



CITY UTILITY CONSTRUCTION OVERSIGHT
& ENGINEERING SERVICES

NATIONAL AVE. (S. 95TH TO S. 108TH ST.)

WISDOT PROJECT 2410-15-71

City of West Allis



MAY 5, 2026

May 5, 2026

Traci Gengler
Senior Principal Engineer
7525 W. Greenfield Ave.
West Allis, WI 53214

RE: **City of West Allis - National Ave. (S. 95th to S. 108th St.), WisDOT Project 2410-15-71**

Dear Ms. Gengler,

Bringing a fully qualified construction team of experts, the Benesch Team is committed to completing this project on time and within budget for the City. In addition, we bring the following benefits to this project:

- ✓ **Familiarity with the Area and Similar Projects:** Benesch has experience in similar work, including construction management for the Lake Drive STH 32 Reconstruction Project in the City of Milwaukee and the Village of Shorewood. This experience has provided valuable knowledge and insights, allowing Benesch to address complex site conditions, utility conflicts and impacts to adjacent properties with proven solutions.
- ✓ **Sewer Inspection Experts:** Benesch brings industry leading expertise in sewer inspection, proven by successful delivery of the Oakland Avenue and Lake Drive reconstruction projects. On both projects, Benesch managed complex urban environments, maintained business and residential access and provided thorough documentation and stakeholder communication. This track record demonstrates Benesch's ability to deliver high-quality sewer inspection and construction management on challenging infrastructure projects.
- ✓ **Coordination with the Contractor:** Benesch drives project success by collaborating closely with the contractor, communicating proactively, coordinating detailed schedules and resolving challenges in real time. By partnering at every stage, Benesch will minimize disruptions and deliver high-quality results that meets the City of West Allis and stakeholder expectations.

Thank you for taking the time to review our qualifications. If you have any questions regarding our submittal, please contact me any time at 414-308-1328 or by email at dgrasser@benesch.com

Sincerely,



Daniel Grasser, PE
Wisconsin Division Manager
Senior Vice President

Table of Contents

Cover Letter

Section 1	//	Firm Overview and Qualifications	4
Section 2	//	Project Understanding and Approach	5
Section 3	//	Similar Project Experience / References.....	7
Section 4	//	Project Team	11
		Organization Chart.....	11
		Staff Resumes	12
Section 5	//	Cost	18



OUR FIRM

At Benesch, we are dedicated to enhancing infrastructure and communities nationwide. Our work spans roads, bridges, schools, parks, and airports. Through innovative planning, engineering, and design, we create impactful spaces and connections, striving to innovate beyond traditional methods.

Since our founding in 1946, Benesch has evolved into a firm that balances responsiveness with robust capabilities. Recognized among the Top 500 Design Firms by Engineering News-Record, our services cover everything from planning and feasibility studies to construction management. We have designed complex highway interchanges, commuter railway systems, and major river bridges, inspected thousands of bridges, and overseen numerous infrastructure renovations.

OUR EXPERIENCE // We tackle engineering challenges by delivering quality and value through a team approach led by senior staff, ensuring thorough and practical solutions within budget.

MUNICIPAL ENGINEERING // Our Milwaukee office's extensive municipal experience equips us to address local agency issues effectively. We work closely with municipal personnel and consultants to provide safe, top-quality services for local communities.

VALUE ENGINEERING // Benesch leads in value engineering with certified specialists and extensive training. This discipline goes beyond cost-cutting, identifying essential project needs and delivering outstanding results.

WHAT WE DO



Transportation

Aviation | Bridges | Railroads | Roads | Transit



Community Development

Civil/Site | Planning | Facilities | Parks & Recreation



Environmental & Water

NEPA | Potable Water | Stormwater | Wastewater



50 OFFICES
ACROSS **21 STATES**

35 WISCONSIN PROFESSIONALS
3 OFFICES
MILWAUKEE, MADISON & NEENAH



1,200+ BENESCH PROFESSIONALS

OFFICE LOCATIONS



BENESCH ON THE MAP // We routinely tap into our firm's high-level expertise to solve project challenges for clients across the country. Each of our offices benefit from the wealth of engineering, design and planning resources of the combined Benesch Team. Through proactive knowledge sharing, state-of-the-art communications technology and work sharing, we turn our nationwide capacity and expertise into high-value solutions for local infrastructure challenges.

FIRM CONTACTS

Benesch
247 W. Freshwater Way,
Suite 650
Milwaukee, WI 53204
www.benesch.com

Division Manager
Daniel Grasser, PE
P 414.343.6214
E dgrasser@benesch.com

PROJECT UNDERSTANDING AND APPROACH

The City of West Allis is a vibrant, hard-working community known for hosting the State Fair and the Milwaukee Mile. Positioned between Milwaukee and Greenfield, the City benefits from strong regional connections. National Avenue, a key corridor for motorists, pedestrians and bicyclists, links South 108th Street to South 95th Street and serves both commercial and residential areas. Benesch is collaborating with the City to manage the reconstruction of this section of National Avenue during the 2026 and 2027 construction seasons.

Benesch recognizes that the selected consultant will supervise, coordinate, inspect and document the sewer and water facilities for this project in accordance with City of West Allis standards, the Standard Specifications for Sewer & Water Construction in Wisconsin, WisDOT Standard Specifications for Highway and Structure Construction, WisDOT Facilities Development Manual and the WisDOT Construction and Materials Manual.

Pre-Construction Phase

This initial phase shapes the approach to evaluating the contractor’s schedule, establishing communication with all affected agencies and businesses and verifying current site conditions relevant to the upcoming work.

Key plan review elements include:

- Reviewing business access details and initiating coordination with affected businesses
- Assessing project staging for major activities (such as water main, storm sewer) and maintaining traffic flow for vehicles and pedestrians
- Reviewing material submittals
- Identifying potential environmental concerns
- Checking plan sheets against miscellaneous quantity sheets for discrepancies
- Before construction begins, **Project Manager, Brad Bacilek, PE** will become familiar with the job site and conduct a thorough review to confirm that site conditions are accurately reflected in project documents. Any physical constraints or unusual site or traffic conditions will be identified in advance. Mr. Bacilek will also document the site with video and photographs, including drone footage, prior to construction.

During this phase, Mr. Bacilek will incorporate sanitary sewer and water main construction into the project’s document control system, including quantity tracking, the project diary, submittal register, field photo logs and relevant checklists from the WisDOT Critical Inspection Manual. The project team will conduct a pre-construction meeting before work begins on National Avenue, including sanitary sewer and water main construction. Public Involvement Specialist, **Eric Miller** will host a public information meeting to initiate ongoing communication with business owners and the community.

Construction Phase

Once construction starts, Mr. Bacilek will coordinate and lead weekly progress meetings, providing minutes to all parties and the City. These meetings will cover the contractor’s schedule, completed work, submittal status, traffic impacts, stakeholder concerns and any outstanding issues.

PROVEN SUCCESS ON PREVIOUS URBAN SEWER AND WATER REPLACEMENT PROJECTS



Benesch’s experience managing construction on the **Lake Drive Reconstruction** project for the **City of Milwaukee**, the **Lake Drive Reconstruction** project for the **Village of Shorewood**, as well as the **Oakland Avenue** project in Shorewood, has highlighted key inspection and coordination priorities. Effective traffic staging to maintain access to local businesses is essential to minimize

disruptions. This process starts with clear communication and setting accurate expectations with stakeholders. Another focus is thorough documentation of existing infrastructure conditions that will be integrated into the project.

These projects involved numerous businesses and residential properties, including multi-unit apartments, requiring creative staging techniques to limit disruptions. During sanitary sewer and water main replacements, the project team coordinated contractor activities to communicate service interruptions and reduce impacts on local stakeholders. Additional project details can be found on **pages 7, 8 and 9** of the proposal.

Mr. Bacilek will maintain a real-time electronic as-built record using survey data, especially for infrastructure improvements such as water main, sanitary sewer installations and private service laterals. As replacements are performed, photographs and GPS data will be collected and filed with project records.

Municipal utility service replacements may be performed at night to minimize traffic impacts. The team will remain flexible to oversee these activities according to the contractor's schedule. To provide experienced inspection coverage, Benesch will partner with **MSA Professional Services**. Real-time cost accounting will be maintained, with daily quantity tracking and weekly communication to the City. Change orders will be analyzed, processed promptly if approved and cost impacts will be communicated to the City as soon as they are identified. Payment estimates will be recommended and processed promptly.

Effective communication is central to project management. The project team will respond promptly to questions from the City, WisDOT, the contractor and stakeholders. Mr. Miller will manage public outreach, preparing project updates and additional communications as needed when work affects business and residential sewer and water services.

Inspection during construction will confirm that all work complies with contract documents, plans, specifications, Standards for Sewer & Water Construction in Wisconsin and all applicable WisDOT standards. Removal, trenching and grading will be monitored to maintain proper drainage and compact material to minimize water infiltration. Traffic control plans will be reviewed before work begins along National Avenue and at all intersections and business access points. Materials testing requirements will be tracked, monitored and coordinated with the contractor throughout construction.

Post Construction

At the end of construction, final measurements and calculations for all pay items will be completed. Final quantities will be reviewed with the contractor and any discrepancies addressed. All documentation will be cataloged for easy access, contract as-built plans will be prepared and submitted to the City and Mr. Bacilek will document final conditions with video and photographs for the City.



North Lake Drive, City of Milwaukee, CM

WisDOT



Background: Lake Drive is a highly traveled residential corridor that services commuters in north Milwaukee and the north shore and is a multimodal street with high volumes of pedestrian and bicycle traffic. This road is also part of the Lake Michigan Circle Tour utilized by tourists in the summer traversing the lake through Wisconsin, Michigan, Indiana and Illinois. The new design of this one mile section at the north edge of the City of Milwaukee incorporates traffic calming, protected bike lanes, street parking and improves accessible pedestrian access.

Scope: Benesch is leading the construction management for the Lake Drive reconstruction from Newberry Boulevard to Edgewood Ave including construction of new water valve boxes, reinforced concrete pavement, protected bike lanes, pedestrian refuge islands, street lighting and traffic signal replacement. The infrastructure improvements include adjusting water facilities, and new storm sewer laterals and catch basins. A key to the success of the project is communication with residents, key stakeholders, and local officials to minimize impacts to residential access. A major focus for the project team is ensuring the safety of pedestrians on this highly utilized corridor which has a school, a university building, a place of worship, and a public park along it's frontage.

Key Issues

- Numerous residential access points requiring access considerations
- Coordination with City water and Sewer to upgrade elements of the existing active system while maintaining continuity
- Management of contaminated soils to minimize exposure to extra costs.
- Installation of combined sewer system around numerous existing utilities with limited records on location and information on active versus abandoned.

Dates of Service

07/2024 - Ongoing

Project Cost

\$8.8M

Client References

Paul Keltner, PE
 Wisconsin Department of
 Transportation
 200 East Wells Street, Room
 606
 Milwaukee, WI 53202
 P: 414-286-0465
 E: paul.keltner@dot.wi.gov

N. Oakland Reconstruction, CM

Village of Shorewood



Background: The N. Oakland Avenue Reconstruction project in the Village of Shorewood addresses the need for comprehensive upgrades to a critical corridor serving residents, businesses and emergency routes.

Scope: Benesch is providing construction inspection and management services for the N. Oakland Avenue Reconstruction. The scope includes detailed constructability reviews, traffic management and staging plans, and coordination with residential and business stakeholders to ensure access and minimize impacts. Key activities involve reviewing project staging for major activities such as water main and storm water improvements, evaluating sidewalk and curb ramp connections for ADA compliance and verifying proposed pavement grades. The team will conduct thorough documentation of existing conditions, manage material submittals, address environmental concerns, and lead public involvement efforts to keep the community informed and engaged. The approach is designed to deliver a successful, efficient reconstruction that meets the needs of all users while maintaining project quality and schedule.

Key Issues

- Urban corridor reconstruction and upgrades
- Traffic management and stakeholder coordination
- ADA compliance and storm water improvements
- Construction inspection and project documentation

Dates of Service

10/25-Ongoing

Project Cost

\$5.0 Million

Client Reference

Leeann Butschlick
 Director of Public Works
 Village of Shorewood
 3930 North Murray Avenue
 Shorewood, WI 53211
 P: 414-847-2650
 E: lbutschlick@shorewoodwi.gov

North Lake Drive, Village of Shorewood, CM

WisDOT



Background: Lake Drive is a primary north-south route connecting Shorewood and communities north with downtown Milwaukee. With Atwater Park in the middle of the project and the beautiful tree lined terraces, this multimodal street experiences high volumes of pedestrian and bicycle traffic. This road is also part of the Lake Michigan Circle Tour utilized by tourists in the summer traversing the lake through Wisconsin, Michigan, Indiana and Illinois. The new design of this 1 1/4 mile section in Shorewood incorporates bike lanes, street parking and improves accessible pedestrian access.

Scope: Benesch is leading the construction management for the Lake Drive reconstruction from Edgewood Ave to Kensington including construction of an improved subgrade section, reinforced concrete pavement, bike lanes, street lighting and traffic signal replacement at Capitol Drive. The infrastructure improvements include new water main, new water laterals, services and fire hydrants, new storm sewer laterals and catch basins, and new combined sewer and laterals. A key to the success of the project is communication with residents, key stakeholders, and local officials to minimize impacts to residential access and impacts from construction activities. A major focus for the project team is ensuring the safety of pedestrians on this highly utilized corridor which has a public park and nature preserve along it's frontage. The project team has worked with numerous residents who are undergoing renovations to their historic Lake Michigan homes requiring access to contractors, architects and equipment throughout the construction of the roadway. A major milestone achieved on the project was completion of the new roadway including sidewalks, ADA ramps and restoration in front of Atwater Park prior to a major annual community event. The project team worked closely with the event organizers to ensure that their needs were met to make the event a success.

Key Issues

- Numerous residential access points requiring access considerations
- Coordination with Village of Shorewood for replacement of watermain and significant portions of the combine sewer system.
- Managing access while constructing subgrade improvements which require excavating 2' below the existing roadway for placement of compacted gravel base.
- Coordination with numerous utilities which were not accounted for as being in conflict in design but were found to be in conflict.

Dates of Service

02/2025 - Ongoing

Project Cost

\$9.9M

Client References

Kurt Flierl
 Wisconsin Department of
 Transportation
 141 NW Barstow Street
 Waukesha, WI 53187
 P: 414-750-3085
 E: kurt.flierl@dot.wi.gov

I-43 County Line Road Interchange

Wisconsin Department of Transportation



Background: This project modernizes, increases capacity and improves safety of the I-43 interchange with County Line Road and Port Washington Road. It is a part of the overall I-43 modernization project in Milwaukee and Ozaukee Counties.

Scope: Benesch led the multi-firm collaborative effort of the reconstruction of I-43 and County Line Road and Port Washington Road interchange along with the reconstruction of Port Washington Road in Milwaukee and Ozaukee Counties as part of the I-43 N-S Corridor Reconstruction project. The \$49.5M project expands the existing four-lane freeway to six lanes for approximately 1.5 miles of mainline I-43, reconstructs and realigns over one mile of Port Washington Road, and by adding a northbound entrance ramp and southbound exit ramp at Port Washington Road. Major project elements include over 230,000 CY of excavation and embankment, 240,000 SY of concrete pavement, four HPC bridge structures over I-43, seven MSE retaining walls, five sign structures, a noise wall, a stormwater detention pond and replacement of a concrete box culvert carrying an active waterway. High-level coordination efforts were required by the Benesch Team as the project is part of the I-43 N-S Freeway Major project with multiple concurrent construction projects happening along the 14 mile reconstruction corridor. The project also featured complex staging, local stakeholder coordination, utility coordination and stream diversion during construction of a new twin cell box culvert across the freeway and adjacent roadway. Significant coordination with Wisconsin DNR was performed during planning and implementation of the stream diversion operation.

Key Issues

- Interchange reconstruction
- Realignment of local roads
- Complex staging and significant coordination

Dates of Service

01/2022 - 11/2023

Project Cost

\$49.5 million

Client Reference

Tom Erdmann
Wisconsin Department of
Transportation SE Region
141 NW Barstow St., PO Box 798
Waukesha, WI 53187
P: 414-750-2216
E: thomasp.erdmann@dot.
wi.gov



Fish creek box culvert





Project Manager / Point of Contact

Brad Bacilek, PE

Project Engineer

William Nuoffer, CCM

Construction Inspection

*Diego Lopez
Jack Fuelleman
Tom Kral (MSA)*

OUR SUBCONSULTANT PARTNER



Our subconsultant, *MSA Professional Services, Inc. (MSA)* specializes in the sustainable development of communities. They build honest, open relationships that go beyond the project to become a trusted source of expertise and support for immediate challenges and long-term goals.

Brad J. Bacilek, PE

Project Manager / Point of Contact

Mr. Bacilek has a wealth of experience managing Benesch's most high profile and high value projects. As Benesch Wisconsin's construction group leader, he has been at the forefront of the largest construction management selections, which have involved multi-season complex staged construction, installation of high-risk structural components, and accelerated time tables. His experience has led him to excel at managing multiple layers of high-profile stakeholders, concurrently, while being mindful of budgetary constraints. As a project manager he has been involved with economical solutions to some of the most cost sensitive problems presented by Benesch's clients.

WisDOT - STH 32 Lake Drive, Shorewood, CM

Project Leader: The Lake Drive reconstruction project replaced the existing roadway and upgraded the infrastructure while minimizing impacts to the tree-lined terraces and historic homes along the corridor. The Benesch team performed all inspection, administration, communications and coordination for WisDOT on this signature \$9.9M project, which spanned from the south limit to the north limit in the Village of Shorewood. The project included concrete pavement replacement, new bike lanes, integral curb and gutter, curb ramps, watermain replacement, water service laterals, combined sewer replacement, storm sewer installations, new street lighting and traffic signals. The project featured a major milestone to complete the improvements adjacent to a public park early in the project to ensure access to this facility for the community. Mr. Bacilek was in charge of the project, managing all inspection activities, documentation of the work, administration of the contract and extensive coordination and communications with WisDOT, municipal partners, public and private utilities and local residents and community groups.

WisDOT - STH 32 (Lake Drive) Reconstruction, Milwaukee County, CM

Project Leader: Benesch led construction management for WisDOT on the \$8.8M reconstruction of Lake Drive in Milwaukee County. The project included concrete pavement replacement, street lighting, traffic signals, replacement of drainage structures, sidewalk, curb ramps and protected street bicycle lanes. The project was completed over two construction seasons, with all work north of Kenwood Boulevard completed in 2024 and the Kenwood intersection along with Lake Drive from Newberry to Kenwood completed in 2025. A major stakeholder for the project was the City of Milwaukee. The construction team worked with the City public works team in their Engineering, Construction, Electrical, CUC, Forestry and Signals units as well as the Milwaukee Water Works. Residential needs and concerns were a priority for the project team and numerous accommodations were made for residents moving, providing access to private contractors, and most notably for the major renovation of the WBCS Breast Cancer Showhouse and during the two-week charity event. The project team worked with the City and local residents, modifying the flexible marker posts in favor of a more architecturally pleasing design for the protected bike lanes.

WisDOT - I-43 County Line Interchange, CM

Project Leader: Benesch led the multi firm collaborative effort of the reconstruction of I-43 and County Line Road and Port Washington Road interchange along with the reconstruction of Port Washington Road in Milwaukee and Ozaukee Counties as part of the I-43 N-S Corridor Reconstruction Project. The \$49.5M project expands the existing four-lane freeway to six lanes for approximately 1.5 miles of mainline I-43, reconstructs and realigns over one mile of Port Washington Road, and by adding a northbound entrance ramp and southbound exit ramp at Port Washington Road. Major project elements include over 230,000 CY of excavation and embankment, 240,000 SY of concrete pavement, four HPC bridge structures over I-43, seven MSE retaining walls, five sign structures, a noise wall, a stormwater detention pond and replacement of a concrete box culvert carrying an active waterway. Mr. Bacilek managed the inspection teams overseeing all activities at the project site, as well as

Education

BS, Civil Engineering, Bradley University

Years of Experience: 29

Registrations and Certifications

Professional Engineer: IL, WI, CO

Certified Construction Manager (CCM)

HTCP PCC Technician 1

HTCP TMS

Brad J. Bacilek, PE

Project Manager / Point of Contact

(cont.)

coordinated all communication with WisDOT, contractors, municipalities, multiple agencies, and stakeholders for the project.

WisDOT - STH 20 CTH H/CTH A Resurfacing, CM

Project Manager: These resurfacing projects were performed as two separate contracts in the Village of Mount Pleasant. Both projects included mill and overlay on existing pavement and a higher pavement structure number to support greater anticipated traffic loading from the adjacent large-scale industrial development. Additional work included base patching, traffic signal improvements, temporary signals, storm sewer, curb and gutter, landscaping, permanent signing and pavement marking. Mr. Bacilek served as project manager.

WisDOT - IH 794 Lakefront Gateway, Design and CM

Project Leader: This project included reconstruction of four ramps connecting IH 794 to Lincoln Memorial Drive and its extension, as well as sections of Chicago Street and Clybourn Street. Elements included steel girder bridges, a prestressed concrete girder bridge, MSE panel retaining walls, EPS walls, wire faced MSE walls, sign structures, high mast lighting, communications conduit, and streetscape items such as permeable pavers, precast curbing, plantings, decorative street lighting and fencing. Mr. Bacilek oversaw activity at the project site, as well as coordinated all communication with WisDOT for the project.

WisDOT - West Waukesha Bypass, CM

Project Manager: This project included expanding existing roadways and constructing a new four-lane alignment through wetland areas to complete the connection from IH 94 to STH 59. Four new twin bridge structures were added, as well as two retaining walls, two box culverts, storm sewer, storm water ponds, traffic signals, lighting, water main relocations and landscaping. Due to several highly-sensitive environmental areas, much coordination with environmental liaison and the Wisconsin DNR was required. Mr. Bacilek oversaw all activity at the project site, as well as coordinated all communication with WisDOT.

IDOT - IL 59 Caton Farm Road to Route 52, CM

Assistant Resident Engineer: Construction inspection services were provided for the reconstruction and widening of more than three miles of IL 59. This \$35 million project included the construction of additional traffic lanes, a new cast-in-place concrete box culvert and traffic signal modernization. Mr. Bacilek was responsible for assisting with the oversight of all field operations. He managed complex coordination issues with adjacent construction contracts, local businesses, area residents and other affected governmental agencies.

Professional Affiliations

Construction Management Association of America, Wisconsin Chapter, Current Board Member (Treasurer)

William Nuoffer, CCM

Project Engineer

Mr. Nuoffer specializes in construction management as both a project leader and lead structures inspector. He has extensive experience with all elements of structural components consisting of MSE walls, block walls, soldier piling, poured-in-place superstructure and substructure, helical piles and steel and concrete girder systems. He has led waterway projects with complexities involving riverbank causeway construction and underwater concrete pouring with cofferdams. His project experience around sensitive environmental waterways makes him a dependable leader when environmental oversight and coordination with the DNR is a required component of any project.

WisDOT - CTH S Reconstruction from I-94 to STH 31, CE&I

Assistant Project Lead: Benesch led the multi-year reconstruction of CTH S from I-94 to STH 31 which incorporated three separate projects (two WisDOT and one Kenosha County). The project expanded the existing two-lane roadway to a four-lane divided highway with signalized intersections and improved roadway section. The new westbound lanes required the construction of a new three-span precast girder bridge over the CP Railway and a new slab span bridge over the Kilbourn ditch as well as an extension of a 14'x10' box culvert carrying the S. Pike River. There was a second railroad crossing of the UP Railroad which was a new at grade crossing which was coordinate with UPRR forces. Mr. Nuoffer was the assistant project lead on the County portion and led inspection efforts for structure, storm sewer, and box culvert extension work.

WisDOT - CTH K 60th Street, CE&I

Assistant Project Leader: Benesch led the construction management of CTH K (60th Street) from STH 31 to the Union Pacific Railroad in Kenosha County. This project included reconstruction of the two-lane rural roadway to a four-lane urban cross section, curb ramp layout and inspection for compliance with ADA guidelines, storm sewer, coordination with the Union Pacific Railroad for new signals and crossing surface, lighting and traffic signal installation. Mr. Nuoffer led all inspection and documentation activities for this project.

WisDOT – I-43 North-South Freeway, Bender Road to Brown Deer Road, CE&I

Project Lead/Storm Sewer: Benesch participated in the reconstruction of I-43 from Bender Avenue to Brown Deer Road as part of the I-43 North-South Corridor Reconstruction. This \$201 million project expanded I-43 to six lanes over nearly four miles, realigned Port Washington Road and Jean Nicolet Road, expanded the Good Hope Interchange, and introduced the first Diverging Diamond Interchange in WisDOT's SE Region. Key work included a new UPRR bridge, mainline bridges, a box culvert, retaining and noise walls, traffic signals, lighting, and extensive storm and sanitary sewer installations. Benesch led storm sewer and underground pipe installations, providing inspection and documentation services. Mr. Nuoffer served as storm sewer task lead on this project.

WisDOT - CTH K, 94th Ct. to UPRR, CE&I

Project Lead/Department Materials Coordinator: This project includes the reconstruction of approximately 1.3 miles of CTH K, two railroad crossings, intersection improvements at CTH H, and the addition of a multi-use path for pedestrian and bicycle traffic. Work consists of grading, storm sewer consisting of over 9,000LF of storm sewer, a 48-inch pipe bored under the railroad tracks, water main, sanitary sewer, subgrade improvements, base aggregates, curb and gutter, asphalt pavement, pedestrian and bicycle accommodations, signing, signals, construction of a drainage pond, and replacement of the pipe conveying the South Branch Pike River under the roadway. Mr. Nuoffer is serving as the Project Lead and Department Materials Coordinator on this project.

Education

BS, Industrial Technology Management/Building Construction Management, University of Wisconsin-Platteville

MS, Project Management, University of Wisconsin-Platteville

Years of Experience: 22

Registrations and Certifications

Certified Construction Manager (CCM)

HTCP Portland Cement Concrete Technician I (PCCTEC-1)

HTCP Transportation Materials Sampling Technician (TMS)

HTCP Materials Coordinators Training - Department

HTCP Grading Technician- 1

10-Hour OSHA Construction Safety and Health Course

30-Hour OSHA Construction Safety and Health Course

OSHA Permit-Required Confined Space Entry Training

E-Rail Safe

Jack Fuelemann

Construction Inspector

Mr. Fuelemann brings significant experience in construction oversight of transportation improvement projects. His attention to detail, diligent inspection, and in-depth understanding of the construction process and specifications has made him an asset to the Benesch team. Mr. Fuelemann has experience inspecting a wide breadth of field operations including structures, MSE walls, grading, concrete pavement, storm sewer, ancillary concrete, SMA and HMA pavement, erosion control, traffic control, electrical work, and restoration. He has served in vital roles on major projects, currently as the lead grading inspector on the \$200M I-43 South Leg Expansion project in Milwaukee County. Mr. Fuelemann also has experience as a project Construction Lead and can fill a variety of key roles on construction projects.

WisDOT – I-43 North-South Freeway, Bender Road to Brown Deer Road, CE&I

Inspector: Benesch participated in the reconstruction of I-43 from Bender Avenue to Brown Deer Road as part of the I-43 North-South Corridor Reconstruction. This \$201 million project expanded I-43 to six lanes over nearly four miles, realigned Port Washington Road and Jean Nicolet Road, expanded the Good Hope Interchange, and introduced the first Diverging Diamond Interchange in WisDOT's SE Region. Key work included a new UPRR bridge, mainline bridges, a box culvert, retaining and noise walls, traffic signals, lighting, and extensive storm and sanitary sewer installations. Benesch led storm sewer and underground pipe installations, providing inspection and documentation services. Mr. Fuelemann served as the lead inspector for stormsewer installation and mass grading operations on the project.

WisDOT - STH 32 Lake Drive, Shorewood, CM

Inspector: The Lake Drive reconstruction project replaced the existing roadway and upgraded the infrastructure while minimizing impacts to the tree-lined terraces and historic homes along the corridor. The Benesch team performed all inspection, administration, communications and coordination for WisDOT on this signature \$9.9M project, which spanned from the south limit to the north limit in the Village of Shorewood. The project included concrete pavement replacement, new bike lanes, integral curb and gutter, curb ramps, watermain replacement, water service laterals, combined sewer replacement, storm sewer installations, new street lighting and traffic signals. The project featured a major milestone to complete the improvements adjacent to a public park early in the project to ensure access to this facility for the community. Mr. Fuelemann was an inspector.

WisDOT – CTH S Reconstruction IH 94 to STH 31, CE&I

Inspector: This project included the reconstruction of approximately 1.3 miles of CTH K, two railroad crossings, intersection improvements at CTH H, and the addition of a multi-use path for pedestrian and bicycle traffic. Work consisted of grading, over 9,000LF of storm sewer, a 48-inch pipe bored under the railroad tracks, water main, sanitary sewer, subgrade improvements, base aggregates, curb and gutter, asphalt pavement, pedestrian and bicycle accommodations, signing, signals, construction of a drainage pond, and replacement of the pipe conveying the South Branch Pike River under the roadway. Mr. Fuelemann served as an inspector for ancillary concrete, sidewalk and curb ramps, storm sewer, and grading operations.

WisDOT – CTH K, 94th Ct. to UPRR, CE&I

Inspector: Benesch led the multi-year reconstruction of CTH S from I-94 to STH 31 which incorporated 3 separate projects (2 WisDOT and 1 Kenosha County). The project expanded the existing 2-lane roadway to a 4-lane divided highway with signalized intersections an improved roadway section. The new westbound lanes required the construction of a new three-span precast girder bridge over the CP Railway and a new slab span bridge over the Kilbourn ditch as well as an extension of a 14'x10' box culvert carrying the S. Pike River. There was a second railroad crossing of the UP Railroad which was a new at grade crossing which was coordinate with UPRR forces. The project included over 350k CY of Excavation Common, 220k Tons of Base Aggregate, 200k Tons of Breaker Run and 88.5k Tons of Asphalt Pavement. The project required a significant amount of utility coordination in year 1 as the utility relocations were not set to be completed until the fall of the first year of construction. Mr. Fuelemann was involved in inspection of all aspects of the project including grading, paving, erosion control, traffic control and storm sewer.

Education

BS, Civil Engineering, University of Wisconsin Platteville

Years of Experience: 6

Registrations and Certifications

HTCP PCC Technician I

HTCP TMS; HTCP Materials Coordinator

HTCP Grading Technician I

Diego Lopez

Construction Inspector

Mr. Lopez is a talented young engineer and has gained a wealth of knowledge and experience working with the Benesch construction group over the last two years. As an intern in 2022, Mr. Lopez was an inspector for the CTH K/60th St. Reconstruction project in Kenosha County. His primary duties on this project included inspection of earthwork and grading, erosion control, HMA paving and ancillary concrete. After he graduated in May of 2023, he joined the Benesch Team as a full-time construction representative and has been utilizing his experience on the I-43 South Leg project in Milwaukee County. His primary duties on this project include storm sewer inspection. Mr. Lopez has also assisted on other SE Region projects such as the Hoan Bridge Fencing with traffic control inspection, and with the I-43 Corridor Utility Coordination efforts.

City of Milwaukee - North Lake Drive, CM

Inspector: The City of Milwaukee, in partnership with Wisconsin Department of Transportation (WisDOT), led the reconstructing of North Lake Drive from East Newberry Boulevard to East Edgewood Avenue. The entirety of this project included removing and replacing deteriorated pavement, curb and gutter, driveway approaches and sidewalk, rebuilding pedestrian curb ramps to meet ADA compliance, enhancing pedestrian and bike accommodations, and upgrading drainage structures, street lighting and traffic signals. Overall, the project aimed to better organize all modes of traffic, especially for pedestrians and bikers, manage driving speeds, improve visibility for all users, make travel safe and comfortable for everyone. As one of the main inspectors on the project, Mr. Lopez performed inspection on almost every aspect of the job, including pavement removal, storm sewer removal and installation, concrete paving, asphalt paving, temporary and permanent electrical lighting installation, pavement marking and restoration/landscaping work.

City of Milwaukee - Riverwalk, CM

Inspector: The Harbor District Riverwalk Site is primarily located along the west side of the Kinnickinnic River from the confluence of the Milwaukee and Kinnickinnic Rivers south to Lincoln Avenue. The Harbor District Riverwalk will extend the Milwaukee Riverwalk and invite the community to the water by establishing a public access network along the western shore of the Harbor District and along the banks of the Kinnickinnic River. The project aims to provide an active pedestrian realm within the Harbor District that includes a Riverwalk network routing that is designed to connect with existing and planned bicycle and trail routes. The project also hopes to reestablish natural ecosystems, invite the public to explore and enjoy the water and maintain the ability to utilize the waterways for commerce in the 21st century. The project includes all new lighting, benches, signage and other site furnishings that were designed to provide a unique identity for the Harbor District Riverwalk and to reflect the aesthetic of the area to accompany the pedestrian friendly paths. The site also includes landscaping and habitat elements that differ from the existing downtown Riverwalk. Within the Harbor District Riverwalk, at least 10% of the required square footage of the Riverwalk Zone must be landscaped, plantings are required to be native species with no turf grass allowed and one tree is required for every 40 feet of river frontage. As one of the main inspectors, Mr. Lopez performed inspection on all aspects of the project, including clearing and grubbing, mass excavation and fill, bioswale installation, storm sewer installation, pile driving (on land and in the Milwaukee River), asphalt paving and plantings/landscaping.

Education

BS, Civil Engineering, University of Wisconsin Milwaukee

Years of Experience: 4

Registrations and Certifications

HTCP Portland Cement Concrete Technician I (PCCTEC-1)

HTCP Transportation Materials Sampling Technician (TMS)

*Bilingual in Spanish and English



Tom Kral

ENGINEERING TECHNICIAN II

BILLING RATE: \$118/HR

Tom brings years of experience working in the field for grading, utility and landscaping contractors as a laborer, operator, project manager, production manager and field inspector. His field experience and knowledge of operations make him invaluable when collaborating with contractors and engineers. His responsibilities have included project management, project survey and design, financial analysis as well as leading company efforts to improve efficiency and morale. He values continued learning, development of himself and others and teamwork to ensure quality and efficiency in all aspects of a project. His versatility and wide-ranging experience make him a reliable supporting element of any team.



EDUCATION

Coursework in Mechanical Engineering and Mathematics, University of Wisconsin-Platteville

CERTIFICATIONS

HTCP TMS Certification, WI
HTCP PCCTEC-1, WI
HTCP Nucdensity, WI
HDPE Fusion Training Certified

AREAS OF EXPERTISE

- Construction
- Landscaping
- Project Management
- Surveying
- Inspection Services
 - DOT
 - Underground Infrastructure

SELECTED PROJECT EXPERTISE

1520-00-77 STH 73 Wood County, Wisconsin Rapids, WI

Mill and re-lay of approximately 5.9 miles of Hwy 73 in Wood County. Performed construction observation, quantity measurements, GPS survey data collection, asphalt core testing observation, assisted project engineer with pay estimates and closeout documents for WisDOT.

WisDOT Project #7050-00-72 and 7050-00-73, STH 73 Greenwood - Thorp, Rock Creek Bridge to STH 73, Thorp, WI

Full-time inspection services of a mill and re-lay of 12.6 miles of STH 73, including the Rock Creek Bridge to STH 73. The scope of the project included culvert replacement, salvaged culverts, concrete sidewalk / curb ramps, bridge deck resurfacing, asphalt core sampling, underdrain and subgrade repair. Daily duties for CRS inspection services involved completing detailed daily logs, tracking contractors' manpower and equipment, monitoring pay items and quantities with full documentation, and maintaining comprehensive notes and photos of site conditions, progress, and irregularities. MSA coordinated directly with contractors to oversee work and provide specification compliance, communicated updates and potential issues to the project engineer, and handled tasks such as preparing pay applications, using GPS equipment for quantity collection and staking, attending construction coordination meetings with the prime contractor, subcontractors, and WisDOT, and documenting materials to verify correct and approved usage.

Lilac Ave Reconstruction, Rib Mountain, WI

Full-time inspection services for Lilac Avenue which included complete road reconstruction of 2,450 linear feet of roadway. The project included reconstruction of concrete storm sewer inlets and manholes, HDPE storm sewer pipe and culverts, HMA pavement, concrete driveway and sidewalk, pavement marking, concrete medians and construction of bio-basin ponds. Daily duties for CRS inspection services involved completing detailed daily logs, tracking contractors' manpower and equipment, monitoring pay items and quantities with full documentation, and maintaining comprehensive notes and photos of site conditions, progress, and irregularities. MSA coordinated directly with contractors to oversee work and provide specification compliance, communicated updates and potential issues to the project engineer, and handled tasks such as preparing pay applications, using GPS equipment for quantity collection and staking, attending construction coordination meetings with the prime contractor, subcontractors, and WisDOT, and documenting materials to verify correct and approved usage.

CONSTRUCTION INSPECTION AND PROJECT MANAGEMENT SERVICES			
POSITION - STAFF	LABOR RATES	LABOR HOURS	LABOR COST
Project Manager - Brad Bacilek	\$235.28	45	\$10,587.60
Project Engineer - Bill Nuoffer	\$180.26	90	\$16,223.40
Inspector - Blended Rate: Tom Krall (MSA), Jack Fuellemann, Diego Lopez	\$115.25	796	\$91,739.00
Administration - Julia Jors	\$86.80	45	\$3,906.00
TOTAL	-	976	\$122,456.00