2013 QBS
Request for Statement of Interest (SOI)
KESLINGER ROAD OVER TRIBUTARY TO MILL CREEK IMPROVEMENT
Section Number 08-00384-00-BR

The Kane County Division of Transportation is in need of professional services from a qualified engineering firm to provide Phase III Construction Observation Engineering Services for the New Construction project, as above referenced.

The attached ***Preliminary Scope of Services and Pre Final Construction Plan and Specifications*** provide a summary of major items that will be encountered during the course of the construction observation services required.

At this time the County anticipates starting this work in early to mid 2013 with approximately 4 months to complete the work.

The Statement of Interest shall be submitted electronically via **KDOT QBS** no later than 2:00 pm on March 7, 2013 and should be addressed to David Boesch, Chief of Construction.

If you plan to enter into a joint venture with another firm for this project please note this on your Statement of Interest, including the name of the firm you are entering into a joint venture with for this project.

Short-listed firms will be posted on our website at www.co.kane.il.us/dot. Click on the link labeled "Request for Consultant Services", then click on the link labeled "Summary Table".

Firms interested in providing services to Kane County are hereby notified of their required compliance with Kane County's Ethic Ordinance (Ordinance No. 10-206) in particular, Section 10, page 15 of Ordinance No. 10-206. The complete Ethics Ordinance is available online at: http://www.countyofkane.org/SiteCollectionDocuments/ethics.pdf. Firms shall provide required Ethic Ordinance information directly to the Kane County Purchasing Department at the following address:

Kane County Government Center
Purchasing Department, Bldg A
719 S. Batavia Ave.
Geneva, IL 60134

A Statement of Interest (SOI) received after the above noted deadline will not be used as part of our consultant selection process.

Please refer to the following Description of Project Scope for more information on this project.

I. PROJECT DESCRIPTION

A. INTRODUCTION

1. The Kane County Division of Transportation (KDOT) approved the attached Preliminary set of plans for the improvement of the Keslinger Road Bridge over Tributary to Mill Creek dated October 2012 and prepared by the consulting firm of Ciorba Group, Inc.

2. A brief outline of the project scope to assist you in your submittal is as follows:

3. The Keslinger Road over Tributary to Mill Creek improvement will replace an old single span concrete slab bridge on spread footings with a cast in place concrete deck bridge set on piles with, concrete parapets, asphalt surface approaches and new guardrail. The bridge is located within a medium volume traffic corridor bounded by IL Routes 47, and Bunker Road that due to recent growth in the area, needs replacement to improve the mobility and safety of traffic using this structure to cross Mill Creek. The proposed Keslinger Road Mill Creek project is estimated at a cost of approximately $1.2 Million dollars with an anticipated duration of 75 WDs. The project will be completed within one construction season with an anticipated start of July or August 2013. The total length of the improvement is 1,020 feet with project limits on Keslinger Road from 950 feet west of Bunker Road to 40 feet east of Bunker Road in Blackberry Township, unincorporated Kane County. The bridge replacement will be accomplished via a partially closed road condition with a marked detour route to encourage an accelerated completion time. The project will be constructed under medium traffic with volumes approaching or exceeding 7,300 to 3,500 ADTs on Keslinger Road and Bunker Road. Local businesses, residential homes and school facilities are located near the project corridor, and the area is at times, heavily traveled by both commercial and private trucks and automobiles traveling to the surrounding communities of Geneva and Elburn. All driveways within and impacted by the project are to remain accessible during the project for completion.

4. The improvement will involve the demolition of the existing structure and replacement with a 55 by 34 foot poured in place concrete deck beam superstructure on steel H pile reinforced abutments. Sections of pavement leading up to the bridge will be both surface milled and fully removed and replaced to facilitate the replacement and render a smooth riding condition once the structure has been replaced.

5. Relocations of existing utilities will be required and will involve relocations of aerial power and cable TV lines as well as relocations of underground natural gas and telephone lines as referenced in the specifications. These utilities will require ongoing co-ordination between the prime contractor, multiple sub-contractors and utility companies to relocate new services efficiently. The rapid and accurate relocation of these utilities is critical to the successful completion of the project within the given time parameters.

6. The project has some field tile removal in modest quantities. Restoration and landscaping within the project limits will be nominal.

7. Storm water will be managed by the installation of new storm lines and structures as shown in the plan sheets.

8. The project will allow one way traffic through the construction zone and will require staging as well as a plan detour route which will divert traffic around the site using Main St, Bunker Rd and Hughes Rd as north, east and west runarounds. While restrictions involving the timing and duration of the detour route are not currently specified in the Special Provisions, it is not uncommon to require organized coordination of the detour with KDOT, IDOT and the surrounding local Villages affected by the detour.

9. Major design challenges involve compressed construction schedule, construction in an active creek, location of existing utilities, identification of a suitable staging area, coordination with surrounding businesses and agencies, maintenance of traffic and detour routing.

10. Major construction challenges involve demolition of the old structure, complying with specified weight limits, site grading, compressed construction schedule, water diversion, and utility relocation, acquiring a staging area, pile driving and installation, maintenance of traffic, utility relocations and in stream bridge work.

11. Construction is scheduled to begin in the summer 2013 for approximate 4 month duration. Any additional details should be referenced in an attached preliminary plan set.