



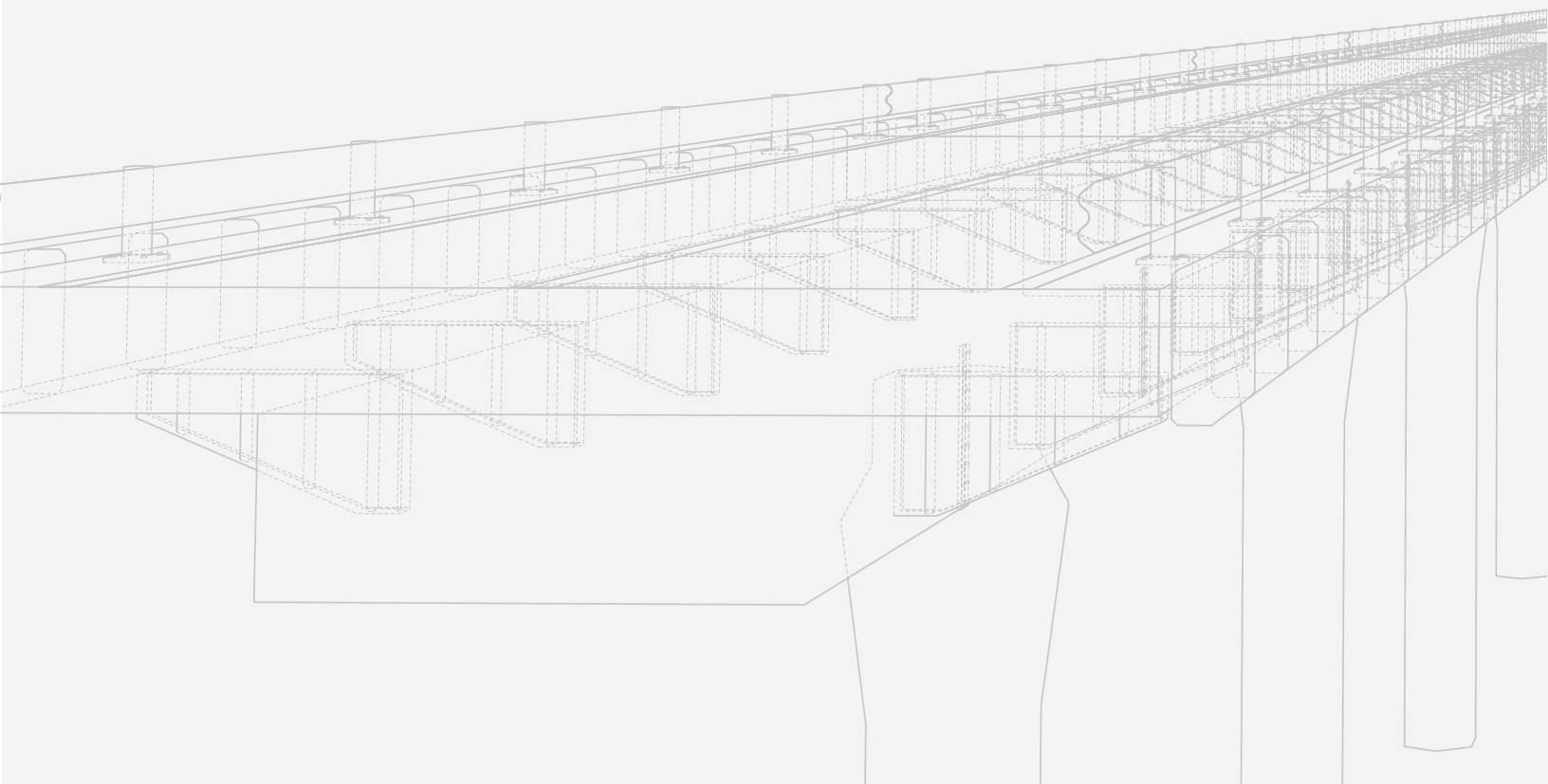
STATEMENT OF QUALIFICATIONS:

PHASE I PRELIMINARY ENGINEERING SERVICES & PHASE II DESIGN ENGINEERING SERVICES FOR THE HOME AVENUE PEDESTRIAN BRIDGE REPLACEMENT

January 26, 2024



01 | COVER LETTER



Stantec Consulting Services Inc.
350 North Orleans Street, Suite 8000N
Chicago, IL 60654

January 26, 2024

Office of the Village Engineer
Village of Oak Park
201 South Boulevard
Oak Park, IL 60302

RE: Phase I Preliminary Engineering Services & Phase II Design Engineering Services for the Home Avenue Pedestrian Bridge Replacement

Dear Members of the Selection Committee:

The Village of Oak Park’s commitment to maintaining a diverse and integrated community is extraordinary. This project underscores the need to replace the only structure in the Village dedicated solely to safely moving pedestrians and bikes across the I-290 expressway, increasing accessibility and connectivity between the south and north areas of Oak Park.

Aside from the Home Avenue pedestrian bridge, bike and pedestrian connectivity within the Village across I-290 and the CTA and CSX Railroads is largely limited to sidewalks located along busy arterial crossings over I-290 and the railroads. The replacement of the deteriorating Home Avenue pedestrian bridge with a new and potentially landmark structure that integrates a planned aesthetic vision for the rest of the I-290 corridor is the perfect continuation of the Village’s commitment. The bridge is a major connection between the south and north Village areas for families out for walks, shopping and dining, and for students walking to and from Oak Park schools. A popular meeting point for kids, the approaches on both sides are often used as their gathering spot before crossing the bridge.

I’m excited to lead our team for your project. Having been an integral part of several signature pedestrian and pedestrian/vehicular bridge projects, I have seen first-hand the impact these landmark structures have on communities. For example, shortly after the Chicago Riverwalk was constructed, I witnessed a newly married couple taking wedding photos on one of the scenic underbridge structures. And one has only to briefly stop at the towns of Bettendorf and Moline to see a park, a new housing development, and even a pub that all highlight the iconic architectural features of the new I-74 bridge over the Mississippi River.

One of our key partners in this project is Miguel Rosales of Rosales + Partners, a nationally recognized leader in bridge architecture. Miguel has been the bridge architect

for award-winning landmark structures across the country, including numerous projects where Miguel teamed either with myself or with other Stantec staff. Miguel and several key members of our team recently completed a thorough public engagement process that included the formation of an aesthetics committee and multiple meetings with the public and key stakeholders to advance four different bridge concepts to ultimately arrive at a preferred bridge, lighting, and landscaping concept for the KY 8 over Licking River project. The bridge type selection process was a resounding success. The Stantec team will bring a similar success story to the new Home Avenue Pedestrian Bridge.

We are extremely excited to be a part of this project and to assist the Village in maintaining a diverse and integrated community as an important component of this project. We look forward to bringing some of our team’s initial concepts for the new Home Avenue bridge as part of the interview in February, and you’ll get to see first hand the passion we have for bringing communities together through our work. We have reviewed and agree to be bound by the terms, conditions, and specifications contained in the RFQ.

Sincerely,

STANTEC CONSULTING SERVICES INC.

ROBERT TIPTON, PE, SE

Project Manager
(312) 262-2225
robert.tipton@stantec.com

Primary Point of Contact Authorized to Negotiate on behalf of Stantec

Type of Organization:
Corporation

State Incorporated:
New York

4. Will section dividers, covers and resumés count toward the 30-page limit?

ANSWER: Resumés **will** count toward the 30-page limit. Section dividers, covers, and tabs **will not** count as long as words are limited to section and/or title or general information like consultant name/logo.

5. Is there any chance that the Phase I and Phase II services might overlap even though the RFQ currently suggests that they won't?

ANSWER: We do not anticipate overlap between phase I and II since both phases are utilizing federal funding. However, should IDOT approve doing portions of phase I & II concurrently the Village would be open to opportunities to accelerate the design of the project.

6. Page 2 of the RFQ states this project is "utilizing federal funding." As such, will there be a minimum DBE percentage that must be met as part of this project?

ANSWER: Federal requirements for the overall project will be met. There is no DBE requirement for the Phase I and Phase II portions of this project.

7. Does the Village have plans for the Home Avenue pedestrian bridge to accommodate emergency vehicle access?

ANSWER: Emergency vehicle access on the ped bridge is not anticipated at this time.

Part 4 – Acknowledgement

I acknowledge the receipt of this addendum for the referenced project by signing the acknowledgement and returning it with the bid. This acknowledgement must be signed and included with bid. Failure to properly acknowledge this addendum as noted above may result in disqualification of the associated bid.

Addendum Number:	1
Date:	01/05/2024
Name:	Robert Tipton, PE, SE
Signature:	
Company:	Stantec Consulting Services Inc.

End of Addendum

- Which firms, if any, have been working with the Village on studies, inspections, Funding applications, etc. on the bridge over the past two – three years?

ANSWER: There have not been any firms that have done work relevant to the scope requested in this RFQ.

- Does the Village have a Geotechnical Engineering firm and/or a Professional Surveying firm under Annual Retainer that a Prime could ask onto their team for local knowledge?

ANSWER: There is no Geotechnical Engineering firm under retainer. V3 is on retainer for survey work.

- What is the Village definition of “Local Presence” i.e. office in Oak Park, staff who live in Oak Park, office in Cook County and or office a certain number of miles from Oak Park etc.?

ANSWER: Local presence, for the purpose of this RFQ, is defined as a firm having an office established within 20 miles of the project location (Home Ave. at I-290 in the Village of Oak Park) for a minimum of 2-years from the date of the RFQ submittal date. The project manager needs to be a permanent employee of this office.

- Can section dividers, covers, and tabs be printed and submitted on 9"x11"?


ANSWER: Yes

- Is there a preference as to where the signed addendum acknowledgment sheet is inserted?

ANSWER: Please include the signed addendum acknowledgement with or after the Transmittal Section

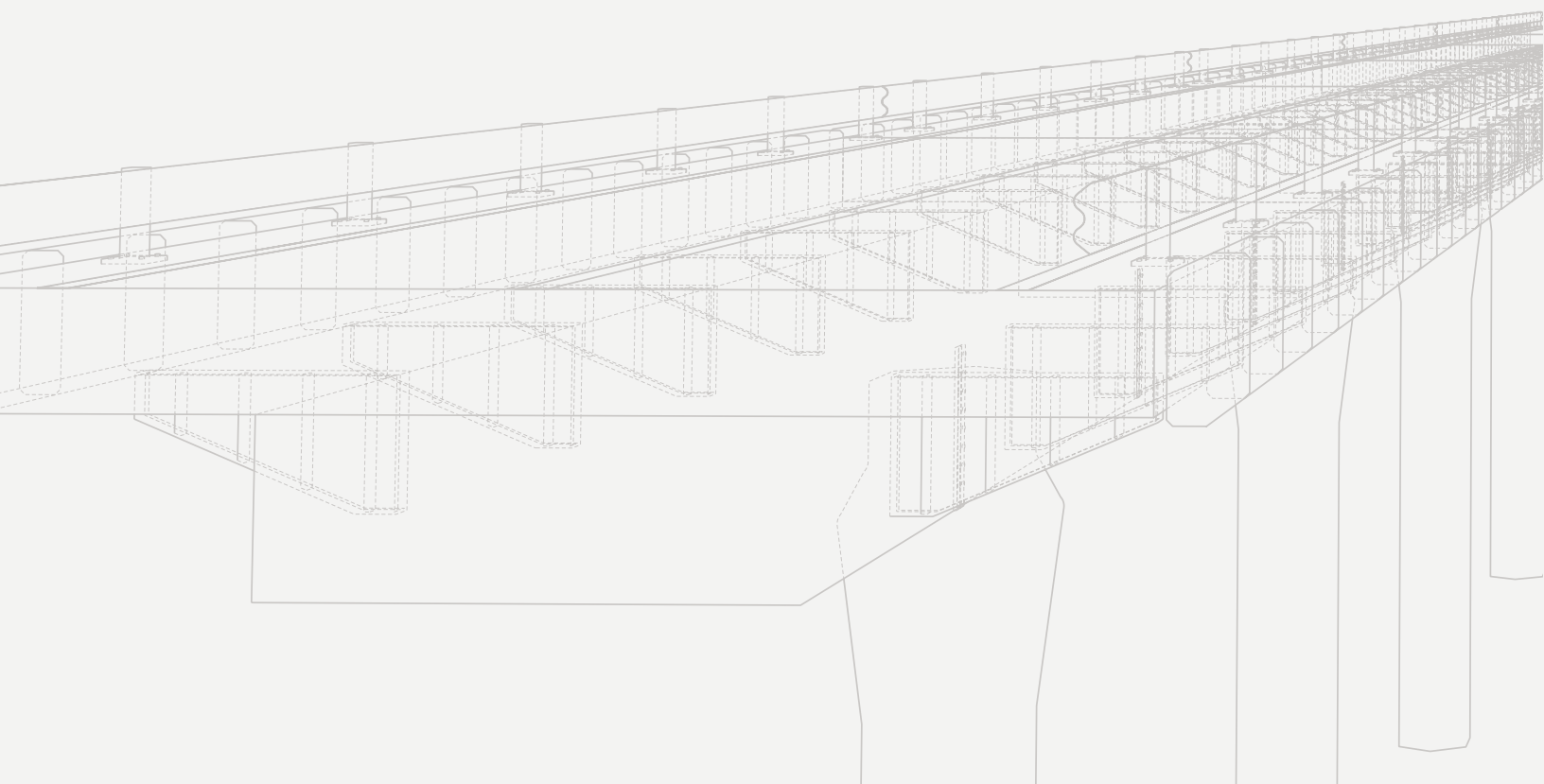
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Addendum Number:	2
Date:	01/18/2024
Name:	Robert Tipton, PE, SE
Signature:	
Company:	Stantec Consulting Services Inc.

End of Addendum

02 | BACKGROUND



▶ BACKGROUND

Pedestrian bridges can provide aesthetically pleasing community connections, while increasing safety and promoting health and wellness. The Village of Oak Park is seeking to replace the deteriorating Home Avenue Pedestrian Bridge with a new pedestrian bridge that can serve as a landmark for the community. The Village needs a trusted consultant who can bring its vision to life. Stantec has more than 28,000 employees working out of 400 locations worldwide. Since 1954 we have designed numerous award-winning pedestrian bridges. We bring expertise from across North America to provide you with technically feasible and cost-effective transportation solutions. We work diligently to design pedestrian bridges and approaches that both preserve and enhance the surrounding environment. We also consider the various aspects of safety and accessibility for people of all abilities, providing the features they need to be able to explore their communities.

■ **Stantec** has experience designing a wide range of pedestrian bridges, bikeways, complete streets, and transit systems throughout North America. We were recognized as number eight out of the Top 20 Design Firms in Transportation by Engineering News Record in May 2023. Stantec is IDOT prequalified in the following required categories: *Highways - Roads and Streets* and *Structures - Highway: Complex*.

Together, our team brings the following strengths to this project:

- A bridge architect with a national reputation for signature structures, including several while teamed with Stantec
- Team members who understand changes taking place along the I-290 corridor—including Cap the Ike
- Public involvement leads who excel at conducting effective and clear communications with the community and stakeholders
- Extensive local and national resources to meet the project schedule

■ **Rosales + Partners** specializes in the design and architecture of landmark bridges, highway corridors, interchanges, streetscape elements, and other transportation facilities. From pedestrian bridges to twelve-lane landmark river crossings, their work

encompasses projects small and large in the U.S. and abroad. For the Home Avenue bridge project, Rosales will provide bridge architecture design, preliminary engineering, lighting concepts, and aesthetic landscaping concepts.

■ **Terra Engineering, Ltd. (Terra)** is a multi-disciplinary professional services firm that utilizes experience, intellect, passion, and diversity to serve its clients. Terra approaches each project with a foundation of comprehensive expertise and resources, allowing disciplines to collaborate and create intelligently designed, thoughtful, site-specific solutions that skillfully balance aesthetic with function. Terra will provide survey services and assistance with public involvement, landscape architecture, and structural design.

■ **Images, Inc., (Images)** the leading experts in strategic communications, specializes in public involvement, marketing, and planning. Images is a full-service firm that executes every course of action with leadership and strategy and can help bridge the communications gap between clients and their target audiences by creating clear and concise messages and delivering them in innovative and effective ways.

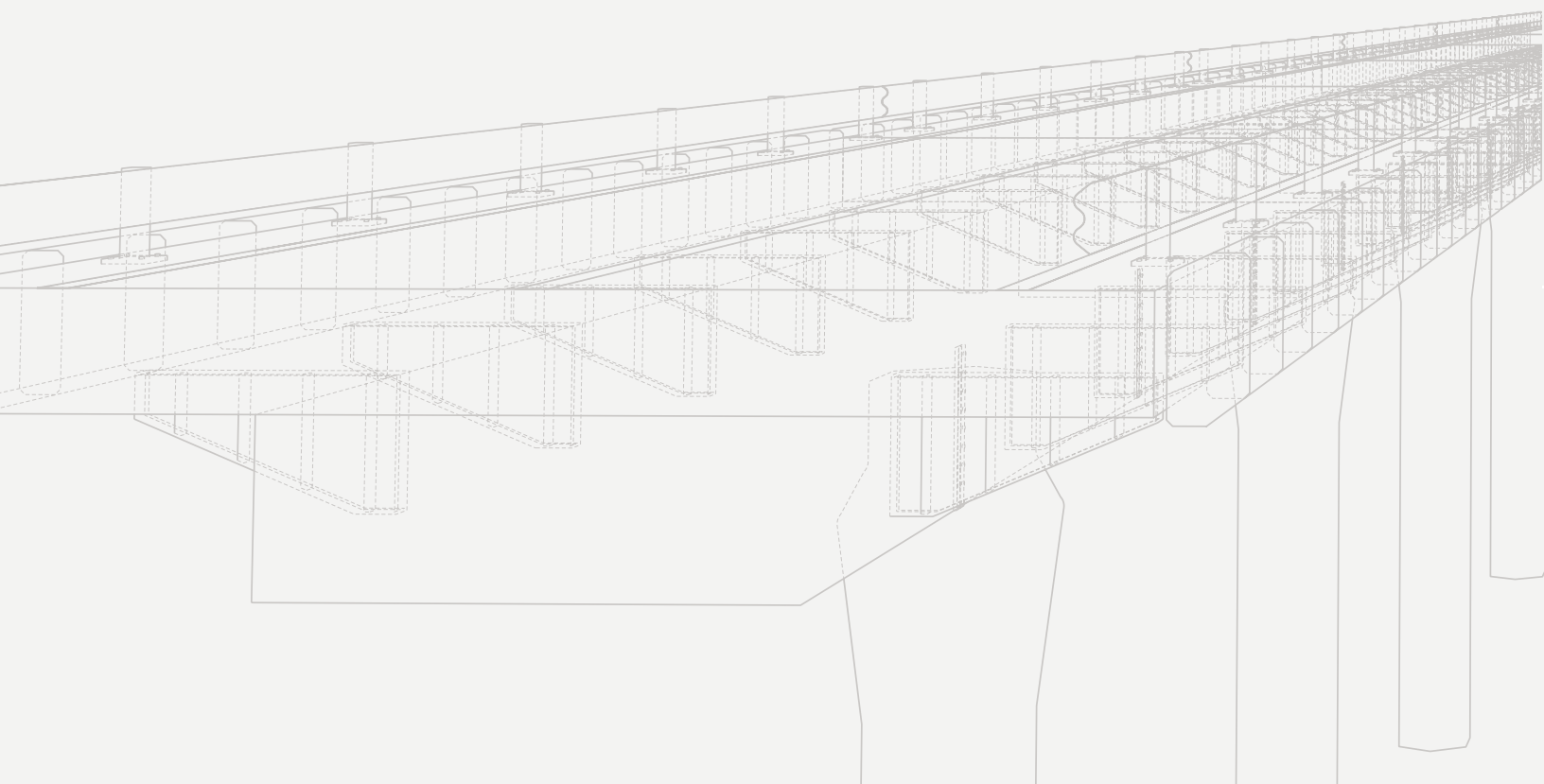
■ **American Survey & Engineering, Inc. (ASE)** is one of the leading land acquisition and boundary surveying firms in the Midwest. ASE offers turnkey parcel platting, appraisal, negotiating, and relocation professionals to provide timely, accurate, and efficient land services. ASE will lead the land acquisition and utility coordination/relocation process.

■ **Ames Engineering, Inc. (Ames)** is a roadway lighting prequalified firm who will complete the lighting studies and plans. They will work alongside our design team to recommend lighting to make the area safer, livable, and more comfortable. Ames Engineering, Inc. is IDOT prequalified in *Special Plans - Lighting: Typical*.

■ **Wang Engineering, (Wang)** a Terracon Company, partners with clients to deliver quality geotechnical engineering and environmental assessments for soil management. Wang's geotechnical engineering team helps design and execute projects with safety and economy in mind.

The majority of Stantec staff assigned to this project and all our subconsultants (with the exception of Rosales + Partners) are local to the Chicagoland area.

03 | PROJECT APPROACH



Project Understanding

The purpose of the project is to replace the existing Home Avenue bridge over I-290 with a new, wider structure. The project is anticipated to proceed through Phase I (preliminary engineering) from October 2024 through January 2026, with Phase II (final design) beginning in February 2026 and ending in December 2027. The Phase I process will include three alternative designs for the bridge replacement representing low, medium, and high cost scenarios. The low-cost alternative will involve a cost-effective bridge type, with simple aesthetic enhancements and lighting elements to provide visual appeal and safety; the medium-cost alternative will feature enhanced aesthetic elements, landscaping, and lighting; and the high-cost alternative will provide a signature bridge design with artistic elements, unique architectural features, and state-of-the-art lighting. The Stantec team will work closely with the Village of Oak Park (Village) to present the bridge alternatives to the public and to the Village Board in a thorough public engagement process that will be led by our public involvement specialist, Images Inc., in cooperation with Terra Engineering and Rosales + Partners.

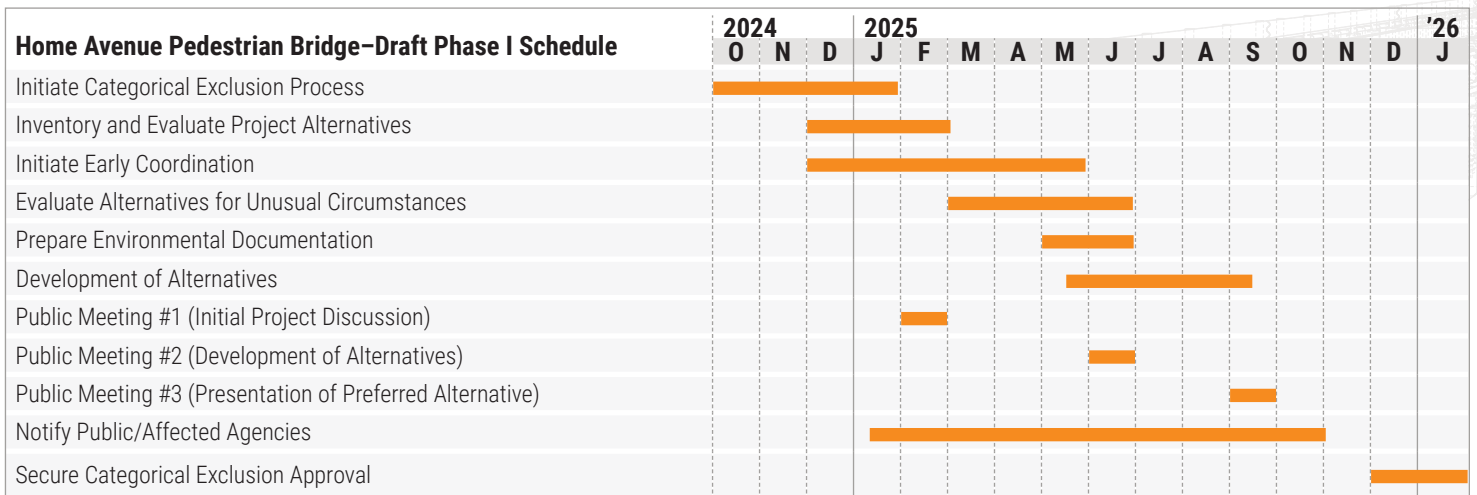


Existing Home Avenue Pedestrian Bridge | Oak Park, IL

Once the agreement has been approved by IDOT and executed between the Village and Stantec, individual project kick-off meetings will be conducted between Stantec and each of the subconsultants critical to the completion of Phase I. These meetings will be conducted to review the agreed-upon project scope and schedule, communicate project organizational information, such as file naming convention, file storage and sharing systems, and identify initial tasks and interim completion dates necessary to keep the project on schedule.

Our Project Development Report Lead, **Mike Phan, PE**, has more than 28 years of experience managing the successful completion of Phase I projects as an embedded engineer working at the IDOT District One office in Schaumburg.

Mike has obtained more than 80 Categorical Exclusions on IDOT projects and has already identified the key tasks and their approximate durations in the proposed Phase I schedule shown below. Mike will work with Rob to update and monitor this schedule on a monthly basis, and significant deviations will be communicated promptly to the Village along with the proposed corrective action necessary to avoid delays to the desired date for Phase I approval.



Recent review comment from IDOT District 1 regarding our performance on our Various/Variation Phase I contract

"During this evaluation period, the consultant was self-managed, consistently available, responsive to problems and concerns, and initiated open and timely communications. The consultant maintained a **consistently high quality of personnel** assigned to the project. The consultant's ability to coordinate internally with various bureau's key personnel allows for an efficient management of the bridge program and the various Phase I studies assigned to them."

~ Carlos Feliciano, Project Studies Unit Head and ADA/Bicycle Coordinator

Development of Design Alternatives

Development of the three different project alternatives will be conducted as a collaborative exercise between the Stantec team, citizens of Oak Park, the Village Engineer, and the Village Board. Our key technical advisor, Wendy Harper, PE, will bring her recent experience on the KY 8 over Licking River project to this effort, where she managed the development of various bridge design alternatives in collaboration with multiple stakeholders across a series of meetings and workshops. Throughout the development of alternatives, the expected project cost will be carefully tracked and communicated such that the Village can be aware of what they are paying for on an element level basis. For example, a certain landscaping feature shown in one of the alternatives may be so well-liked by the Village that it considers incorporating it into one or both of the other alternatives. With the cost of this item properly identified and communicated, the Village can make the informed decision to mix and match certain concepts or features, making it possible to achieve its vision for ultimate configuration of the preferred alternative.

Unless directed otherwise by the Village, the Stantec team will put equal effort into all three of the alternatives—low, medium, and high cost—with the goal of developing a bridge, lighting, and landscaping combination at each cost level that the citizens of Oak Park will be excited to view as a landmark part of their village for decades to come. A scoring rubric for evaluating the alternatives will be developed with key input from the citizens of Oak Park, the Village Engineer, and the Village Board. Along with cost, this rubric will be utilized to guide and inform the Village in selecting the preferred alternative.

Case Study: KY 8 over Licking River

Miguel Rosales, AIA, from Rosales + Partners designed the four bridge concepts below.



These concepts were shared with the community from different view points as well as during day and night to get feedback on each concept and identify a preferred alternative.





Frances Appleton Pedestrian Bridge | Boston, MA (Rosales + Partners)

Project Aesthetics – Bridge, Lighting, and Landscaping

Building on our experience collaborating on signature bridge projects in New York and Kentucky, Stantec has engaged Rosales + Partners, led by **Miguel Rosales, AIA**, to bring their unparalleled vision for the design and architecture of landmark bridges to this project. Rosales + Partners will have artistic control over all three of the bridge design alternatives, developing the concept bridge type and style, as well as the aesthetic lighting (led by **John Corey**) and landscaping concepts (led by **Jeffrey Plusen, RLS, ASLA**) for the project. Stantec's structural engineering expertise will validate the various bridge types and configurations under consideration and make cost-saving or performance-enhancing suggestions throughout the development and refinement of the design alternatives. In similar fashion, we will utilize the knowledge and expertise of our local partners to inform and assist with the aesthetic lighting and landscaping concepts. **Keven Graham, FASLA, PLA**, from Terra Engineering, will contribute his more than 30 years of local experience developing landscape plans for the Village, and **Brenda Lowery, PE**, from Ames Engineering, will contribute her more than 30 years of electrical engineering experience for numerous Chicagoland municipalities and IDOT District One.

Coordinating the project aesthetics with the overall aesthetic plan for the corridor developed as part of the Village's Cap the Ike project is a requirement of this project, and selecting an aesthetic approach that is appropriate and consistent with the aesthetic theme for a community is at the forefront of every concept generated by the team. **Dave McGibbon, PE**, was part of the Cap the Ike project team and is well aware of the project's goals and key members. He will be tasked with leading the coordination with the Cap the Ike project and conveying critical design updates and aesthetic concepts to the team.

Public Engagement with the Village

Under our oversight, our DBE subconsultant, Images will lead the Public Involvement (PI) /CSS efforts. They have worked closely with the Village of Oak Park, Illinois Department of Transportation, Village Council Members, CTA, and many other agencies and special interest groups over the last 17 years on the I-290 project.

Images not only has stakeholder relationships in the corridor but has unmatched knowledge of the diverse issues, experience in facilitating those conversations, and developing common understanding with stakeholder groups to continue to move the project forward. Their team includes communication, public involvement, and marketing experts that bring years of experience that work well with engineers because they understand engineering language and can verbally and visually convey complex engineering information for public consumption.

The Public Involvement successes from the I-290 Planning Phase resulted in a Record of Decision. Numerous issues and concerns surrounding multi-modal alternatives were identified. To satisfy these concerns, commitments were made to the communities in 2017 including aesthetics and improvements to bridges that created a gap between the highway that divided their communities in the 1950s. Reconsidering prior plans and possibly new ones will need extra care with managing expectations—something our public involvement lead has managed successfully before in this corridor. It's important to deliver a message that makes it clear that, while the Home Avenue bridge is part of the overall plan for improvements to the I-290, this project stands on its own with funding identified for Phase I Planning and Phase II Design. The top issues we are prepared to navigate are:

- Socio/economic effects (environmental justice concerns)
- Equity among the communities in the process and design
- Impacts and benefits to the adjacent communities
- Safety
- New aesthetic ideas in addition to the commitments already made
- Economic development opportunities and how the Home Avenue pedestrian bridge would help/hinder those community efforts

A kick-off meeting with the Village will be conducted at project onset. This will lay the groundwork for any new

methods of communication, understand new initiatives or study concerns, set a schedule for team meetings, and outline new strategies for the communication tools (i.e., new project website). The strategy and messaging from the beginning will be very important to be sure stakeholders are included in the process.

As part of the public involvement process, Images will develop a Stakeholder Involvement Plan (SIP.) This is a living document and will serve to define the structure of the public and agency participation. The document will be updated throughout the life of the project as needed, including a list of stakeholders, joint lead agencies, cooperating agencies, participating agencies, agencies declining to participate, and non-responding agencies. The SIP and Coordination Plan will provide a structure for coordination between the FHWA, Oak Park, and the coordinating and participating agencies.

From Images' prior stakeholder knowledge and the lists we developed, built, and maintained, we will revisit the organization types to ensure inclusivity. It will also be important to include the architectural groups in our discussions. They will identify leadership and leaders of civic/special interest groups that have changed and continually update the stakeholder list.

A Community Advisory Group (CAG) is a successful forum to bring together elected officials (or their appointees) and other stakeholders directly affected by the project to facilitate the study progress. Images will identify members including representatives from the Oak Park Historical Society, the Community Design Commission, the Oak Park – River Forest Community Foundation, the Oak Park Cycle Club, and the Chamber of Commerce to name a few. They will schedule and plan meetings, develop presentations, and gather feedback. CAG meetings are proposed to be held at the beginning of the project and at key decision milestones throughout the study.

Engagement is not only an external effort but also includes working closely with the team and the Village to help achieve consistent messaging. Images will schedule and coordinate a variety of meetings with partners including IDOT, CTA, CSX, and stakeholders throughout the project including one-on-one meetings, small groups, advisory committee, community meetings, and public open houses.

Experience working on the Illinois Active Transportation Plan gives Images firsthand knowledge of the needs and concerns of those who walk, bike, and roll. They will use this understanding to work with the people of Oak Park to ensure the new bridge meets their needs.

During Phase I, not only will they plan and facilitate public meetings and a public hearing (virtual, in-person, or a combination of the two) as required by the NEPA process, they will ensure meaningful coordination and facilitation takes place throughout the process. They will host design charrettes during the Design Phase to get the community's input on the looks of the bridge and entry points. Our team is not about checking off the box to meet the requirements; we believe in thoughtful two-way communication. Emotions can run high during times of change, and Images has the experience to understand the concerns and to bring people to a project understanding.

A centralized comment management system will be maintained for the purpose of administrative record. The system will provide a centralized, secure, and web accessible repository for comments to be used to categorize the comment types and issues to be summarized as part of the environmental documentation. The system will also be used to collect and maintain stakeholder address information and allow for mailing list automation. Each comment received will be entered and categorized in the Comment Management Database and a draft letter of response will be prepared for review.

Additional outreach strategies and tools include:

- **Community Events and Engaging Community-Based Organizations**—Attend events and partner with community-based organizations to help get feedback and engage them to ensure they feel part of the decision-making process.
- **Virtual Reality and Visualizations**—We have the creative talent to deliver new ways to communicate technical details to help garner support quicker.
- **Media Outreach**—Media outreach, press conferences,

Review comment from IDOT District 1 regarding our Phase I services for I-55 (I-355 to I-90/94) Managed Lane Study

Over the course of the study the consultant presented innovative and fresh approaches to the project as a whole and focused special resources on problems/concerns. They took the lead in advancing the work, eliminating alternatives, and addressing problems/concerns. Managed lanes have not yet been implemented in Illinois, but the consultant had a good understanding of the concept and were able to convey to stakeholders and resource agencies. The consultant perceived and managed problems effectively, early, and innovatively.

~ Corey Smith, Project Manager

press releases, and prepared responses for media inquiries will be closely coordinated with Oak Park.

- **E-Blasts**—Prepare and distribute timely informative content regarding the re-evaluation, such as information on milestones and notification of upcoming events.
- **E-Newsletters/Factsheets**—A newsletter detailing the study will be produced for each public meeting.
- **3rd Party Outreach and Distribution**—We will coordinate with local organizations to share our messages. This will amplify our efforts and reach a larger, more diverse audience.
- **Social Media**—We will prepare content for a social media campaign to support awareness of the study and online conversation.
- **Presentations/Videos**—Produce presentations or videos for the one-on-one meetings, Board/Council meetings, public meetings, and to use on the website and social media platforms. The production of videos will be essential to garner stakeholder understanding and support quicker.
- **Website**—A website will be built and maintained.
- **FAQs and Media Talking Points**—Frequently Asked Questions and answers will be developed for use on the website and for guidance in drafting responses to comments.
- **Advertising**—Ads announcing the public meetings will be produced for print and electronic use. We will determine the best timing and placement for maximum coverage.

I-290 Phase I Coordination

The proposed Home Avenue pedestrian bridge needs to not only be compatible with the existing configuration of I-290 but also compatible with the proposed configuration of the widened I-290 currently in Phase I design development through IDOT District One. Stantec, with Rob Tipton as Project Manager, is currently leading the Phase II design for the reconstruction of I-290 at the Des Plaines River, approximately a mile to the west of the proposed Home

Avenue bridge location. *Rob will not only be immediately aware of any changes to proposed I-290 underneath Home Avenue as the I-290 Phase I project progresses, but he will also be aware of potential changes under consideration and be able to share information with the project team and the Village as needed to avoid costly rework and potential schedule impacts.*

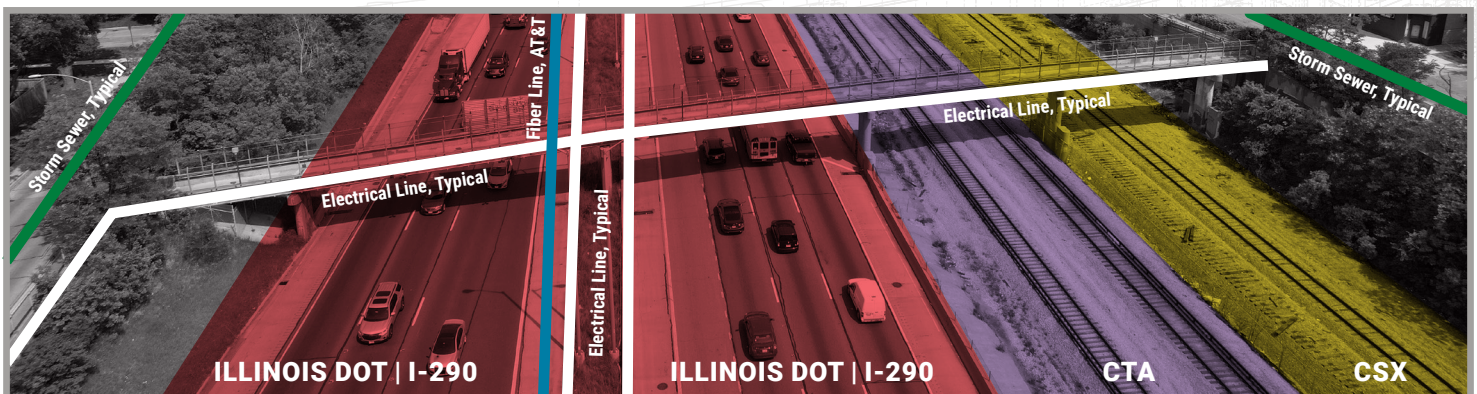
While the I-290 at Des Plaines River project is currently slated for letting in 2026, the Stantec team committed to a 24-month design schedule upon award of the project, with the majority of the design work expected to be complete by October 2024. This will allow Rob and other key staff on the I-290 project to focus their attention on the Home Avenue bridge throughout the project.

Stakeholder Coordination

Coordination with the Village and the Village Board has been covered previously in the Public Engagement and Development of Design Alternatives sections. Additional stakeholders critical to the success of this project include IDOT District One, Chicago Transit Authority (CTA), and CSX railroad.

Early coordination with affected stakeholders and utilities is critical to the success of any project, and the proposed Home Avenue Bridge is no exception. For every utility shown on the figure below, Stantec has experts in place with the requisite knowledge and relationships to identify and navigate potential conflicts before they can negatively impact the project schedule and cost.

Stantec has a successful history of developing and coordinating projects as a preferred consultant of IDOT District One, including the previously mentioned I-290 at the Des Plaines River project. The Stantec team is exceptionally qualified in project coordination and delivery for IDOT District One, including Rob Tipton's expertise in managing and delivering significant bridge projects for IDOT District One, and Mike Phan's significant expertise in the Phase I process and obtaining Categorical Exclusions for IDOT District One.



Dena Abakumov, P.Eng., will spearhead coordination activities with the CTA. Dena is the Segment Lead & Engineering Services During Construction Lead for the \$2.1 billion Red-Purple Line Modernization project being delivered by the Walsh-Flour joint venture with Stantec as the lead design engineer. Dena's extensive experience from this significant project in the City of Chicago makes her the ideal person to identify how the proposed Home Avenue Bridge will impact the CTA, what information needs to be coordinated with the CTA, and what design elements or parameters need to be shared with the CTA and when and with whom those reviews need to occur to keep the project on schedule.

In a similar fashion, **Ross White, PE**, will be our coordination lead with CSX Transportation (CSX). Ross has seven years of experience as a bridge engineer for CSX prior to joining Stantec as a railroad bridge engineer, and he has continued to deliver and coordinate numerous projects as a consultant for CSX Transportation while employed at Stantec. His background will be invaluable in developing a design and proposed construction procedure that will be acceptable to CSX, and similar to Dena, he will be relied upon to identify what design elements or parameters need to be shared or confirmed with CSX, and when and with whom those reviews need to occur to keep the project on schedule.

While the Stantec team anticipates providing the CSX's desired 23-foot minimum vertical clearance over top of the rail, if certain design constraints make a lower vertical clearance preferable, Ross White will be engaged to negotiate a reduced criteria with the CSX. Ross has successfully negotiated reduced vertical clearances with the CSX railroad in the past by identifying other ways in which the project could be modified to benefit the CSX railroad (such as eliminating a substructure unit to allow for a future track).

Survey

Mike Ring, PLS, PS, from Terra Engineering will lead the topographic survey efforts in both phases of the project. Mike, a resident of the Village, is a Land Surveyor with more than 35 years of experience including recent project experience with the Village. The survey limits will span 50 feet in either direction of the bridge ends on Harrison and Garfield Streets, as well as 25 foot cross-sections along the Eisenhower Expressway from 100 feet east to 100 feet west of the existing structure. The survey will include significant breaklines, right-of-way to right-of-way along Harrison and Garfield Streets, with elevations at backs and faces of walks, backs of curb, flowlines, edges

of pavement, and centerline. Elevations will be shown at a 5-foot grid at all ADA ramp locations, with sufficient coverage to allow for required ADA ramp improvements.

Elevations will be referenced to Oak Park Vertical Datum, with on-site benchmarks set within an acceptable distance of proposed improvements, in locations that allow for no disturbance during construction. Surveys will be horizontally referenced to Illinois State Plane Coordinates, NAD83 (2011 adjustment), GPS derived. Differential leveling will be performed and run through control points and benchmarks to establish sound vertical control. TERRA will also conduct sufficient boundary research and property corner recovery to establish existing rights-of-way and boundaries necessary for the land acquisition phase of the project.

Survey deliverables will include field notes with legible and complete control information, site photos, water and sewer structure invert sheets, and basemapping provided in CADD with surface information and contours generated at a 1-foot interval. Plats of highway and legal descriptions will be included with the Phase II deliverables, as well as ROW basemapping.

Utility Coordination

Early identification of utilities and utility coordination activities are critical to the success of any project. Our trusted subconsultant, American Surveying & Engineering (ASE), will be engaged immediately upon notice to proceed to begin the process of identifying utilities within the project limits. ASE will apply to JULIE in an effort to obtain available SUE Level D data. ASE will coordinate with JULIE and the various utility companies identified to gather records for the entire study area. Using the atlas information, ASE will perform a SUE LEVEL C Study for storm sewers, sanitary sewers, and above-ground utility lines that lie with the projects area and have not been previously identified by the available topographic



information. Additionally, ASE will perform a SUE LEVEL B study for electric, fiber, water, and telephone lines that exist within the project area. Miscellaneous power (such as light pole and signal cables) will be included upon the owner's request if records are available for these items. ASE will then provide a CADD drawing of the SUE Level B, C, and D information in effort to provide the designers with a "complete picture" of the existing utilities within the study area such that potential conflicts can be identified during the development of design alternatives, with the goal of mitigating or avoiding conflicts through adjustments to the various design alternatives.

Should any additional coordination efforts be needed with the various public and private utilities that may be encountered or impacted by this project, the Stantec team has resources available to keep the project on track. **Thera Novotny, PE, PMP, CFM, ENV SP**, is Stantec's project manager for the combined sewer master plan and ongoing modeling support with the Village and can provide insight with additional efforts related to the Village's existing sewer and water facilities. **Patrick Dunne, PG**, leads Stantec's environmental services contract with ComEd, and recently assisted Rob Tipton with coordinating the necessary Right of Entry permits to obtain access to a ComEd property impacted by the I-290 at Des Plaines River project. Patrick's knowledge of ComEd's requirements and processes was critical to keeping the field work on schedule, and avoided what would have likely been several months of delays as well as many additional hours of expended personnel time.

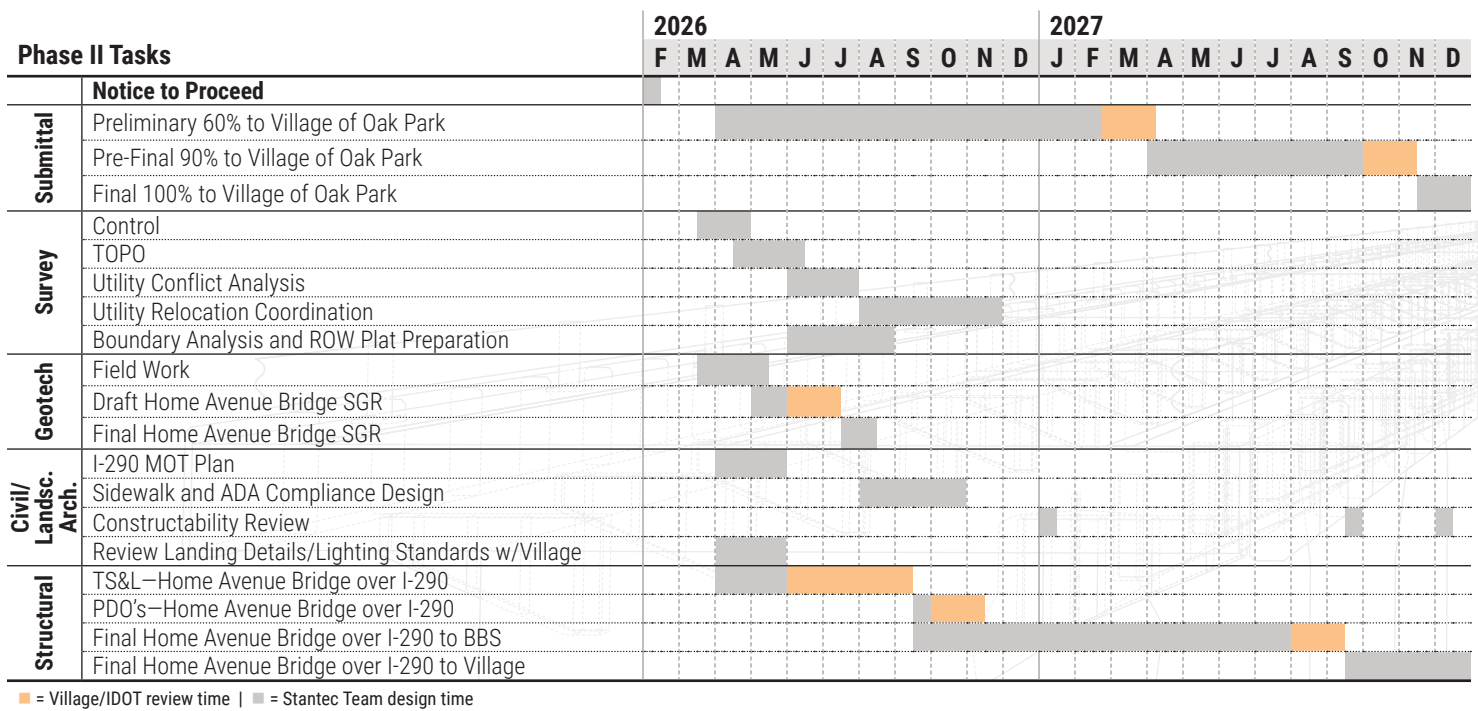
Additionally, our survey lead, Mike Ring, recently led the coordination and relocation of an AT&T line as part of the Elgin O'Hare Western Access project being designed as a joint venture between Stantec and Terra.

Phase II

Once the Project Development report has been approved by IDOT and notice to proceed for Phase II has been provided by the Village, Stantec will move forward with the final design of the project. The latest version of MicroStation OpenRoads Designer (ORD) and IDOT workspace at time of Notice to Proceed will be utilized to develop contract plans.

Maintenance of Traffic

The reconstruction of the Home Avenue bridge will require a carefully considered and executed maintenance of traffic approach. From recent experience on the reconstruction of I-290 over the Des Plaines River, the Stantec team is aware of the critical importance to IDOT District One that three lanes in each direction along I-290 be maintained at all times throughout the construction of the proposed bridge as well as the removal of the existing bridge. **Matt Norup, PE**, comes with significant expertise in complex construction staging and MOT design. As part of Stantec's Phase III services for the I-90 at IL 23 interchange project for the Illinois Tollway, Matt made extensive modifications to the existing MOT plan to accommodate necessary movements through each of three new roundabouts to keep traffic, especially oversized and overweight multi-unit vehicles, moving through the



intersections during all stages of construction. Matt is currently the MOT lead for Stantec's I-290 at the Des Plaines River project and his expertise will be invaluable in guiding the design team through the various stages of construction that must be planned for the preferred bridge alternative.

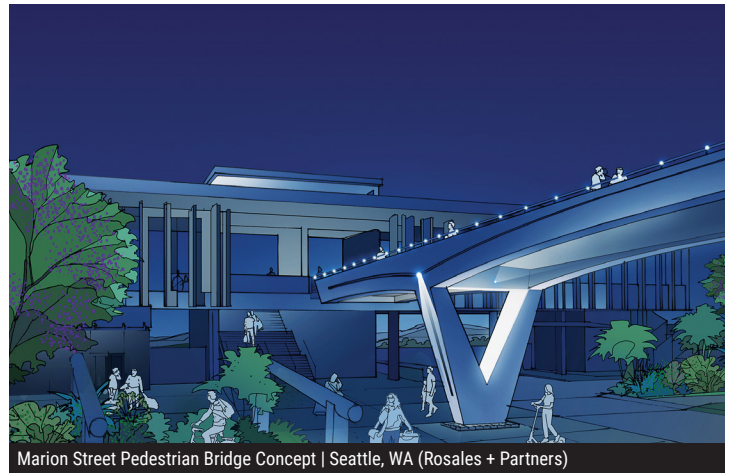
Geotechnical

Once the substructure locations for the proposed Home Avenue pedestrian bridge have been determined, Wang Engineering, Inc. (Wang) will be engaged to drill structure borings at or near the anticipated locations. Boring locations, sampling pattern, and termination depths will be selected according to the 2020 IDOT Geotechnical Manual and a Structure Geotechnical Report (SGR) will be prepared for IDOT review and approval. As part of the report, Wang will prepare boring location plans, generalized soil profiles, and final boring logs to be included with the Type, Size and Location plan (TSL) submittal to the IDOT Bureau of Bridges and Structures. The SGR will also include a summary of field and laboratory test results, characterizations of soil and groundwater conditions, boring logs, soil profiles, evaluations of foundation types for structure support and recommendations for constructability, dewatering, and if necessary, further investigation of settlement and/or instability mitigation or ground improvement.

Land Acquisition

American Survey & Engineering's (ASE) **Craig Duy, PLS**, will lead the team in preparing plats, legal descriptions, and field staking. Craig and the ASE team have expertise with GIS and database work and will provide deliverables in these formats. The land acquisition process will be accomplished in an orderly fashion to complete work within the required timeframes. As soon as title commitments are available, ASE will catalog the commitment, prepare a sketch of the description, and highlight the area on a tax mapping or other appropriate database. Once the proposed right-of-way limits are known, ASE will begin courthouse research and field surveys, and will also begin work on the base maps in CADD. ASE's experience has shown that waiting for the field surveys to be completed to start the plats leads to additional schedule risk that must be avoided to keep the project on schedule.

As field work is completed, ASE will perform a boundary analysis and begin parcel calculations. Upon completion of calculations, the coordinate files will be concurrently used to continue with plats and to prepare descriptions. ASE will also begin right-of-way plats and prepare them



Marion Street Pedestrian Bridge Concept | Seattle, WA (Rosales + Partners)

concurrently with parcel plats. Legal descriptions and plats will be reviewed together. This will be done by a "fresh eye" who is defined by the ASE Total Quality Manual (in-house QA/QC manual) as someone other than the staff member who prepared the original work.

Utility Coordination and Relocation

ASE will perform a conflict analysis of the proposed improvements overlaid upon the existing utility mapping. Proposed improvements such as abutment walls, piers, and proposed utility improvements that pose a potential conflict with the existing utilities will be identified and provided to the rest of the Stantec team and communicated to the Village.

ASE will then perform SUE Level A test holes at locations where the precise location and elevation of an existing utility needs to be known by the designer or utility company. Included with this process is all state, county, and/or local permitting for right-of-way access and potholing procedures. The SUE Level A results will be provided in spreadsheet and CADD format for the design team to reference in drawings. This will aid with amendments to design, such as proposed storm sewer or electrical improvements. ASE will also coordinate with the utility companies as to the potential for necessary relocations to existing facilities to accommodate the proposed improvements.

Civil, Geometrics, ADA Compliance

Matt Verheyen, PE, brings 12 years of experience in highway design, roadway geometrics, and ADA compliance. He has developed roadway designs and roadway profile modifications for IDOT District One as part of Stantec's I-80 from Ridge Road to Houbolt Road project as well as Stantec's I-290 at the Des Plaines River project. Matt will work with the rest of the project team to develop and model necessary revisions to the profile and

grading of the Home Avenue path and the approaches at either end of the bridge, and generate any necessary temporary pavement, marking, and signing plans for I-290 during construction.

Drainage

A detailed drainage design for the bridge improvements will be performed to maintain the existing drainage patterns and still comply with the drainage system proposed as part of the overall I-290 improvements proposed by IDOT. The design is anticipated to collect surface from the bridge deck into a closed system that will connect to the trunk system of I-290 below. Impacts to the Frontage Road and adjacent right-of-way will be designed to maintain the current drainage patterns and be tributary to the local system.

Constructability

Luca DeBellis, PE, will review the contract plans and specifications with an eye for constructability, contractor access, and clarity of information necessary for a complete and biddable set of plans. As a highly regarded Resident Engineer with Stantec's Phase III team, Luca has had to solve many issues in the field and is well-versed in understanding potential information gaps within contract documents. Luca's reviews will rely on his experience working daily with contractors to ensure contractors have the laydown areas needed for material storage, access to the work zone, and a safe working environment to complete the proposed work.

Lighting and Electrical

Ames Engineering will lead the Phase II lighting and electrical work for this project, including the design calculations and plan preparation efforts for the bridge aesthetic lighting concepts developed by Rosales and Partners. Ames will determine if there is existing electrical equipment impacted by the proposed work and coordinate with the Village and IDOT District One to

determine what lighting standards need to be met. The location of junction boxes and conduit will be planned and coordinated with the design to confirm the proposed lighting units can be installed to meet the overall architectural concept for the project. The lighting plans will be prepared in accordance with the latest applicable Illuminating Engineering Society (IES) lighting recommendations and National Electrical Code (NEC) requirements. Photometric calculations will be prepared as required for the project, and electric service will be coordinated. The final deliverables will include lighting and electrical plans, special provisions, and an estimate of cost for the lighting and electrical elements. Submittals will be made in accordance with the latest IDOT District One guidelines as well as Village additional requirements.

Structural Design

Dan Schriks, PE, SE, is a structural engineer with 12 years of experience in transportation engineering and currently serves as the structures lead on Stantec's I-290 from Des Plaines River project for IDOT District One. Dan will bring his extensive background in Phase II design for IDOT District One to this project, leading the development of contract plans, specifications, and estimates for the proposed Home Avenue bridge. Dan has worked with both Robert Tipton and Miguel Rosales on the landmark North Washington Street vehicular and pedestrian bridge over the Charles River in Boston, MA. The shared use path on that bridge is part of Boston's Historic Freedom Trail, and it was paramount that the structural design details did not deviate from Miguel's planned vision for the structure during the development of final design. Dan will bring a similar commitment to executing Miguel's architectural concepts to this project, to deliver the bridge the Village envisioned when selecting an alternative in the concept phase.

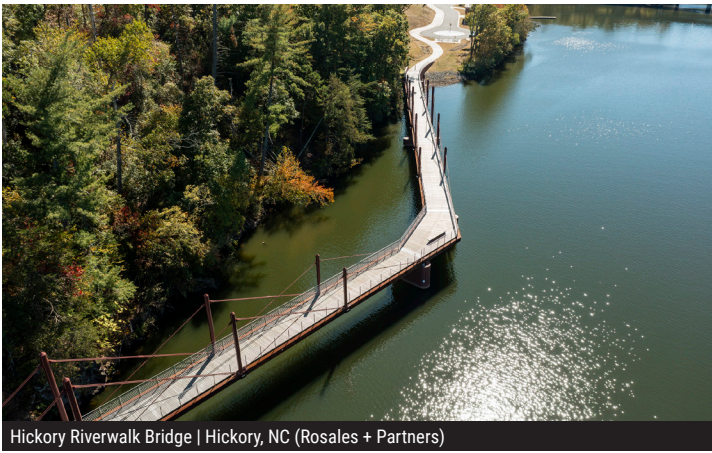
Dan also provided structural design services on the Old Chicago Post Office arrival plaza. The plaza included several unique landscape elements and had to be constructed directly above Chicago Union Station with active train traffic below. Dan coordinated with the architect on several challenging cross slope issues that were needed to get the architectural elements in place.

Regardless of the structure type selected, Stantec has experts with the capability to deliver the final design.

Michael Leonard, PE, has 10 years of experience in inspection, repair, and replacement of pedestrian and vehicular structures, which includes the design of seven new pedestrian bridges utilizing a prefabricated truss superstructure. Chris Stanuch, PE, SE, has 11 years of experience designing continuous steel welded plate girder



N Washington Street | Boston, MA (Rosales + Partners, Rob Tipton, Dan Schriks)



Hickory Riverwalk Bridge | Hickory, NC (Rosales + Partners)

bridge and precast concrete beam bridges, including recent design experience for IDOT District One and the Illinois Tollway on bridge types ranging from typical (straight, simple span with no skew) to complex (curved structures with more than 45 degrees of skew). For signature bridge alternatives, the Stantec team includes **Taylor Perkins, PE, SE**, one of our national experts on complex and long-span bridge design. Taylor has experience with the design of arch, truss, and cable-stayed structures and has been involved with numerous signature bridge and river crossing projects in the Midwest. Taylor’s expertise has been recognized numerous times by the structural engineering community. He is currently an associate editor for the ASCE Journal of Bridge Engineering and a contributing member of the Structural Engineering Institute’s Cable-Supported Bridges Committee, and has authored numerous technical publications related to the analysis and design of complex and long-span bridges.

Quality Reviews

David Depp, PE, SE, and **Dave Pieniazek, PE**, will lead the QA/QC efforts for this project and serve as the Project Quality Assurance Managers. They will monitor project personnel for adherence to quality assurance procedures and conduct internal audits at key project milestones.

Quality Management Program

As an ISO 9001:2015 certified company, Stantec understands the significance of a Quality Plan as a management tool. We employ a stringent peer-review QA program from project inception to completion. This program aims to minimize errors while providing a systematic review of all project aspects, resulting in quality deliverables. To help our design professionals maintain quality, we have QC guidelines for office practices and procedures, which include:

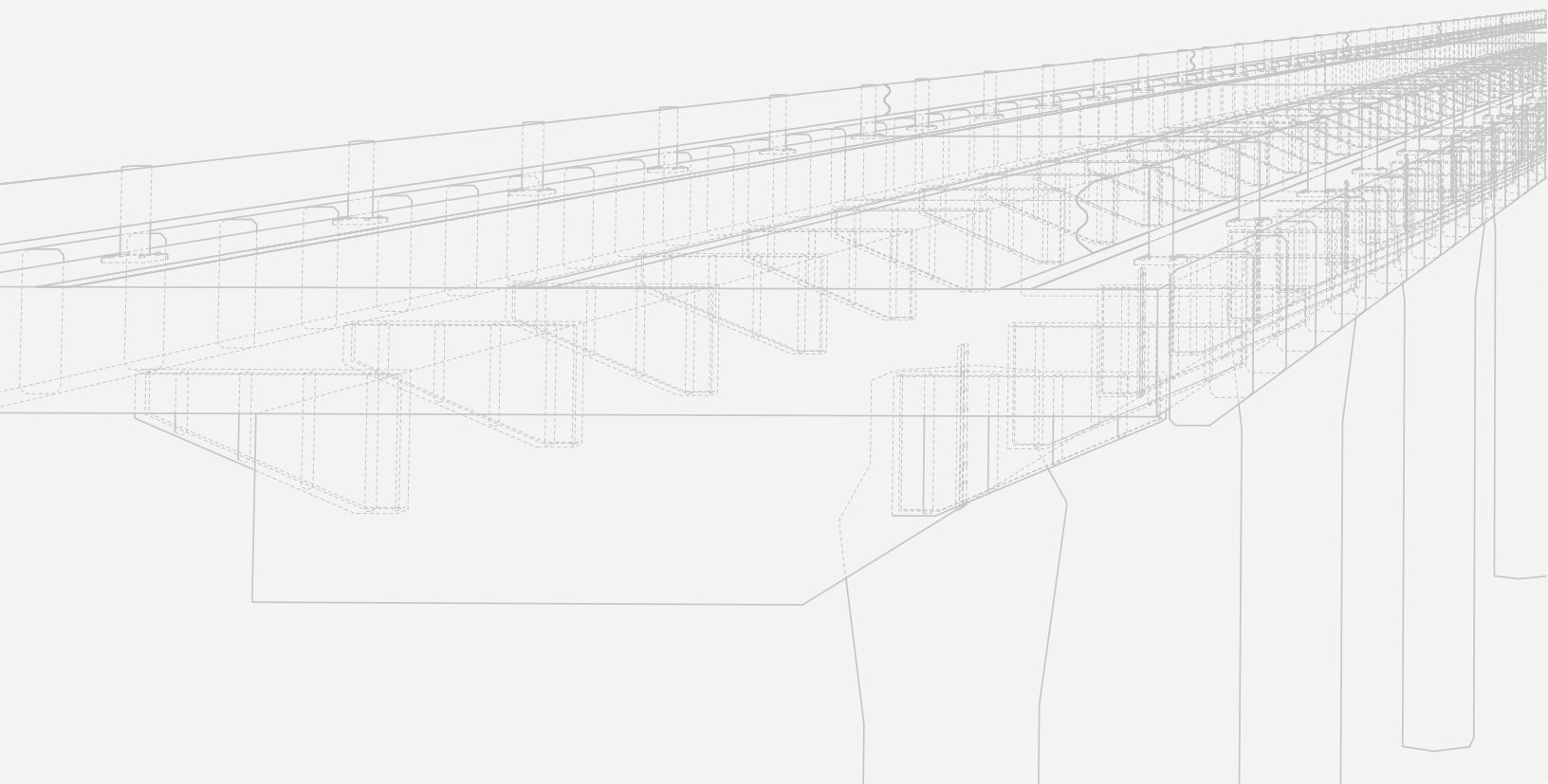
- Commitment to quality
- Accountability for responsibilities
- Neat, clear, and concise design calculations, plans, and specs
- Adherence to checking procedures
- Documentation of correspondence and maintenance of proper project files

Stantec’s Quality Management System (SQMS) applies the ISO 9001:2015 standard to Stantec’s work practices. SQMS aims to help our employees meet the accepted standard of care in their area of focus. To achieve this standard of care, evidence of quality assurance practices will be present at all project levels.

Why Stantec?

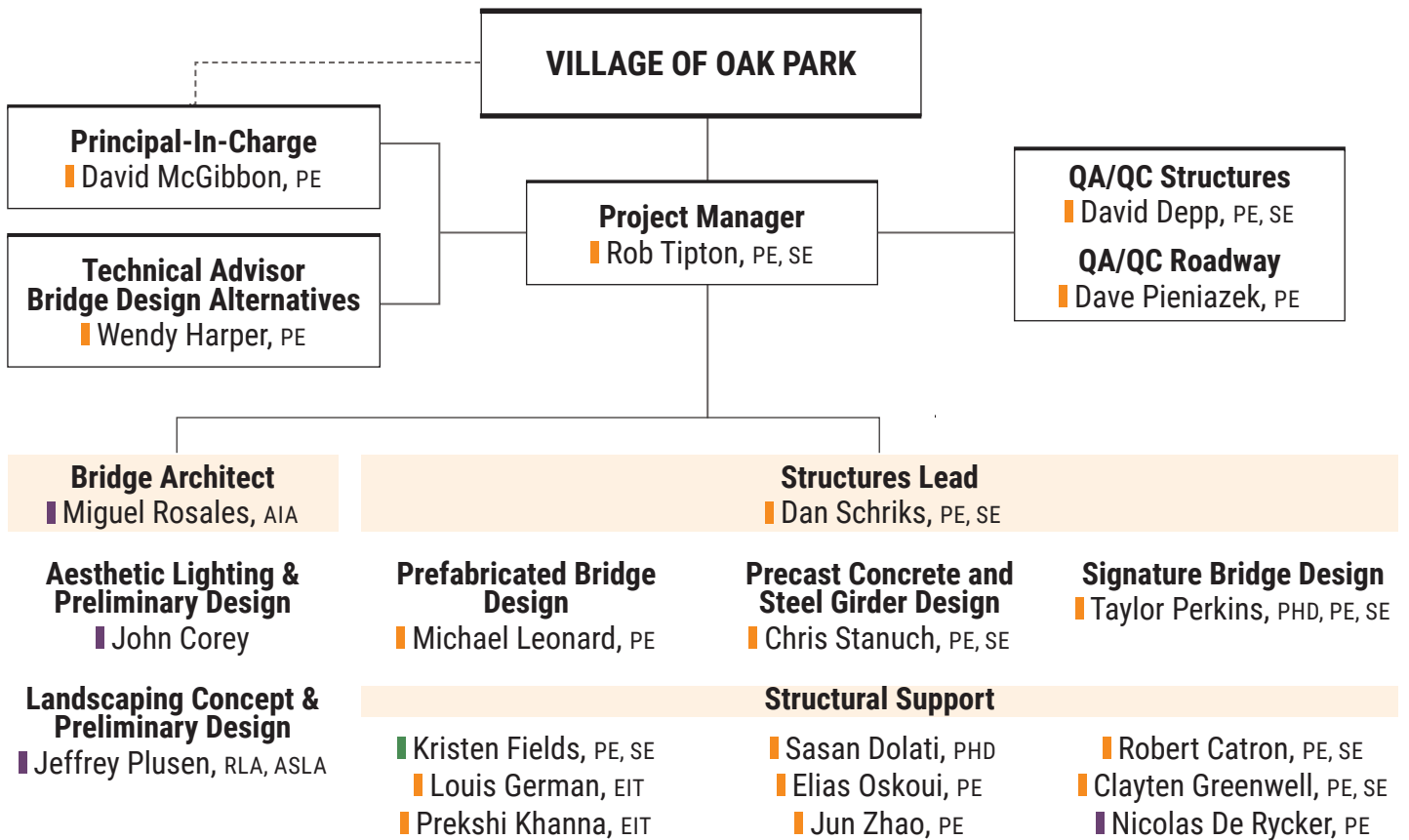
- Rosales + Partners a world class bridge architect, landscape architecture and aesthetic lighting firm exclusively on our team to lead the overall architectural concept.
- Nationally recognized signature bridge expertise within our Chicago group. Project Manager Rob Tipton has had significant roles in the design of signature pedestrian and pedestrian/vehicular bridges, and Illinois Licensed Structural Engineers have extensive signature pedestrian and pedestrian/vehicular bridge design experience.
- Stantec and Rosales + Partners worked together on the KY 8 over Licking River project, which included an aesthetic committee, several meetings with key stakeholders to develop alternatives, and a detailed public engagement process throughout the selection of a preferred alternative for a signature vehicular and pedestrian bridge crossing.
- Intimate knowledge of the ongoing I-290 Phase I project due to our ongoing I-290 at the Des Plaines River project with IDOT District One.
- Public involvement expertise from Images, Inc.—a dedicated public relations firm with relevant local experience, including the public involvement for the I-290 Phase I project, with additional support to be provided by our local Oak Park partners at Terra Engineering.
- Unparalleled resources for critical utility and agency coordination tasks, including people with key relationships with the Village of Oak Park, CTA, ComEd, and CSX Transportation.

04 | PROJECT PERSONNEL



▶ PROJECT PERSONNEL

We commit to the availability of the following key personnel for the duration of the contract.



Technical Resources

Project Development Report Mike Phan, PE	Electrical & Lighting Final Design Brenda Lowery, PE	Land Acquisition Craig Duy, PLS	Civil, Geometrics, & ADA Compliance Matt Verheyen, PE
Cap the Ike Coordination David McGibbon, PE	Landscaping Final Design Keven Graham, FASLA, PLA	Utility Coordination & Relocation Tom Sanderson, PE	Drainage Dustin Book, PE
Survey Mike Ring, PLS, PS	Environmental Services David Powers	CSX Coordination Ross White, PE	Constructability Luca DeBellis, PE
Public Involvement Tracy Morse Kristina Kuehling Jamil Bou-Saab, PE	Geotechnical Andri Kurnia, PE	CTA Coordination Dena Abakumov, P.ENG.	Maintenance of Traffic Matt Norup, PE

LEGEND

■ Stantec	■ Ames Engineering, Inc.
■ Terra Engineering Ltd.	■ Rosales + Partners
■ Wang Engineering	■ Images Inc.
■ American Surveying & Engineering, Inc.	



Rob Tipton, PE, SE
PROJECT MANAGER

CREDENTIALS

Education

M.S. Structural Engineering
(Mechanics and Materials),
University of California-
Berkeley, Berkeley, California,
2007

B.Sc. Civil Engineering
(Architectural Engineering
Certificate), Duke University,
Durham, North Carolina,
2006

Registrations

Licensed Structural Engineer
#081.007572, State of Illinois
Professional Engineer
#062.064037, State of Illinois

** denotes projects completed with
other firms*

Rob specializes in highway bridge design with an emphasis on unique and complex structures. His core strengths include performing finite element analysis, seismic analysis and the design and detailing of post-tensioning for bridge structures. In addition, Rob is experienced in value engineering, cost estimating, and in performing project risk analysis to ensure appropriate funding levels are secured by the owner, having used these skills on numerous projects for various state agencies.

RELEVANT PROJECTS

**I-290 at the Des Plaines River | Cook
County, Illinois | Project Manager**

This project includes the replacement of I-290 over the Des Plaines River as part of the planned future expansion of the I-290 expressway. Critical components of the project include maintaining three lanes of traffic in each direction throughout construction, utility coordination and relocation efforts, connecting ultimate geometry to existing I-290, and complex constructability related to deep storm sewer and proposed retaining walls. Final design is ongoing and expected to complete in early 2025.

**I-74 over the Mississippi River* |
Moline, Illinois to Bettendorf, Iowa |
Project Engineer**

This project featured the design of two new twin true arch bridges that also included a shared use path and scenic overlook and sitting area. Rob performed the design and plan preparation for the concrete arch, post-tensioned crossbeam element, 10' diameter drilled shaft foundations and the mass concrete pedestals. Rob designed the unique aesthetic piers for the river approaches and performed vessel collision calculations and blast and seismic design for the entirety of the river crossing. Rob designed the steel superstructure for several river approach units as well as two of the curved girder ramp bridges. He also prepared cost and risk assessment reports in six-month intervals and tracked and reported monthly cost updates to the client.

**Chicago Riverwalk Design* | Chicago,
Illinois | Project Structural Engineer**

This project included cost estimates, Value Planning and concept design, and preparation of the final plans, specifications and estimates in accordance with the approved concept design. Careful utility coordination was critical on this project to identify the utilities in the area (electrical, gas, sewer and water tunnels), and accommodate them during design. Rob prepared cost estimates; and performed design and analysis of the structural deadman anchorage system that transferred the lateral loads from the new sheet piling to the existing tie rods. He also performed design and analysis of the riverwalk underbridges for standard loading and vessel collision loading.

**North Washington Street over the
Charles River* | Boston,
Massachusetts | Project Engineer**

The proposed vehicular and pedestrian bridge is part of Boston's Freedom Trail—a 2.5 mile long path through Boston that connects 17 locations of historical significance. The bridge consists of an 11-span continuous steel trapezoidal box girder superstructure supported on five concrete V-Piers. Features include separated vehicular, pedestrian and bike lanes, scenic overlook areas, architectural treatments and aesthetic lighting. Rob was responsible for the design of the unique, post-tensioned V-Piers, superstructure modeling review and development of the super-substructure interaction finite element model.



Miguel Rosales, AIA
PROJECT ARCHITECT

CREDENTIALS

Education

Massachusetts Institute of Technology, 1987. Master of Science in Architecture Studies

Universidad Francisco Marroquín, 1985 Diploma in Architecture

University of Florida, 1984 Program in Historic Preservation

Registrations

Registered Architect, MA, MD, ME, FL, OH, MN, WA, IL, TX and NY

Visiting Critic & Lecturer

Universidad Francisco Marroquín, Guatemala City, Guatemala

Swiss Federal Institute of Technology, Zurich, Switzerland

Massachusetts Institute of Technology, Cambridge, MA

Affiliations

Boston Society of Architects, AIA

Institute for Urban Design Fellow

Miguel is the president and principal designer of Rosales + Partners with over 35 years of experience as a leading bridge architect and designer for major infrastructure projects in the U.S. and abroad. He is noted for his practical ability to balance technical and aesthetic principles, conceiving cost-effective architectural bridge enhancements, and delivering iconic bridges that have become symbols of identity and community pride.

RELEVANT PROJECTS

Marion Street Pedestrian Bridge | Seattle, WA

The proposed pedestrian bridge connecting downtown Seattle Ferry Terminal at Colman Dock Ferry Terminal will cross over a new promenade and reconfigured Alaskan Way. The bridge will replace a narrow and unattractive pedestrian bridge when the elevated double-deck Alaskan Way is demolished and rerouted into a tunnel. The bridge will become a new gateway to the city along the improved waterfront with excellent views of Elliot Bay and beyond. The Marion Street bridge includes a main span over Alaskan Way and two balancing, long cantilevers which allow the bridge to be built independently of the new Ferry Terminal and future buildings along the waterfront. The main reinforced concrete piers are sculptural, well proportioned and will be illuminated at night.

Moody Pedestrian Bridge | Austin, TX

The Moody Pedestrian Bridge is a one of a kind Inverted Fink Truss bridge in Austin, Texas. The bridge connects two buildings as part of the Moody College of Communication at The University of Texas. The bridge crosses over West Dean Keeton Street; a busy thoroughfare that traverses the campus. The bridge is characterized by a series of slender steel towers that vary in height and scale creating an elegant statement along one of the major avenues surrounding the campus. This type of bridge is the first of its kind in the U.S., and the only one worldwide with a single support tower

as the main loading member. Slender high towers mark the bridge crossing from a distance creating a gateway to the university campus for students and visitors alike. The pedestrian bridge compliments the architecture of the Bello Center, one of the recently completed buildings of the College of Communication. The bridge has integrated aesthetic lighting into its stainless-steel railings.

East 54th Street Pedestrian Bridge | New York, NY

The new pedestrian and bicycle bridge at East 54th Street in Midtown Manhattan will consist of an elegant clean span arch bridge over FDR Drive. The bridge will connect the adjacent neighborhood to a new linear park on the East River. The bridge has been designed to fit within the context of an existing park and the waterfront. It will have a distinct color and design features that include inclined arches and fencing for open views of the river and Roosevelt Island. All details have been designed with a context sensitive architectural design theme and consistent high quality detailing. The approach spans are ADA accessible and follow a curvilinear alignment for visual appeal and interest.



Tracy Morse
PUBLIC INVOLVEMENT

CREDENTIALS

Education

Bachelor of Business Administration, Marketing, Iowa State University

Tracy built a business that filled a need for strategic communication and public outreach across a variety of industries. Tracy is breaking ground by reshaping the way outreach is done in the infrastructure industry. For more than 20 years, she has successfully provided strategic leadership in public involvement and Context Sensitive Solutions on some of the largest transportation plans in the US.

RELEVANT PROJECTS

I-290 Eisenhower Expressway Phase I Study | Cook County, IL

Images, Inc. led the public involvement efforts for this designated Context Sensitive Solutions (CSS) project. Our proactive public involvement approach assisted in a successful Record of Decision in June 2017. We provided strategic public involvement and technical communication strategies, stakeholder and agency coordination, planning and facilitating a corridor planning group and public meetings, media outreach, noise wall outreach and solicitation, comment management and data gathering, aesthetics workshops, DEIS and FEIS support, graphic design, content writing, branding, website, communication materials, press-releases, and other printed collateral for this complex transportation project.

I-74 Mississippi River Bridge | Moline, IL

From planning and organizing a groundbreaking in June 2017 to managing a growing social media audience with over 20,000 followers, Images, Inc. took the I-74 Mississippi River Bridge and put it on everyone's radar. We led all public involvement initiatives including strategic communications; stakeholder identification and coordination; data gathering and comment management; public meeting planning and coordination; graphic design and content writing; project branding; website design and content; newsletters; media relations and more. Images also developed successful

campaigns to educate the public on zipper merging and multi-year detours. In 2021, Images coordinated a large-scale celebration on the new bridge, which was attended by thousands as well as over 400 local and state officials, representatives from transportation and environmental agencies, municipalities, community organizations, and others involved in the planning and construction of the project

Jayne Byrne Interchange | Chicago, IL

Images, Inc. led the public involvement/Context Sensitive Solutions (CSS) program for Phase I Environmental Assessment with the formation of a Project Working Group where we planned and facilitated a design charrette. We worked with the adjacent property owners, UIC, Alderman and their constituents, Chicago Transit Authority, Chicago DOT, and many other agencies and stakeholders through the environmental process to develop a solution for this complex corridor. Images, Inc. continued leading public involvement and communication efforts during the design and construction phases. The construction was complex, in a very tight footprint, and had over 30 separate contracts.



**Taylor Perkins, PhD,
PE, SE**
SIGNATURE BRIDGE
DESIGN

CREDENTIALS

Education

PhD, Structural Engineering,
University of Kentucky,
Lexington, Kentucky, 2017

MS, Civil Engineering,
Structures, University of
Kentucky, Lexington,
Kentucky, 2008

BS, Civil Engineering,
University of Kentucky,
Lexington, Kentucky, 2007

Registrations

Professional Engineer: MI,
FL, GA, IN, MN, KY, LA, HI, NV

Licensed Structural Engineer
#081.007182, State of Illinois

Taylor has been involved in the plan preparation, design, load rating, and rehabilitation of complex bridges of nearly every type. His experience includes concrete bridges (including pre-tensioned and post-tensioned girders), structural steel bridges, and long span bridges (including post-tensioned, trusses, arches, and cable supported structures). He has been involved in all project phases ranging from planning, to preliminary and final design, to engineering during construction support (ESDC).

RELEVANT PROJECTS

**KY 8 Licking River Bridge Progressive
Design Build | Newport, KY | Structure
Design Lead**

Taylor is serving as structural design lead for the project. During the structure type selection phase, Taylor engaged with the bridge architect, Miguel Rosales, to develop structurally viable structure alternatives. Additionally, he worked with the project team and KYTC experts to layout requirements for each of the structure alternatives and to assess the benefits and drawbacks of each in terms of design challenges, constructability, inspection, and long-term maintenance requirements. The selected structure type is a unique 3-line unbraced arch with a 475-ft main span. Taylor is currently working through the preliminary design of the structure.

**Pedestrian/Bikeway and Fishing
Facilities (bridge design as part of
Kentucky Lock and Dam) | Grand
River, KY | Structural Engineer**

This \$60M project replaces the Structural Engineer responsible for super and substructure design of the lock spans unit of the bridge, which is a 3-span 367-ft (156'~53'~158') cable stayed bridge carrying bicycle, pedestrian, and emergency vehicle traffic over the existing and proposed lock chamber. The structure consists of two delta-style towers that anchor the cable systems which support the twin PPC box beams in the first and third span. For constructability, the first and third span consists of two beams made continuous by a unique cazaly hanger design. To provide pedestrians a place to watch barges

locking through the new lock chamber, the second span has belvederes supported by post-tensioned outriggers anchored to the box beams. The structure is in the New Madrid seismic region, a well known high seismic hazard zone. Due to budgetary constraints, USACE performed a VE study which identified a prefabricated pedestrian bridge as an alternative that could potentially reduce cost of the project. Taylor and his team performed a cost-benefit evaluation for the original design and VE alternative and are currently progressing through the design of the prefabricated truss solution.

**Southmore Blvd over SH288 |
Houston, TX | Independent Design
Reviewer**

These twin structures, built adjacent to the existing Southmore Blvd. bridge, carry pedestrian traffic over 11 lanes of the highly traveled SH288. The three-span superstructure (108'~88'~105') consists of a single trapezoidal steel box curved in plan and significantly haunched to create an aesthetically pleasing form. Taylor performed a fully independent design check for the steel superstructure evaluating both the final condition and performing constructability checks for the curved single girder system. In addition, he performed a QA review of the plans, in part, focusing on details that could cause issues during fabrication. This project was completed as part of the SH 288 Toll Lane P3 project.



Mike Phan, PE
PROJECT
DEVELOPMENT
REPORT

CREDENTIALS

Education

Bachelor of Science, Civil Engineering, University of Illinois at Urbana-Champaign, Champaign, Illinois, 1995

Registrations

Professional Engineer: IL



Mike Ring, PLS, PS
SURVEY

CREDENTIALS

Education

Bachelor of Science Civil Engineering Technology Southern Illinois University at Carbondale

Registrations

Professional Land Surveyor: IL

Professional Surveyor: IN

Mike has extensive highway design and construction experience. For more than a decade he has worked closely with IDOT District 1 Bureau of Programming staff and numerous consultants on the development of Preliminary Engineering and Environmental Studies (Phase I). His design experience includes development and management of both Phase I and II highway, intersection and interchange projects.

RELEVANT PROJECTS

Burnham Greenway Bicycle Trail | Cook County, Illinois

Mike developed plans and specifications for the construction of an 11-mile bicycle trail on an abandoned railroad right-of-way through the City of Chicago, and the Villages of Burnham and Lansing, for the Forest Preserve District of Cook County to connect the Grand Illinois Trail bicycle system.

Phase I Intersection Safety Improvements, Bridge Replacement, & Bicycle Trail | US 20 (Lake Street) at Bear Flag Drive/Ontarioville Road, at Elgin-O'Hare Expressway, at Greenbrook Boulevard, and over West Branch DuPage River | Hanover Park, DuPage County, Illinois | Project Manager

Responsible for the preparation of a Phase I study for the replacement of a poor condition culvert with a bridge that allowed for the construction of 0.8 miles of a shared-use path along Lake Street that completed a missing bicycle and pedestrian accommodation. The unique use of the unused median of the Lake Street bridge over I-390 allowed for minimal impacts to this bridge and key to providing a complete street. Project work also included evaluating geometric alternatives to provide a safer design for all users while meeting traffic capacity.

Mike is a Professional Land Surveyor with more than 35 years of experience in land surveying, project management, and quality control/quality assurance. He has extensive expertise in ALTA/NSPS land title surveys, topographic and boundary surveys, transportation surveys, condominium surveys, site development and subdivision design. He is a member of the Thomson Reuters Expert Witness Services and Expert IQ.

RELEVANT PROJECTS

Central Street Bridge Replacement

As a subconsultant to Stanley Consultants, Mike was responsible for all aspects of the project to provide Topographic and Route Surveying for the Phase II Engineering to develop plans for a replacement bridge, and responsible for the QA/QC of the Land Acquisition Plats during the Phase II process. Among the special considerations for this bridge are several utilities attached to the bridge including water main, electrical conduits, telephone and other services, and its proximity east of Northwestern University's Ryan Field, adjacent to the City of Evanston Fire Station #3 and west of North Shore University's Evanston Hospital.

Illinois Department of Transportation - FAI 290

Mike performed office calculations for 1.2 miles of 6 to 8 lane interstate highways. Surveying services included the location of existing billboards over ROW occupied by I-290 and Tri-State Tollway, survey of 2 bridges over existing railroad spur lines, and preparation of statutory plat of highways.



Wendy Harper, PE
TECHNICAL ADVISOR

CREDENTIALS

Education

Bachelor of Science, Civil Engineering, West Virginia University Institute of Technology

Masters of Science, Civil Engineering, University of Kentucky

Registrations

Professional Engineer: KY, WV, OH

Wendy is a talented engineer who leads Stantec's structural design team in Lexington, Kentucky. Her expertise spans bridges, culverts, headwalls, and bridge inspection. From streetcar bridge plans to 10-span rural highway bridges, Wendy is adept in all bridge and structure types. Wendy serves as a mentor for budding engineers through her volunteer work as an Engineering Futures Facilitator; assisting engineering students build soft-skills not included in traditional engineering curriculum.

RELEVANT PROJECTS

KY 8 Licking River Bridge Replacement | Covington-Newport, KY | 2019-Present | Design Manager

Wendy serves as the design manager for the PCL Construction Progressive Design Build (PDB) team. The new signature structure will replace the current bridge over the Licking River. During the first phase of the project the PDB team partnered with bridge architect Miguel Rosales to develop four unique context sensitive bridge type alternatives. The next phase of design will advance the selected alternative, a three-line arch, towards final design.

I-17/Pike Street Interchange | Kenton County, KY | Structures Team Lead

Responsible for managing the design and plan preparation for this complex project. The project requires widening existing ramps surrounded by MSE walls and adding a U-turn lane to Pike Street using a soil-nail wall. Ramp widening necessitates modifying the bridge carrying the 5th Street off-ramp over the Pike Street on-ramp.



Dan Schriks, PE, SE
STRUCTURES LEAD

CREDENTIALS

Education

Master of Science, Structural Engineering, University of Illinois Urbana-Champaign

Leadership and Organizational Change, University of Northwestern, Evanston, IL, 2023

Registrations

Professional Engineer: IL

Licensed Structural Engineer: IL

Dan is an experienced structural engineer with a focus on large highway bridge projects. His work ranges from establishing project scope and managing budgets to designing a variety of superstructure and substructure elements. He takes a practical approach to everything he designs. Dan is proficient in several structural engineering software packages from low-end static analysis software to high-level finite element programs. Dan has a strong working relationship with both the IDOT Bureau of Bridge & Structures and the IDOT District Representatives.

RELEVANT PROJECTS

I-290 over Des Plaines River | Cook County, IL

Serving as Assistant Project Manager for the I-290 over Des Plaines River Phase II project, Dan effectively coordinated and drafted three critical memos addressing major challenges such as Bridge MOT, Bridge Phase I layout revisions, and junction chamber design for the storm sewer pipe jacking operation, crucial for the IDOT District Engineer's review. Dan identified early potential issues with the Phase 1 abutment layout and recommended relocating the proposed abutments and adjusting their skews to simplify construction.

Old Post Office | Chicago, Illinois

During the renovation of the Old Chicago Post Office, a new entrance plaza was created to facilitate both automobile and shipping truck access. Dan was instrumental in designing the steel components and also conducted thorough studies on integrating these with the existing steel framework. This was to ensure the construction could be completed within the narrow timeframe allocated for shutdowns.



MICHAEL LEONARD,
PE
PREFABRICATED
BRIDGE DESIGN

CREDENTIALS

Education

Bachelor of Science, Civil Engineering, North Dakota State University, Fargo, North Dakota, 2013

Registrations

Professional Engineer:
 ND, MN

Michael has inspection, load rating, and design experience working on bridge projects throughout the Midwest. As a qualified inspection team leader, he has completed hundreds of inspections and load ratings of structures throughout Minnesota and North Dakota. His experience has honed his ability to provide accurate and detailed NBI ratings, element coding, reporting of critical findings, and providing practical maintenance recommendations.

RELEVANT PROJECTS

Ravine Parkway Prefabricated Pedestrian Bridge | Cottage Grove, MN

Ravine Parkway is a major roadway facilitating new and extensive residential development in Cottage Grove. The 1.1-mile, two-lane parkway is more than a roadway. The project, designed to provide a distinct experience for the community, features trails, lighting, landscaping, and utilities (storm, sanitary, and water). Michael provided bridge design for this project.

Cascade Lake Park Prefabricated Pedestrian Bridges | Rochester, MN

Stantec was responsible for designing the improvements and administering the construction of the creek realignment, overflow structure, and fish ladder, and approximately two miles of trails with a pedestrian bridge. Michael provided bridge design support for the pedestrian bridges at Cascade Lake.



Chris Stanuch, PE, SE
PRECAST CONCRETE &
STEEL GIRDER DESIGN

CREDENTIALS

Education

B.S., Civil Engineering, The Ohio State University

M.S., Civil Engineering, Purdue University

Registrations

Professional Engineer:
 IL, GA

Licensed Structural Engineer: IL

Chris' experience in the transportation industry, has focused on structural engineering. His responsibilities have included structural design calculations and plan preparation for many different types of bridges, including rolled steel beam bridges, continuous welded plate girder bridges, concrete deck beam bridges, and precast, pre-tensioned concrete beam bridges. His skills include the 3D modeling of bridges in OpenBridge Modeler and the Finite Element Analysis of bridges in CSiBridge.

RELEVANT PROJECTS

Elgin O'Hare Western Access (Franklin Avenue/Green Street to South Access Road) | Illinois | Structural Engineer

Responsible for the design and plan preparation of a new bridge, utility coordination, retaining wall layout, evaluation of existing culvert for increased load demands, and peer review of bridge plans. The new bridge is a long simple span with curvature, requiring the use of finite element design software and consideration of construction within a confined space. Also assisted in the development and evaluation of multiple design alternatives for the corridor to appease the various stakeholders involved in the project.

I-80 from East of Ridge Road to Houbolt Road | Will County, Illinois | Structural Engineer

Responsible for design and plan preparation of two highway bridges carrying the Illinois Tollway route I-294 over Wolf Road and Joliet Road. The design of the bridges included a superstructure replacement and a widening. The existing substructure elements were analyzed for the current design loads.



John Corey
**AESTHETIC LIGHTING &
PRELIMINARY DESIGN**

CREDENTIALS

Education

Bachelor of Science, Boston College

Master of Science,
Department of Urban
Studies and Planning,
Massachusetts Institute of
Technology

Registrations

Licensed General
Contractor: MA



**Jeffrey Plusen, RLA,
ASLA**
**LANDSCAPING
CONCEPT &
PRELIMINARY DESIGN**

CREDENTIALS

Education

Bachelor of Landscape
Architecture, The
Pennsylvania State
University

Registrations

Registered Landscape
Architect: MD

John Corey has more than 15 years of experience as a bridge designer with particular expertise in the construction supervision of landmark pedestrian bridges. He is also adept in aesthetic lighting design, architectural detailing and urban planning. His diverse background enables him to combine aesthetic principles with technology advancement in bridge design.

RELEVANT PROJECTS

East 54th Street Pedestrian Bridge | New York, NY

The new pedestrian and bicycle bridge at East 54th Street in Midtown Manhattan will consist of an elegant clean span arch bridge over FDR Drive. The bridge will connect the adjacent neighborhood to a new linear park on the East River. The bridge has been designed to fit within the context of an existing park and the waterfront. It will have a distinct color and design features that include inclined arches and fencing for open views of the river and Roosevelt Island.

Hickory Riverwalk Pedestrian Bridge | Lake Hickory, NC

The new river pedestrian walkway at Lake Hickory, NC will become an exciting destination for pedestrians and users interested in crossing over the water to enjoy views of the adjacent mountains and landscape. The walkway will consist of a light and elegant inverted Fink Truss structure with a color that blends with the natural environment. The walkway is innovative and cost effective and it will be the longest structure with this type of unique structural system in the United States.

Jeffrey Plusen is a registered landscape architect who has more than 25 years of experience with various scales of high- quality planning and detailed landscape architecture of infrastructure and bridge design projects. He has extensive construction experience with an emphasis on utilizing durable materials and detailing to create timeless structures.

RELEVANT PROJECTS

Marion Street Pedestrian Bridge | Seattle, WA

The proposed pedestrian bridge connecting downtown Seattle Ferry Terminal at Colman Dock Ferry Terminal will cross over a new promenade and reconfigured Alaskan Way. The bridge will replace a narrow and unattractive pedestrian bridge when the elevated double-deck Alaskan Way is demolished and rerouted into a tunnel. The bridge will become a new gateway to the city along the improved waterfront with excellent views of Elliot Bay and beyond.

Moody Pedestrian Bridge | Austin, TX

The Moody Pedestrian Bridge is a one of a kind Inverted Fink Truss bridge in Austin, Texas. The bridge connects two buildings as part of the Moody College of Communication at The University of Texas. The bridge crosses over West Dean Keeton Street; a busy thoroughfare that traverses the campus. The bridge is characterized by a series of slender steel towers that vary in height and scale creating an elegant statement along one of the major avenues surrounding the campus.



Keven Graham,
FASLA, PLA
LANDSCAPING FINAL
DESIGN

CREDENTIALS

Education

Bachelor of Landscape
 Architecture, Iowa State
 University

Registrations

Registered Landscape
 Architect: IL, WI, MO, KS, IN,
 OH, MI, TN

Keven has more than 30 years of experience in the enhancement and revitalization of public and private green spaces, including the preparation of final design and construction documents as well as the research and preservation of historic landscapes. He has extensive experience with public involvement, with seamless adeptness and skill in building collaborative stakeholder consensus. He is also actively involved in the creation of environmentally sustainable design solutions for site development and has assisted in writing sustainable design development metrics and ordinances.

RELEVANT PROJECTS

Oak Park Avenue, Village of Oak Park, IL

TERRA is providing Phase I and II designs for the street resurfacing and water and sewer main improvement projects on Oak Park Avenue and for the conceptual design of the proposed streetscaping project on Oak Park Avenue in the Hemingway Business District. Keven played an integral part in the heavy public involvement program/charettes that have been integrated into the conceptual design process.

Public Works Building Rain Garden

Keven provided landscape architecture for the design and implementation of a rain garden at the Village of Oak Park’s Public Works Building focusing on the use of native plantings. This project was funded by an MWRD grant.



Tom Sanderson, PE
UTILITY
COORDINATION &
RELOCATION

CREDENTIALS

Education

Bachelor of Science, Civil
 Engineering, University of
 Illinois

Registrations

Professional Engineer: IL,
 IN, IA

Tom is the Vice President for engineering projects at American Suveying & Engineering, Ltd. in the Chicago Region, including Illinois, Indiana, Iowa & Michigan. He brings more than 20 years of civil engineering, Subsurface Utility Engineering (SUE) and Hydraulic Modeling & Design experience to a wide range of large & complex projects undertaken by ASE.

RELEVANT PROJECTS

SUE Level A for NICTD North Western Indiana Corridor Improvement

Mr. Sanderson was the project manager as ASE performed 120 Subsurface Utility Engineering Quality Level A exposures for the NICTD corridor improvement in North Western Indiana. Twenty percent of the exposure fell in pavement which required coring and patching. ASE also contacted Indiana One Call, surveyed the Tie-In location and prepared reports on the horizontal and vertical location of underground utilities that conflicted with the proposed improvements.

SUE Level A & B Study for 143rd St. Extension in Plainfield

ASE provided Subsurface Utility Engineering Quality Level B & A services in support of the 143rd St. Extension in Plainfield, IL. ASE performed 4,405 linear feet of SUE QL B designating for Comcast and AT&T underground facilities along Naperville Road. ASE performed 24 test holes to locate the x, y, z coordinates of various utilities crossing the project corridor



Ross White, PE
CSX COORDINATION

CREDENTIALS

Education

Bachelor of Science, Civil Engineering, Georgia Institute of Technology

Registrations

Professional Engineer: FL, GA, IA, NY, OR, SC, SD

** denotes projects completed with other firms*

Ross joined Stantec after developing seven years of Class I railway experience with CSX Transportation (CSXT), where he was Assistant Division Engineer of Structures for the Jacksonville Division. In his role with Stantec, Ross works with several rail carriers to support their railroad bridge needs by reviewing bridge plans for constructability and compliance with AREMA and applicable Class I requirements, leading design and permitting efforts for new construction and repairs of railroad bridges and culverts, as well as performing construction inspections.

RELEVANT PROJECTS

Hoffmans (QG 40.81)* | Bridge Manager/Design Engineer

Replaced four of six deck truss spans with new open deck girder spans. For the first half of the project, Ross was the local manager who coordinated the work windows and curfews and led the local bridge and track forces in support of the project. For the second half of the project, he set up the curfews, managed the contractor and was the front line response manager during Hurricane Irene. During the hurricane he was responsible for initiating protocols to preserve the structure.

Replacement Bridge Projects* | Jacksonville, Florida | Senior Design Engineer

Ross managed strategic and replacement bridge projects for the northern 1/3 of the CSX System with an overall capital budget of approximately \$85 million per year. He worked with the local division management and coordinated contractors and engineering firms to construct, design and evaluate bridges and drainage structures. He managed bridge tie ordering and production reporting process improvements and worked with multiple departments within the company and numerous public entities to complete projects to the satisfaction of all parties involved.



Dena Abakumov, P.Eng.
CTA COORDINATION

CREDENTIALS

Education

Bachelor of Science, Civil Engineering, University of Calgary

Registrations

Professional Engineer: Alberta, Canada

Dena is a transit engineer with experience in a wide variety of transit projects ranging from concept planning, procurement, through to construction delivery. Dena believes that transit networks form one of the pillars for developing healthy, sustainable, resilient, and prosperous communities not only for today, but for future generations to enjoy. They require careful consideration that may challenge societal norms. Her passion for creating great communities that influence the social interaction of people drives her to look at transportation solutions in a multi-disciplinary way and takes a multi-modal approach to her work.

RELEVANT PROJECTS

Chicago Transit Authority Red and Purple Modernization Phase One Design/Build Project | Chicago, Illinois

As Pre-Stage Segment Lead, Dena coordinated the design of all disciplines for the pre-stage infrastructure and has also been leading the team for Engineering Services During Construction. Her primary responsibilities included managing the design team across North America including a team of 17 subconsultants, coordination of design activities to ensure integration and compliance with the technical, operational, and quality requirements. Other key responsibilities also include the development of the design schedule, submittals and design resolution between the design team, the Walsh Flour Design Build Contractor and the CTA and key stakeholders including Chicago Department of Transportation (CDOT) and the Department of Buildings (DOB).



Dave McGibbon, PE
PIC/CAP THE IKE
COORDINATION

David's design and construction experience in transportation infrastructure spans construction to alternative delivery projects. He has served in key roles for many of the Illinois Department of Transportation's major Environmental Impact Statements over the past 20 years and as such has a longstanding relationship with key stakeholders in the regulatory agencies. David has experience in the implementation of alternative delivery and leading-edge technology projects, particularly as an owner's representative in the private sector.



David Depp, PE, SE
QA/QC STRUCTURES

David has extensive experience performing bridge and structural design for transportation projects throughout the United States. His experience includes design and plan development for various bridge types (prestressed and post-tensioned concrete, steel beams and plate girders, cable-stayed towers, and steel girders), loading types (highway, railroad, pedestrian, off-highway hauling, cranes, military tanks, jet airplanes), foundation types (spread and pile footings, drilled shafts), retaining walls, drainage structures, and sign/lighting supports.



Dave Pieniazek, PE
QA/QC ROADWAY

Dave started his career in the industry by working for a contractor, providing survey layout and documentation services. Following that, he worked as the assistant village engineer for the Village of Lemont. Now, he's focused on engineering design to address project challenges and improve the experience of the traveling public. His extensive engineering experience has involved construction observation, municipal engineering, traffic signals, estimates, and the preparation of studies and design plans for state transportation infrastructure improvements.



Brenda Lowery, PE
ELECTRICAL &
LIGHTING FINAL
DESIGN

Brenda has over 30 years' experience as an Electrical Engineer including more than 8 years of Project Management experience. She worked for the Illinois Department of Transportation for over 13 years as an Electrical Engineer on many of their projects. Ms. Lowery is proficient in various electrical designs from concept to completion. Her expertise includes highway lighting of various types including conventional, ornamental, and high mast. Ms. Lowery is also very conversant with IDOT, Tollway and other local agency policies and procedures.



David Powers
ENVIRONMENTAL
SERVICES

David has more than 20 years of experience built upon formal training as a scientist and extensive experience as a consultant in the environmental, health and safety (EHS) industry. His expertise includes developing technical approaches for projects, writing and executing project plans, managing project teams, interpreting data, and reporting to regulatory agencies and stakeholders. David specializes in investigations and remediation of Sites contaminated with volatile organic compounds (VOCs) and other contaminants.



Andri Kurnia, PE
GEOTECHNICAL

Andri has over 17 years of experience in geotechnical engineering analysis, field and laboratory testing, and reporting. He is familiar with AASHTO Load and Resistance Factor Design, ASTM and AASHTO Testing Specifications, IDOT Geotechnical and Bridge manuals, Illinois Tollway manuals, AREMA manuals, O'Hare Modernization Program specifications, and the requirements of many other agencies.



Matt Verheyen, PE
CIVIL, GEOMETRICS, &
ADA COMPLIANCE

Matt has extensive experience providing engineering design services in support of transportation improvement projects. His experience also includes surveying, construction staking, roadway inspection, as-built plan preparation, manhole inspection, site grading, and roadway geometric design.



Dustin Book, PE
DRAINAGE

Dustin's extensive experience includes transportation and drainage engineering design. Dustin has been responsible for the design of both Phase I and Phase II projects and serves as Project Engineer for several key projects. Relevant experience includes roadway and highway design, hydrologic and hydraulic analysis of storm sewer systems and river crossings, drainage projects, storm water management, and permitting documentation.



Luca DeBellis, PE
CONSTRUCTABILITY

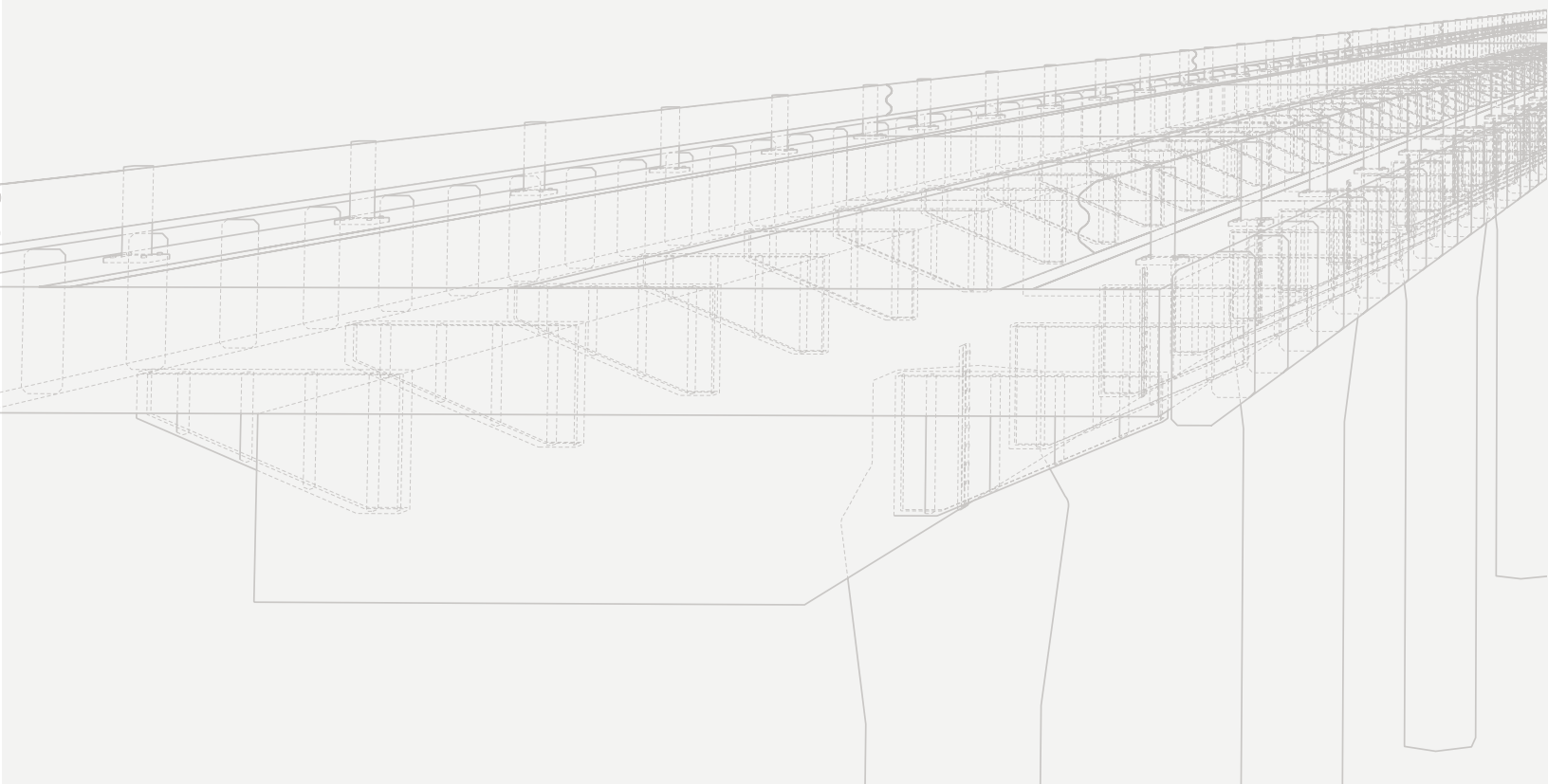
Luca has extensive experience with a wide variety of construction engineering projects. His responsibilities have included project management, resident engineering, construction layout and verification, documentation and construction inspection of bridge substructure and superstructure, HMA and PCC pavements, retaining walls, storm sewers, lighting, earth excavation and embankment, signing, traffic control and landscaping. He has served dual roles on many large scale construction projects often acting as PM and RE for the project.



Matt Norup, PE
MAINTENANCE OF
TRAFFIC

Matt has extensive experience in highway design and construction engineering. His construction experience has involved projects of all sizes and includes roadway and bridge rehabilitation/replacement, railroad station projects, and large scale highway projects. Matt has performed project documentation and inspection duties for roadway pavement removal and reconstruction; bridge structural elements removal and replacement; materials coordination and QA oversight; MOT surveillance; erosion control inspection and surveillance; earth excavation.

05 | EXPERIENCE & QUALIFICATIONS



► EXPERIENCE AND QUALIFICATIONS



KY 8 OVER LICKING RIVER Kenton County, Kentucky

Dates: 2020 - Ongoing

Construction Cost: TBD

Key Staff: Taylor Perkins, Wendy Harper, Miguel Rosales, John Corey, Jeffrey Plusen

Reference: Carol Callan-Ramler, PE, Transportation Specialist | Kentucky Transportation Cabinet
421 Buttermilk Pike, Covington, KY 41017
502-564-4274 | carol.callan-ramler@ky.gov

Constructed in 1936, the KY 8 bridge over the Licking River is structurally deficient and needs to be replaced. The historic structure, a critical multimodal link between Covington and Newport, carries 17,500 vehicles and 700 pedestrians daily.

With the strong community interest in the project, and the desire to provide a signature structure, the Kentucky Transportation Cabinet (KYTC) decided this would be ideal for the Commonwealth's first progressive design-build (PDB) project. **Stantec** serves as the prime engineering consultant for the PCL Construction PDB Team. The first preconstruction phase of the project included bridge type selection and preliminary cost estimates.

PCL and Stantec partnered with **Rosales + Partners** to ensure the signature structure complemented the surrounding communities. The team prioritized understanding community needs, maintaining the area's rich history, and propelling safety through shared-use paths. Located in a culturally historic and densely populated, urban area with both residential and commercial properties, the project garnered intense public interest with varying goals and opinions. With initial stakeholder input, Miguel Rosales developed four unique, context sensitive bridge type alternatives.

To assist the Cabinet in bridge type selection, Stantec worked with KYTC subject-matter experts to rank each alternate based on maintenance, design, construction, and inspection. The team also provided lifecycle and construction costs. With this information, public input, and input from the aesthetic committee, Cabinet leadership selected an arch bridge-type as the preferred alternative.

During the next phase of the project the design team will advance the design working collaboratively with PCL and the Cabinet to identify challenges and opportunities early in the design process.

Project Relevance

- Thorough public engagement process throughout the selection and development of the bridge concepts
- Development and design of a signature bridge project by the Stantec and Rosales team
- A bridge type study that considered and evaluated four unique bridge concepts through partnership with the owner and critical stakeholders



EAST 54TH STREET PEDESTRIAN BRIDGE (as part of the East Midtown Greenway)
New York, New York

Dates: 2017–ongoing

Construction Cost Estimate: \$14 Million

Key Staff: Stantec, Miguel Rosales, John Corey, Jeffrey Plusen, Nicolas De Rycker

Reference: Kathryn Prybylski, The NYC Economic Development Corporation
One Liberty Plaza, 165 Broadway, 14th Fl, New York, NY
212-619-5000 | kprybylski@edc.nyc

Stantec led the design of the highly anticipated East Midtown Greenway (EMG) on the East Side of Manhattan from 53rd to 61st Streets. The EMG, formerly known as the Outboard Detour Roadway, is the second of three sections of the East Midtown Waterfront Project to be advanced by New York City. The recently completed EMG significantly contributes to closing the ring of pedestrian esplanade and bikeway that is anticipated to eventually fully circle Manhattan.

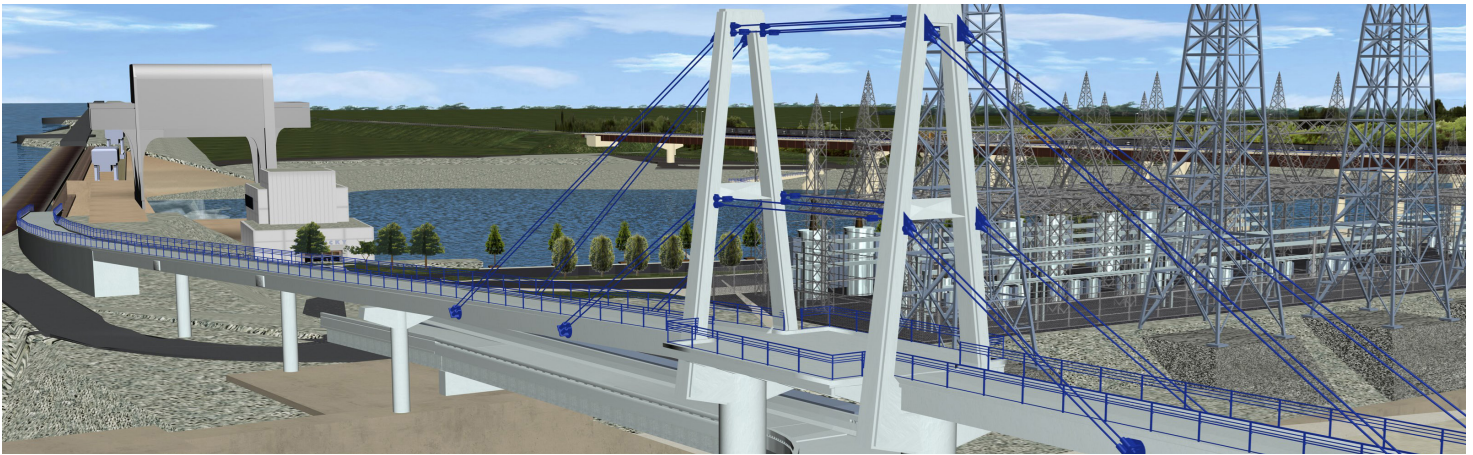
The EMG features three major components: the *54th Street Pedestrian Bridge*, an in-water structure, and the topside landscape and bike path. The new pedestrian bridge at 54th Street provides a connection for pedestrians and bicyclists between the community and the greenway. The bridge access ramps on the park side are integrated into the landscape to enhance the visitor experience. The in-water structure serves as the foundation for the topside linear park was designed as a simple and elegant structure. The structural system utilizes a series of consistently shaped piers and follows sustainable practices by partially re-using existing caissons, thus minimizing environmental impacts to the area. The pedestrian and bike pathways are located at different levels to vertically separate users and enhance safety. Additionally, accessible connection points at

periodic intervals allow for ease of maintenance access, a space for shared services such as water fountains and bicycle racks, and a means of orientation to the city grid.

Rosales + Partners provided the bridge architecture and aesthetic lighting design which includes inclined arches and fencing for open views of the river and Roosevelt Island. All details were designed with a context sensitive architectural design theme and consistent high quality detailing. The approach spans are ADA accessible and follow a curvilinear alignment for visual appeal and interest.

Project Relevance

- Development and design of a signature pedestrian bridge by the Stantec and Rosales team
- New pedestrian and bike accommodations over a 6-lane highway within a dense urban environment
- Aesthetic landscaping and lighting elements to enhance the public appeal of the pedestrian bridge to the public



KENTUCKY LOCK ADDITION—BICYCLE/PEDESTRIAN PATHWAY AND FISHING FACILITIES

Grand Rivers, Kentucky

Dates: 1999–Ongoing

Construction Cost: \$46,900,000

Key Staff: Taylor Perkins

Reference: Stephen Salaman, US Army Corps of Engineers–Nashville District
110 9th Avenue S, Nashville, TN 37203
615-736-7989 | stephen.m.salaman@usace.army.mil

The Kentucky Lock on the Tennessee River was too small to handle modern barge tows. To construct a new lock, a P&L rail line and US 62/US 641 needed to be relocated downstream. The new alignment crosses the river over the northern portion of the Powerhouse Switchyard Island. Stantec prepared a design memorandum and construction plans, and provided construction phase services for the relocation and associated facilities.

The project included an ADA-compliant 10,000-foot long bicycle/pedestrian pathway. The top of the existing dam was redesigned for the path to connect a state park to a planned visitor's center across the new lock. The pathway included connections to parking facilities and railing drainage design. It also included a 455-foot ramp and a 1,330-foot nine-span bridge. The bridge has a 15-foot wide riding surface to accommodate pedestrians and bicycles as well as emergency/maintenance vehicles. The main spans over the lock chambers feature a 365-foot stayed girder unit. The 156-foot channel spans are supported by stays utilizing structural strand at the third-points. The 53-foot span between the towers

features a 10-foot bulb-out on both sides for user viewing. The bulb-outs are supported by precast outrigger brackets post-tensioned to the longitudinal prestressed box girder. The cables and pedestrian/bicycle railings are powder coated to coordinate with other facilities throughout the project.

Project Relevance

- Development and design of a signature pedestrian bridge by Stantec's signature bridge lead for the Home Avenue Bridge–Taylor Perkins
- Aesthetic coatings and railing elements to coordinate the bridge aesthetics within the context of the surrounding environment
- Detailed evaluation and comparative cost analysis for both a prefabricated bridge alternative as well as the signature bridge alternative pictured above



RAVINE PARKWAY STREET AND UTILITY IMPROVEMENTS

Cottage Grove, Minnesota

Dates: 2017-2019

Construction Cost: \$9,600,000

Key Staff: Michael Leonard, PE

Reference: Jennifer Levitt | City of Cottage Grove, MN
8635 W. Point Douglas Rd. | S. Cottage Grove, MN
651-458-2890 | jlevitt@cottagegrovemn.gov

Ravine Parkway is a major roadway facilitating new and extensive residential development in Cottage Grove. Stantec, as a long-time engineer for the City, worked closely with a variety of stakeholders to develop a parkway concept and plan for the roadway serving the 4,000-acre East Ravine area. The City of Cottage Grove, Washington County, South Washington Watershed District, Minnesota Department of Natural Resources, and Minnesota Department of Transportation were involved in this successful project.

The 1.1-mile, two-lane parkway is more than a roadway. The project, designed to provide a distinct experience for the community, features trails, lighting, landscaping, and utilities (storm, sanitary, and water).

Stantec's work included plans and specifications, surveying, and construction inspection for grading (600,000 cubic yards), aggregate base, bituminous pavement, bituminous trails, concrete curb/gutter, concrete medians, storm sewer, sanitary sewer, watermain, lighting, signing, pavement markings, and many landscape elements.

The tree-lined parkway is designed to provide a pleasing transportation experience for drivers, bicyclists, and pedestrians. At one point, the roadway divides into one-way sections separated by a landscaped open space. Natural features, including a nearby creek and storm basins, are reflected in the design. Other landscaping and amenities include a pedestrian bridge, monumentation with signage, limestone outcroppings, limestone bollards, overlook areas, trash receptacles, benches, boulevard trees, and irrigated planting areas.

Project Relevance

- Prefabricated pedestrian bridge design led by Michael Leonard, Stantec's prefabricated bridge design lead for the Home Avenue Pedestrian Bridge
- Aesthetic enhancements that fit the surrounding environment and kept the project within the target budget
- Successful utility coordination and design of relocations where required



MARION STREET PEDESTRIAN BRIDGE

Seattle, Washington

Dates: 2023

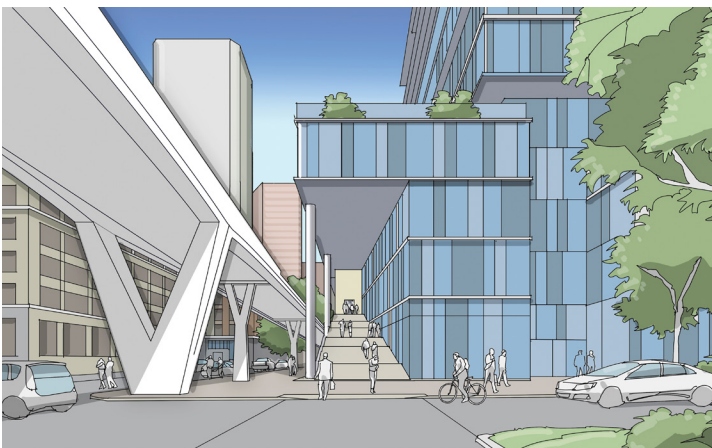
Construction Cost: \$7,000,000

Key Staff: Miguel Rosales, Jeffrey Plusen, John Corey, Nicolas De Rycker

Reference: Angela Brady - City of Seattle Office of the Waterfront and Civic Projects
800 5th Ave., Floor 31, Seattle, Washington 98104
206-391-7981 | Angela.Brady@seattle.gov

The proposed pedestrian bridge connecting downtown Seattle Ferry Terminal at Colman Dock Ferry Terminal will cross over a new promenade and reconfigured Alaskan Way. The bridge will replace a narrow and unattractive pedestrian bridge when the elevated double-deck Alaskan Way is demolished and rerouted into a tunnel. The bridge will become a new gateway to the city along the improved waterfront with excellent views of Elliot Bay and beyond.

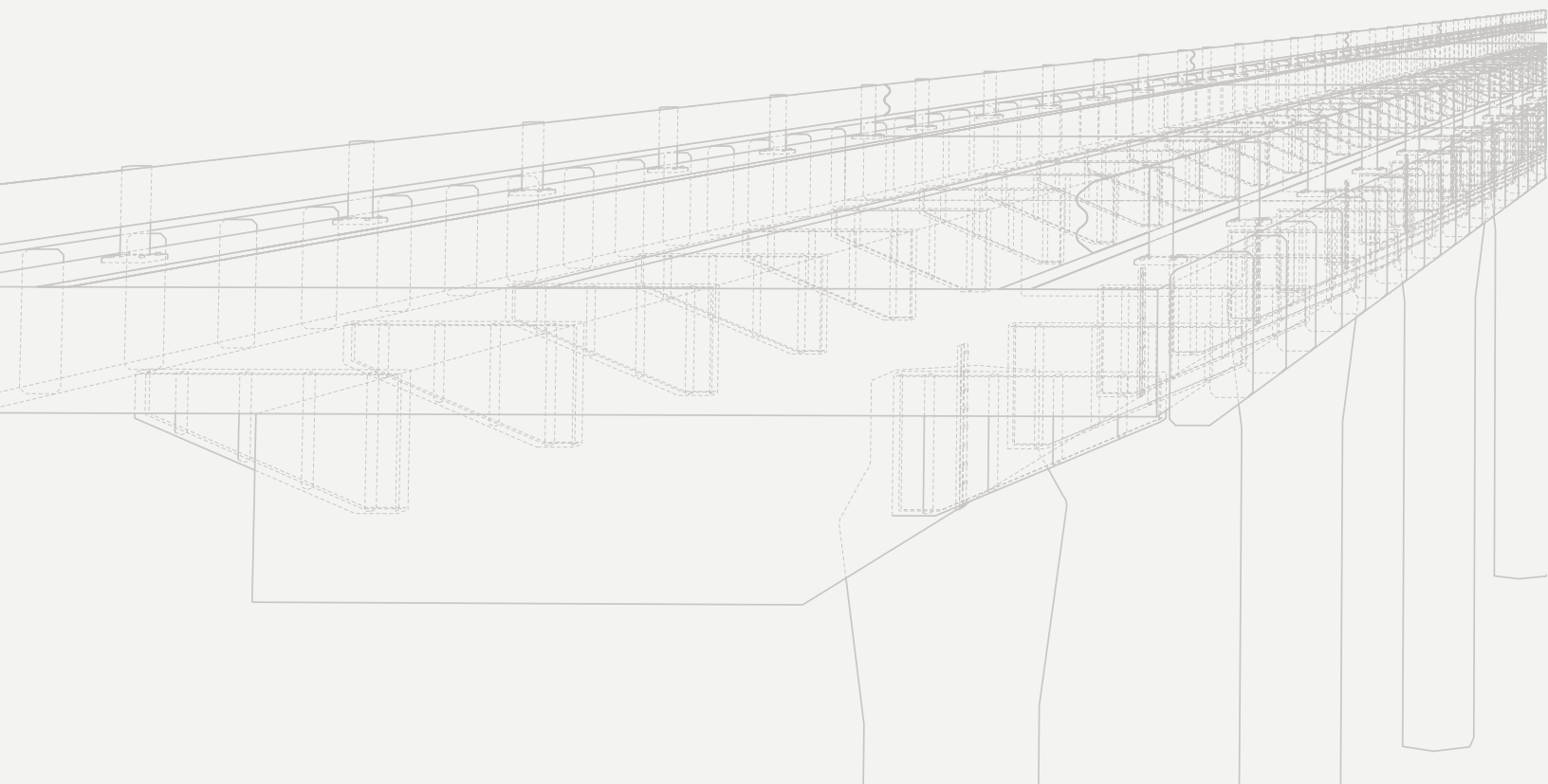
The Marion Street bridge includes a main span over Alaskan Way and two balancing, long cantilevers which allow the bridge to be built independently of the new Ferry Terminal and future buildings along the waterfront. The main reinforced concrete piers are sculptural, well proportioned, and will be illuminated at night.



Project Relevance

- Signature pedestrian bridge that balances aesthetic features with project budget
- Gateway to community over a busy vehicular roadway
- Durable concrete construction to minimize long-term maintenance costs in highly corrosive environment

06 | FINANCIAL RESPONSIBILITY





Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

November 20, 2023

Subject: PRELIMINARY ENGINEERING
Consultant Unit
Prequalification File

Pete Mesha
STANTEC CONSULTING SERVICES
350 North Orleans Street
Suite 8000N
Chicago, IL 60654

Dear Pete Mesha,

We have completed our review of your "Statement of Experience and Financial Condition" (SEFC) which you submitted for the fiscal year ending Dec 31, 2022. Your firm's total annual transportation fee capacity will be \$48,000,000.

Your firm's Field rate of 117.11% and Home rate of 159.89% are approved on a provisional basis. The rate used in agreement negotiations may be verified by our Bureau of Investigations and Compliance in a pre-award audit. Pursuant to 23 CFR 172.11(d), we are providing notification that we will post your company's indirect cost rate to the Federal Highway Administration's Audit Exchange where it may be viewed by auditors from other State Highway Agencies.

Your firm is required to submit an amended SEFC through the Engineering Prequalification & Agreement System (EPAS) to this office to show any additions or deletions of your licensed professional staff or any other key personnel that would affect your firm's prequalification in a particular category. Changes must be submitted within 15 calendar days of the change and be submitted through the Engineering Prequalification and Agreement System (EPAS).

Your firm is prequalified until December 31, 2023. You will be given an additional six months from this date to submit the applicable portions of the "Statement of Experience and Financial Condition" (SEFC) to remain prequalified.

Sincerely,
Jack Elston, P.E.
Bureau Chief
Bureau of Design and Environment

Communities are fundamental. Whether around the corner or across the globe, they provide a foundation, a sense of place and of belonging. That's why at Stantec, we always design with community in mind.

We care about the communities we serve—because they're our communities too. This allows us to assess what's needed and connect our expertise; to appreciate nuances and envision what's never been considered; to bring together diverse perspectives so we can collaborate toward a shared success.

We're designers, engineers, scientists, and project managers innovating together at the intersection of community, creativity, and collaboration. Balancing these priorities results in projects that advance the quality of life in communities across the globe. Stantec trades on the TSX and the NYSE under the symbol STN. Visit us at stantec.com or find us on social media.



Design with community in mind