



VILLAGE BOARD – MEETING AGENDA

**WHITEFISH BAY VILLAGE HALL
5300 N. Marlborough Dr.
Whitefish Bay, WI 53217**

Monday, February 2, 2026, 6:00 PM

As an alternative to attending in-person, the public may access this meeting of the Village Board by phone or by computer. Please note that those participating remotely will *not* have an opportunity to provide public comment. The phone number is: +1 312 626 6799. The Zoom Meeting code is: **854 6369 2688** and the Passcode is: **267748**.

<https://us06web.zoom.us/j/85463692688?pwd=d0w0WmxVZFpyWThGSXhTejdPNU8vQT09>

I Call to Order and Roll Call

II Consent Agenda – Upon request of any Trustee, any item may be removed from the Consent Agenda for separate consideration under General Business.

1. Minutes of the regular meeting held on January 5, 2026.
2. Check Register for December, 2025.
3. Investment Report for December, 2025.
4. Citizen Appointment of Dr. Angela Tonozzi to the North Shore Health Department Board of Health, replacing Dr. Christopher J Simenz following his resignation.
5. Property Tax Chargeback for 4753 N Wilshire.
6. Bench donation acceptance from Michael Corr (in memory of Ryan P Corr) for installation at Klode Park.

III Report of Village Officers

1. Village Attorney
2. Village Manager
3. Village President
4. Miscellaneous Trustee

IV Petitions and Communications – This is an opportunity for anyone to address the Village Board on any issue NOT on the current agenda. While the Board encourages input from residents of the Village, it may not discuss or act on any issue that is not

duly noticed on the agenda.

V. General Business

1. Discussion/action on engineering services (design and construction oversight) for the 2027 Watermain and Service Line Improvements Project.
2. Discussion/action on the MMSD 2026 Private Property Infiltration and Inflow (PPII) Project Funding Agreement and construction oversight award.
3. Discussion/action on the construction contract award for the 2026 PPII Project.
4. Discussion/action on Resolution No. 3194 – Preliminary Resolution Declaring Intent to Levy Special Assessments for Lead Service Line Replacements with the PPII Project.
5. Discussion/action on construction oversight for the Sendik's public improvements.
6. Discussion/action on the construction contract award for the 2026 Sanitary Sewer Lining Project.
7. Discussion/action on the annual Pavement Crack Seal Project contract award.
8. Discussion/action on design engineering services for the Hampton and Santa Monica Intersection Improvement Project.
9. Discussion/action on a refuse vehicle purchase.

VI Adjourn

Upon reasonable notice, efforts will be made to accommodate the needs of disabled individuals through appropriate aids and services. Contact Village Hall at (414) 962-6690. It is possible that members of and possibly a quorum of members of other Boards, Commissions, or Committees of the Village including in particular the Business Improvement District Board may be in attendance at the above stated meeting to gather information; no action will be taken by any other Boards, Commissions, or Committees of the Village except by the Board, Commission, or Committee noticed above. Agendas and minutes are available on the Village website (www.wfbvillage.gov).

A REGULAR VILLAGE BOARD MEETING

A regular meeting of the Board of Trustees of Whitefish Bay was held in-person January 5, 2026.

Pursuant to law, written notice of this meeting was given to the press and posted on public bulletin boards.

I. Call to Order and Roll Call

President Buckley called the meeting to order at 6:00 p.m.

Present: Trustees Dettmann, Haller, Kasper, Saunders, Serebin, Vanevenhoven and President Buckley

Also Present: Village Manager – Kelsey McElroy-Anderson
Assistant Village Manager – Anna Christopherson
Police Chief – Patrick Whitaker
Director of Public Works – Matt Collins
Deputy Clerk – Erin Granstrom
Village Attorney – Chris Jaekels, excused.

II. Consent Agenda

It was moved by Trustee Saunders, seconded by Trustee Haller, to approve the consent agenda with amendment. Motion carried 7-0.

1. Minutes of the regular meeting held on December 15, 2025.

III. Report of the Village Officers

1. Village Attorney – No Report.
2. Village Manager – Nomination paperwork is due tomorrow by 5:00 p.m. It will be determined if a primary will be required following that deadline.
3. Village President – No Report.
4. Miscellaneous Trustee – No Report.

IV. Petitions and Communications

Tim Tharp (5654 N Santa Monica Blvd) spoke on the adoption of Ordinance 1919 regarding Tourist Rooming Houses. Mr. Tharp shared his views and experiences of running a tourist rooming house in the Village located next to his primary residence. The ordinance that was recently adopted will not allow for Mr. Tharp to continue operating as he has. There was a request to review the ordinance with current tourist rooming houses operators.

Collin West (1006 E Colfax Ave.) commented on that he is working on a patent for perpetual energy and will possibly seek funding to do so.

V. General Business

1. **Discussion/action on Ordinance No. 1922 to create Section 6-1C of the Municipal Code pertaining to impounding vehicles used in the commission of reckless driving.**

Police Chief Whitaker, reviewed background on reckless driving in the Milwaukee area. Dangers of reckless driving were mentioned. The definition of public safety, public health and welfare within the ordinance was discussed. This ordinance is a tool for enforcement when encountering reckless drivers. North shore communities that have or will be adopting similar ordinances were mentioned. Number of reckless driving incidents over recent years were listed. It was discussed that the reckless act has to occur in Whitefish Bay for this to be enacted including if the event starts here our officers can enforce if a pursuit ends in another

municipality. Disposal of vehicles was further discussed.

It was moved by Trustee Serebin, seconded by Trustee Kasper to adopt Ordinance No. 1922 allowing the Police Department to impound vehicles used in the commission of reckless driving. Motion carried 7-0.

- 2. The Board may convene into Closed Session pursuant to Wisconsin State Statute 19.85 (1)(e) deliberating or negotiating the purchase of public property, investing of public funds, conducting other specified business whenever competitive and/or bargaining reasons require a closed session – specifically regarding 5111 N. Lydell Avenue, developer’s agreement with Sendik’s Food Market, and the Whitefish Bay School District’s use of park land.**

It was moved by Trustee Serebin, seconded by Trustee Vanevenhoven that the Village Board convene into Closed Session pursuant to Wisconsin State Statute 19.85 (1)(e) deliberating or negotiating the purchase of public property, investing of public funds, conducting other specified business whenever competitive and/or bargaining reasons require a closed session – specifically regarding 5111 N. Lydell Avenue, developer’s agreement with Sendik’s Food Market, and Whitefish Bay School District’s use of park land. Motion carried 7-0 at 6:21 p.m.

- 3. The Board may reconvene into open session. The Board reserves the right to take action on any topic discussed in Closed Session.**

It was moved by Trustee Serebin, seconded by Trustee Dettmann that the Board reconvene into open session. Motion carried 7-0 at 8:39 p.m.

VI. Adjourn

There being no further business, it was moved by Trustee Kasper seconded by Trustee Saunders to adjourn the meeting at 8:40 p.m. Motion carried 7-0.



Erin Granstrom, Deputy Clerk

Check Date	Bank	Check	Vendor	Vendor Name	Amount
Bank Cking ASSOCIATED					
12/05/2025	Cking	70965	101715	ACCURATE RECHARGE	955.60
12/05/2025	Cking	70966	102569	AMAZON CAPITAL SERVICES	405.54
12/05/2025	Cking	70967	102728	AT&T MOBILITY	782.44
12/05/2025	Cking	70968	102082	BADGER UNDERGROUND INC	71,095.00
12/05/2025	Cking	70969	103120	BATZNER PEST CONTROL	175.27
12/05/2025	Cking	70970	103109	BEARDSLEY CONCRETE LLC	5,342.24
12/05/2025	Cking	70971	102358	CITY WATER LLC	1,300.00
12/05/2025	Cking	70972	103193	COMMERCIAL RECREATION SPECIALISTS	8,997.50
12/05/2025	Cking	70973	102928	CULLIGAN OF WAUKESHA	89.00
12/05/2025	Cking	70974	103009	CUT N GO	6,800.00
12/05/2025	Cking	70975	102198	DELTA DENTAL OF WISCONSIN	5,165.65
12/05/2025	Cking	70976	103042	GANNETT WISCONSIN LOCALIQ	599.11
12/05/2025	Cking	70977	102419	GREATAMERICA FINANCIAL SVCS	101.00
12/05/2025	Cking	70978	103122	INGRAM LIBRARY SERVICES	5,035.40
12/05/2025	Cking	70979	102659	JACOBUS ENERGY	3,880.15
12/05/2025	Cking	70980	101820	JOHNSON'S NURSERY, INC.	717.50
12/05/2025	Cking	70981	102732	KANOPY, INC.	362.10
12/05/2025	Cking	70982	MISC01	MICHAEL KAROS	1,000.00
12/05/2025	Cking	70983	0058	MILWAUKEE COUNTY TREASURER	1,339.40
12/05/2025	Cking	70984	101918	R.A. SMITH NATIONAL	12,231.02
12/05/2025	Cking	70985	102180	RAY O'HERRON CO INC	823.58
12/05/2025	Cking	70986	103136	READY REBOUND	12,556.00
12/05/2025	Cking	70987	103156	RINGCENTRAL INC.	1,236.13
12/05/2025	Cking	70988	0096	RUEKERT & MIELKE. INC.	2,282.50
12/05/2025	Cking	70989	103056	RYNE SANCHEZ	169.99
12/05/2025	Cking	70990	101656	STATE OF WI-COURT FINES/SURCHARGESS	3,542.05
12/05/2025	Cking	70991	0103	TASC	315.84
12/05/2025	Cking	70992	102007	THE SIGMA GROUP, INC.	3,173.95
12/05/2025	Cking	70993	102924	UNITED HEALTHCARE	115,266.33
12/05/2025	Cking	70994	0075	VILLAGE ACE HARDWARE	117.52
12/05/2025	Cking	70995	0086	WEX BANK	6,062.50
12/05/2025	Cking	70996	102229	WISCONSIN DEPARTMENT OF JUSTICE	14.00
				Total For 12/05/2025:	271,934.31
12/11/2025	Cking	70997	102406	ELAN FINANCIAL SERVICES	6,650.85
				Total For 12/11/2025:	6,650.85
12/12/2025	Cking	70998	0004	ALSCO	1,532.83
12/12/2025	Cking	70999	102569	AMAZON CAPITAL SERVICES	58.48
12/12/2025	Cking	71000	102975	AMUNDSEN DAVIS, LLC.	13,627.42
12/12/2025	Cking	71001	102267	ARBOR GREEN, INC	9,500.00
12/12/2025	Cking	71002	0006	ARMSTRONG CONSULTING GROUP, INC.	628.00
12/12/2025	Cking	71003	0126	AT&T	386.62
12/12/2025	Cking	71004	102580	AXON ENTERPRISE, INC.	11,889.23
12/12/2025	Cking	71005	0016	BROOKS TRACTOR	762.29
12/12/2025	Cking	71006	102172	CLARK DIETZ, INC	645.00
12/12/2025	Cking	71007	103009	CUT N GO	50,796.00
12/12/2025	Cking	71008	0028	DIGGERS HOTLINE INC	170.00
12/12/2025	Cking	71009	0087	DILLETT MECHANICAL SERVICE	9,292.50
12/12/2025	Cking	71010	102056	ENGINEERED SECURITY SOLUTIONS	177.00
12/12/2025	Cking	71011	102292	FORWARD TS, LTD	128.50
12/12/2025	Cking	71012	0088	GARDENER IN THE CITY	1,475.60
12/12/2025	Cking	71013	103194	GENE WAGNER PLUMBING	9,185.00
12/12/2025	Cking	71014	0039	GRAEF	714.00
12/12/2025	Cking	71015	102625	HALRON LUBRICANTS INC	318.08
12/12/2025	Cking	71016	102051	HOME DEPOT CREDIT SERVICES	489.00
12/12/2025	Cking	71017	102659	JACOBUS ENERGY	997.76
12/12/2025	Cking	71018	0105	LEXISNEXIS RISK DATA MGMT INC.	200.00
12/12/2025	Cking	71019	101891	QUILL CORPORATION	58.83
12/12/2025	Cking	71020	101674	R.N.O.W., INC.	2,081.09
12/12/2025	Cking	71021	103179	REINHART BOERNER VAN DEUREN S.C.	3,512.70
12/12/2025	Cking	71022	101788	SAFETY-KLEEN SYSTEMS, INC.	359.02
12/12/2025	Cking	71023	102884	SANDE ELECTRIC LLC	1,500.00
12/12/2025	Cking	71024	100402	SNAP-ON TOOLS	1,598.13
12/12/2025	Cking	71025	0074	TAPCO	461.81
12/12/2025	Cking	71026	101634	THE OFFICE TECHNOLOGY GROUP	278.60
12/12/2025	Cking	71027	102031	WCMA	285.00
12/12/2025	Cking	71028	0086	WEX BANK	859.93
12/12/2025	Cking	71029	101651	WM RECYCLE AMERICA	5,600.20
				Total For 12/12/2025:	129,568.62
12/19/2025	Cking	71030	102535	ABT MAILCOM	4,064.72
12/19/2025	Cking	71031	102291	ADELMAN	3,075.00
12/19/2025	Cking	71032	102569	AMAZON CAPITAL SERVICES	99.99
12/19/2025	Cking	71033	102084	AMERICAN LEAK DETECTION	1,735.00
12/19/2025	Cking	71034	102580	AXON ENTERPRISE, INC.	1,899.00

Check Date	Bank	Check	Vendor	Vendor Name	Amount
12/19/2025	Cking	71035	103120	BATZNER PEST CONTROL	250.25
12/19/2025	Cking	71036	102543	BLACKSTONE PUBLISHING	74.44
12/19/2025	Cking	71037	MISC01	CHRISTOPHER & STACY SIMENZ	200.00
12/19/2025	Cking	71038	102673	CONCENTRA HEALTH SERVICES	181.00
12/19/2025	Cking	71039	103009	CUT N GO	24,439.50
12/19/2025	Cking	71040	0087	DILLETT MECHANICAL SERVICE	200.00
12/19/2025	Cking	71041	102418	HEAVY DUTY RADIATOR REPAIR, INC.	385.00
12/19/2025	Cking	71042	101806	HY-TEST SAFETY SHOE SERVICE	149.99
12/19/2025	Cking	71043	102642	INTERSTATE BILLING SERVICES	1,612.26
12/19/2025	Cking	71044	102659	JACOBUS ENERGY	2,089.66
12/19/2025	Cking	71045	102129	KWK ELECTRIC INC.	3,200.00
12/19/2025	Cking	71046	102573	MILWAUKEE COUNTY EMS	10,154.28
12/19/2025	Cking	71047	MISC01	MIRIAM GERRIETTS	90.00
12/19/2025	Cking	71048	102268	NORTH SHORE WATER COMMISSION	101,997.45
12/19/2025	Cking	71049	101601	PITNEY BOWES	1,009.75
12/19/2025	Cking	71050	102701	POM INCORPORATED	498.20
12/19/2025	Cking	71051	102180	RAY O'HERRON CO INC	2,136.40
12/19/2025	Cking	71052	0061	SECURIAN FINANCIAL GROUP, INC.	1,328.60
12/19/2025	Cking	71053	101938	SIRCHIE ACQUISITION COMPANY	71.00
12/19/2025	Cking	71054	103076	SMIOTA INC.	1,632.00
12/19/2025	Cking	71055	101931	STAPLES ADVANTAGE	36.98
12/19/2025	Cking	71056	101634	THE OFFICE TECHNOLOGY GROUP	76.14
12/19/2025	Cking	71057	102007	THE SIGMA GROUP, INC.	8,329.50
12/19/2025	Cking	71058	102012	ULINE	1,277.36
12/19/2025	Cking	71059	0075	VILLAGE ACE HARDWARE	286.13
12/19/2025	Cking	71060	0070	VILLAGE OF SHOREWOOD	26,331.14
12/19/2025	Cking	71061	102047	Waukesha County Sheriff's Dept	310.00
Total For 12/19/2025:					199,220.74
12/23/2025	Cking	71062	101715	ACCURATE RECHARGE	159.75
12/23/2025	Cking	71063	102975	AMUNDSEN DAVIS, LLC.	20,486.20
12/23/2025	Cking	71064	103031	ARCH SOLAR C&I	9,471.50
12/23/2025	Cking	71065	0078	CARQUEST AUTO PARTS	665.10
12/23/2025	Cking	71066	102172	CLARK DIETZ, INC	7,195.00
12/23/2025	Cking	71067	102085	HOH WATER TECHNOLOGY	845.84
12/23/2025	Cking	71068	102659	JACOBUS ENERGY	1,821.41
12/23/2025	Cking	71069	102000	MICHAEL BEST & FRIEDRICH LLP	464.00
12/23/2025	Cking	71070	103195	MULCAHY SHAW WATER, INC	19,670.00
12/23/2025	Cking	71071	101867	OTIS ELEVATOR COMPANY	367.32
12/23/2025	Cking	71072	101674	R.N.O.W., INC.	194,858.00
12/23/2025	Cking	71073	102678	ROBB GREGG	375.00
12/23/2025	Cking	71074	0022	US CELLULAR	510.19
12/23/2025	Cking	71075	0123	WE ENERGIES	13,209.16
Total For 12/23/2025:					270,098.47

CKING TOTALS:

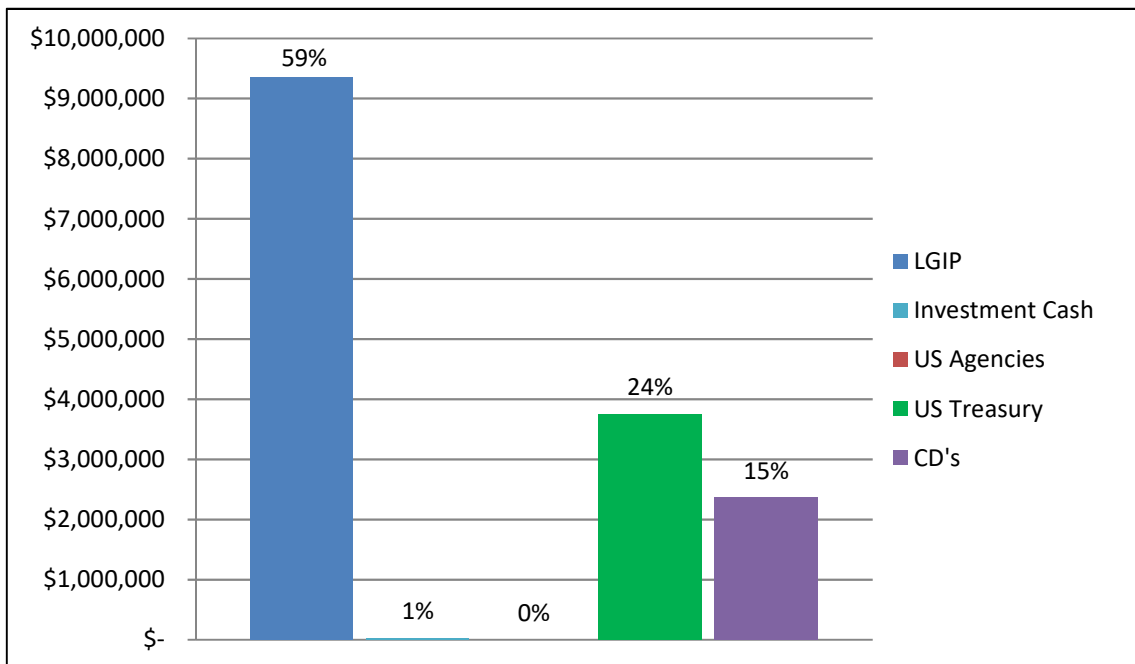
Total of 111 Disbursements: 877,472.99

Monthly Investment Summary

December 2025

	General Investments	Post Retirement Investments	Total
LGIP	\$ 9,360,211	\$ -	\$ 9,360,211
Investment Cash	9,919	16,398	26,317
US Agencies	-	-	-
Less than 1 Year	-	-	-
1 to 3 Years	-	-	-
3 to 5 Years	-	-	-
Total US Agencies	-	-	-
US Treasury			
Less than 1 Year	1,735,973	194,612	1,930,585
1 to 3 Years	304,430	700,025	1,004,455
3 to 5 Years	811,873	-	811,873
Total US Treasury	2,852,276	894,637	3,746,913
CD's			
Less than 1 Year	240,800	52,020	292,820
1 to 3 Years	1,593,691	241,424	1,835,115
3 to 5 Years	232,237	-	232,237
Total CD's	2,066,728	293,444	2,360,172
Total Investments	<u>\$ 14,289,134</u>	<u>\$ 1,204,479</u>	<u>\$ 15,493,613</u>

Accrued Interest	<u>\$ 163,034</u>	<u>\$ 60,933</u>	<u>\$ 223,967</u>
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From: noreply@civicplus.com
To: annac@wfbvillage.gov
Subject: Online Form Submittal: Application
Date: Monday, January 12, 2026 12:40:57 PM

Application

Board or Commission Applying For	North Shore Health Department Board of Health
Name	Angela Tonozzi
Email Address	atonozzi@gmail.com
Address	5867 N Shore Drive
City	Whitefish Bay
State	WI
Zip Code	53217-4633
Phone Number	4146399391
Fax Number	na
Are you a registered voter of Whitefish Bay?	Yes
How long?	13 years
Have you attended a meeting of this Board/Commission?	No
Present Employer	Self
Job Title	Physician-Preventive Medicine and Public Health
Previous Governmental Bodies/Elective Offices Applicant Has Served	NA
Position/Office Held	NA
Dates	NA
Civic or Charitable Organizations to Which Applicant Has Belonged	Whitefish Bay Public Library Foundation Board, Vice President League of Women Votes, Member

Position Held	Vice President
Dates	August 2025-present
Special Interests/Hobbies/Talents	Birding, Hiking, Cooking
College, Professional, Vocational Schools Attended	Emory University
Major Subject	Medical Residency
Dates	8/1/2010 - 7/1/2011
Degree/Date	Preventive Medicine and Public Health Resident
College, Professional, Vocational Schools Attended	University of Tennessee Health Science Center
Major Subject	Medical Residency
Dates	6/1/2004 - 6/1/2009
Degree/Date	Med/Peds residency and MS Epidemiology
College, Professional, Vocational Schools Attended	University of Notre Dame
Major Subject	History/Pre-professional
Dates	8/1/1996 - 6/1/2000
Degree/Date	BA

Please state reasons why you want to become a member of this Board or Commission, including what specific objectives you would be working toward as a member of this advisory board: (Attach second page if necessary)

Practicing within the field of public health has a unique position within medicine. It is not one patient encounter at a time but a global approach to the health of all individuals within the field of expertise. With that training and outlook, I hope to be an active Board member that can enhance the work that the Health Department is currently doing and advance initiatives to reach a healthier, resilient and prepared community within the North Shore. My career focus is on prevention, particularly on communicable disease prevention. Fortunately, the approach to work in public health would follow the same actions as we do within the healthcare setting. Through the gathering and analyzing of data from a community assessment and disease surveillance, key objectives for action will be identified. Then those initiatives

will be cross analyzed with operational elements: what is the budget and return on investment, what statutes or ordinances triage these initiatives, what type of person power is needed, what local/state/national guidelines exist to help implement, how will the initiatives be communicated to the public and what is the timeline for action. After implementation, the next step would be an analysis of the program: did it meet the goals that it was supposed to? Is this work sustainable? What further actions are needed? The goal is to run these steps for any public health initiative and I hope to be an active member of the Board as the community needs are established and applied within the North Shore.

Any other information which you feel would be useful to the Board of Trustees in reviewing your application: (Attach 2nd page if necessary)

Public health is a dynamic and necessary field and my focus has been on Healthcare Epidemiology and the prevention of healthcare associated infections. I want to bring the experiences I have had within the public and private sectors to the local public health department in a community that has provided so well for me and my family. I have practiced within the state level as a team member of the Emergency Preparedness branch of the state health department of Georgia. I worked with local governing boards to help extend the Good Samaritan Law in the State of Georgia in the event that a state of emergency was declared. I have worked with the Centers for Disease Control and Prevention in the FoodNet team to track and analyze food-borne illnesses. During my time at Aurora Health Care, I was the System Director of Infection Prevention, helping to prevent, track, investigate and report on healthcare associated infections and outbreaks. Most recently, I am a consultant working with the prevention of healthcare associated infections related to the built environment.

Are you or a member of your family associated with any Organization/Employment that might be deemed a conflict of interest in performing your duties if appointed to this position?

No

If yes, please state name of Organization/Employment

WI

Do you have any relatives working or serving for the Village of Whitefish Bay?

No

If yes, please indicate the name and relationship of the person *Field not completed.*

Would you be willing to abstain from voting on matters where a potential conflict of interest exists? Yes

Have you been convicted of a felony or misdemeanor? No

If yes, explain convictions *Field not completed.*

How did you hear about the opening on this Commission? I spoke with the former member of the Board, Dr. Chris Simenz, who left due to a move out of area.

Signature of Applicant Angela Tonozzi, MD, MS, CIC

Date 1/12/2026

Email not displaying correctly? [View it in your browser.](#)

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Village of Whitefish Bay
 5300 N. Marlborough Drive
 Whitefish Bay, Wisconsin 53217

Phone: 414-962-6690

Fax: 414-962-5651

Memorandum

To: Village President Buckley and Members of the Village Board
 From: Jaimie Krueger, Finance Director/Clerk
 Date: January 12, 2026
 Re: 4753 N Wilshire – Property Tax Chargeback

After the tax roll was delivered to the treasurer, an error was identified on parcel #237-1157-000, or 4753 N Wilshire Road. This error resulted in an incorrect value calculated on the property’s real estate taxes. Improvements were included in the 2025 assessed value as of 1/1/25, but the home was torn down on 12/30/2024.

We reached out to Accurate to inquire why the improvements were not removed. Per Accurate: Looking into the property at 4753 N Wilshire we do have a permit that came in on December 30th of 2024. When visiting this parcel in the field on 6/9/25 our fieldwork staff was able to verify the house was razed and is no longer on the parcel. However, due to the timing of the permit they estimated that the house wasn’t removed until after 1/1/25. They flagged it to remove the house value for the 2026 assessment cycle.

The amount of tax subject to rescission and repayment is \$8,447.84. Rescinded taxes are eligible for chargeback to the other taxing jurisdictions, thus providing revenue to offset approximately 73% of this amount. The Department of Revenue does not approve chargebacks until late 2026, so the Village will need to pay \$8,447.84 to this parcel in the meantime.

		2025 original tax bill	2025 corrected tax bill	
Assessed value		880,900	308,700	
Land		308,700	308,700	
Real Estate		572,200	-	
Milwaukee County	4.52	3,984.03	1,396.15	
WFB	4.05	3,564.57	1,249.16	
WFBSD	6.54	5,763.36	2,018.90	
School tax credit	(1.23)	(1,082.29)	(379.28)	
MMSD	1.32	1,162.31	407.32	
Sales tax credit	(1.16)	(1,022.04)	(358.16)	
MATC	0.82	719.00	251.96	
Gross Taxes		13,088.94	4,586.05	8,502.89
First Dollar		(55.05)	-	<i>first dollar credit for at least one improvement over \$3,900</i>
Lottery Credit		(165.14)	(165.14)	
Net Taxes		12,868.75	4,420.91	
Delinq. Utility		449.39	449.39	
Total due		13,318.14	4,870.30	

8,447.84 payable toward parcel for 2025

Recommendation

Approve the section 70.43 error by assessor and direct staff to pay \$8,447.84 toward the parcel for 2025 and execute the chargeback process in fall 2026.

2026

(Year)

CORRECTIONS OF ERRORS BY ASSESSORS (SEC. 70.43, WIS. STATS.)

Note: Assessor should complete columns (a) through (e) and forward to the clerk as part of the assessment roll. Send to clerk electronically as well, if possible. The clerk will complete columns (f), (g), and totals.

	(a) Parcel / Account Number Property Location & School Code Owner's Name, Street Address, City, State, Zip (1)	(b) Previous Year's Assessed Value	(c) Corrected Value	(d) Real Property Amount of Adjustment (c-b)	(e) Personal Property Amount of Adjustment (c-b)	(f) Previous Year's Net Mill Rate (2)	(g) T – Tax net school credit L – Lottery credit F – First Dollar credit N – Net Tax (3)
1	237-1157-000 4753 WILSHIRE RD N STEVEN KLEIST 4753 WILSHIRE RD N WHITEFISH BAY WI 53211	880,900	308,700	-572,200		0.014860000	T – -8,502.89 L – F – -55.05 N – -8,447.84
2							T – 0.00 L – F – N – 0.00
3							T – 0.00 L – F – N – 0.00
4							T – 0.00 L – F – N – 0.00
5							T – 0.00 L – F – N – 0.00
6							T – 0.00 L – F – N – 0.00



VILLAGE BOARD MEETING STAFF REPORT

REPORT TO: President Kevin Buckley & Village Board of Trustees

REPORT FROM: Anna Christopherson, Assistant Village Manager

DATE: February 2, 2026

AGENDA ITEM: Discussion/action on acceptance of a bench donation from Michael Corr (in memory of Ryan P Corr) for installation at Klode Park.

ACTION REQUESTED: ___ Ordinance ___ Resolution ______ Motion (Consent)

BACKGROUND:

In January, Michael Corr contacted Village Staff regarding a potential bench donation for placement at Klode Park. Village Staff discussed with Michael to confirm the location of the bench within the park. The approximate location is included in Attachment 1. Pending approval by the Village Board, Village Staff will invoice Michael for the cost of bench, concrete pad, and installation (approximately \$800). Michael will purchase and coordinate engraving of the plaque, which Village staff will install.

RECOMMENDED ACTION BY VILLAGE BOARD:

Staff recommends the acceptance of a bench donation from Michael Corr (in memory of Ryan P Corr) for installation at Klode Park.

ATTACHMENTS

1. Bench Location

C: Department Heads
Attorney Jaekels

Attachment 1:





MEMORIAL BENCH DONATION APPLICATION

Submit Application to: Village of Whitefish Bay, 5300 N. Marlborough Dr., Whitefish Bay, WI 53217

Or email to the Assistant Village Manager at assistantmanager@wfbvillage.gov

DONOR INFORMATION

Donor Name: Michael CORR Donor Organization (if applicable): NA
Applicant Address: 108 EDWARDS AVE
City: SAUSALITO State: CA Zip: 94965
Phone: 206-300-9133 Email: corrmi13@gmail.com

BENCH INFORMATION

The bench will cost \$800. Donors are required to purchase their own plaque, and the Village will install it. The plaque must measure 3 inches by 10 inches at maximum, and it needs to have 2 placement screws. The Village will accept check, cash, or credit card as payment for the bench.

Dedication Information: (Please check one) In Honor Of In Memory Of Donation

Person or Event: RYAN P CORR

Requested Bench Location: PREFERRED: BEACHSIDE@Klode / Secondary: CLIFFSIDE@Klode

Please contact the Assistant Village Manager (assistantmanager@wfbvillage.gov or (414) 755-6539) for an updated list of available locations

BENCH DONATION POLICY

Memorial gifts to the Village of Whitefish Bay are considered outright and unrestricted donations. The Village of Whitefish Bay does not guarantee the permanency of the accepted donation. If a donated bench is vandalized or damaged by an act of God, the Village of Whitefish Bay will make every effort to repair the bench within the limits of its available funding. If the bench cannot be repaired or replaced, and if it is a hazard or is unsightly, the Department of Public Works may remove the bench. The Village holds ultimate ownership over all donated benches and it is prohibited for applicants to decorate, personalize, or add adornment to any bench.

By signing below, I acknowledge that I have read and understand the Bench Donation Policy



Signature of Applicant

1/8/2026

Date

FOR OFFICE USE ONLY

Date Received: 1/8/26

Donor Proof Approval: _____

Village Board Approval: _____

Date Ordered: _____



February 2, 2026

Memo to: President Kevin Buckley and the Village Board of Trustees

From: Matthew Collins, Director of Public Works

Re: Engineering Services (Design & Construction Oversight) for the 2027 Watermain & Service Line Improvement Project

The Village is responsible for the management of 47 miles of water main with 86% of all water mains that are 80 years or older. The life cycle of a water main is 80 - 100 years. There is a need to increase the replacement rate of water mains with the goal to replace the ageing mains within the next 40 years. As part of this goal, the Village will undergo a minimum of 1-mile of water main replacement annually which will also replace public and private lead service lines (LSL) within the project area. The watermain and lead service line replacement will allow the Village to comply with EPA's Lead and Copper Rule Improvements (LCRI). Within the LCRI, the Village will be required to follow EPA and DNR regulations to identify water service line materials and replace all known lead service lines. The Village has 4,798 service lines with 2,494 confirmed public lead service lines and 1,537 suspected public lead service lines (84% known and suspected lead service lines) as of the 2025 inventory.

The Village Board adopted the [2026 – 2031 Capital Improvement Plan](#) on September 15, 2025. Public presentations including an open house, public works committee meetings, and village board meetings where discussions and recommendations helped guide village staff to develop a watermain/LSL replacement strategy. Based on the CIP, village staff presented the strategic plan to implement an annual watermain and service line replacement to the Public Works Committee on 1/12/26. This initiative will start with design in 2026 with planned construction in 2027.

The Department of Public Works staff thoroughly analyzed each road segment in the community to determine the locations most eligible for watermain replacement, water service line replacements, and the corresponding road resurfacing. The DPW team reviewed maps and historical Village data. The team also considered several factors such as the age and material of each watermain, the number of confirmed public and private lead water service laterals connected to each main, the average daily traffic, material, and condition of each corresponding street, frequency and date of nearby watermain breaks, and constructability of each project location. These data points were the basis to create a weighted scale to prioritize locations for watermain/LSL replacements as shown below.

- Road Ratings – 85%
 - Road Age
 - WISLR (Conducted in 2025)
 - Average Daily Traffic
- Water – 15%
 - Private Lead Service Lines
 - Water Main Breaks
 - Water Main Age
 - Material Size

The average useful life of a street resurfacing is 20 years. Village staff collected data on existing street conditions as well as future resurfacing needs to ensure that the mill/overlay program is complimentary to the annual watermain replacement program. Utilizing available data, Village staff determined what streets should be recommended to be either part of a mill/overlay program or included with the watermain replacement program based on the conditions and inventory of the utilities. This helps to ensure that newly paved streets are not prematurely impacted by planned utility work.

In addition to the proposed watermain/LSL design/construction activities, storm sewer and sanitary sewer inspections will be completed by village staff and engineers during design to determine if additional repairs and/or improvements should be incorporated within the project scope. This will also assist with managing these project areas holistically to be proactive with necessary utility maintenance.

After examining these factors, DPW is recommending the 2026-2026 watermain & LSL project areas on N Hollywood Avenue, from E Henry Clay Street to E Hampton Road, and N Shoreland Avenue, from 6135 N Shoreland Ave to E Lakeview Avenue as shown on the attached map.

Village staff has developed a Request for Proposals (RFP) to solicit project management, design/engineering, bid services, and construction management services for this project. RFP proposals were due on January 16th with seven firms submitting proposals to the Village. Village staff evaluated the firms based on qualifications, personnel, understanding of the project, and fees. Based on these evaluation metrics, Village staff determined that Clark Dietz was the top ranked firm. Project management, engineering design, and construction documents/bid processes total \$105,675. Construction management services is estimated at \$179,100. The total professional services contract amounts to \$284,775 (6.2% of total project costs).




The total 2026-2027 watermain/LSL project budget is \$4,610,000 with \$1,200,000 allocated to private lead service line replacements that will have a special assessment to property owners.

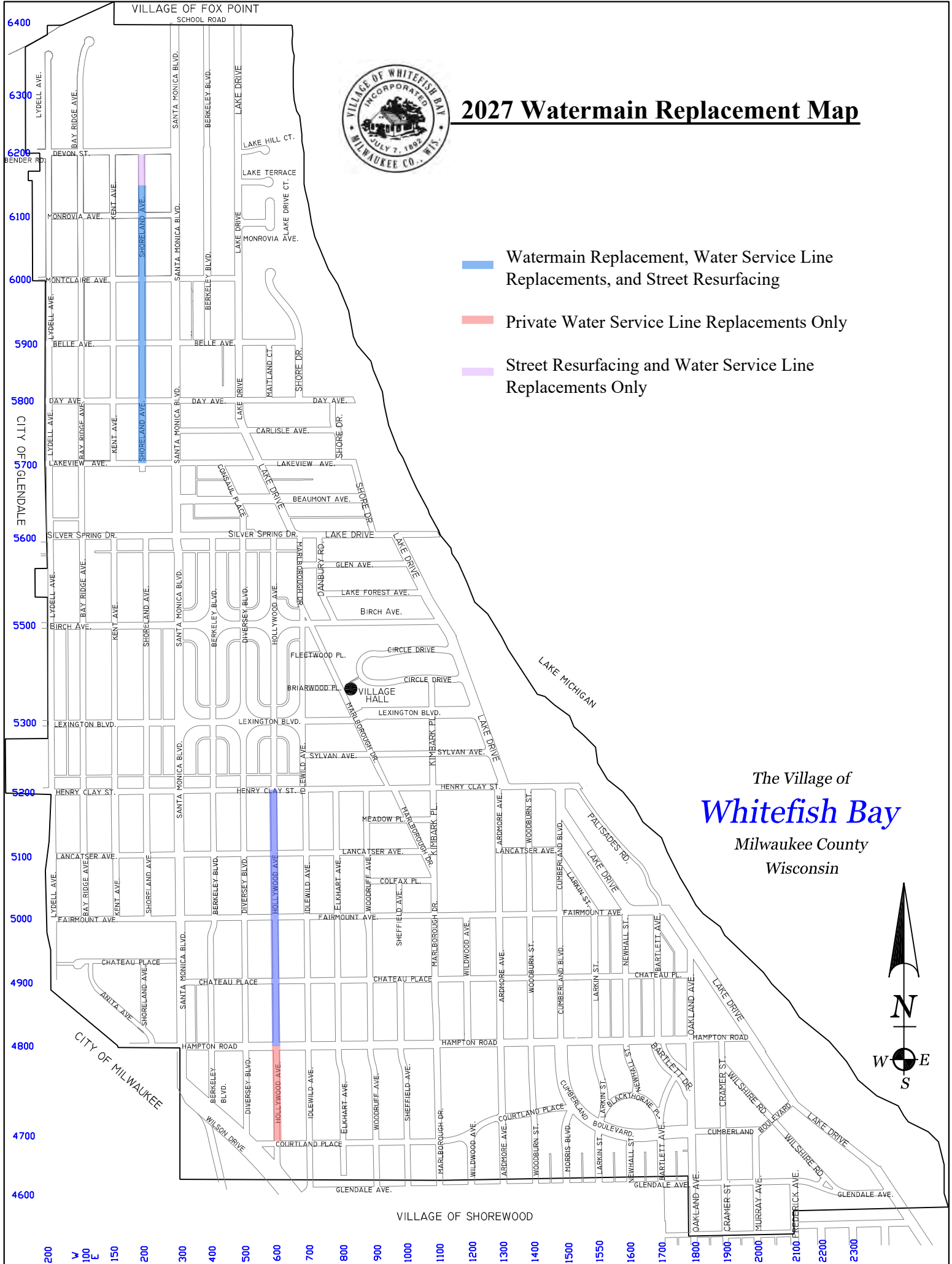
Village Staff Recommends to the Village Board:

To approve the attached Clark Dietz professional service agreement in the amount of \$284,775 for design and construction management services for the 2027 watermain and lead service line replacement program as shown on the attached proposal and professional service agreement, pending final contract review by the Village Attorney.



2027 Watermain Replacement Map

-  Watermain Replacement, Water Service Line Replacements, and Street Resurfacing
-  Private Water Service Line Replacements Only
-  Street Resurfacing and Water Service Line Replacements Only



The Village of
Whitefish Bay
Milwaukee County
Wisconsin

PROFESSIONAL SERVICES AGREEMENT

2026-2027 Watermain & Service Line Improvements (“Project”)

This Agreement is by and between

Village of Whitefish Bay (“Client”)

*5300 N. Marlborough Dr.
Whitefish Bay, WI 53217*

and

Clark Dietz, Inc. (“Clark Dietz”)

*759 N. Milwaukee St., Suite 624
Milwaukee, WI 53202*

Who agree as follows:

Client hereby engages Clark Dietz to perform the services set forth in PART I – SERVICES BY CLARK DIETZ and Clark Dietz agrees to perform the Services for the compensation set forth in PART III - COMPENSATION. Clark Dietz shall be authorized to commence the Services upon execution of this Agreement and written or verbal authorization to proceed from Client. Client and Clark Dietz agree that this signature page, together with Parts I - IV and attachments referred to therein, constitute the entire Agreement between them relating to the Project.

Agreed to by Client

Agreed to by Clark Dietz

By: _____

By: *Emil K. Basalla*

Title: _____

Title: Senior Vice President

Date: _____

Date: January 29, 2026

PART I
SERVICES BY CLARK DIETZ

A. Project Description

Watermain and service line improvements project including watermain design of over a mile of water main design, lead service line replacements, road resurfacing, public engagement and construction observation.

B. Scope

Scope will be as detailed in the attached proposal dated January 16, 2026. Geotechnical investigation will be included as part of this contract and the additional fee is reflected in this agreement.

C. Schedule

The schedule will be as mutually agreed upon with the Client and in accordance with the timeline outlined in the attached proposal. It is understood that design will take place in 2026 with construction scheduled for 2027 as described.

D. Assumptions/Conditions

This agreement is subject to the following assumptions/conditions:

1. This Agreement and any legal actions concerning its validity, interpretation and performance shall be governed by the laws of the location of the project.
2. Local permits for this project (street cuts, utility relocations, etc.) will be obtained by the Client with information provided by Clark Dietz. All permit fees will be paid by the Client.
3. State permits for this project will be obtained by the Client with information provided by Clark Dietz. All permit fees will be paid by the Client.

The tasks below can be performed for an additional fee:

1. Preparation of right-of-way or temporary construction easement drawings, descriptions or negotiation/acquisition services;
2. Preparation of assessment roles or schedules;
3. Processing of Federal permits
4. Contaminated site Phase I or Phase II environmental assessment investigations or remediation activities;
5. Cultural, historic, archaeological, or wetland assessment investigations or remediation activities;
6. Retrieval and procurement of records required pursuant to a Freedom of Information Act request.

The list above is not all-inclusive.

PART II
CLIENT'S RESPONSIBILITIES

Client shall, at its expense, do the following in a timely manner so as not to delay the Services:

A. Information/Reports

Provide Clark Dietz with reports, studies, site characterizations, regulatory decisions and similar information relating to the Services that Clark Dietz may rely upon without independent verification unless specifically identified as requiring such verification.

B. Representative

Designate a representative for the project who shall have the authority to transmit instructions, receive information, interpret and define Client's requirements and make decisions with respect to the Services. **The Client representative for this Agreement will be Matthew Collins, Director of Public Works.**

C. Decisions

Provide all criteria and full information as to Client's requirements for the Services and make timely decisions on matters relating to the Services.

**PART III
COMPENSATION**

A. Compensation

1. Compensation to Clark Dietz for services rendered by employees working on the Project in accordance with PART I - SERVICES BY CLARK DIETZ of this Agreement will be at the hourly billing rates shown in the attachment, "Schedule of General Billing Rates". The total compensation authorized by this Agreement will not exceed **\$284,775**, and shall include the following:
 - a. Payment for outside consulting and/or professional services performed by a subconsultant will be at actual invoice cost to Clark Dietz plus ten percent for administrative costs. Clark Dietz will obtain written Client approval before authorizing these services.
 - b. Payment for expenses incurred directly on behalf of the Project at actual cost to Clark Dietz plus ten percent for administrative costs. Direct project expenses will be as defined in the attachment, "Schedule of Project Related Expenses".

B. Billing and Payment

2. Timing/Format
 - a. Invoices shall be submitted monthly for Services completed at the time of billing. Invoices shall be considered past due if not paid within 45 calendar days of the date of the invoice. Such invoices shall be prepared in a form supported by documentation required by the Client.
 - b. If payment in full is not received by Clark Dietz within 45 calendar days of the date of invoice, invoices shall bear interest at one-and-one-half (1.5) percent of the past due amount per month, which shall be calculated from the date of the invoice.
 - c. If the Client fails to make payments within 45 calendar days of the date of invoice or otherwise is in breach of this Agreement, Clark Dietz may suspend performance of services upon seven (7) calendar days' notice to the Client. Clark Dietz shall have no liability to the Client for any costs or damages as a result of suspension caused by any breach of this Agreement by the Client. Upon payment in full by the Client, Clark Dietz shall resume services under this Agreement, and the time schedule and compensation shall be equitably adjusted to compensate for the period of suspension plus any other reasonable time and expense necessary for Clark Dietz to resume performance.
 - d. Client shall make payments to Clark Dietz using one of the following methods:
 - 1) CLARK DIETZ LOCKBOX:
Clark Dietz, Inc.
125 West Church Street
Champaign, IL 61820
 - 2) ELECTRONIC FUNDS/ACH PAYMENT:
Account Name : Clark Dietz, Inc
Bank Name: Hickory Point Bank and Trust
Address: 225 N. Water St.
City/State/Zip: Decatur, Il 62523
Account Number: 3911880
ABA Routing Number: 071124805
 - 3) WIRE TRANSFER (*Wire fees are the responsibility of the sending party)
Bank Name: Hickory Point Bank and Trust
Address: 225 N. Water St.
City/State/Zip: Decatur, Il 62523

ABA/Routing Number: 071124805
Account Title: Clark Dietz, Inc.
Account Address: 125 W. Church St.
City/State/Zip: Champaign, IL 61820-3510
Account Number: 3911880

3. Billing Records

Clark Dietz shall maintain accounting records of its costs in accordance with generally accepted accounting practices. Access to such records will be provided during normal business hours with reasonable notice during the term of this Agreement and for 3 years after completion.

**PART IV
STANDARD TERMS AND CONDITIONS**

1. **STANDARD OF CARE.** Services shall be performed in accordance with the standard of professional practice ordinarily exercised by the applicable profession at the time and within the locality where the services are performed. No warranty or guarantee, express or implied is provided, including warranties or guarantees contained in any uniform commercial code.
2. **CHANGE OF SCOPE.** The Scope of Services set forth in this Agreement is based on facts known at the time of execution of this Agreement, including, if applicable, information supplied by Clark Dietz and Client. Clark Dietz will promptly notify Client of any perceived changes of scope in writing and the parties shall negotiate modifications to this Agreement.
3. **DELAYS.** If events beyond the control of Clark Dietz, including, but not limited to, fire, flood, explosion, riot, strike, war, process shutdown, act of God or the public enemy, and act or regulation of any government agency, result in delay to any schedule established in this Agreement, such schedule shall be extended for a period equal to the delay. In the event such delay increases the cost or time required for Clark Dietz to perform its services, Clark Dietz shall be entitled to an equitable adjustment in compensation and extension of time.
4. **TERMINATION/SUSPENSION.** Either party may terminate this Agreement upon 30 days written notice to the other party in the event of substantial failure by the other party to perform in accordance with its obligations under this Agreement through no fault of the terminating party. Client shall pay Clark Dietz for all Services, including expenses and profit relating thereto, rendered prior to termination, plus any expenses of termination.
5. **REUSE OF INSTRUMENTS OF SERVICE.** All reports, drawings, specifications, computer data, field data notes and other documents prepared by Clark Dietz as instruments of service shall remain the property of Clark Dietz. Clark Dietz shall retain all common law, statutory and other reserved rights, including the copyright thereto. Reuse of any instruments of service including electronic media, for any purpose other than that for which such documents or deliverables were originally prepared, or alteration of such documents or deliverables without written authorization or adaptation by Clark Dietz for the specific purpose intended, shall be at Client's sole risk.
6. **ELECTRONIC MEDIA.** In accepting and utilizing any drawings, reports and data on any form of electronic media generated and furnished by Clark Dietz, the Client agrees that all such electronic files are instruments of service of Clark Dietz, who shall be deemed the author, and shall retain all common law, statutory law and other rights, without limitation, including copyrights.

The Client agrees not to reuse these electronic files, in whole or in part, for any purpose other than for the Project. The Client agrees not to transfer these electronic files to others without the prior written consent of Clark Dietz. The Client further agrees that Clark Dietz shall have no responsibility or liability to Client or others for any changes made by anyone other than Clark Dietz or for any reuse of the electronic files without the prior written consent of Clark Dietz.

Any changes to the electronic specifications by either the Client or Clark Dietz are subject to review and acceptance by the other party. If Clark Dietz is required to expend additional effort to incorporate changes to the electronic file specifications made by the Client, these efforts shall be compensated for as Additional Services.

In addition, the Client agrees, to the fullest extent permitted by law, to indemnify and hold harmless Clark Dietz, its officers, directors, employees and subconsultants (collectively, Clark Dietz) against all damages, liabilities or costs, including reasonable attorneys' fees and defense costs, arising from any changes made by anyone other than Clark Dietz or from any use or reuse of the electronic files without the prior written consent of Clark Dietz.

The Client is aware that differences may exist between the electronic files delivered and the printed hard-copy construction documents. In the event of a conflict between the signed construction documents prepared by Clark Dietz and electronic files, the signed or sealed hard-copy construction documents shall govern.

7. **OPINIONS OF CONSTRUCTION COST.** In providing estimates of probable construction cost, the Client understands that Clark Dietz has no control over the cost or availability of labor, equipment or materials, or over market conditions or the Contractor's method of pricing, and that Clark Dietz's estimates of probable construction costs are made on the basis of Clark Dietz's professional judgment and experience. Clark Dietz makes no warranty, express or implied, that the bids or the negotiated cost of the Work will not vary from the estimate of probable construction cost.
8. **SAFETY.** Clark Dietz specifically disclaims any authority or responsibility for general job site safety and safety of persons other than Clark Dietz employees.
9. **CONSTRUCTION OBSERVATION AND RELATIONSHIP WITH CONTRACTORS.** Clark Dietz shall serve as Client's professional representative for the services and may make recommendations to Client concerning actions relating to Client's contractors. Clark Dietz will visit the site at intervals appropriate to the stage of construction, or as otherwise agreed to in writing by the Client and Clark Dietz, in order to observe the progress and quality of the Work completed by the Contractor. Such visits and observation are not intended to be an exhaustive check or an inspection of the Contractor's work but rather are to allow Clark Dietz to determine, in general, if the Work is proceeding in accordance with the Contract Documents. Based on this general observation, Clark Dietz will keep the Client informed about the progress of the Work and shall advise the Client about observed deficiencies in the Work.

Clark Dietz will not supervise, direct or have control over the Contractor's work nor have any responsibility for the construction means, methods, techniques, sequences or procedures selected by the Contractor nor for the Contractor's safety precautions or programs in connection with the Work. These rights and responsibilities are solely those of the Contractor in accordance with the Contract Documents.

Clark Dietz will not be responsible for any acts or omissions of the Contractor, any subcontractor, any entity performing any portions of the Work or any agents or employees of any of them. Clark Dietz does not guarantee the performance of the Contractor and shall not be responsible for the Contractor's failure to perform its Work in accordance with the Contract Documents or any applicable laws, codes, rules or regulations.

10. **THIRD PARTY CLAIMS.** Nothing contained in this Agreement shall create a contractual relationship with or a cause of action in favor of a third party against either the Client or Clark Dietz. Clark Dietz's services under this Agreement are being performed solely for the Client's benefit, and no other party or entity shall have any claim against Clark Dietz because of this Agreement or the performance or nonperformance of services hereunder. The Client and Clark Dietz agree to require a similar provision in all contracts with contractors, subcontractors, subconsultants, vendors and other entities involved in this Project to carry out the intent of this provision.

11. **MODIFICATION.** This Agreement, upon execution by both parties hereto, can be modified only by a written instrument signed by both parties.

12. **PROPRIETARY INFORMATION.** Information relating to the Project, unless in the public domain, shall be kept confidential by Clark Dietz and shall not be made available to third parties without written consent of Client, unless so required by court order.

13. **INSURANCE.** Clark Dietz will maintain insurance coverage for Professional, Comprehensive General, Automobile, Worker's Compensation and Employer's Liability in amounts in accordance with legal, and Clark Dietz business requirements. Certificates evidencing such coverage will be provided to Client upon request. For projects involving construction, Client agrees to require its construction contractor, if any, to include Clark Dietz as an additional insured on its commercial general liability policy relating to the Project, and such coverages shall be primary.

14. **INDEMNITIES.** Clark Dietz agrees, to the fullest extent permitted by law, to indemnify and hold harmless the Client, its officers, directors and employees against all damages, liabilities or costs, to the extent caused by Clark Dietz' negligent performance of professional services under this Agreement and that of its subconsultants or anyone for whom Clark Dietz is legally liable.

The Client agrees, to the fullest extent permitted by law, to indemnify and hold harmless Clark Dietz, its officers, directors, employees and subconsultants against all damages, liabilities or costs, to the extent caused by the Client's negligent acts in connection with the Project and that of its contractors, subcontractors or consultants or anyone for whom the Client is legally liable.

Neither the Client nor Clark Dietz shall be obligated to indemnify the other party in any manner whatsoever for the other party's own negligence.

15. **LIMITATIONS OF LIABILITY.** In recognition of the relative risks and benefits of the Project to both the Client and Clark Dietz, the risks have been allocated such that the Client agrees, to the fullest extent permitted by law, to limit the liability of Clark Dietz and their officers, directors, partners, employees, shareholders, owners and subconsultants for any and all claims, losses, costs, damages of any nature whatsoever or claims expenses from any cause or causes, including attorneys' fees and costs and expert-witness fees and costs, so that the total aggregate liability of Clark Dietz and their officers, directors, partners, employees, shareholders, owners and subconsultants shall not exceed Clark Dietz's total fee for services rendered on this Project, or \$ (250,000) , whichever is greater. It is intended that this limitation apply to any and all liability or cause of action however alleged or arising, unless otherwise prohibited by law.

16. **CONSEQUENTIAL DAMAGES.** Notwithstanding any other provision of this agreement, and to the fullest extent permitted by law, neither the Client nor Clark Dietz, their respective officers, directors, partners, employees, contractors or subconsultants shall be liable to the other or shall make any claim for any incidental, indirect or consequential damages arising out of or connected in any way to the Project or to this Agreement. This mutual waiver of consequential damages shall include, but is not limited to, loss of use, loss of profit, loss of business, loss of income, loss of reputation and any other consequential damages that either party may have incurred from any cause of action including negligence, strict liability, breach of contract and breach of strict or implied warranty. Both the Client and Clark Dietz shall require similar waivers of consequential damages protecting all the entities or persons named herein in all contracts and subcontracts with others involved in this project.

17. **ACCESS.** Client shall provide Clark Dietz safe access to the project site necessary for the performance of the services.

18. **ASSIGNMENT.** The rights and obligations of this Agreement cannot be assigned by either party without written permission of the other party. This Agreement shall be binding upon and insure to the benefit of any permitted assigns.

19. **HAZARDOUS MATERIALS.** Clark Dietz and Clark Dietz' consultants shall have no responsibility for discovery, presence, handling, removal or disposal of or exposure of persons to hazardous materials in any form at the project site, including but not limited to asbestos, asbestos products, polychlorinated biphenyl (PCB) or other toxic substances. If required by law, the client shall accomplish all necessary inspections and testing to determine the type and extent, if any, of hazardous materials at the project site. Prior to the start of services, or at the earliest time such information is learned, it shall be the duty of the Client to advise Clark Dietz (in writing) of any known or suspected hazardous materials. Removal and proper disposal of all hazardous materials shall be the responsibility of the Client.

Both parties acknowledge that Clark Dietz's scope of services does not include services related to the presence, identification, abatement or removal of any Hazardous Materials. In the event Clark Dietz or any other person or entity involved in the Project encounters any Hazardous Materials, or should it become known to Clark Dietz that any Hazardous Material may be present on or about the jobsite, Clark Dietz may, at its sole option and without liability for consequential or other damages, suspend performance of its services until the Client identifies, abates and removes the Hazardous Materials and indicates the jobsite is in full compliance with applicable laws and regulations.

The Client agrees to the fullest extent permitted by law, to indemnify and hold harmless Clark Dietz, its officers, directors, employees, agents and subconsultants from and against any claims, suits, demands, liabilities, losses, damages or costs arising out of or in connection with the detection, presence, handling, removal, abatement, or disposal of any Hazardous Materials, except for the sole negligence or willful misconduct of Clark Dietz.

20. **REMODELING AND RENOVATION.** For Clark Dietz' services provided to assist the Client in making changes to an existing facility, the Client shall furnish documentation and information upon which Clark Dietz may rely for its accuracy and completeness. Unless specifically authorized or confirmed in writing by the Client, Clark Dietz shall not be required to perform or have others perform destructive testing or to investigate concealed or unknown conditions. The Client shall indemnify and hold harmless Clark Dietz, Clark Dietz' consultants, and their employees from and against claims, damages, losses and expenses which arise as a result of documentation and information furnished by the Client.

21. **CLIENT'S CONSULTANTS.** Contracts between the Client and other consultants retained by Client for the Project shall require the consultants to coordinate their drawings and other instruments of service with those of Clark Dietz and to advise Clark Dietz of any potential conflict. Clark Dietz shall have no responsibility for the components of the project designed by the Client's consultants.

22. **NO WAIVER.** No waiver by either party of any default by the other party in the performance of any particular section of this Agreement shall invalidate another section of this Agreement or operate as a waiver of any future default, whether like or different in character.

23. **SEVERABILITY.** The various terms, provisions and covenants herein contained shall be deemed to be separate and severable, and the invalidity or unenforceability of any of them shall not affect or impair the validity or enforceability of the remainder.

24. **STATUTE OF LIMITATION.** To the fullest extent permitted by law, parties agree that, except for claims for indemnification, the time period for bringing claims under this Agreement shall expire one year after Project Completion.

25. **DISPUTE RESOLUTION.** In the event of a dispute arising out of or relating to this Agreement or the services to be rendered hereunder, Clark Dietz and the Client agree to attempt to resolve such disputes in the following manner: First, the parties agree to attempt to resolve such disputes through direct negotiations between the appropriate representatives of each party. Second, if such negotiations are not fully successful, the parties agree to attempt to resolve any remaining dispute by formal nonbinding mediation conducted in accordance with rules and procedures to be agreed upon by the parties.

SCHEDULE OF GENERAL BILLING RATES

CLARK DIETZ, INC.

January 1, 2026

<u>TITLE</u>	<u>HOURLY RATE</u>
Engineer 9	\$300.00
Engineer 8	270.00
Engineer 7	255.00
Engineer 6	240.00
Engineer 5	225.00
Engineer 4	200.00
Engineer 3	180.00
Engineer 2	160.00
Engineer 1	150.00
Technician 6	205.00
Technician 5	190.00
Technician 4	180.00
Technician 3	160.00
Technician 2	140.00
Technician 1	125.00
Intern	105.00
Administrative 1	95.00
Administrative 2	105.00
Administrative 3	125.00
Administrative 4	150.00

SCHEDULE OF PROJECT RELATED EXPENSES

CLARK DIETZ INC.

January 1, 2026

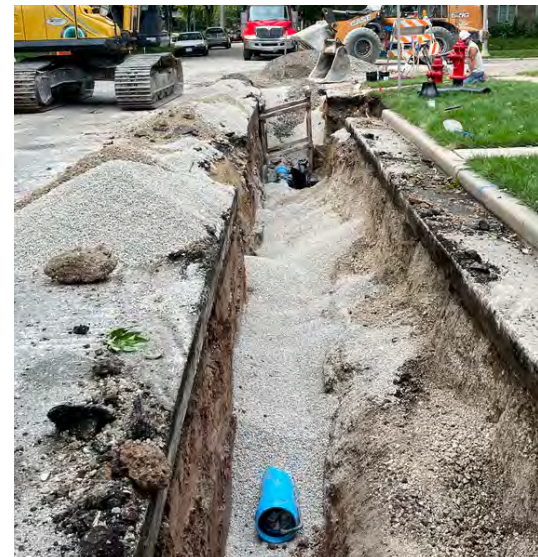
Vehicles		
Autos		\$90.00/day or \$0.725/mile (per agreement)
Field Vehicles		\$90.00/day or \$0.725/mile (per agreement)
Survey Van		\$80.00/day or \$0.75/mile (per agreement)
Robotic Survey Equipment		\$20.00/hour
GPS Survey Equipment		\$30.00/hour
Pavement Coring		\$300/Each
Nuclear Density Guage		\$230/Day
Miovision Traffic Camera		\$105/Each Install
Diamond Traffic Counter		\$25/Each Install
Regular Format Copies* (8.5"x11" or 11"x17")		\$0.10/copy
Color Copies* (8.5"x11")		\$0.50/copy
Color Copies* (11"x17")		\$1.50/copy
Large Format Plotting and/or Copying*		
(12"x18")		\$0.50/sheet
(22"x34" or 24"x36")		\$1.75/sheet
(30"x42")		\$2.50/sheet
(36"x48")		\$3.00/sheet
Large Format Scanning*		
(12"x18")		\$.30/sheet
(22"x34" or 24"x36")		\$1.00/sheet
(30"x42")		\$1.50/sheet
(36"x48")		\$2.00/sheet
Hotels & Motels	}	At Cost
Meals		
Federal Express & UPS		
Public Transportation		
Film and Development		
Supplies		

Notes:

The rates in this schedule are subject to review and will be adjusted as necessary, but not sooner than six months after the date listed above. Certain rates listed with * are for in-house production. Larger quantities will be sent to an outside vendor. All project related expenses and subconsultants will be billed at 110% of actual costs to cover handling and administrative expenses.

STATEMENT OF QUALIFICATIONS

Watermain & Service Line Improvements - Engineering Design Services



Village of Whitefish Bay, WI

January 16, 2026

ClarkDietz

Engineering Quality of Life®

January 16, 2026

Matthew Collins
Director of Public Works
Village of Whitefish Bay, WI
5300 N. Marlborough Drive
Whitefish Bay, WI 53217

RE: Watermain & Service Line Improvements - Engineering Design Services - RFP

Dear Mr. Collins:

Our Whitefish Bay Services Team has been rooted in this vibrant community for decades, assisting the Village with water projects, storm sewer improvements, sanitary repairs, and roadway upgrades. Recently, our team has served as an extension of the Village during its leadership transition by guiding staff through emergency storm sewer repairs, supporting essential TID enhancements, engaging residents in private sanitary lateral and water service upgrades, and facilitating strategic capital improvement planning for both the short and long term. All the while, our work with the Village will always value the collaborative working relationship we have and will continue to establish with Village staff.

This first annual watermain program represents a critical investment in the Village's infrastructure and supports its continued commitment to public health, regulatory readiness, and long-term system reliability. Watermain replacement and lead service line coordination are fundamental aspects of our municipal engineering practice. Our team understands the complexities associated with aging water systems, resident coordination, pavement restoration, and multi-year capital planning, and we emphasize practical, constructible designs that balance technical requirements with budgetary and schedule constraints.

Our local engineering services team will continue to be led by the key players you already know. It goes without saying that our team has a deep bench, including team members who have experience working for roadway contractors and municipal water utilities, engineers who design miles of watermain and numerous lead service lines annually, and public agents who strive to meet resident expectations.

Our services team is committed to empowering the Village with the following promises:

- **Partnership:** We approach projects as an extension of Village staff and are committed to the success of everyone through every phase of design and construction.
- **Thoughtful Engineering:** This is not just engineering; we are disrupting people's homes and their safe spaces. We understand the sensitivity regarding lead service line replacements, coordination with residents, and the importance of cost tracking for special assessments.
- **Intentional Approach:** Our team will leave the gray area out. We will focus on intentional coordination, early identification of potential challenges, and consistent communication with Village staff.
- **Strategic Planning:** We will always keep the big picture in mind. This is not just an annual watermain program; this is a 40-year improvement plan that directly impacts the Village's ability to maintain its expected level of service.

Enclosed you will find our full understanding of the project as well as the team, equipment, and facilities necessary as defined in the proposal to deliver a successful project to the Village of Whitefish Bay. Everyone from Clark Dietz appreciates the opportunity to be considered for this project.

Sincerely,
Clark Dietz, Inc.



CJ Beyer, PE
Team Leader/Project Manager



CONTENTS

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Section 1

Firm Qualifications & Project Understanding

LSL EXPERIENCE SUMMARY

LEAD SERVICE LINE REPLACEMENT EXPERIENCE

Clark Dietz is an industry leader in achieving Lead Service Line (LSL) compliance, helping communities throughout the Midwest find efficient and affordable ways to replace their lead service lines.

We understand where the Lead and Copper Rule (LCR) is headed and how evolving regulatory requirements may drive the need to accelerate your program. The LCR is the federal regulation that governs how drinking water systems monitor, control, and replace lead and copper infrastructure.

Lead Service Lines are water service pipes made of lead that connect homes and buildings to the public water main and are a primary source of lead exposure in drinking water. Clark Dietz has replaced Lead Service Lines in the communities where we live and work for decades.

Our recent experience includes projects for Wausau, Glendale, Whitefish Bay, and Milwaukee, Wisconsin, as well as Elmhurst, Illinois. We replace hundreds of service laterals annually.

Project Highlights

LSLR Strategy Planning and Budgeting

- Review/updates of ordinances, applying for funding, researching and listing lead service line locations, public outreach, preparing bidding documents, and on-site inspection. Development of annual programs planning for yearly replacement targets.
- Funding assistance including DNR Lead Service Line Replacement Program, Federal American Restoration Plan funding, State revolving Funds, and additional grant opportunities.
- Water quality investigations and sampling including lead concentrations and recommended remedial actions.

LSLR Engineering Design

- Engineering Design, permitting, resident communications, consent forms management, public bidding of LSL replacement projects. These include design and coordination of private side service line replacements.

LSLR Program Management and Construction Oversight

- Contract administration assistance as directed by Village staff, resident and contractor field coordination, and construction inspection of the work. Coordination of work for individual homes including scoping the connection points, directional drilling versus open cut installation, and final connections inside each home.

RECENT LSL REPLACEMENT PROGRAM CLIENTS

LSLR Program Construction Inspection Services, Milwaukee, WI

LSLR Plan and Inventory, Wausau, WI
LSLR Program, Wausau, WI

LSLR Program, Whitefish Bay, WI

LSLR Program Management, Glendale, WI

Citywide Long-Term LSLR Planning, Elmhurst, IL



ANNUAL WATERMAIN REPLACEMENT SUMMARY

2018 - PRESENT: GLENDALE, WI

2019 - PRESENT: ELMHURST, IL

2023 - PRESENT: GURNEE, IL

CURRENT MUNICIPAL WATER BUDGETS

Range from 1,000,000 - \$5,000,000

ANNUAL WATERMAIN TEAM

CJ Beyer, PE

Mustafa Emir, PhD, PE

Emily Basalla, PE, CFM

Andrew (Andy) Ashley, PE

Derek Tanner, PE

Andy Torola

Adam Latusek

Aaron Poster

Luke Haase

Samuel (Sam) Yarnot

Joseph (Joey) Kallal, EI

Devin Carlson, GISP

Grace Newcomb, EIT

Tania Tkachuk, EIT

REFERENCES

Charlie Imig

City of Glendale

5909 N. Milwaukee River Parkway

Glendale, WI 53209

414.228.1746

c.imig@glendalewi.gov

Theodore (Ted) Sianis, PE

City of Elmhurst

209 N. York St.,

Elmhurst, IL 60126-2755

630.530.3769

ted.sianis@elmhurst.org

Nicholas (Nick) Leach, PE, CFM

Village of Gurnee, WI

325 N. O'Plaine Road

Gurnee, IL 60031-2636

847.599.7586

Clark Dietz successfully provides design and construction inspection services for annual watermain replacement for several communities. Each program ranges between 1-2 miles of watermain replacement each year with the last few years exceeding 2 miles for a few communities.

Each year, these project require our design team to survey existing features, design proposed watermain, obtain applicable watermain permits, design LSL replacements, road patching, and ADA improvements.

Each year includes specific challenges that our design team always overcomes. One project may be downtown with business, another may be along a DOT highway, or may be in a residential neighborhood. The team always tailors the approach needed to successful complete each annual program.

As always, the budget plays a large role in these annual programs. Our team can manage last minute changes, specific bid packages with alternates, or specific contract language to allow for smart, economical decisions.

The construction team works alongside the design team, so there is no learning curve needed. After design is complete and a contractor is awarded the work, our construction team is ready to take action. From pre-construction activities to final closeout, the team is fully capable. Our services have included a wide variety of daily inspection tasks, resident coordination, specific construction requirements imposed by other local agencies, and a general extension of municipal staff.

From design to construction, our team acts as one with the municipality and is fully equipped to run annual watermain programs.



EXPERIENCE SUMMARY AND REFERENCES

WATER SERVICES CLIENTS

- Arcola, IL
- Bloomington, IL
- Bartlett, IL
- Barrington, IL
- Champaign, IL
- Crystal Lake, IL
- Danville, IL
- Sanitary District of Decatur, IL
- Elmhurst, IL
- Fox Lake, IL
- Franklin Park, IL
- Findlay, IL
- Grant Park, IL
- Green Oaks, IL
- Joliet, IL
- Boonville, IN
- Carmel, IN
- Clarksville, IN
- Dubois County, IN
- Decatur, IN
- Evansville, IN
- Fishers, IN
- Fort Harrison Reuse Authority, IN
- Henderson Water Utility
- Indianapolis, IN
- Jeffersonville, IN
- Kokomo, IN
- Lawrence, IN
- Noblesville, IN
- New Albany, IN
- Richmond, IN
- Seymour, IN
- Vincennes, IN
- Pleasant Prairie, WI
- Racine, WI
- Racine Water and Wastewater Utilities
- River Hills, WI
- Random Lake, WI
- Shorewood, WI
- Whitefish Bay, WI
- Wausau, WI
- Weston, WI
- Walworth County Metro Sewerage District
- Waukesha, WI

REFERENCES:

Charlie Imig
City of Glendale
5909 N. Milwaukee River Parkway
Glendale, WI 53209
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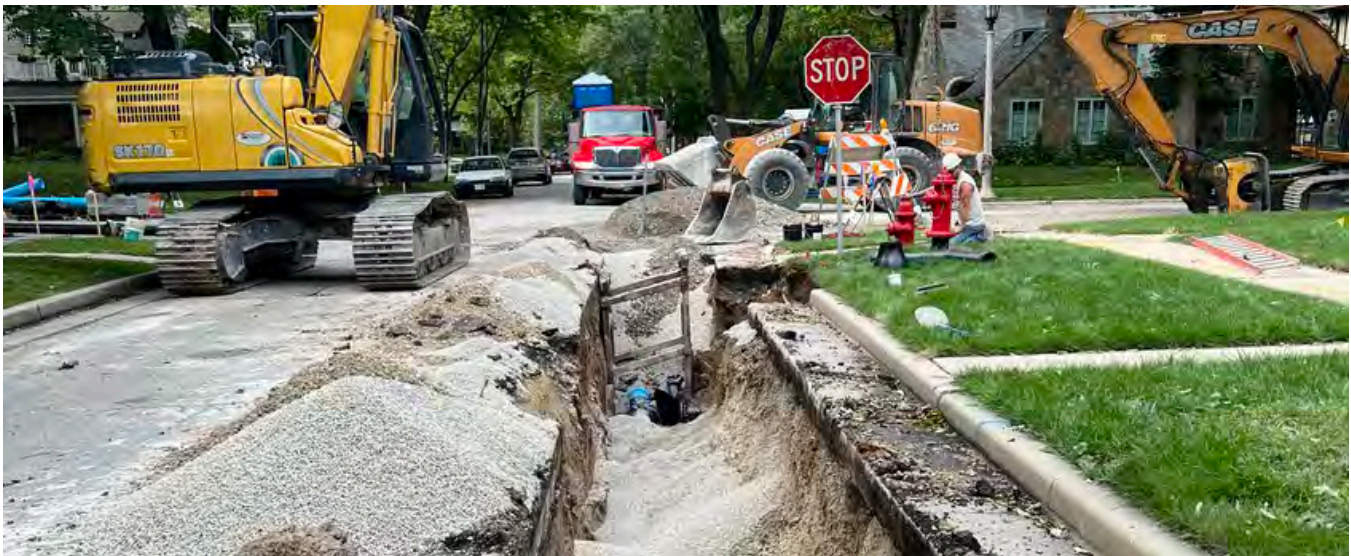
Theodore (Ted) Sianis, PE
City of Elmhurst
209 N. York St.,
Elmhurst, IL 60126-2755
630.530.3769
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Leeann Butschlick
Village of Shorewood, WI
3801 N. Morris Blvd.
Shorewood, WI 53211
414.847.2653
lbutschlick@shorewoodwi.gov



2022 Whitefish Bay Watermain Design & Construction

Whitefish Bay, WI



COST
\$1,686,210

AREA
2,850 LF Water Main,
3,000 LF Storm Sewer

COMPLETION
Apr 29, 2022

DESIGN TEAM
CJ Beyer, PE
Mustafa Emir, PhD, PE
Emily Basalla, PE, CFM
Andrew (Andy) Ashley, PE
Derek Tanner, PE
Andrew Torola
Adam Latusek
Devin Carlson, GISP
Grace Newcomb, EIT
Tania Tkachuk, EIT
Kevin Risch, PE
Tom Foley, PE

CONSTRUCTION INSPECTION TEAM
CJ Beyer, PE
Mustafa Emir, PhD, PE
Emily Basalla, PE, CFM
Aaron Poster
Luke Haase
Adam Latusek
Andrew (Andy) Ashley, PE
Devin Carlson, GISP
Tania Tkachuk, EIT

The project included the design, public bidding, and construction inspection of 2,850 LF of watermain replacement located on Glendale Avenue, Cumberland Boulevard, Murray Avenue, and Frederick Avenue. The work encompassed multiple components of underground utility and roadway improvements within the project area.

Watermain Design

Our watermain replacement services included:

- Performed field survey and field investigations for the preparation of plans and specifications.
- Prepared drawings and maps, specifications, bidding documents, and an opinion of construction cost for the work.
- Provided updates to the Public Works Department for design status and design review and concurrence.
- Completed permit applications to obtain permits for the WDNR Water Main Extension permit.
- Published bid documents, advertisement notification, analyzed bids, and provided a recommendation for the award of the construction contract.
- Attended pre-construction meeting and performed construction staking, inspection, and contract administration tasks until completion.

Lead Service Line Replacement

In addition to water main design, our lead service line replacement services included design and coordination of the private side lead service line (LSL) replacements (40 lateral replacements, 29 of which are lead lateral replacements), and the coordination with DNR on private side LSL funding.

Sump Pump Discharge Collection System

Our Sump Pump Discharge Collection System services included design for back of curb sump discharge collection system and incidental modification to existing stormwater systems, totaling 3,000 LF of storm sewer.

Pavement Replacement

The pavement replacement work included the replacement of pavement impacted by underground utility construction and the restoration of multiple different types of roadway surfaces and within the southeast corner of the Village.

This project demonstrates how our local Whitefish Bay design and inspection service teams have delivered past watermain improvements, LSL coordination, roadway enhancements, and storm sewer upgrades for the Village.

2021 Whitefish Bay Watermain Design & Construction

Whitefish Bay, WI



COST

\$451,470.54

AREA

1,100 LF Water Main,
358 LF Storm Sewer

COMPLETION

Jan 28, 2022

DESIGN TEAM

CJ Beyer, PE

Mustafa Emir, PhD, PE

Emily Basalla, PE, CFM

Andrew (Andy) Ashley, PE

Derek Tanner, PE

Andrew Torola

Adam Latusek

Devin Carlson, GISP

Grace Newcomb, EIT

Tania Tkachuk, EIT

Owen Sharp

Tom Foley, PE

Scott Drabicki, PE

CONSTRUCTION

INSPECTION TEAM

CJ Beyer, PE

Mustafa Emir, PhD, PE

Emily Basalla, PE, CFM

Andrew (Andy) Ashley, PE

Andrew Torola

Adam Latusek

Devin Carlson, GISP

Tania Tkachuk, EIT

This project included the design, public bidding, and construction inspection of the water main replacement project on E. Blackthorne Place from N. Larkin Street to N. Bartlett Avenue.

Water Main Design

Our water main replacement services included:

- Performed field survey and field investigations for the preparation of plans and specifications.
- Prepared drawings and maps, specifications, bidding documents, and an opinion of construction cost for the work.
- Provided updates to the Public Works Department for design status and design review and concurrence.
- Completed permit applications to obtain permits for the WDNR Water Main Extension permit.
- Published bid documents, advertisement notification, analyzed bids, and provided a recommendation for the award of the construction contract.
- Attended pre-construction meeting.
- Performed construction staking, inspection, and contract administration tasks until completion.

Lead Service Line Replacement

In addition to water main design, our lead service line replacement services included design and coordination of the private side lead service line (LSL) replacements (20 lateral replacements, 18 of which were lead lateral replacements), and the coordination with DNR on private side LSL funding.

Sump Pump Discharge Collection System

Our Sump Pump Discharge Collection System services included back of curb sump discharge collection system; incidental modification to existing stormwater systems to accommodate the sump drain lines - 358 LF of storm sewer piping.

This project involved watermain replacement, LSL coordination, and pavement restoration in a residential neighborhood, the similar scope of work described in the Village of Whitefish Bay RFP.

2024 Glendale Watermain Design & Construction

Glendale, WI



COST
\$1,444,900

AREA
4,000 LF

COMPLETION
Jul 26, 2024

DESIGN TEAM
CJ Beyer, PE

Mustafa Emir, PhD, PE
Emily Basalla, PE, CFM
Andrew (Andy) Ashley, PE
Derek Tanner, PE
Joseph (Joey) Kallal, EI

Tom Foley, PE
Matthew Engfer
Benjamin Metzler, PE
Lauren Frei, PE
Chris Gutkowski, PE, CFM
Heath Titzer, PE, LS

CONSTRUCTION
INSPECTION TEAM

Aaron Poster
Luke Haase
Adam Latusek
Andrew Torola
Tania Tkachuk, EIT
Steven Wlahovich
Samuel (Sam) Yarnot
Devin Carlson, GISP
Grace Newcomb, EIT
Matthew Engfer

CLIENT CONTACT
Charlie Imig
City of Glendale
414.228.1746
c.imig@glendalewi.gov

The project included design and construction services for the Annual Watermain Project in Glendale. The 2024 project consisted of watermain replacement along with improvements to alleys, sidewalks, multi-use trails, and street milling and overlay for multiple streets throughout the city.

Engineering Design & Public Bidding

Our engineering design and public bidding services included:

- Development of horizontal alignment for alleys, sidewalks, multi-use trails, 12 streets, and water main.
- Development of traffic control and staging plans.
- Development of a project schedule for each phase of rehabilitation.
- Obtaining permits and performing required agency coordination.
- Preparation of construction documents and public bidding documents for the various project segments.
- Supporting the bid process, including preparation of bid tabulations and a letter of recommendation for award.

Construction Phase Services

Following award of the construction contract, Clark Dietz provided construction inspection services, including project oversight and review of operations and proposed schedules, review and approval of pay applications, and completion of closeout documentation.

This experience shows Clark Dietz's ability to manage complex infrastructure projects while minimizing impacts to residents and maintaining project schedules and budgets.

2023 Glendale I-43 Watermain Design & Construction

Glendale, WI



AREA

8,120 LF of Watermain
640 LF of Sanitary Sewer

COMPLETION

Jun 24, 2022

DESIGN TEAM

CJ Beyer, PE

Mustafa Emir, PhD, PE

Emily Basalla, PE, CFM

Andrew (Andy) Ashley, PE

Derek Tanner, PE

Andrew Torola

Adam Latusek

Grace Newcomb, EIT

Tania Tkachuk, EIT

Owen Sharp

Tom Foley, PE

Heath Titzer, PE, LS

Alius Lapinskas, PE

Kevin Risch, PE

CONSTRUCTION

INSPECTION TEAM

CJ Beyer, PE

Mustafa Emir, PhD, PE

Emily Basalla, PE, CFM

Aaron Poster

Luke Haase

Derek Tanner, PE

Andrew (Andy) Ashley, PE

Andrew Torola

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CLIENT CONTACT

Charlie Imig

City of Glendale

414.228.1746

c.imig@glendalewi.gov

In advance of the Wisconsin Department of Transportation's I-43 expansion project, Clark Dietz recommended replacement of an aging watermain within the project limits to avoid future breaks beneath newly constructed pavement.

Watermain Replacement

Our water main design services included:

- Design of a new water main along Port Washington Road and Jean Nicolet Road.
- Design of three water main crossings of I-43.
- Design of a partial water main crossing of a railroad right-of-way.
- Coordination of water main improvements within the limits of the WisDOT I-43 expansion project.

Sanitary Sewer Replacement

In addition to the water main design, Clark Dietz designed new sanitary sewer to avoid conflicts created by the WisDOT roadway improvements.

Agency Coordination & Funding

The project included state funding. Clark Dietz managed all required submittals and coordinated with WisDOT and other agencies on behalf of the City of Glendale.

Construction Services

Following award of the construction contract, Clark Dietz provided construction inspection services, including project oversight and review of operations and proposed schedules, review and approval of pay applications, and completion of closeout documentation.

Clark Dietz also coordinated with WisDOT inspection team and had a successful working relationship.

This demonstrates Clark Dietz's ability to proactively coordinate water main improvements with other projects to protect new infrastructure and reduce long-term maintenance risks. The work required complex utility design within WisDOT right-of-way, coordination with state and railroad agencies, and management of utility conflicts with existing sanitary sewer systems.

2026 N. Oakland Avenue Improvements

Shorewood, WI



COST

\$5,045,000

DESIGN TEAM

CJ Beyer, PE

Mustafa Emir, PhD, PE

Emily Basalla, PE, CFM

Andrew (Andy) Ashley, PE

Derek Tanner, PE

Andrew Torola

Adam Latusek

Tania Tkachuk, EIT

Grace Newcomb, EIT

Owen Sharp

Tom Foley, PE

Heath Titzer, PE, LS

Kevin Risch, PE

Lauren Frei, PE

Antonio Acevedo, PE

CLIENT CONTACT

Leeann Butschlick

Village of Shorewood, WI

414.847.2653

lbutschlick@shorewoodwi.

gov

This project includes roadway improvements along N. Oakland Avenue, from E. Capitol Drive to the north Village limits. Originally reconstructed in 1996, the pavement has experienced significant joint failures, requiring concrete pavement replacement and spot curb repairs. The project design also included water main and pedestrian improvements. Construction is beginning on this project.

Roadway Improvements

The roadway improvement design included:

- Concrete pavement replacement to address joint failures.
- Spot curb repairs along the project corridor.

Watermain & Water Service Improvements

The utility improvements included the installation of approximately 4,000 feet of new 12-inch water main and the replacement of water service connections, including private lead water services.

Pedestrian Improvements

The pedestrian enhancement design included the installation of new ADA-compliant ramps and the construction of curb bump outs throughout the project limits.

This project is significant because it demonstrates experience delivering water main and LSL replacements as part of a larger roadway reconstruction project. The work required coordinating underground utility improvements with concrete pavement replacement, curb repairs, and ADA-compliant pedestrian enhancements along a heavily traveled corridor.

PROJECT UNDERSTANDING AND APPROACH

The first year of an annual program is undeniably critical. It goes beyond merely drawing lines on paper or having a contractor dig utility trenches; it marks the beginning of the next 40 years of utility improvements. We will continue the partnership approach that our team established when Village staff sought our insights, while creating their comprehensive roadmap for the future.

Our team understands the commitments Village staff made to elected officials and residents, and we will treat those promises as our own. We recognize the challenges ahead, including the need to replace one mile of water main and over 150 lead service lines each year. Drawing on our experience as an extension of Village staff over the past few decades, we will leverage the knowledge gained from managing other annual water main programs.



Buntrock Ave. Water Main Extension & Service Loop Design (Thiensville, WI)

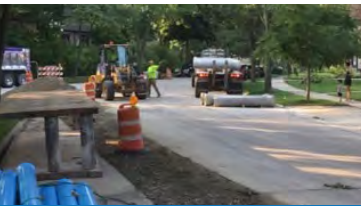
Ultimately, while our engineering and construction inspection expertise are essential and capable of meeting Whitefish Bay's expectations, our primary focus will be on the long-term success of this program and the satisfaction of all stakeholders.

OUR PHILOSOPHY

Clark Dietz works with dozens of municipalities and utility agencies, designing new and replacement water distribution systems and roadways throughout the Midwest. We pride ourselves on our professionalism, expertise, efficiency, and flexibility related to meeting the goals and timelines of each municipality individually. As a result, we manage the annual water main replacement programs in more than half a dozen communities throughout three of our states. Additionally, we are responsible for the rehabilitation of miles of roadway annually, both in conjunction with utility replacement projects and as independent local road reconstructions. These principles are always at the forefront of our approach when delivering a successful project and are the pillars we will use for the Village of Whitefish Bay's requested tasks and responsibilities.



2021 Watermain Construction (Glendale, WI)



2021 Whitefish Bay Watermain Design & Construction (Whitefish Bay, WI)



We approach every project as a *partnership*. We have a tailored approach that we believe meets the needs and desires of the Village as well as the residents. Designing miles of water main and corresponding roadway annually, we understand the individuality of not only each project, but also each community's expectations when it comes to design, bidding, and construction. *There is no one-size-fits-all approach, and it will be done "Whitefish Bay's Way".*



Thoughtful engineering is imperative for any project, especially one that impacts so many of the Village's residents. Our caring approach for residents and easily digestible fee structure will be replicated for years to come. *In the most basic sense, this is someone's home and livelihood.*



Our team is committed to making every meeting, public outreach letter, project milestone, design selection, construction inspection decision, and seemingly every step in the process *intentional*. We prioritize the overlap between our design and construction service teams to foster continuity and build trust. Additionally, our resident tracking and communication system is deliberately designed to facilitate timely public outreach, minimizing uncertainties and addressing residents' concerns effectively. *The communication will be consistent and transparent for all stakeholders*



Although this project is engineering design and inspection, we believe that *strategic planning* and foresight are critical to making any infrastructure project a success. We will consider how this first year connects to the last year of this program. *We will keep the big picture in mind day in and day out, so the Village can be successful year after year.*

PROJECT UNDERSTANDING AND APPROACH

OUR WATERMAIN APPROACH

Clark Dietz designs approximately nearly 10 miles of watermain annually and has completed more than 160 watermain projects for dozens of municipalities across the Midwest. Supporting multiple municipal annual watermain programs, our Water Resources work represents more than \$800 million in construction value over the past decade, demonstrating the technical expertise needed to deliver watermain design of any scale.

In addition to the watermain design itself, keys to a successful project include:

- Managing resident and stakeholder expectations;
- Assisting the special assessments process improvements;
- DNR funding and permit advisors;
- And most importantly, being Village advocates.



50,000 Feet of Water Main Designed Annually

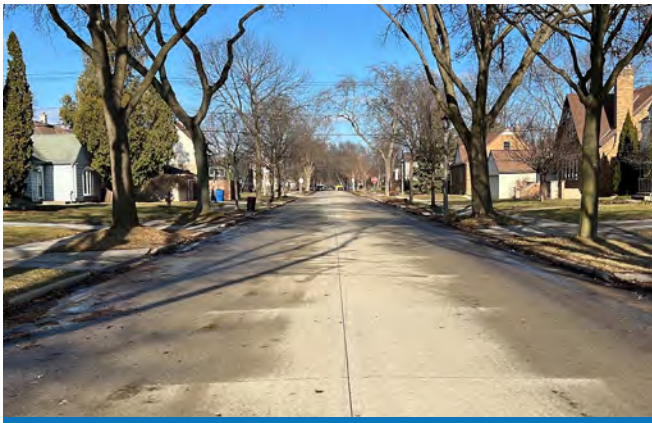
We will continue to build on what we have already learned working alongside Village staff. Our past Village watermain design and construction projects provides familiarity with Villages water system. Additionally, our current LSL program with the Village has allowed our team to see the inner works of the special assessment, so we are step ahead there. Furthermore, our Village Engineering platform has allowed our team to listen to the Village’s true desire and direction for this program as well as understand the different funding desires for this project. *We have the technical skills capable, but most importantly, we will be the extension the Village staff needs to seamlessly sculpt a water main program that can be copied for years to come.*

OUR LEAD SERVICE LINE APPROACH

The Clark Dietz team has had recent and vast experience in dealing with municipalities’ various Lead Service Line (LSL) replacement programs. Each community’s approach to dealing with lead services is unique and must be tailored to its residents. Our design team is already familiar with the Village’s approach and will incorporate that into our design and construction inspection efforts. Clark Dietz is contracted to manage or replace over 9,000 lead services.

Prior to performing topographic survey, Clark Dietz will review the locations of these known private replacements. This will allow our surveyor to pick up additional surveys in these areas, including anything critical to determine restoration costs and obstacles on private property. This additional survey will not increase the design cost to the project but will help our designers create additional awareness while dealing with full lead service replacement.

In addition to the Village’s approach to LSL’s, Clark Dietz has our own unique approach. We offer flat rate fees per LSL replacement which allows the Village to easily digest the overall cost and provide a streamlined special assessment rate to its residents.



Hollywood Avenue

In LSL sections where roadway conditions do not warrant full roadway rehabilitation, such as the photo to the left, our approach emphasizes minimizing pavement disturbance.

We also offer a GIS based dashboard that brings organization to a large scale project that organizes what seems to be the unorganizable. Village staff will have access to a one-stop shop for all things lead service lines including parcel-based resident information, communication logs, signed documents, site photos, specific requests and so much more. Regardless of who is asking the questions, the Village and our team will have the answer.

PROJECT UNDERSTANDING AND APPROACH

GIS EXPERIENCE & SOLUTIONS

Clark Dietz recognizes GIS as an integral and rapidly evolving technology. Our team is committed to leveraging its potential to enhance our services. Guided by our values of flexibility, community, and trust, we design solutions that combine process improvement principles with geospatial technology. We balance infrastructure needs with economic pressures, ensuring that our solutions are not only effective, but also aligned to the unique needs of our clients and the communities we serve.

In the ever-evolving landscape of Construction Management, our team recognized a growing challenge: traditional inspection processes were often time-consuming, prone to errors, and lacked the ability to capture real-time data. To address these issues, we developed a GIS-based Construction Inspection Solution that streamlines inspection workflows and project management.

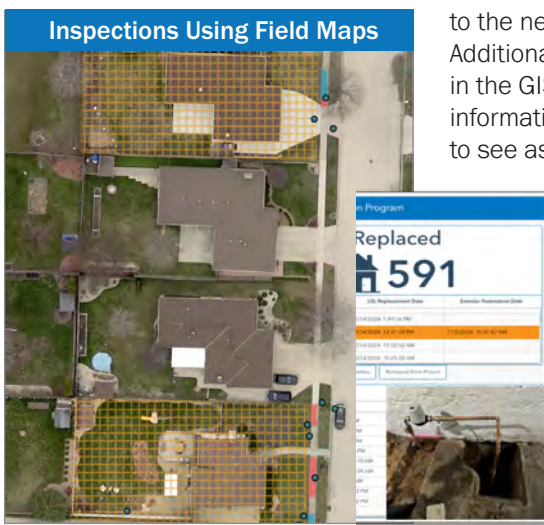
Our Construction Inspection Solution was developed with the needs of Field Inspectors, Project Managers, and our Clients in mind. Central to this solution is our ArcGIS based inspection app, which empowers inspectors to collect data and project photos directly from the field using mobile devices. This data is instantly uploaded to a cloud-based, centralized database, eliminating the need for cumbersome paper forms and reducing the risk of errors.

While GIS platforms are not new to the Engineering industry, Clark Dietz has developed a way to give up-to-date information to our Clients in real time. Our construction site observers enter the data into their smartphone or tablet, and the customized dashboard populates for both the project/ construction manager and client to access.

This information includes:

- Resident contacts (time of call, name, address, inquiry, date of resolution, and needed follow-up);
- Field data input information (similar to field book with weather, conditions, challenges, and workings of the day);
- Quantity tracking (both preliminary and final at the end of the field day);
- Project photos (including geolocated location and direction of each photo);
- Reporting options, such as weekly progress reports.

Our GIS solution can be fully customizable to the needs and desires of the Client. Additionally, once this information is housed in the GIS, cloud-based database, certain information can be posted for the public to see as well such as phase maps for a project, anticipated start of construction, updates, contact information, and so much more.



Why GIS

Lead Service Line (LSL) replacement projects require tracking information on a parcel-by-parcel basis, unlike most infrastructure projects. This includes quantities, photos, and resident inquiries, and engineering coordination.

Managing this complexity with GIS allows for **clear communication** among the Village, contractor, consultant, and public, now and into the future.

How We Use It

Our GIS-integrated inspection system enables real-time field data collection, parcel-based documentation, custom dashboards for staff updates, and streamlined reporting and regulatory compliance.

Field-Ready Tools

We tailor GIS solutions for construction inspection, utility asset management, and communication, using mobile tools designed with **inspectors, engineers, and municipal staff** in mind.

The Result

A structured, location-based platform that supports accurate documentation, improved public transparency, faster project delivery, and smarter infrastructure decisions.

Explore More

Scan the QR code to explore our GIS StoryMap.



PROJECT UNDERSTANDING AND APPROACH

OUR ROADWAY APPROACH

Clark Dietz is unique in that we have our own in-house pavement design expert on our team. Aaron Poster joined our group after over 15 years working as a project manager at Payne and Dolan, a well-respected asphalt paving contractor in both Illinois and Wisconsin. If ever there was someone who could reflect perspective on what is and is not successful for asphalt pavement design, he can.

After obtaining cores, our team will tap into this knowledge to determine the options for pavement rehabilitation, including the benefits and drawbacks of each. These options will be presented to the Village for consideration and discussion. The credibility and knowledge of his experience allow us to design in a more practical and longevity-driven way for pavement design. We recommend a total of ten (10) pavement cores/borings, to a depth of at least ten (10) feet.

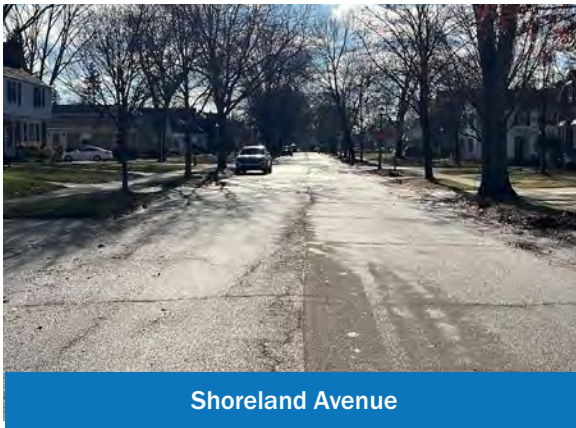


Our team has many valued relationships with qualified geotechnical firms. **For this project, CGMT will be used for the pavement cores and has a long-proven relationship with both us and our municipalities.** This will allow our team to obtain a snapshot of the existing roadway cross section along each block within the project. Likely, the existing pavement section will not vary drastically from what we would expect; however, these cores will give valuable information regarding moisture content and potential groundwater issues.

It is likely that water main trench patching and full roadway mill and overlay will be performed; however, a combination of rehabilitation techniques may be necessary, depending on subsurface data. We will always continue to keep the Village's options open to make sure the roadway investment leaves a long-lasting product.

Intentional Approach Consideration: Shoreland Ave. and Hollywood Ave. have many different characteristics. From asphalt roadways to concrete roadways to asphalt overlaid curbs and driveways, we will have a case-by-case approach. Our watermain alignment will be considered so that it is intentionally located next to an existing concrete joint line so full concrete panel replacements can be minimized which ultimately minimizes construction costs. Our roadway design will consider drainage on existing overlaid curb and gutter sections as to provide a long-term drainage solution to the maximum extent possible.

Thoughtful Engineering Consideration: Each block will be evaluated for pavement rehabilitation type as it relates to traffic and resident impacts. Constructability, keeping in mind that each resident will need daily access to their homes, may affect the type of rehabilitation necessary, or at a minimum, the sequencing. **We have seasoned roadway designers that can balance cost effectiveness with longevity and practicality, all while minimizing resident impacts and improving the function of the roadway network.**



PROJECT UNDERSTANDING AND APPROACH

OUR BIG PICTURE APPROACH

In addition to water main and roadway design, our team is always thinking about the future and the big picture. The Village is providing a substantial infrastructure improvement to its residents, so it is an opportunity to demonstrate we are thinking about infrastructure and long-term planning by considering utilities and potential issues along the route:

- **Sanitary Improvements:** This project location consists of a combination of clay and PVC sewers. We would recommend the Village perform their televising procedures during the design phase to address any repairs as part of this project or under the annual Sanitary Sewer Lining Program. The last thing we would want is the Village having to dig up a new road to make a sanitary sewer repair.
- **Storm Improvements:** These streets are long north-south blocks; however, the sewer mains generally run east-west. We would look to review and improve the storm sewer and inlets within each intersection. It is known that the Village has some aging “siphon” inlets which we would recommend at a minimum replacing those with modern inlets, providing better drainage capacity for the system.
- **Sidewalk and ADA Improvements:** In general, the Village’s annual sidewalk program will address any mainline sidewalk replacement above and beyond sidewalk replacement needed for proposed water services; however, we did notice the need for ADA improvements. Also, with the expected storm sewer improvements in each intersection, the ADA ramps will likely be compromised. Our design approach includes working with the Village to identify any non-compliant ADA ramps, as well as any ADA ramps that may be impacted due to other requested scopes of work. Our team will present the Village with economical options so strategic decisions can be made. If ADA ramps are included in the final plans, our construction approach will be to utilize standard ADA ramp details and minimize construction costs wherever possible.
- **Driveway Improvements:** This program will likely not disturb driveways unless needed for a water service or fire hydrant replacement which means driveways will be generally left untouched. There are several driveways that are damaged, cracked, or have asphalt overlaid on them. A standard mill and overlay will ultimately replace what is currently out there today without improving these driveways. The Village could opt to replace each driveway which would be a costly endeavor OR implement a special assessment driveway program. This driveway program could be offered to residents if they would like to replace their driveway as part of the project and the Village could assess part or even all the driveway costs. Although this is not part of our design fee to coordinate specific driveway replacements with each resident, we are already engaging the residents through special assessment and more than willing to add this scope of services to the design tasks if the Village sees this as a benefit.



Storm and ADA Improvements



Asphalt Overlay Driveway



Asphalt Matching New Driveway Approach

PROJECT UNDERSTANDING AND APPROACH

OUR CONSTRUCTION APPROACH

Clark Dietz can offer a wide variety of construction inspection services and will tailor any fee to meet the specific need of your team or budget. Regardless of the fee we provide for this or any future work, we are always open to finding that happy medium where expectations and budget meet our scope and fee. We are positioned well with Whitefish Bay as we already have a service team working alongside you. In addition to the familiar faces you already know, we have a deep bench of talent ready to step in.

The construction challenges we envision and how we will support the Village:

- **The Residents:** The construction team is well versed and equipped to answer or direct any resident questions including but not limited to special assessments, lead service lines, water shutdowns, emergency access, driveway access, mail service, trash delivery, and beyond. We will not overstep in our responses and be sure to engage in thoughtful conversation with DPW staff, Village Administration, Building Services Department, the Health Department, and any other resource available before responding.
- **The Contract:** Our construction team will be intentionally weaved into the design, so they will know how to manage the contract appropriately. From technical requirements to liquidated damages, the team is fully capable of holding the contractor accountable.
- **The Budget:** Our inspection team is currently structured to have an inspector on site while the contractor is present and senior construction oversight to limit poor workmanship, head off resident questions, manage construction costs, efficiently overcome unforeseen construction complications, and be a general advocate for the Village. *We know the Village needs a full picture of the all in cost. Our team will manage our fees and the contractor costs, so the Village has full transparency.*
- **Constructability:** Although the contractors are responsible for their own means and methods, it is important to provide some boundaries. Our construction team will assist the design team on specific constructability items to limit the overall disruption for the Village and the stakeholders. A few items we have already identified include trenchless water service installation to preserve mature trees and private landscaping, as well as spot curb replacement to address invisible damages to the overlaid curb.

We are intentional with the construction staff selected to be included in this proposal. This team is local and fully capable of providing every technical skill needed to successfully deliver this project, but more importantly, this group is professional, kind, budget conscious, and always thinking ahead.

Additionally, we bring the following methodology to every construction inspection project in which we are involved:

- **Align with the Client** - Communication and trust between the Village and our team is imperative to the success of this project. We are an extension of your Village and your voice. We are your partner.
- **Set Appropriate Expectations** - Our team will set clear expectations early and manage the contract accordingly. Establishing a clear process and chain of command will result in less surprises, especially with the numerous stakeholders involved.
- **Daily Duties** - Daily project observation, quantity tracking, and updates will be provided as well as daily public engagement while our boots are on the ground. We will assist the Village in answering all questions received from the general public as well as keeping a log of these interactions.
- **Weekly Meetings** - As a part of our service, we will conduct weekly progress meetings to memorialize the prior week's progress, upcoming week work effort, schedule adherence, and any notable topics for discussion including RFI's, material submittal review, and real or perceived concerns.
- **Weekly Progress Reports** - Weekly progress reports will be forwarded to appropriate Village staff. Our goal is open and honest communication with all parties involved so that no one is caught off guard.

PROJECT UNDERSTANDING AND APPROACH

LOCATION 1: NORTH SHORELAND AVENUE

Shoreland Avenue between Lake View Avenue and Devon Street consists of the following general existing utility and roadway characteristics:

- **3,250 lf of roadway:** The existing roadway condition is primarily an asphalt overlay including asphalt overlaying the curb.
- **3,250 lf of water main:** The existing watermain appears to be 6" cast iron from 1920s to 1940s and generally located east of the centerline in the northbound travel lane.
 - Although there is 3,250 lf of 6" water main, it is understood the Village is requesting that only 3,000 lf of the water main be replaced under this program and to keep the northern half of the block of watermain between Monrovia Avenue and Devon Street as existing.
- Approximately 70 private lead service lines in this area.

Other utility information to consider:

- There is an existing 30" distribution water main on the northern two (2) blocks from Montclair Avenue to Devon Street that will require additional coordination and protections during design and construction.
- The only location where there is storm sewer main along Shoreland Ave is the northernmost block between Monrovia Ave and Devon Street. The rest of the storm sewer mains are located along the adjacent east/west side streets. In addition to storm sewer, each intersection has inlets and inlet leads.
- The existing 8" sanitary sewer is generally located west of the centerline. The material is generally clay except for the southernmost block which was lined in 2022. It is recommended that the Village consider rehabilitation options with the clay sanitary sewer early in the design phase of this program.

Other roadway information to consider:

- Home frontages are uniformly 40-50ft wide and set back about 30ft from the right of way line.
- Several mature trees and streetlights located in the parkway that will need to be protected.
- Street parking is prevalent with no alley's present, , so parking expectations will need to be addressed as early as possible.

WATERMAIN DESIGN

The water main replacement will include approximately 3,000 feet of new 8" water main. The proposed water main would be best suited as closely as possible to the existing water main within the pavement due to the location of the existing sanitary as well as the presence of mature trees within the parkway. Installation methods would likely be open cut due to a water service connection approximately every 25ft; however, all methods of construction will be evaluated.

Intentional Approach Consideration: The northern 250-300ft of 6" water main to remain as existing between Monrovia Avenue and Devon Street will be a point of failure when reconnecting existing and new water mains together, a reduced water pressure issue as Devon St is an 8" water main, and reoccurring residential impact. This also leaves the Village open to potential questions of "why did the Village stop short?" or "Doesn't this water main need to be replaced too?"

Strategic Planning Consideration: Knowing the roadway along Devon Street is planned to be in the Village's annual paving program as soon next year, the road program and this water main program need to be thought of as one. The short stub of 6" existing water main on Shoreland Ave will remain seemingly untouched until Devon Street water main is improved, which is lower on the priority list due to the lack of water services. In addition to that, the lead service line inventory only lists a few lead service lines in that area.



Shoreland Avenue

PROJECT UNDERSTANDING AND APPROACH

Depending on the exact termination point, there are approximately twelve (12) total homes along that 250-300ft section.

Of those 12 homes, the lead service line inventory includes the following information:

- 7 Confirmed Copper on both Private and Public Side
- 3 Confirmed Copper on Private and unknown on Public Side
- 2 Confirmed Lead (6164 Shoreland / 6170 Shoreland)

Although not included in our design fee, we recommend designing the water main to be replaced in full between Lake View Avenue to Devon Street. Depending on the engineering estimate pre-bid, we would either look to bid this last block between Monrovia Avenue and Devon Street as part of the base bid or as an additive to the base bid. This approach allows the Village to make economic decisions that best fit the Village's needs.

LOCATION 2: NORTH HOLLYWOOD AVENUE

Hollywood Avenue between Courtland Place and Henry Clat Street consists of the following general existing utility and roadway characteristics:

- **3,600 lf of roadway:** The existing roadway condition is concrete roadway south of Fairmount Avenue and asphalt overlay including overlaid curbs north of Fairmount Avenue.
- **2,650 lf of water main north of Hampton:** The existing watermain appears to be 6" cast iron from the 1920s and generally located east of the centerline in the northbound travel lane.
- **950 lf of water main south of Hampton:** The existing watermain appears to be 8" PVC from the 2010s and generally located west of the centerline in the southbound travel lane.
 - It is understood the Village is requesting watermain south of Hampton Avenue to remain as existing and only lead service lines be replaced.
- Approximately 90 private lead service lines in this area.
 - 65 private lead service lines north of Hampton.
 - 25 private lead service lines south of Hampton.

Other utility information to consider:

- The only location where there is storm sewer main along Hollywood Ave is south of Hampton. The rest of the storm sewer mains are located along the adjacent east/west side streets. In addition to storm sewer, each intersection has inlets and inlet leads.
- The existing 8" sanitary sewer is generally located west of the centerline and is PVC installed in the 2010s.

Other roadway information to consider:

- Home frontages are uniformly 40-50ft wide and set back about 30ft from the right of way line.
- Several mature trees and streetlights located in the parkway that will need to be protected.
- Street parking is prevalent with no alley's present, , so parking expectations will need to be addressed as early as possible.



Hollywood Avenue

PROJECT UNDERSTANDING AND APPROACH

WATERMAIN DESIGN

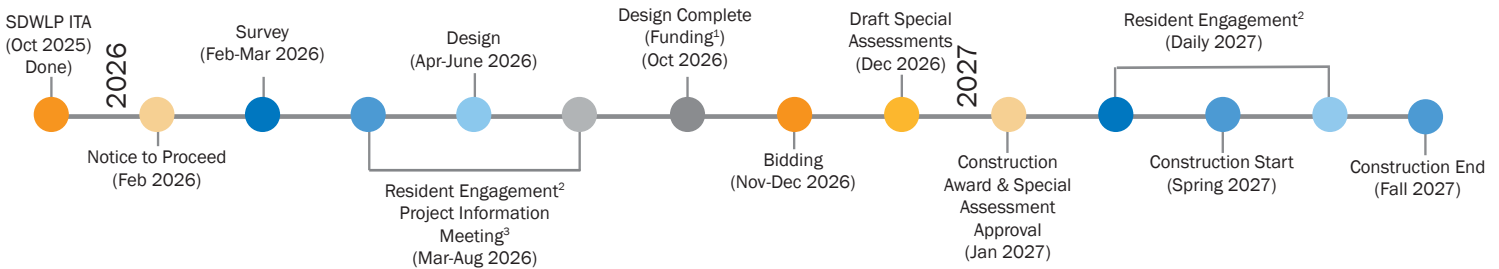
The water main replacement will include approximately 2,650 feet of new 8” water main. Just like Shoreland Avenue water main design, the proposed water main would be best suited as closely as possible to the existing water main within the pavement due to the location of the existing sanitary as well as the presence of mature trees within the parkway. Again, Installation methods would likely be open cut due to a water service connection approximately every 25ft; however, all methods of construction will be evaluated.

This location has varying pavement types; therefore, our specific watermain alignment will be considered to reduce the overall roadway restoration cost of whatever final roadway finish is selected. In locations of existing concrete, we could perform roadway base patching and an asphalt overlay or just roadway patching. *A cost analysis will be performed and discussed with the Village as part of our design fee.*

Intentional Approach Consideration: Installing watermain through intersections and connecting to side streets will impact the flow of east/west traffic through the Village. Most specifically, Hampton Avenue connection will disturb traffic significantly. We have experienced water main designers that will always consider water main connection locations vs. constructability needs and construction time. We will include specific contract language that controls contractor sequencing and length of disturbances that best fits the Village desires.

Strategic Planning Consideration: Another Village-led program is currently overlapping Hollywood Avenue south of Hampton Avenue. That would be the PPII/LSL Program that is currently led by the same design team as proposed for this work. Based on available information of past water main improvements in this area, all the public side water services have been replaced; therefore, this work is only expected to be private side water services. We recommend designing the lead service lines to be replaced along Hollywood Avenue south of Hampton Avenue to be designed as part of this project; however, consider bidding that scope of work with the LSL/PPII program. This approach allows the Village to have options to make the best economical decision for their residents. Our engineering design fees include the design of water services for these homes as well as inspection. Our flat rate lead service line fee approach allows us to easily shift our inspection fees between projects.

OUR DESIGN AND CONSTRUCTION TIMELINE APPROACH



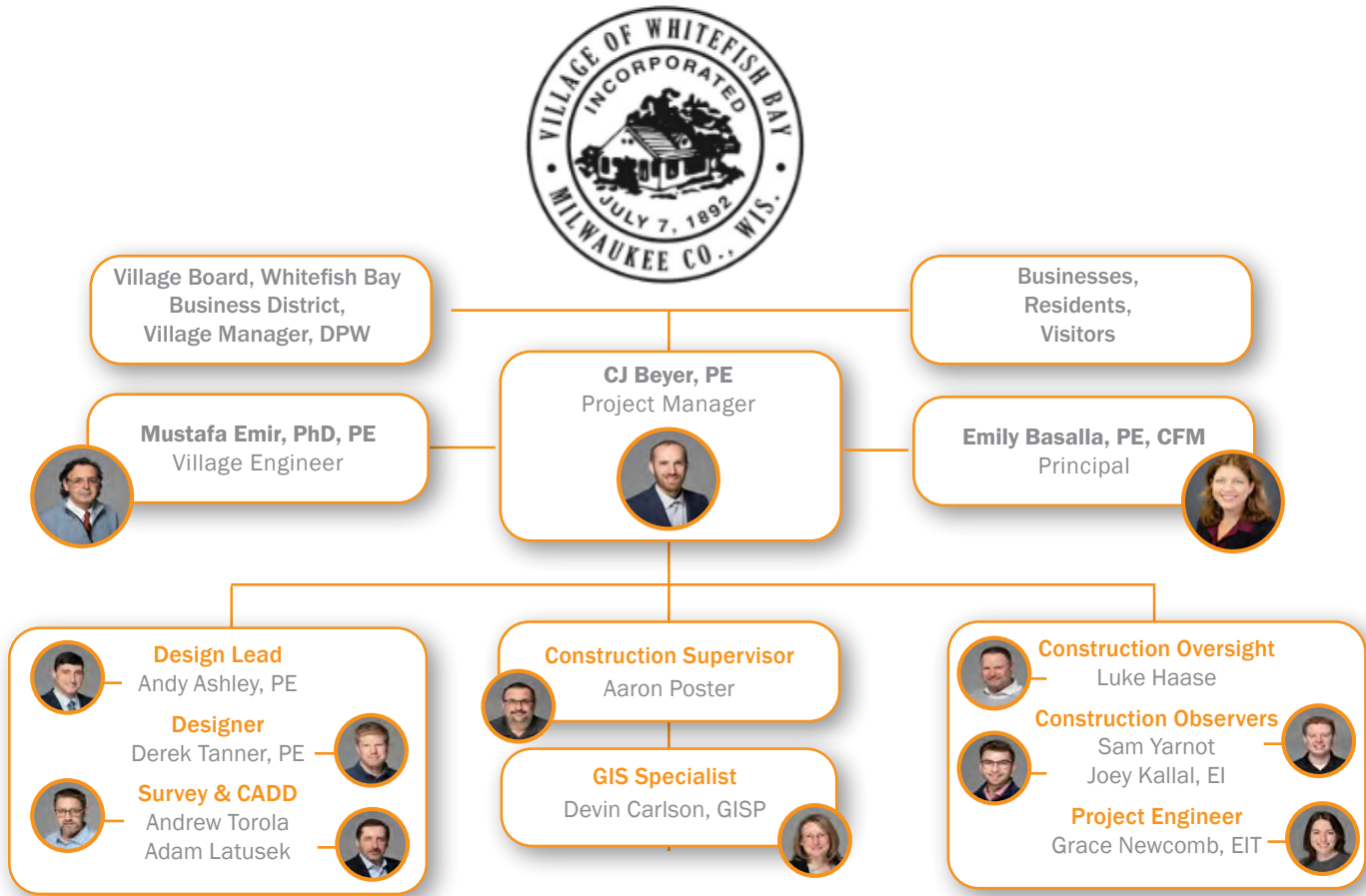
1. We understand funding may be available through specific DNR loan programs. Our team will adjust the schedule to meet deadlines as needed.
2. Resident Engagement and specific timing of outreach will be agreed upon with the Village.
3. Project Information Meeting to be scheduled in the design phase on an agreed upon date with Village staff, Health Department, and Design Team. Key members of our construction team will attend, as well, if we are awarded the construction services. It has been found that providing open house(s) with a pop-up tent in the neighborhood where the “Village comes to the resident” has provided great turnout; otherwise, a traditional Village Hall or Library meeting will be held.

Section 2

Personnel Experience

Team Organization

Clark Dietz has assembled a high capacity, full-service team for successful delivery of this Whitefish Bay project. This local multidisciplinary group is prepared to manage all phases of the work, providing coordinated support throughout the project's duration.



- **Village Engineer & Principal** – Conveniently, we are your Village Engineer and will continue to be available anytime you may need. Our Principal is another member of our team that can provide any support the Village may request.
- **Project Manager** - Our Project Manager will be your Agent and go-to person. For consistency, they will be available from the first day of design through the last day of construction.
- **Design Lead & Designer** - Our Design Lead and Designer are seasoned go-to watermain designers. Together, they design miles of water main each for several other local municipalities annual water programs. They have also been involved in past Village water main projects.
- **Construction Observation** - The Construction Observer(s) will be responsible for overseeing the day-to-day work effort to confirm the project meets the requirements of the specifications and Village standards. Our construction observer will inspect work, safety, quantities, general site conditions, and make sure the contractor is adhering to contract specifications.
- **Construction Supervisor & Oversight** - The Construction Supervisor and Oversight will be on site daily and oversee the Construction Observer and Contractor as well as resolve disputes and any other high-level problems that must be addressed. They will also review all change orders submitted and assist the Village with payment applications.

SUBCONSULTANT

CGMT - PAVEMENT CORES



CJ Beyer, PE

Project Manager

EXPERIENCE

11 Years

EDUCATION

BS, Civil Engineering,
University of Wisconsin Platteville

REGISTRATIONS

Professional Engineer - WI
(2019; #47016-6)

Professional Engineer - IL
(2019; #062.071358)

ADDITIONAL TRAINING

Pipe Fusion HDPE Certification

WinSLAMM for Urban Stormwater
Quality Management

PROFESSIONAL AFFILIATIONS

American Public Works Association

CJ Beyer is a civil engineer with extensive design and construction inspection experience across municipal engineering projects, including roadway improvements, water main replacement, sanitary and storm sewer systems, site development, and parking facilities. His background also includes work in solar, surface transportation, wet utilities, and erosion control enforcement. CJ routinely serves on infrastructure projects, applying DOT standards and coordinating multi-disciplinary efforts to deliver durable, efficient solutions for municipalities throughout northern Illinois and southern Wisconsin.

PROJECT EXPERIENCE

Annual Watermain Improvement Programs, Glendale, WI (2018–Present), Elmhurst, IL (2019–Present), Gurnee, IL (2023–Present) Clark Dietz has provided ongoing design and construction inspection services for annual Watermain Improvement Programs in Glendale, Elmhurst, and Gurnee for several years. CJ has served as the Design Manager for each of these programs, overseeing planning, coordination, and execution from initial design through construction support. (Page 6)

2022 Whitefish Bay Watermain Design & Construction, Whitefish Bay, WI Project included 2,850 LF of watermain replacement, 3,000 LF of storm sewer piping, 40 lateral replacements, 29 of which were lead lateral replacements. (Page 8)

2021 Whitefish Bay Watermain Design & Construction, Whitefish Bay, WI Design, public bidding, and construction inspection of the watermain replacement project on E. Blackthorne Place from N. Larkin St. to N. Bartlett Avenue. (Page 9)

2024 Glendale Watermain Design & Construction, Glendale, WI Design and Construction Services for Annual water main replacement/rehabilitation program. (Page 10)

2023 Glendale I-43 Watermain Design & Construction, Glendale, WI Design of water main including a partial crossing of a railroad right of way and new sanitary sewer in preparation for the upcoming reconstruction of Port Washington Road and Jean Nicolet Road as part of an I-43 expansion project. (Page 11)

2026 N. Oakland Avenue Improvements, Shorewood, WI The design included installing 5,000 feet of new 12-inch water main and replacement of water service connections including private lead water services. Additionally, pedestrian enhancements including new ADA ramps and bump outs will be installed throughout the project. (Page 12)

TEAM RESUMES



MUSTAFA EMIR, PHD, PE
VILLAGE ENGINEER
CLARK DIETZ

Mustafa is a highly respected civil and environmental engineer with decades of experience serving municipal clients throughout southeastern Wisconsin and the Midwest. His work focuses on long-range infrastructure planning, municipal engineering, and stormwater and water resources management, particularly for built-out communities with aging infrastructure. He has authored numerous stormwater, flood control, and watershed management plans and provides trusted guidance to communities on technically sound and financially responsible infrastructure investments.

As Principal-in-Charge, Director of Business Development, and Village Engineer, Mustafa ensures projects are delivered efficiently and in alignment with client goals and budgets.

Mustafa's relevant experience includes:

- ▶ 2021 Whitefish Bay Watermain Design & Construction, Whitefish Bay, WI (Page 9)
- ▶ 2022 Whitefish Bay Watermain Design & Construction, Whitefish Bay, WI (Page 8)
- ▶ 2024 Glendale Watermain Design & Construction, Glendale, WI (Page 10)
- ▶ 2023 Glendale I-43 Watermain Design & Construction, Glendale, WI (Page 11)
- ▶ 2026 N. Oakland Avenue Improvements, Shorewood, WI (Page 12)



EMILY BASALLA, PE, CFM
PRINCIPAL
CLARK DIETZ

Emily Basalla is a Principal with experience in civil, environmental, and municipal engineering projects, including stormwater and sanitary sewer design, water main relocations, wastewater treatment processes, pavement replacement, and roadway widening. She brings a creative, solutions-oriented approach to integrating roadway, drainage, and storm sewer design with sustainable practices, delivering practical results with minimal community disruption.

An experienced municipal permitting engineer, she is well versed in NPDES and local permitting processes and serves as a trusted reviewer for development and stormwater projects. Her work helps communities balance economic development with neighborhood protection while ensuring regulatory compliance and resilient infrastructure outcomes.

Emily's relevant experience includes:

- ▶ 2021 Whitefish Bay Watermain Design & Construction, Whitefish Bay, WI (Page 9)
- ▶ 2022 Whitefish Bay Watermain Design & Construction, Whitefish Bay, WI (Page 8)
- ▶ 2024 Glendale Watermain Design & Construction, Glendale, WI (Page 10)
- ▶ 2023 Glendale I-43 Watermain Design & Construction, Glendale, WI (Page 11)
- ▶ 2026 N. Oakland Avenue Improvements, Shorewood, WI (Page 12)
- ▶ City of Elmhurst, 2025 Watermain Improvements, Elmhurst, IL

EXPERIENCE

34 years

EDUCATION

PhD, Engineering, Concordia University, Montreal, Canada

BS, Engineering, Concordia University, Montreal, Canada

REGISTRATIONS

Professional Engineer - WI (2001; #E-34786)

PROFESSIONAL AFFILIATIONS

American Council of Engineering Companies

American Water Works Association

American Public Works Association

Wisconsin City/County Managers Association

EXPERIENCE

22 years

EDUCATION

BS, Civil Engineering, University of Missouri Columbia

REGISTRATIONS

Professional Engineer - WI (2010; #E-41026)

Professional Engineer - MI (2024; #6201313671)

Professional Engineer - IN (2021; #12100316)

ASFPM Certified Floodplain Manager (2010; #US-17-09577)

Professional Engineer - IL (2009; #062.06174)

ADDITIONAL TRAINING

Using Hec-Ras to Model Bridges, Culverts and Floodplains, University of WI - Madison

TEAM RESUMES



ANDY ASHLEY, PE
DESIGN LEAD
CLARK DIETZ

Andy is a civil engineer with broad experience in planning, design, and construction observation for municipal infrastructure projects. His expertise includes water main replacement; surveying; hydrologic and hydraulic modeling; street, sanitary sewer, and stormwater design; and construction management, with a strong emphasis on green infrastructure and sustainable design solutions.

As a municipal engineer, Andy adapts to the diverse needs of the communities he serves. He is a trusted roadway rehabilitation and traffic engineering resource in Whitefish Bay and the lead designer for water main replacement projects in Glendale, where more than 7,000 feet of water main are replaced annually.

Andy's relevant experience includes:

- ▶ 2021 Whitefish Bay Watermain Design & Construction, Whitefish Bay, WI (Page 9)
- ▶ 2022 Whitefish Bay Watermain Design & Construction, Whitefish Bay, WI (Page 8)
- ▶ 2024 Glendale Watermain Design & Construction, Glendale, WI (Page 10)
- ▶ 2023 Glendale I-43 Watermain Design & Construction, Glendale, WI (Page 11)
- ▶ 2026 N. Oakland Avenue Improvements, Shorewood, WI (Page 12)
- ▶ Shoreland Avenue Water Main Replacement, Whitefish Bay, WI
- ▶ 2022 Good Hope Rd. Water Main Replacement at Strattech Culvert, Glendale, WI

EXPERIENCE

14 years

EDUCATION

BS, Civil Engineering,
University of Wisconsin
Milwaukee

REGISTRATIONS

Professional Engineer - WI
(2017; #45780-6)

Professional Engineer - IL
(2018; #062.070457)

PROFESSIONAL AFFILIATIONS

American Public Works
Association



DEREK TANNER, PE
DESIGNER
CLARK DIETZ

Derek has experience providing planning, design, and construction-phase services for municipal and transportation infrastructure projects. His background includes water main and storm sewer improvements, roadway and street improvements, and surface transportation projects. Derek has supported projects from plan development through construction, with hands-on experience in construction inspection, surveying, traffic data collection, and CAD design support.

He has worked on major Wisconsin Department of Transportation projects, including the I-94 North-South Program, Zoo Interchange, and multiple interchange and bridge reconstructions. Derek delivers accurate data collection and dependable construction oversight to support successful project delivery.

Derek's relevant experience includes:

- ▶ 2021 Whitefish Bay Watermain Design & Construction, Whitefish Bay, WI (Page 9)
- ▶ 2022 Whitefish Bay Watermain Design & Construction, Whitefish Bay, WI (Page 8)
- ▶ 2024 Glendale Watermain Design & Construction, Glendale, WI (Page 10)
- ▶ 2023 Glendale I-43 Watermain Design & Construction, Glendale, WI (Page 11)
- ▶ 2026 N. Oakland Avenue Improvements, Shorewood, WI (Page 12)
- ▶ 2022 Water Main Improvements, Elmhurst, IL (Page)
- ▶ Fiesta Lane and Highland Road Drainage and Road Reconstruction, Mequon, WI

EXPERIENCE

14 years

EDUCATION

BS, Civil Engineering, Iowa
State University

REGISTRATIONS

Professional Engineer - WI
(2020; #47633-6)

ADDITIONAL TRAINING

WisDOT Erosion Control for
Construction

WisDOT Bridge Construction
Inspection

WisDOT NHI Roadside
Design

WisDOT Certified Highway
Technician - Concrete Testing

TEAM RESUMES



ANDREW TOROLA
CADD TECHNICIAN
CLARK DIETZ

Andy brings a unique combination of construction observation, land surveying, and CADD expertise to municipal infrastructure projects. He has experience supporting street reconstruction, residential and downtown roadway improvements, and water and sewer extensions, along with drainage and sewer overflow facilities. His work spans planning, design support, and construction phases on municipal projects throughout Illinois and Wisconsin, giving him a well-rounded understanding of both field conditions and design requirements.

Known for his precision in surveying and technical strength in AutoCAD, MicroStation, and Civil 3D, Andy develops accurate base data that supports efficient layouts for roadways, sidewalks, utilities, and drainage systems.

Andy's relevant experience includes:

- ▶ 2021 Whitefish Bay Watermain Design & Construction, Whitefish Bay, WI (Page 9)
- ▶ 2022 Whitefish Bay Watermain Design & Construction, Whitefish Bay, WI (Page 8)
- ▶ 2024 Glendale Watermain Design & Construction, Glendale, WI (Page 10)
- ▶ 2023 Glendale I-43 Watermain Design & Construction, Glendale, WI (Page 11)
- ▶ 2026 N. Oakland Avenue Improvements, Shorewood, WI (Page 12)
- ▶ 2025 Watermain Improvements Design, Gurnee, IL



ADAM LATUSEK
SURVEYOR
CLARK DIETZ

Adam is a technician with experience providing survey and construction inspection services for municipal infrastructure projects throughout Wisconsin and Illinois. His work includes roadway reconstruction and resurfacing, as well as water main and sewer replacement projects. Adam supports both inspection and surveying duties, helping identify and address potential issues early to reduce errors, delays, and costly overruns.

Detail-oriented and reliable in the field, Adam works closely with engineers, contractors, and municipal staff to collect accurate data, document construction activities, and verify project progress. His proactive approach and strong attention to detail contribute to smoother project delivery and consistent, high-quality outcomes on public infrastructure projects.

Adam's relevant experience includes:

- ▶ 2021 Whitefish Bay Watermain Design & Construction, Whitefish Bay, WI (Page 9)
- ▶ 2022 Whitefish Bay Watermain Design & Construction, Whitefish Bay, WI (Page 8)
- ▶ 2024 Glendale Watermain Design & Construction, Glendale, WI (Page 10)
- ▶ 2023 Glendale I-43 Watermain Design & Construction, Glendale, WI (Page 11)
- ▶ 2026 N. Oakland Avenue Improvements, Shorewood, WI (Page 12)
- ▶ 2025 Watermain Improvements Design, Gurnee, IL

EXPERIENCE

35 years

ADDITIONAL TRAINING

Civil 3D Roadway & Corridor, Pipe Networks, and Site Design

GIS for Public Works, University of Madison

EXPERIENCE

12 years

EDUCATION

Pre - Civil Engineering Technician, College of Lake County

Designated Erosion Control Inspector Workshop, Lake County Stormwater Management Commission

BS, Science in Mining, University of Science and Technology Krakow, Poland

MS, Science in Mining, University of Science and Technology Krakow, Poland

ADDITIONAL TRAINING

Designated Erosion Control Inspector Make Up Day - Lake County Stormwater Management Commission

Design of Foundations, Embankments and Earth Structures, IL Institute of Technology

TEAM RESUMES



AARON POSTER
CONSTRUCTION SUPERVISOR
CLARK DIETZ

Aaron brings 20+ years of experience working as a project manager in a municipal setting including full cycle project delivery. His experience includes being responsible for the largest state roadway and highway construction projects in Wisconsin. He had driven and delivered more than 20 large, highly visible, concurrent state projects. He has also led and completed hundreds of concurrent private and municipal construction projects, including several annual water main programs.

Aaron has extensive experience with WisDOT negotiation. He also has experience conducting bidding, scheduling, contract preparation, and project management of roadway and utility programs. Aaron has led large equipment life cycle analysis identifying replacement and maintenance schedules ensuring availability.

Aaron's relevant experience includes:

- ▶ 2022 Whitefish Bay Watermain Design & Construction, Whitefish Bay, WI (Page 8)
- ▶ 2024 Glendale Watermain Design & Construction, Glendale, WI (Page 10)
- ▶ 2023 Glendale I-43 Watermain Design & Construction, Glendale, WI (Page 11)
- ▶ 2023 Water Main Construction Services, Elmhurst, IL
- ▶ 2025 Watermain Improvements, Elmhurst, IL
- ▶ Village of Whitefish Bay, 2024 Emergency Storm Sewer Repair, Whitefish Bay, WI



LUKE HAASE
CONSTRUCTION OVERSIGHT
CLARK DIETZ

Luke is a construction professional with extensive hands-on experience in water, sewer, storm sewer, and roadway maintenance, repair, and installation. He joined Clark Dietz after a 15-year career with the Kenosha Water Utility, where he supervised water main distribution piping replacement and repair projects. As a Construction Lead, Luke supports the delivery of multiple infrastructure projects, serving as a construction observer and contract manager while bringing practical field knowledge to every phase of construction.

Luke also performs in-house constructability QA/QC reviews, using his deep understanding of water distribution systems to identify potential conflicts and constructability concerns before plans are finalized.

Luke's relevant experience includes:

- ▶ 2022 Whitefish Bay Watermain Design & Construction, Whitefish Bay, WI (Page 8)
- ▶ 2024 Glendale Watermain Design & Construction, Glendale, WI (Page 10)
- ▶ 2023 Glendale I-43 Watermain Design & Construction, Glendale, WI (Page 11)
- ▶ 2025 Watermain Improvements Design, Gurnee, IL
- ▶ 2023 Water Main Construction Services, Elmhurst, IL
- ▶ 2026 Watermain Design, Elmhurst, IL

EXPERIENCE

24 years

PROFESSIONAL AFFILIATIONS

American Public Works Association

EDUCATION

BS, Environmental Engineering, University of Wisconsin Platteville

EXPERIENCE

26 years

EDUCATION

AAS, Civil Engineering Technology Highway Technology, Gateway Technical College

ADDITIONAL TRAINING

Construction Management Reading Civil Construction Drawings

Construction Management: Project Delivery Methods

Confined Space Safety Training

Construction Estimating: Specifications

Construction Estimating: RSMMeans and Cost Data

TEAM RESUMES



SAM YARNOT
CONSTRUCTION OBSERVER
CLARK DIETZ

Sam is a civil engineer with experience providing construction-phase services for municipal infrastructure projects. He supports roadway improvements, drainage, and water main and sanitary sewer system upgrades, with hands-on experience in construction observation for roadway reconstruction and watermain improvement programs.

Known for his strong communication skills, Sam works effectively with contractors, municipal staff, and residents to help ensure construction projects run smoothly. He brings solid technical capabilities to project teams, with experience using AutoCAD, ArcGIS, Highway Capacity Software, and a range of office and collaboration tools to support documentation, analysis, and coordination throughout construction.

Sam's relevant experience includes:

- ▶ 2024 Glendale Watermain Design & Construction, Glendale, WI (Page 10)
- ▶ Grandwood Park Watermain Replacement, Lake County, IL
- ▶ 2026 Watermain Design, Elmhurst, IL
- ▶ 2025 Watermain Construction, Elmhurst, IL
- ▶ East Side Sewer Construction, Bayside, WI
- ▶ 2024 Emergency Storm Sewer Repair, Whitefish Bay, WI

EXPERIENCE

2 years

EDUCATION

BS, Civil Engineering,
University of Wisconsin-
Milwaukee

ADDITIONAL TRAINING

Medium Diameter Pipe
Fusion Certified



JOEY KALLAL, EI
CONSTRUCTION OBSERVER
CLARK DIETZ

Joey is a civil engineer with experience in design and construction observation on roadway reconstruction projects. Prior to joining Clark Dietz, he worked for the Village of Gurnee as an intern, where he supported roadway reconstruction work and gained practical experience with municipal project needs.

He also brings a strong technical toolkit, with experience using AutoCAD, ArcGIS, Highway Capacity Software, land management software, and common office and collaboration platforms such as Microsoft Office and Google Drive. Joey applies these skills to support project tasks and contribute to efficient coordination and documentation.

Joey's relevant experience includes:

- ▶ 2024 Glendale Watermain Design & Construction, Glendale, WI (Page 10)
- ▶ 2025 Watermain Improvements Design, Gurnee, IL
- ▶ 2023 Watermain Construction Services, Elmhurst, IL
- ▶ 2025 Watermain Improvements, Elmhurst, IL
- ▶ Gages Lake Road Watermain Replacement, Lake County, IL
- ▶ 2025 Watermain Construction, Elmhurst, IL

EXPERIENCE

3 years

EDUCATION

BS, Civil Engineering,
Marquette University

REGISTRATIONS

Engineering Intern - IL
(2023; # 061.042469)

TEAM RESUMES



DEVIN CARLSON, GISP
GIS SPECIALIST
CLARK DIETZ

Devin is an Engineering Technician who joined Clark Dietz with seven years of experience working for a Wisconsin municipal water utility. She brings a strong background in infrastructure support, combining engineering and GIS expertise to develop and maintain programs that improve system performance and quality of life in the communities she serves.

With a passion for Geographic Information Systems, Devin leverages GIS, GPS data collection, and custom user tools to improve efficiency in utility mapping, asset management, and field operations. Her experience spans potable water and sanitary sewer systems, including water main inspection and leak detection, unidirectional flushing program development, sanitary sewer flow monitoring, and construction oversight.

Devin's relevant experience includes:

- ▶ 2021 Whitefish Bay Watermain Design & Construction, Whitefish Bay, WI (Page 9)
- ▶ 2022 Whitefish Bay Watermain Design & Construction, Whitefish Bay, WI (Page 8)
- ▶ 2024 Glendale Watermain Design & Construction, Glendale, WI (Page 10)
- ▶ 2023 Glendale I-43 Watermain Design & Construction, Glendale, WI (Page 11)
- ▶ 2025 Watermain Improvements Design, Gurnee, IL



GRACE NEWCOMB, EIT
PROJECT ENGINEER
CLARK DIETZ

Grace is a civil engineer with experience in both design and construction observation on municipal infrastructure projects. Through her work with Clark Dietz, she has supported water main replacement, roadway and alley reconstruction, and stormwater improvement projects.

She also brings a strong service-oriented perspective through her long-standing involvement with Engineers Without Borders. Since 2018, Grace has contributed to projects such as the Guacamayas-Hamaca Pedestrian Bridge and the El Aguacate School Design Project in Guatemala, where she gained hands-on construction experience and supported structural, site, and landscape design while working in challenging, real-world field conditions.

Grace's relevant experience includes:

- ▶ 2021 Whitefish Bay Watermain Design & Construction, Whitefish Bay, WI (Page 9)
- ▶ 2024 Glendale Watermain Design & Construction, Glendale, WI (Page 10)
- ▶ 2023 Glendale I-43 Watermain Design & Construction, Glendale, WI (Page 11)
- ▶ 2026 N. Oakland Avenue Improvements, Shorewood, WI (Page 12)
- ▶ 2025 Watermain Improvements Design, Gurnee, IL

EXPERIENCE

15 years

University of Wisconsin -
Madison

EDUCATION

AS, Civil Engineering, Fresh
Water Resources, Gateway
Technical College

AS, Architectural Structural
Engineering, Gateway
Technical College

BA, Environmental Science,
Carthage College

MS, Cartography & GIS,

ADDITIONAL TRAINING

Certified GIS Professional

WinSLAMM for Urban
Stormwater Quality
Management

ESRI Training - Going Places
with Spatial Analysis

EXPERIENCE

3 years

EDUCATION

BS, Civil Engineering,
Marquette University

REGISTRATIONS

Engineer In Training - WI
(2023)

ADDITIONAL TRAINING

Pipe Fusion HDPE
Certification

Nassco PACP | LAPC | MACP
| Version 8

Section 3

Rates

Cost Proposal: Design Tasks (Tasks 1 - 3)

RFP Task	Task Breakdown	Task Totals	Task Total Hours
Task 1 - Project Management	1. Project Kickoff Meeting	\$400	2
	2. Design Schedule	\$200	1
	3. Project Meeting & PW Committee Meeting	\$1,800	8
	4. Public Information Meeting	\$1,850	10
	5. Monthly Design Status Report & Invoice	\$675	4
	6. Cost Estimate at each phase	\$300	2
	7. Oversee all stages of design, bidding, & construction management	\$4,400	23
TOTAL		\$9,625	50
Task 2 - Engineering Design	1. Field Survey	\$18,000	120
	2. Public & Private Utility Coordination	\$3,700	20
	3. Construction Strategy & Schedule with Critical Issues	\$1,600	10
	4. Prepare and Submit 30%, 60%, and 90% Submittals. (includes water main design and 120 LSL's)	\$45,500	280
	4a. LSL Flat Rate Design Fee = \$300 EA (Assumed 25 Standalone LSL's)	\$7,500	50
	5. Permitting	\$3,400	20
TOTAL		\$79,700	500
Task 3 - Construction Document Preparation & Bid Process	1. Prepare & Print Full Construction Drawing	\$300	2
	2. Construction Staging Plan	\$1,300	8
	3. Adapt Village Standards to Project	\$1,300	8
	4. Publish Notices	\$400	2
	5. Construction Cost Estimate	\$2,600	16
	6. Provide final plan set in shape file, CAD, or GIS	\$700	4
	7. Distribute Plan Sets & Bid Documents	\$350	2
	8. Bid Opening	\$350	2
	9. Prepare Bid Tabulation	\$650	4
	10. Prepare Letter of Recommendation of Award	\$400	2
TOTAL		\$8,350	50
TOTAL FEE (TASK 1 - 3)		\$97,675	

Assumptions

- Additional LSL design services are not needed for LSL's within proposed water main limits due to the already scheduled work for public side water service improvements; however, the flat rate special assessment rate could still apply to all LSL's if desired by the Village.
- We anticipate based on past experience that the project information meeting and other day-to-day engineering design tasks will handle most resident communications and LSL sign ups.
- \$8,000 allowance for CGMT if Village desires subsurface investigation.
- Our design team anticipates leveraging Building Inspections and Health Department staff for LSL coordination.

Cost Proposal: Construction Task (Task 4)

RFP Task	Task Breakdown	Task Totals	Task Total Hours
Task 4 - Construction Management Services	1. Field Technician to Verify Quantities and Quality of Contractor Performance (includes water main inspection and 120 LSL's)	\$145,000	1,040
	2. Project Manager/Engineer to Field Verify Critical Milestones	\$4,250	24
	3. Coordinate Project Progress Meetings with Contractor and Village	\$4,250	24
	4. Draft Weekly Progress Reports for Village to Send to Residents	\$1,800	10
	5. Coordinate and Communicate with Residents and Stakeholders	\$1,800	10
	6. Review, Verify, and Approve Contractor Pay Apps	\$3,500	20
	7. Project Closeout and As-built Documents	\$3,500	20
	LSL Flat Rate Inspection Fee = \$600 EA (Assumed 25 Standalone LSL's)	\$15,000	100
TOTAL		\$179,100	1,248
TOTAL FEE (TASK 4)		\$179,100	

Assumptions

- Additional LSL inspection services are not needed for LSL's within proposed water main limits due to the already scheduled work for public side water service improvements; however, the flat rate special assessment rate could still apply to all LSL's if desired by the Village.
- Task 1 includes 40 hours per week for 26 weeks of full time inspection.
- Tasks 2-7 include 8 hours per week for 26 weeks of senior construction oversight.
- Inspection hours included in Task 1 will be able to support day to day residential communications, meetings, updates, pay applications, and any other task listed in 2-7 to minimize the need for more than 8 hours of senior oversight per week.
- All inspection fees can be adjusted up or down based on the number of weeks of construction and number of expected crews as submitted by the awarded contractor.
- Our construction team anticipates leveraging Building Inspections and Health Department staff for LSL coordination.

Section 4

Insurance



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

10/4/2025

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Holmes Murphy & Associates 2727 Grand Prairie Parkway Waukee IA 50263	CONTACT NAME: Audrey McNeill PHONE (A/C No. Ext): 309-282-3907 E-MAIL ADDRESS: amcneill@holmesmurphy.com	FAX (A/C No.):	
	INSURER(S) AFFORDING COVERAGE		NAIC #
INSURED Clark Dietz, Inc. 125 West Church Street Champaign IL 61820	INSURER A: Twin City Fire Insurance Co		29459
	INSURER B: Hartford Accident and Indemnity Company		22357
	INSURER C: XL Specialty Insurance		37885
	INSURER D: Hartford Insurance Company of Midwest		37478
	INSURER E:		
INSURER F:			

COVERAGES **CERTIFICATE NUMBER:** 1498817712 **REVISION NUMBER:**

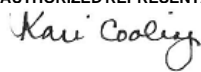
THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:			84SBWAC5926	11/1/2024	11/1/2025	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 1,000,000 MED EXP (Any one person) \$ 10,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ 2,000,000 \$
B	<input checked="" type="checkbox"/> AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> HIRED AUTOS ONLY <input checked="" type="checkbox"/> NON-OWNED AUTOS ONLY <input type="checkbox"/> AUTOS ONLY			84UEGZV4783	11/1/2024	11/1/2025	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
A	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> DED <input checked="" type="checkbox"/> RETENTION \$ 10,000			84SBWAC5926	11/1/2024	11/1/2025	EACH OCCURRENCE \$ 10,000,000 AGGREGATE \$ 10,000,000 \$
D	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N	N/A	84WEGAJ1H5Z	11/1/2024	11/1/2025	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTHER E.L. EACH ACCIDENT \$ 1,000,000 E.L. DISEASE - EA EMPLOYEE \$ 1,000,000 E.L. DISEASE - POLICY LIMIT \$ 1,000,000
C	Professional Liability (Claims-Made Policy)			DPR5035730	11/1/2024	11/1/2025	Per Claim Aggregate \$ 5,000,000 \$ 5,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

CERTIFICATE HOLDER **CANCELLATION**

CERTIFICATE HOLDER **For Proposal Purposes Only**	CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE 
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Clark>Dietz

Engineering Quality of Life®

CJ Beyer, PE

Team Leader/Project Manager

Clark Dietz, Inc.
759 N. Milwaukee Street, Suite 624
Milwaukee, WI 53202

☎ 262.842.2415

✉ christopher.beyer@clarkdietz.com

clarkdietz.com

Join us on social media:





Village of Whitefish Bay Public Works Department

155 W. Fairmount Ave • Whitefish Bay, Wisconsin 53217 • (414) 962-6690 • Fax (414) 967-1391

Mathew Collins, Director of Public Works

February 2, 2026

Memo to: President Kevin Buckley and the Village Board of Trustees

From: Matthew Collins, Director of Public Works

Re: MMSD 2026 Private Property Infiltration and Inflow (PPII) Project Funding Agreements

MMSD has established the Private Property Infiltration and Inflow (PPII) Reduction Program to provide guidelines, requirements, and a funding structure to allow for local municipalities to participate in a joint effort to reduce stormwater from entering into the wastewater collection and treatment utilities. It has been found that during wet weather events, infiltration and inflow (I&I) into privately owned sewer laterals contributes to the risk of sewer overflows. The reduction of clear water flows into the sanitary sewer system has greatly assisted in reducing and eliminating sewer basement backups in a previously identified prioritized area of the Village. The MMSD PPII Program was implemented in 2010 utilizing monies set aside from property tax levy capital budget revenues paid into the MMSD from each of the 28 MMSD municipalities. Those allocated monies could then only be used for clear water removal work on the private side of the sanitary sewer system.

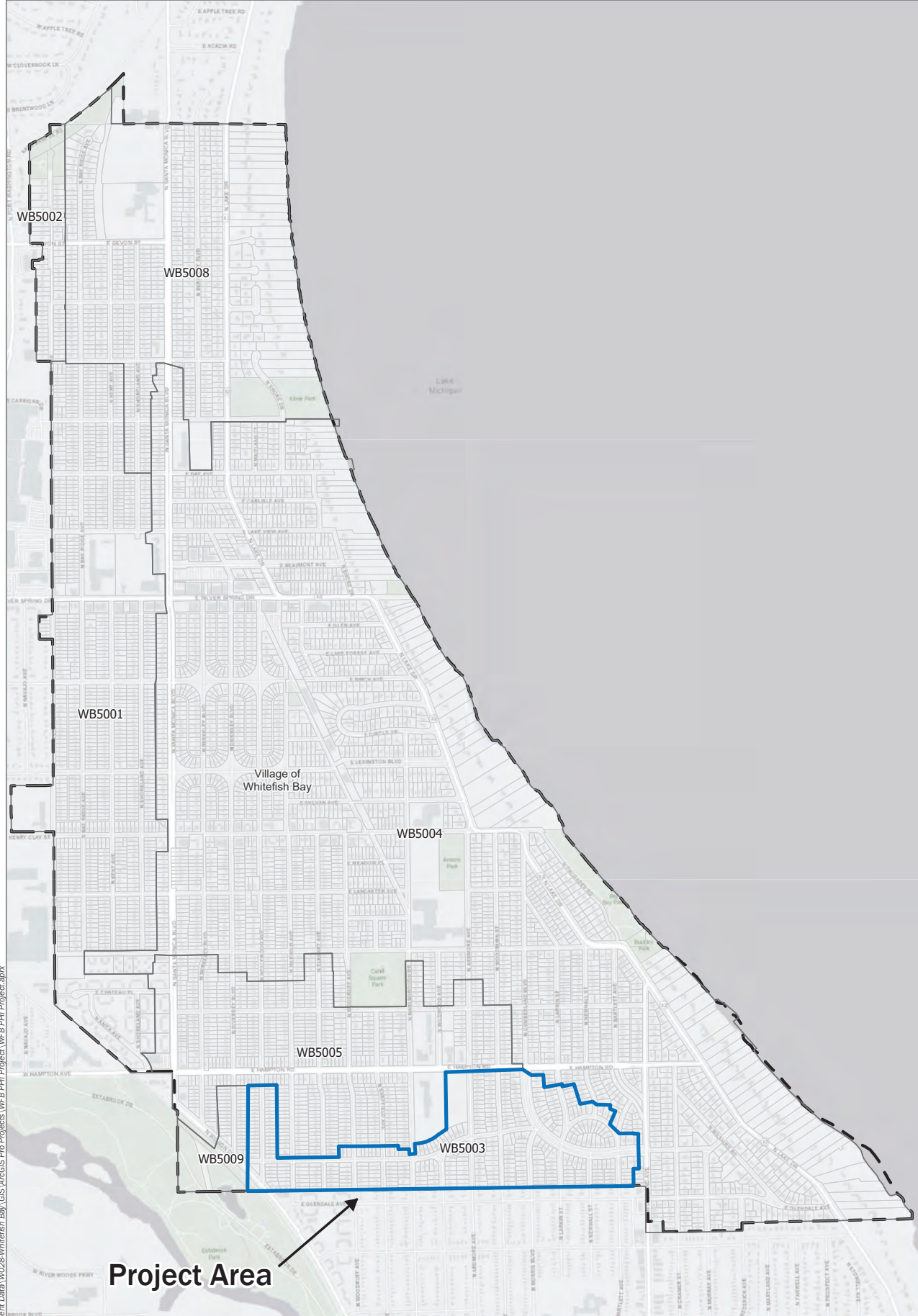
As part of the annual PPII program, the Village has worked with MMSD representatives to realign best practices with the construction methods used to manage private property laterals. In December, 2024, the Village Board approved to use the PPII funding to design for 70 full private sanitary lateral replacements based on existing data of high I&I areas within the Village.

In May, 2025, the Public Works Committee and Village Board approved new program guidelines for homeowners to participate with the MMSD PPII program. Within Priority Area #1, there are over 100 properties that have been identified with public and private lead service lines (LSLs). The program currently has 42 qualified residents that have signed up to participate with the joint PPII/LSL program. The Village has applied for MMSD competitive funding to replace 33 sanitary sewer laterals in 2026 based on available MMSD funding. A lottery system was used to select the properties for participation in the program. Properties placed on the waitlist are also included and are turnkey for construction in the event that a selected property withdraws or additional MMSD funding becomes available.

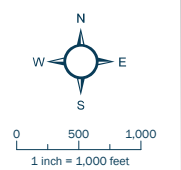
MMSD has evaluated the submitted application and work plan and drafted a funding agreement in the amount of \$929,455 to support 33 sanitary sewer lateral replacements. The program budget allocations have been presented and adopted within [2026 – 2031 Capital Improvement Plan](#). Included within the funding agreement is the Clark Dietz professional service agreement in the amount of \$124,900 to support the construction oversight activities of the PPII sanitary sewer program section. ***The MMSD funding Agreement revenue will 100% financially support the Clark-Dietz Professional Services Agreement and contractor expenses with no Village expenses incurred for the sanitary sewer portions of the project.***

Village Staff Recommends to the Village Board:

To approve the attached MMSD PPII funding agreement in an amount of \$ 929,455 and the Clark Dietz Professional Services Agreement for Construction Inspection Services in the amount of \$124,900 pending final MMSD approvals as shown on the attached exhibits.



Date: 8/19/2025 File Path: R:\Client Data\W028\Whitefish Bay\GIS ArcGIS Pro Projects\WBFB PPII Project\WBFB PPII Project.aprx



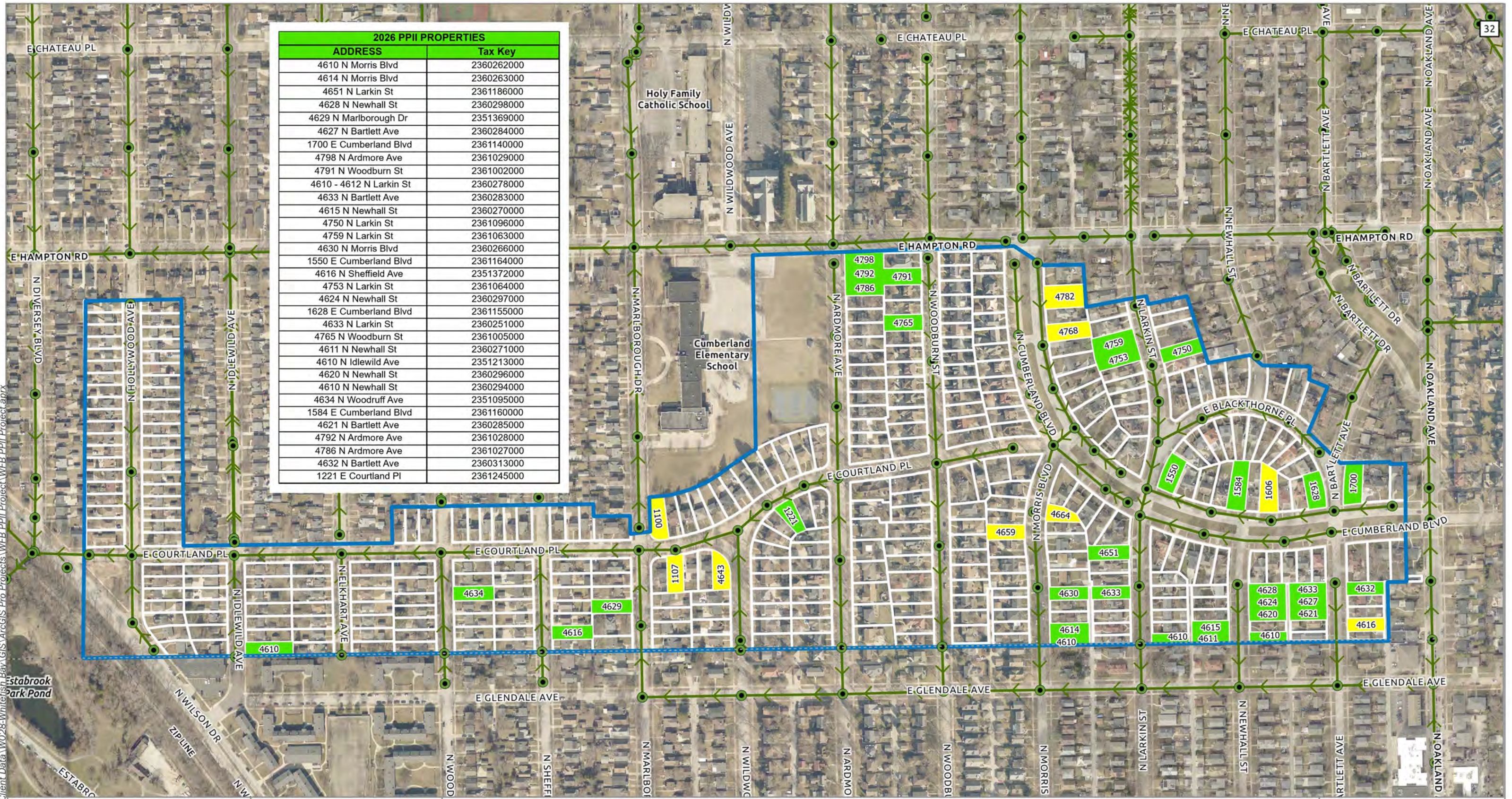
Whitefish Bay 2025 LSL & PPII Project Project Area

- Project Area (Priority Area 1)
- Other Subwatersheds
- Property Boundary
- Village Boundary

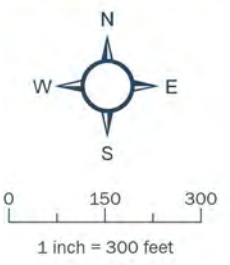


**Whitefish Bay
PPII Project
MMSD Funding
M10005WB01**

2026 PPII PROPERTIES	
ADDRESS	Tax Key
4610 N Morris Blvd	2360262000
4614 N Morris Blvd	2360263000
4651 N Larkin St	2361186000
4628 N Newhall St	2360298000
4629 N Marlborough Dr	2351369000
4627 N Bartlett Ave	2360284000
1700 E Cumberland Blvd	2361140000
4798 N Ardmore Ave	2361029000
4791 N Woodburn St	2361002000
4610 - 4612 N Larkin St	2360278000
4633 N Bartlett Ave	2360283000
4615 N Newhall St	2360270000
4750 N Larkin St	2361096000
4759 N Larkin St	2361063000
4630 N Morris Blvd	2360266000
1550 E Cumberland Blvd	2361164000
4616 N Sheffield Ave	2351372000
4753 N Larkin St	2361064000
4624 N Newhall St	2360297000
1628 E Cumberland Blvd	2361155000
4633 N Larkin St	2360251000
4765 N Woodburn St	2361005000
4611 N Newhall St	2360271000
4610 N Idlewild Ave	2351213000
4620 N Newhall St	2360296000
4610 N Newhall St	2360294000
4634 N Woodruff Ave	2351095000
1584 E Cumberland Blvd	2361160000
4621 N Bartlett Ave	2360285000
4792 N Ardmore Ave	2361028000
4786 N Ardmore Ave	2361027000
4632 N Bartlett Ave	2360313000
1221 E Courtland Pl	2361245000



Date: 1/6/2026 File Path: R:\Client Data\W028-Whitefish Bay\GIS\ArcGIS Pro Projects\WFB PPII Project\WFB PPII Project.aprx



Village of Whitefish Bay 2026 PPII & LSL Program

- | | | |
|-------------------|----------------------|-----------------------|
| Boundaries | Status | Sanitary Sewer |
| Project Area | 2026 PPII Properties | Sanitary Pipe |
| | Waitlisted | Sanitary Manhole |



Service Layer Credits: Milwaukee County Land Information Office (MCLIO). Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community Spatial Reference: : NAD 1983 2011 StatePlane Wisconsin South FIPS 4803 Ft US This map is for informational purposes and may not be suitable for legal, engineering, or surveying purposes.

Funding Agreement M10005WB02

Private Property Infiltration and Inflow Reduction Program Agreement

This Agreement is made between the Milwaukee Metropolitan Sewerage District (“District”) with its principal place of business at 260 West Seeboth Street, Milwaukee, Wisconsin 53204 and the Village of Whitefish Bay (“Municipality”) with its municipal offices at 5300 North Marlborough Drive, Whitefish Bay, Wisconsin, 53217.

WHEREAS, Wisconsin law, through Wis. Stats. § 66.0301 Stats., authorizes any municipality to enter into an intergovernmental cooperation agreement with another municipality for the furnishing of services; and

WHEREAS, the District is responsible for collecting and treating wastewater from the Municipality’s locally owned wastewater collection system; and

WHEREAS, the Municipality’s sewers collect wastewater from lateral sewers located on private property and owned by private property owners; and

WHEREAS, during wet weather events stormwater enters lateral sewers through defective pipes and leaky joints and connections (“infiltration”) and stormwater also enters lateral sewers from foundation drains, improper connections, and other sources (“inflow”); and

WHEREAS, infiltration and inflow increase the amount of wastewater that the District must collect and treat; and

WHEREAS, during wet weather events infiltration and inflow (“I/I”) into privately owned sewers contributes to the risk of sewer overflows; and

WHEREAS, the District has established the Private Property Infiltration and Inflow Reduction Program (“Program”) to provide guidelines, requirements, and a funding structure for municipalities to complete I/I reduction work on private property as more fully set forth in the Statement of Policy, Milwaukee Metropolitan Sewerage District Private Property Infiltration and Inflow Reduction Program (“Policy”); and

WHEREAS, the Municipality wishes to participate in the Program.

NOW, THEREFORE, in consideration of the mutual promises made by the parties to this Agreement, the parties agree as follows:

1. Term of Agreement

This Agreement becomes effective immediately upon the date of last signature below and shall remain in effect until the earliest of (1) the Municipality receiving final payment from the District, (2) February 26th, 2027 or (3) termination of this Agreement as otherwise set forth herein.

2. District Funding

The District shall reimburse the Municipality in an amount not to exceed \$929,455.00 for approved private property I/I costs incurred through the work described in Attachment A (“Work” or “Work Plan”). The total project cost of \$1,431,328.28 is offset by cost shared and Municipality funds. Provided the Municipality is in compliance with the terms of this

Agreement, the District funding shall be provided on a reimbursement basis in accordance with Section 8 below. No reimbursement will be made for costs incurred prior to the effective date of this Agreement or for costs that are not supported by documentation as outlined by this Agreement.

3. Program Publicity and Outreach Requirements

The Municipality shall identify the District as a funder in informational literature and signage relating to the Work. Samples of all public involvement/public education documents shall be provided to the District for review prior to being distributed to the public.

A minimum of a one week notice of any public meetings concerning this Agreement and/or Work shall be provided to the District. In the event the District is unable to attend and participate, detailed meeting minutes shall be provided within five days of the meeting.

4. Selection of Professional Service Providers by Municipality

The selection of professional service providers (for example: engineering and architectural services) to perform Work funded by this Agreement shall be in accordance with the Municipality's ordinances and policies. Any professional service providers selected to perform Work funded by this Agreement that subcontract for any non-professional services to support such Work (for example: CCTV sewer inspections procured by an engineering firm) shall ensure that such non-professional services are procured in accordance with the requirements of Section 5 of this Agreement.

5. Selection of Non-Professional Service Providers by Municipality

Pursuant to a public Request for Qualifications process, the District has developed an Approved Contractors List organized by work type to ensure all Work funded by the District maintains specific quality standards. Those Approved Contractors and their suppliers can submit products they intend to utilize for inclusion in the District's Approved Products List. The appropriate subset of the Approved Contractor List and the Approved Products List shall be utilized as part of Municipality's bidding process for contracts to perform Work funded by this Agreement.

In addition to the above, all non-professional service providers to perform Work funded by this Agreement (for example: construction, sewer inspection, post-construction restoration) shall be procured in accordance with both State of Wisconsin statutes and regulations and the Municipality's ordinances and policies. Whenever Work valued over \$25,000 is procured without the use of a public sealed bidding process, the District may request, and the Municipality must provide, an opinion from a licensed attorney representing the Municipality stating that the procurement is in compliance with State of Wisconsin law and Municipal ordinances.

In addition:

- a. The Municipality shall provide the District with the opportunity to review and comment on the complete set of bidding documents prior to solicitation of bids, quotes, or proposals as set forth in Attachment B; and

- b. Municipality shall provide the District with all bids and proposals for review prior to the award of the contract, as set forth in Attachment B. The District reserves the right to revoke funding based on project award to contractors who are not on the District's list of Authorized Contractors.

6. Non-professional Service Contract Terms and Conditions

The Municipality agrees to include Attachment C in all non-professional service contracts relating to the Work. Failure to include Attachment C in the non-professional service contracts will constitute a material breach of this Agreement.

7. Contractor Pay Applications

The District recommends referring to Attachment D, Contractor Pay Application Example, as a format for processing Municipality/Contractor pay applications. The District recommends submitting all pay applications and supporting documentation received from the Contractor and reviewed by Municipality to the District through the District Municipal Portal prior to paying the Contractor request for payment.

8. Procedure for Reimbursement

The Municipality shall submit reimbursement requests to the District a minimum of three times throughout this Agreement.

Each reimbursement request shall include:

- a. An invoice from the Municipality clearly stating the requested reimbursement amount;
- b. All consultant invoices with hourly billing rates, hours worked by individuals with billing backup task entries, consultant expense documentation, and a summary of the status of contract tasks; and
- c. Contractor pay applications with units and cost for scope of work not funded by this Agreement clearly segregated and itemized. All contractor pay applications shall include supporting documentation confirming that the Municipality has received and reviewed a proportionate amount of construction contract deliverables as applicable to Attachment B Agreement Deliverables for which the Contractor is responsible.

Reimbursement requests should be submitted within a reasonable period of time of the costs being incurred. The initial reimbursement request shall be submitted prior to 30% of Work being completed. The second reimbursement request shall be submitted prior to 80% of Work being completed. The final reimbursement request shall be submitted upon completion of all Work. All reimbursement requests must be received prior to the expiration of this Agreement.

Reimbursement requests and the supporting documentation of costs shall be submitted through Trimble Unity Construct ("TUC") (formerly eBuilder). The corresponding deliverables shall be submitted as set forth in Attachment B. Questions concerning the Procedure for Reimbursement as provided for in this Section should be directed to the District's Project Manager (PM):

Becky Specht, PE
Urban Water Program Manager
Milwaukee Metropolitan Sewerage District
260 West Seeboth Street.
Milwaukee, WI 53204

Final payment will not be provided until the Work is complete and all deliverables set forth in Attachment B have been received. The District shall attempt to reimburse requested amounts within 30 days of such request provided the applicable supporting documentation is included. The District will reject any reimbursement requests that do not strictly adhere to the requirements of this Section and will require the Municipality to resubmit any such requests. The District is not responsible for any interest or fees associated with any reimbursement requests submitted by the Municipality which do not strictly adhere to the requirements of this Section.

9. Changes in Work and Modifications to the Agreement

Any proposed changes to the Work must be submitted to the District, in writing, in advance of the Work being completed. The District will not reimburse for Work that is not included in Attachment A (including all professional services and non-professional services contracts procured through the Work outlined in Attachment A) unless prior written approval has been requested from the District and approval has been obtained through the TUC change order process.

This Agreement may be modified only in writing signed by both parties or through the TUC change order process.

10. Responsibility for Work

The Municipality is responsible for overseeing construction and shall provide full time construction inspection for all Work. Each inspector shall be experienced, qualified, and certified for the scope of the Work.

11. Post-Construction Verification

The Municipality and its contractor(s), if applicable, shall report to the District any problems or warranty defects that arise with or related to the completed Work, whether discovered through inspection or through complaints from homeowners, for a period of 10 years following substantial completion of the Work. The Municipality shall also report any actions taken to investigate the complaint, and if within the warranty period, steps taken to resolve the issue.

The Municipality shall be responsible for reporting post-Work flow monitoring data and or other data related to identified measures of success for at least five years post-Work completion or as long as data is available, whichever period is longer.

The Municipality shall require that the contractor it secures to complete the Work under this Agreement obtain a warranty bond in the minimum amount of the 25% of the value of the contract the Municipality executes with said contractor and for the bond to run for three years after completion of the Work to protect against any problems or issues that may arise as to the completed Work. Such warranty bonds shall be in substantially similar form to the example form

attached hereto as Attachment E and shall provide for the ability of the District, in addition to the Municipality, to request from the warranty bond surety fulfillment of the warranty obligation in the event the Contractor fails to do so. The Municipality shall ensure to include in the bid documents for the Work the aforementioned example form or a form in substantially similar format.

All warranty repair costs incurred by the District due to Municipality's failure to enforce the warranty bond requirements in its construction contract(s) shall either be: (1) invoiced to Municipality; or (2) covered by the warranty bond the Municipality shall secure from its contractor. The terms of this Section 11 shall survive the termination of this Agreement.

12. Permits, Certificates, and Licenses

The Municipality is solely responsible for ensuring compliance with all federal, state, and local laws requiring permits, certificates, and licenses required to implement the Work.

13. Insurance

The District shall not provide any insurance coverage of any kind for the Work or for the Municipality. Municipality shall ensure that each contractor and subcontractor have adequate insurance to perform the Work and names the Municipality as an additional insured on its applicable insurance policies.

14. Terminating the Agreement

The District may terminate this Agreement at any time prior to commencement of the Work. After the Work has commenced, the District may terminate this Agreement only for good cause such as, but not limited to, breach of this Agreement by the Municipality. The Municipality may terminate this Agreement at any time but will not receive any payment from the District if the Work is not completed as of the date of termination.

15. Exclusive Agreement

This is the entire Agreement between the Municipality and the District regarding reimbursement for Work.

16. Severability

If any part of this Agreement is held unenforceable, the rest of the Agreement will continue in full force and effect.

17. Applicable Law

This Agreement shall be governed by the laws of the State of Wisconsin.

18. Resolving Disputes

If a dispute arises under this Agreement, the parties agree to first try to resolve the dispute with the help of a mutually agreed-upon mediator in Milwaukee County. Any costs and fees, other than attorneys' fees, associated with the mediation shall be shared equally by the parties. If the dispute is not resolved within 30 days after it is referred to and heard by the mediator, either party may take the matter to court. Venue in any action brought under this Agreement shall be proper only in either Circuit Court for Milwaukee County or the United States District Court for the Eastern District of Wisconsin.

19. Notices

Unless otherwise set forth herein, all notices and other communications in connection with this Agreement shall be in writing and shall be considered given as follows:

- When delivered personally to the recipient's address as stated on this Agreement; or
- Three days after being deposited in the United States mail, with postage prepaid to the recipient's address as stated on this Agreement.

20. No Partnership

This Agreement does not create a partnership relationship nor give the Municipality the authority to make promises binding upon the District. The Municipality does not have the authority to enter into contracts on the District's behalf.

21. Assignment

The Municipality may not assign any rights or obligations under this Agreement without the District's prior written approval.

22. Public Records

The Municipality agrees to cooperate and assist the District in the production of any records as related to this Agreement in the possession of the Municipality that are subject to disclosure by the District pursuant to the State of Wisconsin's Open Records Laws, Wis. Stats. §§ 19.31 to 19.39. The Municipality agrees to indemnify the District against any and all claims, demands, and causes of action resulting from any failure of the Municipality to comply with this requirement.

23. Indemnification

The Municipality will indemnify the District and its commissioners, employees, and agents against any and all claims, damages, costs, liabilities, and expenses whatsoever, including attorneys' fees and related disbursements, connected with the Municipality's planning, design, construction, operation, and/or maintenance of the Work (collectively "Claims") to the extent caused by the negligent acts or omissions of Municipality, including its officers, directors, and employees acting within the scope of their employment within the meaning of Wis. Stat. § 895.46.

Nothing contained within this section is intended to be a waiver or estoppel of the Municipality to rely upon the limitations, defenses, and immunities contained within Wisconsin law, including those contained within Wis. Stat. §§ 893.80, 895.46, and 345.05. For purposes of clarity, in no event shall Municipality be liable in indemnity or contribution for any Claims in an amount greater than the limits of liability for municipal claims established by Wisconsin law or for the negligence or intentional acts of the District, its commissioners, employees, and/or agents.

Milwaukee Metropolitan Sewerage District

Village of Whitefish Bay

By: _____
Kevin L. Shafer, P.E., Executive Director

By: _____
Kevin Buckley, Village President

Date: _____

Date: _____

By: _____
Kelsey McElroy-Anderson, Village Manager

Date: _____

By: _____
Jaime Krueger, Finance Director

Date: _____

By: _____
Matt Collins, Director of Public Works

Date: _____

Approved as to form:

Approved as to form: _____

Attorney for the District

Chirs Jaekels, Attorney for the Municipality

ATTACHMENT A
Municipality Work Plan

DRAFT

ATTACHMENT B
Agreement Deliverables

Pre-Construction Deliverables (To be submitted as indicated prior to beginning of construction):

1. A minimum of a one week notice of any project meetings shall be provided to the District PM via email. In the event the District is unable to attend and participate, detailed meeting minutes shall be provided within five days of the meeting.
2. Bid results from all procurement processes associated with the project shall be provided to the District PM via the District Municipal Portal in PDF format upon close of the bid process prior to award of contract.
3. Electronic copies of the executed contract documents and warranty bond shall be provided to the District PM prior to the Municipality's issuance of the Notice to Proceed via the District Municipal Portal in PDF format.

Construction Deliverables (To be submitted as indicated and will be reviewed with any reimbursement request):

4. All Contractor/consultant submittals to the Municipality shall be reviewed and approved by the municipal engineer or designee and supplied to the District prior to the commencement of the Work contained in the submittal via the District Municipal Portal in PDF format.
5. A minimum of a one week notice of any project meetings shall be provided to the District PM via email. In the event the District is unable to attend and participate, detailed meeting minutes shall be provided within five days of the meeting.
6. An accurate schedule of field activities shall be provided to the District PM via email or telephone call at least one week in advance of activity commencement.
7. Progress reports on project activities and public involvement activities shall be provided to the District PM via email on a monthly basis.
8. Quality control and quality assurance (QA/QC) reports and testing results that are documented by the Contractor's and Municipality's field engineer/inspector shall be submitted to the District PM via the District Municipal Portal in PDF format on a monthly basis or with a reimbursement request, whichever occurs more frequently. All QA/QC submittals shall include a summary tabulation by property indexed by tax ID number with review confirmation by the Municipality's engineer.
9. Inspection reports from the field engineer for work completed shall be submitted to the District PM via the District Municipal Portal in PDF or spreadsheet format on a monthly basis or with reimbursement request, whichever occurs more frequently.
10. All construction contract deliverables organized, formatted, and delivered as specified by the contract as approved by the District. Samples of deliverable formats are recommended to be provided to the District prior to construction.

Post-Construction Deliverables (To be submitted prior to final reimbursement being processed):

11. The Final Project Summary Report shall be submitted to the District PM via the District Municipal Portal in PDF format prior to the final reimbursement request. The template that must be used can be found on the District's website: [Project Summary Report](#)

ATTACHMENT B
Agreement Deliverables

[Template \(https://www.mmsd.com/government-business/rules-regulations/private-property-i-i\)](https://www.mmsd.com/government-business/rules-regulations/private-property-i-i).

12. Copies of the Right of Entry or access agreements for each homeowner shall be submitted to the District PM as one document via the District Municipal Portal in PDF format.
13. Documentation of the limits of the lateral replacement(s) expressed in text and graphics (map overlay) shall be provided to each participating property owner and copied to the District. The document shall include disclosure of all known deficiencies in the lateral(s) that were not remedied and the responsibilities of the property owner. Documents shall be provided to the District as one document via the District Municipal Portal in PDF format.
14. Municipality will be responsible for providing pre-Work flow monitoring data.
15. The Municipality shall provide documentation of the resolution of all punch list items of the Municipality and the District.
16. Through a spreadsheet using the District template (provided by the District), submission of participating parcels information including without limitation: property tax id., address, and column categories of Work performed by property following the District template form data fields and format. The document shall be provided to the District via the District Municipal Portal in an Excel format.
17. Photo documentation of project work in jpeg format provided to the District via the District Municipal Portal in a zipped file.
18. Following completion of the Work, the Municipality shall complete a survey of all property owner participants, compile the results, and submit the survey forms and results to the District via the District Municipal Portal. The survey form shall be submitted in PDF format and the survey results should be summarized in a spreadsheet format.
19. Provide all post-construction CCTV inspection videos to the District via t4 Vault with associated metadata.

ATTACHMENT C Requirements of Contractor

Contractor's Work under this Contract is funded in whole or in part by the Milwaukee Metropolitan Sewerage District's Private Property Infiltration and Inflow Program ("Program"). Pursuant to the terms of the Program, the following terms and conditions must be included in all construction contracts. Defined terms shall have the meaning assigned to them in the Funding Agreement between the District and the Municipality, which shall be provided to Contractor upon request. If a term or condition set forth herein conflicts with the terms and conditions set forth in the bid documents, the terms and conditions below take precedence.

1. **Contractor Communication and Emergency Response Plan.** Within 14 days of the Notice to Proceed from Municipality, the Contractor shall submit to the Municipality and the District a Communication and Emergency Response Plan (CERP). This plan shall include at a minimum the following information: (1) the Contractor's site representative that will be responsible for all emergency calls, 24 hours per day/7 days per week for the duration of the project with all of their contact information; (2) the contact information for the Contractor's foreman; (3) the contact information for each municipal representative that the Contractor will contact in the event of an emergency; (4) the contact information for the District's PM; (5) the contact information for the Clean Up/Dig Up contractor that will be on-call for emergencies throughout the duration of this project; and (6) a detailed narration of the step-by-step sequence of events and communications that the Contractor will take in the event of an emergency throughout the duration of this project.
2. **Warranty:** All Work performed under this Contract shall be warranted by Contractor for a period of no less than three years from substantial completion of the Work. Contractor shall provide a warranty bond in the amount 25% of this Contract. The warranty and the warranty bond shall be enforceable by the Municipality and the District as the funder. Individual homeowners may request from the Municipality or the District that the warranties provided for in this Contract be enforced as it relates to a particular property.
3. **Retainage:** Retainage shall be held by Municipality in compliance with Wis. Stats. § 66.0901(9)(b).
4. **Warranty Inspection:** District shall complete a warranty inspection via an approved contractor for the work type to be inspected at least 90 days prior to the warranty expiration. All inspection results, including video and associated documents, shall be provided to the Municipality within 30 days of inspection. The Municipality shall coordinate all required warranty repairs by the Contractor.
5. **Reporting:** For a period of 10 years post substantial completion of the Work, if the Contractor becomes aware of any problems arising with the Work, Contractor shall notify the Municipality and the District.
6. **Assignment:** The Municipality's obligations under this Contract are fully assignable to the District. The Contractor's consent is not required prior to the Municipality's assignment and the District's assumptions of Municipality's rights hereunder.

ATTACHMENT D
Template: Contractor Application for Payment

DRAFT

ATTACHMENT E

Template: Warranty Bond

Warranty Bond

Contract No. (Insert Contract #)

KNOW ALL PERSONS BY THESE PRESENTS, that (Insert company name)

of (Insert company address), the “CONTRACTOR”, and (Insert surety company name and address) a corporation duly organized and existing under and by virtue of the laws of the State of (Insert state), the “SURETY”, and authorized to transact business within the State of Wisconsin, as SURETY, are held and firmly bound unto the (Insert Municipality name) as Municipality (Obligee), in the penal sum of: (insert amount), lawful money of the United States of America, for the payment of which, well and truly be made to the Municipality. The CONTRACTOR and the SURETY bind themselves and each of their heirs, executors, administrators, successors, and assigns, jointly and severally, firmly by these presents as follows:

THE CONDITION OF THE ABOVE OBLIGATION IS SUCH THAT:

WHEREAS, the CONTRACTOR has executed and entered into (Insert contract number) with the Municipality, dated (insert contract date) for (insert project title) (Contract).

NOW, THEREFORE:

The Term of this Warranty Bond (Bond) shall be three (3) years from the date of Substantial Completion. During the Term, the Contractor and Surety, jointly and severally, bind themselves, their heirs, executors, administrators, successors, and assigns to the Municipality for the Contractor's warranty obligations set forth in the Contract, which is incorporated herein by reference.

If the Contractor satisfies its warranty obligation under the Contract, the Surety and the Contractor shall have no obligation under this Bond.

If Municipality gives written notice to Contractor and Surety during the Term of Contractor's obligations under warranty and Contractor does not fulfill such obligation, the Surety shall be responsible for fulfillment of such warranty obligations. Surety shall either fulfill the warranty period obligations itself, through its agents or contractors, or, in the alternative, Surety may waive the right to fulfill the warranty obligations itself and reimburse the Municipality for all resulting costs incurred by Municipality in performing Contractor's warranty obligations including, but not limited to, correction, removal, replacement, and repair costs, along with

engineering services. The Milwaukee Metropolitan Sewerage District (District) shall also have the same rights as the Municipality under this paragraph to enforce the warranty obligations of this Bond by virtue of the District's financial assistance to the Municipality in financing all or part of the Contract by way of Funding Agreement (Insert funding agreement number) executed between the Municipality and the District on (insert funding agreement execution date).

Signed and sealed this (insert date) day of (insert month and year).

CONTRACTOR

By:

SURETY

By:

The SURETY named on this bond shall be one who is licensed to conduct business in the State of Wisconsin and named in the current list of Companies Holding Certificates of Authority as Acceptable Sureties on Federal Bonds and as Acceptable Reinsuring Companies as published in Circular 570 by the U.S. Treasury Department. All bonds signed by an agent must be accompanied by a certified copy of the authority to act for the SURETY at the time of the signing of this bond. The Bond must be approved and the approval dated in every case. Refer to Wis. Stats. § 779.14. The title of the person signing must be indicated. The date of this Bond must not be prior to the date of the Contract.

PROFESSIONAL SERVICES AGREEMENT

Project Name (“Project”)

2026 PPII INSPECTION SERVICES
Courtland Place – Cumberland Boulevard
M10005WB02

This Agreement is by and between

Village of Whitefish Bay (“CLIENT”)

5300 N. Marlborough Drive
Whitefish Bay, WI 53217

and

CLARK DIETZ, INC. (“CLARK DIETZ”)

759 N Milwaukee Street, #624
Milwaukee WI 53202

Client hereby engages Clark Dietz to perform the services set forth in PART I - SERVICES BY CLARK DIETZ, and Clark Dietz agrees to perform the Services for the compensation set forth in PART III - COMPENSATION. Clark Dietz shall be authorized to commence the Services upon execution of this Agreement and written or verbal authorization to proceed from Client. Client and Clark Dietz agree that this signature page, together with Parts I - IV and attachments referred to therein, constitute the entire Agreement between them relating to the Project.

Agreed to by Client

Agreed To By Clark Dietz

By: _____

By: _____

Title: _____

Title: _____

Date: _____

Date: _____

**PART I
SERVICES BY CLARK DIETZ**

A. Project Description

The Project consists of the inspection services for the 2026 Whitefish Bay PPII Program within meter shed WB5003 which is located at the southern end of the Village near Courtland Place & Cumberland Boulevard as listed in MMSD Funding Agreement M10005WB02.

This project consists of inspection of 33 sanitary laterals.

Lead Service Line inspections are covered under separate professional services agreement.

B. Scope

The Project scope will follow MMSD Funding Agreement M10005WB02:

1. Communications with residents.
2. Construction Inspection and Contract Administration.
3. Post Construction Inspection.
4. MMSD Reimbursements.
5. Project Closeout.

C. Schedule

The Project schedule is listed in MMSD Funding Agreement M10005WB02 and is anticipated to complete inspection in 2026.

D. Assumptions/Conditions (if applicable)

This agreement is subject to the following assumptions/conditions:

1. This Agreement and any legal actions concerning its validity, interpretation and performance shall be governed by the laws of the location of the project.
2. Local permits for this project (street cuts, utility relocations, etc.) will be obtained by the Client with information provided by Clark Dietz. All permit fees will be paid by the Client.
3. State permits for this project will be obtained by the Client with information provided by Clark Dietz. All permit fees will be paid by the Client.
4. As listed in MMSD Funding Agreement M10005WB02.

The tasks below can be performed for an additional fee:

1. Preparation of right-of-way or temporary construction easement drawings, descriptions or negotiation/acquisition services;
2. Preparation of assessment roles or schedules;
3. Geotechnical investigations;
4. Processing of Federal permits;
5. Contaminated site Phase I or Phase II environmental assessment investigations or remediation activities;
6. Cultural, historic, archeological, or wetland assessment investigations or remediation activities.
7. Retrieval and procurement of records required pursuant to a Freedom of Information Act request.

The list above is not all-inclusive.

PART II
CLIENT'S RESPONSIBILITIES

Client shall, at its expense, do the following in a timely manner so as not to delay the Services:

A. Information/Reports

Provide Clark Dietz with reports, studies, site characterizations, regulatory decisions and similar information relating to the Services that Clark Dietz may rely upon without independent verification unless specifically identified as requiring such verification.

B. Representative

Designate a representative for the project who shall have the authority to transmit instructions, receive information, interpret and define Client's requirements and make decisions with respect to the Services. **The Client representative for this Agreement will be Matt Collins, Director of Public Works.**

C. Decisions

Provide all criteria and full information as to Client's requirements for the Services and make timely decisions on matters relating to the Services.

**PART III
COMPENSATION**

A. Compensation

1. Compensation to Clark Dietz for services rendered by employees working on the Project in accordance with PART I - SERVICES BY CLARK DIETZ of this Agreement will be at the hourly billing rates shown in the attachment, "Schedule of General Billing Rates".
2. The total compensation authorized by this Agreement will not exceed \$124,900.
3. Payment for expenses incurred directly on behalf of the Project at actual cost to Clark Dietz.
4. Payment for outside consulting and/or professional services performed by a subconsultant will be at actual invoice cost to Clark Dietz. Clark Dietz will obtain written Client approval before authorizing these services.

B. Billing and Payment

1. Timing/Format
 - a. Invoices shall be submitted monthly for Services completed at the time of billing. Invoices shall be considered past due if not paid within 45 calendar days of the date of the invoice. Such invoices shall be prepared in a form supported by documentation required by the Client.
 - b. If payment in full is not received by Clark Dietz within 45 calendar days of the date of invoice, invoices shall bear interest at one-and-one-half (1.5) percent of the past due amount per month, which shall be calculated from the date of the invoice.
 - c. If the Client fails to make payments within 45 calendar days of the date of invoice or otherwise is in breach of this Agreement, Clark Dietz may suspend performance of services upon seven (7) calendar days' notice to the Client. Clark Dietz shall have no liability to the Client for any costs or damages as a result of suspension caused by any breach of this Agreement by the Client. Upon payment in full by the Client, Clark Dietz shall resume services under this Agreement, and the time schedule and compensation shall be equitably adjusted to compensate for the period of suspension plus any other reasonable time and expense necessary for Clark Dietz to resume performance.
 - d. Client shall make payments to Clark Dietz using one of the following methods:
 - 1) CLARK DIETZ LOCKBOX:
Clark Dietz, Inc.
125 West Church Street
Champaign, IL 61820
 - 2) ELECTRONIC FUNDS/ACH PAYMENT:
Account Name : Clark Dietz, Inc
Bank Name: Hickory Point Bank and Trust
Address: 225 N. Water St.
City/State/Zip: Decatur, Il 62523
Account Number: 3911880
ABA Routing Number: 071124805
 - 3) WIRE TRANSFER (**Wire fees are the responsibility of the sending party*)
Bank Name: Hickory Point Bank and Trust
Address: 225 N. Water St.
City/State/Zip: Decatur, Il 62523
ABA/Routing Number: 071124805
Account Title: Clark Dietz, Inc.

Account Address: 125 W. Church St.
City/State/Zip: Champaign, IL 61820-3510
Account Number: 3911880

2. **Billing Records**

Clark Dietz shall maintain accounting records of its costs in accordance with generally accepted accounting practices. Access to such records will be provided during normal business hours with reasonable notice during the term of this Agreement and for 3 years after completion.

**PART IV
STANDARD TERMS AND CONDITIONS**

1. **STANDARD OF CARE.** Services shall be performed in accordance with the standard of professional practice ordinarily exercised by the applicable profession at the time and within the locality where the services are performed. No warranty or guarantee, express or implied is provided, including warranties or guarantees contained in any uniform commercial code.
2. **CHANGE OF SCOPE.** The Scope of Services set forth in this Agreement is based on facts known at the time of execution of this Agreement, including, if applicable, information supplied by Clark Dietz and Client. Clark Dietz will promptly notify Client of any perceived changes of scope in writing and the parties shall negotiate modifications to this Agreement.
3. **DELAYS.** If events beyond the control of Clark Dietz, including, but not limited to, fire, flood, explosion, riot, strike, war, process shutdown, act of God or the public enemy, and act or regulation of any government agency, result in delay to any schedule established in this Agreement, such schedule shall be extended for a period equal to the delay. In the event such delay increases the cost or time required for Clark Dietz to perform its services, Clark Dietz shall be entitled to an equitable adjustment in compensation and extension of time.
4. **TERMINATION/SUSPENSION.** Either party may terminate this Agreement upon 30 days written notice to the other party in the event of substantial failure by the other party to perform in accordance with its obligations under this Agreement through no fault of the terminating party. Client shall pay Clark Dietz for all Services, including profit relating thereto, rendered prior to termination, plus any expenses of termination.
5. **REUSE OF INSTRUMENTS OF SERVICE.** All reports, drawings, specifications, computer data, field data notes and other documents prepared by Clark Dietz as instruments of service shall remain the property of Clark Dietz. Clark Dietz shall retain all common law, statutory and other reserved rights, including the copyright thereto. Reuse of any instruments of service including electronic media, for any purpose other than that for which such documents or deliverables were originally prepared, or alteration of such documents or deliverables without written authorization or adaptation by Clark Dietz for the specific purpose intended, shall be at Client's sole risk.
6. **ELECTRONIC MEDIA.** In accepting and utilizing any drawings, reports and data on any form of electronic media generated and furnished by Clark Dietz, the Client agrees that all such electronic files are instruments of service of Clark Dietz, who shall be deemed the author, and shall retain all common law, statutory law and other rights, without limitation, including copyrights.

The Client agrees not to reuse these electronic files, in whole or in part, for any purpose other than for the Project. The Client agrees not to transfer these electronic files to others without the prior written consent of Clark Dietz. The Client further agrees that Clark Dietz shall have no responsibility or liability to Client or others for any changes made by anyone other than Clark Dietz or for any reuse of the electronic files without the prior written consent of Clark Dietz.

Any changes to the electronic specifications by either the Client or Clark Dietz are subject to review and acceptance by the other party. If Clark Dietz is required to expend additional effort to incorporate changes to the electronic file specifications made by the Client, these efforts shall be compensated for as Additional Services.

In addition, the Client agrees, to the fullest extent permitted by law, to indemnify and hold harmless Clark Dietz, its officers, directors, employees and subconsultants (collectively, Clark Dietz) against all damages, liabilities or costs, including reasonable attorneys' fees and defense costs, arising from any changes made by anyone other than Clark Dietz or from any use or reuse of the electronic files without the prior written consent of Clark Dietz.

The Client is aware that differences may exist between the electronic files delivered and the printed hard-copy construction documents. In the event of a conflict between the signed construction documents prepared by Clark Dietz and electronic files, the signed or sealed hard-copy construction documents shall govern.
7. **OPINIONS OF CONSTRUCTION COST.** Any opinion of construction costs prepared by Clark Dietz is supplied for the general guidance of the Client only. Since Clark Dietz has no control over competitive bidding or market conditions, Clark Dietz cannot guarantee the accuracy of such opinions as compared to contract bids or actual costs to Client.
8. **SAFETY.** Clark Dietz specifically disclaims any authority or responsibility for general job site safety and safety of persons other than Clark Dietz employees.
9. **RELATIONSHIP WITH CONTRACTORS.** Clark Dietz shall serve as Client's professional representative for the services and may make recommendations to Client concerning actions relating to Client's contractors. Clark Dietz specifically disclaims any authority to direct or supervise the means, methods, techniques, sequences or procedures of construction selected by Client's contractors.
10. **THIRD PARTY CLAIMS.** Nothing contained in this Agreement shall create a contractual relationship with or a cause of action in favor of a third party against either the Client or Clark Dietz. Clark Dietz's services under this Agreement are being performed solely for the Client's benefit, and no other party or entity shall have any claim against Clark Dietz because of this Agreement or the performance or

nonperformance of services hereunder. The Client and Clark Dietz agree to require a similar provision in all contracts with contractors, subcontractors, subconsultants, vendors and other entities involved in this Project to carry out the intent of this provision.

11. **MODIFICATION.** This Agreement, upon execution by both parties hereto, can be modified only by a written instrument signed by both parties.

12. **PROPRIETARY INFORMATION.** Information relating to the Project, unless in the public domain, shall be kept confidential by Clark Dietz and shall not be made available to third parties without written consent of Client, unless so required by court order.

13. **INSURANCE.** Clark Dietz will maintain insurance coverage for Professional, Comprehensive General, Automobile, Worker's Compensation and Employer's Liability in amounts in accordance with legal, and Clark Dietz business requirements. Certificates evidencing such coverage will be provided to Client upon request. For projects involving construction, Client agrees to require its construction contractor, if any, to include Clark Dietz as an additional insured on its commercial general liability policy relating to the Project, and such coverages shall be primary.

14. **INDEMNITIES.** Clark Dietz agrees, to the fullest extent permitted by law, to indemnify and hold harmless the Client, its officers, directors and employees against all damages, liabilities or costs, to the extent caused by Clark Dietz' negligent performance of professional services under this Agreement and that of its subconsultants or anyone for whom Clark Dietz is legally liable.

The Client agrees, to the fullest extent permitted by law, to indemnify and hold harmless Clark Dietz, its officers, directors, employees and subconsultants against all damages, liabilities or costs, to the extent caused by the Client's negligent acts in connection with the Project and that of its contractors, subcontractors or consultants or anyone for whom the Client is legally liable.

Neither the Client nor Clark Dietz shall be obligated to indemnify the other party in any manner whatsoever for the other party's own negligence.

15. **LIMITATIONS OF LIABILITY.** In recognition of the relative risks and benefits of the Project to both the Client and Clark Dietz, the risks have been allocated such that the Client agrees, to the fullest extent permitted by law, to limit the liability of Clark Dietz and their officers, directors, partners, employees, shareholders, owners and subconsultants for any and all claims, losses, costs, damages of any nature whatsoever or claims expenses from any cause or causes, including attorneys' fees and costs and expert-witness fees and costs, so that the total aggregate liability of Clark Dietz and their officers, directors, partners, employees, shareholders, owners and subconsultants shall not exceed Clark Dietz's total fee for services rendered on this Project, or \$250,000, whichever is greater. It is intended that this limitation apply to any and all liability or cause of action however alleged or arising, unless otherwise prohibited by law.

16. **CONSEQUENTIAL DAMAGES.** Notwithstanding any other provision of this agreement, and to the fullest extent permitted by law, neither the Client nor Clark Dietz, their respective officers, directors, partners, employees, contractors or subconsultants shall be liable to the other or shall make any claim for any incidental, indirect or consequential damages arising out of or connected in any way to the Project or to this Agreement. This mutual waiver of consequential damages shall include, but is not limited to, loss of use, loss of profit, loss of business, loss of income, loss of reputation and any other consequential damages that either party may have incurred from any cause of action including negligence, strict liability, breach of contract and breach of strict or implied warranty. Both the Client and Clark Dietz shall require similar waivers of consequential damages protecting all the entities or persons named herein in all contracts and subcontracts with others involved in this project.

17. **ACCESS.** Client shall provide Clark Dietz safe access to the project site necessary for the performance of the services.

18. **ASSIGNMENT.** The rights and obligations of this Agreement cannot be assigned by either party without written permission of the other party. This Agreement shall be binding upon and insure to the benefit of any permitted assigns.

19. **HAZARDOUS MATERIALS.** Clark Dietz and Clark Dietz' consultants shall have no responsibility for discovery, presence, handling, removal or disposal of or exposure of persons to hazardous materials in any form at the project site, including but not limited to asbestos, asbestos products, polychlorinated biphenyl (PCB) or other toxic substances. If required by law, the client shall accomplish all necessary inspections and testing to determine the type and extent, if any, of hazardous materials at the project site. Prior to the start of services, or at the earliest time such information is learned, it shall be the duty of the Client to advise Clark Dietz (in writing) of any known or suspected hazardous materials. Removal and proper disposal of all hazardous materials shall be the responsibility of the Client.

20. **REMODELING AND RENOVATION.** For Clark Dietz' services provided to assist the Client in making changes to an existing facility, the Client shall furnish documentation and information upon which Clark Dietz may rely for its accuracy and completeness. Unless specifically authorized or confirmed in writing by the Client, Clark Dietz shall not be required to perform or have others perform destructive testing or to investigate concealed or unknown conditions. The Client shall indemnify and hold harmless Clark Dietz, Clark Dietz' consultants, and their employees from and against claims, damages, losses and expenses which arise as a result of documentation and information furnished by the Client.

21. **CLIENT'S CONSULTANTS.** Contracts between the Client and other consultants retained by Client for the Project shall require the consultants to coordinate their drawings and other instruments of service with those of Clark Dietz and to advise Clark Dietz of any potential conflict. Clark Dietz shall have no responsibility for the components of the project designed by the Client's consultants.

22. NO WAIVER. No waiver by either party of any default by the other party in the performance of any particular section of this Agreement shall invalidate another section of this Agreement or operate as a waiver of any future default, whether like or different in character.
23. SEVERABILITY. The various terms, provisions and covenants herein contained shall be deemed to be separate and severable, and the invalidity or unenforceability of any of them shall not affect or impair the validity or enforceability of the remainder.
24. STATUTE OF LIMITATION. To the fullest extent permitted by law, parties agree that, except for claims for indemnification, the time period for bringing claims under this Agreement shall expire one year after Project Completion.
25. DISPUTE RESOLUTION. In the event of a dispute arising out of or relating to this Agreement or the services to be rendered hereunder, Clark Dietz and the Client agree to attempt to resolve such disputes in the following manner: First, the parties agree to attempt to resolve such disputes through direct negotiations between the appropriate representatives of each party. Second, if such negotiations are not fully successful, the parties agree to attempt to resolve any remaining dispute by formal nonbinding mediation conducted in accordance with rules and procedures to be agreed upon by the parties.

SCHEDULE OF GENERAL BILLING RATES

CLARK DIETZ, INC.

January 1, 2026

<u>TITLE</u>	<u>HOURLY RATE</u>
Engineer 9	\$300.00
Engineer 8	270.00
Engineer 7	255.00
Engineer 6	240.00
Engineer 5	225.00
Engineer 4	200.00
Engineer 3	180.00
Engineer 2	160.00
Engineer 1	150.00
Technician 6	205.00
Technician 5	190.00
Technician 4	180.00
Technician 3	160.00
Technician 2	140.00
Technician 1	125.00
Intern	105.00
Administrative 1	95.00
Administrative 2	105.00
Administrative 3	125.00
Administrative 4	150.00

SCHEDULE OF PROJECT RELATED EXPENSES

CLARK DIETZ INC.

January 1, 2026

Vehicles		
Autos		\$90.00/day or \$0.725/mile (per agreement)
Field Vehicles		\$90.00/day or \$0.725/mile (per agreement)
Survey Van		\$80.00/day or \$0.75/mile (per agreement)
Robotic Survey Equipment		\$20.00/hour
GPS Survey Equipment		\$30.00/hour
Pavement Coring		\$300/Each
Nuclear Density Guage		\$230/Day
Miovision Traffic Camera		\$105/Each Install
Diamond Traffic Counter		\$25/Each Install
Regular Format Copies* (8.5"x11" or 11"x17")		\$0.10/copy
Color Copies* (8.5"x11")		\$0.50/copy
Color Copies* (11"x17")		\$1.50/copy
Large Format Plotting and/or Copying*		
(12"x18")		\$0.50/sheet
(22"x34" or 24"x36")		\$1.75/sheet
(30"x42")		\$2.50/sheet
(36"x48")		\$3.00/sheet
Large Format Scanning*		
(12"x18")		\$.30/sheet
(22"x34" or 24"x36")		\$1.00/sheet
(30"x42")		\$1.50/sheet
(36"x48")		\$2.00/sheet
Hotels & Motels	}	At Cost
Meals		
Federal Express & UPS		
Public Transportation		
Film and Development		
Supplies		

Notes:

The rates in this schedule are subject to review and will be adjusted as necessary, but not sooner than six months after the date listed above. Certain rates listed with * are for in-house production. Larger quantities will be sent to an outside vendor. All project related expenses and subconsultants will be billed at 110% of actual costs to cover handling and administrative expenses.



Village of Whitefish Bay Public Works Department

155 W. Fairmount Ave • Whitefish Bay, Wisconsin 53217 • (414) 962-6690 • Fax (414) 967-1391

Mathew Collins, Director of Public Works

February 2, 2026

Memo to: President Kevin Buckley and the Village Board of Trustees

From: Matthew Collins, Director of Public Works

Re: Construction Contract Award for the 2026 Private Property Infiltration and Inflow (PPII) Project

In May, 2025, the Public Works Committee and Village Board approved new Private Property Infiltration and Inflow (PPII) Reduction Program guidelines for homeowners to participate with the MMSD PPII program. Within Priority Area #1, there are over 100 properties that have been identified with public and private lead service lines (LSLs). The program currently has 42 qualified residents that have signed up to participate with the joint PPII/LSL program. The Village has been preliminary awarded MMSD competitive funding to support the replacement of 33 sanitary sewer laterals which will allow the Village and residents to incorporate the LSL program in conjunction with the PPII program. A lottery system was used to select the properties for participation in the program. Properties placed on the waitlist are also included and are turnkey for construction in the event that a selected property withdraws or additional MMSD funding becomes available.

On January 27th, 2026 two bids were received for the 2026 PPII/LSL program. The low bid was submitted by Mid City Corporation in the amount of \$1,146,483. Bids were evaluated by Clark Dietz with their summary and recommendation letter included within the attached packet. Based on available MMSD funding for the PPII, the project is within budget for the sanitary sewer lateral replacement program with no Village costs expected for the sanitary sewer replacements. The LSL replacements are also incorporated within the bid documents and shown on the summary page. Bids for the LSL replacements were slightly higher than expected with the original budget estimate of \$6,000 per service line replacement. Village staff, Clark Dietz, and the contractor will further assess if there are opportunities to lower the overall cost of the LSL replacements and have engaged with value engineering discussions such as alternative materials, construction means & methods, and restoration. Each of these items will be evaluated during the pre-construction meeting to further evaluate cost reduction strategies without lowering quality standards.

The private LSL replacements will be specially assessed at a cost estimate of \$7,376.40 per property and the public LSL replacements will be paid through the water utility at a cost of \$7,376.40 per property (\$243,421.20 for the 33 public service lines).

The program budget allocations have been presented and adopted within [2026 – 2031 Capital Improvement Plan](#).

Village Staff Recommends to the Village Board:

To award the PPII/LSL bid to Mid City Corporation in the amount of \$1,146,483 pending final MMSD funding approvals as shown on the attached exhibits.



January 30th, 2026

Mr. Matt Collins
 Director of Public Works
 Village of Whitefish Bay
 115 W. Fairmount Ave.
 Whitefish Bay, WI 53217

Re: Village of Whitefish Bay 2026 Whitefish Bay PPII and LSL Program - Recommendation for Contract Award contingent on final approval of MMSD Funding

Dear Matt,

Two bids for the 2026 Private Property Inflow and Infiltration (PPII) and LSL (Lead Service Line) Program were received and publicly opened on January 27th, 2026.

A bid tabulation for the bids received is enclosed, and we have the following comments on the bids:

1. All bids were responsive in that they submitted the required bid security, signed the required pages, and fully completed the bid form. There were no calculation errors.
2. The low bid was submitted by Mid City Corporation out of Butler, WI in the amount of \$1,146,483.00. The second bid was M&E Construction, LLC for \$1,190,150.00. The tight spread between bidders shows the actual cost of the work is reflected in the pricing and there are no apparent errors/omissions in the low bid.
3. The summary of costs for the sanitary sewer lateral bid items and water service bid items was similar between the two bidders. Both scopes of work were valued the same between bidders.
4. Mid City Corporation has been preapproved by the Village and MMSD for this work and have completed multiple MMSD and Village contracts in the past few years for the Village and neighboring municipalities.

The 2026 PPII and LSL Program includes 33 residential sanitary sewer laterals and 33 lead water service lines. This project is partially funded by Milwaukee Metropolitan Sewerage District (MMSD) for sanitary lateral work, the Village of Whitefish Bay for public water service work, and private property owners for private water service work.

Below is a summary of the funding sources for the low bidder:

	MMSD	Village	Resident (Special Assessment)
Estimated Construction Costs	\$ 704,073.00	\$ 221,205.00	\$ 221,205.00
Engineering	\$ 124,900.00	\$ 22,216.07	\$ 22,216.07
Total	\$ 828,973.00	\$ 243,421.07	\$ 243,421.07
Budget	\$ 929,455.00	\$ 198,000.00	\$ 198,000.00
Approximate Cost Per Property	\$ 25,120.39	\$ 7,376.40	\$ 7,376.40

Based on our review of the submitted bids, we find Mid City Corporation to be the lowest, responsive, and responsible bidder and recommend they be awarded the contract for the Village of Whitefish Bay 2026 PPII and LSL Project in the amount of \$1,146,483.00, contingent on final approval of MMSD funding.

If you have any questions, please do not hesitate to contact me.

Clark Dietz, Inc.

Andrew Ashley, PE, Project Engineer

cc: Christopher Beyer, PE Clark Dietz
 encl: Bid Tabulation

VILLAGE OF WHITEFISH BAY - 2026 PII and LSL PROGRAM - BID FORM						BID DATE:	1/27/2026	1:00 PM	
Item Number	Base Bid Items	UNITS	ESTIMATED QUANTITY	Engineers Estimate		Mid City Corporation		M&E Construction	
				UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST
SPV.0060.01	Resident Coordination	EACH	33	\$1,500.00	\$49,500.00	\$950.00	\$31,350.00	\$750.00	\$24,750.00
SPV.0060.02	Sanitary Lateral Connection at Main	EACH	33	\$3,000.00	\$99,000.00	\$1,500.00	\$49,500.00	\$10,000.00	\$330,000.00
SPV.0060.03	New Sanitary Tee at Main (Undistributed)	EACH	3	\$1,000.00	\$3,000.00	\$9,500.00	\$28,500.00	\$3,500.00	\$10,500.00
SPV.0060.04	Sanitary Lateral Extension into Home	EACH	33	\$500.00	\$16,500.00	\$1.00	\$33.00	\$4,000.00	\$132,000.00
SPV.0060.05	Sanitary Lateral Cleanout	EACH	33	\$1,000.00	\$33,000.00	\$500.00	\$16,500.00	\$1,000.00	\$33,000.00
SPV.0060.06	Tree Removal Smaller than 15" DBH (Undistributed)	EACH	4	\$500.00	\$2,000.00	\$500.00	\$2,000.00	\$2,000.00	\$8,000.00
SPV.0060.07	Tree Removal Larger than 15" DBH (Undistributed)	EACH	2	\$700.00	\$1,400.00	\$1,000.00	\$2,000.00	\$3,000.00	\$6,000.00
SPV.0060.08	Water Main Tap Connection	EACH	33	\$1,500.00	\$49,500.00	\$2,150.00	\$70,950.00	\$5,000.00	\$165,000.00
SPV.0060.09	Water Main Repair Sleeve (Undistributed)	EACH	5	\$1,000.00	\$5,000.00	\$500.00	\$2,500.00	\$2,500.00	\$12,500.00
SPV.0060.10	Water Service, 1 1/4 Inch, Main to Curb Stop	EACH	33	\$2,100.00	\$69,300.00	\$6,250.00	\$206,250.00	\$2,000.00	\$66,000.00
SPV.0060.11	Water Service Curb Stop	EACH	33	\$1,000.00	\$33,000.00	\$500.00	\$16,500.00	\$2,500.00	\$82,500.00
SPV.0060.12	Water Service, 1 1/4 Inch, Curb Stop to Home	EACH	33	\$5,500.00	\$181,500.00	\$2,200.00	\$72,600.00	\$2,000.00	\$66,000.00
SPV.0090.01	CCTV Sanitary Lateral Pre-Construction	LF	2340	\$3.00	\$7,020.00	\$1.00	\$2,340.00	\$5.00	\$11,700.00
SPV.0090.02	CCTV Sanitary Lateral Post-Construction	LF	2340	\$3.00	\$7,020.00	\$1.00	\$2,340.00	\$5.00	\$11,700.00
SPV.0090.03	6" Sanitary Sewer Lateral	LF	2340	\$220.00	\$514,800.00	\$210.00	\$491,400.00	\$25.00	\$58,500.00
SPV.0090.04	Curb and Gutter Remove and Replace (Undistributed)	LF	100	\$85.00	\$8,500.00	\$150.00	\$15,000.00	\$80.00	\$8,000.00
SPV.0105.01	Traffic Control	LS	1	\$10,000.00	\$10,000.00	\$1,000.00	\$1,000.00	\$20,000.00	\$20,000.00
SPV.0105.02	Warranty Bond	LS	1	\$1,000.00	\$1,000.00	\$7,500.00	\$7,500.00	\$30,000.00	\$30,000.00
SPV.0180.01	Concrete Sidewalk/Driveway Remove and Replace (Undistributed)	SY	100	\$90.00	\$9,000.00	\$150.00	\$15,000.00	\$125.00	\$12,500.00
SPV.0180.02	Concrete Pavement Remove and Replace	SY	50	\$100.00	\$5,000.00	\$150.00	\$7,500.00	\$200.00	\$10,000.00
SPV.0180.03	Sod Restoration (Undistributed)	SY	300	\$25.00	\$7,500.00	\$90.00	\$27,000.00	\$100.00	\$30,000.00
SPV.0180.04	HMA Pavement 4LT 58-28 S	SY	820	\$65.00	\$53,300.00	\$96.00	\$78,720.00	\$75.00	\$61,500.00
TOTAL BASE BID				\$1,165,840.00		\$1,146,483.00		\$1,190,150.00	



VILLAGE BOARD MEETING – STAFF REPORT

REPORT TO: Village Board

REPORT FROM: Kelsey McElroy-Anderson, Village Manager

MEETING DATE: February 2, 2026

AGENDA ITEM: Resolution No. 3194 – Preliminary Resolution Declaring Intent to Levy Special Assessments for Lead Service Line Replacements

ACTION REQUESTED: Ordinance Resolution Motion Information Only

The Village has received preliminary notice of funding from the Milwaukee Metropolitan Sewerage District (MMSD) through the Private Property Infiltration and Inflow (PPII) Reduction Program, which supports the replacement of private sewer laterals. When this work occurs, it is cost-effective and minimizes disruption to concurrently replace lead water service lines.

MMSD funding may only be used for sewer lateral replacements and cannot be applied to water service line work. The Water Utility will fund the replacement of the public portion of the water service line using borrowed funds. Property owners will be responsible for the cost of replacing the private portion of the lead water service line.

Participation in the PPII program is voluntary and limited to a defined project area identified by MMSD. Prior to construction, participating property owners must voluntarily agree in writing to replace their private lead service line in conjunction with the PPII project and to pay the associated costs—design, construction, and inspection—through a special assessment.

A lottery system was used to select the final properties for participation in the program. Properties placed on the waitlist are also included in the Preliminary Resolution in the event that a selected property withdraws or additional MMSD funding becomes available. The Final Resolution will include only those properties that ultimately participate in the program.

The draft Resolution No. 3194 is consistent with Resolution No. 2966, the Village’s Lead Water Service Replacement Policy, and follows the same framework used in prior lead service line replacement projects, including Elkhart Avenue (2016) and Cramer Street (2018). Under this framework, property owners would have up to seven years to repay the special assessment, with a minimum annual payment of \$500. Homeowners would be responsible for interest costs but may elect to pay the assessment in full to avoid interest. At this time, staff estimates the special assessment to be approximately \$7,376 per property.

Village Ordinance 17-34 allows special assessment repayment periods of up to 10 years. If desired, the Village Board may choose to extend the repayment period beyond seven years.

This project and the special assessment are pending final MMSD approvals for the PPII program funds. If the Village doesn't receive the funds, the project will not move forward.

REQUESTED ACTION

Motion to approve Resolution No. 3194 – Preliminary Resolution Declaring Intent to Levy Special Assessments for Lead Service Line Replacements.

ATTACHMENTS

- Resolution No. 3194 – Preliminary Resolution Declaring Intent to Levy Special Assessments for Lead Service Line Replacements
- Resolution No. 2966 – Lead Water Service Replacement Policy (2016)
- Village Special Assessment Ordinance

STATE OF WISCONSIN: MILWAUKEE COUNTY: VILLAGE OF WHITEFISH BAY

RESOLUTION NO. 3194

PRELIMINARY RESOLUTION DECLARING INTENT TO LEVY SPECIAL ASSESSMENTS
FOR LEAD SERVICE LINE REPLACEMENTS

WHEREAS, property owners have voluntarily enrolled in the Private Property Infiltration and Inflow (PPII) Reduction Program through the Milwaukee Metropolitan Sewerage District, which funds the replacement of private sewer laterals.

WHEREAS, these same property owners have also voluntarily agreed to replace their private lead service line in conjunction with the PPII project and agrees to pay through special assessment the cost of the design, construction, and inspection of the private lead service line replacement;

WHEREAS, replacement of all lead service lines is Federally mandated through the 2021 LCRR (Lead and Copper Rule Revisions) and 2024 LCRI (Lead and Copper Rule Improvements);

WHEREAS, the following addresses have voluntarily enrolled in the PPII program and private lead service line replacement project

Service Addresses and Tax Key

4610 N Idlewild Ave (2351213000)
4768 N Cumberland Blvd (2361078000)
4753 N Larkin St (2361064000)
4616 N Sheffield Ave (2351372000)
1606 E Cumberland Blvd (2361158000)
4630 N Morris Blvd (2360266000)
1221 E Courtland Pl (2361245000)
1550 E Cumberland Blvd (2361164000)
4616 N Bartlett Ave (2360310000)
1628 E Cumberland Blvd (2361155000)
4624 N Newhall St (2360297000)
4633 N Larkin St (2360251000)
4643 N Wildwood Ave (2361234000)
4659 N Morris Blvd (2361202000)
4664 N Morris Blvd (2361193000)
4782 N Cumberland Blvd (2361080000)
1584 E Cumberland Blvd (2361160000)
4765 N Woodburn St (2361005000)
1700 E Cumberland Blvd (2361140000)
4750 N Larkin St (2361096000)
4759 N Larkin St (2361063000)
4611 N Newhall St (2360271000)
4792 N Ardmere Ave (2361028000)
4610 N Morris Blvd (2360262000)
1100 E Courtland Pl (2361263000)

4629 N Marlborough Dr (2351369000)
4620 N Newhall St (2360296000)
4621 N Bartlett Ave (2360285000)
1107 E Courtland Pl (2361231000)
4614 N Morris Blvd (2360263000)
4634 N Woodruff Ave (2351095000)
4798 N Ardmore Ave (2361029000)
4632 N Bartlett Ave (2360313000)
4651 N Larkin St (2361186000)
4627 N Bartlett Ave (2360284000)
4615 N Newhall St (2360270000)
4610 N Newhall St (2360294000)
4610 - 4612 N Larkin St (2360278000)
4633 N Bartlett Ave (2360283000)
4628 N Newhall St (2360298000)
4791 N Woodburn St (2361002000)
4786 N Ardmore Ave (2361027000)

NOW, THEREFORE, BE IT RESOLVED by the Village Board of the Village of Whitefish Bay:

1. That in the judgement of said Village Board it is expedient and necessary for the best interest of said Village and the property affected thereby, that the public lead service lines located within the right-of-way and the private lead service lines located within private property of the above-designated service addresses be replaced to protect the public health of residents.

2. That the Village Board declares its intention to exercise its police power to levy special assessments under Section 66.0701 and 66.0703 of Wisconsin Statutes, which will not exceed the benefits or the cost of the work for the above-named improvements; the limits of the proposed assessment district are the above-designated service addresses.

3. That the assessment, at the option of the property owner, may be paid in full as a lump sum, or in seven (7) equal annual installments, together with interest, with a minimum annual principal payment of \$500.00.

4. The Village Engineer is hereby directed to prepare the report described in Section 66.0703 (4) Wisconsin Statutes. The Village Engineer is further directed to file such report when completed in the office of the Finance Director/Clerk for public inspection.

5. That 100% of the private lead service line replacement costs for planning, design, construction, inspection, professional services, materials, labor and equipment will be assessed to the property benefitted, but in no case will the assessment exceed the benefits.

PASSED AND ADOPTED this _____ day of _____, 2026.

Kevin Buckley, Village President

Countersigned:

Jaimie Krueger, Village Clerk

April 15, 2016

To: Village Board

Subject: Discussion/ Action on Agenda Items Related to Lead Water Service replacements including Resolution #2966.

From: Steven Sheiffer - Village Manager *Steve*

Background Information

Village records indicate there are 4848 water service lines in the Bay. We have completed data input on all of the old records and have found 62% of the private water service lines are lead. Within the public right of way the number of lead water services is expected to be higher. However, given the age of some of the information, field verification should occur before the actual replacement of any water service lines.

The water in the mains is at about 50% of the allowable lead limit. The North Shore Health Department has data that shows about 40% of North Shore children have been tested and 17% had an elevated lead level based on a fairly new, more stringent Federal standard. Under the old standard the percentage was about 2%. For Whitefish Bay, of the 90 children tested, only 3 were above this new limit. There are also many potential sources of lead exposure besides drinking water.

Studies have shown that if only a portion of a lead water service line is replaced, the risk of lead exposure at the homeowners tap may temporarily increase. Information about ways to protect yourself against lead exposure can be found on the websites of the North Shore Water Commission as well as North Shore Health Department.

In the past 15 years when the Village replaced water main it replaced some of the public water service lines with copper or plastic. We believe there are approximately 600 properties where a new non-lead public water service line had been installed during that period. It is assumed most of the public water service lines replaced were lead. The affected property owners were not informed at that time that they should replace their side of the service line which may have been lead.

The Village has three major infrastructure projects scheduled for 2016.

- a. On Elkhart Avenue the water main is being replaced including the Village's portion of the water service lines. Of the 40 service lines, 33 are expected to be lead on the property owners side.
- b. On Sheffield Avenue the water main is not being replaced. Of the 40 service lines, 5 are expected to be lead on the property owners side.
- c. On Berkeley Boulevard the water main is not being replaced except for a small 100 foot section of main. Of the 77 service lines, 18 service lines are expected to be

lead on the property owners side.

It is estimated that most Village-owned water services in the public right of way are lead water services. This is being confirmed now that construction has begun. The exact number on each street is unknown at this time.

The Public Works Director has estimated costs as follows:

- a. Average estimated Village cost to open cut and bore lead water service replacement on reconstruction projects: \$3,000.00 - \$4,000.00
- b. Average estimated Village cost to open cut and bore lead water service replacement on non-reconstruction projects: \$7,000.00 - \$10,000.00
- c. Average estimated Property owner cost to open cut and bore lead water service replacement: \$2,000.00 - \$4,000.00

The Village cost for the new service lines on Elkhart Avenue was included in the bids. For Sheffield Avenue and Berkeley Boulevard there are a total of 117 properties. If you assume most of the water services in the public right of way are lead, the additional cost to the Village would be approximately \$ 350,000. We are currently field verifying this information and expenses may vary. This additional cost can be managed within the Board's adopted fiscal strategy.

If the Village's service line is replaced and the resident's portion is not then there is expected to be a temporary increase in lead levels. The length of time is not definitive. Initial and daily flushing of the line inside the house would be advised. Some of the property owners may also have lead piping inside of their house.

The 2016 budget estimate for Water Utility rate payer revenue is \$1,940,879. The Village's costs are funded thru Debt issuance. For each \$19,408 increase in Debt Service a 1% rate increase may be necessary. Each \$10,000 bonded over 20 years would have an average debt service of \$ 720 at a 3% interest rate and equal annual debt service payments.

If the Village elected to replace 2500 service lines separate from street reconstruction projects at an estimated cost of \$7,000 each, the total cost would be \$ 17,500,000. The average debt service increase would be approximately \$1,260,000 and the rate increase would be approximately 65%.

If a Village side service line is replaced outside of a reconstruction project, then the road surface will normally need to be cut. If the street is concrete, the patch will be effective and permanent. If a bituminous street is cut several times, the patches will result in small areas of even surfaces. However, if a significant number of cuts are made in a

bituminous street, just patching will not be sufficient. The street will need to be milled and overlaid at an approximate cost of \$50 per lineal foot or approximately \$264,000 per mile. The number of miles necessary is indeterminate. This cost would be in addition to the 65% rate increase and be shared by the Water Utility and General Fund.

Proposed Policy

The attached Resolution and Policy include full background information.

In summary:

- a. A formal uniform policy is proposed.
- b. Whenever the Village undertakes a full pavement reconstruction project all known Village lead service lines would be replaced at Village Cost.

Property owners would be provided with full information and be encouraged to voluntarily replace their lead service line at their cost.

- c. For all other properties not related to a full pavement reconstruction project:
 1. If a property owner replaces their lead service line due to documented leaks, the Village would replace the public side at Village expense.
 2. For known properties where the Village has replaced the public lead water service line in prior years, the Village will encourage property owners to replace their privately owned portion of the lead water service from their shutoff valve to their water meter, or take other appropriate actions.
- d. The Village would provide information; construction coordination; and a voluntary financing plan (Waiver of Special Assessment Process) for private service line replacement work.

The proposed policy should be considered a “work in progress” so that as new information becomes available it can be amended.

Policy Implementation

Policy implementation will require an Agreement and Temporary Construction Easement and a Waiver of Special Assessment. The remaining two agenda items authorize the procedure and delegates approvals to the Village Manager.

Recommendations

The Public Works Committee and Village Manager recommend:

The Village Board vote to “adopt resolution # 2966 and the Lead Water Service Replacement Policy.”

The Village Board vote to “authorize the Village Manager to approve voluntary Waivers of the Special Assessment Process for the replacement of private water services.”

The Village Board vote to “authorize the Village Manager to approve Agreements and Temporary Construction Easements for the Replacement of Private Water Service.”

Thank you for your consideration.

cc: Chris Jaekels Esq - Village Attorney

STATE OF WISCONSIN : MILWAUKEE COUNTY : VILLAGE OF WHITEFISH BAY

RESOLUTION NO.2966

ADOPTING A LEAD WATER SERVICE REPLACEMENT POLICY FOR THE VILLAGE OF
WHITEFISH BAY

The Board of Trustees of the Village of Whitefish Bay adopts the following Resolution:

WHEREAS, the Village's Water System includes Village owned lead water service laterals from the main to the water shut off valve in the vicinity of the property line; and

WHEREAS, private property owners are responsible for the water service laterals from the water shut off to the water meter; and

WHEREAS, the privately owned water service laterals may also be lead; and

WHEREAS, when either the public or private lead service line is replaced during construction there may be a temporary increase in lead levels in the water; and

WHEREAS, the Village Board has concluded that in order to protect the Public Health a program to replace lead water service lines in the Village is required; and

WHEREAS, the Village Board has concluded that a uniform, formal, and public lead water service replacement policy is in the public interest; and

WHEREAS, the Public Works Committee and Village Manger have recommended the attached " Village of Whitefish Bay Lead Water Service Replacement Policy "effective April 18, 2016; and

NOW, THEREFORE, the Village Board of the Village of Whitefish Bay, Milwaukee County, Wisconsin, HEREBY RESOLVES to adopt the attached Village of Whitefish Bay Lead Water Service Replacement Policy effective April 18, 2016

PASSED AND APPROVED this the 18th day of April 2016, by the Village Board of the Village of Whitefish Bay, Wisconsin.

Julie Siegel, Village President

(Attest)

Jennifer Amerell, Village Clerk

4/15/16 draft

Village of Whitefish Bay

Lead Water Service Replacement Policy

(Adopted April 18, 2016 by Resolution #2966).

¹Introduction

The Village is responsible for the costs associated with property owner water service replacement from the water main to the service shutoff valve, located anywhere from the back of curb to the property line on the homeowner side of the public sidewalk. The property owner is then responsible for the remainder of the water service replacement, from the service shutoff valve into the home connecting to the water meter.

The Village of Whitefish Bay potable drinking water is supplied by the North Shore Water Commission and meets all state and federal drinking water standards for the numerous regulated constituents, including lead. Studies however have shown that if only a portion of a lead water service line is replaced, the risk of lead exposure at the homeowners tap may temporarily increase. Information about lead water services and ways to protect yourself against lead exposure can be found on the websites of the North Shore Water Commission as well as North Shore Health Department. The Village does not have a complete and accurate list of existing pipe material for all private property owner water services in the Village. Public Works Department staff will continue to revise and update the list it does have and field verify as appropriate.

Annual public full roadway pavement and utility reconstruction projects in the Village provide cost effective opportunities for both the Village as well as property owners to replace existing lead water services with new copper or plastic water services. This is true whether the water main replacement is or is not part of the full roadway pavement or utility reconstruction project scope of work.

With this in mind, the Village encourages property owners with lead water services to replace their private water service, or take other appropriate actions, where

¹ This policy is a statement of intent on behalf of the Village Board with regard to its desired approach to its discretionary authority and that of Village employees. It creates no ministerial duty whatsoever on the part of the Village or its employees and requires discretionary funding from the Village and discretionary acts on the part of the Village and its employees. In no way can this Policy form the basis of a claim for liability against the Village.

the Village desires to proceed with water service replacement in the public right of way. The Village will endeavor to assist those property owners by providing contractor resources, if desired, to assist in the decision making process, and if applicable, incorporating the water service replacement work into larger roadway or utility reconstruction projects at the property owners expense.

Statement of Policy

A. Full roadway pavement removal and reconstruction work

When the Village is completing full roadway pavement removal and reconstruction work, the Village shall make an effort to replace all known lead water services within the public right of way with non-lead services from the water main to the shutoff valve located at approximately the property line, at the full expense of the Village. The Village will attempt to notify and educate those property owners of the benefits of either (i) paying for the replacement of their private lead water service from the shutoff valve to their water meter or (ii) taking other appropriate actions.

The Village will provide property owners the ability to utilize Village contractors to complete their private lead water service replacement work, at the full expense of the property owner. The Village will also establish and maintain a voluntary financing program (Waiver of Special Assessment) with payments that are repaid to the Village with interest. This program would be made available to property owners to fund their private lead water service replacement work.

B. Replacement of Lead Water service Lines not related to full roadway pavement removal and reconstruction work

- 1) Property Owner requests the Village replace the Village owned water service line

Upon the written request by a property owner who has documented leaks in their private lead water service line that requires its replacement, the Village, at its full expense, may replace the lead water service in the public right of way from the water main to the shutoff valve.

Prior to the replacement the property owner must submit a written request including a commitment to replace their lead water service line concurrently with the replacement of the Village line.

2) Village has replaced the Village owned lead water service line in the past

For known properties where the Village has replaced the public lead water service line, the Village encourages property owners to replace their privately owned portion of the lead water service from their shutoff valve to their water meter, or take other appropriate actions.

The Village upon written request of the property owner will provide property owners the ability to utilize Village contractors to complete their private lead water services replacement work, at the full expense of the property owner. Replacements will be scheduled during the following year construction season for cost efficiency reasons.

The Village will provide the voluntary "Waiver of Special Assessment" funding mechanism to be used by property owners at their discretion for work completed by the Village on behalf of the property owner. No work should proceed on the Village's part on private property without a signed "Agreement and Temporary Construction Easement for Replacement of Private Water Service".

Policy Implementation

A. Protocol for Lead Water Service Replacement During Full Roadway Pavement and Utility Reconstruction Projects

The Village will attempt to identify known water service pipe material for private water service laterals on all properties located on the full roadway pavement and utility reconstruction projects. Note that the Village does not have records indicating existing water service pipe material for private laterals on all properties in the Village.

The Village will attempt to notify each property owner by letter regarding:

- Pipe material of their water service per Village records, as well as directions on how property owners can identify existing water service pipe material
- Information regarding lead water services and lead exposure as well as resources for property owners to obtain more information on this matter
- Scope and timing of the proposed full roadway pavement or utility reconstruction project

- Desire by the Village to replace all lead water services and encouragement to the property owners to replace their side of the water service or take other appropriate actions.
- Estimated cost associated to the homeowner for water service replacement on their side.
- Estimated cost associated to the Village for water service replacement
- Description of the Village Waiver of Special Assessment Process available to the property owner.
- Deadline date for the property owner to notify the Village of their desire to replace their private water service, determination of desire to include it in the proposed public project and sign the Special Assessment Waiver and Temporary Construction Easement or desire to proceed as separate privately contracted work.

The Village will then schedule or coordinate this water service replacement work with the contractor performing the reconstruction project per bid prices, with a utility contractor under contract by the Village or with the property owner's utility contractor.

All work by the Village on private property will require the appropriate "Agreement/Temporary Construction Easement" and "Waiver of Special Assessment" to be signed by the property owner.

The Village Finance Director will be given property owner and billing information for this private work if the work is completed under Village contract. Assessments will be sent out to affected property owners by the Finance Director.

B. Protocol for Lead Water Service Replacement Not Related to Full Roadway Pavement and Utility Reconstruction Projects

1. For property owner requests due to a leaking private lead water service line

The Village will be responsive to property owners and assist them in confirming that their water service pipe material is lead. Note that the Village does not have records indicating existing water service pipe material for all properties in the Village.

Upon receipt of the appropriate documentation the Village will then schedule or coordinate this water service replacement work with a utility contractor under

contract by the Village or with the property owner's utility contractor. All work by the Village on private property will require the appropriate "Agreement/Temporary Construction Easement" and "Waiver of Special Assessment" to be signed by the property owner.

The Village will fund its replacement of the Village lead water service line to avoid any partial lead water service replacements initiated by property owners.

2. For property owner replacements where the Village has in prior years replaced the public water service line with copper or plastic.

The Village will be responsive to property owners and assist them in confirming that their water service pipe material is lead. Note that the Village does not have records indicating existing water service pipe material for all properties in the Village.

The Village will then schedule or coordinate this water service replacement work with a utility contractor under contract by the Village or with the property owner's utility contractor. All work by the Village on private property will require the appropriate "Agreement/Temporary Construction Easement" and "Waiver of Special Assessment" to be signed by the property owner.

The Village will make every effort to share:

- Information regarding lead water services and lead exposure as well as resources for property owners to obtain more information on this matter
- Schedules of any known proposed upcoming Village Public Works projects adjacent to their property
- Estimated costs associated to the homeowner for water service replacement
- Estimated costs associated to the Village for water service replacement
- Description of the Village voluntary special assessment process available to the property owner and waiver of special assessment hearing.

Village Finance Director will be given property owner and billing information for this private work if the work is completed under Village contract. Assessments will be sent out to affected property owners by the Finance Director.

Attachments

“Voluntary Waiver of Special Assessment Notices and Hearing”

“Agreement and Temporary Construction Easement for Replacement of Private Water Service”

**VILLAGE OF WHITEFISH BAY
VOLUNTARY WAIVER OF SPECIAL ASSESSMENT NOTICES AND HEARING**

Name: _____ (**"Owner"**)
Property Address: _____ (**"Property"**)

We, the undersigned, as Owner of Property which will benefit from the below described proposed improvement ("**Improvement**") to be constructed by the Village of Whitefish Bay, Wisconsin ("**Village**"), in consideration of the construction of said Improvement by the Village agree as follows:

1. The Improvement is generally described as: _____, the cost of which includes all planning, design, construction, inspection, professional services, materials, labor and equipment.

2. Owner hereby admits that this Improvement will benefit the Property, consents to construction of the Improvement, and agrees to voluntarily waive all special assessment notices, hearings and proceedings otherwise required to levy a special assessment for the costs of this Improvement against the Property (the "**Special Assessment**") under Wisconsin Statutes Sections 66.0703 and 66.0715, as well as any right to appeal the Special Assessment under Section 66.0703(12), Wisconsin Statutes, and stipulates that the amount of the Special Assessment levied against the Property has been determined on a reasonable basis and that the benefits to the Property from the Improvement exceeds the amount of the Special Assessment against the Property. Owner agrees that the Village may proceed immediately to levy the Special Assessment.

3. Owner may elect to pay the Special Assessment in up to seven (7) equal successive annual installments to be paid with the general property taxes on the Property. The Village shall have the right annually during the payment period above specified, to place a proportionate part of the principal of the Special Assessment, determined by the number of installments, together with interest at the rate in effect at the time the Special Assessment is levied, on the tax roll, to be collected together with the general taxes in the same manner as if said proportionate charge had been levied as a Special Assessment against the Property. The interest payment shall be determined at the current rate at which the Village may borrow funds, and each installment shall include a proportion of the principal and interest upon the unpaid portion of such Special Assessment.

4. If any installment so entered in the tax roll is not paid to the Village when due it shall be referred to the County as delinquent and collected by the County in the same manner as delinquent general taxes on real estate.

We have hereunto set our hands and seals this _____ day of _____, 20_____.

OWNER _____
Print Sign

OWNER _____
Print Sign

WITNESS _____
Print Sign

**AGREEMENT AND TEMPORARY CONSTRUCTION EASEMENT
FOR
REPLACEMENT
OF
PRIVATE WATER SERVICE**

This agreement ("**Agreement**") is made and entered into this ___ day of _____, 2016 by and between _____ ("**Owner**") and the VILLAGE OF WHITEFISH BAY, a Wisconsin municipal corporation, including the Village of Whitefish Bay Water Utility (collectively "**Village**") (each individually "**Party**" or collectively, "**Parties**").

WITNESSETH:

WHEREAS, Owner owns certain property located at _____, Whitefish Bay, Wisconsin (the "**Property**"); and

WHEREAS, Village intends to replace the water main and/or the lead water service line it owns which provides water service to the Property; and

WHEREAS, the Owner desires to replace the private water lateral connecting the water main to the Property; and

WHEREAS, the Owner requests that the Village replace said private water lateral.

NOW, THEREFORE, in consideration of the foregoing and of the mutual promises and covenants of the Parties hereto, it is hereby agreed as follows:

1. The Village will remove and replace any existing private water service lateral on the Property that is connected to a water main that the Village intends to replace, from approximately the private property line of the Property to and into the occupied structure(s) on the Property and will connect the new water service to the existing water meter(s) located on the Property ("**Installation**").

2. The Owner hereby provides a temporary construction easement ("**Easement**") to the Village for purposes of the Installation. The Village will conduct the Installation in a workman like manner and will restore the Property to substantially the condition in which it existed prior to the Installation ("**Restoration**"). Village Restoration shall continue through at least one full growing season. The Easement shall remain in place from the date of execution of this Agreement until the later of completion of Installation and Restoration, or December 31, 2017. Access pursuant to this Easement on the part of the Village, its contractors, agents, employees, or subcontractors, shall be limited to daylight hours and shall only be upon reasonable advance notice to the Owner.

3. Owner agrees that all costs of Installation and Restoration are the responsibility of the Owner, and the Property will be assessed for all costs of Installation subject to, and in accordance with, the Voluntary Waiver of Special Assessment Notices and Hearing which has been executed by Owner and provided to Village.

4. Upon completion of the Installation (exclusive of Restoration), ownership rights and responsibility including all costs of, and responsibilities for, operation, maintenance, repair, and use of the Installation shall be the responsibility of the Owner and Village shall have no responsibility whatsoever for such costs, other than the completion of Restoration through one full growing season.

5. All manufacturer and contractor warranties or guarantees with regard to the Installation and Restoration shall inure to the benefit of the Owner. The Village provides no guarantee or warranty whatsoever with regard to the Installation and Restoration once complete.

6. The Owner and the Village hereby indemnify and hold one another harmless for any injuries, losses, damages, costs and expenses to the extent resulting from their own acts, omissions, or negligence.

7. This Agreement shall run with the land and shall inure to the benefit of, and be binding upon, the Owner, the Village and their respective heirs, successors and assigns including, without limitation, all subsequent owners of the Property.

8. This Agreement shall be governed by the laws of the State of Wisconsin without giving effect to its conflict of laws provisions.

9. No change or modification of this Agreement shall be valid unless in writing and signed by the Owner and the Village.

10. The invalidity or unenforceability of any provision of this Agreement shall not affect its other provisions, and this Agreement shall be construed in all respects as if any invalid or unenforceable provisions were omitted.

11. The Parties to this Agreement had full opportunity to negotiate its terms and consult with counsel based on authorship. Neither Party shall claim or enjoy any preference or advantage with regard to the interpretation of its terms.

12. No delay or omission by a Party in exercising any right or power arising out of any opposing Party default or inaction under the terms or conditions of this Agreement shall be construed to be a waiver of that right or power. A waiver by one Party of any of the obligations of the other Party shall not be construed to be a waiver of any breach of any other terms or conditions in the Agreement.

[SIGNATURES APPEAR ON FOLLOWING PAGE]

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement to take effect as of the date first written above.

OWNER:

By: _____

and

VILLAGE

VILLAGE OF WHITEFISH BAY, WISCONSIN
a municipal corporation,

By: _____
Steven Sheiffer, Village Manager

This instrument was drafted by:

Christopher J. Jaekels, Esq.
Davis & Kuelthau, s.c.
111 East Kilbourn Avenue – Suite 1400
Milwaukee, Wisconsin 53202

Village of Whitefish Bay, WI
Friday, January 2, 2026

Chapter 17. Village Code and Ordinances

Article IX. Assessments

[Adopted by Ord. No. 1807 (Sec. 17.15 of the Codification)]

§ 17-30. Assessments for improvements to property and infrastructure.

Assessments for improvements to property infrastructure shall be assessed according to the procedures in § 66.0701 et seq., Wis. Stats. This section shall not apply to special charges for current services pursuant to § 66.0627, Wis. Stats. Assessments for improvements to property and infrastructure benefiting private property in the Village shall be assessed against the property benefited as follows.

§ 17-31. Voluntary improvements and assessment.

All properties where the owner requests and the Village undertakes requested work shall be assessed 100% of the actual cost of:

- A. Driveway approaches (in conjunction with a street mill and overlay project or sidewalk replacement program);
- B. Storm and sanitary laterals on private property;
- C. Water service lines on private property;
- D. Carriage walks in street right-of-way.

§ 17-32. Involuntary improvements and assessment.

- A. The maintenance of the sewer lateral from the main connection in the street to the building foundation is the responsibility of the property owner.
- B. Sanitary sewer lateral relay, repair, or replacement shall be undertaken as the responsibility of the property owner in the event of lateral failure. Property owners shall pay for the relay or repair of their sanitary lateral if it is found to be leaking and an order for relay or repair is issued by the Village Engineer. Such leaking laterals may be part of a Village project for rehabilitation or replacement and assessed to the benefited property.

§ 17-33. Preliminary and final resolution.

For all assessments under this article not otherwise under § 66.0627, Wis. Stats., the following shall apply:

- A. A preliminary resolution will be presented to the Village Board indicating the proposed improvements, advising that the full cost thereof will be assessed against abutting properties and scheduling a public hearing thereon.
- B. If approved for improvements, a final resolution authorizing the improvements and assessing the full cost thereof will be presented to the Village Board for approval.

§ 17-34. Installment payments; deferral of overlapping assessments.

- A. If an assessment for a particular property exceeds \$500, the owner may elect to pay the assessment in installments. The principal payment shall be made in equal annual installments over a period not to exceed 10 years, and the minimum annual principal payment shall be no less than \$500 per year. In addition, interest shall be charged at the rate the Village is charged if funds are borrowed for the work involved plus an additional 1% to cover administrative expenses. If no funds are borrowed by the Village, interest shall be charged at the rate that would have been charged if funds had been borrowed at the time of the final resolution regarding the assessment plus an additional 1% to cover administrative expenses. In either case, the rate shall be rounded up to the nearest 1/10 of 1%.
- B. If there are two overlapping special assessments for improvements, the following shall apply:
 - (1) The property owner may elect to defer payment of a second assessment or the lesser of two assessments where the total annual payments exceed \$500.
 - (2) Interest shall be charged on the deferred assessment during the deferral period as set forth above.
 - (3) When one assessment is paid in full, principal and interest payments shall begin on the deferred assessment.



Village of Whitefish Bay Public Works Department

155 W. Fairmount Ave • Whitefish Bay, Wisconsin 53217 • (414) 962-6690 • Fax (414) 967-1391

Mathew Collins, Director of Public Works

February 2, 2026

Memo to: President Kevin Buckley and the Village Board of Trustees

From: Matthew Collins, Director of Public Works

Re: Sendik's Redevelopment Public Improvements – Construction Inspection Service Contract Approval

On October 6, 2025, the Village Board approved Ordinance No. 1918 to rezone the necessary parcels to a Planned Development District (PDD) for the construction and funding requirements for the Sendik's Redevelopment project. In addition to the proposed private redevelopment, there are a number of public improvements as part of the project scope aimed at addressing utility improvements, traffic, and pedestrian safety. The Village's engineering services contractor, Clark Dietz alongside village staff presented these proposed improvements during the August Village Board meeting as well as final design recommendations approved by the Village Board on September 15th, 2025.

Clark Dietz, with assistance of village staff and the Sendik's team have worked to develop construction documents and specifications that are now finalized. Sendik's has integrated these public improvement design documents into a bid package that will be solicited to qualified contractors to perform these activities during the 2026 construction season. Bids are anticipated to be due on Friday, January 30th, 2026 with final approvals and contract awards to occur in February, 2026.

As the project transitions from design to construction, the Village will require construction oversight and management over the proposed public improvements. Clark Dietz has the familiarity of the project and has participated with all stages since the original proposal was submitted to the Village Board. The level of complexity of construction is elevated due to the density of the corridor as well as the overall community impact and interest within the Business Improvement District. Clark Dietz has submitted construction inspection services that will support the projects goals and outcomes including: Construction Management, Project Communication and Outreach, and full time Construction Observation.

The construction inspection and management services as shown on the attached proposal will offer a high level of communication and customer services as well as accountability to all stakeholders throughout the construction of the public improvements. The total anticipated public improvement project cost is \$2,764,405. Clark Dietz has submitted a proposal for construction oversight services totaling \$246,300 (8.9% of anticipated construction costs). This work is covered by the Developer's Agreement and will be paid for with funds from Sendik's, TID 1, and TID 3. No general fund dollars will be used. The costs are consistent with what was anticipated during the developer agreement discussions.

Village Staff Recommends to the Village Board:

To approve the Clark Dietz Construction Inspection Service Agreement in the amount of \$246,300 as outlined within the attached memo and exhibit pending Village Attorney review and approvals.



January 27, 2026

Matthew Collins
Director of Public Works
Village of Whitefish Bay
5300 N. Marlborough Drive
Whitefish Bay, WI 53217

RE: Public Improvements at Sendik's Redevelopment – Construction Inspection Services

Dear Kelsey,

Our Whitefish Bay Service Team proposes to perform construction inspection services for the Public Improvements at Sendik's Redevelopment. Our team assisted the Village through the public improvements design and propose to continue to be an extension of Village staff through construction.

Silver Spring Drive serves as one of the Village's central corridors supporting a bustling mix of local businesses, restaurants, pedestrians, and daily commuters. Just around the corner, Lake Drive supports a high volume of traffic and links several North Shore communities together. Together, these streets and this redevelopment project are the vibrant heartbeat of Whitefish Bay.

As our team completed the design of the public improvements, we are ready to oversee construction with precision and accountability. Our deep familiarity with the project's technical details enables us to confidently hold the developer and their contractors to the highest standards.

Sendik's redevelopment presents not just an infrastructure challenge, but a community opportunity. Given its significance, efficient construction oversight and robust public engagement will be critical to making sure the project remains on schedule and within budget, minimizing disruption to stakeholders and preserving the vitality of this central hub.

We bring not only technical insight, but also continuity and context that will translate into tangible value for the Village throughout construction. Our team's extensive experience in construction management makes certain the Village, the developer, local businesses, residents, visitors, and the contractors are all valued through this project.

We understand that this may be for engineering services for construction inspection, but we are dedicated to being proactive, engaging, considerate, thoughtful, and meaningful with all stakeholders.

CJ will serve as the construction manager and be the primary conduit for the Village for clear and consistent communication throughout the project. He is supported by our experienced construction team presented herein.

Our dedication to Whitefish Bay goes beyond professional responsibilities, making the success of this project deeply personal to us. This is a pivotal moment for Whitefish Bay, and we're ready to help steward its transformation.

Clark Dietz, Inc.
Christopher (CJ) Beyer, PE

Scope of Work

Task 1 – Construction Management:

- i. Serve as the Village's agent. CJ will be the Village's point of contact.
- ii. Review/approve project public submittals (water, storm sewer, roadway, electrical, and traffic signal).
- iii. Public Improvements Preconstruction Meeting.
- iv. Weekly project progress. Assume 30 Meetings.
- v. Review and process pay requests for Public Improvements. Assume 4 payments.
 - a. Separate Village and Developer payment responsibility.
- vi. Review Contractor's progress schedule weekly and overall project sequencing.
- vii. Review potential change orders and RFI's.
- viii. Resident / business concerns and construction impacts.

Task 2 – Project Communication and Outreach:

- i. Work with Developer's Project Manager weekly. Assume 36 weeks.
- ii. ~~Attend up to three (3) Village Board meetings.~~ Village Board meetings not included.
- iii. ~~Develop and maintain project webpage monthly. Assume 9 months.~~ Webpage not included.
- iv. Weekly progress reports for Village. Assume 36 weeks.

Task 3 – Construction Observation:

- i. Full-Time Observation of public road, water, storm, and sanitary improvements. Assume 24 Weeks.
 - a. 40 hours per week for Construction Observer.
 - b. 10 hours per week for Construction Oversight.
- ii. Review materials for compliance to project specifications and plans.
- iii. Perform routine traffic control and detour inspections.
- iv. Coordinate work in conjunction with the Developer, Contractor, and Village to resolve utility conflicts.
- v. Act as the main point of contact on-site for property and business owners.
- vi. Maintain a daily log of activities, labor, equipment and record of completed quantities.
- vii. Maintain photo diary of all phases of construction. Drone flight not included.
~~Includes one (1) drone flight per month (6 total).~~
- viii. Generate substantial and final completion documents including punch list.
- ix. Conduct final inspection and certify acceptance.
- x. Perform field verification of the contractor's watermain work including the top of pipe elevation for all water mains at all grade breaks, horizontal locations of water main (including valve boxes, hydrants, and curb stops), water service elevations at the main and curb stop, and horizontal locations of all water services.
- xi. Perform field verification of the contractor's storm and sanitary work including the invert of pipe elevation for all new storm sewers and sanitary sewers.
- xii. Provide electronic record drawings and GIS compatible shape files.

Project Team

We are excited to show friendly faces you already know as well as highlight other members of our team that are fully capable of assisting the Village through this project. The Whitefish Bay services team we offer goes far beyond the following group and are flexible to provide any service the Village requests.



262.842.2415 christopher.beyer@clarkdietz.com

Christopher (CJ) Beyer, PE

PROJECT MANAGER, COMMITTED TO COMMUNICATION

Christopher (CJ) is a civil engineer with design and construction inspection experience in municipal engineering, surface transportation, and wet utility projects. CJ's expertise includes roadway design and construction, water main, erosion control enforcement, site development, and sanitary/storm sewer. CJ has expertise in design of roadway improvements and street design using DOT standards and guidelines. Most recently, CJ has designed and inspected a variety of projects from drainage programs to multi-year, multi-million dollar utility and roadway projects. To highlight one area of expertise, CJ is the lead designer of water main replacement projects for multiple municipalities that replace thousands of feet of water main each year. From southern Wisconsin to northern Illinois, he is the go-to consultant for municipal engineering, utility projects, roadway design, and erosion control enforcement. CJ works closely with his clients throughout the design process to ensure that a long term and efficient solution is achieved. CJ's practical knowledge gained through construction inspection and design experience translate to more accurate design plans, minimizing construction changes and unseen obstacles.

To guarantee that infrastructure projects are completed as smoothly as possible, CJ makes public involvement one of his key priorities. CJ is committed to ensuring a positive public outreach to the municipality's residents. He addresses any feedback from residents in the project area and strives to remain open and available.

EXPERIENCE
10 years

EDUCATION
BS, Civil Engineering,
University of Wisconsin-
Platteville

REGISTRATIONS
Professional Engineer - WI
Professional Engineer - IL

**PROFESSIONAL
AFFILIATIONS**
American Public Works
Association, Member

RELEVANT EXPERIENCE

- Vel R. Phillips Plaza Construction Services, Milwaukee, WI
- East Side Sewer Design and Construction, Bayside, WI
- Tennyson Storm Lift Station Construction, Bayside, WI
- Crawford Park Construction Services for Master Grading and Drainage, Caledonia, WI
- 2018 Annual Reconstruction Inspection Services, Glendale, WI
- 2020 Silver Spring Drive Construction Services, Glendale, WI
- 2023 I-43 Construction Assistance, Glendale, WI
- 2020, 2021 Annual Water Main Construction, Glendale, WI
- 2020, 2021, 2022, 2023, 2024 Alley Construction Services, Glendale, WI
- 2021, 2024 Resurfacing Construction, Glendale, WI
- 2022 Good Hope Rd. Water Main Replacement Construction at Strattech Culvert, Glendale, WI
- Richard E. Maslowski Park Site Grading, Pavement, Stormwater Management and Construction Services, Glendale, WI
- Green Bay Avenue Water Main Construction, Glendale, WI
- 60th Street Reconstruction Inspection, Kenosha, WI
- Lydell Avenue Roadway Reconstruction Inspection Services, Whitefish Bay, WI
- Port Washington & Jean Nicolet Water Sewer Construction Inspection, Glendale, WI

PROJECT TEAM



MUSTAFA EMIR, PHD, PE
CLIENT LIAISON
CLARK DIETZ

With a career dedicated to serving North Shore communities, Mustafa is a Senior Municipal Engineer who brings a wealth of experience in infrastructure improvements, helping clients navigate fiscally responsible decision for future projects. His expertise spans roadway improvements, construction services, and water resources engineering, with a special focus on including watershed-wide stormwater and surface water management plans.

Known for his service-centric approach, he prioritizes both client needs and resident interests, balancing budget constraints with practical solutions. His leadership keeps projects on schedule, fostering collaboration within the team while engaging the public with transparency and responsiveness, making complex municipal initiatives more accessible and effective.

RELEVANT EXPERIENCE

- Vel R. Phillips Plaza Construction Management, Milwaukee, WI
- TMDL Stormwater Mgmt Plan Milwaukee, WI
- Sewer Lateral Digitization, Milwaukee, WI
- MWW 2023 LSLR Construction Services, Milwaukee, WI
- 2021 Water Main Design, Milwaukee, WI
- I-43 Water/Sewer Relocation Construction, Glendale, WI
- 60th Street Corridor Construction Services, Kenosha, WI
- East Side Sewer Design and Construction, Bayside, WI
- Tennyson Storm Lift Station Construction, Bayside, WI
- 2018 Annual Reconstruction Inspection Services, Glendale, WI
- 2020 Silver Spring Drive Construction Services, Glendale, WI
- 2020, 2021 Annual Water Main Construction, Glendale, WI
- Kenboern Water Main Construction Services, Glendale, WI
- Pierron Road Sewer Construction, Glendale, WI
- Lead Service Line Replacement Project, Glendale, WI

EDUCATION

PHD, BS, CONCORDIA
UNIVERSITY, MONTREAL,
CANADA

EXPERIENCE

33 YEARS

PROFESSIONAL REGISTRATION

PROFESSIONAL ENGINEER - WI



EMILY BASALLA, PE, CFM
SENIOR VICE PRESIDENT / PRINCIPAL
CLARK DIETZ

Emily is a highly respected Infrastructure Design and Planning Professional with decades of hands-on engineering experience. Her experience includes civil, environmental, and municipal engineering projects. She takes a creative approach to every project with the goal of integrating functional roadway, drainage, and storm sewer designs with sustainable solutions in a community context.

ULTIMATE RESPONSIBILITY

As Principal-in-Charge, Emily is ultimately responsible for ensuring staff resources are aligned with client goals and budgets. Emily serves as Senior Vice President, and Regional Director for Wisconsin, having built a strong reputation for efficient and effective management of resources from 2 decades of experience managing municipal projects. Working directly with our design and project leads, she will provide the guidance and decisions necessary to optimize the efficiency, quality, and timeliness of your project.

DIVERSE EXPERIENCE

Emily has experience in pavement replacement and roadway widening projects, stormwater design, water main relocations, and sanitary sewer design. Additional stormwater design experience includes drainage studies and storm sewer design. Emily brings a strong background facilitating municipal permitting and designing for green infrastructure.

INFRASTRUCTURE MANAGEMENT AND PLANNING

Emily prepares clients for financially responsible and technically sound infrastructure improvements. Street improvement plans, sewer rehabilitation plans, private lateral maintenance plans, stormwater management plans are some of the unique products Emily helped develop during the last 20 years of service to governments across the region.

RELEVANT EXPERIENCE

- MWW 2023 LSLR Construction Services, Milwaukee, WI
- TMDL Stormwater Mgmt Plan Milwaukee, WI
- Vel R. Phillips Plaza Construction Management, Milwaukee, WI
- 2021 Water Main Design, Milwaukee, WI
- I-43 Water/Sewer Relocation Construction, Glendale, WI
- 60th Street Corridor Construction Services, Kenosha, WI

EDUCATION

BS, CIVIL ENGINEERING,
UNIVERSITY OF MISSOURI,
COLUMBIA

EXPERIENCE

21 YEARS

PROFESSIONAL REGISTRATION

PROFESSIONAL ENGINEER - WI, IN, IL, MI
ASFPM CERTIFIED FLOODPLAIN MANAGER -
MST

PROJECT TEAM



AARON POSTER
CONSTRUCTION SUPERVISOR
CLARK DIETZ

Aaron exudes large construction management. His broad based knowledge in the industry will support CJ and the Village in dealing with numerous stakeholders and the public as he navigates this important project.

CONTRACTOR MANAGEMENT EXPERT

Aaron brings 20 plus years of experience working as a project manager in a municipal setting including full cycle project delivery. His experience includes being responsible for the largest state roadway and highway construction projects in Wisconsin. He has driven and delivered more than 20 large, highly visible, concurrent state projects. He has also led and completed hundreds of concurrent private and municipal construction projects. Aaron has experience conducting bidding, scheduling, contract preparation, and project management. Aaron's experience provides a unique advantage to our Construction Team. With 16 years' experience working on the construction side of managing large projects, his perspective is a great advantage when identifying cost saving opportunities as well as negotiating with Contractors.

RELEVANT EXPERIENCE

- Vel R. Phillips Plaza Construction Management, Milwaukee, WI
- MWW 2023 LSLR Construction Services, Milwaukee, WI
- 2025 Puetz Rd. Watermain Construction, Oak Creek, WI
- 2024 Resurfacing Construction, Glendale, WI
- Rockwell Park Construction Management, Oconomowoc, WI
- 2022 Watermain Construction Inspection, Whitefish Bay, WI
- Tennyson Storm Lift Station Construction, Bayside, WI
- I-43 Water/Sewer Relocation Construction, Glendale, WI
- 2023 Water Main Construction Services, Elmhurst, IL
- Harley Davidson Powertrain Operations Solar, Menomonee Falls, WI
- Greenway Public Infrastructure Construction Services, Kenosha, WI

EDUCATION

BS, ENVIRONMENTAL
ENGINEERING, UNIVERSITY OF
WISCONSIN-PLATTEVILLE

EXPERIENCE

24 YEARS

PROFESSIONAL AFFILIATIONS

AMERICAN PUBLIC WORKS ASSOCIATION



STEVEN WLAHOVICH
CONSTRUCTION OVERSIGHT
CLARK DIETZ

Steven is a seasoned Construction Inspector with more than 20 years of field experience. His experience includes managing daily field operations of public infrastructure projects including water main, sanitary, storm sewer, and roadway construction. He completes detailed documentation of daily field operations (IDR's), measure and document job quantities, plan review, implementation of job specifications and local governing specifications, implementing soil erosion/soil control procedures, project estimating, preparing bidding documents and progress payments for various projects, survey and layout, preparing record drawings, and on the job problem solving.

As a former Construction Manager for the Village of Pleasant Prairie, Steven managed the Construction Management department operations, budgeting, and field staff. Steven had full oversight of Village projects related to Public Infrastructure: survey, design, estimating, bidding documents, contract administration, permitting, and specification documents. Other responsibilities included management of GPS Village assets, plan reviews, job specification review and local governing specification review, traffic control plan review, and job safety review, right-of-way inspection and permitting, and implementation of soil erosion/soil control procedures.

RELEVANT EXPERIENCE

- Vel R. Phillips Plaza Construction Management, Milwaukee, WI
- I-43 Water/Sewer Relocation Construction, Glendale, WI
- 2024 Water Main Construction, Glendale, WI
- 2024 Road Resurfacing Construction Services, Glendale, WI
- 2025 Puetz Rd. Watermain Construction, Oak Creek, WI
- 2024 Emergency Storm Sewer Repairs, Whitefish Bay, WI
- 38th Street Construction Inspection, Kenosha, WI
- 2025 Street Improvements, Stevens Point, WI
- 2024 Sidewalk and Curb and Gutter Inspection Services, Kenosha, WI
- Redevelopment Block I Construction Inspection, Kenosha, WI

EDUCATION

AAS, CIVIL ENGINEERING TECHNOLOGY HIGHWAY TECHNOLOGY,
GATEWAY TECHNICAL COLLEGE

EXPERIENCE

24 YEARS

PROJECT TEAM



JOEY KALLAL, EI
CONSTRUCTION OBSERVER
CLARK DIETZ

Joey is a recent civil engineering graduate. Before graduating, Joey worked for the Village of Gurnee as an Intern. His experience includes design and construction observation of roadway reconstruction projects. His technical skills include experience with AutoCAD, Microsoft Office Programs, Google Drive Programs, ArcGIS, Highway Capacity Software, and Land Management Software.

Joey is quickly finding himself as a young municipal engineer. He understands each municipality he works with and performs in step with their needs. His construction observation and communications skills are strong. He is a great fit inside any Village Hall as well as outside with any contractor.

RELEVANT EXPERIENCE

- Vel R. Phillips Plaza Construction Management, Milwaukee, WI
- Sewer Lateral Digitization, Milwaukee, WI
- 2025 Watermain Construction, Glendale, WI
- 16th Avenue Construction Inspection, Kenosha, WI
- 2023 Concrete Sidewalk and Curb & Gutter Repair Program, Kenosha, WI
- 2024 Sidewalk and C&G Inspection, Kenosha, WI
- 60th Street Reconstruction Inspection Seg 6, Kenosha, WI
- Kenosha - Greenway Public Infrastructure Construction Services, Kenosha, WI
- KWU- Greenway Public Infrastructure Construction Services, Kenosha, WI
- Pershing Blvd 75th to 67th St Construction Inspection, Kenosha, WI
- Various Roadway Resurfacing Construction Inspection, Kenosha, WI

EDUCATION

BS, CIVIL ENGINEERING,
MARQUETTE UNIVERSITY

EXPERIENCE

2 YEARS

PROFESSIONAL REGISTRATION

ENGINEER INTERN - IL



SAM YARNOT, EI
CONSTRUCTION OBSERVER
CLARK DIETZ

Sam rejoined Clark Dietz after recently graduating from the University of Wisconsin - Milwaukee, earning his B.S. degree in Civil Engineering. Prior to that Sam interned with Clark Dietz during the summer of 2023, providing construction observation for municipal improvement projects. Sam is a civil engineer experienced with construction phase services including roadway improvements, drainage, water main and sanitary sewer system improvements on municipal projects.

His experience includes construction observation of roadway reconstruction projects including sidewalk programs. Sam shines with his exceptional communication skills, both with Contractors and residents, which helps lead to a smooth construction project. His technical skills include experience with AutoCAD, Microsoft Office Programs, Google Drive Programs, ArcGIS, Highway Capacity Software, and Land Management Software.

RELEVANT EXPERIENCE

- Vel R. Phillips Plaza Construction Management, Milwaukee, WI
- Engineering Design & Construction Inspection for DPW Green Swale, Bayside, WI
- 2024 Water Main Construction, Glendale, WI
- 2024 Erosion Control, River Hills, WI
- Westridge Lift Station -Construction Services, New Berlin, WI
- CTH C and CTH U Construction, Bristol, WI
- Greenway Public Infrastructure Construction Services, Kenosha, WI
- 16th Avenue Construction Inspection, Kenosha, WI
- 60th Street Reconstruction Construction Inspection, Kenosha, WI
- 2023 Concrete Sidewalk and Curb & Gutter Repair Program, Kenosha, WI
- 2024 Sidewalk and C&G Inspection, Kenosha, WI
- 2023 I-43 Construction Assistance, Glendale, WI

EDUCATION

BS, CIVIL ENGINEERING, UNIVERSITY OF
WISCONSIN-MILWAUKEE

EXPERIENCE

1 YEAR

Schedule

We anticipate 8 weeks of pre-construction management, 24 weeks of full-time inspection, and 4 weeks of part time inspection for project closeout. Full time inspection includes 40 hours per week for Construction Observer and 10 hours per week for Construction Oversight.

In addition, we have allocated 4 hours per week for the duration of the project until final acceptance (40 weeks) for our services team to serve as the Village's agent, coordinate with businesses, ~~attend Village Board meetings~~, maintain public outreach, and provide weekly updates.

Proposed Fee

Task 1 – Construction Management:

\$45,920

- i. Serve as the Village's agent.
- ii. Review/approve project public submittals (water, storm sewer, roadway, electrical, and traffic signal).
- iii. Public Improvements Preconstruction Meeting.
- iv. Weekly project progress. Assume 30 Meetings.
- v. Review and process pay requests for Village responsible payments. Assume 4 payments.
- vi. Review Contractor's progress schedule weekly.
- vii. Review potential change orders and RFI's.
- viii. Resident / business concerns and construction impacts.

Task 2 – Project Communication and Outreach:

\$12,730

- i. Work with Developer's Project Manager weekly. Assume 36 weeks.
- ~~ii. Attend up to three (3) Village Board meetings. Village Board meetings not included.~~
- ~~iii. Develop and maintain project webpage monthly. Assume 9 months. Webpage not included.~~
- iv. Weekly progress reports for Village. Assume 36 weeks.

Task 3 – Construction Observation:

\$187,650

- i. Full-Time Observation of public road, water, storm, and sanitary improvements. Assume 24 Weeks.
 - a. 40 hours per week for Construction Observer.
 - b. 10 hours per week for Construction Oversight.
- ii. Review materials for compliance to project specifications and plans.
- iii. Perform routine traffic control and detour inspections.
- iv. Coordinate work in conjunction with the Developer, Contractor, and Village to resolve utility conflicts.
- v. Act as the main point of contact on-site for property and business owners.
- vi. Maintain a daily log of activities, labor, equipment and record of completed quantities.
- vii. Maintain photo diary of all phases of construction. Drone flight not included.
~~Includes one (1) drone flight per month (6 total).~~
- viii. Generate substantial and final completion documents including punch list.
- ix. Conduct final inspection and certify acceptance.
- x. Perform field verification of the contractor's watermain work including the top of pipe elevation for all water mains at all grade breaks, horizontal locations of water main (including valve boxes, hydrants, and curb stops), water service elevations at the main and curb stop, and horizontal locations of all water services.
- xi. Perform field verification of the contractor's storm and sanitary work including the invert of pipe elevation for all new storm sewers and sanitary sewers.
- xii. Provide electronic record drawings and GIS compatible shape files.

TOTAL Amendment Fee

\$246,300



Sincerely,
Clark Dietz, Inc.

WORK ORDER APPROVAL
Public Improvements at Sendik's Inspection

Emily K. Basalla, PE, CFM
Senior Vice President

Kelsey McElroy-Anderson, Village Manager

Date

STANDARD TERMS AND CONDITIONS

1. **STANDARD OF CARE.** Services shall be performed in accordance with the standard of professional practice ordinarily exercised by the applicable profession at the time and within the locality where the services are performed. No warranty or guarantee, express or implied is provided, including warranties or guarantees contained in any uniform commercial code.
2. **CHANGE OF SCOPE.** The Scope of Services set forth in this Agreement is based on facts known at the time of execution of this Agreement, including, if applicable, information supplied by Clark Dietz and Client. Clark Dietz will promptly notify Client of any perceived changes of scope in writing and the parties shall negotiate modifications to this Agreement.
3. **DELAYS.** If events beyond the control of Clark Dietz, including, but not limited to, fire, flood, explosion, riot, strike, war, process shutdown, act of God or the public enemy, and act or regulation of any government agency, result in delay to any schedule established in this Agreement, such schedule shall be extended for a period equal to the delay. In the event such delay increases the cost or time required for Clark Dietz to perform its services, Clark Dietz shall be entitled to an equitable adjustment in compensation and extension of time.
4. **TERMINATION/SUSPENSION.** Either party may terminate this Agreement upon 30 days written notice to the other party in the event of substantial failure by the other party to perform in accordance with its obligations under this Agreement through no fault of the terminating party. Client shall pay Clark Dietz for all Services, including profit relating thereto, rendered prior to termination, plus any expenses of termination.
5. **REUSE OF INSTRUMENTS OF SERVICE.** All reports, drawings, specifications, computer data, field data notes and other documents prepared by Clark Dietz as instruments of service shall remain the property of Clark Dietz. Clark Dietz shall retain all common law, statutory and other reserved rights, including the copyright thereto. Reuse of any instruments of service including electronic media, for any purpose other than that for which such documents or deliverables were originally prepared, or alteration of such documents or deliverables without written authorization or adaptation by Clark Dietz for the specific purpose intended, shall be at Client's sole risk.
6. **ELECTRONIC MEDIA.** In accepting and utilizing any drawings, reports and data on any form of electronic media generated and furnished by Clark Dietz, the Client agrees that all such electronic files are instruments of service of Clark Dietz, who shall be deemed the author, and shall retain all common law, statutory law and other rights, without limitation, including copyrights.

The Client agrees not to reuse these electronic files, in whole or in part, for any purpose other than for the Project. The Client agrees not to transfer these electronic files to others without the prior written consent of Clark Dietz. The Client further agrees that Clark Dietz shall have no responsibility or liability to Client or others for any changes made by anyone other than Clark Dietz or for any reuse of the electronic files without the prior written consent of Clark Dietz.

Any changes to the electronic specifications by either the Client or Clark Dietz are subject to review and acceptance by the other party. If Clark Dietz is required to expend additional effort to incorporate changes to the electronic file specifications made by the Client, these efforts shall be compensated for as Additional Services.

In addition, the Client agrees, to the fullest extent permitted by law, to indemnify and hold harmless Clark Dietz, its officers, directors, employees and subconsultants (collectively, Clark Dietz) against all damages, liabilities or costs, including reasonable attorneys' fees and defense costs, arising from any changes made by anyone other than Clark Dietz or from any use or reuse of the electronic files without the prior written consent of Clark Dietz.

The Client is aware that differences may exist between the electronic files delivered and the printed hard-copy construction documents. In the event of a conflict between the signed construction documents prepared by Clark Dietz and electronic files, the signed or sealed hard-copy construction documents shall govern.

7. **OPINIONS OF CONSTRUCTION COST.** Any opinion of construction costs prepared by Clark Dietz is supplied for the general guidance of the Client only. Since Clark Dietz has no control over competitive bidding or market conditions, Clark Dietz cannot guarantee the accuracy of such opinions as compared to contract bids or actual costs to Client.
8. **SAFETY.** Clark Dietz specifically disclaims any authority or responsibility for general job site safety and safety of persons other than Clark Dietz employees.
9. **RELATIONSHIP WITH CONTRACTORS.** Clark Dietz shall serve as Client's professional representative for the services and may make recommendations to Client concerning actions relating to Client's contractors. Clark Dietz specifically disclaims any authority to direct or supervise the means, methods, techniques, sequences or procedures of construction selected by Client's contractors.

10. **THIRD PARTY CLAIMS.** Nothing contained in this Agreement shall create a contractual relationship with or a cause of action in favor of a third party against either the Client or Clark Dietz. Clark Dietz's services under this Agreement are being performed solely for the Client's benefit, and no other party or entity shall have any claim against Clark Dietz because of this Agreement or the performance or nonperformance of services hereunder. The Client and Clark Dietz agree to require a similar provision in all contracts with contractors, subcontractors, subconsultants, vendors and other entities involved in this Project to carry out the intent of this provision.

11. **MODIFICATION.** This Agreement, upon execution by both parties hereto, can be modified only by a written instrument signed by both parties.

12. **PROPRIETARY INFORMATION.** Information relating to the Project, unless in the public domain, shall be kept confidential by Clark Dietz and shall not be made available to third parties without written consent of Client, unless so required by court order.

13. **INSURANCE.** Clark Dietz will maintain insurance coverage for Professional, Comprehensive General, Automobile, Worker's Compensation and Employer's Liability in amounts in accordance with legal, and Clark Dietz business requirements. Certificates evidencing such coverage will be provided to Client upon request. For projects involving construction, Client agrees to require its construction contractor, if any, to include Clark Dietz as an additional insured on its commercial general liability policy relating to the Project, and such coverages shall be primary.

14. **INDEMNITIES.** Clark Dietz agrees, to the fullest extent permitted by law, to indemnify and hold harmless the Client, its officers, directors and employees against all damages, liabilities or costs, to the extent caused by Clark Dietz' negligent performance of professional services under this Agreement and that of its subconsultants or anyone for whom Clark Dietz is legally liable.

The Client agrees, to the fullest extent permitted by law, to indemnify and hold harmless Clark Dietz, its officers, directors, employees and subconsultants against all damages, liabilities or costs, to the extent caused by the Client's negligent acts in connection with the Project and that of its contractors, subcontractors or consultants or anyone for whom the Client is legally liable.

Neither the Client nor Clark Dietz shall be obligated to indemnify the other party in any manner whatsoever for the other party's own negligence.

15. **LIMITATIONS OF LIABILITY.** In recognition of the relative risks and benefits of the Project to both the Client and Clark Dietz, the risks have been allocated such that the Client agrees, to the fullest extent permitted by law, to limit the liability of Clark Dietz and their officers, directors, partners, employees, shareholders, owners and subconsultants for any and all claims, losses, costs, damages of any nature whatsoever or claims expenses from any cause or causes, including attorneys' fees and costs and expert-witness fees and costs, so that the total aggregate liability of Clark Dietz and their officers, directors, partners, employees, shareholders, owners and subconsultants shall not exceed Clark Dietz's total fee for services rendered on this Project, or \$250,000, whichever is greater. It is intended that this limitation apply to any and all liability or cause of action however alleged or arising, unless otherwise prohibited by law.

16. **CONSEQUENTIAL DAMAGES.** Notwithstanding any other provision of this agreement, and to the fullest extent permitted by law, neither the Client nor Clark Dietz, their respective officers, directors, partners, employees, contractors or subconsultants shall be liable to the other or shall make any claim for any incidental, indirect or consequential damages arising out of or connected in any way to the Project or to this Agreement. This mutual waiver of consequential damages shall include, but is not limited to, loss of use, loss of profit, loss of business, loss of income, loss of reputation and any other consequential damages that either party may have incurred from any cause of action including negligence, strict liability, breach of contract and breach of strict or implied warranty. Both the Client and Clark Dietz shall require similar waivers of consequential damages protecting all the entities or persons named herein in all contracts and subcontracts with others involved in this project.

17. **ACCESS.** Client shall provide Clark Dietz safe access to the project site necessary for the performance of the services.

18. **ASSIGNMENT.** The rights and obligations of this Agreement cannot be assigned by either party without written permission of the other party. This Agreement shall be binding upon and insure to the benefit of any permitted assigns.

19. **HAZARDOUS MATERIALS.** Clark Dietz and Clark Dietz' consultants shall have no responsibility for discovery, presence, handling, removal or disposal of or exposure of persons to hazardous materials in any form at the project site, including but not limited to asbestos, asbestos products, polychlorinated biphenyl (PCB) or other toxic substances. If required by law, the client shall accomplish all necessary inspections and testing to determine the type and extent, if any, of hazardous materials at the project site. Prior to the start of services, or at the earliest time such information is learned, it shall be the duty of the Client to advise Clark Dietz (in writing) of any known or suspected hazardous materials. Removal and proper disposal of all hazardous materials shall be the responsibility of the Client.

20. **REMODELING AND RENOVATION.** For Clark Dietz' services provided to assist the Client in making changes to an existing facility, the Client shall furnish documentation and information upon which Clark Dietz may rely for its accuracy and completeness. Unless specifically authorized or confirmed in writing by the Client, Clark Dietz shall not be required to perform or have others perform destructive testing or to investigate concealed or unknown conditions. The Client shall indemnify and hold harmless Clark Dietz, Clark



Dietz' consultants, and their employees from and against claims, damages, losses and expenses which arise as a result of documentation and information furnished by the Client.

21. **CLIENT'S CONSULTANTS.** Contracts between the Client and other consultants retained by Client for the Project shall require the consultants to coordinate their drawings and other instruments of service with those of Clark Dietz and to advise Clark Dietz of any potential conflict. Clark Dietz shall have no responsibility for the components of the project designed by the Client's consultants.

22. **NO WAIVER.** No waiver by either party of any default by the other party in the performance of any particular section of this Agreement shall invalidate another section of this Agreement or operate as a waiver of any future default, whether like or different in character.

23. **SEVERABILITY.** The various terms, provisions and covenants herein contained shall be deemed to be separate and severable, and the invalidity or unenforceability of any of them shall not affect or impair the validity or enforceability of the remainder.

24. **STATUTE OF LIMITATION.** To the fullest extent permitted by law, parties agree that, except for claims for indemnification, the time period for bringing claims under this Agreement shall expire one year after Project Completion.

25. **DISPUTE RESOLUTION.** In the event of a dispute arising out of or relating to this Agreement or the services to be rendered hereunder, Clark Dietz and the Client agree to attempt to resolve such disputes in the following manner: First, the parties agree to attempt to resolve such disputes through direct negotiations between the appropriate representatives of each party. Second, if such negotiations are not fully successful, the parties agree to attempt to resolve any remaining dispute by formal nonbinding mediation conducted in accordance with rules and procedures to be agreed upon by the parties.



February 2, 2026

Memo to: President Kevin Buckley and the Village Board of Trustees

From: Maxine Miller, Staff Engineer

Re: Construction contract award for the 2026 Sanitary Sewer Lining Project

There are roughly 5,000 properties within the Village servicing approximately 14,500 residents. The Village conveys sanitary sewer through over 37 miles of mainline and 920 manhole structures. This sewer is transported to Milwaukee Metro Sewerage District (MMSD) for treatment via the Milwaukee Interceptor Sewer (MIS). The Village sanitary sewer mainlines, ranging from 8" to 36" in diameter, are routinely televised using a crawler camera which identify needed repairs to sanitary lines typically through cure in place pipe technologies. This is an annual program to ensure the Village owned sanitary sewer mains and manholes are maintained to reduce risk of basement backups to residents.

The Village adopted the [2026-2031 Capital Improvement Plan](#). This plan prioritizes improvements to public utilities, including the annual sanitary sewer main lining program. The Capital Improvement Plan notes that there is a budget of \$250,000.00 for sanitary sewer main lining and manhole repair for the year 2026. The combined budget for sanitary sewer utility improvements for the years 2025 and 2026 is \$515,000.00.

Whitefish Bay's necessary sanitary sewer utility improvements include the lining of pipes that are broken, offset, or infiltrated with tree roots. It's essential for the Village to proactively address concerns regarding the sanitary utilities to ensure reliable service and extend the operational lifespan of the system. The proposed Sanitary Sewer Lining Project addresses the lining of 27 sanitary main pipe segments, totaling approximately 1.3 miles. It also corrects broken sanitary main pipes with spot repairs in two locations.

The Village publically advertised the Sanitary Sewer Lining Program with sealed bids opened on Tuesday, January 27th, 2026. One contractor submitted a proposal for this project; the contract proposal is listed below.

Visu-Sewer, LLC \$ 247,094.50

Visu-Sewer's bid aligns with anticipated expenses submitted by the contractor. Refer to attached exhibits for additional information.

Village staff recommends to the Village Board:

To approve Visu-Sewer, LLC in the amount of \$247,094.50 for the 2026 Sanitary Sewer Lining Project.



January 28th, 2026

Mr. Matt Collins
Director of Public Works
Village of Whitefish Bay
115 W. Fairmount Ave.
Whitefish Bay, WI 53217

Re: Village of Whitefish Bay 2026 Sewer Lining Program - Recommendation for Contract Award

Dear Matt,

One bid for the 2026 Sewer Lining Project were received and publicly opened on January 27, 2026.

A bid tabulation for the bid received is enclosed, and we have the following comments on the bids:

1. The bid was responsive in that they submitted the required bid security, signed the required pages, and fully completed the bid form. There were no calculation errors.
2. The lowest base bid was submitted by Visu-Sewer from Pewaukee, WI for \$247,094.50.
3. Although only one bid was received, the submitted prices were consistent with expectations and are considered competitive based on sanitary sewer lining projects of similar scope completed in the area over the past several years.
4. Visu-Sewer is a reputable contractor in the area and has performed lining projects for the Village of Whitefish Bay in the past.

Below is a summary of the total project costs for the low bidder.

	Village Responsibility
Estimated Construction Costs	\$ 247,094.50
Engineering	\$ 33,000.00
Total	\$ 280,094.50
Budget	\$ 515,000.00

Based on our review of the submitted bid, we find Visu-Sewer to be the lowest, responsive, and responsible bidder and recommend they be awarded the contract for the 2026 Sewer Lining Project in the amount of \$247,094.50.

If you have any questions, please do not hesitate to contact me.

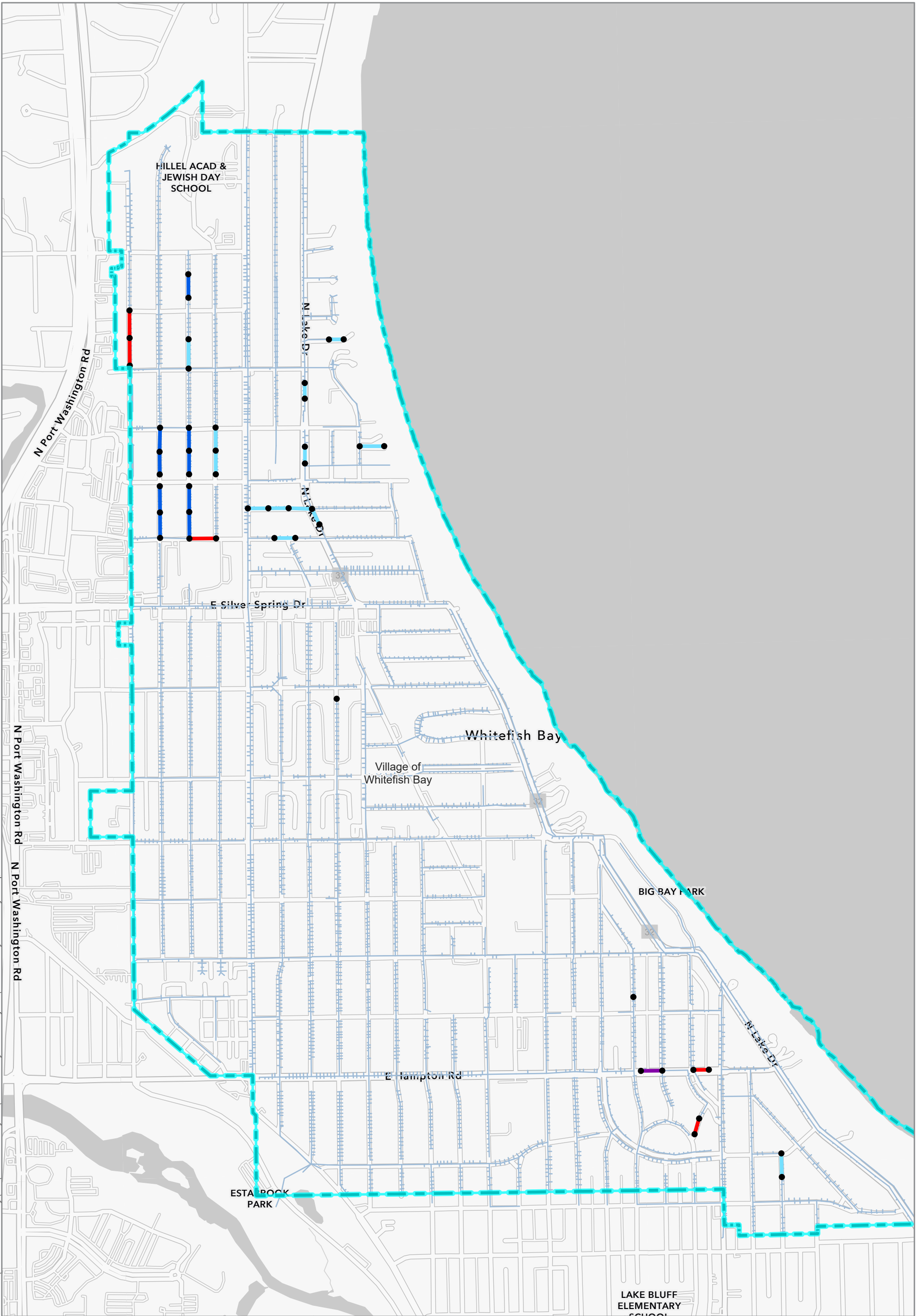
Clark Dietz, Inc.

Andrew Ashley, PE, Project Engineer

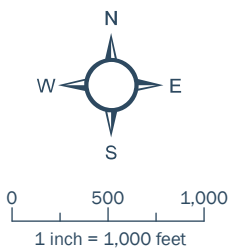
cc: Mr. Christopher Beyer, Clark Dietz
encl: Bid Tabulation

VILLAGE OF WHITEFISH BAY - 2026 SEWER LINING PROJECT			BID DATE:	1/27/2026		1:00PM	
Item Number	Base Bid Items	UNITS	ESTIMATED QUANTITY	Engineers Estimate		Visu-Sewer	
				UNIT PRICE	TOTAL COST	UNIT PRICE	TOTAL COST
1.0000	8 - Inch Nominal Diameter Sanitary Sewer Cured In Place Pipe Lining	LF	7066	\$35.00	\$247,310.00	\$33.25	\$234,944.50
2.0000	Lateral Grouting	EACH	10	\$3,000.00	\$30,000.00	\$1,015.00	\$10,150.00
3.0000	Bypass Pumping	LS	1	\$5,000.00	\$5,000.00	\$500.00	\$500.00
4.0000	Traffic Control	LS	1	\$8,000.00	\$8,000.00	\$1,500.00	\$1,500.00
TOTAL BASE BID				\$290,310.00		\$247,094.50	

Date: 11/24/2025 File Path: R:\Client Data\W028-Whitefish Bay\GIS\ArcGIS Pro Projects\WFB Sanitary Rehab Projects\WFB Sanitary Rehab Projects.aprx



ClarkDietz
Engineering Quality of Life®



2026 Sanitary Sewer Rehabilitation Program

- Area 1A — Area 2A — Area 3A
- Area 1B — Area 2B — Area 3B



Village of
Whitefish Bay
Sanitary Sewer
CCTV Program



February 2, 2026

Memo to: President Kevin Buckley and the Village Board of Trustees

From: Maxine Miller, Staff Engineer

Re: 2026 Crack Sealing Project

The Village owns and maintains 42 miles of roadway servicing the residents and visitors of Whitefish Bay. Annual maintenance in the form of crack seal is needed to maintain the asphalt and concrete streets and alleys to extend their longevity. This maintenance technique reduces the intrusion of water, which lessens the detriment of the freeze and thaw cycle each winter. Moreover, crack sealing removes incompressible materials and slows the rate of cracks spreading on the pavement. Cracks are routed, heat lanced, and then filled with a hot pour liquid crack sealed to extend the useful life of streets.

On September 15th, 2025, the Village of Whitefish Bay adopted the [2026-2031 Capital Improvement Plan](#). The combined approved budget for crack sealing in 2025 and 2026 is \$90,000 due to no crack sealing occurring in 2025. This January, Village staff requested proposals from nine qualified contractors for the crack sealing maintenance of alleyways and streets in Whitefish Bay. The village streets listed on the crack sealing request for proposals included sections of E Henry Clay Street, N Santa Monica Boulevard, N Marlborough Drive, and N Lake Drive. The 2026 Crack Sealing project limits include 3.7 miles of roadway. Four contractors submitted proposals for this project. Based on bids exceeding available budgets, Village staff removed four sections of roads that will be planned and incorporated into the 2027 crack seal program and budget. The revised bids are summarized below:

- AG Sealcoat, LLC - \$85,856.86
- Thunder Road, LLC - \$162,268.00
- Fahrner Asphalt Sealers, LLC - \$170,511.00
- Parking Lot Maintenance, LLC - \$285,306.00

Refer to attached exhibits for additional information

Village staff recommends to the Village Board:

To approve AG Sealcoat, LLC as the crack sealing contractor in the amount of \$85,856.86 for the 2026 crack sealing project.

2026 Crack Sealing Project - Proposals AS SUBMITTED

Street/Alley	To	From	AG Sealcoat	Thunder Road	Fahrner Asphalt	PLM
N Marlborough Dr	E Fairmount Ave	E Glendale Ave	\$ 20,152.40	\$ 34,337.00	\$ 27,533.00	\$ 38,295.00
N Marlborough Dr	E Silver Spring Dr	E Henry Clay Rd	\$ 12,524.70	\$ 25,000.00	\$ 22,328.00	\$ 17,230.00
N Santa Monica Blvd	E Henry Clay St	E Hampton Rd	\$ 10,330.18	\$ 29,545.00	\$ 30,166.00	\$ 83,335.00
E Hampton Rd	N Diversey Blvd	N Sheffield Ave	\$ 6,897.30	\$ 14,945.00	\$ 22,686.00	\$ 54,294.00
E Henry Clay St	N Lydell Ave	N Santa Monica Blvd	\$ 1,818.53	\$ 4,583.00	\$ 10,761.00	\$ 21,745.00
N Lake Dr	E Henry Clay St	E Glendale Ave	\$ 29,056.64	\$ 59,762.00	\$ 60,007.00	\$ 67,601.00
N Elkhart Ave	E Fairmount Ave	E Chateau Pl	\$ 1,037.50	\$ 3,646.00	\$ 5,326.00	\$ 7,122.00
East of N Santa Monica Blvd	E Montclair Ave	N Bell Ave	\$ 2,241.00	\$ 1,142.00	\$ 2,052.00	\$ 5,808.00
East of N Morris Blvd	E Glendale Ave	Terminates	\$ 1,179.43	\$ 850.00	\$ 2,156.00	\$ 9,062.00
North of E Lexington Blvd	N Diversey Blvd	N Hollywood Ave	\$ 1,245.00	\$ 750.00	\$ 6,110.00	\$ 15,892.00
North of E Henry Clay St	N Shoreland Ave	N Santa Monica Blvd	\$ 2,573.00	\$ 1,890.00	\$ 3,691.00	\$ 11,271.00
East of N Newhall St	E Chateau Pl	E Hampton Rd	\$ 1,062.40	\$ 1,305.00	\$ 2,618.00	\$ 6,005.00
North of N Lake Dr	N Lake Dr	N Shore Dr	\$ 2,332.30	\$ 1,100.00	\$ 3,073.00	\$ 19,157.00
East of N Bartlett Ave	N Bartlett Ave	E Chateau Pl	\$ 3,673.58	\$ 3,104.00	\$ 3,089.00	\$ 9,062.00
East of N Bartlett Ave	E Glendale Ave	Terminates	\$ 1,213.46	\$ 1,422.00	\$ 2,006.00	\$ 9,062.00
Total			\$ 97,337.42	\$ 183,381.00	\$ 203,602.00	\$ 374,941.00

2026 Crack Sealing Project - Proposals UPDATED TO BUDGET

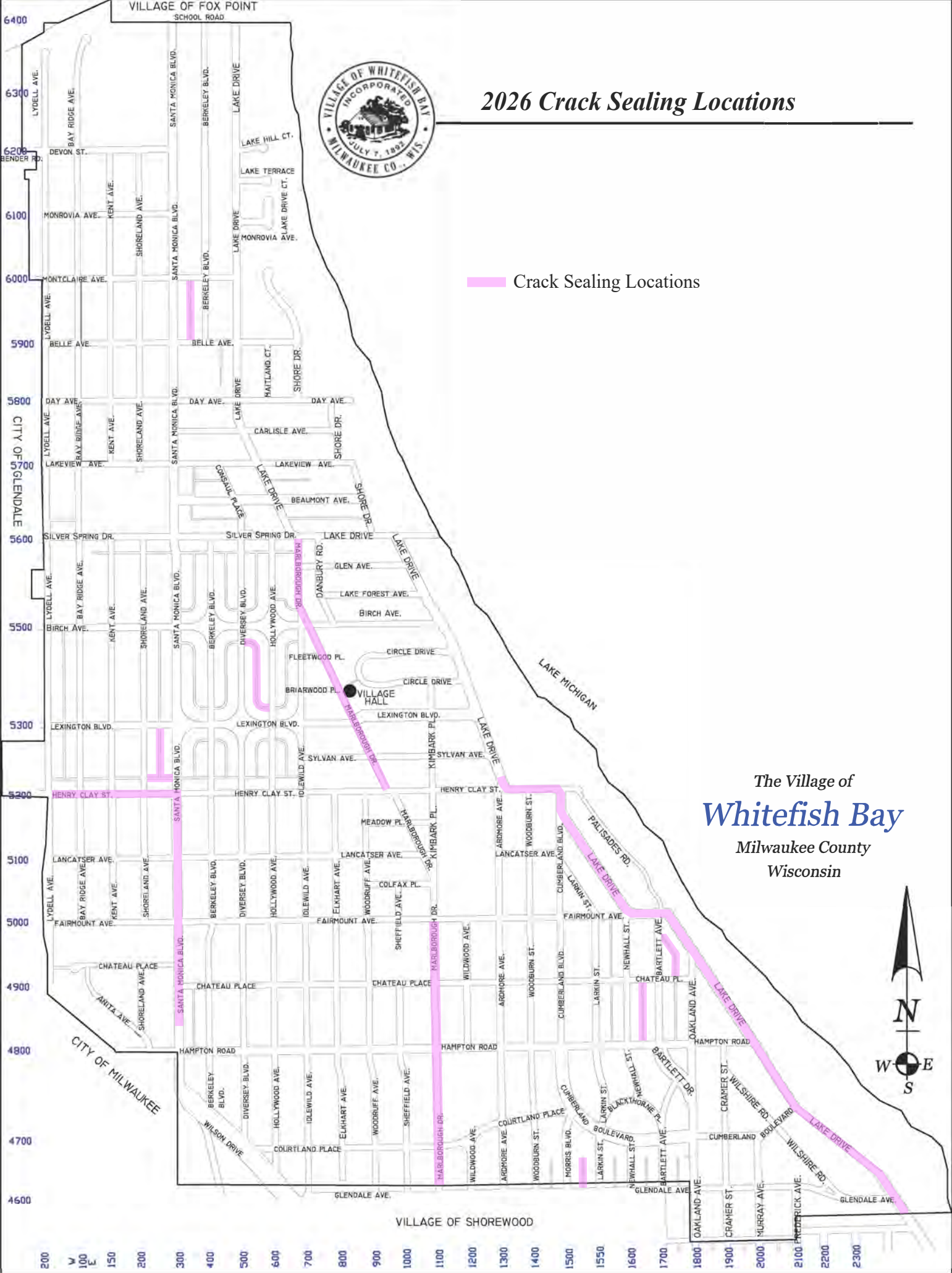
Street/Alley	To	From	AG Sealcoat	Thunder Road	Fahrner Asphalt	PLM
N Marlborough Dr	E Fairmount Ave	E Glendale Ave	\$ 20,152.40	\$ 34,337.00	\$ 27,533.00	\$ 38,295.00
N Marlborough Dr	E Silver Spring Dr	E Henry Clay Rd	\$ 12,524.70	\$ 25,000.00	\$ 22,328.00	\$ 17,230.00
N Santa Monica Blvd	E Henry Clay St	E Hampton Rd	\$ 10,330.18	\$ 29,545.00	\$ 30,166.00	\$ 83,335.00
E Hampton Rd	N Diversey Blvd	N Sheffield Ave	\$ -	\$ -	\$ -	\$ -
E Henry Clay St	N Lydell Ave	N Santa Monica Blvd	\$ 1,818.53	\$ 4,583.00	\$ 10,761.00	\$ 21,745.00
N Lake Dr	E Henry Clay St	E Glendale Ave	\$ 29,056.64	\$ 59,762.00	\$ 60,007.00	\$ 67,601.00
N Elkhart Ave	E Fairmount Ave	E Chateau Pl	\$ -	\$ -	\$ -	\$ -
East of N Santa Monica Blvd	E Montclair Ave	N Bell Ave	\$ 2,241.00	\$ 1,142.00	\$ 2,052.00	\$ 5,808.00
East of N Morris Blvd	E Glendale Ave	Terminates	\$ 1,179.43	\$ 850.00	\$ 2,156.00	\$ 9,062.00
North of E Lexington Blvd	N Diversey Blvd	N Hollywood Ave	\$ 1,245.00	\$ 750.00	\$ 6,110.00	\$ 15,892.00
North of E Henry Clay St	N Shoreland Ave	N Santa Monica Blvd	\$ 2,573.00	\$ 1,890.00	\$ 3,691.00	\$ 11,271.00
East of N Newhall St	E Chateau Pl	E Hampton Rd	\$ 1,062.40	\$ 1,305.00	\$ 2,618.00	\$ 6,005.00
North of N Lake Dr	N Lake Dr	N Shore Dr	\$ -	\$ -	\$ -	\$ -
East of N Bartlett Ave	N Bartlett Ave	E Chateau Pl	\$ 3,673.58	\$ 3,104.00	\$ 3,089.00	\$ 9,062.00
East of N Bartlett Ave	E Glendale Ave	Terminates	\$ -	\$ -	\$ -	\$ -
Total			\$ 85,856.86	\$ 162,268.00	\$ 170,511.00	\$ 285,306.00



2026 Crack Sealing Locations

Crack Sealing Locations

The Village of
Whitefish Bay
Milwaukee County
Wisconsin





Village of Whitefish Bay Public Works Department

155 W. Fairmount Ave • Whitefish Bay, Wisconsin 53217 • (414) 962-6690 • Fax (414) 967-1391

Mathew Collins, Director of Public Works

February 2, 2026

Memo to: President Kevin Buckley and the Village Board of Trustees

From: Matthew Collins, Director of Public Works

Re: Design Engineering Services for the Hampton and Santa Monica Intersection Improvement Project

The intersection of Hampton Avenue and Santa Monica Boulevard, has experienced a history of severe crashes. Nine crashes have occurred at this intersection in the five-year period from 2019 through 2023, including one involving a pedestrian. Traffic signal poles have also been struck four times as well as the Village median sign struck two times in the past five years. There are many contributing factors to the frequency and severity of the crashes, including the lack of protected left-turning movements, older traffic signal equipment, no signal heads present over the northbound and southbound lanes, and signal poles being in the medians on the north and south legs. For pedestrians, there are no high-visibility crosswalks and the curb ramps are not up to ADA standards.

In 2024, the Village was awarded a Highway Safety Improvement Program (HSIP) grant to cover 90% of the requested intersection improvements. The total estimated project cost is \$1,543,731 with federal share covering \$1,384,858 for design and construction activities. The project scope will include updates to traffic signals, including new poles to provide signal heads with retro-reflective back plates over each approach lane, install new controller/cabinet, install new video vehicle detection, install audible push buttons, install new emergency vehicle preemption, and replace all conduit/wiring/pull boxes. It is also proposed to add left-turn protection to all left-turn movements via new left-turn signal heads. Signal heads with flashing yellow capabilities are requested because they can operate in protected-only mode, as proposed, but offer more flexibility for accommodating future travel demands and incorporating features like adaptive protected phasing for pedestrians. Geometric improvements include pavement repair, friction treatment via concrete grooving, and curb bumpouts (where feasible) with ADA compliant curb ramps and high-visibility crosswalks.

The intersection of Hampton and Santa Monica municipal boundaries border the Village of Whitefish Bay and the City of Milwaukee. Seventy-five percent of the intersection is within the Village and twenty-five percent (southwest corner) is within the City of Milwaukee. On June 16, 2025, the Village Board approved the Hampton Avenue and Santa Monica State/Municipal Financial Agreement and Village of Whitefish Bay and City of Milwaukee Agreement as a means to accept WisDOT/Federal funding and work in conjunction with the City to make improvements to the intersection.

Village staff completed the evaluation of (6) Request for Proposals to assist with design and engineering services for this project. Based on the evaluation, Village staff ranked Strand Associates, Inc. as the top ranked firm based on qualifications, credentials, knowledge of the project, and staff availability. The total fees for services totals \$186,360.93. The Village is responsible for 7.5% of total project costs, whereas the City will be responsible for 2.5% and WisDOT will have 90% share. This amounts to an estimated design cost to the Village of \$13,977.

Design is anticipated to commence in spring, 2026 with construction funding available in 2028 as shown in the adopted [2026 – 2031 Capital Improvement Plan](#).

Village Staff Recommends to the Village Board:

To approve the attached Hampton Avenue and Santa Three Party Design Engineering Services Contract in the amount of \$186,360.93 as shown on the attached exhibits pending WisDOT final approval.

Professional

Engineering

Services

Intersection
Traffic Signal
Replacement and
Safety
Improvements
(Hampton Avenue
and Santa Monica
Boulevard)

(WisDOT HSIP Grant
Project)

Proposal

Village of
Whitefish Bay, WI

October 24, 2025





Strand Associates, Inc.®
126 North Jefferson Street, Suite 350
Milwaukee, WI 53202
(P) 414.271.0771
www.strand.com

October 24, 2025

Mr. Matthew Collins
Director of Public Works
Village of Whitefish Bay
155 W. Fairmount Avenue
Whitefish Bay, WI 53217

Re: Request for Proposal (RFP) – Intersection Traffic Signal Replacement and Safety Improvements
(Hampton Avenue and Santa Monica Boulevard)

Dear Mr. Collins:

On behalf of Strand Associates, Inc.®, thank you for the opportunity to submit our proposal for the Intersection Traffic Signal Replacement and Safety Improvements project. With our selection, the Village of Whitefish Bay will receive a trusted, experienced partner with the skills to provide cost-effective solutions for the intersection. The following benefits support our selection:

- **Proven WisDOT Southeast Region Highway Safety Improvement Program (HSIP) experience assures confidence in a quality project.**
- **Our collaborative approach provides solutions that are not only technically sound but also tailored to community needs, making us a trusted partner for projects with high stakeholder involvement.**
- **Thorough understanding of the project intersection dynamics enables us to identify practical solutions that best meet the goals of the project.**

The primary contact for this proposal/project is listed below.

Adam J. Walter, P.E., PTOE
Project Manager/Traffic Signal Designer
Strand Associates, Inc.®
126 N. Jefferson Street, Suite 350, Milwaukee, WI 53202
Phone: 414-271-0771 | Email: Adam.Walter@strand.com

All professional engineering staff are licensed to work in the State of Wisconsin.

We look forward to working with the Village. Should there be any questions or if additional information is needed, please call us at 414-271-0771.

Sincerely,

STRAND ASSOCIATES, INC.®

Adam J. Walter, P.E., PTOE
Project Manager/Traffic Signal Designer

Brandon R. Wright, P.E.
Project Engineer

P250.930/AJW:bsp



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Project Understanding and Approach

In-Depth Understanding of Existing Issues Identifies Necessary Improvements for Hampton Avenue and Santa Monica Boulevard Intersection

The Hampton Avenue and Santa Monica Boulevard intersection project is a Highway Safety Improvement Program (HSIP) project for the Village of Whitefish Bay and will be administered through the WisDOT Local Program. The Village was awarded HSIP funding for this project because of a series of safety concerns related to existing roadway deficiencies identified within the functional area of the intersection. This funding will support the implementation of targeted safety and operational improvements.

Project Location and Background

The intersection of Hampton Avenue and Santa Monica Boulevard lies at the boundary between the Village of Whitefish Bay and the City of Milwaukee. The southwest quadrant falls within the City of Milwaukee, while the remaining three quadrants are in the Village of Whitefish Bay. This intersection is located near the Oak Leaf Trail and Estabrook Park, both of which are significant contributors to pedestrian and bicycle activity in the area. Additionally, Milwaukee County Transit System Route 14 runs north-south on Santa Monica Boulevard, with stops at the intersection.



Project location map.



Pedestrians and cyclists of all ages navigating multiple lanes of traffic at the project intersection.

Santa Monica Boulevard and Hampton Avenue are classified as minor arterials. The Average Annual Daily Traffic (AADT) entering the Hampton Avenue and Santa Monica Boulevard intersection is 23,000 vehicles per day. The posted speed limit is 25 miles per hour (mph) for the north and east legs of the intersection and 30 mph for the west and south legs of the intersection. The east, north, and south legs of the intersection each have a left-turn lane and a wide shared through/right lane. The west leg includes separate left-turn, through, and right-turn lanes. Bicycle facilities are inconsistent – the north and east legs do not have marked bike lanes, the south leg has wide bike lanes in both directions, and the west leg includes a bike lane only on the north side of Hampton Avenue.



Crash History and Safety Concerns

The crash data provided in the RFP indicates a history of severe crashes at the intersection. Nine crashes occurred within the intersection from 2019 to 2023, there have also been four traffic signal poles struck and two median signs hit within the last 5 years. A detailed review of the Hampton Avenue and Santa Monica Boulevard intersection reveals several roadway and operational deficiencies that likely contribute to the frequency of crashes and the observed traffic patterns. These issues are outlined below and will be used to inform potential design and safety improvements in subsequent sections.



1. Opposing left-turning truck obstructs driver's view of oncoming through traffic, illustrating visibility challenges caused by negative offset.

Intersection Deficiencies and Operation Issues

1. Negative Offset for Left-Turn Movements

The northbound and southbound left-turn lanes have a negative offset. A negative offset obscures the vision of left-turn movements of oncoming through movements when a queue is present in the opposing turn lane. This geometric deficiency can lead to high incidences of right-angle crashes.

2. Poor Traffic Signal Visibility

The existing traffic signals are post-mounted or use trombone arms, providing only approach control. There are no overhead signal heads for northbound and southbound lanes, and no far left-turn signal indications. Combined with the negative offset, this limited visibility contributes to challenging turning movements and increases the potential for rear-end and angle crashes.



2. Limited signal visibility for northbound movements due to post-mounted heads and lack of overhead indications

3. Non-Compliant Pedestrian Facilities

Curb ramps do not meet ADA standards, and there are no high-visibility crosswalks. These conditions reduce accessibility and create challenges for pedestrians navigating the intersection.

4. Inconsistent Bicycle Markings

Bicycle accommodations vary across the intersection. The north and east legs do not have marked bike lanes, the south leg has wide bike lanes in both directions, and the west leg has a bike lane only on the north side of Hampton Avenue. This inconsistency can confuse users.



3. Substandard curb ramps in all four quadrants of the intersection.



5. Access Control

Driveways are located within the functional area of the intersection. These driveways can create potential conflicts with turning movements and through traffic. These access points can disrupt traffic flow, reduce driver reaction time, and contribute to operational deficiencies at the intersection.

6. Poor Pavement and Infrastructure Condition

Pavement, sidewalks, and concrete medians are in poor condition.



6. Deteriorated pavement at the intersection, illustrating the need for rehabilitation to improve drivability.

7. Unserved Left-Turn Queues

High northbound left-turn volumes are not adequately served by the signal phase. Field observations showed persistent queues even after the left-turn phase, which could potentially lead to aggressive driving behavior.

8. Pedestrian Conflicts with High Eastbound Right-Turn Volume

The heavy volume of eastbound right-turn movements creates conflicts with pedestrians. Drivers often focus on cars coming from the left when making a right-on-red and overlook pedestrians crossing with a walk sign signal indication. During a field visit, pedestrians were observed waiting multiple signal cycles to cross the west leg of the intersection because vehicles were encroaching in the crosswalk to make a right-on-red.

9. Traffic Signal Cabinet Location

The traffic signal cabinet is positioned within the terrace and turn radius, making it vulnerable to hits and potential for costly ongoing maintenance issues.



8. Pedestrians with a walk signal wait to cross as eastbound right-turning vehicles encroach on the crosswalk.



9. Traffic signal cabinet in vulnerable location.

Project Approach Provides Solutions that Improve Safety and Operations for All Users

Data Collection and Traffic Modeling

Traffic counts will be conducted at the Hampton Avenue and Santa Monica Boulevard intersection to collect hourly volumes of vehicles, trucks, pedestrians, buses, and bicycle traffic. The data collected from the traffic counts will be used to create a traffic model that confirms existing operational needs, left-turn phasing, time of day coordination offsets, turn-bay lengths, and time of day splits. These insights will guide design decisions and support stakeholder engagement.



Reports

Because of nearby sensitive land uses, the team will complete the required categorical exclusion checklist (CEC) environmental document along with a Phase 1 HAZMAT report. The Phase 1 HAZMAT report will be required for this project because of the proximity of the gas station located in the southeast and the dry cleaners located in the southwest quadrant of the intersection. Our agency knowledge, previous experience submitting environmental documents for the WisDOT Southeast (SE) Region local program, and familiarity with key environmental and historic issues will streamline the document approval process through WisDOT.



Dry cleaners and gas station at the project intersection that will be investigated during Phase 1 HAZMAT report.

Based on the scope of intersection improvement needed to address the safety issues, a modernization and rehabilitation design study report (DSR) following S-2 design criteria will be required. Near completion of preliminary engineering, we will provide the Village with a draft DSR, updated opinion of probable construction costs, and 60 percent drawings for review. Following the Village's review, the DSR will be finalized and submitted to WisDOT for final review and approval.

Our team will develop a transportation management plan (TMP) that maintains access to Hampton Avenue and Santa Monica Boulevard for all traffic throughout construction. Temporary signals will be used to maintain traffic during construction. Our experience with similar urban projects will guide staging strategies, including temporary signal pole placement, business access, and pedestrian accommodations.

Utility and Local Agency Coordination

As this is a Local Program project, the TRANS 220 process will not be required, however, we plan to use a similar procedure to maintain a familiar process that the Utility companies recognize. Early in the project timeline, a DT 1077 will be sent out to notify Utilities of the upcoming project and to request system maps, which will then be compared to our survey to verify utility locations shown in our plans. Based on the RFP, we anticipate the Utilities to include WE Energies Gas and Electric, AT&T, Charter, and the Village of Whitefish Bay Water, Sewer, and Storm utility. Also, based our HSIP project with the Village 5 years ago, we anticipate additional utilities such as CenturyLink, MMSD, and Level 3 Communications to be in the project limits. We understand how important Utility coordination is, especially when identifying locations for new signal equipment, and will work to avoid utility conflicts, where practical, during design.

Effective coordination with Utilities identifies critical utility conflicts early in the project and helps avoid utility relocations during construction. Upon completion of 60 percent plans and approval of the DSR, the plans and DT 1078 will be sent to the respective Utility companies. This step in the coordination process provides Utilities with a *Plan Approved for the Design of Utility Adjustments* and identifies any potential utility conflicts. We will proactively coordinate with Utilities and provide them with any requested information so that they can complete a work plan to eliminate utility conflicts with the proposed roadway construction or new traffic signal bases. Once we receive work plans from the Utilities, we will complete a thorough review of each work plan to verify that all utility conflicts have been addressed.

Public Involvement and Stakeholder Engagement

We understand that the Village of Whitefish Bay has highly-engaged residents and stakeholders. As transportation engineers, we bring a toolbox of solutions, but selecting the right one starts with understanding the community's needs. No one knows the intersection challenges better than those who use it daily. That is why we are always excited to work with engaged communities.

For this project, our team will coordinate closely with the Village of Whitefish Bay and the City of Milwaukee to ensure the intersection upgrades align with both community needs and to provide necessary accommodations during construction. We will confirm stakeholder satisfaction before finalizing design, including hosting Public Information Meetings with the Public Works Committee, Village Board, adjacent property owners, and other interested parties.



Roadway Improvements, Enhanced Pedestrian, and Bike Accommodations

To address the existing challenges at the intersection, the Village may consider a range of roadway, pedestrian, and bicycle improvements. These solutions vary in complexity and impacts and are organized below to address previously identified deficiencies.

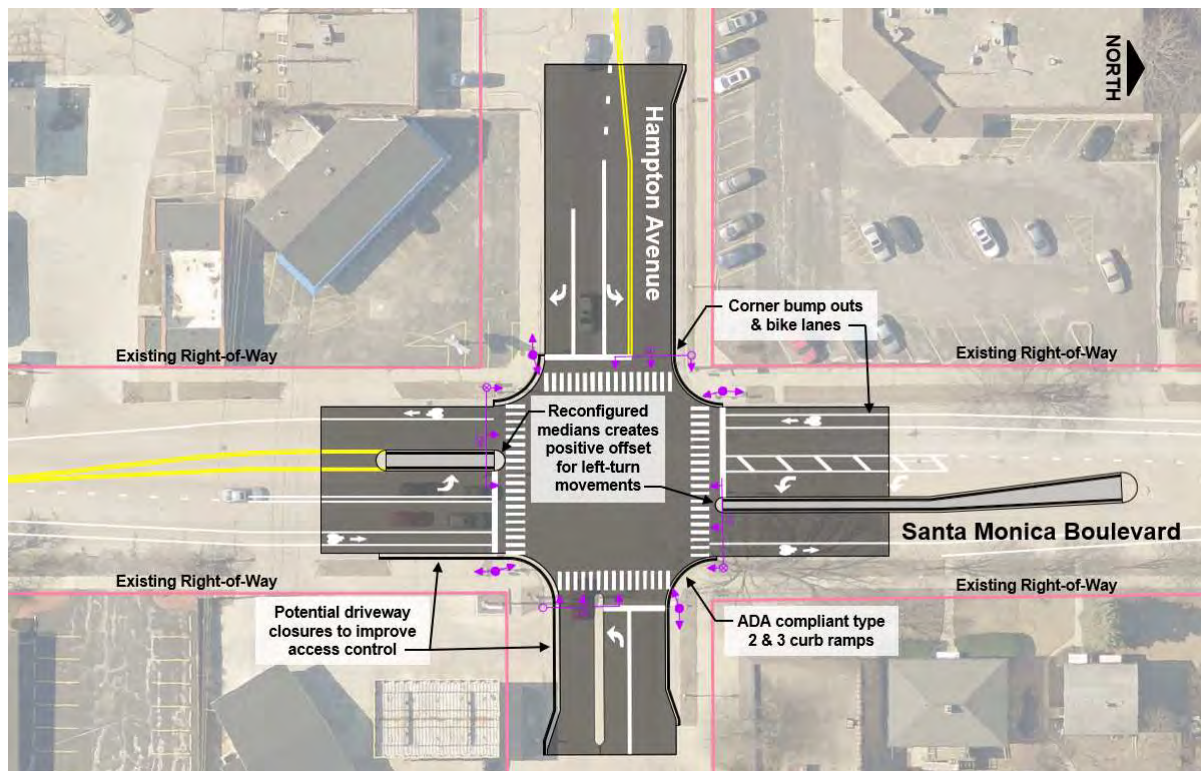
1. Northbound and Southbound Left-Turn Lane Offset

To eliminate the negative offset in the left-turn lanes on Santa Monica Boulevard, the existing concrete medians could be reconfigured to create raised median between the opposing through traffic and left-turn lanes. A pavement-marked splitter island between the left-turn lanes and through movement would provide a positive offset for left-turn movements in both directions on Santa Monica Boulevard. Eliminating the negative offset improves safety by enhancing visibility for left-turn movements.

2. Enhanced Pedestrian and Bike Accommodations

Improving pedestrian and bicyclist accessibility is a key component of this project, especially given the high volumes generated by nearby destinations such as the Oak Leaf Trail, Estabrook Park, and nearby businesses. The following improvements are proposed to enhance comfort, visibility, and connectivity for non-motorized users:

1. ADA-Compliant Curb Ramps
 - Replace the existing substandard curb ramps with Type 2 and 3 curb ramps that meet WisDOT standards.
2. Corner Bump-Outs and Bike Lanes
 - We will coordinate with the Village to incorporate bump-outs and bike lanes where feasible at the intersection. Bump-outs will help shorten pedestrian crossing distances and improve visibility, while bike lanes will provide dedicated space for cyclists. On Hampton Avenue, the existing roadway footprint may limit the ability to implement both features without additional modifications.
3. High Visibility Crosswalks
 - Provide high visibility ladder pattern crosswalks for all pedestrian crossings.
4. Pedestrian Signal Heads and Push Buttons
 - Pedestrian signal heads with countdown timers will be added to improve visibility and help pedestrians gauge crossing time. ADA-compliant push buttons will be added to provide flexible signal timing during off-peak hours and enhance pedestrian control.



Roadway improvements and enhanced pedestrian accommodations improve existing deficiencies for all users at Hampton Avenue and Santa Monica Boulevard.



3. Access Control

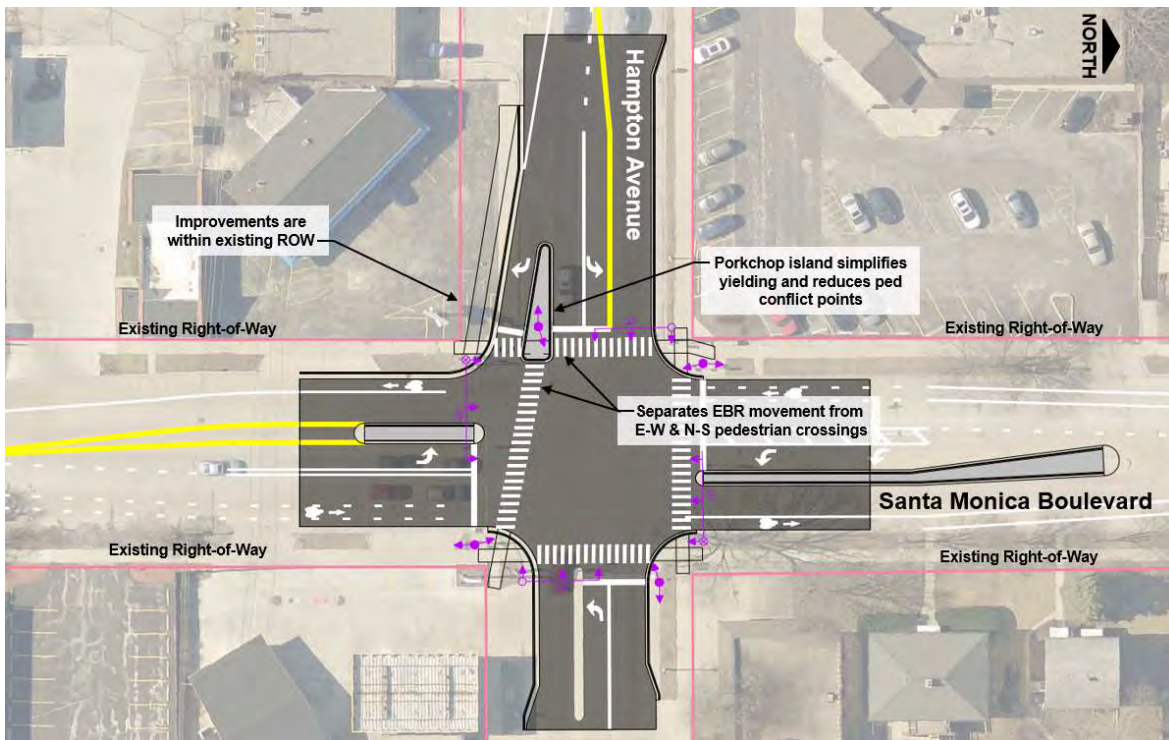
The design team will work with the Village and adjacent property owners to evaluate the feasibility of driveway closures to improve access control. This includes assessing how gas tankers currently enter and exit the gas station in the southeast quadrant of the intersection. Our goal is to maintain necessary access so the business can continue operating effectively while implementing intersection improvements.

4. Eastbound Right-Turn and Pedestrian Conflict Mitigation

To address conflicts between eastbound right-turning vehicles and pedestrians, the following build alternatives could be implemented. These options aim to improve traffic flow while maintaining pedestrian accessibility.

High Build Alternative

Construct a channelized right-turn lane with a small pork chop island in the southwest quadrant for eastbound right-turn movements. This design will help mitigate conflicts between vehicles attempting to make eastbound right-turns with pedestrians attempting to cross the south and west legs of the intersection. A raised crosswalk to the porkchop island may be considered; however, operational impacts will be evaluated due to high traffic volumes and limited storage space. There is available right of way in the southwest quadrant to support the added width required for this improvement; however, this will impact parking spaces in the lot that are within the roadway right of way.



Potential High Build Alternative to address conflicts between high volume eastbound right-turning vehicles and pedestrians.

Low Build Alternatives

- Right-Turn Overlap Phase
 - Implement a right-turn overlap phase for eastbound movements, coordinated with the northbound left-turn phase. Pedestrians cannot cross the west or south legs of the intersection during the northbound left-turn phase. This will improve traffic flow without reducing pedestrian crossing opportunities.
- Yield to Pedestrian Signage
 - Install R10-15 signage to remind drivers to yield to pedestrians in crosswalks, reinforcing awareness and compliance.
- Leading Pedestrian Interval
 - Introduce a leading pedestrian interval. This gives the pedestrians the opportunity to enter the crosswalk before vehicles have a green indication. This helps establish the pedestrians in the crosswalk before a vehicle makes a left or right turn movement.



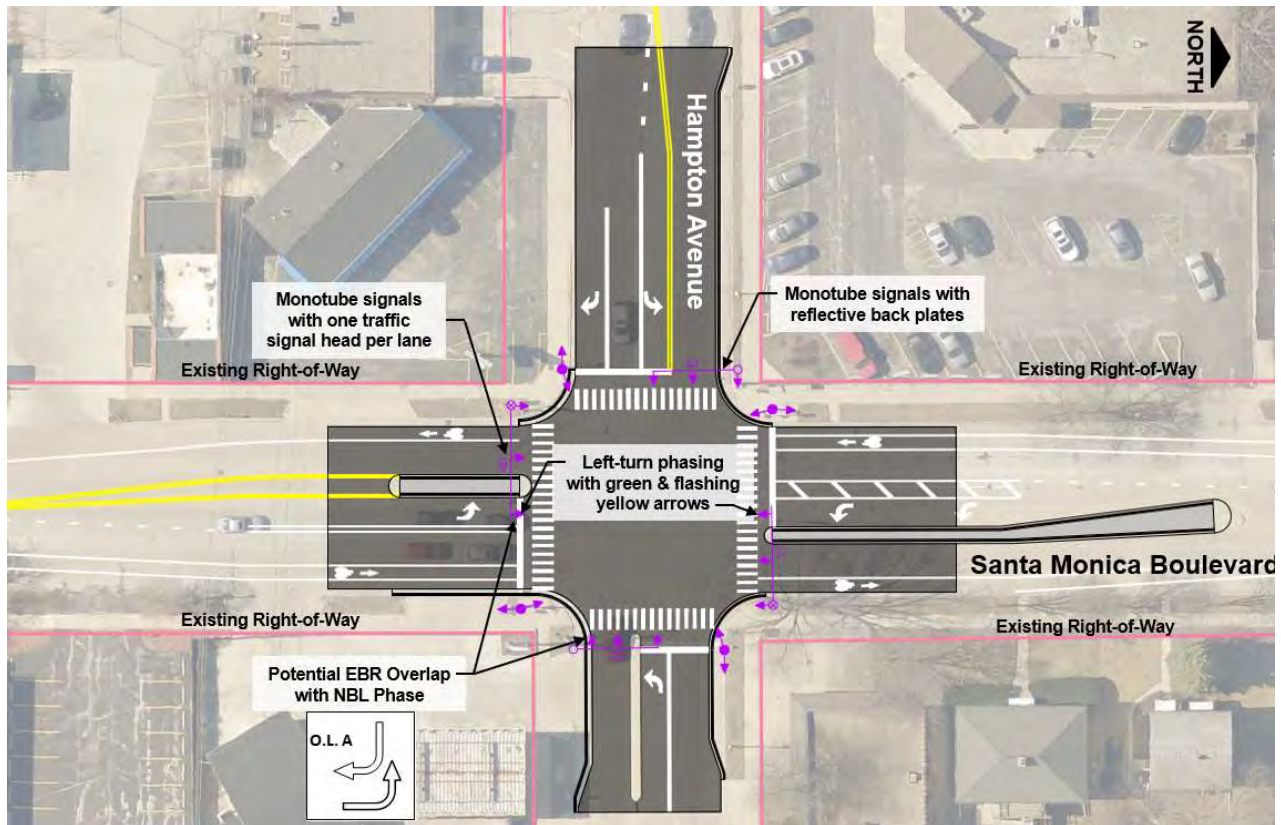
R10-15 Sign reminds drivers to yield to pedestrians. (Image source: MUTCD).



Traffic Signal Improvements

To enhance intersection operations and address visibility and phasing challenges, a series of traffic signal upgrades could be implemented at the Hampton Avenue and Santa Monica Boulevard intersection.

The existing signal equipment will be replaced with monotube traffic signals, which will provide lane-designated signal heads with reflective backplates and flashing yellow arrows for permissive left-turn movements. ***Lane-designated signal heads with reflective backplates provide better signal head visibility for drivers and have been shown to reduce right angle and rear-end crashes.*** Flashing yellow arrows also provide a more understandable permitted indication than traditional yield on green indicators and improve operations by phasing conflicting through any left-turn movements. The placement of the monotubes will be critical to make sure the appropriate signal equipment is used and utility conflicts are avoided. ***Effective signal design will contribute to reduced construction costs, fewer conflicts, and smoother project delivery.***



Proposed monotube signal equipment will improve signal head visibility and operations at the intersection.

Additional signal enhancements may include:

- **Detection** – The Village’s preferred detection type will be used. Detection zone placement and the signal timings volume/density signal parameters will be important to provide optimal operations.
- **Emergency vehicle preemption (EVP)** – EVP could be added to the intersection, if desired by the Village, to provide preemption for emergency vehicles navigating the intersection.
- **Pedestrian push buttons and pedestrian heads with countdown timers** – Pedestrian signal heads and buttons will be added in ADA-compliant locations. Signal timings will be analyzed to provide sufficient time for pedestrians and bikers to cross when the push buttons are actuated.
- **Intersection lighting** – Lighting will be replaced at the intersection and will be provided on the new signal poles.

These upgrades will improve signal head visibility, reduce confusion for drivers, meet the needs of future traffic, and provide enhanced pedestrian and bike accommodations.



Construction Staging Overview

Construction is anticipated to occur in three main stages, each with substages to maintain access and minimize disruption.

- **Stage 1: Median Reconfiguration**
Initial work will focus on modifying existing medians to support new geometry and improve traffic flow.
- **Stage 2: Intersection Corner Reconstruction**
Intersection corners will be reconstructed, including new curb ramps and pedestrian features. Substages will be implemented to maintain pedestrian accommodation throughout this phase.
- **Stage 3: Pavement Rehabilitation**
Final work will include milling and overlaying the intersection to install permanent pavement markings and ensure smooth transitions to newly poured concrete corners. This will result in a visually appealing finished product.

Right of Way (ROW)

We understand that the Village does not anticipate fee ROW acquisition for this project, only Temporary Limited Easement (TLE) during construction. As this is a WisDOT project utilizing federal funds, a plat will be necessary to document the TLEs. Depending on the selected alternative, this approach appears feasible. If the Village ultimately selects an alternative that requires fee ROW, we can accommodate that within the plat process.

Low Change Order Record Derived from In-Depth Quality Control Reviews

We strive to provide clients with *Excellence in Engineering*. We understand the importance of accurate deliverables – plans and exhibits help to convey project concepts to residents, businesses, and political figures, while estimates help the Village prepare its annual budget. To serve clients effectively, each of our submittals goes through a thorough Quality Control (QC) process that makes certain we are delivering clear and concise PS&Es. *We are regularly hired by municipalities to complete peer plan reviews, demonstrating the effectiveness and value of our QC process.*

Detailed QC process delivers thorough plans with accurate opinion of probable construction costs for the Hampton Avenue and Santa Monica Boulevard project.

We have a standardized, in-house QC program to make sure projects are constructible, accurately budgeted, and have a minimal number of change orders. This is demonstrated through recent projects – our last project with Whitefish Bay was a HSIP that had a change order of 0 percent.

Also, accompanying each plan submittal is an opinion of probable construction cost that establishes an accurate representation of anticipated project costs, the accuracy of which is the direct result of the quality of our plans. Historically, our record of change orders has been well below the industry average, enabling our clients to budget with confidence.



Project Team

Experienced Local Project Team Leads to Successful Project Delivery

Our cohesive team will be responsive, provide smooth and effective communication throughout the project, and apply the expertise required to deliver a practical, comprehensive design for the Village. The project team outlined below has worked together on numerous design projects in various roles and all have been involved in transportation projects within southeast Wisconsin. We provide local insight and are confident that our experienced team can provide the proper insight needed to successfully deliver this project on time and on budget.

Our project team has the combination of experience, knowledge, and credentials to make this project a success.

Below is an organizational chart of our team followed by a brief description of each team member and their role. Detailed resumes are included in the *Appendix*.



Project Manager/Traffic Signal Designer

Adam J. Walter, P.E., PTOE, has 11 years of experience focused on urban intersection design, traffic signal design, intelligent transportation system (ITS) design, safety analysis, and project delivery. Adam has successfully managed HSIP projects that have eliminated negatively offset left-turn lanes, added monotube traffic signals to provide lane-designated signal heads, added high-visibility crosswalks, added ADA-compliant curb ramps with compliant push button locations, and included pedestrian signals.

As part of traffic studies, Adam has prepared traffic impact studies, intersection control evaluations (ICEs), environmental impacts, signal warrants, and corridor improvement alternatives. He is proficient with traffic and planning software, including Vissim, Highway Capacity Software (HCS), Synchro, and SimTraffic. Adam is also an expert at providing corridor and intersection improvement concepts in reports that clearly convey proposed improvements and concisely justify those improvements.



Adam has proven record of delivering numerous HSIP intersection and signal safety improvements across southeastern Wisconsin.



Adam has experience engaging with the public and stakeholders through public involvement meetings, property owner and stakeholder group discussions, and presentations to municipal boards. Recent examples near Whitefish Bay include presentations to the Village of Shorewood Common Council for a Safety Study and the Milwaukee County Capital Improvements Committee for the Zoo Front Entrance Reconfiguration project.

Adam is the Lead Signal Designer in our Milwaukee office and has designed more than 50 permanent signal layouts, 20 temporary signal layouts, and multiple interconnect plans in Wisconsin. Adam routinely delivers HSIP projects that address roadway geometric deficiencies, improve pedestrian safety issues, and add monotube traffic signals.

Adam’s project management experience includes the following projects:

- HSIP – CTH E and CTH Y Intersection Improvement – Kenosha County, Wisconsin
- HSIP – Washington Road and 39th Avenue Intersection Improvements – City of Kenosha, Wisconsin
- HSIP – South 76th Street and Becher Street, South 92nd Street and Lincoln Avenue, and South 60th Street and Greenfield Avenue Intersection Improvements – West Allis, Wisconsin
- HSIP – State Street (STH 38) / North Memorial Drive Intersection Improvement – City of Racine, Wisconsin
- Shorewood Speed Study – Shorewood, Wisconsin
- Kenosha County Traffic Signal GIS Inventory – Kenosha County, Wisconsin
- I-41 ITS – Outagamie and Brown Counties, Wisconsin

Adam was the Traffic and Signal Design Lead Engineer on the following projects:

- Milwaukee County Zoo Front Entrance Reconfiguration – Milwaukee County, Wisconsin
- 22nd Avenue Phase 1, 2, 3, Uptown, 4, 5, 6, 7, and 8 Project – Kenosha County, Wisconsin
- Bluemound Road (USH 18) – Milwaukee County, Wisconsin
- STH 100 Resurfacing, Pavement Replacement, and Reconstruction – Milwaukee County, Wisconsin
- North Sherman Boulevard Reconstruction – Milwaukee County, Wisconsin
- Durand Avenue (STH 11) Reconstruction – Racine County, Wisconsin
- Washington Avenue (STH 20) Reconstruction – Racine County, Wisconsin
- HSIP – Lincoln Avenue Intersections with 27th Street and 43rd Street – Milwaukee County, Wisconsin
- STH 100/US 45 Reconstruction – Milwaukee County, Wisconsin

Quality Control Engineer

Bhupendra B. Bista, P.E., is highly skilled in delivering major/complex urban project designs with significant planning efforts. With 32 years of transportation engineering experience, his design and quality control experience has covered all components of alternative development and roadway design, including community sensitive aspects; environmental, design study, and pavement design report preparation; access management; and public involvement, agency, and Utility coordination.

Bhupendra is an expert in the WisDOT Facilities Development Manual (FDM) as well as the PS&E process. Bhupendra thoroughly understands the importance of communication with businesses, residents, elected officials, Village officials, and key stakeholders on projects, and knows what it takes to successfully deliver designs.



Bhupendra’s experience and expertise with WisDOT design standards will result in an efficient design process for the Village.



Bhupendra has reviewed many of our urban corridor designs and has excellent knowledge of construction staging. His attention to detail results in constructable and clearly defined plans and specifications. Bhupendra’s diverse experience with the WisDOT process will enable him to effectively review a project through its development. He recognizes concerns before they become critical and effectively communicates those with the project team.

A select listing of Bhupendra’s experience is provided below:

- 14 Intersections and Silver Spring Corridor HSIP – Village of Whitefish Bay, Wisconsin
- Bluemound Road (USH 18) Resurfacing – Milwaukee County, Wisconsin
- Northwestern Avenue (STH 38) Reconstruction – City of Racine, Wisconsin
- Durand Avenue (STH 11) Reconstruction – City of Racine, Wisconsin
- Washington Road (STH 20) Reconstruction – City of Racine, Wisconsin
- Northwestern Avenue (STH 38) Resurfacing – City of Racine, Wisconsin
- US 45/STH 100 Reconstruction – Milwaukee County, Wisconsin
- CTH MM (St. Martins Road) Reconstruction – City of Franklin, Wisconsin

Project Engineers

Eric J. Notson, P.E., has 11 years of experience providing design and construction observation services for a variety of roadway projects in southeastern Wisconsin. He has extensive experience with WisDOT and Local Program process on a wide range of designs with varying complexities and has significant agency, Utility, design report, and environmental document experience. Eric understands the requirements for successful project delivery and will provide consistent communication to ensure that the project remains on schedule and within budget.



Eric’s proven design approach will provide the Village with clear design documents that lead to smooth construction.

Eric is currently serving as a Project Manager on the City’s North Sherman Boulevard project, where the design team is implementing corridor-wide safety enhancements in accordance with NACTO, Manual on Uniform Traffic Control Devices (MUTCD), PROWAG, and Federal Highway Administration (FHWA) standards. The project includes traffic-calming features like raised crosswalks, protected intersections, and speed tables, along with corridor improvements to off-street bikeways, parking pods, ADA-parking stalls, and to enhance transit stops. His in-depth understanding of the City’s *Complete Streets Policy*, *Vision Zero Policy*, *Pedestrian Plan*, and *Bicycle Plan* provide assurance that projects will be designed to accommodate corridor users of all ages and abilities. Eric understands the importance of providing long-term solutions and safe routes for users.

Eric has been the Lead Design Engineer on many urban corridor projects and has thorough knowledge of geometric, curb ramp, traffic control, stormwater and drainage, and intersection design for resurfacing, rehabilitation, and reconstruction projects. Many of the projects Eric has led are within dense urban corridors, requiring significant public involvement and thorough communication throughout design. Eric has prepared WisDOT PS&E packages for numerous roadway projects and understands requirements for successful project delivery.

Eric’s experience with the design process and knowledge of WisDOT and Local Program requirements enable him to effectively guide projects through delivery. Eric’s comprehensive design knowledge and experience will enable him to delivery the project efficiently, while satisfying policies and requirements.

Eric has served as the Lead Design Engineer on the following projects:

- 14 Intersections and Silver Spring Corridor HSIP – Village of Whitefish Bay, Wisconsin



- HSIP – CTH E and CTH Y Intersection Improvement – Kenosha County, Wisconsin
- HSIP – Washington Road and 39th Avenue Intersection Improvements – City of Kenosha, Wisconsin
- HSIP – South 76th Street and Becher Street, South 92nd Street and Lincoln Avenue, and South 60th Street and Greenfield Avenue Intersection Improvements – City of West Allis, Wisconsin
- STH 100 Resurfacing, Pavement Replacement, and Reconstruction – Milwaukee County, Wisconsin
- North Humboldt Boulevard Reconstruction – City of Milwaukee, Wisconsin
- 22nd Avenue Reconstruction (Phases 1, 3, and 3-U) – City of Kenosha, Wisconsin
- STH 20 (Washington Avenue) Reconstruction – City of Racine, Wisconsin
- STH 11 (Durand Avenue) Reconstruction – City of Racine, Wisconsin

Brandon R. Wright, P.E., has 6 years of transportation experience. He has worked on numerous urban roadway design projects, ranging from rehabilitation to reconstruction, where he served as the design engineer. These designs included a combination of full sidewalk replacement and spot sidewalk replacement, on-street and off-street bike accommodations, and traffic calming measures. Brandon is proficient with geometric design and Autodesk Civil 3D, and has notable experience with corridor modeling, intersection design, curb ramp design, alternative development, plan preparation, quantity take-off, and public involvement.



Brandon has 6 years of design and construction experience that translates into a wealth of design knowledge.

Brandon has served as or is currently serving as design engineer on the following Wisconsin projects:

- Bluemound Road (USH 18) Resurfacing – Milwaukee County, Wisconsin
- North Sherman Boulevard Reconstruction – City of Milwaukee, Wisconsin
- STH 100 Resurfacing, Pavement Replacement, and Reconstruction (60th Street to St Martins Road) – Milwaukee County, Wisconsin
- North Humboldt Boulevard Reconstruction – City of Milwaukee, Wisconsin
- Dousman Road Multiuse Path – Village of Summit, Wisconsin

Environmental Specialist

Luke T. Hellermann, P.G., is a Professional Geologist with 35 years of experience in environmental investigation and documentation. Luke will be responsible for environmental documentation and initial hazmat Phase I investigations. He has completed National Environmental Policy Act (NEPA) documentation for WisDOT projects of all types, ranging from the Categorical Exclusion Checklist (CEC) to Environmental Impact Statement (EIS) documents. He has completed the impact analysis related to effects to historic properties (Section 106 process), Section 4(f) and Section 6(f) coordination, primary environmental effects, noise and air impacts, and hazardous materials impacts, as well as effects to the natural environment.



Environmental documents prepared by Luke have received high praise from WisDOT.

Surveyor/Right-of-Way Plat Specialist

Heather S. Bartelt, PLS, is our Lead Survey Crew Chief and computer-aided drafting (CAD) standards specialist and has been with our firm for 26 years. She has extensive experience in municipal and WisDOT design project development and has led numerous survey and plat preparation efforts. Heather’s experience includes the use of HDS (high-definition surveying 3D laser scanning), global positioning systems (GPS), and Total Stations. Heather has provided survey services and prepared numerous right-of-way plats for WisDOT. Her survey and plat preparation expertise will lead to an accurate survey and, if required, a seamless right-of-way acquisition process for the Village of Whitefish Bay.



Heather serves as our Lead Survey Crew Chief and CAD standards specialist and plat specialist.

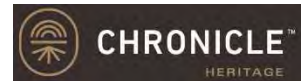


Successful Relationships with Proposed Subconsultants Support Ability to Meet the Village’s Project Schedule

Though we provide a wide variety of services, we do work with specialty subconsultants, as needed. For the Village’s project, should the need arise, we anticipate working with the following subconsultants.

Historical and Archaeological Services

Chronicle Heritage, a Michigan-based corporation founded in 1988, is a professional consulting firm providing historic preservation, cultural resource, and landscape architecture services through the disciplines of archaeology, preservation planning, landscape architecture, geoarchaeology, geophysics, architectural history, and historical research. Through its network of regional offices, Chronicle Heritage can cost-effectively provide a full range of Cultural Resource Management (CRM) and historic preservation services throughout the United States.



Title Searches

Matrix Title Company is a full-service real estate title, closing, and escrow company located in Washington County, Wisconsin. We have successfully worked with Matrix Title on multiple projects.



Geotechnical Services (if needed)

GESTRA Engineering, Inc. (GESTRA) is a consulting firm specializing in geotechnical, structural, pavement, and construction materials engineering. GESTRA was founded in 2000 to provide governments, municipalities, engineers, architects, and contractors with high quality and cost-efficient engineering services. GESTRA’s projects range in size and complexity from large development and infrastructure projects to small challenging assignments. GESTRA provides a wide range of services, starting during the initial planning and feasibility studies to project completion. GESTRA is a designated MBE firm.



Integrated, Corporate-Wide Scheduling Program Proves Availability of Staff

We understand the Village desires a consultant whose team has ample availability to complete its project efficiently and effectively. Our customized, integrated staff scheduling program proves the availability of our team to complete the Village’s project on schedule.

Our customized, integrated staff scheduling program gives us up-to-date status reports on the schedule of each staff member.

Statement of Availability

The personnel on the proposed project team have time in their schedules to assist the Village. If awarded the contract and once a project is defined, we will input project hours into our scheduling program to dedicate the time necessary to the schedules of each project team member. Once assigned, the personnel on the project will not change.

About Our Scheduling Program

Our customized staff scheduling program helps determine staff availability relative to project deadlines. The program contains currently scheduled hours for employees up to 2 years from the present date. Project Managers can run reports to determine how many total hours are scheduled and for which project(s) a staff member is assigned.

At the start of every project, the Project Manager enters the associated hours assigned for each staff member each month. All projects in the scheduling program are updated monthly and staff availability is reviewed at that time to distribute workload appropriately among employees. We can then confirm that ample time is available for staff to meet project deadlines.



By utilizing our integrated scheduling program to project current staff workload and upcoming project deadlines, we can determine if completing tasks or meeting deadlines for a specific project may become an issue. We can then reallocate internal resources, as necessary, before an issue develops.

We are confident the availability of our team is more than sufficient to meet Village project schedules, as substantiated by the accompanying graph.



Team's percentage of availability leads to responsive service.

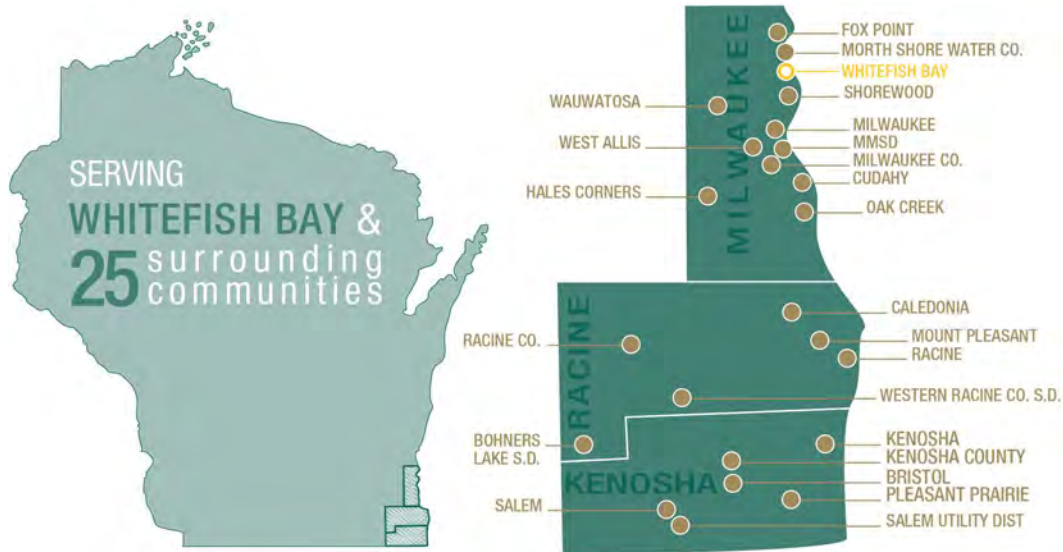


Project Experience

Past Projects Showcase WisDOT HSIP Knowledge and Local Intersection Improvement Expertise

Our team offers a strong base of relevant similar experience for the Village’s Intersection Traffic Signal Replacement and Safety Improvements project. **Over the past 5 years, we have served 25 communities within the nearby counties of Milwaukee, Kenosha, and Racine.** This local experience combined with our statewide WisDOT expertise assure the Village with a trusted partner to deliver successful intersection improvements.

Local clients assure the Village of an experienced and trusted partner to successfully deliver this project.



Southeast Region clients demonstrate an experienced and trusted partner to successfully deliver this project for the County.

The following project descriptions provide a recent sample of our similar local experience. Several of these projects were similar HSIP projects with traffic signal improvements; these projects also demonstrate our understanding of WisDOT requirements and experience with WisDOT Local Program and the Village.

Washington Road and 39th Avenue Intersection Improvements – HSIP Funded Project – Kenosha, WI	
Reference	Brian Cater, P.E., Director of Public Works City of Kenosha 262-653-4050 bcater@kenosha.org
Service Dates	July 2021 – October 2023
Cost	\$111,000 (Design Fee); \$1.26 Million (Construction)
Key Personnel	Adam Walter, P.E., PTOE; Eric Notson, P.E.; Bhupendra Bista, P.E.; Luke Hellermann P.G.; Heather Bartelt, PLS

Why We Included This Project:

- HSIP project
- High pedestrian traffic
- Eliminated negatively offset left-turn lanes
- Signal design
- Required coordination with WisDOT Local Program
- Located in WisDOT’s Southeast Region

The Washington Road and 39th Avenue Intersection Improvements was an HSIP-funded project to improve safety at an intersection with a high crash rate. In partnership with the City of Kenosha and WisDOT, we developed improvement plans for the intersection of Washington Road and 39th Avenue. This intersection is of particular importance, as it serves a high level of pedestrian traffic because of its proximity to Bradford High School.



As such, improving pedestrian and driver safety was the primary goal of the project. The negatively offset left-turn lanes were corrected to provide a positive offset, improving visibility. Monotube traffic signals were installed with lane designated heads, reflective backplates, and flashing yellow arrows.



Before the HSIP project, there was negative offset for left-turn movements, poor signal head visibility, and substandard pedestrian accommodations.

All curb ramps were reconstructed to satisfy ADA standards and pedestrian median refuges were added. Additionally, LED street lighting was replaced at the intersection and along the approaches to further enhance pedestrian and driver safety. The project was designed in the fall of 2022 and construction successfully completed in 2023.



Following completion, there are now channelized left-turn lanes that eliminate the negative offset, monotube signals with reflective backplates and flashing yellow arrows, and enhanced pedestrian facilities.



Median reconfiguration provided refuge in medians for vulnerable road users.

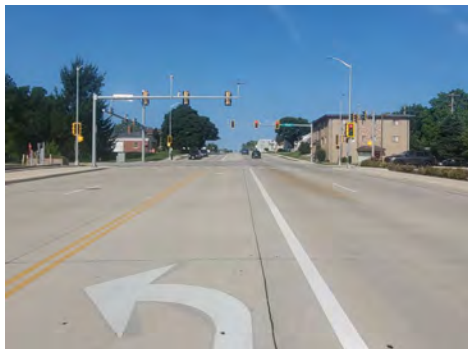


76th Street and Becher Street, 92nd Street and Lincoln Avenue and S. 60th Street and Greenfield Avenue Intersection Improvements – HSIP Funded Project – West Allis, WI	
Reference	Traci Gengler, P.E., Principal Engineer City of West Allis 414-302-8372 TGengler@westalliswi.gov
Service Dates	November 2019 – November 2022
Cost	\$297,380 (Design Fee); \$2.2 Million (Construction)
Key Personnel	Adam Walter, P.E., PTOE; Bhupendra Bista, P.E.; Eric Notson, P.E.; Luke Hellermann, P.G.; Heather Bartelt, PLS

Improvements to the intersection of 76th Street and Becher Street, 92nd Street and Lincoln Avenue, and 60th Street and Greenfield Avenue were completed as part of an HSIP-funded project to improve the safety of three intersections in the City of West Allis. The three intersections had high crash rates and a trend of angle and rear-end crashes, resulting from both poor signal head visibility and poor sight distance for left-turning vehicles. The poor sight distance was caused by a negative median offset at one intersection and no designated left-turn lanes at two of the intersections.



New traffic signal equipment, improved signal timings, updated pedestrian facilities, and high visibility block-style crosswalks were just a few of the improvements.



Medians were removed to eliminate the negative offset of left-turn lanes.



Monotube signals with lane-designated heads, reflective backplates, and flashing yellow arrows offer improved visibility.

Why We Included This Project:

- HSIP project
- Improved left-turn lane offset by removing medians and restriping pavement markings
- Addressed safety issues
- Improved Pedestrian Accommodations
- Signal design
- Required coordination with WisDOT Local Program
- Located in WisDOT’s Southeast Region



To address the crash trends and improve safety at the intersections, negatively offset left-turn lanes were eliminated; monotube traffic signals were installed to provide lane-designated signal heads for better visibility, and high visibility crosswalks and ADA-compliant curb ramps installed. Other improvements included reflective backplates for signal heads, flashing yellow arrows, adding detection to improve vehicular operations, intersection lighting, and signal timing adjustments to provide proper clearance intervals and optimal timings. These improvements addressed the high amount of angle and rear end crashes at the intersections.

CTH E and CTH Y Intersection Improvements – HSIP Funded Project – Kenosha County, WI	
Reference	Greg Boldt, Highway Commissioner Kenosha County Highway Department 262-653-1870 Gregory.Boldt@kenoshacountywi.gov
Service Dates	March 2025 – December 2026
Cost	\$114,000 (Design Fee); \$600,000 (Construction)
Key Personnel	Adam Walter, P.E., PTOE; Bhupendra Bista, P.E.; Eric Notson, P.E.; Luke Hellermann, P.G.; Heather Bartelt, PLS

Why We Included This Project:

- HSIP project
- Addressed safety issues
- Signal design
- Required coordination with WisDOT Local Program
- Located in WisDOT's Southeast Region
- Skewed intersection

Our team is currently in the design phase of a HSIP project at the intersection of CTH E and CTH Y in Kenosha County administered through the County and WisDOT Local Program. The project aims to address crash history and improve overall intersection safety.

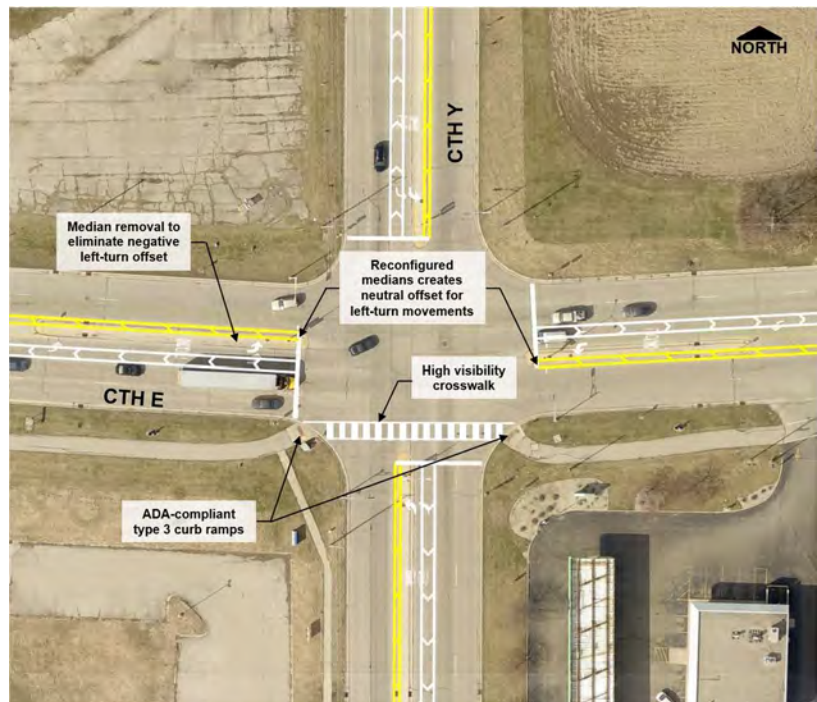
Key safety concerns include limited signal head visibility and poor sight lines for left-turn movements. To address these issues, the design team is evaluating improvements such as:

- Eliminating negative offset left-turns.
- Installing lane-designated signal heads with reflective backplates.
- Optimizing signal timing.
- Providing vehicle detection and emergency vehicle preemption.
- Upgrading intersection lighting.

The project also includes enhancements to pedestrian and bicycle facilities. A multi-use path runs through the intersection, and improvements will include:

- Pedestrian signal heads with countdown timers.
- ADA-compliant pedestrian push buttons.
- ADA-compliant curb ramps.

This project follows a similar process to other HSIP projects we have delivered, including data collection, agency coordination, public involvement, and PS&E submittals. Our familiarity with these procedures enables us to efficiently deliver intersection signal replacements and safety improvements.



Roadway, signal, and pedestrian upgrades address deficiencies for all users at CTH E and CTH Y.



North Sherman Boulevard Reconstruction – Milwaukee, WI	
Reference	Jesse Jefferson, Project Manager City of Milwaukee 414-286-2971 jejeff@milwaukee.gov David Tapia, Major Projects Manager City of Milwaukee 414-286-2543 dtapia@milwaukee.gov
Service Dates	May 2023 – December 2027
Cost	\$1.2 Million (Design Fee); \$16 Million (Estimated Construction)
Key Personnel	Eric Notson, P.E.; Adam Walter, P.E., PTOE; Bhupendra Bista, P.E.; Brandon Wright, P.E.; Luke Hellemann, P.G.; Heather Bartelt, PLS

- Why We Included This Project:**
- Multimodal accommodations
 - Addressed safety issues
 - Signal design
 - Required coordination with WisDOT Local Program
 - Located in WisDOT's Southeast Region
 - Public involvement

We are part of a team that completed 60 percent plans for the reconstruction of two combined projects along North Sherman Boulevard between West North Avenue and West Capitol Drive. Our portion, from West North Avenue to West Burleigh Street, is 1 mile in length and is a divided urban arterial roadway fronted primarily by residential single-family homes. As part of this project, we have been involved in three public information meetings (PIMs) to understand the concerns of the residents and roadway users. The information gathered from the PIMS enabled us to design a better roadway for the users of the corridor.



The North Sherman Boulevard project utilizes NACTO, PROWAG, and AASHTO standards to provide traffic calming measures within this heavily traveled arterial urban corridor.

To determine the optimal typical section for the corridor, we completed a series of traffic analyses, including traffic counts, speed, and parking studies. By completing these, we collected the data needed to provide the City with data-supported recommendations regarding the future of this vital corridor.

Proposed work consists of reconstructing North Sherman Boulevard with a median that separates two roadways, each with two travel lanes, parking pods, an off-street bikeway, and sidewalk. Additional work includes four traffic signal replacements, and FEE and TLE ROW acquisition. The design utilizes National Association of City Transportation Officials (NACTO) and Public Right-of-Way Accessibility Guidelines (PROWAG) design standards to include protected signalized intersections, raised crosswalks at unsignalized intersections, speed tables, enhanced transit stops, Americans with Disabilities Act (ADA) parking stalls, and parking pods to help calm traffic and satisfy City transportation policies throughout the corridor. The implementation of the design standards above combined with new traffic signals at four intersections enhances the transportation for vehicles, buses, pedestrians, and bicycles.

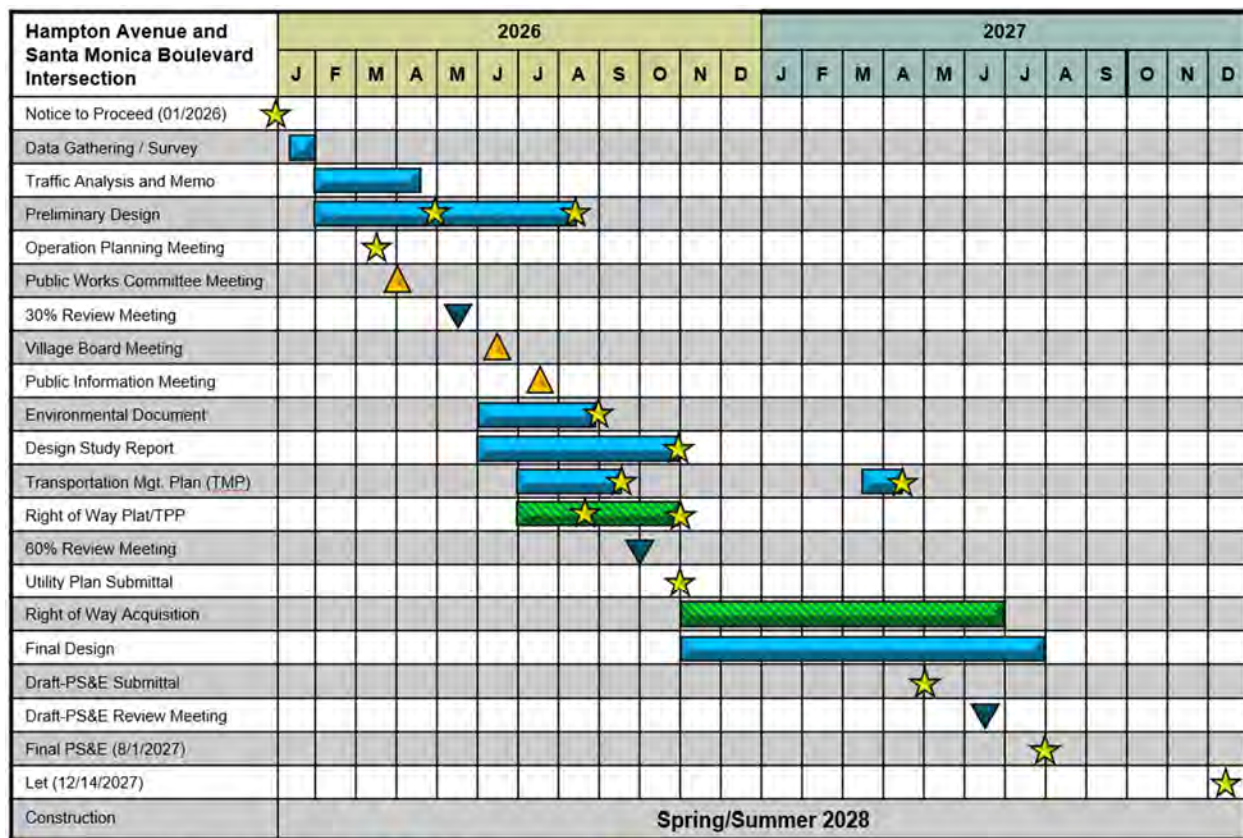


Project Schedule

Proposed Project Schedule Identifies Milestones to Achieve Final PS&E and Let Date

WisDOT has established PS&E and associated letting dates for its let projects. To accommodate a November or December 2027 letting, a final PS&E submittal will be August 1, 2027. This would likely have a letting date of December 14, 2027. This project timeline provides an available design schedule of nearly 19 months, which is adequate for a project of this size and scope. *Because we are familiar with Local Program design tasks, we understand the critical path items and the importance of meeting these milestones to ensure that the final PS&E is submitted on time.* We pride ourselves on having never missed a PS&E deadline and believe that our organized and thorough project approach is a major reason for this success.

We have never missed a PS&E deadline, a result of our thorough project approach.



▲ Public Involvement Meetings ▼ QC Meetings ★ Key Milestones

Extensive WisDOT Knowledge Provides a Roadmap Through the PS&E Process

Our project team works with WisDOT to deliver numerous PS&E packages every year. We understand WisDOT’s design guidelines and are familiar with the challenges and nuances that come with navigating the WisDOT PS&E process. We look forward to the opportunity to work with the Village to successfully navigate the project through submittal of the final PS&E package and improve intersection safety at Hampton Avenue and Santa Monica Boulevard.



Resumes

Project Manager/Traffic Signal Designer

Adam J. Walter, P.E., PTOE

Quality Control Engineer

Bhupendra B. Bista, P.E.

Project Engineers

Eric J. Notson, P.E.

Brandon R. Wright, P.E.

Environmental Specialist

Luke T. Hellermann, P.G.

Surveyor/Right-of-Way Plat Specialist

Heather S. Bartelt, PLS

Adam J. Walter, P.E., PTOE

AREAS OF EXPERTISE

- Project Management
- Transportation Engineering
- Traffic Signals

PROFESSIONAL EXPERIENCE

Project Management experience includes urban roadway improvement projects. Recent local projects include:

- CTH E & CTH Y Intersection Improvements – Kenosha, Wisconsin
- Washington Road and 39th Avenue Intersection Improvements – Kenosha, Wisconsin
- Washington Road Resurfacing – Kenosha, Wisconsin
- STH 38 (State Street) – Racine, Wisconsin.
- S. 92nd Street, 76th Street, and 60th Street – West Allis, Wisconsin
- Kenosha County Traffic Signal GIS Inventory – Kenosha, Wisconsin

Traffic Signal/ITS Design experience includes traffic signal equipment layout and ITS fiber optic communications. Recent projects include:

- **WIS 100/US 45 Reconstruction** – Eight permanent, four temporary signals, and interconnect system – Hales Corners, Wisconsin.
- **WIS 20 Reconstruction** – Five permanent signals, three temporary signals, and a fiber-optic system – Racine, Wisconsin.
- **WIS 11 Reconstruction** – Three permanent signals, two temporary signals, and interconnect system – Racine, Wisconsin.
- **22nd Avenue** – Multiple phases of reconstructions – permanent signals, temporary signals, and interconnect system – Kenosha, Wisconsin.

Roadway Design – Experience includes urban roadway design, alternative development and plan preparation for Wisconsin Department of Transportation (WisDOT) and municipalities. Experience also includes WisDOT reports and PS&E preparation. Recent projects include:

- Washington Road and 39th Avenue Kenosha, Wisconsin
- Washington Road Resurfacing Kenosha, Wisconsin
- STH 38 (State Street) – City of Racine.

- S. 92nd Street, 76th Street, and 60th Street, West Allis, Wisconsin.

Report experience includes preparing Environmental documents, Design Study Reports, Traffic Management Plans, and Encroachment Reports following WisDOT protocol.

Public Involvement experience includes coordinating and participating in public involvement efforts, including public meetings, stakeholder discussions, and presentations to municipal boards. His responsibilities have included preparing meeting agendas, minutes, and exhibits to support effective communication and engagement.

Utility Coordination experience includes running Operation Planning Meetings, sending DT 1077 and DT 1078 forms, maintaining the utility log, reviewing and approving work plans.

Traffic Modeling – Proficient in traffic modeling and analysis programs including HCS, Synchro, and SimTraffic. Developed and analyzed traffic simulation models, including:

- **WIS 100** – 9-mile stretch comparing several improvement alternatives for interim and design years – Milwaukee County Wisconsin.
- **WIS 100/USH 45** – 2.5-mile stretch that included improvement alternatives and construction staging models – Milwaukee County, Wisconsin.
- **US 51** – Model includes 15-mile stretch of urban and rural segments from McFarland, Wisconsin through Stoughton, Wisconsin.
- **WIS 20** – Models included design year improvements for nine intersections – Racine, Wisconsin.

PROFESSIONAL AFFILIATIONS

- Institute of Transportation Engineers (ITE)

YEARS OF EXPERIENCE

11

YEARS WITH FIRM

11

EDUCATION

B.S. Civil Engineering – University of Wisconsin-Milwaukee, 2013

REGISTRATION

Professional Engineer in Wisconsin

Professional Traffic Operations Engineer

Bhupendra B. Bista, P.E.

AREAS OF EXPERTISE

- Highway Design
- Site Design
- Project Management
- Construction Management
- Irrigation Canal Design
- Plan Preparation

PROFESSIONAL EXPERIENCE

Roadway Design and Project Management – Managed and designed complex multilane urban and rural highway design projects. Well-versed with roadway design project development process.

Roadway Design experience includes: Geometric design of freeways, highways, and local streets; drainage design; preparation of reports (design studies, encroachments, exceptions to design standards, transportation management, access management, and environmental); quantity take-offs; public involvement; agency and Utility coordination; quality control; plan preparation; right-of-way plat preparation; and Plans, Specifications, and Estimates (PS&E) documents preparation. Provided and providing roadway design and project management services on the following projects.

- Washington Avenue (WIS 20) Reconstruction project, Racine, Wisconsin
- Durand Avenue (WIS 11) Reconstruction Project, Racine, Wisconsin
- 22nd Avenue Reconstruction Project, Kenosha, Wisconsin
- State Street (STH 38) HSIP Project, Racine, Wisconsin
- Various Village Road HSIP Project, Whitefish Bay, Wisconsin
- CTH MM Reconstruction Project, Franklin, Wisconsin
- Northwestern Avenue (WIS 38) Reconstruction Project, Racine, Wisconsin
- US 45/WIS 100 Reconstruction Project, Hales Corners/Greenfield, Wisconsin
- US 45/WIS 100 Corridor Study Project, Franklin, Hales Corners, Greenfield, Wisconsin
- WIS 33 Resurfacing/Reconstruction Project, West Bend, Wisconsin
- WIS 181 (Wauwatosa Road) Resurfacing Project, Mequon, Wisconsin

- WIS 181 (North 76th Street), Milwaukee, Wisconsin
- Marquette Interchange Reconstruction Project, Milwaukee, Wisconsin

Site Design – Designed, prepared plans, quantities take-offs, and prepared construction estimates and specifications for local streets, sidewalks, storm sewers, and sanitary sewers for housing development projects.

Construction and Contract Management, (Bangkok, Thailand) – Construction management and contract management services for a portion of the US multibillion-dollar Bangkok Elevated Road and Train Systems Project in Bangkok. Designed temporary access roads to construction sites, and managed day-to-day activities at the field office. This project included an elevated highway, elevated railway, local streets, bridges, and commercial development.

Structure Design (Nepal) – Designed desanding basin and penstock pipe for hydroelectric power plant project. Designed spur, flood, dyke and retaining wall for national highways along the riverbanks in Nepal. Designed and supervised construction of residential buildings in Kathmandu, Nepal.

Computer Software experience includes AutoCAD, MicroStation, Microsoft Word, Excel, PowerPoint, Access, Inroads, Geopak, MS project.

PROFESSIONAL AFFILIATIONS

- American Society of Civil Engineers – Member
- Nepal Engineering Association – Life Member
- Institute of Transportation Engineer – Member

YEARS OF EXPERIENCE

32

YEARS WITH FIRM

25

EDUCATION

B.S. Civil Engineering – Birla Institute of Technology, India, 1991

M.S. Civil Engineering – Asian Institute of Technology, Thailand, 1996

REGISTRATION

Professional Engineer in Wisconsin

Eric J. Notson, P.E.

AREAS OF EXPERTISE

- Urban and Rural Roadway Design
- Estimate Preparation
- Utility Coordination
- Public Involvement
- Project Management
- Construction Inspection

PROFESSIONAL EXPERIENCE

Roadway Design experience includes geometric design for urban and rural roadways, design of horizontal and vertical alignments, corridor modeling and analysis, alternative development, and plan and estimate preparation for Wisconsin Department of Transportation (WisDOT) and local municipalities. Recent projects include:

- Urban Reconstructions
 - Ohio Street – Racine, Wisconsin
 - Main Street – Racine, Wisconsin
 - STH 20 – Racine, Wisconsin
 - STH 11 – Racine, Wisconsin
 - 22nd Avenue Phases 1, 3, and 3-U – Kenosha, Wisconsin
- Rural Reconstructions and Pavement Replacements
 - STH 165 – Kenosha, Wisconsin
 - STH 100 – Franklin, Wisconsin
 - CTH MM – Franklin, Wisconsin
- Resurfacings
 - STH 67 – Walworth County, Wisconsin
 - STH 50 – Walworth and Kenosha Counties, Wisconsin
 - STH 80 – Iowa County, Wisconsin
 - STH 133 – Iowa County, Wisconsin
- High Friction Surface Treatment
 - CTH H – Kewaskum, Wisconsin

Project Management experience includes management of project budget, schedule, and design elements.

- Urban Reconstructions
 - N. Sherman Boulevard – Milwaukee, Wisconsin
 - 22nd Avenue Phases 4, 5, 6, 7, and 8 – Kenosha, Wisconsin
- Resurfacing
 - STH 120 – Walworth County, Wisconsin

Construction experience includes performing construction inspection of water main, storm sewer, curb and gutter, concrete and asphalt pavement, sidewalk, and traffic control, surveying and measuring work quantities for WisDOT and municipal construction projects in the Milwaukee and Northern Illinois areas.

- \$750,000 USH 18 intersection improvements and traffic signal upgrades – Brookfield, Wisconsin
- \$2 million Village of Shorewood Road reconstruction program – Shorewood, Wisconsin
- \$2.5 million Village of Shorewood street reconstruction and combined sewer improvements – Shorewood, Wisconsin
- Monaville Road and Cedar Lake Road roundabout construction and asphalt resurfacing – Lake Villa, Illinois
- Park Avenue West bike path bridge construction – Highland Park, Illinois

Corridor Study experience includes performing mainline alternative analysis and intersection alternative analysis with traditional and unconventional intersection designs for 11 miles of STH 100 – Wauwatosa, Wisconsin.

Report experience includes developing Environmental Documents, Design Study Reports, and Transportation Management Plans for WisDOT roadway design projects.

Public Involvement experience includes coordinating and attending public meetings, preparing meeting agendas, minutes, and exhibits.

PROFESSIONAL AFFILIATIONS

- American Society of Civil Engineers

YEARS OF EXPERIENCE

11

YEARS WITH FIRM

11

EDUCATION

B.S. Civil Engineering –
Bradley University, 2014

REGISTRATION

Professional Engineer in
Wisconsin

Brandon R. Wright, P.E.

AREAS OF EXPERTISE

- Construction
- Transportation Engineering

PROFESSIONAL EXPERIENCE

Construction Field experience:

- **USH 12 Structure Rehabilitation, Lake Geneva, WI** – Rehabilitation to 7 bridge structures including full bridge redecks, concrete overlays, polymer overlays, and steel structure painting. Minor base grading and full-depth pavement replacement.
- **USH 12 Base Patch and Overlay, Lake Geneva, WI** – 9-mile mill, base patch, and asphaltic overlay construction. Other work included wingwall replacement of concrete box culverts, concrete bridge deck overlays, beam guard installation, and steel structure painting.

Transportation experience:

- **22nd Avenue Reconstruction, Kenosha, WI** – 0.8 miles urban reconstruction project. Put together plans and supporting documents. Created alignment and profile.
- **STH 100 Reconstruction, Milwaukee County, WI** – 3.0 miles rural reconstruction project. Put together plans and supporting documents. Created alignment and profile for a multi-use path that ran parallel to roadway.
- **I-69 Rehabilitation, Fort Wayne, IN** – 8-mile mill and overlay project with short full-depth reconstruction. Put plans and supporting documents together. Performed guardrail calculations.
- **Humboldt Boulevard Reconstruction, Milwaukee, WI** – 1.5-mile road improvement with bicycle lane. Put together plans and supporting documents. Created alignment and profile.
- **Sherman Boulevard Reconstruction, Milwaukee, WI** – Ongoing design of 1.0-mile reconstruction project with off-street bicycle lanes. Put together plans and support documents. Laid out protected intersection geometry. Created alignment and profile.

- **Meadowbrook Road Multi-Use Trail, Pewaukee, WI** – Designing a 1.7-mile shared use path alongside an existing County highway. Created alignment and profile.
- **N. Dousman Road Multi-Use Trail, Summit, WI** – Designing a 1.1-mile shared use path alongside an existing local road. Created alignment and profile.

MicroStation Modeling experience:

- **I-69 Rehabilitation, Fort Wayne, IN** – Modeled segments of freeway for full-depth reconstruction underneath overpasses, Angola, Indiana.
- **Humboldt Boulevard, Milwaukee, WI** – 1.5 miles of full reconstruction with a protected bike lane in both directions.

Drafting experience:

- Putting roadway plans together for Indiana and Wisconsin. Proficient in MicroStation and Civil 3D.

AutoCAD Modeling experience:

- **22nd Avenue Reconstruction, Kenosha, WI** – Modeled 0.8 miles of urban reconstruction.
- **STH 100 Reconstruction, Franklin, WI** – Modeled a multi-use path alongside a rural reconstruction.
- **Sherman Boulevard Reconstruction, Milwaukee, WI** – Modeling 1.0 miles of urban reconstruction with raised bicycle facilities off-street.
- **Meadowbrook Road Multi-Use Trail, Pewaukee, WI** – Modeling 1.7-miles of shared use path alongside an existing County highway.
- **N. Dousman Road Multi-Use Trail, Summit, WI** – Modeling 1.1-miles of shared use path alongside an existing local road.

YEARS OF EXPERIENCE

6

YEARS WITH FIRM

6

EDUCATION

B.S. Civil Engineering,
University of Wisconsin-
Madison, 2019

EDUCATION

Professional Engineer in
Wisconsin

Luke T. Hellermann, P.G.



AREAS OF EXPERTISE

- Environmental Documentation
- Site Redevelopment and Waste Management
- Contaminated Site Investigation
- Environmental Compliance and Permitting
- Hydrogeologic Site Characterization
- Groundwater Flow Modeling

PROFESSIONAL EXPERIENCE

includes environmental analysis, environmental impact studies, and public involvement for the preparation of NEPA- and WEPA-compliant environmental documents. For WisDOT transportation projects, environmental documentation has included CEC-, ER-, EA-, and EIS-level documents. For non-transportation projects that have utilized federal funds, ER- and EA-level documentation has been completed. Familiar with necessary federal and state agency coordination and impact analysis, including effects to archaeological and historical properties, noise impacts, contaminated sites, indirect and cumulative effects, environmental justice, as well as effects to the natural environment.

Site Redevelopment and Waste Management experience includes site investigation, redevelopment planning, and remediation for redevelopments projects in Ohio, Illinois, Iowa, Texas, and Wisconsin. Evaluated contaminated material reuse and treatment/disposal options for numerous construction projects and has written contract special provisions and Material Handling Plans for management and reuse of wastes. Construction projects requiring these services have included urban redevelopment areas, stormwater channels and ponds, new industry and utilities, treatment plants, and numerous transportation projects, including local roads and bridges to lengthy highway corridor reconstruction such as WIS 13, WIS 23, US 12, and US 51.

Groundwater Flow Modeling experience includes municipal well and remediation well zone of influence and capture zone delineation and well field siting, design, and analysis. Modeling efforts have evaluated potential aquifer yields, well interference, and potential impacts to sensitive receptors such as springs and wetlands. Has completed assessments of regional aquifers and citywide wellhead

protection areas. Has analyzed field data for aquifer characterization and remediation system design. Refined large, countywide groundwater flow models for well field evaluations. Proficient in the use of the following groundwater modeling programs and supporting software – Groundwater Vistas, MODFLOW, and MODPATH.

Contaminated Site Investigation and Remediation experience includes designing and implementing numerous contaminated site investigations to define the vertical and horizontal extent of contamination. Designed and implemented soil, sediment, air, and water sampling programs; aquifer slug tests, pump tests, and tracer tests; and completed hydraulic data collection and interpretation for hydrogeologic assessment reports, groundwater modeling, and remedial action plans.

CONTINUING EDUCATION

- University of Wisconsin-Extension
 - OSHA 40-hour Health and Safety Training, 1991
 - OSHA 8-hour Managers' Training, 1991
 - OSHA Annual 8-hour Refresher Training, Current
- Microbial Processes in the Degradation of Groundwater Contaminants – City of Louisville, Kentucky, 1992
- Wright State University IRIS Program – Modeling Groundwater Flow, 1994
- Improving the Performance and Analysis of Slug Tests – City of Madison, Wisconsin, 1999
- WDNR Air Enforcement Seminar – City of Milwaukee, Wisconsin, 2000
- Low-Cost Remediation Strategies for Contaminated Soil and Groundwater – City of Milwaukee, Wisconsin, 2001

YEARS OF EXPERIENCE

35

YEARS WITH FIRM

31

EDUCATION

B.S. Geology – University of Wisconsin-Madison, 1990

REGISTRATION

Professional Geologist in Wisconsin

Luke T. Hellermann, P.G.



- The MODFLOW Course, Using Visual Modflow – City of Orlando, Florida, 2001
- Brownfield Grant Application Writing Seminar – City of Madison, Wisconsin, 2004
- EPA’s All Appropriate Inquiry Rule – City of Chicago, Illinois, 2005
- NEPA and Transportation Decision-Making – City of Madison, Wisconsin, 2006
- NEPA Indirect and Cumulative Effects Training, WisDOT – City of Madison, Wisconsin, 2006
- Webinar-Efficient NEPA Environmental Reviews for Project Decision Making, FHWA – City of Madison, Wisconsin, 2007
- American Water Resources Association, Wisconsin Section Annual Meeting – City of Brookfield, Wisconsin, 2008 Wisconsin
- Groundwater Association, Annual Meeting – City of Brookfield, Wisconsin, 2008
- Midwest Groundwater Conference – City of Dubuque, Iowa, 2008
- NEPA Environmental Justice Webinar – City of Madison, Wisconsin, 2012
- Webinar, NEPA Section 106, Transportation Research Board (TRB), 2019
- PFAS: Life Cycle, Regulations and Solutions, 2019
- Section 106 Training, Webinar hosted by WisDOT and SHPO, 2021 and 2024
- Endangered Species Act Training, Webinar hosted by WisDOT and FHWA, 2024

PRESENTATIONS/PUBLICATIONS

- 53rd Annual Midwest Groundwater Conference, 2008 – Well Field Siting Using a Regional Groundwater Flow Model, Fond du Lac County, Wisconsin

Heather S. Bartelt, PLS



AREAS OF EXPERTISE

- Surveying
- CADD Design
- 3-D Laser Scanning

PROFESSIONAL EXPERIENCE

Surveying and Data Collection experience includes use of GPS and Total Station equipment to accomplish the following:

- Property surveys
- ALTA surveys
- Subdivision plats
- Construction staking and layout
- Construction staking verification
- Final cross-sections
- Topographic surveys
- Survey and data reduction and modeling using 3-D laser scanner
- Hydrographic surveys of lake and river bottoms

Plat experience includes the development of approximately 60 plats over the last 5 years and numerous plat reviews. Some of her recent TPP experience includes:

- US 51, Stoughton to McFarland, Dane County, Wisconsin
- STH 23 and STH 136, Sauk County, Wisconsin
- Pleasant View Road, Dane County, Wisconsin
- City of Madison Bus Rapid Transit

Computer-Aided Design and Drafting (CADD) experience includes the use of Microstation, Civil 3-D, Autodesk Recap, EaglePoint, Geopak, Leica Cyclone and TopoDOT for the following:

- Processing construction layout information
- Processing final cross-sections and generating earthwork quantities
- Drafting plans
- Right-of-way (ROW) plats (traditional and transportation project plats)
- ALTA surveys, certified survey maps, subdivision plats, and easements
- Plant and pump station piping models
- Creating digital terrain models
- Creating 3-D drive-through models

Design experience includes storm sewers and landscaping.

SIGNIFICANT PROJECTS

Projects involving survey services, Transportation Project Plats (TPPs), and ROW plats for municipal and Wisconsin Department of Transportation (WisDOT) roadway projects are included below.

- Marquette Interchange, Milwaukee, Wisconsin
- Various pumping station scans – Madison and La Crosse, Wisconsin
- TPPs – Verona Road in Madison and Fitchburg, Wisconsin; McKee Road in Fitchburg, Wisconsin; and Northwestern Avenue and Durand Avenue in Racine, Wisconsin
- East Grand Avenue and 8th Street / East Grand Avenue intersection in Wisconsin Rapids, Wisconsin
- East Johnson Street in Madison, Wisconsin
- STH 120 in Lake Geneva, Wisconsin
- Monona Drive in Monona, Wisconsin
- Dane County A, E, Y, and JG Bridge Projects
- Libal Street Full Reconstruction (TPP) – Allouez, Wisconsin
- 22nd Avenue Intersection Improvement (TPP and scan) – Kenosha, Wisconsin
- Risseeuw Road Bridge Replacement – Sheboygan County, Wisconsin
- Silver Creek Cascade Road Bridge Replacement – Sheboygan County, Wisconsin
- CTH D Bridge Replacement – Washington County, Wisconsin
- CTH PB over Sugar River – Dane County, Wisconsin
- Wasson Lane – River Falls, Wisconsin
- Various Water Treatment Plant Scans Across the Country
- Various Food Process Plant Scans Across the Country

YEARS OF EXPERIENCE

26

YEARS WITH FIRM

26

EDUCATION

Associate Degree, Civil Engineering Technology – Madison Area Technical College, Wisconsin, 1999

REGISTRATION

Professional Land Surveyor in Wisconsin and Iowa

PROFESSIONAL AFFILIATIONS

Member of Wisconsin Society of Land Surveyors

THREE PARTY DESIGN ENGINEERING SERVICES CONTRACT
SIGNATURE PAGES

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

Project ID: 2545-05-01
Project Description: Hampton Avenue
Project Limits: Intersection with Santa Monica Boulevard
Highway, County: Local Street, Milwaukee

This CONTRACT made and entered into by and between the DEPARTMENT, MUNICIPALITY, and the CONSULTANT provides for those SERVICES described in the Scope of Services and Special Provisions and is generally for the purpose of providing the SERVICES solicited by the MUNICIPALITY in the Letter of Interest and Statement of Qualifications dated October 24, 2025, which include pavement resurfacing, traffic signaling replacement, median modifications, curb ramps improvements, updated signage, and pavement marking replacement at the intersection of Hampton Avenue and Santa Monica Boulevard. This Qualification Based Selection was made based on the CONSULTANT’s Notice of Interest response and any interviews conducted.

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

The DEPARTMENT REPRESENTATIVE is: Michael J. Baird, P.E., Project Manager; 141 NW Barstow Street, Waukesha, Wisconsin 53187; michael.baird@dot.wi.gov; and 262-548-5918.

The MUNICIPALITY REPRESENTATIVE is: Matthew Collins, Director; Department of Public Works; 155 West Fairmount Avenue, Whitefish Bay, Wisconsin 53217; m.collins@wfbvillage.gov; and 414-755-6520.

The CONSULTANT REPRESENTATIVE is: Adam Walter, P.E., PTOE, Project Manager; 126 North Jefferson Street, Suite 350, Milwaukee, Wisconsin 53202; adam.walter@strand.com; and 414-271-0771.

The CONSULTANT SERVICES will be performed for the DEPARTMENT’s Southeast Region office located in Waukesha, Wisconsin, and will be completed by March 31, 2028. Deliver PROJECT DOCUMENTS to 141 NW Barstow Street, Waukesha, Wisconsin 53187, unless other directions are given by the DEPARTMENT.

1. For PROJECT administration, agency coordination, utility coordination, public involvement, survey, reports, meetings, signal design, traffic modeling, alternative development, and preliminary and final road design and drafting service, actual cost to the CONSULTANT up to \$170,093.14, plus a fixed fee of \$12,506.69, not to exceed \$182,599.83.
2. For archaeological investigation service subcontracted to PaleoWest, LLC, dba Chronicle Heritage (Chronicle), the CONSULTANT’s actual cost to Chronicle based on Chronicle’s actual cost up to \$1,675.22, plus a fixed fee of \$125.88, not to exceed \$1,801.10.
3. For title searches service subcontracted to Matrix Title Company (Matrix), the CONSULTANT’s actual cost to Matrix not to exceed \$1,960.00 for units delivered based on rates in the table below.

<u>Item Description</u>	<u>Quantity</u>	<u>Unit Type</u>	<u>Unit Cost Rate</u>	<u>Totals</u>
Title Search Report	4	Each	\$475.00	\$1900.00
Update Search	4	Each	\$ 15.00	\$ 60.00

THREE PARTY DESIGN ENGINEERING SERVICES CONTRACT
SIGNATURE PAGES

Compensation for all SERVICES provided by the CONSULTANT under the terms of the CONTRACT shall be for an amount not to exceed \$186,360.93.

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

DEPARTMENT MUNICIPALITY

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

This CONTRACT incorporates and the parties agree to all of the STANDARD PROVISIONS of the Three Party Design Engineering Services Contract, dated June 18, 2025, and referenced in Procedure 8-15-1 of the State of Wisconsin Department of Transportation Facilities Development Manual. CONSULTANT acknowledges receipt of a copy of these STANDARD PROVISIONS.

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

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

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

For the CONSULTANT

For the DEPARTMENT

DRAFT

DRAFT

By: _____
Joseph M. Bunker

By: _____

Title: _____
Corporate Secretary

Title: _____
Contract Manager

Date: _____

Date: _____

For the MUNICIPALITY

DRAFT

By: _____

Title: _____

Date: _____

VI. SPECIAL PROVISIONS

SCOPE OF SERVICES

A. GENERAL

The Scope of Services anticipates the project will include the design services for pavement resurfacing, traffic signal replacement, median modifications, curb ramp improvements, signage, and pavement markings replacement at the Hampton Avenue and Santa Monica Boulevard intersection.

B. DESIGN REPORTS

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

- a. Encroachment Report
Prepare an Encroachment Report as directed by the MUNICIPALITY. Submit to the MUNICIPALITY for approval. The MUNICIPALITY shall be responsible for resolving any encroachments identified.
- b. Transportation Management Plan (TMP)
 - (1) Prepare a Type 2 TMP in accordance with the MANUAL for 60 percent approval by the DEPARTMENT.
 - (2) Update the Type 2 TMP for 90 percent approval by the DEPARTMENT.Traffic modeling or simulation along the detour or alternate route is not included.
- c. Design Study Report (DSR)
 - (1) Prepare a Modernization and Rehabilitation DSR in accordance with the MANUAL.
 - (2) Use S-2 design criteria for the PROJECT.
 - (3) Provide a digital copy of the DSR to the DEPARTMENT and the MUNICIPALITY for review and approval.
 - (4) Documentation of Design Justifications are not anticipated.
- d. Stormwater Drainage Water Quality Report
Prepare a Stormwater Drainage Water Quality Report in accordance with the MANUAL.
- e. Concept Definition Report
A Project Application has been prepared for the PROJECT and will be furnished by the MUNICIPALITY.
- f. Prepare the following reports as directed by the MUNICIPALITY:
 - (1) Americans with Disabilities Act technical infeasible document.
 - (2) Complete Street Due Consideration document.

C. ENVIRONMENTAL DOCUMENTATION

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

- a. Prepare a Categorical Exclusions Checklist (CEC) environmental document for the PROJECT, as specified in the MANUAL and Wisconsin Administrative Code, Chapter TRANS 400. Furnish the CEC to the DEPARTMENT for approval.

- b. Preparation of the following documents is not included:
 - (1) Agricultural Impact Notice
 - (2) Section 4(f) Evaluation
 - (3) Section 6(f) Evaluation
 - (4) Noise Analysis
 - (5) Air Quality
 - (6) Wetland Near-Site Search
 - (7) Section 404 Permit
- c. Historical and Archaeological Surveys and Studies
 - (1) Identify the Area of Potential Effect (APE) for the PROJECT. The APE for the PROJECT will be 20 feet from the back of existing sidewalk on both sides of Hampton Avenue and Santa Monica Boulevard; extending from the center of the intersection to 400 feet along each intersection leg.
 - (2) Prepare a Phase I archaeological survey of the APE in accordance with Guidelines for Public Archaeology in Wisconsin (2024), the DEPARTMENT's Guide to Transportation Archaeology (2024), and the MANUAL.
 - (3) Prepare an Archaeological Survey Field Report and an Archaeological Records and Literature Review Form instead of a formal report, if no archaeological sites are found. If archaeological sites are found within the APE, preparation of a formal Phase I survey report and Determination of Eligibility for any identified archaeological sites are not included in this CONTRACT.
 - (4) Historical surveys and studies are not anticipated for the PROJECT. Historical surveys and studies will be considered additional services. A request has been submitted to put this PROJECT on the Section 106 screening list for history.
 - (5) Prepare a Section 106 Review Archaeological/Historical Information Form (DT1635) for the PROJECT.
- d. Hazardous Material/Contamination Assessments
 - (1) Prepare a Phase 1 Hazardous Materials Assessment for the PROJECT in accordance with the MANUAL. The MUNICIPALITY acknowledges that the CONSULTANT is not, by virtue of this CONTRACT, the owner or generator of any waste materials generated as a result of the Hazardous Materials Contamination Assessments services performed by the CONSULTANT under this CONTRACT.
 - (2) When Phase I Hazardous Material Assessment indicates further study is needed, consult with the MUNICIPALITY and the DEPARTMENT prior to conducting further evaluation studies. Conducting further evaluation or studies is not included in this CONTRACT.

D. RAILROAD AND UTILITY COORDINATION

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

- a. Utility Coordination
 - (1) Wisconsin Administrative Code, Chapter Trans 220 (Trans 220) does not apply to this PROJECT.

- (2) Perform utility coordination in accordance with the following:
 - (a) The MANUAL
 - (b) Non-TRANS 220 Projects.
 - (c) The DEPARTMENT's Guide to Utility Coordination.
 - (d) The PROJECT's Local Project Utility Coordination Task List.
- (3) The MUNICIPALITY shall provide the CONSULTANT with a list of known utilities on the PROJECT and a list of contact personnel for utility coordination. These lists are not warranted to be complete but are furnished to assist the CONSULTANT. Review and update the provided lists.
- (4) Communicate on an ongoing basis with utility facility owners in the PROJECT vicinity to establish mutual understanding on design features of the PROJECT affecting utility facilities and inform the MUNICIPALITY of such coordination activities. Provide the MUNICIPALITY with drawings and utility information as needed.
- (5) Prepare for and attend one utility coordination meeting with the utility company representatives, the MUNICIPALITY, and the DEPARTMENT.
- (6) Send the Proposed Highway Improvement Notice and Project Plan Submittal documents electronically.
- (7) Review one iteration of work plans and provide comments to the MUNICIPALITY. The MUNICIPALITY shall approve all utility work plans and issue utility work permits.
- (8) Prepare up to two utility release of rights documents (e.g., Quit Claim Deed, Conveyance of Rights in Land, and/or Temporary Construction Easement).

E. SURVEYS

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

- a. Provide surveys referenced to NAD83 (2011), NAVD88 (2012), Geoid 18, Wisconsin County Coordinate System, Milwaukee County Zone, United States Survey Feet.
- b. Perform roadway cross section topographical survey, including the horizontal location of existing marked utilities, along Hampton Avenue and Santa Monica Boulevard. Survey limits will be as follows:
 - (1) Along Hampton Avenue, approximately 400 feet east and west of Santa Monica Boulevard.
 - (2) Along Santa Monica Boulevard, approximately 400 feet north and south of Hampton Avenue.
 - (3) Fifty feet behind the back of curb or the face of the building (whichever is closer) on both sides of Hampton Avenue and Santa Monica Boulevard.
- c. Survey the location of Public Land Survey System (PLSS) corners and property corners to assist with the determination of existing property lines and right of way (ROW). It is anticipated that approximately five existing PLSS corners and approximately 20 property corners will be located.
- d. Perform surveys that provide information for preparation of the ROW exhibit and acquisition of ROW and property.

- e. Prepare existing alignment for the PROJECT using the monuments found and the mainline and side road alignment information provided on the as-built plan supplied by the MUNICIPALITY.
- f. Perform appraisal staking services for up to four parcels within the PROJECT limits. Communicate with the DEPARTMENT and the MUNICIPALITY real estate personnel and appraisers to schedule appraisal staking activities. One iteration of appraisal staking for up to four parcels is included.

F. SOIL AND SUBSURFACE INVESTIGATION

Section II.C.6 of the Standard Provisions is amended to include the following:

- a. Perform four standard penetration test soil borings to a depth of 7.5 feet each to provide geotechnical criteria. Classify the soils by pedological means to provide pavement design parameters.
- b. Dispose of spoil material from boring samples in a manner such that the surrounding environment, including nearby wetlands, is not adversely impacted. Boreholes will be backfilled in accordance with the April 20, 1992, guidelines titled "Wisconsin Department of Transportation Geotechnical Unit-Drilled Borehole and Monitoring Well Abandonment Procedures."
- c. The MUNICIPALITY shall be responsible for monitoring and repair of backfilled boreholes. The backfill of soil borings may settle.

G. PUBLIC INVOLVEMENT

Section II.C.7 of the Standard Provisions is amended to include the following:

- d. Public Involvement Meeting (PIM)
 - (1) Assist the MUNICIPALITY and the DEPARTMENT in holding one PIM and communicate concepts and probable impacts to the PROJECT to the public. Provide up to two staff members at the meeting, which is anticipated to last approximately two hours.
 - (2) Prepare exhibits and supplementary handout materials for the PIM.
 - (3) Prepare a summary of comments after the PIM.
 - (4) Draft meeting notices, and draft press releases for review and approval by the MUNICIPALITY. The MUNICIPALITY shall issue press releases.
 - (5) The MUNICIPALITY shall supply the list of businesses and residents that directly access the corridor and additional interested citizens to the CONSULTANT. Update and maintain the compiled mailing list throughout the duration of the PROJECT.

H. MEETINGS

Section II.C.8 of the Standard Provisions is amended to include the following:

- a. Attend one in-person kickoff meeting as scheduled by the MUNICIPALITY. Provide up to one staff member for this meeting.
- b. Attend one virtual operational planning meeting as scheduled by the MUNICIPALITY to discuss the organization and processing of the services under this CONTRACT. Provide up to one staff member for this meeting.

- c. Attend one local officials meeting as scheduled by the MUNICIPALITY to present alternative evaluation findings.
- d. Attend one public works meeting as scheduled by the MUNICIPALITY to present alternative evaluation findings to the public works committee.
- e. Prepare for and attend 30 percent and 60 percent plan review meetings as scheduled by the DEPARTMENT and the MUNICIPALITY.
- f. Prepare for and attend a final plan review (90 percent) meeting as scheduled by the DEPARTMENT and the MUNICIPALITY approximately 45 to 60 days prior to the plan, specification, and estimate (PS&E) submittal date.
- g. Participate in up to three virtual design progress meetings virtually as scheduled by the DEPARTMENT and the MUNICIPALITY.
- h. Attend up to two property owners' meetings as scheduled by the MUNICIPALITY at the MUNICIPALITY's office.
- i. Conduct two PROJECT site visits to gather data to perform design services.
- j. Attend one virtual preconstruction conference meeting as scheduled by the DEPARTMENT and the MUNICIPALITY.

I. ROAD PLANS

Section II.C.9. of the Standard Provisions is amended to include the following:

- a. Prepare drawings in accordance with the MANUAL.
- b. Prepare road drawings on 11-inch by 17-inch sheets. Road drawings for the PROJECT are anticipated to include the following:
 - (1) Title sheet
 - (2) General notes
 - (3) Project overview
 - (4) Typical sections
 - (5) Construction details
 - (6) Curb ramp layout detail drawings (up to eight curbs ramps anticipated)
 - (7) Plan layout detail drawings
 - (8) Paving grade drawings
 - (9) Erosion control drawings
 - (10) Storm sewer drawings
 - (11) Temporary traffic signal drawings
 - (12) Permanent traffic signal drawings
 - (13) Lighting drawings
 - (14) Pavement marking and permanent signing drawings
 - (15) Traffic control drawings (up to two stages anticipated)
 - (16) Alignment drawings
 - (17) Control point location drawings
 - (18) Miscellaneous quantities
 - (19) Earthwork summary
- c. Prepare up to two intersection alternatives for the MUNICIPALITY and the DEPARTMENT to select their preferred alternative for preliminary design. Each alternative will include one exhibit and one opinion of probable construction cost, with up to two iterations of revisions.

J. PS&E

Section II.C.9 of the Standard Provisions is amended to include the following:

- a. Provide project data in a digital format to the DEPARTMENT in accordance with the MANUAL.
- b. Preparation of addendums that are not the fault of the CONSULTANT shall be considered additional services.
- c. Email one portable document format (PDF) file of the final plan to the MUNICIPALITY and the Wisconsin Department of Transportation (WDNR). Electronically submit the PS&E to the DEPARTMENT. Submittal of hard copies of the plan to the MUNICIPALITY, the DEPARTMENT, and the WDNR is not anticipated.

K. ACQUISITION EXHIBITS

1. Prepare the acquisition exhibits for up to four parcels for the PROJECT in accordance with the MANUAL and DEPARTMENT's Guide to Utility Coordination.
 - a. Provide the DEPARTMENT an electronic LandXML file with unique point identifications of acquisition boundary points and section corners or monuments of record used to prepare the acquisition exhibits or the legal descriptions.
 - b. Include recovered monuments with the size and kind noted in accordance with the MANUALS.
 - c. Note on the acquisition exhibits existing property lines along with Certified Survey Map subdivision plats and plats of record.
 - d. Prepare a preliminary acquisition exhibits and relocation order for DEPARTMENT review.
 - e. Submit a final 8.5- by 11-inch or 11- by 17-inch PDF file, unless otherwise specified by the Region, in accordance with the MANUAL upon final approval of the DEPARTMENT.
 - f. Submit the acquisition exhibits PROJECT documents in accordance with the MANUALS upon receiving final approval from the DEPARTMENT.
2. Provide acquisition descriptions for up to four individual parcels of land and interests to be acquired for the PROJECT. Write descriptions in a metes and bounds format, or in the case of platted property by suitable reference to the platted data. Reference and tie unplatted property descriptions to the pertinent section or quarter section corners or a located monument of record. Write descriptions in accordance with Wisconsin State Statute 84.095 (7) and the MANUALS.
3. Be responsible for all changes to the acquisition exhibits and legal descriptions until the real estate certification is completed. Changes on the acquisition exhibits that occur following the initial relocation order are part of this CONTRACT.

L. TRAFFIC COUNT, ANALYSIS AND MODELING

1. Conduct one morning (6 A.M. to 9 A.M.) and one afternoon/evening (3 P.M. to 6 P.M.) peak hour turning movement count at the Hampton Avenue and Santa Monica Boulevard intersection.
2. Prepare traffic forecast and projections using the traffic count data and in accordance with the MANUAL using projected average annual daily traffic volume growth rate and

vehicle classification data provided by the DEPARTMENT's Data and Planning Resources for use in preparing design reports.

3. Prepare A.M. and P.M. existing conditions, future no-build, and future build traffic signal models in Synchro using Highway Capacity Manual methodology at the Hampton Avenue and Santa Monica Boulevard intersection.
4. Prepare traffic signal timings for the temporary and permanent traffic signals.
5. Prepare a traffic analysis memorandum documenting the traffic analysis and findings for approval by the MUNICIPALITY and the DEPARTMENT.

M. AGENCY COORDINATION

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

2. Section 401 Certifications
Preparation of a Section 401 permit is not anticipated for this PROJECT.
3. Section 404 Permits
Preparation of a Section 404 permit is not anticipated for this PROJECT.
4. Correspond with the following agencies:
 - a. WDNR
 - b. State Historical Preservation Office
 - c. Bureau of Aeronautics
 - d. Federal Aviation Administration
 - e. United States Fish and Wildlife Service
 - f. Native American Tribal Governments
 - g. MUNICIPALITY Fire Department
 - h. City of Milwaukee, Wisconsin
 - i. Milwaukee County Transit System

N. SERVICES PROVIDED BY THE MUNICIPALITY

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

1. As-built drawings and existing ROW plat drawings (as available).
2. Utility contact list (as available).
3. Utility work plan approvals, issuance of utility work permits, and utility reimbursements.
4. Existing storm sewer system maps.
5. Existing signal timings at the Hampton Avenue and Santa Monica Boulevard intersection.
6. Crash data (data from the Highway Safety Improvement Program application).
7. Rectification of encroachments.
8. Appraisal and review appraisal services.
9. Real estate acquisition (including utility parcels).
10. Arrangements for scheduling the PIM, preparation of a mailing list, mailing of PIM notifications to project stakeholders, and reservation of a PIM venue.
11. The pavement structure required for resurfacing and reconstruction.

O. SERVICES PROVIDED BY THE DEPARTMENT

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

Schedule the preconstruction meeting.

PROSECUTION AND PROGRESS

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

- G. The following items of service will be submitted to the MUNICIPALITY and/or the DEPARTMENT’s Region Office by the indicated dates if the CONSULTANT has received the Notice to Proceed by March 4, 2026.

Task	Date
Operational Planning Meeting	April 2026
Turning Movement Counts	April 2026
Traffic Modeling	May 2026
Thirty Percent Plans/Alternative Development	June 2026
Public Information Meeting	July 2026
Local Officials Meeting	July 2026
Alternative Selected	August 2026
CEC Environmental Document	September 2026
Sixty Percent Plans	October 2026
Design Study Report	November 2026
Acquisition Exhibit	December 2026
Utility Project Plan Submittal	December 2026
Draft PS&E Plans Submittal	May 2027
Draft PS&E Review	June 2027
Final PS&E Submittal	August 1, 2027
Let	December 14, 2027

- I. The CONSULTANT services will be completed by March 31, 2028.

STRAND ASSOCIATES, INC.

**Consultant Weighted Average Direct Labor Rates
 ID 2545-05-01
 Hampton Avenue
 Intersection with Santa Monica Boulevard
 Local Street
 Village of Whitefish Bay, Milwaukee County**

Classification: Design Project Manager - High

Employee Name(a)	Current Rate(b)	Percent Contribution(c)	(b*c)
Employee #1489	\$86.39	30.00%	\$25.92
Employee #1416	\$71.91	70.00%	\$50.34
TOTAL		100.00%	\$76.26

Classification: Plat Specialist, PLS

Employee Name(a)	Current Rate(b)	Percent Contribution(c)	(b*c)
Employee #1190	\$101.13	5.00%	\$5.06
Employee #1352	\$62.53	95.00%	\$59.40
TOTAL		100.00%	\$64.46

Classification: Design Engineer - High

Employee Name(a)	Current Rate(b)	Percent Contribution(c)	(b*c)
Employee #1259	\$67.73	25.00%	\$16.93
Employee #7153	\$56.77	65.00%	\$36.90
Employee #7161	\$56.54	10.00%	\$5.65
TOTAL		100.00%	\$59.48

Classification: Design Engineer - Mid

Employee Name(a)	Current Rate(b)	Percent Contribution(c)	(b*c)
Employee #7149	\$56.74	15.00%	\$8.51
Employee #7456	\$49.67	55.00%	\$27.32
Employee #7652	\$46.64	30.00%	\$13.99
TOTAL		100.00%	\$49.82

Classification: Design Technician - Mid

Employee Name(a)	Current Rate(b)	Percent Contribution(c)	(b*c)
Employee #1272	\$40.77	70.00%	\$28.54
Employee #7504	\$33.76	30.00%	\$10.13
TOTAL		100.00%	\$38.67

Classification: Clerical/Administration - Mid

Employee Name(a)	Current Rate(b)	Percent Contribution(c)	(b*c)
Employee #1131	\$62.11	5.00%	\$3.11
Employee #1343	\$45.68	20.00%	\$9.14
Employee #7344	\$33.33	75.00%	\$25.00
TOTAL		100.00%	\$37.25

STRAND ASSOCIATES, INC.

**ID 2545-05-01
Hampton Avenue
Intersection with Santa Monica Boulevard
Local Street
Village of Whitefish Bay, Milwaukee County**

CONSULTANT DIRECT LABOR RATES (March 2026 - March 2028)

Employee Name(a)	Classification(b)	Current Rate(c)	% Pay Increase (d1)	New Pay Rate (e1)	Date of Increase (f1)	% Pay Increase (d1)	New Pay Rate (e1)	Date of Increase (f2)
Average - Selected Individuals	Design Project Manager - High	\$76.26	2.20%	\$77.94	July, 26	2.20%	\$79.65	July, 27
Average - Selected Individuals	Plat Specialist, PLS	\$64.46	2.20%	\$65.88	July, 26	2.20%	\$67.33	July, 27
Average - Selected Individuals	Design Engineer - High	\$59.48	2.20%	\$60.79	July, 26	2.20%	\$62.13	July, 27
Average - Selected Individuals	Design Engineer - Mid	\$49.82	2.20%	\$50.92	July, 26	2.20%	\$52.04	July, 27
Average - Selected Individuals	Design Technician - Mid	\$38.67	2.20%	\$39.52	July, 26	2.20%	\$40.39	July, 27
Average - Selected Individuals	Clerical/Administration - Mid	\$37.25	2.20%	\$38.07	July, 26	2.20%	\$38.91	July, 27

Employee Name(a)	Classification(b)	% Work at Current Rate(g)	% Work at Increased Rate(h1)	% Work at Increased Rate(h2)	Weighted Average Hourly Rate(i)
Average - Selected Individuals	Design Project Manager - High	25.00%	70.00%	5.00%	\$77.61
Average - Selected Individuals	Plat Specialist, PLS	25.00%	70.00%	5.00%	\$65.60
Average - Selected Individuals	Design Engineer - High	25.00%	70.00%	5.00%	\$60.53
Average - Selected Individuals	Design Engineer - Mid	25.00%	70.00%	5.00%	\$50.70
Average - Selected Individuals	Design Technician - Mid	25.00%	70.00%	5.00%	\$39.35
Average - Selected Individuals	Clerical/Administration - Mid	25.00%	70.00%	5.00%	\$37.91

Contract Completion: 3/31/2028

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

STRAND ASSOCIATES, INC.

DESIGN ENGINEERING
 CONTRACT SUMMARY OF STAFF HOURS AND DIRECT LABOR COSTS
 ID 2545-05-01
 Hampton Avenue
 Intersection with Santa Monica Boulevard
 Local Street
 Village of Whitefish Bay, Milwaukee County

CLASS	ACT. CODE	Design Project Manager - High		Plat Specialist, PLS		Design Engineer - High		Design Engineer - Mid		Design Technician - Mid		Clerical/Administration - Mid		Total Direct Labor	
		Hours	Dollars	Hours	Dollars	Hours	Dollars	Hours	Dollars	Hours	Dollars	Hours	Dollars	Hours	Dollars
Avg. Hourly Wage		\$77.61		\$65.60		\$60.53		\$50.70		\$39.35		\$37.91			
TASK		Hours	Dollars	Hours	Dollars	Hours	Dollars	Hours	Dollars	Hours	Dollars	Hours	Dollars	Hours	Dollars
Analyze Traffic Data/ Forecast	313	0	\$0.00	0	\$0.00	3	\$181.59	6	\$304.20	0	\$0.00	0	\$0.00	9	\$485.79
Conduct and Process Existing Field Survey	723	3	\$232.83	15	\$984.00	1	\$60.53	0	\$0.00	43	\$1,692.05	0	\$0.00	62	\$2,969.41
Survey Existing and Proposed Right-of-Way	726	0	\$0.00	1	\$65.60	0	\$0.00	0	\$0.00	20	\$787.00	0	\$0.00	21	\$852.60
Manage Project Stakeholders	743	3	\$232.83	0	\$0.00	46	\$2,784.38	44	\$2,230.80	0	\$0.00	4	\$151.64	97	\$5,399.65
Develop Transportation Project Plat (TPP)	745	0	\$0.00	49	\$3,214.40	3	\$181.59	2	\$101.40	10	\$393.50	0	\$0.00	64	\$3,890.89
Coordinate Utilities	746	0	\$0.00	0	\$0.00	23	\$1,392.19	19	\$963.30	4	\$157.40	5	\$189.55	51	\$2,702.44
Analyze Hazardous Materials Site Impact	765	6	\$465.66	0	\$0.00	16	\$968.48	20	\$1,014.00	0	\$0.00	4	\$151.64	46	\$2,599.78
Design Erosion Control and Landscaping	768	0	\$0.00	0	\$0.00	1	\$60.53	1	\$50.70	0	\$0.00	0	\$0.00	2	\$111.23
Environmental Documentation and Agency Coordination	769	10	\$776.10	0	\$0.00	26	\$1,573.78	30	\$1,521.00	0	\$0.00	5	\$189.55	71	\$4,060.43
Design Geometrics and Details	776	19	\$1,474.59	0	\$0.00	63	\$3,813.39	130	\$6,591.00	0	\$0.00	3	\$113.73	215	\$11,992.71
Design Drainage	778	2	\$155.22	0	\$0.00	6	\$363.18	9	\$456.30	0	\$0.00	0	\$0.00	17	\$974.70
Design Traffic Signal and Details	785	4	\$310.44	0	\$0.00	49	\$2,965.97	79	\$4,005.30	0	\$0.00	0	\$0.00	132	\$7,281.71
Develop Quantities and Estimates	786	1	\$77.61	0	\$0.00	6	\$363.18	16	\$811.20	0	\$0.00	0	\$0.00	23	\$1,251.99
Develop Traffic Control and Staging	788	2	\$155.22	0	\$0.00	4	\$242.12	12	\$608.40	0	\$0.00	0	\$0.00	18	\$1,005.74
Traffic Engineering Studies	804	3	\$232.83	0	\$0.00	16	\$968.48	28	\$1,419.60	0	\$0.00	3	\$113.73	50	\$2,734.64
Design Signing and Pavement Marking	819	0	\$0.00	0	\$0.00	3	\$181.59	6	\$304.20	0	\$0.00	0	\$0.00	9	\$485.79
Design Street Lighting	830	0	\$0.00	0	\$0.00	8	\$484.24	16	\$811.20	0	\$0.00	0	\$0.00	24	\$1,295.44
Develop PSE Documents	856	6	\$465.66	0	\$0.00	23	\$1,392.19	27	\$1,368.90	0	\$0.00	2	\$75.82	58	\$3,302.57
Manage Project Scope and Schedule	887	4	\$310.44	0	\$0.00	85	\$5,145.05	24	\$1,216.80	0	\$0.00	15	\$568.65	128	\$7,240.94
TOTALS		63	\$4,889.43	65	\$4,264.00	382	\$23,122.46	469	\$23,778.30	77	\$3,029.95	41	\$1,554.31	1097	\$60,638.45

STRAND ASSOCIATES, INC.

DESIGN ENGINEERING
CONTRACT FEE COMPUTATION SUMMARY BY ENGINEERING TASK
ID 2545-05-01
Hampton Avenue
Intersection with Santa Monica Boulevard
Local Street
Village of Whitefish Bay, Milwaukee County

TASK	ACTIVITY CODE	Direct labor Costs	Overhead Costs	Direct Expenses	Fixed Fee	TOTAL
Analyze Traffic Data/ Forecast	313	\$485.79	\$753.46	\$779.00	\$100.19	\$2,118.44
Conduct and Process Existing Field Survey	723	\$2,969.41	\$4,605.55	\$2,967.50	\$612.44	\$11,154.90
Survey Existing and Proposed Right-of-Way	726	\$852.60	\$1,322.38	\$57.00	\$175.85	\$2,407.83
Manage Project Stakeholders	743	\$5,399.65	\$8,374.86	\$1,088.35	\$1,113.68	\$15,976.54
Develop Transportation Project Plat (TPP)	745	\$3,890.89	\$6,034.77	\$420.00	\$802.50	\$11,148.16
Coordinate Utilities	746	\$2,702.44	\$4,191.48	\$616.00	\$557.38	\$8,067.30
Analyze Hazardous Materials Site Impact	765	\$2,599.78	\$4,032.26	\$686.50	\$536.20	\$7,854.74
Design Erosion Control and Landscaping	768	\$111.23	\$172.52	\$28.00	\$22.94	\$334.69
Environmental Documentation and Agency Coordination	769	\$4,060.43	\$6,297.73	\$826.00	\$837.46	\$12,021.62
Design Geometrics and Details	776	\$11,992.71	\$18,600.69	\$2,614.10	\$2,473.50	\$35,681.00
Design Drainage	778	\$974.70	\$1,511.76	\$210.00	\$201.03	\$2,897.49
Design Traffic Signal and Details	785	\$7,281.71	\$11,293.93	\$1,582.00	\$1,501.85	\$21,659.49
Develop Quantities and Estimates	786	\$1,251.99	\$1,941.84	\$266.00	\$258.22	\$3,718.05
Develop Traffic Control and Staging	788	\$1,005.74	\$1,559.90	\$210.00	\$207.43	\$2,983.07
Traffic Engineering Studies	804	\$2,734.64	\$4,241.43	\$588.00	\$564.02	\$8,128.09
Design Signing and Pavement Marking	819	\$485.79	\$753.46	\$112.00	\$100.19	\$1,451.44
Design Street Lighting	830	\$1,295.44	\$2,009.23	\$280.00	\$267.18	\$3,851.85
Develop PSE Documents	856	\$3,302.57	\$5,122.29	\$714.00	\$681.16	\$9,820.02
Manage Project Scope and Schedule	887	\$7,240.94	\$11,230.70	\$1,360.00	\$1,493.44	\$21,325.08
Rounding Correction	---	\$0.00		\$0.00	\$0.02	\$0.02
TOTALS		\$60,638.45	\$94,050.24	\$15,404.45	\$12,506.68	\$182,599.82

Home Office Indirect Cost Rate = 1.5510

Fixed Fee Indirect Cost Rate = 1.5000

Fixed Fee = 8.25%

STRAND ASSOCIATES, INC.**DESIGN ENGINEERING
DIRECT EXPENSES BY ITEM****ID 2545-05-01****Hampton Avenue****Intersection with Santa Monica Boulevard****Local Street****Village of Whitefish Bay, Milwaukee County**

DESCRIPTION	UNIT	NO. OF UNITS	UNIT COST	TOTAL COST
Intersection Traffic Counter	1 Day	1	\$680.00	\$680.00
Printing/Reproduction - Color Copies	1 Each	143	\$0.65	\$92.95
Printing/Reproduction - Wide Format Printing	SF	70	\$0.35	\$24.50
Vehicle Employee Owned (Mileage)	1 Mile	280	\$0.725	\$203.00
Travel Meals - Lunch	1 Each	4	\$16.00	\$64.00
Survey Equipment - Robotic Equipment	1 Day	1	\$220.00	\$220.00
Survey Equipment - Laser Scanner	1 Day	1	\$1,800.00	\$1,800.00
Survey Equipment - GPS	1 Day	1	\$300.00	\$300.00
Survey Supplies - FENO Rod	1 Each	4	\$65.00	\$260.00
Data Research/Services/Material	1 Each	1	\$350.00	\$350.00
Computer Usage	1 Hour	815	\$14.00	\$11,410.00

TOTAL

\$15,404.45

STRAND ASSOCIATES, INC.

**DESIGN ENGINEERING
CONSULTANT CONTRACT TOTAL FEE COMPUTATION
ID 2545-05-01
Hampton Avenue
Intersection with Santa Monica Boulevard
Local Street
Village of Whitefish Bay, Milwaukee County**

Project ID 2545-05-01	Original Contract	Total for Contract
Number of Staff Hours	1,097	1,097
Total Direct Labor	\$60,638.45	\$60,638.45
Total Overhead Costs	\$94,050.24	\$94,050.24
Fixed Fee	\$12,506.69	\$12,506.69
Direct Expenses	\$15,404.45	\$15,404.45
Subtotal	\$182,599.83	\$182,599.83
Matrix	\$1,960.00	\$1,960.00
Chronicle Heritage	\$1,801.10	\$1,801.10
Subcontract Total	\$3,761.10	\$3,761.10
Total Cost	\$186,360.93	\$186,360.93

Home Office Indirect Cost Rate: 1.5510
Fixed Fee Indirect Cost Rate: 1.5000
Fixed Fee: 8.25%



Village of Whitefish Bay Public Works Department

155 W. Fairmount Ave • Whitefish Bay, Wisconsin 53217 • (414) 962-6690 • Fax (414) 967-1391

Mathew Collins, Director of Public Works

February 2, 2026

Memo to: President Kevin Buckley and the Village Board of Trustees

From: Matthew Collins, Director of Public Works

Re: Public Works Refuse Vehicle Purchase

The Village Board adopted the 2026-2031 Capital Improvement Plan (CIP) on September 15th, 2025 that created a roadmap to prioritize the funding of major projects and equipment purchases. Several categories makeup the CIP including streets, facilities, parks, utilities, and equipment. The equipment section of the CIP included a replacement strategy of aging vehicles and equipment that are critical to the routine operations of the public works department.

During the CIP presentations, village staff made the recommendation to create a replacement cycle to manage aging refuse/recycling vehicles that are critical to the daily services of the Village. The Village's refuse/recycling/yard waste fleet includes four side loader automated refuse vehicles and three rear loader vehicles. These trucks are the primary vehicles that collect refuse, recycling, special collections, yard waste, and leaf collections. Due to the age and high use of these vehicles, it is recommended to replace aging vehicles on a seven year schedule. This replacement cycle helps to manage service levels, maintenance schedules, labor, and maintenance costs.

In 2025, the DPW mechanic worked alongside DPW staff to demo refuse side loaders models in order to ensure that a new refuse vehicle can safety accommodate unique conditions such as alleys and narrow streets. During this process, DPW was able to customize, order and take ownership of a new side loader ordered in December, 2025 as part of the 2025 approved borrow. The DPW fleet increased its fleet from 3 side-loaders to 4 which has already shown its value to help with maintenance and operational efficiencies.

The 2026 capital request includes the replacement of a side loader refuse truck that will be approximately 7-years old by the time of replacement and with an approved budget of \$425,000. The DPW mechanic along with input from DPW staff have completed the necessary evaluation and feel confident in the design and model of refuse truck. These vehicles typically take approximately one year to build from the date of order. In order to continue the fulfill the CIP replacement strategy, village staff is recommending the approval of a replacement side-loader refuse truck in the amount of \$420,339.95

On January 12, 2026, the Public Works Committee discussed and made the recommendation to approve the purchase of the refuse vehicle as shown on the memo and attachments.

Public Works Committee Recommends to the Village Board:

To purchase the refuse vehicle in the amount of \$420,339.95 as shown on the attached memo and exhibits.



R.N.O.W., Inc.
 8636R West National Avenue
 West Allis, WI 53227

QUOTATION

Quote Number: 2025-12601
 Quote Date: Jan 9, 2026
 Page: 1



Voice: 414-541-5700
 Fax: 414-543-9797

Quoted To:
VILLAGE OF WHITEFISH BAY 5300 N. MARLBOROUGH DRIVE WHITEFISH BAY, WI 53217 USA

Accepted By: _____
 Sign above to accept quotation and place order

Customer Fax: 414-962-5651

Customer ID	Good Thru	Payment Terms	Sales Rep
WHITEFISH BAY	2/8/26	DUE ON DELIVERY	JAS

Quantity	Item	Description	Unit Price	Amount
1.00	 BM CHASSIS	TRUCK CHASSIS Battle Motors LNT-46, LNT Crew Cab, L9 EPA / NON-CARB, 4500RDS-NON-RETARDER, Single Drive, RH Dual Air Ride Seats, Side Loader - Per the attached specifications - Painted Blue	215,775.00	215,775.00
1.00	 L-AUTOMIZER	REFUSE BODY Automizer Right Hand - Full Eject 30 yard (26+4) - Standard Height Gripper - Heavy Duty Arm & Gripper, "32 to 95 US gal" - Arm out alarm at 6 km/h - 4 mph - Spill shield on Gripper - Crusher Panel (1) - Crusher Panel Full Width - Retainer Teeth Under Breaker Bar (3/8" Hardox 450)	201,445.45	201,445.45

Thank you for the opportunity to quote

SUBMITTED BY 
 Steven D. Krall
 President

Subtotal	Continued
Sales Tax	Continued
Freight	Continued
TOTAL	Continued



R.N.O.W., Inc.
8636R West National Avenue
West Allis, WI 53227

QUOTATION

Quote Number: 2025-12601
 Quote Date: Jan 9, 2026
 Page: 2

Voice: 414-541-5700
 Fax: 414-543-9797

Quoted To:
 VILLAGE OF WHITEFISH BAY
 5300 N. MARLBOROUGH DRIVE
 WHITEFISH BAY, WI 53217
 USA

Accepted By: _____
 Sign above to accept quotation and place order

Customer Fax: 414-962-5651

Customer ID	Good Thru	Payment Terms	Sales Rep
WHITEFISH BAY	2/8/26	DUE ON DELIVERY	JAS

Quantity	Item	Description	Unit Price	Amount
		<ul style="list-style-type: none"> - Single Arm joystick NON-Moveable - Crusher Panel Control on Joystick - Packer Control on Joystick - Grabber Control on Joystick - Automatic Pump shutoff at 50 km/h- 32 mph - JIC Hydraulic Fittings - Hydraulic Oil Cooler - PTO Chlesea 870 Hot Shift for Remote Pump - Dual Pump Denison T6DC Work-at-Idle (Remote) - Hydraulic Tank Mounted on the Front of the Body - Electric Over Hydraulic Body Main Valve - Broom and Shovel Front of Hopper on Curbside & Hoe Front of Hopper on Streetside - Fire Extinguisher 20 lbs (1) on Rubrail Curbside (Rear) Vertical - Spill Kit on Rubrail Curbside (Center) - Standard Tailgate Seal - Add. Lights on Tg.: 2/3 Lightbar + Central 		

Thank you for the opportunity to quote

SUBMITTED BY _____

Steven D. Krall
President

Subtotal	Continued
Sales Tax	Continued
Freight	Continued
TOTAL	Continued



R.N.O.W., Inc.
8636R West National Avenue
West Allis, WI 53227

QUOTATION

Quote Number: 2025-12601
 Quote Date: Jan 9, 2026
 Page: 3

Voice: 414-541-5700
 Fax: 414-543-9797

Quoted To:
VILLAGE OF WHITEFISH BAY 5300 N. MARLBOROUGH DRIVE WHITEFISH BAY, WI 53217 USA

Accepted By: _____
 Sign above to accept quotation and place order

Customer Fax: 414-962-5651

Customer ID	Good Thru	Payment Terms	Sales Rep
WHITEFISH BAY	2/8/26	DUE ON DELIVERY	JAS

Quantity	Item	Description	Unit Price	Amount
		Brake Light + Multifunctions Lights (4) (X Pattern) - Backup Lights on Rubrails Mid-Body - LED (2) - Backup Lights on Tailgate 2/3 Centered - LED (2) - Work Light Package - LED (2) Hopper Streetside Curbside Post - Alternating Flashing Lights 4" Amber on Front of Body - LED (2) - Strobe Light Beacon Style on Tg. over Upper S/T/T Lights (If Appl.) Centered - Whelen L10HAP (1) - Brigade 360 View Camera System with MDR with WiFi & 4GB - 7" Color Monitor - (4) 360 Color Cameras Installed - With 5th Camera for Hopper - Cart/Container Counting Device on Arm(s) - 12V Body Electrical System - Centralized Grease Point for Follower Panel Rollers		

Thank you for the opportunity to quote

SUBMITTED BY _____

Steven D. Krall
President

Subtotal	Continued
Sales Tax	Continued
Freight	Continued
TOTAL	Continued



R.N.O.W., Inc.
 8636R West National Avenue
 West Allis, WI 53227

QUOTATION

Quote Number: 2025-12601
 Quote Date: Jan 9, 2026
 Page: 4

Voice: 414-541-5700
 Fax: 414-543-9797

Quoted To:
VILLAGE OF WHITEFISH BAY 5300 N. MARLBOROUGH DRIVE WHITEFISH BAY, WI 53217 USA

Accepted By: _____
 Sign above to accept quotation and place order

Customer Fax: 414-962-5651

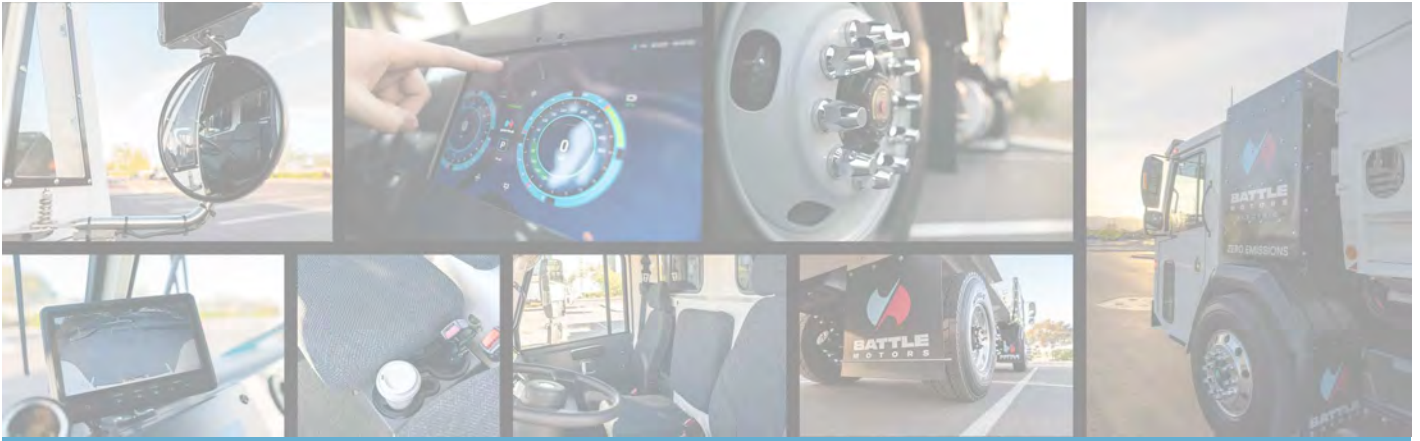
Customer ID	Good Thru	Payment Terms	Sales Rep
WHITEFISH BAY	2/8/26	DUE ON DELIVERY	JAS

Quantity	Item	Description	Unit Price	Amount
1.00	TITLE FEE	<ul style="list-style-type: none"> - Ground Level Grease Points for Packer Rails (Centralized) - Hopper and Body Floor Liner Full Length 1/4" - Hardox 500 - One (1) Coat of Urethane Primer - Urethane Body Paint - Paint Chassis Components same Color as Chassis - Decal CAUTION VEHICLE STOPS [...] FREQUENTLY, 74-1/2" x 23-1/2" (Black on Yellow) - Rubber Mud Guards - Rear of Rear Axle - Mud Guards with Labrie Logo - Informative Decals English & Spanish <hr/> <p>TITLE FEES</p> <hr/> Wisconsin Municipal Plate and Registration Fees	169.50	169.50

Thank you for the opportunity to quote

SUBMITTED BY 
 Steven D. Krall
 President

Subtotal	417,389.95
Sales Tax	
Freight	2,950.00
TOTAL	420,339.95



1/8/2026 VILLAGE OF WHITEFISH BAY RNOW LNT-46 DIESEL LABRIE 27CY ASL PROPOSAL



BATTLE
M O T O R S

Date

01/09/2026

Quote Information

202601081403-BD03

2027 Striker (LNT)

Qty: 1

Prepared For

Village of Whitefish Bay

155 W. Fairmount Ave.

WhiteFish Bay, WI 53217

Clint Anewenter 414-962-6690 C.anewenter@wfbvillage.gov

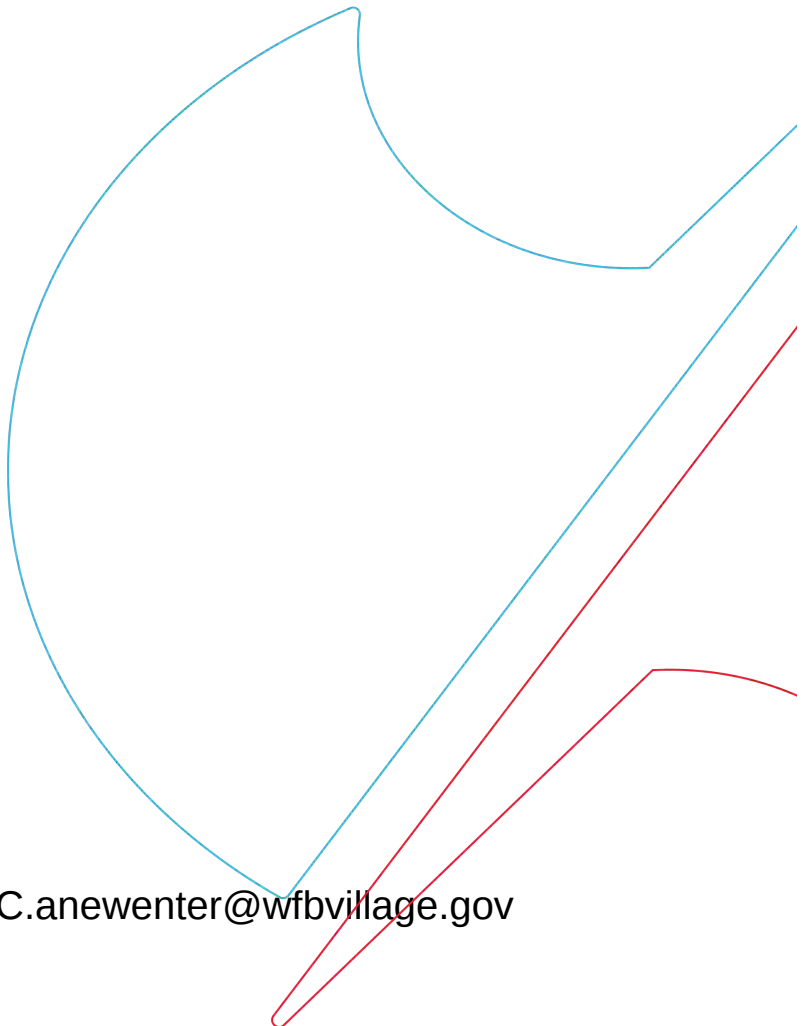
Prepared By

Steve Krall

steve.krall@rnw-inc.com

R.N.O.W., Inc.

Shipping Destination: Lafayette, GA (Labrie)



1/8/2026 VILLAGE OF WHITEFISH BAY RNOW LNT-46 DIESEL LABRIE 27CY ASL PROPOSAL

MODEL		DESCRIPTION
9999-CUSTOM-139414	FUEL TYPE	DIESEL
9999-CUSTOM-144982	MODEL YEAR	2027 MODEL YEAR
9999-CUSTOM-145293	BODY APPLICATION	LABRIE ASL - AUTOMIZER 27-33 CY
9999-CUSTOM-142671	SURFACE	OPERATES IN LANDFILL
9999-CUSTOM-83099	CARB/EPA	EPA / NON-CARB
9999-CUSTOM-83041	WHEELBASE	230 WHEELBASE
9999-CUSTOM-83532	CAB STYLE	LNT CREW CAB WITH EXTERIOR SUNVISOR
9999-CUSTOM-83534	CAB / DOORS	LNT CREW CAB, LH STANDARD / RH STANDARD DOORS
9999-CUSTOM-82493	DRIVE TYPE	RH DRIVE
9999-CUSTOM-143946	TOWING	STRAIGHT TRUCK, NON-TOWING

FRAME		DESCRIPTION
9999-CUSTOM-142099	FRAME RAILS	DOUBLE SILLS - LNT
9999-CUSTOM-142337	FRAME SILL LENGTH	28' FRAME SILLS
*** CUSTOM ***	FRAME	228" SINGLE FRAME
9999-CUSTOM-142407	DRILLING , CNG TANK DRILLING	NO OPTION - CNG TANK DRILLING
9999-CUSTOM-83075	DRILLING , FUEL TANK	NO OPTION - FUEL TANK MTG
9999-CUSTOM-145031	DRILLING , BODY	NO OPTION - FRAME DRILLING, BODY
1503-24-4696	DRILLING , CENTER BEARING	FRAME MODIFICATION ASSEMBLY - 230" WB, L9/L9N, 4500RDS, D46-170, HMX-460, LNT
9999-CUSTOM-142262	FRAME MODIF, REAR BUMPER ASSY	NO OPTION - FRAME MOD REAR BUMPER

ENGINE EQUIPMENT		DESCRIPTION
9999-CUSTOM-139484	ENGINE MODEL	CUMMINS L9, LNT
1000-24-4518	ENGINE	CUMMINS 2024 L9 350HP #1 FWH LNT, REAR SUMP, MODINE RAD
2100-24-0095	ENGINE, ALTERNATOR	ELECTRICAL ASSEMBLY ALTERNATOR, DELCO 55 SI; 12V; 430 AMP, L9, LNT

1/8/2026 VILLAGE OF WHITEFISH BAY RNOW LNT-46 DIESEL LABRIE 27CY ASL PROPOSAL

ENGINE EQUIPMENT		DESCRIPTION
2000-4701	ENGINE, DIPSTICK/OIL FILL	ENGINE DIPSTICK MTG ONLY, B6.7/L9/L9N
9999-CUSTOM-83013	ENGINE OIL SAMPLE VALVE	NO OPTION - ENIGNE OIL SAMPLE VALVE
162X-0494	ENGINE PROGRAMMING PARAMETERS	ENGINE PRGM-B6.7/L9, A/C, NO IDLE SHUTDOWN, 1450 RPM TA, 65 MPH
2003-0574	ENGINE, BLOCK HEATER	ENGINE BLOCK HEATER, L9/L9N, 120V IND LT, 1000W, FLAT BUMPER
1005-23-1440	ENGINE COOLING	COOLING ASSEMBLY MODINE L9 LNT COOLING GROUP
2500-0122	ENGINE COOLING, OPTIONS	COOLANT RECOVERY BOTTLE
2500-24-7106	ENGINE COOLING, REMOTE FILL	PIPING ASSEMBLY, WATER REMOTE FILL, CROSSMEMBER MOUNTED
1006-1305	ENGINE MOUNTING	ENGINE MOUNTING, CUMMINS L9/L9N, 4500RDS, W/LINER, LNT
1010A-0053	AIR CLEANER STACK	AIR CLEANER STACK, W/DONALDSON PRE-CLNR, LET2
1010-23-5053	AIR CLEANER	AIR CLEANER ASSEMBLY MODINE L9 LNT
1011-23-4872	CAC PIPING	CHARGE AIR COOLING MODINE L9 LNT
1004-23-5055	EXHAUST	EXHAUST ASSY MODINE L9 LNT
1004A-0053	EXHAUST STACK	FLARED ELBOW EXHAUST STACK, STAINLESS STEEL, 36" LONG

TRANSMISSION EQUIPMENT		DESCRIPTION
9999-CUSTOM-139483	TRANSMISSION MODEL	ALLISON 4500RDS, LNT
1007-1147	TRANSMISSION	TRANSMISSION ALLISON 4500RDS, L9, TC-521, NON-RETARDER
9999-CUSTOM-83012	TRANSMISSION OIL SAMPLE VALVE	NO OPTION - TRANS OIL SAMPLE VALVE
9999-CUSTOM-83003	TRANSMISSION SKID PAN	NO OPTION - TRANSMISSION SKID PAN
2501-24-7203	TRANSMISSION OIL PIPING	PPG, TRANS-L9/L9N/ISX12, 4000RDS
9999-CUSTOM-142641	TRANSMISSION REMOTE VENT	NO OPTION - REMOTE TRANS VENT
1503-24-0915	TCM LOCATION	FRAME MODIFICATION ASSEMBLY TCM MOUNTING 50 INSIDE
2100-3299	TRANSMISSION PROGRAMMING	TCM-ALLISON, 4500RDS, SINGLE DRIVE, TC521, 5 SPD, 145 AG, L9
*** CUSTOM ***	AUTO NEUTRAL	CUSTOM AUTO NEUTRAL
*** CUSTOM ***	AUTO NEUTRAL , CHASSIS	CUSTOM AUTO NEUTRAL , CHASSIS

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STEER AXLE		DESCRIPTION
1100A-0052	FRONT AXLE	FRONT STEER AXLE, D2000F, STD TRACK, 20" CMBR, ALL WB'S, AIR DISC BRAKES
1402-23-2674	POWER STEERING RESERVOIR	HYDRAULIC RESERVOIR ASSEMBLY; 4 QT, 2023 L9/L9N, LNT
1101-0661	FRONT SUSPENSION	FRONT SUSPENSION, CAST HANGERS, 20K, (4) TAPER LEAF, STD SHOCKS, 11" SILLS, LNT
9999-CUSTOM-139407	STEERING LINKAGE (LH)	NO OPTION - LH STEERING LINKAGE
1401-0337	STEERING LINKAGE (RH)	STEERING LINKAGE - LNT, RHD, TILT, W/CRUISE
1400-0761	POWER STEERING	POWER STEERING - XD-120, DANA/MERITOR, RH/DUAL DRIVE, LNT CREW CAB

DRIVE AXLE		DESCRIPTION
9999-CUSTOM-142767	REAR SUSPENSION MODEL	HENDRICKSON HAULMAAX HMX-EX-460 - 46,000 GAWR
9999-CUSTOM-83049	REAR DRIVE AXLE MODEL	D46-170 - REAR DRIVE AXLE
1201-23-1983	REAR SUSPENSION	REAR SUSPENSION ASSY - HENDRICKSON HMX-EX-460, D46-170 @ 1.5° & 11°
1200A-0398	REAR AXLE	REAR AXLE, D46-170HP, BENDIX AIR DISC BRAKES, 5.57, STD DIFF, BAR PIN, BENDIX
1600-24-4699	PROPSHAFT	PROPELAR SHAFT ASSEMBLY - 230" WB, L9/L9N, 4500RDS, D46-170, HMX-460, LNT
2102-0162	ABS / ATC / HSA	ABS SYSTEM, BENDIX EC-80 6S/6M, ATC, 500K BAUD
2000-4716	LUBE, REAR DRIVE AXLE	LUBE, REAR AXLE, SYNTHETIC, D46-170P AXLES 80W-140
1204-0227	REAR BUMP BLOCKS	REAR BUMP BLOCK, CAST BOLT ON, HMX
9999-CUSTOM-83061	CHASSIS, CAB INTERAXLE BUZZER	NO OPTION - INTERAXLE BUZZER, CHASSIS

LIFT AXLE		DESCRIPTION
9999-CUSTOM-83323	PUSHER AXLE	NO OPTION - PUSHER AXLE
9999-CUSTOM-83324	TAG AXLE	NO OPTION - TAG AXLE
9999-CUSTOM-142167	PUSHER/TAG SPACING	NO OPTION - PUSHER/TAG SPACING

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TIRES / WHEELS		DESCRIPTION
2S-514-4787	TIRE, STEER	FRONT STEER AXLE TIRE, BRIDGESTONE, M870, 315/80R22.5, 20/L, 485 RPM, 68 MPH
2S-363B-0073	WHEEL, STEER	FRONT STEER AXLE WHEEL, STEEL, 22.5 X 9.00, ACCURIDE, WHITE PC, 7.00" OUTSET
8D-514-2863	TIRE, DRIVE	DRIVE AXLE TIRE, BRIDGESTONE, R250ED, 11R22.5, 16/H, 501 RPM, 75 MPH
8D-363B-0124	WHEEL, DRIVE	DRIVE AXLE WHEEL, STEEL, 22.5 X 8.25, ACCURIDE, PC WHITE, 6.66" OUTSET
9999-CUSTOM-143832	TIRE, PUSHER	NO OPTION - PUSHER TIRE
9999-CUSTOM-143835	WHEEL, PUSHER	NO OPTION - PUSHER WHEELS
9999-CUSTOM-143833	TIRE, TAG	NO OPTION - TAG TIRE
9999-CUSTOM-143834	WHEEL, TAG	NO OPTION - TAG WHEELS
1108-24-4610	VALVE STEM EXTENSIONS	VALVE STEM EXTENSIONS - QTY 4 - 3" STEMS
9999-CUSTOM-139184	WHEEL TORQUE INDICATORS	NO OPTION - WHEEL TORQUE INDICATORS

FUEL		DESCRIPTION
1003-0971	FUEL TANK	FUEL TANK - SINGLE 80 GAL , ALUM, W/O DRAIN
1003A-0050	DEF TANK	DEF TANK, MTD LH BEHIND FENDER, LH 32/38, B6.7/L9
2503-24-6545	FUEL PIPING / FILTER	PIPING, FUEL - L9, LH STA 128/152, LH DEF
9999-CUSTOM-139401	CNG BUMPER FILL	NO OPTION - FUEL PIPING, CNG
9999-CUSTOM-82505	FUEL ACCESSORIES	NO OPTION - FUEL ACCESSORIES
9999-CUSTOM-142626	FUEL TANK SPACERS	NO OPTION - FUEL TANK SPACER
1503-24-0628	DEF TANK SPACERS	SPACER, SOLID, 5" DROP - DEF TANK

CHASSIS		DESCRIPTION
1502-24-5117	FRONT BUMPER	FRONT BUMPER - STANDARD FLAT, LNT, STEEL, PAINTED BLACK
9999-CUSTOM-145149	RADAR	NO OPTION - RADAR
9999-CUSTOM-142046	REAR BUMPER / TAIL LIGHTS	NO OPTION - REAR BUMPER

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CHASSIS		DESCRIPTION
9999-CUSTOM-142593	FRONT SKID PLATE	NO OPTION - FRONT SKID PLATE
9999-CUSTOM-82510	TOW PINS/HOOKS OPTIONS	NO OPTION - TOW PINS/LOOPS
9999-CUSTOM-139179	RETAINER CABLES	NO OPTION-RETAINER CABLES
1503-2281	BATTERY BOX SPACERS	BATTERY BOX SPACERS, LOWERS 8.5" BELOW TOP OF FRAME
9999-CUSTOM-82671	DECAL , ENGINE, 50 STATE CLEAN IDLE/CARB	NO OPTION - CLEAN IDLE DECAL
2000-4813	DECALS , CHASSIS EXTERIOR	DECALS, EXTERIOR, DIESEL,TRANSYND
2003-24-5357	HVAC , CHASSIS	HVAC ASSEMBLY - MODINE L9/L9N LNT
2501-1567	OIL PIPING, CAB TILT	PPG ASSY - CAB TILT, ICE LNT DUAL LATCH NON AIR
1503-23-2980	OVER ENGINE CROSSMEMBER	FRAME MODIFICATION ASSEMBLY - MODINE O.E.CROSSMEMBER, OFFSET RH SIDE

CAB		DESCRIPTION
1800-1892-CAB	CAB MODEL	CAB ASSY, (2) REAR WINDOWS, NO ROOF VENTS, W/VISOR, LNT
9999-CUSTOM-139405	STEERING WHEEL (LH)	NO OPTION - LH STEERING, CAB
1401-0337-CAB	STEERING WHEEL (RH)	STRG COLUMN ASSY - LNT, RHD, TILT, W/CRUISE, 16" WHEEL
2000-23-2834	FLOOR GRATING (LH)	FLOOR GRATING, LEFT SIDE FLOOR GRATE, LNT
2000-4894-CAB	FLOOR GRATING (RH)	FLOOR GRATING - RH FLOOR, LNT
9999-CUSTOM-82530	ROOFTOP A/C	NO OPTION - ROOFTOP A/C
2100-24-4021-CAB	IGNITION KEYS	IGN SW & DR LOCK; (2) KEYS IGN D250, STD/BI-FOLD DOOR D250
9999-CUSTOM-82498	FIRE EXTINGUISHER	NO OPTION - FIRE EXTINGUISHER
9999-CUSTOM-82508	FIRST AID KIT	NO OPTION - FIRST AID KIT
9999-CUSTOM-82507	TRIANGLE KIT	NO OPTION - TRIANGLE KIT
2003-0369-CAB	CAB , DEFROST FANS	DUAL DEFROST FANS , 2-SPD, LET2
1810-0061-CAB	CAB GRILLE	CAB MOD ASSY - BATTLE GRILL, BLACK/GUNMETAL

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CAB		DESCRIPTION
1809-0191-CAB	CAB , FLOOR GRIP TAPE	FLOOR COVERING INSTALLATION, RHD, LNT
1001-0946-CAB	CAB , ACCELERATOR PEDAL	ACCELERATOR PEDAL, CUMMINS, SINGLE DRIVE
2000-4561-CAB	CAB , GRAB HANDLES (LH)	MISC ASSY: LH GRAB HANDLE BLACK OUTSIDE, STANDARD DOORS
2000-4862-CAB	CAB , GRAB HANDLES (RH)	MISC ASSY: RH GRAB HANDLE BLACK OUTSIDE, STANDARD DOORS
9999-CUSTOM-82815	CAB, ELEC , DOOR WINDOWS , SWITCH COUNT	RH DRIVE, LH E/R, RH E/R
2102-0162-CAB	CAB , ABS / ATC / HSA	CAB ABS SYSTEM, BENDIX EC-80 6S/6M, ATC, 500K BAUD
2000-4808-CAB	DECALS , CAB INTERIOR	DECALS, INTERIOR, SINGLE DRIVE, DIESEL
9999-CUSTOM-83100	DECALS , CALIFORNIA PROPOSTION 65	NO OPTION - EPA / NON-CARB
1810-0064-CAB	CAB , MISC COMPONENTS	CAB MOD ASSY - LH & RH PLASTIC DOOR PANEL REDESIGN 2023
2201-24-7105	WINDSHIELD WIPERS	WINDSHIELD WIPER ASSEMBLY CROSSMEMBER MOUNTED RES
1802-0076	CAB MOUNTING	CAB MOUNTING - LET2/LNT STANDARD CAB
2003-0612-CAB	HVAC , CAB	HVAC, LNT CAB, A/C, CUMMINS L9, AURORA NON-BLENDING
162Y-0023	CAB VCU PROGRAMMING	INSTR SHT, SOFTWARE, IFM MASTER - ICE REGULAR

INSTRUMENTATION		DESCRIPTION
9999-CUSTOM-144529	BODY CONTROLS	NO OPTION - BODY CONTROLS
9999-CUSTOM-143240	DASH LAYOUT	STANDARD DASH LAYOUT
9999-CUSTOM-82610	RADIO LOCATION	RADIO - MOUNTED ON RH SIDE CAB, AM/FM/MP3/USB/BLUETOOTH/HANDS FREE
1809-0189-CAB	CAB , OVERHEAD CONSOLE / RADIO	OVERHEAD CONSOLE, RH DRIVE, AM/FM/BLUETOOTH/HANDS FREE RADIO, HVAC CONTROLS, LNT
9999-CUSTOM-83007	CAB , ENGINE BRAKE	NO OPTION - ENGINE BRAKE CONTROLS, CAB
9999-CUSTOM-139409	FUEL ACCESSORIES, CAB	NO OPTION - FUEL ACCESSORIES, CAB

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INSTRUMENTATION		DESCRIPTION
83327	PUSHER/TAG CAB CONTROLS	NO OPTION - PUSHER/TAG AXLE CAB CONTROLS
2202-0091-CAB	INSTRUMENT CLUSTER	INSTRUMENT ASSEMBLY - ANALOG GAUGES, RH DRIVE, DIESEL, MPH, LNT
9999-CUSTOM-142590	CAB , CAMERA	NO OPTION - CAMERA
9999-CUSTOM-140511	ADAS	NO OPTION - ADAS
9999-CUSTOM-144605	TELEMATICS	NO OPTION - TELEMATICS
2200-1827-CAB	GAUGE, ENGINE OIL TEMPERATURE	GAUGE, SINGLE, ENGINE OIL TEMPERATURE, L9/L9N
2200-1630-CAB	GAUGE, TRANSMISSION TEMP	GAUGE, TRANSMISSION OIL TEMP, SINGLE GAUGE
9999-CUSTOM-142605	GAUGE, AIR SUSPENSION	NO OPTION - AIR SUSPENSION PRESSURE GAUGE
9999-CUSTOM-142607	GAUGE, BRAKE APPLICATION	NO OPTION - BRAKE APPLICATION GAUGE
2200-1806-CAB	GAUGE, MISC OPTIONS	GAUGE - ENGINE HOURMETER
9999-CUSTOM-83060	CAB , INTERAXLE BUZZER/ALARM	NO OPTION - INTERAXLE BUZZER, CAB
9999-CUSTOM-82517	CAB , FLASHER OPTIONS	NO OPTION - FLASHERS
2100-3383-CAB	CAB , 12V POWER OPTIONS	(2) ADDITIONAL ACCESSORY SWITCHES IN DASH
9999-CUSTOM-82499	AIR HORN	NO OPTION - AIR HORN
9999-CUSTOM-82500	CAB , AIR HORN	NO OPTION - AIR HORN, CAB
9999-CUSTOM-83006	CAB , WHEEL DIFF LOCK CONTROLS	NO OPTION - AXLE DIFF LOCK CONTROLS, CAB
9999-CUSTOM-140340	TRAILER BRAKES	NO OPTION - TRACTOR PROTECTION VALVE

LIGHTING		DESCRIPTION
2100-3148-CAB	BACK OF CAB LIGHTS	ELEC, ASSY-LH & RH UPPER CAB REAR WORK LIGHTS, LET2
9999-CUSTOM-144531	INTERIOR LIGHTS	STANDARD INTERIOR OVERHEAD LGHTS
9999-CUSTOM-82518	ROOF/VISOR LIGHTS	NO OPTION - CAB LIGHTING
9999-CUSTOM-144530	STROBE LIGHTS	STANDARD CAB INDICATOR LIGHTS

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DOORS/MIRRORS		DESCRIPTION
9999-CUSTOM-143943	DOOR INTERIOR STYLE	INJECTION MOLDED DOOR PANELS
1803-0089-CAB	CAB , DOOR (LH)	DOOR ASSY, LH STD DR
1804-0088-CAB	CAB , DOOR (RH)	DOOR ASSY, RH STD DR
9999-CUSTOM-82515	CAB , DOOR SAFETY BELT	NO OPTION - DOOR SAFETY STRAP
1806-1338-CAB	CAB , MIRROR (LH)	LH MIRROR - LUCERIX, 15 X 8 FLAT, HEATED, SINGLE DRIVE
1808-0126-CAB	CAB , MIRROR (RH)	RH MIRROR - LUCERIX, 15 X 8 FLAT, MOTORIZED, HEATED
1806-1331-CAB	CAB , MIRROR, SPOT	MIRROR, SPOT - (1) LH / (1) RH BOTTOM MIRROR ARM, 7X8 RECTANGULAR, BLACK PLASTIC, HEATED
9999-CUSTOM-82673	CAB , MIRROR, LOOK DOWN	NO OPTION - LOOK DOWN MIRROR
9999-CUSTOM-82619	CAB , MODIFICATION (LH DOOR)	NO OPTION - CAB MODIFICAION (LH DOOR)
9999-CUSTOM-82620	CAB , MODIFICATION (RH DOOR)	NO OPTION - CAB MODIFICAION (RH DOOR)

CAB SEATS		DESCRIPTION
9999-CUSTOM-82616	CAB , SEAT MATERIAL	SEAT - ASPHALT CLOTH
2001-0518-CAB	CAB , SEATS (LH)	LH SEAT - SEARS C2, AIR RIDE, ASPHALT CLOTH, NON-ADJ LUMBAR, LNT
2011-0300-CAB	CAB , SEATS (RH)	RH SEAT - SEARS C2, AIR RIDE, ASPHALT CLOTH, NON-ADJ. LUMBAR, LNT
1809-0190-CAB	CAB , SEAT (CENTER BENCH)	STORAGE BIN, NO CENTER BENCH SEAT, LNT
2000-4771-CAB	CAB , SEAT BELTS (LH)	SEAT BELT, BLACK, LH SIDE, AIR RIDE SEAT, LET2
2000-4856-CAB	CAB , SEAT BELTS (RH)	SEAT BELT, BLACK, RH SIDE, AIR RIDE SEAT, LET2
9999-CUSTOM-82807	CAB , SEAT ADJUSTABLE SHOCK (LH)	NO OPTION - LH ADJUSTABLE SEAT SHOCK
9999-CUSTOM-82810	CAB , SEAT ADJUSTABLE SHOCK (RH)	NO OPTION - RH ADJUSTABLE SEAT SHOCK
9999-CUSTOM-82808	CAB , SEAT (LH), RH ARMREST	NO OPTION - RH ARMREST, LH SEAT
9999-CUSTOM-82809	CAB , SEAT (RH), LH ARMREST	NO OPTION - LH ARMREST, RH SEAT

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AIR PIPING		DESCRIPTION
2502-0801	AIR DRYER	AIR DRYER, BENDIX, AD9EP
1910-0592	AIR PIPING, AIR DRYER	AIR PPG, LNT ICE L9 AD-9 RH 32 RR
2502A-24-4210	AIR GOVERNOR	PIPING ASSEMBLY, AIR GOVERNOR COMPRESSOR MOUNTED L9/N
1503-24-8036	AIR PIPING, FRAME SUPPORTS	FRAME AIR PIPING SUPPORTS - >190" WB, TANDEM AXLE, 2025
*** CUSTOM ***	AIR PIPING, FRAME	CUSTOM AIR PIPING, FRAME
9999-CUSTOM-83325	AIR PIPING, PUSHER/TAG AXLE	NO OPTION - PUSHER/TAG AXLE AIR PIPING
9999-CUSTOM-82502	OPTIONAL AUTOMATIC DRAIN VALVES	NO OPTION - DRAIN VALVES
1904-24-4907	MANUAL DRAIN VALVES	CENTRALIZED DRAINS @ BBOX, (3) TANKS
9999-CUSTOM-82501	OPTIONAL CHARGE VALVE	NO OPTION - CHARGE VALVE
9999-CUSTOM-82503	GLADHANDS	NO OPTION - GLADHANDS
9999-CUSTOM-83070	AIR PIPING, RDS,209 TRACTION ASSIST	NO OPTION - RDS-209 TRACTION ASSIST
1908-0090	AIR PIPING, REAR AXLE	AIR PIPING, HMX REAR SUSPENSION
1907-0479-CAB	CAB , AIR PIPING	CAB AIR PIPING, RHD ONLY, RH SIT-DOWN, LNT
1908-0090-CAB	CAB AIR PIPING, REAR AXLE	CAB AIR PIPING, HMX REAR SUSPENSION, 6S/6M

ELECTRICAL		DESCRIPTION
2101-0704	12V BATTERIES	BATTERY BOX - (3) 1000 CCA BATTERIES, DISC. SWITCH, PLASTIC COVER
2000-4842	ELECTRICAL, BATTERY CABLES	BATTERY/ALT CABLES, L9/L9N/ISX12N, BATT BOX LH 50/62, DISC SWITCH
2100-2518	BATTERY DCS , INDICATOR LIGHT	BATTERY DISC SWITCH, 1" AMBER INDICATOR (PILOT LIGHT) AT BATTERY BOX
9999-CUSTOM-83002	BATTERY DCS , MARKER LIGHTS	NO OPTION - BATTERY DCS LIGHTING
9999-CUSTOM-83005	ELECTRICAL, AXLE DIFF LOCK CONTROLS	NO OPTION - AXLE DIFF LOCK CONTROLS, CHASSIS
2100-2983	ELECTRICAL, POWER FEED HARNESS	ELECTRICAL, POWER FEED, L9/X12, LH UP TO STA. 50

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ELECTRICAL		DESCRIPTION
2103-0293	ELECTRICAL, ENGINE	ELECTRICAL, ENGINE, CUMMINS L9, 500K BAUD
2100-3522	ELECTRICAL, BASE, CHASSIS	ELECTRICAL ASSY: BASE CHASSIS EC-80 500K, AUTOCRAFT, LNT/LET2
9999-CUSTOM-82837	ELECTRICAL, TRANSMISSION RETARDER	NO OPTION - TRANSMISSION RETARDER, CHASSIS
2100-3347-CAB	CAB , BASE ELECTRICAL	ELECTRICAL, BASE, 500K BUAD, AUTOCRAFT HEADLIGHT
2100-3351-CAB	CAB, ELECTRICAL , DOOR WINDOWS	CAB, ELECTRICAL, POWER WINDOWS, 3 SWITCHES
2100-3272	ELECTRICAL, JUMP START	ELECTRICAL, JUMP START MOUNTED TO BATTERY BOX, STUD POST TERMINALS
2000-2215	BACK,UP ALARM	BACK-UP ALARM, ECCO 575, 107DB
9999-CUSTOM-82514	ELECTRICAL, TRAILER	NO OPTION - TRAILER ELECTRICAL
9999-CUSTOM-142610	SENSOR , AIR SUSPENSION	NO OPTION - AIR SUSPENSION PRESSURE GAUGE
9999-CUSTOM-142612	SENSOR , BRAKE APPLICATION	NO OPTION - BRAKE APPLICATION GAUGE
2200-1827	SENSOR , ENGINE OIL TEMP GAUGE	GAUGE, SINGLE, ENGINE OIL TEMPERATURE, B6.7/L9X
9999-CUSTOM-83008	SENSOR , MISC GAUGES	NO OPTION - MISC GAUGES, CHASSIS

PAINT		DESCRIPTION
356-0322	PAINT, CAB	PAINT, CAB, STANDARD WHITE, G2-3460715-A
9999-CUSTOM-140265	PAINT, CAB VISOR	CAB VISOR SAME COLOR AS CAB
9999-CUSTOM-83308	PAINT, CAB STRIPES	NO OPTION - CAB STRIPES
9999-CUSTOM-83309	PAINT, CLEAR COAT	NO OPTION - CAB CLEAR COAT
356-0323	PAINT, CHASSIS	PAINT, CHASSIS, STANDARD BLACK, G2-2B1738
356-0329	PAINT, BUMPER	PAINT, BUMPER - STANDARD BLACK, G2-2B1738

WARRANTY		DESCRIPTION
306A-0001	WARRANTY, CHASSIS	WARRANTY, CHASSIS, STANDARD, 1 YEAR, COVERAGE
306A-0041	WARRANTY, ENGINE	WARRANTY, CUMMINS STANDARD, 2 YEAR

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WARRANTY		DESCRIPTION
9999-CUSTOM-83306	WARRANTY, ENGINE MAJOR COMPONENTS	NO OPTION-WARRANTY, MAJOR COMPONENTS
9999-CUSTOM-83307	WARRANTY, AFTERTREATMENT	WARRANTY, CUMMINS STANDARD, 2 YEAR
306A-0013	WARRANTY, TRANSMISSION	WARRANTY, ALLISION, 3 YR EDGE II PARTNER STANDARD
306A-0022	WARRANTY, DRIVE AXLE	WARRANTY, STANDARD

CUSTOM OPTIONS		DESCRIPTION
9999-CUSTOM-83331	CUSTOM OPTIONS	NO OPTION - CUSTOM OPTIONS
9999-CUSTOM-145612	REWORK	NO OPTION - REWORK
9999-CUSTOM-142066	BODY	NO OPTION - BODY

DECALS		DESCRIPTION
239-24-8529	EMISSION DECAL	MISC- LABEL, VEHICLE EMISSION, MEDIUM HDV, ICE, NON-CARB, 2027
207-2634	GVWR DECAL	MISC- LABEL, GVWR, INCOMPLETE



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VEHICLE SPECIFICATION SUMMARY	UNIT	DESCRIPTION
MODEL		STRIKER (LNT)
ENGINE		CUMMINS 2024 L9 350HP #1 FWH LNT, REAR SUMP, MODINE RAD
PEAK POWER	HP	350
PEAK TORQUE	NM	1050 @ 1200
TRANSMISSION		TRANSMISSION ALLISON 4500RDS, L9, TC-521, NON-RETARDER

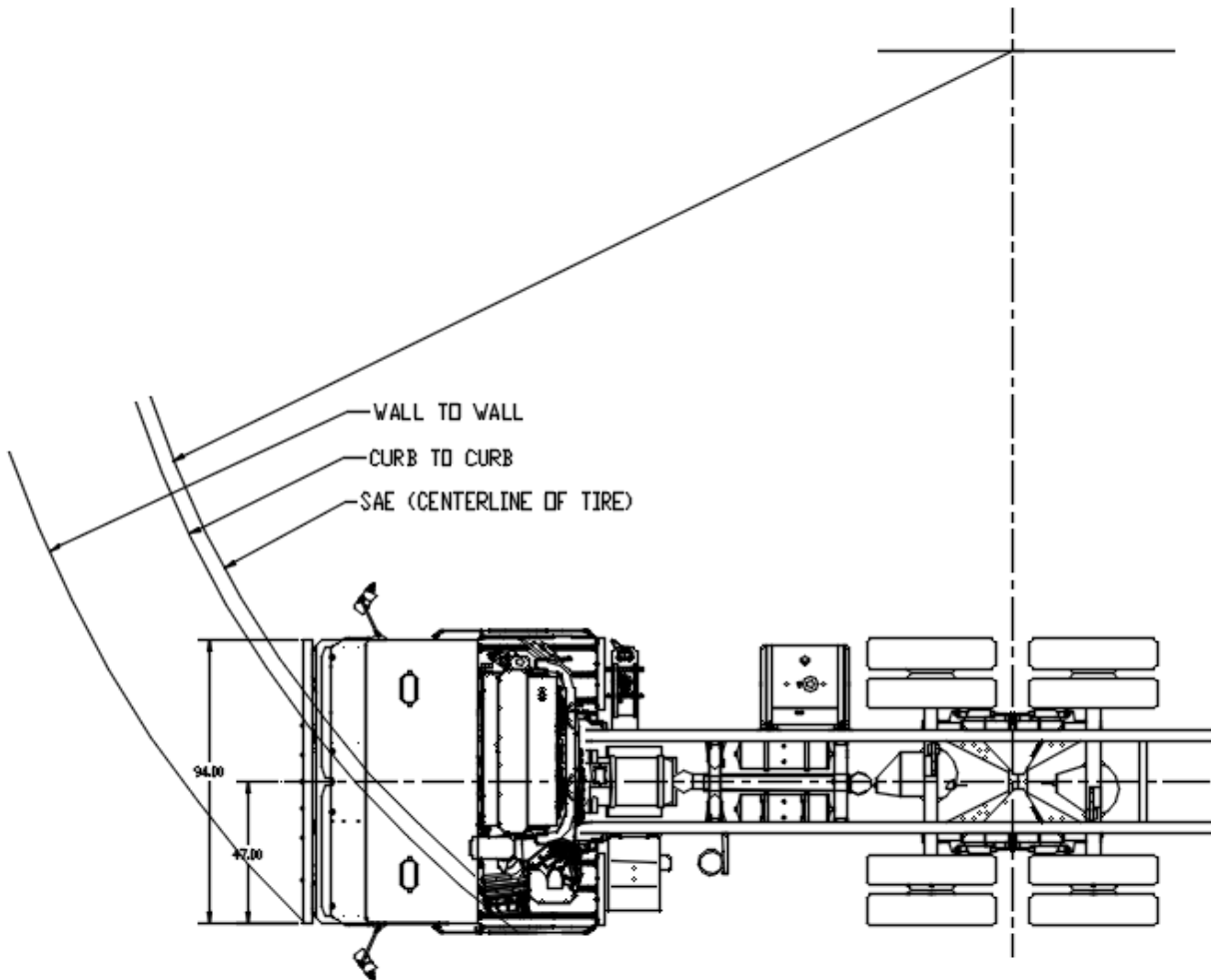
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NAME	FRONT	PUSHER	FRONT DRIVE	LAST DRIVE	TAG
MODEL (LBS.)	D2000F		D46-170HP	D46-170HP	
AXLE (LBS.)	20,000		23,000	23,000	
SUSPENSION (LBS.)	20,000		23,000	23,000	
WHEELS (LBS.) / QTY / TOTAL (LBS.)	10,000 / 2 / 20,000		8,000 / 4 / 32,000	8,000 / 4 / 32,000	
TIRES (LBS.) / QTY	10,000 / 2 / 20,000		6,005 / 4 / 24,020	6,005 / 4 / 24,020	
GAWR (LBS.)	20,000		23,000	23,000	
WEIGHT (+/- 5%, LBS.)	11,335		3,372	3,372	
				CHASSIS GVWR (LBS.)	66,000
				ENGINE APPLICATION GVWR (LBS.)	66,000
				TRANSMISSION APPLICATION GVWR (LBS.)	80,000
				TRUCK GVWR (LBS.)	66,000
				AVAIL GVWR (LBS.)	47,921



1/8/2026 VILLAGE OF WHITEFISH BAY RNOW LNT-46 DIESEL
LABRIE 27CY ASL PROPOSAL

COMPONENT	LOCATION
DIESEL FUEL TANK	LH STA. 128/152
DEF TANK	LH STA. 32/38
BATTERY CABLES	LH STA. 50/62
AIR GOVERNOR	COMPRESSOR MOUNTED
AIR DRYER	RH STA. 32 / REAR
LIFT AXLE AIR TANKS	-
DRAIN VALVES	UNDER BBOX
TCM LOCATION	RH STA. 50, INSIDE
CB DRILLING LOCATION	106.63
DISCONNECT SWITCH LOCATION	REAR MOUNTED





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ESTIMATED VEHICLE TURNABILITY - TURN RADIUS (FEET) (+/- 5%)

SAE - TIRE CENTERLINE TO TIRE CENTERLINE (FT)	42
CURB-TO-CURB (FT)	43
WALL-TO-WALL (FT)	45



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**ESTIMATED VEHICLE WEIGHT DISTRIBUTION (LBS) - FULLY WET WITH 200#
DRIVER (+/- 5%)**

FRONT AXLE GROUND LOAD (LBS)	11,335
REAR AXLE GROUND LOAD (LBS)	6,744
TOTAL VEHICLE WEIGHT (LBS)	18,079

FRAME MEASUREMENT	VALUE	UNIT
CA/CT (CAB-TO-AXLE)	196	INCHES
AF (AFTER FRAME)	73	INCHES
WHEELBASE (WB)	230	INCHES
FRAME SILL LENGTH	28	INCHES
PUSHER/TAG SPACING	0	INCHES
BUMPER TO FRONT AXLE (BA)	74	INCHES



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SPECIFICATION	VALUE	UNIT
GRADEABILITY	30%	INCHES
WHEELSLIP	3.49	INCHES
ACCELERATION RATE	11.28	INCHES
STARTABILITY	48.04%	INCHES
GEARED SPEED (MPH)	62.24	INCHES

1/8/2026 VILLAGE OF WHITEFISH BAY RNOW LNT-46 DIESEL LABRIE 27CY ASL PROPOSAL

CHANGE AND CANCELLATION POLICY

Greater than 16 weeks from Production Date

Changes will be considered in all categories.

Less than 4 weeks from Production Date

Minimal change to no change will be permitted inside of 4 weeks. Escalation of any “must have” change, should be escalated using the escalation process. Any late change in this time frame that is processed will be charged a \$250 fee per change.

Custom Orders

No cancellations of custom chassis and uniquely specified orders will be accepted inside 16 weeks. A deposit of up to 25% may be required with a guaranteed purchase order for custom chassis.

All change and cancellation fees shall be automatically debited, via electronic means, through Automated Clearing House (ACH) transfers from the Customer directly to the Company in United States currency within fifteen (15) days of change or cancellation.

The chart below indicates the time “cut-offs” for change and cancellations.

Lead Time Chart (revised 2/9/2024)

Category	16+ weeks	16 Weeks	14 Weeks	8 Weeks	4 Weeks	< 4 weeks
Model	√	√	X	X	X	X
Frame	√	√	X	X	X	X
Engine Equipment	√	X	X	X	X	X
BEV Motor Equipment	√	X	X	X	X	X
Transmission Equipment	√	√	√	X	X	X
Battery Rack	√	X	X	X	X	X
Steer Axle	√	X	X	X	X	X
Drive Axle	√	X	X	X	X	X
Lift Axle	√	X	X	X	X	X
Tires / Wheels	√	√	√	√	X	X
Fuel	√	√	X	X	X	X
Chassis	√	√	X	X	X	X
Cab	√	√	√	X	X	X
Instrumentation	√	√	√	X	X	X
Doors/Mirrors	√	√	√	X	X	X
Cab Seats	√	√	√	X	X	X
Air Piping	√	√	X	X	X	X
Electrical	√	√	√	X	X	X
Paint	√	√	√	√	X	X
Warranty	√	√	√	√	√	X
Custom Options	√	X	X	X	X	X
Shipping Destination	√	√	√	√	X	X
Cancellations	√	√	X	X	X	X

Chart above only applies to options that are currently designed and available in configurator