

RICHARD K. CREASY, MBA

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company.com**

Mr. Creasy has forty-one years of professional experience in project management and design in the following areas: Roadway Design (Local & State), Roadway Maintenance (MFT & Non-MFT), Storm Sewer Design, Sanitary Sewer Design, Water Main Design, Site Development (Residential, Commercial and Industrial), Cost Estimating and Construction Observation and Inspection.

EDUCATION AND CERTIFICATION:

Bradley University, B.S in Construction Management, 1975
Bradley University, Master of Business Administration, 1990
LEED Green Associate, 2012

PROFESSIONAL HISTORY:

Austin Engineering Co., Inc., Peoria, IL
Principal & Project Manager – March 2008 to Present
Project Manager – 1992 to March 2008
Resident Engineer/Inspector – 1987 to 1992
City of Peoria, Peoria, IL
Assistant Traffic Engineer – 1986 to 1987
Resident Engineer/Inspector – 1978 to 1986
Special Projects Engineer – 1975 to 1978

PUBLIC ROADWAY DESIGN AND PROJECT MANAGEMENT EXPERIENCE:

DALLAS ROAD RECONSTRUCTION--CITY OF WASHINGTON, IL FAU 6739

Project Manager for the Phase One study for the reconstruction of Dallas Road encompassing a total distance of 3,682 Ft. Scope of project includes the design of Dallas Road from a two-lane rural section to two-lane urban section. Project includes the realignment of horizontal and vertical curves to improve site lines from adjoining subdivision intersections, curb & gutter, storm sewers, sidewalks, driveways and striping. Phase One has been approved. Phase Two Project Manager for the preparation of PS&E's for Phase One of the Dallas Road Reconstruction Project encompassing the southerly 2,298 Ft. of the total 3,682 Ft as shown in the Phase One PDR. Project includes the realignment of horizontal and vertical curves to improve site lines from adjoining subdivision intersections, curb & gutter, storm sewers, sidewalks, driveways, four ROW acquisitions and seven temporary easements. Project is to bid January 2011.

FREEDOM PARKWAY – CITY OF WASHINGTON (IN-PROCESS)

Project Manager for the preliminary design of the extension of Freedom Parkway encompassing a total distance of 3,480 Ft. Scope of project includes the design of the extension of Freedom Parkway from the rear of WalMart in Washington easterly to Cummings Lane through existing undeveloped farmland. Project includes property and topographical survey, horizontal and vertical alignment, three-lane urban pavement, drainage and traffic signals. Plans are to be prepared to a point that they can be incorporated into a Phase One study.

NORTH CUMMINGS LANE RECONSTRUCTION – CITY OF WASHINGTON

Project Manager for design and construction services for the reconstruction of North Cummings Lane encompassing a total distance of 2,609 ft. from the U.S. Route 24 intersection northerly to the City Park. Scope of the project included the design of North Cummings Lane from a two-lane rural section to a two-lane and three-lane urban section. In addition, a multi-use path was designed along the west side of the project to connect the existing subdivisions with the City Park. Project included the realignment of horizontal and vertical curves to improve site lines from adjoining subdivision intersections, curb & gutter, storm sewers, sidewalks, driveways and striping. Construction services included providing full time inspection of all work, quantity documentation and construction staking and layout.



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PUBLIC ROADWAY DESIGN AND PROJECT MANAGER EXPERIENCE, CONTINUED...**SAMPSON STREET IMPROVEMENTS, PHASE ONE – VILLAGE OF TREMONT
MFT SEC. 07-00024-00-FP**

Project Manager for design and construction services for the reconstruction of Sampson Street encompassing a total distance of 791 ft. from the U.S. Route 9 intersection northerly to Tazewell Street. Scope of the project included design for the reconstruction of Sampson Street pavement utilizing existing infrastructure to the fullest extent possible. Coordination with the local Park District was critical due to the fact the entire east side of the project abutted park district property. Construction services included providing full time inspection of all work, construction staking and layout, coordination of all materials testing and material documentation for IDOT review and approval.

CRUGER ROAD PHASE III (FAU 6737) --CITY OF WASHINGTON, IL

Project Manager for Phase Two and Phase Three services for the reconstruction of 4,802 Ft. of Cruger Road from a two-lane bituminous pavement rural section to a three-lane concrete pavement urban section. Project included concrete pavement design, drainage analysis, curb and gutter, storm sewers, driveways, sidewalk and pavement marking. Right of Way surveys as well as permanent and temporary easements were developed and provided as necessary. Phase Three services included providing full time inspection of all work, construction staking and layout, coordination of materials testing and material and quantity documentation for IDOT review and approval.

CRUGER ROAD PHASE II (FAU 6737) --CITY OF WASHINGTON, IL

Project Manager for Phase Three services for the reconstruction of 2,820 Ft. of Cruger Road from a two-lane bituminous pavement rural section to a three-lane concrete pavement urban section. Phase Three services included providing full time inspection of all work, construction staking and layout, coordination of all materials testing and material and quantity documentation for IDOT review and approval.

WEST COURTLAND STREET (FAU 6755) – VILLAGE OF MORTON

Project Manager for Phase Three services for the construction of 2,162 Ft of West Courtland Street as a three-lane concrete pavement urban section and the reconstruction of 900 Ft. of Veterans Road to accommodate turning lanes onto West Courtland Street. Phase Three services included providing full time inspection of all work, construction staking and layout, coordination of all materials testing and material and quantity documentation for IDOT review and approval.

ROUTE 24 WIDENING (MFT SECTION) – CITY OF EUREKA

Project Manager for design and construction services for the reconstruction and widening of 1,100 Ft. of U.S. Route 24 at the western edge of the City of Eureka to accommodate a left-hand turn lane and right-hand deceleration lane for a future commercial/industrial site. Project design included pavement design, intersection analysis and geometrics, storm sewers and drainage and pavement markings. Construction services included providing full time inspection of all work, construction staking and layout, coordination of all materials testing and material documentation for IDOT review and approval.

LOCUST STREET IMPROVEMENTS – VILLAGE OF TREMONT

Project Manager for design and construction services for the reconstruction of Locust Street encompassing a total distance of 810 ft. from the U.S. Route 9 intersection northerly to Tazewell Street. Scope of the project included the design for the reconstruction of Locust Street from a two-lane rural section to two-lane urban section. Pavement designs were established to accommodate both an agricultural grain drying location and typical urban section. Project design included bituminous pavement design, drainage analysis, curb and gutter, storm sewers, driveways, sidewalk and water main extensions.

