

MEETING NOTICE: PARK BOARD FOR VILLAGE OF WINNECONNE

Agenda For:

Tuesday, July 5, 2016 @ 4:30 p.m. at Village Hall, Annex Location, to consider;

Call to Order
Public Participation
Communication
Approve Minutes from June 6, 2016 meeting
Operations Progress:
 Grounds Update – Mike Cook
YMCA Rec Update:

Old Business

Watercraft Rentals
Signage for Water Front Park
Marble Park Trail Extension
Multi-Use Trail to Omro:
 - Administrator Discussion

New Business

Dog Park
 - Discussion
Sovereign State Storage
 - Discussion
Bike Share Program
 - Discussion
 - Donation

Set next meeting date and adjourn

Kirk Ruetten
Public Works Director

Pursuant to WI State Statute 985.02(1)(b); notice is hereby given that Village Board Members may also be present at this meeting for informational purposes.

Park Board Meeting Minutes June 6, 2016

**MONDAY, June 6, 2016 @ 4:30p.m. at Village Hall, Annex Location, to consider;
Board Members Present:**

- | | |
|-------------------------------|---|
| 1. Doug Falk | 2. Jeanne Lehr |
| 3. Lani Stanek | 4. Andy Beiser (Absent) Arrived 5:02 |
| 5. Dave Reetz (Absent) | 6. |

Others Present:

- | | |
|-------------------------------|--------------------------------------|
| 1. Kirk Ruetten DPW | 2. Administrator Mitch Foster |
| 3. Mike Cook (Grounds) | 4. |

Call to Order: 4:33 p.m.

Public Participation:

Greg Murawski – Dog park discussion in Marble Park

- Discussion on location, two spots, one on the south side of the channel and in between the pool and Field #4.
- Funding would be raised through the Eagle Scout project . . . looking to talk with Petco and Go Fetch.
- This is modeled off the Winnebago County Dog Park and would cover a five (5) mile area for people to use.
- Discussion on the long term maintenance and the effect on the park and its users.
- Discussion on the purpose and need for the Dog Park.
- Decided to move forward and come back with more information and a formal proposal.

Jordan Dunham – Sovereign State Days

- Mr. Dunham gave a presentation of events in the park for the weekend of 17th of July.
- See attached sheet.

Communication: None

Approve Minutes from May 2, 2016 Park Board Meeting

MOTION by Lehr, seconded by Stanek, to approve minutes from May 2, 2016 park board meeting.
Approved 3/0

Operations Progress: Mike Cook

- See attached report.

YMCA Rec Update

- Presented by Public Works Director Kirk Ruetten.
- See attached report.

Old Business

Watercraft Rentals

- No report
- Tabled

Winneconne Athletic Association Parks Use Agreement

- Reviewed by Public Works Director Kirk Ruetten.

MOTION by Beiser, seconded by Lehr, to bring the agreement to the board. Carried 3/0.

Signage for Waterfront Park

- Yes, his park need a sign
- Referred back to the Beautification Committee to come up with a proposed location.
- Chamber sign
Chamber was notified.
Chamber will update and maintain the sign.

New Business

Winneconne Market Daze: Reviewed by Jeanne Lehr

- Event Discussion
See attached report.
Falk – discussed money and legality.
- Fee Waiver Decision

MOTION by Beiser, seconded by Stanek, to waive fees for the 2016 year; however, if any damages occurs then they are liable and will have to pay to repair damages. Carried 2/1 Lehr abstained.

WACF Purchase of Splash Mat (Winneconne Area Community Foundation)

- Reviewed by Public Works Director Kirk Ruetten.

MOTION by Lehr, seconded by Stanek, to accept the restricted donation from the WACF for one more splash mat for the pool. Carried 4/0.

Skate Park Letter: Reviewed by Director of Public Works Kirk Ruetten

- Discussion about a previous skate park in Marble Park and how it wasn't used; bad decision.
- Administrator asked to send a letter back in response.
- Motion for skate park "died".

Marble Park Trail Extension

- Discussion held.
- Ed Fischer to look into funding through contacts, Lee Burton.
- Public Works Director will finish estimate for material and talk with Ed Fischer to look at applying for funding through his contacts foundation.

Multi-use Trail to Omro

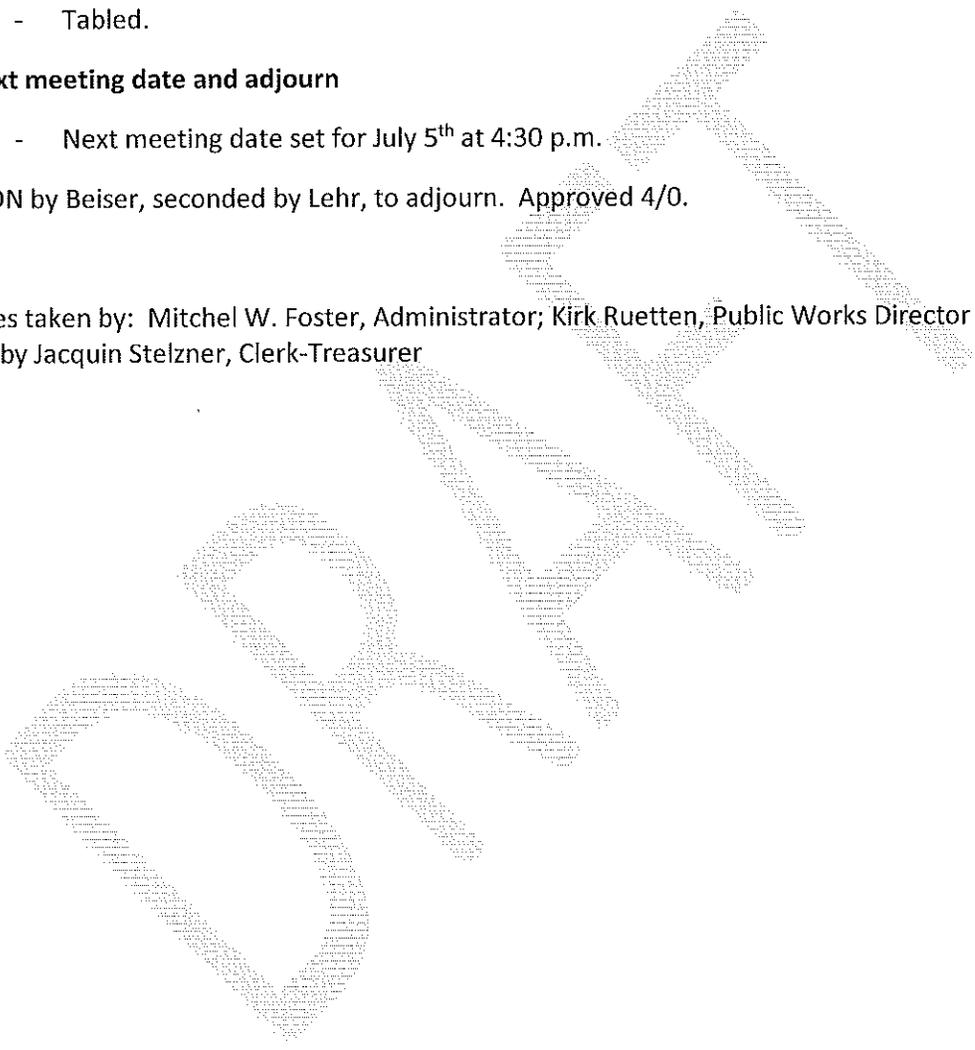
- Reviewed by Village Administrator Mitch Foster.
- Tabled.

Set next meeting date and adjourn

- Next meeting date set for July 5th at 4:30 p.m.

MOTION by Beiser, seconded by Lehr, to adjourn. **Approved 4/0.**

Minutes taken by: Mitchel W. Foster, Administrator; Kirk Ruetten, Public Works Director
Typed by Jacquin Stelzner, Clerk-Treasurer



Rental Equipment Agreement, Waiver and Release of Liability Kayaks, Canoe, Paddleboards Equipment

Boat (Kayak, Canoe/SUP) and Equipment Rental Agreement between the Village of Winneconne and Public herein called, "Lessor," and the undersigned, herein called, "Renter." This agreement also constitutes a Waiver and Release of Liability, whereby the Renter agrees to release, discharge, hold harmless, defend and indemnify Village of Winneconne and its owners, agents, officers and employees from any and all claims, actions or losses for bodily injury, property damage, wrongful death, loss of services or otherwise which may arise out of Renter's use of Kayaking, Canoeing or Paddleboarding Equipment, premises or facilities or Renter's participation in kayaking or paddle sports activities. By signing this document, Renter acknowledges he/she specifically understands he/she (Renter) is releasing, discharging and waiving any claims or actions that I (Renter) may have at the present time, or in the future, for the negligent acts, omissions or other conduct by the owners, agents, officers or employees of the Village of Winneconne. **Please initial each item and sign below to acknowledge acceptance of this agreement.**

_____ Renter shall obey all state, federal and local Boating Regulations, laws, ordinances and lawful directives from appropriate emergency or law enforcement personnel, while operating or renting boats or equipment from the Village of Winneconne. Renter is solely responsible for any citation or violation occurring during the use of, or as the result of using, rental boats or equipment from the Village of Winneconne.

_____ Renter represents that he/she is capable of safely operating and handling the Equipment and finds it in good working order, condition and repair. Renter represents that he/she has adequate skills, knowledge and experience to safely complete the planned activity and that adequate preparations have been made to ensure safe completion of trip.

_____ Renter shall bear all risk and responsibility of and for any and all damage, loss or theft of the rental boats and/or Equipment, or any portions thereof, including, but not limited to vandalism or theft, and shall pay the Lessor (Village of Winneconne) the full cost of repair or replacement.

_____ Renter shall return boats and equipment in the condition in which it was received. Minimum charges for repairs, labor and cleaning will be applied in the event rental boats or equipment require repair or excessive cleaning. Renter agrees to use all equipment for its designed purpose only.

_____ **RECOGNITION OF RISK:** Renter expressly acknowledges that kayaking, canoeing and Paddleboarding are activities with inherent risks of injury to persons and property. **RENTER IS AWARE OF THOSE RISKS AND UNDERSTANDS THEM.** Renter acknowledges that PFD's (Lifejackets) are made available and that **ALL RENTERS ARE REQUIRED TO WEAR PFD's/LIFEJACKETS WHILE USING RENTAL BOATS AND EQUIPMENT.** Renter understands that use of a PFD does not remove all risks of injury; nor does PFD use make Kayaking, canoeing or Paddleboarding safe activities. Renter alone has determined the sufficiency of any safety gear or other precautions that Renter decides to take to minimize the risks of the activity. No party related to Lessor, including Owner and Employees, has made any representations regarding the safety of, or the risks of, the activity. **RENTER EXPRESSLY ASSUMES THE RISKS OF THE ACTIVITY.**

_____ **RELEASE OF LIABILITY:** Renter hereby **RELEASES** Lessor (Village of Winneconne), its owners and its employees from liability for negligence and **HOLDS HARMLESS** the Lessor, its owner and its employees from any loss, expense or cost, including attorney fees, arising out of any damages or

injuries, whether to persons or property, occurring as a result of the rental or use of said boat and/or Equipment.

_____ This agreement constitutes the entire agreement between Lessor and Renter and no term may be waived or modified (including provision against oral modification) except in writing signed by both parties. There are no warranties, expressed or implied, by Lessor to Renter, except as contained herein, and Lessor shall not be liable for any loss or injury to Renter nor to anyone else, of any kind or however caused. This agreement is one of bailment only and Renter is not Lessor's agent while using said boat(s) or Equipment. The laws of the County of Winnebago and/or the State of Wisconsin shall govern this agreement.

NON COMPLIANCE WITH THE ABOVE AGREEMENT MAY RESULT IN CHARGES FOR LOSS OR DAMAGE.

I have read and understand the above. I agree to the terms and conditions as stated.

Signature: _____ Date: _____

Print Name: _____

Driver's License Number and State: _____

Phone: _____ E-mail: _____

Date/s Requested: _____ Date returning: _____



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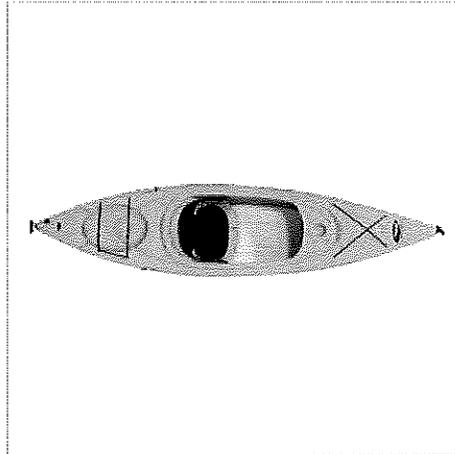
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Toyland Opens Saturday, Oct. 17 at 7AM CT! View Our Toy Catalog Now! Click Here

Home / Sporting Goods / Watersports / Canoes & Kayaks / PELICAN Summit 100X Sit-In Kayak



PELICAN SUMMIT 100X SIT-IN KAYAK

Online Item #: 0000000216995
SKU: 100547885



Like 2

\$249.99

Available in select stores only

Description More Info

This 10-foot recreational kayak is perfect for first time users and more advanced paddlers thanks to its shallow v-chine hull. This hull type is stable enough to please beginners, but delivers impressive performance and maneuverability as skills improve. It has a sleek design with molded-in cockpit table and plenty of comfort enhancements.

- Length - 10 ft.
- Beam - 28 in.
- Depth - 14 in.
- Cockpit width - 23.6 in.
- Cockpit length - 51.25 in.
- Weight - 35 lbs.
- Max. capacity - 275 lbs.
- Hull material - RAM-X, a multi-layer material exclusive to Pelican, known for its high impact-resistance, its ability to regain its initial shape after violent impacts & its UV-protected exterior finish
- Adjustable footrests
- Adjustable padded backrest with seat pad
- Carrying handles
- Cockpit table with bottle holder
- Elastic bungee cord
- Storage hatch with bungee
- Color - Yellow/White
- Weight: Approximately: 37.4 pounds
- Shipping Dimensions: Approximately 121 x 28.5 x 14 inches. (LTL truck)

Prefer to place your order by phone?
Reach us at 877-633-7456 M-F 7:00am - 6:00pm Central Standard Time.

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PELICAN Vibe 80 Stand-Up Paddleboard with Paddle

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\$99.99
Malone Clipper Deluxe Kayak Cart



\$19.99
Attwood Hand-Operated Bilge Pump

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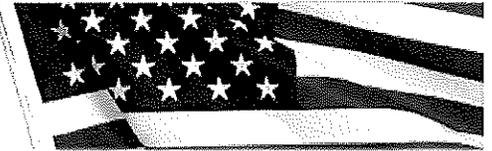
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PELICAN 15.5 CANOE

Online Item #: 0000000030530
SKU: 007077456

\$429.99

Available in select stores only

[Description](#) | [More Info](#)

- 15 ft. 6 in. L x 37 in. W
- 800 lb. capacity
- Weighs 81 lbs.
- RAM-X hull is strong yet lightweight
- Aluminum gunnels with protective sleeves
- Three molded bench seats
- Drink holders
- Bow & stern carrying handles
- Vertical fishing rod holders
- Weight: Approximately: 81 pounds
- Shipping Dimensions: Approximately 194 x 40 x 15 inches. (LTL truck)

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\$109.99

Malone J-Pro2 Kayak Carrier



\$399.99

PELICAN Matrix 100X Sit-In Kayak

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PELICAN Vibe 80 Stand-Up Paddleboard with Paddle

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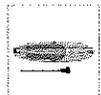
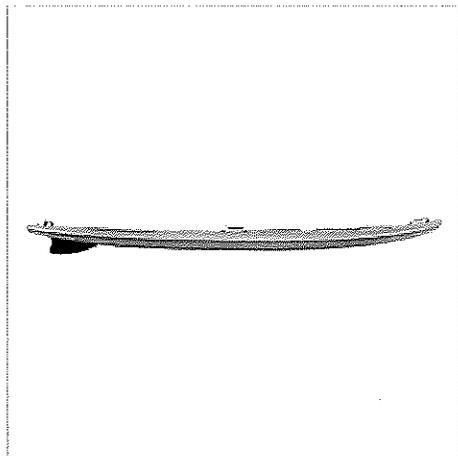
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Toyland Opens Saturday, Oct. 17 at 7AM CT! View Our Toy Catalog Now! Click Here

Home / Sporting Goods / Watersports / Canoes & Kayaks / PELICAN Flow 106 SUP



PELICAN FLOW 106 SUP

Online Item #: 0000000201956
SKU: 100498547

\$399.99

Available in select stores only



Like 17

Description More Info

This easy-to-paddle flat water and light surf stand-up paddleboard is designed for superior stability. Ding-resistant construction offers exceptional durability from rocks and other hazards. It's the perfect board for touring and exploring local waterways.

- 120 in. L x 32 in. W x 6 in. H
- Capacity - 230 lbs.
- Weight - 48 lbs.
- RAM-X hull is strong yet lightweight
- 5 in. single rubber fin
- Anti-slip cushioned deck pad for secure footing & comfort
- Integrated rail ramps for additional leverage & better balance
- Elastic bungee cord
- Carrying handles
- Color - Fade Red/Yellow
- Paddle included
- Weight: Approximately: 48 pounds
- Shipping Dimensions: Approximately 126 x 32 x 6 inches. (LTL truck)

Prefer to place your order by phone?
Reach us at 877-633-7456 M-F 7:00am - 6:00pm Central Standard Time.

YOU MAY ALSO LIKE



~~\$87.99~~
\$75.00

Bending Branches
BB Special Bent
Shaft Wood Canoe
Paddle



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PELICAN Vibe 80
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 <p>Sun Dolphin Scout 14 Canoe Color: Green Size: 14 FT. Web ID: 32953666</p> <p>Remove</p>	<p>Ship to Address Usually ships in 5-10 business days.</p>	\$429.99	<input type="text" value="2"/> Update	\$859.98
 <p>Lifetime Freestyle XL 98 Stand-Up Paddle Board Color: Lime Green Size: 9 FT. 8 IN. Web ID: 13222057</p> <p>Remove</p>	<p><input checked="" type="radio"/> Ship to Address Usually ships in 4-5 business days.</p> <p><input type="radio"/> Pick Up In Store (FREE)</p>	\$299.99	<input type="text" value="1"/> Update	\$299.99
 <p>Lifetime Freestyle XL 98 Stand-Up Paddle Board Color: Red Confetti Size: 9 FT. 8 IN. Web ID: 13222057</p> <p>Remove</p>	<p><input checked="" type="radio"/> Ship to Address Usually ships in 4-5 business days.</p> <p><input type="radio"/> Pick Up In Store (FREE)</p>	\$299.99	<input type="text" value="1"/> Update	\$299.99
 <p>Pelican Boost 100 Kayak Color: Red Size: 10FT Web ID: 57806866</p> <p>Remove</p>	<p><input checked="" type="radio"/> Ship to Address Usually ships in 5-14 business days</p> <p><input type="radio"/> Pick Up In Store (FREE)</p>	\$299.99	<input type="text" value="1"/> Update	\$299.99



Phin Aruba 10 Kayak

Color: Lime
Size: 10 FT.
Web ID: 12669142

Remove

Delivery
01230DKCSP02
v1.7.5429.25275

Ship to Address
Usually ships in 5-10 business days.

Each

\$239.99

Quantity

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Have a Promotion Code? (one per order)

Codes are case sensitive

Order Subtotal \$2,079.92

Estimated Shipping and Handling ~~\$955.45~~

Free Shipping Eligible! Up to \$15 Shipping Credit.

-\$55.00
\$90 Flat Rate Shipping on Lifetime Kayaks & Paddle Boards!

Estimated Tax \$0.00

Estimated Order Total \$2,980.37

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TOTAL = \$2220.25

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MTI Expedition Life Vest
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OMRO BUILDING CENTER INC.

520 W Huron St

Omro, WI 54963

Estimate

Date	Estimate #
2/12/2016	3438

Name / Address

Village of Winneconne
PO Box 488
Winneconne, WI 54986

P.O. No.

Rep

canoe

RWC

Description	Qty	Cost	Total
Ready Crete 60#	4	4.79	19.16
6x6 Treated 12'	2	42.46	84.92
2x6 Treated 08'	4	4.75	19.00
2x6 Treated 10'	3	7.02	21.06
2x6 Treated 12'	4	9.90	39.60
4x8 Treated Plywood 1/2"	3	36.82	110.46
Central States per ft	24	2.55	61.20
19" Ridge Cap 10'6"	1	24.92	24.92
Rake & Corner 10'	2	14.50	29.00
Residential Eave Trim	2	9.69	19.38
1 1/2" Grippers per lb	2	6.93	13.86
1-1/2 pipe	3	20.00	60.00
This is an estimate;prices vary based on market conditions. This is NOT a legally binding contract between parties. Customer is responsible for final quantity.		Total	\$502.56

<Title>

SILON



McMAHON
ENGINEERS ARCHITECTS

Utilities Data			Land Base Data		
	Water Main		Hydrant		Water Body
	Storm Main		Storm Manhole		Parcel Boundary
	Sanitary Main		Sanitary Manhole		Municipal Boundary
	Conduits		System Valve		Roads
			Oulet		Contour Interval
			Record Drawings		

This drawing, title and data, and all related data were prepared by the undersigned on the 06/09/2016 at the address of the County of Santa Clara, California. The undersigned is a duly licensed Professional Engineer in the State of California, License No. 44444. The undersigned is not responsible for the accuracy of the information provided in this drawing. The undersigned is not responsible for the accuracy of the information provided in this drawing. The undersigned is not responsible for the accuracy of the information provided in this drawing.

06/09/2016
Scale 1:500



Building a Better World
for All of Us[®]

April 29, 2016

RE: Proposal for Trail System
Village of Winneconne
SEH No. P-WINCO 136562

Mr. Mitchell W. Foster, MPA
Village Administrator
Village of Winneconne
30 South 1st Street
Winneconne, WI 54986

Dear Mr. Foster:

The Village of Winneconne continues to show a commitment to the preservation and continued growth of your unique community. The opportunities offered by your upcoming trail system projects will keep that commitment moving forward. Partnering with the right engineering firm is key to those efforts. You deserve a multidisciplinary, proven partner who understands the unique aspects of trail projects and who is committed to service excellence.

Short Elliott Hendrickson Inc. (SEH[®]) is excited at the opportunity to partner with the Village in these efforts. In partnership with SEH, you will receive cost-efficient, client-centric and technically sound solutions. We are confident that the Village will find SEH to be the right choice for this project based on the following factors:

Custom-built strategies and support. The requirements of these exciting trail system efforts are dynamic. We recognize that this trail system will provide a balance of infrastructure, aesthetics, function, transportation and recreation. With that in mind, the Village will need an engineering partner to work together with you to understand your goals and form a strategy that is unique to this project. SEH understands the importance of maintaining open lines of communication and finding the best approach for you as we put our extensive resources to use on your behalf.

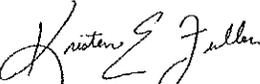
Depth of resources. SEH is a multidisciplinary Company with a broad selection of technical and specialty services. With a strong local presence close to the Village, SEH is able to quickly mobilize our staff and dedicate the resources necessary to deliver quality products on time and cost-effectively. We offer comprehensive, full-service engineering to our clients. Our team is available to assist you with projects beginning with the early planning stage all the way through construction, while balancing a variety of public interests and perceptions.

Collaborative approach. At SEH, we approach our work on your behalf as a true partnership between our team, your staff, and the residents and businesses that rely on the services and infrastructure in your community. The Village will benefit from the fact that we recognize the importance of aligning our professionals such that we truly serve as an extension of your staff, with the same attention to detail and commitment to the betterment of the community that you expect from your employees.

The SEH team is poised and ready to begin work, and we appreciate the chance to build a partnership with the Village of Winneconne. Please contact Alex at 920.380.2911 or asaunders@sehinc.com or Kristen at 920.380.2800 or kfuller@sehinc.com with any questions you may have regarding our submittal.

Respectfully submitted,


Alex Saunders, PE
Project Manager


Kristen Fuller, PE, LEED GA
Project Engineer

Engineers | Architects | Planners | Scientists

Short Elliott Hendrickson Inc., 4719 Shelburne Street, Suite 6, Bismarck, ND 58503-5677
SEH is 100% employee-owned | sehinc.com | 701.354.7121 | 888.908.8166 fax

Company Overview

Company History

Short Elliott Hendrickson (SEH®) is a full-service, employee-owned professional services company comprising more than 750 engineers, architects, planners and scientists located in offices across the nation. Our collective purpose and body of work is focused on **Building a Better World for All of Us®**. "Building a better world" embodies our commitment to an increased quality of life through safer roads, bridges, parks and trails; renewable energy and sustainable design; and cleaner air, drinking water, rivers and lakes. "For all of us" means we design customized solutions for our clients, including the residents and businesses in the communities we serve, employees in the companies we serve, and citizens of the world.

We've stood the test of time. In business for 88 years, some of our clients have been with us for our entire history. The clients we serve include government agencies – local, state, regional and federal. We also work with industrial and commercial businesses, and commercial, industrial and residential developers. You'll find our clients spread across the United States, with evidence of our work in 42 states.

With a background in LEED, Light Imprint New Urbanism and SmartGrowth strategies, we bring a fresh perspective to a complete range of projects – downtown streetscapes, highway interchanges, public plazas, riverwalks and more. This experience includes waterfront capabilities, water resources and stormwater management, and construction management to cover all aspects of a project. Balancing project, community and user needs, we design artful places and functional green spaces that also improve economic, environmental and social buoyancy. From concept through design and construction, SEH helps clients achieve their goals and make a lasting contribution to quality of life.

From idea through completion. As a multidisciplinary company with in-house professionals at every phase of a project lifecycle, we are capable of moving complex projects from idea through completion. Whether you prefer the traditional design-bid-build method, favor design-build services or prefer a hybrid approach, we can accommodate your project needs.

Project funding. Our services extend beyond engineering, architecture and planning. We also help our clients secure funding for their projects. Our community development and project funding services include grant writing, funding research and analysis, grant administration and prevailing wage compliance.

Sustainability. We believe in Building a Better World for All of Us®, which means we design and build for the future. Our professionals, which include Envision™ certified and LEED-accredited staff, can help you benefit from best practices in sustainable planning, design and material selection.

SUMMARY OF SEH SERVICES

- Airport Planning and Design
- Architecture
- Bridge Design and Inspections
- Civil Engineering
- Community Planning
- Construction Services
- Dams/Levees/Reservoirs
- Drinking Water
- Energy Sources
- Community and Economic Development
- Environmental Services
- Flood Management
- Geographic Information Systems
- Geotechnical Engineering
- Highway Design
- Land Development
- Landscape Architecture
- Landscape Design
- Mechanical/Electrical
- Municipal Services
- Natural Resource Sciences
- Parks and Trail System Planning and Design
- Planning
- Plazas and Public Spaces
- Protective Coatings Management
- Private Industrial Design
- Rail System Design
- Right-of-Way Services
- Site Design and Development
- Solid Waste Management
- Stormwater Management
- Streetscape Design
- Structural Engineering
- Surveying
- Traffic Engineering
- Transportation Planning
- Urban Design
- Visual Quality Management
- Wastewater
- Water Resources
- Watershed Engineering
- Wetland Services
- Zoning Administration

Work Plan

Project Understanding

In discussion with the Village Administrator, we learned that the rail line, formerly Milwaukee and St. Paul Railroad, was abandoned around 1976 and the associated easement was reverted to the neighboring property owners. Upon the abandonment of the rail line, there was some initial interest by the community to turn this corridor into a recreational trail. In order to proceed with construction of the trail, the Village needed each of the affected property owners to agree with the proposed trail and associated construction. Unfortunately, the Village was not able to garner enough support. However, in the four decades that have passed, the Village of Winneconne residents and community members have expressed growing interest in resurrecting this 4-mile trail plan.

Bicycling, walking and trail use are becoming increasingly popular in Wisconsin. In stride with the state, Winneconne residents and community members have expressed growing interest in resurrecting this trail plan not only to enjoy amongst themselves, but to provide as a regional tourist destination.

This effort to produce a preliminary trail plan and budget is a smart and forward-looking investment. Winneconne's commitment to pursuing bicycle and pedestrian-friendly accommodations is a testament to their desire to increase the quality of life for each of their residents. An example of this is the fact that the Village is already engaged with Winnebago County to develop a bike and pedestrian project. Implementation of this plan will reap rewards for years to come, and SEH is excited to pursue this opportunity with the Village of Winneconne, as it embodies our motto of Building a Better World for All of Us®.

This plan will provide existing conditions, opportunities and constraints, recommendations, and an engineer's estimate to complete the project.

Project Approach

Our team will establish a baseline of existing conditions for the proposed trail location. Existing conditions may include, but are not limited to, an inventory of environmental resources, structure crossings and utility conflicts. This project includes data collection by field observation and utilizing public data/information. We will also review the proposed trail termini to identify logical termini and

options to connect the trail to existing infrastructure. Our interpretation of this effort does not include a public involvement approach. However, SEH has the capability to include this if needed.

In several discussions with the Village Administrator, we understand that funding the program will be key. SEH regularly assists communities to secure federal and state funding and will be happy to assist in providing viable options. Funding sources range from federal TIGER grants and MAP-21 funds to state, regional, local and private sources. Andrew Dane specializes in identifying funding alternatives for our projects and clients.

Our goal is to help the Village of Winneconne fully understand the critical factors for the implementation of the trail. SEH is prepared to assist in developing a preliminary model that will help the Village forecast a long-term funding plan and identify potential funding sources.

SEH estimates that this effort will require \$6,000 in engineering fees. However, SEH is willing to revise the level of effort to satisfy any budget restrictions for this project.

Tasks

As project manager, **Alex Saunders** will serve as main point of contact and be responsible for keeping all aspects of the project on track and review of the project cost estimate.

As assistant project manager and project engineer, **Kristen Fuller** will be responsible for field review, typical trail cross section development, preliminary trail layout and cost estimates.

Ryan Van Camp will serve as water resources engineer and be responsible for preliminary design review.

Andrew Dane will be responsible for identifying funding options for the project.

Gregg Calpino will serve as landscape architect and planner; he will review connectivity and trail amenities for this trail system project.

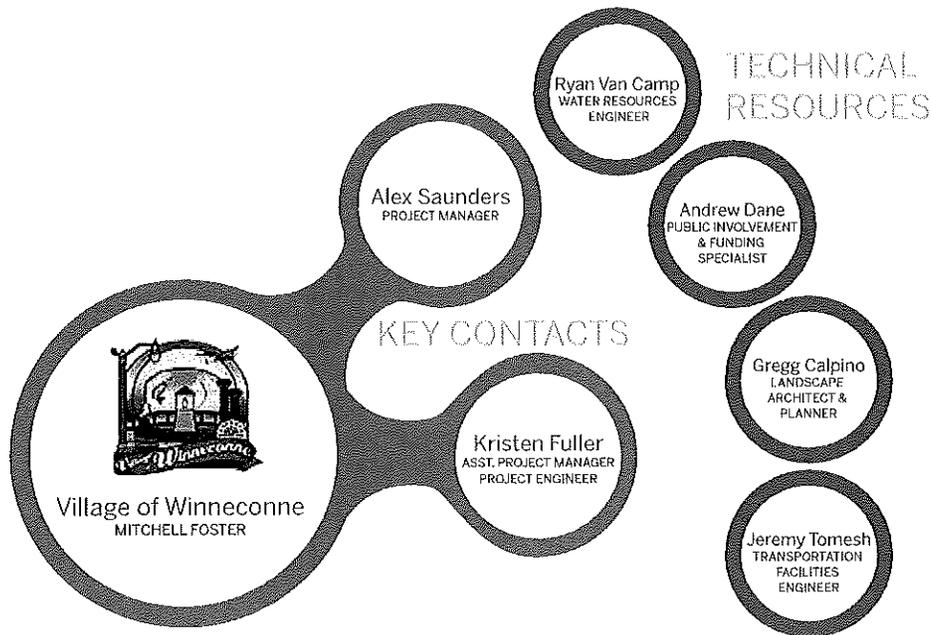
Jeremy Tomesh will serve as transportation facilities engineer and will provide input on the conceptual layout and final report.

Project Team and Experience

The Village of Winneconne has long recognized the significance of trail linkages from downtown centers, communities and surrounding areas as functional alternative transportation routes offering both recreational and health benefits. For many communities, a multi-use trail system functions as an amenity that serves a wide range of users including bicyclists, walkers, joggers, people using mobility devices (such as wheelchairs) and children. The trails can also provide transportation alternatives in addition to recreational uses.

SEH has developed a team of experienced engineers, landscape architects and planners who understand the significant impact these multi-use trails have on connecting communities. The following organizational chart and personnel biographies illustrate the team and staff members who have been specifically dedicated for the project, demonstrating their qualifications and relevant experience. You can find their resumes in the Appendix to this proposal.

Team Organizational Chart



Key Contacts



Alex Saunders PE

Project Manager

As project manager, Alex will serve as your primary contact and be responsible for quality of deliverables, adherence to schedule and budget, and overall communications. Alex is a senior professional engineer with experience in roadway and municipal design and construction. Currently Alex

is working as a management consultant for the WisDOT Northeast Region Local Program. He has worked as both a city engineer for Stevens Point, Wisconsin and as a consultant working on municipal roadway design, trail design, construction management, development reviews, stormwater compliance, subdivision design and layout, parking lot design and LED lighting projects. Alex has experience in a wide range of municipal design projects and functions and has conducted these designs as both a consultant and as a city engineer. He brings experience in interpreting and applying the *Wisconsin Bicycle Facility Design Handbook* and the *Wisconsin Guide to Pedestrian Best Practices* to projects to ensure trails are accessible to all members of the community and that they comply with the American Disabilities Act requirements.



Kristen Fuller PE, LEED GA

Assistant Project Manager | Project Engineer

As trail designer, Kristen will be responsible for the initial field investigation, conceptual layout and preparation of final report. Kristen is proficient in all relevant design software systems and, as Appleton's lead construction inspector, brings a constructibility perspective to this job. She is a project engineer with experience in design and construction. Kristen's experience includes six years in the Air Force where she managed the design and construction of facility improvements and infrastructure upgrades. Kristen is the lead construction inspector out of SEH's Appleton office and has worked with both the Wisconsin Department of Transportation and local municipalities. In addition to her work in the field, Kristen has project management experience including preparation of agency permits, project planning and design, and engineering calculations.

Technical Resources



Ryan Van Camp PE

Water Resources Engineer

Ryan will be responsible for preliminary design review and stormwater review for this project. Ryan is a project manager and senior water resource engineer with 17 years of experience in civil and water resources engineering and management with an emphasis on evaluation of hydrologic and hydraulic systems affected by development and rehabilitation. Ryan regularly serves as task manager for flood studies, stormwater management planning, conducting design review services, completing civil and site designs, and coordinating permitting for construction, utilities, waterways and wetlands. He has also been the project manager for design and construction of municipal and transportation infrastructure, including streets, utilities, and drainage systems, and has noteworthy experience with construction materials testing, environmental assessments and subsurface investigations.



Gregg Calpino LA, LEED AP BD+C

Landscape Architect and Planner

Greg will oversee trail planning and will work closely with our multidisciplinary team to incorporate aesthetic design elements for the project. Gregg is a landscape architect with more than \$200 million in built master plans for parks and civic spaces. His planning and landscape architecture experience includes serving as project director and designer for major master planning, design and renovation projects throughout the Midwest. His areas of expertise include parks and open space, trails and greenways, waterfronts, streetscapes, sub-area and corridor plans and community planning and involvement. Gregg has a demonstrated ability to lead complex, multidisciplinary projects with aggressive schedules and budgets and has proven success at guiding these projects through the public and stakeholder engagement process.



Andrew Dane AICP

Public Involvement and Funding Specialist

Andrew will identify funding and grant opportunities available to the Village of Winneconne. Andrew brings several years of successful community development experience assisting both rural and urban communities as well as private businesses. He is a highly skilled and confident group process leader and facilitator, with extensive experience designing and leading public participation and community engagement processes. Andrew specializes in project planning and design related to downtown and neighborhood revitalization; community planning and economic development; and recycling, solid waste and renewable energy planning.



Jeremy Tomesh PE

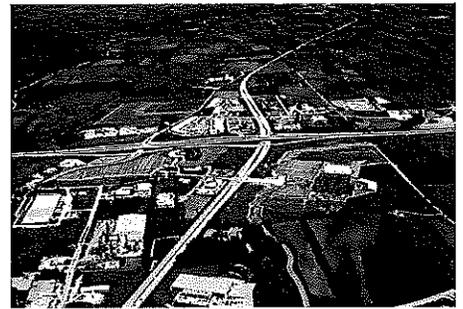
Transportation Facilities Engineer

Jeremy will assist Kristen in the development of conceptual layouts and provide input on the final report. Jeremy provides a deep knowledge of multi-use trail design as it relates to the *Wisconsin Bicycle Facility Design Handbook* and *Wisconsin Guide to Pedestrian Best Practices*. He is a senior professional engineer with transportation and civil engineering experience including planning, design and construction of highway projects. Jeremy brings technical expertise in areas of project management including planning, project scoping, budgeting and scheduling. He previously worked for the WisDOT and has extensive experience and knowledge with WisDOT cost share policies, technical and administrative laws, and design software systems (Civil 3D, AutoTurn, MicroStation).

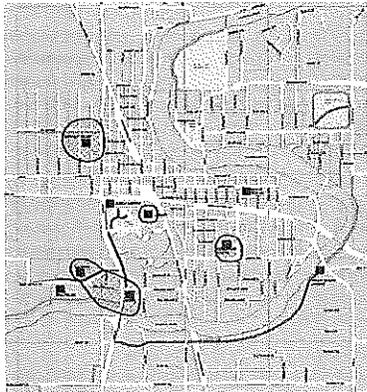
Relevant Project Experience

STH 26 Bike Route - Rock, Jefferson and Dodge Counties, Wis.

SEH teamed up with Rock, Jefferson and Dodge counties to conduct a 12-month study to identify bike routes parallel to a 45-mile stretch of STH 26. In particular, the study included extensive coordination with local stakeholders and County staff to develop a system that was compatible with existing bicycle facilities and plans. Additional components of this project included workshop facilitation, identification and evaluation of potential bike routes, preparation of the final report, and dedicated participation in local stakeholder outreach meetings.



Ladysmith Bike and Pedestrian Plan - Ladysmith, Wis.



SEH developed a bike and pedestrian plan for this small but progressive city in northern Wisconsin, which sought to develop and promote multimodal facilities. Once typically reserved for larger urbanized and suburban communities, the concept of a community bike/pedestrian plan fit with the City's goal to make all important destinations in the community accessible to those who travel on foot and bicycle. The City also set a goal of promoting walking and bicycling as a way of experiencing important physical and mental health benefits that go above and beyond the transportation benefits. Economic development and the promotion of fitness-friendly tourism were also included in the community's vision. SEH successfully integrated all of the City's goals while developing a high level of local ownership and consent for the project through innovative outreach activities.

Wolf Lake Regional Park, Trails and Boardwalk - Hammond, Ind.

SEH has been collaborating for more than 10 years with the Hammond Port Authority and the City of Hammond, involving multiple stakeholders and multiple design disciplines to reconnect the community with the shore of Lake Michigan. The primary goal was to "optimize the recreational potential of the open space surrounding Wolf Lake, including Forsythe Park and Wolf Lake Park." A series of improvement projects has taken place since the adoption of the master plan. This project features more than 6 miles of multi-use waterfront trails on reclaimed industrial lands and utility corridors, precast concrete boardwalk with decorative steel railing, new playground areas and splash pad park, conservatory and formal gardens, 5,300 sq. ft. multi-use performance pavilion, improved access to Wolf Lake, and native plantings and shoreline restoration.

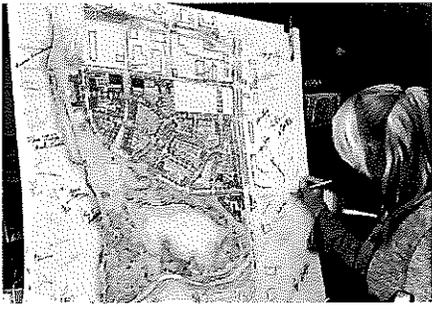


Innovative Community Engagement

Multi-Day Community Charrettes

At SEH, we're continuing to improve our approach to community engagement as we research and implement more effective methods. One such method is the NCI Charrette System. Unlike other consensus-building processes that last months, the NCI Charrette System features an accelerated period - between three and ten days - where community members, project officials and technical professionals work closely together in groups to discuss options and work through design challenges.

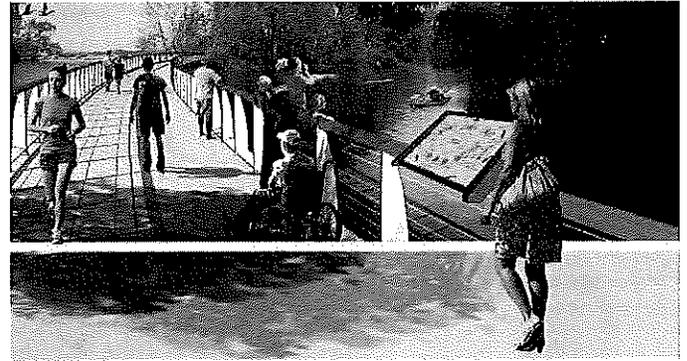
Riverside North Charrette – La Crosse, Wis.



Using a seven-day charrette, SEH and the City of La Crosse, Wis. were able to actively collaborate with stakeholders in their community's riverfront redevelopment planning and design project.



Great River Landing Charrette – Onalaska, Wis.



During the three-day charrette, SEH led the public through the interactive "Sim Waterfront" game and creating 3D renderings to help participants visualize a variety of design features for the Great River Landing planning and design project.

Downtown Riverfront Park Charrette – Chippewa Falls, Wis.



The two-day charrette in Chippewa Falls, Wis. yielded a community-supported plan for their new downtown riverfront park.



Appendix

Alex Saunders PE

Project Manager

Mr. Saunders is a senior professional engineer with experience in roadway and municipal design and construction. Currently Alex is working as a management consultant for the WisDOT Northeast Region Local Program. Alex has worked as both a city engineer for Stevens Point, Wisconsin and as a consultant working on municipal roadway design, construction management, development reviews, stormwater compliance, subdivision design and layout, parking lot design and LED lighting projects. Alex has experience in a wide range of municipal design projects and functions and has conducted these designs as both a consultant and as a city engineer.

RELEVANT EXPERIENCE

Local Program Management Master Contract (WisDOT Northeast Region) – Green Bay, Wis.

Northeast region local program management Consultant since April, 2014. Alex has worked with local communities on non-traditional transportation projects to assist them with project delivery in accordance with state and federal requirements. The most common projects included in this program are bicycle and pedestrian trails and facilities.

EXPERIENCE PRIOR TO JOINING SEH

EM Coppins Drive Extension – City of Stevens Point, Wis.

Designer and project manager for the construction of approximately 0.25 miles of EM Coppins Drive within the City of Stevens Point. Utilities on the project consisted of lighting, lighting cabinet and associated conduit, water main, 24 in. sanitary sewer main, multi-use pathway, and storm sewer and associated structures. Alex completed roadway, trail and utility design for 0.25 miles of urban construction including all utilities for a new industrial park roadway segment. He designed LED lighting to comply with Illuminating Engineering Society standards reducing future energy consumption. He managed construction and design of the project which had to be completed in 2013 prior to November shut down of the local asphalt plant. The project was first brought to the engineering office in the third week of August 2013 and demonstrates Alex's ability to deliver projects on compressed timelines.

Strongs Parking Lot Designs – City of Stevens Point, Wis.

Designer for a new parking lot and the installation of a new connector street with bicycle accommodations in downtown Stevens Point. The project was done with funding through a CDBG grant and occurred as part of a downtown revitalization plan for the downtown on the former mall property. The project included curb and gutter, signage, pavement marking, excavation, base aggregate, asphaltic pavement, sprinkler system modifications and the development of a lighting plan that included a mix of decorative and traditional fixtures including LED lights and lighting cabinet design.

Portage County Business Park Bicycle and Pedestrian Trail – City of Stevens Point, Wis.

Designer and project manager for the construction of a multi-use path connection between a City Street and the County Business Park. The project provided a bicycle and pedestrian linkage underneath STH 51 and reduced the travel length for bicycle and pedestrian commuters by over 2 miles. The project consisted of retaining walls, culverts, base coarse, asphaltic surface, and way finding signage. In addition to the path the project included the creation of bicycle lanes on existing streets in the business park.



SEH OFFICE LOCATION

Appleton, Wis.

YEARS OF EXPERIENCE

SEH: 1

Industry: 17

EDUCATION

Bachelor of Science
Civil Engineering
Marquette University
Milwaukee, Wis.

PROFESSIONAL REGISTRATIONS

Professional Engineer in
Wisconsin

PROFESSIONAL ASSOCIATIONS

American Public Works
Association (APWA), Member



Kristen Fuller PE, LEED GA

Assistant Project Manager | Project Engineer

Ms. Fuller is a project engineer with experience in design and construction. Kristen's experience includes six years in the Air Force where she managed the design and construction of facility improvements and infrastructure upgrades. Kristen is the lead construction inspector out of SEH's Appleton office and has worked with both the Wisconsin Department of Transportation and local municipalities. In addition to her work in the field, Kristen has project management experience including preparation of agency permits, project planning and design, and engineering calculations.

SEH OFFICE LOCATION

Appleton, Wis.

YEARS OF EXPERIENCE

SEH: 2

Industry: 6

EDUCATION

Bachelor of Science
Civil Engineering
Michigan Technological
University
Houghton, Mich.

Six semester units towards
a Master's in Project
Management at UW-Platteville

CONTINUING EDUCATION

Simplified Facility Design, Air
Force Institute of Technology,
Wright-Patterson Air Force
Base, Ohio

Security Engineering Design,
USACE, Scott Air Force Base,
Illinois

PROFESSIONAL REGISTRATIONS

Professional Engineer in
Wisconsin and North Carolina

CERTIFICATIONS

LEED Green Associate (LEED
GA), U.S. Green Building
Council (USGBC)

PROFESSIONAL ASSOCIATIONS

Society of American Military
Engineers (SAME), Member

Professional Engineers of North
Carolina (PENC), Member

RELEVANT EXPERIENCE

Ogden Street Bridge – City of Marinette, Wis.

Project construction lead (PCL) on the construction of four pier protection cells in Marinette County. Kristen's duties included daily inspection, material compliance, submittal review, field calculations and personnel safety. This project consisted of pile driving, subsurface excavation, granular backfill and structural concrete.

Condon Road – Village of Sherwood, Wis.

Construction leader/inspector on the construction of a 1,000-ft. new road in rural Calumet County. Kristen's duties include daily inspection, submittal review and material compliance, and field calculations. The project includes grading, base aggregate, storm and sanitary sewer installation, concrete curb and gutter, and asphaltic pavement.

STH 32 Oconto River Bridge and Approaches (WisDOT Northeast Region) – Oconto County, Wis.

Lead assistant to construction leader and materials compliance officer on the construction of a two-span bridge in rural Oconto County. Kristen's duties included inspection, material compliance, field calculations and personnel safety. This project consisted of bridge demolition, concrete masonry bridges, pile driving, erosion control and approaches.

EXPERIENCE PRIOR TO JOINING SEH

SH 42 Recondition (WisDOT Northeast Region) – Green Bay, Wis.

Student engineer trainee on the 19-mile major reconstruction project for SH 42. Kristen developed initial material quantity calculations on the project.

STH 55/CTH-KK Roundabout – Calumet County, Wis.

Quality assurance monitor on the construction of WisDOT's Northeast region's first ever roundabout in Calumet County. Kristen was responsible for maintaining and contributing to the inspector's daily report, material sampling and testing, and personnel safety.

Ryan Van Camp PE, CPESC, CFM

Water Resources Engineer

Mr. Van Camp is the civil practice center lead of the Appleton office. He brings extensive experience in engineering and planning of civil and water resource infrastructure, with an emphasis on evaluation of hydrologic and hydraulic systems affected by development and rehabilitation. Ryan has prepared flood study reports and stormwater management plans, conducted design review services, completed civil and site designs, and managed waterway and wetland permitting.

RELEVANT EXPERIENCE

Sheboygan River Area of Concern Habitat Restoration – Sheboygan, Wis.

Awarded American Public Works Association (APWA) 2014 National Project of the Year. Lead project engineer developing final design and construction plans for three ecological restoration projects to improve or restore habitat for fish and wildlife within the Sheboygan River AOC. The projects included incorporating multiuse recreational trails for beneficial use improvements. Ryan managed design subcontractors and provided construction phase services for WDNR, City and County collaboration projects utilizing Great Lakes Restoration Initiative (GLRI) grant funding to address habitat related beneficial use impairments.

Fire Station for Grand Forks Air Force Base Fire Station– Grand Forks, N.D.

Civil engineer of record for a U.S. Army Corps of Engineers (USACE) Omaha District design-build project of a 30,343 sq. ft. consolidated crash/structural fire station. Ryan worked with the team on site design, including underground utilities and communications infrastructure, pavements, emergency vehicle access roads, parking lot, landscaping and wetlands mitigation. The project included the demolition of an existing fire station building and a maintenance building that included asbestos/lead removal and site restoration. LEED Silver certification was awarded for the station in 2012.

Noncommissioned Officer Training Academy, Phase II – Fort McCoy, Wis.

Civil engineer of record for a USACE Louisville District design-build project of a 37,946 sq. ft. Noncommissioned Officer Training Academy at Fort McCoy. The facility project consisted of a 2-story classroom building and associated site improvements, which included a general instruction building, privately owned vehicle parking, paving, fencing, stormwater management facilities, landscaping and extension of utilities to serve the project.

EXPERIENCE PRIOR TO JOINING SEH

Lutz Park and Fox River Recreation Trail – City of Appleton, Wis.

Project engineer responsible for permitting, site design, and stormwater management involving biofiltration on improvements including a boat ramp and associated parking, shoreline stabilization, fishing piers/boardwalk, and a recreational use trail along the Fox River between Lutz and Vulcan Heritage Parks.

Harrington Beach State Park – Belgium, Wis.

Project engineer for a Wisc. Dept. of Administration project at Harrington Beach State Park, which included the design of hard surface trail improvements and incorporation of two prefabricated bridges for ADA accessibility.



SEH OFFICE LOCATION

Appleton, Wis.

YEARS OF EXPERIENCE

SEH: 7

Industry: 17

EDUCATION

Master of Science
Civil Engineering
University of
Wisconsin-Milwaukee

Bachelor of Science
Civil Engineering
University of
Wisconsin-Milwaukee

CONTINUING EDUCATION

U.S. Geological Survey:
Geomorphic Analysis of Fluvial
Systems

40-hour Hazardous Waste Site
Worker training

XPSWMM Training Workshop

PSMJ Resources, Inc.:
A/E/C Project Management
Bootcamp

University of Wisconsin-
Madison, Engineering
Professional Development:

Detention Basin Design,

Storm Water Quality
Improvement,

Soils Engineering,

Foundation Engineering,

Using SLAMM & P8 Models

Using HEC-RAS Fundamentals,
Unsteady & Advanced Steady
Flow



Andrew Dane AICP, ENV SP, NCI

Funding Specialist

Mr. Dane brings several years of successful community development experience assisting both rural and urban communities as well as private businesses. Andrew is a highly skilled and confident group process leader and facilitator, with extensive experience designing and leading public participation and community engagement processes. He specializes in project planning and design related to downtown and neighborhood revitalization; community planning and economic development; and recycling, solid waste and renewable energy planning.

SEH OFFICE LOCATION

Appleton, Wis.

YEARS OF EXPERIENCE

SEH: 5

Industry: 20

EDUCATION

Master of Science
Urban and Regional Planning
University of Arizona-Tucson

Bachelor of Science
Conservation Biology
University of
Wisconsin-Madison

Certificate in Environmental
Studies
University of
Wisconsin-Madison

CERTIFICATIONS

Certified Planner, American
Institute of Certified Planners
(AICP)

ENVISION Sustainability
Professional, Institute for
Sustainable Infrastructure

Integrated Community
Sustainability Planning
Certification, The Natural Step

Charrette Facilitator, National
Charrette Institute (NCI)

PROFESSIONAL ASSOCIATIONS

Institute for Sustainable
Infrastructure (ISI),
Professional Development
Committee, Member

Wisconsin Downtown Action
Council (WDAC), Member

American Planning Association
(APA), Wisconsin Chapter
Member Sustainable
Communities Division Member

RELEVANT EXPERIENCE

Trail System Master Plan (ALTA Planning & Design) - Appleton, Wis.

Project manager and senior planner responsible for leading public involvement efforts and providing recommendations associated with a citywide off-street multi-use trail system plan. This study included a comprehensive analysis of existing trail system conditions, public participation, project development, priority ranking and funding recommendations.

Appleton Downtown Master Plan and Comprehensive Plan Update (City of Appleton) – Appleton, Wis.

Project manager and senior planner responsible for leading public involvement efforts and integrating market analysis and planning recommendations into the final plan. This study included downtown business retention and expansion recommendations, public art and creative placemaking, riverfront analysis and linkages, urban design guidelines, block level land use and transportation recommendations.

Marshfield Comprehensive Plan Update (City of Marshfield) – Marshfield, Wis.

Project manager and public involvement specialist responsible for designing and facilitating community visioning workshop to kick off this comprehensive plan update.

Waterfront Master Plan (Town of Gibraltar) – Fish Creek, Wis.

Project manager and planner for developing master plan for waterfront and downtown Fish Creek. Andrew led public involvement activities, community visioning, and overall coordination for a holistic study examining parking, waterfront access, circulation, land use, and green infrastructure issues and opportunities.

54th Street Public Engagement and Preliminary Engineering (City of Edina) – Edina, Minn.

Sustainability specialist for integrating the ENVISION rating tool into public engagement and preliminary engineering for this urban streetscape and stormwater planning study.

STH 42 Planning and Alternatives Development (Town of Gibraltar) – Fish Creek, Wis.

Project manager and planner for corridor amenity study focused on downtown Fish Creek. The purpose of the study was to identify and quantify costs and funding options for priority projects embraced by the Town and residents.

Gateway Northwest Business Park (City of Eau Claire) – Eau Claire, Wis.

Planner for the industrial park project. Andrew's work included data collection, plan development and preliminary land use and residential development concepts.

Village Master Plan (Village of Sherwood) – Sherwood, Wis.

Project manager and planner for new commercial and residential development in the Village of Sherwood. Andrew led public involvement activities as well as the SEH team including transportation engineers, architects and community development specialists. This project developed a community-wide master plan to guide future growth on over 300 acres of undeveloped land.

Gregg Calpino

LA, LEED AP BD+C

Landscape Architect and Planner

Gregg brings 25 years of planning and landscape architecture experience. He has served as project director and designer for major master planning, design and renovation projects throughout the Midwest. His areas of expertise include parks and open space, trails and greenways, waterfronts, streetscapes, sub-area and corridor plans and community planning and involvement. Gregg has demonstrated the ability to lead complex, multidisciplinary projects with aggressive schedules and budgets and has proven success at guiding these projects through the public and stakeholder engagement process. He is the recipient of more than 30 local, regional and national design awards.

RELEVANT EXPERIENCE

Building the Great River Landing – Onalaska, Wis.

Project manager and design lead for planned public amenities and linkages that will provide safe access to the waterfront with clear connectivity to the downtown and Main Street. The project includes schematic design of a new downtown trailhead and linkages to the Great River State Trail, Main Street plaza and pedestrian bridge, water-based recreation and environmental education and nature trails. The project was developed through an open and transparent public three-day schematic design charrette.

Dunes Kankakee Trail – Chesteton and Porter, Ind.

Project manager and senior landscape architect for a feasibility study of a multi-use 26-mile regional trail connecting Porter County communities with Indiana Dunes State Park. The feasibility study identified a preferred alignment, right-of-way needs, design character and standards, opinion of probable construction cost and phasing strategies.

Wolf Lake Regional Park and Trails (Hammond Port Authority) – Hammond, Ind.

Senior landscape architect for over six miles waterfront trails and boardwalk, including wayfinding and overlooks. The trail system provides a strategic link between Illinois and Indiana as part of the 55-mile Marquette Greenway Trail.

Grand Round North Loop – St. Paul, Minn.

Lead urban designer for the northern 13 miles of the St. Paul Grand Round, an urban greenway connecting the city's network of historic parks, parkways and community destinations. The project includes holistic designs for placemaking and wayfinding and an integrated public art component. The process has included extensive community and stakeholder engagement, including a three-day community charrette.

Lakefront and Riverwalk Repair and Maintenance Plan – Portage, Ind.

Project manager working closely with the SEH team and the City of Portage and National Park Service leadership and staff to prepare plans that will guide short and long term repairs and maintenance at the most heavily visited site within the Indiana Dunes National Lakeshore. The documents include a Repair and Maintenance Plan along with an Operations and Maintenance Plan.



SEH OF INDIANA

Munster, Ind.

YEARS OF EXPERIENCE

SEH: 4

Industry: 27

EDUCATION

Bachelor of Science
Landscape Architecture
University of
Wisconsin-Madison

PROFESSIONAL REGISTRATIONS

Landscape Architect in
Illinois, Indiana, Minnesota,
Wisconsin, and Colorado

CERTIFICATIONS

LEED AP BD+C, U.S. Green
Building Council (USGBC)

AWARDS

Gregg is the recipient of more
than 30 local, regional and
national design awards.



Jeremy Tomesh PE

Transportation Facilities Engineer

Jeremy is a senior professional engineer with 16 years of transportation and civil engineering experience, including planning, design and construction of highway and street projects. He provides professional engineering solutions and helps to identify the specific needs of a community by working with local and state officials and the stakeholders to find an overall project solution. Jeremy's experience includes working on transportation planning studies, traffic studies, roadway and street design, stormwater design and compliance, parking studies, pedestrian and bicycle trail projects, residential and industrial developments and construction management.

SEH OFFICE LOCATION

La Crosse, Wis.

YEARS OF EXPERIENCE

SEH: 4

Industry: 16

EDUCATION

Bachelor of Science
Civil Engineering,
University of
Wisconsin-Madison

Certificate
Construction Management
University of
Wisconsin-Madison

CONTINUING EDUCATION

Designing for Pedestrian
Safety, National Highway
Institute (NHI)

Alternate Intersection Design,
National Highway Institute
(NHI)

Uncertainty in Cost Estimating,
National Highway Institute
(NHI)

Work Zone Traffic Analysis,
University of Wisconsin

Safety & Operational Effects
of Geometric Design, National
Highway Institute (NHI)

Urban Drainage Design,
National Highway Institute
(NHI)

Systematic Development of
Informed Consent, Institute for
Participatory Management and
Planning

PROFESSIONAL REGISTRATIONS

Professional Engineer in
Wisconsin

RELEVANT EXPERIENCE

STH 16 Traffic/Pedestrian Study – City of Onalaska, Wis.

Project manager for the pedestrian study which included initiatives to safely improve pedestrian circulation, linking the major employment centers to the commercial establishments within the project area. Jeremy provided planning level design of bike and pedestrian facilities, a report summarizing the findings, and coordinated study activities with the City and local businesses. The study identified locations for needed sidewalks, multi-use paths, wayfinding, and gathered valuable information during a public forum hosted by the City and Gundersen Health System. The study also provided recommendations and cost estimates to improve pedestrian access, mobility, and wayfinding in the project area based on feedback from the City and local stakeholders.

Wyalusing State Park Road Restoration Project – Grant County, Wis.

Project manager for the restoration of Long Valley Road within Wyalusing State Park. This project was constructed in fall 2015 and included the replacement of six major waterway crossings. Coordination with park staff, Burlington Northern Santa Fe Railroad and the U.S. Fish & Wildlife Service were required to finalize a plan set and schedule minimized impacts to the users of the park and affected agencies.

USH 14/61 South Avenue Reconstruction Project – City of La Crosse, Wis.

Project engineer for the roadway reconstruction project on South Avenue between Green Bay Street and Ward Avenue. The project is currently underway and includes intersection control evaluations, alternative analysis, public involvement and preliminary design. Jeremy is part of the Community Advisory Group, thus his involvement with local businesses/residents in the area is ongoing. He is also involved with working on solutions to bike and pedestrian access and safety of the corridor.

STH 16 Reconstruction and Bridge Replacement (WisDOT Southwest Region) – La Crosse, Wis.

Project manager for the preliminary design of this reconstruction project for STH 16 from CTH B (Gillette Street) to STH 157. This project is currently underway and includes significant public and agency coordination, complex design, constrained environment, construction staging and an environmental document process under a compressed schedule. Extensive wetland delineation, archeology and historical surveys, coordination with Native Americans, and collaboration with multiple local government agencies are all integral to project success.



Proposal for

WINNECONNE TO OMRO MULTI-USE TRAIL STUDY

Winneconne, Wisconsin

April 27, 2016

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April 27, 2016

Mr. Mitchell W. Foster
Village Administrator
Village of Winneconne
30 S 1st Street
Winneconne, WI 54986

RE: Winneconne to Omro Multi-Use Trail Study Proposal
Winneconne, Wisconsin

Dear Mr. Foster:

IIW, P.C. looks forward to the opportunity to plan a trail connection between Winneconne and Omro. The Village of Winneconne will benefit from IIW's core values of "Integrity. Expertise. Solutions." and our experience coupled with attention to detail. The IIW team represents a comprehensive, highly qualified group of professionals with extensive experience in trail projects.

Our project manager, Julie Neebel, is completing the implementation of a trail connection between the City of Platteville and the Village of Belmont, as described later in this proposal. The original vision of the project was to utilize the former rail corridor owned by the Wisconsin DNR and established as the Pecatonica State Trail. With the resistance of the adjacent property owners because the corridor severed their fields, the actual development of the trail and identification of an agreeable route has taken until 2016. The knowledge and experience gained during the design phase of this project (in accordance with WisDOT Transportation Alternatives Funding and WDNR Stewardship Funding) enables us to understand true implementation costs and perform master planning for a route which can be implemented when funding is secured.

Completion of the Belmont Mound Trail project and a seven mile roadway reconstruction for WisDOT in Lafayette County, Wisconsin gives the project team availability to complete the project in a timely manner, including collection of public input. A schedule goal might be to have initial public involvement prior to the departure of seasonal residents. A more detailed schedule will be developed upon selection.

This proposal provides a scope of services which can be accomplished for the fee indicated. If the fee is beyond the budget envisioned, we can discuss ways to alter the scope and still achieve the goal of the project. With the current Winnebago County Bicycle and Pedestrian Plan being developed, there may be information gathered from that effort that would be of assistance in this effort.



We look forward to demonstrating the value our complete analysis offers to the Village.

CONTACT INFORMATION

The primary contacts for this project will be:

Julie P. Neebel, P.E.
(563) 556-2464
j.neebel@iiwengr.com

Christopher A. Becklin, E.I.T.
cell (651) 492-5916
c.becklin@iiwengr.com

If you have any questions, or require additional information during the decision-making process, please contact us.

Sincerely,
IIW, P.C.

Julie P. Neebel, P.E.
Project Manager

Christopher A. Becklin, E.I.T.
Design Engineer

Michael A. Jansen, P.E., S.E.
CEO/Wisconsin Satellite Office Manager



FIRM PROFILE & SERVICES



OFFICE LOCATIONS

4155 Pennsylvania Avenue
Dubuque, IA 52002

127 A West 76th Street
Davenport, IA 52806

101 South Seventh Avenue
Suite 200
St. Cloud, MN 56301

1151 Badger Road
Hazel Green, WI 53811
(Satellite Office)

P 800.556.4491
F 563.556.7811
www.iiwengr.com

Founded in 1982, IIW, P.C. has 34 years of experience providing creative and innovative solutions to our clients. Employee-owned since 1999, our success is based on our people and their client-centered approach to their work. We have over 75 employees offering expertise in architecture; civil, environmental, municipal, structural, and transportation engineering; land surveying; and construction services.

Core Values "Integrity. Expertise. Solutions." This is our motto and the values that drive our firm. Integrity illustrates the importance of earning trust and respect through honesty, serving our clients' interests with sincerity, establishing long lasting relationships, and placing a high value on our reputation. Expertise represents our commitment to expanding and transferring our knowledge, expanding our capabilities, and accepting challenges as opportunities. Solutions will be based on thorough analysis of our clients' goals, applying creativity, design, and innovation to gain the highest level of value. The resulting solutions are documented with technical accuracy to meet constructability and performance requirements.

Quality Quality is embedded in our culture. We have long established procedures for peer reviews of our work. These reviews are supported by design checklists that are constantly evolving to enhance our production and operation processes and provide consistency.

Project Management We understand that a design solution is only as good as its implementation. Therefore, we assign experienced professionals as project managers to our projects to provide effective and respectful leadership. Our project managers understand that proper planning and communication are critical to delivering the project ahead of schedule and within budget.

Sustainability We are committed to the stewardship of our planet. We are a member of the U.S. Green Building Council (USGBC) and many of our professionals are Leadership in Energy & Environmental Design Accredited Professionals (LEED AP). Sustainability is instinctive to our design approach and we incorporate the principles of "green" design into every one of our projects. We constantly seek to promote healthy environments to enrich where people live, work, play, and learn.

PROFESSIONAL SERVICES



STRUCTURAL ENGINEERING

- > Building Structures
- > Building Modifications
- > Retaining Walls
- > Industrial Applications
- > Structural Assessments
- > Geotechnical Analysis

MUNICIPAL ENGINEERING

- > Urban and Regional Planning
- > Water Distribution Systems
- > Capital Improvements Planning
- > Street Improvements / Streetscape
- > Mapping
- > Sanitary Sewers

TRANSPORTATION ENGINEERING

- > Highways
- > Airports
- > Railroads
- > Bridges
- > Highway Safety Training
- > Traffic Engineering
- > Traffic Impact Analysis
- > Recreational Trails
- > NBIS Bridge Inspections

LAND DEVELOPMENT & CIVIL ENGINEERING

- > Commercial / Business Parks
- > Storm Water Management
- > Residential Development
- > Industrial Parks
- > Recreational Facilities
- > Site Design
- > Hydraulics and Hydrology
- > Floodplain Development

ARCHITECTURE

- > Building Design
- > Facility Planning
- > Facility Assessment
- > Feasibility Studies
- > Building Restoration
- > ADA / Building Code Reviews
- > Cost Estimating
- > Forensic Engineering
- > LEED Accredited Professionals

ENVIRONMENTAL ENGINEERING

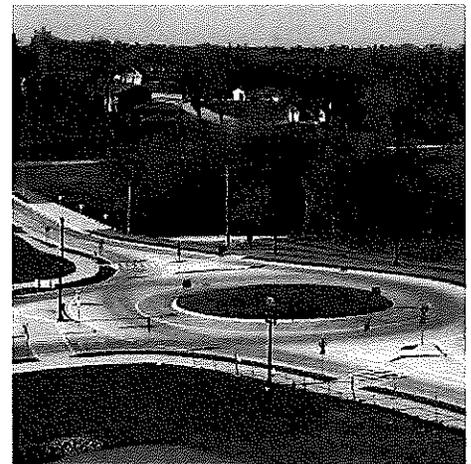
- > Wastewater Treatment
- > Water Treatment / Storage
- > Hazardous Material Assessments
- > Geothermal Well Supply
- > Water Supply (Wells)
- > Wetland Delineation
- > Instrumentation & Controls
- > Environmental Documents

LAND SURVEYING

- > Boundary and Topographic Surveys
- > ALTA / ACSM Land Title Surveys
- > Route and Bridge Surveys
- > Aerial Control Surveys
- > Construction Surveys
- > Lot Surveys
- > Subdivision Platting
- > Acquisition / Right-of-Way Plats

CONSTRUCTION SERVICES

- > Concrete Testing and Inspection
- > Asphalt Inspection
- > Soil Density and Compaction
- > Soil and Aggregate Gradation
- > Welding and Bolting Inspection
- > Soils Classification
- > Masonry Testing and Inspection





PROJECT APPROACH & SCOPE

PROJECT APPROACH & SCOPE

The Village of Winneconne and Village of Omro are interested in establishing a multi-use trail which will connect the two communities.

The intended use for the trail is based on the season. The anticipated uses during the spring, summer, and fall months include bicycle and pedestrian traffic. During the winter months, the trail is anticipated to be used by cross country skiers, snowshoers, and snowmobilers. Based on the area, having a sizeable seasonal population with additional multi-use trails will add to the appeal of the area as a vacation destination. Development of trails also serves as a resource for those who live in the area. Off road trails, such as the proposed trail between Winneconne and Omro, provide a recreational opportunity for all levels and ages of cyclists, from the inexperienced to the experienced, pedestrians, and winter activities. The Village is looking to become part of the Winnebago County wide initiative for trails.

The Village has identified a former railroad corridor as an ideal location for a direct route connecting Winneconne and Omro. The rail corridor has been deeded to the adjacent property owners in the early 1970's and at some locations appears to be farmed with the adjacent lands and is no longer a visible corridor. A utility line appears to be contained within the former rail corridor. The Villages have requested that a preliminary planning analysis be performed to work to identify a feasible route, determine what eligible grants can be used to help fund the development of the trail, and identify the necessary costs to design and construct the proposed trail, including the cost of property acquisition. This planning analysis will investigate up to two preliminary trail routes to determine viability and acceptability with adjacent property owners, select a preferred route which will allow identification of the required permits and property acquisitions, and will allow identification of potential funding sources that could be pursued for the proposed trail, and establish a cost estimate for the trail components for use in grant applications. For cost estimating purposes, the trail design criteria will



follow the Wisconsin Bicycle Design Guide to meet requirements if Transportation Alternatives Funding is received.

Key Considerations for the proposed alignment include:

- > Acceptance by the adjacent property owners (willingness to grant an easement or sell property for use of the trail).
- > The terrain to allow a reasonable construction cost and meet trail design criteria.
- > Trail design to meet Wisconsin Bicycle Facility Design Handbook published by the Wisconsin Department of Transportation.
- > Permits required.
- > Impacts to any cultural and natural/environmental resources.
- > Emergency vehicle access.
- > Width of trail corridor.

FIELD INVESTIGATION

A field investigation would be included to identify existing features that could prevent or increase the cost of constructing the trail along an identified route. This investigation will consider impacts to natural resources, if there are endangered species within the corridor, if there are wetlands within the corridor, or potentially hazardous material. The WDNR has a recreational trail wetland permit that allows disturbance of wetlands up to 0.23 acres of wetlands, if it can be proven the proposed project cannot avoid wetland impacts and the proposed project minimizes wetland impacts to the greatest

PROJECT APPROACH & SCOPE

extent practiceable. If these criteria cannot be met and additional wetlands are disturbed, there is a project cost associated with mitigation of the wetland disturbance.

The DNR Stewardship grant application requires a hazardous material assessment. In the potential trail corridor, there may be creosote treated railroad ties which could be considered a regulated hazardous material and, in general, a former rail corridor has potential for hazardous material due to the past usage of the corridor.

DESIGN CRITERIA

The terrain is a consideration to make the trail as ride-able for all ages as possible and also to meet design criteria. Generally, trails that are considered ADA accessible do not exceed grades of 5% (a gain of 1' in elevation over 20' of length).

Trail design criteria impacts the width of the trail (10' is typical, although in extreme cases 8' is allowed); grades as mentioned above; horizontal alignment (how sharp or tight the curves are); visibility (removing obstructions that prevent seeing an oncoming trail user); clear area (distance the edge of the trail is from obstructions or placement of fencing to protect the trail users from obstructions or drop offs); and surfacing (some funding requires a hard paved surface instead of a granular surface).

The width of the corridor needed depends on how much buffer space is desired between the trail surfacing and other land uses (such as crops or livestock pasture). The corridor width also is dictated by the means of the storm water conveyance. For example, if ditches are present to convey the water or if the stormwater will sheet over the trail.

The funding source impacts the criteria that a trail must follow. For example, if Wisconsin DNR Stewardship funding is used, the trail must be a separate facility and cannot be part of a roadway used by cars and trucks. Also, Stewardship funding does not allow property to be acquired by condemnation.



PUBLIC INVOLVEMENT

The consultant team will work closely with the steering committee established for the development of this trail. The steering committee would guide the consulting team on the areas where there are options. The project team plans to meet with the trail steering committee and citizens in the area to receive input on their expectations for a trail along the proposed route. Public involvement will be a crucial component to the trail planning. Community support can help to strengthen any grant application associated with the proposed trail, and make the trail a successful investment for all parties involved.

PROJECT APPROACH & SCOPE

The route planning effort will invite the various property owners along the proposed trail route to a public meeting to discuss the project and determine their willingness to work with the communities to identify a route with agreeable impacts to their property. This will enable the project to obtain the property necessary to construct the trail once funding is secured. Coordination with the property owners will also address if fencing will be needed between the trail corridor and the adjacent property, as this would be an added project cost.

PROJECT MANAGEMENT FOCUS

Upon selection of the IIW team, a schedule will be defined and the scope and associated lump sum fee confirmed. The IIW project manager will prepare the contract for the work to be done. The IIW project manager will provide monthly updates which include tasks completed, and schedule for remaining tasks.

The scope of services below provides more detail about the proposed evaluation and how the project team will work together to identify a viable route, identify the property that would need to be acquired and the cost for the acquisition of the property, anticipated construction costs, and costs for engineering and construction observation.

SCOPE OF SERVICES

1. Prepare a base map for use on the project. The base map will be prepared utilizing Winnebago County GIS information showing the existing property ownership along the proposed trail route.
2. Conduct a "desk" review using Wisconsin DNR website and Federal Fish and Wildlife websites to determine if there are any areas of environmental concern that could preclude trail construction.
3. Attend a meeting with owner representatives (steering committee) to share and develop information, review design criteria, and verify the objectives of the project. Items to be discussed include:
 - > Design parameters: trail width and surface type, design speed dictating allowable radius (if applicable),



allowable grades.

- > Trail head access and parking access, if desired.
 - > Previous discussions with property owners, are there property owners known to be in opposition of the project?
 - > Any concerns or limiting factors such as shallow bedrock or poor soil conditions.
 - > Drainage concerns.
 - > Environmental concerns, potential for wetland impacts, endangered resources.
4. Coordinate with existing utility in the former rail corridor to identify what easement is present and the viability of constructing the trail within the existing utility easement.
 5. Coordinate with the Wisconsin Department of Transportation to determine the acceptability of constructing a trail within the Right of Way of State Highway 116.
 6. Send letters to property owners along the proposed route and the general public to attend a community involvement meeting to look at route options. In addition, invite property owners to schedule time during a six hour time block the day following the public meeting for a one on one meeting with the Engineers and owner representatives to discuss their individual property. These meetings will be utilized to determine where they are willing to have the trail located and if there are any special considerations such as field access that needs to cross the proposed trail route.
 7. Perform a preliminary onsite inspection along the proposed

PROJECT APPROACH & SCOPE

routes to identify any possible environmental impacts and potential wetlands.

8. Based on meeting with the owner representatives, property owners and the two communities, and preliminary field investigation, up to two possible trail layouts will be developed as potential trail routes.
9. Conduct a second community involvement meeting, in either the Village of Winneconne or the Village of Omro (the opposite of where the initial community involvement meeting was held).
10. Identify eligible grant funding opportunities, and include an anticipated cost to apply for the eligible grants.
11. Meet with the owner representatives to review the revised alignments and property to be acquired to confirm the route to be carried forth into the study report. Meeting will present advantages and disadvantages of each route to assist the owner in making a determination.
12. Prepare a report which includes a summary of the study and documentation used to determine a total project budget. The report will identify options for grant funding and a summary of the requirements for each grant. The total project budget will include:
 - a. Anticipated cost of the construction for the two trail routes with either a granular or asphaltic surface.



- b. Grant writing and grant administration costs.
- c. Property acquisition costs, the estimates for property acquisition will be determined from recent land sale values and assessed property values.
- d. Design engineering including topographic survey, permitting, development of plans and specifications, development of acquisition or easement plats, and bidding.
- e. Construction engineering costs including observation and material testing as well as construction administration.



FEE

FEE

TASK/SCOPE ITEMS	TOTAL FEE PER TASK
Exhibits and Desktop Environmental Review for Meeting with Owner Representatives	\$1,400.00
Design Meeting with Owner Representatives	\$1,300.00
Utility and WisDOT Coordination	\$1,000.00
Letters to Property Owners and Meeting Time with Them	\$2,100.00
2 Community Involvement Meetings	\$1,800.00
Onsite Environmental Investigation	\$1,000.00
2 Trail Layouts, Develop Pros & Cons	\$5,450.00
Grant Research and Developing List of Grants and Cost for Application	\$1,200.00
Meeting with Owner Representatives with Pros & Cons of Options	\$1,500.00
Cost Estimates and Report for Selected Option	\$2,100.00
Total	\$18,850.00

Winneconne Dog Park

Eagle Scout Project

Connie Boehnlein & Greg Murawski

- Greg Murawski, Eagle Scout with help from Connie Boehnlein
- Looking to build a dog park at Marble Park
- Would we be able to put one here?
- Cost would need to be from fundraising and could we have sponsorships. As an Eagle project I would be able to cover the money part of the project.
- Where we would be able to put the dog park in 2 possible locations. One spot is where the tractor pulls are held and another spot is the area between the new diamond and marble park. That was **Mitch Foster's** idea. He is onboard with the idea of a dog park.
- Show Park area.
- Pricing and more information will be covered in a formal proposal in the future.

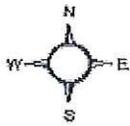
6/6/2016

<Title>



McMAHON
ENGINEERS ARCHITECTS

Utilities Data			Land Base Data		
	Water Main		Hydrant		Water Body
	Storm Main		Storm Manhole		Parcel Boundary
	Sanitary Main		Sanitary Manhole		Municipal Boundary
	Curbs		Record Drawings		Roads
			Catch Basin		Contour Interval
			System Valve		
			Outlet		



This drawing, Utility Data, Field and related data was prepared by the staff of McMahon Engineers Architects, Inc. (McMahon) on 06/06/2016. The project was prepared for the City of... McMahon Engineers Architects, Inc. is not responsible for the accuracy of the data or the results of the work shown on this drawing. The user of this drawing is responsible for the accuracy of the data and the results of the work shown on this drawing.

06/06/2016
Scale 1:2000

JUNE Report - Parks Cemetery Facilities

Finished Items

- Parks shelters and restrooms are open
- Pool and beach are open
- Seasonal help has started
- Sign roofs are installed in M. P.
- Summer maintenance plan is in place
- Barn roof should be finished this week

TO DO:

- Regrade trail at M.P.
- Fix tire toy M.P.
- Install new signs at M.P.
- Remove flower boxes at V.Hall
- Install new slide,climbing wall,roof to playground equipment in L.W.P.

Mitch Foster

From: 2havefun@charter.net
Sent: Monday, June 06, 2016 7:19 AM
To: Mitch Foster
Subject: dog park

Good Morning Mitch.

We are very excited about going forward with a dog park in Winneconne! Thank you for your help on Friday.

I talked with Greg Murowski, the Boy Scout who would like to work on this dog park as an Eagle project. He wrote up an introductory proposal and would like to present it to the park board tonight.

Also, could you please print out the two different proposed locations for the dog park that we discussed on Friday? I am hoping this would also include the dimensions and the square footage of the project.

Thank you for your help!!

Connie Boehnlein

Winneconne Dog Park

Eagle Scout Project

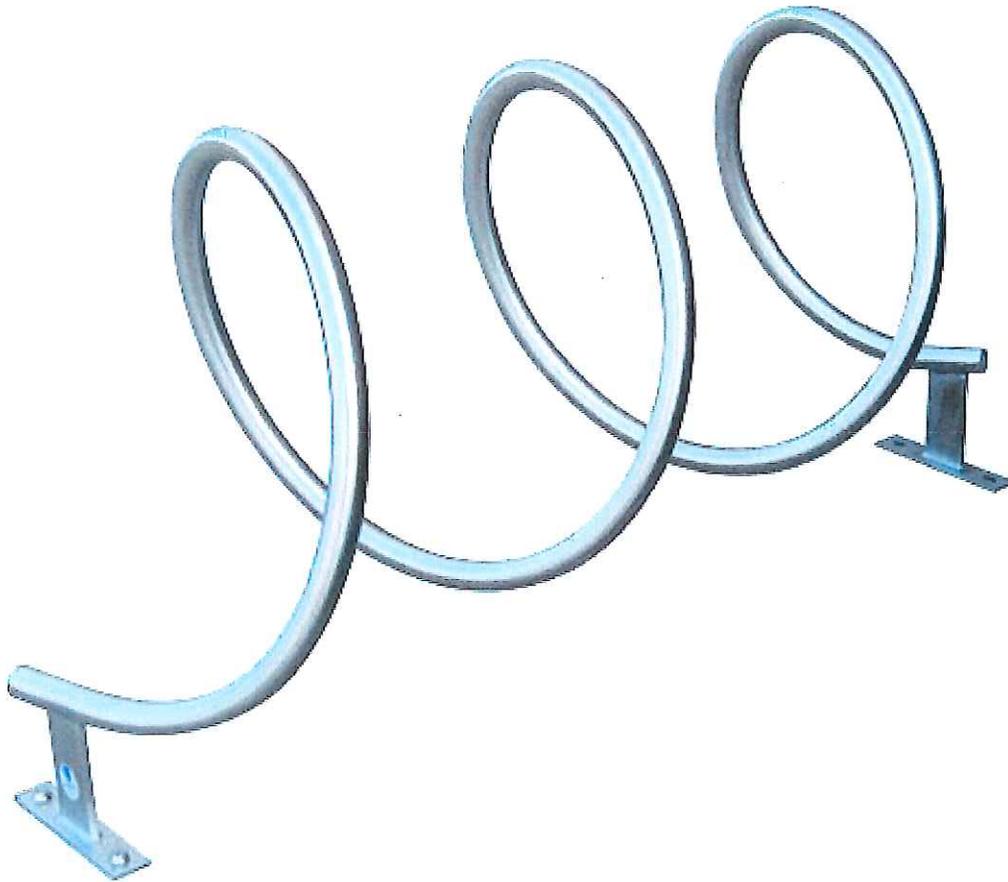
Connie Boehnlein & Greg Murawski

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Helix Rack

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Spiral Support

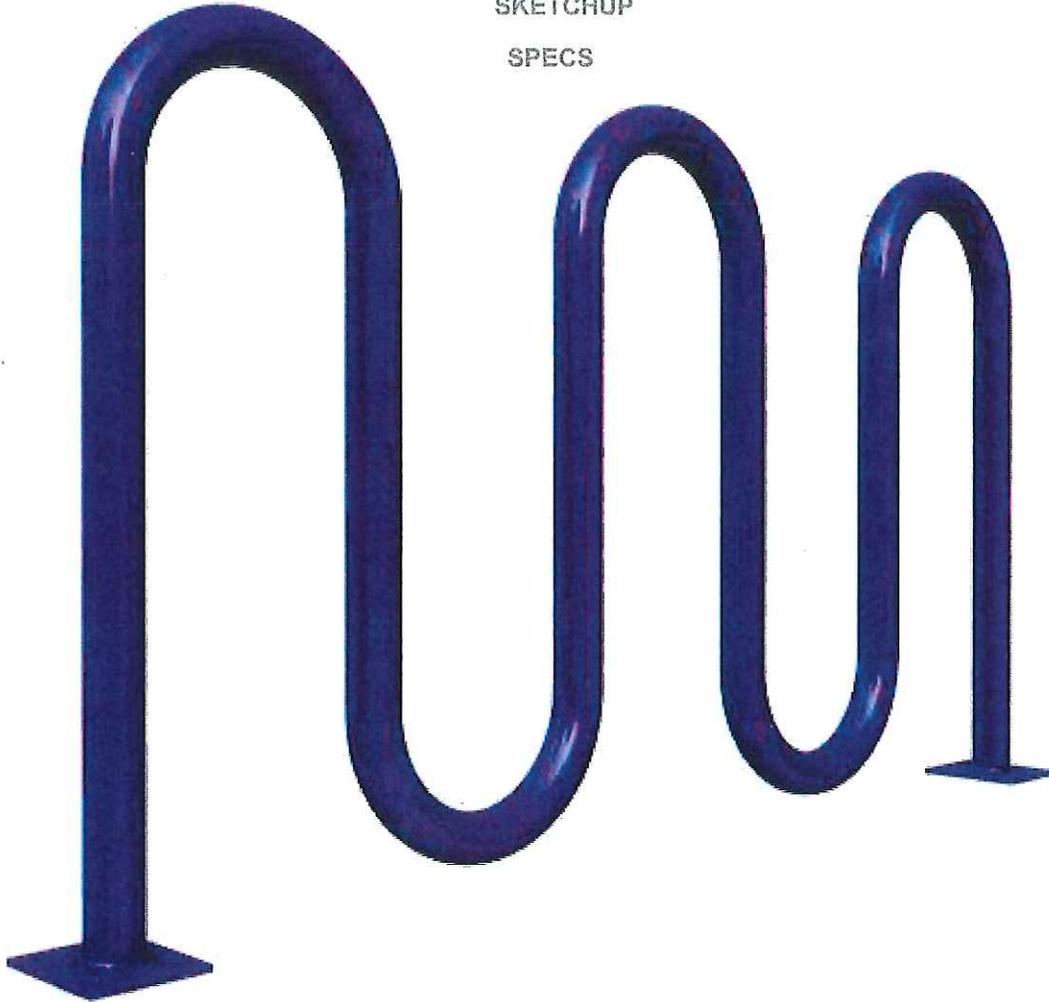
The Helix Rack is an attractive, double-sided, space efficient bike rack. For a stunning visual effect, several Helix Racks can be placed together to create a continuous spiral. The curve and pitch of the Helix also makes it nearly impossible for thieves to cut with a pipe cutter.

Parks six bikes.

[ORDER NOW](#)

Security: 

Rolling Rack

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Simple Security

The graceful design and high security of the Rolling Rack has made this type of bike rack a standard for many schools and communities. The Rolling Rack can be used as a single-sided or double-sided parking bike rack. This rack uses thick pipe construction and allows for one of the wheels and frame to be secured using a u-style bike lock.

Two Humps or Five?

The Rolling Rack is available in a variety of lengths to suit your bike capacity needs.



Your Outdoor Superstore®

1-800-323-5664

M-F 8:00am - 4:30pm CST

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Loop Style Bike Racks



Model BRL4S | Blue

Keep Bikes Organized & Upright

This loop style bike rack will keep bikes neatly organized and standing upright, even at its full capacity. Perfect for implementing bike parking at schools, parks or shopping areas, this bike rack can easily be surface mounted to an existing surface or installed as an in-ground mount when creating a new surface.

Finish Options

The state of the art finishing process used on the bike rack combines the application of an 'Electrocoat Zinc Rich Primer' with a durable polyester powder-coat top layer to ensure every crevice and joint is completely sealed, providing full protection against corrosion and weathering. Bike racks are finished in either a **gloss** or **textured** polyester powder-coat finish.

Specifications

- 2.375" O.D. ILG Steel Tubing Frame.
- 1.32" O.D. ILG Steel Tubing Loops.

Quick Buying Guide

Gloss vs Textured

Matching Products



Ground Loop Bike Rack

Grid Bike Racks Double Sided

Color Options



▼ Item Specific Details Available on Linked Model Numbers Below



Tweet



Loop Style Bike Racks | 2 Loops - Holds 5 bikes

Qty

BRL2G	In-ground Mount	36" Length	Choose Color	(40 lbs)	\$322.00	<input type="text"/>
BRL2S	Surface Mount	36" Length	Choose Color	(36 lbs)	\$322.00	<input type="text"/>

Loop Style Bike Racks | 4 Loops - Holds 7 bikes

Qty

BRL4G	In-ground Mount	58" Length	Choose Color	(65 lbs)	\$364.00	<input type="text"/>
BRL4S	Surface Mount	58" Length	Choose Color	(61 lbs)	\$365.00	<input type="text"/>