public Agency (LPA) Consultants as needed.

Cost of Service

Proposed Lump Sum fee: \$78,000

The fee estimate provided is based on preliminary discussions with both the Village and WisDOT. This estimate reflects a high level of effort for many of the DOT-required deliverables. However, reductions may occur based on further clarification of the scope. For example, if a Categorical Exclusion is granted for environmental, historical, archaeological, or burial sites, a fee reduction will follow in that category.

Stantec proposes that, if selected, the Village and Stantec enter into contract negotiations and structure the agreement in a manner beneficial to both parties. This includes considerations for fee type (T&M vs. Fixed Fee), task breakdown, and workpath. For instance, applying for categorical exclusions as a first step, with an increase in scope and fee only if denied and further work is required.



Stantec is a global leader in sustainable architecture, engineering, and environmental consulting. The diverse perspectives of our partners and interested parties drive us to think beyond what's previously been done on critical issues like climate change, digital transformation, and future-proofing our cities and infrastructure. We innovate at the intersection of community, creativity, and client relationships to advance communities everywhere, so that together we can redefine what's possible.



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