



JLR CIVIL, INC.

Engineering | Planning | Construction Management

COMPANY PROFILE & RÉSUMÉ



JLR Civil, Inc.
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JULY 2020

Our Company



About

Founded in 2020 by Jered Reinking to serve the Northern California region, JLR Civil, Inc. is a Sacramento-based civil engineering consulting firm providing professional services to public and private civil infrastructure owners, contractors, business owners, developers, and individuals who deserve great customer service and competitive pricing for high quality work products and services.

Mission

The company mission is to serve the Sacramento and Northern California Region by providing dedicated and valuable civil engineering consulting services that will advance our client's organizational and individual goals for public and private civil infrastructure development.

Vision

To be known as trustworthy by our clients for delivering on our promise of high satisfaction with our professional services from the beginning to end of your experience with us. We'll earn your business.

Values

We believe in delivering excellent client service, doing more, with less, being practical and cost effective, embracing change, being creative, conducting our business with integrity and maintaining superior professional standards.

Services



Agency & Municipal

JLR Civil, Inc. offers Public Works assistance to local agencies and municipalities to supplement existing in-house capabilities. Your time is valuable. We know from experience.



Land Development

Developers and private parties sometimes need assistance with developing and obtaining approval for their projects. JLR Civil, Inc. can help guide you through the process.



Engineering

We have a solution for you. General civil engineering is the core service of JLR Civil, Inc. Large or small, we can deliver the technical work products to help you build your project.

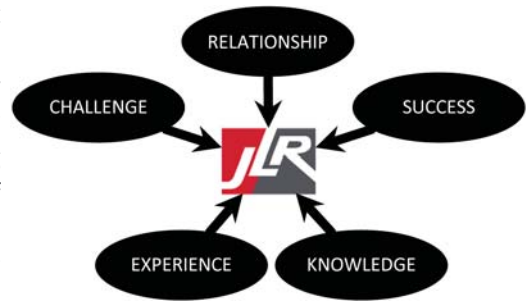


Construction Management

Whether you are a public or private builder, JLR Civil, Inc. can help you get your project constructed on time and on budget. Let us work together to build a great project!

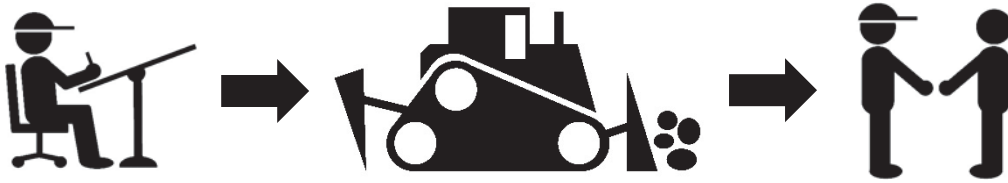
Why Choose Us

The company is small, but our experience and ability to get work done for our clients is not. The firm principal, Jered Reinking, has proven that he can deliver and build under diverse circumstances. He makes JLR Civil, Inc. a company about action. We're flexible, agile, and client focused allowing us to adapt and redirect our efforts quickly for the benefit of our clients. At JLR Civil, Inc., our highest valued work products are peace of mind, cost control, and timely delivery of our promised work product or service to our clients.



Our Approach

Completing the project is always the ultimate goal. With civil engineering projects, there are distinct phases of project development. We look at it as the; design phase, construction phase, and completion phase, all with complicated and, at times, sensitive steps that need to be undertaken. With our broad experience, we perform or consider all steps for all phases of project development for our clients.



Design Phase

It all begins with an idea. What comes next is a long list of items to determine feasibility, technical details, and approvals from others that may not be vested or possibly interested in your success. Well, we are. We'll assist you with developing your project and be with you to overcome these hurdles.

Construction Phase

Seemingly well thought-out and developed projects can run into problems once under construction. Organization and quick decision making are key to keeping your project on track. We have the foresight to mitigate potential pitfalls and can assist owners with oversight and support during construction.

Completion Phase

In a lot of instances, once the contractor is finished with construction, there is still a lot of work to do to complete and close out the project. With commissioning of the project, there still may be adjustments to be made to fine tune. Documentation and wrapping up the successful completion of your project takes effort to ensure all work is complete. We'll be the last to leave the office to get it done. Cheers!



Jered C. Reinking | Principal Professional Engineer

Experience

14 years Civil Engineering

Education, Certifications, & Training

B.S. Civil Engineering, California State University Sacramento (2007)

Professional Engineer, California No. 76802 (2010)

Qualified SWPPP Practitioner/Developer (2010)



Biography

Jered C. Reinking is the founder and President of JLR Civil, Inc. Mr. Reinking has a great breadth and depth of experience in many aspects of the field of civil engineering, other technical disciplines, and related management. His civil engineering career began in private sector engineering consulting where he worked as a project engineer on significant civil engineering projects around Northern California. Although he enjoyed the work that large engineering corporations had to offer at the time, his curiosity about the clients he served led him to seek out a practice in public sector government, with the goal of obtaining a more complete perspective of the civil engineering industry. The move was a successful endeavor. Mr. Reinking achieved his public sector government goals, and last served the public as the Director of Transportation and Public Works for a Northern California county just prior to starting up JLR Civil, Inc. Appreciative of his career experience, Mr. Reinking has become well versed in administration, management, project development and engineering from “both sides of the counter”.

Mr. Reinking’s civil engineering experience has included land use and development, environmental clearance/compliance, traffic and safety, transportation planning/programming/funding, permitting, engineering, surveying, right-of-way, construction management, operations management, and general administration. As a practicing licensed civil engineer, Mr. Reinking’s direct responsibilities have included project management and engineering roles ranging from major highway design, to local road widening and new construction, signalization, realignment, reconstruction, drainage design, site layout design and grading, general road repair and maintenance, storm damage, and bridge projects. All of which have been in various phases of project development. As a project manager, engineer, or lead, Mr. Reinking has personally designed, coordinated, completed and seen into construction, and/or performed direct construction management of an extensive list of projects. As the head administrator and engineer of the Department of Transportation and Public Works, his knowledge of government processes in support of the development of plans and projects is a significant compliment to his overall effectiveness as a civil engineer.

Mr. Reinking was born and raised in Sacramento and takes great pride in being a native to Northern California. Throughout his career, Mr. Reinking has been fortunate that his professional work has been dedicated to developing and delivering civil engineering projects within the region where he has grown up. When not at work, Mr. Reinking enjoys spending time with his wife and daughter and the rest of his family and friends. He also enjoys golfing, exercising, riding bikes, and is an avid sports fan.

Experience & List of Projects

Agency & Municipal

Jered most recently served in the role as Public Works Director for Amador County. In this role, he oversaw and developed all aspects of the department including, but not limited to:

- **General responsibility as County Road Commissioner prescribed under California State Law;**
- **Annual budgeting for the department (current annual budget is approximately \$10 million);**
- **Supervision of all department staff, including Road Department, totaling twenty-five employees;**
- **Program development, including new SB1 “gas tax” development, implementation, and reporting; and**
- **Accountable to the Board of Supervisors for all matters relating to the department, including reporting on various items to the public on a regular basis.**

As his capacity to understand how agencies and municipalities function internally, he is very familiar with the administrative, technical, and field service assistance needed to supplement existing in-house capabilities. As Public Works Director, and Senior Civil Engineer, he personally handled:

- **Work planning, decision-making, development and evaluation of all In-House Staff Work Assignment, Request for Proposals, Requests for Qualifications, Construction Bid Packages;**
- **Permit in-take and processing; and**
- **Plan checking and technical document reviews.**

He understands the work involved with these functions and can relate to staff on the level. Jered can serve as an extension of staff and work as a member of an agency team on-call or as needed otherwise.

Land Development

Direct Agency Experience

Jered worked for Amador County Department of Transportation and Public Works as part of the Community Development Agency for seven years, both as a Public Works Director and Senior Civil Engineer. During his tenure, he served as the Transportation and Public Works Department representative on the Technical Advisory Committee (TAC). He was involved in hundreds of development applications from encroachment permits, to Parcel Maps, to Conditional Use Permits. Jered has an in depth understanding of the development review process and intra/inter agency coordination.

Project Management and Design Experience

Jered is a practicing licensed civil engineer in the State of California. For over 10 years, Jered has repeatedly worked as the responsible-engineer-in-charge; managing, designing, engineering, and stamping his own projects. He has obtained the appropriate environmental clearance and regulatory permits for his projects when required. He has extensive experience coordinating with stakeholders.

Construction Management and Inspection Experience

Jered has spent significant amounts of time in the field performing construction management on both his own engineered projects and projects engineered by others. He has managed the construction of projects from the perspective of the agency-owner, and the processes that accompany traditional public works design-bid-build projects. He has also overseen the construction and inspection for developer-owner built projects and understands construction activities from that perspective. Jered is also a Qualified SWPPP Developer and Practitioner who can manage also aspects of Construction Storm Water Compliance.

Experience & List of Projects

Engineering

Senate Bill 1 Road Reconstruction, Maintenance, and Repair Projects on Various County Roads, Cumulative Construction Cost at approximately \$5 million in Amador County, CA.

Jered was Director/Project Manager/Engineer for over 100 locations of road reconstruction, maintenance, and repair projects for over a 3 year period on miscellaneous roads in Amador County. The projects were constructed using both Construction Contract and County Force Account labor, materials, and equipment for various work requirements. The projects consisted of digouts (asphalt and base repair), shoulder work and miscellaneous patching work. Jered designed and developed plans, specifications, and estimates required for all construction contract work. All administration, advertisement, and award were performed under and at his direction utilizing in-house staff.

Shenandoah Road/Fiddletown Road Intersection Improvement Project, Capital Construction Cost at approximately \$2 million in Plymouth, CA.

Jered was the Project Manager/Engineer for the project which realigned the intersection of Shenandoah Road and Fiddletown Road to remedy a significant safety issue with the prior intersection configuration. The new 0.5 mile segment of Shenandoah Road shifted approximately 800 feet west of the prior alignment and extended Fiddletown Road approximately 600 feet to the new intersection location. The project consisted of extensive excavation, including excavation into rock, grading of road embankments, stage construction (including temporary signal for 24-hour one-way traffic control), drainage structures, paving, guardrail, street light, and signage and striping. Jered also served as the resident engineer. The project was federally funded through the Highway Safety Improvement Program with local funding match.

Senate Bill 1 Countywide Road Striping Program (300 centerline miles over three years), Cumulative Construction Cost at approximately \$1.5 million in Amador County, CA.

Jered was Director/Project Manager/Engineer for developing and implementing a 3 year program to restripe nearly all County roads, including planning seasonal restriping of significant roads on snow plow routes. The program was implemented using a single Construction Contract with a bi-annual seasonal deployment. Striping for roads were initially planned and selected on a needs basis by class of road. The subsequent years incorporated planning and selecting groups of roads in geographic areas to maximize the efficiency for Contractor operations, while still considering need and snow plow routes. All planning, administration, advertisement, and award were performed under and at his direction utilizing in-house staff.

Special Fund Road Construction, Maintenance, and Repair Projects on Various County Roads in the Camanche Area, Cumulative Construction Cost at approximately \$3 million in Amador County, CA.

Within a span of approximately a year and a half, Jered was tasked with evaluating approximately 50 centerline miles of County roads for prioritization, planning, developing and implementation of a series of road construction projects in the Camanche Area of Amador County. Jered was Director/Project Manager/Engineer on approximately 9 miles of prioritized construction, maintenance and repair projects on select road segments. The projects were constructed using both Construction Contract and County Force Account labor, materials, and equipment for various work requirements. The projects consisted of hot mix asphalt overlay, digouts (asphalt and base repair), shoulder work and miscellaneous patching work on Camanche Parkway North, Camanche Road, Curran Road, and Jackson Valley Road. Jered designed and developed plans, specifications, and estimates required for all construction contract work. All administration, advertisement, and award were performed under and at his direction utilizing in-house staff.

New York Ranch Road/Ridge Road Intersection Improvement Project, Capital Construction Cost estimated at approximately \$2.8 million in Sutter Creek, CA.

Jered served as the Project Manager of this intersection improvement project. The project converted a side-stop controlled intersection into a signalized intersection, added turn and merge lanes, and installed street lighting throughout the project. To accomplish the addition of the turn and merge lanes, road widening required the construction of four retaining walls with heights up to 30 feet. Two walls were constructed as mechanically stabilized earth walls and two were constructed as gravity block walls. Jered also served as the resident engineer on this project. The project also required water, telephone, fiber optic, and electric coordination and relocation. The project was funded with federal Highway Safety Improvement Program and a mix of local funds.

Jackson Valley Road Culvert Replacement Project, Capital Construction Cost estimated at approximately \$80 thousand in Amador County, CA

Jered prepared PS&E and provided construction management/resident engineer for an emergency replacement of twin 36 inch CMP failed culverts. The road had to be closed to facilitate a quick replacement. Jered replaced the failed culverts with two 36 inch RCP (Class IV).

State Route 88/Pine Grove Corridor Improvement Project – Phase A (PS&E), Capital Construction Cost estimated at approximately \$10 million in Pine Grove, CA.

Jered was the Project Manager overseeing development of the first phase plans, specifications, and estimate, in addition to right-of-way work, for this conventional highway improvement project. The project will make general highway improvements through the Town of Pine Grove to improve traffic operations and enhance safety for corridor users. Road widening, sidewalk construction, intersection signalization, and on street parking are key features of this project. The project was funded by the State Transportation Improvement Program.

Carbondale Road Bridge Replacement Project, Capital Construction Cost estimated at approximately \$2 million in Amador County, CA.

Jered was the Project Manager overseeing development of this bridge replacement project. The existing is bridge is in poor condition and is functionally obsolete. As such, the project was undertaken to evaluate rehabilitation versus replacement as options to address the condition. The most cost effective option was replacement of the bridge with an 80 foot long by 30 foot wide two-span cast in place concrete slab bridge. Project development included fund programming, type selection, preliminary design, environmental clearance (CEQA/NEPA), final design, regulatory permitting, and right-of-way acquisition. The project was funded by the federal Highway Bridge Program.

Three Bridge (Fiddletown Road, Bell Road, Amador Creek Road) Replacement Project, Capital Construction Cost estimated at approximately \$6 million in Amador County, CA.

Jered was the Project Manager overseeing development of these bridge replacement projects. The existing is bridges are functionally obsolete and/or structurally deficient. As such, the project was undertaken to evaluate rehabilitation versus replacement as options to address the condition. Each bridge is scheduled for replacement as either a cast-in-place concrete slab or precast concrete bridge. Project development included fund programming, type selection, preliminary design, environmental clearance (CEQA/NEPA), final design, regulatory permitting, utility relocation, and right-of-way acquisition. The projects are funded by the federal Highway Bridge Program and local funds.

Countywide Turnout Project (21 Locations), Capital Construction Cost at approximately \$1 million in Amador County, CA.

Jered served as the Project Manager/Engineer for this project. He performed all aspects of project development including fund programming, environmental clearance (CEQA/NEPA), final design, utility

relocation, and right-of-way acquisition. The project constructed 250 feet long 12 wide paved turnouts at busy locations on County roads. The project was federally funded through the Highway Safety Improvement Program and local match funds.

Rabbit Creek Causeway Culvert Replacement Project (Open Cut), Capital Construction Cost at approximately \$1 million in Lake Camanche, CA.

Jered served as Project Manager/Engineer on this challenging culvert replacement project. Initially, the project was supposed to utilize a trenchless method, however, the unequal water level on both sides of the causeway, which separates Rabbit Creek from Lake Camanche, was cost prohibitive. The open cut deconstructed the engineered causeway embankment to 50 feet below the road surface, removing 10,000 cubic yards of sorted material. Water was dammed on the Rabbit Creek side of the causeway and 260 feet of 48 inch corrugate metal pipe was installed. The excavated portion of the causeway was subsequently reconstructed to the same specification as the as-built. Jered developed the plans, specifications, and estimate for this project and also served as resident engineer/inspector. This project was funded jointly with local funds and East Bay Municipal Utility District.

Pioneer Creek Road Storm Damage Repair Project, Capital Construction Cost at approximately \$400 Thousand in Pioneer, CA.

Jered prepared plans, specifications, and estimate and provided construction management/resident engineer for this storm damage repair project. The project constructed an approximately 18 foot high by 70 feet long combination gravity/MSE wall to stabilize the outside lane of Pioneer Creek Road. The project was funded through FEMA and CalOES.

US 50/Watt Avenue Interchange PS&E, Capital Cost estimated at approximately \$23 million in Sacramento, CA.

Project Engineer for this highway PS&E to reconstruct the existing interchange from a full cloverleaf (Type L-10) to a partial cloverleaf with slip ramps (Type L-9). As part of the project, a separated class 1 bicycle and pedestrian facility is to be constructed as well. In addition to reconstruction of the interchange, a significant amount of roadway work (i.e. widening and realignment) is required along Watt Avenue (major arterial) to accommodate existing and future capacity needs.

McHenry Avenue Corridor Improvements, Capital Cost estimated at approximately \$18 million in San Joaquin County, CA.

Civil Discipline Lead responsible for the roadway component (roadway design, hydraulics, stage construction, water pollution control, erosion control, signing and striping, utility coordination, and right-of-way) of this PS&E that replaces the existing McHenry Avenue Bridge over the Stanislaus River and widens approximately 1 mile of rural arterial roadway along McHenry Avenue to accommodate future capacity needs. The existing "stop controlled" intersection of McHenry Ave/East River Road will be signalized with this project. Construction funding for this project is provided with a mix of local funding and funding from the Highway Bridge Program.

Yerba Buena Island/Interstate 80 Westbound Ramps Project, Capital Cost \$60 million in San Francisco, CA.

Specification Coordinator and civil specification writer for this highway/bridge construction PS&E that is part of the overall phased new Bay Bridge East Span Project. This project phase constructs the westbound I-80 on and off ramps, which require elevated bridge ramp structures and local roadway work. As specification coordinator and civil specification writer, this role required extremely focused attention to detail in order to coordinate and communicate, through specifications, challenging construction contract requirements.

Sacramento Regional Transit South Line Extension Project, Capital Cost approximately \$50 million in Sacramento, CA.

Qualified SWPPP Developer and Field Inspector for the South Line Light Rail Extension aerial structures over Morrison Creek and Consumnes River Boulevard. As QSD for this project, specific duties included developing the SWPPP Amendments and providing additional construction support for water pollution control issues.

CVIN Fiber Optic Infrastructure Project, Caltrans Encroachment Permit Support, Capital Cost estimated at \$30 million in Various Counties, Caltrans District 3, Northern CA.

Design Engineer and Field Inspector for this Fiber Optic Installation project within California Department of Transportation right-of-way. In these roles, specific duties included coordination with Caltrans to obtain encroachment permits, developing encroachment permit plans and conducting field reviews with utility company representatives to determine field constraints and route location. Installation of these fiber optic facilities spanned 5 counties, 30 locations and traversing approximately 53 total miles of state highway. This project was part of a larger infrastructure program funded by American Recovery and Reinvestment Act of 2009.

US 50/Rancho Cordova Parkway Interchange PA&ED, Capital Cost estimated at approximately \$92 million in Rancho Cordova, CA.

Design Engineer for the highway and drainage studies for the design of this new interchange (Type L-1) with auxiliary lanes from Sunrise Boulevard to Hazel Avenue. Specific task for this PA&ED was to evaluate and develop the drainage report for this phase of the project. Specific components of this report were to develop the hydrology, perform hydraulic analysis and modeling of the interchange and mainline highway and write a complete drainage report, including required figures and attachments.

US 50/Cameron Park Interchange PSR, Capital Cost estimated at approximately \$40-\$80 million in El Dorado County, CA

Responsible for the geometric design of potential cost saving alternatives that would supplement the already completed PSR. The goal was to work with the county engineer to identify potential cost effective interim projects that would alleviate current traffic concerns resulting from the traffic analysis report, at the existing interchange.

Interstate 5/Richards Boulevard Ultimate Interchange PSR/PDS. Capital Cost estimated at approximately \$40-\$60 million in Sacramento, CA.

Responsible for the geometric design, evaluating traffic analysis report and site constraints for the "Braided Ramp" Alternative that would alleviate congestion in the current Richards Boulevard Interchange and provide direct freeway ingress/egress access for the proposed "Railyards" development located north of Downtown Sacramento.

Interstate 5/Richards Boulevard Interim Interchange PS&E. Capital Cost \$7 million in Sacramento, CA.

Responsible for the developing the PS&E for this interchange which will widen the existing off-ramps at the interchange, widen the Richards Boulevard underneath the interchange and widen, realign and improve the local road connections to the "Railyards" development located north of Downtown Sacramento.

East Natoma Street Widening Project PS&E. Capital Cost \$2.5 million in Folsom, CA.

Responsible for developing the PS&E for this major arterial located in Folsom, CA. The design included widening a 1.5 mile stretch of East Natoma Street to accommodate 4 continuous lanes of traffic and class 2 bike lanes.

Other Relevant Engineering Projects

US 50/Ponderosa Road Interchange PSR in El Dorado County, CA
West El Camino Boulevard Pavement Rehabilitation Project PS&E in Sacramento, CA.
Roseville Road Bridge Replacement Project PS&E in Sacramento, CA.
State Route 160/Richards Boulevard Bridge and Access Study in Sacramento, CA.
State Route 65/70 Freeway to Freeway Connector Interchange PSR in Yuba County, CA.
State Route 99/Neal Road Interchange Feasibility Study in Butte County, CA.
Interstate 80/West El Camino Boulevard Interchange PSR in Sacramento, CA.
Camino Parallel Capacity Safety Study in El Dorado County, CA
US 50/Jefferson Boulevard Interchange PSR in West Sacramento, CA.
Yuba River Parkway/Marysville Bypass PSR in Yuba County, CA.

Experience & List of Projects

Construction Management

Local Streets and Roads Program 2017-2020 – General Road Repair – Amador County, CA

Jered was in charge of developing and implementing a general road repair program. Over a three year period, he was able to perform asphalt and base repairs on over 100 locations on the worst County roads.

Shenandoah Road / Fiddletown Road Intersection Improvement Project – Amador County, CA

Jered was the Project Manager/Engineer for project during the design phase. Jered also served as the Construction Manager/Resident Engineer during the construction phase. Jered prepared all PS&E documents. Jered also prepared all construction documentation to ensure compliance with all federal-aid project requirements. The project realigned 0.5 mile of Shenandoah Road near Plymouth The project consisted of excavation, embankment, paving, drainage facilities, utility relocation, guardrail, and street light work.

New York Ranch Road / Ridge Road Intersection Improvement Project – Amador County, CA

Jered was the Project Manager and Construction Manager/Resident Engineer for this project. Jered prepared all construction documentation to ensure compliance with all federal aid project requirements. The project converted a side-stop controlled intersection to a signalized intersection. The main project work included road widening, gravity block walls, MSE walls, drainage facilities, utility relocation, guardrail, street lighting, and traffic signal.

Harrah's NorCal Offsite Mitigation Road Reconstruction Project – Amador County, CA

As part of Harrah's NorCal offsite mitigation measures, the casino was required to reconstruct 3 miles Buena Vista Road, 1 mile of Coal Mine Road, and installation of a traffic signal at Harrah's NorCal entrance. Jered was in charge of oversight of the private developer and contractor during the construction of the mitigation. He ensured the contractor incorporated all local construction standards into the work.

County Road Striping Program – Amador County, CA

As part of the Local Streets and Road Program, from 2017-2020, Jered developed and oversaw the County Road Striping program. The program was divided into seasonal deployments (Spring and Winter) of the County Contractor. On average, the County restriped 125 centerline miles per year.

Surrey Junction Lane Chip Seal Project – Amador County, CA

The homeowners within the Surrey Junction Zone of Benefit area requested preventative maintenance for Surrey Junction Lane. Jered prepared PS&E and provided construction management to complete the 0.5 mile chip seal

Jackson Valley Road Culvert Replacement Project – Amador County, CA

Jered prepared PS&E and provided construction management/resident engineer for an emergency replacement of twin 36 inch CMP failed culverts. The road had to be closed to facilitate a quick replacement. Jered replaced the failed culverts with two 36 inch RCP (Class IV).

Camanche Parkway N, Camanche Rd, Curran Rd, and Jackson Valley Rd Overlay Project – Amador County, CA

Jered prepared PS&E and provided construction management for a total of approximately 9 centerline miles of roads to perform localized asphalt repairs and complete with a 2-3" hot mix asphalt overlay.

Pioneer Creek Road Storm Damage Repair Project – Amador County, CA

Jered prepared PS&E and provided construction management/resident engineer for this storm damage repair project. The project constructed and approximately 18 foot high by 70 feet long combination gravity/MSE wall to stabilize the outside lane of Pioneer Creek Road.