

2014 QBS
Request for Statement of Interest (SOI)
RANDALL ROAD (HANSON BRIDGE) OVER TYLER CREEK, UPRR,
METRA, AND CPRR IMPROVEMENT
Section Number 13-00176-02-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 mid- 2014 with approximately 4-5 months to complete the work.

The Statement of Interest shall be submitted electronically via **KDOT QBS** no later than 2:00 pm on February 5, 2014 and should be addressed to Patrick VerHalen, Construction Project Manager.

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. DESCRIPTION of PROJECT SCOPE

1. The Kane County Division of Transportation (KDOT) approved the attached Preliminary set of plans for the improvement of Randall Road (Hanson Bridge) over Tyler Creek, UPRR, Metra, and CPRR dated 1-14-14 and prepared by the consulting firm of HRGreen.
2. A brief outline of the project scope to assist you in your submittal is as follows:
3. The Randall Road (Hanson) Bridge over Tyler Creek, UPRR, Metra, and CPRR Improvement will replace the wearing surface on the existing multi-pier, steel beam bridge with a latex modified overlay. Other project features include deck slab repair, structural repair of concrete piers and deck, replacing the existing median and parapets with reinforced concrete, cleaning and painting the steel bridge, silicone joint sealer, and replacing existing lighting. The bridge is located within a medium to high volume traffic corridor that connects US Route 20 and Interstate 90. Traffic volumes on Randall Road exceed 46,000 ADT and fluctuate throughout the day. The proposed bridge rehabilitation project is estimated at a cost of approximately \$3.5 million dollars with an anticipated duration of 4-5 months. The project will be completed within one construction season with an anticipated start date in May or June 2014. The total length of the improvement is 2,313 feet and is located in the city of Elgin and unincorporated Kane County. The bridge work will be completed in 3 stages under live traffic conditions. Local business, residential subdivisions, and Advocate Sherman Hospital 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 or adjacent principal arterials, freeway, or interstate. Fletcher Drive, at the south end of the project corridor, is to remain accessible during the project.
4. Major utility relocation is not expected to be a variable in this project, due to the isolation of the work zone. Traffic signal facilities may need to be modified to allow construction as per the plans. Any adjustments or relocation of these utilities will require ongoing coordination between the prime contractor, multiple sub-contractors, the railroads and Local Agencies to modify the new services efficiently. The rapid and accurate relocation of any conflicting utilities discovered in the field will be critical to the successful completion of the project within the given time parameters.
5. Restoration and landscaping within the project limits have not been identified and may be nominal.
6. Project water management features are not a major component of the project, other than containment and removal of water runoff generated by demolition and water storage and management during latex application. Protection will be required to prevent debris from falling into Tyler Creek, the wetlands adjacent to the creek, and the active railroad tracks.
7. The project will allow two way traffic through the construction zone and will require staging for demolition and construction. Restrictions involving the timing and duration of the traffic control for staging operations route are specified in the Plans, and will require

organized coordination the detour with KDOT, the Railroads, and the surrounding local Municipalities and Agencies affected by the construction.

8. Major construction challenges involve a high degree of sensitivity to operations of local businesses adjacent to and impacted by the project, proximity to a Level-II Regional Trauma Center, establishing a safe work zone in a tightly confined work space, placement of barrier walls for staged construction, careful removal of an old deck wearing surface, protective shield design and placement, identification and prioritization of unsound deck areas via experienced personnel sounding the deck, complying with any specified weight limits, working with a compressed construction schedule, water/construction run off management, consideration of acquiring a staging area, intelligent maintenance of traffic, constant communication and coordination of project logistics with KDOT.
9. Superlative corridor and project coordination and aggressive communication with the Kane County Division of Transportation, the Railroads, as well as the City of Elgin will be a major factor in the ultimate success of this project as viewed by the constant presence of motoring public. Adaptive and organized time and project management skills and aggressive cost control will be a key component in the successful completion as viewed by the agencies involved.
10. The project will be locally funded and built to IDOT Standards.
11. Any additional details should be referenced in an attached preliminary plan set.