

# Jeffrey J Mantes, PE

FIRM

J. Mantes Consulting LLC, 2011

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## Education

MS, Engineering, 1983, University of Wisconsin-Milwaukee

BS, Civil Engineering, 1976, University of Wisconsin-Platteville

## Registrations

Professional Engineer: WI, 1981 (# E-20705)

## Affiliations

Mayor's Breakfast club/Roundtable- 2000-present

American Society of Civil Engineers- 1972-present

American Public Works Association- 2000-present

Institute of Transportation Engineers -~2000-present

Association of Municipal Engineers—1977-present

American Water Works Association—2004-2011

## Years of Experience

39 years

## Experience:

2012 – Current: Project Executive/Business Development- The Concord Group; Milwaukee WI; Owner's Rep., Comprehensive Cost Estimating, Specialized Real Estate Services and Condition Assessment, and Cost Segregation

2011—Current: Owner J MANTES Consulting, LLC. , Project Development, Project Liaison

2004 – 2011 Commissioner of Public Works; City of Milwaukee

2000 – 2004 Chief Transportation Planning and Development Engineer; City of Milwaukee Infrastructure Services Division

1986 – 2000 Management Civil Engineer –Sr - Planning & Development; City of Milwaukee Infrastructure Services Division-Special Projects

1985 – 1986 Civil Engineer III- Parking Operations; City of Milwaukee Bureau of Traffic Engineering & Electrical Services

1979 – 1985 Civil Engineer II- City of Milwaukee Bureau of Engineers- Special Projects

1977 – 1979 Civil Engineer I- City of Milwaukee Bureau of Engineers- Special Projects

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Jeff brings 39 years of engineering and management experience, beginning with the City of Milwaukee in 1977 until his appointment by Mayor Tom Barrett as the Department of Public Works Commissioner in 2004 through 2011. Since his start with the City, he has worked his way through the ranks and in various divisions, including some part time work in the Sanitation Division. He was a paid volunteer emergency snowplow chaser for eight years and worked six years unpaid, as the volunteer Bureau of Engineers' Snow Duty Coordinator. Jeff also served the City as a civil engineer, civil engineer manager, and senior (planning and developments) and chief transportation planning, development and major projects engineer. This experience provides him with an in-depth understanding of City operations, needs and expectations, which will be important to streamline the delivery of the any work order developed under the Master Contract.

The majority of his career has been spent in the area of transportation, working on special projects, including the Milwaukee Streetcar, and has been responsible for reviewing special studies/reports involving transportation, rail transit and environmental concerns. Jeff served as a liaison with WisDOT, FHWA, FTA, railroad companies, Southeastern Wisconsin Regional Planning Commission, MMSD, Milwaukee County and surrounding municipalities. His ability to bring diverse stakeholders together to achieve a common goal will support the needs of Master Contract Project delivery as it moves forward through Planning and into design and construction.

Former commissioner Mantes has served on several boards and committees, including the Milwaukee Parking Commission, Bicycle Task Force, the Alliance for Downtown Parking and Transportation, the Gary Chicago Milwaukee ITS Priority Corridor Team, the State of Wisconsin Local Roads and Street Council, the Menomonee Valley Partners, the Economic Stimulus Task Force and the Capital Improvement Committee. Jeff currently serves as an Alternate Member of the City of Milwaukee Public Transportation Review Board. Jeff has been president of the 400 member (active and retired) Association of Municipal Engineers of the City of Milwaukee for 13 years (1997-2011) and he has served as an Engineers and Scientists of Milwaukee Future Cities Mentor and as a Judge for the Future Cities competition as well as school science fair judge for numerous years. He has been active in charitable causes as well, serving as a Combined Giving solicitor and a United Performing Arts Fund solicitor in the Department, as well as in 2004, was chairman of the City's Combined Giving Campaign. Jeff's unwavering commitment to the City's success enables him to support advocacy and community relations efforts on Work Orders developed under the Master Contract.

## Highlighted Projects

### Milwaukee Streetcar Project, Milwaukee, WI

Commissioner working to develop a modern streetcar system in downtown Milwaukee. The focus is creating an initial 2.1-mile system using vehicles similar to those operated in Portland to link together key destinations, enhance ongoing economic development, and improve mobility and access for residents, businesses and visitors to downtown. The project involved capital cost estimating, preliminary engineering, environmental assessment, vehicle procurement process, project controls and reporting, FTA coordination, public involvement, finance strategies and value engineering. Extensive effort dates back to the alternatives analysis which evaluated various routes, technologies and operating scenarios. The alternatives analysis reached public consensus on a Locally Preferred Alternative (LPA) by identifying, evaluating and selecting the appropriate station locations, station design concepts, transit routing and technology. After developing the LPA, preliminary engineering and the NEPA environmental documentation began. This project phase focused on developing 30% design plans for the track, overhead contact system, streetcar stops, maintenance facility and roadway.

### Marquette Interchange Reconstruction, Milwaukee, WI

Commissioner responsible for Project oversight representing the Mayor on the Project Advisory Committee.. The project included a five-level system interchange, four miles of interstate, 28 ramps, more than 60 bridges totaling 2.1 million square feet of bridge deck and five miles of retaining wall. The project included complicated and constrained geometrics, context-sensitive design treatments, property and utility relocations, 3D structural redundancy analysis performed on twin steel box girder bridges to avoid fracture critical designation, extensive use of secant pile retaining walls to cut-off groundwater and minimize disruption to local streets. Demonstrating commitment to fiscal responsibility and schedule, the project opened three months ahead of schedule and was \$15 million under budget.

### Rehabilitation of Historic Milwaukee City Hall, Milwaukee, WI

#### Project Oversight and Management

When this beautiful City of Milwaukee icon was first built in 1895, it symbolized economic growth and opportunity for the people of Milwaukee. This 70 million-dollar restoration project exemplifies City government's renewed commitment of economic growth and opportunity to the people of Milwaukee. This project offered many job opportunities for people of diverse backgrounds from within our City to learn new trade skills, help minority contractors and contribute to the general economic growth of our community. The approximately 25% EBE Participation represented an increase over the \$13,889,427 projected at bid award, and yields an EBE Participation Rate which is 35% greater than the Project's 18% requirement.

Notwithstanding the challenges, DPW, the contractor and others were all committed to meeting or exceeding the Project's 25% RPP requirement. With total onsite hours projected at 424,188, achievement of 25% participation translates to more than 106,000 man-hours -- The City Hall Restoration Project could therefore create 70 man-years of

work for RPP worker. Work on this beautiful structure was started in 2005 and was completed in late 2008 On time and Under Budget.

#### Grand Avenue Mall, Milwaukee, WI

Project Manager for Coordination of Public and Private sector Work.

Approximately 80% of the sidewalk along the Grand Avenue rehabilitation limits is Hollow Walk or an extension of the basements of the abutting buildings. Owners are responsible for accommodating all of the elements of Public Works Improvement Projects including restoration of walking surface and handicap accommodations, and anchorage of specialty lighting, bus shelters and other amenities. I successfully worked with all of the property owners to coordinate their required work along with City contract work while minimizing disruption to building usage and access. This project undertaken early in my career led to the renaissance of the Milwaukee Downtown and much needed investment resulting in Downtown becoming a destination again.

#### Bradley Center, Milwaukee, WI

Project Oversight and Coordination of Developer work and Public Infrastructure interface.

The development of the Bradley Center by the private sector required coordination of building demolition, and provision of site access and utilities while maintaining traffic circulation which was my responsibility. Additionally, as part of the development agreement, the city was to provide parking facilities for Bradley Cent use. I was the Project Manager for the construction of two structures; one a precast facility at N 4th St and W Highland Av; The second a cast in place facility at N 8th & W State Sts. The Bradley Center itself and the 2 parking structures were completed with Minimal disruption to the surrounding areas and on time for tenant use.

#### Midwest Express Center, Milwaukee, WI

Project Oversight and Coordination of Developer work and Public Infrastructure interface

The development of the Midwest Express Center by the Wisconsin Center District required coordination of building demolition, and provision of site access and utilities while maintaining traffic circulation which was my responsibility. The Midwest express Center was completed with minimal disruption to the surrounding businesses and traffic patterns.

#### Milwaukee Rail Transit Studies, Milwaukee, WI

Project Management and Oversight.

I was PM on the original Light Rail Feasibility Study for the City of Milwaukee setting the groundwork for future analysis on the implementation of rail based transit. As a result of the initial work on this study, subsequent corridor study of the East –West Transportation Corridor through Alternatives Analysis, Draft Environmental Impact Statement and Major Investment studies led to the Downtown Connector Study and the current Milwaukee Streetcar initiative. My work on those subsequent study phases included representing the City's interests on the Technical and Policy advisory committees as well as work on the Transit Ridership sub-committee.

## Milwaukee Riverwalk, Milwaukee, WI

### Project Development, Management and Oversight.

I was the Department of Public Works' Project Manager as part of the development team for the Milwaukee Riverwalk system – East Pleasant St to E Clybourn Ave and on the Historic Third Ward River Walk- E St Paul Av to the Milwaukee Harbor Entrance. This Multi-Million dollar multi – Segmented project extended over a decade resulting in a near continuous path along the Milwaukee River from E Pleasant Street on the north to the Milwaukee River Entrance on the south. The northern Milwaukee Riverwalk project was unique in that it was financed both publically and privately through agreements with Riparian owners. Public access is maintained while each segment is turned over to the riparian owner. The southern Historic Third Ward Riverwalk is slightly different in that the Business Improvement District was the City's main partner, via agreements with the riparian owners. The success of the Riverwalk and the investment by the City as well as riparian owners led to the resurgence of downtown as a desirable residential market which in turn fostered many new start- up businesses to service the new residents.

## Park East Freeway Reconfiguration, Milwaukee, WI

### Project Manager and Oversight.

I was the City's PM and member of the Advisory Committee assemble among the Federal Highway Administration, Southeast Wisconsin Regional Planning Commission (SEWRPC), Wisconsin Department of Transportation (WISDOT), Milwaukee County DPW, and the City of Milwaukee which studied and ultimately saw to the reconfiguration of the Park East freeway corridor on the northern fringe of the Milwaukee Central Business District. (CBD). The unique aspect of this project was the removal of an elevated segment of freeway that bisected the near north side of the CBD and the re-establishment of the street grid, a new river bridge and a substantial acreage of developable land connected to the CBD. Locally, we were successful in arguing the attributes of the project to a WISDOT and FHWA that were not in the habit of deconstructing freeway segments. The successful culmination of this unique partnership and the re-establishment of the northern CBD has resulted in and continues to result in increased investment in the area adding to the strength of the CBD.

## Miller Park Stadium, Milwaukee, WI

### Project Management, coordination and oversight.

I was involved in this massive undertaking from its inception to completion. Initially in the stadium siting phase of the project developing a downtown location and ultimately in siting the final location of Miller Park. This project involved a huge coordination effort among multiple agencies, including FHWA, WISDOT, The Milwaukee Brewers and Major League Baseball, the Southeast Wisconsin Stadium District Board, Milwaukee County, SEWRPC, The Veteran's Administration, The Village of West Milwaukee, MMSD, the DNR, and multiple City Agencies as well as surrounding neighborhood

interests. Site access, traffic circulation, site drainage, site utilities and assembly of real estate were major issues. Building consensus and the willingness of all partners to make this work resulted in a highly successful project that melds with the community and provides a first class sporting experience for a first class baseball community. The ultimate success of this project led to the potential for developing the Menomonee Valley Industrial Park and Environmental Corridor including the Hank Aaron State trail, Lakeshore State Park, and remains a catalyst in millions of dollars of private investment from the Lake front to the Stadium.

## Canal Street Extension to Miller Park, Milwaukee, WI

### Project Oversight and Management

The primary objectives of the project included providing an effective traffic mitigation route during the reconstruction of the Marquette Interchange and providing access to the western Menomonee Valley to facilitate redevelopment. This project included reconstruction of West Canal Street between North 6th Street and North 25th Street on the existing alignment and extension of Canal Street and sewer and water utilities from North 25th Street to Miller Park through the western Menomonee Valley. The project incorporated many unique elements including relocation of an industrial rail spur outside the roadway, construction of a critical link in the Hank Aaron State Trail, construction of a modern roundabout at the intersection of West Canal Street and North 25th Street, construction of a stormwater lift station and bioretention facility to provide stormwater treatment, and installation of extensive traffic control equipment at Miller Park to allow efficient parking lot operations and two-way traffic operation on Canal Street during stadium events. Approximately 3.5 miles of new sanitary, storm and combined sewer were constructed to provide sewer services for the potential industrial and commercial development of West Canal Street from N 5th Street to Miller Park Way (N 41st St extended).

Also included was the construction of local infrastructure including South 33rd Court, West Roundhouse Road, West Milwaukee Road, West Wheelhouse Road, and South 36th Street along with extension of necessary municipal utilities to support development of the Menomonee Valley Industrial Center.

A massive gas explosion late in 2006 at the Falk Corp. in the Menomonee Valley proved the value of continuous investment in infrastructure. Just over a year before the incident, the Department of Public Works began a \$1.05 million water main extension project to provide new and enhanced service to the redeveloping valley, using the Milwaukee Water Works' capital improvement program. One mile of 12" water main in the realigned W. Canal St. from S. 32nd St. to S. 44th St. was linked with a 12" main at 32nd Street and a 30" main in 44th Street. There had been no water main in that portion of Canal Street. The project allowed the Falk Corp. to feed its fire protection system from a 12" branch off the new main, rather than an 8" branch off of a 12" main with only one source of supply. The improved fire flow capabilities of the water mains in the Menomonee Valley provided the Milwaukee Fire Department with plentiful, pressurized water to control and suppress the Falk Corp. fire.