

2013 QBS  
Request for Statement of Interest (SOI)  
ORCHARD ROAD OVER I-88 TOLLWAY  
IMPROVEMENT  
Section Number 11-00202-03-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- 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](http://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 the Orchard Road Bridge over I-88 Tollway dated 10-17-2012 and prepared by the consulting firm of STV, Inc.
2. A brief outline of the project scope to assist you in your submittal is as follows:
3. The Orchard Road over I-88 Toll way Improvement will replace the wearing surface on the existing single span concrete beam bridge with a latex modified overlay. Other project features include concrete parapet repairs, expansion joint replacement, partial deck repairs and asphalt surface approaches. The bridge is located within a medium to high volume traffic corridor over the I-88 Tollway. Traffic Volumes on Orchard Road approach or exceed 30,000 ADT and fluctuate throughout the day. The proposed Orchard Road over I-88 Tollway project is estimated at a cost of approximately \$1.6 Million dollars with an anticipated duration of 3-4 Months. The project will be completed within one construction season with an anticipated start of June or July 2013. The total length of the improvement is 303 feet and is located in the Cities of Aurora and North Aurora. The bridge work will be constructed under live traffic conditions using staged construction. Local businesses, and access ramps to east and west bound I-88 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 Aurora, North Aurora, Sugar Grove and Geneva. All commercial driveways within and impacted by the project are to remain accessible during the project for completion.
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 co-ordination between the prime contractor, multiple sub-contractors, Tollway 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.
7. The project will allow two way traffic through the construction zone and will require staging for demolition and construction. While restrictions involving the timing and duration of the traffic control for staging operations route are not currently specified in the Special Provisions, it is not uncommon to require organized coordination of the detour with KDOT, the Illinois Toll way and the surrounding local Municipalities and Agencies affected by the construction

8. Major design challenges involve compressed construction schedule, construction in a busy and tight corridor, identification of a suitable staging area, coordination with surrounding businesses and agencies, maintenance of traffic and efficient project staging.
9. Major construction challenges involve a high degree of sensitivity to operations of local businesses adjacent to and impacted by the project, 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 monitoring and adjustment of traffic signal timing of east and west Tollway ramps, constant communication and coordination of project logistics with the Illinois Tollway Authority and KDOT.
10. Superlative corridor and project coordination and aggressive communication with the Kane County Division of Transportation, the Illinois Tollway Authority as well as the Cities of Aurora and North Aurora 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.
11. Any additional details should be referenced in an attached preliminary plan set.