N28th Street Grade Separation

Bid No. 26-10-PW

AYRES

IN PARTNERSHIP WITH

olsson®

City of Superior

April 28, 2026

AYRES
Ingenuity, Integrity, and Intelligence.

April 28, 2026

Chris Carlson, Public Works Director
1316 North 14th Street
Superior, WI 54880

Dear Mr. Carlson and Selection Committee Members:

N28th Street and its crossing of the BNSF railroad is an important route within the City of Superior. We are excited to put our **unique knowledge of the site and Federal Railroad Administration grants** to work by bringing this once-in-a-generation project to life. We offer you:

- **A commitment to the City of Superior.** We take special pride in the projects we have partnered with the City, including the Barker's Island causeway and bridge, the design and repairs to the Bong Memorial bridge, and many others as shown on page 33. **You know our quality of work and collaborative approach.**
- **A commitment to local bridges.** Ayres specializes in bridges for Wisconsin municipalities. **Our structural engineering group is the largest in Wisconsin** with staff dedicated exclusively to bridge design for local governments. We have designed more than 1,800 bridges as either new structures, replacements, or rehabilitations. Having completed **hundreds of bridge projects throughout Wisconsin including many railroad overpasses**, you can trust that this project will be done right.
- **A unique understanding.** Kyle McLaughlin of Olsson **coordinated and authored the planning grant** for the 28th Street Grade Separation, working closely with City staff, BNSF, and other partners to create and align the project scope. That first-hand involvement means our team **understands at a granular level** the commitments made in the application, the key considerations for alternatives, rationale for initial design assumptions, and the regulatory and stakeholder expectations that will guide the project moving forward. Carrying that institutional knowledge into the project reduces risk of scope drift or rework and allows the City to move more efficiently from planning into design with a **team already invested in the project's success**.
- **A team you can trust.** We understand that City staff are apprehensive about FRA grant compliance, railroad coordination, and NEPA requirements. We have assembled a wide-ranging project team including **experts that specialize in railroad projects from Olsson and Pinnacle** to help ensure all these challenges can be addressed in a systematic and streamlined approach. Olsson will leverage their specialized experience in currently supporting **more than 20 FRA-funded projects nationwide.**
- **A team with critical relationships.** With Ayres' team, the City will have confidence in a partner who knows local agencies and regulators. Our teaming partner, Olsson, has **unique and intimate knowledge** of the BNSF railroad through more than 3,000 projects with that railway and staff who previously worked directly for BNSF. We have the relationships required to make your project a success.

Thank you for considering our qualifications. We look forward to working together on the N28th Street project. If you have any questions or need more information, please contact either of us.

Sincerely,

Ayres Associates Inc.

Daniel Sydow, PE
Project Manager | Manager - Structural Engineering
715.831.7593
SydowD@AyresAssociates.com

Brian Lambert, PE
Assistant Project Manager
715.831.7639
LambertB@AyresAssociates.com

Technical Capabilities

With nearly 400 innovative problem-solvers nationwide, we stand with integrity behind thousands of projects that strengthen communities and our country's infrastructure, economy, and environment. How? Through our experts' clear communication and confident navigation of projects.

Our services include:

Structural engineering + inspections | Transportation + traffic engineering | Civil + municipal engineering | Construction observation + administration | Surveying | Environmental management | Landscape architecture | Grant writing + administration | Water resources engineering | Aerial mapping | Mechanical + electrical + plumbing

Office Location
3433 Oakwood Hills Parkway
Eau Claire, WI 54701
AyresAssociates.com

Years in Business
67

Type of Ownership
Employee-owned corporation

4.1 Firm Information

Ayres has built a legacy of innovation and reliability since its founding by structural engineer Owen Ayres in 1959. We are guided by a commitment to integrity, collaboration, and client-focused solutions. With a foundation rooted in strong values and a passion for making a positive impact, Ayres delivers a wide-ranging suite of services spanning engineering, environmental science, surveying, and planning. Our dedication to quality and partnership has earned the trust of clients across the public and private sectors, and we are proud to help communities thrive through thoughtful, forward-thinking design and technical expertise.

One of the **largest bridge design firms** in the state.

We **specialize in the local bridge market**. We have designed hundreds of bridges throughout Wisconsin. We not only have the experienced structural staff, but we also have trusted municipal engineers, environmental specialists, and surveyors that **know Superior and can efficiently partner with City staff** to deliver this challenging project.

With our established relationship with the City, we know how to move projects efficiently through permitting and regulatory reviews. We'll develop a comprehensive schedule that accounts for all required milestones including:

- PMP development and approval
- NEPA Environmental documentation and FRA approval
- Railroad and agency coordination and permitting
- Right-of-way determination
- Survey and soils investigation
- Utility coordination and relocation design
- Traffic management planning
- Alternatives evaluation and preliminary design

Our experience with BNSF standards and federally funded infrastructure helps to ensure we understand the review processes and approval timelines. We'll clearly communicate schedule expectations to all stakeholders and maintain a robust tracking system to identify potential delays early, allowing for proactive mitigation.

Our Team

We have selected an experienced core team that has the skills and background to bring your project to life.

Structural Engineers | Our structural staff brings a broad range of experience in structural design and inspection, with a legacy of safety, quality, and attention to detail that clients trust to deliver enduring, cost-effective solutions.

Municipal Engineers | Our municipal staff brings extensive experience offering a wide range of services from infrastructure planning and design to grant funding assistance, and is known for delivering creative, practical solutions that help municipalities thrive.

Environmental Specialists | Our environmental engineers, geologists, hydrogeologists, environmental scientists, and technicians have completed hundreds of similar projects.

Railroad Coordinators | Olsson has completed a range of railroad projects for BNSF and Union Pacific Railroad within the City of Superior and across Douglas County. This work has included structural surveys and other improvements within active rail corridors, requiring close collaboration with railroad staff and regulatory agencies.

Planners and Public Outreach Specialists | Our planners and public outreach specialists know that community excitement and support are the key to a successful project. Ayres' public engagement tools are tailored specifically to the needs of the local community to enhance participation.

Grant Administrators | To keep the project funding flowing smoothly, our team's experienced grant administrators will help navigate complex processes to maximize resources and advance project goals efficiently.

4.2 Key Personnel

Ayres will provide an experienced team to the City of Superior's N28th Street project. Our team of professional engineers, technicians, and support staff has successfully completed many bridge replacement projects throughout Wisconsin. We know this site very well through **our team's work preparing the FRA grant.**

Dan Sydow, PE, will serve as project manager. He is based in our Eau Claire office and will be your primary contact, attend meetings, schedule work, monitor progress and budgets, serve as the team leader, and see that this project is completed to your satisfaction.

A list of our key personnel is included on the organizational chart on the following page, with resumes detailing each team member's capabilities and experience following.

Availability of Staff to Complete the Work

We are growing to help **serve you better!**

Ayres performs monthly workload projections. Our current projections indicate continued financial stability yet show sufficient capacity to handle this contract. In addition, extra capacity from our teaming partners means that we have more than enough availability to complete your project on schedule. As one example, **our structural team has more than doubled in the last three years, giving us plenty of capacity to take on a project of this scope.**

CITY OF SUPERIOR

Team Key

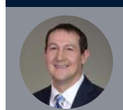
Ayres	ROWP
Olsson	MVAC
Pinnacle	AET

PROJECT MANAGEMENT

PROJECT MANAGER

Dan Sydow, PE
24 years of experience

ASSISTANT PROJECT MANAGER

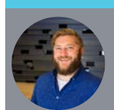


Brian Lambert, PE
21 years of experience

1 Team
6 Experts
WORKING FOR YOU

TEAM LEADS

PLANNING (ALTERNATIVES)



Kyle McLaughlin, AICP
10 years of experience

RAILROAD COORDINATION

Lynn Leibfried, PE
30 years experience

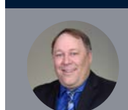
ENVIRONMENTAL

Logan Seipel, PG
11 years of experience

QA/QC

Eric Sorensen, PE
31 years of experience

ROADWAY DESIGN

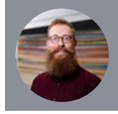


Jeff Abramson, PE
32 years of experience

GRANT COMPLIANCE

Corinne Donahue, AICP
29 years experience

BNSF STANDARDS COMPLIANCE

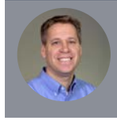


Trevor Attwood, PE
17 years experience

PLANNING (PUBLIC ENGAGEMENT)

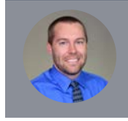
Chris Silewski, PLA
19 years of experience

STRUCTURAL DESIGN



Arlen Beaudette, PE
28 years of experience

SURVEY



Chris Badtke, PLS
13 years of experience

TEAM MEMBERS

STRUCTURAL
Dave Pantzlaff, PE
Karen Waldera, PE
Joe Bluma, PE

MUNICIPAL UTILITIES
Justin Scheunemann, PE
Gareth Shambeau, PE
Stephanie Ramsey, PE

WETLANDS
Rob Wayne, AWD
Darrel Plank

TRAFFIC
Alexander Cowan, PE, PTOE
Noutheng Yang, PE, PTOE

TRANSPORTATION DESIGN
Isaac Hiner, PE
Nate Woolever, PE
Matt Jacobs

TRANSPORTATION DESIGN
Aaron Keller, PE
James Gallagher, PE

ARCHEOLOGICAL
Vicki Twinde-Javner

NEPA COMPLIANCE
Steve Schleicher
Cami Snow, PE
Scott Thelen

GEOTECHNICAL
Mohammed Khan, PE
Gregory Reuter, PE, PG, BC, GE

RIGHT OF WAY
Dave Selissen, SR/WA

Daniel Sydow, PE

Project Manager

In his over 20-year career at Ayres, Dan has enjoyed the challenges along his path to the opportunity to manage our talented structural engineers. Dan's project responsibilities include project management and engineering for highway and pedestrian bridges, buildings, dams, retaining walls, tunnels, existing structure assessments and renovations, and structural repairs. Dan has designed **hundreds of bridge replacements** and rehabilitations in 10 states and in nearly all of Wisconsin's counties. Dan's railroad-related experience is broad, encompassing the design and management of highway, railroad, and pedestrian bridges, and his attention to detail and collaborative approach help facilitate successful coordination with railroads, municipalities, and the Wisconsin Department of Transportation.

Total Experience

24 Years

Registrations

Registered Professional Engineer, WI
MN, IL, WY, CO

Education

BS, Civil and Environmental Engineering, University of Wisconsin-Madison

Memberships

Society of American Military Engineers

American Society of Civil Engineers

American Public Works Association

Select Experience

- **Barker's Island Causeway & Bridge, Superior**
- **Bong Memorial Bridge Rehabilitation, Superior**
- **FRA Railroad Crossing Elimination Grant Galloway Street, Eau Claire**
- **Belknap Street over BNSF Railroad, Superior**
- Stoughton Road (USH 51) over Wisconsin and Southern Railroad, McFarland
- Rose Street (STH 35) Bridge over BNSF Railroad, Onalaska
- IH 39 over CN Railroad, Rothschild
- STH 29 over CN Railroad, Wausau
- Beach Road over East Troy Railroad, East Troy
- Arthur Road over CNRR, Slinger
- STH 29 over the UP Railroad, Hallie
- IH 39 over CTH B and Railroad Bridge Rehabilitation, Portage County
- STH 181 (North 76th Street) over CNW Railroad Bridge Rehabilitations, Milwaukee
- Bobolink Road over Union Pacific Railroad, Dodge County, Town of Lowell
- Cemetery Road/Pokegama River Bridge, Douglas County, Town of Superior
- Hammond Avenue over Crawford Creek, Douglas County, Town of Superior
- Hilpiper Road over Clear Creek Bridge Replacement, Douglas County, Town of Superior
- CTH "A" over Amnicon River, Douglas County
- Lawler Bridge Road over Eau Claire River, Douglas County
- Smith Bridge Road over Minong Flowage Bridge Replacement, Douglas County
- Correctional Facility Entrance Bridge over Eau Claire River, Douglas County
- West Mail Road over Moose River Bridge Replacement, Douglas County

Brian Lambert, PE

Assistant Project Manager

Brian's expertise includes the management and design of street and utility improvements, stormwater management plans, and construction observation for communities across the region. He works closely with clients, regulatory agencies, and contractors to deliver practical, cost-effective solutions that enhance local infrastructure. Brian's work in northern Wisconsin includes trail systems, street and utility improvements, and community development projects. He has played a key role in the design and development of pedestrian and bicycle trail systems, including the City of Hayward Area Pedestrian and Bicycle Trail System, Rails to Trails System Improvements in Ashland, and the Sawyer County Bike and Pedestrian Trail System.

Brian also brings considerable railroad experience to his projects. He has led design and coordination efforts for projects involving railroad crossings and infrastructure, focusing on early and active coordination to facilitate successful permitting and project delivery.

Total Experience

21 Years

Registrations

Registered Professional Engineer, WI
MN, IA

Education

BS, Civil Engineering, University of Wisconsin-Platteville

Select Experience

- **USH 53/IH 535 Intersection, Superior**
- **N 5th Street Culvert, Superior**
- **Barker's Island Causeway & Bridge, Superior**
- Trail Phase 2 CN Railroad Crossing, Two Harbors
- USH 63 Burlington Northern Railroad Bridge Replacement, Pierce County
- Union Pacific Railroad High Bridge Rehabilitation, Eau Claire
- Outagamie CTH "CE" and Railroad Street Intersection Improvements, Kimberly
- 40th Avenue and STH 124 Intersection with Right Turn Lane Railroad Coordination, Lake Hallie
- Riverside Utility and Street Improvements, Duluth
- STH 13 Reconstruction with Railroad Crossing and Street/Underground Utilities, Mellen
- Jackpine Avenue Railroad Crossing, Solon Springs
- 195th Street Bridge over Paint Creek, Chippewa County
- Grand Avenue Half Moon Lake Bridge, Eau Claire County
- Grand Avenue Pedestrian Bridge Rehabilitation, Eau Claire County
- Water Street Bridge Replacement Approaches and Streetscaping, Eau Claire
- IH 94 Bridge Rehabilitations, St. Croix County
- Powell Avenue over Kinnickinnic River, River Falls
- South Main Street over Red Cedar River Bridge Replacement, Rice Lake
- State Street over Black River Bridge Replacement, Medford
- Rails to Trails System Improvements, Ashland
- Bayfield Street Reconstruction, Washburn

Jeff Abramson, PE

Roadway Design Lead

Jeff has more than 30 years of experience leading roadway and bridge projects across Wisconsin, including many within Superior and Douglas County. Jeff's expertise covers all aspects of project management, from design and client coordination to public involvement and agency communication. He has managed a wide range of transportation projects for local governments, including railroad-adjacent projects, which consistently provided solutions that met project schedules and budgets. Jeff has a comprehensive understanding of WisDOT's plans, specifications, and environmental documentation. His approachable style and commitment to client satisfaction have helped Ayres deliver successful outcomes for communities throughout the region.

Total Experience

32 Years

Registrations

Registered Professional Engineer, WI

Education

BS, Civil Engineering, University of Wisconsin-Platteville

Select Experience

- Douglas CTH "C" (STH 35 to Kronberg Road) Rehabilitation, Superior
- USH 53/IH 535 Intersection, Superior
- USH 2 Bong Bridge Structure Repairs, Superior
- Bong Memorial Bridge Structure Rehabilitation, Superior
- Bong Memorial Bridge Roadway Segment, Superior
- USH 2, Bong Bridge Painting, Superior

Arlen Beaudette, PE

Structural Lead

Arlen specializes in the development of bridge and transportation-related structural plans, project management, and the preparation of design computations, cost estimates, and technical reports. Arlen has played a key role in the design and rehabilitation of bridges over railroads, including the USH 53 railroad overpass rehabilitations in Superior. These projects demonstrate Arlen's ability to address the complex challenges of structural work over active rail corridors, helping ensure safety, constructability, and minimal disruption to rail operations. Arlen's collaborative approach and technical expertise make him a trusted resource for complex bridge projects, especially those involving railroads.

Total Experience

28 Years

Registrations

Registered Professional Engineer, WI +7 other states

Education

BS, Civil Engineering, California State University, Chico

Select Experience

- USH 53 Railroad Overpass Rehabilitations, Superior
- USH 2/USH 53 Concrete Overlay Bridge Rehabilitation, Superior
- USH 2 Bong Bridge Structure Repairs, Superior
- Trail Phase 2 CN Railroad Crossing, Two Harbors
- Ashland County STH 13 over Soo Line Railroad Bridge Rehabilitation
- IH 39 over CTH B and Railroad Bridge Redecks, Portage County
- Bobolink Road over Union Pacific Railroad, Dodge County

Christopher Badtke, PLS

Survey Lead

Chris specializes in survey coordination, project planning, and the preparation of transportation plats, utility corridor property base mapping, and easement exhibits. He provides critical support for corridor surveys, right-of-way plats, and CADD-developed deliverables. Chris also has experience with projects that must take power lines and utilities into consideration, and works closely with engineering and infrastructure teams to deliver precise, reliable survey data that supports the successful execution of these types of complex transportation and railroad-adjacent projects.

Total Experience

13 Years

Registrations

Registered Professional Engineer, WI +5 other states

Education

AS, Civil Engineering Technology, Madison Area Technical College; BS, Water Resources-Fisheries and Limnology, University of Wisconsin-Stevens Point

Select Experience

- Barker's Island Causeway & Bridge, Superior
- CN Railroad Hawthorne Phase 2 Right of Way, Superior (sub to HDR)
- Wisconsin Central Railroad Crossing Staking, Solon Springs
- Water Street Trail and Wall Design, Eau Claire
- CTH "Z" (Lyman Lake Road to STH 13) Improvements, Douglas County
- CTH "D" Reconstruction (Evans Lane to Elm Road), Douglas County
- CTH "C" (Minnesota State Line to STH 35) Reconstruction, Douglas County
- Lidberg Road over Eau Claire River Bridge, Douglas County
- Great River Energy Easements (sub to HDR), Park Rapids, MN

Logan Seipel, PG

Environmental Lead

Logan supports infrastructure, transportation, and federally regulated projects through environmental planning and regulatory compliance. He routinely integrates environmental considerations into planning-level decision-making and preliminary project development by identifying regulatory requirements, managing technical inputs, and supporting alternatives analysis. His background in federal environmental review processes and grant-funded project delivery allows him to help project teams anticipate constraints, reduce risk, and align environmental compliance with project schedules and milestones. Logan serves as the day-to-day environmental lead supporting preparation of a third-party environmental assessment for the U.S. Bureau of Land Management (BLM), where he coordinated NEPA documentation, biological and cultural resource reviews, and interagency consultation with BLM and USFWS under a federally defined schedule and review framework.

Total Experience

11 Years

Registrations

Registered Professional Geologist, WI, MN, FL

Education

BS, Geoscience, Hydrogeology, Geology, University of Wisconsin-Stevens Point; MS, Hydrogeology, Illinois State University

Select Experience

- Municipal Transportation and Utility Environmental Reviews, Various Statewide
- EPA Brownfield Assessment and Redevelopment Planning, Eau Claire
- UW-Madison Preserve Outreach Center Environmental Impact Statement
- BLM Mosaic South Fort Meade Environmental Assessment

Total Experience

19 Years

Registrations

Registered Professional Landscape Architect, WI
MN, FL

Education

BS, Environmental Design; BLA, Landscape Architecture, North Dakota State University

Chris Silewski, PLA

Public Engagement Lead

Chris is recognized for his dynamic approach to public engagement. He excels at guiding multidisciplinary teams and facilitating meaningful stakeholder conversations, helping ensure that every project is shaped by authentic community input. Chris' expertise lies in translating public feedback into creative, implementable design solutions for parks, recreation systems, and public spaces. His approachable communication style and strategic thinking make him a trusted partner for municipalities and organizations seeking to foster strong community connections. Chris tailors his engagement strategies to fit the needs of each community he works with, prioritizing community outreach, user experience, and local context, leaving a lasting, positive impact on the places he helps create.

Select Experience

- Wade Bowl PIP, Superior
- Tower and Belknap Maintenance, Superior
- Accessible Archery Range, Superior
- Grand Avenue Half Moon Lake Bridge, Eau Claire
- Railroad Park and Visual Enhancement, Wildwood
- Trempealeau Park Plan and Construction
- Rib Mountain Drive/TID No. 1 Corridor Study/Master Plan

Total Experience

31 Years

Registrations

Registered Professional Engineer, WI
MN, FL, AZ, GA

Education

BS, Civil Engineering, University of Minnesota

Eric Sorensen, PE

Quality Assurance/Quality Control Lead

Eric joined Ayres in 1995, steadily advancing his career from his work as a design engineer and then a transportation supervisor and ultimately vice president of Midwest transportation operations. He oversees transportation and traffic engineering and construction services in Wisconsin.

He has extensive experience managing and designing transportation-related projects for the State of Wisconsin and local governments. His experience includes project coordination with government and local agencies, and he has served as resident engineer for construction observation projects.

Select Experience

- Bong Memorial Bridge Structure Rehabilitation, Superior
- USH 53/STH 35 Feasibility Study, La Crosse
- USH 53/USH 63 Interchange Design, Trego
- East South Street, Rice Lake
- South 1st Avenue Reconstruction, Wausau
- 12th Street Bridge over Central Canal Replacement, Yuma County, AZ

Total Experience

30 Years

Registrations

Registered Professional Engineer, MN

Certifications/Training

eRailsafe Certified; BNSF and UPRR Contractor Safety Certifications

Education

BS, Civil Engineering, South Dakota State University

Lynn Leibfried, PE

Railroad Coordination

Lynn brings over 25 years of combined experience in civil engineering, project management, and people leadership. As a client relationship manager, she serves as the primary liaison between Olsson and BNSF, fostering strong corporate alignment and long-term partnerships. Prior to joining Olsson, **Lynn spent 17 years at BNSF Railway**, where she held a variety of roles spanning public projects, capital expansion design and construction, and taconite facility project management. As a manager and assistant director of public projects, she collaborated with numerous public agencies across the Midwest and South to advance infrastructure projects while minimizing impacts to rail operations and maintaining a strong focus on safety.

Select Experience

- BNSF, Grant Application and Support Services; Twin Cities Division and Montana Division
- City of Wenatchee, Confluence Parkway Railroad Coordination; Wenatchee, WA
- North Dakota Department of Transportation, ND 297 (Demers Avenue and 42nd Street Grade Separation Railroad Coordination); Grand Forks, ND
- Utah Department of Transportation, 5600 S Widening and I-15 Bridge Reconstruction Railroad Coordination; Ogden, UT

Total Experience

17 Years

Registrations

Registered Professional Engineer, KS

Education

BS, Civil Engineering, Kansas State University; MS, Engineering Management, Kansas State University

Trevor Attwood, PE

BNSF Standards Compliance

Trevor brings valuable expertise in railroad operations, safety protocols, and the critical coordination required between public agencies and Class I railroads to achieve successful project delivery. **During his 12 years at BNSF**, he served in roles including front-line supervisor, project engineer, and bridge designer, gaining firsthand experience across railroad operations and infrastructure delivery. At Olsson, Trevor has served for two years as the program manager for the firm's Public Projects construction observation contracts, where he leads construction management coordination with Class I railroads across Olsson's Public Projects territory.

Select Experience

- BNSF, 4th Street Shoo-Fly Underpass Inspection Services; Moore, OK
- BNSF, Argentine Yard Stoplog Levee Design Review and Inspection; Kansas City, KS
- City of Wenatchee, Confluence Parkway Railroad Coordination; Wenatchee, WA
- UPRR, Railroad Over Grade Separation Public Projects Management; Glendale, WI

Total Experience

10 Years

Certifications/Training

American Institute of Certified Planners (AICP)

Education

BS, Civil Engineering, University of Nebraska-Lincoln; MS, Civil Engineering, University of Nebraska-Lincoln

Kyle McLaughlin, AICP

Planning

Kyle brings extensive experience leading planning-driven alternatives analyses for complex rail corridor and grade separation projects, with a demonstrated ability to bridge community priorities, railroad operations, and engineering feasibility. He will guide evaluation of grade separation options, including alignment refinement, structure length considerations, and integration with the local street and multimodal network. His approach emphasizes clear decision frameworks that balance safety, constructability, cost awareness, and long-term mobility benefits, helping ensure alternatives are technically sound and publicly defensible. This phase will also include significant public and stakeholder engagement efforts, translating community input into actionable direction that supports selection of a preferred alternative and positions the project for environmental clearance and future federal funding. **Kyle has intimate knowledge of the 28th Street grade separation project, being the primary grant writer for the project, successfully securing RAISE and RCE grant awards.**

Select Experience

- 28th Street Grade Separation FRA Grant, Superior
- City of Lincoln/Railroad Transportation Safety District, 33rd & Cornhusker Viaduct, FRA RCE Grant Program (2024), $66.7M (won); Lancaster County, NE
- 13th Street Walkability Study; Omaha, NE
- Project Connect York 13-Mile Trail System, York, NE
- Downtown Principal Corridors Study, Lincoln, NE

Total Experience

29 Years

Certifications/Training

American Institute of Certified Planners (AICP)

Education

BS, Hotel, Restaurant, and Institutional Management, Kansas State University; Master of Urban Planning, University of Kansas

Corinne Donahue, AICP

Grant Management

Corinne brings nearly 30 years of experience in transit and transportation planning, with deep expertise in delivering federally funded projects and managing complex grant programs. She has led successful applications for major discretionary programs while overseeing FTA compliance reviews and supporting statewide strategic planning efforts. Her portfolio spans road–rail grade separation prioritization, multimodal corridor studies, and transit system enhancements. Corinne currently serves as the primary liaison to the FRA for the ND 297 (Demers Avenue) and 42nd Street Grade Separation Project, guiding grant compliance, communication, and project coordination.

Select Experience

- North Dakota DOT, ND 297 (Demers Avenue) and 42nd Street Grade Separation FRA Liaison; Grand Forks, ND
- Central Oklahoma Transportation and Parking Authority, OKC Moves Streetcar Implementation, U.S. DOT RAISE Grant Program (2023), $7.3M; Oklahoma City, OK
- Ozark Regional Transit Authority, Charging and Fueling Infrastructure FHWA CFI Grant Program (2024), $14.9M (won); Benton County, AR

Keeping Things on Track

Because our teaming firm, Olsson, routinely works both for railroads and alongside public agencies, our team is uniquely positioned to balance public goals with railroad operational needs and deliver solutions that earn acceptance from all parties.

Olsson is a trusted partner to **Class I railroads, including BNSF Railway and Union Pacific Railroad**, providing technical and managerial support on public projects that affect railroad right-of-way and operations. Their teams are relied upon because they understand railroad standards, operational priorities, and risk tolerance, and they consistently deliver reviews and decisions that protect railroad infrastructure while helping public projects move forward.

For many Class I railroads, Olsson serves as a **third-party design reviewer**, conducting detailed reviews of roadway, bridge, drainage, utility, and grade separation projects proposed by public agencies. In this role, they act as a technical gatekeeper, helping to ensure compliance with railroad requirements, identifying fatal flaws early, and resolving constructability and clearance issues before projects advance into final design or construction.

In other cases, Olsson acts as the **railroad's public projects manager,** representing the Class I railroad directly in coordination with cities, DOTs, and consultants. This includes managing communications, reviewing and approving design submittals, supporting construction oversight, and guiding projects through railroad processes.

4.3 Related Experience

The following pages showcase several projects from Ayres and Olsson from the past three years that involved services similar to those that will be required for the City's 28th Street project, including:

- Structural and civil design concepts
- Environmental review
- Railroad coordination with BNSF and local municipalities
- FRA compliance and ongoing monitoring support
- Preparation of FRA Project Management Plan (PMP)
- Monitoring Procedure (MP) coordination and deliverables
- Audit-ready preliminary engineering documentation
- Railroad bridge design
- Project-wide geotechnical engineering and analysis
- Ground improvement design to address constructability constraints
- Clearance, constructability, and staging coordination for active rail operations
- Corridor and subarea planning for rail crossing elimination
- NEPA EA preparation and approval
- FRA coordination to support federal funding eligibility
- Preliminary roadway engineering and alignment development
- Grade separation concept evaluation and design coordination
- Public involvement planning, facilitation, and documentation
- Stakeholder and advisory committee coordination

Every team member shown in this proposal who worked on the following projects has at least a decade of experience in these services.

Several additional projects that are older than three years are also included following these profiles to demonstrate the full breadth of expertise our team provides.

GALLOWAY STREET OVER THE UNION PACIFIC RAILROAD OVERPASS

Eau Claire, WI

The City of Eau Claire hired Ayres to perform an engineering study and develop concept plans and a report for the City's use in pursuing funding for an overpass to carry Galloway Street over the Union Pacific Railroad east of downtown.

In addition, Ayres partnered with the City of Eau Claire to submit a Federal Railroad Administration (FRA) grant application that successfully resulted in $12M in funding for the project.

Vehicular, bicycle, and pedestrian traffic has increased in recent years along Galloway Street and is expected to increase in the future with the completion of the River Prairie development to the east in Altoona. In addition, railroad train traffic has increased in recent years, causing a safety concern at the existing Galloway Street at-grade railroad crossing.

The future project would involve construction of a new railroad overpass carrying Galloway Street and the Old Abe Trail over the railroad tracks, replacing the existing at-grade crossing.

Services included developing roadway design concepts for realignment and raising of Galloway Street over the tracks; developing a roadway design concept for connection of Bellevue Avenue to Galloway Street east of the railroad crossing; developing a design concept for the railroad overpass bridge, pedestrian underpass tunnel, and retaining walls; preparing a report; and assisting the City in preparing an FRA application.

STOUGHTON ROAD (USH 51) OVER WISCONSIN AND SOUTHERN RAILROAD

McFarland, WI

Ayres provided design services on a 1.2-mile pavement replacement project on a four-lane divided segment of USH 51 from 600 feet north of Larson Beach Road to Voges Road in the Village of McFarland.

Improvements include replacing the existing concrete pavement structure on this expressway, reconstructing the **USH 51 southbound bridge over Taylor Road and the railroad**, rehabilitating the northbound bridge over Taylor Road and the railroad with new expansion joints and repainting the steel superstructure and bearings, replacing wingwalls on the USH 51 bridges over Siggelkow Road, five new retaining walls, adding auxiliary lanes to USH 51 north of Siggelkow Road, and constructing single-lane roundabouts at the Siggelkow Road ramp terminals.

A new 275-foot-long, three-span prestressed concrete girder bridge was constructed to replace the structure carrying southbound lanes of Stoughton Road over the Wisconsin and Southern Railroad. Designed with a curved, skewed, and tapered geometry, the bridge was tailored to fit the site constraints and integrate a nearby off-ramp. **Extensive planning, constructability reviews, and strategic staging were essential to maintain uninterrupted railroad operations** and help provide adequate working space for the contractor. Additionally, the bridge design incorporated the Lower Yahara River Recreational Trail.

The project included two separate PS&E packages, one an early preparatory project that constructed median crossovers and shoulder widening, and the other one the main construction project. Construction of the two projects began in the fall of 2024 and ended late in 2025.

BONG MEMORIAL BRIDGE REHABILITATION

Superior, WI

Ayres has a long-term connection with the iconic Bong Memorial Bridge crossing the St. Louis River in the City of Superior. From its original design to two recent rehabilitation projects, Ayres has been there to help ensure this critical link stands the test of time.

The Ayres-designed structure was completed in 1984. The 1.5-mile-long bridge features steel girder approach spans along with a steel tied arch main span over the shipping channel.

Ayres also designed the rehabilitation of this bridge that was completed in 2015. This rehabilitation involved a concrete deck overlay, replacing 24 expansion joints, re-painting steel members, upgrading lighting, and other miscellaneous repairs. Extensive coordination was needed among federal, state, and local officials and businesses.

The most recent rehabilitation project was completed in 2025 in preparation for the upcoming Blatnik Bridge project. This project involved providing preliminary and final structure design including traffic control, agency coordination, public involvement, and PS&E package for a structure rehabilitation project that included spot painting, concrete surface repair on the center piers, lighting replacement, center parapet repair and sealing, and a methyl methacrylate (MMA) deck sealer.

The design was performed on an accelerated schedule to ensure work could be done prior to the Blatnik Bridge replacement.

DEMERS AVENUE AND 42ND STREET GRADE SEPARATION

Grand Forks, ND

The DeMers Avenue and 42nd Street Grade Separation is a complex, federally funded infrastructure project delivering a new urban underpass, multiple bridges, and significant roadway and rail improvements along one of Grand Forks' most critical transportation corridors.

The project crosses an active BNSF Class I railroad mainline and **is advancing under stringent Federal Railroad Administration (FRA) oversight** as part of a $30 million Railroad Crossing Elimination (RCE) grant awarded in 2023 and administered by the North Dakota Department of Transportation (NDDOT).

Olsson is providing integrated railroad engineering, geotechnical engineering, and FRA monitoring and documentation support. Early in the project, Olsson's geotechnical team performed project-wide subsurface investigations supporting the roadway, rail alignment, and both bridge structures. These investigations identified constructability challenges that directly influenced bridge type selection, span configuration, and approach geometry. Through targeted analyses and close coordination with the design team, the team developed practical solutions, such as ground improvement piling, that enabled steeper embankments, reduced bridge lengths, and minimized impacts within a constrained urban footprint.

In parallel, Olsson designed the BNSF railroad bridge, consisting of a steel beam superstructure with reinforced concrete deck and waterproofing system supported on deep foundations. The structure incorporates architectural treatments to serve as a visual landmark while meeting BNSF, NDDOT, and AREMA clearance and safety requirements. Continuous coordination with railroad stakeholders ensured that horizontal and vertical clearances, constructability, and future maintenance needs were addressed early and efficiently.

Schedule management has been a defining element of the project. Olsson supported an aggressive delivery timeline tied to federal funding milestones by proactively identifying potential railroad and FRA review concerns and resolving them in advance. Today, Olsson continues to support the project as the primary liaison to the FRA and its Monitoring and Technical Assistance Support (MTAS) team, preparing the FRA Project Management Plan, coordinating Monitoring Procedure deliverables, and assembling audit-ready preliminary engineering documentation. This ongoing involvement demonstrates Olsson's ability to integrate engineering excellence with disciplined federal compliance for complex, schedule-driven rail grade separation projects.

33RD STREET & CORNHUSKER HIGHWAY PLANNING, ENVIRONMENTAL, & DESIGN

Lincoln, NE

The 33rd Street & Cornhusker Highway Grade Separation is a complex urban rail safety and mobility project focused on eliminating two high-risk at-grade railroad crossings along a heavily traveled freight corridor. Nearly 65 trains per day block traffic at the North 33rd Street and Adams Street crossings as they traverse the **double-track BNSF mainline**, resulting in extended delays, limited emergency access, and some of the highest exposure ratings and crash histories in Nebraska.

The City of Lincoln, in coordination with the Lincoln/ Lancaster County Railroad Transportation Safety District (RTSD), is advancing a grade-separated solution that eliminates the at-grade crossings at North 33rd Street and Adams Street near Cornhusker Highway (US 6) and consolidates movements via a new bridge structure over the rail corridor. The adjacent North 44th Street crossing will remain open but will be enhanced to improve pedestrian accessibility and meet ADA requirements.

Olsson led the early planning, environmental, and preliminary engineering phases of the project, including subarea planning, NEPA documentation, and roadway design.
Anticipating that federal funding would be critical to full project implementation, we **proactively advanced the NEPA process early in project development to align with anticipated FRA requirements**. Olsson led the preparation of the Environmental Assessment (EA), which was approved and signed in May 2025. **A Federal Railroad Administration grant in the amount of $66.7 million through the Railroad Crossing Elimination program was awarded to the project in January 2025.**

Public involvement was integrated throughout planning and environmental review. Our team developed and implemented a comprehensive Public Involvement Plan that included public notifications, stakeholder and advisory committee coordination, public meetings, project fact sheets, a project website, and targeted social and traditional media outreach. By engaging stakeholders early, we fostered transparent, consistent communication and incorporated community input into project refinement from the outset.

The project is now advancing toward final design of a grade separation viaduct over the active railroad corridor and a new pedestrian bridge over the Deadmans Run drainageway. Together, these improvements will enhance safety, improve multimodal connectivity, reduce traffic and emergency response delays, and support long-term mobility improvements along this critical corridor.

Additional Ayres Related Experience

Rose Street (STH 35) Bridge over BNSF Railroad

Client: WisDOT Southwest Region

WisDOT's Southwest Region retained Ayres to design the reconstruction of the USH 53/STH 35 interchange with IH 90 at La Crosse, along with reconditioning 2.4 miles of IH 90 and improvements for 13 bridges along the segment. The project required a wide breadth of transportation engineering expertise to create a gateway that welcomes all in an environmentally sensitive area.

Structural engineering involved two bridge replacements, five concrete overlay bridge rehabilitations, **one bridge redecking and one bridge replacement over four sets of active railroad tracks,** four bridge rehabilitations involving deck replacements, one **mechanically stabilized earth (MSE) retaining wall,** and 20 sign structures. Innovative use of fiber reinforcement polymer (FRP) fabric was applied to cost-effectively strengthen and preserve existing bridge piers. FRP allowed the team to reuse existing materials instead of wasting structural components that still had service life remaining.

The replacement of the Rose Street bridge over the BNSF Railroad was particularly challenging. The **bridge crosses four sets of railroad tracks that are considered some of the most active rail lines in the state**. Special coordination with the railroad and careful consideration of construction staging was required. In addition, special coordination and constructibility reviews were needed to allow for construction in close proximity to overhead transmission lines. The new bridge incorporates a multi-use path in addition to Rose Street vehicular traffic.

The project included reconditioning a segment of Rose Street (STH 35) from the BNSF railroad overhead structures to Elm Street. The urban portion of the project impacted many businesses along the corridor, **including two relocations.** Public involvement was critical to keeping all impacted businesses informed about the project and ultimately building a roadway that meets their needs.

USH 53/STH 35/Rose Street was converted from a rural roadway to an urban section from Livingston Street to the BNSF railroad structures. **Storm sewer, lighting, sidewalk, a multi-use path, and bike accommodations were included in this section.** To address occasional flooding along this section of Rose Street, the elevation of the roadway was raised above the Black River's 100-year flood event.

The cities of Onalaska and La Crosse took the opportunity to improve their water and sanitary sewer facilities within the project area. These plans were included with the roadway plans to allow for one contractor to coordinate all the work in the area. This process helped to speed

up construction and avoid potential conflicts between contractors.

Several public involvement meetings were held, and the project included extensive agency coordination.

Completing the plans required careful coordination with the City of La Crosse on lighting, sanitary sewer, water, and the eagle viewing area and with the City of Onalaska on lighting and sanitary sewer, as well as with WisDOT's ITS designers and the Minnesota Department of Transportation (MnDOT) project manager and contractor for a simultaneous project to the west. MnDOT coordination was necessary to make sure staging for the two projects did not conflict.

Not only did the project accomplish many goals, but it also was **completed on schedule and on budget**, even with all the complexities of a large project with multiple subconsultants and coordination with two DOTs, a railroad, an airport, two cities, and a town.

USH 2 (Belknap Street)/Banks Avenue Intersection Improvements and Bridge Rehabilitation

Client: WisDOT Northwest Region

Ayres designed the rehabilitation of the Belknap Street bridge over the BNSF railroad tracks. The project involved a concrete deck overlay, replacement of 4 expansion joints, re-painting steel girders, and concrete surface repairs along the 1,910-foot-long, 16-span bridge. Project challenges included a high volume of traffic -- 17,000 vehicles per day on USH 2 and 3,800 vehicles per day on Banks Avenue. In addition, some sections of the project area needed to be kept open to traffic during construction.

Ayres' services included field survey, agency coordination, utility coordination, report writing, signal design, roadway/intersection plans, and plans, specifications, and estimates. Ayres also developed plans for a bridge rehabilitation project just off the west end of the project. Traffic control and construction activities were coordinated.

40th Avenue and STH 124 Intersection

Client: Lake Hallie, WI

Ayres developed roadway plans for a gated railroad crossing improvement and a new right turn lane at the intersection of STH 124 in Lake Hallie. The project included preliminary roadway geometric layouts within existing right of way; coordination with utilities in the project limits including high-pressure gas main, electrical transmission and distribution lines, fiber optic cable, and water main; coordination with the railroad for gated crossing requirements including a new median design for the crossing gates due to roadway width; coordination with stakeholders including an asphalt paving company, area subdivisions and the Village ballfields; and coordination with the DOT regarding new signal design.

Final design included multilane intersection layout, median design, bike trail connections and signal design along with construction staging and a detour route; construction easements with property owners; and final construction plans, specifications, and bidding services.

Additional Olsson Related Experience

CONNECTSarpy Program

Client: Sarpy County, Nebraska

The CONNECTSarpy – West Sarpy Program began as a corridor study for an I-80 connection and grew to cover a nine-square-mile area between 168th and 204th streets, from Harrison Street to Nebraska Highway 370. The $65 million project features nine miles of new roadway and 10 structures, improving connections to West Omaha.

As Nebraska's first public roadway project using the CM/GC delivery method, Olsson collaborated closely with the contractor to optimize sequencing and constructability. Bridge design engineers worked with roadway and hydraulic teams to plan alignments and spans for crossings over South Papillion Creek and the BNSF Railway.

Structures included:

- New two-span, 300-foot-long curved steel plate girder bridge over BNSF Railway
- New three-span, 460-foot-long high-skew steel plate girder bridge over BNSF Railway
- New four-span, 530-foot-long prestressed concrete girder bridge over BNSF Railway and the South Papillion Creek
- New single-span, 105-foot-long NU girder bridge over South Papillion Creek
- Widening of a single-span, 108-foot-long welded plate girder over South Papillion Creek
- Quadruple 8-foot span over 6-foot rise box culvert
- 42-foot-span steel plate arch structure
- Various retaining walls and stormwater pipe headwalls

AGP Road 37 Viaduct over BNSF Railway

Client: David City, Nebraska

Olsson served as the lead design consultant for the Road 37 Viaduct project in David City, Nebraska, supporting access to a major new agricultural processing facility. The project replaced an existing gravel roadway and eliminated a critical at-grade BNSF railroad crossing through the construction of a 460-foot, four-span viaduct, improving safety and long-term mobility. Our scope included preliminary and final design for 1.5 miles of new pavement, a prestressed precast concrete beam (PPCB) bridge on a 30-degree skew, right-of-way services, and construction administration, along with dedicated turn lanes at the intersection of Nebraska Highway 15 and Road 37.

Working under an accelerated schedule, we implemented precast vertical drains to reduce embankment settlement time and installed electronic monitoring systems to track performance in real time. We leveraged 3D modeling using OpenBridge Modeler for elevation

CONNECTSarpy bridge


AGP Road 37

verification and ProStructures for preliminary pier reinforcement, while adhering to NDOT standards. The bridge deck and rails were protected using an innovative soybean-based concrete sealer. Extensive coordination with BNSF enabled final railroad approval within the client's desired seven-month review window, keeping the project on track for completion in 2025.

Road W BNSF Overpass

Client: Clay County, Nebraska

The Clay County Road W BNSF Overpass project began with a clear need: to restore a vital connection for residents and travelers after the closure of an aging timber bridge over the BNSF Railway. The deteriorating structure was no longer safe, leaving the community without a direct route and affecting daily commutes, emergency access, and local travel.

Olsson partnered with Clay County from the concept phase, guiding the project through design, railroad coordination, and construction. Our team delivered a three-span, 216-foot bridge that now carries a two-lane rural roadway over the BNSF tracks. To address vertical clearance challenges, our engineers raised the roadway profile and modified the existing BNSF access road. The design incorporated BNSF-specific safety features—including crash walls, fencing, and concrete railings—to meet grade separation requirements while accommodating potential future track expansion.

The completed overpass restores a critical transportation link and provides a safer, more reliable crossing for both the traveling public and railroad operations.


Road W

WHY AYRES + OLSSON?

The Ayres and Olsson team has been purposefully assembled to do the heavy lifting for the City through the entire process, leaving you free to focus on your vision for the project.
We will:

Cut through red tape. Ayres has excellent working relationships with key regulatory agencies that will be reviewing the 28th Street project. We already know what the expectations and requirements will be.

Hit the ground running. Olsson has already worked with you to win the FRA grant, and Ayres has worked on multiple projects within the City. We know your preferences and your community.

Streamline the process with BNSF. Olsson will help continue to strengthen the relationship between the project team and BNSF. Olsson's team includes staff who are dedicated to working with BNSF on projects, so they understand the Railroad's perspective and requirements.

Look to the future with you. With planners, environmental specialists, and engineers all focused on what this project may bring to the City's residents and visitors, we'll hold public engagement sessions that both listen and inform, gaining buy-in and reaching consensus on what matters most.

4.4 Project Approach and Management

Our team welcomes the opportunity to partner with the City of Superior on the N28th Street Grade Separation Project, an initiative that represents a significant investment in public safety, mobility, and long-term reliability. Through our previous involvement with the 28th Street railroad crossing, including preparation of the successful FRA grant application, as well as numerous projects completed in and around Superior, we are familiar with the corridor, surrounding neighborhoods, and operational environment. This background has allowed us to identify key project considerations that will be addressed throughout the design process (see maps on page 31-32).

Ayres and Olsson have completed multiple urban railroad bridge and grade separation projects of similar complexity and scale. Our team understands the design, coordination, and regulatory challenges associated with active rail yards and federally funded projects. We've delivered **hundreds of successful local bridge projects across Wisconsin**, and we bring proven experience coordinating with BNSF Railway, navigating FRA requirements, and delivering projects that balance technical excellence with community needs and fiscal responsibility.

Ayres, in partnership with Olsson and our specialized subconsultants, will deliver the N28th Street Grade Separation Project through a disciplined, phased approach aligned with the City of Superior's RFQ requirements, the Federal Railroad Administration's Statement of Work, and applicable federal and state regulations. Our approach emphasizes early coordination, transparent decision-making, cost control, and schedule certainty to help ensure responsible use of public funds while advancing a safe, efficient, and publicly supported solution.

As outlined in the Request for Qualifications, the following sections provide detailed descriptions of our approach to achieving the goals and objectives of the project.

Project Understanding

The N28th Street Grade Separation Project is a complex, federally-funded planning-level effort intended to evaluate and advance a grade-separated solution that eliminates one or two at-grade rail crossings within an active BNSF rail yard. The project must address FRA grant requirements, railroad operational constraints, NEPA review processes, and City objectives related to safety, mobility, and long-term feasibility.

Ayres brings direct experience with the City of Superior, FRA-funded projects, and railroad-adjacent infrastructure, and Olsson brings experience with the N28th Street FRA grant application and nationally recognized expertise in FRA compliance and Class I railroad coordination. Together, our team understands that successful delivery hinges on proactive coordination with the FRA and BNSF, disciplined scope and schedule management, and timely completion of required deliverables at each approval gateway.

Task 1: Project Management Plan (PMP)

The N28th Street grade separation project is just too complex to simply walk into and commence work. A project management plan sets out your requirements, outlines the tasks required to complete the project, determines the expertise required, and budgets the time for tasks. A good plan will provide a means of measuring progress versus cost, quality, schedule, and your satisfaction from beginning to end.

The Ayres Project Plan Handbook is the tool we use to create project plans that help ensure cost control and quality assurance.

Our well-thought-out plans identify conflicts early in the life of the project and solve them at minimal costs. The overall objective of the project plan we'll create for the City is to keep plan requirements flexible to fit a wide range of needs yet be defined in enough detail to ensure that all aspects of a good plan are covered. The requirements will allow the flexibility to use the format of work scope, work tasks, scheduling, and reporting procedures preferred by the City.

We'll prepare a draft PMP, using a tested template developed in-house specifically based on FRA's Capital Planning Guidance. This template integrates the expectations of the FRA and will assist Ayres with comprehensive project management.

Additionally, we will prepare a detailed project risk register to help monitor and assess project risks throughout the project life cycle, and will submit updated versions of the PMP (tracked in a table embedded in the document) as milestones are reached or on a quarterly basis, as needed.

We will prepare the draft Final Performance Report for review and certification using FRA's Final Performance Report Form (FRA F-33). This final report will describe the cumulative activities of the project, including a complete description of the City's achievements with respect to the project objectives and milestones, and provide for a final project accounting/budget narrative, with a focus on public outcomes and benefits.

COST CONTROL & QA/QC

Our team takes extra care to provide thoughtful, cost-effective solutions that respect financial constraints while delivering quality results. Ayres will leverage our experience on over 400 local bridges in Wisconsin to help ensure project costs are kept current with industry trends.

In addition, our rigorous quality assurance procedures have proven to be a benefit to projects across the state. Contractors have commented that they bid plans from Ayres "tighter" because they are error-free, easy to read, and use desirable construction details – which means you can trust us to stick to your budget and your schedule.

"Everyone involved really knew their stuff. That's part of what you're looking for when hiring for a project like this. They have to be able to roll with the punches, and Ayres' team was able to do that. We were fortunate to have a project manager with experience and who understood the major issues with the bridge."

John Rooney
Commissioner of Public Works, City of Racine

Our team will support the City with preparation of draft reports for certification and submission, including Quarterly Reporting (Standard Form (SF)-425 Financial Report and FRA SF 6280.43 Quarterly Progress Report). Reporting goes hand in hand with financial progress, and we can also assist with the preparation of reimbursement requests under the FRA Grant Agreement, using both the FRA Payment Template and the SF-250 Request for Reimbursement.

Task 2: Project Planning / Alternatives Analysis

Following PMP approval, the team will conduct planning level technical evaluations and stakeholder outreach to develop and assess grade separation alternatives. This work will be consistent with the FRA Project Planning Lifecycle. Additional tasks will include:

- Identification and refinement of feasible grade separation alternatives
- Horizontal and vertical alignment concepts
- Multimodal considerations and roadway connectivity
- Preliminary structure concepts and span configurations
- Coordination with BNSF regarding clearance, constructability, and operational impacts
- Planning level cost estimates and schedule considerations
- Stakeholder and public engagement to inform and refine alternatives.

We are keenly aware of the challenges associated with railroad coordination and the importance of FRA grant compliance to help ensure the project continues on a reasonable schedule and project funding is not put into jeopardy. The Ayres team includes Olsson and **Pinnacle** to leverage their varied and extensive experience with railroad coordination and FRA compliance.

Olsson will perform railroad coordination and structures plan review of design concepts for the proposed roadway overpass on 28th Street. Olsson has provided railroad coordination services on several public agency projects involving Class I railroads, including BNSF. They will:

- Review required contract documents and assist the City with execution of agreements with BNSF Railway to engage the railroad in the project.
- Manage regularly scheduled project team meetings including the railroad to discuss project status, outstanding items needing BNSF and/or design team attention, project timeline, plan submittals, future project steps, and overall progress of the project.
- Assist with obtaining any permits required to access BNSF Railway property.
- Coordinate concept design reviews with BNSF Public Projects and Structures representatives.
- Manage general correspondence with BNSF Railway.

We are familiar with the requirements presented in the UPRR/BNSF Grade Separation Guidelines document

RAILWAY COORDINATION

Both Lynn Leibfried and Trevor Attwood are former BNSF Railway employees who filled roles in Public Projects and Structures, respectively, so they hold first-hand knowledge of what BNSF's expectations are.

They have worked on multiple grade separation projects, managing them from the railroad's perspective, reviewing plans to verify compliance with BNSF requirements. They have relationships with staff of the BNSF Engineering Services & Structures team that will be managing this project on behalf of the railroad.

as well as have a robust history reviewing structural design plans to verify railroad requirements are met, and project constructability is considered. We will use this knowledge of the written requirements, along with practical field experience, to offer professional insight on concept designs and identify potential time and/or cost saving solutions, all with an eye on safety throughout the process.

Right of Way Professionals, Inc. (ROWP) has extensive experience working with property owners, utilities, and public agencies and will provide early identification of potential right of way constraints, access considerations, and coordination challenges that may influence alternative selection. Their involvement in this planning stage will help the City anticipate stakeholder concerns, reduce downstream risks, and support transparent communication throughout the planning process.

American Engineering Testing, Inc. (AET) will provide planning level geotechnical engineering support in this stage to inform alternatives evaluation. AET's experience with subsurface investigation, foundation conditions, and constructability considerations for transportation and railroad adjacent projects will be used to identify geotechnical constraints, risks, and opportunities.

Public Involvement

We expect that the public will be very interested in this project given the size and scope of the improvement. Public engagement will involve a variety of strategies. In addition to formal public meetings, we anticipate providing biannual updates via the City's website including exhibits and opportunities for public input.

Our staff has significant experience in public involvement efforts for urban projects of all sizes, and we will take care to involve the vested parties and those most affected by the project. We will work closely with the City in developing a public involvement plan that meets the needs of the project but is flexible enough to be modified as the project develops. We recommend a minimum of three public meetings strategically sequenced throughout the design process.

We can leverage our proven success using top-notch design image renderings of the proposed project to better communicate the project. We can provide detailed design image renderings to effectively communicate the project with the public and reviewers. In addition, we can develop tri-lingual project flyers, website, and postings

Coordination Meetings

We anticipate several meetings will be needed to help ensure quality communication between key stakeholders. In addition to monthly check-in meetings with the City, we anticipate facilitating bimonthly meetings with the railroad and affected utilities. Three main design meetings beyond the periodic progress meetings are envisioned. The first meeting will be the

COMMUNITY ENGAGEMENT THAT WORKS

Let's admit it, lines on construction plans mean very little to most residents. We will leverage our success using top-notch design image renderings of the proposed project to better communicate the project.

For example, on Ayres' Half Moon Lake project in Eau Claire, design image renderings and virtual fly-through animation (shown at right) brought the project to life for residents and regulators to help reach consensus and gain buy-in. In addition, a tri-lingual project website and notices were developed to effectively communicate to area residents.

operational planning meeting, which is intended to inform utilities, railroad, and regulatory agencies about the project, gather input, and discuss alternatives, costs, and design concepts. The second meeting will involve a design charrette involving a select focus group of City staff and elected officials to further refine the design and help ensure a consensus is reached with key individuals or groups. A third meeting will be a preliminary design details meeting to finalize design details and other issues that may come up. Additional meetings will be held as needed.

The outcome of this task will be a project planning package that clearly documents the alternatives considered, the evaluation criteria applied, and the recommended alternative(s) for advancement. The planning package will be submitted to FRA for review and acceptance prior to proceeding.

Task 3: Environmental Review

Following approval of the Project Planning Package, we will prepare all required documentation to comply with applicable environmental laws, including the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act, Section 4(f) of the US DOT Act, and Section 7 of the Endangered Species Act.

We anticipate the level of environmental review pursuant to the National Environmental Policy Act (NEPA) will be Categorical Exclusion (CE). At the start of this task, Ayres will confirm with the FRA Environmental Coordinator (or their authorized representative) that this level of review is appropriate based on the project description and regulations in 23 CFR 771.116. Environmental review deliverables will include the FRA CE Worksheet and supporting attachments. Environmental review topics include land use, cultural resources (i.e. Section 106), parks and recreational facilities, transportation, noise and vibration, air quality, hazardous materials and waste, communities and environmental justice, waters of the U.S., floodplains, water quality, navigable waterways, coastal zones, important farmlands, listed species, public safety, and cumulative effects.

Cultural resources work for compliance with Section 106 of the National Historic Preservation Act includes a Phase I archaeological survey and architectural history reconnaissance survey conducted by qualified subconsultants for the project site. Deliverables will include Phase I archaeological survey report and architectural/history report. These reports will be incorporated into the NEPA environmental review documentation. We assume that the FRA, as the lead federal agency, is responsible for conducting all correspondence with the State Historic Preservation Office (SHPO; Wisconsin Historical Society) and applicable Tribal Historic Preservation Officers (THPOs). Review of endangered species for compliance with Section 7 of the Endangered Species Act includes an endangered resources review (ERR) conducted by the Wisconsin Department of Natural Resources (WDNR).

Ayres will review an endangered species list prepared by the United States Fish and Wildlife Service (USFWS) and prepare determination keys for federal endangered

KEEPING YOU IN THE LOOP

One of Ayres's core values is that we treat our clients as partners. We make it a priority to communicate with you and keep you informed and aware of progress, challenges, and next steps throughout each stage of the project.

With open, transparent dialogue, clear lines of communication, and regular updates, we want you to feel confident and engaged. We're committed to collaboration and partnership that supports successful project outcomes and builds lasting trust.

"They have the best people to work with, and they always kept us up to speed on our project."

Dennis Graf
Commissioner of Public Works, Town of Meeme
(referring to South Cleveland Road bridge project)

species. We assume that the FRA, as the lead federal agency, is responsible for conducting all correspondence with the USFWS.

All environmental documentation will be submitted to FRA for approval prior to advancing to preliminary engineering.

Task 4: Preliminary Engineering

Our team will complete a preliminary engineering (PE) design set, as specified in the PMP. The PE design set will include engineering from concept through the 30% design level, which includes necessary field surveys, operational analysis, legal due diligence, and preparation of drawings and cost estimates.

Ayres' field survey of the site will include topographic features, railroad facilities, buildings, and utilities. The survey area will, in general, encompass the area needed to provide quality evaluation of alternatives. Lidar will be used to supplement the ground survey. We'll coordinate closely with the BNSF railroad to ensure they are confident that the work is being performed safely.

Utility Coordination

Utility coordination will be a key component of the PE phase due to the presence of underground gas facilities, underground communications infrastructure, and overhead electric distribution lines within the project corridor. Ayres will initiate early and proactive coordination to identify potential conflicts, inform design development, and reduce risks to project schedule, cost, and constructability.

We will identify utilities through record reviews, utility mapping, field reconnaissance, and coordination with utility owners. Available as-built information will be reviewed and verified to the extent practicable, and potential conflicts with roadway geometry, structural elements, drainage features, foundations, and construction staging will be documented and evaluated during PE. Where conflicts are identified, Ayres will work collaboratively with utility providers to evaluate avoidance, protection in place, or relocation concepts and incorporate applicable requirements into the preliminary design assumptions.

Utility coordination activities will be fully integrated with roadway, structural, and geotechnical design development to help ensure utility constraints are considered during alternative refinement and PE design. Assumptions, coordination outcomes, and recommended resolutions will be documented in the Preliminary Engineering Design Set, supporting informed decision making and positioning the project for efficient advancement into subsequent phases.

ENVIRONMENTAL EFFICIENCIES

Based on the WDNR Surface Water Data viewer, there are several pockets of wetlands adjacent to the 28th Street corridor. Wetland impacts for various alternatives will be calculated, compared, and minimization strategies will be employed. Ayres has an assured wetland delineator who can confirm wetlands as needed, and we routinely work through the process of mitigating unavoidable impacts to wetland mitigation banks.

Our environmental specialists have extensive experience supporting FRA-funded projects and coordinating closely with technical design teams to maintain schedule alignment.

Water Distribution and Sanitary Sewer Collection Utilities

During PE, the team will develop preliminary relocation concepts for water, sanitary sewer, and stormwater utilities where conflicts are identified, coordinating with the City and utility owners to define relocation extents, sequencing considerations, and planning-level cost assumptions to inform design refinement and future phases.

Soils Investigation

AET will use Standard Penetration Test (SPT) soil borings and Cone Penetration Test (CPTu) soundings to develop the foundation designs for the structures and account for the large fills anticipated to accommodate the railroad overpass. Based on information we have gathered for this site and AET's extensive work in this area, we expect the project location to have compressible cohesive soils over dense sands and silty sands with the sandstone bedrock estimated to be over 200 feet below existing grade. Soil samples collected during SPT borings will be used to perform index testing along with specialized laboratory testing such as unconfined compression tests (ASTM D2166) and one-dimensional consolidation tests (ASTM D2435) to determine soil parameters and classifications. CPTu soundings will include tip stress, sleeve friction, porewater pressure, and shear wave velocity (Vs) measurements, which correlate to useful parameters such as friction angle and soil modulus, for better evaluating settlement potentials in soils at the site. Global stability analysis will be performed for approach embankments and retaining walls using limit equilibrium software.

AET will provide recommendations for pavement design, foundation recommendations including settlement analysis related to the large embankments and retaining wall design parameters including global stability analysis.

Right-of-way Ownership Determination and Relocation Considerations

Regardless of the alternative ultimately selected, additional right of way acquisition is anticipated, including the potential for impacts to adjacent properties and structures. Based on review of City records and prior project experience in the corridor, existing right of way widths vary along the project limits. Title research will be performed to confirm property ownership and right of way boundaries, with particular attention given to BNSF Railway right of way and areas where railroad and City roadway rights of way overlap.

Right of Way Professionals, Inc. (ROWP) will support the project by providing appraisal services and conceptual relocation planning during PE. ROWP's involvement will help identify acquisition needs, assess right of way risks, and inform alternative refinement, including evaluation of partial or full property interests

FEDERAL AND STATE REGULATIONS

Our team brings considerable experience navigating federal and state regulations for structural projects across Wisconsin. We are well-versed in the requirements of agencies such as the Wisconsin Department of Transportation, Federal Highway Administration, and Wisconsin Department of Natural Resources. Ayres' professionals stay up to date on evolving regulations, permitting processes, and compliance measures, which helps streamline project delivery and minimize delays.

We also have excellent working relationships with the regulators who will be involved with this project.

"They do stormwater. They do roads. They do bridges. I mean, they're able to tackle all phases of a project and to coordinate those with the different outside government agencies. There's a lot of things that have to be correlated to get a project completed and done on time."

John Rogers
Former Highway Commissioner,
Forest County

and potential building impacts associated with the selected alternative.

Traffic Management Plan

The traffic management plan will involve a multi-phased approach to help ensure safety and minimize disruption for all road users, including motorists, pedestrians, cyclists, and the railroad. This will include a comprehensive site assessment to understand existing traffic volumes and patterns, surrounding road geometry, and potential hazards.

A temporary traffic control (TTC) plan will be developed to manage traffic during all stages of construction, using strategies such as lane closures, detours, signage, and traffic controllers, with particular attention to accommodating railroad operations and helping to support worker safety. The plan will also incorporate a public information and communication strategy to notify stakeholders, businesses, residents, and the traveling public of closures, alternative routes, and project timelines. Additionally, the scope will detail procedures for incident management, emergency vehicle access, and ongoing monitoring and review to help ensure the plan's effectiveness throughout the project life cycle.

Roadway Design

Our team is uniquely knowledgeable about this site through our past concept study and assistance with the FRA grant.

The roadway serves as a local connector between residential areas, industrial uses, and the regional transportation network. In the project area, N 28th Street traverses an active BNSF rail yard where it currently intersects two at-grade railroad crossings, identified as #061459A and #082636K, crossing multiple north–south oriented rail lines within a high traffic operating environment. The exact termini of the proposed grade separation will be determined through the planning level alternatives analysis.

During preliminary engineering, the project team will advance roadway design concepts consistent with the selected grade separation alternative. Preliminary roadway engineering will evaluate horizontal and vertical alignments necessary to provide safe and efficient east–west travel along N 28th Street while accommodating grade separation over the BNSF rail corridor. Design activities will consider roadway tie-ins to adjacent residential neighborhoods, access to BNSF yard offices and operational facilities, and connectivity to the surrounding street network, while maintaining compliance with applicable City, WisDOT, and FRA design criteria.

The team will also review multimodal opportunities within the corridor, including pedestrian, bicycle, and shared-use accommodations, to enhance safety, accessibility, and neighborhood connectivity. We will refine roadway profiles to balance acceptable grades,

AHEAD OF THE CURVE

Team member Kyle McLaughlin served as the lead planning and coordination staff member for the 28th Street Grade Separation project, supporting early project development, interagency collaboration, and funding strategy. He led stakeholder coordination among the City, railroad partners, and state and federal agencies; facilitated project scoping discussions; and helped advance the project from concept through preliminary planning.

This continuity uniquely positions our team to efficiently transition into implementation activities while maintaining stakeholder trust, schedule momentum, and consistency in project goals.

sight distance, drainage, and coordination with required structural clearances over the rail yard. Preliminary typical sections will be developed to define pavement widths, curb and gutter, multimodal facilities, and roadside features. We'll closely coordinate roadway design with structural, geotechnical, utility, and right of way considerations to support constructability and minimize impacts. The results of these efforts will be documented in the 30 percent preliminary engineering design set, including plan layouts, profiles, and planning level cost implications.

Structural Design

New bridges will be required over the BNSF tracks. In the design and development of the bridge, we will develop several alternative structure types or geometric configurations to enable selection of the design that provides the best balance between practical construction considerations, right of way requirements, aesthetics and blending with the topography, railroad impacts, and costs.

A prestressed concrete girder structure is typically the most cost-effective structure type in Wisconsin for this type of crossing. This structure type has proven to involve the least long-term maintenance while still providing longer span lengths with a reasonable superstructure depth. In order to limit the span length and amount of grade raise needed along 28th Street, we anticipate studying mechanically stabilized earth (MSE) walls with precast concrete facing panels. Coordination with the railroad will determine the ultimate span length and configuration depending on BNSF plans for potential future expansion of the tracks in this area and maintenance road needs.

Aesthetic enhancements such as decorative railings, colored or stained concrete, and accent lighting will be considered. Our team has successfully implemented a variety of aesthetic enhancements on award-winning bridge projects across the country. Alternatives will be presented to the City and any desired focus groups to gain consensus while understanding the upfront and long-term maintenance costs.

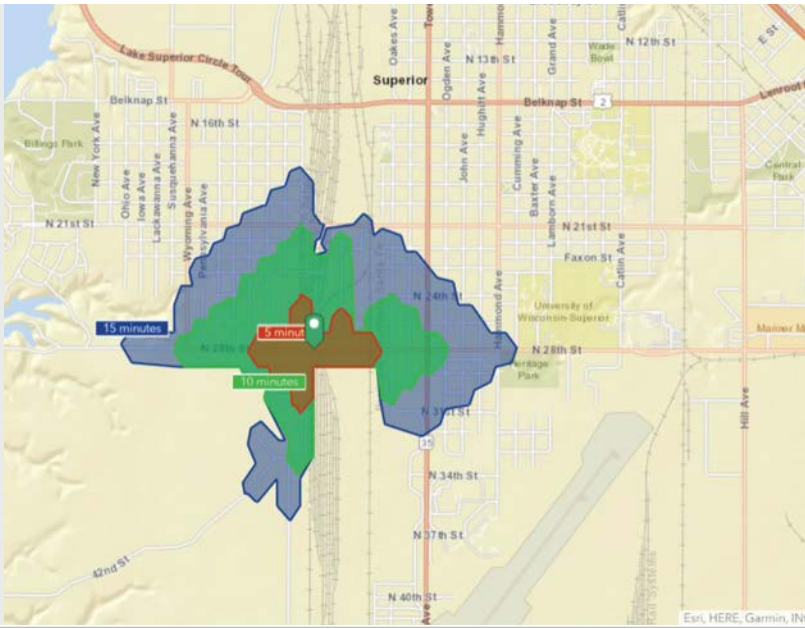
Proposed Schedule

Given our previous work with the FRA and BNSF, the project schedule outlined in the RFP is achievable:

Notice to Proceed	June 2026
PMP Completion	December 2026
Project Planning Package	June 2027
NEPA Documentation	January 2028
PE Design Set	January 2028

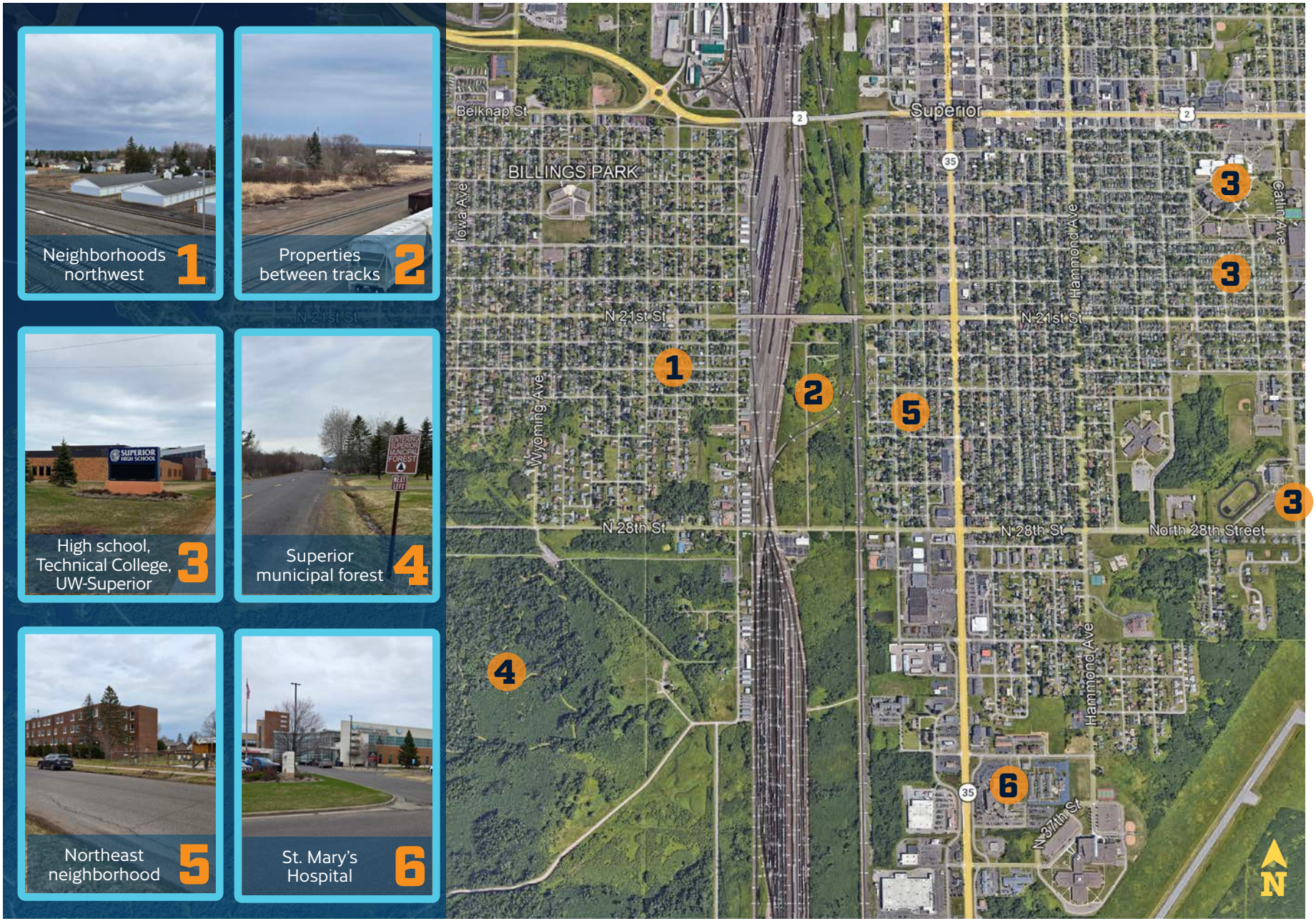
SEAMLESS GRANT ADMINISTRATION

Our team provides a process that is structured, proactive, and integrated with project management alongside technical delivery. We understand that successful federal grant execution depends not only on engineering quality, but on disciplined compliance with grant agreements, adherence to approved scopes and schedules, and timely completion of all required financial and performance reporting. To support this, we'll provide hands-on support with FRA Project Management Plans (PMPs), Monitoring Procedures, quarterly progress reports, and financial reporting forms, ensuring all submissions meet federal standards and audit expectations.



Project Connections

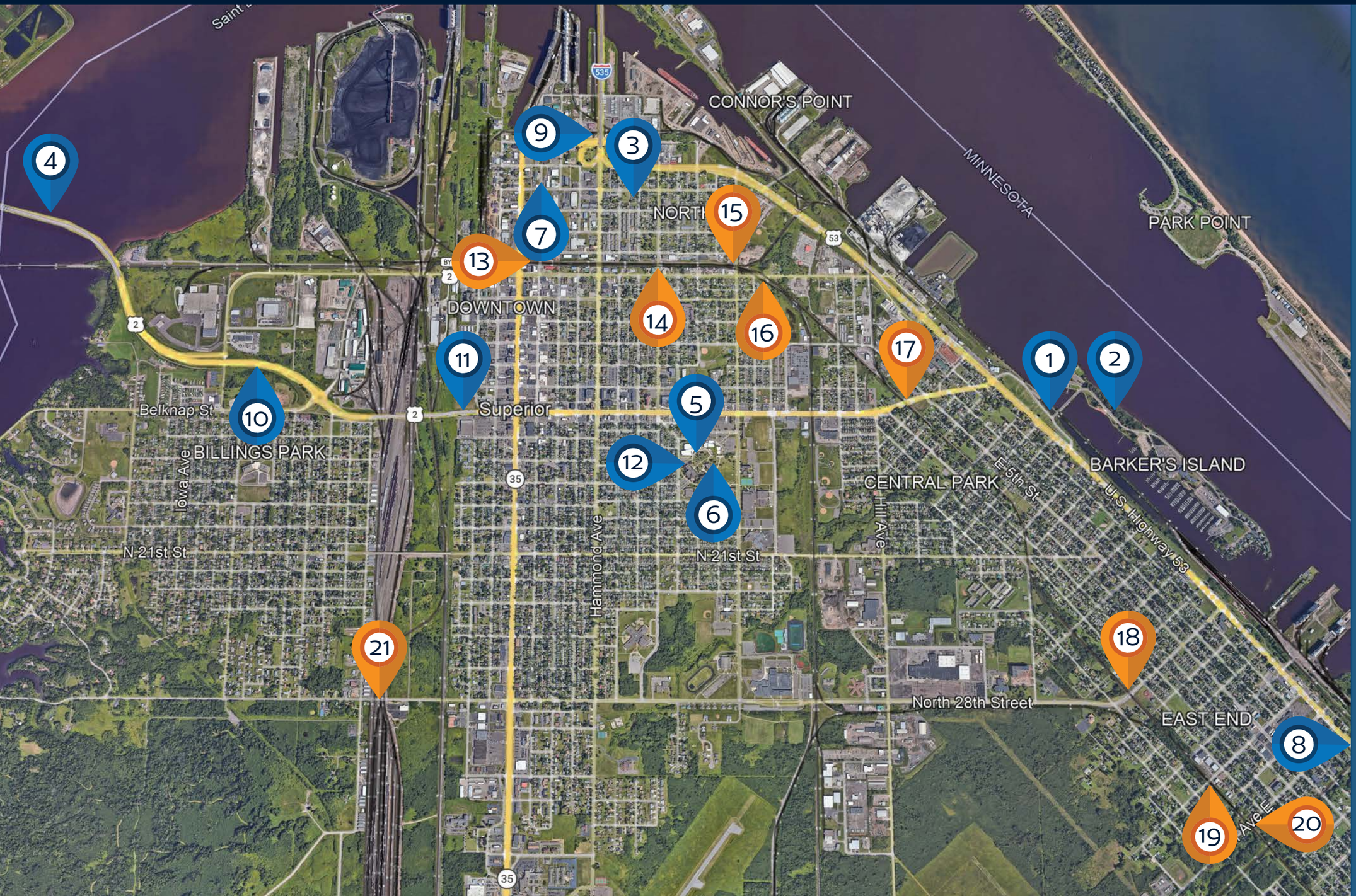
Based on our knowledge of this project area and similar projects, we have identified several stakeholders who may be affected by or could benefit from this grade separation project. Ayres will coordinate closely with each to support a successful and collaborative process.



Project Considerations

We have carefully reviewed the project site and the City's goals for this project. Based on our specific experience with this area and our wide-ranging expertise in civil, structural, railroad, and environmental projects, we have identified some potential challenges and opportunities. A few are shown below.

City of Superior Experience



Ayres Projects

1. Barker's Island Causeway & Bridge
2. Barker's Island Marina Dock Rehabilitation
3. N. 5th Street Culvert
4. USH 2 Bong Bridge Structural Repairs
5. UW-Superior Environmental Impact Assessments (6)
6. UW-Superior Flood Study and Flood Protection
7. WisDOT Parking Lot Improvements
8. USH 2/USH 53 Concrete Overlay Bridge Rehabilitation
9. USH 53/IH 535 Intersection
10. Bong Memorial Bridge Rehabilitation, Roundabout, and South Approach
11. USH 2 (Belknap Street)/ Banks Avenue Intersection Improvements and Bridge Rehabilitation
12. UW-Superior Entry Walks and Retaining Wall Repair

Olsson Projects

13. Ogden Avenue RR Crossing
14. Grand Avenue RR Crossing
15. Caitlin Avenue RR Crossing
16. Winter Street RR Crossing
17. Belknap Street RR Crossing
18. 18th Avenue RR Crossing
19. 22nd Avenue RR Crossing
20. 24th Avenue RR Crossing
21. 28th Street Grade Separation FRA Grant

4.5 Subconsultants

Ayres is proud to bring the City a wide-ranging team of subconsultants, each carefully selected for their specialized expertise. This team provides all the services required for this complex project. By leveraging the strengths of trusted partners, we can deliver seamless project coordination, innovative solutions, and comprehensive support, helping the City achieve its goals. More information on each of these subconsultants' qualifications is included on the following pages.

OLSSON

Grant administration, planning, railroad coordination, transportation

olsson

Not only did Olsson author the successful grant application for this project, their team also brings considerable experience in railroad coordination. Their involvement ensures a deep understanding of project goals, funding requirements, and regulatory expectations. With a history of navigating the complexities of railroad partnerships, Olsson can anticipate challenges and keep the 28th project aligned with both grant and railroad standards, delivering added value and peace of mind for the City.

Contact: Kyle McLaughlin, 402.990.9221

PINNACLE

NEPA compliance

Pinnacle has extensive railroad-adjacent projects and will augment Ayres's environmental services, helping ensure that NEPA compliance requirements are met. This combined expertise will help streamline the environmental review process, anticipate potential challenges, and facilitate clear communication with regulatory agencies and railroad stakeholders.

Steve Schleicher, 763.315.4501

MVAC

Archaeological/historic investigation

MVAC's team brings a deep understanding of regional history and regulatory requirements, helping to identify, assess, and manage cultural resources efficiently. Their established relationships with agencies and thorough knowledge of compliance processes support timely project approvals and help avoid costly delays.

Contact: Vicki Twinde-Javner, 608.785.6475

ROW PROFESSIONALS

Right of way evaluation

Right-of-Way Professionals has extensive experience evaluating properties that may require partial or complete acquisition. Their insights will help anticipate potential real estate challenges and provide accurate cost estimates for what can be a highly variable project cost.

Contact: Dave Selissen, 715.830.0544

AET

Geotechnical

AET has decades of experience and sophisticated investigation equipment, providing critical geotechnical data that helps clients reduce uncertainty on their construction projects.

AET is local to the project and has extensive experience evaluating soil conditions in the City.

Contact: Mohammed Khan, 612.600.7860

FIRM PROFILE

Olsson is a nationally recognized planning and design firm with a rich history of engineering possibilities. Founded in 1956, the firm has grown from a small engineering practice into a multidisciplinary organization known for approaching each project with understanding, technical rigor, and a commitment to improving the world around it.

Olsson believes in investing in its people to strengthen technical capabilities and build long-term partnerships with communities and clients that align with its values. The firm has cultivated a culture of accountability, collaboration, and responsiveness—values that guide both its work and professional relationships.

olsson®

Olsson's Rail Expertise

- Track & Intermodal
- Hydrology & Hydraulics
- Rail Structures
- Signal Design
- Grade Crossing Signal Preemption
- Environmental Services
- Geotechnical Engineering & Drilling
- Materials Testing & Special Inspections
- Survey
- Nondestructive Testing
- Construction Management/ Administration
- Industry & Public Projects
- Real Estate & Utility Coordination
- Facilities
- Fueling Facilities
- Industrial Wastewater
- Emergency Response

Olsson delivers comprehensive rail solutions across North America, providing a full suite of design, engineering, and consulting services tailored to the rail industry. Its national team brings decades of experience working with Class I railroads, shortline operators, industrial developers, and public agencies, allowing the firm to support projects from initial planning and permitting through final design and construction management.

The firm specializes in complex, multidisciplinary rail projects. Capabilities include track and intermodal yard design, bridge and structural engineering, rail signal and grade crossing design, hydrologic and hydraulic analysis, geotechnical exploration, and environmental permitting. Olsson also navigates regulatory requirements and coordinates utilities to keep projects on schedule and within budget, supported by in-house surveying, materials testing, and nondestructive testing services.

With more than 2,200 employees—including over 130 dedicated rail professionals—Olsson offers the technical depth and resources to deliver high-quality results on projects of any size or complexity. Its collaborative, responsive approach fosters strong industry relationships and results in cost-effective, sustainable solutions. Whether supporting new rail expansions, facility upgrades, or critical repairs, Olsson is a trusted partner committed to safety, innovation, and operational excellence.

Subconsultant

Pinnacle Engineering, Inc. (Pinnacle) is an environmental engineering and consulting **firm founded in 1991 that specializes in serving the railroad industry.** With over 75 years of collective experience solving environmental challenges for rail clientele, Pinnacle understands the unique complexities associated with railroad operations.

The transportation of cargo across thousands of miles of track presents distinctive environmental challenges, as tracks traverse a wide range of landscapes requiring specialized approaches to maintenance, expansion, and materials handling. Pinnacle addresses these challenges through a comprehensive suite of services tailored to railroad needs.

Pinnacle's **railroad-specific services include environmental compliance and permitting**, supporting railroads in meeting regulatory requirements that may involve environmental assessments and documentation. Their environmental engineering team provides technical solutions for rail-specific challenges, while their site development and land planning services create sustainable designs for railroad facilities and infrastructure.

Pinnacle can rapidly respond to railroad clients' environmental challenges. They take pride in their systematic and common-sense approach to achieving compliance without duplication of effort, which has contributed to their record of over 90% of revenue coming from repeat business.

Steve Schleicher

NEPA Compliance | Vice President

Certification: 40-Hr General Industry, OSHA Trainer
40-hour HAZWOPER

Education: BS, Environmental and Public Health, University of Wisconsin

Steve brings over 29 years of stellar experience in environmental and occupational health including safety management. He is a trusted partner and team builder who is responsible for helping to ensure best-in-class applications of environmental expertise and resources for Pinnacle clients. Steve responsively directs project scope development, top-tier project management, workforce assignments, and stringent quality control to help ensure regulatory compliance and due diligence. He controls timelines for the pre-construction process and directs a complex permit matrix. Steve, with his team of experts, is committed to making sure every aspect is timely, flawless, and successful from inception to final close-out.

SPECIALTY EXPERTISE:

- Comprehensive Industrial Environmental Compliance
- SPCC/FRP, CAA, CWA, RCRA, EPCRA, RMP/PSM, GHG
- Greenfield and Brownfield Project Due Diligence Reviews
- Compliance Auditing and Self Disclosure
- Regulatory Agency Interaction and Negotiation
- Permitting and Compliance Program Development
- Renewable Energy and Fuels

Select Experience:

- **NEPA Policy.** Steve is well-versed in honoring the National Environmental Policy Act (NEPA). He has a deep understanding and integration of all environmental considerations in every aspect of the decision-making process, with transparency to assess and communicate environmental impacts. A detailed analysis is created of a project's environmental effects, along with potential alternatives. This analysis is based on best practices and determines if a proposed action will have a major impact on the environment.

Cami Snow, PE

Senior Project Engineer

Registrations/Certifications: Professional Environmental Engineer (IA, KS, MO, NE, TX)

Process Hazard Analysis Leadership; Lead LCFS Verifier; Process Safety Management; Facility Siting Consequence Analysis Techniques; Air Dispersion Modeling; 40-hour HAZWOPER

Education: BS, Environmental Engineering, Utah State University; MS, Civil & Environmental Engineering, Utah State University

Cami joined Pinnacle in 2015 and currently serves as a senior project engineer within the Industrial Services group. She specializes in providing engineering and compliance support for a range of industrial facilities, with a particular

focus on the renewable fuels manufacturing sector. Safety practices are essential, and Cami brings a deep understanding to define environmental impacts clearly. Before joining Pinnacle, Cami gained valuable experience as an environmental compliance engineer at an ammonia manufacturing facility, where she honed her expertise in regulatory adherence and environmental program management.

Select Experience:

- **Environmental Permitting and Due Diligence.** Cami has extensive experience in environmental permitting, including the preparation of multimedia permit applications for greenfield (new construction) projects as well as renewals and modifications for existing facilities. She has developed comprehensive permitting and compliance applicability matrices and managed due diligence evaluations for various projects. Additionally, Cami **has contributed to the development of NEPA environmental assessments to support projects seeking federal agency funding and facilitate project advancement.**

Scott Thelen

Senior Scientist

Certifications: E-Railsafe Certified; 40-Hr HAZWOPER; Wetland Delineation; NEPA, Part 1021EA, EIS; 40 CFR NEPA Part 1500-1508; 10 CFR Part 1021 NEPA; Clean Water Act, Section 404 & 401; MN Chapter 6115, 7050 & 8420; COE HEA/HGM; MN Routine Assessment Method

Education: BS, Environmental and Public Health, University of Wisconsin

Scott serves as Pinnacle's technical manager for natural resource evaluations. He is responsible for collecting and verifying natural resources data and evaluating physical and contamination impacts to natural resources. His project management experience ranges from environmental assessment, remediation, and mitigation, to permitting and site closures for a variety of clients.

SPECIALTY EXPERTISE:

- NEPA Process
- EA/EAW - AUAR - EIS
- Wetlands Delineation, Permitting, Mitigation and Monitoring
- Threatened and Endangered Species Studies and Inventories
- Ecological Communities Surveys and Assessments
- Phase I/II Site Assessments
- Federal and State Function and Value Assessments

Select Experience:

- **NEPA Process.** Scott has provided NEPA services on multiple residential and commercial developments ranging in size from 3-1200 acres. He has provided NEPA guidance for wind power, **railroads**, dredging, mining, commercial and residential projects in multiple states.
- **Ecological Services.** Scott has completed wetland determination, delineation, permitting, and monitoring services on over 120 properties in WI, MN, IA, ND, SD, and NE.
- **Threatened and Endangered Species Review and Study.** Scott has performed reviews and studies concerning eagles, mussels, and many varieties of vegetative communities and habitats. Some recently completed studies have included birds, bats, bald eagles, golden eagles, and a variety of mussels. These reviews and studies have been completed in multiple states for wind farms, **railroad bridge crossings**, dredging operations, and mining sites.
- **SHPO Review and Submittal.** As part of the NEPA process, Scott has completed SHPO reviews and submittals for a variety of commercial and industrial clients in MN, WI, SD, ND, and IA.

Subconsultant

MVAC has engaged in archaeological and historical research throughout Wisconsin, Minnesota, Iowa, and Illinois since its founding in 1982 by personnel from the University of Wisconsin–La Crosse. It is one of only a handful of institutions in the Midwest with personnel on hand that include prehistoric and historic archaeologists, a paleoethnobotanist, a paleozoologist, and full-time specialists in archaeology education. Since its founding, MVAC has carried out over 1,000 major cultural resource projects. This extensive experience in historic preservation activities helps to ensure that MVAC is able to complete any type of cultural resource or historic preservation project in an efficient, timely, and cost-effective manner.

Vicki Twinde-Javner

Senior Research Archaeologist

Membership/Publications: Chair, La Crosse County Historic Sites Preservation Commission – 2003-present

Co-Editor – The Wisconsin Archeologist – 2011-present

President, Wisconsin Archeological Society – 2005-2008

Education: MS, Anthropology, University of Wisconsin–Milwaukee; BA, Archaeological Studies and Sociology, University of Wisconsin–La Crosse. Minor: Anthropology

Vicki has been involved with Midwestern archaeology for 30 years and has directed and taken part in a wide range of contract projects acting as Principal Investigator and in other capacities. She serves as Principal Investigator or in other capacities to plan, design, and execute archaeological research and contract projects, from proposal preparation through fieldwork and analysis, to final report generation, including Phase I, II, and III projects.

She is **qualified to serve as a Principal Investigator under the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation for both prehistoric and historic sites.** She has supervised over 400 projects for Mississippi Valley Archaeology Center, ranging from small Phase I surveys to large mitigation projects, authoring reports, or short forms for each one.

Subconsultant

Right of Way Professionals, Inc. (ROWP) is a specialized real estate services firm that has provided Right of Way project services since 1993. Based in Eau Claire, Wisconsin, the company offers comprehensive services for WisDOT, counties, and various local municipalities. ROWP specializes in all aspects of the Right of Way field, including project management, abstracting, acquisition/negotiation, relocation assistance, property appraisal, property management, utility relocation, and litigation support. The company's professional staff possesses extensive knowledge of all facets of the Right of Way field and is well-versed in the laws and practices relating to eminent domain projects.

ROWP has **experience with local projects in Superior and the area**. They have worked on City projects including relocation services for three businesses on a Blatnik bridge project, and projects in Douglas County, Washburn, and Ashland. This knowledge and experience positions them to effectively manage the complex property acquisition and relocation requirements of the N28th Street project. The company emphasizes cost efficiency while helping to ensure acquisition costs are justified and reasonable, and is capable of assembling specialized teams to accommodate large-scale projects while only subcontracting with experienced professionals to help ensure quality service delivery.

Dave Selissen, SR/WA

President

Dave has been the founder and owner of Right of Way Professionals, Inc. since 1995. He is responsible for managing the business and provides project management, acquisition, relocation, property management and litigation support services to WisDOT, local units of government, and utilities. Dave has managed large projects throughout the state which included estimating, acquisition, relocation and property management.

Dave is a member of the International Right of Way Association and has achieved the Senior Right of Way Agent designation. He is also certified by WisDOT as an acquisition agent and relocation agent.

Subconsultant

American Engineering Testing, Inc. (AET) is a 100% employee-owned engineering consulting firm founded in 1971 that specializes in geotechnical engineering and drilling services. AET has grown to serve clients from 20 offices across Wisconsin, Minnesota, North Dakota, South Dakota, and Wyoming. They have provided drilling for projects in and around Superior, including at the Blatnik bridge, the University, two fire stations, and several commercial properties near the project site.

AET's highly trained drilling teams provide comprehensive subsurface investigation services using a wide-ranging fleet of regularly calibrated drill rigs. Their capabilities include:

- Soil borings with split-spoon sampling, auger sampling, and thin-walled tube sampling including piston sampler
- Advanced in-situ testing including piezocone penetration testing (CPTu), shear wave velocity testing, pressuremeter, vane shear, and Iowa borehole shear methods
- Rock coring for bedrock analysis
- Instrumentation installation including inclinometers, piezometers, and extensometers
- Monitoring well installation, sampling, and abandonment

With decades of experience and sophisticated investigation equipment, AET provides the critical geotechnical data that helps clients reduce uncertainty.

Mohammed Khan, PE

Senior Geotechnical Engineer

Registrations: Registered Professional Engineer - MN

Education: BS, Geological Engineering, University of Minnesota-Twin Cities

Mohammed brings over 11 years of experience in geotechnical engineering and construction materials testing, with a proven track record managing a wide-ranging portfolio of projects in northern Wisconsin and Minnesota. Mohammed's responsibilities have included geotechnical engineering project management, planning and coordinating subsurface explorations and geotechnical testing, and preparing or reviewing geotechnical engineering recommendations and reports.

Select Experience:

- Blatnik Bridge Pile Load Test Program, Superior and Duluth
- Blatnik Bridge Subsurface Investigation, Superior and Duluth
- Statewide Foundation Borings, Duluth

Gregory R. Reuter, PE, PG, BC.GE

Principal Geotechnical Engineer / Practice Lead

Registrations/Certifications: Registered Professional Engineer – WI, MN, ND, SD, IL, TX, MI, KS, WY, NC; Professional Geologist – WI, MN

Board Certified Geotechnical Engineer (BC.GE) by the Academy of Geo-Professionals

Licensed Monitoring Well Contractor, Minnesota Department of Health

Education: MS, Civil (Geotechnical) Engineering, University of Illinois – Chicago; BS Geological Engineering, University of Minnesota

Memberships: American Society of Civil Engineers, Association of Engineering Geologists, Geo-Institute, Academy of Geo-Professionals (Admissions Committee Chairman, 2021 to present)

Greg is a licensed professional engineer and licensed professional geologist in both Wisconsin and Minnesota, along with being a PE in eight other states. He has a MS degree in geotechnical engineering and is a Board Certified Geotechnical Engineer (BC.GE) by the Academy of GeoProfessionals of the American Society of Civil Engineers.

He has over 40 years of geotechnical engineering experience including being the lead geotechnical engineer on several WisDOT and MnDOT Design-Build projects, along with performing foundation design on many major bridge projects. In addition, he has also authored numerous technical articles and papers concerning geotechnical engineering and driven pile foundations.

Select Experience:

- CN RR Oliver Bridge, Duluth
- CN RR CSAH Overpass, Koochiching County, MN
- STH 130 Bridges over Wisconsin River, Lone Rock

4.6 References

9. Reference Form

Applicant Firm Name: Ayres

Contact Person: Dan Sydow, PE

Address: 3433 Oakwood Hills Parkway

City, State, and Zip Code: Eau Claire, WI 54701

Telephone: 715.831.7593

Reference #1

Owner or Company Name: City of Eau Claire

Contact Person: Dave Solberg, Deputy City Manager

Type of Service(s) Provided: Bridge design and FRA grant

Calendar Year(s) of Service(s) Provided: 2014-2024

City, State, and Zip Code: Eau Claire, WI 54702

Telephone: 715.839.4902

Reference #2

Owner or Company Name: City of Racine

Contact Person: John Rooney, Commissioner of Public Works

Type of Service(s) Provided: Bridge design and inspection

Calendar Year(s) of Service(s) Provided: 2015-2024

City, State, and Zip Code: Racine, WI 53403

Telephone: 262.636.9460

Reference #3

Owner or Company Name: Dunn County

Contact Person: Dustin Binder, Highway Commissioner

Type of Service(s) Provided: Bridge design

Calendar Year(s) of Service(s) Provided: 2018-2024

City, State, and Zip Code: Menomonie, WI 54751

Telephone: 715.232.2181

Ayres indemnifies and holds harmless the above references for comments and opinions provided to the City of Superior.

4.7 Proposer Statement

Ayres has made our own examination, investigation, and research regarding the method of doing the work, all conditions affecting the work to be done, the labor, equipment and materials, and the quantity of the work to be performed. Ayres agrees that it has satisfied itself by its own investigation and research regarding all of such conditions, and that Ayres' conclusion to enter into the Service Agreement is based upon such investigation and research, and that Ayres shall make no claim against the City because of any of the estimates, statements, or interpretations made by any officer or agent of the City which may prove to be erroneous in any respect.

"Ayres is an elite engineering firm that you can count on. They've consistently delivered outstanding results on our projects."

Dustin Binder
Dunn County Highway Commissioner (referring to Dunn County bridge projects)

Appendix: Forms

7. SubConsultants Listing (Must be submitted with Qualifications.)

N28th Street Grade Separation

The undersigned agrees to employ the following listed **subConsultants** for the following enumerated classes of work and not to alter or add to such list without the written consent of the City of Superior, WI. Use separate sheet as necessary.

	SUBCONSULTANT	CLASS OF WORK
1)	Olsson	Grant administration, planning, railroad coordination, transportation
2)	Pinnacle Engineering	NEPA compliance
3)	Mississippi Valley Archaeology Center	Archaeological/historic investigation
4)	Right of Way Professionals	Right of way evaluation
5)	American Engineering Testing	Geotechnical

Submitted by:

COMPANY Ayres

ADDRESS 3433 Oakwood Hills Parkway, Eau Claire, WI 54701

COMPANY REPRESENTATIVE Dan Sydow, PE

. **Addenda Acknowledgement** (Must be submitted with Qualifications)

N28th Street Grade Separation

I/we hereby acknowledge receipt of the following addenda(s):

Addendum No. _____ Dated
Addendum No. _____ Dated
Addendum No. _____ Dated
Addendum No. _____ Dated

No addenda were issued on DemandStar.

I/we further certify that no agreement has been entered into to prevent competition for said work and that I/we carefully examined the site where the work is to take place, and the plans, specifications, form of contract and all other contract documents.

I/we further agree to enter into the contract, as provided in the contract documents, under all the terms, conditions and requirements of those documents.

* If no addenda were issued, the consultant/firm shall so indicate and sign this document.

Ayres
Company

Representative Signature