Item Cover Page

Subject	**Motion to accept the proposal from Ciorba Group to provide Phase III Construction Engineering services for the Melas/Meadows Pedestrian Bridge Project for an amount not to exceed $856,458.**
Meeting	September 16, 2025 - REGULAR MEETING OF THE MOUNT PROSPECT VILLAGE BOARD
Fiscal Impact (Y/N)	Y
Dollar Amount	$856,458.00
Budget Source	Capital Improvements Fund
Category	VILLAGE MANAGER'S REPORT
Type	Action Item

Information

The Village of Mount Prospect's Comprehensive Plan, Bicycle Plan, and Arterial Bike Network Study all identify opportunities for better connections between parks, schools, destinations, and neighboring communities for pedestrians and bicyclists. One challenge that has been recognized in promoting walking and biking is providing a safe crossing between Meadows Park and Melas Park. The two parks are divided by Northwest Highway (US Route 14) and the Union Pacific Railroad tracks. The Village of Mount Prospect staff support constructing a pedestrian bridge over the roadway and railroad tracks to accomplish a key transportation goal.

Both parks are unique and draw residents from all areas of town. Melas Park is co-operated by the Mt. Prospect Park District and the Arlington Heights Park District. It is owned by the Metropolitan Water Reclamation District of Greater Chicago (MWRD). Melas Park facilities include a Visual Arts Center, soccer fields, baseball/softball diamonds, dog park, and walking paths. Meadows Park is owned by the Mt. Prospect Park District and includes an aquatic center, playground, and baseball/softball diamonds. The proposed pedestrian bridge would be constructed at the northeast corner of Melas Park and the southwest corner of Meadows Park.

Approximately 17,000 vehicles travel Northwest Highway and the Union Pacific Railroad (UPRR) handles 70+ freight and commuter trains on a daily basis. The closest pedestrian crossing to the project location is approximately 2/3 of a mile away at Central Road. This limitation impedes residents from biking and walking in the Village. The proposed pedestrian bridge will improve safety for those wanting to visit the parks as well as other local and regional destinations. It will also provide a key link to the Village's bikeway system and expand opportunities for alternative modes of transportation in the Village. Construction of a pedestrian bridge at this location will accomplish a key goal of the Village's Strategic Plan.

The Village completed a Phase I Preliminary Engineering study with the services of an

engineering consultant and was approved by IDOT and UPRR in August 2022. This phase was partially funded by an "Invest in Cook" grant from Cook County. A Phase II Design Engineering contract was approved by the Village Board of Trustees in November 2023. This ongoing phase is partially funded by a US Congressional Appropriations grant from Congressman Mike Quigley and an Illinois Transportation Enhancement Program (ITEP) grant. Prefinal construction plans and specifications are currently being reviewed by IDOT, UPRR, and Village staff.

The Village has also received State and Federal funding commitments from the ITEP, Surface Transportation Program (STP), and Grade Crossing Protection Fund for Construction and Phase III Construction Engineering. To date, the Village has secured $8,613,170 in County, State, and Federal funding.

The project is currently scheduled to be let by IDOT in January 2026 with construction to start next Spring. Work is anticipated to be substantially completed by the end of 2026 with final completion in Spring 2027. In order to meet the January 2026 letting, the Phase III Construction Engineering Agreement must be submitted to IDOT by September 29, 2025.

As federal funds are being used with this project, the Village must follow the federally mandated Qualification Based Selection (QBS) process with this project.

Staff is seeking to enter into a contract with an engineering consulting firm to provide Phase III Construction Engineering services. The Village lacks sufficient resources to perform this work utilizing in-house staff. Staff is only recommending approval of the Phase III Construction Engineering contract at this time.

It is a requirement of the federal funds that the Village enter into a contract with a consultant prior to bidding the construction contract. The consultant selected by the Village will provide full-time inspection during construction. The Village will be responsible for paying the consultant using local funds and seek reimbursement from IDOT for the State and Federal share.

Request for Statement of Qualifications

As required by the QBS process, the Village solicited a Statement of Qualifications from engineering consulting firms to provide services for Melas-Meadows Pedestrian Bridge – Phase III Construction Engineering. A notice was posted on the Euna Open Bids, formerly DemandStar, bidding website. Firms were asked to submit the following information as part of their proposal:

1. Resumes of key personnel
2. Related experience on similar type projects
3. Summary of the firm’s approach to the project
4. Pre-qualification status with IDOT
5. Project schedule

Tasks identified in the Request for Statement of Qualifications (RSQ) include:

- Fully understand the Project Development Report, pre-final plans, and pre-final specifications.
- Complete all tasks related to providing Construction Engineering meeting Federal/State/County/Village requirements.

- Prepare and submit IDOT Agreements for construction and construction engineering.
- Coordinate a Preconstruction Meeting with IDOT, UPRR, Village Staff, and the Contractor.
- Review shop drawings and other equipment/material submittals as may be required.
- Coordinate with private utility companies to relocate facilities as necessary prior to construction.
- Provide horizontal and vertical construction layout of the proposed improvements as necessary.
- Coordinate material testing and QA/QC with the contractor during construction.
- Coordinate private property work with property owners to minimize disruption.
- Respond to inquiries from various stakeholders and address issues in a timely manner.
- Attend and conduct construction coordination/status meetings.
- Prepare pay estimates for contractor work performed. IDOT will pay the contractor directly and seek reimbursement from the Village for our share of the project.
- Complete all necessary paperwork during construction.
- Create a construction punch list and ensure all outstanding items are completed to the satisfaction of IDOT and the Village.
- Coordinate final inspection and paperwork with IDOT and the Village.
- Complete all necessary documentation including grant reimbursement forms.
- Coordinate with the Contractor to prepare a complete set of *as-built* drawings.

RSQ Results

The consulting firms' *Statement of Qualifications* was reviewed on the basis of their understanding of our goals and their methodology to complete the tasks. They were rated (with a maximum score of 100 points) according to these specific categories: project understanding and technical approach, similar project experience, project team capabilities, IDOT prequalification status, and overall completeness of submittal. The rankings are:

Technical Proposals

Firm	Project Understanding & Technical Approach	Similar Project Experience	Project Team Capabilities	IDOT Prequalification Status	Overall Completeness of Submittal	Total
Maximum Points	*30*	*25*	*25*	*10*	*10*	*100*
Ciorba Group	29	25	24	10	10	98
CBBEL	28	24	23	10	9	94
Thomas	28	23	22	10	9	92
Gonzalez	27	24	19	10	9	89
Civiltech	27	22	22	8	9	88
Bowman	26	20	20	10	9	85
Altas	24	18	18	10	8	78

Discussion

Staff conducted interviews with the top three consultants and determined Ciorba Group, Inc. (Ciorba) is the preferred consultant for the project. They have put together a very strong project team with extensive construction engineering experience on various public infrastructure projects including pedestrian and roadway bridges. They also have a working relationship with IDOT & UPRR and understand the process to meet all State and Federal requirements. Staff believe that Ciorba has the project coordination, communication and documentation skills needed to successfully accomplish the project within the proposed schedule. They are also the Phase II Design Engineering consultants for the project which will allow for seamless coordination during construction. Ciorba meets the IDOT prequalification requirements to perform this work and has recently completed construction engineering services for similar projects for the Village of Schaumburg, Village of Deerfield, City of Highland Park, and Village of Brookfield.

The QBS process is required for this contract as it uses federal funds. Like other Village projects using federal funds, it does not permit cost proposals to be submitted with the *Statement of Qualifications*. Ciobra provided a detailed cost proposal including a breakdown of hours by task upon selection as the highest ranked firm. Village staff negotiated with Ciorba to assure the cost proposal has sufficient hours for each task, is reasonable in price, meets the goals and schedule of the project, and is in the best interest of the Village.

Village staff supports the cost proposal submitted by Ciorba in the amount of $856,458 to provide construction engineering services for Melas-Meadows Pedestrian Bridge – Phase III Construction Engineering. It is staff's opinion that Ciorba is best qualified to perform the requisite work, has allotted appropriate work effort, and requested a reasonable, competitive fee ($856,458 / $186 per hour).

The current cost estimate for construction is $8,042,071. The cost proposal for construction engineering services submitted by Ciorba in the amount of $856,458 represents 10.6% of the current construction cost estimate. This is within a typical range for the scope and complexity of the project.

The Village will pay invoices directly to the consultant and seek reimbursement from IDOT for the State and Federal share. Federal funding will cover 80% of the Construction Engineering contract, the total being $685,166. The Village is responsible for the 20% local share, the total being $171,292.

Alternatives

1. Accept proposal for Melas-Meadows Pedestrian Bridge – Phase III Construction Engineering.
2. Action at the discretion of the Village Board.

Staff Recommendation

Staff recommends that the Village Board accept the proposal from Ciorba Group, Inc. of Chicago, Illinois to provide phase III construction engineering services for the Melas-Meadows Pedestrian Bridge Project for an amount not to exceed $856,458.

Attachments

1. Melas-Meadows Pedestrian Bridge RSQ
2. Ciorba Cost Proposal
3. Ciorba Scope of Work
4. Ciorba SOQ

Phone: 847/870-5640
Fax: 847/253-9377
www.mountprospect.org

Village of Mount Prospect
Public Works

1700 W. Central Road, Mount Prospect, Illinois 60056

Request for Statement of Qualifications

DATE: June 16, 2025

FROM: Matthew Lawrie, P.E.
Village of Mount Prospect
Public Works Department

RE: Request for *Statement of Qualifications*
Melas-Meadows Pedestrian Bridge Over Northwest Highway (US 14) and Union Pacific Railroad
Phase III Construction Engineering

The Village of Mount Prospect seeks *Statement of Qualifications* from engineering firms for Phase III Construction Engineering services for the construction of a new pedestrian bridge connecting Melas Park to Meadows Park over Northwest Highway (US 14) and the Union Pacific Railroad.

Attached to this memo are:

1. A list of materials and information that should be included with your *Statement of Qualifications* (Exhibit A).
2. A general definition of the scope of work and requirements for your submittal (Exhibit B).
3. The evaluation process and tentative schedule (Exhibit C).
4. A map identifying the project limits (Exhibit D).
5. Phase I Engineering Project Development Report (Exhibit E).
6. Prefinal construction plans (Exhibit F).
7. Prefinal construction specifications (Exhibit G).
8. Prefinal construction estimate of cost (Exhibit H).
9. Grant Award Letters for Construction Funding (Exhibit I).

Your *Statement of Qualifications* should be emailed to the following address and received no later than 5:00 p.m. on Friday, July 11, 2025.

Mr. Jason Leib
Deputy Director of Public Works
Village of Mount Prospect
jleib@mountprospect.org

Exhibit A

Requirements for Statement of Qualifications

Agency: **Village of Mount Prospect**
Project: **Melas-Meadows Pedestrian Bridge Phase III Engineering**
Location: **Melas Park to Meadows Park over Northwest Highway (US 14) & Union Pacific Railroad**

Your *Statement of Qualifications* should include the following information:

1. Name, address and brief history of firm.

2. Organizational chart and résumés of key personnel to be assigned to this project.

3. Related experience during the last five (5) years. For example:

    a. Phase III Construction Engineering services for the Illinois Department of Transportation (IDOT) and local municipalities on new bridge projects, specifically pedestrian bridges.

    b. Projects involving construction on or over railroad right of way.

    c. Projects involving multiple funding sources.

4. Description of process to accomplish the required tasks of the project. This should include:

    a. An understanding of the project.

    b. Objectives to be met as part of the project.

    c. Your approach to completing the project.

    d. A project schedule.

5. Pre-qualification status with IDOT.

Exhibit B

General Scope of Work

Agency: **Village of Mount Prospect**
Project: **Melas-Meadows Pedestrian Bridge Phase III Engineering**
Location: **Melas Park to Meadows Park over Northwest Highway (US 14) & Union Pacific Railroad**

The Village of Mount Prospect's Comprehensive Plan and Bicycle Plan both identify opportunities for better connections between parks, schools, destinations, and neighboring communities for pedestrians and bicyclists. One challenge that has been recognized to promote walking and biking is to provide a safe crossing between Meadows Park and Melas Park. The two parks are divided by Northwest Highway (US Route 14) and the Union Pacific Railroad tracks. The Village of Mount Prospect desires to construct a pedestrian bridge over the roadway and railroad tracks in order to accomplish a key transportation goal.

Both parks are unique and draw residents from all areas of town. Melas Park is co-operated by the Mount Prospect Park District and the Arlington Heights Park District. It is owned by the Metropolitan Water Reclamation District of Greater Chicago. Melas Park facilities include a Visual Arts Center, soccer fields, baseball/softball diamonds, dog park, and walking paths. Meadows Park is owned by the Mount Prospect Park District and includes an aquatic center, playground, and baseball/softball diamonds. The proposed pedestrian bridge will be constructed at the northeast corner of Melas Park and the southwest corner of Meadows Park.

Approximately 17,000 vehicles travel Northwest Highway and the Union Pacific Railroad handles 70+ freight and commuter trains on a daily basis. The closest pedestrian crossing to the project location is approximately 2/3 of a mile away at Central Road. This limitation discourages residents from biking and walking in the Village. The proposed pedestrian bridge will improve safety for those wanting to visit the parks as well as other local and regional destinations. It will also provide a key link to our bikeway system and expand opportunities for alternative modes of transportation in the Village. Construction of a pedestrian bridge at this location will accomplish a key goal of the Village's Strategic Plan.

The Village of Mount Prospect completed a Phase I Engineering study in 2022. The Village's Phase II Engineering consultant has completed pre-final plans, pre-final specifications, and an estimate of cost. These documents are made part of the RSQ.

The Village applied for and received funding from ITEP and the ICC Grade Crossing Protection Fund for construction and construction engineering and from the STP-Shared program for construction only. The remaining costs will be paid using Village funds. The award letters are made part of this RSQ.

At this time, the Village seeks to enter into a contract with an engineering firm to provide Phase III Construction Engineering services. IDOT plans to let the project in January 2026 with construction to begin in Spring 2026. Substantial completion is expected December 2026 with final completion in Spring 2027. The successful firm will be responsible to meet all Federal/State/Village requirements for these services.

At a minimum, the following tasks are to be included in the scope of services. Additional tasks, at the consultant's recommendation, will be considered by the Village.

1. Fully understand the Project Development Report, pre-final plans, pre-final specifications, and estimate of cost.
2. Complete all tasks related to providing Construction Engineering meeting Federal/State/County/Village requirements.
3. Prepare and submit IDOT Agreements for construction and construction engineering.
4. Coordinate a Preconstruction Meeting with IDOT, UPRR, Village Staff, and the Contractor.
5. Review shop drawings and other equipment/material submittals as may be required.
6. Coordinate with private utility companies to relocate facilities as necessary prior to construction.
7. Provide horizontal and vertical construction layout of the proposed improvements as necessary.
8. Coordinate material testing and QA/QC with the contractor during construction.
9. Coordinate private property work with property owners to minimize disruption.
10. Respond to inquiries from various stakeholders and address issues in a timely manner.
11. Attend and conduct construction coordination/status meetings.
12. Prepare pay estimates for contractor work performed. IDOT will pay the contractor directly and seek reimbursement from the Village for our share of the project.
13. Complete all necessary paperwork during construction.
14. Create a construction punch list and ensure all outstanding items are completed to the satisfaction of IDOT and the Village.
15. Coordinate final inspection and paperwork with IDOT and the Village.
16. Complete all necessary documentation including grant reimbursement forms.
17. Prepare *as-built* drawings.

Exhibit C

Evaluation Process

Agency: **Village of Mount Prospect**
Project: **Melas-Meadows Pedestrian Bridge Phase III Engineering**
Location: **Melas Park to Meadows Park over Northwest Highway (US 14) & Union Pacific Railroad**

Your *Statement of Qualifications* should be emailed to the following address and received no later than 5:00 p.m. on Friday, July 11, 2025 to the attention of:

Mr. Jason Leib
Deputy Director of Public Works
Village of Mount Prospect
jleib@mountprospect.org

The *Statement of Qualifications* will be evaluated based on the following factors:

- Project Understanding & Technical Approach
- Similar Project Experience
- Project Team Capabilities
- IDOT Prequalification Status
- Overall Completeness of Submittal

The Village will conduct interviews with the shortlist firms. Those selected for an interview will be contacted by the Village to arrange a date/time at the Mount Prospect Public Works Department, 1700 W. Central Road or via Microsoft Teams.

The Village of Mount Prospect appreciates your interest in this project. Any request for information or questions regarding this Request for *Statement of Qualifications* can be directed to Matthew Lawrie, Village Engineer, by phone at 847-870-5640 or email at mlawrie@mountprospect.org.

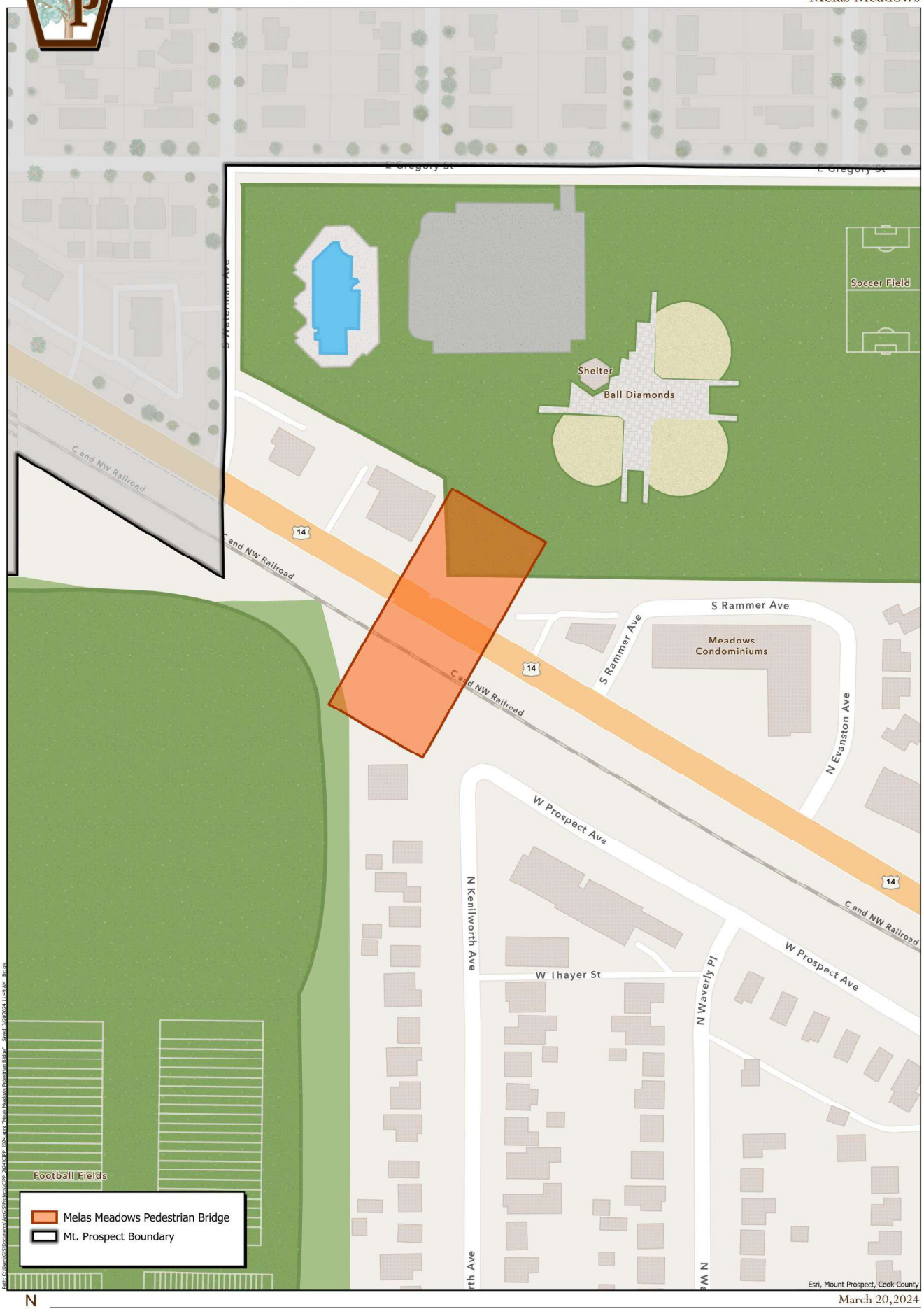
Tentative Schedule

Task	Deadline
Submit *Statement of Qualifications*	July 11, 2025
Select firms for interviews	July 25, 2025
Select firm and negotiate contract	August 8, 2025
Award contract	September 2, 2025
Submit Engineering Agreements to IDOT	September 29, 2025
Construction letting	January 16, 2026
Start construction	April 2026
Complete substantial construction	December 2026
Complete final construction	June 2027

Exhibit D

Pedestrian Bridge

Melas Meadows



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March 20, 2024

Village of Mount Prospect, IL
Capital Improvement Projects 2024

Illinois Department of Transportation

EXHIBIT D

COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

FIXED RAISE

Local Public Agency	County	Section Number
Village of Mount Prospect	Cook	21-00174-00-BR
Prime Consultant (Firm) Name	**Prepared By**	**Date**
Ciorba Group Inc.	Michael Kowalski	8/29/2025
Consultant / Subconsultant Name	**Job Number**	
Ciorba Group Inc.	C-91-204-23	

Note: This is name of the consultant the CECS is being completed for. This name appears at the top of each tab.

Remarks

PAYROLL ESCALATION TABLE

CONTRACT TERM	**16**	**MONTHS**	**OVERHEAD RATE**	**152.16%**
START DATE	**12/31/2025**		**COMPLEXITY FACTOR**	**0**
RAISE DATE	**1/1/2026**		**% OF RAISE**	**3.00%**
END DATE	4/29/2027			

ESCALATION PER YEAR

Year	First Date	Last Date	Months	% of Contract
0	12/31/2025	1/1/2026	0	0.00%
1	1/2/2026	1/1/2027	12	77.25%
2	1/2/2027	5/1/2027	4	26.52%

The total escalation = 3.77%

Local Public Agency	County	Section Number
Village of Mount Prospect	Cook	21-00174-00-BR

Consultant / Subconsultant Name	Job Number
Ciorba Group Inc.	C-91-204-23

PAYROLL RATES

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET FIXED RAISE

MAXIMUM PAYROLL RATE	**90.00**
ESCALATION FACTOR	**3.77%**

CLASSIFICATION	IDOT PAYROLL RATES ON FILE	CALCULATED RATE
PROJECT MANAGER II	$84.13	$87.30
ENGINEER IV	$51.25	$53.18
TECHNICIAN III	$52.50	$54.48
ADMINISTRATIVE SERVICES	$54.92	$56.99
PROJECT ENGINEER II	$64.40	$66.83

Local Public Agency	County	Section Number
Village of Mount Prospect	Cook	21-00174-00-BR

Consultant / Subconsultant Name	Job Number
Ciorba Group Inc.	C-91-204-23

SUBCONSULTANTS

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

NAME	Direct Labor Total	Contribution to Prime Consultant
Soil and Material Consultants	8,338.00	833.80
Total	**8,338.00**	**833.80**

NOTE: Only subconsultants who fill out a cost estimate that splits out direct labor may be listed on this sheet.

Local Public Agency
Village of Mount Prospect

County
Cook

Section Number
21-00174-00-BR

Consultant / Subconsultant Name
Ciorba Group Inc.

Job Number
C-91-204-23

DIRECT COSTS WORKSHEET

List ALL direct costs required for this project. Those not listed on the form will not be eligible for reimbursement by the LPA on this project.

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

ITEM	ALLOWABLE	QUANTITY	CONTRACT RATE	TOTAL
Lodging (per GOVERNOR'S TRAVEL CONTROL BOARD)	Actual Cost (Up to state rate maximum)			$0.00
Lodging Taxes and Fees (per GOVERNOR'S TRAVEL CONTROL BOARD)	Actual Cost			$0.00
Air Fare	Coach rate, actual cost, requires minimum two weeks' notice, with prior IDOT approval			$0.00
Vehicle Mileage (per GOVERNOR'S TRAVEL CONTROL BOARD)	Up to state rate maximum			$0.00
Vehicle Owned or Leased	$32.50/half day (4 hours or less) or $65/full day	325	$65.00	$21,125.00
Vehicle Rental	Actual Cost (Up to $55/day)			$0.00
Tolls	Actual Cost			$0.00
Parking	Actual Cost			$0.00
Overtime	Premium portion (Submit supporting documentation)			$0.00
Shift Differential	Actual Cost (Based on firm's policy)			$0.00
Overnight Delivery/Postage/Courier Service	Actual Cost (Submit supporting documentation)			$0.00
Copies of Deliverables/Mylars (In-house)	Actual Cost (Submit supporting documentation)			$0.00
Copies of Deliverables/Mylars (Outside)	Actual Cost (Submit supporting documentation)			$0.00
Project Specific Insurance	Actual Cost			$0.00
Monuments (Permanent)	Actual Cost			$0.00
Photo Processing	Actual Cost			$0.00
2-Way Radio (Survey or Phase III Only)	Actual Cost			$0.00
Telephone Usage (Traffic System Monitoring Only)	Actual Cost			$0.00
CADD	Actual Cost (Max $15/hour)			$0.00
Web Site	Actual Cost (Submit supporting documentation)			$0.00
Advertisements	Actual Cost (Submit supporting documentation)			$0.00
Public Meeting Facility Rental	Actual Cost (Submit supporting documentation)			$0.00
Public Meeting Exhibits/Renderings & Equipment	Actual Cost (Submit supporting documentation)			$0.00
Recording Fees	Actual Cost			$0.00
Transcriptions (specific to project)	Actual Cost			$0.00
Courthouse Fees	Actual Cost			$0.00
Storm Sewer Cleaning and Televising	Actual Cost (Requires 2-3 quotes with IDOT approval)			$0.00
Traffic Control and Protection	Actual Cost (Requires 2-3 quotes with IDOT approval)			$0.00
Aerial Photography and Mapping	Actual Cost (Requires 2-3 quotes with IDOT approval)			$0.00
Utliity Exploratory Trenching	Actual Cost (Requires 2-3 quotes with IDOT approval)			$0.00
Testing of Soil Samples	Actual Cost			$0.00
Lab Services	Actual Cost (Provide breakdown of each cost)			$0.00
Equipment and/or Specialized Equipment Rental	Actual Cost (Requires 2-3 quotes with IDOT approval)			$0.00
				$0.00
				$0.00
				$0.00
				$0.00
			TOTAL DIRECT COSTS:	**$21,125.00**

Local Public Agency
Village of Mount Prospect

County
Cook

Section Number
21-00174-00-BR

Consultant / Subconsultant Name
Ciorba Group Inc.

Job Number
C-91-204-23

AVERAGE HOURLY PROJECT RATES

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

SHEET 1 OF 1

PAYROLL CLASSIFICATION	AVG HOURLY RATES	TOTAL PROJ. RATES			CONSTRUCTION STARTUP			CONSTRUCTION OBSERVATION/DOCUMENTATION			PROJECT MANAGEMENT			CONSTRUCTION CLOSEOUT			CONSTRUCTION ASSISTANCE		
		Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg	Hours	% Part.	Wgtd Avg
PROJECT MANAGER II	87.30	1,270.0	28.82%	25.16	122	45.86%	40.04	860	28.80%	25.14	40	100.00%	87.30	58	10.55%	9.21	190	33.69%	29.41
ENGINEER IV	53.18	2,702.0	61.33%	32.61	144	54.14%	28.79	2126	71.20%	37.87				392	71.27%	37.91	40	7.09%	3.77
TECHNICIAN III	54.48	280.0	6.35%	3.46										100	18.18%	9.91	180	31.91%	17.39
ADMINISTRATIVE SERVI	56.99	10.0	0.23%	0.13													10	1.77%	1.01
PROJECT ENGINEER II	66.83	144.0	3.27%	2.18													144	25.53%	17.06
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TOTALS		4406.0	100%	$63.56	266.0	100.00%	$68.83	2986.0	100%	$63.01	40.0	100%	$87.30	550.0	100%	$57.02	564.0	100%	$68.64

Local Public Agency

Village of Mount Prospect

County

Cook

Section Number

21-00174-00-BR

Consultant / Subconsultant Name

Ciorba Group Inc.

Job Number

C-91-204-23

COST ESTIMATE WORKSHEET

EXHIBIT D COST ESTIMATE OF CONSULTANT SERVICES (CECS) WORKSHEET

OVERHEAD RATE 152.16%

COMPLEXITY FACTOR 0

TASK	DIRECT COSTS (not included in row totals)	STAFF HOURS	PAYROLL	OVERHEAD & FRINGE BENEFITS	FIXED FEE	SERVICES BY OTHERS	TOTAL	% OF GRAND TOTAL
CONSTRUCTION STARTUP		266	18,309	27,860	6,042		52,211	6.10%
CONSTRUCTION OBSERVATION/DC	21,125	2986	188,149	286,288	62,089		536,526	62.64%
PROJECT MANAGEMENT		40	3,492	5,314	1,152		9,958	1.16%
CONSTRUCTION CLOSEOUT		550	31,360	47,717	10,349		89,426	10.44%
CONSTRUCTION ASSISTANCE		564	38,715	58,909	12,776		110,400	12.89%
SOIL AND MATERIAL CONSULTANT			-	-	-	25,978	25,978	3.03%
PR VIDEO			-	-	-	10,000	10,000	1.17%
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Subconsultant DL							$833.80	0.10%
Direct Costs Total ===>	$21,125.00						$21,125.00	2.47%
TOTALS		4406	280,025	426,088	92,408	35,978	856,458	100.00%
			706,113					

SCOPE OF WORK

CONSULTANT: Ciorba Group, Inc.
RESIDENT ENGINEER/PROJECT MANAGER Mike Kowalski, PE
ASSISTANT RESIDENT ENGINEER Edgar Alvarado, PE
GEOTECHNICAL Soil and Material Consultants

Project:
Melas-Meadows Pedestrian Bridge

Project Understanding
Ciorba will provide full time construction engineering services for the construction of the Melas-Meadows Pedestrian Bridge over the UPRR and US 14.

Scope of Services: See attached Exhibit A-Work Breakdown Schedule for further information

1. Construction Observation
    a. Construction Startup
        i. Plan Review and Project Documentation setup
        ii. Utility Coordination
        iii. Plan in Hand Site Meeting with Contractor
        iv. Pre-Construction-Agenda/Attendance/Minutes
    b. Construction Observation
        i. Provide full-time construction observation. Estimated time on site is 28 weeks at 50 hours per week for the Assistant RE, 30 hours per week for the Resident Engineer. A part time inspector will assist the team during heavier production periods with an estimated time of 14 weeks at 45 hours per week.
        ii. Construction will be monitored for conformance with the contract documents and IDOT standards.
        iii. Daily documentation will include Daily Reports of the quantities and calculations of the work completed, daily diaries detailing the manpower, equipment and work completed, and daily photos of the work. Final cost projections will also be maintained throughout the project for budgeting use.
        iv. Public involvement of the construction staff with stakeholders.
        v. Coordination with UPRR, MWRD and IDOT.
    c. Construction Assistance
        i. Shop Drawing and Submittal Review will be completed by the construction staff with assistance by Ciorba's structural staff.
        ii. Ciorba's Survey Department will complete QA of the contractor's layout throughout the project.
        iii. Request for Information submitted by the Contractor will be reviewed and answered by the RE with assistance by the structural staff.
        iv. General marketing assistance throughout the project.
    d. Construction Project Close-Out
        i. Maintain punch list of construction items that require correction before final acceptance of the project and provide it to the Contractor.
        ii. Verify completion of punch list items and notify the Contractor of any incomplete items.
        iii. After the punch list is completed, site inspections will be conducted by Ciorba with the IDOT and the Contractor. Any concerns identified at the walk-through will be resolved prior to acceptance of the improvement.
        iv. The closeout process continues with the preparation of final documentation papers for project acceptance by the Village and IDOT. This includes all material certifications, testing reports and final quantity measurements.
        v. As built plan development including cross section as built survey.
    e. Public Relations Video

i. A PR Consultant will develop a video detailing the construction sequence, schedule and means and methods. The video will be used on the Village's website and other media sources to inform the public of the projects expectation.

2. Project Management and Administration
    i. Invoices and Budget
    ii. Project E-Blast Development and maintenance.

EXHIBIT A
WORK BREAKDOWN STRUCTURE

CiorbaGroup
CONSULTING ENGINEERS

		Activity		Grand Total	Project Manager II	Structural Project Engineer	Engineer IV	Senior Technician	Administrative Services
			TOTAL	4342	1230	144	2678	280	10
8.		Construction Engineering / Administration	Task Total:	4302	1190	144	2678	280	10
	0810	Construction Startup	Subtotal:	202	82		120		
		Review Plans, Specifications and Contract Documents		80	40		40		
		Site Visit with Contractor		32	16		16		
		Utility Coordination Including On-site Meetings		36	20		16		
		Set Up Project Documentation		40			40		
		Pre-Construction Conference Preparation		8	4		4		
		Pre-Construction Conference Attendance		4	2		2		
		Pre-Construction Conference Meeting Minutes		2			2		
	0820	Construction Observation / Documentation	Subtotal:	2986	860		2126		
		Resident Engineer (28 weeks x 5 days/week 6 hrs/day + 10 Sat x 2 hrs/Sat		860	860				
		Construction Engineer(s) (28 weeks x 5 days/week x 10 hrs/day + 10 Sat x 8 hrs/Sat) x 1 Eng		1480			1480		
		Construction Engineer (s) (14 weeks x 5 days/week x 9 hrs/day + 2 Sat x 8 hrs/Sat) x 1 Engine		646			646		
	0830	Construction Close-out	Subtotal:	550	58		392	100	
		Develop Punch List Items		16			16		
		Coordinate Punch List Completion		8			8		
		Inspect Punch List Items		40			40		
		Final Walk Through with Client		16	8		8		
		Pre-final and Final Pay Estimates		50	10		40		
		Complete Documentation Including Material Certification		240			240		
		Plan Sheets - As Built		40			20	20	
		Cross Sections - As Built		80				80	
		Meetings w/ Contractor		60	40		20		
	0840	Construction Assistance	Subtotal:	564	190	144	40	180	10
		Assistance During Construction		10					10
		Miscellaneous Layout Items		180				180	
		RFIs		200	120	80			
		Erection Plans Review		30	20	10			
		Retaining Wall Shop Drawing Review		20	10	10			
		Bearings Shop Drawing Review		4		4			
		Other Contractor Submittals Review		120	40	40	40		
10.		Project Management & Administration	Task Total:	40	40				
	1000	Project Management & Administration	Subtotal:	40	40				
		Project Administration		20	20				
		Project Management		20	20				

CiorbaGroup
CONSULTING ENGINEERS

Prepared for

Village of
Mount Prospect

Proposal for

Melas-Meadows Pedestrian Bridge over Northwest Highway (US 14) and Union Pacific Railroad

Phase III Engineering

TABLE OF CONTENTS

CiorbaGroup
CONSULTING ENGINEERS

July 11, 2025

Jason Lieb, PE
Deputy Director of Public Works
Village of Mount Prospect

Subject: **Request for Qualifications**
Construction Engineering Services for
The Melas-Meadows Pedestrian Bridge

Dear Mr. Lieb:

We are pleased to submit our Statement of Qualifications to provide the Village of Mount Prospect with construction engineering services for the Melas-Meadows Pedestrian Bridge over Northwest Highway (US 14) and the Union Pacific Railroad.

Within this proposal, we will provide a summary of our understanding of the project and elaborate on our project and the technical approach that Ciorba's Construction team will focus on to provide a successful improvement to the Village of Mount Prospect.

Project items to be focused on will be as follows:

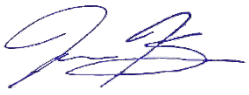
- **Communication with Village and Major Stakeholders**
- **E-Blast and Website for Public Information**
- **Collaboration of Design and Construction Team**
- **Site Safety and Construction Access**
- **Construction Sequence**
- **Erection Plan and Coordination**
- **Geotechnical Engineering for MSE Walls and Spread Footings**

The strengths and expertise of our team members—Project Manager/Resident Engineer (RE), Michael Kowalski, PE; Construction Engineer, Edgar Alvarado, PE; Structural Engineering Support, Alexander Durbak, PE, SE; and Geotechnical Consultant, Soil and Materials Consultants—are detailed throughout this proposal to demonstrate the value they will bring to the project and the Village of Mount Prospect.

Ciorba Group looks forward to continuing to work in partnership with Mount Prospect by providing you with the services of our talented Constructed Department to deliver this great project to the Village, its employees and its residents

We appreciate the opportunity to submit this proposal. Should you have any questions, please contact me at 312-515-3292 or at MKowalski@ciorba.com.

Sincerely,
Ciorba Group, Inc.



Michael Kowalski, PE
Construction Group Manager

8725 W. Higgins Road, Suite 600
Chicago, IL 60631

P 773.775.4009
F 773.775.4014
ciorba.com

HISTORY

For over 90 years, Ciorba Group, Inc. has provided comprehensive engineering solutions to various government agencies and for many years to the Village of Mount Prospect on infrastructure improvements that involved multi-disciplinary teams. Ciorba's engineers and technicians are dedicated to providing practical design and construction services while maintaining project schedules and budgets. We have the ability to develop distinctive and innovative solutions covering various technical aspects and manage projects from planning through construction. Ciorba maintains high professional standards, and we sustain a proactive attitude for all projects, no matter the size. We deliver people-first engineering solutions that add value to communities, solve real-word problems and improve lives; meeting the needs of our clients and making their jobs easier. And we do it all collaboratively and with respect for each other, those we work with, and the environment. At Ciorba, we've built our community to better serve yours.

LOCATIONS

Headquarters:
8725 W. Higgins Road
Suite 600
Chicago, IL 60631
P: 773-775-4009

Indiana Office:
115 S. Court Street, Suite 8
Crown Point, IN 46307
P: 844-271-5923

Peoria Office:
6035 N Knoxville, Suite 203 D
Peoria, IL 61614
P: 833-903-4022

Total Employees: 70

Professional Engineers: 34

IDOT PREQUALIFICATIONS

Structures
- Highway: Simple-Complex
- Railroad
- Major River Bridges
- Moveable

Location Design Studies
- Rehabilitation
- Reconstruction / Major Rehabilitation
- New Construction / Major Reconstruction

Special Services
- Construction Inspection
- Electrical Engineering
- Mechanical Engineering
- Public Involvement
- Sanitary
- Survey

Special Studies
- Feasibility
- Location Drainage
- Traffic Studies
- Safety

Hydraulic Reports
- Pump Stations
- Waterways: Typical
- Waterways: Complex

Highways
- Roads and Streets
- Freeways

Special Plans
- Pump Stations
- Traffic Signals
- Lighting: Complex

SERVICES / CAPABILITIES

Ciorba offers an array of engineering services, which include studies and reports, design plans and specifications, and construction engineering in the following areas.

Construction
- Construction Observation
- Manage Bid Process
- Constructability Review
- Project Documentation
- Contractor Assistance

Roadway
- Expressway and Interchange Improvements
- Arterial, Collector and Local Street Improvements
- Shared Use Paths
- Geometric, Traffic, and Safety Studies
- Maintenance of Traffic Plans
- Streetscaping

Structural
- Concept and Feasibility Studies
- Bridge Inspection and Condition Reports
- Bridge Load Rating
- Bridge Type Studies and Design
- Bridge Aesthetics

Water Resources
- Stormwater Management Studies and Design
- Floodplain Management and FEMA Map Revisions
- Soil Erosion / Sediment Control Design and Inspection
- Streambank and Shoreline Restoration
- Water Distribution and Wastewater Collection Analysis and Design
- Lift/Pump Station and Water Storage Planning and Design

Electrical & Lighting
- Traffic Signal Design
- ITS Design
- Lighting and Electrical Analysis and Design
- Program Management for Energy Efficiency Lighting

Survey
- Topographic, Hydraulic, and Planimetric Surveys
- Corridor Right of Way Surveys and Layout
- Boundary Surveys
- Preparation of Plats for Right of Way Acquisition, Easements, and Land Division and Consolidation.
- ALTA / NSPS Title Surveys & Policy Review

Municipal Services
- Asset Management
- Capital Improvement Budgeting
- Grant Applications, Funding Assistance and Management
- Site Development Plan and Review
- Utility Coordination
- Updates to Municipal Standards and Maps

RECENT CLIENTS

The following is a list of Illinois Local Agency Clients Ciorba has worked for in the last 5 years.

- City of Batavia
- City of Chicago
- City of Evanston
- City of Highland Park
- City of Joliet
- City of Naperville
- City of North Chicago
- City of Rolling Meadows
- City of St. Charles
- City of Waukegan
- Crete Township
- Manhattan Township
- Village of Arlington Heights
- Village of Brookfield
- Village of Buffalo Grove
- Village of Clarendon Hills
- Village of Deerfield
- Village of Downers Grove
- Village of Glenview
- Village of Hanover Park
- Village of Hoffman Estates
- Village of Kenilworth
- Village of Lincolnshire
- Village of Melrose Park
- Village of Morton Grove
- **Village of Mount Prospect**
- Village of Niles
- Village of Oak Park
- Village of Palatine
- Village of River Forest
- Village of Schaumburg
- Village of Streamwood
- Village of Wheeling
- Village of Wilmette
- Village of Winnetka

"The Village of Deerfield was very pleased with the job of Ciorba Group…Ciorba was able to foresee many issues and resolve them prior to impacts to the project. Their professionalism, structural expertise and overall construction experience strongly contributed to the project's success."

(Pfingsten Road Bridge Replacement, Phase II and III)

Tyler Dickinson

"(Ciorba) staff were very thorough and on the ball with the daily activities on site. Some days were very hectic and they were very dedicated to making sure the project went as smoothly as possible not only between working with the disorganization of the contractor on many days, but also the motoring public."

(Fabyan Parkway Intersection Improvements, Phase III)

Ken Mielke, Senior Project Manager, KDOT

"The Ciorba team was flexible enough to quickly resolve field issues…they instilled the confidence that I could count on them when needed."

(Ravine Drive Reconstruction, Design)

"They set the bar for my expectations."

(Forest Avenue Bridge Replacement, Design and Construction)

Ramesh Kanapareddy
Former Public Works Director
City of Highland Park

"Ciorba was highly responsive throughout the entire project. Any changes that were made to the engineering plans, Ciorba made quickly. Construction Management was responsive and quick to solve issues with all stakeholders or issues with construction. Overall experience was pleasant. The Village would recommend Ciorba in the future and consider Ciorba for future projects."

(Sterling Water Main Replacement)
Patrick Brennan, Former Village Manager
Village of Kenilworth

PEOPLE-DRIVEN ENGINEERING

"[Ciorba Staff] were very professional and easy to work with. Looking forward to the next project."

(St. Colette Road and Berdnick Street Water Main Improvements, Phase I, II, and III)

Rob Horne
Former Public Works Director
City of Rolling Meadows

"…able to handle communication on their own. The times they do need advice from the client, they always come with sufficient background information for us to make an informed decision…We don't have to repeat answers, and this shows a great value placed on our time…Top notch engineering service and a great value.."

(Golfview Lift Station Reconstruction, Preliminary, Final design and Construction Engineering)

Michael Skibbe
Director of Public Works
Village of Buffalo Grove

"We've worked with many consultants, some who bill themselves as sanitary sewer experts, and (Ciorba) is better than them all."

(Chatham Lift Station, Phase I, II & III)

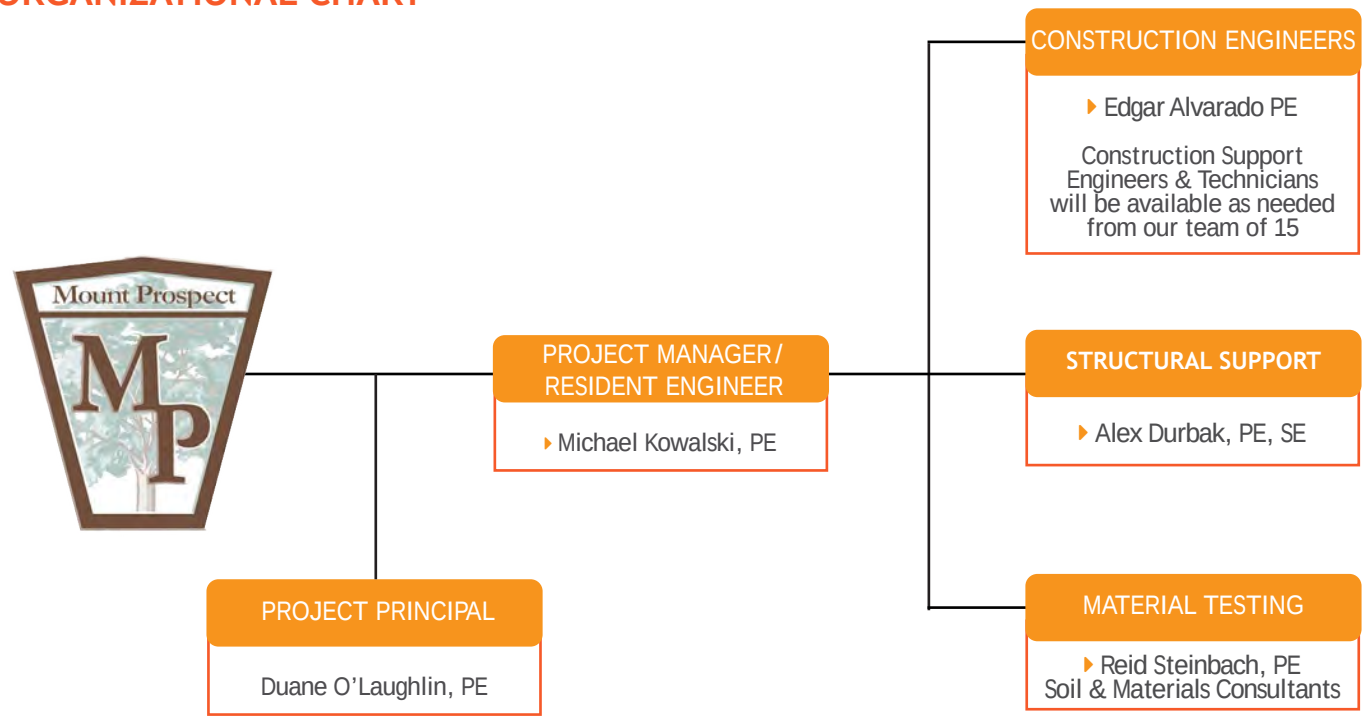
Kyle Johnson
Former Assistant Public Works Director
Village of Buffalo Grove

"Ciorba's responsiveness stands out. They are professional, proactive, have a sense of urgency and an ability to pin point issues and provide solutions."

(Edens Expressway Reconstruction, Phase II)

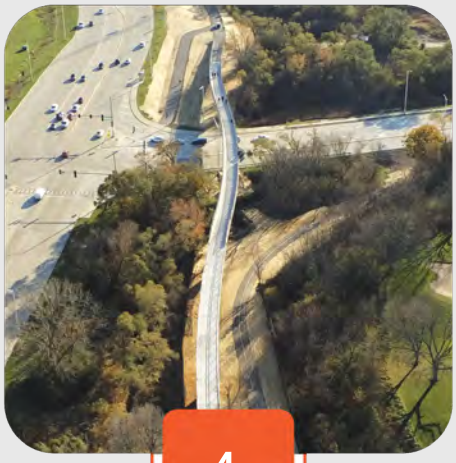
Mohamad Faraj, PE, PME
Senior Project Manager
Illinois Tollway

ORGANIZATIONAL CHART



CIORBA TEAM EXPERIENCE IN THE LAST 5 YEARS

Complex Pedestrian Bridges



4

12

Bridge Construction Projects

Local Agency Projects

300+

Michael Kowalski, PE

Resident Engineer

YEARS OF EXPERIENCE

14 Total / 8 Ciorba

EDUCATION

Bachelor of Science in Civil Engineering
Marquette University

PROFESSIONAL REGISTRATION

Professional Engineer IL #062068548
Professional Engineer IN #PE11700535

CERTIFICATIONS

Illinois Department of Transportation - **CMMS**
American Concrete Institute - **Concrete Field Testing Technician - Grade I**
Occupational Safety and Health Administration - **Construction Safety & Health**
Lake County Stormwater Management Commission - **Designated Erosion Control Inspector**
Illinois Department of Transportation - **Documentation of Contract Quantities**
Illinois Tollway - **E-Builder, FieldSys and IMIRS**
Illinois Department of Transportation - **Erosion and Sediment Control Workshop Inspection Module**
Illinois Department of Transportation - **Erosion and Sediment Control Workshop: Fundamental Module**
Illinois Department of Transportation - **HMA Level I and II**
Illinois Department of Transportation - **Mixture Aggregate Technician**
Illinois Department of Transportation - **Nuclear Density Tester**
IDOT - **PCC Level I**
American Segmental Bridge Institute - **Post Tension Grouting Certification**
Railroad Education - **Roadway Worker Protection**
Indiana Department of Transportation - **Site Manager**
Illinois Department of Transportation - **Soils Field Testing**

EXPERTISE

Bridge and Structures
Construction Observation
Highways

ABOUT MIKE

Mike 's construction engineering experience includes roadway and bridge projects for various municipalities, counties, and the Illinois Tollway. His expertise includes the reconstruction and rehabilitation of bridges over live traffic, water, and rail as well as experience with reinforced concrete, soldier pile, sheet pile and MSE retaining walls. He has been the Resident Engineer or Assistant Resident Engineer on federal aid local agency construction projects. Mike is certified in IDOT's Documentation of Contract Quantities, Construction Materials Management System (CMMS), Erosion and Sediment Control, Fundamentals and Inspection Modules, and HMA Level I and II, and a PCC Level I Technician.

REPRESENTATIVE PROJECT EXPERIENCE

Pfingsten Road Bridge Reconstruction & Pavement Rehabilitation, Village of Deerfield.
Resident Engineer for the superstructure replacement of an existing bridge over the Metra tracks. The existing superstructure and abutment cap were removed and replaced with a 104'-6" single span PPC I-beam bridge supported by a new abutment cap on the existing piles. The thicker proposed superstructure depth required raising the roadway profile to meet the required 23'-0" vertical clearance. The new abutments were semi-integral to eliminate the expansion joints, reducing long term future maintenance. 3,700 feet of adjacent roadway was rehabilitated from Lake Cook Road to Waukegan Road including pavement patching, milling, and resurfacing of the roadway, removal and replacement of deteriorated curb and gutter, new ADA ramps, and pedestrian signals.

Park Avenue West over Skokie River, City of Highland Park.
Resident Engineer for the replacement of a 64' long single span rolled steel beam bridge. The new bridge is a single span steel plate girder bridge with integral abutments built behind the existing abutments. The bridge was stage constructed to maintain one lane in each direction. STP funds were used for construction of the improvements; therefore, all services were provided in accordance with IDOT BLR&S and FHWA requirements.

Central Avenue over Ravine, City of Highland Park.
Resident Engineer for the replacement of a single span reinforced concrete closed spandrel arch bridge that was originally built in 1935 and on the Illinois Register for Historic Bridges. The new bridge was widened to two lanes to meet current design standards. The 106'-6" single span bridge was constructed with 36" deep PPC I-beams bridge and semi-integral tall wall abutments supported on metal shell piles. Aesthetic details mimic the historical nature of the existing bridge, which included a precast concrete arch façade and concrete form liner on the parapets. The adjacent ravine was stabilized using wingwall extensions and riprap to relax the side slopes. All construction engineering services were completed in accordance with IDOT and FHWA requirements.

Danne Road over Branch of Plum Creek, Crete Township.
Resident Engineer for the replacement of a two-lane bridge on Danne Road over a branch of Plum Creek. The new structure is a 45'-3" long, single span, 18" deep reinforced concrete slab bridge on integral abutments supported with metal shell piles. 1000 feet of roadway was reconstructed to raise the bridge profile to provide the required waterway opening. Oversized ditches were constructed to provide compensatory storage for floodplain fill. STP-BR funds were used for construction, so all work was completed in accordance with IDOT-BLR&S and FHWA requirements.

Clavey Road from US Route 41 to Green Bay Road, City of Highland Park.
Resident Engineer for the reconstruction of Clavey Road from US 41 to Green Bay Road. The pavement of this two lane urban collector street was reconstructed as well as the bridge over the Skokie River. The project was phased into two contracts. The roadway was shifted to the north to construct a new multi-use path within the south side parkway. The new bridge replaced the separate roadway and pedestrian bridges. The improvement included water main, storm sewer, traffic signals, bridge lighting, and landscaping. All construction engineering services were completed in accordance with IDOT and FHWA requirements.

Hunt Club Rd and Washington Street Phase III, Lake County Division of Transportation.

Project Manager/Resident Engineer for the widening and rehabilitation of the Hunt Club Road and Washington Street intersection. Construction includes HMA surface course, HMA binder course, leveling binder, HMA surface removal, class D patching, combination concrete curb and gutter, concrete median surface, sidewalk, storm sewer, earth excavation, non-special waste disposal, watermain, traffic signals, and other related items. Three separate water mains in conflict with the widening will be relocated for Gurnee, Lake County Public Works, and JAWA.

DuPage County 2024 Pavement Maintenance, DuPage County.

Resident Engineer for the 2024 Pavement Maintenance – North Region, which included approximately 8 total miles of pavement rehabilitation of four streets: St. Charles Road, Swift Road, Medinah Road and Villa Avenue. Each street required extensive curb and gutter replacement, ADA ramps, pavement patching and new pavement surface.

Fairview Gravity Sewer and Lift Station Decommissioning, Village of Mount Prospect.

Resident Engineer for construction engineering services for construction of a 2,000-foot gravity sewer to an existing MWRD interceptor, which eliminated the need for a lift station. Project included deep sewer construction (up to 25 feet), connection to MWRD interceptor, and abandonment of existing lift station. Ciorba Group worked closely with the Village and MWRD throughout the process.

Industrial Lane Improvements, Village of Wheeling.

Resident Engineer for the widening and rehabilitation of Industrial Lane from Plant Road to Milwaukee Avenue (IL 21). The improvement included variable width widening to provide 27 foot of travel way, new concrete ribbon along the edge of pavement, new sidewalk meeting ADA requirements, rehabilitation of the existing pavement with bituminous patching and overlay, and the replacement of the 2,900 feet of 12" and 18" storm sewer, 1,800 feet of 8" sanitary sewer and 535 feet of sanitary laterals, and 2,200 feet of 10" and 12" diameter water main.

Burning Bush Lane, Village of Mount Prospect.

Resident Engineer for the design and construction of 2,600' of new collector roadway lighting within a primarily residential area. Design plans and special provisions were prepared for advertisement by the Village. Construction engineering services were provided for the installation of this lighting system.

Schoenbeck Road Lighting Project, Village of Mount Prospect.

Resident Engineer for the construction of 2,000' of new collector roadway lighting. Design plans and special provisions were prepared for advertisement by the Village. Construction engineering services were provided for the installation of this lighting system.

2023 Arterial Street Improvement Program, Village of Morton Grove.

Construction Engineer for the Village's 2023 Arterial Street Improvements Project. The project included pavement patching, milling, and resurfacing of 1.6 miles of heavily trafficked roadway on Harlem Avenue from Golf Road to Dempster Street and Shermer Road from Golf Road to Harlem Avenue. Other improvements included removal and replacement of deteriorated curb and gutter and sidewalk, ADA ramps, PACE bud pads. pavement marking and reflectors, storm sewer installation and parkway restoration. All construction observation and documentation was completed following IDOT procedures.

2020 MFT Street Resurfacing, Village of Wheeling.

Resident Engineer for the Village's 2020 MFT Program. Improvements involved pavement patching, milling, and resurfacing approximately 2.6 miles of local streets. Other improvements included removal and replacement of deteriorated curb and gutter and sidewalk, ADA ramps, storm sewer installation and parkway restoration. Construction was completed on time and $100,000 under the contractor's bid price.

2021 Wheeling MFT Street Resurfacing, Village of Wheeling.

Resident Engineer for the Village's 2021 MFT Program. The pavement patching, milling, and resurfacing of 3.1 miles of local streets and the reconstruction of 600 feet of a local street in the Dunhurst subdivision. Other improvements included removal and replacement of deteriorated curb and gutter and sidewalk, ADA ramps, storm sewer installation and parkway restoration. All construction observation and documentation will be completed following IDOT procedures.

Willow Road Reconstruction, Village of Wheeling.

Resident Engineer for the 1,000 feet of roadway widening and reconstruction as well as constructing new storm sewer, curb and gutter, sidewalk, and PCC driveway aprons. The work included installing new traffic and pedestrian signals, pavement markings and parkway restoration. Temporary traffic signals were used before the new equipment was installed. Coordination with the Canada National Railroad was necessary due to dual tracks crossing Willow Road within the project limits. The project was partially funded by Pace requiring constant coordination to meet the agency's standards and specifications.

Edgar Alvarado, PE

Construction Engineer

YEARS OF EXPERIENCE

4 Total / 4 Ciorba

EDUCATION

Bachelor of Science Civil Engineering
University of Illinois

PROFESSIONAL REGISTRATION

Professional Engineer
Illinois #062-077646

CERTIFICATIONS

Illinois Department of Transportation - **Documentation of Contract Quantities (21-19454)**

American Concrete Institute - **Concrete Field Testing Technician - Grade I**

Illinois Department of Transportation - **Erosion and Sediment Control Workshop Module III: Inspection Module**

Illinois Department of Transportation - **Erosion and Sediment Control Workshop: Fundamental Module**

Illinois Department of Transportation - **Mixture Aggregate Technician**

Illinois Department of Transportation - **Soils Field Testing S-33**

Illinois Department of Transporation - **CMMS Training**

CET 029-HMA LEVEL 1

EXPERTISE

Construction Observation

Bridge Reconstruction

PROFESSIONAL AFFILIATIONS

American Public Works Association
Construction Institute Secretary

ASCE-Construction Institute
Illinois Vice Chair

ABOUT EDGAR

Edgar Alvarado has construction experience on municipal projects that have included bridge replacement, pavement reconstruction and rehabilitation, storm sewer, water main and detention basins.

REPRESENTATIVE PROJECT EXPERIENCE

Park Avenue West over Skokie River, City of Highland Park.
Construction Engineer for the replacement of a 64' long single span rolled steel beam bridge. The new bridge is a single span steel plate girder bridge with integral abutments built behind the existing abutments. The bridge was stage constructed to maintain one lane in each direction. STP funds were used for construction of the improvements; therefore, all services were provided in accordance with IDOT BLR&S and FHWA requirements.

Clavey Road from US Route 41 to Green Bay Road, City of Highland Park.
Construction Engineer for the reconstruction of Clavey Road from US 41 to Green Bay Road. The pavement of this two lane urban collector street was reconstructed as well as the bridge over the Skokie River. The project was phased into two contracts. The roadway was shifted two feet to the north to construct a new multi-use path within the south side parkway. The new bridge replaced the separate roadway and pedestrian bridges. The improvement also included water main, storm sewer, traffic signals, bridge lighting, and landscaping. All construction engineering services were completed in accordance with IDOT and FHWA requirements.

Central Avenue over Ravine Ditch, City of Highland Park.
Construction Engineer for the replacement of a single span reinforced concrete closed spandrel arch bridge that was originally built in 1935 and on the Illinois Register for Historic Bridges. The new bridge was widened to two lanes to meet current design standards. The 106'-6" single span bridge was constructed with 36" deep PPC I-beams bridge and semi-integral tall wall abutments supported on metal shell piles. Aesthetic details mimic the historical nature of the existing bridge, which included a precast concrete arch façade and concrete form liner on the parapets. The adjacent ravine was stabilized using wingwall extensions and riprap to relax the side slopes. All construction engineering services were completed in accordance with IDOT and FHWA requirements.

2021 Wheeling MFT Street Resurfacing, Village of Wheeling.
Construction Engineer for the Village's 2021 MFT Program which included HMA resurfacing, full roadway reconstruction including subbase, new storm sewer, ADA ramps and sidewalk in various locations of the Village of Wheeling. Other activities included daily documentation including diaries and pay item measurements and quantifications, monthly pay estimates, final closeout documentation, daily coordination with contractor and subcontractor, and communication and coordination with the Village and residents impacted by the construction.

Dunhurst Storm Sewer Improvements, Village of Wheeling.
Construction Engineer for the installation of 2,500 feet of both new storm sewer and replacing and upsizing existing storm sewer to reduce flooding impacts in the Dunhurst subdivision. The project included full depth pavement patching, pavement milling and resurfacing, replacement of driveway aprons and curb and gutter removed for the storm sewer installation and parkway restoration. Field changes were necessary due to conflicts with private utilities, sanitary sewers, and residential sanitary services. Despite the necessary revisions, the construction was completed $80,000 under the contractor's bid price.

Eastchester Storm Sewer Project, Village of Wheeling.
Construction Engineer for the installation of 1,800 feet of new storm sewer to a private lake to provide flood control. The project included cofferdam construction to install the storm sewer outlet into the lake; removal and replacement of roadway pavement, driveway pavement, curb and gutter, and sidewalks; and the adjustment of existing utilities that conflicted with the new storm sewer.

Alexander Durbak, PE, SE

Structural Support

ABOUT ALEX

Alex has more than 25 years of preliminary and final design engineering experience on bridge projects in Illinois and other States. His bridge experience includes cast in place, prestressed, precast and segmental concrete, curved steel plate girder bridges, cable-stayed, and pedestrian bridges as well as bridges over rail tracks. Alex has also worked on complex structural analysis and erection plans including finite element analysis for major river crossings. He has also designed ancillary structures such as retaining walls, box culverts, and highway sign structures. Alex has extensive experience in finite element model software such as Larsa, SAP 2000 and is also very familiar with MDX for the Analysis, design, and load rating of steel bridges and with LEAP CONSPAN for simple and multi-span precast and prestressed concrete bridges.

REPRESENTATIVE PROJECT EXPERIENCE

Melas-Meadows Pedestrian Bridge, Village of Mount Prospect.
Structural Engineer for design engineering services for the pedestrian bridge crossing over Northwest Highway (US 14) and the Union Pacific Railroad (UPRR) to connect Melas and Meadows parks. The proposed bridge is a 25 span bridge on a curved geometry to stay within the Village owned property within both parks. The approach spans are cast in place concrete slabs with radii as small as 44' to meet ADA requirements. The main span is a 200' simple span crossing over both IDOT and UPRR rights of way. Ciorba prepared a main span type study, evaluating three different main span options which included a Vierendeel Truss, network tied arch, and cable stayed bridge.

Central Avenue over Ravine, City of Highland Park.
Lead Structural Engineer for preliminary engineering and final design for the replacement of a single span reinforced concrete closed spandrel arch that was originally built in 1935 and is on the Illinois Register for Historic Bridges. The bridge is in a residential setting has a span length of 111 feet and is accessible for a single lane of traffic for a two-lane approach roadway. The bridge is located adjacent to several residences and a park which required a Section 4f report in addition of the Section 106 historical review. The replacement bridge is a PPC I-Beam 106'-6" single span structure with an arched precast façade shaped like the original cast in place structure. The bridge is located over a steep ravine with erosion problems that requires reconfiguration of the waterway and proposed bank stabilization. The project which included roadway geometric improvements and approach reconstruction is funded utilizing STP-BR federal monies.

Brookfield Ave over Salt Creek Replacement, Village of Brookfield.
Lead Structural Engineer Lead Structural Engineer for final design for the replacement of a two-span Precast Prestressed Concrete deck beam structure that carries one lane and sidewalk in each direction. Mr. Sauter performed the inspection and the scour assessment of the bridge. The bridge is load-posted because of the overall condition of the deck beams and is subject to special feature inspection because of cracks in the cantilevered pier cap that support the edge beam on the North side of the bridge. The overall sufficiency rating dropped as a result of the finding of our inspection. We performed preliminary engineering studies and cost estimates for a single span and a two-span concept for the bridge replacement. We also assisted the Village in obtaining federal funds for the bridge replacement through the STP-BR program..

Pfingsten Road over Metra, Village of Deerfield.
Structural Engineer for the superstructure replacement of an existing bridge over the Metra tracks. The existing superstructure and abutment cap were removed and replaced with a 104'-6" single span PPC I-beam bridge supported by a new abutment cap on the existing piles. The thicker proposed superstructure depth required raising the roadway profile to meet the required 23'-0" vertical clearance. The new abutments were semi-integral to eliminate the expansion joints, reducing long term future maintenance. 3,700 feet of adjacent roadway was reconstructed and rehabilitated from Lake Cook Road to Waukegan Road including pavement patching, milling, and resurfacing of the roadway, removal and replacement of deteriorated curb and gutter, new ADA ramps, and pedestrian signals.

YEARS EXPERIENCE

25 Total / 12 Ciorba

EDUCATION

Bachelor in Civil Engineering
Christian Bros University

PROFESSIONAL REGISTRATION

Structural Engineer
Illinois #081007735

Professional Engineer
Illinois #062066837
Indiana #PE11700537
Florida #61666
Michigan #6201067546

CERTIFICATION

FHWA/NHI- Safety Inspection of In Service Bridges

FHWA/NHI - Inspection of Fracture Critical Members Course

S-BRITE Purdue - Inspecting Steel Bridges for Fatigue

IDOT Team Leader for Bridge Inspection

EXPERTISE

Bridges and Structures

Concept / Feasibility Studies

Structural Inspection Load Ratings and Condition Reports

Construction Services

Roselle Road Pedestrian Bridge, Village of Schaumburg.
Structural Engineer for final design plans and specifications for a new pedestrian bridge over Central Road. The proposed bridge connects a shared use path to an existing shared use path in the Paul Douglas Forest Preserve. The proposed bridge is a five span, 750' steel plate girder on a double reverse curve horizontal alignment. The abutments were founded on MSE wall embankments to reduce impacts to adjacent wetlands and any ROW acquisition. Aesthetic treatments were incorporated into the railing, MSE walls, and the piers.

41st Street Pedestrian Bridge Temp Foundations, F.H. Paschen, S.N. Nielsen, Inc..
Structural Engineer for the design of the steel superstructure and pier for the final plan preparation for the new 41st Drive Connector bridge over IL 5, a two-span plate girder bridge on stub abutments. The improvements add a third lane in each direction and dual left turn lanes and right turn lanes at all five major intersections. The existing signalized intersection at John Deere Road and 38th Street was eliminated and replaced with the new 41st Drive Connector, a flyover bridge on new alignment, and a new roadway connecting 38th Street to Coaltown Road. The proposed bridge features stub abutments on spread footing atop MSE walls. Mr. Durbak also designed two-cell box culverts, noise walls and retaining walls including moment slabs for the parapets located on top of MSE walls.

Clavey Road Reconstruction, City of Highland Park.
Structural Engineer for the bridge replacement of an existing single span steel bridge associated with the reconstruction of Clavey Road from US 41 to Green Bay Road a two-lane urban collector street. The proposed bridge is a 68' long single span steel rolled beam structure with galvanized beams and semi-integral abutments on metal shell pile designed and detailed for an extend life. Aesthetic form liner and concrete staining details are incorporated into the bridge plans. The new roadway bridge included a barrier protected shared use path that allowed for the removal of an adjacent deteriorated pedestrian bridge.

Pedestrian Bridge over Columbus Drive (US 12), Indiana Department of Transportation LaPorte District.
Structural Engineer for the preparation of preliminary and final design plans for the replacement of a pedestrian bridge crossing US 12 in East Chicago. The proposed concept includes a basket handle tied arch bridge, and ADA ramps that enclose landscaped areas creating a park feel. The intent of the structure is to provide a safe crossing for pedestrians accessing the nearby school and library, as well as to create a focal point for the community. We are currently preparing final design plans, specifications and cost estimates.

Belvidere Road over Amstutz Expressway, City of Waukegan.
Structural Engineer for preliminary engineering and final design for the rehabilitation of a two-span steel beam structure carrying Belvidere Street over the Amstutz Expressway and the Union Pacific Railroad. The scope of work included an in-depth bridge inspection, preparation of a Bridge Condition Report, and the evaluation of several different rehabilitation options. Coordination with IDOT and the UPRR was required during the preparation of the Project Development Report and during final design. The proposed rehabilitation consists of a superstructure replacement utilizing shallower rolled steel beams to improve the vertical clearance over the Amstutz Expressway. The project is funded through the STP-BR program.

IL Route 38 over UPRR, Illinois Department of Transportation, District One.
Structural Engineer for detailed bridge inspection and preparation of a full Bridge Condition Report for the rehabilitation of a five span steel structure on a curved alignment and a 67 degrees skew. The span over the tracks is a simply supported steel plate girder and each of the side spans is a two-span continuous bridge with rolled steel beams. The recommended option was to replace the deck and a damaged fascia beam, and to perform substructure repairs. Minor approach roadway work was also required. We also looked at the cost of replacing the bridge with a three-span continuous curved steel plate girder bridge on the same alignment and skew. Brett also coordinated with the UPRR for the inspection and the proposed bridge alternates. This project was part of a Various/Various Phase I contract.

Broadway Avenue over Silver Creek, Village of Melrose Park.
Structural Engineer for the preliminary and design engineering for the bridge replacement of Broadway Avenue (19th Avenue) over Silver Creek. The single span reinforced concrete slab bridge, located near downtown Melrose Park and just south of IL 64, was structurally deficient and required replacement. Hydraulic studies were performed and a bridge type study prepared to evaluate replacement options. With the crossing just 50' from the intersection of IL 64, the roadway profile adjustment could only be minimal so a reinforced concrete slab bridge supported on drilled shafts was prepared. Coordination with IDOT was required due to the adjacent state route. A project report was prepared and design approval received.

Forest Avenue over Ravine Bridge Replacement, City of Highland Park.
Structural Engineer for final design for the replacement of an existing four span precast prestressed concrete deck beam bridge. The existing bridge is composed of straight beam spans that are chorded to fit a horizontal curved alignment. The proposed bridge is a three-span curved steel plate girder on a 600' radius horizontal curve. The bridge is 181' long with hammerhead piers of heights up to 33' to cross the steep ravine. In addition to the bridge replacement, an 18" transmission water main was replaced due to a conflict with the proposed bridge. The project is funded through the Federal STP-BR program and was the recipient of the 2019 ASCE Illinois chapter Outstanding Civil Engineering Achievement Award (under $10 Million).

SOIL AND MATERIAL CONSULTANTS, INC.

REID T. STEINBACH
Licensed Professional Engineer

Position

Director of Engineering, P.E.

Education

Purdue University, West Lafayette, IN
Bachelor of Science in Civil Engineering - 2013

Registered as E.I.T. in the State of Indiana (ET31400226)
Transferred to Illinois E.I.T. (061031690)
Registered Professional Engineer in the State of Illinois (062.070515)

Memberships

American Society of Civil Engineers

Experience

March 2018 to Present

Director of Engineering for Soil and Material Consultants, Inc. Responsible for all aspects of construction material testing included but not limited to: proposals, inspection services, scheduling, technician preparation, laboratory accreditation, report review, report submittal, invoicing, client interactions.

Qualified by the Illinois Department of Transportation in the following:

Mixture Aggregate Technician Course – 3 day
Portland Cement Concrete Level I through Level III
ACI Field & Strength
Bituminous Concrete Level I through Level III
Nuclear Density Training
S-33 Geotechnical Field Testing and Inspection
Construction Material Inspection Documentation
Documentation of Contract Quantities

April 2014 to March 2018

Staff Engineer for Soil and Material Consultants, Inc. Provided and directed drilling, inspection and testing services related to soils and construction materials in the field and laboratory. Prepared draft and final engineering reports.

Involvement also included construction field and laboratory services. Designed and implemented various laboratory studies for paving materials and quality control. Scheduled and supervised work of others, provided engineering evaluations. Worked closely with clients to provide timely and economical solutions.

Provided various field services for testing and inspection of soils and construction materials. Limited work on drill rig as an operator and soil classifier. Completed laboratory testing supplemental to soil and construction material field services. Headed quality control on numerous earth-moving and road reconstruction projects.

Pfingsten Road over Metra Tracks

LOCATION
Deerfield, IL

CLIENT
Village of Deerfield

CONTACT
Mr. Tyler Dickinson, PE
Assistant Director of Public Works and Transportation
847.719.7463

CONSTRUCTION COST
$2.1 Million

PROJECT TEAM
Project Manager
Duane O'Laughlin, PE
Project Engineer
Joe Attanaseo, PE
Lead Structural Engineer
Brett Sauter, PE, SE
Water Resources Manager
Tony Wolff, PE, CFM
Resident Engineer
Mike Kowalski, PE

SCOPE OF SERVICE
- Bridge Inspection
- Final Design
- Construction Inspection

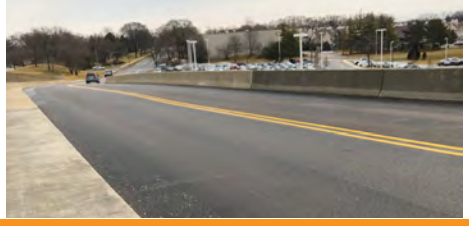
PROJECT DESCRIPTION

Ciorba Group provided final design and construction engineering services for the replacement of a precast prestressed concrete (PPC) deck beam bridge superstructure over the Metra tracks. Pfingsten/Kates Road is a two-lane major collector carrying over 9,000 vehicles per day. In addition to the bridge replacement, the adjacent roadway was rehabilitated from Lake Cook Road to Waukegan Road. The rehabilitation included pavement patching, milling and resurfacing of the roadway, removal and replacement of deteriorated curb and gutter, new ADA ramps, and pedestrian signals. The roadway was closed at the bridge and traffic detoured on an approved route to expedite construction.

Previous bridge inspections indicated that the existing PPC deck beam superstructure was in serious condition and required replacement. Additionally, the Mechanically Stabilized Embankment (MSE) retaining walls which supported the approach roadway embankment showed areas of deterioration at the bridge. At the start of the project, Ciorba coordinated with Metra to gain right of entry access so an in-depth bridge inspection could be performed to determine the extent of the defects on the MSE wall.

It was determined that the existing superstructure and abutment cap would be removed and replaced with a 104'-6" single span PPC I-beam bridge supported by a new abutment cap on the existing piles. Additionally, due to a thicker proposed superstructure depth the roadway vertical profile would need to be raised to meet the required 23'-0" vertical clearance over the Metra tracks. This profile raise required that the existing moment slabs and top row of MSE wall panels be removed and replaced adjacent to the bridge to accommodate new approach slabs and the raise in the roadway profile. The proposed abutments were designed as semi-integral abutments to eliminate the expansion joints, reducing long term future maintenance.

Construction engineering services involved coordination with utility companies for any required adjustments to their facilities and observing the contractor's work for conformance with the plans and specifications. Other services included quantity measurements and documentation, preparation of any change orders and monthly pay estimates and project closeout. The Resident Engineer also interacted with residents and Village Officials to address any issues or concerns raised during construction. This project is funded through the STP-BR Federal Program.



Park Avenue West over Skokie River

LOCATION
Highland Park, IL

CLIENT
City of Highland Park

CONTACT
Mr. Emannuel Gomez, PE
City Engineer
847.926.1145

CONSTRUCTION COST
$5 Million

PROJECT TEAM
Project Manager
Mark Johnson, PE, PTOE
Project Engineer
Joseph Attanaseo, PE
Lead Structural Engineer
Brett Sauter, PE, SE
Lead Water Resouces Engineer
Tony Wolff, PE, CFM
Construction Manager
Duane O'Laughlin, PE
Resident Engineer
Michael Kowalski, PE
Construction Engineer
Edgar Alvarado

SCOPE OF SERVICE
- Preliminary Engineering
- Construction Observation

PROJECT DESCRIPTION

Ciorba provided comprehensive preliminary and construction engineering services for the replacement of the Park Avenue West Bridge over the Skokie River in an urban setting. The project, funded by STP Bridge Program Funds, adhered to FHWA and IDOT requirements.

Preliminary engineering encompassed an in-depth bridge inspection, condition report, and evaluation of replacement alternatives. A roadway and channel survey was conducted alongside a full hydrologic/hydraulic study using the US Army Corps of Engineers HEC-RAS program. HEC-18 Scour analyses were performed to assess potential scour at the proposed bridge.

A geotechnical investigation, including soil boring and testing, informed foundation recommendations. Based on the approved reports and studies, a Type, Size and Location Plan was prepared for the recommended bridge alternative.

The project involved construction staging, roadway reconstruction, ditch relocation, and vertical profile changes. Vertical and horizontal geometric studies established the roadway profile and cross-section, addressing safety and drainage improvements. Right-of-way acquisition was considered based on bridge widening and profile changes. All studies were summarized in a Project Development Report.

Construction entailed replacing the 1950-built, 1984-widened bridge with a single-span, W34 Steel beam bridge featuring a reinforced PCC deck. The new structure spans 80 feet 10 inches from back-to-back of abutments, with a 56-foot wide roadway and a 5-foot wide pedestrian sidewalk. The deck includes PCC parapets and a deck-mounted decorative bicycle railing for pedestrian safety. The substructure consists of reinforced abutments with shell pile footings, incorporating a unique cantilever beam seat to widen the bridge while avoiding conflict with an existing high-pressure gas main.

The project required two main construction stages for the South and North bridge sections, with two sub-stages for central roadway reconstruction. Additional work included roadway reconstruction, sidewalk and drive replacement, utility relocation, temporary and new traffic signals, signage, and striping.

Ciorba's construction engineering team provided on-site inspection, documentation, and project management. This included developing change order authorizations, pay estimates, and CMMS documentation. The Resident Engineer chaired weekly progress meetings with stakeholders to discuss progress, address construction issues, and resolve conflicts. The team also maintained regular communication with City officials, local community members, and businesses, addressing questions and concerns throughout the construction process.

Central Avenue Bridge over Ravine Ditch

LOCATION
Highland Park, IL

CLIENT
City of Highland Park

CONTACT
Mr. Emmanuel Gomez, PE
City Engineer
847.926.1145

CONSTRUCTION COST
$3.3 Million

PROJECT TEAM
Project Manager
Brett Sauter, PE, SE
Project Engineer Phase I
Mark Johnson, PE, PTOE
Project Engineer Phase II
Eric Spina, PE
Lead Water Resources Engineer
Tony Wolff, PE, CFM
Construction Manager/Resident Engineer
Mike Kowalski, PE
Construction Engineer
Edgar Alvarado, PE

SCOPE OF SERVICE
- Preliminary Engineering
- Final Design
- Construction Observation

PROJECT DESCRIPTION

Ciorba provided preliminary, design and construction engineering services for the replacement of the Central Avenue Bridge over Ravine. The bridge is located in a residential setting and its replacement is funded utilizing STP Bridge Program Funds (STP-BR). All services have to be performed in accordance with FHWA and IDOT requirements for federally funded improvements.

The existing bridge is a single-span reinforced concrete closed spandrel arch bridge that was originally built 1935. The bridge is on the Illinois Register for Historic Bridges and required special documentation for the bridge replacement. The bridge is located adjacent to several residences and a park. The steep ravine had severe erosion control issues that were addressed with gabions and riprap stabilization.

Ciorba's preliminary engineering included an in-depth bridge inspection and a bridge inspection technical memo, to document the condition of the existing bridge and identify and evaluate bridge replacement alternatives. A roadway and channel survey was performed along with a full hydrologic/hydraulic study of the existing and proposed bridge structure. The hydraulic characteristics of the floodplain for existing conditions were calculated using the US Army Corps of Engineers HEC-RAS program. HEC-18 Scour analyses on the bridge will be performed to evaluate the potential for scour at the proposed bridge.

A geotechnical investigation, including soil boring, testing of soil samples and foundation recommendations was conducted for soil bearing capacity and scour sensitivity. Based on the approved Bridge Condition Report and Bridge Type Study and in accordance to the findings documented in the Project Development Report, a Type, Size and Location Plan was prepared for the recommended bridge alternate. This alternate was a single span 36" deep PPC I-beam bridge with 106'-6" back to back abutments. The abutments were semi-integral tall wall abutments supported on metal shell piles. Design plans were prepared for the preferred bridge and roadway improvements to construct the bridge under a full closure. Aesthetic details were incorporated into the bridge design as required by IDOT due to the historical nature of the existing bridge. These included a precast concrete arch façade to mimic the existing bridge and aesthetic concrete form liner on the parapets. The adjacent ravine was stabilized using wingwall extensions and riprap to ease the slopes as the existing slopes were 1:1 (V:H).

The proposed bridge was constructed in 2022. Ciorba performed construction observation and documentation using CMMS according to IDOT requirements.

Broadway Avenue over Silver Creek

LOCATION
Melrose Park, IL

CLIENT
Village of Melrose Park

CONTACT
Mr. Gary Marine
Director of Public Works
708.343.4000

CONSTRUCTION COST
$3.3 Million

PROJECT TEAM
Project Manager/
Lead Structural Engineer
Brett Sauter, PE, SE

Project Engineer
Mark Johnson, PE, PTOE

Lead Water Resources Engineer
Tony Wolff, PE, CFM

Lead Lighting/Traffic Signal Engineer
Joseph Vondra, PE, LC

Construction Manager
Michael Kowalski, PE

SCOPE OF SERVICE
- Bridge Inspection
- Preliminary Engineering
- Final Design
- Construction Observation

PROJECT DESCRIPTION

Ciorba provided preliminary, final design and construction engineering services for the Village of Melrose Park for the replacement of the Broadway Avenue Bridge over Silver Creek. The Broadway Avenue Bridge is located within the commercial district of Village of Melrose Park immediately adjacent to North Avenue. Improvements were funded utilizing STP Bridge Program Funds, so all services were performed in accordance with FHWA and IDOT requirements for federally funded improvements. The existing structure (S.N. 016-7477) was a single span reinforced concrete slab bridge over Silver Creek. Originally built in 1949 the existing structure showed advanced signs of deterioration with a Sufficiency Rating of 33.1, qualifying the bridge for total replacement.

The Broadway project limits are confined by North Avenue (IL 64) immediately north of the bridge and Frenzel Drive, a local street, to the south. Phase III work consists of the complete removal of the existing reinforced concrete slab bridge on closed abutments, constructing a new reinforced concrete slab superstructure on closed abutments, pavement removal, combination curb and gutter removal, sidewalk removal, aggregate subgrade improvement, subbase granular material, hot-mix asphalt base course, hot mix asphalt binder and surface courses, Portland cement concrete sidewalk, detectable warnings, combination concrete curb and gutter, class D patches, storm sewer, and traffic signal improvements.

Construction is planned to be completed in 2023 in accordance with IDOT and FHWA requirements. Phase III engineering services provided involved attending the preconstruction meeting, holding progress meetings, coordinating with utility companies for facility relocations and observing all the contractor's work for conformance with the plans and specifications. Staff coordinated work and schedule with the contractor, communicated with stakeholders, oversaw all project documentation, and provided solutions to construction issues. Services included quantity measurements and documentation, preparation of any change orders and monthly pay estimates and project closeout. Ciorba's Resident Engineer chaired bi-weekly progress meetings with representatives from the contractor, Village, and IDOT to discuss progress, construction issues, and resolve conflicts. Ciorba also interacted with Village officials and the local community, answering questions and concerns raised by residents during construction.

Brookfield Avenue over Salt Creek

LOCATION
Brookfield, IL

CLIENT
Village of Brookfield

CONTACT
Mr. Tim Wiberg
Director of Public Works
708.485.2540

CONSTRUCTION COST
$4.85 Million

DURATION
2015-2022

PROJECT TEAM
Project Manager
Brett Sauter, PE, SE
Project Engineer
Mark Johnson, PE (Phase I)
Eric Spina, PE (Phase II)
Lead Structural Engineer
Alex Durbak, PE, SE
Lead Water Resources Engineer
Tony Wolff, PE, CFM
Construction Manager
Michael Kowalski, PE

SCOPE OF SERVICE
- Preliminary Engineering
- Final Design
- Construction Observation

PROJECT DESCRIPTION

Ciorba provided preliminary and final design and construction engineering services for this bridge replacement project. The bridge is in a high-profile area adjacent to the Village Hall and Metra station near a residential neighborhood. Engineering and construction was funded utilizing STP Bridge Program Funds (STP-BR) so all services were performed in accordance with FHWA and IDOT requirements.

The existing bridge (S.N. 016-6665) was constructed in 1916 as a two-span reinforced concrete through girder on timber piles with a reinforced concrete pier and closed abutments. The bridge superstructure was replaced and widened with pre-stressed concrete deck beams on a widened substructure in 1986. Each span has a length of 48' for a total bridge length of 96'. The bridge roadway width is 30' allowing for two traffic lanes with a 5' sidewalk on the north side of the deck. The Sufficiency Rating of 43.9 qualifies the bridge for replacement.

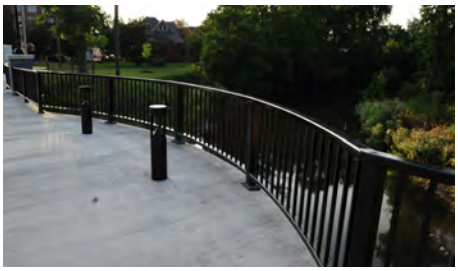
The proposed bridge was a single span 105' bridge utilizing 36" PPC I-beams supported on tall wall semi-integral abutments on drilled shafts. The roadway profile was raised to accommodate the beam depth required for the single span structure while maintaining the existing bottom chord elevation of the superstructure. A slight correction to the adjacent roadway alignment provides a smoother transition to the bridge driving surface. The improvement requires reconstruction approximately 400 feet of roadway. An existing 16" water main located under the existing bridge was relocated to avoid conflicting with the proposed substructure and other utility improvements include reconstruction and relocation of storm sewer structures adjacent to the bridge.

Temporary easement and various utility were coordinated for the project which was constructed with a full detour in place.

A full hydrologic/hydraulic study of the existing and proposed bridge structure was conducted to confirm the adequacy of the proposed bridge waterway opening. The hydraulic characteristics of the floodplain for existing conditions were calculated using the US Army Corps of Engineers HEC-RAS program. A crash analysis was completed to identify the need for any potential safety issues. All studies were summarized in a Project Development Report that was processed by IDOT as a Categorical Exclusion, Federal Approved.

During the final design, the project team worked with the Village to determine what aesthetic improvements could be added to the bridge since it is located in a high profile area adjacent to the Village Hall and Metra station. These included the addition of a cantilevered outlook, decorative lighting, formliner, and signage on the bridge.

Phase III construction engineering services were also completed in accordance with IDOT and FHWA requirements. The Construction Manager chaired bi-weekly progress meetings with representatives from the contractor, Village, and IDOT to discuss progress, construction issues, and resolve conflicts. The Construction Manager also interacted with Village officials and the local community, answering questions or concerns raised by residents during construction.



Roselle Road Pedestrian Bridge

LOCATION
Schaumburg, IL

CLIENT
Village of Schaumburg

CONTACT
Mr. Michael Hall
Director Engineering and Public Works
847.895.7100

CONSTRUCTION COST
$4,200,000

PROJECT TEAM
Project Manager
Salvatore Di Bernardo, PE, SE
Lead Structural Engineer
Brett Sauter, PE, SE
Lead Water Resources Engineer
Tony Wolff, PE, CFM
Project Engineer
Eric Spina, PE

SCOPE OF SERVICE
- Final Design

AWARDS
2020 Excellence Awards, Best Project - up to $10 Million, Structural Engineers Association of Illinois (SEAOI)

PROJECT DESCRIPTION

The Roselle Road Shared-Use Path and Bridge over Central Road and Salt Creek Tributary D is a federally funded project for the Village of Schaumburg and in part located in the Cook County Forest Preserve District property. The project is located at the intersection of Roselle Road and Central Road, which are both Cook County highways. The new shared-use path replaces an existing path and also connects to an existing trail in the adjacent Paul Douglas Forest Preserve. STP funds from the Northwest Council of Mayors were used for the improvement so all plans and specifications were provided in accordance with IDOT BLR&S and FHWA requirements.

The project area had significant vertical grade changes due to the adjacent interchange with I-90 so the design needed some creativity in order to meet current ADA standards as well as accommodate required drainage improvements. In addition, the horizontal alignment of the new path was constrained at the Roselle Road/I-90 ramp intersection to avoid traffic signal equipment recently installed as part of the new I-90 interchange. During the design, our Team also coordinated with the Cook County Department of Transportation and Highways (CCDOTH) and the Illinois Tollway since they were designing improvements to Central Road at the same time. The new vertical profile for Central Road and future locations of new traffic signals at the Roselle Road/Central Road intersection were coordinated with the CCDOTH. The plans and specifications were submitted to the CCDOTH for permitting.

Extensive coordination was conducted with the Cook County Forest Preserve District (CCFPD), because sections of both the new bridge and path are located on the adjacent Paul Douglas Forest Preserve. Coordination activities included establishing the new bridge and path location, connection point to the existing path in the forest preserve, and the limits of proposed tree removal. The time frame for tree removal was limited due to the potential habitat disruption for Northern Long Ear Bat.

The new path is a 10 foot wide HMA trail with a total length of almost 4000 feet. The proposed pedestrian bridge is a five span steel plate girder bridge with three main spans of 163’ each and end spans of 130’-6” for an overall length of 750’-0”. The bridge is in an S-curved horizontal alignment with varying radii (1,500’ and 1,075’) to improve the aesthetics for pedestrians and bicyclists. A large scenic outlook was placed at the center of the bridge, cantilevered off the girder to allow for pedestrians and bicyclist to stop and enjoy the view of the adjacent forest preserve. Additionally, decorative railings, concrete staining, and decorative form liner were utilized to make this bridge a destination trip.

This project received the Best Small Project -Up to $10 Million Award from the Structural Engineers Association of Illinois (SEAOI)

PROJECT UNDERSTANDING

The proposed pedestrian bridge crossing the Union Pacific Railroad and Northwest Highway will serve as a key improvement to the Village of Mount Prospect by safely connecting Meadows Park and Melas Parks. The two parks are frequently visited by residents and visitors because of the many facilities and park activities. Melas Park includes a Visual Arts Center, soccer fields, baseball/softball diamonds, dog park, and walking paths while Meadows Park provides an aquatic center and playgrounds. Currently, the closest pedestrian crossing of Northwest Highway is two-thirds of a mile away from the parks and limits accessibility and safety which has discouraged biking and walking in the Village. The Melas Meadows multi-use path and bridge will provide a vital connection that will improve the safety and accessibility of the parks for residents and the community.

PROJECT APPROACH

Communication and Coordination with Major Stakeholders

Our Construction Engineering team believes that a successful project is the result of a partnership between the client, the construction engineering team, and the contractor to meet the project schedule and budget while maintaining the safety of the community. We will build these relationships throughout the construction of the improvements to serve the best interests of Mount Prospect. Michael Kowalski as Project Manager and Resident Engineer and Edgar Alvarado as the Construction Engineer will take full ownership of your project and provide quality services and will be dedicated to this project until final delivery. Mike will be the main contact with the Village of Mount Prospect, other agencies, and stakeholders to answer any questions or concerns. Besides the professional certifications and experience with bridge and other complex projects, Mike's personal attributes make him the right person to serve as the Resident Engineer. Mike leads Ciorba's Construction Engineering Group, which currently includes 15 engineers and technicians and is continuously involved with State and Federally funded Local Agency projects. He has the technical skills necessary to lead a complex bridge project in partnership with your staff, the patience to positively work with contractors, and the considerate manner needed to interact with various stakeholders. In addition to Mike and Edgar, other Ciorba staff can provide support during more intense construction activities, especially on the structural side. Mike will be always advocating for the Village while being sensitive to the needs of the public, with particular attention to the private owners directly affected by this project and its construction. As part of the Ciorba Team for more than eight years, he is aware of the long history of this signature project and the value that it brings to the Village and the community. His cell phone number and e-mail address will be made available to the public and his responsiveness will be of great value to you and the people more directly affected by this project. Mike will also hold weekly progress meetings with all interested and applicable parties. Coordination with private utility companies to relocate facilities will be based on what we developed during the design phase and conducted as necessary prior to construction

Union Pacific Railroad, MWRD and CCDOTH Coordination

Ciorba will effectively communicate with both the UPRR and MWRD to coordinate the work within and around their facilities. Constant and thorough communication with UPRR will be pivotal. This coordination will continue from what has already been performed in Phase II, resulting in a seamless transition from Phase II to III. Ciorba will hold onsite pre-construction meetings with the contractor and with UPRR representatives for all phases of work that will affect the railroad. Our team has also obtained the railroad safety training required for work in the UPRR Right of Way. The ramp work in Melas Park will impact the MWRD basin. This construction has already been coordinated with MWRD during the design phase through several meetings and presentations. Our Phase III team will build off this coordination and involve the Phase II designers as necessary, referring back to previous coordination meetings to expedite any additional coordination needed. Ciorba has worked with and developed relationships with MWRD and their staff on numerous other projects. We will also ensure

MWRD and UPRR Coordination

proper communication with the Cook County Department of Transportation and Highway (CCDOTH) as required. Our team will use our general and project related relationships developed with the UPRR, MWRD and CCDOTH to provide a strong network of communication throughout the project.

Utility Coordination

Any utility relocations, planned or unplanned, can have a devastating impact on construction progress if not managed carefully. Therefore, as soon as the NTP is received, Ciorba will continue any utility coordination that was started during the design. Our team will conduct utility coordination meetings, review the accuracy of utility permits, and monitor that the utilities have been relocated correctly and will not conflict with the proposed improvements. As part of these coordination efforts, Mike Kowalski will set up a plan in hand meeting with the contractor, Village and all utility representatives. During this meeting, the site will be reviewed for any unforeseen utility conflicts. This method will assist in preventing any delays on the project by addressing and relocating unforeseen conflicts prior to the work taking place. Mike has experience with major utility relocation during Phase III, most notably on Clavey Road, in which he had to develop new sequences of work to maintain construction while conflicts were resolved to stay on schedule and avoid additional costs to the contract.

Project E-Blast and Website

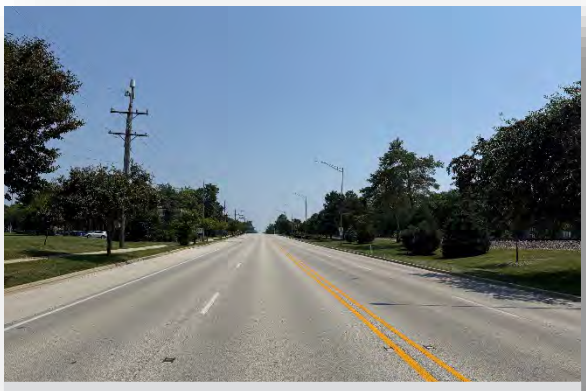
Due to the importance of this project, there will be a large group of parties interested in the progress and status of the project. Ciorba will develop a project specific website and an eblast to provide a source for information and updates for all those who are interested. Ciorba has developed project-specific websites and e-blast on similar high-profile contracts and cannot understate the impact this communication has on reducing the workload on the Village. We will be providing a source of answers to questions that would typically be directed to the Village's staff.

Project Familiarity

Ciorba's construction team has been involved with this project over the past year, completing constructability reviews throughout the design process. This involvement has made the construction team familiar with the plans and have already prepared for the challenges of the project. Our team has already developed plans and strategies to successfully complete this complex project for the Village of Mount Prospect.

IDOT Experience

The proposed Project Team is experienced and knowledgeable in the IDOT documentation requirements for the construction of Local Agency federal aid projects involving multiple funding sources. The team will utilize their established relationship to better collaborate with personnel at IDOT District One Bureau of Local Roads and Streets (BLR&S) who oversee the construction of federal aid projects to provide a worry-free and successful project for the Village of Mount Prospect. Mike will use his extensive IDOT BLR&S to collect and organize project data to effectively complete the necessary "paperwork" and documentation including grant reimbursement forms. Our relationship with IDOT District One staff will also assist in communication and coordination of the work over Northwest Highway.



Northwest Highway at the crossing location

Construction Engineering and Pro-Active Approach to Cost Savings

Ciorba's team takes pride in being Construction **Engineers** and not just Construction Observers. Our services will not just include observation and documentation, but in coordination with the Village staff we will continuously apply an initiative-taking approach to any issues that arise during construction. Mike Kowalski and Edgar Alvarado have worked together on other Local Agency and bridge projects and will utilize their construction engineering experience and knowledge to quickly address all problems that surface and provide timesaving, cost-effective solutions to the Village of Mount Prospect. Ciorba's focuses heavily on actively

pursuing cost saving measures for the project without compromising the final product. Our team prides themselves in routinely bringing projects for other agencies under budget by making active cost control an integral part of our project approach.

TECHNICAL APPROACH

Design and Construction Team Acting as One

Ciorba's design and proposed construction team have successfully completed over ten locally funded bridge projects together. This experience has developed a strong sense of cohesion that will provide the Village with a team that can manage unforeseen issues effectively and in a timely manner. The complexity of this project will require such a team. Issues or changes in field conditions or the prefabrication of items on this contract can influence various aspects of the bridge including structural, lighting and drainage. Ciorba's design and construction team will function as one to quickly develop solutions to changes and prevent any delay to the contract. In coordination with the design team Ciorba can develop 3D model and details to check the horizontal and vertical construction layout of ramps, MSE walls and other elements of the project. Information collected during the project will be used to develop a complete set of as-built plans in coordination with the contractor.

Safe Access to Facilities

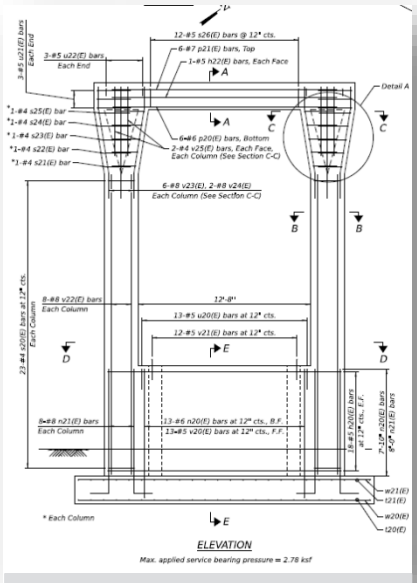
Construction Access and Safety to the Public

Melas Park and Meadows Park attract a large number of residents daily. With the parks to stay open during construction, safety will be of the utmost importance. Ciorba will work with the Village and the contractor to develop a site protection and construction access plan that will be utilized and adjusted throughout the project. To prevent any access through the parks, Ciorba is proposing to install a stabilized construction entrance off Northwest Highway for access to the Meadows Park work zone and a construction entrance off the corner of Kenilworth Avenue and Prospect Avenue. Access will need to be maintained to the baseball field and aquatic center in Meadows Park during construction. Fencing is noted in the design plans, but Ciorba staff will ensure that the Contractor is aware of this and the need to keep residents safe.

Construction Sequencing

The project will consist of heavy construction involving means and methods which need ample space. The challenge on this contract is that there is not an abundance of land within the construction zone. This will require innovative thinking and planning between Ciorba and the contractor to properly construct the proposed bridge and ramps.

For example, the ramps North and South of the main span will require a well thought out plan and sequence of construction. Piers 13, 18, 19, 20 are dual piers supporting a high and a low span at each side. These dual piers are unique structures and will need the vertical sections to be poured monolithically due to reinforcement and the horizontal span supports to be poured separately: the high pier will be poured first followed by the low pier to allow for proper bracing and support of the frames with shoring towers. The spans will then have to be poured in reverse with the low span first followed by the high to allow better access for the concrete pumps.



High Pier

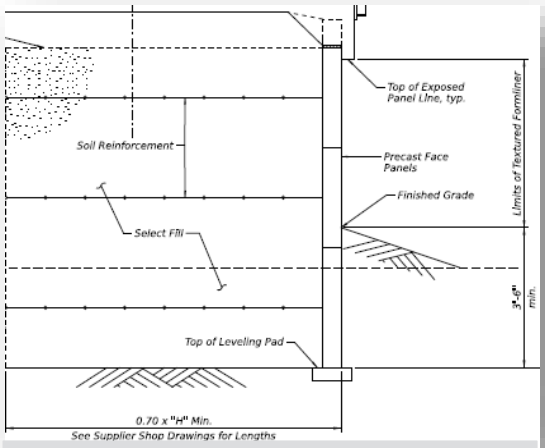
Erection Plan and Shop Drawing Review

The main crossing consists of a large, prefabricated steel truss. The delivery, erection and setting of the prefabricated truss will involve thorough coordination and planning with the contractor, IDOT and the UPRR to conduct a safe and successful erection. Ciorba will collaborate with the contractor, to work around the constraints and limit the impact to traffic along the Northwest Highway and the UPRR. Ciorba's knowledge of the details developed during design will be very valuable to

our construction engineering staff, the Village, the contractors and other agencies involved. Ciorba's construction team will have Alexander Durbak, one of our Structural Project Engineers, available to provide shop drawing and proposed erection plan review. Alex will also coordinate structural support to our construction engineering team for the needed safety checks during construction and will assist with the supervision of the execution of the planned construction sequence proposed by the contractor.

Geotechnical Engineering for MSE Wall and Spread Footings

The bridge ramps contain twenty-four piers with spread footing foundations and extensive MSE walls. Ciorba will work with Soil and Material Consultants to evaluate existing subgrade at the excavation for foundations and to oversee compaction efforts at the MSE Wall lifts. Proper subgrade is essential for structurally sound spread footing. SMC will also provide material testing services. Ciorba and Soils and Material Consultants will run Drop Cone Penetrometer (DCP) tests on all existing subgrade at the pier footing locations to determine that proper unconfined strength exists. If poor subgrade is found, Ciorba's team has all obtained the S-33 IDOT Soils and Field-Testing certification and have the knowledge and experience to provide a remediation plan to improve unconfined strength through undercuts.



MSE Wall Schematics

MSE walls are comprised of metallic strips that are embedded within the backfill to provide tensile strength and stability. To reach that tensile strength, the backfill must be properly compacted to the design density. SMC will develop a proctor of the backfill material and utilize it during filling operations to test the compaction of each lift and ensure that proper density is reached to ensure a properly built MSE wall is provided.

PROJECT SCHEDULE

ITEM	START DATE	END DATE
Letting	**1/16/2026**	
Utility Coordination/Plan in Hand Meeting	1/19/2025	1/30/2026
Project Setup/Pre-Construction Meeting/Shop Drawing Review	2/2/2026	2/27/2026
Start Construction	**April 2026**	
Construction Observation	4/1/2026	12/18/2026
Complete Substantial Construction	**December 2026**	
Punch List	12/21/2026	6/1/2027
Project Closeout and Material Acceptance	1/11/2027	6/1/2027

WHY SELECT CIORBA GROUP?

We understand how this will be a landmark project for the Village. We at Ciorba value our long-term professional relationship with the Village and our involvement with this project. Together we can work to make this project finally come to fruition. If Ciorba is selected, you will work in partnership with staff that have more than a decade of history of work with the Village.

Deep Project Familiarity and Integrated Team Approach: Ciorba's construction team has supported the design team on this project for over a year, completing constructability reviews throughout the design process. Our design and proposed construction teams have successfully completed over ten locally funded bridge projects together. We will operate as a unit to address unforeseen issues and prevent delays and cost overruns during construction.

Proven Track Record of Cost Savings: Ciorba takes pride in being construction engineers rather than just observers, with a proactive approach to cost control. In close partnership with the Village staff, we will actively be pursuing cost-saving measures without compromising quality so that your community will receive long term value from this signature improvement.

IDOT, Railroad and Multi-Agency Coordination Experience: Our team has obtained the required railroad safety training for work in the UPRR Right-of-Way and has established relationships with both UPRR and MWRD from this and other projects. Our experience with IDOT federal aid project requirements and established relationships with IDOT personnel ensure smooth coordination across all stakeholders.

Comprehensive Public Communication Strategy: Ciorba has the capabilities to develop a project-specific website and e-blast system to keep the community informed, significantly reducing the workload on Village staff by providing direct answers to public inquiries. Our Resident Engineer will be always available to interact with the public and project stakeholders to minimize disruption and ensure safety during construction.

Technical Expertise for Complex Construction Challenges: Our design and construction teams possess specialized knowledge for the project's unique elements, including dual pier construction, prefabricated truss erection, and MSE wall construction. Our sensitivity to bridge aesthetics will translate into attention to quality of details during construction. The field team will partner with our structural team that developed the final design to ensure all technical and construction challenges are addressed expertly. We have a track record in similar infrastructure projects for various municipalities.

CONCLUSION

Ciorba Group looks forward to continuing our engagement in the delivery of this signature project. We always look at the Melas-Meadows bridge project as the best suited infrastructure improvement for further consolidating and growing our long-term professional relationship with the Village of Mount Prospect. We are committed to providing Phase III engineering services for this project to invigorate the Village and its residents desire to bike and walk by constructing a safe link between Melas Park and Meadows Park. We will offer a Project Team with the right availability and capacity. Mike and his team will utilize their relevant experience, personal skills, and an initiative-taking approach to provide the services that you deserve.

Illinois Department of Transportation
2300 South Dirksen Parkway / Springfield, Illinois / 62764

April 24, 2025

Subject: PRELIMINARY ENGINEERING
Consultant Unit
Prequalification File

Salvatore Di Bernardo
CIORBA GROUP, INC.
8725 W. Higgins Road
600
Chicago, IL 60631

Dear Salvatore Di Bernardo,

We have completed our review of your "Statement of Experience and Financial Condition" (SEFC) which you submitted for the fiscal year ending Dec 31, 2023. Your firm's total annual transportation fee capacity will be $25,600,000.

Your firm's payroll burden and fringe expense rate and general and administrative expense rate totaling 152.16% 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, 2024. 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

SEFC PREQUALIFICATIONS FOR CIORBA GROUP, INC.

CATEGORY	STATUS
Special Services - Sanitary	X
Special Studies- Location Drainage	X
Structures - Highway: Typical	X
Special Plans - Pumping Stations	X
Structures - Moveable	X
Structures - Highway: Simple	X
Location Design Studies - New Construction/Major Reconstruction	X
Hydraulic Reports - Waterways: Complex	X
Structures - Railroad	X
Special Services - Public Involvement	X
Highways - Freeways	X
Structures: Major River Bridges	X
Highways - Roads and Streets	X
Structures - Highway: Advanced Typical	X
Special Plans - Lighting: Complex	X
Hydraulic Reports - Waterways: Typical	X
Special Services - Mechanical	X
Special Studies - Feasibility	X
Special Services - Electrical Engineering	X
Structures - Highway: Complex	X
Special Studies - Safety	X
Location Design Studies - Rehabilitation	X
Special Services - Construction Inspection	X
Special Plans - Traffic Signals	X
Special Services - Surveying	X
Location Design Studies - Reconstruction/Major Rehabilitation	X
Hydraulic Reports - Pump Stations	X
Special Plans - Lighting: Typical	X
Special Studies - Traffic Studies	X