Hutchison Engineering, Inc.

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Since 1945, Hutchison Engineering, Inc. has provided civil engineering services to a wide range of clients on a variety of projects. Services for DOTs and Local Agencies have included Phase I - Project Report/NEPA, Phase II – Design Plans, Specifications and Estimates, Phase III - Construction Inspection/Material Testing engineering. Hutchison Engineering, Inc. has been recognized by IDOT and other client agencies on the following occasions:

1999	-	Exceptional Consulting Engineering Services – Phase I (Project Report/NEPA)
2003	-	Exceptional Consulting Engineering Services – Phase II (Design PS&E)
2009	-	Exceptional Consulting Engineering Services – Phase III (Construction Inspection)
2009	-	The Harry R. Hanley Award for Outstanding Consulting Engineering Services
2013	-	Exceptional Consulting Engineering Services - Phase III (Construction Inspection)
2014	-	APWA Chicago Chapter Southwest Branch for Lockport Street Pedestrian Bridge Phase I (Project Report/NEPA) and Phase II (Design PS&E) located at Plainfield, IL
2017	-	APWA Public Works Project of the Year for U.S. Business 24 Recreational Trail located at Washington, IL (Design PS&E)

The following is a description of a few of our projects that show relevant experience for the On-Call Services for Structural Designs.

DEPARTMENT OF TRANSPORTATION PROJECT EXPERIENCE

Project: **U.S. Highway 67 over Illinois River – Cass / Schuyler Counties**
Client: **Illinois Department of Transportation / District 6 – Springfield**
Contact: **Jeffrey Myers, P.E., Region 4 Engineer**
Responsibility: **Phase II Engineering**

Our portion of the design included the west approach spans to the main river crossing. Ten spans of 82-inch steel composite plate girders for a total length of 2,044 feet. Design included the superstructure girder design, drilled shaft pier design, metal shell pile abutment design, HLMR & Elastomeric bearing design, and approach pavement.

Project: **Crego Road over Tributary to Somonauk Creek – DeKalb County**
Client: **Illinois Department of Transportation / District 3 – Ottawa**
Contact: **Masood Ahmad, P.E., Region 2 Engineer**
Responsibility: **Phase II Engineering**

This project included the Phase II design of a double 10-foot by 6-foot cast in place reinforced concrete box culvert with reinforced concrete wing walls. Due to the alignment of an adjacent intersection, the length of this culvert varies from 52 feet to 71 feet.

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Project:	**Illinois Route 1 over Pike Creek – Iroquois County**
Client:	**Illinois Department of Transportation / District 3 – Ottawa**
Contact:	**Masood Ahmad, P.E., Region 2 Engineer**
Responsibility:	**Phase II Engineering**

This project included the Phase II design of a three span, 91-foot long by 35-foot wide, 15-inch reinforced concrete slab bridge. The structure is supported on solid wall piers with metal shell pile foundations and metal shell pile supported abutments. This project was designed for staged construction to maintain one open lane of traffic through the project during construction.

Project:	**Illinois Route 143 over Shoal Creek – Bond County**
Client:	**Illinois Department of Transportation / District 8 – Collinsville**
Contact:	**Kirk Brown, P.E., Region 5 Engineer**
Responsibility:	**Phase I & II Engineering**

This project included the preparation of the Phase I project report and the type, size, and location drawing. The Phase II design included structure plans for a nine span, 54-inch steel composite plate girder superstructure with a reinforced concrete deck. The structure is 1,352 feet in length, 35 feet in width and supported on solid wall piers with pile foundations and pile supported stub abutments. The structure utilizes finger plate joints and HLMR bearings.

Project:	**Interstate 80 over BNSF RR and Barstow Road – Grundy County**
Client:	**Illinois Department of Transportation / District 2**
Contact:	**Masood Ahmad, P.E., Region 2 Engineer**
Responsibility:	**Phase II Engineering**

The structures over the BNSF Railroad included the Phase II design and twin structure plans for three span, 40-inch steel composite plate girder superstructures with reinforced concrete decks. The structures are 170 feet in length, 43 feet in width, and supported on concrete multi-column piers on concrete footings with steel H-Pile foundations and steel H-Pile supported concrete abutments. The structure utilizes elastomeric bearings.

The structures over Barstow Road included the Phase II design and twin structure plans for three span, W36 steel beam superstructures with reinforced concrete decks. The structures are 215 feet in length, 43 feet in width, skewed 35 degrees, and supported on drilled shaft concrete piers with web walls and steel H-Pile supported concrete abutments. The structure utilizes elastomeric bearings.

LOCAL AGENCY PROJECT EXPERIENCE

Project: **County Highway 1 over Branch of Mill Creek – Ogle County**
Client: **Ogle County Highway Department**
Contact: **Jeremy Ciesiel, P.E., County Engineer**
Responsibility: **Phase I & II Engineering**

This project included all Phase I NEPA requirements and coordination with a project report and the type, size, and location drawing. The Phase II design included structure plans for a triple 9-foot by 9-foot cast in place reinforced concrete box culvert with reinforced concrete wing walls. The length of the culvert is 57 feet.

Project: **County Highway 2 over Coal Creek – Fulton County**
Client: **Fulton County Highway Department**
Contact: **Keith Munter, P.E., County Engineer**
Responsibility: **Phase I & II Engineering**

This project included all Phase I NEPA requirements and coordination with a project report and the type, size, and location drawing. The Phase II design included structure plans for a three span, W27 steel beam superstructure with a reinforced concrete deck. The structure is 170 feet in length, 30 feet in width, skewed 25 degrees, and supported on concrete encased piers with steel H-Pile foundations and steel H-Pile supported integral abutments. The structure utilizes elastomeric bearings.

Project: **County Highway 20 over Quiver Creek – Mason County**
Client: **Mason County Highway Department**
Contact: **Michael Pedigo, P.E., County Engineer**
Responsibility: **Phase I & II Engineering**

This project included all Phase I NEPA requirements and coordination with a project report and the type, size, and location drawing. The Phase II design included structure plans for a three span, 34-inch steel composite, curved and superelevated, plate girder superstructure with a reinforced concrete deck. The structure is 195 feet in length, 37 feet in width, skewed 30 degrees, and supported on concrete encased pile bent piers and concrete stub abutments with metal shell pile foundations. The structure utilizes elastomeric bearings.

Project: **County Highway 5 over Wolf Creek – LaSalle County**
Client: **LaSalle County Highway Department**
Contact: **Donald Ernat, P.E., County Engineer**
Responsibility: **Phase I & II Engineering**

This project included all Phase I NEPA requirements and coordination with a project report and the type, size, and location drawing. The Phase II design included structure plans for a single span, 42-inch PPC I-Beam superstructure with a reinforced concrete deck. The structure is 77 feet in

length, 31 feet in width, skewed 20 degrees, and supported on concrete integral abutments with metal shell pile foundations.

Project: **County Highway 4 over Kiser Creek – Pike County**
Client: **Pike County Highway Department**
Contact: **Chris Johnson, P.E., County Engineer**
Responsibility: **Phase I & II Engineering**

This project included all Phase I NEPA requirements and coordination with a project report and the type, size, and location drawing. The Phase II design included structure plans for a three span, 42-inch steel composite plate girder superstructure with a reinforced concrete deck. The structure is 280 feet in length, 32 feet in width, and supported on concrete wall piers on concrete footings with metal shell pile foundations and metal shell pile supported integral abutments. The structure utilizes elastomeric bearings.

Project: **County Highway 23 over Vermilion River – LaSalle County**
Client: **LaSalle County Highway Department**
Contact: **Donald Ernat, P.E., County Engineer**
Responsibility: **Phase I & II Engineering**

This project included all Phase I NEPA requirements and coordination with a project report and the type, size, and location drawing. The Phase II design included structure plans for a three span, 60-inch steel composite plate girder superstructure with a reinforced concrete deck. The structure is 399 feet in length, 37 feet in width, and supported on drilled shaft concrete piers with web walls and steel H-Pile supported integral abutments. The structure utilizes elastomeric bearings.