

CLERK'S CONTRACT and AGREEMENT COVER PAGE

Legistar File ID#: 2021-0793

Innoprise Contract #: C22-0018

Year: 2022-2023

Amount: \$875,000.00

Department: Engineering, Programs, & Services

Contract Type: Professional Services

Contractors Name: Patrick Engineering

Contract Description: John Humphrey Drive @ 143rd Street Intersection, Phase II Design Engineering Services
1. Change Order #1 - Requesting to extend completion date from 12/31/2023 to 12/31/2024 due to delay in ROW.
2. Addendum A - Modify Contract Docs and Term of contract to reflect date extension.
3. Change Order #2 - 2024-0441 - Requesting to increase contract by \$43,800.00 for additional geotechnical investigations.



ORLAND PARK

REQUEST FOR CHANGE ORDER # 2

Purchase Order/ Contract #: 22000238 / C22-0018

Change Order Request Date: 6/4/2024

Company Name: PATRICK ENGINEERING, INC.

Contract Title: John Humphrey Drive at 143rd Street Intersection, Phase II Design Engineering Services

NOTE: The above referenced contract is for a fixed not to exceed amount and scope of services. For any change to the contract amount or scope of services this form must be completed and signed by the contractor and approved and authorized by the Village of Orland Park **BEFORE** commencing with any work beyond the dollar amount or scope of the original, or previously amended contract/purchase order.

Item	Description	Amount
A	Original contract value (without contingency)	\$ 875,000.00
B	Total amount of previous change orders for contract (not contingency)	\$ 0.00
C	Total current contract amount (A + B)	\$ 875,000.00
D	Amount of this change order for contract (+ or -)	\$ 43,800.00
E	Revised contract amount (C + D)	\$ 918,800.00
F	Percent of current contract amount this change order represents (D/C)	5.01%
G	Cumulative percent of all change orders (B + D)/A	5.01%
H	Original contract completion date	12/31/23
I	Revised contract completion date	12/31/24
J	Total amount of contingency	
K	Amount of this contingency funds request	
L	Amount of previous contingency funds approved	\$ 0.00
M	Contingency funds remaining	\$ 0.00

Brief description of services provided under the contract:

Phase II Design Engineering Services and Additional Geotechnical investigations

Reason for requested change: *(if requesting approval for contingency funds, date extension by a total of 30 days or more, identify % and amount on contract)*

Requesting to increase contract by a not-to-exceed amount of \$43,800 for additional geotechnical investigations.

For Village Use Only: IN ACCORDANCE WITH 720 ILCS 5/33E-9 this section shall only apply to a change order or a series of change orders which authorize or necessitate an increase or decrease in either the cost of a public contract by a total of \$10,000 or more or the time of completion by a total of 30 days or more.

As the authorized designee of the Village of Orland Park to approve a change order to this public contract, I hereby make the following written determination regarding this change order and authorize and approve the same:

- The circumstances said to necessitate the change in performance were not reasonably foreseeable at the time the contract was signed
- The change is germane to the original contract as signed
- The change order is in the best interest of the Village of Orland Park and authorized by law

This written determination and this written change order resulting from that determination shall be preserved in the contract's file which shall be open to the public for inspection.

Company Name: PATRICK ENGINEERING, INC.

Signature: *Carole Morey*

Printed Name: Carole Morey

Title: Vice President

Date: 6/7/24

Village of Orland Park

Signature: *Jim Culotta*

Printed Name: Jim Culotta

Title: Assistant Village Manager

Date: 6-13-24



May 21, 2024

S. Khurshid Hoda, CPP
Director, Engineering Programs and Services
Village of Orland Park
14700 Ravinia Avenue
Orland Park, Illinois 60462

RE: 143rd Street at John Humphrey Drive Phase II
Supplement #1 - Additional Geotechnical Investigations

Dear Mr. Hoda:

Patrick Engineering (Patrick) is currently under contract with the Village of Orland Park (Village) for preparing the contract plans for the 143rd Street and John Humphrey Drive intersection which includes addressing differential settlement issues at the dry land bridge along 143rd Street just east of John Humphrey Drive. As discussed on our meeting at your offices on May 9, 2024, additional geotechnical information in within the project area is necessary to properly design the structural and subsurface remediation measures to provide a sound and stable roadway facility for the travel demand.

Patrick proposes to obtain additional geotechnical borings, to supplement borings taken during earlier phases of the project, to develop a more accurate picture of the subsurface conditions in the area of the dry land bridge and the intersection. The previous geotechnical boring program performed by Patrick during Phase I was targeted at the areas at the immediate ends of the existing dry land bridge to determine the cause of the differential settlement that was resulting in safety issues along this heavily traveled corridor. This effort identified the presence of seams of peat in these areas. Based on these findings, a supplemental boring program was undertaken during Phase II, which was targeted at locating an area beyond the bridge where no peat was present, which would yield a suitable location where to end the bridge expansion and locate the approach slabs. This effort found some locations with no peat, however, they were at extensive distances away from the bridge, while areas closer to the bridge still had the presence of some peat.

The reason for the current proposed supplemental geotechnical boring program would be to seek areas closer to the bridge where there is no peat, so we can limit the proposed bridge expansion to these areas and save a substantial amount of construction cost by keeping the size of the proposed bridge to a reasonable amount. The need for this additional geotechnical investigation is underscored by recent observations of other dry land bridge projects beneath other roadways in the Orland Park area. It is critical that this intersection be built with a solid foundation with low to no risk of future differential settlement as it serves as a major access from properties to the north and east to get to the Orland Square Mall without having to travel on the already overburdened US Route 45 (LaGrange Road).

Additionally, since the west end of the dry land bridge is extremely close to the 143rd Street intersection with John Humphrey Drive, in order to address concerns with limiting the settlement of the intersection, the proposed boring plan includes several borings within the intersection proper and extending slightly into the south, west, and north legs of the intersection. This will allow us to better understand the actual limits of peat within the intersection area and design remedial soil treatment methods to address this condition for the long term stability of this importation intersection.



Based on this, Patrick proposed to conduct an additional 12-14 soil borings, comprising four days of drilling, including traffic control for proposed borings within the pavement, lab testing, and geotechnical analyses and recommendations. Patrick proposed to perform this work for the not-to-exceed fee of \$43,800.

This additional testing will meet our engineering data requirements to allow us to be able to deliver acceptable contract documents for the Village's project. Please note that any additional redesign for the project based on this collected information and analyses will be performed by Patrick under the current limits of our existing design contract. We are prepared to commence this work immediately upon the Village's authorization to proceed.

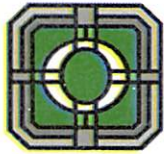
Thank you for allowing us to be of service to the Village of Orland Park. If you should have any questions or desire additional information, please contact me at (630) 795-7468 or jcebulski@patrickco.com.

Very truly yours,

PATRICK ENGINEERING INC.

A handwritten signature in black ink that reads "Jarrod J. Cebulski". The signature is written in a cursive, flowing style.

Jarrod Cebulski, P.E.
Project Manager



VILLAGE OF ORLAND PARK

14700 S. Ravinia Avenue
Orland Park, IL 60462
www.orlandpark.org

Master

File Number: 2024-0441

File ID: 2024-0441	Type: MOTION	Status: PASSED
Version: 0	Reference:	Controlling Body: Board of Trustees
		File Created Date : 05/30/2024
Agenda Entry: 143rd Street at John Humphrey Drive, Phase II Engineering, Supplement #1, Additional Geotechnical Investigations		Final Action: 06/03/2024

Title: 143rd Street at John Humphrey Drive, Phase II Engineering, Supplement #1, Additional Geotechnical Investigations

Notes:

Sponsors:	Res/Ord Date:
Attachments: Orland JHD Geotech Supplement Request	Res/Ord Number:
Drafter:	Hearing Date:
Department Contact:	Effective Date:

History of Legislative File

Ver- sion:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
0	Engineering Programs & Services	05/30/2024	INTRODUCED TO BOARD	Board of Trustees			
0	Board of Trustees	06/03/2024	APPROVED				Pass

Text of Legislative File 2024-0441

..Title

143rd Street at John Humphrey Drive, Phase II Engineering, Supplement #1, Additional Geotechnical Investigations

History

Patrick Engineering (Patrick) is currently under contract with the Village of Orland Park (Village) to assist in preparing the contract and construction plans for the 143rd Street and John Humphrey Drive intersection which includes addressing differential settlement issues at the dry land bridge along 143rd Street just east of John Humphrey Drive. Based upon geotechnical studies conducted for the project, peat has been found in and adjacent to the project site. Peat is a partially decomposed organic layer of soil that accumulates in wetland conditions, such as peatlands, bogs, mires, moors, or

muskegs. Peat is not a suitable material for foundations and requires additional geotechnical studies to establish its limits.

Therefore, additional geotechnical information within the project area is necessary to properly design the structural and subsurface remediation measures to provide a sound and stable roadway facility for the travel demand. Patrick proposes to obtain additional geotechnical borings, to supplement borings taken during earlier phases of the project, to develop a more accurate picture of the subsurface conditions in the area of the dry land bridge and the intersection. The previous geotechnical boring program performed by Patrick during Phase I was targeted at the areas at the immediate ends of the existing dry land bridge to determine the cause of the differential settlement that was resulting in safety issues along this heavily traveled roadway corridor. This effort identified the presence of seams of peat in these areas.

Based on these findings, a supplemental boring program was undertaken during Phase II, which was targeted at locating an area beyond the bridge limits where no peat was present, which would yield a suitable location where to end the bridge expansion and locate the approach slabs. This effort found some locations with no peat, however, they were at extensive distances away from the bridge, while areas closer to the bridge still had the presence of some peat.

The reason for the current proposed supplemental geotechnical boring program would be to seek areas closer to the bridge where there is no peat, so the engineers can limit the proposed bridge expansion to these areas and save a substantial amount of construction cost by keeping the size of the proposed bridge to a reasonable amount.

The need for this additional geotechnical investigation is underscored by recent observations of other dry land bridge projects beneath other roadways in the Orland Park area such as 159th Street project completed by Illinois Department of Transportation (IDOT). It is critical that this intersection be built with a solid foundation with low risk of future differential settlement as it serves as a major access from properties to the north and east to get to the Orland Square Mall without having to travel on the already overburdened US Route 45 (LaGrange Road).

Additionally, since the west end of the dry land bridge is extremely close to the 143rd Street intersection with John Humphrey Drive, in order to address concerns with limiting the settlement of the intersection, the proposed boring plan includes several borings within the intersection proper and extending slightly into the south, west, and north legs of the intersection. This will allow the engineers to better understand the actual limits of peat within the intersection area and design remedial soil treatment methods to address this condition for the long term stability of this importation intersection.

Based on this, Patrick proposed to conduct an additional 12-14 soil borings, comprising four days of drilling, including traffic control for proposed borings within the pavement, lab testing, and geotechnical analyses and recommendations. Patrick has proposed to perform this work for the not-to-exceed fee of \$43,800. This additional testing will meet Patrick's engineering data requirements to allow engineers to be able to deliver acceptable contract and construction documents for the Village's project. Patrick has

agreed that any additional redesign for the project based on this collected information and analyses will be performed by Patrick under the current limits of their existing design contract. Patrick and its subcontractors are prepared to commence this work immediately upon the Village's authorization to proceed.

Financial Impact

The additional cost of \$43,800 for Supplement #1 will be paid by a budget amendment which will be presented to the Board in the near future.

Recommended Action/Motion

I move to approve Supplement #1, Additional Geotechnical Investigations for 143rd Street at John Humphrey Drive Project, Phase II Engineering Studies for a not to exceed amount of \$43,800;

AND

Authorize the Village Manager to execute all related contracts, subject to the Village Attorney review.