

VILLAGE OF ELM GROVE

13600 Juneau Boulevard
Elm Grove, WI 53122

PUBLIC WORKS UTILITIES COMMITTEE

Monday, February 21, 2016 * 6:30 PM * Park View Room

AGENDA

1. Call meeting to order.

Documents: [PWUC Memo February 2016.pdf](#)

2. Review and act on minutes from November 16th, 2015 and December 21st, 2015.

Documents: [PW122115md.pdf](#), [PW111615md.pdf](#)

3. Update on Underwood Creek Interceptor Project

4. Update on Wisconsin Ave

Documents: [Wisconsin Avenue responses to Elm Grove questions.pdf](#), [terrace dr traffic.pdf](#)

5. Update on Watertown Plank Road Bridge

Documents: [De Angelis-20151218-Watertown Plank Road Bridge Construction Services Pr .pdf](#)

6. Update on Public Works Projects

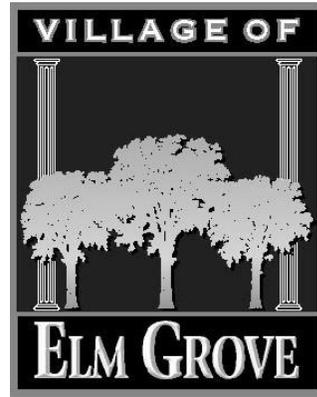
7. Other Business

8. Adjourn

Any person who has a qualifying disability as defined by the Americans with Disabilities Act who requires that the meeting or materials for the meeting has to be in an accessible location or format must contact the Village Clerk, Mary S. Stredni, at 262-782-6700 or 13600 Juneau Boulevard by 3:00 PM Friday prior to the meeting so that any necessary arrangements can be made to accommodate your request.

NOTICE: It is possible that members of, and possibly a quorum of, other governmental bodies of the Village may be in attendance at the above stated meeting to gather information. No action will be taken by any governmental body at the above stated meeting other than the governmental body

specifically referred to in the above notice.



Memo

To: Public Works/Utilities Committee
From: David De Angelis, Village Manager, Richard Paul Jr., Public Works Director
Date: February 15, 2016
Re: Public Works Agenda October Meeting

Item 3: Update on Underwood Interceptor

The contractor has made their way through the intersection of Gebhardt Rd and Pilgrim Pkwy to allow for the reopening of the intersection to traffic. Due to damage of the traffic signal loop for east bound traffic, the lights have been placed in a timing sequence but will still allow for traffic to be sensed by the existing loops. Concrete was placed over the trench of the intersection to allow for opening and will be repaved in spring along with the repair of the east bound traffic sensing loop.

The soil conditions in the general area where the contractor is now working is the worst section so their progress will be slowing in comparison to the intersection crossing.

Item 4: Update on Wisconsin Avenue

Included in your packet are the questions and responses from the Village Board to the City of Brookfield. There is also an exhibit showing traffic counts at the intersection of Bluemound Rd and Terrace Dr. Village Staff met with the DOT, TES Engineering and City of Brookfield to discuss the options on addressing the u-turn and right turn hazards at this intersection to which the DOT stated will review options for. They do understand the issue that was brought forth.

Item 5: Update Watertown Plank Road Bridge

Included in your packet materials is the proposal for construction services from Jewel/Ruekert-Mielke. The committee needs to make a recommendation on approval of the Jewel/Ruekert-Mielke proposal for construction services (inspection services).

If you have any questions prior to Monday's meeting please do not hesitate to call.

PUBLIC WORKS/UTILITIES (PWUC) COMMITTEE
MEETING MINUTES
Monday, December 21st, 2015 6:30 p.m., Park View Room

1. Roll call.

Meeting was called to order at 6:30 pm by Mr. Kressin

Present: Mr. Kressin, Mr. Haas, Mr. Domaszek, Mr. Casperson, Mr. Coons, Mr. Harley and Mr. Jacobsen

Absent: None

Also Present: Mr. De Angelis, Mr. Paul Jr, Greg Jewell, Jewell and Associates

2. Review and act on Minutes from November 16th, 2015

A few items need to be added. Tabled until next meeting.

3. Review and possible recommendation of Watertown Plank Road Bridge replacement bid

Mr. De Angelis explained the bid opening on Thursday, December 17th, 2015 yielded one bid, though there were four contractor's total whom attended the pre bid meeting held the week prior and a few additional contractors whom took out plans for the bid. Concrete Structures, Inc. of Janesville, WI bid \$528,652.72 for a reinforced flat slab structure bridge vs. \$579,263.72 for a pre cast bridge which was the alternative bid option.

Mr. De Angelis explained that the original estimate of \$236,000 back in July was for a comparison of bridge structure only to get an idea of what may be most cost effective but did not include cost for roadway details, engineering oversight and engineering costs or bridge railings and finishes. Based on that estimate the Village budgeted \$400,000 for the project. Once the final design was completed, the cost estimate did reflect an amount of \$530,000, unfortunately the new estimate was not shared with the Village by the Engineer.

Mr. Haas added that the alternative bid price for adding a water main under the bridge for future expansion came in at \$55,450 which all agreed was too high to be considered and that a project would be more cost effective in the future if it was directionally bored.

Mr. Kressin asked where the largest discrepancies were in the bid items in which Mr. Greg Jewell of Jewell and Associates indicated the mobilization came it at \$87,000 vs. estimated at \$15,000 as well as the addition of concrete slab approaches, aluminum rail upgrade, dewatering costs and architectural treatments.

Mr. De Angelis informed the committee that after some follow up with the contractors who did not bid the project, their reasons ranged from time constraints to site constraints as well as some contractors felt they couldn't compete with the other bidder after looking at it or the job was too small for others.

Based upon the bid costs of the job, the committee felt that at this point there would not be any gain to rebid the project, but also will require an increase in the budget to \$600,000 for the project to cover all items plus contingency. Mr. De Angelis explained that the \$600,000 budget was what was originally in place until the engineer's first estimate came in lower.

After further discussion, the board agreed that this would not be a project to hold off on any longer and Mr. Haas moved to recommend accepting the bid from Concrete Structures, Inc. for slab construction of \$528,652.72 and recommend the Finance Committee increase the budget for the project to \$625,000. Mr. Domaszek seconded and the motion carried 7-0.

4. Update on Public Works Projects

Mr. Paul informed the committee that the Underwood Sanitary Interceptor project was underway with material delivery and clearing and grubbing commencing as of Friday, December 18th, 2015. Mr. Paul explained that the intersection of Gebhardt Rd and Pilgrim Pkwy will be closed as posted beginning January 4th, 2016 and the project will work towards the south. The contractor still was awaiting a DNR permit, but had also begun drilling the wells for the project.

Mr. Kressin inquired about the status of the salt supply to which Mr. Paul indicated that the DPW is doing exceptionally well on its reserve due to the mild weather.

Mr. Kressin also asked if the committee will be receiving the additional information regarding the Wisconsin Ave extension from Brookfield as previously discussed. Mr. De Angelis said he would be in contact with them after the first of the year for follow up.

9. Other business

None

10. Adjourn.

Mr. Jacobsen moved and Mr. Domaszek seconded to adjourn. Motion carried 4-0. Meeting adjourned at 7:51 pm.

Respectfully Submitted,

Richard Paul, Jr.
Public Works Director

DRAFT

**PUBLIC WORKS/UTILITIES (PWUC) COMMITTEE
MEETING MINUTES
Monday, November 16th, 2015 6:30 p.m., Park View Room**

1. Roll call.

Meeting was called to order at 6:30 pm by Mr. Kressin

Present: Mr. Kressin, Mr. Haas, Mr. Domaszek and Mr. Casperson,

Absent: Mr. Coons, Mr. Harley and Mr. Jacobsen

Also Present: President Palmer, Mr. De Angelis, Mr. Paul Jr., Mr. Griffiths, Stu Elliot, Ron and Mary Inden, Tom Grisa, Jeff Chase, and Wayne Higgins

2. Review and act on Minutes from October 19th, 2015

Mr. Haas moved and Mr. Domaszek seconded to approve the October 19th, 2015 minutes. Motion carried 4-0.

3. Update on the Watertown Plank Road Bridge

Mr. De Angelis informed the committee that the bid documents will be published the week of Thanksgiving with the opening scheduled for December 17th. We are doing the final QC of the documents now so there should be no issues with meeting this schedule. Mr. De Angelis explained that the bid opening will be after state bids had been let in hope that contractors that did not receive projects through the state may go after this project with more aggressive bidding numbers.

Mr. Kressin asked that he receive a copy of the revised drawings once they are received. Mr. De Angelis said he would send them out to all committee members.

4. Update on Underwood Creek Interceptor

Mr. De Angelis explained the bid for the work will be awarded at the next Brookfield Common Council meeting (Tuesday, November 17th, 2015). The bid came in at almost \$750K less than the estimated \$3,000,000. No one bid on the alternate of pipe bursting. The low bidder was Advanced out of Green Bay at \$2,256,355.

5. Update on Wisconsin Ave

Mr. De Angelis introduced City of Brookfield representatives, Public Works Director, Tom Grisa and City Engineer, Jeff Chase whom presented their case for the benefits of extending Wisconsin Ave to Pilgrim Parkway for the both the City and the Village. Also present were Village President Neil Palmer, TES Engineer Wayne Higgins, Ace Hardware owner Stu Elliot and Mary Inden. Based on traffic studies and the impact on local roads, the City of Brookfield feels there would be approximately 7,000 cars diverted onto Wisconsin Ave that would help alleviate the safety and accessibility impacts that Bluemound Rd currently holds. Design and impact of traffic were presented with further discussion on best options. Mr. Palmer indicated as referenced in the reports as well as observing in real time that the intersection fails in its current condition and that the future will only be worsened, to which Mr. Kressin promptly agreed. Mr. De Angelis added that should action not be taken by the local municipalities and it became a more severe hazard or there were bad accidents, eventually the DOT would step in and take control of the intersection.

Two possible designs that would work would be either a roundabout or signaled intersection at the northern driveway of Ace Hardware. Coupled with the elimination of the signal at Watertown Plank Road which would leave right turn in and right turn out only at both Watertown Plank Rd as well as the bank, optimum traffic flow could be achieved and avoid backing traffic up into Bluemound Rd.

Mary Inden felt that the problem in the large scope of the study was caused by Brookfield's development and that she didn't feel Elm Grove should be negatively affected by the proposed change. Stu Elliot felt that the intersection would and could be helpful with movement of traffic but was concerned about continued access at Watertown Plank Road. Mr. Elliot also felt the elimination of traffic from the west at North Shore bank would add additional relief at the Watertown Plank Rd. intersection.

During the discussion, Mr. Higgins explained his review on the impact on the intersections and other local roads including the traffic condition at Terrace Dr and Bluemound Road, which could be improved if the DOT adjusted the median to try and eliminate the conflict between traffic making U-turns in the median at Bluemound Rd and motorists making right turns out of Terrace Dr. to head west. Mr. Higgins also suggested

that the both the Village of Elm Grove and City of Brookfield submit a joint request to ask the DOT to modify the median at Terrace Dr. and Bluemound Rd.

Mr. Kressin wanted to be certain that the changes would consider accommodations to pedestrian traffic and look at improving the accessibility for pedestrians as well as the U-turn hazards at Terrace and Bluemound Rd.

The Committee thanked the representatives of Brookfield and indicated that discussion would continue on their request.

6. Update on Berkshire Pathway

Mr. De Angelis informed the committee that the Elmbrook Schools Finance committee approved the funding of the project and that the final vote will be before the School Board on Tuesday, November 17th, 2015. Mr. Paul added that the pathway is ready for construction with the recent relocation of a guy wire by We Energies, the replacement of the cross culvert by the Village DPW and that the stump removal would occur on Wednesday of this week.

Mr. Paul informed the committee that Payne and Dolan has the project scheduled for work at the end of the week of November 16th, 2015, weather permitting if not they would guarantee their price into next year for construction.

Mr. Kressin asked that we check with Payne and Dolan to ensure they would honor a full warranty on the project being as though it was this late in the year. Mr. Paul will be in contact with Payne and Dolan on Tuesday and will confirm.

7. Review and provide recommendation on a license agreement between the Village of Elm Grove and Crimson Way Church

Mr. Griffiths explained to the committee that the Crimson Way Church, located in the former St. Edmunds Episcopal Church at 14625 Watertown Plank Road, is in the process of applying for new signage. Two signs are proposed, one along Watertown Plank Road, the other along Wisconsin Avenue. The proposed signage is to be in the same location as the previous St. Edmunds signage. In 2003, the Village entered into a license agreement with St. Edmunds for the use of the right of way along Wisconsin Avenue. The agreement was to allow for signage and the use of a portion of the parking lot that extends into the Wisconsin Avenue right of way. The proposed new license agreement with Crimson Way Church for Wisconsin Avenue would essentially be the same as the one the Village previously entered into with St. Edmunds. Staff also determined that a portion of the Watertown Plank Road monument sign was located in the right of way. The church would like to utilize the base of the old St. Edmunds sign and as such would also need a new license agreement to allow for right of way use. Under Village Code any signage that is proposed to be placed in the right of way is required to obtain approval by the Village Board.

Mr. Kressin expressed his concern about an internally lit sign that would reflect a more commercial district in the middle of a residential neighborhood. Mr. Domaszek did not think it was appropriate but felt since the Building Board would have to review it that it would be addressed at that time. Mr. Haas was concerned with the glare of the lighting that was in place when the last church was in operation. Mr. Domaszek indicated he would take the committees concerns to the Building Board when the request came forward.

Mr. Haas made a motion to recommend approval of the licensing with further review by the building board. Mr. Domaszek seconded. Carried 4-0

8. Update on Public Works Projects

No updates at this time.

9. Other business

Mr. De Angelis discussed the letter that was addressed to him from Britt Mason whom is asking the Village to make a formal request to SEWERPC to reevaluate/update the study of the Stormwater Management Plan in response to the redevelopment of the street corridor along North Ave that is moving forward under Waukesha County. Mr. De Angelis and Mr. Kressin did confirm that any new projects, development and/or reconstruction that takes place still needs to meet standards governed by MMSD Chapter 13 and state DNR guidelines so there really cannot be any negative impact to adjacent properties or watersheds. Mr. De

Angelis said he would contact SEWERPC to see to discuss the value in moving forward with the reevaluation and request additional information from the design team for North Avenue on the requirements for the project. He will then get back to Mr. Mason with an answer.

10. Adjourn.

Mr. Domaszek moved and Mr. Casperson seconded to adjourn. Motion carried 4-0. Meeting adjourned at 8:20 pm.

Respectfully Submitted,

Richard Paul, Jr.
Public Works Director

DRAFT

Last month the Extension of Wisconsin Avenue to Pilgrim Road was before the Village of Elm Grove Board of Trustees for consideration. The following questions have been forwarded by the Village Board to the City in follow-up to that meeting:

What are the current and future traffic volumes on Terrace Drive and Bluemound Road?:

Response: Traffic counts were collected by TES in November of 2014. The results are shown in the attached exhibit. The primary movement in question for future traffic on Terrace is southbound traffic diverted by the proposed elimination of westbound left turns at Watertown Plank Road and Pilgrim. The current southbound traffic on Terrace is 76 vehicles in the AM peak hour and 68 vehicles in the PM peak hour. We have not researched traffic growth factors for Terrace Drive but suspect it will be minimal absent any changes to surrounding traffic patterns. Based on the traffic forecast data we received from the WISDOT, traffic is expected to increase on Bluemound by about 12.6% by the year 2031.

What is the forecasted volume on Terrace Drive with the proposed elimination of westbound left turns at Watertown Plank Rd. and Pilgrim?:

Response: The TES report dated February 28, 2014 assumes 50% of all westbound left turns and 100% of all through traffic would divert to southbound Terrace. It is unclear what the basis of this assumption is but if it were to materialize, southbound traffic on Terrace would increase to 149 vehicles in the AM, and 151 vehicles in the PM.

What would be the impact of eliminating eastbound left turn at the Watertown/Pilgrim intersection?:

Response: We did not model the impacts of this scenario. It should be noted, however, that the eastbound left turn volume is approximately 6% of the westbound left turn volume (so it is very small). It should be further noted that the basis of the proposed elimination of westbound left turns is not the turning volume itself, but rather the poor spacing of signalized intersections that would result if signals remained at both Watertown Plank Road and at Wisconsin Avenue. By eliminating the signal at Watertown Plank Road, the queue spill back problems associated with the substandard intersection spacing is eliminated. Operating the Watertown Plank Road intersection under stop sign control is the driving factor behind the need to eliminate westbound left turns.

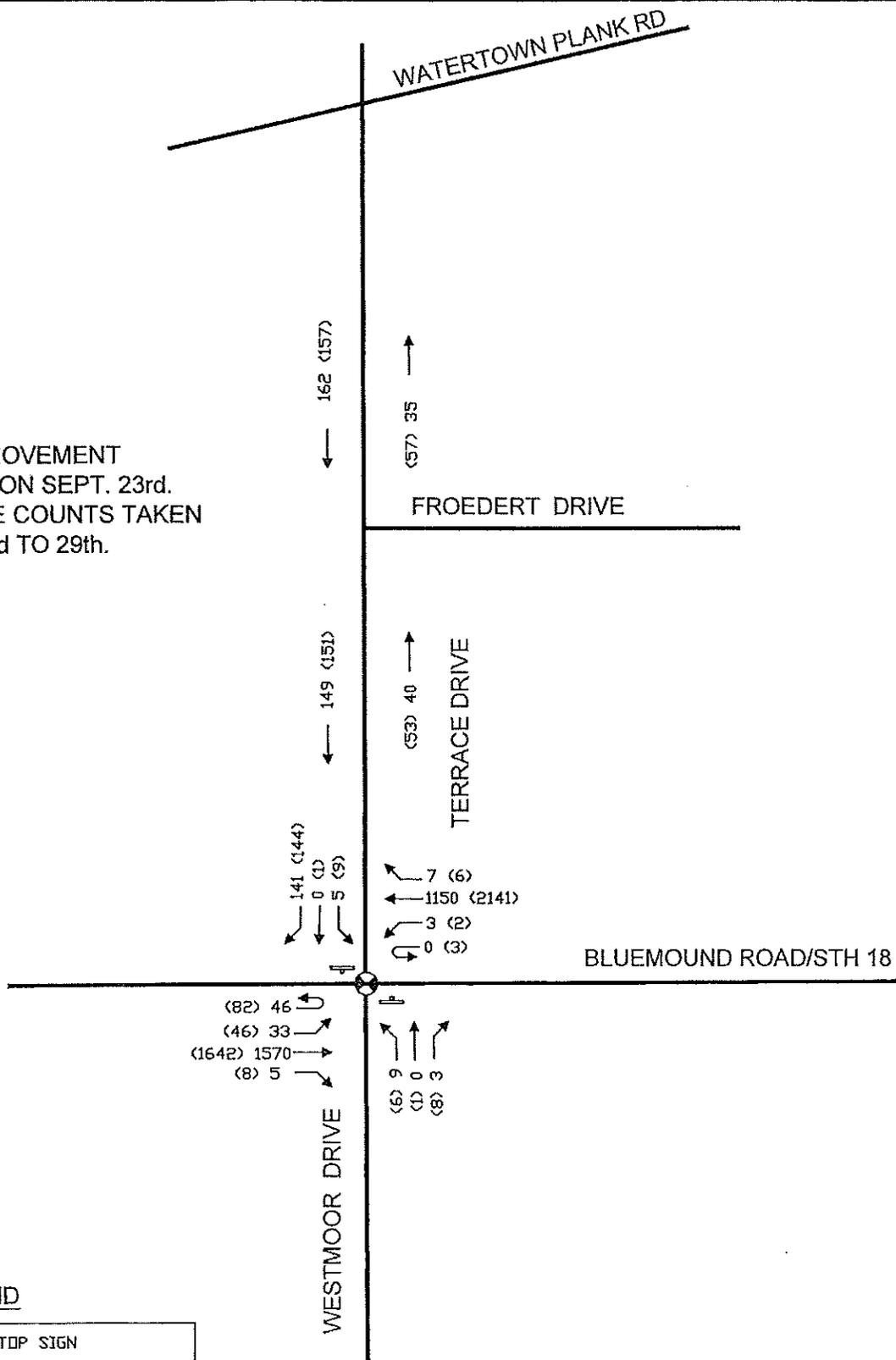
What is the cost of realigning Watertown Plank Road with Wisconsin Avenue extended?:

Response: Preliminary cost estimates for this option listed as Alternatives 5A and 5B in the report, indicate the total cost to be \$5 million to \$5.5 million. Please understand that these numbers were developed in early 2011 without a detailed understanding of Right-of Way impacts so would need to be adjusted to account for inflation of construction costs and current right of way costs

Was there any thoughts to pushing Wisconsin Avenue through to Verdant?:

Response: Extending Wisconsin Avenue to Verdant was not considered. There does not appear to be any operational benefits that would offset the associated R-O-W impacts or neighborhood traffic intrusion.

NOTE:
 -TES TURNING MOVEMENT
 COUNTS TAKEN ON SEPT. 23rd.
 -TES ROAD TUBE COUNTS TAKEN
 FROM SEPT. 22nd TO 29th.



LEGEND

= EXISTING STOP SIGN
 ROAD TUBE COUNTS
 XX AM PEAK HOUR (7:15-8:15 AM)
 [XX] PM PEAK HOUR (4:45-5:45 PM)
 TURNING MOVEMENT COUNTS
 XX AM PEAK HOUR (7:15-8:15 AM)
 [XX] PM PEAK HOUR (4:45-5:45 PM)

TRAFFIC ENGINEERING SERVICES, INC.
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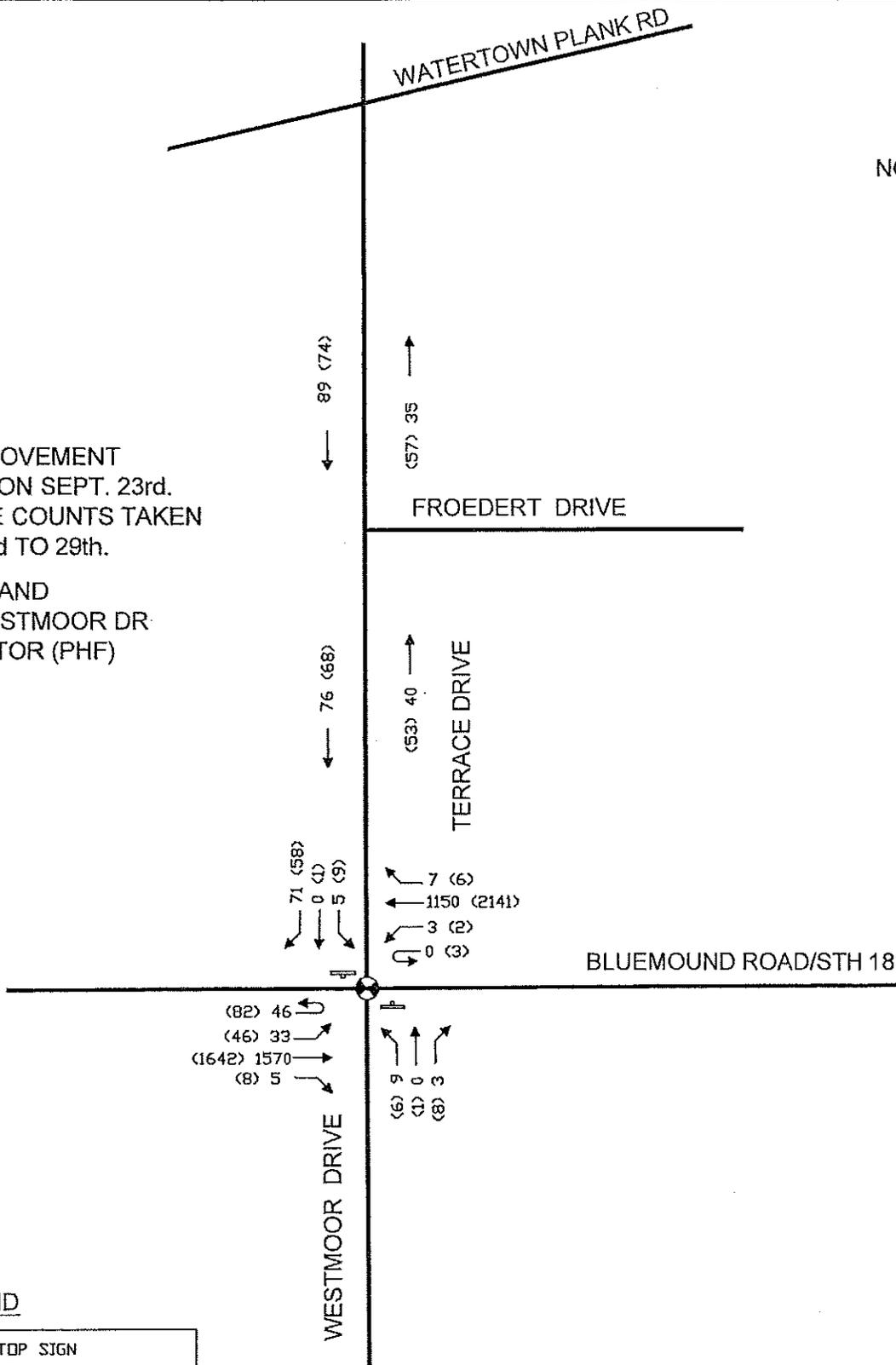
EXHIBIT 4-5
 EXISTING 2014 YEAR PLUS 2035 REDIRECTED
 TRAFFIC VOLUMES AM & PM
 WISCONSIN AVENUE BROOKFIELD PROPOSED
 EXTENSION TO PILGRIM ROAD, ELM GROVE, WI
 TES SUBMITTAL DATE: 11-04-2014



NOT TO SCALE

NOTE:
-TES TURNING MOVEMENT
COUNTS TAKEN ON SEPT. 23rd.
-TES ROAD TUBE COUNTS TAKEN
FROM SEPT. 22nd TO 29th.

BLUEMOUND RD AND
TERRACE DR/WESTMOOR DR
PEAK HOUR FACTOR (PHF)
AM = .81
PM = .93



LEGEND

⊢ = EXISTING STOP SIGN

ROAD TUBE COUNTS

XX AM PEAK HOUR (7:15-8:15 AM)
[XX] PM PEAK HOUR (4:45-5:45 PM)

TURNING MOVEMENT COUNTS

XX AM PEAK HOUR (7:15-8:15 AM)
[XX] PM PEAK HOUR (4:45-5:45 PM)



TRAFFIC
ENGINEERING
SERVICES, INC.

14E26

EXHIBIT 3-2
BLUEMOUND RD, TERRACE DR & WESTMOOR DR
YEAR 2014 EXISTING TRAFFIC VOLUMES
WISCONSIN AVENUE BROOKFIELD PROPOSED
EXTENSION TO PILGRIM ROAD, ELM GROVE, WI
TES SUBMITTAL DATE: 11-04-2014

W233 N2080 Ridgeview Parkway • Waukesha, WI 53188-1020 • Tel. (262) 542-5733

December 18, 2015

Mr. David De Angelis
Village Manager
Village of Elm Grove
13600 Juneau Boulevard
Elm Grove, WI 53122

Re: Proposal for Watertown Plank Road Bridge Construction Services

Dear Mr. De Angelis:

The Village of Elm Grove will be replacing the Watertown Plank Road bridge over Underwood Creek in the coming months. The Village is planning to hire a consultant to provide contract administration and construction oversight services for the project. Ruekert & Mielke, Inc. (R/M) has experienced office and field staff that will meet the Village's needs. We have teamed up with Jewell Associates Engineers, Inc. (Jewell) for this proposal. R/M's knowledge of the Village together with Jewell's knowledge of the project puts our team in the best position to make this project successful. Below is a summary of our project team and the services they can provide.

Project Schedule

It is our understanding that the contractor will complete construction in the summer months and will only be allowed to close Watertown Plank Road for up to 8 weeks. We have assumed the contractor will be able to finish all work, complete punch list items and be ready to close the contract within a 10 week time period. This aggressive schedule will require the contractor to stay on site once they have started and push their crews to achieve interim milestones.

Project Team

The project manager we are proposing for this project will be Gerry Powell, P.E. Gerry has extensive experience with municipal projects including cast in place structures. The project manager will be the Village's contact person for all construction services provided by Ruekert & Mielke, Inc. The project manager will be responsible for conducting the preconstruction meeting, contract administration, coordination and quality control. The project manager for this project is assumed to spend approximately 12 hours on this project each week during construction. This level of service will depend upon the Village's actual needs due to site conditions and the contractor's progress. A resume for Gerry Powell, P.E. is enclosed with this proposal.

Our project manager will be assisted by Robert Hanold, E.I.T. and Greg Jewell, P.E., P.L.S. from Jewell Engineers Associates, Inc. Their knowledge of the project will be beneficial at critical times during construction. Robert and Greg will attend the preconstruction meeting, review contractor's submittals, attend on site meetings when the concrete deck is poured and assist final

~Elm Grove Village 38-10005 Watertown Plank Road Bridge Replacement > 300 - Construction Services > Proposal > De Angelis-20151218-Watertown Plank Road Bridge Construction Services Proposal.docx~

Mr. David De Angelis
Proposal for Watertown Road Bridge Construction Services
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inspections. Resumes for Greg Jewell, P.E., P.L.S. and Robert Hanold, E.I.T. are enclosed with this proposal.

Day to day tasks in the office and on site will be completed by an R/M construction review technician. The technician will report to the project manager and will interact with Village Staff, Jewell, the contractor and Village residents. The technician provided for this project will be determined before the preconstruction meeting based on our current work loading.

On-Site Construction Review

Our staff are trained to work with the Village to see that contractors follow contract requirements. Deviations from project requirements will be documented and reported to Village staff through telephone and email communications as well as face to face meetings. Our technicians will prepare concrete test cylinders, witness testing procedures performed by others, track project quantities, attend meetings as required and review the contractor's work for conformance with contract requirements. All of our staff are equipped with cell phones, computers, internet service and automatic levels to assist them in performing their day to day tasks. The Village has requested part-time on-site construction review services. This proposal assumes the construction review technician will spend an average of 4 hours per day on this project during construction. This level of service will depend upon the Village's actual needs due to site conditions and the contractor's progress. The aggressive construction schedule may require more on-site review services. We will monitor the situation and discuss any concerns we might have as soon as they are known. One possible solution might be to have Village Staff assist with the on-site review tasks to minimize any additional costs.

Daily Reporting

Our construction review technicians will use our eFields Reporting™ System. Our technicians use the system each day to prepare reports of construction activity, document progress with photographs, keep track of project quantities and prepare electronic working drawings that can be used for record drawings of underground utilities. We believe that reports generated by our technicians using this system are superior to traditional reporting methods used by other consultants. The eFields Reporting™ System provides a consistent format for construction reporting and is easy to follow. Reports will be provided to the Village on a regular basis allowing Village Staff to be up to date with construction progress.

Construction Staking

Our construction staking survey crews are typically made up of one crew chief and one survey technician. The two-person crews normally use one robotic total station unit and the survey technicians divide up the duties necessary to set stakes on the ground. Our Professional Land

Mr. David De Angelis
Proposal for Watertown Road Bridge Construction Services
December 18, 2015
Page 3

Surveyor will prepare stakeout data using the electronic design files provided by Jewell Associates Engineers, Inc.

Record Drawings

We had anticipated that record drawings would be required for the water main. However, the total bid that was received by the Village on December 17th was higher than the estimated cost. Additionally, the alternate bid for the water main was very expensive. Therefore, we have assumed the Village will not install the water main as part of the bridge construction project and record drawings are not included in this proposal.

Fee

We propose to provide construction phase services for an estimated hourly not-to-exceed fee of \$53,600. Additional services above and beyond those included in this proposal will be invoiced in addition to the estimated fee listed above.

We look forward to this opportunity to serve the Village of Elm Grove. If you have any questions, please do not hesitate to contact me at (262) 542-5733.

If you should have any questions regarding this proposal, please do not hesitate to contact our office.

Very truly yours,

RUEKERT & MIELKE, INC.



Anthony D. Petersen, P.E. (WI, IA)
Senior Project Manager
apetersen@ruekert-mielke.com

ADP:crp
Enclosures
cc: Greg Jewell, P.E., P.L.S., Jewell Associates Engineers, Inc.
File

PROFILE

As a senior project engineer and project manager, Gerry has been assigned to a variety of municipal and private projects. Gerry serves as a key client contact and community engineer for several clients. He has been the project manager for the construction of numerous reinforced concrete structures, bridge inspections and rehabilitations, water and wastewater projects, interceptor, force main and lift station projects, downtown redevelopment projects, residential developments, and municipal business/corporate center projects. Gerry has also worked on many multi-faceted projects from intermunicipal agreements and boundary agreements to building restorability evaluation. Gerry has been employed with Ruekert & Mielke, Inc. since 1978.

EDUCATION

- Bachelor of Science, Civil Engineering
- University of Wisconsin, Platteville

REGISTRATIONS & AFFILIATIONS

- Professional Engineer- WI
- Wisconsin American Council of Engineering Companies
- Wisconsin Wastewater Operators Association
- Construction Document Technologist

EXPERIENCE

Village of Dousman, WI

Main Street Bridge Replacement

Removed deck and replaced with cast-in-place deck, including guardrail treatment.

Main Street Reconstruction

Completed one mile of total reconstruction of Main Street, including preliminary planning, public informational meetings, strategy meetings with the Village, final planning, design, financing and construction, including coordination, negotiation, and construction with We Energies and Time Warner Cable to convert 2100 feet of the heart of the Village from overhead lines to underground. This project included all new sanitary sewer, storm sewer, water main, sidewalk, colored concrete terraces and signage. The overall project came in under budget.

Dousman, Hartford, Muskego Saukville, Slinger, Sullivan Wastewater Treatment Facility Upgrade

Design assistance, QA-QC and Project Manager for modification, expansion and new water and wastewater facilities. Upgrades included oxidation ditches, clarifiers, RAS Buildings, UV Disinfection Buildings, sludge storage facilities, office and control buildings, water and wastewater pumping stations, storage facilities, site utilities, roads and septic receiving stations.

City of Racine - Remote Storage Facility

Construction Project Manager for facility construction of 8.4 million gallon underground concrete wastewater storage tank.

City of Franklin, WI

5.5 Mile Sanitary Sewer Interceptor

Field project manager for 24" through 48" interceptor sewer through and under high profile City streets, under creeks and rivers, and through open undeveloped farm land. Daily activities included management and coordination with the 4 major construction contracts, and of our field survey and construction review technicians and 4 MMSD construction review technicals, all using eField reporting. There was diligence in keeping communication open with all local residents, including property owners who were adamantly opposed to the project. Many daily contacts with these residents were needed to keep the project moving in the right direction.

Municipal Town/Village Engineering

Village of Dousman, Town of Ottawa, Village of Sussex

Greg Jewell, PE, PLS Structures Leader



EDUCATION *B.S., Civil Engineering, UW-Platteville
Associate Degree Land Surveying Technology,
Madison Area Technical College*

REGISTRATIONS *Professional Engineer – WI & MN
Professional Land Surveyor – WI
Certified Bridge Inspector*

PROFESSIONAL AFFILIATIONS *ACEC, ASCE & WSLs*

EXPERIENCE *36 years*

Greg Jewell provides oversight and general supervision for all phases of operations for Jewell Associates Engineers, Inc. His experience includes project management with staff managers in each discipline, review of site plans, surveys, production drawings and fieldwork for transportation, structural and environmental engineering projects for clients in the public and private sectors. Other duties include direct daily contact with design engineers to coordinate staffing for various projects, provision of technical expertise to staff involved with structural and municipal projects, management of all company contracts, and human resources management. Mr. Jewell also has extensive experience in the design of site plans for large industrial sites, commercial developments, and educational and governmental facilities.

Various Bridge Replacement Projects. Project Manager and Design Engineer for numerous urban and rural bridge replacement projects located in all Wisconsin Department of Transportation Regions.

Various Bridge Rehabilitation Projects. Project Manager and Design Engineer for numerous bridge rehabilitation projects, including paint projects, deck overlays, re-decks, and structural repairs. Projects located in all Wisconsin Department of Transportation Regions.

NBIS Bridge Inspections – Various Counties. Performed hundreds of NBIS inspections for bridges in Trempealeau, Iowa, Green, and Crawford counties over the past decade.

Structural Investigations. Performed structural investigations and professional opinions for insurance companies on structural claims. Provided expert opinion for court cases involving structural failures.

CTH B Bridge Replacement, Crawford County, WI. The 1940s era steel single-span overhead truss bridge previously at this location was 164.3 feet long and was functionally obsolete and structurally deficient. The bridge sustained serious damage in September 2004 when struck by a backhoe. The cost of repair, the condition of the bridge, its substandard clear roadway width and a low sufficiency rating of 14.4 were determining factors in the decision to replace the bridge. Design was produced in a tight five-month timeframe due to the pressing need to get the crossing of the Kickapoo River reopened.

JEWELL
associates engineers, inc.

- Agency/Utility Coordination
- PS&E Documents
- Design Study Report (DSR)
- Preliminary & Final Structure Plans
- Environmental Report
- Aesthetic Enhancements
- Traffic Control
- Public Involvement

USH 41 Bridge & Box Culverts, Brown County, WI. The Wisconsin Department of Transportation contracted with Jewell Associates Engineers, Inc. to design the realignment of Beaver Dam Creek to accommodate the expanded USH 41/STH 29 interchange. This \$14,000,000 project included designing 10 lengthy multi-cell box culverts, one bridge and two retaining walls, detailed erosion control plans, landscaping plans, planting plans, stormwater management, cross sections, plan and profiles, and grading plans. The engineers at Jewell modeled hydraulic conditions of the creek utilizing HEC-RAS modeling software and also modeled fish passage through several culverts utilizing FishXing software. Jewell has incorporated enhanced habitat features for Northern Pike and will be improving the stream banks of Beaver Dam Creek.

This project included substantial coordination with the Wisconsin Department of Transportation, Wisconsin Department of Natural Resources, Army Corps of Engineers, and the Village of Howard. Jewell has worked extensively at the STH 29/32 interchange and is currently working on Beaver Dam Creek near the point where it enters Duck Creek near Velp Avenue.

- Agency/Utility/Railroad Coordination
- PS&E Documents
- Design Study Report (DSR)
- Preliminary & Final Plans
- Environmental Report
- Culvert Sizing & Design
- Field Survey
- Creek Realignment Design



Robert Hanold, EIT
Design Engineer



Robert Hanold is a highly capable design engineer with significant experience on a variety of transportation projects with an emphasis on highway bridges in both urban and rural settings. All bridges are designed according to the standards and process outlined in the WisDOT Facilities Development Manual, the WisDOT Bridge Manual and all applicable FHWA requirements. Robert has also shown himself to be effective in the provision of construction engineering services on WisDOT projects.

CTH E Bridge Replacement, Town of Mifflin, Iowa Co. Design engineer for the replacement of a structurally deficient bridge over a branch of the Pecatonica River. The replacement bridge is a two-span reinforced concrete flat slab structure. Responsible for structure design, approach design, erosion control, environmental documents, wetlands, traffic control, utility and agency coordination.

EDUCATION

*Bachelor of Science
Civil Engineering
Structural Emphasis
University of
Wisconsin-Platteville*

CTH C Bridge Replacement, Buffalo Co. Design engineer for the replacement of a structurally deficient bridge over a branch of the Pecatonica River. Design is in the preliminary stage with alternative structural design being developed. Responsible for structure alternatives design, approach design, environmental documents, erosion control, wetlands, traffic control, utility and agency coordination.

**REGISTRATIONS
& CERTIFICATIONS**

*EIT
PCC TEC -I
AGGsamp*

Ferndale Road Bridge Rehabilitation, Town of Willow Springs, Lafayette Co. Design engineer for this bridge rehabilitation project. Provided design for a new reinforced concrete deck for the 85-foot bridge over the Pecatonica River.

EXPERIENCE

4 years

Husker Hollow Road Bridge, Town of Webster, Vernon Co. Design engineer for the replacement of a deficient bridge over Dry Hollow Creek. The new bridge is a single-span reinforced concrete flat slab structure. Responsible for structure design, approach design, erosion control, wetlands, traffic control, utility and agency coordination.

Wilson Creek Road Bridge Replacement, Town of Spring Green, Sauk Co. Design engineer for the replacement of a structurally deficient bridge over Wilson Creek. The replacement bridge is a single-span reinforced concrete flat slab structure. Responsible for structure design, approach design, erosion control, wetlands, traffic control, utility and agency coordination.



Robert Hanold, EIT
Construction Leader/Inspector

Robert Hanold is experienced in the provision of construction engineering services on WisDOT projects. Robert has extensive construction experience with WisDOT and various highway departments throughout the state of Wisconsin. He is capable of providing construction leadership on low to medium complexity projects.

EDUCATION

*Bachelor of Science
Civil Engineering
Structural Emphasis
University of
Wisconsin-Platteville*

REGISTRATIONS & CERTIFICATIONS

*EIT
PCCTEC-I
AGGsamp*

EXPERIENCE

4 years

USH 61 Reconstruction, Grant County, WI. This project involved the reconstruction of 17.7 miles of highway between Lancaster and Dickeyville. Duties included construction layout, asphalt pavement inspection. The project involved extensive beam guard installations, culverts, traffic control and staging.

STH 20 (Seventh Street) Reconstruction, City of Racine. This was a medium complexity urban reconstruction including roundabout at Racine's City Hall. Scope included removal and replacement of pavement, base, curb & gutter, landscaping, sidewalk, geometric improvements, signal upgrades, storm sewer reconstruction, enhancements. This project was built under traffic. It included extensive utility and business owner coordination as well as coordination of construction conflicts with utilities. Robert's duties included storm sewer inspection, sign inspection, concrete inspection, landscaping inspection and construction layout for street lighting, parking meters and other features.

WisDOT Construction, SW Region. Worked with the SW region bridge department out of the La Crosse office on various summer projects while attending UW-Platteville. Duties included bridge inspection, box culvert inspection in Grant County and Richland County, underwater inspection of pier foundations and scour holes, deck inspection, and paint inspections. He also designed wingwall repairs and maintenance improvements for bridges. He also worked with the survey department providing right-of-way staking and topographic surveys.

Badgerland Drive Bridge over Beaver Dam Creek, Village of Howard, Brown County, WI. This is a 44-foot long single-span, reinforced concrete slab structure with a total width of 52' 6". The bridge has two lanes for motor vehicles, a paved bicycle lane, a raised sidewalk on the east side and a raised center median. The abutments are supported by 75' driven steel piles. Robert provided construction layout, inspection, and testing for this project. The project also required heavy coordination for utility conflicts, which Robert also assisted with.

(W11522) Coloma Weigh Facility, Coloma, WI. Project consisted of retrofitting a new weigh in motion and static scale systems. Robert provided construction layout, and concrete inspection and testing.

Jackson Street Bridge, Janesville, WI. This bridge is a 4 span reinforced flat slab structure over the Rock River in the City of Janesville. Robert provided construction layout and concrete testing.