



Fulton County Department of Public Works & Highways

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County Engineer

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Request for Proposals are being extended by the Fulton County Highway Department for furnishing professional civil engineering services for Preliminary Engineering (PE). The County's Quality Based Selection (QBS) policy will be followed to select a qualified firm. A current version of this policy may be found at fultoncountyil.gov

Submittals shall be made to: fultonch@fultonco.org

Submissions Due: 3:00 p.m. Friday, April 12th, 2024

Preliminary Engineering (PE) Services

Proposals for PE Services must include the resumes of key personnel, including all design staff and their direct supervisors. Key personnel are expected to meet and coordinate with IDOT and Fulton County, as needed, to ensure compliance with their standards and deadlines. Work includes Phase I & II engineering.

Evaluation Factors

The following evaluation factors will be used to evaluate proposals, and select a firm:

- 1) Technical Approach 25%
- 2) Firm Experience 25%
- 3) Staff Capabilities 25%
- 4) Work Load Capacity 20%
- 5) Local Presence 5%

Project Overview

Section 23-20111-00-BR

This bridge replacement project is located on Mile Load Road (TR 427), approximately 4.25 miles southwest of the City of Lewistown. The project is located in Pleasant Township; and the Existing Structure Number is 029-9908, carrying Mile Load Road over BNSF Railroad (Crossing 063478L). The jurisdiction currently responsible for maintenance of the structure is BNSF, while the proposed structure will become the maintenance responsibility of Pleasant Road District.

- **Purpose:** The existing structure is closed to traffic due to its deteriorated condition, and has a sufficiency rating of 19.1. For this reason, replacement of the structure is critical for the safety and well-being of the residents of Fulton County.

- **Project Components:** The existing structure is a fracture critical timber structure, approximately 214 feet in length, and approximately 16 feet in width. The existing deck sits approximately 45 feet higher than the existing railroad tracks.

The proposed structure will need to meet the length, width, and skew requirements of IDOT; with material/construction style being that which is most economical, while not compromising the lifespan of the proposed structure. The roadway will be closed to traffic during construction. Moderate roadwork may need to be incorporated, in order to bring the horizontal and vertical alignment up to standard. Erosion Control features, and any associated guardrail work will also be included in the project scope.

- **Funding:** Illinois Commerce Commission (Grade Crossing Protection Fund), and BNSF will be jointly funding all phases of this project (PE, CONST, CE).
- **Timetable:** This project is scheduled for IDOT's 8-1-2025 letting.
- **Expected Problems:** In 2004, plans were drafted by an engineering firm in effort to replace this structure, but right-of-way acquisition was required, and unsuccessfully secured. In addition, coordination with local farmers and property owners will be paramount during the design phase, for this highly anticipated and long overdue project.
- **Project Budget:** This will be discussed in further detail with the selected firm at the time of contract negotiation.