COMMUNITY LIFE, INFRASTRUCTURE AND PUBLIC PROPERTY (CLIPP) COMMITTEE MEETING AGENDA

April 01, 2024 at 6:00 PM

Kronenwetter Municipal Center - 1582 Kronenwetter Drive Board Room (Lower Level)

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1. **CALL MEETING TO ORDER**
   - **A.** Pledge of Allegiance
   - **B.** Roll Call
2. **PUBLIC COMMENT**
   Please be advised per State Statute Section 19.84(2), information will be received from the public. It is the policy of this Village that Public Comment will take no longer than 15 minutes with a three-minute time period, per person, with time extension per the Chief Presiding Officer's discretion. Be further advised that there may be limited discussion on the information received, however, no action will be taken under public comments.
3. **APPROVAL OF MINUTES**
   - **C.** Approval of the March 4, 2024 CLIPP Committee Meeting Minutes
4. **REPORTS AND DISCUSSIONS**
   - **D.** Village Administrator Report
   - **E.** Police Chief Report
   - **F.** Fire Chief Report
   - **G.** Community Development Director Report
   - **H.** Complaint Log
5. **OLD BUSINESS**
   - **I.** Discussion and Possible Action: Future Ambulance Service in the Village
   - **J.** Discussion and Possible Action: Award of the Railroad Accessibility Assessment Study
6. **NEW BUSINESS**
   - **K.** Discussion and Possible Action: Golf Cart Ordinances 496-30/496-37
   - **L.** Discussion and Possible Action: Swiderski Park Walking Path
   - **M.** Discussion and Possible Action: Signage for Entrances of Everest Woods Natural Area and Maintenance of its Gravel Path
7. **NEXT MEETING: May 6, 2024**
8. **CONSIDERATION OF ITEMS FOR FUTURE AGENDA**
9. **ADJOURNMENT**

NOTE: Requests from persons with disabilities who need assistance to participate in this meeting or hearing should be made at least 24 hours in advance to the Village Clerk's office at (715) 693-4200 during business hours.

Posted: 03/28/2024 Kronenwetter Municipal Center and www.kronenwetter.org
Faxed: WAOW, WSAU, Mosinee Times, City Pages | Emailed: Wausau Daily Herald, WSAW, WAOW, Mosinee Times, Wausau Pilot and Review, City Pages

COMMUNITY LIFE, INFRASTRUCTURE AND PUBLIC PROPERTY (CLIPP) COMMITTEE MEETING MINUTES

March 04, 2024 at 6:00 PM

Kronenwetter Municipal Center - 1582 Kronenwetter Drive Board Room (Lower Level)

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1. CALL MEETING TO ORDER

Committee Chairperson Chris Eiden called the meeting to order at 6 p.m.

A. Pledge of Allegiance

Those in attendance recited the Pledge of Allegiance.

B. Roll Call

PRESENT: *Trustee Chris Eiden, Trustee Kelly Coyle, Trenton Karch, Ryan Leff, Pat Kilsdonk*

STAFF: *Police Chief Terry McHugh, Fire Chief Theresa O'Brien, EMS Coordinator Alexa Kufalk, Village Administrator Leonard Ludi, Community Development Director Peter Wegner, Clerk Jennifer Poyer*

2. PUBLIC COMMENT

Bernie Kramer - 2150 State Highway 153, Peplin, WI - Kramer voiced his opinion against an ambulance service in the Village.

3. APPROVAL OF MINUTES

C. Approval of February 5, 2024 CLIPP Meeting Minutes

Motion by Karch/Leff to approve the February 5, 2024 CLIPP Committee Meeting Minutes as presented. Motion carried by voice vote. 5:0.

4. REPORTS AND DISCUSSIONS

D. Administrator Report
E. Police Chief Report
F. Fire Chief Report
G. Finance Report
H. Community Development Director Report
I. Complaint Log

5. NEW BUSINESS

J. Discussion and Possible Action: Future Ambulance Service in the Village

Fire Chief Theresa O'Brien presented information regarding bringing an ambulance service to the Village of Kronenwetter. She was tasked with continuing her research and building a thorough report and plan regarding this action.

K. Discussion and Possible Action: Relocation of the Farmers Market to Towering Pines Park

Discussion ensued on the logistics of moving the market to Towering Pines Park in 2025. Staff was tasked with continuing research.

6. OLD BUSINESS

L. Discussion and Possible Action: Chapter 218 Building Code Clarification and Revision

Community Development Director Peter Wegner presented the draft with revisions made during the February 5, 2024 CLIPP Committee Meeting.

Motion by Karch/Leff to approve the revised Chapter 218 Building Code and send it to the Village Board for approval. Motion carried by voice vote. 5:0.

7. **NEXT MEETING: April 1, 2024**
8. **CONSIDERATION OF ITEMS FOR FUTURE AGENDA**
   Recreation allowed in the Marathon County forestry units located in Kronenwetter.
9. **ADJOURNMENT**
   Motion by Leff/Coyle to adjourn the March 4, 2024 CLIPP Committee Meeting. Motion carried by voice vote. 5:0.

Minutes prepared by Jennifer Poyer.
Minutes approved by CLIPP Committee on

Village Administrator
Status Report: for Village Board
As of March 20, 2024

A. 1st round Director of Public Works & Utilities interviews March 7, 2024 completed
B. Director of Public Works & Utilities candidate Kayla Lumaye preparation for APC March 21, 2024 meeting – Village Board Coordination for final interview needed.
C. Evaluation for Lisa Kerstner CFO/Treasure coordination with Village Board for final review.
D. Review of Staff & Administrator's responsibilities in following Village Board March 11, 2024 action items:
   - Review of Finance Committee
   - Dissolution in APC (no packet materials found Ord 14-19)
   - Water & Sewer Commission (missing responsibilities of the DPW& Utilities)
   - Review of AD HOC language changes (Note- Board of appeals – BOA reference)
E. Third party investigator for personnel claim is concluding interview with claimant in March 2024 and beginning interviews with Village Board members in April 2024.
F. General Legal Services budget amendment prepared for APC March 21, 2024 meeting to cover upcoming budget shortfall due to the following subject matter:
   - Open Records' Writ of Mandamus
   - Various open records request responses
   - Third Party Investigator for personnel claim
   - Ladder Fire Truck Resolution Review
   - Ladder Fire Truck Financing Review
   - PD Personnel Records Request review
   - FD Interview Records Request review
   - Bond Issuance Document Review
   - Code of Conduct Review
   - Review various resident claims against the Village
G. Discussing CoVantage Fire Truck Loan third party investigation with Clifton Larson Allen LLP on March 20, 2024
H. Third party review of the deficiencies in protocol, policy and process in the CoVantage financing issue.
I. Department Head review of latest version of Employee Handbook underway
J. March 21, 2024 review of 2023 budget over/under/balances with CFO/Treasurer
K. Final draft Quarterly Budgets Reports shared with Department Heads – presentation to CF0/Treasurer set for Mid-April.
L. Final draft Capital Improvement Planning process shared with Department Heads
M. Dan Mahoney mentoring meeting March 19, 2024 Wisconsin Open Records Law – Next meeting April 2, 2024

Project Milestones:

- RFP Bid Opening Railroad Accessibility Assessment Study **MARCH 2024** (received)
- Municipal Building ADA Update Project Bid Specs – **MARCH 2024** (received)
- 90% Lift Station 8 & 4 Design submittal to DNR – **MARCH 2024** (received)
- Confirm Municipal Center Roof Repair & Replacement Project schedule **APRIL 2, 2024**
- Water Tank Maintenance – **Spring and Fall 2024**
- Parks Repairs and Maintenance Projects – **APRIL to JUNE 2024**
- Well 2 Shut Down (WTP Construction Project) – **APRIL 15 to APRIL 30, 2024**
- 50% Design Kronenwetter Dr. & Misc. Road Way Improvements - **JUNE 15, 2024**

KRONENWETTER POLICE DEPARTMENT

Office of the Chief of Police

Executive Summary for April 2024 CLIPP

TO: CLIPP COMMITTEE MEMBERS

DEPARTMENT ACTIVITY SUMMARY – – In February, we handled 639 total calls for service. Some highlights included the following:

- A couple of mental health welfare checks that resulted in subjects going to the Health Care Center. In one situation, we had some disturbing threats to also investigate as well. These welfare checks often take several hours because of the medical clearance process required for the Health Care Center.
- Three fraud, ID theft cases. One of these requires quite a bit of follow-up. Often, we determine these are coming from overseas and in that case, there's little we can do with it. However, if it happens to be something more local, we try and follow up as much as possible.
- We had a pair of natural death investigations where nothing appeared suspicious. One of those did initially take some extra precautionary work before we were able to rule out anything suspicious. We had to hold a scene for several hours and call in an officer on his off day to assist. I also worked on the scene with the officers, and we had assistance from the Sheriff's Office detective bureau.
- Our officers made six arrests for OWI last month, all off traffic stops! This was great work on their part. Offenders ranged anywhere from first offense to fourth offense. One driver was driving down the middle of the road and another literally drove off the road before the officer ever pulled them over!

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DEPARTMENT PERSONNEL ISSUES & STATUS – The latest SafeWise list of WI's safest cities was released recently, and Kronenwetter landed at the #6 spot. It is interesting to note that Kronenwetter is the only city on the list that is in the northcentral WI area and there were no other communities from Marathon County that made the top 20. This obviously reflects very well on the entire village and reinforces what a good place it is for our residents to call home!

Officer Dunst attended the annual Peer Support Conference and advised that he learned a lot from it. By way of refresher, the Peer Support Team is an emerging trend in law enforcement that provides trained co-workers to assist fellow employees who are struggling in their personal or professional lives. It provides a safe and confidential outlet for employees and our Peer Support Team has also been instrumental in setting up critical incident debriefings for our officers.

In March, we had a situation in which we worked with the Marathon County Sheriff's Office crisis response team regarding a subject who made threats to kill law enforcement because of multiple calls law enforcement and other social service agencies have had with this person. Ultimately, we were able to safely take the subject into custody for two felony counts of *Threats to Law Enforcement.*

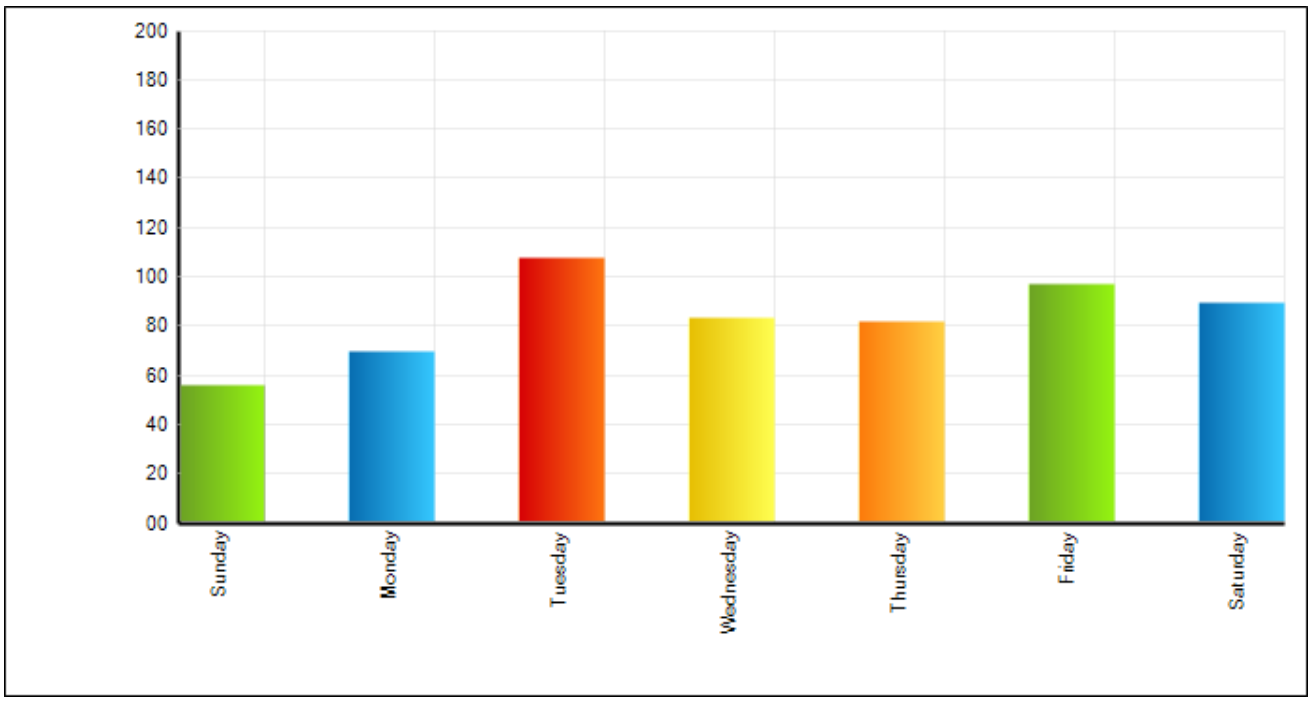
CURRENT GRANTS AND EQUIPMENT –Both of the two new Durango SUV's arrived and we took delivery of them. Now we are working with the installer to set up a time to have both vehicles "built out." We have some equipment from a couple of old cars that we will transfer over to the new squads, but there will be a fair amount of equipment we will need to purchase from the installer, particularly with the second of the two Durango SUV's.

Feb. 2024 Calls for Service Info

Events by Nature Code by Agency

KP	911 HANG UP	7
	ALARMS	3
	ANIMAL COMPLAINT	5
	BUSINESS SECURITY CHECK	46
	CIVIL COMPLAINT	4
	CRIMINAL MISCELLANEOUS	10
	DISABLED VEHICLE	16
	EXTRA PATROL	58
	FIELD INTERVIEW	1
	FINGERPRINTING	3
	FOLLOW-UP INVESTIGATION	31
	FRAUD COMPLAINT	2
	INFORMATION	1
	JUVENILE DISTURBANCE	4
	LOST AND FOUND	8
	MENTAL SUBJECT	10
	NOISE COMPLAINT	1
	OVERNIGHT PARKING	9
	PARKING MISCELLANEOUS	1
	SCHOOL WALK THROUGH	13
	SERVICE MISCELLANEOUS	49
	SUSPICIOUS ACTIVITY	8
	TRAFFIC HAZARD	1
	TRAFFIC MISCELLANEOUS	4
	TRAFFIC STOP	192
	VEHICLE LOCKOUT	2
	WARRANT SERVICE	1
	WELFARE CHECK	6
	CAR/DEER VOLUNTARY	1
	HIT & RUN CRASH	1
	TRAFFIC CRASH PDO	3
	CO ALARM	1
	FIRE ALARM	1
	FIRE ASSIST	2
	UTILITY FIRE CALL	1
	DEAD ANIMAL	3
	COMMUNITY RELATIONS ACT	6
	MENTAL SUBJECT	1
	SPECIAL INVESTIGATIONS INFO	2
	TELEPHONE MESSAGE	10
	VACANT HOME CHECK	27
	VEHICLE ATL	7
	MEDICAL EMERGENCY	25

Feb. 2024 Calls for Service Info



Calls by Day of the Week

Summons/Citations Charge Summary

Agency: KRONENWETTER PD, Date Range: 02/01/2024

Charges	Count
DISPLAY UNAUTH. VEH. REGISTRATION	1
EXCEEDING SPEED ZONES, ETC. (11-15 MPH)	6
EXCEEDING SPEED ZONES, ETC. (16-19 MPH)	1
FAILURE TO KEEP VEHICLE UNDER	1
IID TAMPERING/FAIL TO INSTALL/VIOLATE	1
INATTENTIVE DRIVING	1
KNOWINGLY OPERATE WITHOUT LICENSE	1
NO TAIL LAMP/DEFECTIVE TAIL	1
NON-REGISTRATION OF AUTO, ETC	1
NON-REGISTRATION OF VEHICLE	2
OPERATE MOTOR VEHICLE W/O INSURANCE	3
OPERATE MOTOR VEHICLE W/O PROOF OF	1
OPERATE W/O VALID LICENSE	1
OPERATING LEFT OF CENTER	1
OPERATING WHILE REVOKED	1
OPERATING WHILE REVOKED (FORFEITURE)	1
OPERATING WHILE REVOKED (REV DUE TO	2
OPERATING WHILE SUSPENDED	3
OPERATING WHILE UNDER THE INFLUENCE	2
OPERATING WHILE UNDER THE	1
POSSESS OPEN INTOXICANTS IN MV-DRIVER	1
RESTRICTED OVERNIGHT PARKING	4
SPEEDING ON CITY HIGHWAY (11-15 MPH)	1
SPEEDING ON CITY HIGHWAY (16-19 MPH)	1
SPEEDING ON CITY HIGHWAY (20-24 MPH)	1
UNREASONABLE AND IMPRUDENT SPEED	1
Total:	41

Kronenwetter Police Annual Report 2023

Village Board of Trustees

President Chris Voll

Clerk Bobbi Jo Birk-LaBarge

Trustee Joel Straub

Trustee Kelly Coyle

Trustee Kim Tapper

Trustee Chris Eiden

Trustee Sean Dumais

Trustee Tim Shaw

Trustee Alex Vedvik

Trustee Ken Charneski

Police and Fire Commission

President Doug Schemmel

Clerk Dianne Drew

Commissioner Lucene Udulutch

Commissioner David Forsythe

Commissioner Paul Raymond

Commissioner Chet Rucinski

Letter from the Chief

We saw historical progress in 2023, from the promotion of the first ever KPD Sergeants to the hiring of our first full time female officer. Again, thanks to everyone who supported our staffing increase.

The promotion of two patrol sergeants was important so we could provide after-hours and weekend supervision to patrol. This is particularly true since we have four younger officers on board. Patrol officers are assigned to one of two work rotation teams and now each team has a sergeant to assist them in the field.

In addition, this helps our succession plan by providing two sergeants with an opportunity to gain supervisory training and experience, making them better prepared for command staff positions. I'm very proud of how well our new sergeants and new officers have performed. We have a great group of officers who work together well and embody our core values.

The increase of two patrol officers helped us have fewer "hard minimum" staffing days, which occurs when we only have one officer on duty at a time over a 24-hour period. This is not safe for the officer or the community and leads to decreased response times.

I'm also proud that Kronenwetter was ranked number two in the SafeWise *Safest Cities in WI* report last year. I think this is a testament to the great working relationship we have with our citizens, and the quality of our officers and how they interact with people. We strive to provide an excellent service while keeping per capita costs lower than average.

In closing, I'd like to reflect on the fact that 2023 was the deadliest year for WI police officers in over 20 years. I'm proud that KPD was able to send a representative to three of the four officers' funerals. We know that these incidents can happen anywhere, not just in the "big city." There's a quote etched in the National Law Enforcement Memorial that reads, *It's not how these officers died that made them heroes, it is how they lived.*

Sincerely,

Terry McHugh

Chief of Police

Letter from the Lieutenant

Each year, policing brings Kronenwetter Police Department new challenges, changes, and a deeper level of forward thinking. Forward-thinking for Kronenwetter Police derives from examples like community empathy, staffing levels, hiring for the future, and group cohesion. We firmly believe in growth, and success takes time, just as any business would take seven to ten years to see the success or benefits and so has Kronenwetter Police. Looking at the Kronenwetter Police Department in a holistic way, we see that the department has come a long way from starting fresh twenty years ago, and I am privileged to say I saw this progress from the beginning. The key has always been sustainable and continuous change:

- Commitment and self-determination are the department's principles, and officers embrace the freedom of autonomy. Surely, that freedom helps officers foster good relationships with the community and gives a sense of pride to each officer.
- Having a healthy department internally reflects out into the public and community. It is important to note that our agency may be small, but proper staffing levels are vital to community relationships, officer engagement, and little things like face-to-face interactions.

Additionally, hiring within the department has changed as well, focusing on the department's structure, group cohesion, adaptability, character, and community engagement. The department focuses on what we know currently, issues facing our citizens, cultural competence, and employing officers based on character and competency. We firmly believe that while many agencies faced hiring issues, we had great success, and lots can be said about the department's social environment, both internally and in the community. It comes down to simply caring about others' ideas, views, and personal lives. The effects of an exceptional work group and how they fit in or feel about the department will lead to superb relationships with the community and the citizens of Kronenwetter. So, with that said, hiring officers who have empathy, show dignity and respect, and allow citizens to have a voice fosters trust.

When I speak about staffing, it's great to know we have our citizens in the community and the elected officials' support, as this is critical for improving public safety and fostering a safe community. I have been with the agency from one officer, then two, and so on. This is key as I have seen the community adjust to their own police and the population growth. Looking back at the foundation of the Kronenwetter Police, one common denominator that has always occurred was community interaction, trust, and support.

I applaud our patrol officers for their hard work and dedicated efforts on all levels and for being proactive in the community. It's just amazing when you look at the number of tasks assigned to officers and with being a smaller agency. Many agencies north of Kronenwetter and in Marathon County have other officers to handle particular tasks daily. Our officers are genuinely universal, as they modestly handle calls for service, community relations, criminal investigations, and everything investigators would.

Among those tasks are prevention and safety of the roadways within the interior boundaries of the Village. One of the critical proactive enforcements is drivers who are impaired by drugs and alcohol. According to MADD, drunk driving increased 28%, with people driving intoxicated 300,000 times, but only 3,000 impaired drivers had been arrested and that is staggering.

As I said, our officers are dedicated to the community's safety, and that often is not seen by others. Understandably, it's impossible to predict or prevent injuries or fatalities. However, some often criticize those efforts for not seeing the other side of the fence and often forget those who are affected by impaired drivers. Regardless, Kronenwetter Police Department's impaired driving enforcement came in as the fifth-highest ticket issued. Meaning our officers are out there making a difference in safety tasks and improving the quality of life for the citizens of Kronenwetter.

Rightfully so, knowing the Village demographics and single-family housing is critical to the safety of the Village as a whole. Additionally, we know the majority of national and local citizens are concerned about public safety and traffic safety (speeding), and the department fields calls weekly regarding traffic safety issues.

Noteworthy is that the City of Wausau is just over 20 square miles, and the city's police department ratio of officer to citizen is 1.96. Further, it takes hard work to cover 52 square miles for a small department like ours with a 1.17 ratio per officer/citizen and be proactive on all the roads. Thus, I give our officers great credit for their hard work and commitment to the citizens of Kronenwetter.

Sincerely,

Chris Smart

Lieutenant of Police

Patrol Sergeant Promotions

KPD made history by promoting our first ever sergeants in 2023. Officers Ben Shope and Aaron Seehafer were promoted to the rank of sergeant in a ceremony on January 9, 2023. Sgt. Seehafer has been with the department since 2018 and is a ten-year law enforcement veteran. He is a field training officer and Taser instructor. Sgt. Shope has been with KPD since 2020 and he is an 18-year veteran. Sgt. Shope is also a field training officer and over the course of his career, he has been a member of a dive team, bomb team, honor guard, and crash reconstruction.

Sgt. Shope (L) and Sgt Seehafer (R) being sworn in.

Below: Families pinning the new Sergeants' badges on.

New Officers Via Staffing Increase

Police staffing levels are often viewed in terms of the number of full-time officers per 1,000 residents. With respect to KPD staffing levels, the two new positions increased our full-time officers per 1,000 residents to 1.17. By way of comparison, Wausau metro area full time departments range from 1.60 to 2.2 full time officers per 1,000 residents.

Like many job markets, police departments nationwide have struggled to attract applicants. Unfortunately, we have seen fewer and fewer people interested in this profession; however, we were fortunate to hire two outstanding individuals from the same Police Recruit Class at Mid-State Technical College, Officer Mariah Guyer and Officer Corey Baron.

Officer Guyer became the first full-time female officer in the department's history. She has a medical and fire department background, which is a great asset to our village. Officer Baron is a Sergeant in the WI National Guard—something we're very proud to support.

Officer Guyer with Lt. Smart (left) and Officer Baron (right).

2023 Staff Roster

Command Staff

Chief of Police Terry McHugh

Lieutenant Chris Smart

Sergeant Ben Shope

Sergeant Aaron Seehafer

Full-Time Patrol Officers

Officer Dan Dunst

Officer Soua Xiong

Officer Isiah Konopacki

Officer Mason Dallman

Officer Mariah Guyer

Officer Corey Baron

Part-Time Patrol Officers

Officer Josh McCaskill

Officer Eric Soberg

Officer Greg Schremp

Civilian Staff

Clerk Dianne Drew

Property Room Custodian Gary Anderson

Crossing Guard Pete Preu

Crossing Guard Nicole Vermote

Crossing Guard Maureen Lambert

Crossing Guard Kathy Imlach

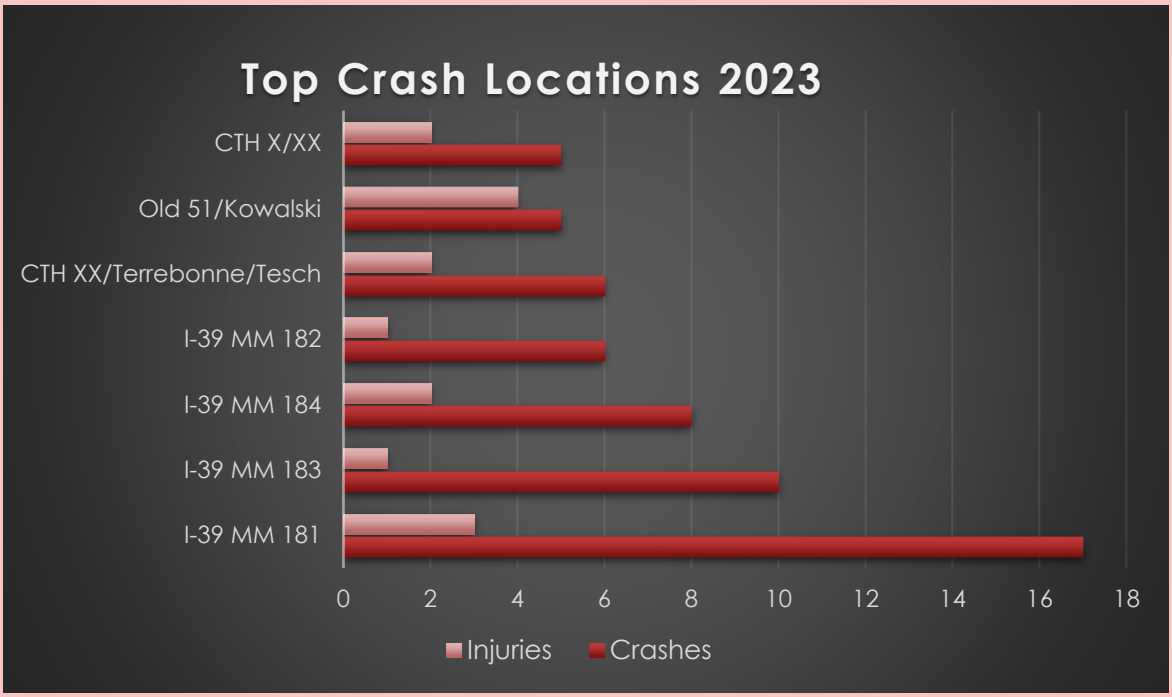
Patrol Operations

As the old saying goes, Patrol is the backbone of any police department, and ours is no different. The work our patrol officers do every day is incredible, and every day they deal with a myriad of situations. Our patrol operations are broken down into two teams, each having three patrol officers and one patrol sergeant. The sergeant is responsible for supervising their team and Lt. Smart supervises overall patrol operations.

The addition of patrol sergeants added a much-needed layer of street level supervision during night and weekend hours. The new sergeants took on a dual role of not only supervising their patrol teams, but also taking their own calls for service along with the patrol officers. This valuable position also provides the sergeants with supervisory experience to help prepare them for command level positions.

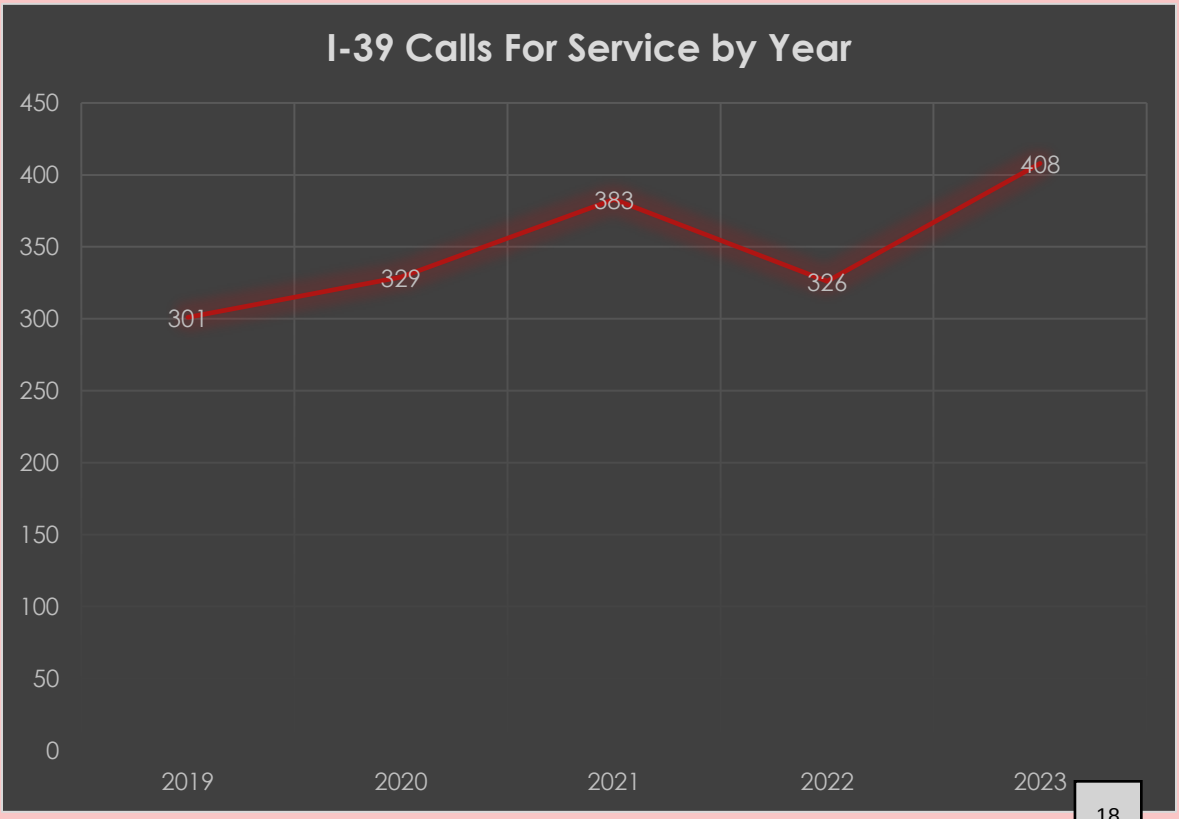
In a small department such as ours, officers not only have to respond to calls for service, but they also must conduct all associated follow-up investigation since we do not have a detective position. Additionally, they each have administrative tasks such as firearms instructor, Taser instructor, TIME System Administrator, Peer Support Team, etc. All these tasks can take away from officers' time.

Patrol Operations



Bear in mind that this chart is only for "reportable" crashes and does not include the numerous "non-reportable" crashes and vehicle slide ins that we respond to. As you can see from the top chart, we continue to take more vehicle crashes on the highway than anywhere else in the Village.

The KPD is responsible for everything on our stretch of I-39, from a simple traffic hazard to a fatality crash. According to the WisDOT Traffic Counts website, the average annual daily traffic count on our portion of I-39 is over 34,000 vehicles!



Patrol Operations

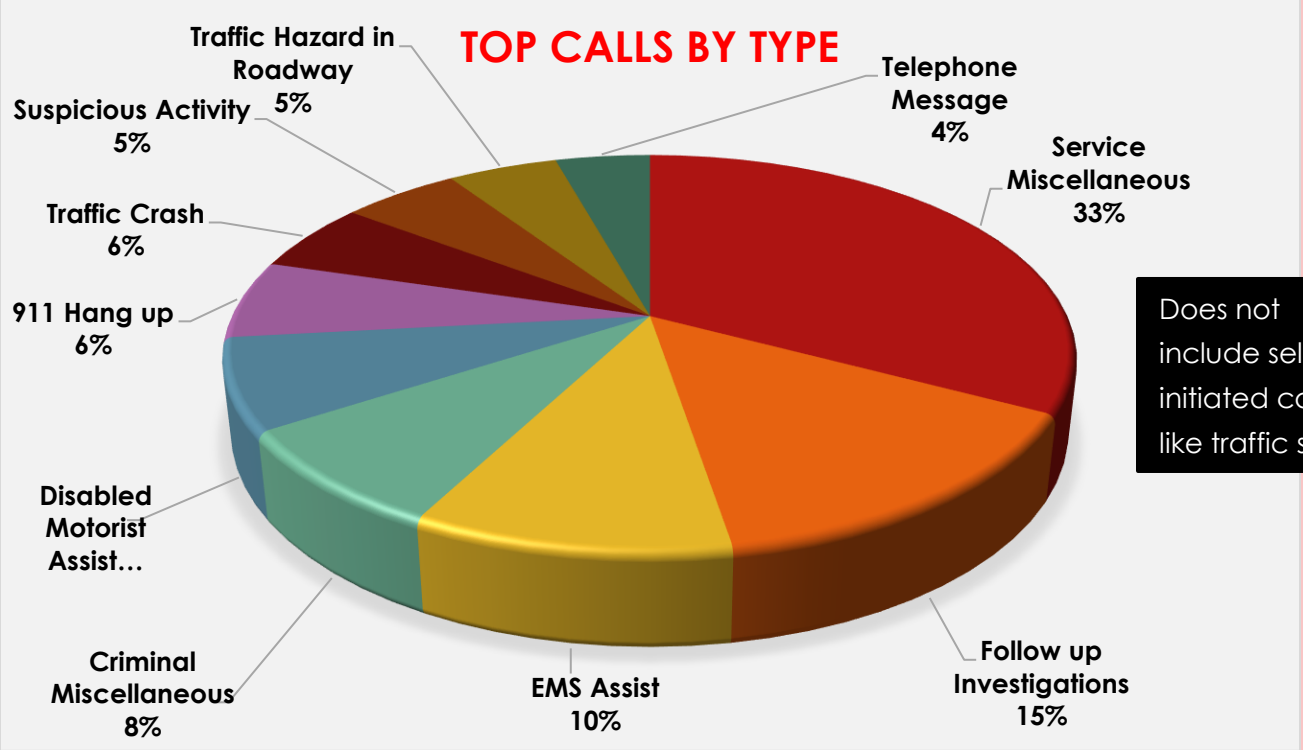
Rank	Call Type	Avg Officers on Scene	Avg time on call
1	Vehicle crash w/ injuries	3.6	1 hr, 5 min
2	Warrant arrest	2.9	1 hr, 5 min
3	Domestic dispute	2.5	1 hr, 19 min
4	Mental health call	2.4	1 hr, 20 min
5	Juvenile disturbance	2	50 min, 33 sec
6	Hit & run vehicle crash	2	39 min, 37 sec
7	Alarms	1.8	16min, 49 sec
8	Sexual assault	1.8	2 hrs, 45 min
9	Welfare check	1.7	58 min, 58 sec
10	EMS assist	1.7	28 min, 26 sec
11	Vehicle crash w/o injuries	1.5	41 min, 35 sec
12	Criminal miscellaneous	1.4	49 min, 16 sec
13	Noise complaint	1.4	17 min, 31 sec
14	911 Hang up	1.3	14 min, 47 sec
15	Suspicious Activity	1.3	22 min, 41 sec

This chart to the left shows the types of calls that required the greatest number of officers on scene. As a note, the average time spent on scene does not include any follow up investigation, evidence processing or report writing related to the original call.

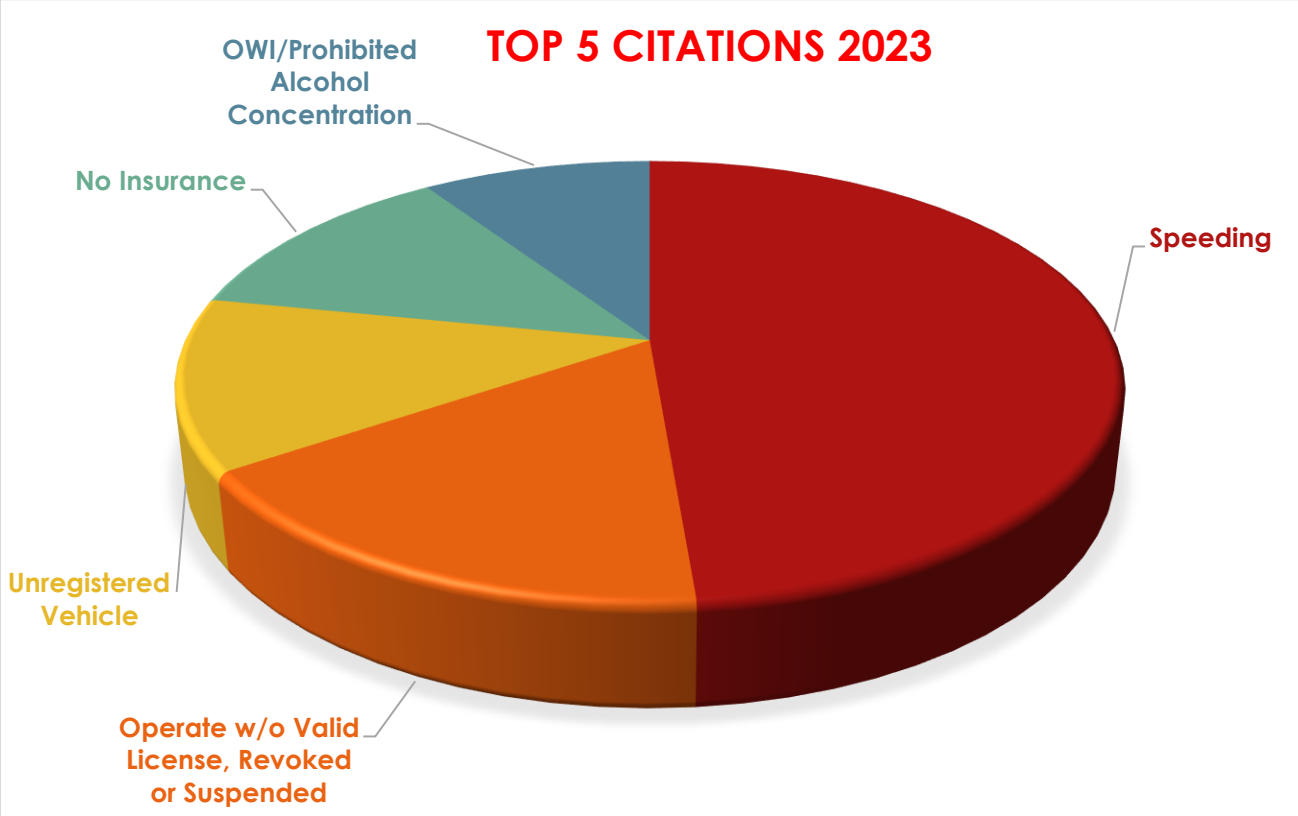
The chart below shows KPD's five-year Uniform Crime Reporting stats.

Nature of Offense	2019	2020	2021	2022	2023
Criminal Homicide	0	0	1	2	0
Forcible Rape	5	2	2	4	3
Robbery	0	0	0	0	0
Aggravated Assault	2	3	2	3	4
Simple Assault	19	10	10	8	13
Burglary	11	9	4	4	3
Larceny	29	20	19	18	17
Motor Vehicle theft	1	2	0	1	1
Arson	0	0	0	0	0

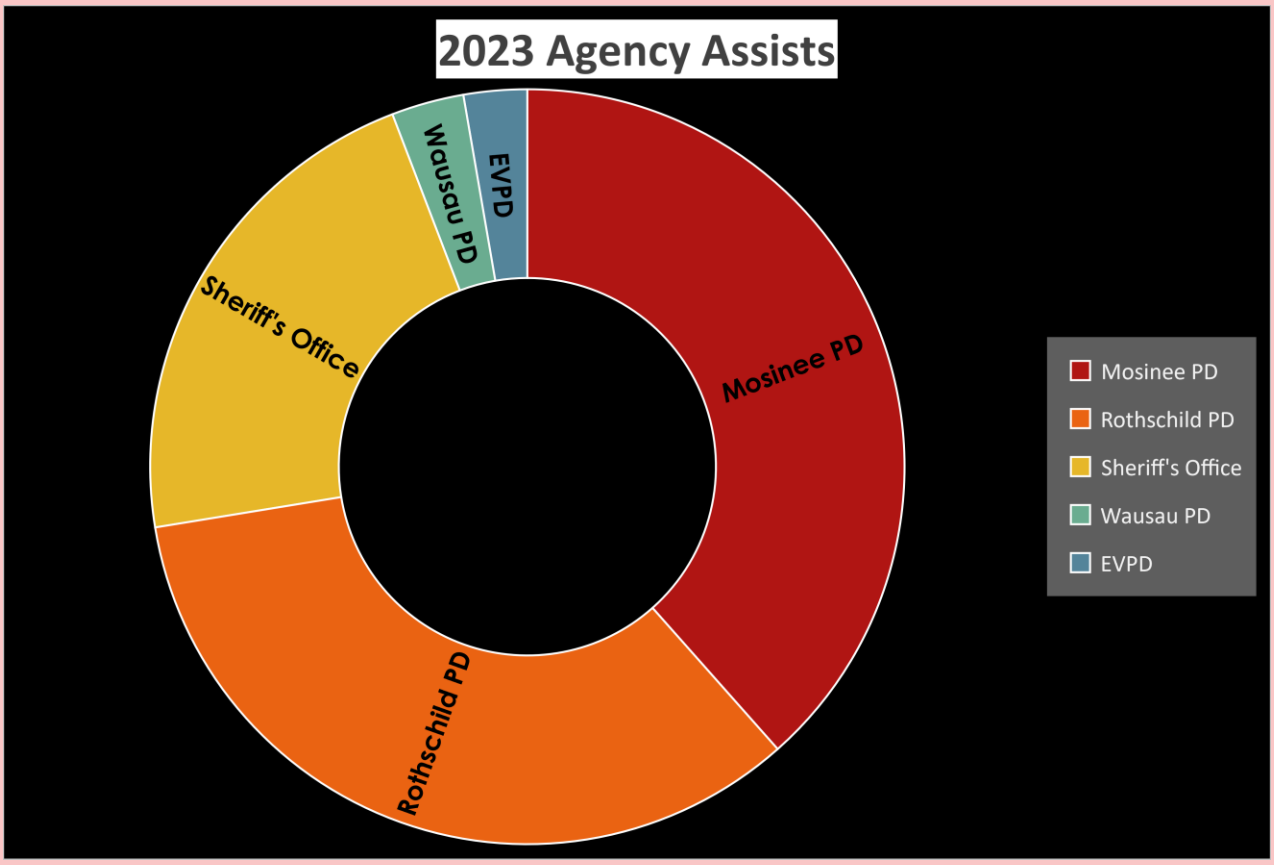
Patrol Operations

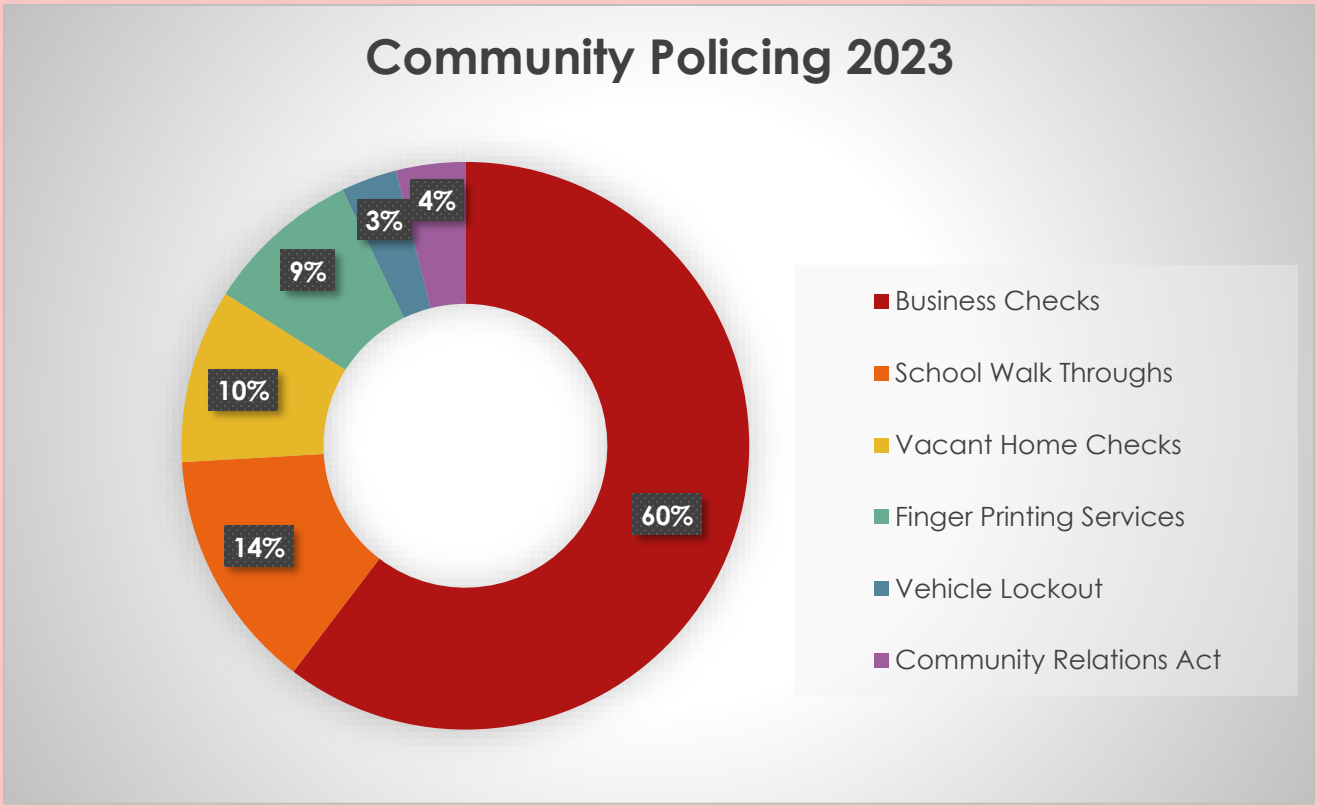


Does not include self-initiated calls, like traffic stops.

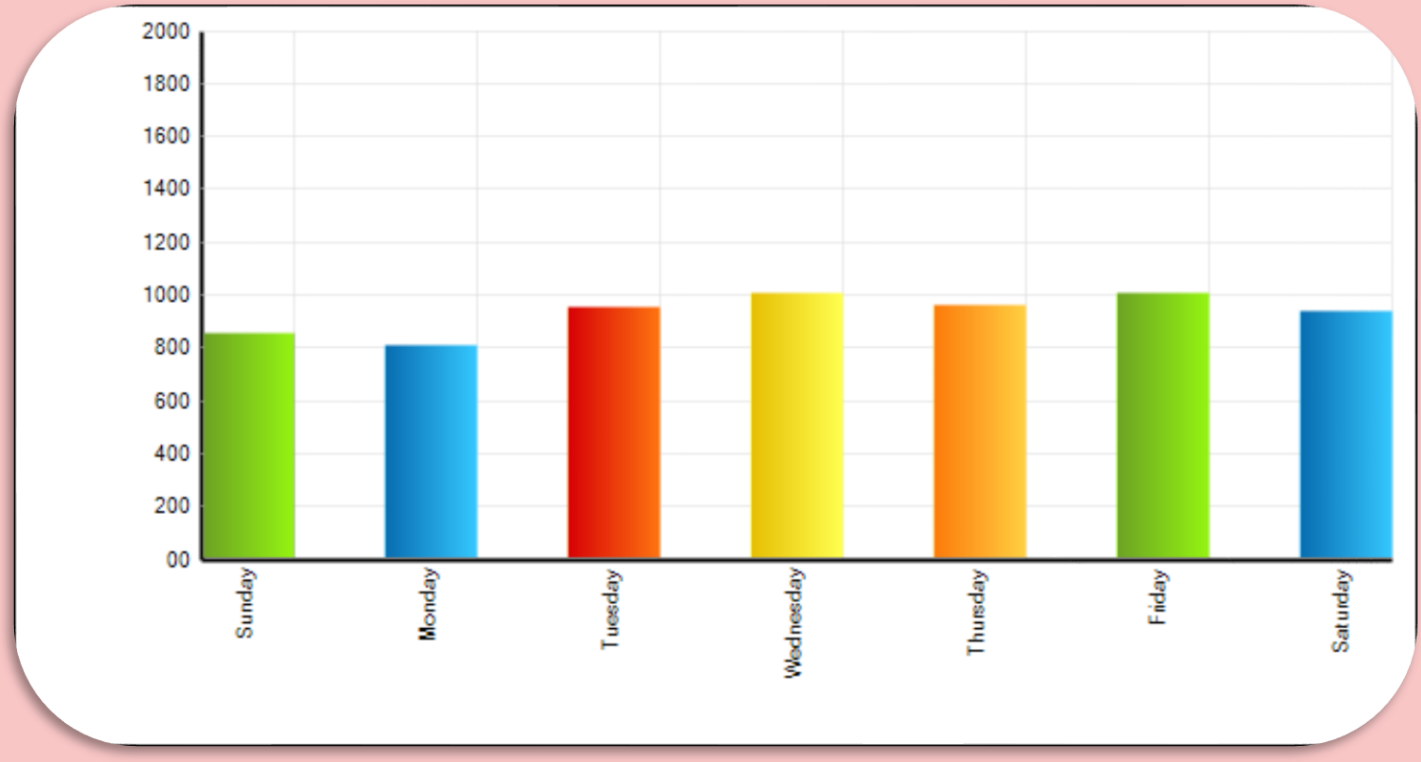


Patrol Operations

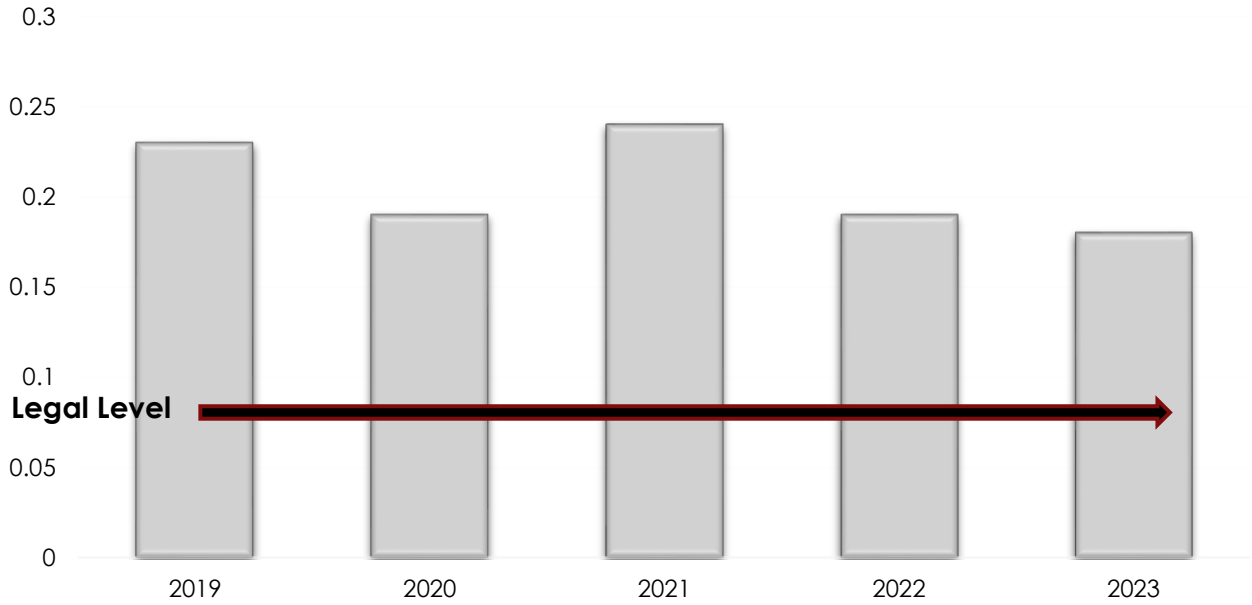




2023 Calls for Service by Day of the Week

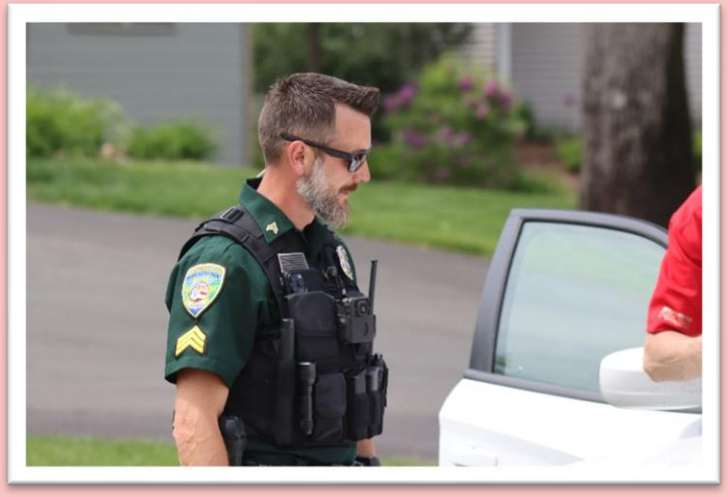


Avg BAC for Drunk Driving Offenses



The drivers we arrested for OWI in 2023 had an average BAC (blood alcohol concentration) of .18, which is more than two times the legal limit! Drivers who are impaired by alcohol, drugs or both are a danger to everyone on the road. In 2023, most of our arrests were for first through third offense; however, we did arrest one driver for his seventh offense!

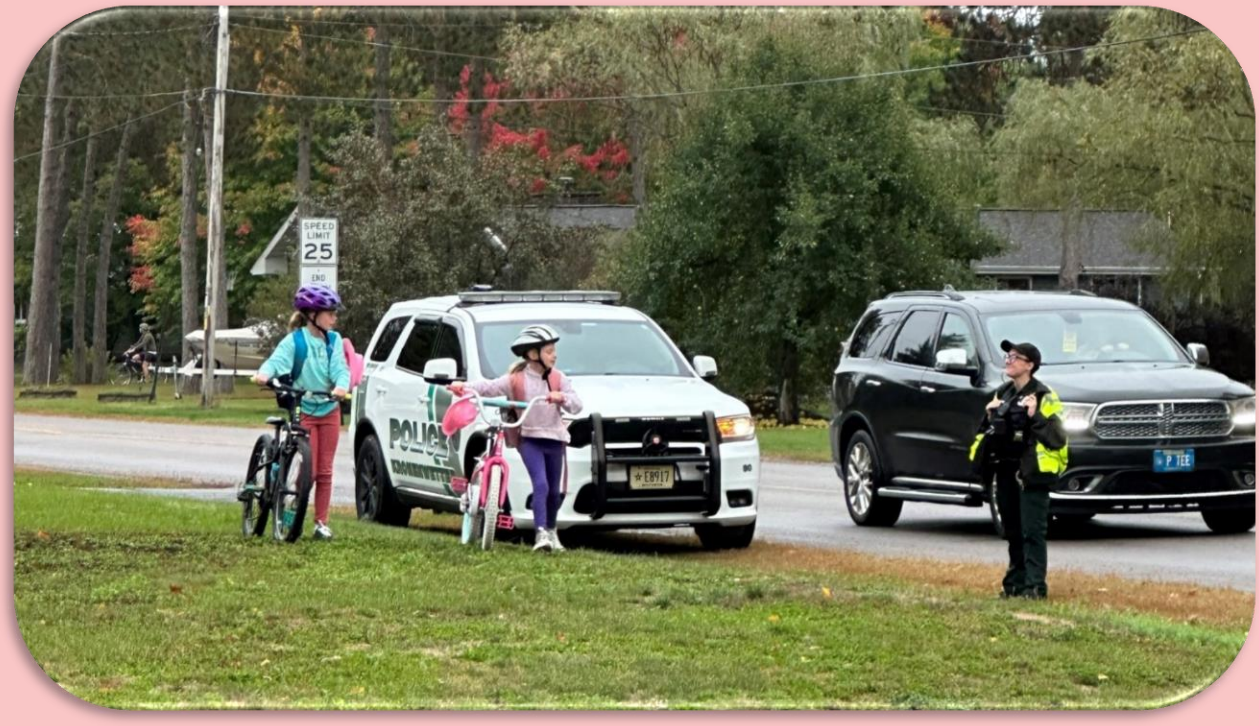
2023 in Photos



Above: Sgt Shope at the scene of a structure fire.

Right: Officer Konopacki graduating from CIT (Crisis Intervention Training) school. CIT is a nationwide program that trains officers in the best practices for dealing with people in crisis.

Below: Officer Xiong at the firearms range.



Above: Officer Guyer assists at the Crossing Guard post for Evergreen Elementary.

Below: Officer Baron hits the road to begin his day on patrol.

Halloween

Top Left: Officer Baron & Lt. Smart after Officer Baron's swearing in ceremony.

Top Right: Officer Konopacki receiving Officer of the Year award from Chief McHugh

Bottom Left: Sgt Shope

Bottom Right: Officer Guyer

Right: Chief McHugh prepares to throw out the ceremonial first pitch at the Wausau Woodchucks game.

Left: Clerk Dianne Drew serving cake at the Kronenwetter mural ceremony.

Right: Officer Dunst hosts Santa Claus for a ride along.

Thank you, Crossing Guard Marueen Lambert, who retired in 2023 after many years of service to the village! You will be missed. We wish you a happy retirement!

Congratulations to Officer Dunst, who celebrated his 10-year anniversary with KPD in 2023! Thanks for your dedicated service over the last decade.

Our Values


Loyalty
Duty
Courage
Integrity
Honor
Selfless Service
Respect

KRONENWETTER FIRE DEPARTMENT
MARCH 2024

Training:

The fire department had 2 Fire and 2 EMS trainings in March

Fire 03/04/2024 DNR Wildland Annual Refresher
03/18/2024 Ladders and Search and Rescue

EMS 03/14/2024 Farm related trauma and Samson Strap
03/28/2024 Medical Terminology

Fire Calls:

The fire department was dispatched to 1 alarm and 1 grass fire in the Village of Kronenwetter, in addition 1 grass fire in Guenther and 1 structure fire in the Village of Maine.

EMS Calls and Updates:

27 EMS calls in March.

Vehicle/Equipment Updates:

Rescue 6 had new tires installed. Annual DOT inspections and oil changes have started on all trucks.

Staffing:

Currently have 31 members on the department.

Past and Upcoming training and events:

4 Seasons Heating and Cooling has donated the use of a house that will be demolished in the future for the department to use for various training scenarios. The structure was used during a training in March and additional training will be upcoming in April.

Driver/Pump Operations training through NTC will continue at Kronenwetter Fire Station on Mondays through the end of May.

KRONENWETTER FIRE DEPARTMENT

MARCH 2024

TOTAL FIRE EMERGENCY CALLS ENDING 03/27/2024

	Village	Guenther	Mutual Aid	Monthly Total	Year To Date
Vehicle Accidents				0	1
Chimney Fire				0	0
Grass/Brush Fire	1	1		2	3
Structure Fire			1	1	3
Weather				0	0
CO/Gas/Alarms	1			1	4
Car Fire				0	0
Other				0	2
Cancelled calls				0	1
Total Calls	**2**	**1**	**1**	**4**	**14**
Mutual Aid Received				2	3
Mutual Aid Given/Dispatched				1	3
First Responder Calls				27	106

				Monthly	Year To Date
Engine 1				2	7
Truck 1				1	6
Tanker 2				3	4
Rescue 6				1	2
Brush 1				2	2
Car 2				1	1
UTV				2	2


4SEASONS


MSA
KUFALK

Community Development/Planning and Zoning Director Report

April 1, 2024

Peter S. Wegner, Community Development/Planning and Zoning Director

General Items:

- Review Proposed CSM(s) (River Oaks, Happy Hollow).
- Review Rezone Request (Parks and Recreation (PR) to Rural Residential 2 (RR-2) Happy Hollow).
- Review preliminary permits (Village way Drive, Lot 2 Schmidt's Place, 3332 Hwy 153, 1848 Manatee Drive, 2077 Prairie Meadow Drive,).
- Correspondence regarding possible development (Old Hwy 51 - Office/shop, Indoor Sales and Service, Outdoor and Vehicle Repair and Maintenance, Personal Storage Facility, Kowalski Road – Multi-Family, Hwy 153 – Residential Business).
- Correspondence regarding permitted uses (949 Oak Road and 2610 Morning Dove Road)
- Review Variance Applications (West Nelson).

Other:

- Public Works Director Interviews.
- Research and review ARTICLE V. - OPERATION OF GOLF CARTS ON VILLAGE ROADWAYS.
- Meeting with Guy Fredel regarding possible TID.
- MiViewPoint Training.
- Planning Technician Interview.
- Research and review Planning Technician Position wage range.
- Open Records presentation, Dan Mahoney.
- Research Water and Sewer Connection(s) Helke Road.
- Meeting with Kountry Squire Mobile Home Park Re: Permits and Compliance.
- Meeting with Marathon County regarding property off Old Hwy 51.
- Planning Technician Interviews.
- Review Railroad Accessibility RFPs.
- Complaints/Enforcement.

VILLAGE OF KRONENWETTER
COMPLAINT LOG

Violation #	Date Received	Property Address	Owner Name	Complainant name	Nature of the Complaint	Action Taken	Status	Date Resolved
23-0222-002	2/22/2023	2104 Meadow Drive	*Gregory C Angeli & Evelyn D. Angel*	Peter J. Valiska	Built building without permit	Said he would come in. letter sent out. The owner contacted me. I sent in building permit it, is being processed. He needs a licensed electrician to get permit. I am in talks with building inspector Letter is being drafter	Open	
23-0517-013	5/17/2023	860 W Nelson Road	Joel Straub	Kurt Cieslek	dilapidated shed	valid Letter sent, Citations Issued, pled not guilty, stop work order	Open	
23-0530-015	5/30/2023	2363 New Castle	Nicholas Wokatsch	anonymous	Lawn has not been established for two years	letter sent out July 17, 2023 Talked with owner on vacation till mid August they plan on bring in top soil. I have to get back to them after vacation. Said he was put in top soil 8/21/2023 Still in the Process October	Open	
23-0523-017	5/23/2023	999 Happy Hollow Road	Dean Prohaska	Kurt Cieslek	Possible cutting/removing of Oak trees	Met with owner 3/13/2024. Tree to be cut up and removed.	Open	
23-0511-019	5/11/2023	2123 Green Bud Road	Chad Dennis	anonymous	Weekly rental	3/18/2024 Owner wishes to apply for a Tourist Rooming House	Open	
23-0518-020	5/18/2023	2374 wood	Kristopher Klatt	anonymous	Semi trailer parked in one of two access	Double drive way doesn't appear to being used. Check back in spring	Open	
23-0518-021	5/18/2023	2302 Wood	Denis Klatt	anonymous	Lawn need to be cut and car needs to be moved. Car was given to police	Went to property and took pictures. Car cleaned up. Looking into ordinances for farm equipment	Open	
23-0522-023	5/22/2023	2449 Pico Road	RILEY LOEBBAKA	Neighbor	2 cars parked in yard that are not registered or operable. sticks and rubbish in yard	given to police. Letter needs to be sent.	Open	
23-0802-030	8/2/2023	2025 Amber Drive	Robert Dudley	Andrew Feldmann	Junk in yard Broken down car in yard	Took pictures. Told owner appliance needs to be picked up and brought in till spring and when they use it for flower pot send village pictures. Need to check back. Talked to them ending week January 27, 2024	Open	

VILLAGE OF KRONENWETTER
COMPLAINT LOG

Violation #	Date Received	Property Address	Owner Name	Complainant name	Nature of the Complaint	Action Taken	Status	Date Resolved
22-0411-004	4/11/2022	1324 Old Highway 51	KTC TRUCKING	anonymous	Storage of Semi-trailer, RV Trailer and personal Items in Semi-trailers	Licensee and operating trailers Not parked on hard surface June 10, 2022 One Letter was given to what is now old owners. 8-31-2022 Old owners said they would get back to me about who owns it now. The trailers where always someone else's but That person bought the property. Person contacted me but I have not been able to get a hold of them again. Left a message with new owners 10-11-2022. 10-12-2022 Talked with new owner Kraig James and he said I planned on cleaning the area up bring in gravel and building in spring. That the trailers would be moved in that Time period. Started a raze for new construction July 10, 2023 checked end week February 3 2024 and nothing being done. letter must be sent	Open	
22-0613-018	6/13/2022	1234 Old Hwy 51	James & Kathleen Krzmarcik Four seasons	anonymous	Complaint of junk on site that can be seen form Maple Ridge overpass	went out 7-22-2022 and took pictures 10 fence should be built. Talked with the people 7/28/2022 and they plan on building a building in fall or spring. Check October 15, They started construction June 6, 2023	Closed	
23-0907-033	9/7/2023	145-2708-074-0974 Wood and Lane	Randall M. Yach Mary C. Yach	anonymous	Burning garbage running business unregister vehicles cars parked in the grass	asked to clean up on date end week Feb 2, 2024 all was cleaned except burn pile which owner got burn permit for.	Open	
23-0913-035	9/13/2023	1582 Old highway 51	Rosanna Helmuth & Michael Helmuth	Guy W. Fredel	Dilapidated building, building material everywhere, long grass	got in contact with owner January 31, 2024 and told him to clean up. Follow up letter must be sent	Open	
23-0929-038	9/29/2023	3297 Pine Road	Samuel J Stroik	anonymous	having chickens and horses in a single family zoned area.	talked to owner about solving the problem see notes. Police gave dead line to move horse. Horse and chickens still there as of end week January 27, 2024. letter being drafted	Open	
23-1023-039	10/23/2023	1808 Manatee	Ryan N Merwin & Sarah L Merwin	anonymous	junk in yard	Still not moved letter being drafted	Open	
24-0221-40	2/21/2024	2015 Creciente Drive	Robert Zimmerman	anonymous	Composting not contained	Needs an onsite	Open	
24-0320-041	3/20/2024	1849 Deerwood Trail	Steve Woytasik	anonymous	Junk in yard	Took photos need to send a letter	Open	
24-0323-042	23-Mar	920 Wedgewood	Cheryl Viviano	anonymous	Junk in yard	Took photos need to send a letter	Open	

village of Kronenwetter

Report to CLIPP

Agenda Item: Discuss and Possible Action: Future Ambulance Service in the Village
Meeting Date: April 1, 2024
Referring Body: CLIPP
Committee Contact: Chris Eiden
Staff Contact: Theresa O'Brien, Fire Chief
Report Prepared by: Theresa O'Brien, Fire Chief/Alexa Kufalk, EMS Coordinator

AGENDA ITEM: Future of Ambulance service in the Village

OBJECTIVE(S): Review ambulance service in the Village of Kronenwetter

HISTORY/BACKGROUND: During the February CLIPP Committee meeting when discussing the KFD 2024 fire and EMS calls, Fire Chief Theresa O'Brien was tasked with presenting possibilities regarding ambulance service in Kronenwetter. O'Brien presented information to the committee on March 4, 2024. She was again tasked with creating a thorough report regarding Kronenwetter adding ambulance services.

PROPOSAL: See attached

RECOMMENDED ACTION: Approve the proposal and implementation plan for Ambulance Services under Kronenwetter Fire Department and direct the Fire Chief and EMS Coordinator to present to the APC committee at the next meeting.

ATTACHMENTS: Ambulance Proposal and Q&A

KRONENWETTER FIRE DEPARTMENT
AMBULANCE PROPOSAL

Implementation of Ambulance Service in the Village of Kronenwetter

Background Information:

Kronenwetter is the largest village by land area in the United States and the third most populous community in Marathon County. The population estimate as of January 1, 2023 was 8,539. Kronenwetter covers 52 square miles, making it the largest village in the State of Wisconsin.

Historically the Village of Kronenwetter has always contracted with an outside source to provide ambulance services to residents. Prior services have included Mosinee Ambulance, Schofield Fire and Ambulance, Rib Mountain Fire and Ambulance, SAFER, and most currently Riverside Fire District.

Contract with Riverside Fire District

The current contract with Riverside Fire Distri2023,tarted January 1, 2023 and expires on December 31, 2025. The contract includes an annual base fee of $5.92 per capita with a 2% increase per calendar year after 2023 with an additional charge to the Village of Kronenwetter of $50.00 per patient care report (per dispatch regardless of patient contact) with Riverside Fire District having full entitlement to all revenues from patient billing.

Kronenwetter Emergency Medical Responders

In addition to the outside sourcing for ambulance services, Kronenwetter Fire Department provides Emergency Medical Responders (EMR) as first responders who respond directly to the patient's home/location. First responders carry the equipment necessary to start initial patient care and assist with the movement of the patient to the ambulance. They are also able to aid during transport or as the ambulance driver. There are currently 10 first responders on Kronenwetter Fire with licenses ranging from EMR to Paramedic/Nurse. In addition, there are current firefighters in the department with the desire to train as EMS.

The equipment supplied by Kronenwetter Fire Department and carried by each EMR includes an automated external defibrillator (AED), advanced airway equipment, oxygen, etc. In 2023 the first responder group purchased an advanced cardiopulmonary resuscitation (CPR) device called LUCAS.

An EMS flex grant offered by the State of Wisconsin financed the initial creation of a weekend on call system in 2023.

Increased EMS Calls and Resulting Revenue

Requests for emergency medical services within the Village of Kronenwetter have steadily increased. From 243 calls in 2019 to over 400 for the last 2 years. With the continued growth residentially (apartments and single-family homes) and anticipated business growth, those request numbers will continue to rise.

The 2022 emergency medical service requests in Kronenwetter have provided $214,608.54 in revenue for Riverside Fire District. Their 2023 estimated revenue from Kronenwetter requests as of October 2023 stands at $170,000. The 2024 budgeted revenue is $192,000. These revenues are in addition to the contract fees of $69,931 in 2022, $70,931.12 in 2023 and $72,000 budgeted for 2024.

Ambulance Services in Marathon County

Current ambulance services within Marathon County by service type include: EMT Basic: Athens, Edgar, Stratford, Hatley, Mosinee; AEMT (Advanced EMT): Spencer; Paramedic: Wausau, Riverside (Rothschild/Schofield), SAFER (Weston/Rib Mt). **Research of current EMT and AEMT services less than 10% (7% average) of the service's total calls in 2022 and 2023 had a paramedic level intercept requested all other calls are handled by the services EMT or AEMT service providers.*

Available Funding Opportunities

The State of Wisconsin along with the federal government have identified areas within EMS that are lacking. These areas include but are not exclusive to, reimbursement percentages for Medicaid billed services, staffing shortages, and training opportunities. There are continued efforts on the behalf of the government entities to improve these pitfalls. There are now numerous grant opportunities to assist services in many of these areas. Grants from within the state have increased, additional opportunities have been created for training as well as funding sources to help support wages and staffing.

The FAP grant from the State of Wisconsin has an annual distribution of funds for ambulance service vehicles or vehicle equipment, emergency medical services supplies or equipment, or emergency medical training for personnel, to the ambulance service providers that are a public agency, a volunteer fire department, or a nonprofit corporation. The funds are disbursed under a funding formula consisting of an identical base amount for each ambulance service provider plus a supplemental amount based on the population of the ambulance service provider's primary service or contract area, as established under Wis. Stat. § 256.15(5).

Proposal:

Ambulance services are identified by the State of Wisconsin as an essential service of a community. The goal of this proposal would allow for the creation of an ambulance service within the Kronenwetter Fire Department. It would provide ambulance services at an Advanced Emergency Medical Technician (AEMT) level with continued utilization of first responders to all residents/non-residents with a need for medical assistance within the Village of Kronenwetter. It would also be available to neighboring communities if requested for assistance. The target start date is January 1, 2026. The creation of this ambulance service and the resulting revenue would allow for a self-supporting entity.

Benefits of a municipal ambulance service:

1. **Community Coverage**: A municipal ambulance service ensures comprehensive coverage for emergency medical needs within the community.
2. **Local Control**: Municipalities have direct control over the service, allowing them to tailor it to local needs. Decisions on staffing, equipment, and protocols are made by local authorities.
3. **Integrated Services**: A municipal service can collaborate closely with other public safety agencies (such as fire departments and police) to create a seamless emergency response system.
4. **Community Investment**: A municipal service invests in local jobs, training, and infrastructure. It contributes to the overall well-being of the community.
5. **Emergency Preparedness**: Having a dedicated municipal ambulance service enhances disaster preparedness and response. It ensures adequate resources during emergencies.
6. **Revenue Generating –** Billing for services allowing generation of revenue to support the ambulance service.

Implementation and Operational Plan:

The implementation plan would follow the State of Wisconsin EMS operational plan requirements and guidelines as described in the following sections.

This section serves as an action plan for providing ambulance service to the residents/non-residents of the Village of Kronenwetter requiring emergency medical assistance. This plan reflects an anticipated start date of January 1, 2026 and includes tasks necessary for full implementation of that service.

Items listed are in no specific order and any future or in-process items may be achieved consecutively throughout this process.

- Administrative
  - Work with Marathon County Dispatch to align response protocols.
  - Secure mutual aid and coverage agreements with adjacent ambulance services
  - Educate staff accordingly with documentation procedures and updates to patient care reporting system to reflect transport capabilities and billing information.
  - Reinforce relationships with hospital system and local nursing facilities establishing parameters of providing an ambulance service.
- Billing
  - Solicit billing projections and approve one vendor. Initial conversations with vendors have already taken place. Possible vendor options:
    - EMS/MC
    - Accumed
  - Establish a billing rate schedule which would be approved by the Village of Kronenwetter Board
  - Work with chosen billing agency to establish implementation process to link systems for information transfer.
- Insurance
  - Work with village clerk to obtain additional insurance coverage for apparatus and personnel for the new service.
- Equipment
  - Purchase two ambulances (1 new, 1 used) along with associated equipment to outfit the apparatus required by the State of WI for transporting patients.
  - Outfit apparatus with radios and equipment upon delivery.
  - Establish a maintenance schedule based on manufacturer specifications with internal staff and externally as needed through a KFD preferred service center.

- Purchases additional capital assets and equipment. Capital assets have a long-use life before needing replacement/repairs.

- Personnel
  - Hire or up-train staff members to allow for completion of training prior to implementation date.
    - Begin additional recruitment processes immediately.
  - Train existing and new members on the operations and procedures relating to the new equipment and protocols with the addition of the ambulance service.
  - Currently, the Kronenwetter Fire Department has 31 members, 7 members are Firefighters/First Responders, 3 members are solely first responders. Additional firefighters are interested in training up to provide EMS coverage.
- Cost Benefit Analysis
  - See Fiscal Projections and Impact

In accordance with State of WI requirements, there is an extensive checklist of initial tasks that need to be completed prior to obtaining licensure. These checklist items are in accordance with various Wisconsin Administration Codes.

Operational Plan Initial Tasks to be Completed:

1. Complete a feasibility study and submit it to the state department for approval. (in Progress)
2. Upon the department's approval of the feasibility study, complete and submit an application and an operational plan to the state department in the manner specified by the department. (In Progress)
3. Signed patient care protocols approved by the service medical director. (Complete)
4. A formulary list of medications the emergency medical service provider will use. (Complete)
5. A list of the advanced skills and procedures the applicant intends to use to provide services within the Wisconsin scope of practice of the level of care for which licensure is sought. (Complete)
6. Proof of professional liability or medical malpractice insurance, and, if the emergency medical service provider is an ambulance service provider, proof of vehicle insurance (In Progress – proof of vehicle insurance remaining)

7. Written letters or other documentation of endorsement from the local hospital and government within the proposed primary service area, if the application is for licensure as a 9-1-1 ambulance service provider or non-transporting emergency medical service provider, whether the application is for initial licensure or a service level upgrade (In Progress – Conversations have already taken place with current Medical Director Dr Michael Clark – he supports the upgrade to service)
8. Completion of Operational Policies:
    a. Use of lights and sirens in responding to a call. (Complete)
    b. Use of lights and sirens in responding to a call. (Complete)
    c. Refusal of care, describing the procedure for accepting a refusal of care from a patient (Complete)
    d. Destination determination, describing how the transport destination of the patient is determined if the provider is an ambulance service provider. (Complete)
    e. Emergency vehicle operation and driver safety training (Complete)
    f. Controlled substances and how the service provider will obtain, store, secure, exchange, and account for any and all controlled substances used to provide patient care. (Complete)
    g. Continuous quality assurance and improvement program describing the components of the program, including how patient care and documentation will be reviewed, by whom, and how the results will be shared with practitioners and incorporated into continuing education. (Complete)

Additional Responsibilities as required by the State of Wisconsin:

1. Read and understand the responsibilities under Wis. Admin. Code § DHS 110.34 (Complete)
2. Designate the primary service area in which it will operate (Complete)
3. Maintain written mutual aid and coverage agreements with ambulance service providers operating within or adjacent to its primary service area (Future)
4. Designate and maintain affiliation with a regional trauma advisory council. (In-progress)
5. Maintain at least one ambulance vehicle in good operating condition as required under ch. Trans 309 (Future)
6. Provide your list of service designees per Wis. Admin. Code § DHS 110.47.(Complete/Future)

***Attachments to this proposal include the fiscal impact, patient billing fee perspectives, equipment and personnel costs, ongoing additional cost for service, graphical representation of historical EMS data, mileage and time study, and implementation and operational steps.*

Fiscal Information and Impact:

Current EMS Budget

Current EMS Budget	2024	2025	2026	2027	2028
Wages	$ 33,714.50	$ 34,725.94	$ 35,767.71	$ 36,840.74	$ 37,945.97
FICA	$ 2,579.16	$ 2,604.45	$ 2,682.58	$ 2,763.06	$ 2,845.95
Supplies	$ 5,000.00	$ 5,000.00	$ 5,000.00	$ 5,000.00	$ 5,000.00
Training	$ 1,600.00	$ 1,600.00	$ 1,600.00	$ 1,600.00	$ 1,600.00
Other	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00	$ 3,000.00
Medical Physicals	$ 100.00	$ 100.00	$ 100.00	$ 100.00	$ 100.00
Equipment	$ 4,000.00	$ 4,000.00	$ 4,000.00	$ 4,000.00	$ 4,000.00
Riverside per call	$ 22,000.00	$ 22,000.00	$ 22,000.00	$ 22,000.00	$ 22,000.00
Riverside Contract	$ 65,000.00	$ 65,000.00	$ 65,000.00	$ 65,000.00	$ 65,000.00
Total Budget	**$ 136,993.66**	**$ 138,030.38**	**$ 139,150.29**	**$140,303.80**	**$141,491.91**
** wages include a 3% increase annually					

Projected Budgets and Expenses

Capital Purchases			
Item	Cost	Quantity	Total Cost
Ambulance (New)	$ 350,000.00	1	$ 350,000.00
Ambulance (Used)	$ 100,000.00	1	$ 100,000.00
Stryker Power Load cot loading s	$ 28,000.00	2	$ 56,000.00
Stryker Poser Pro 2 power cot	$ 32,550.00	2	$ 65,100.00
Stryker Power Pro stair chair	$ 4,500.00	2	$ 9,000.00
Defibrillator	$ 55,000.00	2	$ 110,000.00
Backboards, KED, & other capital	$ 10,000.00	2	$ 20,000.00
TOTAL			**$ 710,100.00**
** Many capital items can be purchased as refurbished for a lesser cost while still meeting standards with full warranty/ Total can be financed with an est. $71,000 a year payment			

ESTIMATED 2025 Budget	
Item	**Cost**
Cradlepoint wifi & router (for Defibrillator)	$ 5,400.00
Current Firefighter - Training to EMT	$ 7,200.00
EMS Wages	$ 34,725.94
FICA	$ 2,604.45
Supplies	$ 5,000.00
Training (Conference, etc..)	$ 1,600.00
Other	$ 3,000.00
Medical Physicals	$ 500.00
Equipment	$ 4,000.00
Riverside per call	$ 22,000.00
Riverside Contract	$ 65,000.00
TOTAL	**$ 151,030.38**

**$13,000 increase between current budget and increase to purchase extra equipment/up-training of firefighters to EMS

Projected Revenue/Grants	2026	2027	2028	2029	2030
Projected Billing Revenue	$ 200,000.00	$ 202,000.00	$ 204,020.00	$206,060.20	$208,120.80
Grants	$ 10,000.00	$ 10,000.00	$ 10,000.00	$ 10,000.00	$ 10,000.00
2% Fire Dues	$ 10,000.00	$ 10,000.00	$ 10,000.00	$ 10,000.00	$ 10,000.00
Total	$ 220,000.00	$ 222,000.00	$ 224,020.00	$226,060.20	$228,120.80

**1% increase annually ** Wisconsin ACT 228 – GEMT will allow for greater return of Medicaid patient billing / Grant funding is likely under-estimated due to changes in Wisconsin FAP grant

ESTIMATED BUDGET			
Item	**2026**	**2027**	**2028**
Wages	$ 196,560.00	$ 198,525.60	$ 200,510.86
FICA	$ 14,742.00	$ 14,889.42	$ 15,038.31
EMS Operating Supplies(include	$ 12,000.00	$ 12,000.00	$ 12,000.00
Training (Conference, etc..)	$ 1,600.00	$ 1,600.00	$ 1,600.00
Medical Physicals	$ 500.00	$ 500.00	$ 500.00
Equipment	$ 4,000.00	$ 4,000.00	$ 4,000.00
Vehicle/Equipment Maintenanc	$ 3,000.00	$ 3,000.00	$ 3,000.00
Fuel	$ 7,500.00	$ 7,500.00	$ 7,500.00
Patient Billing	$ 8,400.00	$ 8,400.00	$ 8,400.00
Medical Control	$ 3,600.00	$ 7,200.00	$ 7,200.00
Software/Staffing Management	$ 3,000.00	$ 3,000.00	$ 3,000.00
Clothing Allowance	$ 3,000.00	$ 3,000.00	$ 3,000.00
Membership dues	$ 500.00	$ 500.00	$ 500.00
TOTAL	**$ 258,402.00**	**$ 264,115.02**	**$ 266,249.17**

**Patient Billing using billing company estimated at $21 per call @ 400 calls

COMPARISONS	2026	2027	2028
Current Budget	$ 139,150.29	$ 140,303.80	$ 141,491.91
Revenue	$ -	$ -	$ -
Village Expense	**$ 139,150.29**	**$ 140,303.80**	**$ 141,491.91**
Projected Budget	$ 258,402.00	$ 264,115.02	$ 266,249.17
Capital Expense (Loan payment)	$ 71,000.00	$ 71,000.00	$ 71,000.00
Total Expenses	$ 329,402.00	$ 335,115.02	$ 337,249.17
Revenue/Funds/Grants	$ 220,000.00	$ 222,000.00	$ 224,020.00
Village Expense (total Expense -	**$ 109,402.00**	**$ 113,115.02**	**$ 113,229.17**

Projected savings to the Village of Kronenwetter = Current Village Expense – Projected Village Expense with revenues:

2026	$ 29,748.29
2027	$ 27,188.78
2028	$ 28,262.74

Per Capita = ((total expenses – revenue)/total census (8500 residents))

Current	$16.37	Per Capita
Projected	$12.87	Per Capita

PATIENT BILLING

PATIENT BILLING RATE - CURRENT SERVICES						
Description	Mosinee	Wausau	SAFER	Stratford	Riverside 2022	Riverside 2023
BLS - Resident	800	1300	900	800	1050	1100
BLS - Non Resident	925	1300	1050	900	1250	1300
ALS1 - Resident	975	1450	1075	1050	1200	1300
ALS1 - Non Resident	1075	1450	1225	1250	1400	1500
ALS2 - Resident	1150	1800	1475	1275	1400	1600
ALS2 - Non Resident	1275	1800	1625	1475	1600	1800
BLS On Scene Care - Resident	275	500	425	300	350	400
BLS On Scene Care - Non Resident	275	500	500	375	425	500
ALS On Scene Care - Resident	775	1100	425	650	1200	1300
ALS On Scene Care - Non Resident	900	1100	500	725	1400	1500
Mileage - Resident	16	23	20	21	25	26
Mileage - Non Resident	17	23		22	25	26
Oxygen					82.5	90
Spinal Immobilization					165	200
Lift Assist (1st 2)		0				
Lift Assist after 2		275				

SUGGESTED KRONENWETTER PATIENT BILLING RATE	
Description	Suggested Rate
BLS - Non-Emergent	$ 950
BLS - Emergent	$ 1,100
ALS1 - Non -Emergent	$ 1,100
ALS1 - Emergent	$ 1,250
ALS2	$ 1,400
BLS On Scene Care	$ 250
ALS On Scene Care	$ 450
Mileage	$ 25

**Per EMS Regional Director – Resident and Non-Resident charges are not recognized by billing companies

Mileage and Response Times study (addresses blacked out to retain privacy)

Address Example	Address	RSFD Mi.	RSFD Time	KFD Mi.	KFD Time		Direction		Time Diff.	Mileage Diff
Address 1	[redacted]	8.9 mi.	14 mins.	5.1 mi.	7 mins		South		7 min	3.8
Address 2		9 mi.	15 mins	8.9 mi.	15 mins		East		0 min	0.1
Address 3		8.8 mi.	14 mins.	9.2 mi.	14 mins		East		0 min	0.4
Address 4		9.2 mi.	13 mins	3.6 mi.	5 mins		South		8 min	5.6
Address 5		7.9 mi.	12 mins.	2.3 mi	5 mins		South		7 min	5.6
Address 6		12.9 mi	18 mins	9.1 mi.	11 mins		South		7 min	3.8
Address 7		5.6 mi.	9 mins	2.0 mi	4 mins		West		5 min	3.6
Address 8		4.3 mi.	7 mins	3.0 mi.	5 mins		West		2 min	1.3
Address 9		4.2 mi.	7 mins	2.9 mi	5 mins		West		2 min	1.3
Address 10		3.7 mi.	8 mins	3.7 mi	7 mins		Central		1 min	0
Address 11		7.6 mi	13 mins	3.9 mi	6 mins		Central/South		7 min	3.7
Address 12		4.4 mi	9 mins	4.2 mi.	8 mins		Central		1 min	0.2
Address 13		5.7 mi	11 mins	6.1 mi	10 mins		East		1 min	0.4
Address 14		4.0 mi	8 mins	2.8 mi	5 mins		Central		3 mins	1.2

Figure 1

Historical Call Times and Days of Weeks:

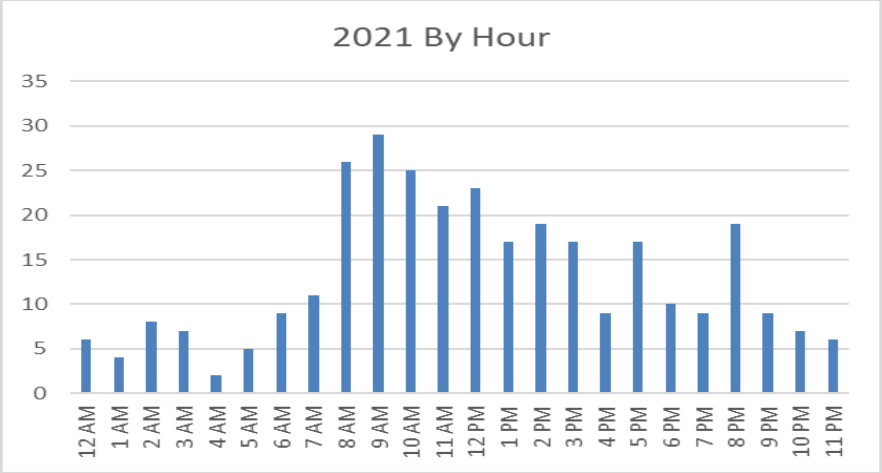


Figure 2

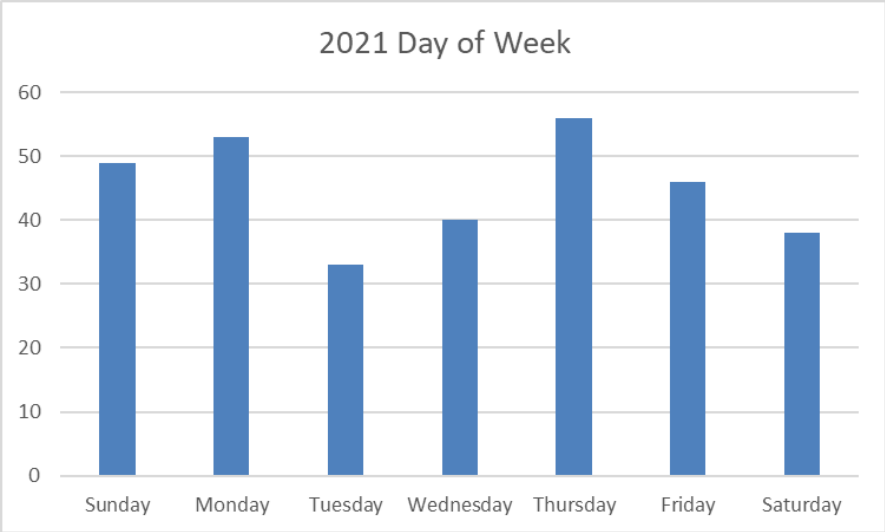


Figure 3

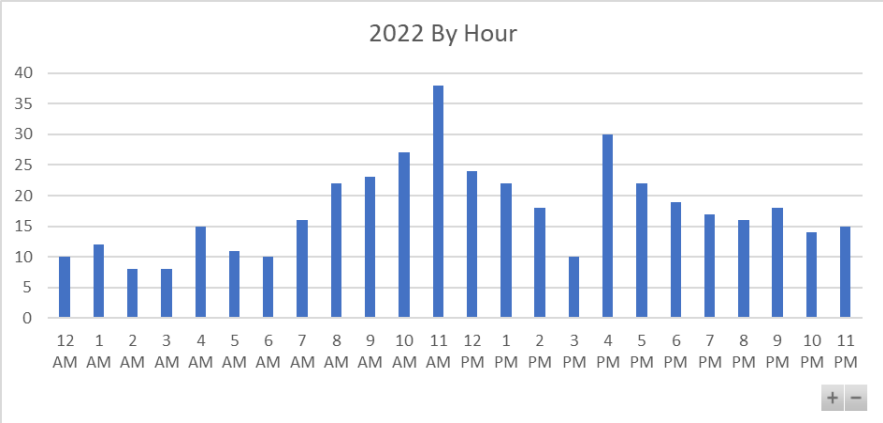


Figure 4

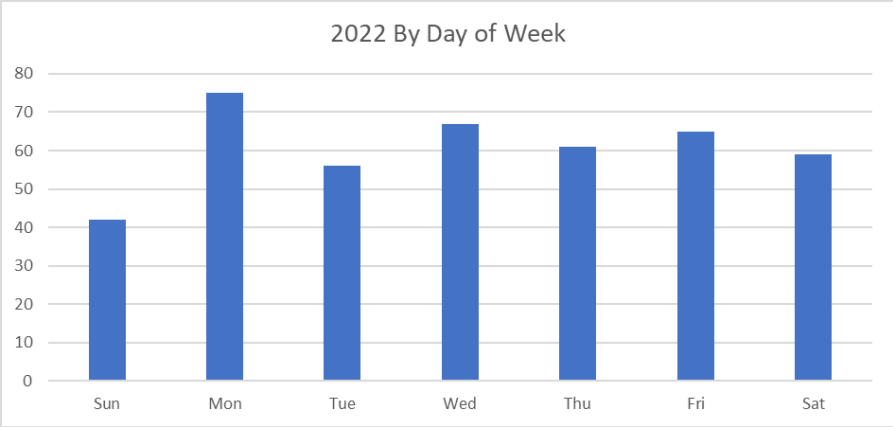


Figure 5

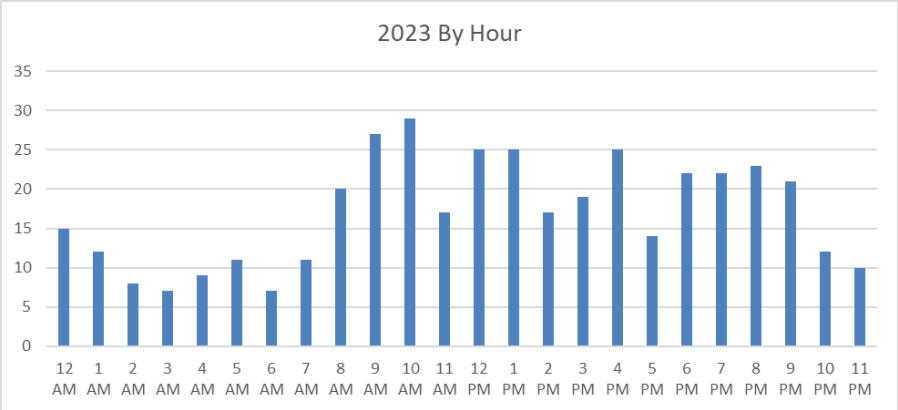


Figure 6

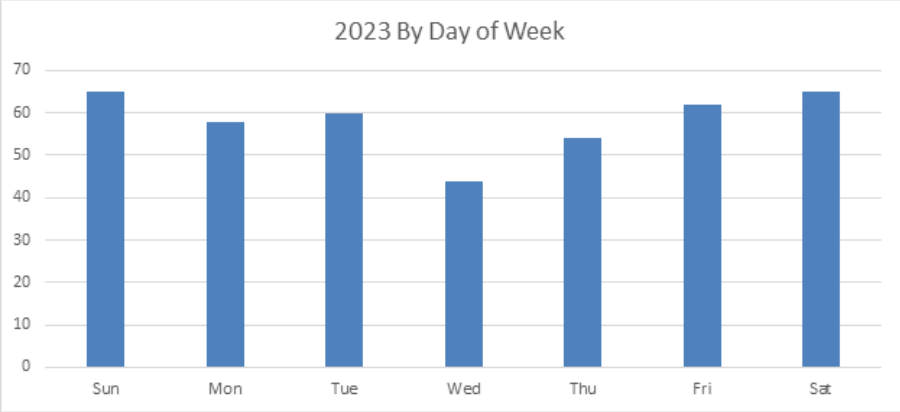


Figure 7

Call by Transport Type

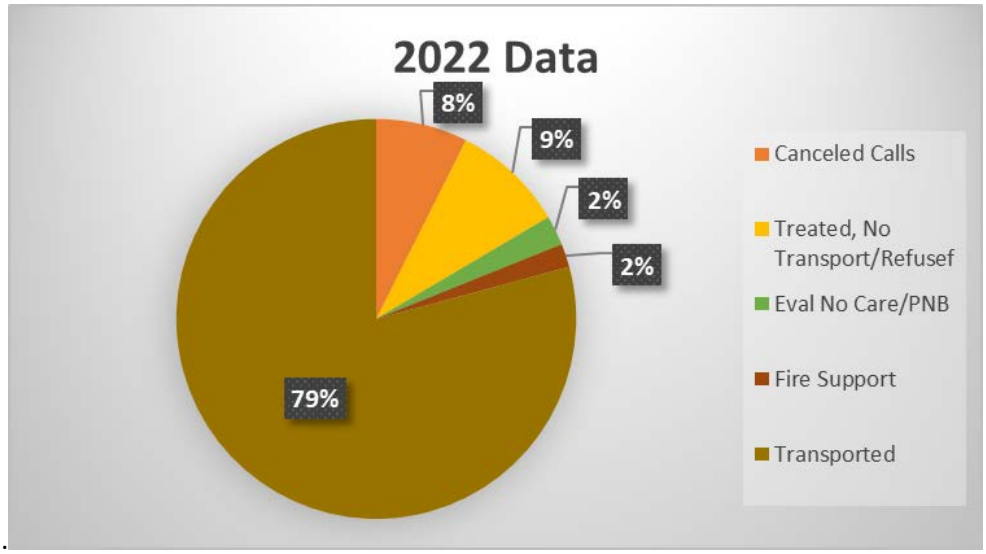


Figure 8

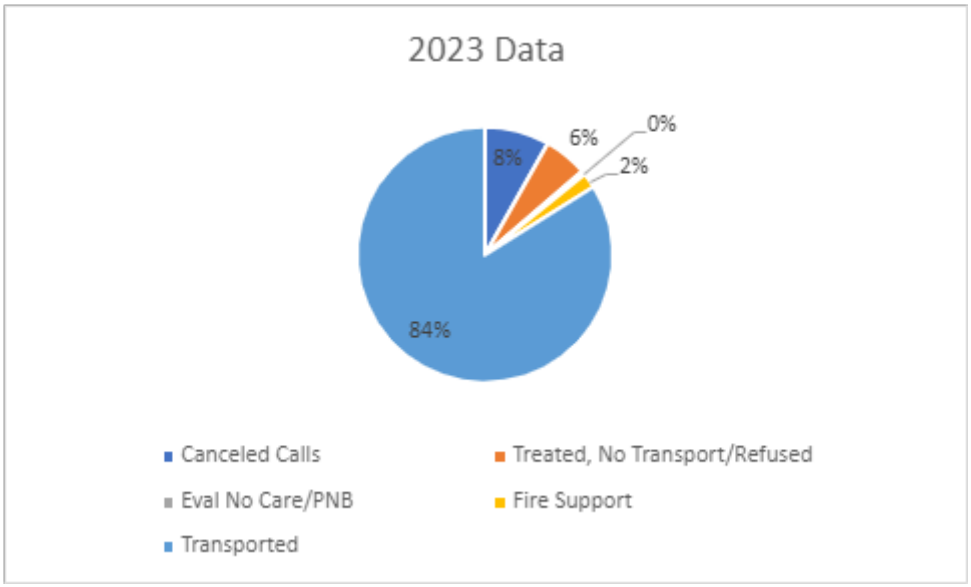


Figure 9

Kronenwetter Fire Ambulance Service Q&A

1. **How long would it take to see a return on the investment?**
   Per the estimations included in the fiscal impact the return would be immediate.

2. **What is the cost to implement this service (including equipment, personnel, and associated training**)?
   See financials to understand the capital expenses for equipment, cost of personnel associated with training, broken down in future budgets.

3. **Do we need additional building space? Where would we house the equipment?**
   As previously discussed at CLIPP meeting on March 4th, this is something that is being evaluated regardless of Ambulance Service. The current Fire Station was designed and built with the two bays' closest to the building to house Ambulances. Having additional space or converting existing space for sleeping quarters would us to expand our staffing network for both Fire and EMS to outside of the Village of Kronenwetter.

4. **What is the current need for an ambulance service in Kronenwetter based on call log data?**
   Call volume in Kronenwetter has continued to rise with 243 calls in 2019, 267 in 2020, 324 in 2021, 410 in 2022 and 408 in 2023. We are already tracking over 100 calls for 2024. Based on averages over 90% of all calls have a non-paramedic level need.

5. **Is there a known rate of failure of Ambulance Services for villages/smaller municipalities in the State of Wisconsin?**
   There is not a known rate of failure directly due to financial reasons. There are a few agencies in the past 5 years that were not able to be financially sustainable due to low call volumes (under 150 calls a year). They, in turn, merged or outsourced the service with other service providers. An example provided to us by our Regional EMS Coordinator, there was a service provider that in 2 years of service only had 14 calls, which is not sustainable for any service at that level.

6. **Are there grants available for the funding?**
   Yes. Options include: FAP Grant, AFG (FEMA Grant, SAFER Grant (another FEMA Grant), and additional State of WI Funding that we could utilize towards purchasing supplies necessary to stock the apparatus.

7. **Would the income go towards general revenue for the village or specifically fire?**
   The revenue would be applied to general revenue (100) of the Village of Kronenwetter and will offset expenses.

8. **How would personnel respond, from the station or from home?**
   There would be a combination of personnel response. Our implementation plan includes daytime staffing hours as well as daytime and after hours on call staffing. On shift staff can provide additional support to the Kronenwetter Fire Department by assisting with fire inspections and business and community relations with those wages being covered out of Fund 270 (2% dues). Our staffing model also continues to utilize first responders who respond directly to patient's locations to start patient assessments and care while the ambulance crew responds with the ambulance.

9. **What does coverage look like for the southside of Kronenwetter? Ability to contract with Town of Guenther?**
   Currently, the Kronenwetter Fire Department provides fire service to the Town of Guenther. They are contracted with SAFER Fire Department for an ambulance service, although contract details and expiration of that contract are not known.
   Response times to Kronenwetter's residents could be faster than the current service provides, based on various locations throughout Kronenwetter. A mapping exercise was completed using Google Maps showing the various locations and the differences in both mileage and time to those locations. This study is included in the implementation plan.

10. **How many Medical Emergency calls actually required a paramedic?**
    Because the data from Riverside Fire District does not differentiate actual paramedic skills being applied, we reached out to surrounding ambulance services to review their total calls and how many required a paramedic intercept with resulting data indicating between 7-10% of their total call volume requiring an ALS intercept. Since some of these services are EMT Basic level, had they been providing AEMT level service this number may be lower. Data was obtained from Mosinee, Hatley, Edgar, and Stratford.

11. **How many medical emergency calls were not treated/transported calls?**
    Data from 2022 and 2023 (through 12/5) there was a total of 91 in 2022 and 77 that fell under the categories of no treatment or no transport. Prior to 2022 data is not available.

12. **How many apparatuses would be in service?**
    Two Ambulances would offer ideal service coverage. The implementation plan recommends acquiring one brand new apparatus and one used apparatus. This would allow for additional coverage while one apparatus is out in the event another call for emergency service comes in, or calls that require two apparatuses upon initial dispatch (motor vehicle accidents). In addition, it would ensure that we have a secondary apparatus in the event of any mechanical issues that would place one of the apparatuses out of service.

13. When does the contract with Riverside Fire District renew?

The contract will auto-renew at the end of 2025 unless a decision is made to create ambulance services within Kronenwetter Fire Department, renew with Riverside Fire District, or go out for RFP (request for proposals) from other ambulance providers.

14. What are mutual aid options with surrounding communities?

We currently have an auto-aid fire agreement with Mosinee Fire District. Kronenwetter Fire Department is also part of MABAS Division 130.

15. What would the start-up period look like?

The anticipated startup date would be January 1, 2026. Per the State of Wisconsin, we could utilize a 12 month phase-in period which would allow us the time to completely staff and obtain all necessary medical equipment. This can be followed by an additional 12 months if necessary. This phase-in period allows the service to run with lower staff (EMT vs AEMT licensure) during this time until staff trains up to the AEMT level.

16. **What are the benefits of having an ambulance in Kronenwetter?**

The benefits of having an ambulance service location in Kronenwetter are multiple. The staff of Kronenwetter Fire Department would provide high quality patient care on scene and continue that care and treatment to the hospital. The revenue realized through the service would come back to the Village of Kronenwetter. The Village is currently losing out on funding options and the ability to report gains or losses because this service is not currently part of the Village.

In addition, we would be able to offer lower-cost billing to our residents in relation to what is currently charged per service. A study of area services and their fees is included in the implementation plan.

As also addressed in question 9, the response times by both time and mileage were compared amongst various locations throughout Kronenwetter. Since our area of service is vast and includes some very rural areas to the east and south, we would be able to service those areas faster from our centrally located fire station.

17. Does the Kronenwetter Fire Department have members that are on multiple departments?

Yes. The majority of the personnel that are on the Kronenwetter Fire Department as well as other departments is due to Kronenwetter not having ambulance service. Once an individual has their training as an EMT or higher, they want to be able to utilize their skills on an ambulance service. We currently have three members that are licensed as first responders for Kronenwetter but are also on another service to utilize their license on an ambulance service. Most recently, we provided and paid for the training of one member to the EMT level, and they now work for a service out of the area three days a week to utilize their skills.

Report to Village Board Community Life, Infrastructure and Public Property (CLIPP)

Agenda Item: Award Railroad Accessibility Assessment Study
Meeting Date: April 1, 2024
Referring Body: Community Life, Infrastructure and Public Property (CLIPP)
Committee Contact: Chris Eiden, Chair
Staff Contact: Leonard Ludi, Village Administrator
Pete Wegner, Community Development Director
Report Prepared by: Leonard Ludi, Incoming Village Administrator

OBJECTIVE(S): Advance the award packet for the Railroad Accessibility Assessment Study to the Administrative Policy Committee (APC) and thereafter onto the Village Board for approval.

HISTORY/BACKGROUND: A citizen complaint was brought up at CLIPP in 2023 asking for attention to be placed on additional emergency access needed in the West Nelson Road and other residents in the areas west of the Railroad Track. Meeting discussions have mentioned a number of alternatives and further delegation has been brought up to CLIPP by former Interim Administrator, Kim Manley and then Public Works Director, Leonard Ludi.

In a CLIPP meeting on January 3, 2024, the committee ask that Public Works Director and the Community Development Director to develop and RFP to study alternatives, and feasibility of those alternatives to address vehicle delays and impacts to emergency services in the event the CN Railroad west of Old 51 where to restrict traffic.

In a CLIPP meeting February 5, 2024 the language and objective of the Railroad Accessibility Assessment Study RFP was reviewed and approved to move forward to the Village Board. Village Board on February 12, 2024 approved the publishing the RFP for a Railroad Accessibility Assessment Study. With that, proposals were due March 11, 2024 and five (5) proposals were received as listed below.

Proposal Listing:	Proposals	
Kapur all in	$	22,223.00
Trotter & Associates	$	29,900.00
Ruekert Mielke	$	24,500.00
Roth Professional Solutions	$	51,265.00
Becher Hoppe	$	68,500.00

Scoring Proposal Review: The review and scoring were initiated through a proposal review team via a scoring matrix. An accumulative score average was tallied as follows:

Accumulative Scoring Average	Kapur all in	Trotter Assoc.	Ruekert Mielke	Roth Professional Solutions	Be Ho
Submitted Cover Letter Meeting RFP Requirements (10 pts)	7.25	8	6	6.25	6.75
General Background of Firm (20 pts)	10.75	14.5	16.75	11.75	11.25
Overall Municipal Experience (20 pts)	14.25	13.25	15.25	15.25	16.75
Experience of Project Manager (50 pts)	41.25	39	39.25	36.5	36.5
Main Project Team Resumes or Experience (20 pts)	16.75	13.5	19.5	13.5	16
Specific Project Experience for Project Scope (25 pts)	20.25	18.75	22.25	17	20.25
Project Approach (75 pts)	63.25	65.5	67	62.5	60
Cost (40 pts)	37.25	32	31.5	16.75	12.5
AVERAGE TOTAL POINTS	211	204.5	217.5	179.5	180
Points Ranking	**2**	**3**	**1**	**5**	**4**

PROPOSAL: Based on the review team's scoring and ranking, Ruekert Mielke was ranked the best overall proposal, to include highest scores in general background, and specific project experience categories.

RECOMMENDED ACTION: Advance the award packet for the Railroad Accessibility Assessment Study to the Administrative Policy Committee (APC) and thereafter onto the Village Board for approval. Recommendation is to award the Railroad Accessibility Assessment Study to Ruekert Mielke for $24,500.00.

FINANCIAL

Financial Consideration/Action: To be determined by CLIPP

FUNDING SOURCE: NA

Account Number/Title: #
Current Adopted Budget: $
Spent to Date: $
Remaining Budget: $
Requested Amount: $
Remainder of Budgeted Amount, if approved:

ATTACHMENTS:

- Amended RFP Railroad Accessibility Assessment Study
- Proposal Scoring Matrix
- Ruekert Mielke Proposal
- Kapur Proposal
- Trotter Proposal
- Roth Professional Services Proposal
- Becher Hoppe Proposal

Request for Proposals

Railroad Accessibility Assessment Study

Marathon County, Wisconsin

Date: February 16, 2024

PROPOSALS DUE:
Monday, March 11, 2024
4:00 p.m.

Leonard Ludi
Village Administrator
Village of Kronenwetter
1582 Kronenwetter Drive
Kronenwetter, WI 54455
Phone - (715) 693-4200
Fax - (715) 693-4202
lludi@kronenwetter.org

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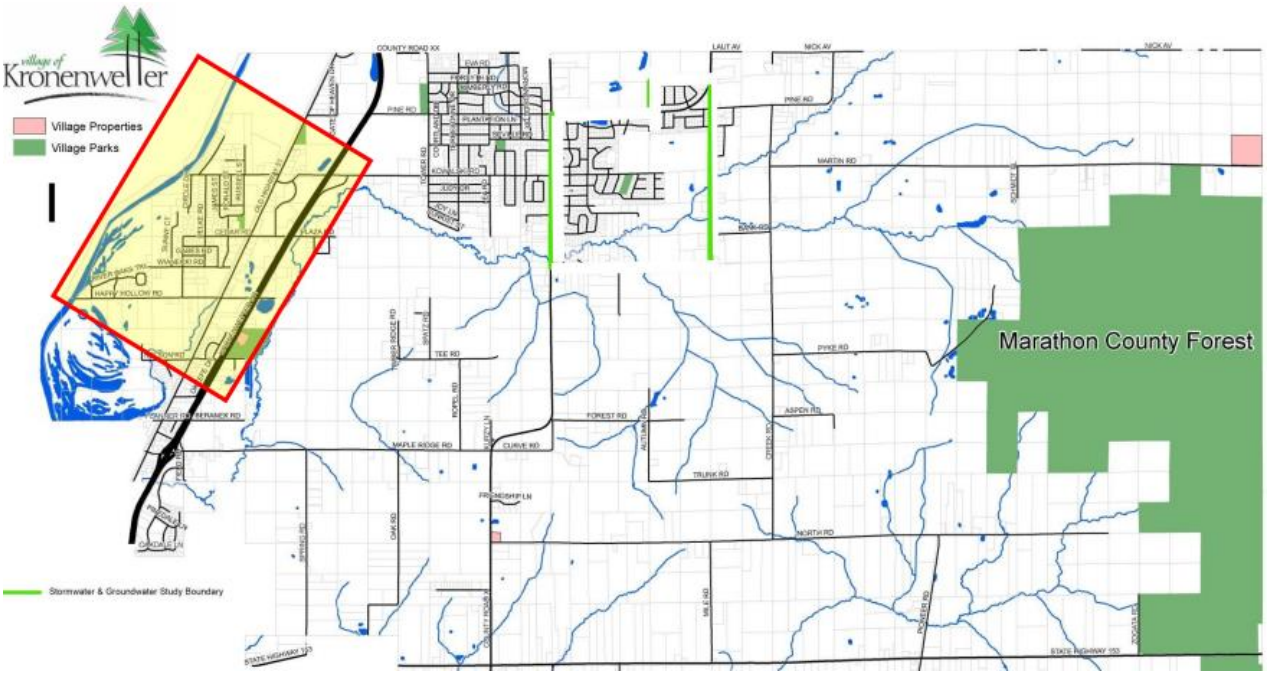
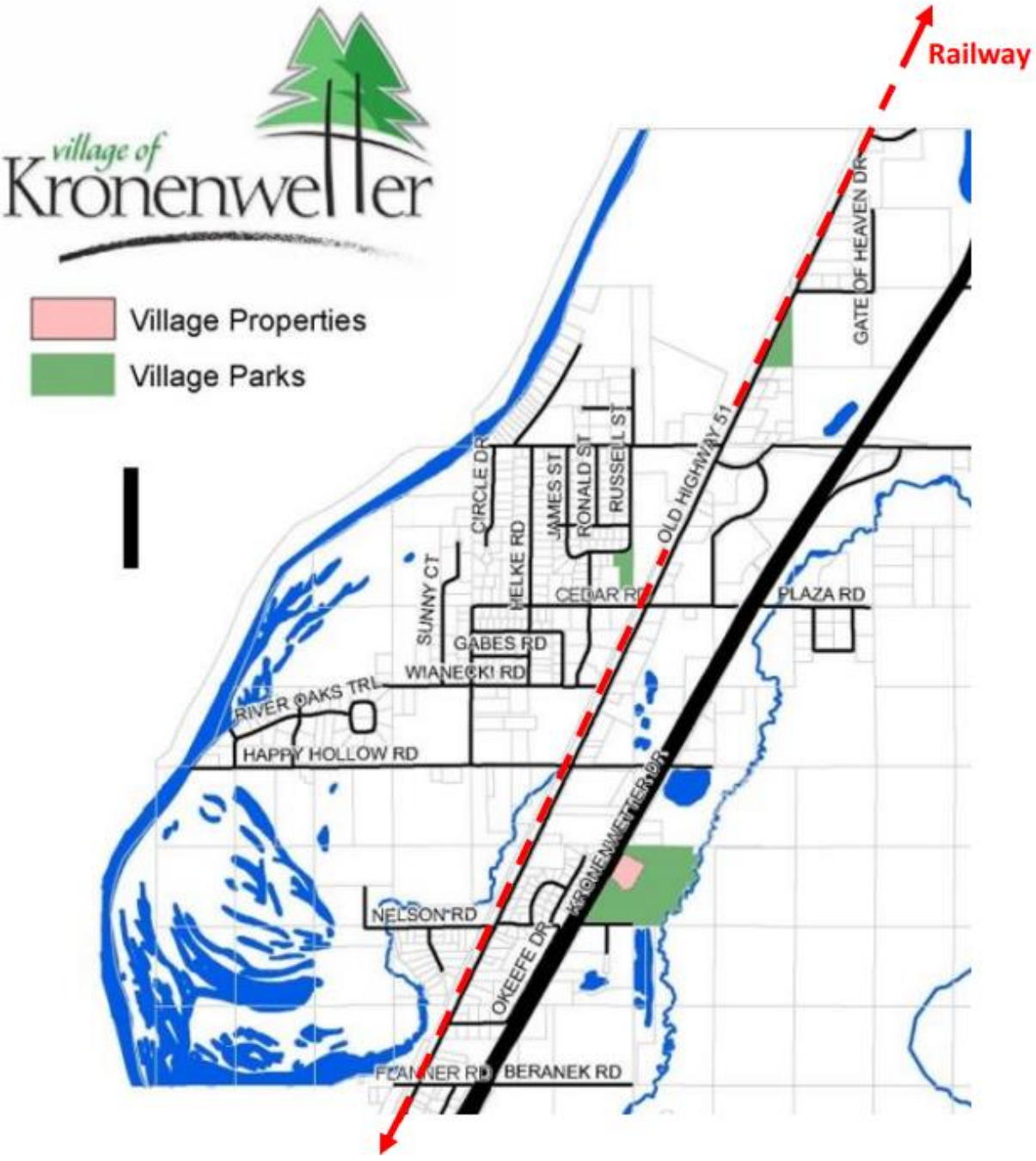
Request for Proposals
Village of Kronenwetter
Railroad Accessibility Assessment Study

BACKGROUND

The Village of Kronenwetter is a progressive community located in southern Marathon County, between Wausau and Mosinee. Kronenwetter is the largest Village by area in the State of Wisconsin and has a mixture of urban and rural development (see map of Village). A citizen complaint brought up at the Community Life, Infrastructure and Public Property committee (CLIPP) meeting asking for attention to be placed on additional access needed in the West Nelson Road and Happy Hollow Road area and other residents in the areas west of the Railroad Track. The scope of work and project objective has been presented to the Village's Community Life, Infrastructure and Public Property Committee (CLIPP) and approved by the Village Board to move forward on February 12, 2024.

The purpose of this RFP is to solicit engineering services to study the alternatives and feasibility of those alternatives to address vehicle delays and impacts to emergency services in the event a Canadian National Railroad train west of Old 51 restricts traffic, to include exit impacts in an emergency evacuation scenario. The subject area surrounding West Nelson and Happy Hollow Road is illustrated below:




village of
Kronenwetter
Village Properties
Village Parks
Railway
GATE OF HEAVEN DR
OLD HIGHWAY 51
CIRCLE DR
JAMES ST
RONALD ST
RUSSELL ST
MELKE RD
SUNNY CT
CEDAR RD
PLAZA RD
GABES RD
WIANECKI RD
RIVER OAKS TRL
HAPPY HOLLOW RD
KRONENWETTER DR
NELSON RD
OKEEFE DR
FLANNER RD
BERANEK RD

VILLAGE INFORMATION

The Village has the following information available for consultant review:

1. 2019 Village Comprehensive Plan
2. 2019 to 2024 Village Strategic Plan
3. Planning, Land Use and Road Data from the Community Development and Public Works Departments
4. Emergency Response data from the Village of Kronenwetter Police and Fire Department
5. Community input regarding concerns as more information becomes available

- This above information will be provided to the awarded consultant by the appropriate village department if not already on the village website.

PURPOSE

The purpose of this "Railroad Accessibility Assessment Study" (hereinafter, RFP) is to select a qualified professional consultant to evaluate the Village's emergency access management strategy resulting in an appropriate balance between the safety and operating efficiency of the roadway. Impact to property owners to the west of the railway adjacent to Old 51 Highway should be addressed in this study as well.

Also, the consultant is to study the alternatives, and feasibility of those alternatives to address vehicle delays and impacts to emergency services in the event the CN Railroad west of Old 51 restricting traffic, and recommend solutions for road improvements and study/evaluate access to residents and emergency services in the event there is a natural and/or manmade disaster. Satisfaction of proposal requirements and consultant's approach to the project(s) will be key criteria for selection, among others including future. The Village is seeking to identify qualified firms with experience in housing development egress and ingress codes; system design and management; public relations and outreach; and funding options, to include any alternatives in coordinating efforts with the CN Railroad system.

As the range of experience required is broad, the Village may consider firms in partnership. The Village also reserves the right to award the contract to multiple firms based on their individual expertise.

DETAILS OF SERVICES

1. The consultant's firm, including principals, project managers, and key personnel, shall have relevant experience with similar work and shall be competent to perform the services required under this RFP.
2. The work contemplated is professional in nature. It is understood that the consultant, acting as an individual, corporation, or other legal entity, is of professional status, is licensed to perform in the State of Wisconsin, is licensed for all applicable professional disciplines requiring licensing, and shall be governed by the professional ethics of said professions in its relationship to the Village.

3. It is understood that all reports, information, or data prepared or assembled by the consultant for the benefit of the Village of Kronenwetter and shall not be made available in whole or in part to any individual or organization, except the Village Kronenwetter, without the prior written approval of the Village of Kronenwetter.
4. The consultant shall be responsible for complying with local, state and federal codes, legislation procedures, and regulations affecting work in their profession.

SCOPE OF SERVICES

The selected consultants(s) will provide recommendations to the Village within the "Railroad Accessibility Assessment Study" by evaluating the Village's access proposing improvement scenarios and collaboration with other agencies the Village can utilize in their strategic plan.

Railroad Emergency Accessibility Assessment & Report

The scope of services shall include the following elements:

Phase 1: Preliminary Research

- Investigate, review and inventory at-grade railroad crossings, road characteristics, etc.
- Collect all pertinent data regarding emergency accessibility and evacuations.
- Define concerns, issues and opportunities to work with other agencies.
- Identify and compare alternatives to address those concerns and solutions.

Phase 2: Qualifications of Preliminary Recommendations

- Evaluate existing 2019 Village Comprehensive and 2019-2024 Village Strategic Plan.
- Evaluate current and future railroad activity that will impact community ingress and egress.
- Establish recommendations for one (1) primary solution & two (2) alternate scenarios showing associated opportunities and constraints.
- Final alternative will define any impacts if no improvements were to take place.

Phase 3: Funding Evaluation

- Identify preliminary budgetary cost of primary and alternate scenarios.
- Identify grant funding opportunities, to include Health & Safety funding opportunities.
- Define any alternatives if no improvements were to take place.

Phase 4: Finalize Report

- Public input regard preliminary concepts
- Village of Kronenwetter Staff review of final draft accessibility study report.
- Finalize study and present findings to the committee and thereafter, Village Board.

SCHEDULE

The proposals are due in the village administrator's office by 4:00p.m. Monday, March 11, 2024. The intent is to have the proposals initially screened by the Village staff and then reviewed by the CLIPP Committee at its April 1, 2024 meetings with final Village Board action to follow.

The project timetable is as follows:

1. Consultant selection: mid-March recommendation to award prepared.
2. Prepare/approval consultant agreement (attached): late March 2024
3. Present recommendation to CLIPP Committee – thereafter, present award packet to Village Board early- April 2024
4. Project kickoff meeting with staff, CLIPP Committee and/or Village Board: late April 2024
5. Complete report Presentation: July - August 2024

The consultant shall provide three printed sets of the initial draft report. When the draft report is accepted, the consultant will provide three sets of the final report. The consultant will also provide a complete, matching electronic PDF copy of the report narrative, maps, tables, charts, figures and any appendices. This includes full-size map presentation boards where necessary for public review.

PROPOSAL REQUIREMENTS

The successful firm(s) shall respond to the RFP with the information requested below. This information shall be provided in the order shown in this request. Information can be provided in multiple sections but must appear in the requested section. Each tab must contain a narrative on the requested subject and examples of direct experience when requested. Examples are limited by number and length as indicated under each tab.

The Village of Kronenwetter will not be responsible for considering information provided under the wrong tab. Questions regarding this RFP should be directed to Mr. Leonard Ludi, Village Administrator, by email request for information to lludi@kronenwetter.org by 4:00p.m. March 4, 2024. The proposing consultant is solely responsible for its interpretation of this RFP. For the purpose of this RFP the term "firm" shall be interpreted to mean firm or firms. In the case of partnerships, the requested information shall be provided for each firm in the partnership and shall be provided in separate sections under the requested tab. Failure to respond in the requested format may result in the firm being disqualified

from consideration. All submitted materials become the property of the Village of Kronenwetter.

Proposals shall include:

Tab 1. **Cover Letter -** Shall be on company letterhead and addressed to the village administrator with a statement of the consultant's basic understanding of the Village's needs. The name, business address and telephone number of the firm's primary point of contact and any subconsultants, if any, shall be clearly listed.

Tab 2. **General Background of Firm & Organizational Chart -** This section shall include the general background of the firm. Information on the complete services of the firm should be provided but should be kept in a concise format. Examples of specific firm experience will be requested in following tabs. An 0rganizational chart shall be provided with specific qualified personnel.

Tab 3. **Overall Municipal Experience -** Each firm shall provide a summary of overall municipal experience to not exceed two (2) pages.

Tab 4. **Experience of Project Manager -** Each firm shall designate a project manager and provide detailed information on that individual's experience in municipal affairs especially in accessibility studies, planning, design, modeling, funding and other related items. Only information on the lead project manager should be submitted.

Tab 5. **Main Project Team and Resumes -** This section should include the resumes of "key" project team members. As the experiences of individuals vary, it is up to the proposing firm to determine who would be "key" to the successful implementation of this project. Only the resumes of actual team members should be included. There is no limit to the number of resumes provided. After award of this contract, substitution of "key" personnel will only be allowed by written permission of the Village of Kronenwetter.

Tab 6. **Special Project Experience for Project Scope –** The firm may provide specific examples of related scope of services performed or provide related examples of work relative to the project. This section shall be limited to two (2) pages.

Tab 7. **Project Approach -** Describe the firm's approach for each phase of the project. Incorporate any adjustments or recommendations the firm may have on the work scope.

Tab 8. **Cost -** The consultant shall provide professional services costs for phase of the scope of work as lump sum fees for each phase. The attached Engineering Services Agreement shall be utilized unless the firm provides a similar format.

METHOD OF EVALUATION

Each PROPOSAL shall be reviewed by our evaluation team and shall be scored on the basis of the following criteria and point system:

	General Compliance with RFP / Organization	10
Tab 1.	Submitted Cover Letter Meeting RFP Requirements	10
Tab 2.	General Background of Firm	Pass / Fail
Tab 3.	Overall Municipal Experience	20
Tab 4.	Experience of Project Manager	50
Tab 5.	Main Project Team Resumes or Experience	20
Tab 6.	Specific Project Experience for Project Scope	25
Tab 7.	Project Approach	75
Tab 8.	Cost	40
	TOTAL	250

SUBMISSION REQUIREMENTS AND DEADLINES

Please submit five (5) copies of your Proposal on or before 4:00 p.m., Monday, March 11, 2024. Proposals should be delivered to:

Village of Kronenwetter
Attn: Leonard Ludi
1582 Kronenwetter Drive
Kronenwetter, WI 54455

Proposals should include all items as requested in the "PROPOSAL REQUIREMENTS" section of this document in the order and format specified. Questions regarding this RFP should be directed to Mr. Leonard Ludi, Village Administrator, by email RFI to lludi@kronenwetter.org by 4:00p.m. March 4, 2024.

SELECTION PROCESS

The Village will select a respondent on the basis of responsiveness of the proposal to the RFP requirements and willingness to execute an acceptable written contract. The Village reserves the right to reject any or all proposals, and to request written clarification of proposals and supporting materials.

Interviews may be conducted, if deemed necessary by staff or by committee, with one or more responsible entities that have submitted proposals in order to clarify certain elements. The selection shall be made by the Community Life, Infrastructure and Public Property Committee (CLIPP) and will be recommended to the Village Board for final approval.

The individual and/or consulting team to be recommended to the Village Board will be one whose proposal and overall qualifications are determined to be the most advantageous to the Village.

At the conclusion of the selection process, staff will negotiate the terms and conditions of a contract with the recommended consultant(s). See attached Engineering Services Agreement draft format.

(DRAFT) ENGINEERING SERVICES AGREEMENT

This AGREEMENT ("Agreement") is made as of _____ by and between the VILLAGE OF KRONENWETTER (Village) and _____ (Consultant) which agree as follows:

SECTION 1: SERVICES TO BE PERFORMED

A. SCOPE OF SERVICES

Provide the Village of Kronenwetter a "Railroad Accessibility Assessment Study" by evaluating the Village's access and proposing improvement scenarios and collaboration with other agencies the Village can utilize in their strategic plan.

- Phase 1: Preliminary Research
  a. Investigate, review and inventory at-grade railroad crossings, road characteristics, etc.
  b. Collect all pertinent data regarding emergency accessibility and evacuations
  c. Define concerns, issues and opportunities to work with other agencies
  d. Identify and compare alternatives to address those concerns and solutions

- Phase 2: Qualifications of Preliminary Recommendations

  a. Evaluate existing 2019 Village Comprehensive and 2019-2024 Village Strategic Plan.
  b. Evaluate current and future railroad activity that will impact community ingress and egress.
  c. Establish recommendations for one (1) primary solution & two (2) alternate scenarios showing associated opportunities and constraints.
  d. Final alternative will define any impacts if no improvements were to take place.

- Phase 3: Funding Evaluation
  a. Identify preliminary budgetary cost of primary and alternate scenarios.
  b. Identify grant funding opportunities.
  c. Define any alternatives if no improvements were to take place.

- Phase 4: Finalize Report
  a. Public input regard preliminary concepts

B. COMPENSATION

Consultant shall provide professional services and lump sum compensation will be based on the phased approach above.

C. PROFESSIONAL STANDARDS

In conducting the services, Consultant will apply current professional judgment, and use a level of effort consistent with current professional standards in the same or similar locality under similar circumstances in performing the services. The Village

acknowledges that "current professional standards" shall mean the standard for professional services, measured as of the time those servicers are rendered, and not according to later established standards.

D. CONSULTANT'S AUTHORIZED REPRESENTATIVE

The Consultant shall designate a primary representative with respect to the services to be performed or furnished. Said person will have complete authority on behalf of Consultant to transmit instructions, receive information, and interpret and define Consultant's policies and render decisions for Consultant with respect to services. Alternate representatives proposed by Consultant or the Village shall be subject to the approval of the Village.

Consultant's Authorized Representative: _____

E. PLANS, DRAWINGS, MAPS AND OTHER DOCUMENTS PRODUCED

1. All documents developed as a result of this agreement are instruments of service with respect to this project. The Village shall have the unrestricted right to make, retain, use, publish and/or provide to the public or any third party copies of any such documents for any purpose whatsoever as if the documents constituted work made for hire. It is expressly intended by the parties that no document which the Village has directly or indirectly paid Consultant to produce under this agreement shall be subject to any copyright or other protection from unlimited copying and use by the Village or persons acquiring the documents through the Village.

2. Consultant shall maintain copies of all plans, maps, reports, drawings, computations or other documents generated pursuant to this agreement and make copies thereof available to the Village upon request. Digital copies shall be provided in any format requested by the Village at any time. Consultant shall not destroy its last remaining copy of any such document without first offering it to the Village for safekeeping. Model information shall be provided upon completion of the scope. Model information may or may not be maintained by the Consultant if so designated by the Village.

SECTION II – VILLAGE RESPONSIBILITIES

A. VILLAGE RESPONSIBILITIES FOR PROJECT

The Village, at its expense, shall do the following in a timely matter so as not to delay or hinder Consultant in its furnishing of services:

1. Furnish Consultant with reports, studies, site characterizations, regulatory

orders, and similar information in its possession relating to this agreement, upon request. Unless otherwise specified, Consultant may rely upon information furnished by the Village's authorized officers and employees without independent verification.

2. Schedule and properly notice and required public meeting, if necessary or recommended. Assist with arranging other meetings deemed necessary for the implementation of projects. These meetings may include meetings with agencies, land owners, concerned citizens, etc.

3. Take reasonable steps to arrange for access to make all provisions for Consultant to enter upon public and private lands as required for Consultant to perform its work under this Agreement.

4. Give prompt written notice to Consultant whenever the Village observes or otherwise becomes aware of any development that significantly affects the scope or time of performance or furnishing of Consultant's services or any defect or nonconformance in Consultant's services or in the work of any contractor.

5. Furnish data in the Village's possession prepared by others to Consultant relevant to any services rendered by this agreement together with any existing professional interpretations of the foregoing.

6. Examine studies, reports, and other documents presented by Consultant, and render, in writing, decisions pertaining thereto.

7. Consultant shall not be responsible for the accuracy and completeness of data furnished by the Village, including, but not limited to, computations, record drawings, and maps furnished by the Village.

8. The Village agrees to clarify and define project requirements and to provide such legal, accounting and insurance counseling services as it may deem necessary for the project.

B. VILLAGE'S AUTHORIZED REPRESENTATIVE

The Village's authorized representative under this agreement shall be the director of Public Works, or his/her designee, or duly appointed successor, who shall have complete authority to transmit instructions, receive information, interpret and define the Village's policies and decisions with respect to Consultant's services under this agreement.

SECTION III – PERIOD OF SERVICES

A. TIMETABLE

The services under this Agreement shall be completed according to a scope and schedule agreed upon by the Village and Consultant. However, the parties mutually agree as part of this Engineering Services Agreement that the following timetable shall apply to this project:

[*to be completed by Consultant*]

Any changes in the scope or schedule for completion shall require mutual written agreement between the Village and Consultant.

B. TERM OF AGREEMENT

This Agreement shall commence as of the date set forth above, and shall expire on the date upon which the final documents for all parts of project are received by the Village.

C. TERMINATION OF AGREEMENT

1. The obligation to provide further services under this Agreement may be terminated:

    a. By either party upon 30 days written notice in the event of substantial failure by the other party to perform in accordance with the terms hereof, through no fault of the terminating party. The failing party shall have the right, within 30 days, to correct or remedy the cited failures.

2. By Consultant upon seven days written notice if the Village has failed to pay for previous services rendered and its account is more than 90 days past due.

3. By Village effective upon the receipt of the Village's notice by Consultant.

    a. In the event of termination not based on Consultant's failure to perform, Consultant shall be reimbursed for all services and expenses rightfully incurred prior to termination based upon the reasonable values of such services performed to date. The basis for compensation set forth in this Agreement shall take precedence for any determination for the value of services performed.

SECTION V – GENERAL PROVISIONS

A. INSURANCE

Consultant shall maintain, throughout the term of this Agreement, insurance coverage

for Worker's Compensation, General Liability, and Professional Liability with limits reasonably acceptable to the Village. Consultant shall provide the Village with a certificate of insurance upon request showing the required coverage.

B. ENTIRE AGREEMENT

This Agreement supersedes any and all agreements previously made between the parties relating to the subject matter of this Agreement and there are no understandings or agreements other than those incorporated in this Agreement. This Agreement may not be modified except by a written agreement, duly executed by all parties.

C. INDEMNIFICATION

The Consultant hereby expressly agrees to indemnify and hold the Village and its agents harmless from and against all claims, costs and liability of every kind and nature, for injury or damage received or sustained by any person or entity in connection with, or on account of the performance of services pursuant to this Agreement. The Consultant further agrees to aid and defend the Village or its agents (at no cost to the Village or its agents) in the event they are named as a defendant in an action concerning the performance of work pursuant to this Agreement, except where such suit is brought by the Consultant for failure of the Village to perform under this agreement. The Consultant is not an agent or employee of the Village.

D. GOVERNING LAW

This Agreement shall be governed by and, construed, and interpreted in accordance with the internal laws of the State of Wisconsin.

E. DISPUTE RESOLUTION

1. In the event a dispute shall develop between the Village and Consultant arising out of or related to this Agreement, the Village and Consultant agree to use the following process to resolve the dispute:

    a. The Village and Consultant agree to first negotiate all disputes between them in good faith.

    b. If the Village and Consultant are unable to resolve the dispute by negotiation as described above, the Village and Consultant agree to submit the dispute to non-binding mediation.

        1) The cost of any mediator shall be paid equally by the parties, and each party shall be responsible for its own legal and other costs of participating in the mediation.

        2) If the Village and Consultant are unable to resolve the dispute by negotiation or by mediation, they are free to utilize

whatever other legal remedies are available to settle the dispute.

F. SEVERABILITY

If any provision of this Agreement shall, under any circumstances be deemed invalid or inoperative, this Agreement shall be construed with the invalid or inoperative provision deleted and the rights and obligations construed and enforced accordingly.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement to be effective as of the date first above written.

VILLAGE OF KRONENWETTER

Chris Voll, Village Board President	CONSULTANT
	By: _____
Date:_____	Date: _____

Railroad Accessibility Assessment Study RFP

Brad Jacobson	**Kapur all in**	**Trotter Assoc.**	**Ruekert Mielke**	**Roth Professional Solutions**	**Becher Hoppe**
Submitted Cover Letter Meeting RFP Requirements (10 pts)	7	9	4	6	7
General Background of Firm (20 pts)	8	15	18	10	10
Overall Municipal Experience (20 pts)	15	15	15	15	18
Experience of Project Manager (50 pts)	45	40	35	35	35
Main Project Team Resumes or Experience (20 pts)	15	10	20	10	15
Specific Project Experience for Project Scope (25 pts)	20	18	24	15	21
Project Approach (75 pts)	65	70	70	65	65
Cost (40 pts)	40	30	35	20	10
TOTAL POINTS	215	207	221	176	181

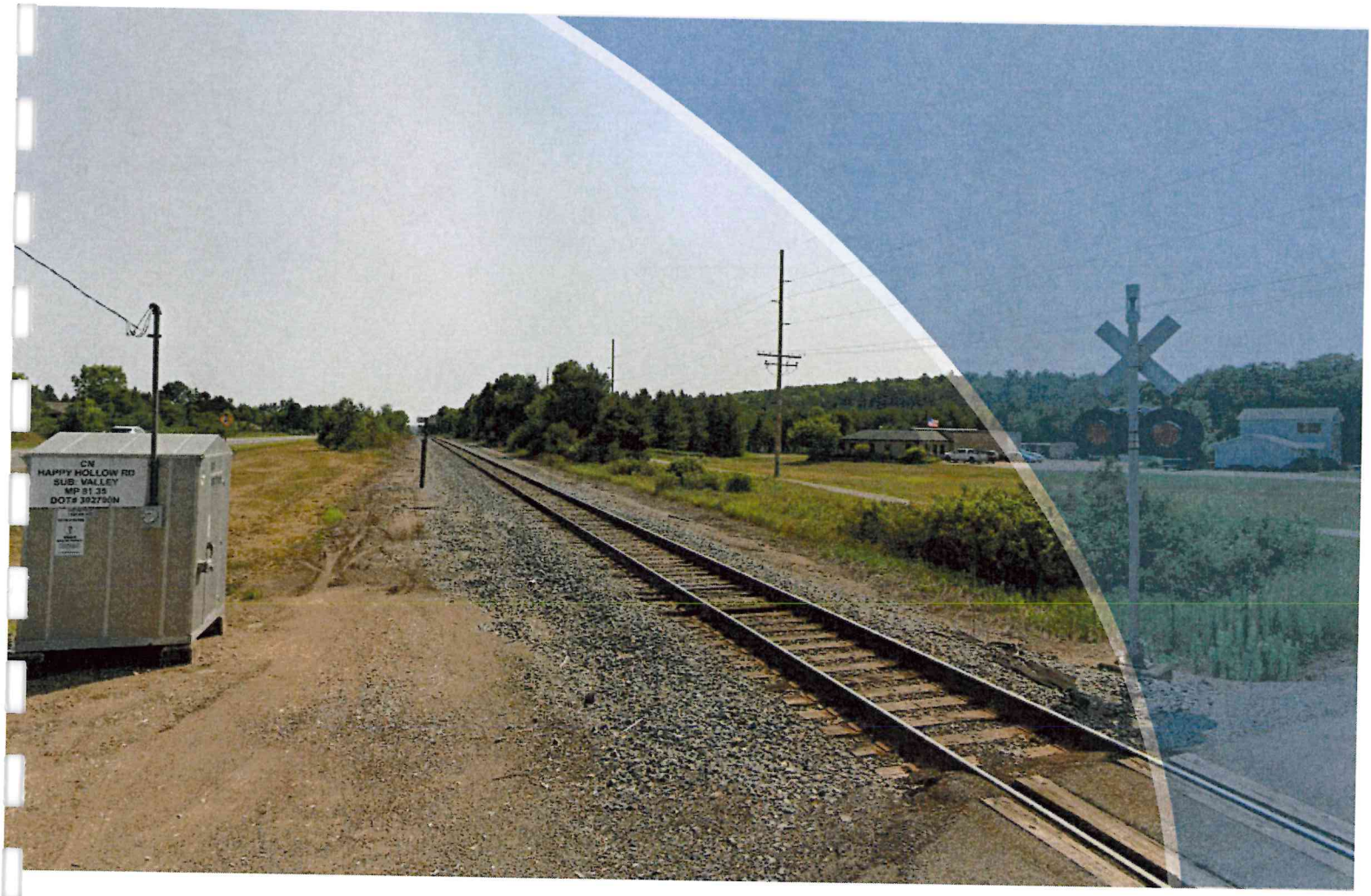
Peter Wegner	**Kapur all in**	**Trotter Assoc.**	**Ruekert Mielke**	**Roth Professional Solutions**	**Becher Hoppe**
Submitted Cover Letter Meeting RFP Requirements (10 pts)	7	8	5	6	6
General Background of Firm (20 pts)	9	15	17	10	10
Overall Municipal Experience (20 pts)	10	10	13	15	15
Experience of Project Manager (50 pts)	40	38	37	34	36
Main Project Team Resumes or Experience (20 pts)	16	13	18	13	16
Specific Project Experience for Project Scope (25 pts)	20	19	23	18	22
Project Approach (75 pts)	65	70	68	65	60
Cost (40 pts)	40	30	16	13	10
TOTAL POINTS	207	203	197	174	175

Chief Terry McHugh	**Kapur all in**	**Trotter Assoc.**	**Ruekert Mielke**	**Roth Professional Solutions**	**Becher Hoppe**
Submitted Cover Letter Meeting RFP Requirements (10 pts)	8	9	6	6	6
General Background of Firm (20 pts)	11	16	18	12	10
Overall Municipal Experience (20 pts)	17	17	17	17	15
Experience of Project Manager (50 pts)	40	38	40	38	36
Main Project Team Resumes or Experience (20 pts)	18	14	20	14	16
Specific Project Experience for Project Scope (25 pts)	21	20	24	19	22
Project Approach (75 pts)	68	70	70	68	60
Cost (40 pts)	39	30	35	14	10
TOTAL POINTS	222	214	230	188	175

Leonard Ludi	**Kapur all in**	**Trotter Assoc.**	**Ruekert Mielke**	**Roth Professional Solutions**	**Becher Hoppe**
Submitted Cover Letter Meeting RFP Requirements (10 pts)	7	6	9	7	8
General Background of Firm (20 pts)	15	12	14	15	15
Overall Municipal Experience (20 pts)	15	11	16	14	19
Experience of Project Manager (50 pts)	40	40	45	39	39
Main Project Team Resumes or Experience (20 pts)	18	17	20	17	17
Specific Project Experience for Project Scope (25 pts)	20	18	18	16	16
Project Approach (75 pts)	55	52	60	52	55
Cost (40 pts)	30	38	40	20	20
TOTAL POINTS	200	194	222	180	189

Accumulative Scoring Average	Kapur all in	Trotter Assoc.	Ruekert Mielke	Roth Professional Solutions	Becher Hoppe
Submitted Cover Letter Meeting RFP Requirements (10 pts)	7.25	8	6	6.25	6.75
General Background of Firm (20 pts)	10.75	14.5	16.75	11.75	11.25
Overall Municipal Experience (20 pts)	14.25	13.25	15.25	15.25	16.75
Experience of Project Manager (50 pts)	41.25	39	39.25	36.5	36.5
Main Project Team Resumes or Experience (20 pts)	16.75	13.5	19.5	13.5	16
Specific Project Experience for Project Scope (25 pts)	20.25	18.75	22.25	17	20.25
Project Approach (75 pts)	63.25	65.5	67	62.5	60
Cost (40 pts)	37.25	32	31.5	16.75	12.5
AVERAGE TOTAL POINTS	211	204.5	217.5	179.5	180
Points Ranking	**2**	**3**	**1**	**5**	**4**

VILLAGE OF KRONENWETTER



Railroad Accessibility Assessment Study

March 11, 2024

Ruekert • Mielke

Ruekert Mielke
1400 Lombardi Avenue Suite 101S Green Bay, WI 54304 920.876.6382

March 11, 2024

Leonard Ludi
Village Administrator
Village of Kronenwetter
1582 Kronenwetter Drive
Kronenwetter, WI 54455

Re: Railroad Accessibility Assessment Study

Mr. Ludi,

Ruekert & Mielke, Inc (R/M) is pleased to submit this proposal for the completion of the Village's Railroad Accessibility Assessment Study. We are very excited to have the opportunity to work on this project with your staff.

R/M has extensive experience in railroad design and construction, railroad permitting and coordination, and project funding. Our proposed project manager, Doug Weinkauf and his wife Dixie Weinkauf, live in Wausau and are extremely familiar with this railroad corridor. The experts that we are proposing on this project have approximately 100 combined years of project experience, and this knowledge and expertise will allow us to best assess alternatives to address the existing railroad concerns. We will utilize our understanding of the railroad permitting processes, and our contacts in the railroad industry to coordinate and negotiate with WisDOT and the Canadian National Railroad on the Village's behalf.

R/M has reviewed the terms and conditions attached to the RFP document as Exhibit A, and they are acceptable for inclusion in the general contract form.

We thank you for the opportunity to propose on the this project, and we look forward to providing the Village with our professional services.

Sincerely,
RUEKERT & MIELKE, INC.

Douglas Weinkauf
Project Manager
doweinkauf@ruekert-mielke.com

TABLE OF CONTENTS:

COORDINATION EXPERIENCE

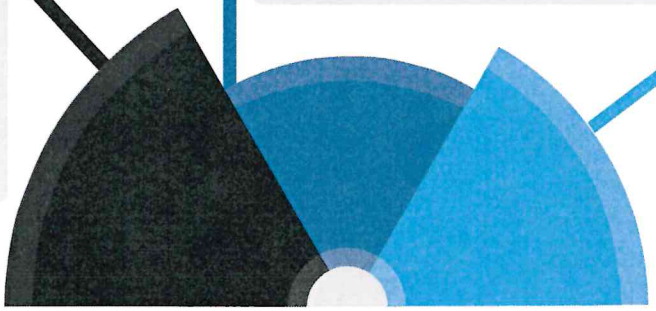
We have extensive experience coordinating and permitting railroad projects. Our experts understand the challenges of working with Wisconsin Railroads, and have experience working with WisDOT's Railroad Section. Our experience will be instrumental in the coordination work with the railroad and WisDOT.

OPERATIONS AND DESIGN

Our team includes key staff that have worked in railroad design, construction, and operations for a combined 100 years.

RAILROAD FUNDING

All of our project team members have helped municipalities secure funding for project work, and this has been from a variety of funding sources.



KEY DIFFERENTIATORS

Ruekert · Mielke
YOUR INFRASTRUCTURE ALLY

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

ABOUT

- Established in 1946
- 120+ Employees Located in Wisconsin
- 6x Top Workplace

100%
EMPLOYEE OWNED

LOCATIONS

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

SERVICES

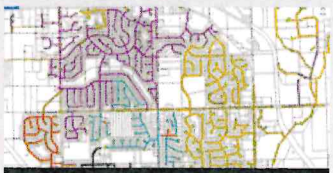

AGRICULTURE


CONSTRUCTION SERVICES


DRONE & SURVEY


ENVIRONMENTAL


FINANCE


GIS


MUNICIPAL & ROADS


PAVEMENT MANAGEMENT


SITE DEVELOPMENT


WASTEWATER


WATER & SCADA


WATER RESOURCES

MUNICIPAL ENGINEERING

In a time when economic development, orderly growth, sound infrastructure, sustainable rates, and balanced budgets are hurdles every municipality faces, expertise and unparalleled dedication to progress are integral parts to keeping a municipality moving forward. Today's challenging times have led to limited resources, making already tough decisions an even larger struggle.

Ruekert & Mielke, Inc. (R/M), a local Midwestern civil engineering firm backed by seven decades of experience, partners with municipalities to aid them in building better communities. Our team of experts are steeped in the knowledge of your area. Our employee owners aren't just engineers, financial analysts, or support staff. We live, work, and play in local communities. Our understanding of your daily challenges and citizen expectations give us an authentic perspective to create the best strategies for tackling a wide range of problems.

Our team embraces technology to provide your community with technology-driven engineering solutions. This approach, rooted in digital construction reporting, a cloud GIS portal, a file sharing intranet, SCADA, long-range capital improvement planning and asset management tools demonstrates our firm's evolution towards providing efficient and cost-effective municipal engineering solutions.

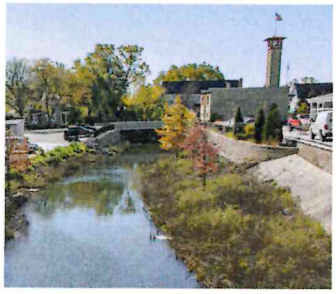
SERVICES

- Development Review
- Infrastructure Planning
- Pavement Management
- Capital Improvement Planning
- Geographic Information System (GIS)
- Surveying
- Road/Utility Design
- Construction Administration
- Water/Wastewater/SCADA
- Storm Water

"The most valuable service I get from R/M is personal attention. Our City Engineer lives here. He is a taxpayer with ties to the community. He is one of us, above and beyond the professional qualifications."

— City of Columbus, WI

Village of Thiensville, WI



Village Engineer since 1986

City of Oconomowoc, WI

City Engineer since 1995

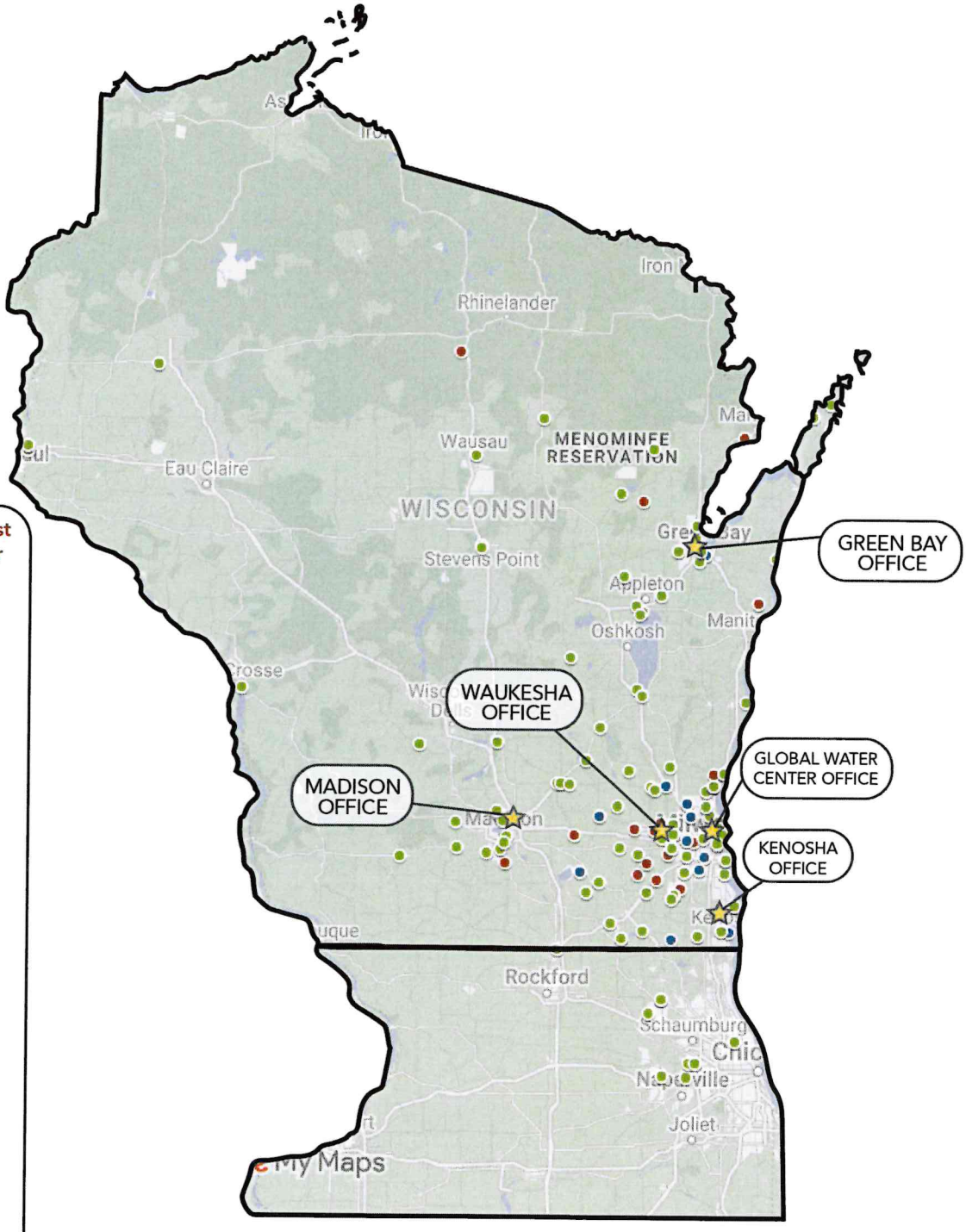
City of Columbus, WI

City Engineer since 2010

Ruekert • Mielke
Your Infrastructure Ally

ruekertmielke.com

ALLIES FOR THESE COMMUNITIES



Communities that consistently trust R/M as their City, Village, Town, or Utility Engineer:

- Village of Bonduel, WI
- City of Columbus, WI
- Village of Eagle, WI
- Village of Elm Grove, WI
- Erie Sewer Authority, PA
- Village of Fontana-on-Geneva Lake, WI
- Village of Hartland, WI
- Town of Lake Mills, WI
- Village of Merton, WI
- Village of Mishicot, WI
- Village of Mukwonago, WI
- Village of North Prarie, WI
- Town of Norway, WI
- City of Oconomowoc, WI
- Village of Oregon, WI
- City of Peshtigo, WI
- Racine Water & Wastewater Utility, WI
- Village of Saukville, WI
- Village of Thiensville, WI
- City of Tomahawk, WI
- Village of Waukesha, WI

Communities where R/M provides multiple engineering services by augmenting their existing staff:

- Village of Allouez, WI
- City of Brookfield, WI
- City of Fort Atkinson, WI
- City of Franklin, WI
- Village of Germantown, WI
- City of Greenfield, WI
- City of Kenosha, WI
- Village of Menomonee Falls, WI
- City of Pewaukee, WI
- Village of Pewaukee, WI
- Town of Randall, WI
- Village of Slinger, WI
- City of Watertown, WI

ORGANIZATIONAL CHART

village of Kronenwetter

Project Manager

Doug Weinkauf

Project Engineer

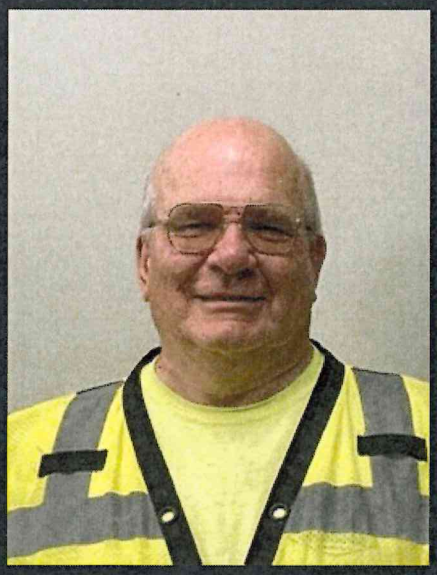
Cory Horton, P.E., CFM, CPESC, ENVSP

Railroad Specialist

Dixie Weinkauf, P.E.

Project Engineer

Kevin Wagner, P.E.



DOUG WEINKAUF
PROJECT MANAGER

Doug has worked at Ruekert & Mielke, Inc. since 2022 and has been employed by various engineering consulting firms since 1980. Prior to that he worked for the Federal Government at the United States Geological Survey. He brings approximately 50 years of civil engineering experience to the team. Doug has experience with the design, construction, and operation of railroad tracks, turnouts (switches), railroad yards, and spurs. He has particular experience with handling hazardous materials via rail. Doug has worked with various railroads including the US Army, Union Pacific, Canadian National, Canadian Pacific, Wisconsin Southern, Milwaukee Road, Chicago Northwestern, and Wisconsin Central.

RAILROAD EXPERTISE

Doug has been working in the railroad industry throughout his career. His experience includes extensive work on:

- Railroad Design
- Construction Management
- Permitting
- Coordination

Doug has served as a railroad inspector for the U.S. Army, inspecting railroad tracks that the Army utilizes for their operations. He has been involved in various aspects of railroad coordination, including addressing a number of derailments in the Wisconsin region.

AGENCY FUNDING AND COORDINATION

In his work with design and construction of railroads, Doug has been involved extensively with coordination efforts with the WisDOT Railroad Section, to secure railroad permitting for projects, coordinate grant funding for railroad projects, and negotiate with railroad companies. Doug has successfully secured more than $7 million in funding for railroad construction projects. His experience with railroad funding and his understanding of the application and administration processes give him unique perspective on what funding is appropriate for projects, and how best to pursue this funding.

CONTACT

920.876.6382
doweinkauf@ruekert-mielke.com

EDUCATION

- Master of Science, Civil Engineering - University of Maryland, College Park
- Bachelor of Science, Civil Engineering - University of Wisconsin, Madison

REGISTRATIONS

- Former Professional Engineer - WI, MN, MI, IL, VA
- Former US Army Certified Railroad Track Inspector (one of approximately 120 inspectors)

DOUG WEINKAUF
PROJECT MANAGER

EXPERIENCE

Milwaukee Road Railroad
Doug was involved with the cleanup and repair of the railroad tracks in Rothschild, Wisconsin caused by a 50+ railroad car derailment. The track was shut down for approximately 24 hours, and this incident occurred on the railroad tracks that extend from Wausau south to Junction City.

Chicago Northwestern Railroad
Doug was involved with the cleanup and repair of railroad tracks in Edgar, Wisconsin caused by the derailment of six railroad cars carrying agricultural lime. The derailment was caused by poor railroad spur operations by a contractor and cars were run through a derailer at yard speed. The cars were unloaded and moved back onto the track for removal.

Wausau Paper Mill - Brokaw Plant
Doug was the chief designer and construction inspection engineer for the design, construction, and operation of a chlorine railroad tank car unloading facility for the Wausau Paper Mills' Brokaw Plant. The project included the design of the track and turnouts (switches) for this facility. Safety was a large concern for this project, with any car derailment leak requiring the evacuation of the paper mill and the entire Village of Brokaw. No spills occurred during the life of this facility (approximately 26 years).

Wisconsin Rapids Business Park Railroad Spur
Doug was one of the designers that located, designed, and inspected construction of a railroad spur that serves the Wisconsin Rapids Business Park. This spur has over 2,500 feet of track and has four turnouts which was designed to serve a large grain elevator, a large ag-chemical facility, and a windmill production facility.

Manitowoc Proposed Propane Terminal
Doug was the chief designer for the proposed Manitowoc Proposed Propane Terminal. This terminal is proposed to have over five miles of railroad track and numerous turnouts. Doug was also involved with the operations of this facility. He was the lead person representing the client with the Wisconsin Department of Transportation Railroad section to obtain financial assistance with this project. Doug also enlisted the assistance of the DOT Railroad Section with the negotiations between the client and the Canadian National Railroad.

DIXIE L. WEINKAUF, P.E.

RAILROAD SPECIALIST

Dixie has worked at Ruekert & Mielke, Inc. since 2022 and has had various engineering consulting experience since 1986. Prior to her employment with R/M, she worked for the Milwaukee Metropolitan Sewerage District and the Washington, D.C Suburban Sanitary Commission as a Civil Engineer. Dixie has approximately 45 years of civil engineering experience. She has experience with the design, construction, inspection, and operations of railroad tracks. She has worked with various railroads including the US Army, Union Pacific, Canadian National, Canadian Pacific, Wisconsin Southern, and Wisconsin Central.

CONTACT

920.876.6382
diweinkauf@ruekert-mielke.com
Green Bay

EDUCATION

- Bachelor of Science, Civil Engineering - University of Maryland, College Park
- Bachelor of Arts, Business Administration - University of Maryland, College Park

REGISTRATIONS & AFFILIATIONS

- Professional Engineer- WI
- Certified Railroad Track Inspector - US Army (one of approximately 120 certified inspectors)

EXPERIENCE

Baudette, Minnesota

Dixie headed a team who sited, designed, and inspected construction of a railroad spur for a large propane terminal in Baudette, Minnesota. The Canadian Railroad required an extra six inches of ballast thickness under the track because of the potential hazard of a propane railroad car overturning, leaking, and catching fire.

Portage, Wisconsin

Dixie headed a team who sited and designed a railroad spur for a large propane terminal in Portage, Wisconsin. This site is on the Canadian Pacific Railroad. Dixie was able to obtain a $1.2 million low interest Department of Transportation Railroad Section loan for this facility.

Blair, Wisconsin

Dixie headed a team who sited and designed a railroad spur to serve a grain elevator and frac sand loading facility. She was able to obtain more than $2 million low interest Department of Transportation Railroad Section loan for this facility.

Fort McCoy, Wisconsin

Dixie performed the inspections for the U.S. Army railroad tracks, turnouts, and railroad crossings serving Fort McCoy between 2015 and 2022. The Army required special training to become certified as an inspector of their tracks. Dixie attended and passed the Army course in 2015 and again in 2020. There are three tracks that cross Highway 21 (a heavily trafficked highway) that has crossing guard gates and lights. Also, there are many urban type railroad crossings on the base that need to be inspected. The railroad needed to be inspected at least once every 90 days and before any large deployments.

45+

» years « experience

CORY L. HORTON, P.E., CFM, CPESC, ENVSP

PROJECT ENGINEER

Cory is the municipal team leader and office manager for the Madison office. With more than 25 years in the industry, Cory has extensive experience with municipal engineering, infrastructure design, parks, water and natural resources, and development projects. His diverse background includes working as a regulatory engineer, serving as a Director of Public Works, and even holding an elected office. One of Cory's primary skill sets is to identify and secure funding for clients. Throughout his career, Cory has secured nearly $100 million in grant funding.

CONTACT

608.819.2600
chorton@ruekert-mielke.com
Madison

EDUCATION

- Master of Science, Civil and Environmental Engineering - University of Wisconsin, Madison
- Bachelor of Science, Civil Engineering - University of Wisconsin, Madison
- Associate of Science, Engineering Science - College of DuPage

REGISTRATIONS & AFFILIATIONS

- Professional Engineer- WI, IL
- Certified Floodplain Manager
- Certified Professional in Erosion and Sediment Control
- Envision Sustainability Professional
- American Society of Civil Engineers
- American Public Works Association
- Southwestern Wisconsin Association of Public Works Supervisors

EXPERIENCE

Director of Public Works*

City of Fitchburg

Cory was previously the Director of Public Works and City Engineer for the City of Fitchburg. Responsible for oversight of the engineering, building inspection, parks, utility, streets, and building maintenance divisions. Cory reviewed numerous developments from the land division process through construction. Cory was responsible for implementation of capital projects and budgets for the City's Public Works Department. He worked with Wisconsin Southern Railroad on: establishment of a quiet zone, abandonment of an existing road crossing, establishing a new road crossing of the rail, and several major utility projects under and within the rail corridor.

Crossman Road Reconstruction*

Town of Lake Mills

As a consultant, Cory serves as the Town of Lake Mills Engineer. Cory prepared a successful Multimodal Local Supplement (MLS) grant application for the 1.8-mile-long roadway reconstruction project, which provided $435,000 in grant funding for the work. Cory was then the Engineer of Record for the design, permitting, and construction of the road, intersection improvements, stormwater improvements, and roadway and shoulder widening. Cory also assisted with the bidding process, construction administration and grant documentation for reimbursement.

Lacy Road*

City of Fitchburg

Cory was responsible for this Transportation Alternatives Program (TAP) grant funded roadway reconstruction project in the City of Fitchburg. The reconstruction added a 1.5- mile- long 10-foot-wide multi-use path, buffered on street bike lanes, water and sanitary sewer extensions, the construction of a new roundabout, retaining walls, and the reconstruction of the roadway from a rural to urban cross section. Cory was involved with the TAP grant application, public involvement, design, property acquisition, permitting, public bidding through the WisDOT process, and construction observation for the project.

Wisconsin Department of Transportation*

Transportation Economic Assistance

Cory assisted the City of Fitchburg with grant writing, construction administration, and grant administration for the construction of a new road, Sub-Zero Parkway. The grant award was $1,000,000.

*Experience prior to working at R/M

KEVIN J. WAGNER, P.E.

PROJECT ENGINEER

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

CONTACT

920.876.6382
kwagner@ruekert-mielke.com
Green Bay

EDUCATION

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

REGISTRATIONS & AFFILIATIONS

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

» professional « engineer

EXPERIENCE

Village Engineer

Village of Bondeul

Kevin is the Village Engineer for Bonduel, and works with the Village to address their infrastructure needs while maintaining their focus on fiscal responsibility. Kevin is in the process of finalizing an update to the Village's 20-year Capital Improvement Plan.

City Engineer

City of Tomahawk

R/M serves as City Engineer for the City of Tomahawk. Kevin conducted a city-wide storm water analysis study and works with the City on the design and construction of their annual road projects. Kevin's expertise in road design, pedestrian access, and storm water improvements have aided the City in addressing their infrastructure needs.

East Park Commerce Center

City of Stevens Point

Kevin has been one of the project managers for the design of the East Park Commerce Center projects. This includes roadway and utility extensions, water system planning, agency coordination, and conceptual railroad planning coordination.

Municipal Engineering Experience

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

PROJECT EXPERIENCE

RAILROAD PROJECT DESIGN

Fort McCoy

Key Project Staff: Doug Weinkauf, Dixie Weinkauf, P.E.

This project required the inspection of the U.S. Army railroad tracks, turnouts, and road crossings serving Fort McCoy. The Army required special training to become certified as an inspector of their railroad. Dixie Weinkauf attended and passed the Army course in 2015 and again in 2020. Doug Weinkauf attended and passed the Army course in 2015. The inspections were carried out between 2015 and 2022.

There are approximately nine miles of railroad tracks on the base that needed to be inspected. The base has 20 turnouts (switches) that were also inspected. Three railroad tracks cross Highway 21 (a busy highway). The crossings are concrete and have crossing guard gates and lights. This busy crossing was given special attention during each inspection. Also, there are 10 urban-type road crossings on the base that needed to be inspected.

The Army railroad needed to be inspected at least once every 90 days and before any large deployment.

Wausau Papers Chlorine Unloading Facility

Key Project Staff: Doug Weinkauf, Dixie Weinkauf, P.E.

This project required the filling of an area approximately 500 feet long by 50 feet wide using sheet piling to separate the unloading fill area from an employee parking lot. The facility had approximately 700 feet of railroad tracks, one turnout (switch), and two chlorine gas unloading towers. Safety was a great concern because if a railroad car containing chlorine overturned and leaked, the entire Willage of Brokaw and the mill (with 1,200 employees) would have to be evacuated. This project was completed in 1986 and the facility served the mill until the mill shut down in 2012. No spills, leaks, or problems were encountered during the life of this facility.

Manitowoc Propane and Railroad Car Storage Project

Key Project Staff: Doug Weinkauf, Dixie Weinkauf, P.E.

This project is still in the design phase. It will serve a propane unloading terminal that is projected to have four turnouts, 1,500 feet of track, a propane unloading tower, and over one million gallons of propane storage. The project is also projected to have five miles of railroad car storage tracks, four road crossings, three railroad bridges over streams, and two railroad car cleaning buildings each approximately 250 feet long.

Baudette Propane Terminal

Key Project Staff: Doug Weinkauf, Dixie Weinkauf, P.E.

This project consisted of approximately 1,700 feet of 115-pound rail, three turnouts, one propane unloading tower, two road crossings, 700 feet of propane transport pipeline, 1,000 feet of new access road, and 500,000 gallons of propane storage. The Canadian National Railroad required that the new track have an additional six inches of ballast beneath the railroad ties because of the potential hazard of an overturned propane car leaking and catching fire.

ADDITIONAL RAILROAD COORDINATION AND PERMITTING

Railroad Crossings with Utilities and Roadways

Key Project Staff: Kevin Wagner, P.E., Cory Horton, P.E., CFM, CPESC, ENVSP

Railroad Quiet Zone Updates and Adjustments

Key Project Staff: Kevin Wagner, P.E., Cory Horton, P.E., CFM, CPESC, ENVSP

FUNDING

WisDOT - Transportation Economic Assistance

Key Project Staff: Cory Horton, P.E., CFM, CPESC, ENVSP

This project involved assisting the City of Fitchburg with grant writing, construction administration, and grant administration for the construction of a new road, Sub-Zero Parkway. The grant award was $1,000,000.

USDA Climate Smart Commodities Grant

Key Project Staff: Cory Horton, P.E., CFM, CPESC, ENVSP

This project involved working with a private agricultural company to identify and secure a $40 million grant to implement conservation farming practices aimed at climate resilience.

ASSESSMENT AND STUDIES

Our project team has experience with a variety of studies, including utility service area studies, conceptual analysis studies, and conceptual planning for regional development.

Key Project Staff: Kevin Wagner, P.E., Cory Horton, P.E., CFM, CPESC, ENVSP

As part of our capital planning and asset management work, our staff considers comprehensive and strategic plans, future growth and development forecasts, and potential impacts on emergency management services.

Key Project Staff: Kevin Wagner, P.E.

PROJECT APPROACH

PROJECT OBJECTIVE

The goal of this study is to determine what the best approach is to mitigate the risk for residents and business owners west of the railroad. The Village will need to be provided with appropriate and effective alternatives for evaluation and will need thorough evaluation of the applicability and feasibility of these options. Identification of grant funding will be essential to make some of the most effective solutions possible for consideration. Coordination with Canadian National Railroad (CN) will be critical to determining the best solution(s), and the involvement of the WisDOT Railroad Section will be instrumental in that coordination. Our project team has the experience and expertise needed to help the Village determine the best mitigation strategy for this railroad corridor.

Existing Conditions

The existing railroad tracks running through the Village in the study area are owned by CN, with the railroad track to the north being owned by Fox Valley and Lake Superior Railroad (FVLS). The existing road crossings are at Gardner Park Road, Cedar Road, Wianecki Road, Happy Hollow Road, Nelson Road, and Flanner Road. Approximately 400 properties within the Village have the potential to be impacted by an incident in the study area.

The railroad tracks in the study area are continuously welded rail with an approximate weight of 136 pounds per three feet. The road crossings at Nelson Road, Happy Hollow Road, and Cedar Road consist of transverse wood blocks over wooden ties with asphalt between the transverse wood blocks, and none of the crossings have guard gates. For the section of railroad extending from the north end of the project study area to the Wisconsin Public Service (WPS) Weston Power Plant, all crossings are concrete, as opposed to transverse wood blocks over wooden ties, and guard gates are in place for each of these crossings as well.

There is a paved bike path on the west side of the railroad tracks that runs through the study area. This bike path could potentially be used in an emergency if a small derailment occurred, for emergency vehicle access, but some potential incidents (such as a hazardous material spill) could make this path impassable.

KEY CONSIDERATIONS

Railroad Track Turnout

There is a railroad track turnout (switch) just north of the study area, that serves the WPS Weston Power Plant. Due to nature of a switch, and the mechanical equipment and movement served by a switch, a turnout naturally increases the potential of derailments. Unit trains use this turnout and if a locomotive(s) derails on this turnout the track would be blocked for approximately 1.25 miles south of that point. This derailment would close many or possibly all of the study area road crossings. Moving those cars, even if the cars were not derailed, would be a significant undertaking. Multiple locomotives would likely be required, and would likely be brought from Stevens Point, and the existing cars would need to be decoupled from the derailed locomotive(s). This turnout is a key factor in potential derailments, and we would anticipate inspections of this turnout by CN would be a part of the solutions to potential derailments on the track in the study area.

PHASE 1

Preliminary Research

Our preliminary research on this project would include site visits, with inspections of the railroad track, crossing and road characteristics for each road crossing, as well as an assessment of the existing road conditions and characteristics for the key roadways that provide connectivity west of the railroad (Grant Road, Cedar Road, Helke Road, etc.). We would collect and review relevant emergency access and management data, as provided by the Village, and available through other agencies. We would identify the existing concerns and issues, defining the parameters for which we would proceed with the future phases of the study, and identify opportunities to work with other agencies during this project. Our team would develop a list of potential alternatives to address the existing issues, and provide a comparison of alternatives, with potential benefits and drawbacks, and initial high level cost estimates, for scope comparison consideration.

Agency Coordination

Agency Coordination would be a key aspect of this study. We would use our staff connections with the Railroad Section at WisDOT to obtain their support in the negotiations with CN. We would also identify grant money and low interest loan opportunities for the potential crossing improvements, and other recommended improvements that may be identified as part of this study for CN to undertake. We would also reach out to Marathon County, and the Fox Valley and Lake Superior Railroad as part of our coordination efforts, as well as any other agencies that may be identified, or recommended by Village, County or WisDOT staff.

PHASE 2

Qualifications of Preliminary Recommendations

The first step of qualifying recommendations would be an evaluation of the Village's 2019 Comprehensive Plan, as well as the 2019-2024 Village Strategic Plan, to determine how the potential recommendations would align with or be affected by the Village's plans. Our evaluation of the current and future railroad activity would include discussions with both CN and FVLS, to obtain current usage data, and any future usage forecasts. We would work with the WisDOT Railroad Section to assist us with our railroad coordination and help verify the future activity forecasts.

Based on our preliminary research, Village planning efforts, and anticipated railroad usage, we would determine the best alternative to focus on as a primary solution, as well as two alternate scenarios, and a do-nothing scenario. We anticipate alternatives to range from options such as grade separation at a crossing, and establishment of an alternate access route, to changes in train operations or speed, to minor upgrades at crossings and increased inspections.

Railroad Coordination

Coordination with and acceptance of alternatives by CN will be critical component to successful implementation of recommended improvements. Our team plans to coordinate with Village staff as well as WisDOT staff prior to negotiation efforts with CN, to ensure that we are strategic and intentional in these efforts with CN.

PHASE 3

Funding Evaluation

Cost will be a key consideration for the comparison of the proposed alternatives, and in the current construction environment, project costs have ranged significantly depending on when projects are bid, and what current constraints and limitations are present in the construction industry and their supply chains. Our cost estimates would be provided with a potential cost range, to try and limit the possibility of project bids coming in above the funding amount available. Grant funding will be a key component in the financing of proposed improvements, and our team will work to identify opportunities from WisDOT, the WisDOT Railroad Section, the EPA, and from other state and federal sources. Lastly, we will lay out what improvements would be recommended if other alternatives are not feasible or fundable.

PHASE 4

Finalize Report

The last phase of the study will be the finalization of the report for the study. We would solicit public feedback through a public comment process or through a public meeting. We would then account this feedback as appropriate and submit the draft report to the Village for review. We would then incorporate the Village staff's comments and adjustments to finalize the Accessibility Study Report. We would complete the project with presentations to the CLIPP Committee, and then to the Village Board.

ESTIMATED FEE

Railroad Accessibility Assessment Study	
Phase 1	$8,000
Phase 2	$8,000
Phase 3	$4,500
Phase 4	$4,000
Total Project Cost	$24,500

kapur
all in

PROPOSAL TO PROVIDE ENGINEERING SERVICES FOR

RAILROAD ACCESSIBILITY ASSESSMENT STUDY

Kronenwetter, WI March 11, 2024

Presented to:
Leonard Ludi
Village Administrator
Village of Kronenwetter
1582 Kronenwetter Drive
Kronenwetter, WI 54455

Presented by:
Kurt Farrenkopf, PE
Central Office Project Manager
Kapur & Associates, Inc.
7711 North Port Washington Road
Milwaukee, WI 53217

700 Eagle Nest
Rothschild, WI 54474
715.359.9668

March 11, 2024

Leonard Ludi
Village Administrator
Village of Kronenwetter
1582 Kronenwetter Drive
Kronenwetter, WI 54455

RE: RFP for Railroad Accessibility Assessment Study

Dear Mr. Ludi,

As a firm deeply invested in the communities and individuals our work impacts, **Kapur & Associates, Inc. (Kapur)** not only admires the Village of Kronenwetter for exploring alternatives to address vehicle delays, but the impacts to emergency services and evacuation routes should a Canadian National Railroad train west of Old Highway 51 restrict traffic.

Having spent the past 40 years mastering the comprehensive skillset needed to deliver award-winning work, we are confident in our ability to evaluate the Village's emergency access management strategy and provide alternatives that optimally and appropriately balance the safety and operating efficiency of the surrounding area's roadways. Our team of professionals, located nearby and renowned for their ability to respond quickly to critical schedules and peak workloads, is immediately available and ready to assist you with this undertaking.

As demonstrated by our execution of previous projects, Kapur strives to exceed expectations in everything we do, and we will commit the necessary company resources to complete the scope of services outlined in the RFP successfully. Each person serving you has been selected with consideration for their prior experience and proven ability to perform at the highest level, and our strong local connections and geographical familiarity will no doubt lead us to exceed your expectations.

By partnering with Kapur, a firm known for its successful collaborations with local municipalities and state and federal agencies, you can be certain our work together will be something we can look back on with pride.

The following proposal has been prepared in accordance with the requirements outlined in the RFP, and we appreciate having the opportunity to submit it.

We eagerly await your review and feedback – please feel free to contact me with any questions.

Sincerely,

Kurt A Farrenkopf

Richard H Schneider

Kurt Farrenkopf, PE
Central Office Project Manager
7711 North Port Washington Road
Milwaukee, WI 53217

Richard Schneider, PE
Local Project Manager
700 Eagle Nest Boulevard
Rothschild, WI 54474

TAB 2 – GENERAL BACKGROUND OF FIRM AND ORGANIZATIONAL CHART

Kapur & Associates, Inc. (Kapur) is a multi-discipline consulting engineering firm with branch offices in Wausau, Madison, Burlington, Appleton, and downtown Milwaukee, and a corporate office in Milwaukee. Established in 1981, Kapur employs more than 425 professionals and provides services to cities, counties, state agencies, sewerage districts, and developers.

We've been fortunate to become the trusted business partner to so many through a demonstrated history of providing exceptional and economical technical knowledge across every phase of our client's projects. The collective efforts and expertise of our personnel provide timely, cost-effective, and sustainable solutions to those we work with, many of whom we're also fortunate enough to call neighbors and friends.

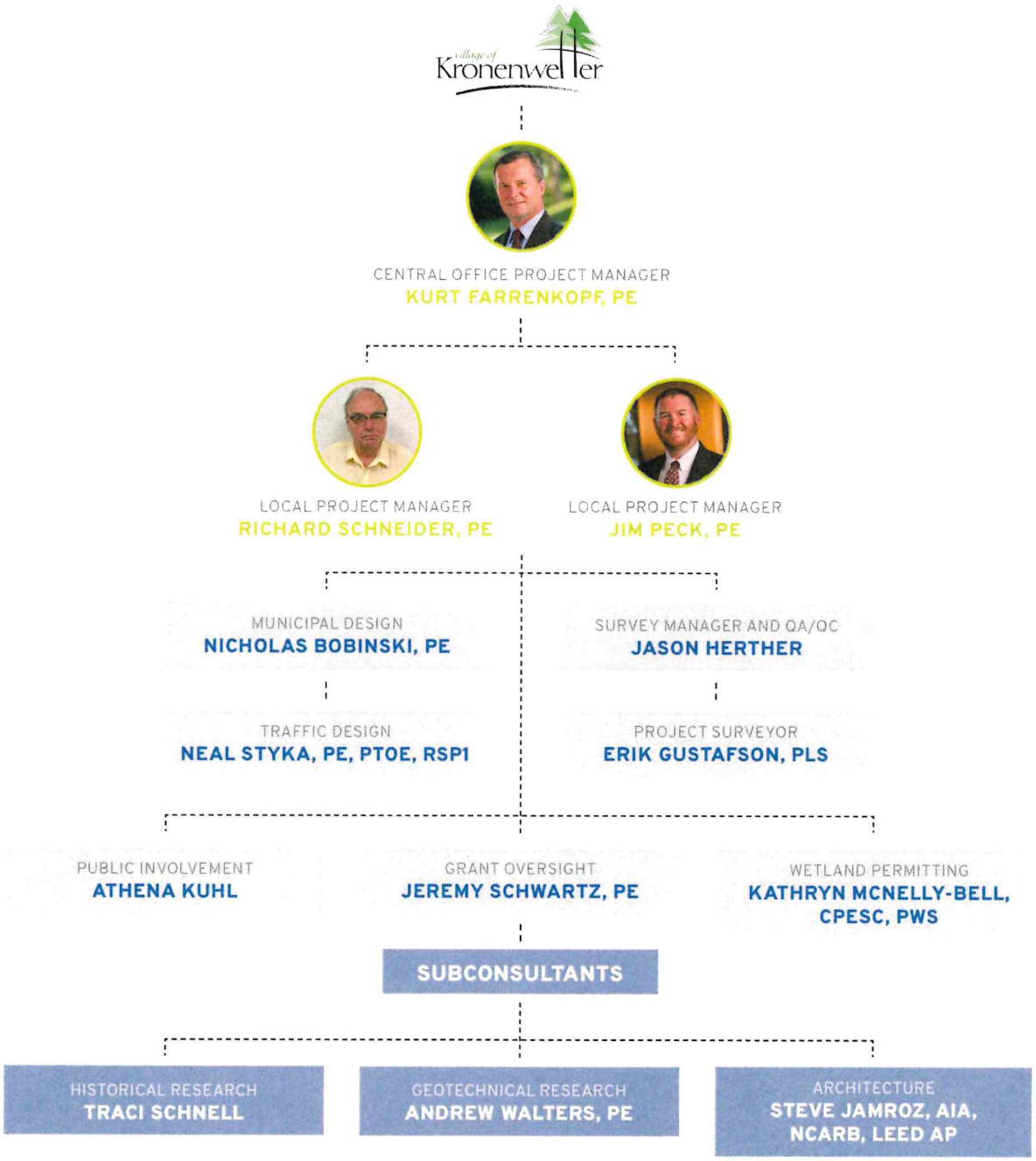
In addition to being driven by having our work make an impact locally, Kapur rewards employees by making them an owner under our Employee Stock Ownership Program. This encourages every individual to take ownership and pride in our company and projects, resulting in personalized service and allowing us to forge long-term relationships with clients. We nurture an atmosphere of teamwork and innovation, and our forward-thinking has allowed us to become associated with some of Wisconsin's most memorable projects.

Our mission is to develop the close, professional, and honest relationships needed to understand the expectations of our clients so that we can provide the quality services required to exceed their definition of success. We're passionately committed to delivering infrastructure, protecting the environment, cultivating relationships, and connecting with the community.

Kapur's overall firm services include:

- Transportation engineering
- Structural engineering
- Land survey/platting
- Municipal engineering
- Site development
- Landscape architecture
- Environmental
- Natural resources
- Wastewater/water
- Stormwater management
- 3D modeling & scanning
- Construction management
- GIS & asset management
- Power & energy
- Economic development
- Public involvement

TAB 2 – GENERAL BACKGROUND OF FIRM AND ORGANIZATIONAL CHART



TAB 3 – OVERALL MUNICIPAL EXPERIENCE

MUNICIPAL ENGINEERING

Kapur has provided municipal engineering services for more than 25 years and has completed hundreds of projects, such as solving surface water and drainage issues related to stormwater management and performing storm sewer infrastructure improvements. We offer a full range of technical disciplines to help each community achieve its goals. Our expertise in hydrology and hydraulics ranges from area-wide comprehensive watershed and citywide stormwater management to individual site drainage and erosion control plans. Our staff is highly qualified to serve your community, and we are readily available on short notice to provide virtually any engineering service you require.

SOUTH 68TH STREET
CONCRETE REPLACEMENT
GREENFIELD, WI

Municipal services offered:

- Full-service survey
- Street design
- Retaining wall, culvert, & bridge design
- Well, water treatment, & pump house design
- Storm sewer design
- Stormwater management plans
- Sanitary sewer design/rehab
- Water studies/elevated tank & reservoir design
- Hydraulic modeling
- Park & recreation facilities
- Bike path planning
- GIS databases & mapping
- Capital improvement planning
- Create & manage TIF districts
- Manage grants & loans
- Smart City technologies

TRANSPORTATION

From planning through construction, our roadway specialists provide the most economical, long-term solutions for projects of any size. We find unique solutions that blend safety for the traveling public with sustainable facilities that your community can rely on for years to come. Our staff of more than 25 transportation design professionals is divided into five project teams that can respond quickly to critical schedules and peak workloads. The transportation team's design experience includes freeways and interchanges, urban expansion, rural highways, and local street program planning and implementation. From two-lane roads to multiple-lane interstate highways, Kapur offers a full range of services to provide our clients with the best solutions to address their needs.

MILWAUKEE AVENUE, BURLINGTON, WI

Transportation services offered:

- Field survey & GIS mapping
- Location & corridor planning studies
- Environmental documents (EIS/EA/ER)
- Public involvement
- Phase I through IV Hazardous material investigation/remediation
- Transportation project plat
- Local streets repair & reconstruct
- Rural/urban highways
- Freeways & interchanges
- Roundabout analysis/design
- Roadway lighting
- Drainage analysis/design
- Erosion control
- Traffic control/staging
- Marking & signing
- Stormwater management reports (PDR, ESR, DSR, & SSR)
- Sidewalk/multiuse trails - CMAQ Grant Applications
- Agency coordination/permitting
- Utility coordination

TAB 3 – OVERALL MUNICIPAL EXPERIENCE

SURVEY

Kapur is a national leader in the collection and use of survey data through emerging technology, and utilizing cutting-edge equipment and software is nothing new to our team. We implement and advance the application of data from BIM modeling, Automated Machine Guidance, and HDS scanning, and we find efficiencies from start to finish within projects to uncover cost savings for our customers – every day on every project. Accuracy is critical to the success of any engineering project, and our field crews have extensive experience performing control surveys using the most modern equipment available, and we employ experts across many fields on some of the largest projects in the country.

Our survey services are provided as follows:

- Parcel mapping
- Property boundary surveys
- Construction layout
- AMG survey
- Monumentation
- ALTA/ACSM Land Title Surveys
- Construction staking
- Building information modeling
- Right-of-way platting
- Land records research
- Transportation design surveys
- As-built surveys
- Topographic survey with in-field base mapping
- Zoning maps/descriptions
- Hydrographic survey
- HDS scanning
- Tunnel alignment survey
- Geographic Information Systems
- Custom GIS web mapping

NATURAL RESOURCES

Kapur specializes in natural resource issues related to development and construction projects. Our team's experience includes wetland delineation as well as the design and permitting of lakeshore and stream bank improvements. We expertly serve as our client's liaison to relevant agencies, including the DNR, USACE, and EPA, and as a coordinator of permitting and compliance issues related to the Clean Water Act, NR216, NR151, NR103, and Chapter 30. Kapur develops designs and provides environmental compliance inspections that protect our waterways and wetlands by ensuring minimal impacts on these natural resources.

Kapur's natural resources services include:

- Wetland delineation, mitigation, & enhancement
- Ordinary high water mark (OHWM)
- Point of navigability determinations
- Stream corridor restoration
- Lakeshore improvements
- Stormwater, wetland, & waterway permitting
- Endangered resources certified reviewer
- Grant writing
- Construction site erosion & sediment control compliance inspection, management, & education

PUBLIC INVOLVEMENT

Involving the community in two-way dialogue is critical to the successful completion of any project, and throughout the course of the project, Kapur will share clear and consistent information with project stakeholders – when they receive understandable information, they can provide meaningful input and help achieve a successful project. We have strong local connections, allowing us to work efficiently and accomplish as much behind the scenes as necessary so all you do is approve our work and attend meetings.

Our public involvement tools and services include:

- Newspaper inserts/ads
- Fact sheets
- Newsletters
- Direct mail
- Website information
- Issue papers
- Briefings for elected officials
- Focus groups
- Public information meetings
- Public hearings
- Advisory groups
- Meeting facilitation/strategy
- Exhibits
- Renderings/Google Earth imagery

FIRM DESCRIPTION

KURT FARRENKOPF, PE

Central Office Project Manager

EDUCATION

BS, Civil Engineering
University of Wisconsin-Platteville, 1986

PROFESSIONAL EXPERIENCE

1987-Present
Kapur, Milwaukee, WI

REGISTRATION

Professional Engineer
WI (#27600)

PROFILE

A project manager with 37 years of experience, Kurt is responsible for all aspects of the development process required for the construction of public infrastructure projects. He specializes in highway and street construction and reconstruction, multi-use bicycle and pedestrian facilities, and municipal street and utility public works projects. He has successfully completed dozens of WisDOT, WDNR, Division of State Facilities, private development, and public works projects for numerous clients throughout his career. Kurt is highly competent in all agency and utility coordination requirements, public involvement, cost estimating, budgeting, and design.

PUBLIC WORKS PROJECT EXPERIENCE

Village of Elkhart Lake, WI
Since 1987, Kurt has served as the project manager and designer for the construction of numerous utilities and street improvement projects for this community in Sheboygan County.

Village of Fredonia, WI
Since 1997, Kurt has served as the project manager and designer for the construction of numerous sewer and water utilities, storm sewer, and street reconstruction projects for this community in Ozaukee County

Village of Random Lake, WI
Project manager and designer for the construction of new sewer and water utilities, storm sewer, and street reconstruction, in conjunction with the development of a new industrial park.

ADDITIONAL PROJECT EXPERIENCE

Old Highway 51, Knowlton, WI
Project manager overseeing design and construction management for the project, which consisted of pavement replacement of 3.3 miles of existing roadway by undercutting the existing base and adding breaker run through the road core, EBS where necessary, curb and gutter at isolated locations, base course, and HMA pavement. Several deteriorated cross culverts were also replaced, and a drainage analysis was conducted to determine the adequate pipe size. The project also required coordination between an adjacent WisDOT reconstruction project at Old Highway 51 and STH 34.

Business Campus Multi-Use Trail, Wausau, Marathon County, WI
Project manager for a 1.5-mile multi-use recreational trail on 72nd Avenue. The project was a TAP-funded project and included the design for construction of a 10-foot-wide recreational trail, 1,400 feet of new boardwalk, retaining walls, drainage design, wetland delineation, DNR and ACOE permits, right-of-way-plat, and bid package for a local let.

TAB 4 – EXPERIENCE OF PROJECT MANAGER

Teutonia Avenue, Milwaukee, WI
Project manager for the reconstruction of 2.1 miles of a two-lane urban roadway with on-street parking. It included traffic calming devices, design for eight signalized intersections, on-street bike facilities, survey, storm sewer, erosion control, reports, multi-staged traffic control, and utility coordination.

STH 181 (Wauwatosa Road), Ozaukee County, WI
Project manager for the resurfacing of 2 miles of a two-lane rural and urban roadway. It included traffic calming devices, reconstruction of 20 pedestrian ramps to meet ADA compliance, survey, culvert pipe replacements, erosion control, reports, a combination of detoured traffic and multi-staged traffic control, utility coordination, and right-of-way-plat.

STH 100/STH 57, Milwaukee & Ozaukee Counties, WI
Project manager for the reconstruction and resurfacing of 4 miles of a two-lane rural and 4-lane urban roadway. The project included drainage design, erosion control, reports, multi-staged traffic control, and the rehabilitation of the STH 100 structure.

Coffee Road, New Berlin, WI
Project manager and designer for 1.3 miles of roadway reconstruction, including geometric improvements, three signalized intersections, stormwater management, bicycle and pedestrian accommodations, right-of-way plat, and multi-stage traffic control plan. Included 0.5 miles of two-lane rural to four-lane urban capacity improvement, and 0.7 miles of two-lane rural reconstruction.

CTH N, Hartford, WI
Project manager for preliminary and final design of 2 miles of two-lane rural reconstruction. Kapur provided a full range of design services, including roadway design, stormwater management, erosion control, signing and marking, right-of-way plat, reports, agency coordination, and utility coordination. This project also included the reconstruction of 0.5 miles to a two-lane urban facility with curb and gutter, sidewalk, storm sewer, and a retaining wall to avoid impacts to an adjacent cemetery.

Meadowbrook Road, Waukesha, WI
Project manager for final design of the 0.6-mile portion of the West Waukesha Bypass. Design included expansion from a two-lane roadway to a four-lane divided facility. Services included roadway plans, storm sewer, erosion control, multi-stage traffic control, and utility coordination.

CTH X, Waukesha County, WI
Project manager for preliminary and final design of the 2-mile capacity improvement and reconstruction of a two-lane rural to a four-lane divided urban facility. Included coordination with structure designers on the replacement of one bridge and the widening of an existing bridge. Services included survey, roadway plans, stormwater management, erosion control, and utility coordination.

I-94 East-West Study, Milwaukee County, WI
Technical services lead for 2.5 miles of corridor study for a freeway expansion. Services included survey, utility coordination, GIS database creation, hazardous materials investigation, and right-of-way plat.

CTH ES, Waukesha County, WI
Project manager for the recondition of 3.5 miles of rural roadway. Design also included incorporating a three-lane TWLTL portion. Services included survey, roadway plans, erosion control, signing and marking, utility coordination, and right-of-way plat.

CTH W, Waukesha County, WI
Project manager for the recondition of 2.3 miles of rural roadway. Services included survey, roadway plans, erosion control, signing and marking, utility coordination, and right-of-way plat.

STH 40, Rusk & Sawyer Counties, WI
Project manager for the reconstruction of 18 miles of rural roadway. Services included survey, roadway plans, erosion control, signing and marking, utility coordination, and right-of-way plat.

Keefe Avenue, Milwaukee, WI
Project manager for the WisDOT Local Program ARRA reconstruction project consisting of 1.1 miles of urban roadway, including geometric improvement, street lighting, utility coordination, storm sewer, landscaping, and multi-stage traffic control.

Winnebago Street, Milwaukee, WI
Project manager for the WisDOT Local Program ARRA reconstruction project.

RICHARD SCHNEIDER, PE

Local Project Manager

EDUCATION

BS, Civil Engineering
Marquette University, 1966

PROFESSIONAL EXPERIENCE

2009-Present
Kapur, Wausau, WI

PROFESSIONAL AFFILIATIONS

National Society of Professional Engineers

American Society of Civil Engineers

Wisconsin Rural Water Association

American Water Works Association

American Public Works Association

REGISTRATION

Professional Engineer
MI, WI (#13654)

PROFILE

With 50+ years of industry experience, Richard served as the Contract Public Works Director for the Village of Kronenwetter from 1995-2009 for Schneider Consultants before it was bought by Kapur in 2009. He has since been responsible for municipal engineering design, transportation engineering, and construction oversight, including water main, sanitary sewer and storm sewer design and analysis. Richard is proficient in the use of Civil 3D, WaterGEMS, SewerGEMS, and Civil GeoHECRAS.

VILLAGE OF KRONENWETTER PROJECT EXPERIENCE

General Infrastructure
Modeling, design, plans, specification, and bidding documents for 15,000 lineal feet of water main, 13,000 lineal feet of sanitary sewer, 9,000 lineal feet of storm sewer, and 30 miles of road reconstruction.
Software Utilized: Civil 3D, WaterGEMS, SewerGEMS, and Civil GeoHECRAS

Lift Stations
Modeling, design, plans, specification, and bidding documents for seven lift stations, including approximately 1.5 square miles of a sewer service area, sanitary sewer utilizing real-time flows (unsteady) to establish deficiencies in the existing main lift station (LS1), and design new 650 GPM lift station.
Software Utilized: SewerGEMS and Civil 3D

Old Highway 51
Modeling, design, plans, specification, and bidding documents for 3.5 miles from the south municipal border to the north border. Included coordination with CN Railroad for six crossroads.

Old Highway 51/Kowalski Road/Gardner Park Drive Relocation
Modeling, design, plans, specification, and bidding documents for relocated new railroad crossing including approval from CN Railroad.

Kronenwetter Drive Bridge & Approaches
Modeling, design, plans, specification, and bidding documents for the new bridge carrying Kronenwetter Drive over Bull Junior Creek.

Plaza Road Bridge & Approaches
Modeling, design, plans, specification, and bidding documents for Plaza Road over Bull Junior Creek.

Watershed Drainage & Design
Modeling, design, plans, specification, and bidding documents for multiple storm water detention ponds and related storm sewer.

Grant Writing
Grant writing for DNR and DOT LTRIP Grants. Also negotiated on behalf of the Village with DOT to upgrade I-94/Kowalski Road overpass project from two-lane to four-lane "Interchange ready" bridge at no cost to the Village.

JIM PECK, PE

Local Project Manager

PROFILE

Having served as project engineer, assistant project engineer, structures lead, roadway lead, office engineer, and inspector on 25+ construction projects totaling over $200 million, Jim has become extremely familiar with WisDOT's expectations regarding reporting and documentation protocols, ensuring that inspection, documentation, and reporting are performed to these high standards. Jim also excels at coordinating with the project manager to maintain the flow of information for issues, cost, and schedule, and he has exceptional construction knowledge and problem-solving skills that can be utilized to resolve project issues should they arise.

EDUCATION

BS, Civil Engineering
University of Wisconsin-Platteville, 2004

PROFESSIONAL EXPERIENCE

2009-Present
Kapur, Wausau, WI

2004-2009
Schneider Consultants, Rothschild, WI

CERTIFICATIONS

Highway Technician Certification Program:
Aggregate Technician I

Hot Mix Asphalt Technician IPT

Materials Coordinator Training

Nuclear Density Technician I

Portland Cement Concrete Technician I

Transportation Materials Sampling Technician I

REGISTRATION

Professional Engineer
WI (#40102)

PROJECT EXPERIENCE

CTH A, STH 107 to CTH K, WisDOT NC Region, Marathon County, WI
Jim served as the project engineer for this 7-mile rural highway recondition project, which involved beam guard replacements and paving and testing of hot mix asphalt. Kapur provided overall administration of the contract along with inspection, material testing, erosion control compliance, traffic control compliance, public involvement, utility coordination, measurements, contract change orders, record keeping, and estimates.

Bull Junior Creek Bridge, Kronenwetter, WI
With Jim serving as project engineer/design project manager for this construction of a new two-span bridge and approaches, the project included grading, base course, sanitary sewer, water main, and landscaping.

Cedar Creek Bridge, Marathon County, WI
With Jim serving as project engineer/design project manager for the construction of a new two-span bridge and approaches, this Marathon County Highway Department project included grading, base course, storm sewer, curb and gutter, asphaltic pavement, beam guard, and landscaping.

CTH S, WisDOT NC Region, Vilas County, WI
Jim served as the project engineer for this 3.3-mile rural highway reconstruction project, which included 2 miles of realigned roadway, grubbing, grading, base, installation of a 14-foot structural plate pipe arch, pulverizing and relay of existing asphalt, and HMA paving. Kapur provided administration of the contract along with inspection, material testing, erosion control compliance, traffic control compliance, utility coordination, measurements, contract change orders, record keeping, and estimates.

STH 13, WisDOT NC Region, Price County, WI
Jim served as the project engineer for this 14.1-mile rural highway recondition project, which included surface milling, PWL paving, and testing of over 26,000 tons of HMA. This project also involved 55,000 lineal feet of rumble strips, two culvert pipe replacements, beam guard adjustments, snowmobile crossings, and pavement marking. Kapur provided overall administration of the contract along with inspection, material testing, erosion control compliance, traffic control compliance, utility coordination, measurements, contract change orders, record keeping, and estimates.

EDUCATION

BS, Civil Engineering
Marquette University, 2008

PROFESSIONAL EXPERIENCE

2008-Present
Kapur, Milwaukee, WI

2006-2007
Co-Op Technician, City of Waukesha Public Works, Waukesha, WI

PROFESSIONAL AFFILIATIONS

Director at Large for Education, American Society of Civil Engineers (ASCE)

Institute of Transportation Engineers (ITE)

CERTIFICATIONS

Road Safety Professional Level 1 (RSP1)

Professional Traffic Operations Engineer (PTOE)

REGISTRATION

Professional Engineer
IN, KY, MN, IL (#062069884), WI (#42700)

NEAL STYKA, PE, PTOE, RSP1

Traffic Design

PROFILE

Neal is a project engineer with nearly 16 years of experience specializing in 3D modeling, traffic safety analyses, traffic signal design, pedestrian safety, and traffic simulation modeling. He has worked on numerous award-winning projects, large and small. His experience and knowledge of substantive safety initiatives have helped improve safety and reduce crash severity.

PROJECT EXPERIENCE

I-39/90/94 Corridor Study, Sauk & Columbia Counties, WI
Analyzed existing and future operations of traffic during peak periods along I-39/90/94 using the Highway Capacity Software. Additionally, he conducted a travel time reliability analysis to measure the extent of the consistency of travel times along the corridor from day to day.

39th Avenue, Kenosha, WI
Conducted traffic counts and prepared a traffic memo using Highway Capacity Manual methodology for 39th Avenue that analyzed a potential road diet, reducing the number of driving lanes from two lanes to one lane in each direction with parking and bike lanes. Additionally led a parking study to determine parking occupancy and demand. This removal of parking allowed for a bike lane.

I-43 North-South Freeway, Transit Study, Milwaukee County, WI
Traffic simulation modeler for developing mid- and long-range alternatives for the I-43 freeway corridor between Keefe Avenue and Hampton Avenue, which included replacing the I-43 freeway structure that spans the URT rail lines. Alternatives developed required complex interchanges and expansion and included options for collector-distributor roads, single-point urban interchanges, and diverging diamond interchanges. Neil used current and traffic projections to develop traffic simulations to determine the geometric configuration of each alternative and the level of service of each intersection.

I-43 North-South Freeway, Ozaukee County, WI
Designed and modeled two roadways that cross I-43. He evaluated the existing speed limit to determine if the roadway geometrics matched, designed an improved guardrail system, and completed other improvements to modernize the roadways and improve safety.

Moorland Road, Muskego, WI
Project engineer for the 1-mile urban reconstruction between Woods Road and Janesville Road, addressing the substandard roadway geometry and unsafe traffic operations. The reconfiguring included converting the rural section into a two-lane urban section and adding a roundabout to help relieve congestion and improve safety.

NICHOLAS BOBINSKI, PE

Municipal Design

EDUCATION

BS, Civil Engineering
University of Wisconsin-Madison, 2008

PROFESSIONAL EXPERIENCE

2008-Present
Kapur, Milwaukee, WI

2007
Public Works Intern, Fitchburg, WI

PROFESSIONAL AFFILIATIONS

American Society of Civil Engineers (ASCE)

ASCE, Wisconsin Southeast Branch: Board of Directors Member 2015-2018, President-Elect 2019, President 2020, Past President 2021

REGISTRATION

Professional Engineer
MI (#62011070623), WI (#42700)

PROFILE

Nick is a senior project engineer with 15 years of experience, specializing in designing highway and roadway construction and reconstruction projects. He is responsible for all aspects of roadway design, including alternative analysis, pavement design, geometric layout, vertical alignment, and traffic control.

PROJECT EXPERIENCE

West Waukesha Bypass, Waukesha County, WI
For this study, conceptual, and preliminary design project, Nick led the development and analysis of numerous alternatives during the preparation of the Environmental Impact Statement. He was responsible for the preliminary design of the southern portion of the project and completed the Design Study Report for the entire 5.2-mile corridor. The preferred alternative included construction on a new alignment as well as reconstruction/expansion of the existing roadway.

I-39/90/94 Corridor Study, Columbia, Juneau, & Sauk Counties, WI
Project engineer for the 40-mile freeway corridor study. Primary tasks include alternative development and analysis, development of horizontal and vertical geometry, 3D corridor modeling, and conceptual staging analysis.

CTH N, Washington County, WI
Project engineer for the preliminary and final design of 2 miles of CTH N in Hartford. Design included converting a portion of the rural roadway to an urban section with sidewalk and curb ramps. Two minor retaining walls were designed to minimize impacts. Prepared Design Study Report, Exception to Standards Report, and Encroachment Report.

STH 32 (Lake Drive), Fox Point, WI
Project engineer for the 2.6-mile resurfacing project, which also includes roadway widening for on-street bicycle accommodations and the addition of six crosswalks to improve pedestrian connectivity. Developed horizontal and vertical geometry to minimize impacts on surrounding residential properties and oversaw the design of curb ramps to meet ADA requirements. Lead plan development including pavement marking and construction staging.

STH 32 (Lake Drive), Shorewood, WI
Project engineer for the 1.2-mile urban pavement replacement project. The project evaluated numerous typical section alternatives and ultimately resulted in the addition of on-street bicycle lanes. Using a 3D corridor model, designed the horizontal and vertical geometry to meet design criteria while minimizing impacts within a fully developed and high-profile residential corridor.

JASON HERTHER

Survey Manager and QA/QC

EDUCATION

Civil Engineering Technician
Moraine Park Technical College, 2001

PROFESSIONAL EXPERIENCE

2001-Present
Kapur, Milwaukee, WI

PROFILE

Jason is a project manager with 22 years of experience in surveying using LiDAR and UAV (drone) data to draft for right-of-way design and convert control and field data to drawings. He is responsible for base mapping topographic data, easement exhibits, parcel mapping, final deliverables, project management, and survey fieldwork coordination and oversight. He routinely provides quality control of topography and utility survey.

PROJECT EXPERIENCE

We Energies Lakeshore Lateral, Racine, Kenosha, & Walworth Counties, WI
Led field and office efforts to survey the 95-mile route and coordinated office staff and the design process for the 24-inch high-pressure steel gas main. Coordinated more than eight crews to stake and as-built survey the entire project during installation.

STH 59 (Greenfield Avenue), Waukesha County, WI
Managed base mapping from STH 164 to Calhoun Road.

STH 32, Kenosha County, WI
Managed base mapping from 35th Street to CTH KR and assembled plat submittal.

Wisconn Valley Development Roads, Mount Pleasant, WI
Led field and office efforts to survey, layout, and QA/QC the site for design conflicts. Coordinated four crews to stake and as-built survey the entire project during installation.

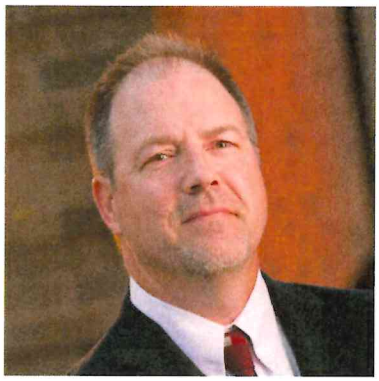
Burlington Bypass, Walworth & Racine Counties, WI
Managed base mapping and assembled plat submittal for approximately four miles of side roads for the STH 36/83 bypass.

Rhine Street, Sheboygan County, WI
Managed base mapping and survey fieldwork.

Calhoun Road, Waukesha County, WI
Managed base mapping and plat assembly from Wisconsin Avenue to Gebhardt Road.

Fiserv Forum, Milwaukee, WI
Provided construction stakeout and verification for all site needs, building steel support layout, and positional accuracy. Also performed final as-built survey of site upon completion.

Zoo Interchange, Milwaukee, WI
Led storm sewer conflict surveys and soil borings, monitored well layout and as-built surveying, and addressed survey requests for surface digital terrain models throughout the project.



ERIK GUSTAFSON, PLS

Project Surveyor

EDUCATION

AD, Civil Engineering Technology
Northeast Wisconsin Technical College, 1988

Supplemental courses taken in surveying and AutoCAD

PROFESSIONAL EXPERIENCE

1988-Present
Kapur, Appleton, WI

PROFESSIONAL AFFILIATIONS

Wisconsin Society of Land Surveyors

REGISTRATION

Professional Land Surveyor
WI (#2329)

PROFILE

Erik is a professionally licensed surveyor who oversees the operation and supervision of company survey crews. His responsibilities include data coordination, ALTA/NSPS land title surveys, right-of-way plats, transportation project plats, certified survey maps, subdivision plats, condominium plats, survey plats, annexation exhibits, easement exhibits, and legal descriptions. Erik routinely assists our survey team and completes survey tasks as deemed necessary.

PROJECT EXPERIENCE

2023 Street Construction Projects, Greenfield, WI
Coordination and oversight of the construction staking for street construction projects, including the staking of storm sewer, sanitary sewer, water main, curb and gutter, and sidewalk.

Lakeshore Commons Development, Oak Creek, WI
Performed the survey work for the Lakeshore Commons Condominium Development. The tasks included the creation of multiple ALTA/NSPS land title surveys, a certified survey map, a subdivision plat, two condominium plats, and easement exhibits.

Survey Reviewer
Reviews plats of survey, certified survey maps, subdivision plats, and legal descriptions for the Villages of Howards Grove, Elkhart Lake, and Grafton.

Stoughton Hospital, Stoughton, WI
Created a plat of survey for the improvements at Stoughton Hospital and created the certified survey map used to conjoin existing parcels in the expansion of the hospital campus.

CTH D Right-of-Way Plat, Sheboygan County, WI
Right-of-way plat creation for road improvements, including field investigation, courthouse research, and deed interpretation.

STH 23 Monumentation Plat, Plymouth, WI
Created the existing right-of-way monumentation plat for approximately 8.5 miles extending from the west side of Plymouth west to the Sheboygan County line. This project included extensive research within the Sheboygan County courthouse, highway department, real property lister, and WisDOT. The project presented a unique challenge that required incorporating data such as measurements, maps, plats, field notes, and deeds over the span of 100-plus years from multiple highway projects into a single cohesive and accurate monumentation plat.

STH 42 Right-of-Way, Door County, WI
Created the transportation project plat for roadway improvements, including field investigation, courthouse research, and deed interpretation.

EDUCATION

AD, Graphic Communications
Gateway Technical College, 2018

AD, Marketing Communications
Gateway Technical College, 2018

PROFESSIONAL EXPERIENCE

2022-Present
Kapur, Milwaukee, WI

2018-2022
De Vor Communications, Germantown, WI

ATHENA KUHL

Public Involvement

PROFILE

A graphic communications and public involvement professional within Kapur's communications department, Athena has five years of experience and is responsible for design and construction project communications, including stakeholder issues, document development, and public meeting planning and execution.

PROJECT EXPERIENCE

County K (60th Street), Kenosha County, WI
Athena was involved in the public involvement efforts for the reconstruction of County K, between 94th Court to the Union Pacific Railroad. The project included reconstructing 2 miles of rural roadway to a four-lane urban roadway with a raised median. Athena's role included attending and coordinating a public involvement meeting, fabrication and dissemination of construction impacts, coordination with impacted stakeholders on access and delivery services, providing temporary business signage, coordination with local municipalities, project photos, and emailing project updates.

WIS 32 (Sheridan Road), 91st Street to Illinois State Line, Kenosha County, WI
Athena was the public involvement lead for all public outreach materials for this resurfacing project. In addition to meeting with impacted residents and businesses, Athena's responsibilities included attending and coordinating a public involvement meeting, preparing and distributing informational brochures, working with the project team to provide weekly updates, and coordinating with impacted residents.

Moorland Road, Waukesha County, WI
Waukesha County, in partnership with the Wisconsin Department of Transportation, reconstructed 1 mile of urban roadway between I-94 and US 18 (Bluemound Road). Athena assisted the project team with public involvement efforts that included providing project updates to local and elected officials, assisting and attending the public involvement meeting, quarterly project business meetings, one-on-one communications, and issue management with impacted businesses, construction updates, email blasts, directional sheets, and local businesses signage.

WIS 31 (Green Bay Road), County S to WIS 50, Kenosha County, WI
Athena was the public involvement lead for all public outreach materials of the STH 31 Green Bay Road improvements project. In addition to meeting with impacted residents and businesses, her responsibilities included attending and coordinating a public involvement meeting, preparing and distributing informational brochures, working directly with the project team to provide weekly updates and project photos, and providing temporary business signage.

KATHRYN MCNELLY-BELL, CPESC, PWS, DNR ASSURED WETLAND DELINEATOR

Wetland and Permitting

EDUCATION

BS, Biological Sciences
University of Wisconsin-Whitewater, 2001

PROFESSIONAL EXPERIENCE

2006-Present
Kapur, Burlington, WI

2002-2006
Bonestroo, Mequon, WI

2001-2002
Wisconsin DNR, Milwaukee and Sturtevant, WI

1999-2001
SEWRPC, Waukesha, WI

CERTIFICATIONS

WDNR Assured Wetland Delineator

Society of Wetland Scientists, Professional Wetland Scientist

ACOE Wetland Delineation

WDNR Wetland Compensatory Mitigation

DNR NR40 Invasive Species Right-of-Way

Natural Heritage Conservation – Endangered Resources Reviewer

Envirocert International, Professional in Erosion and Sediment Control (CPESC)

National Environmental Policy Act Certified

PROFILE

As Kapur's Natural Resources Department manager, Kathryn began her career as a scientist in 1999, specializing in natural resource policy and permitting, grant writing, wetland delineation and mitigation, rare species survey, ecological restoration, water quality, geomorphic and flow evaluation, and construction inspection oversight for environmental compliance. She has built equitable partnerships with regulators at state DNRs, the US Army Corps of Engineers, and local municipalities.

PROJECT EXPERIENCE

Good Hope Road, Sussex, WI
This project included the reconstruction and rehabilitation of rural and urban roadway sections. Serving as the natural resource project manager, services included wetland delineation, invasive species mapping, rare species survey, permitting, wetland functional value and mitigation assessment, floodplain impacts, and agency coordination.

CTH D, Sheboygan County, WI
As the natural resource project manager for the reconstruction of 5.5 miles of rural highway, including five intersections, services included wetland delineation, invasive species mapping, rare species survey, wetland mitigation, permitting, and dewatering and stream bypass plans.

CTH DE Silver Creek Bridge Replacement & Creek Relocation, Sheboygan County, WI
As natural resource project manager, services included wetland delineation, waterway evaluation, invasive species mapping, rare species survey, wetland restoration planning, high-capacity dewatering and stream bypass plans, permitting, and agency coordination.

STH 23 Improvements, Princeton to Green Lake, WI
As an environmental reviewer for DAAR Corporation, services provided across the 8.2-mile corridor included wetland mitigation site search, site inventory, and report in accordance to TRANS 400. She assessed approximately 50 acres of prior converted wetlands, provided wetland classification, and evaluated associated waterways, soils, hydrology, vegetative plant communities, construction feasibility and site constraints, rare species habitat, floodplains, and upland habitat.

Martin Drive Extension, Fredonia, WI
Provided natural resource project management services for the construction of the Village's second east-west roadway corridor, which spanned a wetland and a trout stream. Kathryn provided wetland delineation, geomorphic assessment, rare species review, restoration plans, and bypass/dewatering plans, and applied for all DNR and ACOE permits.

JEREMY SCHWARTZ, PE

Grant Oversight

EDUCATION

BS, Civil Engineering
University of Wisconsin-Milwaukee, 2000

PROFESSIONAL EXPERIENCE

2006-Present
Kapur, Milwaukee, WI

2003-2006
Key Engineering Group, Milwaukee, WI

2001-2003
HNTB, Milwaukee, WI

PROFESSIONAL AFFILIATIONS

American Society of Engineers (ASCE)

REGISTRATION

Professional Engineer
IN, WI (#40478)

PROFILE

A professional engineer and project manager with 23 years of experience, Jeremy is responsible for the design, permitting, stormwater management, erosion control, and grant writing assistance for municipal and site development projects.

PROJECT EXPERIENCE

STH 57/Valley Road Intersection, Plymouth, WI
With Jeremy creating the submission materials needed, WisDOT awarded the City $280,000 from the Transportation Economic Assistance Program.

Public Utilities Infrastructure Upgrades, Plymouth, WI
With Jeremy creating the submission materials needed, the City was awarded $220,000 from the Wisconsin Department of Commerce Community Development Block Grant Planning Program.

Root River Streambank Stabilization, New Berlin, WI
With Jeremy creating the submission materials needed, the City was awarded $125,000 from the WDNR Urban Nonpoint Source and Storm Water Grant Program.

Stormwater Management Planning Project, Grafton, WI
With Jeremy creating the submission materials needed, the City was awarded $72,700 from the WDNR Urban Nonpoint Source and Storm Water Grant Program.

City Rain Garden, Pewaukee, WI
With Jeremy creating the submission materials needed, the City was awarded $50,000 from the WDNR Urban Nonpoint Source and Storm Water Grant Program.

Meyer Park Mullet River Channel Restoration, Plymouth, WI
With Jeremy creating the submission materials needed, the City was awarded $95,000 from the Sheboygan County Stewardship Fund Grant Program.

Pro-Health Care Park Development, New Berlin, WI
With Jeremy creating the submission materials needed, the City was awarded a $100,000 WDNR Knowles Nelson Stewardship Grant.

Washington Avenue West Boulevard Redevelopment Area, Racine, WI
With Jeremy creating the submission materials needed, the City was awarded a $40,070 WDNR Brownfields Green Space and Public Facilities Grant.

TRACI SCHNELL

Historical Research

EDUCATION

MA, Art History & Criticism
University of Wisconsin-Milwaukee, 1995

BA, Art History & Criticism
University of Wisconsin-Milwaukee, 1990

PROFESSIONAL EXPERIENCE

2018-Present
Historical Consulting, LLC, Milwaukee, WI

1995-2018
Heritage Research, Ltd., Menomonee Falls, WI

PROFESSIONAL AFFILIATIONS

Society of Architectural Historians

National Trust for Historic Preservation

PROFILE

As a longtime Kapur subconsultant and employee of TES Historical Consulting, LLC, Traci's areas of expertise include historical resource surveys/evaluations, determinations of eligibility, assessment of effects documentation, community resource surveys, national register nominations and questionnaires, and tax credit rehabilitation applications. She has worked as a historical consultant since 1995, establishing her own firm in 2018. As a result, she has completed countless Historic Resource Surveys and Determinations of Eligibility, as well as numerous National Register nominations.

PROJECT EXPERIENCE

North Teutonia Avenue, Ozaukee County, WI
Historic Resource Survey, one DOE and AOE Documentation (No Adverse Effect)

North Calhoun Road to North 124th Street, Brookfield, WI
Survey, two DOEs and AOE, including Memorandum of Agreement

South 82nd to South 76th Streets, West Allis, WI
Survey, three DOEs and AOE (No Adverse Effect)

West Groeling Avenue to West Capitol Drive, Milwaukee, WI
Survey, one DOE and AOE (No Adverse Effect)

West Garfield Street to West Groeling Avenue, Milwaukee, WI
Survey, three DOEs and AOE (No Adverse Effect)

South 76th to South 70th Streets, West Allis, WI
Survey, two DOEs and AOE (No Adverse Effect)

Other Related Research Activities and Positions

- Active researcher for Frank Lloyd Wright Wisconsin (FLLW WI)
- Immediate past president of the Brown Deer Historical Society and former newsletter editor
- Board member and former president, Wauwatosa Historical Society, led research committee for their annual home tour
- Former presenter/teacher for the House History Program at the Milwaukee Public Library
- Past board member and former president of Historic Milwaukee, Inc., led research committee for over 12 years

ANDREW WALTERS, PE

Geotechnical Research

EDUCATION

BS, Civil Engineering
University of Wisconsin-Platteville, 2005

PROFESSIONAL EXPERIENCE

2012-Present
American Engineering Testing, Inc., Wausau, WI

2005-2012
Tetra Tech, Inc., Wausau, WI

PROFESSIONAL AFFILIATIONS

American Society of Civil Engineers

American Council of Engineering Companies

North American Railway Maintenance Club

REGISTRATION

Professional Engineer
WI

CERTIFICATIONS

40-Hour HAZWOPER

PROFILE

As a Kapur subconsultant and department manager for the Wausau and Green Bay offices of American Engineering Testing, Inc., Andrew specializes in geotechnical engineering project management, coordinating subsurface explorations and geotechnical testing, preparing geotechnical engineering recommendations and reports, construction materials testing project management, proposal preparation, scheduling, report review, personnel training and supervision, and concrete imagining.

PROJECT EXPERIENCE

Ryan Street River Utility Crossing, Weston, WI
Responsible for coordination and planning the subsurface exploration and laboratory testing program. Prepared the geotechnical report. The project consisted of expanding the sewer and water utility beneath the Eau Claire River and reconstruction for Trotzer and Apache Lane.

The Home Depot Store #4915 & #4925, Green Bay & West Bend, WI
Project manager of ITC responsibilities, including coordination of field and laboratory testing, report review, and transmittal for parking lot, driveway, sidewalks, and loading dock pavement rehabilitation.

Sanitary Sewer Upgrades, Menominee Indian Tribe, Neopit, WI
Responsible for coordination and planning the subsurface exploration and laboratory testing program and preparing the geotechnical report. The project consisted of utility replacement and partial pavement reconstruction totaling approximately 2.8 miles of roadway.

South Maple Avenue Reconstruction, Green Bay, WI
Responsible for coordination and planning the subsurface exploration and laboratory testing program. Prepared the geotechnical report. The project consisted of utility and pavement reconstruction for 0.25 miles of urban roadway.

Wisconsin Public Service Evaluations, Various Locations, WI & MI
Performed geotechnical evaluations and coordinated construction materials testing services for WPS substations, service centers, and facility projects.

STEVE JAMROZ, AIA, NCARB, LEED AP

Architecture

EDUCATION

MA, Architecture
University of Washington-Seattle, 1996

MA, Urban Design & Planning
University of Washington-Seattle, 1996

BS, Architecture
University of Wisconsin-Milwaukee, 1988

PROFESSIONAL EXPERIENCE

2012-Present
Blue Design Group LLC, Hortonville, WI

PROFESSIONAL AFFILIATIONS

American Institute of Architects

National Council of Architectural Registration

Fox Cities Visitors & Convention Bureau

REGISTRATION

Professional Architect
WI, MI, IN

PROFILE

As a Kapur subconsultant and co-owner of Blue Design Group, LLC., Steve has designed, detailed, and managed award winning projects ranging in scope. Focused on delivering a collaborative design approach, he solicits input from all stakeholders in the design process to achieve a successful result. Steve personally completes and oversees every project detail and prides himself on his ability to work with either a few decision-makers or multiple decision-makers. His work experience includes projects ranging from small additions and alterations to new construction.

PROJECT EXPERIENCE

Kronenwetter Municipal Center, Kronenwetter, WI
As a part of a remodeling project to the existing Kronenwetter Municipal Center, space was set aside for the construction of a new 15,000-square-foot fire department and space for an emergency response command center, staff offices, training room, fitness room, equipment/apparatus storage, locker rooms, break room, conference room, tool storage, hose drying/training tower, turnout/locker area, air room, wash/maintenance bay, and six vehicle storage spaces. Sustainable features included natural daylighting, recyclable materials, stormwater management, and natural landscaping as an integral part of the design.

Boulder Junction Community Center, Boulder Junction, WI
The design for this project included the design of a new 15,000-square-foot community center and the demolition of an existing 9,500-square-foot community center. The design goal was to incorporate the themes of the local history into the design of the facility, including the lumber industry and the town depot using materials on both the exterior and the interior of the building. Logs were incorporated into the structural support of the exterior canopies as well as decorative roof brackets around the perimeter of the building. Large overhangs and exterior siding indicative of train depots were utilized to recreate the railroad theme.

Hortonville Municipal Center, Hortonville, WI
The design for this project included the construction of a new 15,000-square-foot wood frame building to provide space for municipal services like a Police Department, Village Offices, Library, Court Room, Judge Offices, and Community Space. Steve also completed successful pre-referendum services for the Village of Hortonville.

PAST & CURRENT MUNICIPAL CLIENTS

- Village of Kronenwetter
- Village of Hortonville
- Town of Boulder Junction
- City of Menasha
- City of Mosinee
- Brownsville Fire Department

TAB 6 – SPECIAL PROJECT EXPERIENCE FOR PROJECT SCOPE

OLD HIGHWAY 51

Kronenwetter, WI

PROJECT DETAILS

Completing this project in 2008, Richard Schneider and Jim Peck completed the preliminary and final design for the 3.6-mile reconstruction of this rural roadway.

SERVICES PROVIDED

- Field Survey
- Public Involvement Plan
- Agency Coordination (DNR, SHPO, & USACE)
- Railroad Coordination
- Hazardous Waste Investigation (Phase I)
- Utility Coordination
- Archaeological Study (Phase 1, 2, & 3)
- Five Public Informational Meetings
- Type II Environmental Document/FONSI
- Pavement Design Report
- Design Study Report
- Drainage/Storm Sewer
- Erosion Control
- Right-of-Way Plat
- Right-of-Way Appraisal & Acquisition
- Pavement Marking
- Signing Plan
- Lighting Plan
- Traffic Signal Plans
- Traffic Control Plan/Staging
- PS&E

KOWALSKI ROAD & MULTI-USE TRAIL

Kronenwetter, WI

PROJECT DETAILS

Completing this project in 2009, Richard Schneider and Jim Peck completed the preliminary and final design for construction of Kowalski Road and multi-use trail, amounting to 3,100 linear feet.

SERVICES PROVIDED

- Field Surveys
- Alternative Analyses
- Environmental Document
- Drainage/StormWater Management
- Preliminary/Final Design
- PS&E
- Construction Surveying
- Construction Inspection
- Construction Grant Administration
- Bidding Documents
- Used the *Sponsors Guide to Non-Traditional Transportation Project Implementation* manual

TAB 6 – SPECIAL PROJECT EXPERIENCE FOR PROJECT SCOPE

ADDITIONAL EXPERIENCE – KRONENWETTER

General Infrastructure
Modeling, design, plans, specification, and bidding documents for 15,000 lineal feet of water main, 13,000 lineal feet of sanitary sewer, 9,000 lineal feet of storm sewer, and 30 miles of road reconstruction.
Software Utilized: Civil 3D, WaterGEMS, SewerGEMS, and Civil GeoHECRAS

Lift Stations
Modeling, design, plans, specification, and bidding documents for seven lift stations, including analyzing approximately 1.5 miles of a sewer service area, sanitary sewer utilizing real-time flows (unsteady) to establish deficiencies in the existing main lift station (LS1), and design new 650 GPM lift station.
Software Utilized: SewerGEMS and Civil 3D

Old Highway 51
Modeling, design, plans, specification, and bidding documents for Old Highway 51 from south municipal border to north border (3.5 miles) Included coordination with CN Railroad for six crossroads.

Old Highway 51/Kowalski Road/Gardner Park Drive Relocation
Modeling, design, plans, specification, and bidding documents for relocated new railroad crossing, including approval from CN Railroad.

Kronenwetter Drive Bridge & Approaches
Modeling, design, plans, specification, and bidding documents for a new bridge carrying Kronenwetter Drive over Bull Junior Creek.

Plaza Road Bridge & Approaches
Modeling, design, plans, specification, and bidding documents for Plaza Road over Bull Junior Creek.

Watershed Drainage & Design
Modeling, design, plans, specification, and bidding documents for multiple storm water detention ponds and related storm sewer.

Grant Writing
Grant writing for DNR and WisDOT LTRIP Grants. Also negotiated on behalf of the Village with WisDOT to upgrade I-94/Kowalski Road overpass project from two-lane to four-lane 'Interchange ready" bridge at no cost to the Village.

PLAZA ROAD BRIDGE OVER BULL JUNIOR CREEK
KRONENWETTER, WI

ADDITIONAL EXPERIENCE – WISCONSIN

Water Main Plan Update, Sheboygan Falls, WI
Modeling of the City's water system to analyze all elements of the system. Modeling was performed using WaterGEMs for Autodesk. The final product was a report on the condition of the existing system and required improvements to the year 2040.
Software Utilized: WaterGEMS and Civil 3D

Good Hope Road, Sussex, WI
Hydraulics, hydrology, and HECRAS modeling for the preliminary and final design services for the 2-mile reconstruction and rehabilitation of Good Hope Road. This $6.3 million dollar project included reconstruction and rehabilitation of both rural and urban cross sections. Services provided include topographic survey, drainage evaluation and design, utility design, vertical and horizontal alignment refinement, comprehensive stormwater management, and natural resources protections.

TID #1, Rothschild, WI
Modeling, design, plans, specification, and bidding documents for 11,000 lineal feet of water main, 8,000 lineal feet of sanitary sewer, and 8,000 lineal feet of storm sewer.
Software Utilized: Civil 3D, WaterGEMS, SewerGEMS, and Civil GeoHECRAS

TAB 7 – PROJECT APPROACH

The following project approach was developed from our field review of the study area (See *Exhibit 1 below*), conversations with Village staff, and in accordance with the tasks identified in the **Scope of Services** in the RFP. Kapur staff is available to begin the **Railroad Accessibility Assessment Study** immediately upon award.

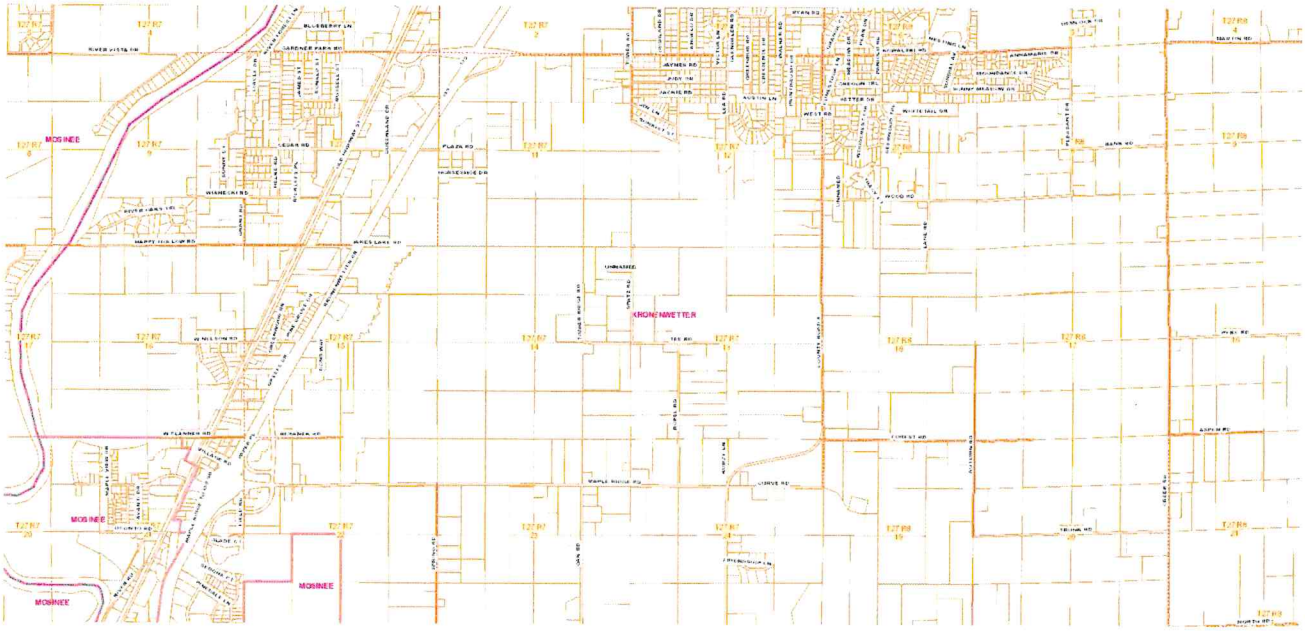


EXHIBIT 1

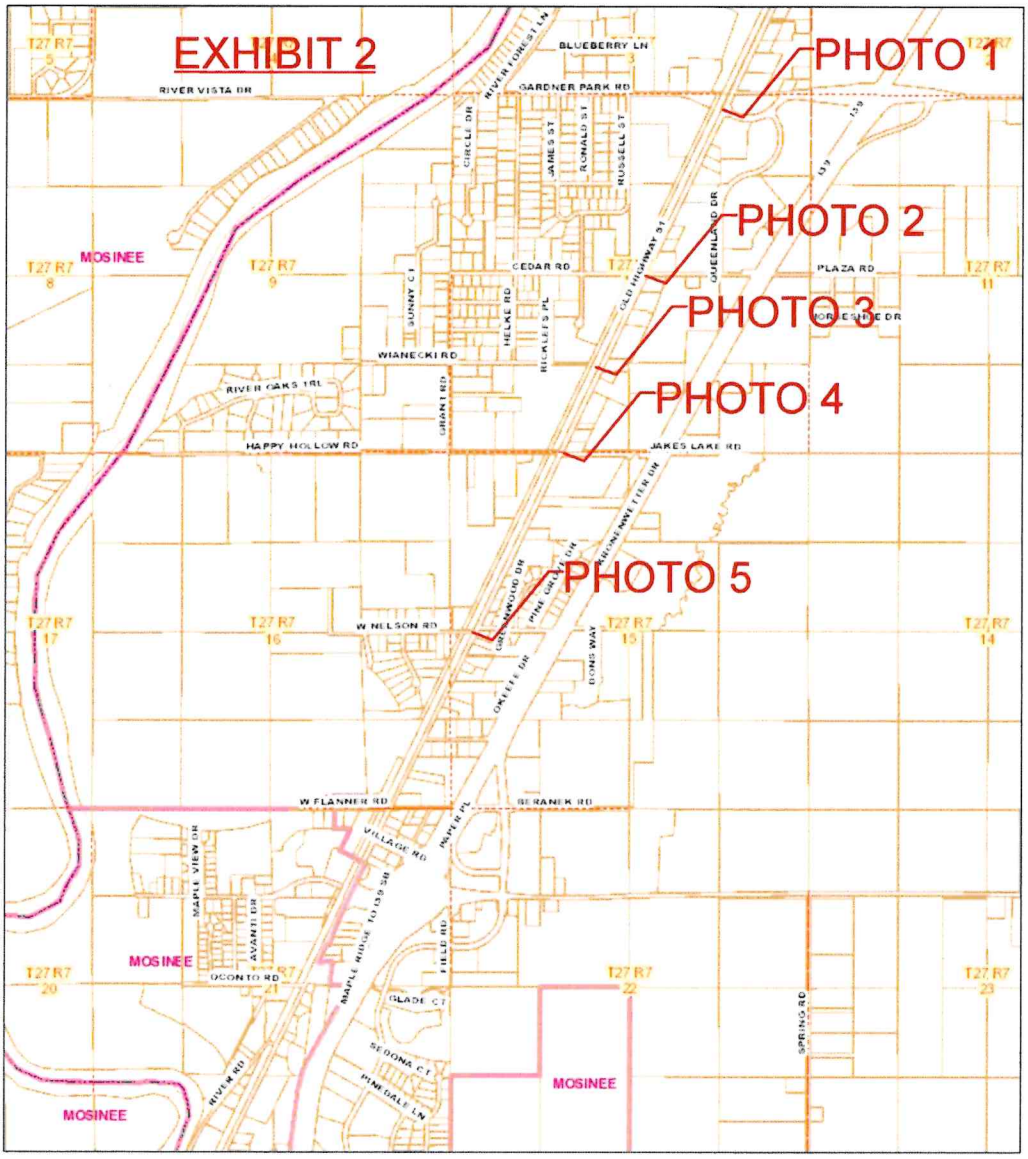
PHASE 1A: PROJECT INITIATION & SERVICES

The Kapur team will meet with Village staff to:

- Review the proposed scope of services for the project
- Review the schedule for the project
- Review data requests by the Kapur team and the source of data
- Review the Kapur team's key personnel
- Discuss key project issues to be addressed
- Discuss various missing elements in Village-provided documents, i.e., as-builts, etc.

HAPPY HOLLOW ROAD CROSSING

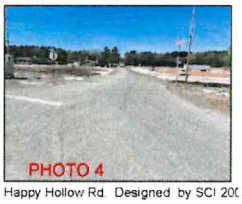
The Kapur team will provide Village staff with agenda/data requests prior to meetings.



Gardner Park Rd. Designed by SCI 200

Cedar Rd. Designed by SCI 2002

Wianecki Rd. Extended Private Entrance



Happy Hollow Rd. Designed by SCI 200

W. Nelson Rd. Designed by SCI 2002

EXHIBIT 2

PHASE 1B: PRELIMINARY RESEARCH

The Kapur team will review existing data and facilities, which will enable an assessment to be made. Kapur staff will meet with public works staff to discuss data and reports. Review will include:

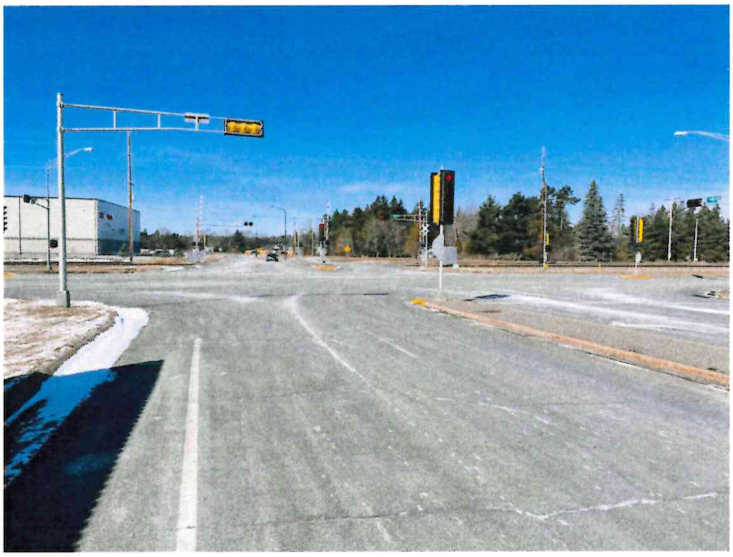
- Investigating, reviewing, and inventorying at-grade railroad crossings and associated characteristics (*See Exhibit 2, above*). This will include establishing a connection and discussion with CN Railroad personnel to establish railroad timetables and frequency.
- Collecting all pertinent data regarding emergency accessibility and evacuations. This will include discussion with police/fire personnel and a review of any pertinent records they possess.
- Defining concerns, issues, and opportunities to work with other agencies. This will include but is not limited to Village departments, CN Railroad, WisDOT, Wisconsin Public Service Corporation, and Marathon County.
- Identifying and compare alternatives to address concerns and solutions.

PHASE 2: EXAMINATION OF PRELIMINARY RECOMMENDATIONS LISTED IN PHASE 1

The Kapur team will assemble pertinent data available from Village records as they may relate to proposed alternatives. This phase will include:

- Evaluating the existing *2019 Village Comprehensive Plan* and *2019-2024 Village Strategic Plan* as it relates to this project.
- Evaluating current and future railroad activity impacting community ingress and egress. This will include discussions with CN Railroad and WPS.
- Establishing three alternate solutions showing associated positive and negative data. The alternates will be ranked as the most positive solution being the primary solution. The ranking will be aided by discussions with Village staff.
    - One alternative will be a "do nothing" scenario. This will include discussion of impacts on the affected area.

WIANECKI ROAD PRIVATE CROSSING



GARDNER PARK CROSSING

PHASE 3: FUNDING EVALUATION

The Kapur team will prepare a preliminary cost estimate of all alternates. This phase will include:

- Preparing a detailed cost estimate of each alternative, which will include engineering and construction costs.
- Identifying possible grants. Possible grants may exist with WisDOT and Marathon County. Another possible source of funding may be the creation of a Tax Incremental Finance District.
- Defining any alternatives if no improvements were to take place.

PHASE 4: FINALIZE REPORT

Kapur will finalize the study and present findings to the Committee and Village Board, as well as prepare a final report, considering the following:

- Public input. This will be derived from a public presentation of the preliminary study. Kapur will host two public presentations, if required.
- Input from review by Village staff. Kapur will meet with Village staff twice, if required.

TAB 8 – COST

COMPENSATION

Consultant shall provide professional services through each phase of the project as authorized by the Village. These services are to be compensated on a lump sum fee for each phase.

Phase 1A – Project Initiation and Services

$2,603.00

Phase 1B – Preliminary Research

$5,067.00

Phase 2 – Examination of Preliminary Recommendations in Phase 1B

$5,644.00

Phase 3 – Funding Evaluation

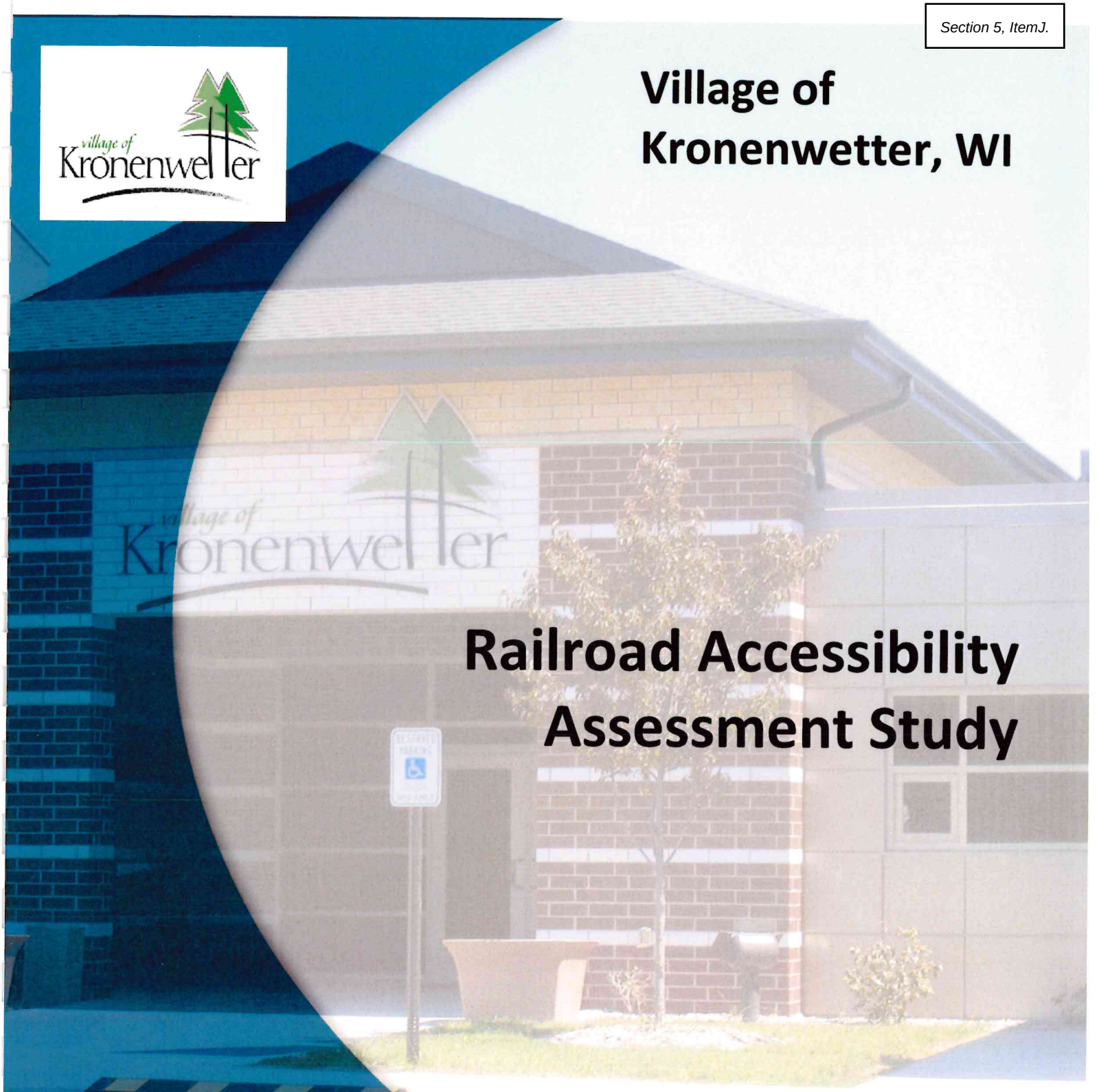
$3,401.00

Phase 4 – Finalize Report

$5,508.00

village of Kronenwetter

Village of Kronenwetter, WI



Railroad Accessibility Assessment Study

Continuity • Collaboration • Commitment

March 2024

TROTTER and ASSOCIATES, INC.
ENGINEERS AND SURVEYORS
St. Charles, IL • Fox Lake, IL • Lake Geneva, WI
630.587.0470 • www.trotter-inc.com

TROTTER and ASSOCIATES, INC.
ENGINEERS AND SURVEYORS

March 11, 2024

Village Administrator
Village of Kronenwetter
1582 Kronenwetter Drive
Kronenwetter, WI 54455

Attn: Mr. Leonard Ludi
Village Administrator

Re: Railroad Accessibility Assessment Study

Dear Mr. Ludi,

First allow me to take this occasion to thank you for the opportunity to present our qualifications to the Village of Kronenwetter. It was great visiting with you during my site visit and I appreciate you taking the time out of your day to meet. I gained insight into the current operations, the challenges presented by the existing infrastructure, and was able to start seeing the opportunity to come alongside the Village to find successful solutions for your stakeholders and residents.

Our team has performed site visits and aerial reconnaissance of the area experiencing growing pains outlined within your RFP. The Village being dissected in half by Interstate 39 and the railroad tracks certainly makes for a challenging environment for delivering services, stakeholders, traveling public, and emergency response / evacuation activities. We understand the goal of this project is to propose, provide probable costs for improvements, and show the possible impacts for solutions to these challenges. We see the chance for a multi-teared approach to the solutions of these challenges including short-term and long-term opportunities for impact. Obviously, there are solutions which can be engineered. This isn't always the most fiscally responsible or most cost-effective solution. TAI will partner with the Village and its residents, traveling public, and stakeholders to offer realistic solutions. These challenges are not just unique to Kronenwetter and this project offers the Village the chance to be an example to Wisconsin and the Midwest on successfully handling difficult infrastructure challenges, coming out successful on the other side, despite existing infrastructure inherited through generations.

TAI is presenting a hand selected team for this project. Gary Randle will lead this team as our Wisconsin Region Lead and Senior Project Manager. He will be your point of contact for this project. This response will demonstrate his ability to successfully deliver this project for you and the Village. His leadership and experience coupled with the other TAI team members' experience gives the Village the ability to feel secure in all aspects of this study. This project only starts with a study, the true success comes from having the necessary funding vehicles, out of the box thinking, and the entrepreneurial skills and network to drive this project from a study to an impactful reality. TAI's team has these attributes and will partner with your team to establish a strong working relationship with the Village. Please contact me with any questions.

Sincerely,
Trotter and Associates, Inc.

Gary P. Randle II
Wisconsin Region Lead / Senior Project Manager
700 Geneva Parkway North, Suite B
Lake Geneva, WI 53147
O: 262.729.4350
M: 414.308.0024

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TAB II – GENERAL BACKGROUND OF FIRM & ORGANIZATIONAL CHART

TROTTER AND ASSOCIATES, INC. – EXPERIENCED PROFESSIONALS. BETTER SOLUTIONS.

Trotter and Associates, Inc. (TAI) is a licensed engineering consultant and design firm with offices in Illinois and Wisconsin. The firm is licensed in both states and many staff members hold licensure in Wisconsin and Illinois. The personnel assigned to this project will be licensed to perform services in the State of Wisconsin. TAI is a full-service civil engineering firm with a team of professionals that are experienced, proficient, and dedicated to a common cause – the satisfaction of our clients. The team is focused on developing strong client relationships and with an end goal of earning each client's confidence, respect, and trust through exceptional service. Our drawings and specifications are thorough, accurate, and detailed. You can rest assured that the project team is dedicated to delivering an award-winning project for Kronenwetter!

OFFICE LOCATIONS

Lake Geneva, WI Office
Trotter & Associates, Inc.
700 Geneva Parkway, Suite B
Lake Geneva, WI 53147

St. Charles, IL Office
Trotter & Associates, Inc.
40W201 Wasco Road, Suite D
St. Charles, IL 60175

Fox Lake, IL Office
Trotter & Associates, Inc.
38 W. Grand Avenue, Suite 300
Fox Lake, IL 60020

FIRM SIZE AND STRUCTURE

TAI is structured to meet the growing needs of our municipal clients. TAI's principals have hand-picked each member of the team based on their skills, experience, and expertise, and how those attributes are able to further assist our clients in achieving their goals. With over 50 professionals, TAI's staff includes an assortment of licensed professional engineers, engineer's in training (EIT), Geographical Information System (GIS) professionals, construction and CAD technicians, and administrative staff.

The firm is organized by discipline, including environmental (water and wastewater) services, municipal and civil engineering services, construction-related services, engineering support services (survey, CAD), marketing and administration.

TAI PRACTICAL APPROACH

Trotter and Associates staff is most recognized for our *"boots on the ground"* approach to working with clients, understanding the needs and maintaining continuity from concept through construction. Each of member of TAI's team is required to spend a significant amount of time in the field, overseeing construction and working with operational personnel to gain a stronger understanding of how our services integrate with the other stake holders and the end user. It is this practical **"hands-on"** experience that separates TAI's team from other engineers. TAI's professionals excel in planning, designing, and implementing improvements that are dependable, operator-friendly, low-maintenance, and within budget. As evidence to this fact, the TAI team has a proven record of accomplishments, and a series of marquis projects which demonstrate TAI's ingenuity and ability to successfully implement new processes to fit our clients' particular needs.

The doors are never closed in our office. All team members are in constant contact – from the Review Engineer to the Project Manager – throughout any phase of the work. At TAI, collaboration is key including partnering with Village staff to ensure open communication is encouraged, as much as possible, to achieve the best possible results.

TAI QA/QC APPROACH

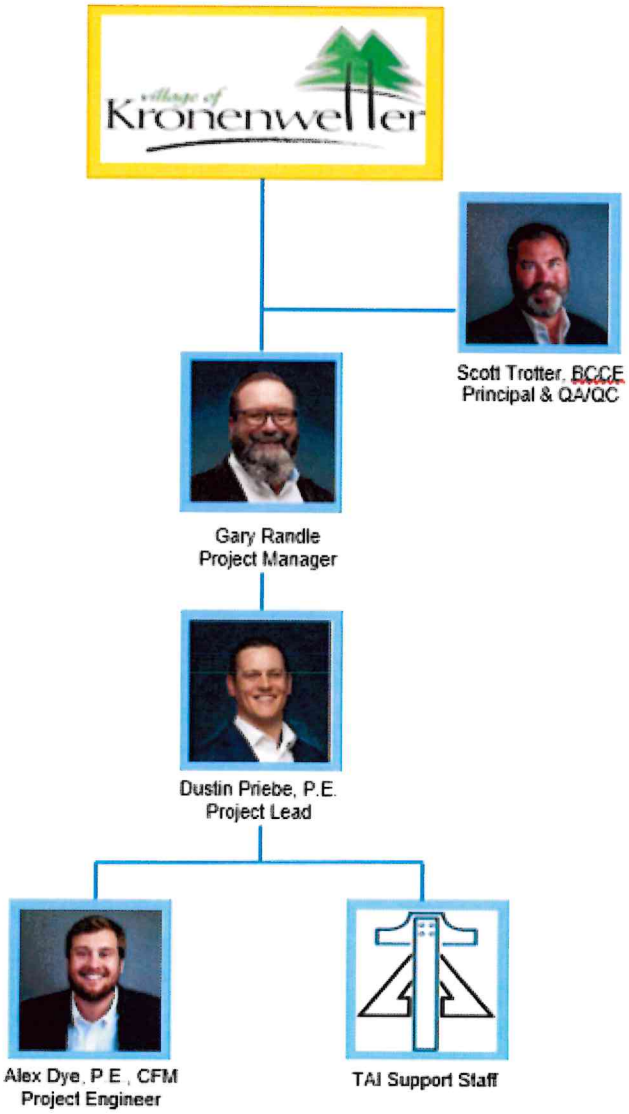
At TAI, we believe that an effective QA/QC procedure must include the following critical components:

- Development of a thorough and accurate Scope of Services
- Negotiation of a level of effort with associated fees sufficient to perform proper QA/QC reviews
- Assignment of an experienced and qualified QA/QC Manager
- Performance of QA/QC review at each critical milestone
- Routine and realistic evaluation of progress against the Project Plan
- Ensuring that nothing "goes out the door" without a second, unbiased set of eyes review the work

An experienced QA/QC manager often can provide the most valuable input before the designs have progressed too far down any path to make a change in direction unpractical, or too costly. For this reason, we will begin the QA/QC review process during the conceptual design stage, including review of the Preliminary Design Report. Review of the basis of design ensures that sound engineering practice and principles are adopted for the project that will "assure" quality. Subsequent QA/QC reviews performed at the 60 percent and 95 percent complete milestones "control" the quality of the engineering work.

ORGANIZATION CHART

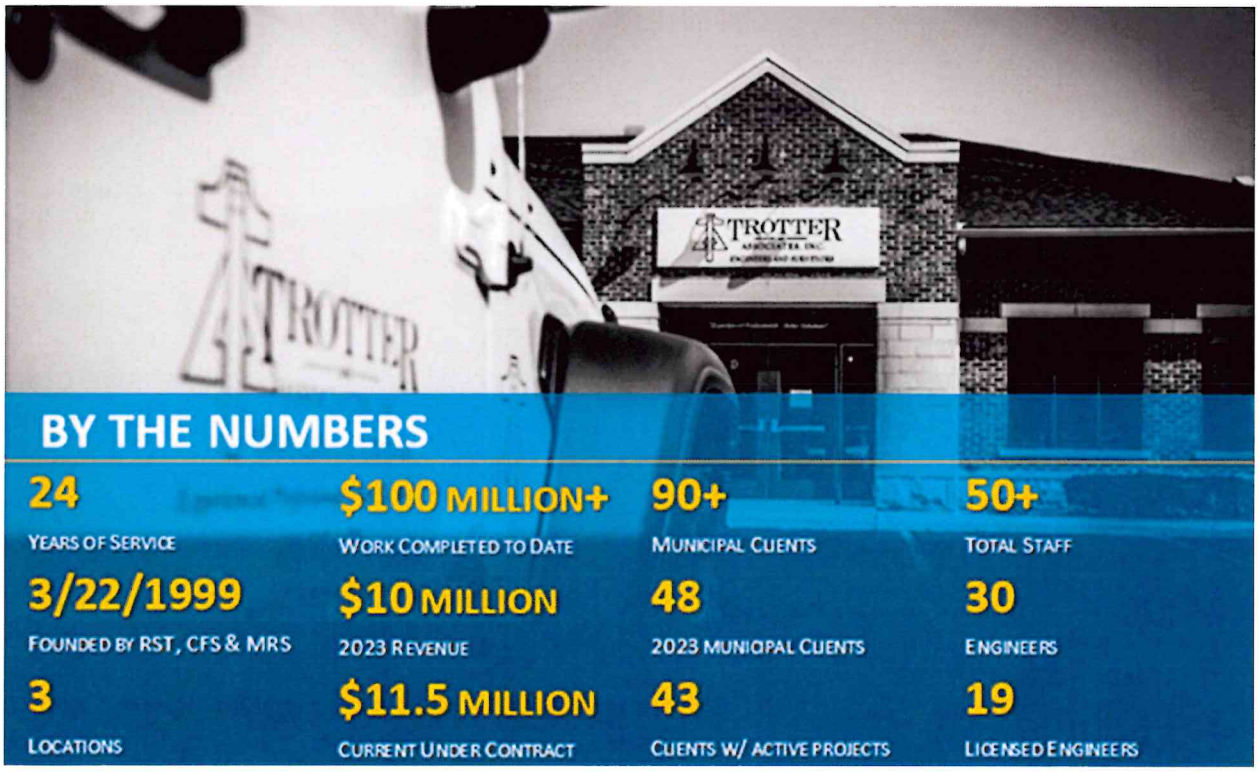
The organizational structure of the firm has evolved over the last 20 years. Scott is still highly involved in all projects completed by the firm and will provide QA/QC support. Gary Randle, Dustin Priebe, and Alex Dye will be the Trotter team for the Village of Kronenwetter with technical assistance of the support staff. A description of the proposed Project Team can be found further in this submittal, along with resumes of core team members.



TAB III – OVERALL MUNICIPAL EXPERIENCE

TAI CLIENT BASE

Trotter and Associates, Inc. is a municipal engineering firm dedicated to finding solutions that best serve the public interest. Trotter and Associates, Inc. began as a firm with only two clients - St. Charles and Batavia, Illinois. TAI quickly earned a reputation for a strong work ethic and collaborative style. The number of municipalities that seek TAI's expertise has increased dramatically. The majority of this growth has been through referrals from existing clients. TAI's clients know that our professionals not only possess the technical expertise to address their immediate needs but can also see the bigger picture and develop solutions that are consistent with the community's long-term goals. TAI has completed over $100 Million in engineering services over the last 24 years, of which more than 90% was provided to public sector clients. TAI's private sector work is completed for private utilities and rail companies such as Illinois American Water, Utilities Inc, Aqua Illinois, the CN and Union Pacific Railroads.



TAI provides municipal engineering services to various Northern Illinois and southern Wisconsin communities as the Village or City Engineer. These services include: grant writing, municipal review (subdivision and site improvement plans); conducting feasibility studies; rate studies; short and long-term planning for capital improvement projects; surveying; GIS mapping & data base assistance; design and construction engineering services for capital improvement projects. Specifically, wastewater treatment and collection; water supply, treatment and distribution; roadways; drainage projects; parks and public facilities; and other infrastructure.

We assist municipal staff with the overall management of the subdivision and site improvement projects by reviewing engineering plans, specifications, and plats from concept stage through final design for compliance with municipal codes, engineering standards, and applicable development agreement and annexation agreements. We

also attend meetings with developers to discuss review comments; coordinate projects, schedules and other related issues with Community Development, Police, Fire, Public Works and Engineering Departments; attending weekly development meetings with the managers and staff. TAI will attend the Planning and Zoning Commission and Board meetings as requested and preparing monthly activity reports for all ongoing projects.

We provide construction observation services for development projects and assist in the preparation of comprehensive punchlists with public works staff, as-built plan reviews, and securing required paperwork prior to granting building occupancies or acceptance of subdivisions. Our construction staff averages over 20 years of experience and specialize in overseeing/managing the rehabilitation of municipal infrastructure.

In addition to municipal review, TAI provides preliminary design and final design services for individual Capital Improvement Projects such as MFT Road Programs, wastewater treatment plant rehabilitation projects, WTP upgrades, sewer/water main replacement projects, sewer lining and spot repair programs, hydrographic and hydraulic studies. These services include preparation of detailed engineering plans, specifications, and contract documents. As a municipal engineering firm, we are very well versed in permitting requirements (EPA, DOTs, County stormwater, wastewater agencies, ACOE, etc.) for infrastructure projects.

Below is a summarized list of municipal services Trotter and Associates provides:

- Transportation & Road Maintenance Engineering
- Development Review
- Development Permit Reviews
- Floodplain and Wetlands Management
- Concept and Preliminary Plat
- Final Plat
- Construction Phase
- Stormwater and Drainage Management
- Grant/Loan Applications
- Geographical Information Systems (GIS)

REFERENCES

CLIENT	CONTACT	PHONE
Village of Barrington Hills	Anna Paul, Director of Administration	(847) 551-3003
Village of Campton Hills	Barbara Wojnicki, Village President	(630) 524-6253
Village of Fox Lake	Susan Novak, PE, CFM, Director of Public Works	(847) 587-8570
City of North Chicago	Bob Miller, Director of Public Works	(847) 596-8870

TAB IV – EXPERIENCE OF PROJECT MANAGER

GARY RANDLE – WISCONSIN REGION LEAD / SENIOR PROJECT MANAGER

Mr. Randle brings 31+ years of experience from across the United State in all aspects of Planning and Civil Design. Gary specializes in community development, water, wastewater, municipal, and transportation design as well as construction management. He uses his expertise to lead and ensure the highest quality deliverables to public and private clients. His diverse background includes project management of transportation and municipal design projects, community development planning and design, major downtown master planning including emergency services and evacuation routing, railroad coordination, DOT design and construction, telecommunication planning and installations, and large sewer and water plant construction throughout the United States. Gary is experienced in all phases of a project from preliminary studies through observation of construction. He also provides detailed project management on projects involving coordination of public and private utilities, governmental agencies, railroads, emergency services, and has connections with various funding sources throughout Wisconsin which he uses to help his clients take their projects from planning to reality. He is also a proud wartime veteran of the U.S. Armed Forces.

"Positive experiences within communities allow individuals to feel more connected to their environment and the people in it. Further, the connection that comes with being in a community can act as a support system for members when they require encouragement or help."
Excerpt from positivepsychology.com/10-traits-positive-community.

This statement rings true whether discussing social interactions, physical infrastructure, or any combination thereof within a community. A disconnect in this key principle leads to community challenges. Throughout his career, he has used this principle to lead communities through difficult challenges. Whether it be in planning for a downtown expansion, dealing with railroad delays, or handling homelessness downtown, this guiding principle can lead communities to success through intentional problem solving, and when appropriate applying engineering solutions.

A specific example of Mr. Randle leading communities through this process with like challenges identified within the Villages RFP:

Village of Elm Grove, WI – Downtown Masterplan (While employed as Senior Project Manager and Community Development Practice Leader at SEH, Inc.)

The Village has been in search of a major upgrade to its downtown for many years. The process continually met roadblocks as consultants would be hired to come in a look at pieces of the infrastructure and community to try to create a vibrant downtown area. Mr. Randle and his team started working with the Village on the "Big Picture" in 2019 using the principle shared above to navigate the process.

Three main challenges for the Village of Elm Grove:

1. The downtown was bisected by an active railroad crossing and a creek which caused a disconnect for the community (there were obviously other challenges to deal with during the project, but this was one of the major connectivity issues).

2. The downtowns water supply was also distributed from Village wells which could not meet the demand of a revitalized downtown initiative.
3. The Village of Elm Grove is cash strapped as are many Villages in Wisconsin.

Three big obstacles to overcome which would require a holistic approach to be successful. Where others tried to parse out the challenges, Gary and his team worked to convince the Village to tackle all three together, knowing this would be the key for all the other Village development and revitalization. The Village and team came on together and the outcome can be found in their adopted Village of Elm Grove Downtown Master Plan Guidelines, https://elmgrovewi.org/DocumentCenter/View/2930/FINAL-DRAFT-DTMP_20200508 and their Draft Redevelopment Program Map, https://elmgrovewi.org/DocumentCenter/View/2929/FINAL-DRAFT_Plan-Map_20200508.

Proposed Solutions to 1-3 above:

1. The Village and Railroad began to meet regularly to discuss speed and timing of trains through downtown and allow the Village the opportunity to engage as a partner with the railroad as development activity picks up to try to find creative solutions. The Village has two at grade crossings a minimal distance apart making emergency service to the bisected area difficult during train crossing times. Creative efforts were made to try to make a more routine schedule for railroad impacts to the community allowing police, ambulance and fire the opportunity to strategically position assets during scheduled railroad activities. Communication with the public was essential to help aid in public and stakeholder buy-in so the board met with the public periodically through the project to keep the public informed as the process went forward.

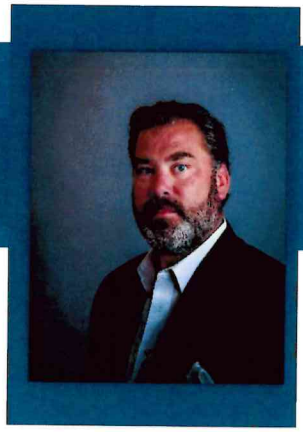
2. The aging water infrastructure limited the ability for the Village to add customers, support new downtown growth, and revitalize the aging area. The plan encompasses the Village using creativity to eventually bring in water from a larger municipality in a shared use agreement and have new developers absorb the cost of the new infrastructure through negotiated developer agreements. Implementing these steps allows the Village to update their infrastructure, create ample water supply, and ready the downtown for growth and revitalization. In 2023 the Village of Elm Grove penned an agreement with a surrounding Village for shared use water supply and ultimately ended up coming to agreement with a developer in the downtown area to bring this water downtown.

3. The team worked together to bring the Village to the table with USDA-RD, Wisconsin Department of Natural Resources (WDNR), Clean Water Fund Grant personnel, and Community Development Block Grant (CDBG) program leaders (where appropriate) to help obtain grants and loans to further development. Coupling this with strategic partnerships with developers and Public Safety Funding agencies has allowed the Village to start making these improvements a reality.

This is one of many projects Mr. Randle has performed throughout his 31-year career and specifically shows success within challenges the Village of Kronenwetter is currently facing head on. Trotter and Associates, Inc. has similar projects to this as shown in this response to your request. Mr. Randle and the TAI team will be devoted to the Village of Kronenwetter to bring communication, creative problem solving, engineering solutions, and out of the box thinking to not just create a report outlining findings and showing great ideas, but to bring solutions and aid in creating relationships with the Village team to find ways to fund the successful connection of services, increase public safety, promote effective response times, ease the headaches of delays to pedestrian and vehicular traffic, and partner with the Village of Kronenwetter to create a Wisconsin model for connecting a bisected community.

TAB V – MAIN PROJECT TEAM AND RESUMES

R. Scott Trotter, P.E., BCEE



Qualifications

Mr. Scott Trotter is a professional engineer and a board-certified specialist in water/wastewater engineering by the American Academy of Environmental Engineers (AAEE). Scott has over 30 years of experience in planning, design, and implementation of infrastructure rehabilitation, expansion and process modification projects. Throughout his career, he has earned the respect of clients, regulatory officials, and contractors alike for his technical skills, work ethic, and ability to bring projects together. Scott has provided industry leadership through a number of organizations including serving as an officer of the Central States WEA, WEF Board of Trustees and University of Illinois CEE Alumni Board. Scott has been involved with national policy initiatives including the USEPA integrated planning, nutrient planning, and WIFIA financing program.

Education

B.S., Civil Engineering, University of Illinois- Urbana 1989

Registration

- Professional Engineer, P.E., IL & WI
- American Academy of Environmental Engineers (AAEE) Board-Certified - Water / Wastewater Specialist

Memberships

- Water Environment Federation – Illinois & Central States
- American Water Works Association (AWWA)
- American Public Works Association (APWA)
- Illinois Association of Water Pollution Control Operators

Accomplishments

- University of Illinois - 1999 Young Engineer Achievement Award
- WEF - Achievement Award for Outstanding Service, 2002, 2006, 2008, 2010
- WEF – Arthur Sidney Bedell Award
- CSWEA - Rudabaugh Award
- CSWEA - Award for Outstanding Service, 1994, 1997, 2002

Publications / Presentations

- WE&T Magazine – September 2002 - Illinois Experts Discuss Latest Water Quality Issues
- Keynote Speaker – Iowa WEA, Arkansas WEA, Alabama WEA, Texas WEA "Texas Water" and Canada WEA Annual Conference

- University of Illinois – "Back to Briefcase Series" – Guest Lecturer
- University of Illinois CEE 195 – Guest Lecturer
- Central States WEA – 2011 Leadership Academy – **"Leadership, Knowledge & Networking"**
- Central States WEA 2018 Annual Meeting – **"Effects of Side Streams on Nutrient Removal Processes"**

Projects

Served as Village Engineer:

- Village of Fox Lake
- Village of Maple Park
- Village of Gilberts

Village of Addison – Church Street Watermain Improvements/Roadway Reconstruction

The project included the survey, design, permitting, and construction phase services for the replacement of an existing watermain serving both residential and industrial users as well as a post office. The existing main was being replaced due to the presence of corrosion and the high frequency of watermain breaks. During the design, TAI coordinated with the existing water system users to minimize service interruptions while providing a cost-effective design. The proposed improvements included the installation of over a half mile of water main and the coordination of the street department for restoration and rehabilitation of the existing street.

Village of Algonquin - Northern Basin Sanitary Sewer Evaluation

The study included a comprehensive evaluation of the existing collection system including survey and inspection of 258 sanitary sewer manholes and three lift stations. This information was used to develop a sanitary sewer model (XPSWMM) of the complete Northern Basin (including five sub-basins as shown right). The model was then calibrated using flow meter data and rainfall information to accurately reflect field conditions. Once calibrated the model was utilized to evaluate the existing collection system's ability to convey dry and wet weather flows, analyze alternatives to improve the system's performance and develop recommendations for improvements to the system as well as conveyance for future development.

Village of Algonquin - Eastern Basin Sanitary Sewer Evaluation

To determine the existing and future needs of the Eastern Basin, Trotter and Associates, Inc. completed an in-depth analysis of the entire system. This study included inspection of over six hundred and thirty sanitary sewer manholes. This data along with population information was utilized to construct the sanitary sewer model (XPSWMM). This model was calibrated using actual flow data provided by the Village of Algonquin. The same process was used for wet weather and ultimate build out conditions. The sanitary sewer model was used to determine deficiencies within the system and evaluate proposed improvements required to convey future flows and provide the Village with a sanitary sewer system that is capable of conveying sanitary sewer, peak infiltration and inflow for a ten-year storm event.

City of St. Charles - 4th Street Improvement Project

The project included design, bidding, and construction engineering services to the City of St. Charles for the Fourth Street Reconstruction from Main Street to Walnut Street. The old brick street was rehabilitated with new combination concrete curb and gutter, sidewalks, driveway aprons, utility improvements (as required) and parkway restoration. The City reused as many of the existing brick pavers as possible.

Additional project write-ups available upon request

Gary P. Randle II

Qualifications

Gary has over 30 years of experience in the Civil and Environmental engineering field of practice, specializing in Municipal Infrastructure, Construction Management, Design, and Client Management. Gary has managed hundreds of municipal infrastructure projects, including State DOT, County Highway, Parks, Trails, Bridges and Structures, Water, Wastewater, Stormwater Mitigation, Floodway Mitigation, and nearly all types of Civil Engineering projects across the United States. Mr. Randle also has performed work for WiDNR, WiDOA, WiDSPS and has many relationships within the Wisconsin Regulatory and Fudning Community. He also has connections with private funding investors to help aid investment for Public / Private Partnerships.

Education

- 2024 Projected B.S., Business Management University of Phoenix, on-line through University of Phoenix
- 2 years of Aerospace Engineering Credits

Licensure & Certifications

- Wisconsin Certified Pump Installer #9097
- Harvard School of Business – Business Management
- PSMJ - Project and Client Management Graduate
- Carnegie Institute – Client Management
- USAF – Airman's Leadership School

Awards & Accreditation

- 2021 Milwaukee Business Journal Veterans In Business Award Winner for Large Company Category
- 2017 I.Q. Innovation Quotient Award
- Recognized National Speaker (Civil Engineering, Construction Management, and Leadership and Motivation)
- Published Author (Linked-In, Milwaukee Business Journal, Gut Intelligence Forward)

Memberships

- American Water Works Association
- Wisconsin Rural Water Association
- APWA

Planning Projects

- Village of Elm Grove WI – Client / Project Manager – Downtown Master Plan (SEH)

- City of Milwaukee WI – Client / Project Manager - Homeless Veterans Tiny Home Village Planning, Preliminary Design, Real Estate Purchasing, Infrastructure Development, Connectivity and Public Transportation Logistics (SEH)
- Denver CO – Bureau of Land Management – Denver Trail Connectivity Study with Emergency Services Response Enhancements (SEH)
- Dodge County WI – Client / Project Manager - Goldstar Memorial Trail Connectivity Study, Design, and Construction (Lynch & Associates)
- Fort Wayne IN – Client / Project Manager - Citilink Transit Assessment Report Development & Composition (GAI Consultants, Inc.)
- Fort Wayne IN - Client / Project Manager - Citilink Baker – Calhoun Street Transit Facility Construction Services (GAI Consultants, Inc.)
- Denver CO – Bureau of Land Management – Denver Trail Connectivity Study with Emergency Services Response Enhancements (GAI Consultants, Inc.)

Civil Engineering Projects

- Kenosha WI – Client / Project Manager/ Construction Manager - 6th Ave. Re-Development and Streetscape Project
- Marinette, WI – Client / Project Manager GIS System Creation
- Waukesha, WI – Client / Project Manager Waukesha Water Utility GIS System Integration and Field Collection
- Mount Pleasant, WI – Client / Project Manager - CTH V Sanitary Sewer and Road Design and Construction Services
- Dodge County, WI – Client / Project Manager - Goldstar Memorial Trail
- Pleasant Prairie, WI – Client / Project Manager -39th Street Fire Station and Road Construction Services
- Mount Pleasant, WI – Client / Project Manager - Corporate Park Storm, Sanitary and Site Development Construction Services
- Transportation Enhancement Project, Construction Services, Lebanon, IN
- First Street Recon. Phase I, Design, Gas City, IN
- Alber Street Recon., Design, Wabash, IN
- Diebold Road Phase 2 Fort Wayne, IN
- Project Supervisor for Broadway Improvement Project in Logansport, IN
- Project Supervisor for Market Street Phase I Improvement Project in Logansport, IN
- Project Supervisor/ Inspector for Washington Street Improvement Project in Frankfort, IN
- Project Supervisor/ for Center Street Improvement Project in Bourbon, IN
- Project Supervisor for Boundary Pike Improvement project in Portland, IN

Additional project write-ups available upon request

Dustin D. Priebe, P.E.

Qualifications

Mr. Dustin Priebe has over a decade of experience in planning, design, and permitting of various land development projects primarily in Illinois and throughout the Great Lakes region. The portfolio of development projects that Dustin was lead engineer on include the public, private, residential, industrial, and commercial sectors. His extensive experience has provided expertise in stormwater and floodplain management, utility design, ADA compliance, and earthwork analysis. Dustin is currently the Village Engineer for Fox Lake and handles site development reviews for new incoming projects.

Education

B.S., Civil Engineering, University of Wisconsin – Platteville
Transportation and Construction emphasis

Licensure & Certifications

Professional Engineer P.E., IL
No. 062-070611
Professional Engineer P.E., WI
E-100517
Certified Floodplain Manager
Anticipated in May 2024

Projects

Village of Fox Lake – Nippersink Boulevard Development

TAI was engaged to design and oversee the construction of a new roadway within the Village of Fox Lake. The roadway design consisted of 530 LF of new roadway connecting Forest Avenue to the old Nippersink Road terminus. Performing construction observation duties involving inspection services for 535 LF of water main, 550 LF of storm sewer, subbase integrity, base construction, and pavement installation. The project's successful low bid was $1.4 million, and it appears the project will be completed on schedule, and under budget.

Village of Fox Lake – Lakefront Park Redevelopment

TAI was engaged to value engineer the Lakefront Park design (by others) to lower construction costs from 15 million dollars to 12 million dollars. Design scope included: roadways, lighting, landscaping, material substitutions, swimming area and beach design, and dry utility coordination. Construction management included: cost analysis, material viability investigation, and scheduling. The hydrology and hydraulics were analyzed for the 100-year floodplain onsite along with lake water level interaction.

Town of Vernon, CT – 273 Talcottville Rd Development

Managed the investigation, design, permitting, and construction commencement of a 3 million dollar, 10,000-sf daycare facility. Site investigation included: environmental study and impact review due to contaminants onsite, geotechnical investigation and analysis for soil suitability of construction and infiltration, and CTDOT coordination of impacts (traffic signal, turning movements, peak hours). Site design consisted of stormwater management (infiltration and detention), vehicular turning movements, parking & site layout, wet and dry utility design, lighting, and landscaping. Along with the DOT, agencies involved were the parks dept., stormwater commission, wetland commission, private utility companies (power, gas, telecoms, and water), building department, and regional sanitary district.

St. Louis County, MO – 5711 S Lindbergh Blvd Development

Managed the investigation, design, permitting, and construction commencement of a 4 million dollar, 41,000-sf retrofit electric car dealership in St. Louis, MO. Site investigation included: environmental study and impact review due to contaminants onsite, geotechnical investigation and analysis for soil suitability of construction and infiltration, and MODOT & St Louis County DOT coordination of impacts (traffic signal, turning movements, peak hours). Site design consisted of stormwater management for BMP infiltration, vehicular turning movements, parking & site layout, wet and dry utility design, lighting, and landscaping. Along with the DOTs, agencies involved were the planning & zoning dept., building department, engineering department, private utility companies (power, gas, telecoms, and water), and sanitary district.

City of Findlay, OH – 508 W Trenton Avenue Development

Managed the investigation, design, permitting, and construction commencement of a 1 million dollar, 2,500-sf quick serve restaurant. Site investigation included: environmental study and remediation due to contaminants onsite, geotechnical investigation and remediation for high soil plasticity and elevated groundwater, and OHDOT coordination of impacts (turning movements and site access). Site design consisted of stormwater management, vehicular turning movements, parking & site layout, wet and dry utility design, lighting, and landscaping. Along with the DOT, agencies involved were the zoning dept., regional building department, engineering department, private utility companies (power, gas, and telecoms,).

Village of Kildeer - Kildeer Crossings Subdivision

Performed design engineering services for the development of 93 single family lots and 3 commercial outlots. Site design included: roadway profiles and sections, utilities (sanitary, water main, storm sewer), lighting, and landscaping. The project involved: IDOT right-of-way and drainage; Lake County SMC for wetlands and drainage, Park District; IDNR for bat habitat protection, and various utilities (electric, fiber, cable, and gas). Vehicle turning movements were reviewed with the roadway design. Stormwater modeling and hydraulics were completed due to existing wetlands onsite.

Village of Oak Brook – Oak Brook Center Mall Redevelopment

Performed design engineering services for multiple redevelopments within Oak Brook Center Mall totaling 6.5 acres. Design and permitting included: roadways, parking, utilities (sanitary, water main, storm sewer), lighting, and landscaping. The projects involved: local and state agencies for review and permits; and various utilities (electric, fiber, cable, and gas). Vehicle turning movements were reviewed with the roadway design. Stormwater modeling and hydraulics were completed for compliance with code requirements.

▼ Additional project write-ups available upon request

Alex Dye, P.E.

Qualifications

Mr. Alex Dye has more than seven years' experience in design and construction of a variety engineering projects and has obtained his Wisconsin Professional Engineering License. During his time at Trotter and Associates, Inc., Alex, has worked with the Municipal team and has gained extensive experience in the design and construction of stormwater management and transportation projects that have been installed across Illinois and into Wisconsin.

Education

B.S., Civil Engineering, University of Wisconsin – Madison

Licensure & Certifications

Professional Engineer, IL
No. 062.075783
Certified Floodplain Manager
No. US-20-11746
IDOT Documentation Certification
No. 20-16379

Memberships

Member of the American Public Works Association (APWA)
Member of the Illinois Association for Floodplain and Stormwater Management (IAFSM)

Projects

City of North Chicago – Lewis Avenue Detention Basin Grant

TAI successfully secured funding for the construction of a large storm water detention basin to mitigate regional flooding concerns in the City of North Chicago. Alex provided the calculations and concept plan showing how the regional problem could be addressed and the project is now in preliminary design.

Medicoil, Inc. – Building Addition Site Design and Permitting

Alex was the lead designer for the building addition site which included design of site grading, paving, parking lot, and stormwater conveyance system. The project was in a Lake Geneva Business Park site and required the design to conform with the state and city's stormwater requirements that had been updated since the initial development of the business park. This included peak flow requirements, TSS removal standards, and infiltration requirements for the redevelopment of the site. Alex designed the site utilizing WISDOT standards and commonly implemented solutions to achieve stormwater management approvals.

City of North Chicago – IDOT Location Drainage Study

TAI was tasked with performing the IDOT Location Drainage Study for the intersection of Buckley Road (IL Route 137) and Lewis Avenue in North Chicago. Alex performed the drainage analysis of the site, compiled the results, and drafted the report for the proposed layout per IDOT BDE requirements.

Fox Waterway Agency – 2019 Site Improvements

Alex participated in the design and served as the resident engineer for the construction of the 2019 Fox Waterway Agency Site Improvements. The project included repairing the failing steel seawall under US Army Corp permits installing shoreline stabilization with fabric and RR 4 rip rap, removing and replacing a failing boat launch with a new PCC boat launch, and driving steel shell piles to support a new concrete wharf to allow for boat servicing and refueling.

Village of Barrington Hills - Plan Review and Construction Permitting

Alex provided plan review services to the Village of Barrington Hills. Plans reviewed ranged from residential site development, proposed septic systems, proposed commercial sites, As-built conditions of completed work and various other projects. TAI also provided guidance in updating Village code and adhering to Lake County Stormwater requirements throughout the Village.

Village of Barrington Hills – Chapel Road Drainage

TAI provided design, permitting, and construction observation services for the emergency drainage repair of Chapel Road. During the heavy rains of 2018 and 2019 Chapel Road had become inundated and was impassable. This project consisted of installing storm sewer outfalls, landscape restoration and significant coordination with property owners. Alex assisted with the design of the improvement by completing site analysis, ACOE/LC SMC storm water permitting, and provided construction observation services.

Canadian National Railroad - Railroad Drainage Analysis

TAI was contacted by Canadian National Railroad to perform analysis of an area with a drainage concern adjacent to their property. The site had been experiencing heavy ponding during rain events. Alex performed a delineation of the drainage area using site contours and assisted in identifying cost effective local drainage solutions.

Projects – write-ups available upon request

City of North Chicago – Annual Sewer Maintenance Program
Village of Barrington Hills – Resurfacing Programs
City of North Chicago –Resurfacing Programs
Village of Barrington Hills – Resurfacing Program
City of North Chicago – 14th Street Sanitary Sewer Lining
City of North Chicago – MFT Resurfacing Program
Village of Barrington Hills – Resurfacing Program
City of North Chicago – MFT Resurfacing Program
City of North Chicago - Water Main Replacement
City of North Chicago – 14th Street Sanitary Sewer Spot Repairs
City of North Chicago – Brookstone and Regency at Coles Park

TAB VI – SPECIAL PROJECT EXPERIENCE FOR PROJECT SCOPE

Village of Barrington Hills

TAI provides day-to-day engineering consulting and is responsible for: planning/design/construction of capital projects (roads/sewers/water systems/etc.) and managing the development of new residential and commercial subdivisions, and site improvement projects in the Village. This work includes: organizing/coordinating the review of engineering plans and documents among the various Village departments and technical consultants; overseeing construction of the improvements and LOC/bond reductions; preparing punchlists once the improvements are substantially completed; accepting the improvements by the Village Board; attending board meetings and Village events.

TAI provided design and oversaw the Village's annual road resurfacing program. This project consisted of resurfacing approximately 2.3 miles of roadways, rejuvenating more than 16.5 miles of roadways, and removing and replacing failing culverts. The work included pavement removal, HMA patching, installation of HMA binder and surface courses, culvert removal and replacement, grading and shaping of ditches to improve drainage, and landscape restoration.

Plan review services to the Village of Barrington Hills ranged from residential site development, proposed septic systems, proposed commercial sites, As-built conditions of completed work and various other projects. TAI also provided guidance in updating Village code and adhering to Lake County Stormwater requirements throughout the Village.

TAI provided design, permitting, and construction observation services for the emergency drainage repair of Chapel Road. During the heavy rains of 2018 and 2019 Chapel Road had become inundated and was impassable. This project consisted of installing storm sewer outfalls, landscape restoration and significant coordination with property owners. Alex assisted with the design of the improvement by completing site analysis, ACOE/LC SMC storm water permitting, and provided construction observation services.

City of North Chicago

TAI provides day-to-day engineering consulting and is responsible for: planning/design/construction of capital projects (roads/sewers/water systems/etc.) and managing the development of new residential and commercial subdivisions, and site improvement projects in the City. This work included: organizing/coordinating the review of engineering plans and documents among the various City departments and technical consultants; overseeing construction of the improvements and LOC/bond reductions; preparing punchlists once the improvements are substantially completed; accepting the improvements by the City Council; attending council meetings and City functions.

TAI provides development review services to the City of North Chicago. All development plans are reviewed for compliance with the City's subdivision and zoning ordinances, as well as the Lake County Watershed Development Ordinance (WDO) and North Shore Water Reclamation District (NSWRD) ordinances, as applicable.

TAI completed Plans, Specifications and Estimates (PS&E's) and performed construction observation for the City of North Chicago's 2017-2018 streets resurfacing program. TAI designed street rehabilitation for 8,900 feet of streets of varying lengths and widths and from residential to collector streets. Work included landscaped medians, ADA compliance, curb and gutter replacement and coordination with the Lake County DOT/ residents/businesses. Funding sources for the project are MFT. Construction cost for the project was $1.7 million and it was successfully completed on time and within budget.

TAI completed Plans, Specifications and Estimates (PS&E's) and performed construction observation for the City of North Chicago's 2015-2016 streets rehabilitation and water main replacement program. TAI designed water main replacement for 6,100 feet of existing water main and designed street rehabilitation for 8,900 feet of streets

ranging from grind and overlay to rubblization of existing concrete bases of some streets. Work included landscaped medians, IDOT utility and IEPA permitting, ADA compliance, curb and gutter replacement and coordination with the residents/businesses. Funding sources for the project are CDBG and MFT. Construction cost for the project was $3.1 million and it was successfully completed on time and within budget.

Village of Campton Hills

TAI provides day-to-day engineering consulting and is responsible for: planning/design/construction of capital projects (roads/sewers/water systems/etc.) and managing the development of new residential and commercial subdivisions, and site improvement projects in the Village. This work includes: organizing/coordinating the review of engineering plans and documents among the various Village departments and technical consultants; overseeing construction of the improvements and LOC/bond reductions; preparing punchlists once the improvements are substantially completed; accepting the improvements by the Village Board; attending board meetings and Village events.

TAI provides development review services to the Village of Campton Hills. All development plans are reviewed for compliance with the Village's ordinances and current Kane County stormwater management ordinances. Our responsibilities also include part-time construction observation services to verify the construction is in substantial compliance with the approved plans and specifications. Additionally, as-built plans (or record drawings) are reviewed prior to the submittal of the request for the final occupancy permit to verify the project meets the approved plans, foundation spot survey, and specifications.

Old LaFox Road is a 1.14-mile-long rural 2-lane road and the work consisted of removing 2-inches of the existing pavement surface, pavement patching, installing HMA binder and surface courses, installing new aggregate shoulders, pavement markings and additional signage to improve pedestrian safety at the Great Western Trail crossing.

Village of Fox Lake

TAI provides day-to-day engineering consulting and is responsible for: planning/design/construction of capital projects (roads/sewers/water systems/etc.) and managing the development of new residential and commercial subdivisions, and site improvement projects in the Village. This work includes: organizing/coordinating the review of engineering plans and documents among the various Village departments and technical consultants; overseeing construction of the improvements and LOC/bond reductions; preparing punchlists once the improvements are substantially completed; accepting the improvements by the Village Board; attending board meetings and Village events.

TAI was engaged to design and oversee the construction of a new roadway within the Village of Fox Lake. The roadway design consisted of 530 LF of new roadway connecting Forest Avenue to the old Nippersink Road terminus. Performing construction observation duties involving inspection services for 535 LF of water main, 550 LF of storm sewer, subbase integrity, base construction, and pavement installation. The project's successful low bid was $1.4 million, and it appears the project will be completed on schedule, and under budget.

TAI was engaged to value engineer the Lakefront Park design (by others) to lower construction costs from 15 million dollars to 12 million dollars. Design scope included: roadways, lighting, landscaping, material substitutions, swimming area and beach design, and dry utility coordination. Construction management included: cost analysis, material viability investigation, and scheduling. The hydrology and hydraulics were analyzed for the 100-year floodplain onsite along with lake water level interaction.

TAB VII – PROJECT APPROACH

Our team has performed site visits and aerial reconnaissance of the area of impact the Village of Kronenwetter is experiencing the growing pains being outlined in within your Request for Proposal. Our ability to feel your pain through engagement of staff, stakeholders, and the traveling public, being on site to experience the activities leading to that pain, give us the attention Kronenwetter needs to diagnose, make recommendations (both immediate, often low cost and long-term, often requiring more monetary investment and funding assistance) equaling both short term and long-term impactful solutions.

Phase 1: Preliminary Research

1. Review and evaluate the available Village information:
    - 2019 Village Comprehensive Plan
    - 2019 to 2024 Village Strategic Plan
    - Planning, Land Use, and Road Data from the Community Development and Public Works Departments
    - Emergency Response data from the Village of Kronenwetter Police and Fire Department
    - Community input regarding concerns
2. Investigate, review, and inventory at-grade railroad crossings, road characteristics, etc.
3. Collect all pertinent data regarding emergency accessibility and evacuations.
4. Define concerns, issues, and opportunities to work with other agencies.
5. Identify and compare concept alternatives to address those concerns and solutions.
6. Prepare for, coordinate, and attend multiple Village staff meetings throughout this phase to present the findings, and address comments or concerns.

Phase 2: Qualifications of Preliminary Recommendations

1. Establish recommendations for one (1) primary solution & two (2) alternate scenarios showing associated opportunities and constraints
2. Final alternative will define any impacts if no improvements were to take place.
3. Prepare for, coordinate, and attend multiple Village staff meetings throughout this phase to present the findings, and address comments or concerns.

Phase 3: Funding Evaluation

1. Identify preliminary budgetary cost of primary and alternate scenarios.
2. Identify grant funding opportunities, to include Health & Safety funding opportunities.
3. Define any alternatives if no improvements were to take place.
4. Identify schedule impacts and project timelines of available options.
5. Prepare for, coordinate, and attend multiple Village staff meetings throughout this phase to present the findings, and address comments or concerns.

Phase 4: Finalize Report

1. Public input regard preliminary concepts
2. Village of Kronenwetter Staff review of final draft accessibility study report.
3. Finalize study and present findings to the committee and thereafter, Village Board.

DELIVERABLES

The following documents are anticipated to be prepared, sent electronically, and presented to staff:

1. Overview of the findings observed during the Preliminary Research phase.
2. Summary and exhibit of primary solution
   - Includes cost and time impacts
3. Summaries and exhibits of two alternate solutions
   - Includes cost and time impacts
4. Summary of impacts and alternative solutions for no improvements taking place
5. List of possible funding opportunities to explore
6. Meeting minutes for all staff meetings during each phase as well as public hearings and comments.
7. Draft study report with overview, graphics, and detailed findings.
   - Three printed hard copies accompanying the electronic file.
8. Finalized study report with overview, graphics, and detailed findings.
   - Three printed hard copies accompanying the electronic file.

SCHEDULE

Below is a list of the major milestones identified for the project. TAI has the staff and manpower necessary to begin the project immediately upon contract execution.

Task Description	Target Completion
Contract Execution/Kick-Off	April 30, 2024
Phase 1: Preliminary Research	May 15, 2024
Phase 2: Qualification of Preliminary Recommendations	June 14, 2024
Phase 3: Funding Evaluation	June 28, 2024
Phase 4: Finalize Report	July 31, 2024
Final Report Presentation to Committee & Board	August 16, 2024

TAB VIII – COST

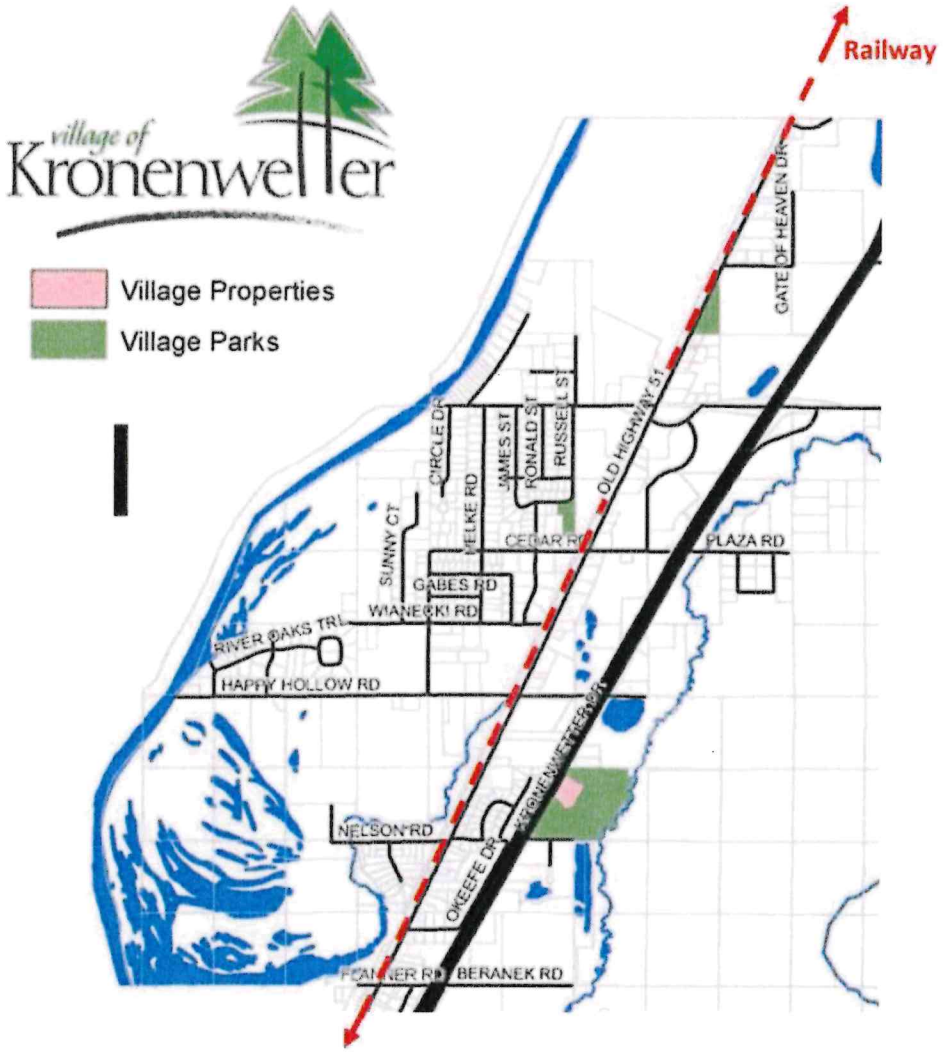
A **Lump Sum** amount of **$ 29,900.00** based on the following assumed distribution of compensation:

Phase 1: Preliminary Research	$ 6,900.00
Phase 2: Qualification of Preliminary Recommendations	$ 9,800.00
Phase 3: Funding Evaluation	$ 2,600.00
Phase 4: Finalize Report	$ 10,600.00
Total Authorized for Project	**$ 29,900.00**

ENGINEER may alter the distribution of compensation between individual phases noted herein to be consistent with services actually rendered, but shall not exceed the total Lump Sum amount unless approved in writing by the CLIENT. The Lump Sum includes compensation for ENGINEER's services and services of ENGINEER's Consultants, if any. Appropriate amounts have been incorporated in the Lump Sum to account for labor, overhead, profit, and Reimbursable Expenses. The portion of the Lump Sum amount billed for ENGINEER's services will be based upon ENGINEER's estimate of the proportion of the total services actually completed during the billing period to the Lump Sum.

ENGINEER's Reimbursable Expenses Schedule and Standard Hourly Rates are attached to this Exhibit B. Reimbursable Expenses included in the contract are limited to items listed in Exhibit B. All expenses that are not included in Exhibit B shall be considered outside the contract and shall be considered as extra and compensated for at cost. For example: title commitments, permit fees, architectural renderings, special public meetings, out of town travel expenses, consultant services beyond those identified in the scope, or items specifically requested by the owner.

VILLAGE OF KRONENWETTER, WI



03-11-2024

RAILROAD ACCESSIBILITY ASSESSMENT STUDY

REQUEST FOR PROPOSAL

ROTH PROFESSIONAL SOLUTIONS

ROTH

PROFESSIONAL SOLUTIONS

ROTH PROFESSIONAL SOLUTIONS

Robert J. Roth, P.E., *President*
315 DeWitt Street, Portage, WI 53901
(608) 697-5857
robert@rpsprofessionalsolutions.com
rpsprofessionalsolutions.com

March 11, 2024

Village of Kronenwetter
Attn: Leonard Ludi, Village Administrator
1582 Kronenwetter Drive
Kronenwetter, WI 54455
lludi@kronenwetter.org

Dear Mr. Ludi:

RPS greatly appreciates the opportunity to provide this proposal for engineering services to the Village of Kronenwetter for the Railroad Accessibility Assessment Study. We have reviewed the Request for Proposal and feel we clearly understand the goals and objectives of the Village.

Key Contact:	**Robert J. Roth, PE, President** **608-571-3205** **robert@rpsprofessionalsolutions.com**
Associate Contact:	**Erin Salmon, PWM, Municipal Consultant** **608-617-2907** **erin@rpsprofessionalsolutions.com**

After a review of the proposal, we believe the Village will agree that the following factors make us the right choice to complete this scope of services:

- Vast municipal experience
- Provide innovative solutions to problematic situations
- Planning, policy & procedural expertise for this specific study
- Technical expertise in roadway, right-of-way, emergency services, and public works
- Expertise estimating, scoping and grant projects

We look forward to providing excellent service within the timelines stated. Our proposal is attached. If there are any questions regarding this information, please contact me.

Respectfully Submitted,

ROTH PROFESSIONAL SOLUTIONS

Robert J Roth, PE
President
Project Manager
Civil & Municipal Engineer

ROTH PROFESSIONAL SOLUTIONS

Robert J. Roth, P.E., *President*
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robert@rpsprofessionalsolutions.com
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TAB 2 - GENERAL BACKGROUND OF FIRM

ROTH PROFESSIONAL SOLUTIONS, INC. – PORTAGE WI

Incorporated in 2014 in Portage, Wisconsin, Roth Professional Solutions was started with the core purpose of meeting and exceeding client standards in the civil & municipal engineering industry. RPS serves a diverse clientele such as local government, developers, nonprofit organizations, industrial, commercial, and the private sector. This helps the client in that full perspective on a particular project approach is available immediately to the client.

Robert J. Roth, E-34917, started the firm after having spent 18 years at General Engineering Company has a Vice President, Partner, Project Manager and Professional Engineer. Mr. Roth has continued to personally develop in all areas of professional service for himself, that being derived from a strong passion for client service and municipal best interests. We now have almost 10-years of history at RPS, with a current staff of 10 including 5 Professional Engineers, 1 PhD, 1 Municipal Consultant, 1 Land Surveyor, and support staff (over 180 combined years' experience).

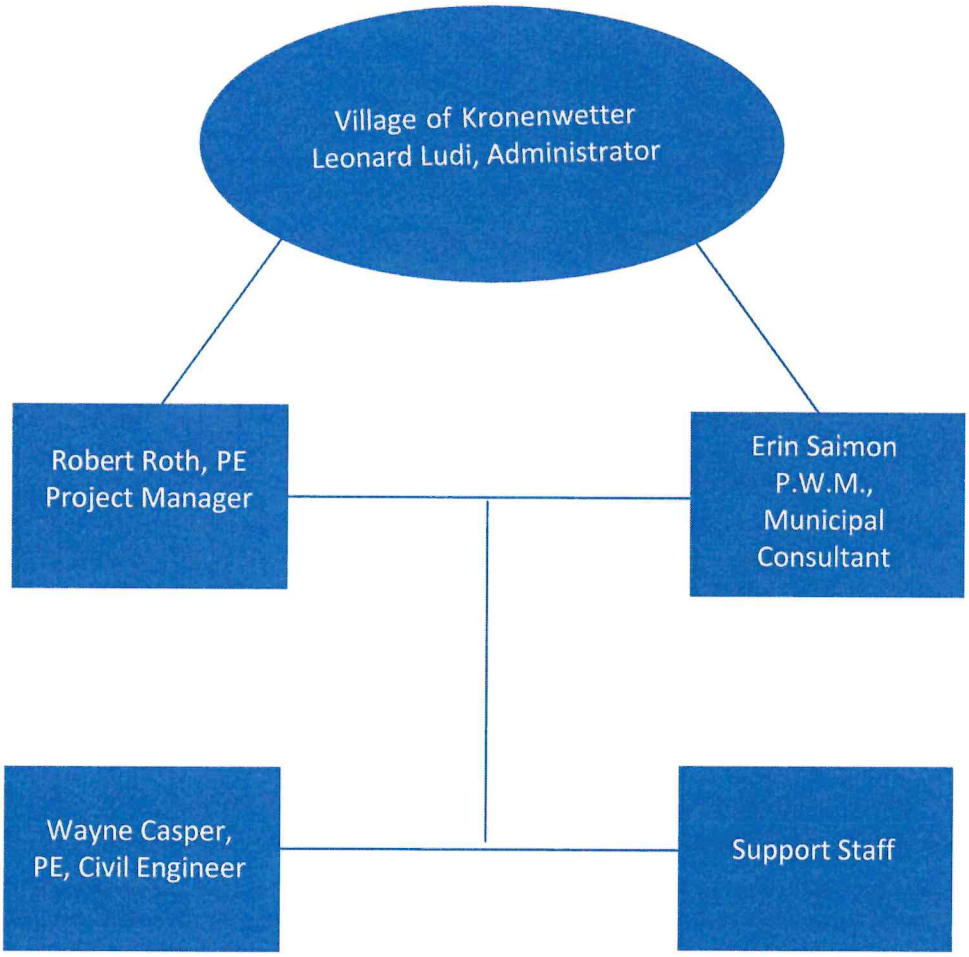
Within the public sector our wide range of consulting and engineering services include wastewater treatment, wells, hydrology and hydraulics, roads and infrastructure, intergovernmental agreements, RFP administration, planning and zoning, dam inspection & design, street and utility rehabilitation, grants, and lift stations. We have also recently completed a PS&E submittal for WisDOT, and we are working on several dam rehabilitation projects.

We currently provide contract Zoning Administration services to the Town of Delton, Village of Brooklyn, Town of Buffalo, and the Town of Strongs Prairie. We assist or have consulted with other municipalities state-wide, such as the Village of Pardeeville, Village of Vesper, Town of Fox Lake, Town of Arlington, Village of Kronenwetter, Village of Weston, City of Hartford, Village of Neosho, Village of Cambria and many more.

Examples of our private sector projects are commercial buildings, permit approvals, site development, structural engineering, representation, septic system design, regulatory compliance, residential development, and campground development. We also offer land surveying as a complement to our total menu of services.

We offer a wide range of expertise spanning the ever-diverse civil engineering industry. We truly provide the breadth of service with key staff providing direct personal experience to clients within Wisconsin and recently expanding to client relationships in Tennessee, Florida, Indiana, Minnesota, and South Carolina.

Organizational Chart



ROTH
PROFESSIONAL SOLUTIONS

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TAB 3 - OVERALL MUNICIPAL EXPERIENCE OF THE FIRM

RPS maintains a strong track record of municipal experience, including public participation, from its experienced staff and project history. The following recent projects have illustrated the firm's abilities in general municipal experience, public participation planning, administration and execution:

Lakeside Park – Road Rehabilitation – Town of Pacific, Columbia Co. (2022-2023)

- Prepared a Comprehensive Public Participation Plan
- Organized and Presented at 2 Public Information Meetings
- Coordinated a Website Posting of Project Information
- Directly Responded to Written Comments
- Met with Individual Property Owners with Specific Design Implications
- Maintained Communications with Regulatory Agencies
- Prepared Plans and Supporting Information to Communicate Work

Smokey Hollow Road – WisDOT 5652-00-01 – Town of Arlington, Columbia Co. (2022)

- Prepared a WisDOT-Approved Public Participation Plan
- Prepared a News-Release for the Media
- Coordinated a Website Posting
- Coordinated Direct Mailings
- Communicated with Property Owners, Stakeholders & Adjoining Municipalities
- Prepared Plans and Supporting Information to Communicate Work

Langdon Court – New Subdivision – Village of Cambria (2023)

- Prepared a Redevelopment Plan
- Directed the Completion of a New Subdivision Plat
- Recommended New Right-of-Way & Easements
- Completed Plans & Specifications
- Obtained WDNR Approvals
- Created Bid-Spec

Various Planning & Zoning, Public Representation Efforts (Ongoing)

- Coordinated and Completed Over 20 Public Participation Plans
- Organized and Conducted Dozens of Public Participation Meetings
- Completed 3 Projects with Right-of-Way Acquisition
- Excellent in Controversial or Special Project Issues
- Able to Facilitate Stagnate Issues or Communicate Alternative Concepts

ROTH PROFESSIONAL SOLUTIONS

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TAB 4 – EXPERIENCE OF PROJECT MANAGER

ROBERT J. ROTH, PE, PRESIDENT, PROJECT MANAGER

RPS offers decades of municipal experience to the Village of Kronenwetter. All of our engineers have specific municipal experience, and in the case of Mr. Robert J. Roth, the depth of experience in all disciplines of civil & municipal engineering is strong. Refer to Mr. Roth's resume following this page.

Robert J. Roth, E-34917, started the firm after having spent 18 years at General Engineering Company has a Vice President, Partner, Project Manager and Professional Engineer. Mr. Roth has continued to personally develop in all areas of professional service for himself, that being derived from a strong passion for client service and municipal best interests.

Robert has been working with municipalities in an advisory role, typically as Town or Village Engineer, since 2001. He has personally attended over 1,000 municipal meetings and has accumulated a wealth of municipal experience by being available for clients and understanding their needs. This places RPS in a key position to offer services to Kronenwetter immediately, providing more than just the stated scope of work on a moment's notice.

Prior to RPS, Robert resurged the municipal engineering division at GEC in the acquisition of dozens of municipal accounts of varying size and complexity within 7 years. One such account, the Village of Weston, included the handling of RFP's and RFP Administration, which later continued with RPS. Other accounts included water projects, sewer and wastewater treatment projects, roads, rehabilitations, grants, planning, dam projects and zoning. This experience directly transferred as Robert started RPS in 2014.

Mr. Roth has started and advanced divisions of service within the municipal realm for decades, and also has developed a grant and funding role with many accounts. This, paired with a reasonable common-sense approach to obtaining funding, allows RPS to truly provide a full service to municipal clients for now and continuing into the future. Projects include wastewater treatment plant funding ($3M), water well funding ($3.3M), dam funding ($2.0M), WisDOT BIL funding ($400K) and others directly administered by Mr. Roth.

Robert has also completed numerous comprehensive plans for villages and towns, and is currently working on two different comprehensive planning objectives. Mr. Roth has organized and developed different focus groups, feasibility studies, master plans and has personally served multiple fire departments on various training facility plans, serviceability plans and various related endeavors.

We are confident these principals are exhibited by RPS' leadership in every endeavor and carried through all staff commitments for the benefit of the Village of Kronenwetter.

ROTH PROFESSIONAL SOLUTIONS

Robert J. Roth, P.E., *President*
315 DeWitt Street, Portage, WI 53901
(608) 697-5857
robert@rpsprofessionalsolutions.com
rpsprofessionalsolutions.com

TAB 5 – MAIN PROJECT TEAM AND RESUMES

KEY STAFF:

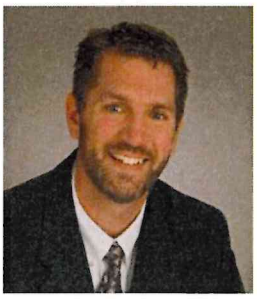
ROBERT J. ROTH, PE (25+ YRS EXP.)
ERIN SALMON, PWM (23+ YRS EXP.)

Robert J. Roth, PE

President, Professional Civil Engineer

License#: E-34917

robert@rpsprofessionalsolutions.com
(608) 571-3205
315 DeWitt Street
Portage, WI 53901



Highly experienced civil and municipal engineer with over 25 years of service. Trusted by countless municipal clients based on integrity, sound design, firm representation, and belief in serving clients. Holding the ultimate responsibility, as President of the Firm, for ensuring staff resources are aligned with client goals and budgets. Possessing a track record that includes project delivery, prompt response, out-of-the-box solutions, and maintaining clients' best interests.

EDUCATION

Bachelor of Science, Civil Engineering

UW Platteville

TRADEMARKS

- Relentless Pursuit of Clients' Goals & Objectives
- Always Cognizant of Clients' Best Interests
- Expedites Engineering Plans & Design Services On-Time
- Delivers Quality Documents Which Expedite Approvals and Construction
- Persistent Drive to Reduce Project Costs
- Motivated to Reduce or Eliminate Change Orders on Infrastructure Projects
- Committed to Providing Engineering Value on Every Task - Fully Accountable
- Submittal Packages are Organized, Comprehensive and Efficient
- Technical Writing Ability is Second-to-None
- Understands Both Sides of the Fence on Most Municipal Issues for Faster Conflict Resolution
- Strong Representation on Contract Documents
- Expertise in Multiple Disciplines:

  Stormwater Management, Drainage, Permitting

  Water Distribution & Treatment, Permitting

EXPERIENCE

- Maintained "municipal engineer" role for over 30 villages and towns across a 22-year timespan, consulting on various infrastructure, planning, zoning, and *procedural* issues
- Attended over 1,000 municipal and public meetings within a 22-year timespan
- Developed water well funding, well site investigation, design and permitting, construction administration
- Administered 2 WWTP facility plans and 3 chemical addition projects
- Involved on 2 well remediation projects & reports
- Retained 2022 BIL funding & met WisDOT PS&E requirements for a local road project
- Completed 28 dam inspections across Wisconsin
- Delivered over 75 hydrology studies and stormwater management plans, WDNR approved
- Completed dozens of municipal street improvement projects including water, sewer, and storm sewer rehabilitation
- Reviewed hundreds of plats and site plans on behalf of a municipality
- Created, updated, or amended 5 comprehensive plans
- Completed over 50 private development projects in multiple communities in Wisconsin
- Currently performing zoning administrator services in 3 accounts
- Firm representation in dealing with water, wastewater and intergovernmental agreements
- Completed hundreds of committee reports/recommendations
- Worked with dozens of public works directors and utility foremen
- Over 400 hours of continuing education

AFFILIATIONS

American Society of Civil Engineers
Association of State Dam Safety Officials
Wisconsin Rural Water Association
Wisconsin Wastewater Operators Association

Erin Salmon, PWM
Municipal Consultant

erin@rpsprofessionalsolutions.com
(608) 617-2907
315 De Witt St
Portage, WI 53901

Former Village Administrator and Director of Public Works with 23 years experience in Municipal Public Works and engineering. Excels in problem solving, multi-tasking and sustaining a positive work environment while promoting economic wellbeing for the public and community.

EDUCATION

Associates in Applied Science, Civil Engineer Technology

Madison College

TRADEMARKS

- Clear and Effective Communicator in All Forms
- Able to Identify, Analyze, and Resolve Issues and Challenges
- Efficient at Identifying, Analyzing, and Resolving Issues
- Adept at Planning, Organizing, Delegating and Overseeing Projects and Resources
- Skilled in Organization of Information, Materials, Schedules, and Resources
- Proficient at Mastering Software, Computer Applications, and Devices

EXPERIENCE

Village Administrator / Village of Pardeeville
January 2019—October 2023

- Administration of Day-to-day Operations of Village Office, Public Works, and Public Utilities
- Emergency Management Coordination
- Prepare and Administer Annual Budget Agenda Planning
- Update, Maintain, and Enforce Village Ordinances and Policies

Civil Engineer Technician / City of Portage
May 2013—January 2019

- Team with Public Works Director, Wastewater, and Street Superintendents in Daily Operations
- Design, Estimate, and Write Contracts and Specifications for City Projects
- Inventory and Asset Management of City's Water, Storm, and Sanitary Sewer System via GIS
- Develop and Maintain City Assessment Rolls

Operations Manager / Davis Construction
August 2015—January 2016

- Project Scheduling and Assignment
- Project Estimating for Clients
- Assist in Field with Grading

Civil Engineer Technician / City of Sun Prairie
August 2001—May 2013

- Construction Layouts and Inspections
- Storm and Sanitary Sewer System Mapping
- Annual Reporting: WisDOT Transportation Aid
- Topographic Survey Work
- GIS Mapping

AFFILIATIONS

American Public Works Association, Education & Scholarship Committee
Executive Committee of the Municipal Electric Utilities of Wisconsin, District 7
Columbia County Local Emergency Planning Committee
American Legion Auxiliary, Pardeeville Unit 215
American Legion, Pardeeville

ROTH PROFESSIONAL SOLUTIONS

Robert J. Roth, P.E., *President*
315 DeWitt Street, Portage, WI 53901
(608) 697-5857
robert@rpsprofessionalsolutions.com
rpsprofessionalsolutions.com

TAB 6 - SPECIAL PROJECT EXPERIENCE FOR PROJECT SCOPE

→RPS has extensive experience covering the wide range of project scope within this RFP:

PROFESSIONAL FACILITATION: The vast municipal experience allows RPS to foster effective public communication and facilitate efficient and timely results.

COMPREHENSIVE PLANNING: Completed or consulted on dozens of comprehensive plans, economic development plans, strategic plans or other focus group activities.

MEETINGS: Attended over 1,000 municipal meetings. Able to represent the municipality, the public, the project and properly communicate issues including resolution on controversial matters.

FUNDING: Administered dozens of grant/funding projects from initial concept to final grant administration.

FIRE & EMERGENCY SERVICES: Completed 2 fire training facility projects, consulted on dozens of Fire/EMS serviceability plans, including completion of one public infrastructure improvement projects to address insufficient infrastructure (see next page).

PLANNING & ZONING: Worked with dozens of municipalities in the area of long-term planning, zoning administration and ordinance development.

WISDOT: Completed 1 BIL project for a local municipal under the STP-Rural program 80/20, in response to the newly appropriate BIL program, including PS&E in a 3-month timeframe.

STREET IMPROVEMENTS: Rehabed or designed dozens of streets in villages and towns with some projects including special assessment and public involvement.

MUNICIPAL BEST INTERESTS: Focused on betterment and maintaining the best interests of the municipality. This includes general municipal review of developer plats/agreements, extensions, right-of-way, and general public policy. Also, strong representation of intergovernmental agreements and local entity discharge or acceptance agreements.

→RPS also brings the following relative and recent project specific experience:

<u>Village of Kronenwetter – Various Projects Related to Westside Planning, Funding</u>

- Lift Station Assessment & Sewer Capacity Study
- Lift Station 8 & 4 Upgrade Project
- Knowledge of Westside Roads, Utilities, Right-of-way & Easements
- Understanding and prior involvement on Village financials & TID's

Lakeside Park – Road Rehabilitation – Town of Pacific, Columbia County

- Initial Municipal Guidance & Project Planning
- Conceptual Cost Estimates
- Coordination of Comprehensive Topographic Survey For R/W & Drainage
- Documentation of ALL Encroachments
- Drainage Study
- Preliminary Project Plans
- Funding Application
- Public Participation Plan
- Project Schedule & Presentation
- Coordinate, Plan & Conduct Public Information Meetings
- Curb Design
- Pavement Design
- Modified R/W Design
- PS&E (Plans, Specs & Estimate) Completion
- Coordination, Plan & Conduct Individual Property Owner Meetings
- Utility Coordination
- WDNR Approval

Smokey Hollow Road – WisDOT 5652-00-01 – Arlington, Columbia County

- Funding Review, WisDOT Coordination
- Initial Municipal Guidance & Project Planning
- Conceptual Cost Estimates
- Funding Application
- WisDOT Tribal Notification
- WisDOT Environmental CEC Report
- WisDOT USFWS Coordination & Forms
- WisDOT WDNR Coordination & Forms
- Public Participation Plan & Coordination
- Respond to Public Input
- Administer WisDOT SMA Agreement
- Pavement Design
- Coordination Legal Opinion on R/W
- Complete WisDOT Estimate and Estimate Documentation (BidExpress)
- PS&E (Plans, Specs & Estimate) Completion
- AASHTOWare, Bid Item & Bid Proposal Completion
- WisDOT Special Provisions
- WisDOT Design Study Report (DSR)

RPS FEELS IT IS FULLY QUALIFIED AND WILL DEMONSTRATE EXCELLENCE IN ALL OF THESE ASSETS IN PERFORMANCE OF THIS SCOPE OF SERVICES.

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robert@rpsprofessionalsolutions.com
rpsprofessionalsolutions.com

TAB 7 – PROJECT APPROACH

GENERAL

RPS sees this project as a focus break-out study that will be incorporated into other planning efforts of the Village. The area of work is clearly shown in the RFP, west of Old Highway 51 Road, south of the WPS Properties and north of Flanner Road.

We also see this as a step towards laying out a successful redevelopment plan as called for in the 2019-2024 Strategic Plan, with the possibility of identifying a TID within all or part of the study area depending on viability and the need for public facility improvements. In addition, one or more grant opportunities are envisioned, each depending on a variety of eligibility factors.

RPS will approach the study using traditional planning-based and public-oriented methods, in combination with technical skill available from the firm's municipal experience. RPS has qualified and experienced staff including technical experience in municipal public works, emergency management and general municipal planning at a level that functional for the requested scope of work. We feel our expertise in planning for and obtaining local funding will be a key factor in this project's success going forward.

As such, RPS proposes the following key areas of study:

- Identify and evaluate the existing conditions & key issues of the study area
- Establish methods for local and organizational input
- Develop planning alternatives to address key issues
- Include local and organizational input to possible alternatives
- Complete feasibility studies of possible alternatives, evaluation
- Complete funding assessment and opportunities
- Presentation and public input on possible alternatives

PHASE I – PRELIMINARY RESEARCH

RPS proposes to utilize current available parcel and aerial information already obtained from other study efforts of the Village. Mapping efforts on existing features will be relatively straightforward. We plan to assume that all existing right-of-way traces back to Village ownership as we feel that any surveying or legal work is not within the scope of this project. We will observe traffic conditions (from our prior site visits and proposed site visits at peak hours) and identify traffic flow patterns.

We propose to work with the Village to obtain historic traffic count data on Old Highway 51 as we feel this information may be necessary in evaluating current conditions as well as making recommendations for future access or improvements. We also propose to obtain historic railroad

usage, if available, and also obtain current railroad delivery or usage programming along with operational schedules.

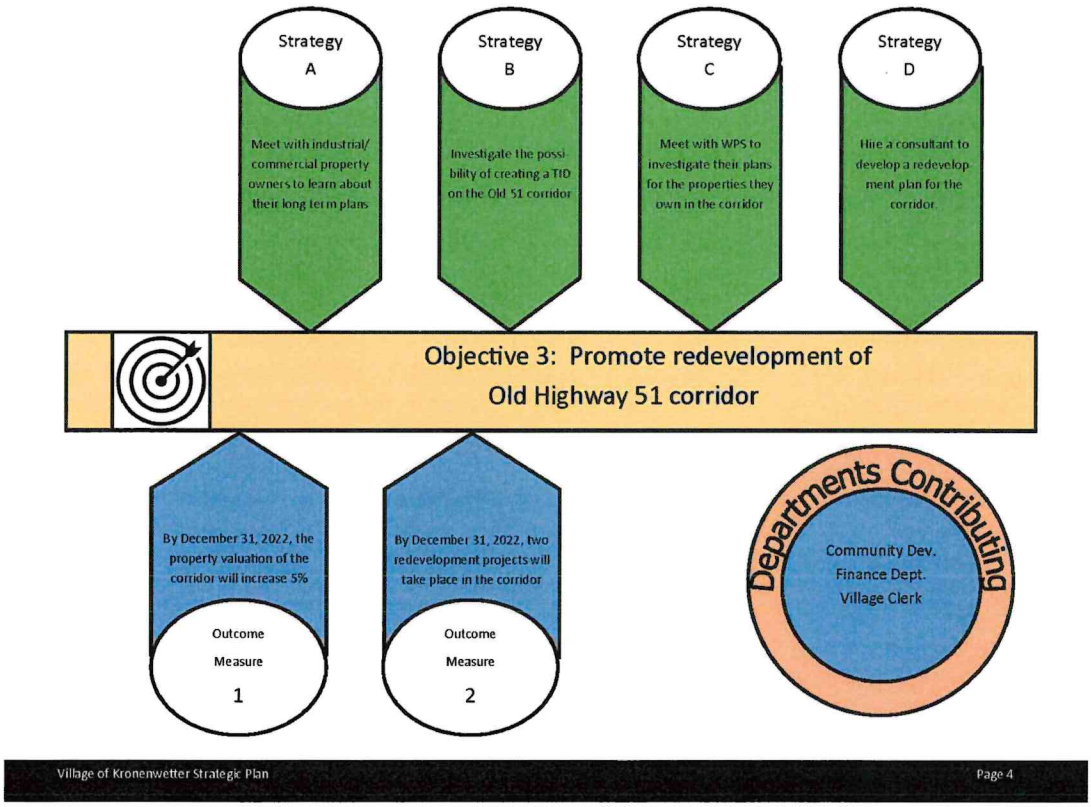
Perhaps the most important part of this phase is to identify local and organizational stakeholders and then organize/conduct a series of meetings or interviews with those entities to gain key stakeholder input towards defining the key issues, generating "on-the-table" alternatives. Although this list is not all-inclusive, the following key stakeholders are envisioned:

- Village Planning & Zoning, Economic Development
- Village Fire & EMS Departments
- WPS
- Local Area School District(s)
- Wisconsin Central LTD Canadian National Railroad
- Other Industrial and Commercial Property Owners

We feel this method of interaction will collect early input that will be used for complete evaluation of the issues, as well as improved solution identification, to improve efficiency for the study.

PHASE II – QUALIFICATIONS OF PRELIMINARY RECOMMENDATIONS

In the preparation of this proposal, RPS has reviewed the 2019 Comprehensive Plan and the 2019-2024 Strategic Plan. The Strategic Plan discusses one key objective (#3): Promote Re-development



of the Old Highway 51 Corridor. We anticipate that the assessment report that is requested by this RFP will be used as a key basis for a redevelopment plan.

RPS will evaluate and assess current railroad activity along with an assessment of community ingress and egress with all available input as described in earlier phases. With that input and our technical evaluation/assessment, we propose to generate 1-2 comprehensive and realistic solutions including an evaluation of the "no improvement" alternative.

PHASE III – FUNDING EVALUATION

Funding alternatives will be generated from preliminary or budgetary cost estimates. Cost estimates will be completed using high-level overview techniques without intense detail, as typical with budgetary-level estimating. The 1-2 alternatives described above will each be estimated as a capital cost basis.

Funding sources are likely generated from one or more of the following sources (preliminary and subject to change):

A. Tax Incremental Finance depending on redevelopment potential and financial viability
B. CDBG Public Facilities Grant depending on study-area income or key eligibility criteria
C. FEMA Hazard Mitigation Grant depending on key threat eligibility
D. FEMA Emergency Management Performance Grant depending on comprehensive preparedness and infrastructure eligibility
E. CISA Emergency Communications Grants via SAFECOM depending on recommendations that include necessary communications or control systems with key stakeholders
F. USDA Rural Utilities Service for Community Facilities addressing public safety projects

PHASE IV – FINALIZE REPORT

Public input will be obtained, as described above, throughout the process especially in the form of early input and problem identification. RPS does not propose this to be an internal study that is completed behind closed doors. Rather, it is a publicly-oriented and planning based study that largely includes open public meetings or individual interviews where open input is desired.

The final study report and presentation will be provided to the necessary Village Committee or Board presence. One (1) meeting is proposed for this effort. One (1) additional meeting is planned to present this to the public in a separate public information meeting.

Any recommended early directives will be presented to the Village for action. A capital improvements plan format will be presented if capital improvements are recommended.

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TAB 8 – COST

We have developed costs for services as described in TAB – 7 Project Approach based on our understanding of the project scope and the associated level of effort for each task. The cost of services is provided with the following cost breakdown:

PHASE I – PRELIMINARY RESEARCH

Task	Estimated Hours		
	Principal $175/hr	Associate $130/hr	Tech $110/hr
Initialization, Coordination, Management	6		
Data Collection & Recovery	1	1	16
Mapping – Base Maps	1	1	16
Presentation Maps	1	2	10
Site Visits (2)	4(2)	4(2)	
Railroad Data & Meeting	4	8	8
Traffic Count Information Recovery	6	6	
Crash Data	1	2	
Fire / EMS Data	2	2	
Stakeholder Meetings (3)	5(3)	5(3)	1(3)
Meeting Summaries / Notes	1(3)	4(3)	
Meeting Agendas	1(3)	2(3)	
Totals	51	62	53
Expenses	$1,000		
Total Fees	**$23,815**		

PHASE II – QUALIFICATIONS OF PRELIMINARY RECOMMENDATIONS

Task	Estimated Hours		
	Principal $175/hr	Associate $130/hr	Tech $110/hr
Research, Refinements	10	10	
Compilation of Issues	2		
Summary of Goals/Objectives	3	1	
Evaluation of Alternatives	6	2	
Feasibility of Alternatives	6	2	
Recommendations	3	1	
Coordination	2		
Report	4	32	16
Totals	36	48	16
Expenses	$0		
Total Fees	**$14,300**		

PHASE III – FUNDING EVALUATION

Task	Estimated Hours		
	Principal $175/hr	Associate $130/hr	Tech $110/hr
Estimate Preparation	4	6	6
Grant Research, Eligibility	2	16	
Memo on Grant Options	4	4	2
Totals	10	26	8
Expenses	$0		
Total Fees	**$6,010**		

PHASE IV – FINALIZE REPORT

Task	Estimated Hours		
	Principal $175/hr	Associate $130/hr	Tech $110/hr
Modifications/Updates	4	8	2
Meetings (2)	4(2)	4(2)	
Presentation & Delivery	8	4	2
Totals	20	20	4
Expenses	$600		
Total Fees	**$7,140**		

SCHEDULE

RPS proposes the following timetable; be advised this is slightly different from the project timetable provided in the RFP. We recognize that it is likely a challenge to organize different representations to one common effort, and that will take some advance notice time to accomplish.

Kick-off	April 30, 2024
Due Diligence	May 30, 2024
Stakeholder Meetings	June – July, 2024
Evaluation	August 31, 2024
Funding	September 30, 2024
Finalize	October 31, 2024

Proposal

for Engineering Design Services

Railroad Accessibility Study

Village of Kronenwetter, Marathon County

Presented to:

Leonard Ludi
Village Administrator

Village of Kronenwetter

March 11, 2024

BECHER HOPPE

TADI
TRAFFIC ANALYSIS & DESIGN, INC.

330 N. 4th Street
Wausau, WI 54403-5417
715-845-8000

becherhoppe.com

BECHER HOPPE

330 N. 4th Street, Wausau, WI 54403-5417
715-845-8000 | becherhoppe.com

March 11, 2024

Leonard Ludi
Village Administrator
Village of Kronenwetter
1582 Kronenwetter Drive
Kronenwetter, WI 54455

Subject: Proposal for Engineering Evaluation - Railroad Accessibility Assessment Study

Leonard,

Thank you for the invitation to assist the Village of Kronenwetter with an Engineering Evaluation regarding the RFP for the Railroad Accessibility Assessment Study. Becher Hoppe Associates, Inc. (BHA) and Traffic Analysis and Desing, Inc (TADI) have experience performing traffic analysis and evaluating alternatives. We have partnered together on other local street projects and have experience working with the local railroad companies.

Becher-Hoppe Associates, Inc. is pleased to submit this proposal for providing engineering design services. As you will see:

- ✓ Our team of Becher Hoppe and TADI recently completed local street reconstruction and traffic analysis.
- ✓ We have recently completed several street and intersection improvement projects for the City of Schofield, Village of Rothschild, City of Wausau, and Village of Weston.
- ✓ In teaming with Becher Hoppe and TADI, Kronenwetter will have the firsthand local street and railroad knowledge and practical approach to make your project a success.

We wish you the best in achieving all the goals for this project and please know that we are well suited to be a part of your team.

Respectfully,

Matthew Patterson, PE
Project Manager

Matthew T Graun
Vice President

BECHER HOPPE

Corporate Profile

Becher-Hoppe Associates, Inc.

Membership

American Council of Engineering Companies (ACEC)

American Public Works Association (APWA)

American Society of Civil Engineers (ASCE)

American Water Works Association (AWWA)

Institute of Transportation Engineers (ITE)

International Right of Way Association (IRWA)

National Society of Professional Engineers (NSPE)

National Society of Professional Surveyors (NSPS)

Wisconsin Airport Management Association (WAMA)

Wisconsin Society of Land Surveyors (WSLS)

Awards

2019 ACEC Engineering Excellence – Best in State for Special Project: Alexander Airport Park

2017 WisDOT Excellence in Highway Design – Best Rural Project: WIS 54 & CTH U Intersection

Engineering Excellence State Finalist Award (ACEC)
2023 – Central Wisconsin Airport Runway/Taxiway Improvements
2021 – City of Schofield Maryland/Radtke Roadways
2014 – Wausau Downtown Airport SRE Building
2013 – Wausau Wastewater Treatment Plant
2012 – City of Wausau - 400 Block

Excellence in Airport Engineering (WisDOT Bureau of Aeronautics)
2022 – Price County Airport
2021 – Central Wisconsin Airport
2014 – Price County Airport
2013 – Merrill Municipal Airport
2012 – Crandon-Steve Conway Municipal Airport

Project of the Year Award (APWA)
2012 – City of Wausau 400 Block

Our Mission

To improve communities through engineering excellence.

Becher Hoppe provides professional services to government, business, and individuals from our headquarters in Central Wisconsin. We offer planning, design, and construction services for civil engineering projects that involve airports, highways, roadways, trails, water and wastewater treatment systems, municipal utilities, stormwater management, dams, solid waste facilities, and agricultural site development. Other services include real estate appraisal and acquisition, mapping, land planning, and land surveying. We have been serving our clients since 1954.

Our Core Values

Service, Integrity, Excellence, Partnership

The Associates at Becher Hoppe carefully assess each client's project needs to create innovative solutions. Our employee group is diverse in education, expertise and experience. Employees with construction review responsibilities also have substantial field experience. Our knowledgeable team works hard and enjoys the collaborative effort with our clients to fulfill their project goals.

Company Information

Address: 330 N. 4th Street, Wausau, WI 54403-5417

Telephone Number: 715-845-8000

Website Address: www.becherhoppe.com

70 YEARS Anniversary 1954 - 2024 BECHER HOPPE

BECHER HOPPE

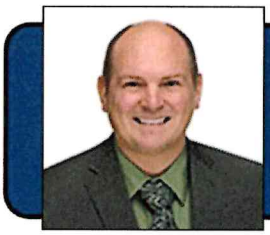
Project Team

A Committed Team

Matt Patterson, PE, will manage the project and be the primary point of contact for the Village of Kronenwetter. Matt will utilize his extensive experience to lead the study and coordination. Matt Graun, Vice President, will be the secondary contact and will oversee the engineering and design of the project. Jed Mattmiller, PE, will lead field survey, base maps, Aaron Wallner, PE, will lead the intersection design and be lead contact for communication with the Railroad.

Our team has a close working relationship with Traffic Analysis & Design Inc. (TADI) will provide the traffic analysis required for the study. We have partnered with TADI on numerous occasions in the past and have had great results for our clients.

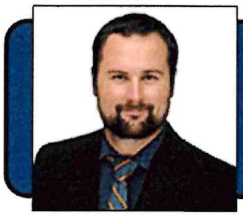
village of Kronenwetter



Matt Patterson, PE
Project Manager

Aaron Wallner, PE
Intersection Design/ Railroad Coordination

Matt Graun
CAD Designer



Jed Mattmiller, PE
Survey Crew Chief

TADI
TRAFFIC ANALYSIS & DESIGN, INC.

Traffic Analysis

BECHER HOPPE

Municipal Water Treatment
Background of Firm

Becher Hoppe has a long and extensive background of providing design and analysis for local street projects for the Village of Kronenwetter and similar-sized communities. Some examples are as follows:

1. Village of Weston
    a. Zinser Street Utility Extension and Street Reconstruction - Design and Construction Oversight
    b. Birch Street Reconstruction and Multi-use Path – Design and Construction Oversight.
    c. Ross Avenue – Metro Drive to Alderson Street - In Design
    d. Ross Ave – Riverbend Rd to Kramer Ln – In Design
    e. Fuller Street - Ross Avenue to Schofield Avenue - In Design
2. City of Schofield
    a. Maryland Ave and Radtke Street Reconstruction – Design and Construction Oversight
    b. Sternberg Street Reconstruction – Design and Construction Oversight
    c. Grand Avenue Reconstruction – Design and Construction Oversight
    d. Drott Street Reconstruction – Design and
    e. Grossman Drive – Design and Construction Oversight
3. Village of Rothschild
    a. Edgar and Hazel Street Reconstruction – Design and Construction Oversight
    b. Schmidt Ave Reconstruction - Design and Construction Oversight
    c. Military Avenue – Design and Construction Oversight
    d. Military Avenue/ Business 51 Railroad Crossing – Design and Construction Oversight
4. Town of Weston
    a. Gusman Road – In Design
5. Marathon County
    a. Hwy J and Hwy N Intersection – In design
6. City of Wausau
    a. Downtown Mall Redevelopment (2nd Street, 3rd Street, Jackson Street) – Design
    b. West Business Campus – Design and Construction Oversight
    c. East Riverfront – Construction Oversight
    d. STH 52 – Lighting and Marking
7. Village of Kronenwetter –
    a. Construction Inspection – Ponds Subdivision

As shown on the following project data sheets, Becher Hoppe and TADI have substantial experience in completing projects very similar to this RFP.

BECHER HOPPE

Experience of Project Manager

Matt Patterson, PE

Becher Hoppe's Project Manager will be Matt Patterson. Matt's areas of specialization include planning and design for water supply, treatment, distribution, and storage facilities and project management of street reconstruction design, traffic analysis, and construction oversite. Matt's experience covers the gamut of work activities for water facilities including:

1. Project management from conception through start-up
2. Bench-scale laboratory water treatment testing
3. Pilot scale water treatment testing
4. Design including cost-effectiveness analyses
5. Project management of variety of projects, including intersection design, street reconstruction, water and wastewater treatment
6. Loan/grant funding applications
7. Bidding of projects
8. On site resident project representative
9. Construction administration
10. Construction performance testing
11. Loan/grant construction administration

Five examples of projects Matt has designed and managed:

Village of Weston

Management of street reconstruction traffic analysis, intersection design, design, bidding, and construction oversite.

City of Wausau Treatment Facility

Bench and pilot testing of iron and manganese oxidants, eventually selecting permanganate oxidation, followed by filtration and anion exchange treatment.

Village of Rothschild PFAS Treatment Facility

Engineering report for treatment alternatives and pilot testing including WNDR coordination, equipment selection, and pilot operation.

Marathon County – Parks Department

Project management, water main design, and restoration plan for water main replacement. Coordination with City of Wausau on watermain connections and street restorations.

BECHER HOPPE

Matthew R. Patterson, PE

Project Manager

Education

Bachelor of Science
Chemical Engineering
Michigan Technological University

Registration

Professional Engineer Wisconsin

Membership

American Waterworks Association (AWWA)

Central States Water Environment Association (CSWEA/WEF)

Wisconsin Rural Water Association (WRWA)

Community

Muddy Waters Retriever Club – Website Manager

Contact Information :
mpatterson@becherhoppe.com
715-845-0419

Mr. Patterson is a Project Engineer in the Water and Wastewater Group. He assists with the planning, design, and construction oversight for water supply and wastewater facilities.

Matt's diverse background in research and development enables him to use information used in prior tasks and apply it to current projects.

Experience

Matt joined Becher Hoppe in January of 2019, with a background in water and wastewater treatment, research and development of wastewater treatment technologies, and chemical applications for treatment systems. Previously a research and development engineer, he brings experience managing project teams while adhering to project budgets and schedules.

Reviewing customer equipment performance and recommending process improvements are other skills Matt brings to his work. He enjoys presenting technical information to stakeholders about new technologies and new solutions.

Projects

Village of Weston

- Harlyn Avenue Lift Station design, permitting, and construction oversite
- Tanya Street/Tricia Avenue Lift Station design, permitting, and construction oversite
- Zinser Street Utilities permitting and construction oversite
- Birch Street Reconstruction utilities design, permitting, project management and construction oversite
- In design street reconstruction - Ross Ave (Metro to Alderson), Ross Ave (River Bend to Pauls), Fuller (Ross to Schofield)

Rib Mountain Sanitary District

- Main Lift Station Evaluation, design, permitting, and construction oversite

City of Wausau

- Water Treatment Facility pilot design and operation.
- Waste Water Treatment Facility underground piping design, site work and construction oversite.
- Downtown mall redevelopment utility design and permitting

Central Wisconsin Airport

- Design, permitting, and construction oversite of water and sewer extension to Odyssey Aviation Hanger
- Design, permitting, and construction oversite of water and sewer extension to Productivity Advantage Hanger

BECHER HOPPE

Matthew T. Graun

Vice President / Designer

Education

Associate Degree
Architectural Residential Design
Northcentral Technical College
Wausau

Adjunct Instructor
Northcentral Technical College
Civil Engineering Program

Certification

Remote Pilot, Small Unmanned Aircraft System Rating

Continuing Education

Autodesk Certified Professional Civil 3D

ACEC Leadership Institute Graduate 2019

Inside the Factory- International Autodesk Software Development Influencing Team

Wausau Flying Service – Ground School (Pilot Training)

Membership

Autodesk User Group International (AUGI)

ACEC Wisconsin
Civil 3D User Group Chair

Awards

Top Presenter at
Midwest University

Presentations

Autodesk University
Las Vegas, Nevada

Recognized Presenter
Midwest University

ACEC Wisconsin
Civil 3D Workshop

Contact Information :
mgraun@becherhoppe.com
715-845-0420

Mr. Graun is Vice President and one of the firm's owners. Matthew has 16 years of design and project leadership experience on various civil engineering projects.

His primary responsibilities include aiding in the civil design of projects and managing the firm's resources. Matthew manages all the resources it takes to complete a successful project and run a civil engineering firm. This includes everything from staffing needs to providing cutting edge software and hardware to the team at Becher Hoppe. He also brings a great deal of experience in designing projects from multiple disciplines within the firm.

In addition to Matthew being a leader within the firm, he is also a leader in the industry when it comes to software and technology development. Matthew co-chairs the ACEC Civil 3D User Group in Wisconsin, adjunct teaches at North Central Technical College in the Civil Engineering Program, worked with the software development team at Autodesk, and presented at local, regional, and international conferences on the design software driving the industry.

Projects

STH 54 and CTH U, J-Turn Intersection, Wisconsin Rapids to Plover
CAD 3D Design for a complex intersection focused on traffic safety. Over a 6-year study period, there were 11 crashes at the intersection of STH 54 and CTH U, resulting in 18 injuries. The team at Becher Hoppe recommended a J-Turn intersection for this location, which at the time was only the 2nd one in the state. Matthew was responsible for all CAD modeling and plan production associated with the intersection. This project was awarded Best Rural Project through ACECs WisDOT Excellence in Highway design criteria.

USH 8 and STH 46 Intersection, St. Croix Falls
CAD 3D Design for the intersection of USH 8 and STH 46. Over a 5-year study period, there were 8 crashes at the intersection of USH 8 and STH 46 north, resulting in 3 injuries. The intersection was in need of a safety enhancement and Becher Hoppe was contracted by WisDOT to make the necessary improvements. Matthew aided in the layout and 3D design of this intersection along with developing plans to meet WisDOT requirements.

CTH G, Forest County
CAD 3D Designer for a rural 2-lane major collector connecting the Town of Argonne and Cavour and provides a major trucking route between STH 32/STH 55 and USH 8. The project consisted of pavement improvements as a result of a deteriorated roadway from heavy logging truck traffic, a single span bridge structure, intersection improvements, and culvert replacements. Matt was responsible for all plans and design modeling to accomplish a successful project.

West Grand Avenue, City of Schofield, Marathon County
CAD 3D Designer of this utility replacement and street reconstruction project. The project featured approximately one mile of roadway and utility reconstruction, curb extensions for pedestrian crossing, improved stormwater drainage, and new signage and pavement markings. Responsibilities included intensive software modeling of the entire project including over 75 driveway accesses, multiple phase construction, sidewalk replacements, constricted right of way, and utility improvements. These models aided engineers in the design and construction of this project.

BECHER HOPPE

Aaron J. Wallner, PE
Project Manager

Education

Bachelor of Science
Engineering
University of Wisconsin-Platteville

Registration

Professional Engineer
Wisconsin

Certification

Highway Technician Certification Program (WisDOT)

- *Transportation Materials Sampling*
- *Portland Cement Concrete Technician I*

Continuing Education

Federal Highway Administration

- *Intro to Highway Hydraulics*
- *Culvert Design*
- *Hybrid Roadside Design*
- *Urban Drainage Design – NHI Course*

Membership

American Council of Engineering Companies, ACEC, WI

Wisconsin County Highways Association

Midwest Hydro Users Group

Association of Dam Safety Officials, Inc.

Mr. Wallner is a Project Manager responsible for storm water analysis, environmental studies, river studies, and the design of highways, local roads or dams.

Aaron brings extensive experience and knowledge of WisDOT standard procedures and specifications for highway design and construction through his past tenure with the WisDOT Northeast and North Central Regions. He is well-versed in highway rehabilitation requirements set forth in the WisDOT FDM. His experience includes serving as lead designer and construction engineer for interchange, urban highway, and rural highway projects.

Projects

USH 141 and CTH E J-Turn, Oconto County (1490-28-01)*
*While employed at WisDOT
Lead Designer responsible for all agency, utility, and environmental coordination on this rural 0.87-mile reconstruction project which was one of the earlier WisDOT projects fully developed in Civil 3D. This project required close coordination with the regional traffic safety engineer, which resulted in a basic template for J-turns used throughout the region. Extensive public outreach was also required for this project.

Maryland Ave And Radtke Street, City of Schofield (2017.056)
Operated as lead design engineer, standard Civil 3d design, utility coordination, storm sewer, waste water, and watermain design. The project was a full urban reconstruct, replacing all the watermain and a large portion of the storm and sanitary sewer system. This 0.670-mile project also included .239 miles of curb and gutter replacement as well as .431 miles of curb that was replaced with ditches and shoulders.
Oversaw all construction operation, drafted payment requests, reviewed and approved change orders. Coordinated in house survey operations as well as consulted testing procedures. Other operations included grading, block retaining wall construction, BAD placement, and HMA paving.

Tomahawk Bike Trail, City of Tomahawk (2012.054/9862-00-70)
Served as construction project manager while overseeing and inspecting construction operations. The project had a mix of new rural trail construction and urban roadway expansion to expand the paved shoulders. As a WisDOT local program project, coordination was required between the contractor, the City of Tomahawk, and WisDOT. Wet soil conditions required unique problem solving on a tight budget.

Drott Street, City of Schofield (2019.046)
While working as the lead designer, coordinated between the City of Schofield, and RAO Construction, LLC to put together roadway and utility improvement plans as well as site development plans for an adjacent set of parcels. The 0.303-mile-long project included roadway reconstruction, full replacement of watermain and sanitary systems, and earthwork balancing between sites. The project also had several unique features including high ground water, site contamination, and adjacent waterways which limited grading areas.

BECHER HOPPE

Jed D. Mattmiller, PE

Partner / Project Engineer / Survey Crew Chief

Education

Bachelor of Science
Civil Engineering
Michigan Technological University

Registration

Professional Engineer – Wisconsin

Memberships

ACEC Wisconsin

WSLS Wisconsin

Continuing Education

ACEC Civil 3D User Group

Autodesk Midwest University

Autodesk University

Wausau Flying Service – Ground School (Pilot Training)

St. Cloud State University
Land Surveying
Certificate Program

Contact Information :
jmattmiller@becherhoppe.com
715-845-0427

Mr. Mattmiller began his engineering career as an intern on the BH survey crew and never lost touch with the surveying practice as he built his engineering expertise. Jed has gained experience on a wide variety of survey projects including topographic surveys for infrastructure design, underground mapping for utility projects, boundary surveys, flood plain and hydrologic surveys, bathymetric surveys, and construction staking. Jed has surveying experience working for clients such as WisDOT, Wisconsin BOA, Wisconsin DFD, many counties and municipalities, and countless private entities. His engineering fundamentals provide him great understanding and foresight as he plans and executes survey work.

Projects

USH 45, City of Eagle River, Vilas County
Worked on the survey crew collecting topographic survey and as an engineer on the design team. Designed curb ramps to match existing drainage and produced construction plans for this 4.5-mile resurfacing, lane reconfiguration, and sidewalk improvements for ADA compliance project along STH 45 through Eagle River. Also worked with survey and engineering teams on right-of-way acquisition and associated plat work.

CTH H, Lake Duroy Bridge, City of Phillips, Price County (ID 9480-00-70)
Design engineer for the rehabilitation of the CTH H Lake Duroy Bridge in Phillips. Worked on gradings design on approaches to the bridge, giving attention to adjacent drives and pedestrian walks. Also performed plan production.

Grossman Drive-Industrial Park, City of Schofield, Marathon County
Design engineer for the extension of Grossman Drive serving a new industrial park. Designed intersection layouts using vehicle tracking software to accommodate large trucks, water and sewer mains to service the expansion, and a complex grading model to accommodate multiple industrial users in the challenging site. Assisted in the plan production process.

Marshfield Hangar Area - Marshfield Municipal Airport, Marshfield, WI
Worked as design engineer on the layout of airside and landside infrastructure including taxilanes, hangar sites, access roads, security fencing, and gates. Designed a detailed grading model to provide site drainage now, and in the future as development occurs. Performed earthwork calculations as part of a detailed Engineer's estimate.

West Grand Avenue, City of Schofield, Marathon County
Worked on the survey field crew assisting with topographic design survey. Performed data processing and base mapping within the design software.

Military Road, Village of Rothschild, Marathon County
Worked as the Survey Crew Chief coordinating construction staking services.

Lincoln Ave. Lift Station, City of Marshfield, WI
Worked on the survey field crew performing construction staking for utility installation.

TRAFFIC ANALYSIS & DESIGN, INC.

JOHN BIEBERITZ, P.E., PTOE

Senior Traffic Engineer

Specialties:

Traffic Impact Studies

Corridor Studies

School Studies

Parking Studies

Traffic Signal Design & Timing Plans

Traffic Calming

Roundabout Analyses

Teaching and Training

Education:

B.S. Civil Engineering, University of Wisconsin-Milwaukee, 1989

M.S. Transportation Engineering, University of Wisconsin-Milwaukee, 1994

Certifications:

Professional Engineer: Wisconsin, 1992

Professional Traffic Operations Engineer, 2003

WisDOT SE Region Certified TIA Preparer

Professional Affiliations:

Institute of Transportation Engineers, Wisconsin Chapter

Chairman of the ITE Traffic Engineering Workshop

Tau Beta PI, National Engineering Honor Society

1.800.605.3091
Direct: 262.377.1845
jbieberitz@tadi-us.com
www.linkedin.com/in/jbieberitztraffic

Mr. Bieberitz is a Senior Traffic Engineer and also the President of Traffic Analysis & Design, Inc. (TADI). Mr. Bieberitz manages the staff of 30 traffic engineering professionals in addition to project management and traffic engineering tasks. Mr. Bieberitz is responsible for traffic engineering tasks including corridor studies, traffic impact studies, signalized intersection analyses, signal progression analyses, development of traffic signal timing plans, roundabout analyses, traffic calming and traffic simulation.

Mr. Bieberitz has over 35 years of traffic engineering experience ranging from traffic signal designs/timing to traffic impact studies. Mr. Bieberitz has conducted over several hundred traffic impact studies, designed over one hundred traffic signals, and has retimed several hundred traffic signals. Mr. Bieberitz serves as an “on-call” traffic engineer for several Wisconsin communities.

Mr. Bieberitz has presented and published several papers on traffic engineering for both the Institute of Transportation Engineers and the American Society of Civil Engineers. Mr. Bieberitz regularly teaches traffic engineering for the University of Wisconsin-Milwaukee on topics such as traffic impact analyses, access control and site design.

TRAFFIC ANALYSIS & DESIGN, INC.

DANIEL BIEBERITZ, P.E., PTOE

Senior Traffic Engineer

Specialties:

Corridor Studies
Traffic Impact Studies
Traffic Signal Timings
Traffic Safety Studies
Comprehensive Safety Action Plans
Pedestrian Safety Studies
Federal and State Aid Applications

Education:

B.S. Civil Engineering,
University of Wisconsin, Milwaukee, 1994

Certifications:

WI Professional Engineer
Professional Traffic Operations Engineer (PTOE)

Direct: 614.483.1297
dbieberitz@tadi-us.com

Mr. Bieberitz has 28 years of traffic engineering experience, which includes 23 years in private consulting and five years at WisDOT Northwest Region.

While at TADI, Dan has completed over 40 traffic studies, including traffic impact studies, operational studies and signal timing studies.

At WisDOT, Dan was the Region's Traffic Safety Engineer. His role at WisDOT included completing over 60 Highway Safety Improvement Program (HSIP) applications which included roundabouts, RCUT/J-Turns, correcting left-turn lane offsets, road diets, and many other intersection and roadway improvements.

Previous to WisDOT, Dan was Project Manager/Traffic Engineer in Ohio and managed/performed numerous traffic signal and interconnect designs, coordinated traffic signal retimings, signing plans, safety studies, corridor improvement projects, redevelopment projects, TIAs, and Safe Routes to School plans.

Employment History:

TADI: 2022 to present
WisDOT: 2017 to 2022
DLZ Ohio, Inc: 2004 to 2017
Parsons: 1998 to 2004
MSA Professional Services: 1995 to 1998

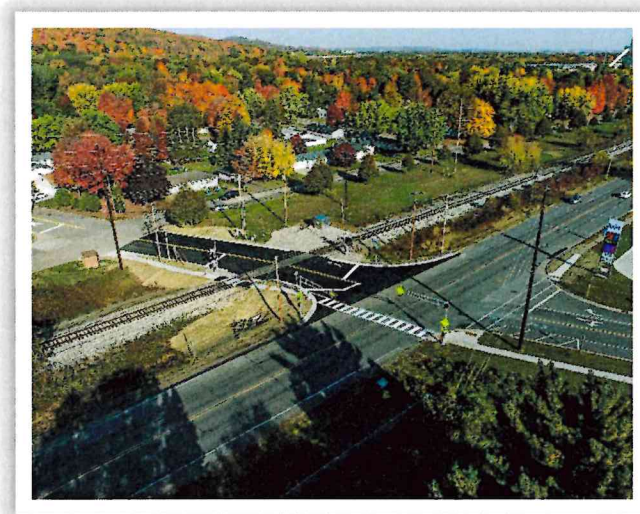
Presentations:

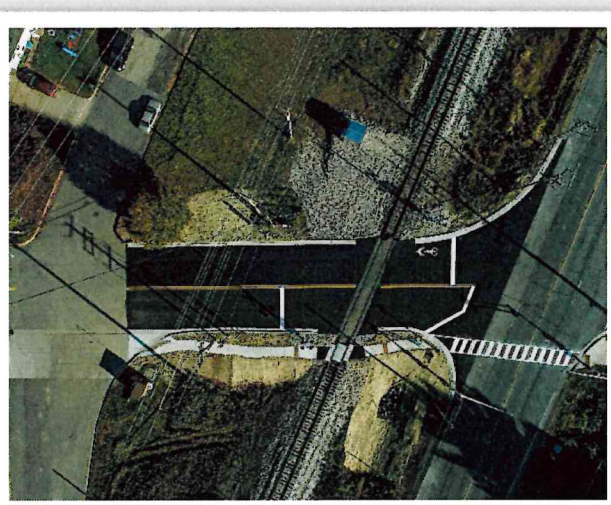
Roundabouts – Why They Work, February 2021 at UW-Eau Claire – Barron County

Tallmadge Circle Safety Study, April 2013 at ITE Great Lakes District Annual Meeting

BECHER HOPPE

Military Road
BUS 51 Intersection
Village of Rothschild





Project Description

Military Rd in the Village of Rothschild is mostly an east-west urban collector connecting the middle of the Village for both pedestrians and motor vehicle traffic. Military Road provides access to the Marathon County Bike Route 7, which is a popular multi use path along the Wisconsin River, but it also intersects with Business 51, which is a busy roadway. Becher Hoppe was contracted by the Village of Rothschild to provide design engineering services to oversee a project that will provide safe access for pedestrians to access the recreational trail through the busy intersection.

Project Features

- New railroad crossing features
- New sidewalk installed on Military Road
- Installation of signage and Rapid Flashing Beacons to alert traffic of pedestrian crossings
- Additional Pavement Markings
- Enhanced pedestrian crossing with advanced signage and marking

Firm's Involvement

- Design alternatives
- Coordination with state and local agencies
- Public involvement
- Environmental documentation
- Stormwater management plan
- Preliminary and final design of roadway and utilities
- Completion of state applications and review process
- Preparation of project plans, specifications, and cost estimate

TADI
TRAFFIC ANALYSIS & DESIGN, INC.

1.800.605.3091
www.tadi-us.com

Trans Modal Loading Facility Traffic Study & Public Grad Crossing Closures

Great River Road/STH 35, City of Cochrane, WI

Client: Superior Silica Sands and BNSF Railway

Year: 2014

Contact: Scot J. Balsavich, Vice President; Cooper Engineering (715) 234-7008

Project Description:
TADI performed a traffic study for a proposed rail line trans modal loading facility proposed to be located along the west side of STH 35 at the Foegen Road intersection. The project also included preparation of a Public Grade Crossing Closure Study for the removal of two at-grade rail crossings at Foegen Road and at Herman Street, located adjacent to the proposed facility. The traffic study investigated the amount of truck traffic expected with the new transload facility and analyzed the operation of the adjacent intersections along the transportation network. Peak hour as well as daily traffic volumes were investigated to determine the intersection and roadways cross section modifications necessary to provide for the proposed facility. The closure report looked at alternate routes for the road network including documenting travel distances for the remaining transportation network with the removal of two roadway connections (at-grade rail crossings) within the vicinity. The report also looked at the number of roadway vehicles, number of trains, types of railroad crossing infrastructure as well as location of emergency services and schools for each alternate route. Approaching and clearing sight distance was also documented.

The following elements were conducted as part of this project:

- Data Collection & Trip Generation/Distribution/Assignment
- SYNCHRO analysis and modeling
- Improvements to the roadway network
- At-grade rail crossing closure analysis including sight distance
- Existing and alternate routes distance and timing comparison
- Traffic Impact Analysis report
- Public Grade Crossing Closure report
- Coordination with the Superior Silica Sands and BNSF Railway

Providing Traffic Engineering Solutions

BECHER HOPPE

Project Understanding and Approach

Project Understanding

Our team understands the Village of Kronenwetter's interest in conducting an engineering study to assess accessibility options west of the CN railroad tracks, spanning from West Nelson Road to Happy Hollow Road, with the area of access extending north to Gardner Park Road. The village aims to scrutinize the current access to these regions, encompassing traffic analysis, and explore alternative solutions to mitigate traffic delays and mitigate impacts on emergency services during instances where train activity restricts access.

Approach – Phase 1: Preliminary Research

During Phase 1, Becher Hoppe and TADI will conduct an examination of the current railroad crossings within the study area. Becher Hoppe will utilize a drone or to gather current imagery and planning grade survey data of the area. Additionally, traffic counts will be conducted at the railroad crossings along Garner Park Road, Cedar Road, Happy Hollow Road, and Nelson Road. This traffic data is crucial for understanding the volume of traffic in the vicinity and determining the crossing needs relative to the railroad. These assessments will furnish essential data for reviewing the crossings' current functionalities concerning emergency access and evacuation. The evaluation process will pinpoint any existing access issues and unveil opportunities for alternative solutions to better cater to the areas. Finally, the identified alternatives will be compared and ranked for review by the Village.

Approach – Phase 2: Qualifications of Preliminary Recommendations

Phase 2 will entail a comprehensive examination of the Village's 2019 Comprehensive Plan and 2019-2024 Strategic Plans. These plans will be analyzed in light of the alternatives identified during Phase 1. Additionally, peak traffic hours at the crossings will be identified based on the traffic counts to gauge the typical traffic flow that would need to be rerouted through alternative routes in the event of railroad crossing blockages.

Phase 2 involves contacting the railroad to gain deeper insight into both present and forthcoming operations within the study area, aiming to discern their impact on access to the area. Utilizing the acquired data, the previously identified alternatives will undergo reassessment, culminating in a recommendation for a primary solution and two additional alternatives. Each alternative will be accompanied by a thorough analysis of its advantages and drawbacks for Village staff review. Furthermore, in addition to the proposed alternatives, the repercussions of leaving the study area unaltered will be presented. Emergency response times will also be calculated based on the alternatives, particularly in scenarios where one or more railroad crossings are obstructed for each alternative.

Approach – Phase 3: Funding Evaluation

In Phase 3, a budgetary cost estimate will be compiled for all three alternatives. Furthermore, our team will conduct a thorough assessment of potential grant funding opportunities, focusing on health and safety funding, as prioritized by the Village of Kronenwetter. The findings will be reviewed and presented to the Village for their consideration.

Approach – Phase 4: Finalize Report

Phase 4 will involve hosting a public information meeting to present the alternatives and their respective budgets. Feedback collected during this meeting will be carefully reviewed with Village Staff, and any relevant suggestions will be integrated into the alternatives as appropriate. Subsequently, utilizing all gathered information, an engineering report will be compiled and presented to Village Staff for review. The report will undergo finalization based on staff input. Additionally, a presentation will be prepared and delivered to both the Village committee and the Village Board.

Additional Services

We can provide additional services as may be required and will provide a Proposal for such services upon request. Additional services may include:

- Land and easement acquisition. Becher Hoppe has a certified general appraiser on staff who specializes in assisting our clients with appraising, negotiating, and acquiring road right-of-way.
- Additional resident outreach/public information meetings.
- Environmental services (wetland delineation, etc.)
- Army Corp of Engineers Coordination
- Additional exhibits and additional preliminary design efforts
- Additional field survey work to support construction of a preferred alternative
- Plans, Specifications, and Estimates for preferred alternative
- Additional access studies outside of the project limits
- Construction services (Resident Engineer, Construction Administration, Construction Staking)

BECHER HOPPE

Estimated Project Cost & Schedule

Project Costs – Design

Phase 1: Preliminary Research	
• Existing railroad crossing review • Collection of emergency accessibility and evacuations • Define concerns and opportunities • Compare alternatives	**$24,100**
Phase 2: Qualifications of Preliminary Recommendations	
• Review of 2019 Village Comprehensive and 2019-2024 Village Strategic Plans • Evaluate existing and future railroad activity • Establish one primary and 2 secondary alternatives • Define impacts if no improvements are made	**$15,400**
Phase 3: Funding Evaluation	
• Prepare budgetary cost for alternatives • Identify grant opportunities, to include health and safety funding opportunities	**$10,500**
Phase 4: Finalize Report	
• Participate in public information meeting • Prepare draft report for Village Staff review • Finalize report, and present to Village Committee and Village Board.	**$18,500**
Total Design (Lump Sum)	**$68,500**

Additional Services

Becher-Hoppe Associates, Inc. will provide additional services as may be required, and will provide a Proposal for such services upon your request. Please review the additional services section in our Project Understanding and Approach.

village of Kronenwetter

Report to CLIPP

Agenda Item: ARTICLE II. - ATVS, UTVS AND OFF-ROAD RECREATIONAL VEHICLES § 496-5. - Definitions.
Meeting Date: April 1, 2024
Referring Body: CLIPP
Committee Contact: Chris Eiden
Staff Contact: Peter Wegner, CD/PZ Director
Report Prepared by: Peter Wegner, CD/PZ Director

AGENDA ITEM: ARTICLE II. - ATVS, UTVS AND OFF-ROAD RECREATIONAL VEHICLES § 496-5. - Definitions.

OBJECTIVE(S): Proposed Ordinance change to eliminate ambiguity between language found in 496-5 and 496-32.

HISTORY/BACKGROUND: Staff was advised language found under 496-5 Definitions could be interpreted to conflict with language found under 496-32. The current definition of an Off-road vehicle includes golf carts. The definition goes on to cite vehicles that are not considered Off-road vehicles, registered, street legal vehicles such as motorcycles, and mopeds. ARTICLE V. - § 496-32, allows for the operation of golf carts if registered with the Village. Minor changes to the definition of an Off-road vehicle could eliminate any confusion or conflicting interpretation.

RECOMMENDED ACTION: Direct staff to make changes if needed.

ATTACHMENTS: Latest draft of Proposed Amendments to ARTICLE II. - ATVS, UTVS AND OFF-ROAD RECREATIONAL VEHICLES § 496-5. - Definitions.

ARTICLE II. - ATVS, UTVS AND OFF-ROAD RECREATIONAL VEHICLES

§ 496-5. - Definitions.

The following words, terms and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning. Terms not defined in this section shall be interpreted based on common usage.

All-terrain vehicle (ATV). A commercially designed and manufactured motor-driven device that has a weight, without fluids, of 900 pounds or less, has a width of 50 inches or less, is equipped with a seat designed to be straddled by the operator, and travels on three or more low-pressure tires or nonpneumatic tires.

Off-road recreational vehicle. Any device designed primarily for off-the-road use which is internal-combustion- or electric-motor driven. This includes, without limitation for lack of enumeration, such devices commonly known as minibikes, motocross bikes, and go-carts~~, and golf carts~~. This definition does not include registered, street legal vehicles such as motorcycles, ~~and~~ mopeds and village registered golf carts.

village of Kronenwetter

Report to CLIPP

Agenda Item: Swiderski Park Elevated Walkway
Meeting Date: April 1, 2024
Referring Body: CLIPP
Committee Contact: Chris Eiden
Staff Contact: Peter Wegner, CD/PZ Director
Report Prepared by: Peter Wegner, CD/PZ Director

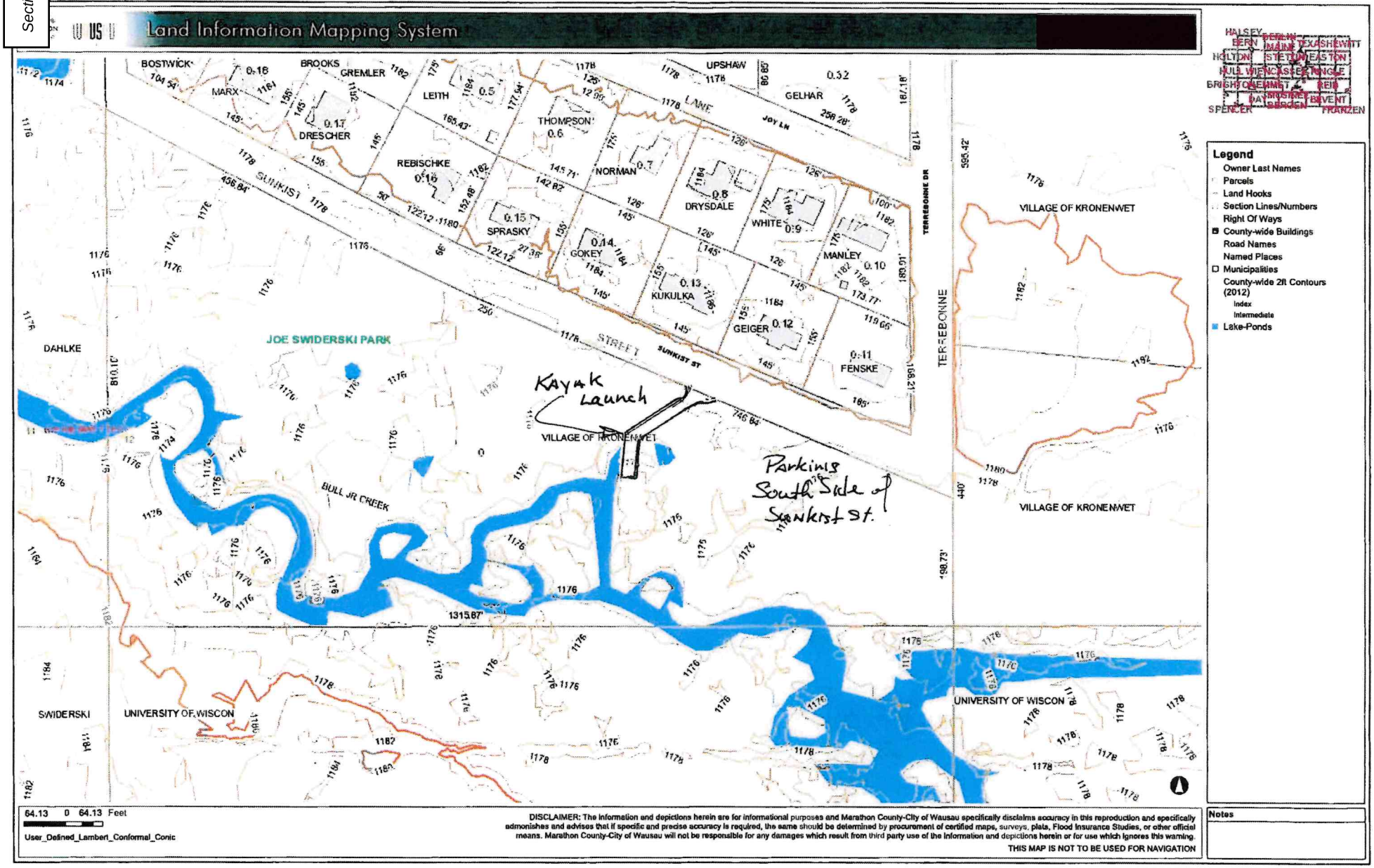
AGENDA ITEM: Swiderski Park Elevated Walkway.

OBJECTIVE(S): Consider options for adding an elevated walkway or other improvements to make the park more accessible to the public.

HISTORY/BACKGROUND: Currently there are no improvements on the parcel. A sign identifying the parcel as Swiderski Park was added in 2022. With the exception of sliver of land adjacent to Sunkist Street the entire parcel is wetland and within the floodplain (Zone AE Floodway). At one time the Village explored the possibility of installing an elevated walkway and kayak launch.

RECOMMENDED ACTION: Any future action to be determined by Committee.

ATTACHMENTS: Map of parcel (wetlands and floodplain), Previously proposed elevated walkway and kayak launch, photo example of elevated walkway and kayak launch.


Land Information Mapping System
BOSTWICK
MARX
BROOKS
GREMLER
DRESCHER
LEITH
THOMPSON
REBISCHKE
NORMAN
DRYSDALE
GELHAR
WHITE
MANLEY
SUNKIST
SUNKIST ST
SPRASKY
GOKEY
KUKULKA
GEIGER
FENSKE
UPSHAW
LANE
JOY LN
TERRE BONNE DR
TER-REBONNE
JOE SWIDERSKI PARK
DAHLKE
Kayak Launch
VILLAGE OF KRONENWET
Parking South Side of Sunkist St.
BULL JR CREEK
SWIDERSKI
UNIVERSITY OF WISCON
1315.87'
Legend
Owner Last Names
Parcels
Land Hooks
Section Lines/Numbers
Right Of Ways
County-wide Buildings
Road Names
Named Places
Municipalities
County-wide 2ft Contours (2012)
Index
Intermediate
Lake-Ponds
64.13 0 64.13 Feet
User_Defined_Lambert_Conformal_Conic
DISCLAIMER: The information and depictions herein are for informational purposes and Marathon County-City of Wausau specifically disclaims accuracy in this reproduction and specifically admonishes and advises that if specific and precise accuracy is required, the same should be determined by procurement of certified maps, surveys, plats, Flood Insurance Studies, or other official means. Marathon County-City of Wausau will not be responsible for any damages which result from third party use of the information and depictions herein or for use which ignores this warning.
THIS MAP IS NOT TO BE USED FOR NAVIGATION
Notes

village of Kronenwetter

Report to CLIPP

Agenda Item: Everest Woods Natural Area – Maintenance of its gravel trail.
Meeting Date: April 1, 2024
Referring Body: CLIPP
Committee Contact: Chris Eiden
Staff Contact: Peter Wegner, CD/PZ Director
Report Prepared by: Peter Wegner, CD/PZ Director

AGENDA ITEM: Everest Woods Natural Area – Maintenance of its gravel trail.

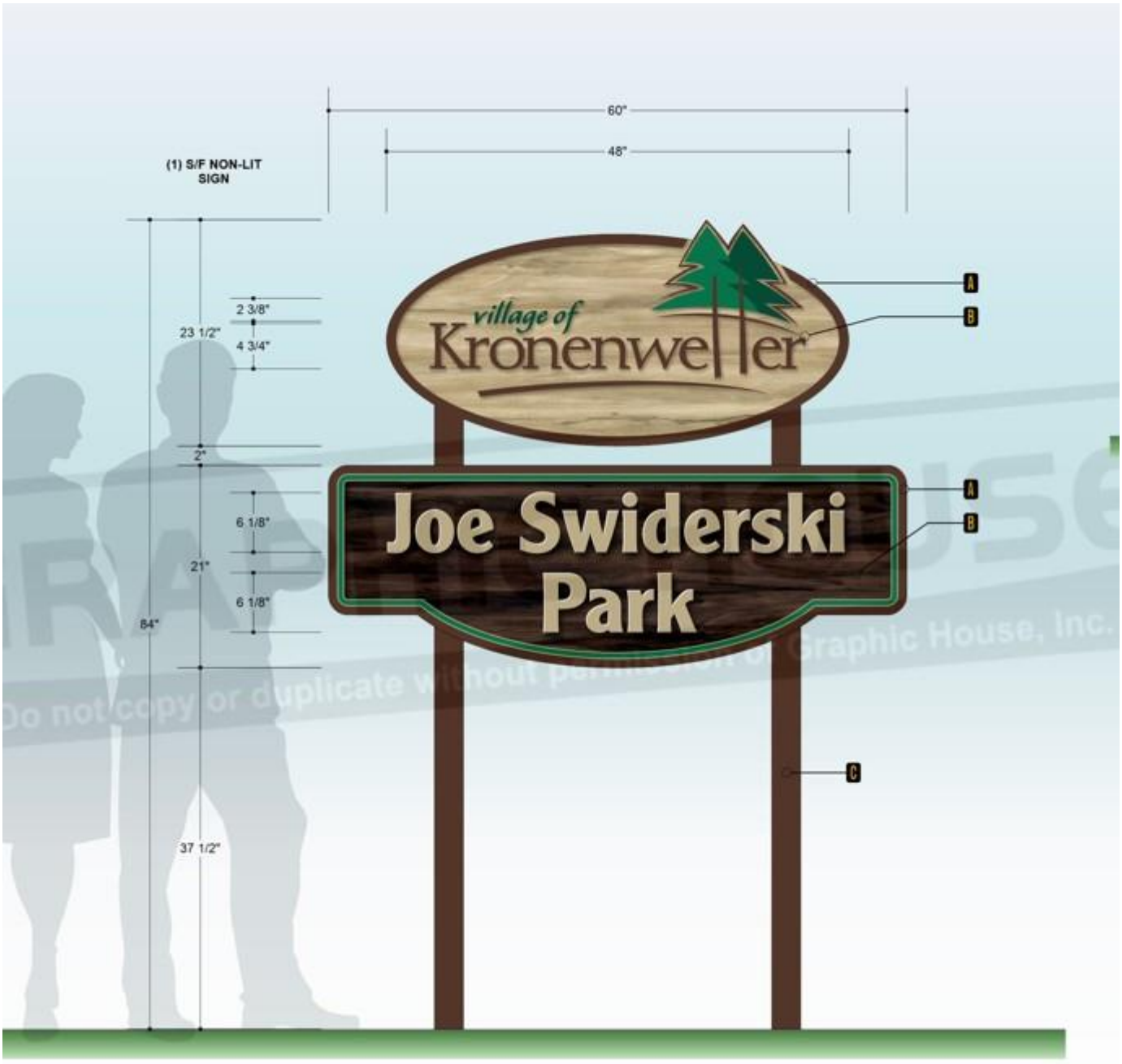
OBJECTIVE(S): Consider options related to the placement of entrance signs and maintenance of the exiting gravel path.

HISTORY/BACKGROUND: Currently there are no signs at either entrance informing the public that this parcel is for public use. Public Works will evaluate the gravel path this spring and address any maintenance that may be needed.

RECOMMENDED ACTION: Any future action to be determined by Committee.

ATTACHMENTS: Map of parcel and approximate location of the existing gravel path. Example of a sign placed at Swiderski Park.


AUSTIN LN
LEA RD
CRECIENTE DR
OUTLOT 1
T27, R7
12
EVERGREEN WOODS
OUTLOT 2
281.30'


(1) S/F NON-LIT SIGN
60"
48"
2 3/8"
23 1/2"
4 3/4"
2"
6 1/8"
21"
6 1/8"
84"
37 1/2"
village of
Kronenwetter
Joe Swiderski
Park
A
B
A
B
C