



GREEN LAKE COUNTY

571 County Road A, Green Lake, WI 54941

Original Post Date: 08/02/17

Revised Post Date: 08/08/17 (2:00 pm)

The following documents are included in the packet for the Highway Committee on 08/09/17:

- 1) Agenda
- 2) Draft minutes from the July 12, 2017 Meeting
- 3) Grounds Use – 13Dot 1, Green Lake Half Marathon
- 4) **Repealing and Recreating Chapter 257, Vehicles, All-Terrain/Utility Terrain**
- 5) **Designation of All-Terrain Vehicle (ATV)/Utility Terrain (UTV) Routes on Green Lake County's County Trunk System Policy**
- 6) **NOI – STP Rural CTH D Ranking ***(Last 44 Pages of Packet)**
- 7) Financial Report – Equipment Operations, **Expenses/Revenues**
- 8) 2018 Budget
- 9) Credit Card Request
- 10) Highway Internal Policies
- 11) **Commissioner's Report**



GREEN LAKE COUNTY HIGHWAY COMMISSIONER

Amy M. Brooks, P.E.
Highway Commissioner

Office: 920-294-4060
FAX: 920-294-4066

Meeting Notice

Date: August 09, 2017, Time: 5:30 PM
Green Lake County Government Center, Training Room
571 County Road A, Green Lake, WI

***AMENDED AGENDA**

Committee Members

Paul Schwandt
Vicki Bernhagen
Dennis Mulder
Rich Slate

Nick Toney (Alternate)

Becky Pence,
Secretary

- 1) Call to Order
- 2) Certification of Open Meeting Law
- 3) Pledge of Allegiance
- 4) Approval of Agenda
- 5) Approval of Minutes 07/12/17
- 6) Correspondence
- 7) Public Comment (3 minute limit)
- 8) Appearances
 - ***Lauree Renaud, Green Lake Greenways**
- 9) Repealing and Recreating Chapter 257, Vehicles, All-Terrain/Utility Terrain
- 10) Designation of All-Terrain Vehicle (ATV)/Utility Terrain (UTV) Routes on Green Lake County's County Trunk System Policy
- 11) NOI – STP Rural CTH D Ranking
- 12) Grounds Use – 13Dot1, Green Lake Half Marathon
- 13) Financial Reports
- 14) 2018 Budget Update
- 15) Credit Card Request
- 16) Highway Internal Policies
- 17) Highway Department Building and Grounds
- 18) Railroad Consortium
- 19) Committee Discussion
 - Commissioner's Report
 - Next Meeting Date 09/13/17
 - Future Items for Action and Discussion
- 20) Adjourn

Kindly arrange to be present. If unable to do so, please notify our Office.
Sincerely, Becky Pence, Secretary Highway Committee

Meeting area is accessible to the physically disabled. Anyone planning to attend who needs visual or audio assistance should contact (920) 294-4060 no later than noon on the day preceding the meeting.

July 12, 2017

The regular meeting of the Highway Committee was called to order by Chair Paul Schwandt at 6:00 PM on Wednesday, July 12, 2017. The requirements of the Open Meeting Law was certified as being met. The Pledge of Allegiance was recited.

Present: Paul Schwandt
Vicki Bernhagen
Dennis Mulder
Rich Slate

Absent:

Others Present: Amy Brooks, Highway Commissioner
Becky Pence, Administrative Assistant
Harley Reabe, County Board Chair
Dawn Klockow, Corporation Counsel
Lauree & Paul Renaud, Green Lake Greenways

Agenda

Motion/second (Mulder/Slate) to approve the Amended Agenda. All ayes. Motion Carried.

Approval of Minutes

Motion/second (Slate/Mulder) to approve the 06/14/17 minutes. All ayes. Motion Carried.

Discussion held by Chair Schwandt regarding minutes of 6/14/17 where he noted for the record, "The current air handler system at Shop 1 is not used properly. There was stuff under vents, stacked up and wood there. If systems that have been put in place for fumes are not used then why say they are used. Also roof leaking why no work orders issued before to maintenance?"

Motion/second (Slate/Mulder) to amend the 06/14/17 Minutes to include the above notation of record. All ayes. Motion Carried.

Correspondence None

Public Comment

Lauree Renaud, Green Lake Greenways asked if all county roads would be allowed for ATV/UTV use, and would like some consideration given to the Bike/Pedestrian Advisory and Traffic Safety Committee. It was noted that other counties are having some problems with motor vehicles, bikers, pedestrians and ATV/UTV all on the roadways.

Appearances None

Repealing and Recreating Chapter 257, Vehicles, All-Terrain/Utility Terrain

Utility Terrain Vehicle (UTV) was added to the Ordinance.

Discussion held on consistencies in "maintenance" language between the Bicycle/Pedestrian Agreement and the All-Terrain/Utility Terrain Vehicles. Commissioner Brooks will review.

Designation of All-Terrain Vehicle (ATV)/Utility-Terrain Vehicle (UTV) Routes on Green Lake County's County Trunk System

Discussion held on presenting designated routes to the Bike/Pedestrian Advisory Committee, along with the Traffic Safety Committee for consideration prior to approval. Commissioner Brooks will review/revise the policy.

Chair Schwandt requested Lauree Renaud of Green Lake Greenways to prepare a list of problems, in writing, that other counties are having with ATV/UTVs on the roadways.

Discussion held on insurance requirements of ATV/UTV's.

Grounds Use None

Financial Reports

The Financial reports were reviewed.

Equipment Purchase, 1 Ton Pick-Up Truck

Motion/second (Slate/Bernhagen) to approve purchasing the 1-Ton Pick-Up Truck from Sondalle Ford and Casper's Truck Equipment for \$48,867.00. All ayes. Motion Carried.

2018 Budget Update

2018 Budget will be available next month for the Committee to review.

Highway Department Building and Grounds

The action plan with short, medium, and long-term goals is in progress, and will be brought back next month for the Committee to review, along with Maintenance's recommendations regarding heating/ventilation.

Railroad Consortium None.

Committee Discussion

Committee reviewed Commissioner's Report.

Future Meeting Date: August 9, 2017

Future Items for action and discussion:

Adjournment 6:45 pm

Submitted by,

Becky Pence,
Secretary Highway Committee

ORDINANCE NO. –2017

Repealing and Recreating Chapter 257, Vehicles, All-Terrain/Utility Terrain

The County Board of Supervisors of Green Lake County, Green Lake Wisconsin, duly assembled at its regular meeting begun on the 20th day of June 2017, does ordain as follows:

WHEREAS, the Green Lake County Highway Committee has given due consideration to the recreational and economic value of designating certain County Trunk Highways as an ATV route and weighed the recreational and economic value against protecting the safety of motorists by maintaining the road edge, surface and integrity of the right-of-way, public safety, terrain involved, traffic density and history of automobile traffic; and,

WHEREAS, one or more individuals, associations or organizations are interested in sponsoring designated ATV routes on County Trunk Highways and have indicated a desire to support the costs involved in installing signs for the designated ATV routes by underwriting the costs involved; and,

WHEREAS, the Green Lake County Highway Committee and the Highway Department have received requests for designation of portions of County Trunk Highways as ATV routes.

NOW, THEREFORE, THE COUNTY BOARD OF SUPERVISORS OF THE COUNTY OF GREEN LAKE DOES ORDAIN AS FOLLOWS:

Section 1. Green Lake County Ordinance, Chapter 257, Vehicles, All-Terrain, Ordinance Number 407-90 enacted on February 20, 1990 be, and it hereby is, REPEALED.

Roll Call on Ordinance No. – 2017
Aye____, Nay____, Absent____, Abstain____
Passed & Enacted/Rejected this 20th
day of June, 2017

Submitted by Highway Committee

Paul Schwandt, Chair

County Board Chairman

Rich Slate

Attest: County Clerk
Approved as to Form:

Vicki Bernhagen

Corporation Counsel

Dennis Mulder

Section 2. Chapter 257, All-Terrain/Utility-Terrain Vehicles is created as follows:

§257-1. Authority.

This Chapter is adopted under the authority granted by §§59.02 and 23.33 (8)(b) and (11) Wis. Stats. and Wis. Admin. Code NR §64.12.

§257-2. Title.

This Chapter shall be known as, referred to, or cited as the “Green Lake County All-Terrain/Utility Terrain Vehicle, (ATV/UTV) Ordinance.”

§257-3. Jurisdiction.

This Chapter shall regulate the operation of all all-terrain/utility-terrain vehicles in all areas of Green Lake County.

§257-4. Adoption of Statutory Provisions.

Except as otherwise specifically provided in this Ordinance, the statutory provisions in Chapters 23, 340 to 348 and 350 of the Wisconsin Statutes, establishing regulations with respect to all-terrain vehicles (ATVs), utility terrain vehicles (UTVs) and Wisconsin Administrative Code Chapter NR 64, All Terrain Vehicles are hereby adopted by reference and made a part of this chapter as if fully set forth herein. Unless otherwise provided in this ordinance, any act required to be performed or prohibited by any statute incorporated herein by reference is required or prohibited by this ordinance. Any future amendments, revisions or modifications of the statutes or administrative codes incorporated herein are made a part of this chapter to secure uniform statewide regulation of ATVs and UTVs.

§257-5. Definitions.

The definitions of words and phrases as they appear in §§23.33(1), 340.01, 341.01, 342.01, 343.01, 344.01, 345.01, 346.01, 347.01 and 348.01 Wis Stats. and Wis. Admin. Code NR §64.02, unless the word or phrase is defined differently in this chapter, are hereby adopted and made a part of this chapter as if fully set forth herein. Any future amendments, revisions or modifications of the statutes or administrative codes incorporated herein are made a part of this chapter to secure uniform statewide regulation of ATVs.

As used in this Chapter:

“Sponsor” means an individual, organization, ATV or UTV club, or municipality that submits an application to the Highway Department for the designation of a County Trunk Highway as an ATV route and will pay for the costs to make, install, and maintain ATV route signs.

§257-6. Delegation to Highway Committee.

The Green Lake County Highway Committee (“the Highway Committee”) is authorized to designate segments of Green Lake County Trunk Highways as ATV routes, in accordance with the provisions of §23.33 Wis. Stats., Wis. Admin. Code Ch. NR §64, and the provisions of this Ordinance. Final approval of any ATV route shall be by the County Board of Supervisors enacting an Ordinance.

§257-7. Designation, Modification, Suspension and Termination of ATV Routes.

- A. ATV routes and proposed routes on or across a County Trunk Highway shall be investigated and monitored to ensure that the ATV route has been authorized and that the ATV route does not adversely affect the use of the highway or unreasonably interfere with the peaceful enjoyment of private or public property.
- B. The consideration of a designation of a segment of a County Trunk Highway as an ATV route may be based upon a request for a designation by any individual, municipality, ATV or UTV club or organization that desires a route along, or a crossing over, a County Trunk Highway and which agrees to sponsor the ATV route as required under §257-9.
- C. The Highway Committee shall develop policies and procedures for designation of ATV routes.
- D. The County Board of Supervisors may rescind or modify the designation of an ATV route by repeal of an ordinance granting final approval of the designation or by an enactment of an ordinance modifying the designation.
- E. The Highway Committee may temporarily modify or suspend any designation of an ATV route.
- F. The Highway Commissioner may, without prior approval of the Highway Committee, modify or suspend any designation of an ATV route whenever emergency conditions require closure, up to 120 days. The Green Lake County Sheriff may temporarily close any ATV route whenever emergency conditions require closure.
- G. Upon County Board approval of a designated ATV route, the County Clerk shall immediately send a copy of the Ordinance designating the ATV route to the Wisconsin Department of Natural Resources, the state traffic patrol, the Green Lake County Sheriff and any law enforcement agency of each town, city or village having jurisdiction over any of the county trunk highways to which the Ordinance designating the ATV applies.
- H. The designation of any segment of a County Trunk Highway as an ATV route within an incorporated municipality shall not take effect until the governing body of the municipality has passed a resolution approving the ATV route.

§257-8. Application for ATV Routes.

- A. Anyone requesting a designation shall complete an application on a form prescribed by the Highway Committee in compliance with this Ordinance and any applicable state statute or administrative code and file the application with the Highway Department.
- B. The application, at a minimum should include:
 - 1. A map showing the proposed ATV route on the County Trunk Highway.
 - 2. A map showing any ATV trails which lead up to the proposed ATV route.
 - 3. If there are ATV trails, a statement that the applicant has a lease or some other permission from landowners to use the trails shown on the map.
 - 4. A statement explaining why the County Trunk Highway should be designated as an ATV route and efforts to establish off-road alternatives.
 - 5. If the applicant is an organization, the names and addresses of its officers, the date when the organization was established or incorporated and the number of members.
 - 6. A statement that the applicant will sponsor and be financially responsible for payments for the installation and maintenance of the required ATV route signs required by applicable state statutes and administrative codes and §257-9.
- C. The Highway Commissioner shall review the application for conformance with Highway Department policies, this ordinance and with all applicable state, federal and local laws, regulations, and policies.
- D. The Highway Commissioner shall make a report and recommendation to the Highway Committee regarding any request for a designation of a segment of County Trunk Highways as an ATV route. The report shall include information regarding topography, traffic patterns and uses, and other information which may bear on the safety and appropriateness of the proposed designation, including, any information provided by the Green Lake County Sheriff's Office.

§257-9. Maintenance of ATV Routes.

- A. A sponsor shall pay for the projected ten-year cost of procurement, installation, and maintenance of signs relating to the ATV route, as determined by the Highway Commissioner. The Highway Commissioner shall prepare an estimate of the cost of procurement, installation and maintenance of the signage over a projected period of 10 years and furnish the estimate to the sponsor.
- B. Upon passage of an Ordinance designating an ATV route on a County Trunk Highway, the Sponsor shall provide the Highway Department with a bond, letter of

credit, or any other adequate form of monetary security prior to the installation of the required ATV route signs.

- C. Designation of segments of the Green Lake County Highway System as ATV routes does not impose upon the Green Lake County Highway Department a greater duty of care or responsibility for maintenance of those segments than for any other segment of county highway. Operators of ATVs on county highways designated as an ATV route assume all the usual and normal risks of ATV operation.

§257-10. Signage of ATV Routes.

- A. The Green Lake County Highway Department is solely responsible for ATV route signing. All required designated ATV route signs shall be installed and maintained by the Highway Department.
- B. All required signs shall be in accordance with state statutes and administrative codes applicable to ATV routes on County Trunk Highways.
- C. No person may erect, remove, obscure, or deface any official designated ATV route sign unless authorized by the Highway Commissioner.

§257-11. Operation on All-terrain/Utility-terrain Vehicle Routes.

- A. No person shall operate an ATV or UTV on a county trunk highway unless the county trunk highway has been designated as an ATV route by the Highway Committee and approved by the County Board of Supervisors, except for operation that is allowed under state statute or administrative code.
- B. No person shall operate an ATV or UTV on a county trunk highway designated as an ATV route if the County Trunk Highway is closed for any reason.
- C. General limitations. The following limitations apply on all county trunk highways designated as ATV routes:
 - 1. Operators shall abide by all traffic laws unless further restricted by this Ordinance.
 - 2. No ATV or UTV shall be operated at a speed greater than 25 miles per hour unless a reduced speed is otherwise required by State Statute.
 - 3. All ATVs and UTVs must operate with fully functional headlights, tail-lights, and brake lights.
 - 4. ATVs and UTVs may only be operated on an approved ATV route between one half hour before sunrise and one half hour after sunset from April 15th through November 15th.
 - 5. All ATV or UTV operators shall ride in single file on the extreme right hand side of the paved portion of the highway. Operation on the gravel shoulders, grassy

- in-slope, ditches, or other highway right-of-way is prohibited unless yielding the right-of way. Left turns may be made from any part of the highway when it is safe given prevailing conditions.
6. Crossings should be made only at a place where no obstruction prevents a quick and safe crossing. "Obstruction" includes, but is not limited to impairment of view and potentially hazardous roadway conditions.
 7. All ATV and UTV operators and passengers under 18 years old shall wear protective headgear while operating on county trunk highways.
 8. No person under the age of 16 may operate an ATV or UTV on any segment of a County Trunk Highway that is a designated ATV route.
 9. Every person who operates an ATV or UTV on any segment of a County Trunk Highway which is designated as an ATV route shall have in his or her immediate possession an valid motor vehicle operator's license, and shall display the license document upon demand from any law enforcement officer, state patrol officer, inspector under Wis. Stat. §110.07(1), conservation warden or municipal peace officer.
 10. No ATV or UTV may be operated on any designated ATV route if the ATV or UTV does not meet all applicable Federal noise and air pollution standards.
 11. No person may ride in or on any part of an ATV or UTV that is not designated or intended to be used by passengers.

§257-12. Enforcement.

- A. This Ordinance shall be enforced by any officer employed by the Green Lake County Sheriff's Office or any other law enforcement official as set forth in Wis. Stats. §23.33(12).
- B. Adoption of this ordinance shall not prohibit any law enforcement officer or DNR warden from proceeding under any other ordinance, regulation, statute, law or order that pertains to the subject matter under this Ordinance.

§257-13. Violations and Penalties.

Any person violating any provision of this chapter shall, upon conviction, forfeit a dollar amount not to exceed the maximum dollar amount of the forfeiture provided in the subsection(s) of Wisconsin Statutes violated, together with all applicable costs, and in default of payment of such forfeiture and costs shall be confined in the Green lake County Jail until such forfeiture and costs are paid, but not to exceed 30 days.

§257-14. Severability.

Should any portion of this Ordinance be declared by a court of competent jurisdiction to be invalid, the same shall not affect the validity of the Ordinance as a whole or any part thereof, other than the part declared invalid.

Section 3. This ordinance shall become effective upon passage and publication.

Section 4. The repeal of Ordinance Number 407-90, enacted on February 20, 1990 shall not have any effect on existing litigation and shall not operate as an abatement of any action or proceeding then pending under or by virtue of the repealed ordinance.



APPLICATION FOR PERMIT

ATV/UTV ROUTES

ON A

COUNTY TRUNK HIGHWAY

§59.02 and 23.33 (8)(b) and (11) Wis. Stats. and Wis.
Admin. Code NR §64.12. and other applicable Wis. Stats.
Code of Green Lake County Ch. 257

GREEN LAKE COUNTY
HIGHWAY COMMISSION

570 South Street PO Box 159

Green Lake, WI 54941

Phone: (920) 294-4060

Fax: (920) 294-4066

Email: highway@co.green-lake.wi.us

Permit No. _____

To be filled out by Applicant

Name: _____ Phone No.: _____ Date: _____

Present Mailing Address: _____ Email Address: _____

City: _____ State: _____ Zip: _____

Request By: Individual ☐ Municipality ☐ Club ☐ Organization ☐ Other ☐ _____

Name of Organization: _____ Date Organization was established: _____

If part of an Organization, provide names, addresses, and
phone numbers of officers on separate sheet. ☐

How many members are in the Organization? _____

Type of Request: Off Road Trail ☐ Route on CTH ☐ Highway Crossing ☐ Other ☐

County Trunk Highway(s) Involved: _____ Township: _____

Length of Trail: _____ Miles

Starting at (be specific): _____

Ending at (be specific): _____

Are municipal roads part of the designated route? Yes ☐ No ☐

Approval from municipal governing body by resolution? Yes ☐ No ☐

Provide the Following: ☐ Map of proposed ATV/UTV route.

☐ Map of existing ATV/UTV trails that lead up to the proposed route.

☐ If existing trails statement of permission from landowner to use trail.

Provide a Statement as to why the County Trunk Highway should be designated as an ATV/UTV route and efforts to establish off-road Alternatives: _____

IMPORTANT: Please attach statements from landowners denying access for off road trails if lack of access is a reason for requesting route designation.

Applicant sponsor will be financially responsible for payments for the installation and maintenance of the required ATV/UTV route signs required by applicable state statutes and administrative code and §257-9.

I the applicant do hereby certify that I have requested this ATV/UTV Routes permit and that I have read understand and agree to abide by the applicable provisions and restrictions which are shown on this permit. I will comply with all terms and conditions, which apply.

By: _____
Applicant or Authorized Representative Date



APPLICATION FOR PERMIT

ATV/UTV ROUTES

ON A

COUNTY TRUNK HIGHWAY

§59.02 and 23.33 (8)(b) and (11) Wis. Stats. and Wis.
Admin. Code NR §64.12. and other applicable Wis. Stats.
Code of Green Lake County Ch. 257

GREEN LAKE COUNTY
HIGHWAY COMMISSION

570 South Street PO Box 159

Green Lake, WI 54941

Phone: (920) 294-4060

Fax: (920) 294-4066

Email: highway@co.green-lake.wi.us

For Highway Department Use Only

Posted Speed Limit(s): _____

Traffic Volume (ADT): _____ Year: _____

PASER rating: _____ Year: _____

Pavement Width(s): _____

Vertical or horizontal alignment safety concerns? Yes ☐ No ☐

Crossings free from obstructions? Yes ☐ No ☐

Notification Letter to property owners along route sent? Yes ☐ No ☐

Safety Disclaimer letter sent to applicant if approved? Yes ☐ No ☐

Comments/restrictions to this application: _____

Highway Department:

Approve: _____

Disapprove: _____

Sheriff's Department:

Approve: _____

Disapprove: _____

Traffic Safety Commission

Approve: _____

Disapprove: _____

Bike and Pedestrian Advisory Committee:

Approve: _____

Disapprove: _____

Township of _____

Approve: _____

Disapprove: _____

Green Lake County Highway Committee:

Approved: _____

Disapproved: _____

Date: _____

Provisions and Restrictions

1. The Highway Committee may temporarily modify or suspend any designation of an ATV/UTV route.
2. The Highway Commissioner may, without prior approval of the Highway Committee, modify or suspend any designation of an ATV/UTV route whenever emergency conditions require closure, up to 120 days.
3. The Green Lake County Sheriff may temporarily close any ATV/UTV route whenever emergency conditions require closure.
4. ATVs/UTVs may only be operated on an approved ATV/UTV route between one half hour before sunrise and one half hour after sunset from April 15th through November 15th.
5. Permit shall expire upon disbanding of organization.



GREEN LAKE COUNTY HIGHWAY COMMISSION

Amy M. Brooks, P.E.
Highway Commissioner

Office: 920-294-4060
Fax: 920-294-4066
Email: abrooks@co.green-lake.wi.us

MEMORANDUM

TO: HIGHWAY COMMISSION
FROM: AMY BROOKS
SUBJECT: ATV/UTV RECOMMENDATIONS
DATE: AUGUST 9, 2017

Synopsis:

Earlier this year the Marquette County ATV club approached the Highway Department with a request to use County Trunk Highways as part of their ATV routes. The matter was discussed at the April Traffic Safety Commission and May Highway Committee. The recommendation was to repeal and recreate Chapter 257, Vehicles, All-Terrain/Utility Terrain and to create a Highway Department Policy and Permit.

Wisconsin State Statute 23.33 (8) (b) authorizes any town, village, city or county to designate highways as all-terrain vehicle routes. Wisconsin State Statute also addresses the enacting of an ordinance to allow for all-terrain vehicle routes. The Wisconsin Department of Natural Resources requires (under the authority granted them by Wisconsin State Statute 23.33 (8) (a)) that any municipality that enacts an ordinance designating an ATV route must then submit the ordinance to the Department and to the law enforcement agency having jurisdiction over the highway.

I have communicated with other County Highway Departments neighboring Green Lake County and within the North Central Region. Use of ATV/UTV routes on County Trunk Highways is a topic of debate. Wood County has shared their research on safety in the matter and much of the information to follow is from their research.

Steps to allow ATV/UTV on County Trunk Highways in Green Lake County:

1. Create an ordinance allowing use of ATV/UTV's on CTH's passed at County Board.
2. Submit ordinance to the DNR.
3. ATV/UTV Organization applies for routes through Highway Department permit application.
4. Highway Traffic Safety Commission, Bike and Ped Advisory Committees, Municipality, and Sheriff's Office are part of the approval process.
5. Application taken to Highway Committee for approval.
6. Once approved at the Highway Committee, ordinance is amended to include approved routes.
7. Amended Ordinance with approved routes passed at County Board.
8. Submit ordinance with approved routes to DNR and Sheriff's Office.
9. Signs installed by Green Lake County Highway Department. ("Trail Signing Handbook" - Publication number PUB-CF-023).

ATV/UTV Route Considerations:

There are safety, liability, and law enforcement risks presented in this document that need to be carefully reviewed before any ordinance can be presented to the County Board. The intent of this document is to review research related to the use of All-terrain Vehicles on county trunk highways and to ultimately provide recommendations regarding passing an ordinance to allow ATV use on county trunk highways to the Highway Committee based on that research.

1. Intent of ATV Use

- a) ATVs are defined as motorized off-highway vehicles. Their intended use is not for roadways as so indicated on the vehicle itself, with a “not for road use” sticker. The following excerpts from a variety of sources further support this point.

- i. From the “On-Road Operation of ATVs” Transportation Synthesis Report prepared for the Wisconsin Department of Transportation in 2009.

- a. *Safety concerns have prompted industry groups, the Consumer Product Safety Commission, health care practitioners and state regulators to discourage the use of ATVs on roadways. These groups point out that ATVs are designed with high centers of gravity; limited control of steering by handlebars; lack of equipment such as road-worthy brakes and tires, turn signals, and mirrors; and lack of safety equipment such as seat belts or airbags that might protect operators in collisions with cars or trucks....*

- ii. The CPSC opposes the operation of ATVs on paved roads. A CPSC Safety Message states:

- a. ATVs should not be driven on paved roads. ATVs on paved roads are at risk of being hit by cars and other vehicles. While passenger vehicles contain safety features designed to protect occupants from collisions, ATVs do not. If struck by other vehicles, ATV riders can be killed or severely injured.

- b. In addition, most ATVs have low pressure tires and a solid rear axle, where both wheels turn at the same speed. When making a turn, the ATV’s inside rear wheel is intended to skid because its path length is less than the path length of the outside wheel. ATVs on paved surfaces have much better traction, which prevents the necessary skidding. This can make turning an ATV on paved surfaces unpredictable and unstable.

- iii. The CPSC’s concerns are echoed by the Specialty Vehicle Institute of America, a not-for-profit association dedicated to ATV safety. SVIA takes this position:

- a. “ATVs are not designed, manufactured, or in any way intended for use on public streets, roads or highways. [SVIA] urges that on-highway use of ATVs be prohibited and law enforcement efforts be strengthened to eliminate this dangerous practice.”

- iv. From the Specialty Vehicle Institute of America’s “Position in Opposition to On-Road Operation of ATVs”:

- a. Since ATVs are not intended to be used on-road, they are not designed, equipped or tested to meet

such standards. Permitting on-road use of ATVs, including modified ATVs, would be in conflict with manufacturers' intentions for their proper use, and would be contrary to federal safety requirements....

- b. ATV fatalities occurring on public roads comprise a significant portion of total ATV-related fatalities, as reported by the Consumer Product Safety Commission. If ATVs could be kept off of public roads, as urged by SVIA and as contained in our Model State ATV Legislation, a large percentage of ATV-related injuries and deaths would be prevented.
- v. From page 4 of the Wisconsin Department of Natural Resources' "ATV Route Guideline and Suggestions (A Community Official's Handbook)":
 - a. *The entire engineering makeup of an all-terrain vehicle is based on the premise of off-road use. Specifically, the ATV tires dictate that the machines be used off the roadway. All-terrain vehicle tires are designed to provide tread slip under some conditions, yet provide grip under others. The majority of problems associated with roadway accidents are a result of losing control due to the physics of tire and roadway incompatibility. The mere change in the road surface can and does cause crashes when not used properly.*

Safety and Crash Data Summary:

Research conducted on safety and crash data for ATVs shows that ATVs are not safe for road use. In 2009, CTC and Associations LLC prepared a Transportation Synthesis Report for the Wisconsin Department of Transportation called "On-Road Operation of ATVS". Excerpts from this report, found below, review ATV crash data ranging from 1985 to 2007.

1. Crash data:

- a) The Consumer Product Safety Commission (CPSC) was created in 1972 as a federal regulatory agency to "protect the public against unreasonable risks of injuries and deaths associated with consumer products." One of their primary functions is to conduct research on product hazards. From the research they conducted on ATV related fatalities from 2005-2008, they compiled the infographic "Big Real Rough Tough Deadly ATV Statistics". That infographic noted that 33% of ATV fatalities from 2005-2008 were on paved surfaces. Unpaved roads accounted for 19%. Therefore, 52% of the fatalities occurred on roadways (paved and unpaved).
 - i. Although ATVs are not designed for on-road use, data indicates that a significant portion of ATV-related deaths occur on paved roads. A 2003 analysis of CPSC data... found that 40 percent of ATV fatalities in the preceding six years occurred on paved roads, while a West Virginia DOT ATV brochure states that 40 percent of that state's ATV crashes (not fatalities) occur on paved streets and roads.
 - ii. In addition, a CPSC study of 3,200 ATV-related deaths from 1985 to 1996 ... found that collisions were the most common hazard, involved in over half of the deaths, and that of these collisions, 35 percent involved crashes with other motorized vehicles. Our preliminary analysis of CPSC data from 1982 to 2007 found that

collisions with another vehicle were involved in 31 percent of on-road deaths and 19 percent of total deaths....

- b) The Insurance Institute for Highway Safety, a nonprofit and one of the leaders in highway safety statistics has been compiling safety data from highways all over the United States since 1972 through their Highway Loss Data Institute (HLDI). The following data was compiled from their webpage on ATV related fatalities that occurred on roadways.

- i. There were 323 deaths of ATV riders on public roads in 2014. Here is the breakdown by age:

Age Group	Number	Percentage
Less than 13 years	18	6 %
13-19 years	37	11 %
20-29 years	79	24 %
30-39 years	64	20 %
40-49 years	46	14 %
50+ years	79	24 %
Total	323	100%

Criteria	Yes	No	Unknown
Helmet	9% (30)	81% (262)	10% (31)

- ii. 76% of 2014 ATV fatalities on roadways were from single vehicle crashes, and of those fatalities, 64% of them involved an ATV rolling over during the crash.
- iii. 84% of 2014 ATV/roadway fatalities involved drivers with BACs at or above .08 percent (the legal limit). 34% of those had a BAC at or above .15 percent.

- c) The “Wisconsin ATV/UTV Safety & Enforcement: Annual Report” published by the Wisconsin Department of Natural Resources each year reviews statistics specific to Wisconsin. These statistics look at all ATV/UTV related fatalities, not just those that occurred on roadways.

- i. There were 27 deaths of ATV riders on public roads in 2014. Here is the breakdown by age:

Age Group	Number	Percentage
10-18 years	1	3%
19-29 years	2	7%
30-40 years	4	15%
41-50 years	4	15%
51-71+ years	16	60%
Total	27	100%

Criteria	Yes	No	Unknown
Helmet	4% (1)	96% (26)	0% (0)

- d) In 2012, a research article entitled “More fatal all-terrain vehicle crashes occur on the roadway than off: increased risk- taking characterizes roadway fatalities” was published by staff at the Department of Emergency Medicine at the University of Iowa. The article reviews and identifies “location-specific characteristics for fatal ATV crashes nationwide.” An excerpt from the conclusion of this article reads as follows:
- i. Fatal roadway crashes were more likely than off-road crashes to involve risk-taking behaviors (eg, carrying passengers) that could exacerbate the inherent difficulty of operating ATVs on roadway surfaces. Higher crash forces from greater speed, and lower use of protective equipment, may also have contributed to higher roadway mortality rates. Eliminating non-essential ATV road use may be an effective way to reduce ATV related fatalities. This will likely require a substantial investment in rider education and better enforcement of ATV road use restriction laws.
 - ii. Not wearing a helmet is considered a significant contributing factor to ATV/UTV fatalities by both national standards and Wisconsin standards. Wisconsin only requires helmets for operators and passengers under the age of 18 who are not operating for agricultural purposes, for hunting or fishing, or on lands under the management and control of their immediate family.
 - iii. Rollovers are also considered a major contributing factor. In Wisconsin in 2014, 48% of fatal crashes involved a roll over. Nationally, 64% of fatal ATV crashes on roadways involved a roll over.
 - iv. Overall in Wisconsin, 44% of ATV fatalities occurred on public roadways. Of those, half were considered “ATV Routes”.

Liability

1. Green Lake County Corporation Counsel is in agreement with the following in regards to the County’s liability:

- a) Wood County Corporation Counsel states: *My opinion is that the county opens itself and its liability carrier up to new risks if it allows ATVs to operate on county trunk highways despite the existence of the recreational immunity exemption statute....*

The lower level of exposure is based upon the county getting sued for injuries and damages caused by ATV accidents on the county right-of-way....

The second and much more significant risk of liability exposure the county faces by allowing ATVs to operate on stretches of the county highways has to do with signage. To put it simply, there is a fair chance that a court would find that the failure of the county to properly post or maintain a sign regulating the use of county highways by ATVs would not be exempt under the recreational activity immunity exemption statute and instead that normal rules of negligence apply. That would open the county and its insurer up to full exposure for damages and injuries.

2. Aegis Corporation (Green Lake County's third- party insurer) stated the following:
 - a) The Wisconsin County Mutual's position on ATV Routes on County Roads is exactly what Karen Flynn states below. A few other items of consideration is how and where ATV's ride on the roads. Since they are designed for off road they often ride on the shoulder or partial shoulder causing other maintenance concerns for the highway department. Many ATV's do not travel at County Road speeds as well may not have the proper lights and other safety items for others utilizing the roads. The County Mutual continues to strongly recommend against allowing ATV usage on county highway.
 - b) Karen Flynn, Aegis Corporation representative in Wood County states: *We strongly recommend against the county allowing ATV use on county highway. In the event of an injury, the county may not be able to rely on the recreational immunity protection given to the county by state statute 893.80. Although the county's liability policy does not specifically have an exclusion for the exposure of ATV's using county roads designated as routes, because of the risk and nature of this exposure, we would recommendation that the county not proceed with allowing this operation. The county would also increase its' exposure to increased risk management costs, potential increased deductible costs and ultimately an impact on the county's overall experience rating, which could impact premium costs. This concern could also be overshadowed by the hidden cost of routine maintenance and staff involvement in claims activities and potential lawsuits.*

Enforcement

According to the Wisconsin DNR's ATV regulations, "Any Conservation Warden, officer of the state patrol or inspector, county sheriff, or municipal peace officer may enforce ATV/UTV laws."

1. DNR
 - a) The DNR stated in their "ATV Route Guideline and Suggestions" handbook that their current Conservation Warden force has a total of 9 hours per warden per year for the following ATV related duties: "law enforcement, safety education, court, maintenance, accident investigation, public relations, and other activities."
 - b) The DNR currently has one Conservation Warden staffed for Green Lake County. Which makes it difficult for a lot of time to be spent on enforcement, especially since most of the ATV traffic will occur during summer months and that is already a busy time with the lakes. The Sheriffs Department can aid in this and could possibly be reimbursed by the State if there are many enforcement issues.
 - c) DNR also emphasized the importance of proper signage and speed limits along designated routes. Standard speed limits set throughout the state is 35mph.
 - d) Another factor to consider is that when routes are originally designated the amount of usage may not be known to the public, they may expect only a few ATV/UTV's to drive by their homes when in reality it could be groups of 25- 30 riders.

2. Green Lake County Sheriff's Office

- a) If ATV/UTV's are permitted by law, the Green Lake County Sheriff's Office will accept and comply. The only staff available without special enforcement overtime would be normal coverage staff. This equates to 1 south sector car and 1 north sector car about 80% of the time. We would attempt to be proactive; however, our typical response to complaints is obviously reactive.
- b) We would expect to see a minor increase in reports of noise, illegal underage operation, reckless operation, and trespassing. Currently we have relatively few ATV incidents, most of the ones we do have are on private property involving injury or death during operation. Watching other counties with similar circumstances, they see an upturn in injury and death incidents as the ATV/UTV's interact with the existing motor vehicles on the roadway.

Considerations of Neighboring Counties

Approximately half of Wisconsin Counties have roads open to ATV use. Some of them only have township roads open, some have county roads open. While ATV/UTV routes can attract tourist to the County, they also may damage roadways, specifically eroding shoulders. The neighboring counties have been contacted to learn about their policies and procedures related to ATV/UTV routes on county trunk highways.

1. Columbia County – Currently working on creating an ATV ordinance
2. Dodge County – Ordinance in place
3. Fond du Lac County – Ordinance in place
4. Marquette County – Ordinance in place
5. Winnebago County – No ordinance
6. Waushara County – No ordinance
7. County Highway Concerns:
 - Interaction with industrial/agricultural traffic and the general traveling public
 - Operation on roads with greater than 400 average daily traffic count
 - Operation on roads with greater than 35 mph speed limit
 - Not just crossing roadways but operating on them for lengthy portions
 - Safety concerns
 - Maintenance concerns – shoulder damage to roadways
 - Liability concerns
 - Increase in violations and unenforced violations
 - Individuals extending the routes beyond what is approved
 - Speeding and noise violations
 - Concern that it won't be used as a point-to-point connector as the law intended but instead as a recreational route
 - Interaction with bicyclists and pedestrians
 - Interaction with Amish buggy's

Green Lake County – Neighboring County Survey Data

	Columbia	Dodge	Fond du Lac	Marquette	Winnebago	Waushara
Ordinance allowing ATVS	Currently being Reviewed	Yes	Yes, 2016	Yes	No	No
All CTH or designated routes	To be limited, designated routes	Specific section only by permit	Designated routes connecting to town routes	Designated routes connecting to town routes	No access expect crossing one bridge	No
Number of Miles	unknown	16.85	Under 2 miles	92 miles	none	none
Permit required	To be through ROW process	yes	Yes, work in ROW	No	NA	NA
Fee Charged	To be charged an admin fee	No	Yes	No	NA	NA
Work with others	Sheriff, Traffic Safety, Municipalities, Highway, County Board	Sheriff, Highway, County Board	Sheriff, Traffic Safety, Municipalities, Highway	Sheriff, Traffic Safety, Highway, County Board	NA	Sheriff, Traffic Safety, Highway
Who pays for signs	To be applicant	Applicant pays for signs and for Hwy to install	ATV club pays and installs or Hwy dept will and charge	ATV club pays for & installs	NA	NA
Liability Insurance required	Unsure at this time	No	No	Not required but ATV Club may have	NA	NA
Issues w/ bikes	Concerns	No	No	No	NA	NA
Issues w/ Amish	Concerns	No	No	One Town does not allow because of Amish	NA	NA
Speed limit posted	35 MPH	35 MPH	35 MPH	35 MPH	NA	NA
Other Info	Ordinance being reviewed. Three ATV deaths in County this year.	Not allowed between 11:59pm – 5:00am			Push to allow usage on county system. Does not intend to allow due to safety issues.	Have been contacted and to open routes up, but as of now they are resisting along with a few Townships.

Recommendation

Based on the research conducted by the Green Lake County Highway Department, it is recommended that the Highway Committee and County Board strongly take into consideration the safety and liability concerns of allowing ATV/UTV on county trunk highways.

ATVs are intended to be used as off-road vehicles and are manufactured with that intention in mind. They are missing many of the safety features required for road use by the motor vehicle industry and the primary safety features they have (education and helmets) are not required to be utilized by all individuals.

According to both Green Lake County Corporation Counsel and our insurance provider, the County would be opening itself up to liability concerns by allowing ATV/UTV use on portions of county trunk highways. There may, however be additional steps that the ATV club can take to reduce the liability to the County.

At the present time, both the Wisconsin DNR and the Green Lake County Sheriff's Office are only able to offer limited resources to aide in enforcement of ATV/UTV routes.

While three of our six neighboring counties have some form of ATV connector route established on portions of county trunk highways there are many safety and maintenance concerns with allowing usage.

Bibliography

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—. *ATV Route Guideline and Suggestions (A Community Official's Handbook)*. 2014. Document.

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Designation of All-Terrain Vehicle (ATV) /Utility-Terrain Vehicle (UTV) Routes on Green Lake County's County Trunk System

Policy:

1. **Purpose:** An ATV/UTV route is defined as a highway, or section of highway, designated for the use of ATV's/UTV's by the governmental agency having jurisdiction. A route is generally recognized as a means to connect the terminal ends of a trail or route when it is obstructed by a city, village, river, railroad track or other impediment. The Wisconsin state statutes give the Counties the authority to accommodate ATV's/UTV's on County Trunk Highways designated as routes.
2. **Permit:** Before a highway segment can be considered for designation as an ATV/UTV route, the petitioner(s) shall demonstrate to the Highway Committee that no other practical option as an off road trail exists. The petitioner must also apply for a permit and provide all required documents and maps. The following criteria shall be considered by the Highway Committee during the review and approval of reasonable requests for ATV/UTV route establishment.
 - a. Has the route application been submitted by a Trails Association or Town/Municipal Board
 - b. Has the route been approved by the Town or Municipality
 - c. Has the route been reviewed by the Traffic Safety Commission
 - d. Has the route been reviewed by the Bike and Pedestrian Advisory Committee
 - e. Is the required application form completed with sufficient detail
 - f. Have all alternatives been fully investigated
 - g. Does the requested segment connect segments of ATV/UTV trail/route networks
 - h. Length of segment requested
3. **Safety Criteria:** The single most important route consideration is the safety of all users: ATV/UTV riders, pedestrians, bicyclists, motorcyclists, automobile and truck operators, and others. The following criteria shall be considered by the Highway Committee during the review and approval of reasonable requests for ATV/UTV route establishment.
 - a. Posted speed limit of the roadway
 - b. Traffic volume on requested segment
 - c. Pavement condition (PASER Rating)
 - d. Pavement width
 - e. Vertical or horizontal alignment safety concerns
 - f. Crossings free from obstructions
 - g. Is the route approved by the County Highway Department
 - h. Is the route approved by the County Sheriff's Department
 - i. A notification letter will be sent to property owners along the proposed route prior to approval consideration
 - j. A Safety Disclaimer letter will be sent to applicant if approved

4. **Signage:** The County as the unit of government that designates the routes is responsible by statute to post the proper route signs. Route signing must be clearly understandable to everyone. The County Highway Department as the maintaining authority of the highways designated as ATV/UTV routes shall install and maintain the legally required signage.

No person may erect, remove, obscure, or deface any official designated ATV/UTV route sign unless authorized by the Highway Commissioner.

The ATV/UTV Route Petitioner shall sponsor and pay for the projected ten-year cost of procurement, installation, and maintenance of signs relating to the ATV/UTV route, as determined by the Highway Commissioner.

5. **Authority:** The Green Lake County Highway Committee and/or Highway Commissioner shall retain sole authority for closure or termination of any ATV/UTV route on the County Trunk Highway System. The designation and opening of an approved ATV/UTV route will become effective upon County Board action to add the route to the County Ordinance.

If a situation develops that warrants closure of a designated ATV/UTV route, the Highway Commissioner shall have authority to temporarily suspend or close the route subject to review and final determination by the Highway Committee. Should the designated route be permanently closed, the ATV/UTV route signage will be entirely removed.

6. **Effectiveness:** This policy shall become effective upon passage by the Green Lake County Highway Committee in accordance with Chapter 257 of the Green Lake County Ordinance, which designates all-terrain vehicle/utility terrain vehicle routes and their regulation on the County Trunk Highway System.
7. **Enforcement:** Any officer employed by the Green Lake County Sheriff's Office or any other law enforcement official as set forth in Wis. Stats. §23.33(12) shall enforce the use and restrictions of the ATV/UTV Route users.

Guidelines and Manuals:

- a. Wisconsin Department of Natural Resources, ***WISCONSIN OFF-HIGHWAY VEHICLE REGULATIONS Related to All-Terrain Vehicles, Utility-Terrain Vehicles & Off-Highway Motorcycles***
- b. Code of Green Lake County , **Chapter 257, Vehicles, All-Terrain/Utility-Terrain**

Use of County Property & Equipment
Green Lake County Highway Department

Location: S. Lawson + Hwy 23

Equipment to be used: ^{"3"}Barricade @ S. Lawson / ^{Hwy}~~23~~23
(Ditch on THURS. officer puts it up on SUN Morning)

Start Date: 9/3/2017

End Date: 9/3/2017

Requested By: Ellen Koeppen 920.369.0215 cell

Event: 13 dot 1 ; Green Lake Half Marathon

Additional Information:

Approved by Highway:

Approved by P&I: 08-01-17

2017 Equipment Operations Summary

January thru May 2017

[illegible]

January thru June 2017

[illegible]**January thru July 2017**[illegible]

1/1/2017 Thru 7/31/2017 (7 MONTHS EST DPRN) (ALL WO TYPES) (ALL WO KINDS)

Equipment	Revenue	Total-cost	Fuel	Lube	Labor	Fringe	Overhead	Part	Tire/batt	Sundry	Dprn-mnthly	Units
001	0.00	4,648.90	648.49	33.29	268.96	197.63	292.77	1,293.26	0.00	0.00	1,914.50	0.00
002	4,552.16	2,167.48	1,622.28	48.07	168.35	123.70	183.25	21.83	0.00	0.00	0.00	309.25
003	9,995.44	10,204.67	3,142.93	132.64	382.79	281.27	416.68	24.36	0.00	0.00	5,824.00	19,222.00
006	3,415.04	796.47	751.78	0.00	15.83	11.63	17.23	0.00	0.00	0.00	0.00	232.00
008	1,979.84	7,190.03	484.17	4.80	1,864.49	1,370.03	2,029.54	1,437.00	0.00	0.00	0.00	134.50
009	2,472.96	1,034.31	451.86	0.00	206.30	151.59	224.56	0.00	0.00	0.00	0.00	168.00
013	3,696.63	3,171.34	536.03	50.22	413.43	303.79	450.04	305.31	1,112.52	0.00	0.00	200.25
015	853.80	1,240.05	399.54	33.59	260.75	191.60	0.00	354.57	0.00	0.00	0.00	46.25
016	6,631.36	2,393.03	1,686.64	25.64	189.25	139.06	206.00	146.44	0.00	0.00	0.00	450.50
017	7,928.91	1,247.27	909.01	44.90	97.81	71.87	106.47	17.21	0.00	0.00	0.00	329.00
018	6,325.92	4,740.55	1,801.43	77.35	423.84	311.44	461.35	1,665.14	0.00	0.00	0.00	429.75
019	4,688.32	1,506.70	1,219.93	48.06	82.24	60.43	89.52	6.52	0.00	0.00	0.00	318.50
020	13,082.68	6,510.71	2,814.28	184.19	687.69	505.31	748.57	1,570.67	0.00	0.00	0.00	274.50
022	7,649.43	18,625.88	2,077.93	212.02	3,111.17	2,286.09	3,386.57	5,067.52	2,484.58	0.00	0.00	160.50
024	1,788.48	1,336.71	360.46	16.02	112.91	82.97	122.91	545.74	95.70	0.00	0.00	121.50
025	3,926.56	1,620.39	1,263.21	19.23	97.79	71.86	106.45	61.85	0.00	0.00	0.00	266.75
026	8,829.03	6,015.14	1,312.69	136.36	1,188.44	873.27	1,293.65	1,210.73	0.00	0.00	0.00	185.25
027	24,678.72	17,597.58	4,770.73	199.82	274.50	201.70	298.80	1,503.11	0.00	0.00	10,348.92	418.00
028	29,077.20	17,264.29	5,461.39	234.47	599.88	440.79	652.99	289.44	0.00	0.00	9,585.33	492.50
029	9,938.36	27,879.65	1,872.33	285.86	4,761.61	3,498.83	5,183.14	7,003.08	1,764.88	0.00	3,509.92	367.00
030	11,306.76	10,311.39	1,764.28	165.54	1,491.32	1,095.82	1,623.34	2,727.34	0.00	0.00	1,443.75	177.00
031	21,431.52	30,408.92	4,601.15	315.71	2,526.12	1,856.19	2,749.74	5,265.43	3,522.08	0.00	9,572.50	363.00
032	17,859.60	19,568.96	4,341.09	23.96	2,076.33	1,525.69	2,260.11	708.45	0.00	0.00	8,633.33	302.50
033	20,472.12	13,458.11	4,034.85	130.74	1,142.34	839.39	1,243.46	3,532.16	0.00	0.00	2,535.17	346.75
036	22,080.96	20,123.03	4,236.93	250.70	929.13	682.72	1,011.37	2,008.18	0.00	0.00	11,004.00	374.00
037	0.00	1,060.23	0.00	0.00	146.58	107.71	159.55	0.00	646.39	0.00	0.00	0.00
042	4,854.88	2,528.49	419.30	0.00	430.60	316.40	468.71	893.48	0.00	0.00	0.00	76.00
044	21,992.40	7,242.28	3,700.90	127.08	727.37	534.47	791.76	1,360.70	0.00	0.00	0.00	372.50
045	18,095.76	14,738.44	3,658.21	115.86	2,498.50	1,835.90	2,719.70	3,129.28	780.99	0.00	0.00	306.50
048	18,509.04	15,702.10	3,054.54	134.47	2,186.42	1,606.58	2,379.97	6,340.12	0.00	0.00	0.00	313.50
050	531.36	773.89	276.78	0.00	173.62	127.58	188.99	6.92	0.00	0.00	0.00	9.00
051	15,320.88	27,717.01	3,185.65	400.12	5,132.31	3,771.22	5,586.64	8,482.41	1,158.66	0.00	0.00	259.50
052	25,283.88	15,058.48	4,599.82	25.85	1,672.31	1,228.81	1,820.40	2,136.31	3,574.98	0.00	0.00	428.25
054	13,756.32	7,044.53	2,500.30	15.78	1,296.18	952.43	1,410.92	868.92	0.00	0.00	0.00	233.00
10000WT	6,906.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00
102	405.00	6.91	0.00	6.91	0.00	0.00	0.00	0.00	0.00	0.00	0.00	13.50
103	0.00	1,100.04	0.00	7.20	73.35	53.90	79.84	56.25	0.00	0.00	829.50	50.00
110R	1,617.50	2,373.13	0.00	16.96	301.44	221.50	328.12	1,505.11	0.00	0.00	0.00	125.00
110S	1,636.91	3,501.53	0.00	7.76	701.27	515.29	763.35	1,513.86	0.00	0.00	0.00	126.50
111R	2,167.45	670.25	0.00	14.66	178.07	130.85	193.84	152.83	0.00	0.00	0.00	167.50
111S	2,167.45	2,417.02	0.00	7.76	630.77	463.49	686.62	628.38	0.00	0.00	0.00	167.50
112R	1,643.38	531.07	0.00	15.43	119.59	87.87	130.18	178.00	0.00	0.00	0.00	127.00
112S	1,669.26	1,223.93	0.00	7.76	273.53	200.99	297.75	443.90	0.00	0.00	0.00	129.00
113R	2,109.22	1,553.53	0.00	10.06	256.85	188.73	279.59	243.13	0.00	0.00	575.17	163.00
113S	2,109.22	1,535.58	0.00	7.76	76.83	56.45	83.64	260.90	0.00	0.00	1,050.00	163.00
115	33.95	167.26	10.34	0.00	0.00	0.00	0.00	0.00	0.00	0.00	156.92	3.50
130	146.48	138.06	0.00	0.00	48.90	35.93	53.23	0.00	0.00	0.00	0.00	4.00
133	1,013.80	1,562.00	114.96	0.00	409.94	301.22	446.22	193.96	95.70	0.00	0.00	37.00
136	4,788.15	4,175.59	357.34	22.53	661.58	486.13	720.14	1,927.87	0.00	0.00	0.00	174.75
193	1,710.00	793.85	178.24	0.00	72.17	53.03	78.56	1.18	0.00	0.00	410.67	90.00
194	342.00	266.05	20.55	9.08	68.09	50.03	74.12	44.18	0.00	0.00	0.00	18.00
195	11,243.43	11,927.62	1,430.62	93.87	119.41	87.74	129.98	0.00	0.00	0.00	10,066.00	184.50
196	458.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	55.00
200ST	0.00	3,488.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3,488.38	0.00
206	1,996.90	1,064.86	347.00	18.78	220.05	161.69	239.53	77.81	0.00	0.00	0.00	128.50
207	297.62	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	23.00
209	467.50	1,324.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1,324.17	12.50
210	839.25	4,984.27	0.00	6.44	1,322.78	971.98	1,439.88	726.36	0.00	0.00	516.83	37.50
221	16,032.12	15,341.59	433.68	60.86	544.99	400.46	593.23	1,011.70	0.00	0.00	12,296.67	86.00
225	3,405.67	2,098.03	15.09	18.50	662.92	487.11	721.61	192.80	0.00	0.00	0.00	48.50
304	3,224.08	2,075.03	267.79	31.63	207.83	152.71	226.23	205.34	0.00	0.00	983.50	95.50
308	106.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.00
310	4,647.27	5,097.80	899.36	142.76	1,295.85	952.19	1,410.56	397.08	0.00	0.00	0.00	145.50
311	5,653.38	4,511.79	793.50	122.33	1,184.54	870.40	1,289.39	251.63	0.00	0.00	0.00	177.00
312	4,519.51	5,082.27	693.76	141.38	380.00	279.22	413.63	3,174.28	0.00	0.00	0.00	141.50
313	7,154.28	7,766.81	1,172.60	119.08	403.43	296.44	439.14	1,535.12	0.00	0.00	3,801.00	178.50
334	4,366.32	1,310.23	797.11	8.93	10.56	7.76	11.50	474.37	0.00	0.00	0.00	80.50
336	8,230.92	5,598.18	1,095.62	103.72	798.92	587.05	869.64	2,143.23	0.00	0.00	0.00	151.75
420	690.27	2,541.27	0.00	0.00	135.63	99.66	147.64	2,158.34	0.00	0.00	0.00	43.25
422	1,224.93	1,453.20	0.00	0.00	42.22	31.02	45.96	1,334.00	0.00	0.00	0.00	76.75
432	1,181.04	852.46	0.00	0.00	123.22	90.54	134.13	15.15	0.00	0.00	489.42	74.00
436	1,157.10	545.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	545.42	72.50
455	5,779.80	1,988.34	606.63	35.97	145.00	106.55	157.84	936.35	0.00	0.00	0.00	90.00
456	4,688.06	3,835.61	288.29	5.17	1,098.07	806.86	1,195.29	441.93	0.00	0.00	0.00	73.00
457	8,380.71	1,683.05	814.36	31.23	85.58	62.88	93.15	302.55	293.30	0.00	0.00	130.50
500	5,211.96	6,421.31	297.37	390.59	1,116.52	820.42	1,215.39	2,581.02	0.00	0.00	0.00	128.50
501	610.80	308.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	308.58	20.00
572	372.11	209.74	0.00	0.00	40.12	29.48	43.67	96.47	0.00	0.00	0.00	61.00
573	1,957.78	3,875.27	150.79	6.24	568.58	417.79	618.90	2,112.97	0.00	0.00	0.00	60.50
574	350.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	57.50

1/1/2017 Thru 7/31/2017 (7 MONTHS EST DPRN) (ALL WO TYPES) (ALL WO KINDS)

Equipment	Revenue	Total-cost	Fuel	Lube	Labor	Fringe	Overhead	Part	Tire/batt	Sundry	Dprn-mnthly	Units
576	5,815.54	3,674.82	577.59	31.30	541.75	398.08	589.71	1,536.39	0.00	0.00	0.00	156.50
577	922.26	587.30	36.17	4.80	158.22	116.26	172.22	99.63	0.00	0.00	0.00	28.50
579	260.54	578.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	578.67	7.00
586	1,632.40	3,968.23	58.23	112.53	727.41	534.50	791.80	1,743.76	0.00	0.00	0.00	38.50
651	41.49	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.50
655	179.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.50
657	636.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	23.00
720	1,196.26	1,576.20	0.00	0.00	291.31	214.05	317.10	753.74	0.00	0.00	0.00	107.00
722	1,308.06	77.10	0.00	0.00	21.11	15.51	22.98	17.50	0.00	0.00	0.00	117.00
726	709.93	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	63.50
727	1,078.87	610.43	0.00	0.00	21.11	15.51	22.98	2.50	0.00	0.00	548.33	96.50
728	1,481.35	1,705.39	0.00	0.00	71.67	52.66	78.01	906.30	0.00	0.00	596.75	132.50
730	1,011.79	142.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	142.92	90.50
731	1,201.85	770.36	0.00	0.00	67.69	49.74	73.68	0.00	0.00	0.00	579.25	107.50
732	1,000.61	689.29	0.00	0.00	31.67	23.27	34.47	37.55	0.00	0.00	562.33	89.50
733	1,207.44	537.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	537.25	108.00
736	1,081.67	704.20	0.00	0.00	36.02	26.47	39.21	7.50	0.00	0.00	595.00	96.75
744	1,201.85	137.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	137.67	107.50
745	832.91	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	74.50
748	1,526.07	1,977.26	0.00	0.00	337.58	248.05	367.46	1,024.17	0.00	0.00	0.00	136.50
751	1,215.83	1,043.89	0.00	0.00	48.90	35.93	53.23	905.83	0.00	0.00	0.00	108.75
752	1,330.42	163.02	0.00	0.00	42.40	31.16	46.15	43.31	0.00	0.00	0.00	119.00
754	1,422.66	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	127.25
754R	0.00	1,245.01	0.00	0.00	0.00	0.00	0.00	901.43	0.00	0.00	343.58	0.00
760	95.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8.50
820	888.80	1,026.47	0.00	0.00	100.01	73.49	108.85	744.12	0.00	0.00	0.00	88.00
822	848.40	152.54	0.00	0.00	48.40	35.56	52.69	15.89	0.00	0.00	0.00	84.00
826	494.90	211.45	0.00	0.00	68.06	50.01	74.09	19.29	0.00	0.00	0.00	49.00
827	954.45	479.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	479.50	94.50
828	944.35	830.02	0.00	0.00	23.32	17.14	25.39	0.00	0.00	0.00	764.17	93.50
830	767.60	110.83	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	110.83	76.00
831	853.45	866.14	0.00	0.00	54.36	39.94	59.18	2.16	0.00	0.00	710.50	84.50
832	838.30	1,419.58	0.00	0.00	79.15	58.16	86.16	736.62	0.00	0.00	459.49	83.00
833	888.80	565.22	0.00	0.00	0.00	0.00	0.00	15.72	0.00	0.00	549.50	88.00
836	987.28	598.15	0.00	0.00	30.87	22.68	33.60	0.00	0.00	0.00	511.00	97.75
842	75.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.50
844	631.25	600.78	0.00	0.00	137.54	101.06	149.71	15.89	0.00	0.00	196.58	62.50
845	580.75	300.23	0.00	0.00	100.53	73.87	109.42	16.41	0.00	0.00	0.00	57.50
848	934.25	81.94	0.00	0.00	11.75	8.63	12.79	48.77	0.00	0.00	0.00	92.50
850	0.00	268.58	0.00	0.00	95.13	69.90	103.55	0.00	0.00	0.00	0.00	0.00
851	719.63	718.93	0.00	0.00	0.00	0.00	0.00	718.93	0.00	0.00	0.00	71.25
852	994.85	494.14	0.00	0.00	174.60	128.30	190.05	1.19	0.00	0.00	0.00	98.50
854	1,070.60	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	106.00
856	208.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.00
857	478.40	483.21	0.00	0.00	171.15	125.76	186.30	0.00	0.00	0.00	0.00	23.00
886	312.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15.00
920	1,263.66	399.40	0.00	0.00	71.75	52.72	78.11	196.82	0.00	0.00	0.00	99.50
922	1,079.51	902.47	0.00	12.99	198.55	145.89	216.13	328.91	0.00	0.00	0.00	85.00
926	536.58	169.60	0.00	0.00	21.11	15.51	22.98	110.00	0.00	0.00	0.00	42.25
927	1,447.80	491.06	0.00	0.00	12.23	8.99	13.31	36.53	0.00	0.00	420.00	114.00
928	1,270.00	889.10	0.00	0.00	11.67	8.58	12.70	313.07	0.00	0.00	543.08	100.00
928C	667.80	630.95	0.00	0.00	69.96	51.41	76.16	0.00	0.00	0.00	433.42	63.00
930	707.52	158.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	158.67	67.00
931	1,333.50	1,453.50	0.00	0.00	171.02	125.67	186.16	445.65	0.00	0.00	525.00	105.00
932	781.05	912.40	0.00	0.00	73.87	54.28	80.41	192.26	0.00	0.00	511.58	61.50
933	825.50	1,638.67	0.00	0.00	67.95	49.93	73.96	1,446.83	0.00	0.00	0.00	65.00
936	1,320.81	557.90	0.00	0.00	30.87	22.68	33.60	0.00	0.00	0.00	470.75	104.00
942	10.56	342.39	0.00	0.00	110.64	81.30	120.44	30.01	0.00	0.00	0.00	1.00
944	768.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	60.50
945	739.78	657.47	0.00	0.00	149.43	109.80	162.65	235.59	0.00	0.00	0.00	58.25
948	1,104.90	2,393.04	0.00	0.00	452.33	332.37	492.37	1,115.97	0.00	0.00	0.00	87.00
950	0.00	268.58	0.00	0.00	95.13	69.90	103.55	0.00	0.00	0.00	0.00	0.00
951	1,200.15	1,281.33	0.00	0.00	312.50	229.63	340.14	399.06	0.00	0.00	0.00	94.50
952	1,308.10	127.30	0.00	0.00	34.49	25.34	37.54	29.93	0.00	0.00	0.00	103.00
954	968.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	76.25
B-009	0.00	2,284.92	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2,284.92	0.00
(24) GRE	557,916.91	485,283.56	85,417.90	5,125.31	57,390.97	42,170.82	62,187.63	102,496.76	15,529.78	0.00	114,964.39	36,407.00
(4) NORTI	557,916.91	485,283.56	85,417.90	5,125.31	57,390.97	42,170.82	62,187.63	102,496.76	15,529.78	0.00	114,964.39	36,407.00

Rows Processed 146

Show all data where the DOT_RGN_CD matches one of the values in this list 4
and the DOT_CNTY_CD matches one of the values in this list 24
and the USER_ID matches one of the values in this list 24BPENCE
and the WKST_ADDR matches one of the values in this list MDC25236522
and the MNTC_GL_ACCT matches one of the values in this list 185.01,185.02,185.03,185.04,185.05,185.06,185.08,185.09

HIGHWAY EXPENDITURES/REVENUE COMPARISON - 2017

EXPENDITURES	REVENUES		
20.62 Expenses at	22.43 Revenues at	1.81% 2017 Total to the good	
25 Should be at	25 Should be at	3.36% 2016 Total to the good	March
4.38% To the good	2.57% Under		

EXPENDITURES	REVENUES		
28.71 Expenses at	29.68 Revenues at	1.97% 2017 Total to the good	
33.33 Should be at	33.33 Should be at	2.43% 2016 Total Over	April
5.62% To the good	3.65% Under		

EXPENDITURES	REVENUES		
31.4 Expenses at	34.8 Revenues at	3.43% 2017 Total to the Good	
41.67 Should be at	41.67 Should be at	0.44% 2016 Total Over	May
10.30% To the good	6.87% Under		

EXPENDITURES	REVENUES		
37.62 Expenses at	43.4 Revenues at	5.78% 2017 Total to the Good	
50 Should be at	50 Should be at	1.72% 2016 Total to the Good	June
12.38% To the good	6.60% Under		

EXPENDITURES	REVENUES		
61.59 Expenses at	59.54 Revenues at	2.05% 2017 Total Over	
58.33 Should be at	58.33 Should be at	6.44% 2016 Total to the Good	July
3.26% Over	1.21% To the good		

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GREEN LAKE COUNTY

Page No 1

For 01/01/17 - 07/31/17

Expenditure Summary Report

FJEXS01A

Periods 01 - 07

Finance Committee-Sum-Expenditure

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<u>Account No/Description</u>	<u>Adjusted Budget</u>	<u>Y-T-D Encumb</u>	<u>Period Expended</u>	<u>Y-T-D Expended</u>	<u>Available Balance</u>	<u>Percent Used</u>
17 YEAR 3						
211 County Roads and Bridges						
53309 County Supervision						
17-211-29-53309-219-000 County Supervision	94,179.72	.00	.00	.00	94,179.72	.00
53309 County Supervision	94,179.72	.00	.00	.00	94,179.72	.00
53310 General Mtn. C.T.H's						
17-211-29-53310-219-000 General Maintenance - CTH's	650,592.60	.00	345,285.79	345,285.79	305,306.81	53.07
53310 General Mtn. C.T.H's	650,592.60	.00	345,285.79	345,285.79	305,306.81	53.07
53311 C.T.H's Winter Mtn.						
17-211-29-53311-219-000 Winter Maintenance - CTH's	528,856.59	.00	520,452.84	520,452.84	8,403.75	98.41
53311 C.T.H's Winter Mtn.	528,856.59	.00	520,452.84	520,452.84	8,403.75	98.41
53312 C.T.H's Bridge Mtn & Insp CTH's						
17-211-29-53312-219-000 Bridge Maintenance & Inspection - CTH's	82,965.13	.00	2,556.43	2,556.43	80,408.70	3.08
53312 C.T.H's Bridge Mtn & Insp CTH's	82,965.13	.00	2,556.43	2,556.43	80,408.70	3.08
53313 Reconstruction						
17-211-29-53313-219-000 Reconstruction - CTH's	991,736.31	.00	346,903.47	346,903.47	644,832.84	34.98
53313 Reconstruction	991,736.31	.00	346,903.47	346,903.47	644,832.84	34.98
53314 Overlay						
17-211-29-53314-219-000 Overlay	532,850.09	.00	488,007.00	488,007.00	44,843.09	91.58
53314 Overlay	532,850.09	.00	488,007.00	488,007.00	44,843.09	91.58
53315 Chip Seal Coat						
17-211-29-53315-219-000 Chip Seal Coat	273,762.76	.00	197,024.50	197,024.50	76,738.26	71.97
53315 Chip Seal Coat	273,762.76	.00	197,024.50	197,024.50	76,738.26	71.97
53316 Rubber Crack Filling						
17-211-29-53316-219-000 Rubber Crack Filling	90,291.22	.00	77,926.71	77,926.71	12,364.51	86.31
53316 Rubber Crack Filling	90,291.22	.00	77,926.71	77,926.71	12,364.51	86.31
53317 Bridge Construction - CTH's						
17-211-29-53317-219-000 Bridge Construction CTH's	20,602.00	.00	4,805.55	4,805.55	15,796.45	23.33
53317 Bridge Construction - CTH's	20,602.00	.00	4,805.55	4,805.55	15,796.45	23.33
53380						
17-211-29-53380-219-000 Fair	8,082.60	.00	7,858.92	7,858.92	223.68	97.23
53380	8,082.60	.00	7,858.92	7,858.92	223.68	97.23
53591 Railroad						
17-211-29-53591-000-000 Railroad Consortium	25,000.00	.00	25,000.00	25,000.00	.00	100.00
53591 Railroad	25,000.00	.00	25,000.00	25,000.00	.00	100.00
29 Highway	3,298,919.02	.00	2,015,821.21	2,015,821.21	1,283,097.81	61.11
211 County Roads and Bridges	3,298,919.02	.00	2,015,821.21	2,015,821.21	1,283,097.81	61.11

Expenditure Summary Report

FJEXS01A

For 01/01/17 - 07/31/17

Periods 01 - 07

Finance Committee-Sum-Expenditure

100

<u>Account No/Description</u>	<u>Adjusted Budget</u>	<u>Y-T-D Encumb</u>	<u>Period Expended</u>	<u>Y-T-D Expended</u>	<u>Available Balance</u>	<u>Percent Used</u>
17 YEAR 3						
701 Highway						
53110 Highway Administration						
17-701-29-53110-110-000 Salaries	138,194.90	.00	82,037.70	82,037.70	56,157.20	59.36
17-701-29-53110-120-000 Wages	.00	.00	268.96	268.96	-268.96	.00
17-701-29-53110-125-000 Overtime	.00	.00	204.33	204.33	-204.33	.00
17-701-29-53110-130-000 Employee Benefits	59,034.30	.00	60,629.07	60,629.07	-1,594.77	102.70
17-701-29-53110-213-000 Accounting & Auditing	4,000.00	.00	975.00	975.00	3,025.00	24.38
17-701-29-53110-225-000 Telephone	3,200.00	.00	1,620.97	1,620.97	1,579.03	50.66
17-701-29-53110-310-000 Office Supplies	4,226.74	.00	1,595.94	1,595.94	2,630.80	37.76
17-701-29-53110-311-000 Postage	500.00	.00	302.87	302.87	197.13	60.57
17-701-29-53110-320-000 Publications	700.00	.00	203.50	203.50	496.50	29.07
17-701-29-53110-325-000 Registrations & Conventions	600.00	.00	308.50	308.50	291.50	51.42
17-701-29-53110-335-000 Meals	75.00	.00	29.18	29.18	45.82	38.91
17-701-29-53110-336-000 Lodging	500.00	82.00	198.00	198.00	220.00	56.00
17-701-29-53110-350-000 Repair & Maintenance	500.00	.00	2,175.04	2,175.04	-1,675.04	**
17-701-29-53110-534-000 Machinery Rental	.00	.00	629.28	629.28	-629.28	.00
17-701-29-53110-540-000 Depreciation & Amortization	3,500.00	.00	.00	.00	3,500.00	.00
53110 Highway Administration	215,030.94	82.00	151,178.34	151,178.34	63,770.60	70.34
53191 Supervision						
17-701-29-53191-110-000 Salaries	63,107.20	.00	34,344.88	34,344.88	28,762.32	54.42
17-701-29-53191-120-000 Wages	.00	.00	382.79	382.79	-382.79	.00
17-701-29-53191-130-000 Employee Benefits	26,105.94	.00	25,517.88	25,517.88	588.06	97.75
17-701-29-53191-225-000 Telephone	810.84	.00	373.44	373.44	437.40	46.06
17-701-29-53191-335-000 Meals	75.00	.00	9.49	9.49	65.51	12.65
17-701-29-53191-350-000 Repair & Maintenance	3,000.00	.00	3,299.93	3,299.93	-299.93	110.00
17-701-29-53191-534-000 Machinery Rental	15,000.00	.00	9,994.92	9,994.92	5,005.08	66.63
53191 Supervision	108,098.98	.00	73,923.33	73,923.33	34,175.65	68.38
53192 Radio Expenses						
17-701-29-53192-206-000 Maintenance Contracts	2,160.00	.00	1,198.75	1,198.75	961.25	55.50
17-701-29-53192-225-000 Telephone	800.00	.00	667.80	667.80	132.20	83.48
17-701-29-53192-314-000 Small Items of Equipment	50.00	.00	.00	.00	50.00	.00
17-701-29-53192-350-000 Repair & Maintenance	.00	.00	59.80	59.80	-59.80	.00
53192 Radio Expenses	3,010.00	.00	1,926.35	1,926.35	1,083.65	64.00
53193 General Public Liability						
17-701-29-53193-509-000 Public Liability	19,687.50	.00	.00	.00	19,687.50	.00
53193 General Public Liability	19,687.50	.00	.00	.00	19,687.50	.00
53210 Employee Taxes and Benefits Cost Pool						
17-701-29-53210-110-000 Salaries	.00	.00	-11,881.37	-11,881.37	11,881.37	.00
17-701-29-53210-120-000 Wages	.00	.00	-51,799.07	-51,799.07	51,799.07	.00
17-701-29-53210-125-000 Overtime	.00	.00	-178.54	-178.54	178.54	.00

For 01/01/17 - 07/31/17

Expenditure Summary Report

FJEXS01A

Periods 01 - 07

Finance Committee-Sum-Expenditure

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<u>Account No/Description</u>	<u>Adjusted Budget</u>	<u>Y-T-D Encumb</u>	<u>Period Expended</u>	<u>Y-T-D Expended</u>	<u>Available Balance</u>	<u>Percent Used</u>
17 YEAR 3						
701 Highway						
53210 Employee Taxes and Benefits Cost Pool						
17-701-29-53210-131-000 Sick Leave Pay	.00	.00	15,326.33	15,326.33	-15,326.33	.00
17-701-29-53210-132-000 Vacation Pay	.00	.00	32,734.40	32,734.40	-32,734.40	.00
17-701-29-53210-134-000 Holiday Pay	.00	.00	11,738.40	11,738.40	-11,738.40	.00
17-701-29-53210-135-000 Floating Holiday	.00	.00	1,302.32	1,302.32	-1,302.32	.00
17-701-29-53210-137-100 Comp-Accumulated	.00	.00	-13,072.73	-13,072.73	13,072.73	.00
17-701-29-53210-137-300 Comp - Use	.00	.00	7,935.50	7,935.50	-7,935.50	.00
17-701-29-53210-138-000 Other - leave with pay	.00	.00	1,250.32	1,250.32	-1,250.32	.00
17-701-29-53210-151-000 Social Security	.00	.00	41,658.46	41,658.46	-41,658.46	.00
17-701-29-53210-153-000 Ret. Employer Share	.00	.00	35,838.85	35,838.85	-35,838.85	.00
17-701-29-53210-154-000 Health Insurance	.00	.00	230,399.26	230,399.26	-230,399.26	.00
17-701-29-53210-155-000 Life Insurance	.00	.00	1,357.33	1,357.33	-1,357.33	.00
17-701-29-53210-910-000 Employee Taxes & Benefits	.00	.00	-412,346.70	-412,346.70	412,346.70	.00
53210 Employee Taxes and Benefits Cost Pool	.00	.00	-109,737.24	-109,737.24	109,737.24	.00
53220 Field Small Tools Cost Pool						
17-701-29-53220-130-120 Employee Benefits	.00	.00	200.15	200.15	-200.15	.00
17-701-29-53220-362-120 Consumable Small Tools-Field	.00	.00	3,579.72	3,579.72	-3,579.72	.00
17-701-29-53220-362-121 Consumable Small Tools-Safety	.00	.00	3,294.53	3,294.53	-3,294.53	.00
17-701-29-53220-362-122 Consumable Small Tools-Traffic	.00	.00	868.46	868.46	-868.46	.00
53220 Field Small Tools Cost Pool	.00	.00	7,942.86	7,942.86	-7,942.86	.00
53230 Shop Operations Cost Pool						
17-701-29-53230-120-000 Wages	.00	.00	5,305.54	5,305.54	-5,305.54	.00
17-701-29-53230-125-000 Overtime	.00	.00	55.02	55.02	-55.02	.00
17-701-29-53230-130-000 Employee Benefits	.00	.00	3,938.94	3,938.94	-3,938.94	.00
17-701-29-53230-225-000 Telephone	.00	.00	1,070.12	1,070.12	-1,070.12	.00
17-701-29-53230-307-000 Training	.00	.00	3.80	3.80	-3.80	.00
17-701-29-53230-310-000 Office Supplies	.00	.00	89.30	89.30	-89.30	.00
17-701-29-53230-311-000 Postage	.00	.00	29.93	29.93	-29.93	.00
17-701-29-53230-314-000 Small Items of Equipment	.00	.00	7,342.47	7,342.47	-7,342.47	.00
17-701-29-53230-340-000 Operating Supplies	.00	.00	7,084.80	7,084.80	-7,084.80	.00
17-701-29-53230-345-000 Shop Supplies	.00	.00	5,765.30	5,765.30	-5,765.30	.00
17-701-29-53230-350-000 Repair & Maintenance	.00	.00	370.18	370.18	-370.18	.00
17-701-29-53230-534-000 Machinery Rental	.00	.00	295.42	295.42	-295.42	.00
53230 Shop Operations Cost Pool	.00	.00	31,350.82	31,350.82	-31,350.82	.00
53232 Fuel Handling Cost Pool						
17-701-29-53232-120-000 Wages	.00	.00	134.44	134.44	-134.44	.00
17-701-29-53232-125-000 Overtime	.00	.00	55.01	55.01	-55.01	.00
17-701-29-53232-130-000 Employee Benefits	.00	.00	139.21	139.21	-139.21	.00
17-701-29-53232-225-000 Telephone	.00	.00	562.96	562.96	-562.96	.00
17-701-29-53232-350-000 Repair & Maintenance	.00	.00	1,945.38	1,945.38	-1,945.38	.00

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Expenditure Summary Report

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Periods 01 - 07

Finance Committee-Sum-Expenditure

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<u>Account No/Description</u>	<u>Adjusted Budget</u>	<u>Y-T-D Encumb</u>	<u>Period Expended</u>	<u>Y-T-D Expended</u>	<u>Available Balance</u>	<u>Percent Used</u>
17 YEAR 3						
701 Highway						
53232 Fuel Handling Cost Pool						
17-701-29-53232-534-000 Machinery Rental	.00	.00	38.50	38.50	-38.50	.00
17-701-29-53232-931-000 Fuel Handling Revenue	.00	.00	-4,845.37	-4,845.37	4,845.37	.00
53232 Fuel Handling Cost Pool	.00	.00	-1,969.87	-1,969.87	1,969.87	.00
53240 Machinery Operating Cost Pool						
17-701-29-53240-120-000 Wages	97,457.78	.00	56,926.06	56,926.06	40,531.72	58.41
17-701-29-53240-125-000 Overtime	300.00	.00	1,567.28	1,567.28	-1,267.28	**
17-701-29-53240-130-000 Employee Benefits	53,313.85	.00	42,980.88	42,980.88	10,332.97	80.62
17-701-29-53240-350-000 Repair & Maintenance	200,000.00	.00	186,351.32	186,351.32	13,648.68	93.18
17-701-29-53240-356-000 Work Order Lbr/ILC	-5,000.00	.00	-2,597.13	-2,597.13	-2,402.87	51.94
17-701-29-53240-381-000 Shop Overhead Recovered	-2,000.00	.00	-1,518.71	-1,518.71	-481.29	75.94
17-701-29-53240-512-000 Insurance on Equipment	13,776.40	.00	.00	.00	13,776.40	.00
17-701-29-53240-534-000 Machinery Rental	4,000.00	.00	3,047.50	3,047.50	952.50	76.19
17-701-29-53240-540-000 Depreciation & Amortization	200,218.00	.00	.00	.00	200,218.00	.00
17-701-29-53240-940-000 Mach. Operation Rev.	-939,228.00	.00	-557,916.91	-557,916.91	-381,311.09	59.40
53240 Machinery Operating Cost Pool	-377,161.97	.00	-271,159.71	-271,159.71	-106,002.26	71.89
53270 Buildings & Ground Operations Cost Pool						
17-701-29-53270-120-000 Wages	.00	.00	14,178.93	14,178.93	-14,178.93	.00
17-701-29-53270-125-000 Overtime	.00	.00	45.83	45.83	-45.83	.00
17-701-29-53270-130-000 Employee Benefits	.00	.00	10,452.38	10,452.38	-10,452.38	.00
17-701-29-53270-220-000 Utilities	.00	.00	17,008.12	17,008.12	-17,008.12	.00
17-701-29-53270-240-000 Contracted Maintenance	.00	.00	5,742.81	5,742.81	-5,742.81	.00
17-701-29-53270-247-000 General Building Maintenance	5,200.00	.00	.00	.00	5,200.00	.00
17-701-29-53270-344-000 Janitorial Supplies	.00	.00	671.07	671.07	-671.07	.00
17-701-29-53270-350-000 Repair & Maintenance	.00	.00	3,593.19	3,593.19	-3,593.19	.00
17-701-29-53270-534-000 Machinery Rental	.00	.00	4,147.55	4,147.55	-4,147.55	.00
53270 Buildings & Ground Operations Cost Pool	5,200.00	.00	55,839.88	55,839.88	-50,639.88	**
53271 Salt Sheds Cost Pool						
17-701-29-53271-120-000 Wages	.00	.00	616.38	616.38	-616.38	.00
17-701-29-53271-130-000 Employee Benefits	.00	.00	452.91	452.91	-452.91	.00
17-701-29-53271-350-000 Repair & Maintenance	.00	.00	453.50	453.50	-453.50	.00
17-701-29-53271-534-000 Machinery Rental	.00	.00	146.00	146.00	-146.00	.00
53271 Salt Sheds Cost Pool	.00	.00	1,668.79	1,668.79	-1,668.79	.00
53281 Capital Equipment						
17-701-29-53281-810-000 Capital Equipment	293,725.77	330,821.00	126,935.38	126,935.38	-164,030.61	155.84
53281 Capital Equipment	293,725.77	330,821.00	126,935.38	126,935.38	-164,030.61	155.84
53309 County Supervision						
17-701-29-53309-110-000 Salaries	50,481.60	.00	.00	.00	50,481.60	.00
17-701-29-53309-130-000 Employee Benefits	29,158.41	.00	.00	.00	29,158.41	.00

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Periods 01 - 07

Finance Committee-Sum-Expenditure

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<u>Account No/Description</u>	<u>Adjusted Budget</u>	<u>Y-T-D Encumb</u>	<u>Period Expended</u>	<u>Y-T-D Expended</u>	<u>Available Balance</u>	<u>Percent Used</u>
17 YEAR 3						
701 Highway						
53309 County Supervision						
17-701-29-53309-225-000 Telephone	400.00	.00	252.20	252.20	147.80	63.05
17-701-29-53309-310-000 Office Supplies	50.00	.00	.00	.00	50.00	.00
17-701-29-53309-325-000 Registration & Conventions	50.00	.00	20.00	20.00	30.00	40.00
17-701-29-53309-335-000 Meals	10.00	.00	.00	.00	10.00	.00
17-701-29-53309-350-000 Repair & Maintenance	3,000.00	.00	.00	.00	3,000.00	.00
17-701-29-53309-534-000 Machinery Rentals	7,000.00	.00	.00	.00	7,000.00	.00
53309 County Supervision	90,150.01	.00	272.20	272.20	89,877.81	.30
53310 General Mtn. C.T.H's						
17-701-29-53310-101-120 Wages	183,828.74	.00	73,140.35	73,140.35	110,688.39	39.79
17-701-29-53310-101-125 Overtime	900.00	.00	390.21	390.21	509.79	43.36
17-701-29-53310-101-130 Benefits	97,005.79	.00	54,030.23	54,030.23	42,975.56	55.70
17-701-29-53310-101-240 Contracted Maintenance	200.00	.00	.00	.00	200.00	.00
17-701-29-53310-101-350 Repair & Maintenance	400.00	.00	13,990.04	13,990.04	-13,590.04	**
17-701-29-53310-101-360 Other Repair & Maintenance	150.00	.00	.00	.00	150.00	.00
17-701-29-53310-101-362 Consumable Small Tool	6,445.77	.00	.00	.00	6,445.77	.00
17-701-29-53310-101-370 Road Supplies	36,000.00	.00	27,680.68	27,680.68	8,319.32	76.89
17-701-29-53310-101-534 Equipment/Machinery	100,000.00	.00	67,405.02	67,405.02	32,594.98	67.41
17-701-29-53310-102-120 Wages	22,059.45	.00	12,840.58	12,840.58	9,218.87	58.21
17-701-29-53310-102-125 Overtime	300.00	.00	85.41	85.41	214.59	28.47
17-701-29-53310-102-130 Benefits	11,582.19	.00	9,498.02	9,498.02	2,084.17	82.01
17-701-29-53310-102-350 Repair & Maintenance	.00	.00	207.89	207.89	-207.89	.00
17-701-29-53310-102-360 Other Repair & Maintenance	500.00	.00	.00	.00	500.00	.00
17-701-29-53310-102-362 Consumanble Small Tool	912.63	.00	.00	.00	912.63	.00
17-701-29-53310-102-370 Road Supplies	70,000.00	.00	57,987.68	57,987.68	12,012.32	82.84
17-701-29-53310-102-534 Equipment/Machinery	12,000.00	.00	7,951.73	7,951.73	4,048.27	66.26
17-701-29-53310-103-120 Wages	14,706.30	.00	730.09	730.09	13,976.21	4.96
17-701-29-53310-103-125 Overtime	.00	.00	9.15	9.15	-9.15	.00
17-701-29-53310-103-130 Benefits	7,617.86	.00	543.19	543.19	7,074.67	7.13
17-701-29-53310-103-362 Consumable Small Tool	876.73	.00	.00	.00	876.73	.00
17-701-29-53310-103-370 Road Supplies	22,269.97	.00	1,450.40	1,450.40	20,819.57	6.51
17-701-29-53310-103-534 Equipment/Machinery	35,000.00	.00	1,638.59	1,638.59	33,361.41	4.68
53310 General Mtn. C.T.H's	622,755.43	.00	329,579.26	329,579.26	293,176.17	52.92
53311 C.T.H's Winter Mtn.						
17-701-29-53311-120-000 Wages	95,590.94	.00	66,184.54	66,184.54	29,406.40	69.24
17-701-29-53311-125-000 Overtime	12,600.00	.00	11,770.27	11,770.27	829.73	93.41
17-701-29-53311-130-000 Employee Benefits	56,042.91	.00	57,281.21	57,281.21	-1,238.30	102.21
17-701-29-53311-350-000 Repair & Maintenance	1,400.00	.00	377.30	377.30	1,022.70	26.95
17-701-29-53311-362-000 Consumable Small Tools	6,594.34	.00	.00	.00	6,594.34	.00
17-701-29-53311-370-000 Road supplies	150,000.00	.00	197,489.74	197,489.74	-47,489.74	131.66

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Periods 01 - 07

Finance Committee-Sum-Expenditure

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<u>Account No/Description</u>	<u>Adjusted Budget</u>	<u>Y-T-D Encumb</u>	<u>Period Expended</u>	<u>Y-T-D Expended</u>	<u>Available Balance</u>	<u>Percent Used</u>
17 YEAR 3						
701 Highway						
53311 C.T.H's Winter Mtn.						
17-701-29-53311-534-000 Machinery Rental	184,000.00	.00	165,080.95	165,080.95	18,919.05	89.72
53311 C.T.H's Winter Mtn.	506,228.19	.00	498,184.01	498,184.01	8,044.18	98.41
53312 C.T.H's Bridge Mtn & Insp CTH's						
17-701-29-53312-000-000 Bridge Maintenance and Inspection -CTH's	56,027.67	.00	1,921.58	1,921.58	54,106.09	3.43
17-701-29-53312-120-000 Wages	14,706.30	.00	277.45	277.45	14,428.85	1.89
17-701-29-53312-130-000 Employee Benefits	7,617.86	.00	203.87	203.87	7,413.99	2.68
17-701-29-53312-362-000 Consumable Small Tools	63.44	.00	.00	.00	63.44	.00
17-701-29-53312-534-000 Machinery Rental	1,000.00	.00	44.16	44.16	955.84	4.42
53312 C.T.H's Bridge Mtn & Insp CTH's	79,415.27	.00	2,447.06	2,447.06	76,968.21	3.08
53313 Reconstruction						
17-701-29-53313-000-000 Reconstruction-CTH's	791,723.31	.00	.00	.00	791,723.31	.00
17-701-29-53313-120-000 Wages	102,944.09	.00	.00	.00	102,944.09	.00
17-701-29-53313-125-000 Overtime	180.00	.00	.00	.00	180.00	.00
17-701-29-53313-130-000 Employee Benefits	54,455.09	.00	.00	.00	54,455.09	.00
17-701-29-53313-252-000 CTH AW (Columbia - Dodge)	.00	.00	1,012.91	1,012.91	-1,012.91	.00
17-701-29-53313-258-000 CTH DD (CTH D-Marquette Co. Line)	.00	.00	56,384.19	56,384.19	-56,384.19	.00
17-701-29-53313-277-000 CTH O (CTH B - CTH H)	.00	.00	162,523.75	162,523.75	-162,523.75	.00
17-701-29-53313-289-000 CTH Y (STH 73-Losinski Rd)	.00	.00	6,934.95	6,934.95	-6,934.95	.00
17-701-29-53313-290-000 CTH YY (CTH Y-CTH D)	.00	.00	105,204.55	105,204.55	-105,204.55	.00
53313 Reconstruction	949,302.49	.00	332,060.35	332,060.35	617,242.14	34.98
53314 Overlay						
17-701-29-53314-000-000 Overlay	.00	.00	458.16	458.16	-458.16	.00
17-701-29-53314-120-000 Wages	29,412.60	.00	16,514.26	16,514.26	12,898.34	56.15
17-701-29-53314-125-000 Overtime	6,600.00	.00	9.15	9.15	6,590.85	.14
17-701-29-53314-130-000 Employee Benefits	18,654.53	.00	12,141.39	12,141.39	6,513.14	65.09
17-701-29-53314-362-000 STR	1,235.10	.00	.00	.00	1,235.10	.00
17-701-29-53314-370-000 Road Supplies	415,300.00	.00	403,986.24	403,986.24	11,313.76	97.28
17-701-29-53314-534-000 Machinery Rental	38,848.59	.00	34,017.25	34,017.25	4,831.34	87.56
53314 Overlay	510,050.82	.00	467,126.45	467,126.45	42,924.37	91.58
53315 Chip Seal Coat						
17-701-29-53315-000-000 Chip Seal Coat	262,049.16	.00	188,594.33	188,594.33	73,454.83	71.97
53315 Chip Seal Coat	262,049.16	.00	188,594.33	188,594.33	73,454.83	71.97
53316 Rubber Crack Filling						
17-701-29-53316-000-000 Rubber Crack Filling	86,427.89	.00	74,592.44	74,592.44	11,835.45	86.31
53316 Rubber Crack Filling	86,427.89	.00	74,592.44	74,592.44	11,835.45	86.31
53317 Bridge Construction - CTH's						
17-701-29-53317-000-000 Bridge Construction - CTH's	20,000.00	.00	4,599.93	4,599.93	15,400.07	23.00
53317 Bridge Construction - CTH's	20,000.00	.00	4,599.93	4,599.93	15,400.07	23.00

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<u>Account No/Description</u>		<u>Adjusted Budget</u>	<u>Y-T-D Encumb</u>	<u>Period Expended</u>	<u>Y-T-D Expended</u>	<u>Available Balance</u>	<u>Percent Used</u>
17 YEAR 3							
701 Highway							
53321 Routine Maintenance							
17-701-29-53321-000-000	Routine Maintenance - State	.00	.00	21,837.81	21,837.81	-21,837.81	.00
17-701-29-53321-120-000	Wages	183,828.74	.00	66,249.84	66,249.84	117,578.90	36.04
17-701-29-53321-125-000	Overtime	6,600.00	.00	3,945.62	3,945.62	2,654.38	59.78
17-701-29-53321-130-000	Employee Benefits	98,642.09	.00	51,579.62	51,579.62	47,062.47	52.29
17-701-29-53321-350-000	Repair & Maintenance	.00	.00	3,017.00	3,017.00	-3,017.00	.00
17-701-29-53321-362-000	Consumable Small Tools	5,131.15	.00	.00	.00	5,131.15	.00
17-701-29-53321-370-000	Road Supplies	30,000.00	.00	33,643.03	33,643.03	-3,643.03	112.14
17-701-29-53321-534-000	Machinery Repair	199,400.00	.00	104,939.04	104,939.04	94,460.96	52.63
53321 Routine Maintenance		523,601.98	.00	285,211.96	285,211.96	238,390.02	54.47
53333 Cities, Towns, Villages							
17-701-29-53333-120-000	Wages	22,059.45	.00	29,250.52	29,250.52	-7,191.07	132.60
17-701-29-53333-125-000	Overtime	300.00	.00	2,329.48	2,329.48	-2,029.48	**
17-701-29-53333-130-000	Employee Benefits	11,582.19	.00	23,205.01	23,205.01	-11,622.82	**
17-701-29-53333-350-000	Repair & Maintenance	139,476.92	.00	20,756.46	20,756.46	118,720.46	14.88
17-701-29-53333-362-000	Consumable Small Tools	686.59	.00	.00	.00	686.59	.00
17-701-29-53333-370-000	Road Supplies	160,000.00	.00	101,812.72	101,812.72	58,187.28	63.63
17-701-29-53333-534-000	Machinery Rental	17,000.00	.00	46,723.62	46,723.62	-29,723.62	**
53333 Cities, Towns, Villages		351,105.15	.00	224,077.81	224,077.81	127,027.34	63.82
53334 Interdepartment Charges							
17-701-29-53334-000-000	Interdepartmental Charges	90,000.00	.00	59,190.53	59,190.53	30,809.47	65.77
53334 Interdepartment Charges		90,000.00	.00	59,190.53	59,190.53	30,809.47	65.77
53380							
17-701-29-53380-000-000	Fair	.00	.00	7,858.92	7,858.92	-7,858.92	.00
53380		.00	.00	7,858.92	7,858.92	-7,858.92	.00
29 Highway		4,358,677.61	330,903.00	2,541,694.18	2,541,694.18	1,486,080.43	65.91
701 Highway		4,358,677.61	330,903.00	2,541,694.18	2,541,694.18	1,486,080.43	65.91
17 YEAR 3		7,657,596.63	330,903.00	4,557,515.39	4,557,515.39	2,769,178.24	63.84

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GREEN LAKE COUNTY

Page No 1

For 01/01/17 - 07/31/17

Revenue Summary Report

FJRES01A

Periods 01 - 07

Finance Committee Sum Rpt Revenues

100-R

<u>Account No/Description</u>	<u>Budget</u>	<u>Period</u>	<u>Y-T-D</u>	<u>Balance</u>	<u>Percent</u>
17 YEAR 3					
211 County Roads and Bridges					
29 Highway					
17-211-29-41110-000-000 General Property Taxes	2,579,046.89	2,579,046.89	2,579,046.89	.00	100.00
17-211-29-43531-000-000 CTH's Revenue from State	719,872.13	539,850.09	539,850.09	180,022.04	74.99
29 Highway	3,298,919.02	3,118,896.98	3,118,896.98	180,022.04	94.54
211 County Roads and Bridges	3,298,919.02	3,118,896.98	3,118,896.98	180,022.04	94.54

Periods 01 - 07	Finance Committee Sum Rpt Revenues	100-R			
Account No/Description	Budget	Period	Y-T-D	Balance	Percent
17 YEAR 3					
701 Highway					
29 Highway					
17-701-29-44201-000-000 Off Pavement Utility Fee	1,100.00	1,100.00	1,100.00	.00	100.00
17-701-29-44202-000-000 Borings	650.00	800.00	800.00	-150.00	123.08
17-701-29-44204-000-000 After The Fact Permit	.00	250.00	250.00	-250.00	.00
17-701-29-44205-000-000 Driveway/Variance	1,000.00	150.00	150.00	850.00	15.00
17-701-29-44206-000-000 Driveway Alteration	700.00	250.00	250.00	450.00	35.71
17-701-29-44260-000-000 Oversize/Overweight Permits	200.00	675.00	675.00	-475.00	337.50
17-701-29-44261-000-000 Multi-Trip Permits	1,850.00	2,225.00	2,225.00	-375.00	120.27
17-701-29-47231-000-000 Routine Maintenance	501,198.41	223,878.89	223,878.89	277,319.52	44.67
17-701-29-47239-000-000 Other - Sup. R&R-Radio-GPL etc	88,378.96	53,137.43	53,137.43	35,241.53	60.12
17-701-29-47292-000-000 State - Admin	26,103.79	12,135.24	12,135.24	13,968.55	46.49
17-701-29-47300-000-000 Cities, Villages, Towns, Cty.	336,082.27	205,423.76	205,423.76	130,658.51	61.12
17-701-29-47392-000-000 Local - Admin Charges	15,022.88	8,141.85	8,141.85	6,881.03	54.20
17-701-29-47410-000-000 Interdepartmental Invoicing	90,000.00	51,171.22	51,171.22	38,828.78	56.86
17-701-29-47430-000-000 Charges for Services - CTH's	3,126,379.26	1,905,975.42	1,905,975.42	1,220,403.84	60.96
17-701-29-47492-000-000 CTH's - Admin	139,749.15	84,845.80	84,845.80	54,903.35	60.71
17-701-29-48000-000-000 Miscellaneous Revenues	3,000.00	.00	.00	3,000.00	.00
17-701-29-48330-000-000 Sale of Materials & Supplies	1,062.89	4,215.91	4,215.91	-3,153.02	396.65
17-701-29-48340-000-000 Sale of Used Equipment	8,000.00	.00	.00	8,000.00	.00
17-701-29-48400-000-000 Insurance Recoveries	5,000.00	722.58	722.58	4,277.42	14.45
17-701-29-48440-000-000 Revenue from Cost of Sales	8,000.00	9,286.13	9,286.13	-1,286.13	116.08
29 Highway	4,353,477.61	2,564,384.23	2,564,384.23	1,789,093.38	58.90
701 Highway	4,353,477.61	2,564,384.23	2,564,384.23	1,789,093.38	58.90
17 YEAR 3	7,652,396.63	5,683,281.21	5,683,281.21	1,969,115.42	74.27

GREEN LAKE COUNTY 2018 BUDGET

	----- 12/31/2014 -----	----- 12/31/2015 -----	----- 12/31/2016 -----	ACTUAL 6/30/2017 -----	2017 REVISED -----	2018 PROPOSED -----
COUNTY ROADS & BRIDGES						
18-211-29-53009-000-000 COUNTY SUPERVISION	-	145,275	70,501	-	94,180	-
18-211-29-53310-000-000 GENERAL MAINTENANCE - CTH'S	-	832,268	694,828	307,657	650,593	838,093
18-211-29-53311-000-000 WINTER MAINTENANCE - CTH'S	-	443,710	688,610	520,453	528,857	781,441
18-211-29-53312-000-000 BRIDGE MAINTENANCE & INSPECTIONS - CTH'S	-	36,122	6,045	502	82,965	23,442
18-211-29-53313-000-000 RECONSTRUCTION - CTH'S	-	832,833	1,113,131	83,291	991,736	1,477,858
18-211-29-53314-000-000 OVERLAY	-	584,577	-	67,371	532,850	-
18-211-29-53315-219-000 CHIP SEAL COAT	-	243,691	236,509	37,994	273,763	162,440
18-211-29-53316-219-000 RUBBER CRACK FILLING	-	127,155	69,812	77,927	90,291	111,564
18-211-29-53317-000-000 BRIDGE CONSTRUCTION - CTH'S	-	6,517	2,230	4,540	20,602	107,931
18-211-29-53380-000-000 FAIR	-	-	8,105	73	8,083	-
18-211-29-53391-000-000 RAILROAD	-	25,000	25,000	25,000	25,000	25,000
TOTAL EXPENDITURES	-	3,277,149	2,914,771	1,124,808	3,298,919	3,527,769
<hr/>						
FINANCING PROPOSAL						
18-211-29-41110-000-000 GENERAL PROPERTY TAXES	-	2,598,558	2,598,558	2,579,047	2,579,047	-
18-211-29-43531-000-000 CTH'S REVENUE FROM STATE	-	777,087	743,181	179,950	719,872	719,872
18-211-29-43533-000-000 STATE AID - STP FUNDS	-	-	-	-	-	-
TOTAL REVENUES	-	3,375,646	3,341,739	2,758,997	3,298,919	719,872
COUNTY APPROPRIATION					-	2,807,897
					228,850	Increase

GREEN LAKE COUNTY 2018 BUDGET

	----- 12/31/2014 -----	----- 12/31/2015 -----	----- 12/31/2016 -----	ACTUAL 6/30/2017 -----	2017 REVISED -----	2018 PROPOSED -----
HIGHWAY SUMMARY						
53110						
HIGHWAY ADMINISTRATION	217,460	265,973	212,817	131,456	215,031	273,576
53309						
COUNTY SUPERVISION	78,908	139,276	67,543	272	90,150	-
53191						
SUPERVISION	100,988	134,543	112,976	63,625	108,099	116,472
53192						
RADIO EXPENSES	2,789	3,215	5,223	1,290	3,010	4,458
53193						
INSURANCE	9,235	24,237	21,822	-	19,688	27,891
53240						
MACHINERY OPERATIONS	(79,419)	(187,140)	(212,356)	(213,486)	(377,162)	-
53281						
CAPITAL EQUIPMENT	-	-	-	126,627	293,726	235,026
NEW ACCOUNT						
CAPITAL OUTLAY BUILDING	-	-	-	-	-	20,000
53310						
GENERAL MAINTENANCE CTH'S	610,080	797,728	665,672	293,561	622,755	799,707
53311						
WINTER MAINTENANCE CTH'S	672,257	425,220	659,714	498,184	506,228	745,650
53312						
BRIDGE MAINTENANCE & INSPECTION	83,511	28,891	5,792	481	79,415	22,368
53313						
RECONSTRUCTION - CTH'S	396,949	798,344	1,066,421	79,727	949,302	1,410,170
53314						
OVERLAY	636,957	560,369	-	64,459	510,051	-
53315						
CHIP SEAL COAT	-	233,600	226,585	36,369	262,049	155,000
53316						
RUBBER CRACK FILLING	-	121,889	66,883	74,592	86,428	106,454
53317						
BRIDGE CONSTRUCTION - CTH'S	-	11,982	2,136	4,346	20,000	102,988
53321						
ROUTINE MAINTENANCE STATE	528,530	510,012	822,641	225,954	523,602	439,649
53333						
CITIES, TOWNS, VILLAGES	409,845	380,463	493,249	207,616	351,105	439,748
53334						
INTERDEPARTMENT CHARGES	-	-	94,466	51,626	90,000	90,000

TOTAL EXPENDITURES	3,668,089	4,248,604	4,311,583	1,646,699	4,353,478	4,989,157
	-----	-----	-----	ACTUAL	2017	2018
	12/31/2014	12/31/2015	12/31/2016	6/30/2017	REVISED	PROPOSED
	-----	-----	-----	-----	-----	-----
FINANCING PROPOSAL						
18-701-29-43531-001-000						
CHIP PROGRAM	-	1,974	-	-	-	1,974
18-701-29-44201-000-000						
OFF PAVEMENT UTILITY FEE	1,500	1,100	1,450	950	1,100	1,100
18-701-29-44202-000-000						
BORINGS	350	500	850	750	650	750
18-701-29-44203-000-000						
OPEN CUT	975	(325)	-	-	-	-
18-701-29-44204-000-000						
AFTER THE FACT PERMIT	-	250	-	-	-	500
18-701-29-44205-000-000						
DRIVEWAY/VARIANCE	750	950	900	150	1,000	500
18-701-29-44206-000-000						
DRIVEWAY ALTERATION	600	800	800	200	700	500
18-701-29-44260-000-000						
OVERSIZE/OVERWEIGHT PERMITS	250	425	100	500	200	500
18-701-29-44261-000-000						
MULTI-TRIP PERMITS	1,625	1,525	1,850	2,225	1,850	2,000
18-701-29-47000-000-000						
INTERGOVERNMENTAL CHARGES	-	-	6,405	-	-	-
18-701-29-47230-000-000						
STATE PBM	36,420	99,336	244,266	-	-	-
18-701-29-47231-000-000						
ROUTINE MAINTENANCE	585,021	489,978	671,894	223,879	501,198	419,512
18-701-29-47239-000-000						
OTHER-SUP R&R-RADIO-GPL ETC	32,290	77,828	90,494	53,137	88,379	111,137
18-701-29-47292-000-000						
STATE - ADMIN	-	9,555	33,060	12,135	26,104	25,472
18-701-29-47300-000-000						
CITIES, VILLAGES, TOWNS, CTY	490,037	265,604	497,211	205,424	336,082	419,606
18-701-29-47392-000-000						
LOCAL - ADMIN CHARGES	-	8,098	20,188	8,142	15,023	20,142
18-701-29-47410-000-000						
INTERDEPARTMENTAL INVOICING	132,033	110,580	93,965	51,171	90,000	90,000
18-701-29-47430-000-000						
CHARGES FOR SERVICES - CTH'S	-	3,117,933	2,768,850	1,052,754	3,126,379	3,342,337

18-701-29-47492-000-000						
CTH'S ADMIN	-	134,675	120,921	47,055	139,749	160,432
	-----	-----	-----	ACTUAL	2017	2018
	12/31/2014	12/31/2015	12/31/2016	6/30/2017	REVISED	PROPOSED
	-----	-----	-----	-----	-----	-----
18-701-29-48000-000-000						
MISCELLANEOUS REVENUES	28,622	(6,175)	3,193	-	3,000	121,169
18-701-29-48330-000-000						
SALE OF MATERIALS & SUPPLIES	-	-	-	3,343	1,063	3,500
18-701-29-48340-000-000						
SALE OF USED EQUIPMENT	-	-	-	-	8,000	-
18-701-29-48400-000-000						
INSURANCE RECOVERIES	4,289	2,834	371	723	5,000	1,000
18-701-29-48440-000-000						
REVENUE FROM COST OF SALES	18,378	6,498	10,537	9,160	8,000	12,000
NEW ACCOUNT						
FUND BALANCE APPLIED - BLDG/GROUNDS						20,000
NEW ACCOUNT						
FUND BALANCE APPLIED - EQUIPMENT						235,026
TOTAL REVENUES	1,333,138	4,323,944	4,567,306	1,671,697	4,353,478	4,989,157

-

Request for Credit Card Approval

Department: Highway
Committee: Highway

<u>Name of Card Holder</u>	<u>Title of Postion</u>	<u>Credit Card Limit</u>
Bruce Przybyl	Highway Laborer	\$1,000.00

Justification for Credit Card(s):

To purchase needed supplies when working in the field.

Department Head Approval: _____

Date Approved by Committee of Jurisdiction: _____

Following this acceptance please forward to the County Clerk's Office.

Date Approved By Finance Committee: _____

**Marking, Signing and Safety Policy for Green Lake County's
County Trunk System**

Policy:

1. **Marking:** County trunk highways should be repainted every two years or when required because of reconstruction or maintenance projects.
2. **Sign Requests:** Any sign request (add/remove/change) should be sent to the Highway ~~Department~~ Commissioner, in writing, along with justification for the request including specifics, such as the days of week and times of day that a concern is occurring. Changes are not made simply because of personal preference. The Highway Department utilizes engineering guidelines and MUTCD manuals in determining any needed signing modifications.
 - a. **Regulatory sign requests:** (e.g. speed limits) If approved by the Highway ~~Committee~~ Commissioner the Highway Department will pay for the cost of the sign.
 - i. The Highway Department will be responsible for costs of the sign, post, installation, and maintenance which includes labor and incidental supplies.
 - b. **Non-regulatory-sign requests:** (e.g. "Watch for Children") If approved by the Highway ~~Committee~~ Commissioner, the requestor typically pays for the cost of the sign.
 - i. The Requestor will be responsible for the cost of the signs, posts, and installation costs, which includes labor and incidental supplies.
 - ii. The Requestor is responsible for all sign maintenance costs, including but not limited to replacement signs, supplies and labor.
 - iii. If a sign or sign post is damaged due to accident, the County will attempt to recoup the cost of repair/replacement from the individual who caused the damage. If the County is unable to recoup the costs, the cost of repair /replacement shall be allocated to the requestor.
 - iv. If a sign is no longer needed, the Requestor should send a notice to the Highway ~~Department~~ Commissioner so that the sign may be removed. The Highway Department will be responsible for the cost to remove unnecessary signs.
3. **Sign Installation/Maintenance:** The sole authority for sign size, design, installation, maintenance, and placement belongs to the County by and through the Green Lake County Highway ~~Department~~ Commissioner. Installation, placement and maintenance shall be consistent with the Wisconsin MUTCD or other applicable state laws, administrative codes or other industry accepted standards.
 - a. Signs will be installed and maintained by Green Lake Highway Department personnel under the direction of the Green Lake County Highway Commissioner and recorded in a sign database.
 - b. The County may remove any sign.
4. **Intersection Control:** Intersection crashes on the County Highway system should be reviewed annually. Intersections found to have developed a pattern of crashes involving failure to yield at a stop sign controlled intersection may be investigated further by the Highway Commissioner or the Commissioner's designee. If the reviewer determines the frequency or severity of crashes at a

particular intersection is significant, the intersection may be further investigated by surveying/inspecting the intersection and reviewing the crash reports.

- a. **The intersection survey/inspection should include, but is not limited to, the following :**
 - i. Visibility of approach from all directions
 - ii. Location of existing signs
 - iii. Conformity of sign to Uniform Traffic Control Device Manual requirements (i.e. size, height, etc.)
 - iv. Condition of signs
 - v. Pavement condition (e.g. bare, ice covered, ruts, etc.).
- b. **Crash reports should be reviewed to determine:**
 - i. What caused the crashes
 - ii. Did crash occur due to failure to stop?
 - iii. Did crash occur due to failure to yield upon leaving the "stop" location?
- c. **Based on the review of the intersection and the crash reports, the following countermeasures may be implemented:**
 - i. Double Stop signs
 - ii. Double Stop Ahead signs
 - iii. Larger than standard signs
 - iv. Install flags on the signs
 - v. Four-way Stop signs
 - vi. Reduced speed on approaching highway
 - vii. Relocation of all signs (to avoid visual clutter, blending into background, make signs more prominent, etc.)
- d. **Rumble Strips:** Rumble strips could be an effective means of alerting the public to an upcoming potential hazard when other means have failed to achieve a reduction in accidents. Rumble strips may be considered if the use of any or all of the above countermeasures fails to significantly reduce the frequency and/or severity of the crashes, or if deemed necessary due to the frequency and severity of crashes at an intersection that is unusually hazardous. Care needs to be taken to prevent motorists from relying on rumble strips to indicate a hazardous situation.

Prior to installing rumble strips at a new location:

- i. Green Lake County Highway Safety Commission should review the intersection and provide a recommendation to the Highway **Committee Department**.
- ii. A public meeting or public hearing may be held.
- iii. The Green Lake County Highway **Committee Commissioner** will make the final decision regarding the installation of rumble strips at any intersection.
- iv. Existing rumble strips may be replaced at intersections when the roadways are reconstructed.
- v. Permanent rumble strip removal must be approved by the Highway **Committee Commissioner**.
- vi. Rumble strips will typically be installed as illustrated in Figure 1.

5. Definitions

- a. **“Install”** means to construct, manufacture, fabricate, build, raise, assemble, place, affix, attach, create, paint, draw, or in any other way bring into being or establish a sign or sign structure, but it does not include any of the foregoing activities when performed as customary maintenance of the sign or sign structure.
- b. **“Maintain” or “maintenance”** means to keep in a state of repair, efficiency, or validity; to preserve from failure or decline; and to allow to exist.

6. Guidelines and Manuals:

- a. The Federal MUTCD manual is located at:
<http://mutcd.fhwa.dot.gov/index.htm>
- b. Wisconsin MUTCD supplement locations include:
<http://www.dot.wisconsin.gov/business/engrserv/wmutcd.htm>
http://mutcd.fhwa.dot.gov/resources/state_info/wisconsin/wi.htm
- c. Sign reflectivity brochure:
http://www.clean_titles/sa07020.pdf
- d. Speed Restrictions - Wisconsin §346.57:
<http://legis.wisconsin.gov/statutes/Stat0346.pdf>
- e. Setting Speed Limits - Wisconsin §349.11:
<http://legis.wisconsin.gov/statutes/Stat0349.pdf>
- f. Setting speed limits on local roads bulletin can be found at:
http://epdfiles.engr.wisc.edu/pdf_web_files/tic/bulletins/Bltn_021_Spe ed.pdf

Adopted by the Highway Committee 05-11-2016

Revised by the Highway Committee 08-09-2017

Statutory Authority

Wisconsin Statute §83.015(2)(a) sets the powers and duties of the County Highway Committee. When a county has a county highway commissioner appointed by a County Administrator, the County Highway Committee becomes a policy-making body, which determines the broad outlines and principles governing administration. The county highway commissioner takes on the duties of the County Highway Committee for certain statutes listed in §83.015(2)(b).

With these statutes controlling the duties of the Highway Committee and the Highway Commissioner, this manual is intended to provide general policy guidance to the County Highway Commissioner. In the event a policy may be in conflict with Wisconsin Statutes, the statutes shall supersede the policy.

While the Highway Commissioner is granted more autonomy under Wis. Stat. §83.015(2)(b), notwithstanding the ability to act in the stead of the Highway Committee for those tasks enumerated in statute, the Highway Commissioner is expected to keep the Highway Committee informed of highway department operations and activity.

Disposal of Highway Department Surplus Personal Property

Policy:

1. Highway Department Property that is no longer needed and cannot be returned to the vendor for credit, but considered useful for some purpose may be declared surplus by the Highway ~~Committee~~ Commissioner. The sale or disposal of Highway Department Equipment or machinery must be approved by the Highway Committee.
2. The Highway Department may dispose of surplus personal property by any of the following means determined to be in the best interest of the county:
 - a. sale at public auction
 - b. sale through an auction service
 - c. acceptance of an offer to purchase in response to a request for competitive bids or proposals
 - d. private sale
 - e. donation to a county agency, board, commission, department, or office
 - f. donation or sale to a city, town, or village located within Green Lake County
 - g. donation to a charitable organization
 - h. destruction of the property where appropriate
3. If the disposal is in the form of a sale, all receipts from the sale, after deducting the necessary expenses of conducting the sale shall be paid into the county treasury.
4. If the property is not disposed of in a sale open to the public, the Highway Department shall maintain an inventory of such property; a record of the date and method of disposal, including the consideration received for the property, if any, and the name and address of the person taking possession of the property.

Adopted by the Highway Committee on February 11, 2014

Revised by the Highway Committee on August 9, 2017



GREEN LAKE COUNTY HIGHWAY COMMISSIONER

Amy M. Brooks, P.E.
Highway Commissioner

Office: 920-294-4060
Fax: 920-294-4066
Email: abrooks@co.green-lake.wi.us

Commissioners Report Highway Committee Meeting August 9, 2017

HIGHWAY DEPARTMENT ACTIVITIES:

- Highway crews have been patching; chip sealing for PbM - STH 44 and towns; painting center/edge lines; mowing ditches; hauling material and grading on CTH Y, YY, DD; other surface maintenance as needed; and moving for fair.
- Anticipated Activities:**
 - Aug - Bridge and surface maintenance as needed; rubber crack filling; mowing; shouldering; chip sealing; reconstruction projects, bridge inspections.
 - Sept- Bridge and surface maintenance as needed; rubber crack filling; mowing; shouldering; finishing reconstruction projects, bridge inspections.
 - Oct- Bridge and surface maintenance as needed; rubber crack filling; mowing; shouldering; treeing and brushing.

- Permits Issued:**

	<u>July 2017</u>	<u>July 2016</u>	<u>Year-to-Date 2017</u>	<u>Year-to-Date 2016</u>
Driveway/ROW	3	7	8	15
Multi Trip	0	0	24	17
Utility	2	0	24	13
Overweight/size	2	0	8	3
IoH	0	0	6	4

- Trainings/Conferences/Meetings Attended:**

<u>Training/Conference/Meeting</u>	<u>Who Attended</u>
Real Colors Workshop	All Staff
Commissioner Meeting	Brooks
Highway Traffic Safety Commission	Brooks
Town Association	Brooks
Machinery Management	Brooks

DOT REQUEST FOR SERVICES/PROJECTS: None

ROAD REVIEW/ PROJECT STATUS:

CTH D – STP Rural Project - Notice of Interest sent to WisDOT Roster of design consultants, due back July 31st, Met with various consulting firms to discuss project. Committee will review and rank 1 – 5 to select design consultant.

Reconstruction:

CTH DD 2 Miles
CTH Y 0.2 Miles
CTH YY 1 Mile

Project Limits:

CTH D - Marquette Co. Line
STH 73 - Losinski Rd
CTH Y – CTH D

Project Status:

Hauling material, widening
Hauling material, widening
Hauling material, widening

Surface:

CTH O 2 Miles

CTH B – CTH H

Completed

Overlay:

CTH Q 2.5 Miles
CTH I 0.88 Miles

STH 44 - CTH S
CTH U – CTH O

Completed
Pending available funding

Chip Seal:

CTH A 7.8 Miles
CTH A 3.1 Miles

STH 44 – STH 23
STH 44 – Tichora Rd.

Completed
Completed

Bridge Projects:

CTH I Grand River
CTH S Grand River

STH 44 – CTH U
CTH A – CTH Q

Start July 5 – Aug 29
Public meeting – Aug 10, 2017

Info can also be found on county website under highway department - current projects:

<http://www.co.green-lake.wi.us/departments.html?Department=11>

Motorists are reminded that using handheld cell phones in Wisconsin work zones is illegal.

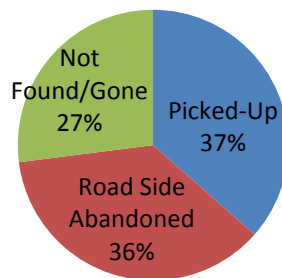
REVIEW CRASH DATA:

	<u>July 2017</u>	<u>July 2016</u>	<u>Year-to-Date 2017</u>	<u>Year-to-Date 2016</u>
Deer	19	16	103	125
Other/Weather	8	4	29	19
County Damage	6	4	33	22

CAR KILLED DEER PICK-UP REPORT:

	<u>July 2017</u>	<u>Year – to-Date 2017</u>
State	17	92
County	15	60
Local Municipal	2	15

Car Killed Deer Disposal Method County & Local Roads January - July 2017



OTHER:

2017 Western Star truck and equipment delivered July 27th.
Highway Laborer started on July 31, 2017.
Fair August 3rd -6th.

Capital Outlay Plan - 2017					
Buildings and Grounds - Shop 1	New/Replaced Year	Useful Life Years	Original Cost	Current Cost 2017	
Main Building/Shop					
Mechanicals:					
Radiant Heat - 7	2017	20	\$17,500.00	\$17,500.00	
Radiant Heat - shop 3	2010	20	\$7,500.00	\$7,500.00	
Ventilation - Exhaust Fans	2017	20	\$5,000.00	\$5,000.00	
Heating & Cooling	2018	20	\$12,000.00	\$12,000.00	\$ 12,180.00
Boiler	2011	40	\$4,500.00	\$4,900.00	
Water heater	2015	15	\$800.00	\$800.00	
Roof:					
Main Building (1985)	1985	40	\$200,000.00	\$200,000.00	
Office:					
Office Flooring (1600 SF)	2018	20	\$8,000.00	\$8,000.00	\$ 8,120.00
Bathroom fixtures	2016	15	\$200.00	\$300.00	
Furniture	2018	20	\$3,000.00	\$3,000.00	\$ 3,045.00
Painting	2015	15	\$1,000.00	\$1,000.00	
Shop:					
Hoist/Truck Lift	2005	30	\$80,571.00	\$95,100.00	
Garage Doors:(6)	2017	1	\$2,500.00	\$2,500.00	\$ 2,537.50
Salt Sheds					
State Salt Shed ID424107 (#8)	1987	40	\$24,027.97	\$34,800.00	
State Salt Shed ID424107 (#8) (roof)	2019	15	\$24,027.97	\$5,000.00	
State Dome salt shed (#13)	2004	40	\$69,270.00	\$82,800.00	
State Dome salt shed (#13) (roof)	2004	15	\$69,270.00	\$10,000.00	
County Salt Shed ID 424179 (#11)	1997	40	\$96,059.23	\$124,900.00	
County Salt Shed ID 424179 (#11) (roof)	2020	15	\$96,059.23	\$15,000.00	
County Salt Shed ID 4244074 (#5)	1962	40	\$5,073.12	\$9,300.00	
County Salt Shed ID 4244074 (#5)(roof 2016)	2016	15	\$5,073.12	\$2,000.00	
Out Buildings					
Building #2	1954	80	\$6,409.67	\$26,600.00	
Building #2 (roof 2016)	2016	20	\$10,000.00	\$10,500.00	
Building #3	1954	80	\$11,071.25	\$45,900.00	
Building #3 (roof 2016)	2016	20	\$15,000.00	\$15,800.00	
Building #4	1954	80	\$11,945.29	\$49,600.00	
Building #4 (roof 2016)	2016	20	\$19,000.00	\$20,000.00	
Brine Tank Storage	2013	20	\$21,501.97	\$22,800.00	
Grounds:					
Parking Lot - paving	1954	30	\$7,694.79	\$104,600.00	
Parking Lot - chip sealing	2022	10	\$22,500.00	\$20,800.00	
Fuel System	2005	30	\$69,130.50	\$81,600.00	
Scale	2007	30	\$47,655.47	\$54,800.00	
Chain link fence	1982	40	\$2,836.17	\$4,300.00	
Total cost for each year				\$ 25,882.50	\$ 111,882.44
				\$ 207,880.86	\$ 2,653.41
				\$ 31,564.42	\$ 379,863.63
				Total:	\$ 379,863.63

Capital Outlay Plan - 2017																	
Buildings and Grounds - Shop 1				New/Replaced Year	Useful Life Years	Original Cost	Current Cost 2017	Medium Term (5-15 years)									
Main Building/Shop								2023	2024	2025	2026	2027	2028	2029	2030	2031	2032
Mechanicals:																	
Radiant Heat - 7				2017	20	\$17,500.00	\$17,500.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Radiant Heat - shop 3				2010	20	\$7,500.00	\$7,500.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,101.64	\$ -	\$ -
Ventilation - Exhaust Fans				2017	20	\$5,000.00	\$5,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Heating & Cooling				2018	20	\$12,000.00	\$12,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Boiler				2011	40	\$4,500.00	\$4,900.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Water heater				2015	15	\$800.00	\$800.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 970.84	\$ -	\$ -
Roof:																	
Main Building (1985)				1985	40	\$200,000.00	\$200,000.00	\$ -	\$ -	\$ 225,298.52		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Office:																	
Office Flooring (1600 SF)				2018	20	\$8,000.00	\$8,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bathroom fixtures				2016	15	\$200.00	\$300.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Furniture				2018	20	\$3,000.00	\$3,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Painting				2015	15	\$1,000.00	\$1,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,213.55	\$ -	\$ -
Shop:																	
Hoist/Truck Lift				2005	30	\$80,571.00	\$95,100.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 115,408.84	\$ -	\$ -
Garage Doors(6)				2017	1	\$2,500.00	\$2,500.00	\$ 2,733.61	\$ 2,774.61	\$ 2,816.23	\$ 2,858.47	\$ 2,901.35	\$ 2,944.87	\$ 2,989.05	\$ 3,033.88	\$ 3,079.39	\$ 3,125.58
Salt Sheds																	
State Salt Shed ID#24107 (#8)				1987	40	\$24,027.97	\$34,800.00	\$ -	\$ -	\$ -	\$ -	\$ 40,386.82		\$ -	\$ -	\$ -	\$ -
State Salt Shed ID#24107 (#8) (roof)				2019	15	\$24,027.97	\$5,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Dome salt shed (#13)				2004	40	\$69,270.00	\$82,800.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Dome salt shed (#13) (roof)				2004	15	\$69,270.00	\$10,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
County Salt Shed ID 424179 (#11)				1997	40	\$96,059.23	\$124,900.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
County Salt Shed ID 424179 (#11) (roof)				2020	15	\$96,059.23	\$15,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
County Salt Shed ID 424074 (#5)				1962	40	\$5,073.12	\$9,300.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 11,455.33	\$ -
County Salt Shed ID 424074 (#5)(roof 2016)				2016	15	\$5,073.12	\$2,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Out Buildings																	
Building #2				1954	80	\$6,409.67	\$26,600.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Building #2 (roof 2016)				2016	20	\$10,000.00	\$10,500.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Building #3				1954	80	\$11,071.25	\$45,900.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Building #3 (roof 2016)				2016	20	\$15,000.00	\$15,800.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Building #4				1954	80	\$11,945.29	\$49,600.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Building #4 (roof 2016)				2016	20	\$19,000.00	\$20,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Brine Tank Storage				2013	20	\$21,501.97	\$22,800.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Grounds:																	
Parking lot - paving				1954	30	\$7,694.79	\$104,600.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Parking lot - chip sealing				2022	10	\$22,500.00	\$20,800.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 28,130.22	\$ -
Fuel System				2005	30	\$69,130.50	\$81,600.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Scale				2007	30	\$47,655.47	\$54,800.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Chain link fence				1982	40	\$2,836.17	\$4,300.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total cost for each year								\$ 2,733.61	\$ 2,774.61	\$ 228,114.75	\$ 2,858.47	\$ 43,288.17	\$ 2,944.87	\$ 2,989.05	\$ 129,728.76	\$ 14,534.72	\$ 31,255.80
																Total:	\$ 461,222.81

Capital Outlay Plan - 2017					Short Term (1 - 5 years)					
Buildings and Grounds - Shop 2		New/Replaced Year	Useful Life Years	Original Cost	2018	2019	2020	2021	2022	
Main Building/Shop										
Mechanicals:										
Heater - 2		2016	20	\$1,800.00		\$ -	\$ -	\$ -	\$ -	
Heater - 2		2021	20	\$1,800.00		\$ -	\$ -	\$ 1,910.45		
MOA - 2		2021	20	\$2,500.00		\$ -	\$ -	\$ 2,653.41		
Water heater		2010	15	\$800.00		\$ -	\$ -	\$ -	\$ -	
Roof:										
Main Building (1985)		1985	40			\$ -	\$ -	\$ -	\$ -	
Office:										
Bathroom fixtures		2016	15	\$200.00		\$ -	\$ -	\$ -	\$ -	
Painting		2015	15	\$500.00		\$ -	\$ -	\$ -	\$ -	
Shop:										
Garage Doors:(12)		2017	1	\$2,500.00	\$ 2,537.50	\$ 2,575.56	\$ 2,614.20	\$ 2,653.41	\$ 2,693.21	
Garage Door:(1)		2007	20	\$1,500.00		\$ -	\$ -	\$ -	\$ -	
Salt Sheds										
State Salt Shed ID42408		1987	40	\$24,000.00		\$ -	\$ -	\$ -	\$ -	
State Salt Shed ID42408 (roof)		2027	15			\$ -	\$ -	\$ 5,306.82		
State Salt Shed		1999	40	\$79,262.59		\$ -	\$ -	\$ -	\$ -	
State Salt Shed (roof)		1999	15			\$ -	\$ -	\$ 15,920.45		
County Salt Shed ID 4244180		1996	40	\$86,545.76		\$ -	\$ -	\$ -	\$ -	
County Salt Shed ID 4244180 (roof)		1996	15			\$ -	\$ -	\$ 15,920.45		
Out Buildings										
Building		1961	80	\$3,411.34		\$ -	\$ -	\$ -	\$ 14,004.69	
Grounds:										
Parking Lot - paving		2020	30	\$61,500.00		\$ -	\$ 64,309.22		\$ -	
Parking Lot - chip sealing		2022	10	\$12,650.00		\$ -	\$ -	\$ -	\$ 12,604.22	
Fuel System		2005	30	\$69,130.50		\$ -	\$ -	\$ -	\$ -	
Scale		2007	30	\$47,655.47		\$ -	\$ -	\$ -	\$ -	
Total cost for each year					\$ 2,537.50	\$ 2,575.56	\$ 66,923.42	\$ 44,365.00	\$ 29,302.12	
								Total:	\$ 145,703.60	

Capital Outlay Plan - 2017		New/Replaced Year	Useful Life Years	Original Cost	Medium Term (5-15 years)									
Buildings and Grounds - Shop 2	2023				2024	2025	2026	2027	2028	2029	2030	2031	2032	
Main Building/Shop														
Mechanicals:														
Heater - 2	2016	20	\$1,800.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Heater - 2	2021	20	\$1,800.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
MOA - 2	2021	20	\$2,500.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	9,238.17			
Water heater	2010	15	\$800.00	\$ -	\$ -	901.19		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Roof:														
Main Building (1985)	1985	40		\$ -	\$ -	225,298.52		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Office:														
Bathroom fixtures	2016	15	\$200.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	246.35		
Painting	2015	15	\$500.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	606.78		\$ -	
Shop:														
Garage Doors:(12)	2017	1	\$2,500.00	\$ 2,733.61	\$ 2,774.61	\$ 2,816.23	\$ 2,858.47	\$ 2,901.35	\$ 2,944.87	\$ 2,989.05	\$ 3,033.88	\$ 3,079.39	\$ 3,125.58	
Garage Door:(1)	2007	20	\$1,500.00	\$ -	\$ -	\$ -	\$ -	\$ 1,740.81		\$ -	\$ -	\$ -	\$ -	
Salt Sheds														
State Salt Shed ID#2408	1987	40	\$24,000.00	\$ -	\$ -	\$ -	\$ -	\$ 40,386.82		\$ -	\$ -	\$ -	\$ -	
State Salt Shed ID#2408 (roof)	2027	15		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
State Salt Shed	1999	40	\$79,262.59	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
State Salt Shed (roof)	1999	15		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
County Salt Shed ID 4244180	1996	40	\$86,545.76	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
County Salt Shed ID 4244180 (roof)	1996	15		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Out Buildings														
Building	1961	80	\$3,411.34		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Grounds:														
Parking Lot - paving	2020	30	\$61,500.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Parking Lot - chip sealing	2022	10	\$12,650.00		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	14,627.72	
Fuel System	2005	30	\$69,130.50	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Scale	2007	30	\$47,655.47	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Total cost for each year				\$ 2,733.61	\$ 2,774.61	\$ 229,015.94	\$ 2,858.47	\$ 45,028.98	\$ 2,944.87	\$ 2,989.05	\$ 3,640.66	\$ 12,563.91	\$ 17,753.30	
												Total:	\$ 322,303.40	

Capital Outlay Plan - 2017					Long Term (15-25 years)									
Buildings and Grounds - Shop 2		New/Replaced Year	Useful Life Years	Original Cost	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
Main Building/Shop														
Mechanicals:														
Heater - 2		2016	20	\$1,800.00	\$ -	\$ -	\$ -	\$ 2,388.51		\$ -	\$ -	\$ -	\$ -	\$ -
Heater - 2		2021	20	\$1,800.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
MOA - 2		2021	20	\$2,500.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Water heater		2010	15	\$800.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Roof:														
Main Building (1985)		1985	40		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Office:														
Bathroom fixtures		2016	15	\$200.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Painting		2015	15	\$500.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Shop:														
Garage Doors:(12)		2017	1	\$2,500.00	\$ 3,172.46	\$ 3,220.05	\$ 3,268.35	\$ 3,317.38	\$ 3,367.14	\$ 3,417.64	\$ 3,468.91	\$ 3,520.94	\$ 3,573.76	\$ 3,627.36
Garage Door:(1)		2007	20	\$1,500.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Salt Sheds														
State Salt Shed ID42408		1987	40	\$24,000.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
State Salt Shed ID42408 (roof)		2027	15		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,254.73
State Salt Shed		1999	40	\$79,262.59	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 139,727.66		\$ -	\$ -
State Salt Shed (roof)		1999	15		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
County Salt Shed ID 4244180		1996	40	\$86,545.76	\$ -	\$ -	\$ 148,775.36		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
County Salt Shed ID 4244180 (roof)		1996	15		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Out Buildings														
Building		1961	80	\$3,411.34	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Grounds:														
Parking Lot - paving		2020	30	\$61,500.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Parking Lot - chip sealing		2022	10	\$12,650.00										\$ 16,976.06
Fuel System		2005	30	\$69,130.50	\$ -	\$ -	\$ 106,679.00		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Scale		2007	30	\$47,655.47	\$ -	\$ -	\$ -	\$ -	\$ 73,807.65		\$ -	\$ -	\$ -	\$ -
Total cost for each year					\$ 3,172.46	\$ 3,220.05	\$ 258,722.71	\$ 5,705.89	\$ 77,174.79	\$ 3,417.64	\$ 143,196.57	\$ 3,520.94	\$ 3,573.76	\$ 27,858.15
													Total:	\$ 529,562.98

Green Lake County
Notice of Interest – CTH D STH 23 to Saint Marie Road

RECEIVED

JUL 31 2017

NOTICE OF INTEREST QUESTIONNAIRE
Green Lake County

Green Lake County
Highway Dept

Project ID
6245-00-00

SOLICITATION DATE
July 10, 2017

NOI DUE DATE
July 31, 2017,
3:00 p.m.

Firm Name Ayres Associates		
Street Address 3376 Packerland Drive	Area Code - Telephone Number 920.498.1200	Area Code - FAX Number 715.831.7500
City, State, ZIP Code Ashwaubenon, WI 54115	Contact Person, E-Mail Address Andy Dana, PE, DanaA@AyresAssociates.com	

Use only the format furnished; changes or deletion of questions or format may disqualify you from consideration. Limit your response to 9 pages.

1. List credentials, qualifications and years experience for the project manager and other key staff you would assign to this project in the following table. If showing more than two individuals, add tables using the format provided. Key subconsultants may be listed. Be sure to clearly identify the subconsulting firm.

KEY STAFF	POSITION/ PROJECT ROLE	YEARS EXPERIENCE	EDUCATION	REGISTRATION (PE, RLS, etc.)
Andy Dana	Project Manager, Public Involvement	23	BS, Civil Engineering (Transportation Emphasis)	PE

Narrative

Andy's primary responsibilities include designing and managing transportation-related projects for state and local units of government. His other responsibilities include researching design standards and code requirements; preparing environmental impact and other reports; and coordinating projects with government and local agencies. Andy has extensive project management experience, ranging from simple resurfacing projects to a complex urban corridor that included the reconstruction of an intersection as a five-leg, multi-lane roundabout. **He has experience managing projects throughout central and northeastern Wisconsin, including the pavement replacement on CTH "F" in neighboring Waushara County.** Other current and recent experience includes:



- Oconto Falls STH 22 Reconstruction
- Manitowoc USH 10/STH 42 (Waldo Boulevard) Urban Reconstruction
- Village of Ashwaubenon Cormier Road Reconstruction
- Forest CTH "S" (STH 55 to STH 32) Pavement Replacement
- Sheboygan CTH "OK" (IH 43 to CTH "EE") Reconstruction
- Manitowoc CTH "CL" Pavement Replacement
- Door CTH "A" Reconditioning

KEY STAFF	POSITION/ PROJECT ROLE	YEARS EXPERIENCE	EDUCATION	REGISTRATION (PE, RLS, etc.)
Phil Verville	Lead Roadway Designer/ Pedestrian and Bike Accommodations	18	BS, Civil Engineering – Transportation	PE


Narrative


As a transportation engineer, Phil is responsible for performing various design tasks as part of a project team, including state highway design, report preparation, agency coordination, and construction observation. He also works with design software, including Civil 3D. Phil has thorough knowledge of the plans, specifications, and estimates (PS&E) process and has put together PS&E packages for several projects. He is very familiar with WisDOT's Facilities Development Manual (FDM) and the AASHTO Roadside Design Guide. As part of recent projects, he was responsible for submitting construction cost estimates with explanations of variance semi-annually to WisDOT. He has experience working on rural and urban design projects. He has worked with local officials and business groups to make the project meet their needs in the final layout and during construction. His design experience includes:




- Oconto Falls STH 22 Reconstruction
- Manitowoc USH 10/STH 42 (Waldo Boulevard) Urban Reconstruction
- Calumet CTH "LP" Reconstruction
- Green Lake CTH "B"/CTH "H" Intersection Design


Green Lake County
Notice of Interest – CTH D STH 23 to Saint Marie Road


KEY STAFF	POSITION/ PROJECT ROLE	YEARS EXPERIENCE	EDUCATION	REGISTRATION (PE, RLS, etc.)
Ryan Schaitel	Roadway Design/ Reports/Permitting	6	BS, Civil Engineering	PE
<p>Narrative</p> <p>Ryan joined Ayres Associates' transportation engineering staff in 2011, bringing experience as an engineer/estimator on roadway, utility, and building projects. His duties include assisting with development of highway and transportation plans; environmental, design study, and other technical documents; and public involvement programs. Ryan also provides construction observation services on transportation projects. He has provided roadway design services for numerous county highway and bridge projects. His related experience includes:</p> <ul style="list-style-type: none"> • Langlade CTH "B" (USH 45 to STH 52) Reconstruction • Calumet CTH "LP" (USH 10/STH 114 to CTH "AP") Reconstruction • Sheboygan CTH "LS" (CTH "MM" to Orchard Road) Relocation • Winnebago CTH "T" Reconstruction • Calumet CTH "BB" (CTH "B" to USH 10) Reconstruction • Brown CTH "KB" (St. Claude Street to Prospect Avenue) Reconstruction • City of Green Bay North Webster Avenue (University Avenue to Radisson Street) Reconstruction 				


KEY STAFF	POSITION/ PROJECT ROLE	YEARS EXPERIENCE	EDUCATION	REGISTRATION (PE, RLS, etc.)
Craig Schuh	Water, Sanitary Sewer, and Storm Sewer Design	18	BS, Civil Engineering	PE
<p>Narrative</p> <p>Craig joined Ayres Associates in 1999. As a municipal engineer, he is responsible for managing and designing municipal and site civil projects; assisting transportation engineers with water, sanitary sewer, storm sewer, and stormwater design; preparing earthwork computations; assisting in CADD development of plans, maps, and projects; and preparing plans, specifications, and bidding documents. Craig communicates directly with clients, regulatory agencies, contractors, and subconsultants. He assists with proposal writing, presentations, and project estimating. His related experience includes:</p> <ul style="list-style-type: none"> • Denmark CTH "KB" Sewer and Water Replacement • Langlade CTH "J" Reconstruction • Manitowoc CTH "S" Reconstruction • Oconto Falls STH 22 Reconstruction • Manitowoc USH 10/STH 42 (Waldo Boulevard) Urban Reconstruction • Village of Ashwaubenon Cormier Road Reconstruction 				

KEY STAFF	POSITION/ PROJECT ROLE	YEARS EXPERIENCE	EDUCATION	REGISTRATION (PE, RLS, etc.)
Chris McMahon	Structure Design	28	BS, Civil Engineering	PE, CBI
<p>Narrative</p> <p>Chris, a structural engineer with Ayres Associates since 1989, brings remarkable consistency to his structural design, rehabilitation, and analysis work. Chris has designed bridges in 71 of 72 counties in Wisconsin. His comprehensive understanding of structural engineering goes well beyond his design work on hundreds of bridges. He performs bridge inspections, prepares studies for large-scale projects involving multiple structures, and provides structural reviews. Chris methodically and painstakingly goes about completing and checking structural designs, adding an extremely high level of confidence to every project he touches. This reputation for accurate, easy-to-read plans leads contractors to bid Ayres-designed projects tighter. Clients and industry groups also recognize the quality and precision Chris brings to projects and have awarded recognition to many of his projects. He has completed structural designs in Green Lake County and on dozens of county highway reconstruction projects, including:</p> <ul style="list-style-type: none"> • Manitowoc USH 10/STH 42 (Waldo Boulevard) Urban Reconstruction • STH 191 Culvert Extensions/Replacements • STH 39 Culvert Extensions/Replacements • STH 22 Oconto County Culverts • Green Lake CTH "BB" Bridge Replacement • Green Lake County Berlin Road over Puchyan River Bridge Replacement • Brown CTH "KB" (St. Claude Street to Prospect Avenue) Reconstruction • Langlade CTH "B" (USH 45 to STH 52) Reconstruction • Waukesha CTH "L" (Janesville Road) – CTH "Y" (Racine Avenue) to CTH "O" (Moorland Road) 				

**Green Lake County
Notice of Interest – CTH D STH 23 to Saint Marie Road**

KEY STAFF	POSITION/ PROJECT ROLE	YEARS EXPERIENCE	EDUCATION	REGISTRATION (PE, RLS, etc.)
Karen Waldera	Structure Design	15	BS, Civil and Environmental Engineering	PE
<p>Narrative</p> <p>Karen joined Ayres Associates in 2002, bringing with her more than one year of structural engineering experience. Karen's experience includes road, retaining wall, culvert, and bridge design; permitting; preparation of PS&E, design, and environmental documents; and cost estimating. Her responsibilities at Ayres Associates include development of bridge and other transportation-related structural plans, preparation of design computations, and preparation of cost estimates and technical reports for bridge rehabilitations and replacements. She has completed structural designs in Green Lake County and on dozens of county highway reconstruction projects, including:</p> <ul style="list-style-type: none"> • STH 191 Culvert Extensions/Replacements • STH 39 Culvert Extensions/Replacements • STH 22 Oconto County Culverts • Manitowoc USH 10/STH 42 (Waldo Boulevard) Urban Reconstruction • Green Lake CTH "BB" Bridge Replacement • Brown CTH "KB" (St. Claude Street to Prospect Avenue) Reconstruction • Columbia CTH "V" Reconstruction • Langlade CTH "B" (USH 45 to STH 52) Reconstruction • Waukesha CTH "L" (Janesville Road) – CTH "Y" (Racine Avenue) to CTH "O" (Moorland Road) 				

KEY STAFF	POSITION/ PROJECT ROLE	YEARS EXPERIENCE	EDUCATION	REGISTRATION (PE, RLS, etc.)
Ryan Beltrand	Survey and Plat	13	BS, Land Surveying AS, Civil Engineering Technology	PLS
<p>Narrative</p> <p>Ryan joined Ayres Associates' surveying staff in 2002. He is responsible for a variety of field surveys, map and plat preparation, and the management of multiple survey crews on large projects. His areas of expertise include geodetic control survey, topographic survey, utility survey, construction staking, right-of-way survey and staking, land records research, legal description preparation, survey map and plat preparation, and underwater inspection equipment operation. His related experience includes:</p> <ul style="list-style-type: none"> • Green Lake CTH "B" Right-of-Way Staking • Green Lake CTH "K" Right-of-Way • Green Lake CTH "PP" Design • Forest CTH "S" (STH 55 to STH 32) Pavement Replacement • Forest CTH "C" (STH 32 to Marinette County Line) Reconditioning • Brown CTH "KB" (St. Claude Street to Prospect Avenue) Reconstruction • Calumet CTH "LP" (USH 10/STH 114 to CTH "AP") Reconstruction 				

KEY STAFF	POSITION/ PROJECT ROLE	YEARS EXPERIENCE	EDUCATION	REGISTRATION (PE, RLS, etc.)
Keith Nikolay	QA/QC and Constructability Review	20	BS, Civil Engineering	PE
<p>Narrative</p> <p>Keith was the project manager for several years when Ayres Associates served as the Green Lake County Highway Commission's on-call engineer. He led more than a dozen projects during that time. Keith works as a project manager to complete transportation design and construction projects. His primary responsibilities involve managing and designing transportation-related projects for the State of Wisconsin and local governments and serving as the resident engineer for construction observation projects. His other responsibilities include research of design standards and code requirements, preparation of design reports, and project coordination with government and local agencies. His Green Lake County experience includes:</p> <ul style="list-style-type: none"> • Green Lake CTH "PP" Design • Green Lake CTH "T" Intersection Analysis • Green Lake CTH "B"/CTH "H" Intersection Design • Green Lake CTH "BB" Bridge Replacement • Green Lake CTH "B" Bridge Replacement • Green Lake CTH "A" Puchyan River Crossing 				

Green Lake County
Notice of Interest – CTH D STH 23 to Saint Marie Road

KEY STAFF	POSITION/ PROJECT ROLE	YEARS EXPERIENCE	EDUCATION	REGISTRATION (PE, RLS, etc.)
Robert Wayne	Wetland Delineation	3	BS, Conservation/Soil Science	

Narrative

Robert provides wetland delineations, hydro surveying, drafting of preliminary plans, field inspections, construction observation, and assistance with regulatory compliance and environmental permitting. Robert has experience in waste storage facility construction, conservation practices and structures, and wetland reserve program monitoring. His wetland delineation experience includes:

- St. Croix CTH "H" Wetland Delineation
- Eau Claire CTH "Q" Seven Mile Creek Culvert Replacement
- Rice Lake South Main Street over Red Cedar River Bridge Rehabilitation
- Sawyer County, Town of Edgewater, Harvest Lane over Thirty Three Creek Bridge Replacement
- Rusk County, Town of Atlanta, Fetke Road over Devils Creek Bridge Replacement



KEY STAFF	POSITION/ PROJECT ROLE	YEARS EXPERIENCE	EDUCATION	REGISTRATION (PE, RLS, etc.)
Mike Stoffel	Lighting Design (if needed)	28	BS, Civil and Environmental Engineering	PE

Narrative

Mike brings 28 years of broad experience in finding and developing innovative and cost-effective solutions for projects large and small. His expertise includes municipal streets and utilities, economic development, downtown streetscaping, municipal code interpretation, spur tracks, site designs, stormwater management, and construction specifications. He has effectively worked with many communities and WisDOT to develop attractive and long-lasting enhancement and lighting concepts. Many times communities have developed an enhancement and lighting theme, either historic from photos or from manufacturers' catalogs. Mike can take the communities' desires and match them with enhancement and lighting elements that are highly functional, able to stand the test of time, and meet or exceed the requirements of jurisdictional agencies. He can identify with the communities and understand the underlying sensitive issues that define a project and provide the keys to success. His lighting experience includes:

- City of Medford STH 13 (Eighth Street) Intersection and Lighting Design
- Iron County, Town of Mercer, USH 51 (Beachway Drive to CTH "J")
- USH 51 (Wausau to Merrill, CTH "U"/CTH "K"/B51 Interchange)
- USH 8 (St. Croix Falls to Turtle Lake Road) 208th Street Intersection
- Colby Spence Street and Dehne Drive Improvements



KEY STAFF	POSITION/ PROJECT ROLE	YEARS EXPERIENCE	EDUCATION	REGISTRATION (PE, RLS, etc.)
Bruce Morrow	Landscape Architecture Design (if needed)	22	MRP, Planning BSLA, Landscape Architecture BA, Economics	PLA, LEED AP

Narrative

Bruce has been preparing WisDOT plans since 2000. He has a thorough understanding of the WisDOT project development process for traditional and non-traditional transportation project implementation. He has knowledge of the WisDOT landscape and transportation specifications and special provisions. Bruce has a wide range of experience working on all project phases from schematic and conceptual design to construction documentation and observation. His experience includes streetscape and landscape design, roundabout landscaping, public process facilitation, corridor studies, light rail stations, bike and pedestrian facility planning and design, wayfinding, community gateways, cost estimating, preparation of construction documents, and construction administration. His highway landscape design includes:

- Manitowoc USH 10/STH 42 (Waldo Boulevard) Urban Reconstruction
- Gammon Road Reconstruction Design
- Racine County Washington Avenue (STH 20) Reconstruction and Streetscape Improvement
- Brown Deer Fairy Chasm Road Reconstruction
- Oconomowoc STH 16 (Wisconsin Avenue) Historic Downtown Streetscape
- STH 42 and STH 57 City of Sturgeon Bay Roundabouts



2. **Workload Capacity** - Describe your staff's capacity, availability and their ability to perform the work in a timely manner relative to present workload. Address the availability of the named key staff members, including competing commitments and the percent of time available for this project. If showing more than two individuals, add rows to the table below. Key subconsultants may be listed.


Green Lake County
Notice of Interest – CTH D STH 23 to Saint Marie Road

KEY STAFF		CURRENT COMMITMENTS	CURRENT ESTIMATED AVAILABILITY BY TIME PERIOD	
Name	Andy Dana, PE	➤ USH 8/STH 47 Intersection	10/17 to 01/18	35%
Firm	Ayres Associates	➤ Ashwaubenon Cormier Road	01/18 forward	50%
Location	Green Bay, WI	➤ Door CTH "A"		
Name	Phil Verville, PE	➤ USH 10/STH 42 (Waldo Blvd.)	10/17 to 02/18	40%
Firm	Ayres Associates	➤ Green Bay Webster Avenue	02/18 forward	70%
Location	Green Bay, WI	➤ Other Miscellaneous Projects		
Name	Ryan Schaitel, PE	➤ USH 8/STH 47 Intersection	10/17 to 02/18	30%
Firm	Ayres Associates	➤ USH 10/STH 42 (Waldo Blvd.)	02/18 forward	60%
Location	Green Bay, WI	➤ Other Miscellaneous Projects		
Name	Craig Schuh, PE	➤ USH 8/STH 47 Intersection	10/17 to 03/18	40%
Firm	Ayres Associates	➤ Outagamie CTH "U" Reconstruction	03/18 forward	60%
Location	Green Bay, WI	➤ Green Bay Webster Avenue		
Name	Chris McMahon, PE, CBI	➤ Various Local Bridge Replacements	10/17 to 11/17	30%
Firm	Ayres Associates	➤ STH 39 and STH 191 Culverts	11/17 to 02/18	40%
Location	Eau Claire, WI	➤ STH 22 Culverts	02/18 forward	70%
Name	Karen Waldera, PE	➤ Local Bridge Replacements	10/17 to 11/17	30%
Firm	Ayres Associates	➤ STH 39 and STH 191 Culverts	11/17 to 02/18	40%
Location	Eau Claire, WI	➤ STH 22 Culverts	02/18 forward	70%
Name	Ryan Beltrand, PLS	➤ Project Management Various Tasks	10/17 forward	60%
Firm	Ayres Associates	➤ Miscellaneous Survey Tasks		
Location	Green Bay, WI			
Name	Keith Nikolay, PE	➤ STH 57 Door County Construction	10/17 to 12/17	0%
Firm	Ayres Associates		12/17 forward	85%
Location	Green Bay, WI			
Name	Robert Wayne	➤ WisDOT Project Wetland Delineations	10/17 forward	50%
Firm	Ayres Associates	➤ WisDOT Hydrosurveys		
Location	Eau Claire, WI	➤ Black River Partners Power Canal		
Name	Mike Stoffel, PE	➤ Miscellaneous Municipal, Drainage, and Lighting Projects	10/17 forward	30%
Firm	Ayres Associates			
Location	Eau Claire, WI			
Name	Bruce Morrow, PLA, LEED AP	➤ Gammon Road Reconstruction Design	10/17 forward	60%
Firm	Ayres Associates	➤ USH 10/STH 42 (Waldo Blvd.)		
Location	Madison, WI			

3. List recently completed or substantially completed projects for each key staff/project manager and provide contact name for each project. Only show the deliverables for which key staff/project manager were responsible on the project. If showing more than two projects, add tables using the format provided. Key subconsultants may be listed. Be sure to clearly identify the subconsulting firm.

Project Name Ashwaubenon Cormier Road Reconstruction	Begin/End Service Dates January 2016 – August 2018	Firm's Fees on Project \$357,250	Reference—Name, Address, Phone, E-mail Douglas Martin, PE 2155 Holmgren Way Ashwaubenon, WI 54304 920.492.2335 dmartin@ashwaubenon.com
DELIVERABLES		KEY STAFF	
➤ Topographic survey ➤ Pavement design report ➤ Public involvement ➤ Environmental report ➤ Design study report ➤ Transportation management plan	➤ Agency and utility coordination ➤ Encroachment report ➤ Right-of-way plat ➤ PS&E ➤ Preliminary and final plans	Andy Dana, PE, Project Manager Phil Verville, PE, Roadway Design Ryan Schaitel, PE, Transportation Engineer Craig Schuh, PE, Client Liaison Ryan Beltrand, PLS, Surveyor	
Narrative The Village of Ashwaubenon retained Ayres Associates for the design of an approximately 0.65-mile section of Cormier Road from Oneida Street to Ashland Avenue. Work includes designing the reconstruction of a four-lane roadway, including storm sewer. The project includes widening the existing roadway to include bike accommodations and extending the sidewalk the entire length of the project on both sides of the street. The project will be constructed with Surface Transportation Program (STP) funds. Services include preparation of a design study and pavement reports; development of a transportation management plan; providing documentation for bike and pedestrian accommodations; environmental documentation; agency and utility coordination; public involvement; roadway design; development of road plans; and PS&E. The Village retained Ayres Associates, under a separate contract, for the design, bidding, and construction oversight to replace the sanitary sewer and water main along the project corridor.			

Green Lake County
Notice of Interest – CTH D STH 23 to Saint Marie Road

Project Name Oconto Falls STH 22 Reconstruction	Begin/End Service Dates August 2013 – November 2014	Firm's Fees on Project \$191,013	Reference—Name, Address, Phone, E-mail Paul Zoellner WisDOT Northeast Region 920.366.8547 Paul.Zoellner@dot.wi.gov
DELIVERABLES		KEY STAFF	
<ul style="list-style-type: none"> ➤ Environmental documentation ➤ Construction staging 	<ul style="list-style-type: none"> ➤ Storm sewer design ➤ Final design 	Andy Dana, PE, Quality Assurance/Quality Control (QA/QC) Phil Verville, PE, Roadway Design Ryan Schaitel, PE, Transportation Engineer Craig Schuh, PE, Municipal Engineer Ryan Beltrand, PLS, Surveyor Keith Nikolay, PE, Constructability	
<p>Narrative</p> <p>This project included 1.67 miles of two-lane urban surface repairs and reconstruction beginning at West Highland Drive and ending at East Highland Drive in the City of Oconto Falls. The section of STH 22 between West Highland Drive and Cherry Avenue was rehabilitated with concrete pavement repairs, and the urban section from Cherry Avenue to East Highland Drive was completely reconstructed.</p> <p>The project addressed pavement and roadway deficiencies and drainage issues and provided bike/pedestrian accommodations along the corridor. The existing pavement was over 40 years old and was distressed, and many joints were failing. Sidewalk was designed to meet Americans with Disabilities Act (ADA) guidelines in the downtown business district, and new sidewalk was added so that sidewalks now run along both sides of STH 22 for the entire corridor. Bike lanes were also added to the typical section.</p> <p>Besides improving the storm sewer system along STH 22, a portion of the City's storm sewer system receiving runoff from the STH 22 roadway had to be upgraded to meet WisDOT storm sewer design standards. This required replacing existing 24-inch storm sewer with 30-inch and 36-inch pipes for over a half-mile of residential streets to the discharge at the cliff over the Oconto River.</p> <p>STH 22 was constructed in segments to minimize impacts to schools and businesses along the corridor, and pedestrian access was staged to provide access during construction. Utility coordination was critical to ensure the City water and sewer facilities could be replaced one year in advance of street construction and that relocation of new power poles and gas facilities fit with the new roadway reconstruction project in this constrained environment. Ayres provided design and construction phase services for replacement of sanitary sewer, water main, and storm sewer under a separate contract with the City. Municipal services also included topographic survey, bidding assistance, and construction staking.</p> <p>Section 4(f) coordination was needed for grading impacts to Memorial Park and sidewalk replacement within the historic boundaries of property that was eligible for the National Register of Historic Places. An exception-to-standards report was prepared for less-than-minimum cross slope and for a substandard horizontal curve. A new railroad crossing was also installed.</p>			

Project Name Manitowoc USH 10/STH 42 (Waldo Boulevard) Urban Reconstruction	Begin/End Service Dates October 2011 – August 2018	Firm's Fees on Project \$1,107,387	Reference—Name, Address, Phone, E-mail Brian Haen WisDOT Northeast Region 920.366.4788 Brian.Haen@dot.wi.gov
DELIVERABLES		KEY STAFF	
<ul style="list-style-type: none"> ➤ Topographic survey ➤ Pavement design report ➤ Public involvement ➤ Environmental report ➤ Utility coordination and mapping ➤ Design study report ➤ Encroachment report ➤ Right-of-way plat 	<ul style="list-style-type: none"> ➤ Preliminary and final plans ➤ PS&E ➤ Mobile LiDAR control survey ➤ Mobile LiDAR acquisition ➤ Terrestrial high-density scan ➤ Supplemental survey 	Andy Dana, PE, Roadway Design, QA/QC Phil Verville, PE, Design Engineer Ryan Schaitel, PE, Design Engineer Chris McMahon, PE, CBI, Structural Engineer Karen Waldera, PE, Structural Engineer Ryan Beltrand, PLS, Surveyor Bruce Morrow, PLA, LEED AP, Landscape Architect	

Green Lake County Notice of Interest – CTH D STH 23 to Saint Marie Road

Narrative

WisDOT's Northeast Region retained Ayres Associates to prepare preliminary and final plans for USH 10/STH 42 (Waldo Boulevard), a four-lane urban roadway in the City of Manitowoc. The project involves roadway reconstruction and rehabilitation, bridge and culvert design, landscape design, and mobile LiDAR mapping.

Ayres led an extensive public involvement program, including advisory committee and City Council meetings, to gain consensus for the typical section to be used along USH 10/STH 42, a proposed roundabout, and an intersection realignment for improved intersection safety.

Approximately 1.2 miles of Waldo Boulevard will be rehabilitated from CTH "R" to 23rd Street, including the bridge over the Canadian National Railroad, and from 8th Street to Maritime Drive. About 2.2 miles will be completely reconstructed from 23rd Street to 8th Street. The project includes four signalized intersections.

The rehabilitation sections will include patching concrete joints and panels, spot repair of storm sewer inlets and manholes, and an asphaltic overlay. The reconstruction segment will include upgrades to signals at the intersections of CTH "R," 18th Street, 11th Street, and 8th Street; new storm sewer; and the design of a dual lane roundabout at Maritime Drive. "Complete streets" features and bus accommodations are being implemented.

The City retained Ayres Associates, under a separate contract, for the design to replace the existing sanitary sewer and water main.

Bridge and culvert design

Three structures will be rehabilitated or replaced: A three-span bridge over the Canadian National Railroad will be rehabilitated by replacing the existing concrete deck and railings; a single-span bridge over the Little Manitowoc River will be rehabilitated by repairing concrete and replacing the railings; and a box culvert under significant fill will be replaced.

Landscape Design

Landscape design included review of the City of Manitowoc boulevard shade tree standards and of the proposed intersection, boulevard, and median designs. Alternate colored plan concepts for the primary feature areas of the project were prepared. The 50% plans for the intersection, median, and boulevard areas included the revised colored plan graphics for the selected alternatives. Final plans will include a planting plan, a planting chart with plant material sizes and mode of planting, planting details, plant mulch, sod/seed details, and other landscape details. An opinion of probable costs for the landscape elements of the project was prepared.

Project Name Brown CTH "KB" (St. Claude Street to Prospect Avenue) Reconstruction	Begin/End Service Dates May 2009 – November 2011	Firm's Fees on Project \$232,284	Reference—Name, Address, Phone, E-mail Paul Fontecchio, PE 2198 Glendale Avenue Green Bay, WI 54303 920.662.2170 fontecchio_pa@co.brown.wi.us
DELIVERABLES		KEY STAFF	
<ul style="list-style-type: none">➤ Topographic survey➤ Pavement design report➤ Public involvement➤ Environmental report➤ Utility coordination	<ul style="list-style-type: none">➤ Design study report➤ Encroachment report➤ Right-of-way plat➤ PS&E➤ Preliminary and final plans	Phil Verville, PE, Transportation Engineer Ryan Schaitel, PE, Project Engineer Craig Schuh, PE, Municipal Engineer Chris McMahon, PE, CBI, Structural Engineer Karen Waldera, PE, Structural Engineer Ryan Beltrand, PLS, Surveyor	
Narrative Brown County and the Village of Denmark, in cooperation with WisDOT, reconstructed 0.85 mile of CTH "KB" from approximately 150 feet west of St. Claude Street to Prospect Street. CTH "KB" is an east-west route that connects IH 43 to the Village of Denmark and the Village of Denmark to the Village of Luxemburg. The road is classified as a major collector and acts as a feeder route to IH 43. The reconstruction was funded by the STP for urban roadways, which included an intermunicipal agreement with Brown County and the Village of Denmark. Safety on CTH "KB" was improved by correcting the substandard vertical alignment; upgrading the pavement structure; improving drainage through surface drainage methods and new storm sewer; updating and installing new sidewalk to enhance pedestrian transportation; and upgrading the intersection layouts, including improving substandard intersection angles. Variable height modular block retaining walls were used in front of residences. They were fitted with decorative railings fabricated to conform to the irregular wall configuration. The Village retained Ayres Associates, under a separate contract, for the design, bidding, and construction oversight to replace the existing sanitary sewer and water main along the project corridor.			

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Project Name Calumet CTH "LP" (USH 10/STH 114 to CTH "AP") Reconstruction		Begin/End Service Dates November 2014 – May 2018	Firm's Fees on Project \$336,905	Reference—Name, Address, Phone, E-mail Brian Glaeser 241 E. Chestnut Street Chilton, WI 53014 920.849.1434 Glaeser.Brian@co.calumet.wi.us
DELIVERABLES			KEY STAFF	
➤ Topographic survey ➤ Pavement design report ➤ Public involvement ➤ Environmental report ➤ Utility coordination	➤ Design study report ➤ Encroachment report ➤ Right-of-way plat ➤ PS&E ➤ Preliminary and final plans	Phil Verville, PE, Transportation Engineer Ryan Schaitel, PE, Transportation Engineer Craig Schuh, PE, Municipal Engineer Ryan Beltrand, PLS, Surveyor		
Narrative The Calumet County Highway Department retained Ayres Associates to design the reconstruction of Calumet CTH "LP" (Lake Park Road) from USH 10/STH 114 to CTH "AP" (Midway Road). The three-lane urban section will have a two-way left-turn lane in the middle, a 10-foot-wide bicycle/pedestrian trail on the west side, and a 5-foot-wide sidewalk on the east side. The project received STP Urban funding, and the project is following all WisDOT design and coordination requirements.				

Project Name STH 191 and STH 39 Culvert Extensions/Replacements	Begin/End Service Dates April 2015 – January 2018	Firm's Fees on Project \$278,547	Reference—Name, Address, Phone, E-mail Mahesh Shrestha WisDOT Southwest Region 608.245.2676 Mahesh.Shrestha@dot.wi.gov
DELIVERABLES		KEY STAFF	
➤ Report preparation ➤ Agency/utility coordination	➤ Structure design ➤ PS&E	Chris McMahon, PE, CBI, Structural Engineer Karen Waldera, PE, Structural Engineer	
Narrative WisDOT's Southwest Region hired Ayres Associates to design 10 box culverts as either extensions or replacements along STH 39 and STH 191 in Iowa County. Each location is being analyzed to determine the appropriate length required and the need for new guardrail and flattening of the adjacent embankment slopes. Construction plans will be prepared for the new culverts and adjacent roadway work. Construction is scheduled for 2018.			

Project Name STH 22 Culverts – Oconto County	Begin/End Service Dates February 2017 – August 2019	Firm's Fees on Project \$30,359	Reference—Name, Address, Phone, E-mail Matthew Ternes WisDOT Northeast Region 920.492.3500 Matthew.Ternes@dot.wi.gov
DELIVERABLES		KEY STAFF	
➤ Report preparation ➤ Structure design	➤ PS&E	Chris McMahon, PE, CBI, Project Manager Karen Waldera, PE, Structural Engineer	
Narrative WisDOT's Northeast Region hired Ayres Associates to prepare preliminary and final structure design for extending a culvert and either extending or replacing a second culvert on STH 22 in Oconto County.			

4. If the projects listed in question 3 are not WIDOT projects, demonstrate your familiarity with WIDOT processes and procedures.

Narrative Ayres Associates provides transportation engineering services to municipal, federal, state, county, and private clients in the design of all types of transportation projects. WisDOT has prequalified Ayres Associates to provide services for transportation projects from the planning phase through construction. Ayres Associates is thoroughly familiar with the WisDOT requirements that your project will need to meet. We consistently rank as a Top 10 WisDOT consultant for total contract awards. The proposed CTH "D" project consists of reconstructing approximately 0.7 mile of CTH "D" from STH 23 north toward Saint Marie Road in the City of Princeton. The existing two-lane roadway will be reconstructed to meet current standards. The southern half of the project consists of reconstructing CTH "D" as an urban roadway with curb and gutter and storm sewer. The northern half of the project will be reconstructed to rural standards with shoulders and ditches. Traffic control staging and access coordination will be analyzed during design to minimize impacts along the corridor during construction. The proposed team members assigned to the CTH "D" project have worked on several similar projects for WisDOT's North Central Region. Through these projects and many others, our staff has become familiar with the requirements and preferences of staff from the Wisconsin Department of Natural Resources (WDNR) (including Jay Schiefelbein), U.S. Army Corps of Engineers (including Kyle Zibung), Management Consultant (including Greg Wolfe and Dennis Mack at Cedar Corporation), and WisDOT officials (including Mike Grage).

**Green Lake County
Notice of Interest – CTH D STH 23 to Saint Marie Road**

Narrative, continued

Coordination with residents and businesses, City of Princeton, WisDOT, and Green Lake County will be extremely important to the success of the project. Considerable involvement and coordination with area residents and businesses will be needed for construction staging along the proposed project. **Andy Dana** of Ayres Associates will lead the public outreach campaign for your project. With more than 23 years of experience, he has been part of several public outreach programs to develop a context-sensitive approach to projects. We will use his abilities to work with residents and businesses throughout the design.

In our recent site visits, discussions with **Amy Brooks** and local officials (including **Mary Lou Neubauer** and **Lee Williams**), and review of the project area, we have noted the following design considerations for your CTH "D" reconstruction project.

This section of CTH "D" is in a confined location. An electric substation, homes, and the Fox River are along the east side of the project. The west side of the project is confined by Old Mill Park and homes. Coordination will be necessary for the Black Bridge Nature Trail, which crosses CTH "D" near the middle of the project.

WisDOT traffic counts from 2014 show an annual average daily traffic (AADT) of 630 vehicles per day (vpd) along this section of CTH "D."

Early in the design, pedestrian and bicycle accommodations will be analyzed along the corridor. Review of the WisDOT Facilities Development Manual show the urban roadway section meeting the 2a design class and the rural section meeting the C2 design class. This would require a minimum 32-foot-wide roadway from face of curb to face of curb in the urban section to accommodate bicycles and 11-foot lanes with 6-foot shoulders in the rural section. The existing intersection with STH 23 is already wide enough to accommodate the wider urban cross section, so it will not need to be reconstructed.

Review of the WDNR "Surface Water Data Viewer" shows mapped wetlands within the project area along the tributary entering the Fox River. A delineation will need to be performed to confirm the limits of the wetlands. No floodplains were located within the project area. The nearby floodplains located along the Fox River are classified as Zone AE. We will work closely with **Mr. Schiefelbein** of the WDNR to appropriately mitigate environmental impacts associated with the project.

Our team understands the key design considerations for the reconstruction of CTH "D" and can provide the appropriate design measures and coordination efforts to make the project a success. We look forward to the opportunity to work with Green Lake County and the City of Princeton on this important project.



5. In 100 words or less, note any other pertinent information about your firm's qualifications for the project.

Narrative

Fresh off successes of the recent urban design projects shown above, Ayres Associates is poised for a similar reconstruction on Green Lake CTH "D" in Princeton. The County will benefit from **our experience on urban projects** throughout Wisconsin. We offer:

- **A skilled project manager** who has led recent similar projects
- A proven public involvement process to **build consensus on your project**
- **Familiarity** with the project's review agencies and utility companies
- **WisDOT expertise** gained from our consistent ranking as a Top 10 WisDOT consultant for total contract awards
- **A firm able to meet as needed** to make project a success

Green Lake County
Notice of Interest – CTH D STH 23 to Saint Marie Road

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JUL 31 2017

Green Lake County
Highway Dept

NOTICE OF INTEREST QUESTIONNAIRE

Green Lake County

Project ID
6425-00-00

SOLICITATION DATE
July 10, 2017

NOI DUE DATE
July 31, 2017,
3:00 p.m.

Firm Name Becher-Hoppe Associates, Inc.		
Street Address 330 N. 4 th Street	Area Code - Telephone Number 715-845-0409	Area Code - FAX Number N/A
City, State, ZIP Code Wausau, WI 54403-5417	Contact Person, E-Mail Address Michael Kowal, PE, mkowal@becherhoppe.com	

Use only the format furnished; changes or deletion of questions or format may disqualify you from consideration. Limit your response to 9 pages.

1. List credentials, qualifications and years experience for the project manager and other key staff you would assign to this project in the following table. If showing more than two individuals, add tables using the format provided. Key subconsultants may be listed. Be sure to clearly identify the subconsulting firm.

KEY STAFF	POSITION/ PROJECT ROLE	YEARS EXPERIENCE	EDUCATION	REGISTRATION (PE, RLS, etc.)
Michael Kowal <i>Becher-Hoppe Associates, Inc.</i>	Senior Project Manager <i>(Project Manager)</i>	18	B.S. Civil Engineering, <i>UW-Platteville;</i> M.B.A., <i>UW-Whitewater</i>	PE

Narrative



Michael is one of our Senior Project Managers who specializes in serving clients in the areas of urban and rural highway design projects, urban local road corridors, multi-use paths, business parks, planning/feasibility/corridor studies, and utility coordination for MEGA projects. He enjoys solving unique project challenges in collaboration with his clients.

Michael's design experience has included projects from rural rehabilitation projects to highly visible urban reconstruction projects involving extensive utility relocations, sanitary sewer and watermain, real estate acquisitions, and public involvement. Michael takes pride in providing excellent coordination and communication with County Highway Departments, WisDOT, environmental agencies, project stakeholders, local communities, and sub-consultants to ensure successful project completion.

Examples of Michael's project management experience include:

- WisDOT# 9007-03-70, Thomas Slough Bridge & Approaches, CTH Y, Oconto County
- WisDOT# 9480-00-70, Lake DuRoy Bridge, CTH H, Price County
- WisDOT# 1517-07-04, WIS 441 Major Project, Utility Coordination, Winnebago and Calumet Counties
- WisDOT# 1120-09-01, 1133-03-01/02, 9202-07-01/02, US 41 MEGA Major Utility Coordination, Brown and Winnebago Counties
- WisDOT# 9816-04-70, USH 141 (Main St) Rehabilitation, City of Green Bay, Brown County
- WisDOT# 6413-05-72, Bus USH 51 Reconstruction, City of Stevens Point, Portage County
- WisDOT# 5992-05-79, West Johnson St Reconstruction, City of Madison, Dane County
- WisDOT SWR Local Project, State Street Mall Roadway Reconstruction, City of Madison, Dane County

Project Role: Responsible for project success and management, agency coordination, public involvement, environmental documentation, design reports, and preliminary and final design submittals.

Green Lake County
Notice of Interest – CTH D STH 23 to Saint Marie Road

KEY STAFF	POSITION/ PROJECT ROLE	YEARS EXPERIENCE	EDUCATION	REGISTRATION (PE, RLS, etc.)
Dan Gerling <i>Becher-Hoppe Associates, Inc.</i>	Project Engineer <i>(Roadway and Storm sewer Design Engineer)</i>	6	B.S. in Civil Engineering <i>University of Wisconsin - Platteville</i>	PE

Narrative



Dan is a Project Engineer responsible for urban and rural highway design projects, pedestrian facility projects, local highway projects, business parks, storm water management, utility coordination, and construction engineering. Dan also has experience in road and highway construction engineering services giving him a practical view of project design and constructability.

Dan's technical experience has included project elements such as roadway geometrics and grading, intersection layout, guardrail, storm water management reports, storm sewer, environmental documents, traffic management plans, and design study reports.

Examples of Dan's design experience include:

- Wausau Business Campus - 2017 Expansion, City of Wausau
- WisDOT# 9007-03-70, Thomas Slough Bridge & Approaches, CTH Y, Oconto County
- WisDOT# 9480-00-70, Lake DuRoy Bridge, CTH H, Price County
- WisDOT# 1601-14-02, USH 45, Vilas County
- WisDOT# 8010-04-70, STH 35, Polk County
- WisDOT# 1520-02-01, STH 54, Portage County
- WisDOT# 6999-18-76, West Grand Avenue, City of Schofield
- WisDOT# 9817-00-70, Crandon Pedestrian / Bike Path

Project Role: Civil 3D plan development, storm water evaluation, design reports, environmental reports, pavement design report, PS&E documentation preparation, project estimating, and design submittal review.

KEY STAFF	POSITION/ PROJECT ROLE	YEARS EXPERIENCE	EDUCATION	REGISTRATION (PE, RLS, etc.)
Stephen Opatik <i>Becher-Hoppe Associates, Inc.</i>	Senior Project Manager <i>(Sanitary Sewer and Watermain Project Engineer)</i>	22	B.S. Civil Engineering, <i>University of Wisconsin;</i> Enrolled: Graduate Program, Environmental Engineering, <i>University of Wisconsin</i>	PE

Narrative



Steve is one of our Senior Project Managers who currently oversees design and construction of wastewater collection and treatment projects. His experience also extends to water supply, treatment, distribution, and storage facilities. Steve also has extensive experience in airport engineering and is familiar with WisDOT design, specification and construction methods. Steve's transportation experience also includes preparation of NEPA documents, land acquisition and planning.

A result of Steve's broad range of engineering and project management experience is a core strength of client communication. He is adept at recognizing client needs and fostering collaboration among diverse groups of stakeholders.

Examples of Steve's project design and management experience include:

- Village of Rothschild Parallel Watermain
- Village of Weston Lift Station Replacements
- Town of Shelby Watermain Extension
- Wausau Water Treatment and Wastewater Treatment Facilities – various projects
- WisBOA AIP Merrill Municipal Airport Parallel Taxiway and Terminal area Construction, including sewer & watermain extensions
- WisBOA AIP Price County Airport Runway Extension and Parallel Taxiway

Project Role: Responsible for sanitary sewer and watermain design, and all permitting.

Green Lake County
Notice of Interest – CTH D STH 23 to Saint Marie Road

KEY STAFF	POSITION/ PROJECT ROLE	YEARS EXPERIENCE	EDUCATION	REGISTRATION (PE, RLS, etc.)
Kenneth Ligman <i>Becher-Hoppe Associates, Inc.</i>	Senior Project Engineer <i>(Sanitary Sewer and Watermain Project Engineer)</i>	44	B.S. Civil Engineering, <i>University of Wisconsin;</i> M.S. Civil Engineering, Environmental emphasis, <i>University of Wisconsin</i>	PE



Narrative

Ken is a Senior Project Manager with over 40 years of experience in designing and managing wastewater treatment facilities and systems. He is known for his common-sense solutions to unique and complex water resources design challenges.

Ken's technical expertise has been built from a wide array of projects covering the entire state of Wisconsin. He is expert at anticipating project design issues, and in providing cost-effective solutions.

Examples of Ken's project design and management experience include:

- WisDOT #1166-00-85 Stevens Point-Wausau, Maple Ridge Road Interchange, Local Utility, Village of Kronenwetter
- WisDOT #1174-10-71 USH 51 Minocqua – Woodruff
- City of Wausau – 40 years, water, wastewater, water supply and sewer system engineering
- City of Schofield – 40 years, water, water supply and sewer system engineering
- Village of Rothschild – 40 years, water, water supply and sewer system engineering

Project Role: Responsible for designing sanitary sewer and watermain.

KEY STAFF	POSITION/ PROJECT ROLE	YEARS EXPERIENCE	EDUCATION	REGISTRATION (PE, RLS, etc.)
Chris McMahon <i>Ayres Associates, Inc.</i>	Senior Project Engineer <i>(Structure Design)</i>	28	B.S. Civil Engineering	PE, CBI

Narrative



Chris, a structural engineer with Ayres Associates since 1989, brings remarkable consistency to his structural design, rehabilitation, and analysis work. Chris has designed bridges in 71 of 72 counties in Wisconsin. His comprehensive understanding of structural engineering goes well beyond his design work on hundreds of bridges. He performs bridge inspections, prepares studies for large-scale projects involving multiple structures, and provides structural reviews. Chris methodically and painstakingly goes about completing and checking structural designs, adding an extremely high level of confidence to every project he touches. This reputation for accurate, easy-to-read plans leads contractors to bid Ayres-designed projects tighter. Clients and industry groups also recognize the quality and precision Christopher brings to projects and have awarded recognition to many of his projects. He has completed structural designs in Green Lake County and on dozens of other county highway reconstruction projects, including:

- Manitowoc USH 10/STH 42 (Waldo Boulevard) Urban Reconstruction
- STH 191 Culvert Extensions/Replacements
- STH 39 Culvert Extensions/Replacements
- STH 22 Oconto County Culverts
- Green Lake CTH "BB" Bridge Replacement
- Green Lake County, Berlin Road over Puchyan River
- Brown CTH "KB" (St. Claude Street to Prospect Avenue) Reconstruction
- Langlade CTH "B" (USH 45 to STH 52) Reconstruction
- Waukesha CTH "L" (Janesville Road) - CTH "Y" (Racine Avenue) to CTH "O" (Moorland Road)

Project Role: Responsible for the design and required submittals for the box culvert.

Green Lake County
Notice of Interest – CTH D STH 23 to Saint Marie Road

2. Workload Capacity - Describe your staff's capacity, availability and their ability to perform the work in a timely manner relative to present workload. Address the availability of the named key staff members, including competing commitments and the percent of time available for this project. If showing more than two individuals, add rows to the table below. Key subconsultants may be listed.

KEY STAFF		CURRENT COMMITMENTS	CURRENT ESTIMATED AVAILABILITY BY TIME PERIOD
Name Firm Location	Michael Kowal Becher Hoppe Wausau, WI	<ul style="list-style-type: none"> ➤ WIS 441 Utility Coordination, Appleton Area ➤ Old 51 Multi-Use Trail, Kronenwetter ➤ CTH G, Forest County 	50% August 2017 – December 2017 70% January 2018 forward
Name Firm Location	Dan Gerling Becher Hoppe Wausau, WI	<ul style="list-style-type: none"> ➤ Old 51 Multi-Use Trail, Kronenwetter ➤ CTH G, Forest County ➤ Wausau Business Park 	60% August 2017 – December 2017 80% January 2018 forward
Name Firm Location	Stephen Opatik Becher Hoppe Wausau, WI	<ul style="list-style-type: none"> ➤ City of Wausau – Various Water Treatment, Wastewater Treatment, and Utility Projects ➤ Town of Shelby Watermain Extension ➤ Village of Rothschild – Various Projects 	30% August 2017 – December 2017 60% January 2018 forward
Name Firm Location	Kenneth Ligman Becher Hoppe Wausau, WI	<ul style="list-style-type: none"> ➤ Technical Support for same projects as Steve Opatik 	30% August 2017 forward
Name Firm Location	Chris McMahon Ayres Associates Eau Claire, WI	<ul style="list-style-type: none"> ➤ Various Local Bridge Replacements ➤ STH 39 and STH 191 Culverts ➤ STH 22 Culverts 	30% August 2017 – November 2017 40% December 2017 – February 2018 70% March 2018 forward

3. List recently completed or substantially completed projects for each key staff/project manager and provide contact name for each project. Only show the deliverables for which key staff/project manager were responsible on the project. If showing more than two projects, add tables using the format provided. Key subconsultants may be listed. Be sure to clearly identify the subconsulting firm.

Project Name STH 13 – S Airport Road CTH H, Lake Duroy Bridge City of Phillips Price County ID: 9480-00-70		Begin/End Service Dates Begin: 2015 End: 2017	Firm's Fees on Project \$40,000	Reference--Name, Address, Phone, E-mail Don Grande, Commissioner Price County Highway Dept. 704 N. Lake Ave. Phillips, WI 54555 (715) 339-3081 Don.grande@co.price.wi.us
DELIVERABLES			KEY STAFF	
<ul style="list-style-type: none"> ➤ Bridge Deck Replacement ➤ Girder Painting ➤ CTH H approaches ➤ Guardrail design ➤ Private storm sewer improvements 	<ul style="list-style-type: none"> ➤ Utility coordination (removal of utilities on bridge) ➤ Public Involvement ➤ ROW Plat ➤ TLE/PLE Acquisition ➤ Agency Coordination 		Michael Kowal (Project Manager) Dan Gerling (Project Engineer)	

Green Lake County
Notice of Interest – CTH D STH 23 to Saint Marie Road

Narrative

Becher Hoppe worked with the Price County Highway Department and WisDOT on this bridge rehabilitation project. This project included a bridge deck replacement and steel girder painting, with new approaches and guardrail. Coordination occurred with two utilities to remove their facilities off the bridge. Drainage was improved through partnering with a local business to rebuild part of a private storm sewer and driveway culvert. We coordinated with all environmental agencies, and minimized environmental impacts. Local officials meeting and public involvement meeting addressed detours, construction impacts to the community, and access for Lionite Hardwoods delivery trucks during construction.

Project Name City of Wausau Wausau Business Campus 2017 Expansion Local Utilities	Begin/End Service Dates Begin: 2017 End: Summer 2018	Firm's Fees on Project \$279,000	Reference--Name, Address, Phone, E-mail Eric Lindman, PE, DPW City of Wausau 407 Grant Street Wausau, WI 54403-4783 715-261-6745 Eric.Lindman@ci.wausau.wi.us
DELIVERABLES		KEY STAFF	
➤ WDNR Sanitary Permits ➤ WDNR Water Permits ➤ Utility Coordination ➤ Roadway Design ➤ Sanitary Sewer Design	➤ Watermain Design ➤ PSC Application ➤ Bidding Documents ➤ Construction Services (Pending)	Dan Gerling, PE (Project Engineer – Storm Water) Ken Ligman, PE (Project Manager - Utilities) Steve Opatik, PE (Engineering Support, Project Management)	
Narrative Becher-Hoppe is in the process of completing the fast-track design of a 200 acre expansion to the City of Wausau's West Business Campus. Design includes 7,000 linear feet watermain, 5,900 linear feet gravity sewer, 1,000 linear feet forcemain, water system booster station, 250,000 gallon water tower, sanitary lift station, roads, lighting, overall site development, and storm water conveyance and treatment. Municipal plans were developed using WisDOT specifications and bid items.			

Project Name City of Schofield, West Grand Ave. Kort Street to Grand Avenue Marathon County ID: 6999-18-76	Begin/End Service Dates Begin: May 2014 End: October 2016	Firm's Fees on Project 108,000	Reference--Name, Address, Phone, E-mail Mark Thuot Public Works/Zoning Administrator City of Schofield 200 Park Street, Schofield, WI (715) 571-8286 mthuot@cityofschofield.org
DELIVERABLES		KEY STAFF	
<ul style="list-style-type: none">➤ Pavement rehab.➤ Curb & gutter replacment➤ Environmental Document➤ Agency / Utility Coord.	<ul style="list-style-type: none">➤ Draft DSR / TMP➤ Pavement Markings➤ Sanitary Sewer and Watermain➤ Storm Sewer	Dan Gerling (Project Engineer) Ken Ligman (Sanitary & Watermain Project Manager)	
Narrative West Grand Avenue between Kort Street and Business 51 serves businesses, residential neighborhoods, recreation areas, multiple faith based organizations, and acts as minor arterial in the Wausau urbanized area roadway network. The existing sanitary sewer system, water distribution system, and roadway had reached the end of their useful life. A creative combination of scheduling and funding were utilized to construct the project. Becher Hoppe worked with the City of Schofield to replace the utilities and reconstruct the roadway. The utility replacement portion of the project was funded in part by tax incremental finance and the roadway portion of the project was funded in part by the Wisconsin Department of Transportation's Surface Transportation Program – Urban.			

Green Lake County
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Project Name USH 51 Minocqua – Woodruff Front St – 3 rd St Local Utilities ID: 1174-10-71	Begin/End Service Dates Begin: 2011 End: 2012	Firm's Fees on Project \$50,000	Reference--Name, Address, Phone, E-mail Ron Groth, Superintendent Lakeland Sanitary District 8780 Morgan Road Minocqua, WI 54548
DELIVERABLES		KEY STAFF	
➤ WDNR Sanitary Permits	➤ WisDOT Trns*port	Ken Ligman, PE (Project Manager)	
➤ WDNR Water Permits	➤ Estimator		
➤ Utility Coordination	➤ Construction Services		
Narrative Working closely with WisDOT and separate consulting firms, Becher-Hoppe prepared the municipal plans, specifications, estimate and bidding documents for the project that included more than 3,600 linear feet of water main and water service and over 400 linear feet of upgraded sanitary sewer utilities. Becher-Hoppe was involved in all 30/60/90 project submittals and included project uploading in the WisDOT PES Trns*port system. The municipal plans followed all guidelines established by the Facilities Development Manual for plan and specification preparation.			

Project Name Stevens Point – Wausau, Maple Ridge Road Interchange Local Utility; Village of Kronenwetter ID: 1166-00-85	Begin/End Service Dates Begin: 2009 End: 2012	Firm's Fees on Project \$95,000	Reference--Name, Address, Phone, E-mail Richard Downey, Administrator Village of Kronenwetter 1582 Kronenwetter Drive Mosinee, WI 54455 715-693-4200 richard.downey@kronenwetter.org
DELIVERABLES		KEY STAFF	
➤ 30/60/90 Submittals ➤ WDNR Sanitary Permits ➤ Construction Services	➤ WDNR Water Permits ➤ Utility Coordination	Ken Ligman, PE (Project Manager)	
Narrative Becher-Hoppe prepared the municipal utility plan for over 860 linear feet of water main and services, over 970 linear feet of sanitary sewer, force main and applicable fittings. This project was part of a three WisDOT ID project that totaled over \$10,000,000 in construction. Becher-Hoppe prepared plans, specifications and bidding documents in accordance to WisDOT FDM guidelines and procedures. The project included both compensable and non-compensable utility coordination.			

Project Name Eau Claire County Highway Dept. Utility Coordination Procedure Update	Begin/End Service Dates Begin: April 2016 End: Sept 2016	Firm's Fees on Project \$8,100	Reference--Name, Address, Phone, E-mail Jon Johnson Highway Commissioner Eau Claire County Highway Dept. Jon.Johnson@co.eau-claire.wi.us (715) 839-2952
DELIVERABLES		KEY STAFF	
➤ Update Documents ➤ Define effort based on project scope	➤ Define UC Schedule ➤ Develop Construction Documentation for Utilities	Michael Kowal, PE (Project Manager)	
Narrative Becher Hoppe was contracted by the Eau Claire County Highway Department to assist in defining, organizing, and developing the needed forms, processes, and expectations of the department and utilities in coordinating projects administered by the Eau Claire County Highway Department.			

Green Lake County
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Project Name USH 141, Main Street (Baird Street – Fox River) City of Green Bay Brown County ID: 1451-18-00	Begin/End Service Dates Begin: 2007 End: 2008	Firm's Fees on Project \$175,000	Reference--Name, Address, Phone, E-mail Chad DeGrave WisDOT NE Region – Green Bay (920) 360-1085 Chad.DeGrave@dot.wi.gov
DELIVERABLES		KEY STAFF	
➤ Concrete Replacement ➤ Storm Sewer design ➤ Significant construction staging	➤ Consultant Management (K.Singh - Signals & Structure) ➤ Sanitary and Water	Michael Kowal (Project Manager)	
Narrative We worked in conjunction with WisDOT and the City of Green Bay on this pavement rehabilitation project. This project included concrete base repair, traffic signal and lighting updates, storm sewer repairs, coordination with the City of Green Bay on water main and sanitary sewer repairs, community sensitive design, utility coordination, aesthetic improvements, and HMA overlay. In addition, Becher Hoppe prepared the environmental document and design reports.			

Project Name STH 35 Somerset – St. Croix Falls Laser Drive to North County Line St. Croix County ID: 8060-01-73	Begin/End Service Dates Begin: May 2013 End: November 2016	Firm's Fees on Project \$97,000	Reference--Name, Address, Phone, E-mail Beth Cunningham, PE WisDOT NW Region – Spooner (715) 635-4973 Beth.Cunningham@dot.wi.gov
DELIVERABLES		KEY STAFF	
➤ 30%/60%/90% Submittals ➤ Environmental Document ➤ Agency / Utility Coord.	➤ Draft DSR / TMP ➤ NW Region Specific SPVs. ➤ Topographic Design Survey	Dan Gerling (Project Engineer)	
Narrative The proposed improvements to STH 35 consisted of a resurface (RESURF) type improvement of the roadway by milling the existing pavement surface and resurfacing the roadway with HMA pavement. Improvements to the base course shoulders, permanent signs and pavement marking will also be included. Six intersection were improved for Safety Enhancement by adding right turn lanes and bypass lanes. Multiple guardrail locations were also upgraded to new standards by the use of the MGS Guardrail system.			

Project Name Monico – Eagle River STH 70 – Chain O’ Lakes Rd. USH 45 Vilas County ID: 1601-14-02	Begin/End Service Dates Begin: 2015 End: 2017 (Est. final PS&E)	Firm's Fees on Project \$230,000	Reference--Name, Address, Phone, E-mail Jed Peters, PE WisDOT NC Region – Rhinelander (715) 365-5731 Jed.Peters@dot.wi.gov
DELIVERABLES		KEY STAFF	
➤ B-63-15 repairs & polymer overlay ➤ Public Involvement ➤ Environmental Doc ➤ TPP	➤ Construction Staging ➤ DSR ➤ Local Official Meetings ➤ Topographic Design Survey	Dan Gerling (Project Engineer)	
Narrative Becher Hoppe is providing the design engineering for this improvement project. The project consists of a mill and overlay and lane reconfiguration from four lanes to three lanes to improve roadway safety. A number of alternatives and meetings with the public and local officials occurred to support this decision. The project will also upgrade the sidewalk and curb ramps for ADA compliance. The storm sewer system will be updated with new storm sewer inlets, inlet covers, and replacing areas of curb and gutter to increase the capacity of the system. The bridge will undergo a polymer overlay treatment, expansion joint repairs, and concrete surface repairs where necessary. Real Estate services will be needed in both fee and temporary easement to complete the project.			

Green Lake County
Notice of Interest – CTH D STH 23 to Saint Marie Road

Project Name STH 191 and STH 39 Culvert Extensions/Replacements – Iowa County Ayres Associates, Inc	Begin/End Service Dates April 2015 – January 2018	Firm's Fees on Project \$278,547	Reference—Name, Address, Phone, E-mail Mahesh Shrestha WisDOT Southwest Region 608.245.2676 Mahesh.Shrestha@dot.wi.gov
DELIVERABLES		KEY STAFF	
➤ Report preparation ➤ Agency/utility coordination	➤ Structure design ➤ PS&E documents	Chris McMahon, PE, CBI, Structural Engineer	
Narrative WisDOT's Southwest Region hired Ayres Associates to design 10 box culverts as either extensions or replacements along STH 39 and STH 191 in Iowa County. Each location is being analyzed to determine the appropriate length required and the need for new guardrail and flattening of the adjacent embankment slopes. Construction plans will be prepared for the new culverts and adjacent roadway work. Construction is scheduled for 2018.			

4. If the projects listed in question 3 are not WIDOT projects, demonstrate your familiarity with WIDOT processes and procedures.

Narrative The City of Wausau West Business Campus Expansion, is an excellent example of Becher Hoppe's ability to closely coordinate design and construction work between roadway and utility design and construction projects. Close coordination between roadway and utility design staff allowed both designs to be completed simultaneously and adjusted as site development requirements required revisions to design of both components. Becher Hoppe is also familiar with the coordination needs of completing a locally funded utility project in conjunction with WisDOT roadway projects. We recently completed design and construction oversight of a utility replacement project for the City of Schofield, WI that was completed in conjunction with a WisDOT roadway reconstruction project. Our design team has also successfully completed over 20 WisDOT projects through the past 5 years and enjoys continuing our partnership with WisDOT. We are very familiar with WisDOT processes and procedures and continue to grow and refresh our knowledge of process updates through WisDOT training and classes, as well as studying updated publications. A small selection of our strengths include: <ul style="list-style-type: none"> • General NEPA and WEPA environmental process • Agency and Native American coordination • Arch/History Reviews • Public Involvement process • DNR/ACOE permitting • BOS review process Our team is also has familiarity with the FDM, Geometric Design of Highways and Streets, Roadside Design Guide, MUTCD, Bridge Manual, Standard Spec, TGM, and related design standards and research publications.

5. In 100 words or less, note any other pertinent information about your firm's qualifications for the project.

Narrative We are excited to team with Green Lake County, the City of Princeton, and WisDOT to assist in achieving the project goals of CTH D with our experience in urban, rural, box culvert, storm sewer, sanitary sewer and watermain projects. Our team has encountered and conquered many project challenges, including expedited design schedules, high levels of local involvement, unique roadway concepts and geometry, minimizing impacts to utilities and private property, and economical approaches to design and staging between utility and roadway projects. We hope we can continue to be a part of your success by being your design consultant.
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JUL 28 2017

NOTICE OF INTEREST QUESTIONNAIRE

Green Lake County

Green Lake County
Highway DeptProject ID
6425-00-00SOLICITATION DATE
July 10, 2017NOI DUE DATE
July 31, 2017,
3:00 p.m.

Firm Name Gremmer & Associates, Inc.		
Street Address 93 South Pioneer Road, Suite 300	Area Code - Telephone Number (920) 924-5720	Area Code - FAX Number (920) 924-5725
City, State, ZIP Code Fond du Lac, WI 54935	Contact Person, E-Mail Address Thomas Lanser, t.lanser@gremmerassociates.com	

Use only the format furnished; changes or deletion of questions or format may disqualify you from consideration. Limit your response to 9 pages.

1. List credentials, qualifications and years experience for the project manager and other key staff you would assign to this project in the following table. If showing more than two individuals, add tables using the format provided. Key subconsultants may be listed. Be sure to clearly identify the subconsulting firm.

KEY STAFF	POSITION/ PROJECT ROLE	YEARS EXPERIENCE	EDUCATION	REGISTRATION (PE, RLS, etc.)
Thomas Lanser Gremmer & Associates, Inc.	Project Management / Client Liaison	27	BSCE UW-Madison	PE
<p>Narrative</p> <p>Tom is President of Gremmer & Associates and serves as Project Manager for all projects out of the Fond du Lac office. This unique organizational structure gives Tom an understanding of the schedules of all design projects, which makes it easier to shift personnel priorities quickly and seamlessly. It also means that Green Lake County and the City of Princeton will be dealing directly with the owner of the company, who understands the importance of a strong client relationship and will do whatever it takes to deliver a successful project.</p> <p>Tom has 27 years experience in designing and managing transportation projects under the WisDOT design process. Tom has been the project manager for over 100 transportation projects statewide, including over 30 urban reconstruct and over 25 rural reconstruct projects. Tom has extensive experience working on WisDOT "local program" projects (STP-Urban, STP-Rural and Local Bridge programs) in numerous WisDOT Regions. Tom has managed numerous successful urban and rural projects in the neighboring Counties of Fond du Lac County, Dodge County, Winnebago County, and Columbia County, including his most recent similar project experience of serving as Project Manager for the CTH VV urban reconstruct projects in Fond du Lac County. The CTH VV projects were two complex, high-profile, WisDOT (STP-Rural) funded that included close coordination with several governmental agencies (WisDOT, Fond du Lac County, City of Fond du Lac, and the Town of Fond du Lac), as well as substantial public and business owner involvement. More information on these two projects is shown in the project write up section of this proposal (question 3).</p> <p>Tom's other recent urban design project experience includes serving as the Project Manager for the CTH D urban reconstruct project in the Village of Belgium (STP-Rural project for Ozaukee County), the USH 61 urban reconstruct project in the Village of Dickeyville, Grant County, and the CTH S rural to urban reconstruct project in New Fane, Fond du Lac County. All three of these urban projects included designing in tight/constrained environments.</p> <p>Tom's most recent rural design project experience includes serving as the Project Manager for the CTH C and CTH D rural reconstruct projects in Washington County, the CTH C rural reconstruct project in Dodge County, and the CTH LL rural reconstruct/resurface project in Ozaukee County.</p> <p>Tom's management style includes an emphasis on extensive communication with the County, City, and local businesses/stakeholders throughout the entire design process. This results in all of the stakeholders being well informed, which ultimately leads to a successful project. A testament to Tom's project management skills is this email he received from Tom Janke, Fond du Lac County Highway Commissioner, about the CTH VV project, "I have had the opportunity to work with 5 different consultants on our last projects with yours being by far the most challenging in both design and coordination. I don't think it is just a coincidence that yours went more smoothly than some of the others. I often stated that any DOT approved consultant can design a project. I still believe this is true, but what separates them are the ones that take care of the details and do the extra effort. You have certainly done that...I truthfully believe if it wasn't for your constant push to keep things moving we wouldn't have broken ground this year...You certainly go above and beyond and set the bar."</p> <p>Tom will be responsible for managing the project, client relations, public involvement and stakeholder/business meetings, supervising Gremmer staff, and providing quality control on the project.</p>				

KEY STAFF	POSITION/ PROJECT ROLE	YEARS EXPERIENCE	EDUCATION	REGISTRATION (PE, RLS, etc.)
Benjamin Oitzinger Gremmer & Associates, Inc.	Project Engineer	19	BSCE UW-Milwaukee	PE
<p>Narrative</p> <p>Ben is a Project Engineer with 19 years of experience in designing highways under the WisDOT design process. He has been the project engineer or lead roadway design engineer for over 30 WisDOT roadway projects, including numerous projects involving close coordination with the surrounding local municipalities and counties. Ben is highly respected by WisDOT staff statewide, including in North Central Region where he provided Civil 3D design software training and project level support to the WisDOT North Central Region design staff in 2014 and 2015. Ben's most recent similar project experience includes serving as the project engineer and lead roadway designer for the CTH VV urban reconstruct projects in Fond du Lac County. More information on these two complex, high-profile projects is shown in the project write up section of this proposal (question 3).</p> <p>Ben is currently serving as the lead roadway designer for the final design of the eastern 3 mile segment of the STH 15 expansion project in Outagamie County, which includes 0.5 miles of rural reconstruct and 0.5 miles of an urban reconstruct on the eastern part of the project in Greenville.</p> <p>Ben is also currently completing the Civil 3D roadway modeling and proposed cross sections for the STH 49 rehabilitation project from STH 23 to Berlin in Green Lake County under a work share agreement with the WisDOT North Central Region.</p> <p>Ben's other recent urban design experience includes serving as the project engineer and lead roadway designer for the STH 26 urban reconstruct project in Watertown, which consisted of an urban reconstruct with storm sewer, sanitary sewer, and watermain replacement, and the CTH V rural to urban reconstruct project in the City of Fond du Lac, Fond du Lac County.</p> <p>Ben's most recent rural design experience includes serving as the project engineer for the CTH C and CTH A rural reconstruct projects in Dodge County, the STH 16/IH 39 roundabout and rural rehabilitation project in Portage, and the STH 49 rehabilitation project in Fond du Lac County. Ben also was involved in the design of the modifications to CTH A in Green Lake County as a result of the private development at the southwest quadrant of STH 23 and CTH A. These modifications were incorporated during the construction phase of the STH 23 project, which resulted in a fast tracked design and enhanced communication due to the compressed timeframe.</p> <p>Ben's expertise includes preliminary and final roadway design, intersection geometrics, bike/pedestrian accommodations, WisDOT design reports, roundabout design/modeling, utility coordination, and preparation and delivery of specifications and bid documents. Ben has extensive knowledge of Civil 3D design software, which has been utilized on all transportation projects since 2009.</p> <p>A demonstration of Ben's (and the entire Gremmer staff) expertise in completing WisDOT reports is an email he received from the WisDOT Project Manager on the STH 16/IH 39 project in Columbia County; <i>"Kudos to you and your team, as WisDOT management (project supervisor and chief) was impressed with the DSR that was provided for review."</i></p> <p>Ben will be the day to day design contact for the project and will be the lead roadway designer for the project. He will be responsible for the preliminary and final roadway design/modeling, WisDOT reports, utility coordination, and preparation and delivery of PS&E documents for the project.</p>				

KEY STAFF	POSITION/ PROJECT ROLE	YEARS EXPERIENCE	EDUCATION	REGISTRATION (PE, RLS, etc.)
Dexter Kaetterhenry Gremmer & Associates, Inc.	Design Engineer	7	BSCE UW-Madison	PE
<p>Narrative</p> <p>Dexter is a Design Engineer with 7 years of experience in designing urban and rural highways for both WisDOT oversight and local let projects.</p> <p>Dexter's most recent urban project experience includes serving as the lead roadway designer for the STH 80 urban reconstruct project in Elroy, Juneau County, the STH 98 urban reconstruct in the City of Loyal, Clark County, and the USH 12 urban reconstruct project in the Village of Merrilan, Jackson County.</p> <p>Dexter's most recent rural project experience includes serving as the lead roadway designer for the USH 10 rural recondition project in Manitowoc County, the CTH I rural reconstruct and CTH Z rural recondition projects in Portage County, and the STH 54 rural recondition project in Jackson County.</p> <p>Dexter has extensive knowledge of Civil 3D design software, which has been utilized on all WisDOT projects. Dexter's expertise includes preliminary and final roadway design, intersection geometrics, utility coordination, railroad coordination, design reports, bike/pedestrian accommodation evaluation, TMP preparation, and preparation and delivery of PS&E documents. Dexter will assist with the design of the project, design reports, utility coordination, and PS&E preparation.</p>				

KEY STAFF	POSITION/ PROJECT ROLE	YEARS EXPERIENCE	EDUCATION	REGISTRATION (PE, RLS, etc.)
Andy Klemp Gremmer & Associates, Inc.	Drainage, storm sewer modeling/design, structure hydraulics, permitting	20	BSCE MSCE Hydrology/Hydraulics UW-Madison	PE

Narrative

Andy is a Water Resources Engineer with 20 years of experience in water resources, including structure hydraulics, stream modeling, storm sewer modeling/design, stormwater management planning/design of stormwater management BMP's, stormwater utilities, and erosion & sediment control design for transportation projects. Andy has been the lead drainage engineer for over 40 WisDOT transportation projects, has completed structure hydraulics and preliminary structure design for 30 previous structure replacement projects, and has designed over 100 stormwater management projects for both private and public sector projects. Andy's drainage and stormwater background began with graduate research at UW-Madison and also working at both WDNR (Floodplain Management & Dam Safety Section) and WisDOT (Bridge Office). The knowledge gained at these state agencies provided technical expertise as well as valuable professional relationships which is invaluable during the interagency coordination that is part of any project.

Andy's most recent similar urban project experience includes serving as the lead drainage/stormwater engineer for the CTH VV and CTH D urban reconstruct projects in Fond du Lac and Ozaukee County, that are explained in more detail later on in this proposal.

Andy's most recent rural stormwater experience includes serving as the lead stormwater engineer for the STH 15 expansion project and bypass of Hortonville in Outagamie County. The project consists of preliminary and final design of a 10.6 mile long 2-lane to 4-lane expansion of STH 15 in Outagamie County, including a 4 mile long bypass of Hortonville on new alignment. His responsibilities include stormwater management planning and reporting, storm sewer modeling/design, and preliminary and final structure hydraulics for all cross culverts along the project. The STH 15 project has multiple stream crossings; including new structures, replacement structures, and aquatic organism passage (AOP) considerations at many locations.

Andy also recently completed a drainage study for WisDOT Northeast Region to evaluate a known flooding problem adjacent to USH 41 in southern Winnebago County. This study identified existing drainage basins, flow values, drainage patterns, and potential issues related to the drainage, and evaluated potential alternative solutions to mitigate the known flooding problem. Becky Rooyakkers, WisDOT NER TSS Supervisor, commented on the draft report, ***"This is an extremely well researched, documented, thought out, and professionally written report. Kudos to the team at Gremmer! I would have expected nothing less."***

Andy has extensive knowledge of Civil 3D design software, including Storm and Sanitary Analysis (SSA) and Hydraflow Storm Sewers, which are both Civil 3D software modules. SSA provides a dynamic model which can route rainfall events through areas subject to surcharging. This is especially important since traditional methods of storm sewer analysis are limited when it comes to simulating complicated hydraulic conditions. The dynamic hydraulic routing allows the design team to visualize the areas of backflow and surcharge, and evaluate alternatives to address any localized surcharging issues. Andy's drainage and stormwater expertise will be a valuable asset for the CTH D project. Andy will be responsible for the drainage and storm sewer analysis/design, erosion control design, and DNR/Army Corps of Engineers permitting for the project.

KEY STAFF	POSITION/ PROJECT ROLE	YEARS EXPERIENCE	EDUCATION	REGISTRATION (PE, RLS, etc.)
Brian Rogers Gremmer & Associates, Inc.	Design Engineer	8	BSCE UW-Platteville	PE

Narrative

Brian is a Design Engineer with 8 years experience in designing and inspecting urban and rural highways and municipal sanitary sewer and water main replacement projects. Brian's most recent similar project experience includes serving as the project engineer and lead roadway designer for the 2016-2017 Street Improvements project in Port Washington. The 2016 project included the reconstruction of 1.9 miles of urban street and watermain replacement over a series of 9 streets. The 2017 project included the reconstruction of 1.4 miles of urban street and watermain replacement over a series of 8 streets. Brian was also the lead designer for the recently completed CTH VV utilities project for the City of Fond du Lac, which consisted of the design of 6,400 LF of watermain and 1,200 LF of sanitary sewer relocations in advance of the CTH VV WisDOT project.

Brian also served as the lead roadway designer for the CTH D and CTH LL intersection reconstruction project in the Village of Belgium; for the reconstruction/expansion of Port Washington Road (CTH W) and Falls Road in the Village of Grafton (urban roadway, sanitary sewer, and watermain design); and for the reconstruction of 1.5 miles of urban streets and watermain replacement in Port Washington (2014 street improvement project).

Brian has extensive knowledge of Civil 3D design software, which has been utilized on all the projects he's designed. Brian's expertise includes preliminary and final roadway design, sanitary sewer, storm sewer, and water main design, intersection geometrics, utility coordination, WisDOT design reports, and preparation and delivery of PS&E documents. Brian will be the lead designer for the sanitary sewer and water main for the project.

KEY STAFF	POSITION/ PROJECT ROLE	YEARS EXPERIENCE	EDUCATION	REGISTRATION (PE, RLS, etc.)
Jay Panetti Gremmer & Associates, Inc.	Survey and Plats	19	Moraine Park Technical College	PLS
Narrative Jay is a Professional Land Surveyor with 16 years of experience in surveying and preparing right-of-way plats for WisDOT highway projects. He is the Survey Coordinator for Gremmer's Fond du Lac Office, and is responsible for setting horizontal and vertical control, determining existing right-of-way, preparing right-of-way plats, and construction staking for all transportation projects out of the Fond du Lac office. Jay has been the lead surveyor and right-of-way plat preparer for numerous highway projects over the last 10 years, including the CTH VV, CTH S, and CTH M projects in Fond du Lac County, the CTH G/CTH NN, CTH C, CTH H, and CTH M projects in Washington County, and the CTH C, CTH A, CTH E, CTH P, CTH O, and CTH S projects in Dodge County. Jay utilizes Trimble total station and GPS (model R8) survey equipment to complete his various survey and plat tasks. Jay is proficient with Civil 3D, WISCORS, and SDMS, and utilizes GST and TSC software for post processing of field data. Jay will be responsible for the survey and right-of-way plat preparation for the project.				

KEY STAFF	POSITION/ PROJECT ROLE	YEARS EXPERIENCE	EDUCATION	REGISTRATION (PE, RLS, etc.)
Mike Scarmon KL Engineering, Inc.	Street Lighting	15	BS – Civil Engineering	PE
Narrative Mike has a strong background in traffic engineering and street lighting analysis on a wide variety of project types, including completing numerous street lighting plans in both urban and rural settings throughout the state, including the street lighting design for the STH 23 reconstruct project in Princeton from the Fox River to the east end of the City in 2006. Mike has extensive experience in working with small communities to present low-maintenance lighting alternatives utilizing LED technology. Gremmer & Associates and KL Engineering have a long-standing teaming relationship on transportation projects, including Mike providing street lighting services to Gremmer on recent urban projects such as CTH VV in Fond du Lac, CTH D in Belgium, and STH 16 in Portage. Mike will serve as the street lighting designer for the project.				

2. Workload Capacity - Describe your staff's capacity, availability and their ability to perform the work in a timely manner relative to present workload. Address the availability of the named key staff members, including competing commitments and the percent of time available for this project. If showing more than two individuals, add rows to the table below. Key subconsultants may be listed.

KEY STAFF		CURRENT COMMITMENTS	CURRENT ESTIMATED AVAILABILITY BY TIME PERIOD
Name Firm Location	Tom Lanser Gremmer & Associates Fond du Lac	➤ STH 15 (Outagamie Co.) ➤ USH 61 (Grant Co.) ➤ CTH V (Fond du Lac Co.) ➤ CTH N (Fond du Lac Co.)	50% Oct. 2017 to Feb. 2018 70% Mar. 2018 and forward
Name Firm Location	Ben Oitzinger Gremmer & Associates Fond du Lac	➤ STH 15 (Outagamie Co.) ➤ STH 16/IH39 (Columbia Co.) ➤ CTH V (Fond du Lac Co.)	50% Oct. 2017 to Feb. 2018 70% Mar. 2018 and forward
Name Firm Location	Andy Klemp Gremmer & Associates Fond du Lac	➤ STH 15 (Outagamie Co.) ➤ South Road bridge (Winnebago Co.) ➤ Nekimi Ave. bridge (Winnebago Co.) ➤ CTH V (Fond du Lac Co.)	80% Oct. 2017 and forward
Name Firm Location	Dexter Kaettherhenry Gremmer & Associates Stevens Point	➤ STH 80, City of Elroy (Juneau Co.) ➤ STH 73 (Clark Co.) ➤ USH 53 structures (Trempealeau Co.)	50% Oct. 2017 to Feb. 2018 70% Mar. 2018 and forward
Name Firm Location	Brian Rogers Gremmer & Associates Fond du Lac	➤ CTH S, (Dodge Co.)	50% Oct. 2017 to Nov. 2017 80% Dec. 2017 and forward
Name Firm Location	Jay Panetti Gremmer & Associates Fond du Lac	➤ USH 61 (Grant Co.) ➤ Various non-WisDOT survey projects	70% Oct. 2017 to Nov. 2017 80% Dec. 2017 and forward
Name Firm Location	Mike Scarmon KL Engineering Madison	➤ IH 39 (Rock Co.) ➤ STH 65 (St. Croix Co.) ➤ Various municipal/private traffic/lighting	40% Oct. 2017 to April 2018 75% May 2018 and forward

3. List recently completed or substantially completed projects for each key staff/project manager and provide contact name for each project. Only show the deliverables for which key staff/project manager were responsible on the project. If showing more than two projects, add tables using the format provided. Key subconsultants may be listed. Be sure to clearly identify the subconsulting firm.

Project Name Project ID 4831-04-00 & 4986-00-21 CTH VV (Pioneer Road) Main Street to Hickory Street Rogersville Road to Hickory Street City of Fond du Lac, Fond du Lac County Gremmer & Associates, Inc.	Begin/End Service Dates 6/08 – 8/11 10/13 – 8/16	Firm's Fees on Project \$450,000 \$226,000	Reference--Name, Address, Phone, E-mail Tom Janke Fond du Lac Co. Highway Department 301 Dixie Street Fond du Lac, WI 54936-1234 920-929-3488 tom.janke@fdlco.wi.gov
DELIVERABLES		KEY STAFF	
<ul style="list-style-type: none">➤ Survey➤ Intersection Control Evaluation➤ Agency Coordination & Environmental Doc.➤ Right-of-way plats➤ Drainage & storm sewer modeling/design➤ Utility and RR Coordination➤ Pavement Design Report	<ul style="list-style-type: none">➤ Public Involvement and Stakeholder Meetings➤ Preliminary and final roadway design (utilizing Civil 3D)➤ Roundabout design (utilizing Civil 3D)➤ Traffic Signal Design➤ Traffic Control➤ PS&E	<p>Tom Lanser (Project Manager) Ben Oitzinger (Project Engineer/Lead Roadway Design) Jay Panetti (Lead Survey and Plats) Andy Klemp (Lead Drainage/Stormwater) Jeff Chvosta (Roadway Design, RR Coordination) Brian Rogers (Sanitary Sewer/Watermain Design, Utility Coordination) Aaron Sarauer (Lead CADD Technician) Mike Scarmon – KL Engineering (Traffic and Street Lighting)</p>	
Narrative			
<p>The CTH VV (Pioneer Road) corridor is a heavily travelled roadway (15,000 vpd ADT) that serves as an important link connecting the western and southern areas of the City of Fond du Lac and outlying Towns and Villages in Fond du Lac County. Project ID 4831-04-00 consisted of preliminary and final design of 0.7 mile section of CTH VV from Main Street to Hickory Street in the City of Fond du Lac, Fond du Lac County. This segment of CTH VV included an at-grade RR crossing which has a significant influence on corridor traffic operations, along with a narrow, single span bridge carrying Pioneer Road over the East Branch of the Fond du Lac River.</p>			
<p>The project consisted of reconstructing the rural 2-lane roadway to an urban, 4-lane roadway with a raised median in the western segment and a two-way left turn lane (TWLTL) in the eastern segment. The project included the replacement of the at-grade RR crossing with a new two-span steel ballasted deck beam railroad overpass (Canadian National Railroad over West Pioneer Road). The project also included a new single span prestressed concrete girder structure carrying West Pioneer Road over the East Branch of the Fond du Lac River. The project also included the design of three different types of retaining walls. The existing signalized intersections at the Pioneer Road/Morris Street and Pioneer Road/Hickory Street intersections were replaced with roundabouts. The project also included on-street bicycle accommodations as well as the design of a separate off-street multi-modal path extending along CTH VV, connecting the Wild Goose State Trail and the Prairie Trail.</p>			
			
<p>This was a very high profile project that included extensive public involvement and business/stakeholder meetings, due to the removal of accesses along the project and the introduction of the first two roundabouts in Fond du Lac County. Information was presented to all through the use of electronic media, stand-alone exhibits, as well as interactive exhibits. The project also had multiple funding sources and involved three local governmental agencies (Fond du Lac County, City of Fond du Lac, and the Town of Fond du Lac). The CTH VV project thoroughly incorporated all aspects of WisDOT design requirements and resulted in a successfully completed design and construction project. This is evident by the project being selected as the statewide winner of the “Consultant Urban Design” category at the 2014 WisDOT Transportation Improvement Conference.</p>			
<p>As a result of the successful completion of the previous CTH VV project, Gremmer & Associates was selected to complete the design of Project ID 4986-00-21, which is the adjacent segment of CTH VV to the northwest from Rogersville Road to Hickory Street in Fond du Lac. The project involved reconstructing the rural 4-lane roadway to an urban, 4-lane roadway with a raised medians, storm sewer, on-street bike lanes, an off-street multi-use trail, and the replacement of the existing signalized intersection at Military Road with a roundabout. The project included relocating and combining Mercury Marine’s main plant entrance and exit driveways and signalizing the new driveway location. The project also included realigning the Sullivan Drive intersection, removal of the Military Road/Rogersville Road intersection, which paved the way for the vacation of the remainder of Rogersville Road. The project also included a substantial amount of business/stakeholder meetings, due to the many businesses along the project corridor, including Mercury Marine and Fleet Farm. The project is currently under construction.</p>			

Project Name Project ID 4881-01-00 CTH D (Main Street) Village of Belgium, Ozaukee County Gremmer & Associates, Inc.		Begin/End Service Dates 2/14 – present	Firm's Fees on Project \$397,000	Reference--Name, Address, Phone, E-mail Jon Edgren Ozaukee Co. Highway Department 410 South Spring Street Port Washington, WI 53074 262-238-8335 jedgren@co.ozaukee.wi.us
DELIVERABLES			KEY STAFF	
<ul style="list-style-type: none">➤ Survey➤ Agency Coordination & Environmental Doc.➤ Right-of-way plats➤ Drainage & storm sewer design➤ Utility and Railroad Coordination		<ul style="list-style-type: none">➤ Public Involvement and Stakeholder Meetings➤ Pavement Design Report➤ Preliminary and final roadway design (utilizing Civil 3D)➤ Traffic Control➤ PS&E	Tom Lanser (Project Manager) Jeff Chvosta (Project Engineer/Lead Roadway Design) Jay Panetti (Lead Survey and Plats) Andy Klemp (Lead Drainage/Stormwater) Brian Rogers (Utility Coordination) Ben Oitzinger (Senior Design) Aaron Sarauer (Lead CADD Technician) Mike Scarmon – KL Engineering (Street Lighting)	
Narrative The project consists of preliminary and final design of 1.4 mile section of CTH D (Main Street) in the Village of Belgium, Ozaukee County under the WisDOT STP-Rural program. The CTH D corridor includes a mix of residential and downtown/commercial businesses. The project includes reconstructing the urban roadway with new storm sewer, curb and gutter, asphalt pavement, sidewalk, decorative street lighting, and permanent signing. The project includes bicycle lanes, and on-street parking along the project. The project included a substantial amount of public involvement and business/stakeholder meetings, due to the addition of on-street bike lanes, while still maintaining on-street parking throughout the project. This was especially challenging within the downtown segment of the project where many of the buildings were tight to the existing right-of-way. In the middle of the design process, additional WisDOT funding became available, which necessitated splitting the project up into two separate construction projects (to be constructed in two separate years). This also significantly accelerated the design and real estate delivery schedule for the first year construction project. Gremmer was able to shift additional personnel to the project and successfully deliver the project deliverables in advance of the PS&E. In fact, the WisDOT Local Program Management Consultant noted “Nice work Tom, Jeff, and Steve! For projects actually needing real estate such as this one, it has been a while since we had a project clear for real estate prior to PS&E. I appreciate the effort.” The project is scheduled for construction in 2017 and 2018.				


Project Name CTH S New Fane, Fond du Lac County <i>Gremmer & Associates, Inc.</i>		Begin/End Service Dates 3/15 – 4/17	Firm's Fees on Project \$60,000	Reference--Name, Address, Phone, E-mail Tom Janke Fond du Lac Co. Highway Department 301 Dixie Street Fond du Lac, WI 54936-1234 920-929-3488 tom.janke@fdlco.wi.gov
DELIVERABLES			KEY STAFF	
<ul style="list-style-type: none">➤ Survey➤ Agency Coordination➤ Right-of-way plats➤ Drainage & storm sewer design➤ Utility Coordination		<ul style="list-style-type: none">➤ Public Involvement and Stakeholder Meetings➤ Pavement Design➤ Preliminary and final roadway design (utilizing Civil 3D)		Tom Lanser (Project Manager) Jeff Chvosta (Project Engineer/Lead Roadway Design) Jay Panetti (Lead Survey and Plats) Andy Klemp (Lead Drainage/Stormwater) Ben Oitzinger (Senior Design) Aaron Sarauer (Lead CADD Technician)
Narrative				
<p>The project consists of preliminary and final design of 0.5 mile section of CTH S in New Fane, Fond du Lac County. The CTH S corridor includes mainly residential properties with a mix of commercial businesses. The project includes reconstructing the rural 2-lane roadway to an urban, 2-lane roadway with new storm sewer, curb and gutter, and asphalt pavement. The project includes a short stretch of on-street parking.</p> <p>The existing road corridor includes substandard ditches and sporadic "pseudo" culverts/storm sewer systems, resulting in poor drainage throughout the project. The design included a project wide drainage evaluation which resulted in a storm sewer system to convey the roadway water while still properly draining the adjacent properties. As a result of converting the existing rural roadway with ditches to an urban roadway with storm sewer, Gremmer designed a water quality treatment outlet swale to obtain WDNR concurrence.</p> <p>The project is currently under construction.</p>				

Project Name Project ID 6210-00-02 STH 49 Ripon - Auroraville Green Lake County	Begin/End Service Dates 7/15 – present	Firm's Fees on Project \$20,000	Reference--Name, Address, Phone, E-mail Tim Hanley WisDOT – NC Region 1681 Second Avenue South Wisconsin Rapids, WI 54495 715-421-8050 Timothy.Hanley@dot.wi.gov
DELIVERABLES		KEY STAFF	
➤ Survey ➤ Roadway Modeling ➤ Beam Guard Modeling	➤ Cross Sections ➤ Earthwork	Dave Glodowski (Project Manager) Jeff Chvosta (Project Engineer) Jeff Chvosta (Design Engineer)	
Narrative			
<p>The project is a 7.4 mile long rural resurface project along STH 49 from Ripon to Auroraville (STH 23 to South Street) in Green Lake County. The project consists of a combination of pulverizing and relaying, milling and resurfacing, cold-in-place asphalt recycling, and select areas of reconstruction. The project also includes replacing select deteriorated cross culverts throughout the project, localized areas of slope flattening at culvert ends and select fill slope areas, lengthening turn lanes and climbing lanes, and replacing the existing substandard beam guard throughout the project extents. Gremmer & Associates role was to provide supplemental survey and roadway modeling in Civil3D for a WisDOT NC Region in-house designed project with final deliverables consisting of proposed surfaces, cross section sheets, and earthwork data. The project required close coordination with the WisDOT design team to ensure proposed pavement limits, temporary widening, and pavement sections were accurately reflected in the final deliverables.</p> <p>The project is scheduled for 2021 construction.</p>			

Project Name Project ID 7040-01-03 STH 98, South & Main Streets Helm Street – Elm Drive City of Loyal Clark Co. (Gremmer & Associates)	Begin/End Service Dates 3/14 – 8/16	Firm's Fees on Project \$358,808	Reference--Name, Address, Phone, E-mail David Koepp, WisDOT NW Region Eau Claire Office (715) 836-2078 David.Koepp@dot.wi.gov
DELIVERABLES		KEY STAFF	
<ul style="list-style-type: none">➤ Survey➤ Environmental Doc.➤ DSR➤ TMP	<ul style="list-style-type: none">➤ Agency/Utility Coord.➤ Public Involvement➤ R/W Plat (TPP)➤ Road design/plans➤ PS&E	David Glodowski, Jeff Chvosta, Dexter Kaetterhenry, David Roberts; Mike Scarmon, KL Engineering	
Narrative This project consisted of a 1.0 mile urban reconstruct of STH 98 (South and Main Streets) through the City of Loyal, Clark County. The project included a ¼ mile "downtown" district, which included designing the project in a tight/constrained environment (storefront to storefront). The project included a complete new storm sewer system, replacement of the sanitary sewer and watermain (which was incorporated into the WisDOT project), pedestrian/bicycle accommodations, and street lighting. The project also included a 100+ parcel Transportation Project Plat (TPP). Deliverables included municipal/local coordination and administration, agency and utility coordination, public involvement, preliminary and roadway design/plans, traffic control plan, environmental document, design study report, right-of-way plat (TPP), and delivery of PS&E documents. This project is currently under construction.			

Project Name Project ID 7550-00-30 WCL to STH 71 STH 54 Jackson Co. (Gremmer & Associates)	Begin/End Service Dates 7/13 – 8/15	Firm's Fees on Project \$141,990	Reference--Name, Address, Phone, E-mail David Koepp, WisDOT NW Region Eau Claire Office (715) 836-2078 David.Koepp@dot.wi.gov
DELIVERABLES		KEY STAFF	
➤ Programmatic Exception to Standards ➤ Safety Screening Analysis ➤ Environmental Document ➤ DSR	➤ TMP ➤ Agency/Utility Coord. ➤ Public Involvement ➤ Road design/plans ➤ PS&E	Dave Glodowski, Dexter Kaetterhenry, Dave Roberts	
Narrative This was a recondition project (following WisDOT 3R standards) of approximately nine miles of STH 54 from the west county line to STH 71 east bound in Jackson County and included milling and resurfacing the existing pavement, cross culvert pipe replacements, beam guard replacements/improvements, and signing/markings. The existing roadway corridor was analyzed to determine items within standards or outside of standards, which ultimately is documented through the Safety Screening Analysis, Programmatic Exception to Standards, and Design Study Report process. This project included an accelerated design process.			

Project Name Project ID 7080-05-03 USH 12 Village of Merrillan Jackson Co. Gremmer & Associates, Inc.	Begin/End Service Dates 1/10 – 8/12	Firm's Fees on Project \$231,926	Reference--Name, Address, Phone, E-mail Chad Hines, WisDOT NW Region Eau Claire Office (715) 836-7276 Chad.Hines@dot.wi.gov
DELIVERABLES		KEY STAFF	
<ul style="list-style-type: none">➤ Survey➤ Agency & Utility Coordination➤ Environmental Doc.➤ Right-of-way plat (TPP)➤ Drainage & storm sewer design➤ Utility and Railroad Coordination	<ul style="list-style-type: none">➤ Public Involvement and Stakeholder Meetings➤ Pavement Design Report➤ Preliminary and final roadway design (for both urban reconstruct and rural recondition)➤ Traffic Control➤ PS&E	David Glodowski, David Roberts, Dexter Kaetterhenry	
<p>Narrative</p> <p>This project, located in Jackson County, consisted of the rural recondition of a 0.5 mile and urban reconstruction of 1.0 mile of USH 12 through the Village of Merrillan. The project reconstructed USH 12 from a rural typical section to an urban section with sidewalk on both sides. USH 12 was closed throughout the duration of the project with a detour in place. Due to the lengthy detour requirements, the project was split into two phases to reduce the impacts to the residents and businesses along the project corridor.</p> <p>The USH 12 project also included the reconstruction of an at-grade railroad crossing for the Canadian National Railroad. A new surface and crossing gates were added and storm sewer needed to be installed through the crossing. The storm sewer was bored and jacked versus using traditional open trenching. The project included a complete new storm sewer system, three new storm sewer outlet designs, water laterals, sanitary sewer, sidewalks and pedestrian/bicycle (Trans 75) accommodations, street lighting, numerous intersection realignments and reconfigurations, detour/construction staging, concrete paving, and appropriate aesthetic treatments and amenities per WisDOT's Community Sensitive Design practice/policy.</p> <p>Deliverables included municipal/local coordination and administration, railroad coordination (including an OCR hearing), agency and utility coordination, street lighting coordination, public involvement, preliminary plan, storm sewer plan, traffic control plan, environmental document, design study report, right-of-way plat (TPP), pre-PS&E and final PS&E.</p> <p><i>This project was a statewide finalist in the "Consultant Urban Design" category at the 2014 WisDOT Transportation Improvement Conference.</i></p>			





Project Name Project ID 1500-67-30 Reedsville – Manitowoc CTH P to CTH R USH 10 Manitowoc Co. (Gremmer & Associates)	Begin/End Service Dates 5/16 – 4/17	Firm's Fees on Project \$48,661	Reference--Name, Address, Phone, E-mail Brian Haen, WisDOT NE Region Green Bay Office (920) 366-4788 Brian.Haen@dot.wi.gov
DELIVERABLES		KEY STAFF	
➤ Environmental Doc. ➤ DSR ➤ TMP	➤ Agency/Utility Coord. ➤ Road design/plans ➤ PS&E	Dave Glodowski, Dexter Kaetterhenry, Dave Roberts	
Narrative Gremmer & Associates, Inc., assisted WisDOT on a resurface project for USH 10 and STH 310 in the Towns of Manitowoc Rapids and Kossuth in Manitowoc County. The project begins at CTH P (Community of Branch) and extends 2.58 miles east to the beginning of the CTH R roundabout footprint. The purpose of this project is to mill and resurface the existing deteriorating pavement. The existing pavement is past its serviceable life and continues to deteriorate at an accelerated rate due to existing cracking. Improvement to the roadway pavement structure is needed such that this portion of the roadway would continue serving as a safe traveling corridor for all users. Project tasks included utility & agency coordination, abbreviated environmental document, traffic management plan (TMP), design study report (DSR), final roadway plans, and special provisions & exhibits.			

Project Name Project ID 2696-00-02 CTH O (Cedar Creek Road – Cedar Sauk Road) Ozaukee County (Gremmer & Associates, Inc.)	Begin/End Service Dates 7/09 – 12/09	Firm's Fees on Project \$77,000	Reference--Name, Address, Phone, E-mail Stan Lukas DAAR Engineering (LPMC) 518 West Cherry Street Milwaukee, WI 53212 414-225-9817 stan.lukasz@daarengineering.com
DELIVERABLES		KEY STAFF	
➤ Survey ➤ Preliminary and final roadway design ➤ Exception to Standards Report	➤ Erosion control design ➤ Utility and RR coordination ➤ PS&E	Tom Lanser (Project Manager) Ben Oitzinger (Project Engineer/Lead Roadway Design) Jay Panetti (Lead Survey and Plats) Andy Klemp (Agency Coordination/permitting) Aaron Sarauer (Lead CADD Technician)	
Narrative This project was a Stage 2 ARRA project that was designed to WisDOT 3R standards. The project consisted of rehabilitating the existing pavement structure (mill / rubblize / resurface), widening the paved shoulder to accommodate bikes, replacement of select culverts, and shielding or flattening of steep slopes in select areas. The project was directly adjacent to the banks of the Milwaukee River at several locations throughout the project, and therefore required close coordination with DNR. Construction was completed in 2010.			

4. If the projects listed in question 3 are not WIDOT projects, demonstrate your familiarity with WIDOT processes and procedures.

Narrative All projects are WisDOT projects. Our staff is very familiar with WisDOT processes and procedures.

5. In 100 words or less, note any other pertinent information about your firm's qualifications for the project.

Narrative Gremmer is a 30 person firm with offices in Fond du Lac and Stevens Point. We've completed numerous urban and rural highway projects of similar size and scope. We have developed an outstanding reputation with WisDOT, Counties, and Municipalities statewide for providing quality design work and excellent service on a wide variety of transportation projects. We pride ourselves in successfully guiding the locals through the design process. In a nutshell, our size and organizational structure (Tom Lanser is both President and Project Manager), results in the perfect mix of experience and personal attention that is required on a STP-Rural project.
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Green Lake County
Notice of Interest – CTH D STH 23 to Saint Marie Road

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JUL 31 2017

NOTICE OF INTEREST QUESTIONNAIRE
Green Lake County

Green Lake County
Highway Dept

Project ID
6245-00-00

SOLICITATION DATE
July 10, 2017

NOI DUE DATE
July 31, 2017,
3:00 p.m.

Firm Name Jewell Associates Engineers, Inc.		
Street Address 560 Sunrise Drive	Area Code - Telephone Number (608) 588-7484	Area Code - FAX Number (608) 588-9322
City, State, ZIP Code Spring Green, WI 53588	Contact Person, E-Mail Address Greg Jewell, PE, PLS greg.jewell@jewellassoc.com	

Use only the format furnished; changes or deletion of questions or format may disqualify you from consideration. Limit your response to 9 pages.

1. List credentials, qualifications and years experience for the project manager and other key staff you would assign to this project in the following table. If showing more than two individuals, add tables using the format provided. Key subconsultants may be listed. Be sure to clearly identify the subconsulting firm.

KEY STAFF	POSITION/ PROJECT ROLE	YEARS EXPERIENCE	EDUCATION	REGISTRATION (PE, RLS, etc.)
Fred Gruber	Project Manager	39	AS Land Survey Technology, Madison Area Technical College	PE, PLS

Narrative

Fred Gruber is the Sr. Transportation Leader for Jewell Associates Engineers. He will lead the roadway design portion of this project and traffic control for construction activities. Fred is experienced with **managing similar urban and rural roadway reconstruction projects. Many of the projects include the evaluation of pedestrian and bicycle accommodations.**

Fred has served as the project manager on numerous urban and rural roadway projects very like CTH D, including the WisDOT award-winning STH 13 safety and capacity improvement project in Marathon County which included intensive railroad coordination including OSC hearings, the Ohio Street reconstruction project in the City of Racine, and the USH 14 reconstruction in Richland County that included segments of rural and urban sections. He is well versed in the NEPA process for the completion of environmental documents including Section 106 historical/archaeological investigations, and with hazardous material investigations. Fred is very familiar with the **WisDOT Facilities Development Manual, AASHTO Geometric Design Manual, AASHTO Roadside Design Guide, and PS&E process.** Fred also has extensive experience in TMP design related to structure rehabilitation. Fred is proficient with **local government coordination and the public involvement process.** He is dedicated to accomplishing the work in the required timeframe/schedule. **Fred has extensive experience with the Local Road Program Management system.**

Fred's role for this roadway reconstruction project would be Agency Coordination, **Utility Coordination**, Municipal Coordination, **Public Involvement, Attending Meetings, QA/QC, TMP, Alternative Analysis, Construction Staging/Detours, Preliminary & Final Design, DSR**, providing a Pavement Design Report, **Environmental DDC**, Signing and Marking and **providing PS&E Documents.** **Fred will assist Greg Jewell in developing contracts, one for the roadway work with Green Lake County and one with the City of Princeton for the utility work required with this project. Complete accounting of each contract will be developed and staff will be made aware of the different accounts so time is recorded correctly.**

Fred will also assure that the detour at a minimum always allows for truck traffic into Tank Technologies. We suggest a separate meeting with Tank Technologies to go over their needs when plans are being developed. This information will be used in the development of the Traffic Management Plan (TMP) for the project.

Although there is no right of way anticipated for this project, easements may be needed at the box culvert and drainage outlets toward the river. Fred is a Professional Land Surveyor and will oversee the development of any right of way needs. Fred is experienced with the DOT right of way process. He is also certified to negotiate and acquire right of way for state and federally funded projects.

Fred will also have a role in constructability review throughout the life of the project.

Fred and the Jewell team will work closely with the Local Program Manager and staff to develop the design for this project. Jewell Associates will allocate the necessary staff resources to keep the project on schedule throughout the design development process, even in the event of advancing the PS&E and letting schedule.

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KEY STAFF	POSITION/ PROJECT ROLE	YEARS EXPERIENCE	EDUCATION	REGISTRATION (PE, RLS, etc.)
Ellery Schaffer	Project Engineer	10	BS Civil Engineering, UW-Platteville	PE
<p>Narrative</p> <p>Ellery is knowledgeable and experienced with roadway and pavement design and has worked on many previous urban and rural roadway and bridge projects. Ellery is very familiar with the WisDOT FDM, AASHTO Geometric Design Manual and the AASHTO Roadside Design Guide for rural and urban roadways. He is experienced and knowledgeable of the PS&E process, experienced local government coordination, public involvement process, design environmental process, traffic control staging, design, lighting, and with project management. Ellery regularly performs agency and utility coordination for roadway and bridge projects. He has completed Design Study Reports and environmental documents for numerous projects.</p> <p><i>The City is not looking at relocating any of the power poles on the project or increasing or changing the existing street lighting. The possible exception may be one pole at the park that may need to be relocated and possible decorative lighting. Ellery will also investigate the past park funding to see if 4f conditions will apply to this environmental document. Information from the City indicates no outside funds were used in the development of the park.</i></p> <p><i>Ellery's project role in the Green Lake County roadway reconstruction project includes: Environmental Documents, Traffic & Safety Analysis, TMP, Construction Staging, Preliminary & Final Roadway Plans, Design Study report, Agency/Utility Coordination, Trans 220, Roadway Plans and PS&E.</i></p>				

KEY STAFF	POSITION/ PROJECT ROLE	YEARS EXPERIENCE	EDUCATION	REGISTRATION (PE, RLS, etc.)
Tom Romenesko	Structures Manager	32	BS Civil Engineering, UW-Madison	PE
<p>Narrative</p> <p>Tom Romenesko is our structural team leader / project manager and provides design, oversight and general supervision for all structural projects for Jewell Associates Engineers, Inc. Tom is experienced with bridge design, box culvert design, and construction staging design on state highways, local roads and the Interstate Highway System. Recent projects he has managed include: USH 41 in Brown County with design of 23 bridges, 20 retaining walls, and two sign structures with many being built in stages for traffic concerns; STH 26 Jefferson and Rock Counties which included 18 bridges, a box culvert and three retaining walls; and I-94 in Eau Claire County with the design of two bridges and concrete overlays for four bridges. He has previous experience with deck replacements, deck overlays, bridge widening, bridge raising, bearing maintenance and replacement, and various combinations of those. Tom has completed several projects which require the construction of the bridge in stages in order to allow traffic to use the existing and proposed structures during construction. His projects routinely include cost comparisons for alternative design options. All bridge design work is designed using the LRFD specification and follows the requirements of the WisDOT LRFD Bridge Manual, WisDOT Standard Specifications for Highway Structure Construction, AASHTO LRFD Bridge Design Specifications. Tom has worked closely with all Local Road Programs Managers on projects throughout the State.</p> <p><i>Tom will be the structures manager for the box culvert being proposed on this project with duties including: Administration, Local Government Coordination, Public Involvement, QA/QC, review of Trans 220 Coordination, Structure Design, Quantities, LRFD Rating Form & Excel Spreadsheet, Preliminary & Final Structure Plans, Alternative Analysis Cost Comparisons, and PS&E Documents. Tom will coordinate closely with Fred to be sure all roadway plans and structures plans align correctly.</i></p>				

KEY STAFF	POSITION/ PROJECT ROLE	YEARS EXPERIENCE	EDUCATION	REGISTRATION (PE, RLS, etc.)
Patrick Boland	Bridge Engineer	20	BS Civil Engineering, UW-Platteville	PE
<p>Narrative</p> <p>Pat Boland has extensive experience with all types of structure design for bridges, box culverts and retaining walls. He has also performed numerous hydrologic/hydraulic analyses, hydraulic modeling, floodplain evaluations for streams, rivers and lakes, bridge and box culvert structure sizing, development of design flows, and hydraulic analyses that include scour analysis. He has designed numerous structure replacement rehabilitation projects including concrete overlays, deck replacements, epoxy overlays, and painting projects for girders, bearings, pins and hanger joints. Many of these projects are done in stages for traffic concerns. Pat has submitted numerous designs for bridges and other transportation structures through the Bureau of Structures review and submittal process. His work and submittals follow the Jewell QA/QC process for plan approval on file at the Bureau of Structures. Pat is familiar with relevant reference documents including the WisDOT FDM, AASHTO LRFD Bridge Design Specifications, and the WisDOT LRFD Bridge Manual and Specifications as well as many other concrete and steel structural references.</p> <p><i>Pat's tasks for this box culvert design on CTH D in the City of Princeton will be: creating a Preliminary Plan, Preliminary Structure Plans, Final Structure Plans, Structure Design Computations, Load Rating Computations and Alternative Analysis Cost Comparisons and evaluation of any condition that may affect the floodplain of the Fox River.</i></p>				

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KEY STAFF	POSITION/ PROJECT ROLE	YEARS EXPERIENCE	EDUCATION	REGISTRATION (PE, RLS, etc.)
Robert Hanold	Bridge Engineer	5	BS Civil Engineering, UW-Platteville	EIT
<p>Narrative Robert Hanold is an Engineer in Training who has relevant experience with transportation projects involving bridge rehabilitation and replacement design, as well as box culvert replacements. He has experience with WisDOT bridge and roadway projects and is familiar the standards and processes detailed in the WisDOT FDM, AASHTO LRFD Bridge Design Specifications, and the WisDOT LRFD Bridge Manual and Specifications. He is familiar with the environmental, agency coordination and design PS&E process. Robert will assist with the development of design for the project.</p> <p>Robert recently passed the PE exam and is working toward obtaining licensure.</p> <p>Robert's tasks for the CTH D in the City of Princeton project will be: Assisting the Project Manager & Project Engineers with Environmental Documentation, TMP, Construction Staging Plans and Civil 3D CADD.</p>				

KEY STAFF	POSITION/ PROJECT ROLE	YEARS EXPERIENCE	EDUCATION	REGISTRATION (PE, RLS, etc.)
Noah Anliker	Surveyor	9	Associate of Science Natural Resources Technician Program, Fox Valley Technical College	
<p>Narrative Noah is an experienced surveyor providing survey and construction services to WisDOT for several years on a variety of projects. He is well versed in producing Certified Survey Maps (CSMs), Plats of Survey, Condominium Plats, Right-of-Way Plats, Transportation Project Plats, Subdivision Plats, and legal descriptions. He is also a skilled CADD technician working in AutoCAD Civil 3D. Noah is experienced with downloading and uploading files from/to data collectors and in converting raw files to coordinate files as well as importing survey data files into CADD drawings.</p> <p>He has extensive surveying experience and is proficient in the following area</p> <ul style="list-style-type: none"> • Topographic Surveys, Cross Sections, Utility Surveys, Project Horizontal and Vertical Control Surveys • Understanding of horizontal datum, vertical datum, coordinate systems and zones, and coordinate conversions • Familiarity with design criteria to meet WisDOT FDM and AASHTO standards • Knowledgeable of Civil 3D • Experienced with preliminary/final mapping of surveys • Skilled in performing and completing structure survey reports <p><i>It is anticipated that there will be no new right of way on this project; however, it may be possible that some easements will need to be acquired to allow street drainage to the river. Noah will provide all survey activities for the project.</i></p> <p><i>Jewell uses Trimble R10 GPS equipment supplemented by Trimble S5 robotic total station when GPS signals are not detected. Jewell has three survey crews with each survey truck equipped with the same equipment. Additional equipment includes automatic levels, metal locators, and all the hand tools and supplies required to do a proper job.</i></p>				

KEY STAFF	POSITION/ PROJECT ROLE	YEARS EXPERIENCE	EDUCATION	REGISTRATION (PE, RLS, etc.)
Greg Jewell	Principal	40	BS Civil Engineering, UW-Platteville	PE, PLS
<p>Narrative Greg Jewell is the President of Jewell Associates Engineers Inc. and has been involved in the development of WisDOT Local Program Management projects since we began the company in 1993.</p> <p>Greg's main role is to provide the employees working on this project with the resources they need to ensure a proper job is being completed. He will be available to assist Fred when needed, making sure that quality control is taking place and will also assist with public involvement and local official's meetings.</p> <p>Constructability review of the project will be a major focus for Greg on this project.</p>				

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KEY STAFF	POSITION/ PROJECT ROLE	YEARS EXPERIENCE	EDUCATION	REGISTRATION (PE, RLS, etc.)
Michael Bisbach	Project Manager, Civil Engineer	25	BS Civil Engineering, Geotechnical Emphasis, UW-Platteville	PE
<p>Narrative Michael Bisbach is a highly skilled civil engineer with wide experience in all aspects of municipal civil engineering. His primary responsibilities are for municipal infrastructure and development projects. Michael has extensive experience and knowledge of WisDOT project requirements and processes including WisDOT FDM, PS&E process and documentation, DSR, and WDNR permits.</p> <p>His project experience includes: urban street design, bicycle/pedestrian accommodations, water transmission and distribution system design, storm water management and storm sewer design, sanitary sewer system design, parking feasibility and expansion, construction staking and inspection services, landscape master plans.</p> <p>Mike's previous experience includes: City Engineer for the City of Dodgeville, WI; Project Manager for the Division of State Facilities of the Wisconsin Department of Administration, Engineering Manager for Energy Unlimited, Inc.</p> <p>Mike will oversee all storm water design activity for the project. It is the City's desire to eliminate as many catch basins as possible along this route. On the river side of the roadway, limiting the amount of curb and gutter required is desired. Mike has the experience and knowledge to perform an analysis and assist the City in developing a suitable storm water plan for the project.</p> <p><i>His role on this project will be to work closely with the City of Princeton's Department of Public Works to develop plans for the replacement of storm water, water and sewer infrastructure for this project. The plans will be developed to the City's specifications and inserted into the DOT plan and specifications for let. Michael will assure quality standards are met and will review all plans and specifications with the City prior to submittal to let. He will also be available during the construction phase to assist with any questions.</i></p> <p><i>Constructability review of all plans prior to bid is one of Mike's responsibilities for all projects.</i></p>				

KEY STAFF	POSITION/ PROJECT ROLE	YEARS EXPERIENCE	EDUCATION	REGISTRATION (PE, RLS, etc.)
Thomas Ballweg	Civil Engineer	6	BS Civil Engineering, UW-Platteville	PE
<p>Narrative Thomas Ballweg is a highly skilled civil engineer with wide experience in all aspects of municipal civil engineering. His primary responsibilities are for municipal infrastructure and development projects. Thomas has extensive experience and knowledge of WisDOT project requirements and processes including WisDOT FDM, PS&E process and documentation, DSR, and WDNR permits.</p> <p>Thomas has also mastered the computer Civil 3D design programs our company uses for the develop of plans. He regularly attends DOT training for Civil 3D and leads the company's internal computer training programs.</p> <p>His project experience includes: urban street design, bicycle/pedestrian accommodations, water transmission and distribution system design, storm water management and storm sewer design, sanitary sewer system design, parking feasibility and expansion, construction staking and inspection services, landscape master plans.</p> <p><i>His role on this project will be to work closely with Mike Bisbach to develop plans for the replacement of storm water, water and sewer infrastructure for this project.</i></p>				

KEY STAFF	POSITION/ PROJECT ROLE	YEARS EXPERIENCE	EDUCATION	REGISTRATION (PE, RLS, etc.)
Subconsultants	See Below			
<p>Narrative Jewell Associates Engineers Inc. will subcontract with the following companies for their specific specialty if needed on the project:</p> <p>Soil Boring Evaluation: American Engineering Testing, Inc. Will provide soil information for pavement design, utility installation and box culvert foundation design.</p> <p>Historic / Archaeological investigations / reports if needed: Commonwealth Heritage Group Will investigate Historical Sites on the project. Archaeological is on the screening list and no further investigation is needed. Historical is not on the screening list, so the project will need to be evaluated for historical properties and to determine if the project will have any potential to cause effects to any such properties.</p> <p>Wetland Delineation if needed: Taylor Conservation, LLC Jewell staff will work closely with the DNR to evaluate the impact on any adjacent impacts. The DNR will screen the project and will let us know if a delineation of any wetland is needed. Taylor Conservation will provide that resource if necessary.</p>				

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2. Workload Capacity - Describe your staff's capacity, availability and their ability to perform the work in a timely manner relative to present workload. Address the availability of the named key staff members, including competing commitments and the percent of time available for this project. If showing more than two individuals, add rows to the table below. Key subconsultants may be listed.

KEY STAFF		CURRENT COMMITMENTS	CURRENT ESTIMATED AVAILABILITY BY TIME
Name	Fred Gruber	➤ Various Right of Way Negotiations	40% available through September 2017
Firm	Jewell Associates	➤ Project Management, Various	75% available October 2017 and beyond
Location	Spring Green, WI	➤ Beloit Powerhouse Riverwalk	
Name	Ellery Schaffer	➤ USH 12, Sauk County	25% available through September 2017
Firm	Jewell Associates	➤ S. Elk Run Road, Vernon County	60% available October 2017 and beyond
Location	Spring Green, WI	➤ CTH U, Crawford County	
Name	Tom Romenesko	➤ Beloit Powerhouse Riverwalk	50% available through September 2017
Firm	Jewell Associates	➤ Various Structural Projects	75% available October 2017 and beyond
Location	Spring Green, WI	➤ Mentoring Staff	
Name	Patrick Boland	➤ Woodland Road, Sheboygan County	40% available through September 2017
Firm	Jewell Associates	➤ STH 72 Bridge, Dunn County	70% available October 2017 and beyond
Location	Spring Green, WI	➤ Haynes Road Bridge, Columbia County	
Name	Robert Hanold	➤ Spiral Road Bridge, Richland County	40% available through September 2017
Firm	Jewell Associates	➤ CTH U Bridge, Columbia County	75% available October 2017 and beyond
Location	Spring Green, WI	➤	
Name	Noah Anliker	➤ Great Sauk State Trail Construction	40% available through September 2017
Firm	Jewell Associates	➤ USH 18/CTH ID Construction Staking	65% available October 2017 and beyond
Location	Spring Green, WI	➤ STH 154 Construction Inspection	
Name	Michael Bisbach	➤ City of Dodgeville Various Projects	30% available through September 2017
Firm	Jewell Associates	➤ Village of Spring Green Various Projects	55% available October 2017 and beyond
Location	Spring Green, WI	➤ Cardinal Glass Site Engineering	
Name	Thomas Ballweg	➤ City of Dodgeville Various Projects	30% available through September 2017
Firm	Jewell Associates	➤ Village of Spring Green Various Projects	55% available October 2017 and beyond
Location	Spring Green, WI	➤ Cardinal Glass Site Engineering	

JEWELL ASSOCIATES ENGINEERS, Inc. can complete this project in the schedule provided.

3. List recently completed or substantially completed projects for each key staff/project manager and provide contact name for each project. Only show the deliverables for which key staff/project manager were responsible on the project. If showing more than two projects, add tables using the format provided. Key subconsultants may be listed. Be sure to clearly identify the sub-consulting firm.

Project Name Project I.D. 7125-05-00 Alma – Mondovi Road (STH 35 – CTH F) STH 37 Buffalo County		Begin/End Service Dates 4/2000 – 1/2003	Firm's Fees on Project \$230,751	Reference--Name, Address, Phone, E-mail Anthony Vander Wielen WisDOT SW Region 3550 Mormon Coulee Road La Crosse, WI 54601 608-789-7878 <u>Anthony.VanderWielen@dot.wi.us</u>
DELIVERABLES			KEY STAFF	
➤ Preliminary/Final Roadway Design	➤ Agency/Utility Coord	Fred Gruber – Project Manager Greg Jewell – Structural Leader Patrick Boland – Project Engineer Patrick Eckelberg – Project Engineer		
➤ Preliminary/Final Structure Design	➤ DSR			
➤ Wetland Delineation & Mitigation	➤ Environmental Docs			
➤ Hydraulics/Hydrology	➤ Calculations/Estimates			
	➤ R/W Plat			
	➤ PS&E			
	➤ Survey			

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Narrative

This project is similar to the CTH D project as it is a very tight right of way with properties, utilities and bluffs on one side and the Mississippi River and Buffalo River on the other side. This project followed the State DOT Facilities Development Process. 4F environmental documentation was required with the Environmental Process. Extensive coordination with floodplain and hydraulic calculations were required.

Jewell Associates Engineers, Inc. provided design engineering services to WisDOT for this highway rehabilitation project. The project was a five-mile long, two-lane rural project which included milling and overlaying the roadway along with widening the shoulders. Approximately 6,000 feet of the roadway was realigned to eliminate some of the sharpest horizontal curves. All intersections were also improved or realigned along with reconstruction of one bridge and two box culverts.



STH 37 follows the Buffalo River floodplain near the Mississippi River with high hills and bluffs on one side of the roadway which is owned by the U.S. Fish & Wildlife Service, confined corridor. A wetland site selection search successfully led to a 30-acre on-site wetland consolidation site being developed the first one located in Buffalo County. One of the hillsides was also excavated to realign the roadway which resulted in approximately 200,000 cubic yards of earthwork. ***Some of the earthwork was used to raise the roadbed above the Buffalo River floodplain.***

Project Name Project I.D. 3170-06-00 Walworth Avenue to Park Avenue STH 50, City of Delavan Walworth County		Begin/End Service Dates 03/2007 – 05/2008	Firm's Fees on Project \$103,159	Reference--Name, Address, Phone, E-mail Mark Wendorf, DPW City of Delavan 490 Richmond Road Delavan, WI 53115 262-728-1891 delavandpw@ci.delavan.wi.us
DELIVERABLES			KEY STAFF	
➤ Urban Reconstruction ➤ Railroad Crossing ➤ Intersection Improvements ➤ City Utility Improvements	➤ Agency/Utility Coord ➤ Sidewalks & ADA Compliant Ramps ➤ Enhancements	Fred Gruber – Project Manager Ellery Schaffer – Project Engineer		

Narrative

This project is included as an example as it was a DOT plan with City Utility improvements included in the plan set. Separate contracts were developed for our work with WisDOT and with the City of Delavan for utility work.


Fred Gruber and Ellery Schaffer worked with the City to include upgrades to the storm water collection system, water distribution system and sanitary sewer improvements in the reconstruction areas.

A total of 0.75 mile of urban STH 50 was improved in the City of Delavan in Walworth County. The project included 922 feet of total reconstruction and 3,028 feet of resurfacing. The project also included reconstruction of 360 feet of Washington Street to make a needed storm sewer connection.



There were many existing utilities within the project limits and extensive coordination was required with utility companies, the railroad, the City, WisDOT and the WDNR. Safety improvements included installation of ADA compliant ramps, increasing the intersection radius at Washington Street, and removal of parking in locations where it created substandard sight distances. The project also included sidewalk improvements, a new railroad crossing, pavement marking and signage.

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Project Name Project I.D. 5080-01-03, STH 23 (Winsted Avenue) Reconstruction Village of Spring Green Sauk County	Begin/End Service Dates 03/2001 – 05/2004	Firm's Fees on Project \$342,074	Reference--Name, Address, Phone, E-mail Robert Lex WIDOT SW Region, 608-246-5622 robert.lex@dot.wi.gov Greg Prem, Former Village President Spring Green 608-843-2120 gprem@realtimeutilityengineers.com
DELIVERABLES		KEY STAFF	
> Survey > R/W Plat > DSR > ER > PS&E Package > Traffic Control > Agency Coord. > Lighting Design	> Railroad Coord. > Utility Coord. > Streetscape > Storm Water Management > Water main > Sanitary Sewer > Public Involvement > Signal Design	Fred Gruber – Project Manager (Design) Ed Lilla – Project Engineer (Design) Greg Jewell – Project Engineer (Design) Patrick Eckelberg – Civil Engineer (Design) Wes Kraemer – Surveyor (Design) Ralph Liegel – Construction Engineer	
Narrative <i>This project completed by Jewell staff shows our ability to work in an urban and rural cross section. The project was developed with separate contracts with the Village of Spring Green to design water and sanitary sewer upgrades, and with DOT to cover the street and storm sewer design.</i> Approximately one mile of two-lane urban STH 23 (Winsted Street) and Hoxie Street were reconstructed through the Village of Spring Green. Storm sewer, sanitary sewer and water main utilities were also reconstructed. The design called for storm water retention basins near the Municipal Golf Course and South Park. Construction staging and traffic control presented significant design challenges because all public utilities were being reconstructed and Cardinal Glass Manufacturing needed truck traffic coordinated with construction activities. The project also included historic properties and Section 4(f) and Section 6(f) properties.			

Project Name Leffler Street/Johns Street/Bennett Road Reconstruction City of Dodgeville Iowa County	Begin/End Service Dates 12/1999 – 04/2000	Firm's Fees on Project \$120,565	Reference--Name, Address, Phone, E-mail Greg Lee, DPW City of Dodgeville 100 E. Fountain Street Dodgeville, WI 53533 608-930-1011 glee@ci.dodgeville.wi.us
DELIVERABLES		KEY STAFF	
> Urban Reconstruction > Traffic Signals > Water & Sanitary Sewer Extensions	> Storm water Management > Bicycle/Pedestrian Path > TIF District Amendment	Fred Gruber – Project Manager Pat Boland – Design Engineer	

Green Lake County
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Narrative

This project demonstrates our staff's ability with City utility and roadway work. Work included both urban and rural cross sections, utilities and working with local industry and businesses throughout the project.

Jewell Associates was contracted by the City of Dodgeville to provide design engineering and construction management for the reconstruction of Johns Street, Leffler Street and Bennett Road on the city's north side. Jewell also developed territorial and project plan amendments for the City's Tax Increment District No. 2. TID #2 was created to facilitate commercial, light industrial and residential development.

This total urban reconstruction project included: widening of the roadway from 22 feet to 38 feet, turning lanes, traffic signals, **extensions of water mains, sanitary sewer, storm water detention and retention ponds, landscaping, and a bicycle/pedestrian path.** Over 11,000 feet of street reconstruction and improvements were included in the project. The project was staged over two construction seasons to minimize inconvenience to motorists and negative impacts on local businesses.

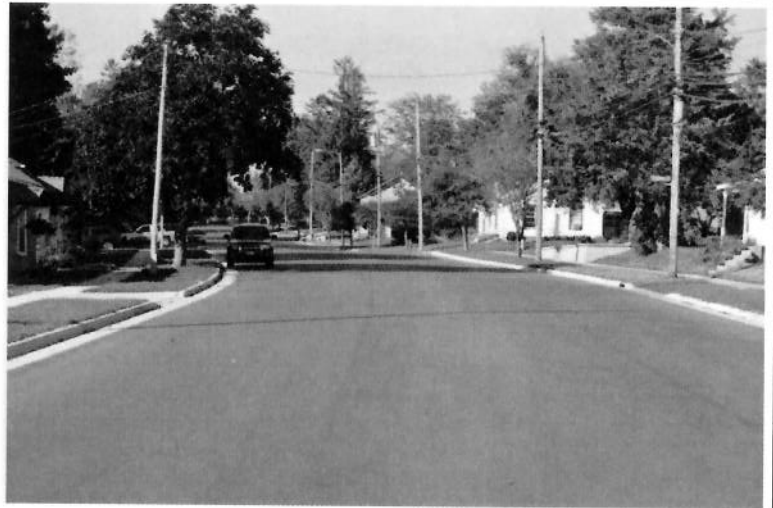


Project Name Main Street Reconstruction City of Dodgeville Iowa County		Begin/End Service Dates 11/2014 – 04/2015	Firm's Fees on Project \$40,050	Reference--Name, Address, Phone, E-mail Greg Lee, DPW City of Dodgeville 100 E. Fountain Street Dodgeville, WI 53533 608-930-1011 glee@ci.dodgeville.wi.us
DELIVERABLES			KEY STAFF	
➤ Urban Roadway Recon. ➤ Sidewalks, Curb and Gutter ➤ Water Distribution System ➤ Sanitary Sewer System	➤ Storm Sewer System ➤ Erosion & Sediment Control ➤ Permitting ➤ Bidding	Michael Bisbach – Project Manager Thomas Ballweg – Project Engineer Noah Anliker – Surveyor		

Narrative

This project showcases Mike Bisbach's ability to complete a complicated utility reconstruction project located in an urban residential area.

Jewell engineers designed this urban reconstruction project for five blocks of Main Street in the City of Dodgeville between STH 23 and Madison Street and provided the City with detailed plans, specifications and a cost estimate for the project. Jewell provided construction staking services for the storm sewer. Jewell also provided all required agency and utility coordination. Street design included breaker run, base aggregate dense course and asphalt pavement. Sidewalks were replaced on both sides of the road, and curb and gutter was replaced throughout the project. An erosion and sediment control plan was developed and submitted to the DNR for approval. **New sanitary sewer mains, manholes, sewer laterals, water main, valves, water services, and fire hydrants were installed.** Storm sewer inlets and pipes were replaced and storm sewer was added or extended in several locations to improve drainage and reduce the impacts from storm water runoff.



Green Lake County
Notice of Interest – CTH D STH 23 to Saint Marie Road

Project Name Project I.D. 1647-09-00 USH 14 Reconstruction Richland Center - Gotham	Begin/End Service Dates 8/1999 – 11/2003	Firm's Fees on Project \$887,000	Reference--Name, Address, Phone, E-mail Steve Flottmeyer WIDOT SW Region 3550 Mormon Coulee Rd La Crosse, WI 54601 608-785-9075 stephen.flottmeyer@dot.wi.gov
DELIVERABLES		KEY STAFF	
<ul style="list-style-type: none"> ➤ Survey ➤ DSR, ER ➤ Preliminary & Final Plans ➤ PS&E package ➤ R/W Plat ➤ Relocation Orders ➤ Traffic Control ➤ Agency coordination 	<ul style="list-style-type: none"> ➤ Alternatives analysis ➤ Safety Improvements ➤ Structure Plans ➤ Public Involvement ➤ Wetland Mitigation ➤ Utilities ➤ Culverts ➤ Storm water Management 	Fred Gruber – Project Manager Patrick Eckelberg – Project Engineer Patrick Boland – Project Engineer Ralph Liegel – Construction Inspection Noah Anliker – Surveyor	
Narrative This project involved the design for a 7.89-mile reconstruction of USH 14 in Richland County. The road is classified as a rural principal arterial. Considerable urban development at the beginning of the project resulted in increased traffic volumes. The project included construction of 1.75 miles from CTH O to STH 58 to a four-lane urban section with a median, reconstruction of one mile to correct sight distance problems, construction of two one-mile passing lane sections, and reconstructing the remaining two-lane facility. This project involved extensive public involvement and a thorough study of alternatives before a final design was developed. Environmental site assessments were completed for four potential hazardous materials sites. Thirteen state designated wetlands were identified, and wetland mitigation was required. Nineteen culverts were included in the project. Coordination was provided with multiple state and federal agencies as well as eight utilities. Special attention was paid to impacts and adjustments to commercial and agricultural accesses.			



4. If the projects listed in question 3 are not WIDOT projects, demonstrate your familiarity with WIDOT processes and procedures.

Narrative Jewell Associates Engineers Inc. is beginning our 25th year in business. Each year our staff has completed projects using the WisDOT Facilities Development Process. These projects include State Trunk Highways, Town Roads, Village and City Streets where we have included necessary municipal utility improvements into the State Plans for letting on the project as a whole. We are very proud of the fact that in the 25 years we have been in business, we have never missed a PS&E deadline. We are currently working at least one project in each region of the state, with the majority of these projects being with the Local Road Program Management review process. The CTH D project is the type of project our staff is most familiar with and we have no doubt our staff can complete the project successfully for Green Lake County and the associated work with the City of Princeton.

5. In 100 words or less, note any other pertinent information about your firm's qualifications for the project.

Narrative Greg Jewell met with Green Lake County and City of Princeton on July 24, 2017, learning that this project is very similar to the day to day work our firm does. The City of Princeton has storm sewer, sanitary sewer and water distribution upgrades to complete, as well as existing sidewalk, a park and very constrained right of way to work in. As explained above, we are very familiar with this work and will do our best to make sure the plans we produce have the best interests of Green Lake County and the City of Princeton in mind.
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NOTICE OF INTEREST QUESTIONNAIRE
Green Lake County

RECEIVED

JUL 27 2017

Green Lake County
Highway Dept

Project ID
6245-00-00


SOLICITATION DATE
July 10, 2017


NOI DUE DATE
July 31, 2017,
3:00 p.m.


Firm Name MSA Professional Services, Inc.		
Street Address 1230 South Boulevard	Area Code - Telephone Number (608) 356-2771	Area Code - FAX Number (608) 356-2770
City, State, ZIP Code Baraboo WI 53913	Contact Person, E-Mail Address Quirin Klink, PE, qklink@msa-ps.com	

Use only the format furnished; changes or deletion of questions or format may disqualify you from consideration. Limit your response to 9 pages.

1. List credentials, qualifications and years experience for the project manager and other key staff you would assign to this project in the following table. If showing more than two individuals, add tables using the format provided. Key subconsultants may be listed. Be sure to clearly identify the subconsulting firm.

KEY STAFF	POSITION/ PROJECT ROLE	YEARS EXPERIENCE	EDUCATION	REGISTRATION (PE, RLS, etc.)
Quirin Klink	Project Manager	28	BS, Civil Engineering	PE
<p>Narrative</p>  <p>Quirin's extensive experience includes designing and managing more than 150 WisDOT projects involving rural highways and urban streets, traffic control, bridge replacements and rehabilitations, public involvement, and utility coordination. He has extensive knowledge and expertise in the WisDOT design and PS&E processes, including the NC Region's specific local program requirements. He has experience in highway and structure design, traffic management and staging, storm sewer design, environmental documents and utility coordination. He has managed many local program highway and bridge projects. Quirin has experience in the NC Region and in Green Lake County. He assisted in construction management of highway projects (including in Green Lake Co), which enhances his ability to deliver quality, constructable, cost effective, plan sets and specifications. As Project Manager, Quirin will be responsible for overall project administration and will be involved in all key aspects of the project including design, public involvement, reports, and PS&E.</p>				

KEY STAFF	POSITION/ PROJECT ROLE	YEARS EXPERIENCE	EDUCATION	REGISTRATION (PE, RLS, etc.)
Bobbi Maxwell	Project Engineer	16	BS, Civil Engineering	PE
<p>Narrative</p>  <p>Bobbi has provided project engineering and design services on rural and urban highway design, including all phases of the WisDOT process such as plans, specifications, reports, coordination with local units of government and review agencies, storm sewer design, railroads and utilities, environmental documents, traffic control and staging, and cost estimates. Her experience has focused on WisDOT design for state and local program projects throughout her career. Bobbi has provided project engineering for several large-sized urban and rural reconstruct designs that are being completed now. Bobbi has experience in developing deliverables and coordination with WisDOT on projects with complex private and village utilities, traffic control staging, and storm sewer challenges. As Project Engineer, Bobbi will lead the day-to-day design and DOT process deliverables and assist in coordinating agencies, reports, and meetings.</p>				

KEY STAFF	POSITION/ PROJECT ROLE	YEARS EXPERIENCE	EDUCATION	REGISTRATION (PE, RLS, etc.)
Joe DeYoung	Watermain/Sanitary Sewer Lead	19	BS, Civil Engineering	PE
<p>Narrative</p>  <p>Joe is an experienced team leader with expertise in design and construction inspection of municipal projects, including water main and sanitary sewer design. He leads a team of municipal engineers that work on all phases of engineering projects, including design, inspection, quality control, layout surveying and construction staking. He is skilled in the preparation of construction contract documents including construction plans and specifications. Joe has experience in the City of Princeton that will make the design process smooth for this CTH D project.</p>				

KEY STAFF	POSITION/ PROJECT ROLE	YEARS EXPERIENCE	EDUCATION	REGISTRATION (PE, RLS, etc.)
Todd Janssen	Watermain/Sanitary Sewer Design	15	BS, Civil Engineering	PE

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Narrative



Todd has experience in designing **urban street designs for municipal and WisDOT projects**, as well as the **WisDOT local program process**. He also develops project plans and specs for subdivisions, multi-family, and commercial sites. His previous construction observation and design experience has given him valuable insight when developing street plans and stormwater management plans. Todd has **experience in the City of Princeton** that will make the design process smooth for this CTH D project.

KEY STAFF	POSITION/ PROJECT ROLE	YEARS EXPERIENCE	EDUCATION	REGISTRATION (PE, RLS, etc.)
Eric Thompson	Stormwater Design Lead	24	BS & MS, Civil Engineering	PE, CFM

Narrative



A nationally **certified floodplain manager**, Eric leads MSA's water resources engineering team. He has been involved in numerous **WisDOT drainage and storm water management projects directly with WisDOT** and as a member of other MSA highway design teams working with WisDOT. Eric has been involved in stormwater master planning (quality and quantity), drainage improvement design and reports, wetland restoration, floodplain management, and development regulations. Eric's experience will be valuable in reviewing creative and economic solutions to this CTH D project's drainage design.

KEY STAFF	POSITION/ PROJECT ROLE	YEARS EXPERIENCE	EDUCATION	REGISTRATION (PE, RLS, etc.)
Leah Rhodes	Box Culvert Structural Design	11	BS, Civil Engr; MS, Structural Engr	PE

Narrative



Leah leads our bridge team at MSA Professional Services. In addition to project management and project engineering skills, her expertise includes the design and analysis of steel and prestressed concrete girder bridges, slab structures, retaining walls, and **box culverts**. She has performed both LFD and LRFD load ratings on steel and concrete girder bridges and slab bridges. She has been responsible for the design and management of numerous WisDOT projects that followed the policies of the WisDOT FDM, the WisDOT LRFD Bridge Manual, and the WisDOT PS&E process.

Leah has excellent communication skills and **has successfully engineered WisDOT projects** to meet milestones and provide quality deliverables. Leah will lead the hydraulic and structural design team for the replacement of the box culvert on the CTH D project.

KEY STAFF	POSITION/ PROJECT ROLE	YEARS EXPERIENCE	EDUCATION	REGISTRATION (PE, RLS, etc.)
Kevin Lord	Survey and Plat Lead	18	BS, Civil Engineering	PE, PLS

Narrative



Kevin has completed transportation projects within municipalities in the Southwest, Southeast, Northeast and North Central Regions of the Department of Transportation along with preparing legal descriptions for parcels and easements. Kevin is responsible for overseeing all WisDOT survey projects throughout southern Wisconsin areas along with providing quality control on other projects throughout Wisconsin. He is a Wisconsin Professional Land Surveyor and his work includes research, calculations and drafting for transportation projects plats, subdivisions plats, certified survey maps, plats of highways, airport surveys and other topographic and construction surveys. Many projects include meetings with the appropriate town, city, county and state officials for approvals.

KEY STAFF	POSITION/ PROJECT ROLE	YEARS EXPERIENCE	EDUCATION	REGISTRATION (PE, RLS, etc.)
Mark Porlier	Lighting Design (if needed)	37	AS, Electrical Engr. Technology	Wisconsin, DES

Narrative



Lighting design may not be needed on this project, but if it is, MSA is ready! Mark has diversified experience in electrical and lighting design for transportation and traffic projects. He is experienced with WisDOT policies, standards, procedures, and the PS&E process. Mark's design skills include outdoor electrical distribution systems and **roadway lighting systems** (including urban roadways, interchanges, bridges, conventional signalized intersection lighting and roundabout lighting designs). As a Wisconsin Licensed Designer of Engineering Systems – Electrical (#1281-7) he is able to stamp project documents in Wisconsin. Mark has over 60 roadway section designs (including roundabouts and signalized intersections) accounting for over 1,200 LED light fixtures standing in the State of Wisconsin dating back to 2006 which include 3 ACEC Best of State Engineering Awards.

KEY STAFF	POSITION/ PROJECT ROLE	YEARS EXPERIENCE	EDUCATION	REGISTRATION (PE, RLS, etc.)
Dave Katzner	Constructability Review	20	BS, Civil Engineering	PE

Narrative



Dave's primary experience has been on oversight and management of WisDOT construction projects, with some design experience as well. Dave worked 5 years for WisDOT North Central Region Project Development Section from 2008 to 2012. Before and after that stint, he has been working on WisDOT projects for MSA. He has managed the design of over 20 WisDOT projects so he has firsthand experience of the design review process and how the different WisDOT Sections interact to provide quality projects. Dave also has been Project Leader on 13 WisDOT construction projects. Most recently Dave was Project Leader on two large multi-year construction projects on USH 10. These projects involved complex traffic control staging, roundabouts, interchange construction, coordination with multiple local entities, and sensitive landowner issues. **Dave also has WisDOT construction management experience in Green Lake County**, working on STH 44 near Kingston, and **on STH 23 right in the City of Princeton adjacent to this project**. Project Role: Dave will work with Quirin on constructability reviews, using his extensive experience in pavement design, construction, and staging.

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2. Workload Capacity - Describe your staff's capacity, availability and their ability to perform the work in a timely manner relative to present workload. Address the availability of the named key staff members, including competing commitments and the percent of time available for this project. If showing more than two individuals, add rows to the table below. Key subconsultants may be listed.

KEY STAFF		CURRENT COMMITMENTS	CURRENT ESTIMATED AVAILABILITY BY TIME PERIOD
Name	Quirin Klink	➤ Project Management of 1 STP-Rural design, and 1 STH intersection design	75% October 2017 – August 2018
Firm	MSA		90% September 2018 – August 2019
Location	Baraboo		
Name	Bobbi Maxwell	➤ One CTH recondition STP-Rural project ➤ One CTH reconstruction STP-Rural project	80% October 2017 – August 2018
Firm	MSA		90% September 2018 – August 2019
Location	Baraboo		
Name	Joe DeYoung	➤ Several municipal design projects ➤ Team Leader of municipal design team	70% October 2017 – December 2017
Firm	MSA		85% January 2018 – August 2019
Location	Beaver Dam		
Name	Todd Janssen	➤ One short term municipal street/utility project	75% October 2017 – January 2018
Firm	MSA		90% February 2018 – August 2019
Location	Beaver Dam		
Name	Eric Thompson	➤ Mazomanie USH14 Storm Sewer Design ➤ Sun Prairie Regional Stormwater Pond Design	75% October 2017 – August 2020
Firm	MSA		90% January 2018 - August 2019
Location	Madison		
Name	Leah Rhodes	➤ Project Management of several Local Program bridge projects	70% October 2017 – May 2018
Firm	MSA		85% June 2018 – August 2019
Location	Baraboo		
Name	Kevin Lord	➤ WIS 80 New Lisbon, Plat ID 5530-03-01 ➤ IH 94 – WIS 73 and Missouri Road Bridges TPP, Dane County ID 1066-03-04	65% October 2017 – August 2018
Firm	MSA		85% September 2018 – August 2019
Location	Madison		
Name	Mark Porlier	➤ Several street lighting design projects	70% October 2017 – January 2018
Firm	MSA		80% February 2018 – August 2019
Location	Marshfield		
Name	Dave Katzner	➤ One state construction management project, to be completed Fall 2017	60% October 2017 – January 2018
Firm	MSA		90% February 2018 – August 2019
Location	Marshfield		


3. List recently completed or substantially completed projects for each key staff/project manager and provide contact name for each project. Only show the deliverables for which key staff/project manager were responsible on the project. If showing more than two projects, add tables using the format provided. Key subconsultants may be listed. Be sure to clearly identify the subconsulting firm.

Project Name ID 5541-06-00/02, STH 27 Crawford County	Begin/End Service Dates 06/2013 – 08/2017	Firm's Fees on Project \$785,000	Reference--Name, Address, Phone, E-mail John Bainter, WisDOT, 608-785-9729 John.Bainter@dot.wi.gov
DELIVERABLES		KEY STAFF	
Full Design, Survey through PS&E		Quirin Klink – Project Manager, Bobbi Maxwell – Project Engineer Eric Thompson – Storm Sewer Design	
Narrative As part of an overall 10-mile STH highway improvement project, MSA designed the reconstruction of 0.68 miles of urban street in the Village of Eastman , Wisconsin, as well as over 9 miles of rural highway outside the Village. In the Village, the existing pavement and sidewalks were deteriorated and in need of replacement. The street will be reconstructed with new pavement, curb and gutter, sidewalk , retaining walls, pavement marking and permanent signing. The sidewalks and curb ramps will be made ADA accessible. Storm sewer will be replaced and will match into existing outfall pipes. Some water main hydrant and valve adjustments will be required, designed by MSA separately with the Village . Small areas of new right of way acquisition will be required through the Village, with some areas needing temporary easements to blend slopes behind the sidewalk. An adjacent park was avoided , eliminating need for Section 4f or 6f impacts. The road will be closed using a detour but access to residents and local businesses will be maintained during construction using temporary base or paved vehicular and pedestrian accesses as required. MSA completed hazardous materials investigations.			

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Project Name ID 3897-00-00 STH 67 – CTH WS CTH S, Dodge County	Begin/End Service Dates 07/2012 – 12/2016 (2017 build)	Firm's Fees on Project \$300,000	Reference--Name, Address, Phone, E-mail Pete Thompson, Dodge Co Hwy Dept. 211 E. Center St, Juneau WI 53039 920-386-3650, pthompson@co.dodge.wi.us
DELIVERABLES		KEY STAFF	
Full Design, Survey through PS&E		Quirin Klink – Project Manager, Bobbi Maxwell – Project Engineer Eric Thompson – Storm Sewer Design	
<p>Narrative</p> <p>This is a 3.8-mile STP-Rural Reconstruction project that included all of CTH S within the urbanized sections of the Village of Iron Ridge, and some rural portions within and outside the village limits. The urban portion involves a constrained environment due to existing 50-foot right-of-way width, raised sidewalks and building entries, houses, a railroad viaduct, and other infrastructure. MSA coordinated with the county, village officials, and the WisDOT management consultant to develop many various typical sections through the project to best fit travel lanes, on-street parking, street lighting, and bicycle and pedestrian accommodations. Small areas of new right of way acquisition will be required through the Village, with some areas needing temporary easements to blend slopes behind the sidewalk. MSA completed hazardous materials investigations through Phase 2.5. A small culvert structure was replaced over the Branch Wildcat Creek. Quirin Klink and Bobbi Maxwell led this project through the WisDOT design process.</p> <p>The Village of Iron Ridge contracted separately with MSA municipal designers from our local Beaver Dam office to smoothly include extensive water main and sanitary sewer improvements in the WisDOT-let project. The ability for the MSA transportation engineers and the MSA municipal engineers to work under the same umbrella throughout the intricate, inter-related design and through the local stakeholder interaction was critical to successfully delivering the project smoothly to the County, Village, and WisDOT.</p> <p>The project includes investigation of various alternatives for a pedestrian tunnel to be installed under the railroad tracks adjacent to the existing viaduct structure. Stormwater management and storm sewer design were also critical as there was frequent flooding of the street in the low viaduct area. The project abutted downtown businesses, a residential area, an industrial park and a gas station/convenience store. The project was closed using a detour, but specifications were included to require longitudinal staging within the closed project limits to lessen the impacts to adjacent businesses.</p>			


Project Name ID 6752-00-00, CTH CX, Village of Endeavor, Marquette County	Begin/End Service Dates 12/2007 to 12/2009	Firm's Fees on Project \$161,400	Reference--Name, Address, Phone, E-mail Larry LaSure, Village President (608) 587-2136; voeclerk@yahoo.com
DELIVERABLES		KEY STAFF	
Full Design, Survey thru PS&E		Quirin Klink – Project Manager, Bobbi Maxwell – Project Engineer Eric Thompson – Storm Sewer Design	
<p>Narrative</p> <p>The Marquette County Highway Department and the Village of Endeavor needed to improve CTH CX due to the extremely poor pavement condition and drainage problems in the Village. The roadway had a rural cross-section, with no curb, gutter or sidewalks in an area adjacent to the Fox River floodplain. Village requested pedestrian improvements and an urban cross-section through the Endeavor's downtown area. MSA designed a cost-effective hybrid STP Local Program project which included the pavement rehabilitation throughout rural areas of the project, and full reconstruction of one deficient vertical curve. Four blocks of Endeavor were transformed from a rural type roadway to one with designated parking, sidewalk, curb and gutter, and storm sewer drainage facilities. Some very old, "unique" stormwater structures were replaced with an improved drainage system under this project. Utilizing the existing underlying concrete pavement for a rubblized road base provided a cost effective recycled base with a smooth riding asphaltic overlay. Late in the project, the funding was changed to complete under an extremely fast American Recovery and Reinvestment Act (ARRA) timeline, which provided 100% funding to the County and Village.</p>			





Project Name ID 6711-00-00, CTH D Causeway, Packwaukee Marquette County	Begin/End Service Dates 03/2015 - 01/2017	Firm's Fees on Project \$79,200	Reference--Name, Address, Phone, E-mail Randy Ravenscroft, Hwy Commissioner 328 Underwood Ave. Montello, WI 608-297-3068, rravenscroft@co.marquette.wi.us
DELIVERABLES		KEY STAFF	
Full Design, Survey thru PS&E		Quirin Klink – Project Manager, Bobbi Maxwell – Project Engineer	
Narrative This is an STP-Rural reconstruction project located on a rural, 2-lane highway carrying CTH D over the causeway on Buffalo Lake, an impounded portion of the Fox River in the Town of Packwaukee. The condition of the roadway was deteriorating and the shoulders were too narrow for the fishermen who parked and fished from the causeway banks. MSA designed a widened roadway and causeway, with 10 foot shoulders to accommodate safer parking for anglers. In some portions, a 4 foot wide fishing platform was provided for anglers to safely fish away from the shoulders. When funding constraints came into play near the PS&E time, MSA worked closely with the County and DNR to change the material types to be used for the widening into the lake to lessen the construction cost by \$200,000 while minimizing environmental concerns. The project will also incorporate recycled asphalt millings from the County's previously stockpiled material to lessen project cost and provide a firm outside shoulder slope and fishing platform surface for long-lasting, durable lake-side slopes .			

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Project Name ID 6995-00-67/73, McKinley St. Reconstruction, Prospect Ave to E. Burnett St., Beaver Dam, WI	Begin/End Service Dates 10/2013 – 12/2015	Firm's Fees on Project \$110,000	Reference--Name, Address, Phone, E-mail Jeremy Klug, Director of Facilities 640 South Center Street, Beaver Dam, WI 53916 (920) 887-4635, jklug@cityofbeaverdam.com
DELIVERABLES		KEY STAFF	
Full Design, Survey thru PS&E		Joe DeYoung– Project Manager, Todd Janssen - Engineer	
Narrative			
<p>The City of Beaver Dam's desire to reconstruct this street came from the need to improve ride quality of the failing pavement structure, which was more than 50 years old, and increase the level of safety for vehicles, pedestrians and bicycles. The City obtained funding from the WisDOT STP-Urban program. The project adhered to the full WisDOT design process (survey through PS&E) for the reconstruction of 0.5 miles of an urban collector street adjacent to Beaver Dam High School and surrounding residential neighborhoods. MSA designed a widened street section to accommodate travel, bicycle and parking lanes in each direction, as well as installing sidewalks where none existed previously. Another project challenge involved an existing parking area used by Beaver Dam High School, located immediately adjacent and perpendicular to the street being reconstructed. MSA successfully coordinated between the City, WisDOT, and the School District to have the parking area removed due to safety concerns. Some water main hydrant and valve adjustments were required, designed by MSA. The finished project resulted in improved ride quality and an increased level of safety for pedestrian, bicycle and vehicular traffic. MSA designed the street lighting on this project, using DOT standard lights.</p>			



Project Name ID 3803-00-64/65/66 N. Spring St., Beaver Dam, WI STP Urban	Begin/End Service Dates 10/2015 – 08/2017	Firm's Fees on Project \$127,000	Reference--Name, Address, Phone, E-mail Jeremy Klug, 640 South Center Street, Beaver Dam, WI, (920) 887-4635, jklug@cityofbeaverdam.com
DELIVERABLES		KEY STAFF	
Full Design, Survey through PS&E		Todd Janssen – Project Manager/Engineer	
<p>Narrative</p> <p>MSA designed an STP-Urban reconstruct of North Spring Street, formerly designated as USH 151 and currently designated as Business USH 151, which serves as the main thoroughfare between the downtown city center and the growing northeast commercial district. The project corridor has several commercial and retail businesses, as well as residential and institutional buildings, including the Beaver Dam Middle School, Beaver Dam Community Library, Beaver Dam Community Theater, and United States Post Office. MSA coordinated a historical survey of the project corridor, which revealed that the Beaver Dam Community Theater property was eligible for the National Register of Historic Places. Additionally, MSA coordinated a hazardous materials assessment of the project corridor, which addressed probable subsurface soil contamination in the project area. The project improved ride quality of the failing pavement structure, upgraded aging and undersized public utility (sanitary sewer, water main, storm sewer) infrastructure, and increased the level of safety for vehicles, pedestrians and bicycles. The project adhered to the full WisDOT design process (survey through PS&E) for the reconstruction of 0.25 miles of an urban arterial street. MSA designed the street lighting on this project, using city-desired decorative lights.</p>			

Project Name I.D. 5436-00-00/70 CTH M over Br. Mormon Creek, La Crosse County	Begin/End Service Dates 06/2017 – 08/2017	Firm's Fees on Project \$44,400	Reference--Name, Address, Phone, E-mail Ron Chamberlain, La Crosse Co Hwy Commissioner 301 Carlson Rd, West Salem, WI 54669 (608) 786-3810, rchamberlain@lacrossecounty.com
DELIVERABLES		KEY STAFF	
➤ Full Design, Survey to PS&E		Leah Rhodes, Structural Design Lead	
Narrative This project involved the replacement of a structurally deficient, 27-foot long, single-span steel deck girder bridge with a single cell 12.0-foot wide by 8.0-foot high concrete box culvert . The box was designed for 4.0 feet to 5.0 feet of fill and was skewed 10° to better align with the stream. The ends of the box culvert were extended outside of the clear zone, eliminating the need for beam guard at this location.			

Project Name I.D. 5032-00-01, Hillsboro - Reedsburg Box Culvert C-29-11 STH 33, Juneau County	Begin/End Service Dates 09/2012 – 02/2013	Firm's Fees on Project \$43,000	Reference--Name, Address, Phone, E-mail Rob Winterton, WisDOT SW Region (608) 789-7879 robert.winterton@dot.wi.gov
DELIVERABLES		KEY STAFF	
➤ Full WisDOT Design Process (Survey through PS&E)		➤ Leah Rhodes, Bridge Engineer	
<p>Narrative</p> <p>This project involved the rehabilitation of an existing 12'x3.5' box culvert on STH 33 over a drainage ditch in the Village of Wonewoc. Over time, salt laden runoff infiltrated the asphaltic riding surface, resulting in significant deterioration at the structure's center transverse joint. MSA prepared rehab plans that involved removing the existing top slab and 5" of the existing walls, and placing a new top slab on the box culvert. The top of the box was crowned at the center of the span to facilitate drainage of future water infiltration. The inlets were shifted away from the structure, and new openings were cut into the box walls for storm sewer outfall pipes. Modified steel railing was attached to the box headers to protect pedestrian and bicycle traffic from the drop-off hazard. Three of the wingwalls were raised to better match the surrounding grades, and one wingwall was completely replaced due to numerous cracks and spalls in the concrete</p>			



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Project Name I.D. 5120-07-00 E. La Crosse City Limits – CTH F STH 33, La Crosse County	Begin/End Service Dates 04/2011 - 09/2013	Firm's Fees on Project \$337,000	Reference--Name, Address, Phone, E-mail Daniel Kleinertz WisDOT SW Region, La Crosse (608) 789-5709, Daniel.kleinertz@dot.wi.gov
DELIVERABLES		KEY STAFF	
➤ Rural/urban 4-lane and two lane roadway design, intersection design, storm sewer with discharge ponds and energy dissipaters, traffic control, TPP		Quirin Klink, MSA Project Manager Bobbi Maxwell, Road Design, Reports Eric Thompson, Storm Sewer Design	
<p>Narrative</p> <p>This reconditioning/reconstruction project involved the pavement replacement of 3.5 miles of urban and rural cross-section roadway with concrete pavement, and adding curb and gutter. The project included areas of beam guard and concrete barrier. This project is located on a heavily used section of WIS 33 on the edge of the City of La Crosse. The east half of the project is a long steady 7.0% uphill grade to the higher hills of scenic SW Wisconsin. The west half of the project involves changing a current four-lane concrete roadway to two lanes with a TWLTL and bike accommodations. The storm system was replaced on the entire project length, with the east large-hill half featuring several storm sewer detention ponds and an energy dissipater. Several side roads were realigned, pedestrian crossings improved, and aesthetic features added according to Community Sensitive Design standards. The lower portion of this project was adjacent to the Pammel Creek floodplain, and several small existing box culverts were replaced or widened that carry Pammel Creek under this roadway.</p>			

Project Name ID 5880-02-02 City of Mauston, East State Street US 12, Juneau County	Begin/End Service Dates 02/2012 – 06/2015	Firm's Fees on Project \$198,000	Reference--Name, Address, Phone, E-mail Oscar Ian Winger, WisDOT SW Region (608) 789-5541, Oscar.Winger@dot.wi.gov
DELIVERABLES		KEY STAFF	
Full WisDOT design process, survey to PS & E		Quirin Klink –Proj. Manager, Eric Thompson–Storm Sewer Design	
<p>Narrative</p> <p>The project included the urban reconstruction of US 12 (State Street) through downtown Mauston. Deteriorating sidewalks and non-compliant ADA curb ramps were present through the corridor and needed to be reconstructed to increase pedestrian safety. The corridor included a number of historic properties, including the historic Juneau County Courthouse, which all required Section 106 documentation. In addition to the historical properties, various hazmat locations were identified within the project which added to an already complex environmental coordination and documentation process. Decorative streetlights, colored crosswalks and other streetscaping improvements were included as part of this project to enhance the downtown district of the City of Mauston. US 12 (State Street) between Hanover Street and Pine Street was closed, using a detour. Three construction staging segments were utilized to minimize disruption to local traffic. A full drainage study of the area that took into account the Lemonweir River, adjacent to the project, was completed and an urban storm sewer design included with the project. Water main and sanitary sewer design plans were completed by the City's consultant (MSA, under separate contract) and were added into the project. Isolated areas of new right of way and temporary easements were required as part of the project and a TPP was completed.</p>			



Project Name ID 5020-05-01/02, WIS 58/82 Redesignation, Mauston, WI	Begin/End Service Dates 07/2008 – 05/2013	Firm's Fees on Project \$361,000	Reference--Name, Address, Phone, E-mail Oscar Ian Winger, WisDOT SW Region (608) 789-5541, Oscar.Winger@dot.wi.gov
DELIVERABLES		KEY STAFF	
Full WisDOT design process, survey to PS & E		Quirin Klink –Proj. Manager, Eric Thompson–Storm Sewer	
Narrative This project included 0.75 miles of urban reconstruction involving a jurisdictional transfer of several local streets to WIS 58/82. The curb-to-curb width along the corridor was reduced, on-street parking reduced, and concrete pavement was used to accommodate the heavier traffic. Bike lanes were added on each side of the street. Included are two major intersections for which Intersection Control Evaluation Reports were prepared. The intersection of Grayside and Union Streets is now a single-lane roundabout, and the intersection of Union and State Streets is an improved traffic signal intersection with added turn lanes. Storm sewer was modified to fit the new roadway width. Aesthetic treatments, including decorative lighting and roundabout landscaping, were included per the Department's Community Sensitive Design policy. One at-grade railroad crossing was also reconstructed, including new gates and median. Part of the project involved adjusting the street location through an adjacent city park . This required 4f/6f documentation . Some water main hydrant and valve adjustments were required, designed by MSA .			

4. If the projects listed in question 3 are not WisDOT projects, demonstrate your familiarity with WisDOT processes and procedures.

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Notice of Interest – CTH D STH 23 to Saint Marie Road

Narrative



MSA is a **full-service** engineering consulting firm dedicated to helping our clients successfully complete their projects **on time and under budget**. We appreciate the opportunity to describe our qualifications, and would be pleased to work with the Green Lake County Highway Department and the City of Princeton on this important project. All of the projects listed in Question 3 are WisDOT projects. To further demonstrate our familiarity with WIDOT procedures and procedures, the following is a discussion of some of the issues that may be involved in this CTH D (River Road) project.

We have researched the project and believe our staff is especially qualified to provide the engineering services required. As you review our Notice of Interest, please consider the following:

- MSA's engineering staff has successfully completed highway projects utilizing WisDOT design methods and procedures for more than 35 years. We are able to prepare construction plans for this project **efficiently and in a timely manner**.
- We have worked successfully in Green Lake County and the City of Princeton in the past and are proud to have been your trusted partner on those projects. We will use this **past experience and knowledge to benefit** this project.
- We have visited the CTH D project site several times, discussed the project with Amy Brooks - Highway Commissioner, and with Mary Lou Neubauer and Lee Williams of the City and have become familiar with anticipated design requirements.
- Quirin Klink will be the project manager, bringing his knowledge and experience with **successful urban and rural street** reconstruction design and the NC Region Local Program process to this project.
- Our team has much availability to complete this project **on time and on budget**.

As stated, **we understand the project needs**, based on the NOI description of the project and our discussions with Amy Brooks and the City. Some of the **main project issues** are:

- Pavement condition:
 - Deteriorated, in need of improvement. The county has applied a thin overlay to last until the STP project is constructed.



- Constrained Environment, street width/accommodations:
 - Follow WisDOT FDM guidelines, as required. Avoid need for relocating the city's power poles wherever possible.
 - Review need and width for bike width accommodations between the curbs. This road is on a county bike route.
 - Review on-street parking areas, if any, based on city input.
 - Review sidewalk on one side or both. Review with city whether to connect a path with the Black Bridge Nature Trailhead.
 - Improve curb ramps to current ADA requirements.
 - Terrace width – for signs and existing utility poles, including street lighting.
- Adjacent Fox River Floodplain:
 - Review drainage patterns/cross-drains for the runoff coming to the river from the west side of CTH D in this area.
 - The introduction of curb and gutter to the south parts of the project will create need for storm sewer. Size and detail the most economical storm sewer system. Investigate taking south end drainage to STH 23 inlets.
 - Investigate alternatives for improving the runoff patterns to allow the city's regional runoff to enter the new CTH D storm sewer system or cross under CTH D as these cross-drains currently do. Consolidate outfalls where possible.
 - Utilize sediment control devices, such as sumps in the bottom of inlets, to reduce sediment from entering into the Fox River floodplain. These details will be coordinated with the DNR as part of the design process.
- Existing Box Culvert channel crossing:
 - Located at the former railroad crossing and current nature trail head, this box culvert is narrow and previously has been widened to its maximum feasible extent from the top.
 - According to the NOI, this project may include addressing this box culvert with replacement or widening.
 - MSA has decades of experience in modifying or replacing box culverts that will ensure a proper analysis is made to the most economical solution that will provide for the long-term street and drainage needs at this site.



- Adjacent Old Mill Park and Black Bridge Nature Trail:
 - Minimize or avoid grading or other impacts to the park or trail properties. The historic swing bridge is located nearby.
 - Requiring r/w or easements from the park or trail parcels would require Section 4f documentation.
 - Maintain access during construction as much as possible, with consideration of side street access for the park.

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- Adjacent residences and businesses:
 - Minimize right of way impacts.
 - Maintain access from side streets as much as possible during construction. Consider pedestrian/bike access to the park.
 - Consider longitudinal staging of CTH D construction, relating to the nearby sides streets (Wilson, 1st or Harris Streets) and at two driveways for Tank Technology, Inc. That industry will be particularly sensitive to road closure, so maintaining a reliable access from likely the north end will be critical for shipping and worker access.



- Overhead and Underground Utilities:
 - Work closely with the Lee at the City and MSA's experienced engineer of the Water Main and Sanitary Sewer improvements to lay out a storm sewer system that is most economical for the City and County, while keeping the Water and Sanitary improvements also cost-effectively placed. Communication is key as these facilities are often challenging to place so they run cohesively through the area with no conflicts, while making all systems most cost-effective.
 - Communicate early and often with both private utility companies to incorporate their underground utility improvements. Avoid the adjacent substation near the south end of the project.
 - Work with the utilities in the area to relocate any conflicting facilities and have them work together on relocations.
 - We understand the City will install their own lighting, so street lighting design services may not be required. But if something is needed, MSA is ready! We have experienced, in-house lighting design staff that can work with the City on anything they may need along the project.
- Public and Stakeholder Involvement:
 - Develop a Public Involvement Plan early with the County, City, and WisDOT so that the community, elected officials, businesses, schools, EMS, and residents are represented in the process.
 - Hold meetings to engage the local stakeholders, gather input, and gain consensus to the ultimate solutions for the project.



- Other Environmental Aspects:
 - Review need for in-field wetland delineation, and minimize wetland impacts. MSA has in-house certified delineators to meet the DOT/DNR requirements.
 - Archaeology/History: the project does not appear on the current BOE Screening List for History. Review with WisDOT to get the project on the screening list, if possible, to avoid need for history surveys and Section 106. If a History Survey is required, MSA has strategic partnership with Commonwealth Heritage Group (CHG), an experienced firm that can be enlisted as a subconsultant if needed.
 - Hazardous Materials: several remediation sites show up on the online WDNR BRRS mapping in the general area of the project on the south end. A Phase 1 Hazardous Materials Assessment Report will address issues, if any, prior to construction phase, to reduce risks and costs. MSA has in-house staff that has decades of experience with these investigations.

Schedule:

The following assumes a contract start in October 2017, and PS&E date of August 1, 2019 as stated in the NOI description.

- | | |
|--|--------------------------------|
| • Survey: | October 2017 |
| • Preliminary Design, including storm sewer: | November 2017 – September 2018 |
| • Operational Planning Meeting: | December 2017 |
| • Environmental Agency & Documentation: | May 2018 – September 2018 |
| • Design Study Report: | September 2018 – October 2018 |
| • Right of Way Plat: | July 2018 – October 2018 |
| • Final Design, including storm sewer: | November 2018 – July 2019 |
| • Preliminary PS&E to Region: | June 1, 2019 |
| • Final PS&E to Region: | July 15, 2019 |
| • Final PSE to Central Office DOT: | August 1, 2019 |

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As a **multi-service** civil engineering firm, MSA offers the **full range of services** needed on this project as relates to the above project issues:

- **Urban street and rural road designers** with decades of experience, with over 35 years successfully completing WisDOT and Local Program design projects, and experience with the NC Region and their Management Consultant.
- **Stormwater specialists** with extensive experience in providing economic solutions to challenging drainage situations.
- As we have done successfully in the past, our transportation project manager and engineer will work closely with the City and MSA's **water main and sanitary sewer designers** to incorporate the city's utility improvements into the project. Having the **same company design both systems under the same umbrella** helps immensely to ensure the facilities fit well within the DOT project's storm sewer system.
- For **agency coordination**, we have great working relationships with the **DNR, ACOE**, and other critical review agencies.
- **Public Involvement Specialists** that help ensure the plan for engaging the local stakeholders succeeds. The project manager Quirin Klink has many years of experience with this aspect.
- **Park and Bike Path Designers** with many years of experience designing parks and safe bike paths. This resource will assist in reviewing any minimal impacts (if any) to the park lands and the Nature Trail.
- Our **wetland delineator** for this project is located out of the relatively nearby MSA Appleton office, if this service is needed.
- We feature a skilled **survey and right of way plat lead** for this project, experienced in WisDOT-format plats.
- We have **Hazardous Materials remediation specialists** with much experience in WisDOT Site Assessments that will complete the report for this project.
- We will utilize our experienced **construction staff** that oversee WisDOT work to consult on constructability issues, including staging traffic control and the urban design challenges, to ensure biddability, constructability, and durability of the proposed solutions.
- We utilize a regimented **QAQC process** to review deliverables at the main schedule milestone states. Having these reviews done early is also key, to avoid delays later in the process and to ensure timely completion with high quality.



The staff and management at MSA take pride in exceeding our clients' expectations. We welcome the opportunity to work with you on this important project. Please feel free to contact Quirin with any questions during the proposal review process. Thank you!

5. In 100 words or less, note any other pertinent information about your firm's qualifications for the project.

Narrative

Question 3 lists only some of our many similar urban and rural reconstruct projects completed in the last 10 years with current personnel. MSA has been designing roads and bridge through the federal local road and bridge programs and WisDOT process for over 35 years, including many local program projects in the NC Region. This type of work is what proposed project manager Quirin Klink and project engineer Bobbi Maxwell have specialized in throughout their careers. This familiarity with WisDOT processes and procedures will ensure smooth project delivery for Green Lake County, the City of Princeton, and WisDOT.

