

# VILLAGE OF ALLOUEZ

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

## Department of Public Works

Date: May 14, 2021

### LIBAL STREET ENGINEERING SERVICES AGREEMENT

The Village of Allouez has received a Surface Transportation Block Grant for the design and reconstruction of Libal Street from STH 172 north Kalb Street. The total estimated project cost for design and construction is \$5,300,000. The federal grant will reimburse the Village up to 80% of the design and construction cost.

The program funding does not cover r/w acquisition and public utility improvement (sanitary sewer and watermain) cost.

In January, a Request for Proposals (RFP) was sent to an established list of civil engineering consultants qualified to manage and provide design for the federally funded street improvement project. Those firms were AECOM, Ayres, Ceder Corporation, JT Engineering, Graef, KL Engineering, McMahon Associates, Mead and Hunt, MSA, RaSmith, Robert E. Lee & Associates, Ruekert Mielke and Strand.

A selection committee consisting of Brad Lange, Curt Beyler and myself reviewed and ranked the proposals in order of preference based on qualification criteria, not by price. The consultant rankings have been included for your reference. Strand Associate's proposal scored the highest amongst the proposals received. The qualification-based selection of Strand Associates has since been approved by the WDOT.

Strand Associates has recently prepared a three-party design engineering services agreement. The WDOT and Village staff have reviewed and have provided comment. A copy of the engineering services agreement minus the sub-consultant scope of services has been attached for your review.

To keep this project moving forward and on schedule approval of the agreement by the Village is necessary. Design of the project is anticipated to begin this spring with construction anticipated to begin spring of 2024.

**Libal Street Project**

	<b>Firm</b>	<b>Proposal score Curt</b>	<b>Proposal score Brad</b>	<b>Proposal score Sean</b>	<b>Average Score</b>	<b>Base Cost Proposal</b>	<b>Notes</b>
1	STRAND	8.40	9.00	9.20	8.87		
2	RASmith	8.50	8.60	9.20	8.77		
3	JT Engineering	8.20	8.80	9.20	8.73		
4	AECOM	7.80	7.90	9.00	8.23		
5	GRAEF	7.50	8.60	8.30	8.13		
6	KL	8.20	7.60	8.30	8.03		
7	AYRES	7.70	8.80	7.40	7.97		
8	MEAD	8.20	8.60	7.00	7.93		
9	REL	7.00	8.20	8.10	7.77		
10	MSA	7.00	8.80	7.00	7.60		
11	MCMAHON	7.70	8.80	6.00	7.50		
12	CEDAR	7.30	7.60	7.60	7.50		

THREE PARTY DESIGN ENGINEERING SERVICES CONTRACT  
SIGNATURE PAGES

ENGINEERING SERVICES CONTRACT  
BETWEEN THE WISCONSIN DEPARTMENT OF TRANSPORTATION,  
VILLAGE OF ALLOUEZ (MUNICIPALITY),  
AND STRAND ASSOCIATES, INC.® (CONSULTANT) FOR

Project ID: 4517-06-00  
Project Description: V Allouez, Libal Street  
Project Limits: STH 172-Kalb Avenue  
Highway, County: Local Street, Brown County

This CONTRACT made and entered into by and between the DEPARTMENT ,MUNICIPALITY and the CONSULTANT provides for those SERVICES described in the Scope of Services and Special Provisions and is generally for the purpose of providing the SERVICES solicited by the MUNICIPALITY in Request for Proposals for design services for the design of the reconstruction/rehabilitation of Libal Street between STH 172 and Kalb Avenue in the village of Allouez, Brown County, Wisconsin. This Qualification Based Selection was made based on the CONSULTANT’s Notice of Interest response.

The DEPARTMENT and MUNICIPALITY deem it advisable to engage the CONSULTANT to provide certain engineering SERVICES and has authority to contract for these SERVICES under sec. 84.01(13), Wis. Stats.

The DEPARTMENT REPRESENTATIVE is Timothy Verhagen, P.E.; WisDOT NE Region, 944 Vanderperren Way, Green Bay, Wisconsin 54304; timothy.verhagen@dot.wi.gov; and 920-362-1267.

The MUNICIPALITY REPRESENTATIVE is Sean Gehin, P.E., Village of Allouez Director of Public Works; 1900 Libal Street, Green Bay, Wisconsin 54301; seang@villageofallouez.com; and 920-448-2802.

The CONSULTANT REPRESENTATIVE is Brian M. Andreas, P.E.; Strand Associates, Inc.®, 910 West Wingra Drive, Madison, Wisconsin 53715; brian.andreas@strand.com; and 608-251-4843.

The CONSULTANT SERVICES will be performed for the DEPARTMENT’s Northeast office located in Green Bay, Wisconsin, and will be completed by June 30, 2024. Deliver PROJECT DOCUMENTS to 944 Vanderperren Way, Green Bay, Wisconsin 54304, unless other directions are given by the DEPARTMENT.

Compensation for all SERVICES provided by the CONSULTANT under the terms of the CONTRACT will be from the:

DEPARTMENT  MUNICIPALITY

For PROJECT administration and coordination, design reports, environmental documents, utility coordination, survey, public involvement, meetings, and preliminary and final road plans, actual costs to the CONSULTANT up to \$462,916.90, plus a fixed fee of \$29,458.41, not to exceed \$492,375.31.

For subsurface investigation subcontracted to ECS Midwest, LLC, the CONSULTANT’s actual cost to ECS Midwest, LLC not to exceed \$5,785.00 for units delivered based on rates in the following table.

Item Description	Unit Type	Unit Cost Rate
Mobilization	Trip	\$ 400
Boring Layout and Staking	Each	\$ 50
Standard Penetration Test Boring (six feet each)	Each	\$ 102
Standard Penetration Test Boring (ten feet each)	Each	\$ 170
Borehole Pavement Patch	Each	\$ 25
Utility Clearance and Communication	Each	\$ 140
Traffic Control Signs and Cone Rental	Day	\$ 85
Traffic Control Flagging Two-Person Crew	Day	\$1,100
Laboratory Testing and Boring Log Preparation	Each	\$ 450
Geotechnical Report Documentation	Each	\$1,500

THREE PARTY DESIGN ENGINEERING SERVICES CONTRACT  
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For title searches subcontracted to Gowey Abstract & Title Company, Inc., the CONSULTANT's actual cost to Gowey Abstract & Title Company, Inc. not to exceed \$27,625.00 for units delivered based on rates in the following table below.

Item Description	Unit Type	Unit Cost Rate
Title Search	Each	\$300
Title Search Update	Each	\$ 25

For historical and archaeological surveys and studies subcontracted to Commonwealth Heritage Group, Inc., the CONSULTANT's actual cost to Commonwealth Heritage Group, Inc., based on Commonwealth Heritage Group's actual cost up to \$6,476.30 plus fixed fee of \$450.01 not to exceed \$6,926.31.

Compensation for all SERVICES provided by the CONSULTANT under the terms of the CONTRACT shall be for an amount not to exceed \$532,711.62 CONTRACT amount.

The CONSULTANT does and will comply with the laws and regulations relating to the profession of engineering and will provide the desired engineering SERVICES.

This CONTRACT incorporates and the parties agree to all of the STANDARD PROVISIONS of the Three-Party Design Engineering Services Contract, dated July 1, 2015, and referenced in Procedure 8-15-1 of the State of Wisconsin Department of Transportation Facilities Development Manual. The CONSULTANT acknowledges receipt of a copy of these STANDARD PROVISIONS.

This CONTRACT incorporates all of the MANUALS defined in the CONTRACT.

The parties also agree to all of the Special Provisions which are annexed and made a part of this CONTRACT, consisting of seven pages.

Nothing in this CONTRACT accords any third part beneficiary rights whatsoever on any non-party that may be enforced by any non-party to this CONTRACT.

For the CONSULTANT

For the DEPARTMENT

By: \_\_\_\_\_  
Joseph M. Bunker

By: \_\_\_\_\_

Title: \_\_\_\_\_  
Corporate Secretary

Title: \_\_\_\_\_  
Contract Manager, WisDOT

Date: \_\_\_\_\_

Date: \_\_\_\_\_

For the MUNICIPALITY

By: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

Project ID: 4517-06-00  
Project Description: V Allouez, Libal Street  
Project Limits: STH 172-Kalb Avenue  
Highway, County: Local Street, Brown County

## VI. SPECIAL PROVISIONS

### SCOPE OF SERVICES

#### A. GENERAL

The scope of services anticipates the PROJECT will include design services for the reconstruction of Libal Street from STH 172 to Allouez Avenue (approximately 0.8 miles) and pavement replacement from Allouez Avenue to Kalb Avenue (approximately 0.8 miles). Reconstruction will include replacement of the roadway pavement section; new curb and gutter; new sidewalks on both sides of the roadway, including curb ramps; and new storm sewer trunk line, laterals, and inlets. New right of way (R/W) and temporary limited easements are anticipated and a Transportation Project Plat (TPP) will be provided. Pavement replacement will include replacement of the roadway pavement, spot repairs to curb and gutter and sidewalk, spot replacement of curb ramps, spot repair of existing storm sewer and structures, and new sidewalk along the east side of Libal Street north of Beaupre Street. Temporary limited easements are anticipated adjacent to replacement curb ramps and along new sidewalk. Evaluate methods to resolve existing sidewalk encroachment onto private properties.

#### B. DESIGN REPORTS

Section II.C.2.a of the Standard Provisions is deleted and replaced with the following:

- a. Developing existing-, construction-, and design-year average annual daily traffic (AADT) volumes and truck percentages based on available traffic count data in accordance with the MANUAL, and using projected AADT volume growth rate and vehicle classification data provided by the DEPARTMENT's Data and Planning Resources for use in preparing design reports.
- b. Prepare a list of possible encroachments for inclusion in the PROJECT's Design Study Report.
- c. Prepare a pavement design report in accordance with the MANUAL. Submit to the MUNICIPALITY for approval.
- d. Prepare a Type 2 Transportation Management Plan (TMP) in accordance with the MANUAL for 60 percent approval by the DEPARTMENT. Update the Type 2 TMP for 90 percent approval by the DEPARTMENT.
- e. Prepare a New Construction, Reconstruction and Rehabilitation Design Study Report in accordance with the MANUAL and submit to MUNICIPALITY for approval and to DEPARTMENT for concurrence.
- f. Prepare a Stormwater Drainage Water Quality Report in accordance with the MANUAL and submit to MUNICIPALITY for approval.

#### C. ENVIRONMENTAL DOCUMENTATION

Section II.C.3.a. of the Standard Provisions is deleted and replaced with the following:

- a. Prepare a Categorical Exclusion Checklist (CEC) environmental document for the PROJECT as specified in the MANUAL and Chapter TRANS 400, Wisconsin Administrative Code. Furnish the CEC to the DEPARTMENT for approval.
- b. Section 4(f) Evaluation
  - (1) Describe the impact of this PROJECT upon lands protected under Section 4(f) of the Federal-Aid Highway Act of 1968, as amended, and the findings to the MUNICIPALITY for evaluation by the DEPARTMENT and the FHWA. Prepare a De Minimis Section 4(f) evaluation in accordance with the MANUAL for minor involvement with the Optimist park.

- c. Archaeological and Historical Surveys and Studies
  - (1) Identify the Area of Potential Effect for the PROJECT. Conduct a reconnaissance survey in accordance with the MANUAL. Submit the results of the archaeological and historical reconnaissance and evaluation studies to the DEPARTMENT. No archaeological sites are anticipated to be found. Up to 17 architecture/history properties are anticipated to require survey and no properties are anticipated to be identified with potential architectural or historical significance. Obtain recommendations from the State Historical Preservation Office, the historian, and the DEPARTMENT regarding historical/architectural reconnaissance surveys. Obtain recommendations from the archaeologist, Bureau of Environment and the DEPARTMENT prior to conducting evaluation studies when further services are needed.
  - (2) Prepare an Archaeological Survey Field Report and Archaeological Records and Literature Review form in accordance with the MANUAL. Document the results of the reconnaissance survey for architecture/history using the Architecture/History Survey Report.
  - (3) Prepare a Section 106 Review Archaeological/Historical Information Form (DT1635).
- d. Hazardous Materials/Contamination Assessments
  - (1) Prepare a Phase 1 Hazardous Material Assessment for the PROJECT in accordance with the MANUAL. Submit to the MUNICIPALITY for approval.
  - (2) Obtain an environmental service database report that includes sites listed on state and federal databases that are located within one-quarter mile of the PROJECT corridor.
  - (3) Obtain direction from DEPARTMENT prior to conducting further evaluation studies when Phase 1 indicates further services are needed.
  - (4) The MUNICIPALITY acknowledges that the CONSULTANT is not, by virtue of this CONTRACT, the owner or generator of any waste materials generated as a result of the Hazardous Materials Contamination Assessments services performed by the CONSULTANT under this CONTRACT.
- e. Wetland Investigations
  - (1) The DEPARTMENT shall conduct wetland field determinations and delineation for the PROJECT to locate and classify wetlands in conjunction with the Wisconsin Department of Natural Resources (WDNR).
  - (2) The DEPARTMENT or WDNR shall provide wetland boundaries to the CONSULTANT in electronic portable document format.
  - (3) Identify wetland impacts in conjunction with the WDNR for compensation for wetland loss, if necessary, following procedures in the MANUAL and the DEPARTMENT's Wetland Mitigation Banking Technical Guidelines dated March 2002. No impacts to wetlands are anticipated. Prepare and submit the necessary Wetland Impact Tracking Form.

#### D. RAILROAD/UTILITY INVOLVEMENTS

Section II.C.4.b. of the Standard Provisions are deleted and replaced with the following:

- b. Utility Coordination
  - (1) Chapter Trans 220, Wisconsin Administrative Code (Trans 220) does not apply to this PROJECT.
  - (2) Perform utility coordination in accordance with the following:
    - (a) The MANUAL
    - (b) Non-TRANS 220 Projects
    - (c) The DEPARTMENT "Guide to Utility Coordination"
  - (3) The MUNICIPALITY shall provide the CONSULTANT with a list of known utilities on the PROJECT and a list of contact personnel for utility coordination. These lists are not warranted to be complete but are furnished to assist the CONSULTANT. Review and update the provided lists.

- (4) Communicate on an ongoing basis with utility facility owners in the PROJECT vicinity to establish mutual understanding on design features of the PROJECT affecting utility facilities and inform the MUNICIPALITY of such coordination activities. Provide the MUNICIPALITY with drawings and utility information as needed.
- (5) Review up to two iterations of utility work plans and provide comments to the MUNICIPALITY. The MUNICIPALITY shall approve all utility work plans and issue utility work permits.
- (6) Communicate the PROJECT's proximity to the Canadian National Railroad grade separated crossing with the DEPARTMENT's railroad coordinator.

E. SURVEYS

Sections II.C.5.a. and II.C.5.b. of the Standard Provisions are deleted and replaced with the following:

- (1) Provide surveys referenced to NAD83 (2011), NAVD88 (2012), Wisconsin County Coordinate System, Brown County Zone, US Survey Feet.
- (2) Perform roadway cross section topographical survey, including the horizontal location of existing marked utilities and existing trees, along Libal Street between STH 172 and Kalb Avenue.
- (3) Perform one survey to temporarily mark existing R/W for affected utilities and property owners.
- (4) Survey the location of sufficient Public Land Survey System (PLSS) corners and property corners to support the determination of existing property lines and R/W. It is anticipated that approximately 17 existing PLSS corners and approximately 205 property corners will be located.
- (5) Perform surveys that provide information necessary for the preparation of plats by the CONSULTANT.
- (6) Review condition of existing cross drain culvert pipe located approximately 370 feet north of Beaupre Street and evaluate need for replacement.
- (7) Perform survey of eight existing curb ramps at the Libal Street/Allouez Avenue roundabout for review of Americans With Disabilities Act (ADA) compliance.

F. SOILS AND SUBSURFACE INVESTIGATIONS

Add the following to Section II.C.6. of the Standard Provisions:

- c. Perform subsurface investigations to provide PROJECT geotechnical criteria. Classify the soils by pedological means to provide pavement design parameters.
- d. Dispose of spoil material from boring samples in a manner such that the surrounding environment, including any nearby wetlands, is not adversely impacted. All boreholes and monitoring wells shall be backfilled in accordance with the April 20, 1992, guidelines titled "Wisconsin Department of Transportation Geotechnical Unit-Drilled Borehole and Monitoring Well Abandonment Procedures."

G. PUBLIC INVOLVEMENT

Add the following to Section II.C.7. of the Standard Provisions:

- d. Public Informational Meetings
  - (1) Assist the MUNICIPALITY in holding three public informational meetings and communicate concepts and probable impacts including typical section alternatives between STH 172 and Allouez Avenue.
  - (2) Prepare exhibits and supplementary handout materials.
  - (3) Provide the equipment necessary to conduct the public informational meetings.
  - (4) Prepare meeting minutes after each public informational meeting.
  - (5) Make the necessary arrangements for scheduling each public informational meeting and prepare a mailing list, draft meeting notices, and draft press releases for review and approval by the MUNICIPALITY. The MUNICIPALITY shall issue press releases.
  - (6) Mail public informational meeting notices (approximately 150 mailings are anticipated).
  - (7) Provide the MUNICIPALITY with copies of public informational correspondence and file notes.
  - (8) Communicate meeting schedules with the MUNICIPALITY.

## H. MEETINGS

Add the following to Section II.C.8. of the Standard Provisions:

- a. Participate in an Operational Planning meeting as scheduled by the MUNICIPALITY via teleconference to discuss the organization and processing of the Services under this CONTRACT. WDNR and Utilities will be invited to participate in the meeting.
- b. Participate in a final scope review (30 percent) meeting via teleconference as scheduled by the DEPARTMENT and the MUNICIPALITY.
- c. Participate in a design study review (60 percent) meeting via teleconference as scheduled by the DEPARTMENT and the MUNICIPALITY.
- d. Participate in a review meeting with utilities having facilities on the PROJECT via teleconference.
- e. Participate in a final plan review (90 percent) meeting via teleconference as scheduled by the DEPARTMENT and the MUNICIPALITY.
- f. Participate in a preconstruction meeting as scheduled by the DEPARTMENT.
- g. Participate in up to two MUNICIPALITY Board meetings to present PROJECT information.

## I. ROAD PLANS

Add the following to Section II.C.9. of the Standard Provisions with the following:

- a. Prepare drawings in accordance with the MANUAL for the Libal Street reconstruction between STH 172 and Allouez Avenue (approximately 0.8 miles) and pavement replacement between Allouez Avenue and Kalb Avenue (approximately 0.8 miles).
- b. Road drawings for the PROJECT are anticipated to include the following:
  - (1) Title sheet
  - (2) General notes
  - (3) Project overview
  - (4) Typical sections (existing and finished)
  - (5) Construction details
  - (6) Curb ramp layout detail drawings (anticipate 43 curb ramp locations)
  - (7) Plan layout details
  - (8) Erosion control
  - (9) Storm sewer
  - (10) Permanent signing and pavement marking
  - (11) Traffic control and detour including maintaining pedestrian access during construction
  - (12) Alignment detail
  - (13) Miscellaneous quantities
  - (14) Plan and profile
  - (15) Earthwork summary
  - (16) Cross sections
- c. Review the existing eight curb ramps at the Allouez Avenue roundabout for compliance with ADA accessibility guidelines.
- d. Two detours are anticipated. One detour route is anticipated to follow Broadview Drive to Webster Avenue to Allouez Avenue. The second detour route is anticipated to follow Allouez Avenue to Webster Avenue to Kalb Avenue.
- e. Perform storm sewer design for the section from STH 172 to Allouez Avenue to provide new storm sewer trunk line, laterals, and inlets. Perform storm sewer design for the section from Allouez Avenue to Kalb Avenue to provide spot repair of existing storm sewer and structures based on the MUNICIPALITY's analysis of the existing storm sewer system.

## J. PLANS, SPECIFICATIONS, AND ESTIMATES (PS&E)

Add the following to Section II.C.9. of the Standard Provisions:

- d. Provide project data in a digital format to the DEPARTMENT in accordance with the MANUAL.



K. AGENCY COORDINATION

Section II.D.2. of the Standard Provisions is deleted and replaced with the following:

2. Section 401 Certifications:  
Evaluate the effects of the PROJECT on water quality in accordance with the provisions of the Clean Water Act, Chapter TRANS 400 of the Wisconsin Administrative Code, and the MANUAL. Prepare the necessary application. Request and obtain a 401 Water Quality Certification for the PROJECT from the Wisconsin Department of Natural Resources (WDNR).
3. Section 404 Permits:  
Evaluate the potential for discharge of fill materials into the waters of the United States in accordance with the provisions of the Clean Water Act, Chapter TRANS 400 of the Wisconsin Administrative Code, and the MANUAL; and prepare the necessary permit application.
4. Prepare a WDNR Initial Review request using the WDNR Project Coordination Request form in accordance with the MANUAL.
5. Prepare a WDNR final concurrence request using the WDNR Project Coordination Request form in accordance with the MANUAL, including preparation of an electronic stormwater notice of intent using the WDNR ePermitting website.
6. Prepare a Tribal notification document in accordance with the MANUAL.
7. Prepare United States Fish and Wildlife Service Section 7 Informal Consultation materials.
8. Prepare a Bureau of Aeronautics notification document in accordance with the MANUAL.

L. TPP

- a. Prepare the TPP for the PROJECT in accordance with Wisconsin Statute 84.095, DEPARTMENT Guide to Utility Coordination, and the MANUAL. Up to 85 parcels will be included on the TPP.
  - (1) Prepare each TPP drawing showing coordinates on PLSS corners and on main line and side road survey line/reference line points of intersection. Six TPP drawings and one TPP title drawing are included.
  - (2) Reference coordinate information to the Wisconsin County Coordinate Reference System (English) NAD 1983, (2011) adjustment.
  - (3) Show newly monumented R/W points and reestablished R/W points with the size and kind noted (e.g. one-inch iron pipe) in accordance with the MANUAL.
  - (4) Show recovered monuments with the size and kind noted in accordance with the MANUAL.
  - (5) Note on the plat existing access control or access covenants from previous DEPARTMENT projects, certified survey maps (CSM), or subdivisions.
  - (6) Note on the plat existing property lines along with CSMs, subdivisions, assessor plats, county plats, plats of survey, condominium plats, and other surveys of record.
  - (7) Assign a note or table to each TPP to include the historical basis for dimensioning the existing highway R/W; include intersecting roads.
  - (8) Show the bearing and distance along the PLSS lines to the adjacent PLSS corners whenever the mainline reference line and the R/W lines cross a PLSS line. Note on the plat the type and coordinates of the PLSS corner.
- b. Title Searches/Updates  
Obtain title searches, title updates, or commitments necessary to determine property lines and current ownerships for the PROJECT. It is estimated that 85 title searches will be obtained. Provide a copy of the title searches, title updates, or commitments to the MUNICIPALITY, upon request.
- c. Prepare R/W descriptions for individual parcels of land and interests to be acquired as R/W for the PROJECT. Prepare descriptions in accordance with Wisconsin Statute 84.095 (7) and the MANUAL.
- d. Prepare the descriptions using Microsoft Word 2007 or newer software and provide a copy of the descriptions, excluding the recording information, in an electronic format to the MUNICIPALITY.

- e. Provide one survey effort to field locate and temporarily mark the new R/W boundaries, including temporary and permanent easements, in a manner which will facilitate the appraisal of affected parcels and relocation of affected utilities. Approximately 350 points are anticipated for temporary marking.
- f. Revise the TPP and R/W descriptions until the TPP is recorded with the County Register of Deeds Office. Amendments or revisions to the recorded TPP will be made in accordance with Wisconsin Statute 84.095 and the TPP guidelines.
- g. Submit the TPP to the MUNICIPALITY electronically for review and approval. The MUNICIPALITY shall be responsible for the recording of all TPPs.

M. SERVICES PROVIDED BY THE MUNICIPALITY

The MUNICIPALITY shall provide to the CONSULTANT the following for the PROJECT:

- 1. Asbuilt drawings and existing R/W plat drawings, as available
- 2. Utility contact list
- 3. Utility work plan approvals, issuance of utility work permits, and utility reimbursements
- 4. Utility communication between final PS&E submittal and start of construction
- 5. Horizontal and vertical control survey data
- 6. Traffic data for use in developing traffic projections
- 7. Design, drawings, specifications, bid items, miscellaneous quantities, and engineer's estimate for sanitary sewer and water main work (if necessary)
- 8. Rectifying encroachments
- 9. Recording of TPP drawings
- 10. Real estate acquisition, including utility parcels
- 11. Issuing public informational meeting press releases
- 12. Televising of the existing storm sewer system
- 13. Analysis of the existing storm sewer system between Allouez Avenue and Kalb Avenue and recommendations for spot repairs

N. SERVICES PROVIDED BY THE DEPARTMENT

The DEPARTMENT shall provide to the CONSULTANT the following for the PROJECT:

- 1. Railroad special provision article (if required)
- 2. Railroad agreement (if required)
- 3. Crash data (most recent available five-year period)
- 4. Wetland determinations/field delineations (may be provided by WDNR)
- 5. Schedule the preconstruction conference

PROSECUTION AND PROGRESS

Add the following to Section III. of the Standard Provisions:

- G. The CONSULTANT proposes to sublet the following services as indicated:
  - 1. Subsurface investigation services to ECS Midwest, LLC, 1280 Parkview Road, Green Bay, Wisconsin 54304.
  - 2. Title search services to Gowey Abstract & Title Company, Inc., 151 S. Second Street, Medford, Wisconsin 54451.
  - 3. Historical and archaeological surveys and studies subcontracted to Commonwealth Heritage Group, Inc., 8669 N. Deerwood Drive, Milwaukee, Wisconsin 53209.

H. The following services will be submitted to the MUNICIPALITY and/or the DEPARTMENT by the indicated dates, if the CONSULTANT has received the Notice to Proceed by June 30, 2021.

<u>Deliverable</u>	<u>Date</u>
Pavement Design Report	August 2021
Public Informational Meeting No. 1	September 2021
Final Scope Review Plan (30 Percent)	September 2021
Environmental Document–CEC	April 2022
Traffic Management Plan Type 2 (60 Percent)	April 2022
Public Informational Meeting No. 2	May 2022
Design Study Review Plan (60 Percent Plan)	May 2022
Design Study Report	May 2022
Transportation Project Plat	July 2022
Public Informational Meeting No. 3	September 2022
Project Plans to Utilities	September 2022
Draft PS&E Submittal to the Region Office	May 1, 2023
Final PS&E Submittal to the Region Office	July 21, 2023
Final PS&E Submittal to Central Office	August 1, 2023
Preconstruction Meeting	Spring 2024

**STRAND ASSOCIATES, INC.**  
**ACTUAL COST NOT TO EXCEED**  
**CONSULTANT WEIGHTED AVERAGE DIRECT LABOR RATES**

ID 4517-06-00  
V Allouez, Libal Street  
STH 172 - Kalb Avenue  
Local Street  
Brown County

**Classification:**                      **Project Manager**

Employee Name(a)	Current Rate(b)	Percent Contribution(c)	(b*c)
Employee #1132	\$70.88	75.00%	\$53.16
Employee #1476	\$54.58	25.00%	\$13.65
<b>TOTAL</b>		100.00%	\$66.81

**Classification:**                      **Project Engineer**

Employee Name(a)	Current Rate(b)	Percent Contribution(c)	(b*c)
Employee #1259	\$57.17	10.00%	\$5.72
Employee #1329	\$54.18	40.00%	\$21.67
Employee #1517	\$44.45	50.00%	\$22.23
<b>TOTAL</b>		100.00%	\$49.62

**Classification:**                      **Staff Engineer**

Employee Name(a)	Current Rate(b)	Percent Contribution(c)	(b*c)
Employee #7062	\$43.58	40.00%	\$17.43
Employee #7089	\$42.00	10.00%	\$4.20
Employee #7188	\$38.05	10.00%	\$3.81
Employee #7459	\$34.04	40.00%	\$13.62
<b>TOTAL</b>		100.00%	\$39.06

**Classification:**                      **Technician**

Employee Name(a)	Current Rate(b)	Percent Contribution(c)	(b*c)
Employee #1352	\$46.43	15.00%	\$6.96
Employee #7269	\$23.13	35.00%	\$8.10
Employee #7129	\$27.96	50.00%	\$13.98
<b>TOTAL</b>		100.00%	\$29.04

**Classification:**                      **Secretary**

Employee Name(a)	Current Rate(b)	Percent Contribution(c)	(b*c)
Employee #1343	\$34.77	10.00%	\$3.48
Employee #1498	\$29.10	40.00%	\$11.64
Employee #7297	\$24.23	50.00%	\$12.12
<b>TOTAL</b>		100.00%	\$27.24

**STRAND ASSOCIATES, INC.  
ACTUAL COST NOT TO EXCEED**

**ID 4517-06-00  
V Allouez, Libal Street  
STH 172 - Kalb Avenue  
Local Street  
Brown County**

**CONSULTANT DIRECT LABOR RATES (June 2021 - June 2024)**

Employee Name (a)	Classification (b)	Current Rate (c)	% Pay Increase (d1)	New Pay Rate (e1)	Date of Increase (f1)	% Pay Increase (d2)	New Pay Rate (e2)	Date of Increase (f2)	% Pay Increase (d3)	New Pay Rate (e3)	Date of Increase (f3)	% Work at Current Rate(g)	% Work at Increased Rate(h)	% Work at Current Rate(i)	% Work at Current Rate(j)	Weighted Average Hourly Rate (k)
Average - Selected Individuals	Project Manager	\$66.81	0.10%	\$66.88	July, 21	0.10%	\$66.95	July, 22	0.10%	\$67.02	July, 23	3.00%	33.00%	32.00%	32.00%	\$66.95
Average - Selected Individuals	Project Engineer	\$49.62	0.10%	\$49.67	July, 21	0.10%	\$49.72	July, 22	0.10%	\$49.77	July, 23	3.00%	33.00%	32.00%	32.00%	\$49.72
Average - Selected Individuals	Staff Engineer	\$39.06	0.10%	\$39.10	July, 21	0.10%	\$39.14	July, 22	0.10%	\$39.18	July, 23	3.00%	33.00%	32.00%	32.00%	\$39.14
Average - Selected Individuals	Technician	\$29.04	0.10%	\$29.07	July, 21	0.10%	\$29.10	July, 22	0.10%	\$29.13	July, 23	3.00%	33.00%	32.00%	32.00%	\$29.10
Average - Selected Individuals	Secretary	\$27.24	0.10%	\$27.27	July, 21	0.10%	\$27.30	July, 22	0.10%	\$27.33	July, 23	3.00%	33.00%	32.00%	32.00%	\$27.30

Contract Completion: 6/30/2024

\*Percent pay increase as shown above was used to negotiate total cost. According to our company policy we will provide equitable changes in the compensation to staff annually on July 1, as required.

**STRAND ASSOCIATES, INC.**  
**ACTUAL COST NOT TO EXCEED**  
**DESIGN ENGINEERING**  
**CONTRACT SUMMARY OF STAFF HOURS AND DIRECT LABOR COSTS**

ID 4517-06-00  
V Allouez, Libal Street  
STH 172 - Kalb Avenue  
Local Street  
Brown County

CLASS		300		Project Manager		Project Engineer		Staff Engineer		Technician		Secretary		Total Direct Labor	
Avg. Hourly Wage				\$66.95		\$49.72		\$39.14		\$29.10		\$27.30			
TASK	ACT. CODE	Hours	Dollars	Hours	Dollars	Hours	Dollars	Hours	Dollars	Hours	Dollars	Hours	Dollars	Hours	Dollars
Design Pavement Structure	277.0	2	\$133.90	12	\$596.64	24	\$939.36	0	\$0.00	4	\$109.20	42	\$1,779.10		
Analyze Traffic Data/Forecast	313.0	1	\$66.95	4	\$198.88	10	\$391.40	0	\$0.00	1	\$27.30	16	\$684.53		
Conduct and Process Existing Field Survey - Scoping Task	723.0	2	\$133.90	5	\$248.60	14	\$547.96	197	\$5,732.70	0	\$0.00	218	\$6,663.16		
Survey Existing and Proposed Right of Way	726.0	0	\$0.00	0	\$0.00	7	\$273.98	214	\$6,227.40	0	\$0.00	221	\$6,501.38		
Manage Project Stakeholders - Scoping Task	743.0	8	\$535.60	64	\$3,182.08	138	\$5,401.32	28	\$814.80	40	\$1,092.00	278	\$11,025.80		
Develop Transportation Project Plat (TPP) - Scoping Task	745.0	4	\$267.80	318	\$15,810.96	56	\$2,191.84	134	\$3,899.40	4	\$109.20	516	\$22,279.20		
Coordinate Utilities - Scoping Task	746.0	5	\$334.75	32	\$1,591.04	80	\$3,131.20	0	\$0.00	17	\$464.10	134	\$5,521.09		
Analyze Hazardous Materials Site Impact - Scoping Task	765.0	4	\$267.80	24	\$1,193.28	42	\$1,643.88	6	\$174.60	6	\$163.80	82	\$3,443.36		
Design Erosion Control and Landscaping	768.0	2	\$133.90	8	\$397.76	18	\$704.52	0	\$0.00	0	\$0.00	28	\$1,236.18		
Environmental Documentation and Agency Coordination - Scoping Task	769.0	4	\$267.80	16	\$795.52	46	\$1,800.44	0	\$0.00	8	\$218.40	74	\$3,082.16		
Design Geometrics and Details - Scoping Task	776.0	33	\$2,209.35	231	\$11,485.32	589	\$23,053.46	6	\$174.60	13	\$354.90	872	\$37,277.63		
Plan Production	777.0	0	\$0.00	0	\$0.00	124	\$4,853.36	588	\$17,110.80	0	\$0.00	712	\$21,964.16		
Design Drainage - Scoping Task	778.0	8	\$535.60	114	\$5,668.08	298	\$11,663.72	0	\$0.00	0	\$0.00	420	\$17,867.40		
Develop Quantities and Estimates - Scoping Task	786.0	6	\$401.70	40	\$1,988.80	66	\$2,583.24	40	\$1,164.00	0	\$0.00	152	\$6,137.74		
Develop Traffic Control and Staging - Scoping Task	788.0	2	\$133.90	12	\$596.64	48	\$1,878.72	0	\$0.00	0	\$0.00	62	\$2,609.26		
Design Signing and Pavement Marking	819.0	2	\$133.90	10	\$497.20	56	\$2,191.84	0	\$0.00	0	\$0.00	68	\$2,822.94		
Develop PSE Documents - Scoping Task	856.0	5	\$334.75	28	\$1,392.16	45	\$1,761.30	0	\$0.00	9	\$245.70	87	\$3,733.91		
Manage Project Scope and Schedule	887.0	20	\$1,339.00	59	\$2,933.48	24	\$939.36	0	\$0.00	13	\$354.90	116	\$5,566.74		
Manage Project Quality	890.0	20	\$1,339.00	20	\$994.40	0	\$0.00	0	\$0.00	0	\$0.00	40	\$2,333.40		
<b>TOTALS</b>		<b>128</b>	<b>\$8,569.60</b>	<b>997</b>	<b>\$49,570.84</b>	<b>1685</b>	<b>\$65,950.90</b>	<b>1213</b>	<b>\$35,298.30</b>	<b>115</b>	<b>\$3,139.50</b>	<b>4138</b>	<b>\$162,529.14</b>		

**STRAND ASSOCIATES, INC.**  
**ACTUAL COST NOT TO EXCEED**  
**DESIGN ENGINEERING**  
**CONTRACT FEE COMPUTATION SUMMARY BY ENGINEERING TASK**

ID 4517-06-00  
V Allouez, Libal Street  
STH 172 - Kalb Avenue  
Local Street  
Brown County

TASK	ACTIVITY CODE	Direct labor Costs	Indirect Costs	Direct Expenses	Fixed Fee	TOTAL
Design Pavement Structure	277.0	\$1,779.10	\$2,707.43	\$300.00	\$322.46	\$5,108.99
Analyze Traffic Data/Forecast	313.0	\$684.53	\$1,041.72	\$118.00	\$124.07	\$1,968.32
Conduct and Process Existing Field Survey - Scoping Task	723.0	\$6,663.16	\$10,140.00	\$11,222.00	\$1,207.70	\$29,232.86
Survey Existing and Proposed Right Of Way	726.0	\$6,501.38	\$9,893.80	\$4,100.80	\$1,178.38	\$21,674.36
Manage Project Stakeholders - Scoping Task	743.0	\$11,025.80	\$16,779.06	\$3,679.05	\$1,998.43	\$33,482.34
Develop Transportation Project Plat (TPP) - Scoping Task	745.0	\$22,279.20	\$33,904.49	\$6,328.00	\$4,038.11	\$66,549.80
Coordinate Utilities - Scoping Task	746.0	\$5,521.09	\$8,401.99	\$1,172.66	\$1,000.70	\$16,096.44
Analyze Hazardous Materials Site Impact - Scoping Task	765.0	\$3,443.36	\$5,240.11	\$1,400.40	\$624.11	\$10,707.98
Design Erosion Control and Landscaping	768.0	\$1,236.18	\$1,881.22	\$238.00	\$224.06	\$3,579.46
Environmental Documentation and Agency Coordination - Scoping Task	769.0	\$3,082.16	\$4,690.43	\$573.00	\$558.64	\$8,904.23
Design Geometrics and Details - Scoping Task	776.0	\$37,277.63	\$56,729.09	\$7,236.00	\$6,756.57	\$107,999.29
Plan Production	777.0	\$21,964.16	\$33,425.06	\$8,120.00	\$3,981.00	\$67,490.22
Design Drainage - Scoping Task	778.0	\$17,867.40	\$27,190.61	\$3,584.00	\$3,238.46	\$51,880.47
Develop Quantities and Estimates - Scoping Task	786.0	\$6,137.74	\$9,340.41	\$1,288.00	\$1,112.47	\$17,878.62
Develop Traffic Control and Staging - Scoping Task	788.0	\$2,609.26	\$3,970.77	\$532.00	\$472.93	\$7,584.96
Design Signing and Pavement Marking	819.0	\$2,822.94	\$4,295.95	\$588.00	\$511.66	\$8,218.55
Develop PSE Documents - Scoping Task	856.0	\$3,733.91	\$5,682.26	\$798.00	\$676.77	\$10,890.94
Manage Project Scope and Schedule - Scoping Task	887.0	\$5,566.74	\$8,471.46	\$1,423.00	\$1,008.97	\$16,470.17
Manage Project Quality	890.0	\$2,333.40	\$3,550.97	\$350.00	\$422.93	\$6,657.30
Rounding Correction	---	\$0.00	\$0.02	\$0.00	-\$0.01	\$0.01
<b>Totals</b>		\$162,529.14	\$247,336.85	\$53,050.91	\$29,458.41	\$492,375.31

Home Office Indirect Rate = 1.5218  
Fixed Fee Indirect Rate = 1.5000  
Fixed Fee = 7.25%

**STRAND ASSOCIATES, INC.  
ACTUAL COST NOT TO EXCEED**

**ID 4517-06-00  
V Allouez, Libal Street  
STH 172 - Kalb Avenue  
Local Street  
Brown County**

**DIRECT EXPENSES BY ITEM**

DESCRIPTION	UNIT	NO. OF UNITS	UNIT COST	TOTAL COST
			300	
Telephone	Month	30	\$15.00	\$450.00
Postage	Each	566	\$0.51	\$288.66
Copies (Black & White)	1 Each	1830	\$0.15	\$274.50
Copies (Color)	1 Each	280	\$1.00	\$280.00
Employee Vehicle Mileage	1 Mile	3865	\$0.56	\$2,164.40
Meals (Breakfast)	1 Each	24	\$8.00	\$192.00
Meals (Lunch)	1 Each	33	\$8.00	\$264.00
Meals (Dinner)	1 Each	30	\$16.00	\$480.00
Motel (Lodging)(Includes Tax)	1 Day	24	\$100.00	\$2,400.00
Digital Camera	1 Day	1	\$20.00	\$20.00
Robotic Survey Equipment (Laser Scanner)	1 Day	2	\$1,600.00	\$3,200.00
GPS Equipment	1 Day	25	\$290.00	\$7,250.00
Data Search Report	1 Each	1	\$510.00	\$510.00
LCD Projector (Public Meeting Equipment)	1 Each	3	\$125.00	\$375.00
Wide Format Printing	SF	201	\$0.35	\$70.35
Computer Usage	1 Hour	2488	\$14.00	\$34,832.00

TOTAL

\$53,050.91



**STRAND ASSOCIATES, INC.  
ACTUAL COST NOT TO EXCEED**

**ID 4517-06-00  
V Allouez, Libal Street  
STH 172 - Kalb Avenue  
Local Street  
Brown County**

**Consultant Contract Total Fee Computation**

<b>Project ID</b>	<b>ID 4517-06-00</b>	<b>Total for Contract</b>
<b>Number of Staff Hours</b>	4138	4138
<b>Total Direct Labor</b>	\$162,529.14	\$162,529.14
<b>Total Indirect Costs</b>	\$247,336.85	\$247,336.85
<b>Fixed Fee</b>	\$29,458.41	\$29,458.41
<b>Direct Expenses</b>	\$53,050.91	\$53,050.91
<b>Subtotal</b>	<b>\$492,375.31</b>	<b>\$492,375.31</b>
<b>ECS Midwest, LLC</b>	<b>\$5,785.00</b>	<b>\$5,785.00</b>
<b>Gowey Abstract &amp; Title Company, Inc.</b>	<b>\$27,625.00</b>	<b>\$27,625.00</b>
<b>Commonwealth Heritage Group, Inc.</b>	<b>\$6,926.31</b>	<b>\$6,926.31</b>
<b>Subcontract Total</b>	<b>\$40,336.31</b>	<b>\$40,336.31</b>
<b>Total Cost</b>	<b>\$532,711.62</b>	<b>\$532,711.62</b>

Home Office Indirect Rate: 1.5218  
 Fixed Fee Indirect Rate: 1.5000  
 Fixed Fee: 7.25%



# Proposal for Libal Street STBG Reconstruction/Rehabilitation Project

## Project Manager (PM):

Brian Andreas, P.E.

Phone: 608-251-4843 | Email: Brian.Andreas@Strand.com

We recognize the following parties will play key roles on the team delivering the successful completion of this project.



## Statement of Interest

### Why Does Our Team Desire to Work with the Village of Allouez on the Libal Street Reconstruction Project?

The answer is simple: Our mission is to help our clients succeed through excellence in engineering. The Libal Street project has unique challenges that we look forward to solving for the Village. Listed below are fundamental reasons why our approach will deliver a revitalized corridor that meets the goals of the Village and enhances the community for years to come.



Aerial of Libal Street project limits with key areas numbered (explained in first bullet below) showing our understanding of the project.

- **We understand the Village’s goals and areas of concern and will deliver comprehensive solutions.**
  - 1 Awarded Surface Transportation Block Grant (STBG) grant allows for reconstruction of the south 0.8 miles (black dotted arrow) and the rehabilitation of the north 0.8 miles (blue dotted arrow). This provides a balanced use of funding for reconstructing the pavement sections with the greatest need.
  - 2 Project locations without sidewalk (pink solid line). Adding sidewalk provides a crucial complete sidewalk route the length of the project with connections to neighborhoods, businesses, Village Hall, churches, and parks.
  - 3 Existing storm sewer in the south section will be reviewed (black dotted arrow) and analyzed for size and integrity. It is anticipated the storm sewer in this section will be replaced.
  - 4 Existing large, mature trees located along the west side of Libal Street (orange solid line) will challenge the addition of sidewalks. Narrowing the pavement width along with a well-designed roadway profile will avoid impacts to these trees.
  - 5 Avoidance of waterway crossing and adjacent wetlands next to Optimist Park (red rectangle). We will work with Wisconsin Department of Natural Resources (WDNR) Jim Doperalski to expedite agency and permitting needs.
  - 6 Additional concerns we will address include driveway grades, pavement analysis, bike accommodations, curb ramps, and utility coordination.
- **We have shown interest by walking the project and reaching out to key stakeholders to understand project concerns and goals.**
  - o Spoke with Sean Gehin (Village of Allouez Director of Public Works) and Brad Lange (Village of Allouez Administrator).
- **We will focus on successfully meeting the schedule, identifying cost-effective solutions for users, and improving maintenance.**
  - o **Achieve Schedule** – A critical component of meeting the August 1, 2023, PS&E date is providing the Transportation Project Plat (TPP) on schedule to maximize time available to complete real estate acquisition.
  - o **Cost-effective Solutions** – Maximize use of existing right of way while eliminating impacts to mature trees to meet pedestrian needs.
  - o **Improve maintenance** – Provide improved pavement condition and terrace widths that allow for snow storage and utilities.
- **We are proven experts in Local Program projects, including urban and rural design, so we can deliver on schedule.**
  - o We have successfully delivered numerous Wisconsin Department of Transportation (WisDOT) locally funded projects, never missing a plan, specification, and estimate (PS&E) deadline (40+ Local Program projects contracted in the past decade).
  - o We have the team experience and ample staff availability to deliver this project on time and on budget.
  - o Our inclusive public involvement process listens to stakeholders to fully understand concerns from Village staff, adjacent property owners, community leaders, permitting agencies, and users of the roadway corridor.



Existing 41-foot-wide roadway to be reduced to 37 feet to minimize impacts.



Fresh tracks in snow proves pedestrian accommodations are needed.



We will maximize use of existing right-of-way to save large and mature trees in terrace.



By selecting our firm, the Village will gain a proactive partner who will design effective solutions that reduce costs and maintenance needs, while improving accommodations for users by delivering on time a modernized corridor that will connect this important piece of Libal Street to the adjacent neighborhoods, businesses, churches, and parks along this well-established corridor.

## Project Team, Schedule, and Availability

### Experienced Project Team Leads to Successful Project Delivery

Our cohesive team will be responsive, provide effective and knowledgeable communication throughout the project, and apply the expertise required to deliver a practical, cost-conscious design for a modernized, long-lasting corridor.

#### Project Manager (PM)

**Brian Andreas, P.E.**, will be the Project Manager responsible for staff coordination, communication, public involvement, and project administration. Brian’s value to the Libal Street project is based on 33 years of experience with roadway design involving WisDOT Local Program projects, coordination with municipalities, urban roadway designs, bike and pedestrian accommodations, as well as his excellent communication skills for public involvement meetings (PIM) and agency and Utility coordination.



- PM on more than 40 projects including many urban roadway projects and quality control reviewer on numerous WisDOT design projects.
- Foremost knowledge of urban and rural roadway design procedures and specifications and has worked extensively on roadway reconstruction, rehabilitation, and resurfacing projects.
- PM design experience has resulted in the successful delivery of the following recent full-service projects: WIS 116 (Omro, WI), Velp Avenue (Green Bay and Howard, WI), US 151 (Sun Prairie, WI), IH 41 (Winnebago County, WI), WIS 29 (Marathon County, WI).
- Thoroughly familiar with WisDOT design standards, federal and state environmental laws and policies, and WisDOT construction specifications, providing a strong assurance that the specific goals and objectives for this project will be met.
- Born and raised in Allouez, Wisconsin.

#### Assistant Project Manager/Lead Design Engineer

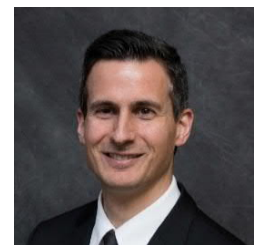
**Tera Meyer, P.E.**, has 12 years of experience on WisDOT and municipal projects in both design and construction. Tera will serve as the Assistant PM, under Brian’s guidance, and the Lead Project Engineer responsible for roadway design, report and environmental documentation, Utility/agency coordination, cost estimate development, erosion control, plan preparation, and PS&E document development. Tera knows early Utility/agency coordination and expedited public involvement are crucial for project success.



- Assistant PM for the current Village of Bellevue Allouez Avenue project that involves urban and rural reconstruction and rehabilitations, addition of sidewalks, environmental documents, PIMs, Utility coordination and relocations, agency coordination efforts, and PS&Es – all elements similar to those required for Libal Street.
- Lead roadway designer for 2-mile urban reconstruction of WIS 33 in Cashton (Monroe County, WI).
- Assistant PM for current CTH HHH bridge replacement (Shawano County, WI) – Local Program replace-in-kind project with successful change management awarded. Project focused on reducing costs, maintenance needs, and impacts to homeowners.
- PM for current CTH BB bridge replacement (Waupaca County, WI) – Local Program replace-in-kind project.
- Tera was born and raised in Shawano, Wisconsin.

#### Quality Control (QC) Engineer

**Eric D. Hanson, P.E.**, has 18 years of experience with roadway and intersection design from local roadways to state and national highways. Eric has managed several WisDOT Local Program projects, including East Grand Avenue in Wisconsin Rapids that won the *2020 WisDOT Design Award for Best Local Program Project*. Several of Eric’s recent projects followed WisDOT Local Program process and addressed challenges, including traffic control, improvement of pedestrian and bicycle accommodations, accelerated delivery schedules, minimization of right of way, railroad coordination, and integration of utility improvements. Eric’s experience with WisDOT Local Program projects and rural roadway reconstruction projects will enable him to provide a high level of QC review for the Libal Street project. Eric was born and raised in Green Bay.





### Stormwater Engineer

**Michael Williams, P.E.**, has 20 years of experience in storm sewer design and stormwater plan development and management, including hydrologic/hydraulic modeling, watershed plan development and management, stormwater detention basin design and rehabilitation, and design of Best Management Practice (BMP) measures. Mike has developed storm sewer and stormwater management plans using programs such as XP-SWMM (1D and 2D), StormCAD, HEC-HMS, HydroCAD, and HEC-RAS. Mike will provide in-depth analysis, design, and preparation of drawings and specifications for stormwater management, storm sewer design, and green infrastructure, where needed on the project.



### Plat/Surveyor

**Heather Bartelt, PLS**, has 22 years of experience and as a professional land surveyor has provided survey services and prepared numerous WisDOT TPPs and municipal roadway plats. Heather is our Lead Survey Crew Chief and computer-aided drafting (CAD) specialist. She has extensive experience in municipal and WisDOT design project development and has led numerous survey and plat preparation efforts. Heather’s experience includes the use of HDS (High Definition Surveying 3D laser scanning), Global Positioning Systems (GPS), and Total Stations. She is also experienced with Civil 3D and using Lidar point clouds. Heather will lead our field survey team and development of the TPP.



### Environmental Specialist

**Luke Hellermann, P.G.**, is a Professional Geologist with 29 years of experience in environmental investigation, documentation, and permit preparation. Luke has completed National Environmental Policy Act (NEPA) documentation for projects of all types, ranging from Categorical Exclusions (CE) to Environmental Impact Statements (EIS). He is very familiar with NEPA processes and how to coordinate with necessary federal and state agencies to obtain permits efficiently. He has completed impact analyses related to effects to historic properties (Section 106 process), primary environmental effects, noise and air impacts, and hazardous materials impacts, as well as effects to the natural environment. Luke will investigate hazmat locations for the project and assist the City through the Wisconsin Department of Natural Resources (WDNR) guidelines, as necessary.



### Subconsultant – Geotechnical Services

**ECS Midwest, LLC**, is comprised of six operating entities providing geotechnical engineering, construction materials testing, environmental consulting, and facilities engineering services for a wide array of projects and clients. ECS currently operates in 53 locations, including offices in Neenah and Green Bay. ECS currently employs more than 1,500 talented and experienced registered professional engineers, geologists, and scientists; project-level engineers, geologists, and scientists; as well as certified field and laboratory engineering technicians and support staff. Our firm has successfully partnered with ECS on several recent projects.



### Historical and Archaeological Services

Historical and archeological services are not anticipated, however if needed, we will work with **Commonwealth Heritage Group, Inc.**

### Ample Availability to Complete Project On-Schedule

Our full-service firm has staff with project-specific experience ready to deliver this project successfully and on time. Our in-house specialties can provide project efficiencies for stormwater management, environmental services, real-estate plat, and survey. Our project team reviewed the schedule provided by the Village and is ready to achieve the proposed schedule of survey starting this spring, TPP in July 2022, final plans in August 2023, and construction in summer 2024.

Team Member	% Available
Project Manager – Brian Andreas, P.E.	84%
Assistant Project Manager/Lead Design Engineer – Tera Meyer, P.E.	90%
Quality Control Engineer – Eric Hanson, P.E.	84%
Stormwater Engineer – Michael Williams, P.E.	92%
Plat/Surveyor – Heather Bartelt, PLS	92%
Environmental Specialist – Luke Hellermann, P.G.	88%
Geotechnical Services – ECS Midwest, LLC	85%



## Recently or Substantially Completed Projects

### Extensive History with Urban Reconstruction and the WisDOT Local Program Gives the Village Confidence in Quality and Reliability

Our proposed project team has extensive urban experience, from small local roads to large urban corridors to complex rural to urban conversions, including Velp Avenue (Howard and Green Bay, WI), East River Drive/WIS 116 (Omro, WI), Pleasant View Road (Madison, WI), Buckeye Road (Madison, WI), East Grand Avenue (Wisconsin Rapids, WI) and East Johnson Street (Madison, WI).

We pay close attention to critical urban roadway design elements, including property impacts, driveway grades, drainage, pedestrian and bicycle needs, traffic movements, and signage to minimize disruption to local neighborhoods and the traveling public. The nature of our roadway projects requires close coordination between the client, Utilities, and adjacent land/business owners to arrive at a design that is fully responsive to the needs of the stakeholders. With our extensive project history, we have developed proficiencies in:

- Interacting with property owners to balance property impacts with mainline roadway and pedestrian needs.
- Developing an accurate project budget with updates as the design proceeds to PS&E.
- Developing cost-effective solutions that appropriately address project-specific needs.

### Velp Avenue (US 141), Norwood Avenue to US 41 – Brown County, WI (City of Green Bay and Village of Howard) Reference: Dan Segerstrom, WisDOT Northeast Region, (920) 492-7718

#### Why We Included This Project:

- Same Project Manager – Brian Andreas – led successful delivery of two full PS&E packages
- Replaced and widened structurally deficient pavement to provide bicycle accommodations
- Included public Involvement coordination with adjacent residential homeowners – approximately 100 businesses and the public

#### (Continued)

- Included new sidewalk and storm sewer throughout
- Prepared a TPP involving approximately 200 parcels
- Implemented retaining walls to minimize impacts (this may be needed if sidewalk is placed west of Libal Street to minimize tree impacts)
- Located in City of Green Bay and Village of Howard



Retaining wall minimizes impacts. Similar approach could be used in front of wetlands near Optimist Park.



Completed Velp Avenue with added sidewalk and storm sewer throughout.

### East River Drive/WIS 116 – Omro, WI

Reference: Bill Bertrand, WisDOT Northeast Region, (920) 360-3124

#### Why We Included This Project:

- Same Team – Brian Andreas (PM) and Heather Bartelt for TPP
- Similar to Libal Street – included reconstruction for 0.6 miles and rehabilitation for 0.5 miles
- Added sidewalk and 9-foot-wide terraces
- Coordinated pedestrian crossings, including a *Safe Routes to School* crossing
- Included new storm sewer within reconstruction limits
- Updated curb ramps to meet ADA standards



East River Drive design is similar to Libal Street in that it added sidewalk and involved minimizing impacts to adjacent properties.



**East Grand Avenue – Wisconsin Rapids, WI**

Reference: Joe Eichsteadt, P.E., City of Wisconsin Rapids, (715) 421-8210

**Why We Included This Project:**

- STP-Urban Reconstruction Local Program project
- **2020 WisDOT Design Award for Best Local Program STP-Urban Project**
- Minimized impacts to adjacent landscaping
- Similar Team – Eric Hanson (PM) and Brian Andreas for QC Review
- Involved Utility coordination and relocation
- Included extensive public involvement
- Included local business access management
- Revitalized the business corridor
- Improved sidewalk and pedestrian accommodations



Reconstructed East Grand Avenue – Wisconsin Rapids, Wisconsin.

**Buckeye Road, City of Madison, WI**

Reference: Andrew Zwieg (City of Madison), Project Manager, (608) 266-9219

**Why We Included This Project:**

- STP locally funded urban reconstruction project
- Similar Team – Eric Hanson (PM), Brian Andreas for QC Review, and Heather Bartelt for TPP
- Typical section included two travel lanes, bike lanes, and one parking lane similar to proposed Libal Street
- Addressed existing, incomplete sidewalk by constructing sidewalk on both sides throughout
- Avoided existing mature trees
- Constructed new storm sewer system
- Included TPP covering 69 parcels involving temporary limited easement (TLE), permanent limited easement (PLE), and fee right of way
- Included Utility coordination, including City of Madison water main and sanitary sewer
- Included five retaining walls to limit new right of way required



Reconstructed Buckeye Road using retaining walls in select locations to avoid impacts to mature trees. Similar but shorter walls may be proposed for Libal Street for similar reasons.

**Mulberry Street – Lake Mills, WI**

Reference: Steve Wilke, City Manager, (920) 648-2344

**Why We Included This Project:**

- STP-Urban Reconstruction Local Program project
- Avoided impacts to mature street trees in terrace
- Included replacement of City utilities and coordination between roadway and utility design
- Included sidewalk design
- Involved agency coordination and public involvement
- Updated curb ramps to be ADA compliant
- Revitalized the corridor



Mulberry Street – Lake Mills, Wisconsin.



### Pleasant View Road, City of Middleton and City of Madison, WI

Reference: Gary Huth (City of Middleton) Assistant Public Works Director, (608) 821-8378  
 Andrew Zwieg (City of Madison), Project Manager, (608) 266-9219

#### Why We Included This Project:

- Same Team – Brian Andreas (PM), Tera Meyer, Mike Williams, and Heather Bartelt
- Evaluated multi-modal access opportunities
- Rehabilitated distressed pavement
- Local Program Project – STP Urban
- Included staged Construction

#### (Continued)

- Involved critical route linking major economic activity centers lacking bike/pedestrian accommodations
- Reduced right-of-way impacts with retaining walls
- Involved rural to Urban conversion (1.4 miles)
- Included storm sewer design



Pleasant View Road is a high traffic volume corridor currently without pedestrian/bike accommodations. The graphic above shows proposed sidewalk/path (in blue) on one side only to limit property impacts potentially similar to the Libal Street project.



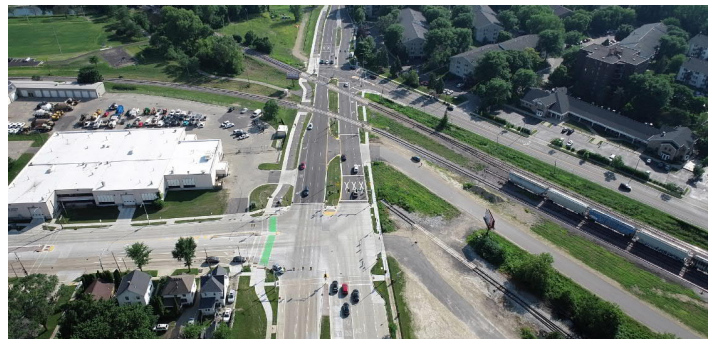
Existing rural photo of Pleasant View Road. Finished product will include rural to urban conversion, retaining walls to reduce impacts, and added pedestrian accommodations.

### East Johnson Street Reconstruction – Madison, WI

Reference: Chris Petykowski, Principal Engineer, (608) 267-8678

#### Why We Included This Project:

- STP-Urban Reconstruction Local Program Project
- Similar Team – Eric Hanson (PM) and Brian Andreas for QC Review
- Involved extensive public involvement
- Improved pedestrian accommodations
- Updated deteriorating pavement conditions
- Maintained business access throughout construction
- Minimized utility relocations to reduce costs
- Included railroad coordination



East Johnson Street included extensive pedestrian improvements and railroad coordination for two crossings on the project.

### CTH HHH Bridge Replacement – Shawano County, WI

Reference: Grant Bystol, Highway Commissioner, (715) 526-9182

#### Why We Included This Project:

- STP Locally funded bridge project
- Located in neighboring Shawano County
- Involved successful change management request awarded through WisDOT
- Similar Team – Tera Meyer (Assistant PM) and Brian Andreas for QC Review
- Involved extensive early public involvement to help public buy-in and change management request approval



CTH HHH PIM, where more than 120 people attended in support of a change management request approval.



## Project Understanding and Approach

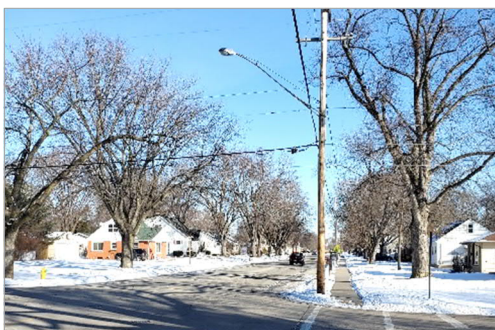
### Knowledge of the Project and Design Concerns

Based on discussions with Sean and Brad, a personal walk through of the corridor, and information obtained from the Notice of Interest as well as the Comprehensive Plan (Amended December 2015), the Comprehensive Bicycle and Pedestrian Plan (adopted March 28, 2017), and the Safe Routes to School Plan (February 7, 2012) posted on the Village website and existing parcels shown on the Brown County geographic information system (GIS) website, we have created the following list of design considerations.

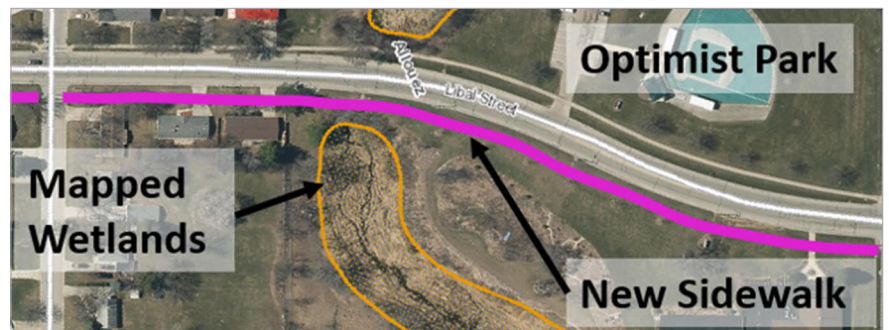
- The Village desires to address deteriorating pavement conditions and improve bike and pedestrian accommodation while maintaining a high level of service for its users.
  - The Village desires to reconstruct the south 0.8 miles between WIS 172 and Allouez Avenue to address a greater level of pavement deterioration, address the possible need for storm sewer replacement, and improve maintenance operations.
    - It is proposed to reconstruct the existing 41-foot-wide roadway to a narrower width of 37 feet to minimize impacts to right of way and to mature trees located along the west side of Libal Street. As part of the narrowing, it is suggested the proposed typical section limit on-street parking to one side. We will seek input from Village staff and the general public to determine a final typical section. We have recent similar experience that will help the Village navigate through that process successfully.
  - The Village is proposing to rehabilitate the north 0.8 miles between Allouez Avenue and Kalb Avenue to cost-effectively improve the pavement condition while maximizing use of existing assets, including curb and gutter and sidewalk.
- This project has Local Program funding and the Village desires to work with a firm highly experienced in this area.
- To achieve the Village’s Bike and Pedestrian Plan vision of moving Allouez forward as a great place to bike and walk, it is proposed to add bike lane marking the length of the project.
- Completing the addition of sidewalk on the west side between Greene Avenue and Allouez Avenue and on the east side between Beaupre Street and Kalb Avenue will complete the sidewalk network along Libal Street. It will also complete the proposed sidewalk improvements for Webster Elementary School Area identified in the *Safe Routes to School* plan.
  - WisDOT guidelines state arterials should have sidewalk on both sides of the road. We offer unique solutions to minimize impacts to existing large and mature trees along the west side of Libal Street closer to Allouez Avenue that achieve project goals while satisfying public sentiment to not impact the trees.
- Non-compliant curb ramps will be reconstructed to meet current ADA standards.
- Existing watermain and sanitary sewer was installed in 1995 and is anticipated to be in good condition. The Village will review the utilities and determine if any improvements are necessary.
- Private utilities, including both overhead and underground facilities, are located throughout the project limits. Underground fiber-optic cables for Brown County Technology Services and Spectrum Cable are generally located along the south side of Libal Street along with overhead electric and telephone. Relocations of these utilities will be avoided, where possible, and considered in design if relocation is necessary.
- Right-of-way acquisition is anticipated; we have the in-house services and experience to provide this service efficiently.
- Avoidance of mapped wetlands when adding sidewalk between Beaupre Street and Kalb Avenue will expedite agency and permitting needs. We will coordinate with Jim Doperalski (WDNR) as necessary to obtain concurrence. (see picture below).
- Access for locals and emergency vehicles will always be maintained. The existing roundabout at Allouez Avenue will remain and provide an opportunity to use Allouez Avenue as part of a detour route during construction. This enables the project to be considered as two half projects for construction staging and provides an opportunity to minimize disruption to the traveling public.



Narrowing roadway will provide space for sidewalk and limit impacts to mature trees.



Utilities shown are on south side of Libal Street. Relocations will be avoided where possible.



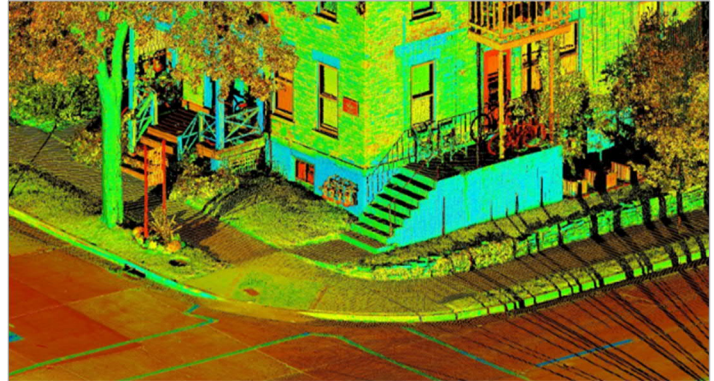
Avoidance of mapped wetlands when adding sidewalk east of Libal Street will expedite agency and permitting needs (source WDNR Water Surface Viewer).





## Topographic Survey

- We propose to use our HDS (High Definition Surveying 3D laser scanning) equipment to complete the topographic field survey for this well-established roadway corridor. This survey equipment has several advantages relative to the Libal Street corridor:
  - Fully locates mature trees, including all sides of the tree trunk including the root swell that will be critical information for locating proposed sidewalk adjacent to the trees. It also locates lower tree limbs that may require trimming to meet roadway and sidewalk vertical clearances.
  - Provides the information needed at curb ramp locations to accurately prepare design slopes and elevations for ADA-compliant curb ramps.
  - Allows creation of a dense existing ground surface model that is used during design to accurately determine property impacts and drainage patterns.
  - Efficiently gathers topographic features at the time of survey, eliminating the need for return survey trips reducing project costs.



Example of laser scanning information used to design ADA-compliant curb ramp.

## Typical Section Development

- The development of proposed typical sections will be a critical first step in project design. We will initially work with Village staff to identify and confirm the proposed typical section for the reconstruction section between WIS 172 and Allouez Avenue.
- The suggested proposed typical section for the south segment reduces by 4 feet the paved width that can then be used to increase the terrace width to improve maintenance operations. Wider terraces will also improve driveway approach grades.
- Wider terraces can also correct concerns with sidewalk cross slopes through driveways not meeting ADA standards. Several existing driveways in areas with narrow terrace widths have sidewalk cross slopes that match the grade of the driveway apron and do not provide an ADA-compliant sidewalk cross slope along the sidewalk path.



Example of narrow terrace leading to steeper terrace grades and driveway apron grades between Simonet Street and Greene Avenue. Wider terraces will flatten these slopes.



Example of driveway apron slope extending into sidewalk through the driveway creating non-compliant cross slopes. Wider terraces and depressed sidewalk profiles will improve these slopes making them ADA compliant.

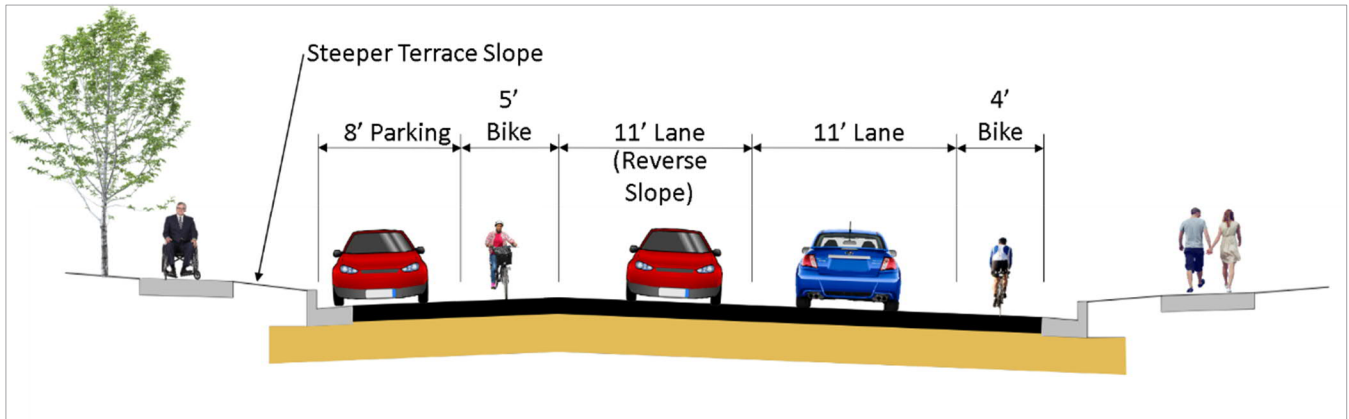
## Minimization of Impacts and Right of Way

- The series of large and mature trees along the west side of Libal Street generally between Blackhawk Drive and Allouez Avenue are located where sidewalk is desired. Constructing new sidewalk in this area will be challenging given the proximity to the roadway, height of the tree base above the roadway profile, public sentiment to save the trees, and concern for impacting the tree roots. We propose to use the following steps to identify viable solutions for adding sidewalk:
  - Coordinate with Chris Clark (Village of Allouez Forester) to complete a tree survey to determine tree health, age, root type, and other critical information to identify which trees are worth saving and how to best position the sidewalk to avoid negatively impacting those trees. Based on an initial review, many of these trees are silver maples, which, according to the Village's Arboricultural Specification Manual dated January 2015, are considered undesirable species and unacceptable for planting in the right of way. It is noted these trees are weak wooded, heaves pavement, and have a heavy seed crop.
  - Investigate if the proposed sidewalk can be located along the back side of the existing trees. This may be a potential solution for the two trees located approximately 500 feet north of Greene Avenue and the two largest trees located just south of Mission Road. This has the advantage of increasing the proposed terrace width, however may require acquisition of right of way. See the graphic on the following page.

- With the reduction in paved roadway width, locate the proposed sidewalk on the front side of the trees. Slightly steeper terrace slopes, possibly combined with reduced slope or reverse slope travel lane, may be required to fit the sidewalk to the existing tree. See the typical section graphic below.
- Extend sidewalk north from Greene Avenue to approximately 300 feet south of Blackhawk Drive and then provide a mid-block crossing using a raised median application. We designed a similar mid-block crossing for Velp Avenue in the Village of Howard to provide a needed cross street pedestrian connection. This could also function as a traffic calming application.
- The proposed addition of sidewalk on the east side of Libal Street between Beaupre Street and Kalb Avenue is straight forward except for the section passing over the existing culvert and waterway adjacent to mapped wetlands. The existing flume opening in the curb line needs to be replaced with a storm sewer system to direct the storm water under the sidewalk and into the drainage channel. Steeper slopes or potentially a short retaining wall on the back side of the sidewalk will be investigated to avoid impacts to the adjacent wetlands.



Potential option for location of sidewalk behind large and mature trees to avoid impacting the trees.



Reverse slope travel lane and slightly steeper terrace slope fits proposed sidewalk adjacent to existing mature trees.

- The general rise in slope of the properties along the west side of Libal Street presents challenges to minimize right-of-way impacts. We have several design options to achieve right-of-way minimization, including:
  - Designing a vertical profile that fits the existing topography by designing from the outside-in (this is the ideal option). This involves identifying the existing ground profile at the back of the proposed sidewalk and then working toward the roadway reference line to set a vertical profile that matches the existing ground on the outside.
  - Varying the width and cross slope of the terrace can provide minor adjustments that allow matching into existing ground closer to the proposed roadway.
  - Varying the cross slope of the parking, bike, and travel lanes can also be methods providing minor adjustments that allow matching into existing ground sooner.
  - Using pedestrian curb or short landscape retaining walls along the back side of the proposed sidewalk will reduce right-of-way impacts. This would be a similar concept to the existing wall at the back of the sidewalk on the west side just north of Simonet Street.



Example of short retaining wall at back of sidewalk to minimize right-of-way impacts north of Simonet Street.



## Public Involvement

- We will work with the Village to determine the desired number of PIMs.
  - Based on public comments from recent meetings and input gathered during the development of the Bicycle and Pedestrian Plan, it is anticipated that pro-actively addressing changes to on-street parking and impacts to trees will be critical to a successful public outreach program.
- Each property presents unique circumstances that may not always be addressed at a large gathering public meeting. In these cases, we welcome the opportunity to meet one-on-one directly with the property owner to explain anticipated improvements abutting their property and how those improvements will impact their unique situation.
- Currently, WisDOT projects allow only virtual PIMs; we will work closely with the Village on PIM accommodations.
  - We are proficient with in-person or virtual PIMs via Microsoft Teams, Zoom, YouTube Live, Facebook Live, etc.

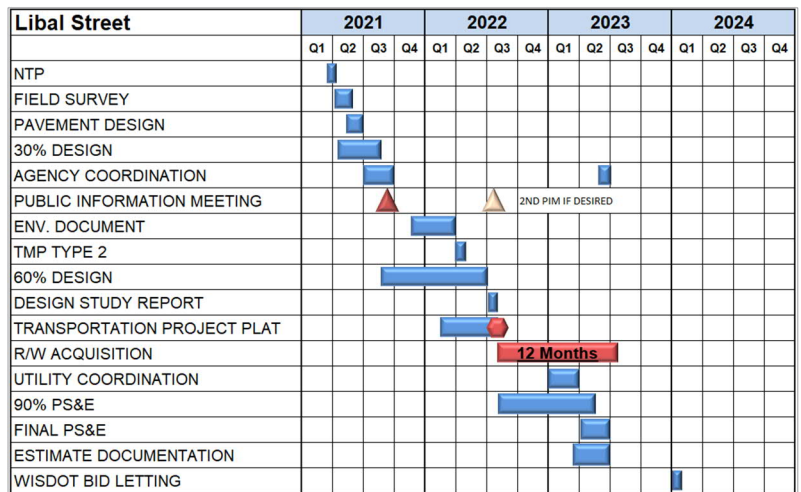
## Schedule

- The schedule for deliverables presented in the Request for Proposals presents an achievable yet fast-paced design. The critical schedule item is to complete the TPP in July 2022, maximizing the time available for right-of-way acquisition. WisDOT is emphasizing having all right of way acquired by the final PS&E submittal so the project can be confidently processed for bid letting.

## Experience with Local Program Projects

We have decades of experience with WisDOT Local Program projects. Below is a list of reasons to give the Village confidence in our ability to navigate and deliver a successful STBG, locally funded Libal Street for the Village.

- In the past 10 years we have designed more than 40 completed or substantially complete projects for the Local Program.
- Our proposed team has a wealth of Local Program project knowledge.
  - Brian, Tera, and Eric have all been PMs on one or more of the 40+ projects referenced above.
- We have led Local Program projects in 18 counties, including recent projects in Brown, Shawano, Waupaca, Marathon, and Sheboygan counties.



Critical schedule item is to complete the TPP by July 2022 to maximize time available for real estate acquisition.

## Railroad Issues, Airport Coordination, and Public Agency Concerns

- Canadian National Railroad facilities are located just east of the project limits as part of a grade-separated crossing of Libal Street. Coordination beyond inclusion of a standard specification for railroad insurance in the final PS&E is not anticipated. The Bicycle and Pedestrian Plan comments identify this grade separation as a roadblock to connecting bike lanes.
- Airport coordination is anticipated as Libal Street is just at the periphery of the 5-mile distance from Austin Straubel Airport.
- Public agency coordination is expected and is not a concern. We will effectively handle agency coordination and permitting.

## Recommendations from Clients

*“The expertise and knowledge base that Strand and its employees bring to projects has been an exceptional asset to our Village.”*

Alan Wildman, II  
Village Administrator  
Village of Prairie du Sac

*“You make yourself available anytime we need your assistance, and you are always looking out for our best interests as a community.”*

Jim Madden  
Construction Manager  
Village of Waunakee

*“Strand provided excellent service to the City repeatedly delivering quality projects on-time and under budget.”*

Tom Kovachevich  
Public Works Director  
City of Bayfield

We appreciate being considered for this project and are excited to have an opportunity to continue working with the Village of Allouez. Please contact us if the Village has questions.