



CHRISTOPHER B. BURKE ENGINEERING, LTD.

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October 18, 2022

Village of Orland Park
14700 Ravinia Avenue
Orland Park, IL 60462

Attention: Khurshid Hoda, CPP – Director of Engineering Programs and Services

Subject: Traffic Engineering Request for Proposals
Schussler, Centennial and Centennial West Parks

Dear Mr. Hoda,

Christopher B. Burke Engineering, Ltd. (CBBEL), along with our subconsultant Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA), are pleased to submit the attached response to your request for proposals to provide Traffic Engineering and other transportation related services to the Village of Orland Park (Village) for Schussler, Centennial and Centennial West Parks.

Given our combined years of experience in Orland Park, our history and knowledge of each park and our level of expertise in traffic and transportation engineering, we feel that the CBBEL and KLOA team are uniquely qualified to provide the services requested by the Village.

The attached proposal includes our Scope of Services, Project Time of Performance and Cost of Services for each park as requested. I believe the proposal includes all information requested by the Village, but if you find you need any additional information or have any questions, please feel to contact me at (847) 823-0500.

The CBBEL/KLOA team are thankful for the opportunity to provide this response and looking forward to another successful project with the Village.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Travis M. Parry', is written over a light blue horizontal line.

Travis M. Parry, PE CFM CPMSM CPSWQ
Senior Project Manager

October 18, 2022

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

Re: Traffic and Parking Study Proposal
Park Improvements
Orland Park, Illinois

Dear Mr. Hoda:

Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) is pleased to submit this proposal for professional traffic planning services in connection with the proposed park improvements at Centennial Park, Centennial Park West, and Schussler Park located in Orland Park, Illinois. Based on the information provided by you, the following summarizes the improvements proposed at each of the parks:

- *Centennial Park West.* The improvements are to include a concert venue and associated amenities (event stage, green rooms, storage, loading dock, lawn seating, vendor pads, paths, and fencing) and a new parking lot that is to provide approximately 10 parking spaces and several loading docks. Access to the parking lot is to be provided via Park Station Boulevard.
- *Schussler Park.* An existing athletic field, a playground, tennis courts, and pavilion are proposed to be converted into two full-size synthetic turf football/soccer/lacrosse fields with lighting, bleachers, and a press box. The improvements will also include a sledding hill, fishing outcroppings, and a new parking lot. Access to the parking lot will be provided via two access drives on 88th Avenue.
- *Centennial Park.* The improvements at this park have not yet been determined.

It is our understanding the Village is requesting that a traffic and parking study be performed for each park.

Scope of Services

We have developed the following scope of services for the traffic and parking studies based on our experience with similar projects, our extensive work in the area, and our understanding of the projects. The scope of services will provide a thorough evaluation of the traffic and parking impacts of the proposed improvements at each park and will develop multi-modal recommendation to mitigate any impacts on the transportation system and to ensure efficient and orderly access and circulation.

1. *Data Collection.* A field reconnaissance of each park and adjacent roadways will be conducted to inventory the physical and operating characteristics. This includes conducting field observations of the transportation and parking activity and operations associated with the activities at each park. Discussions will be held with the appropriate government agencies regarding traffic counts, proposed roadway improvements, proposed developments in the area, and crash data. Weekday evening (4:00 to 8:00 P.M.) and Saturday midday (2:00 to 6:00 P.M.) peak period vehicle, pedestrian, and bicycle counts will be conducted at the following locations:

Centennial Park West

1. Park Station Boulevard with 159th Street
2. Park Station Boulevard with Somerglen Lane
3. Park Station Boulevard with Jillian Road (south intersection)
4. Park Station Boulevard with Jillian Road (north intersection)
5. Park Station Boulevard with 153rd Street
6. 108th Avenue with Jillian Road
7. 108th Avenue with 153rd Street
8. 108th Avenue with Somerglen Lane
9. 153rd Street with the access drive to the Metra and Centennial Park parking lot

Schussler Park

1. 88th Avenue with 143rd Street
2. 88th Avenue with Golfview Drive (north leg)
3. 88th Avenue with Golfview Drive (south leg)
4. 88th Avenue with Biloba Avenue
5. Polar Road with Golfview Drive
6. Polar Road with Fairview Drive
7. Polar Road with Aspen Drive

Centennial Park

1. West Avenue with Fun Drive
2. West Avenue with Ravinia Avenue
3. West Avenue with 153rd Street
4. Ravinia Avenue with 159th Street
5. Fun Drive with the eastern parking lots access drive
6. Fun Drive with the western parking lots access drives

In addition, parking inventory and occupancy surveys will be conducted at the parking facilities serving each park from 4:00 to 9:00 P.M. on a Friday and noon to 6:00 P.M. on a Saturday. The parking surveys will be supplemented with previous surveys performed by the Village. It is our understanding that the traffic counts and parking surveys for the Centennial Park West and Schussler Park studies are to be conducted in November. If so, please note that the traffic counts and parking surveys will not reflect peak activity at the parks given the time of the year.

2. *Documentation of Existing Conditions.* Based on the results of the field observations and surveys, the existing traffic and parking conditions surrounding each park will be summarized in tables and figures. If the traffic counts and parking surveys are performed in November at two of the parks, the traffic counts and parking surveys will be adjusted to reflect peak conditions based on the peak operations of each park as provided by the park district, previous studies performed by KLOA, Inc. for similar uses, and/or trip rates published by the Institute of Transportation Engineers (ITE). Further, any existing issues and concerns will be identified and documented.

3. *Directional Distribution Analysis.* The directions of approaching vehicles will be estimated based on existing directions of approach as determined from the traffic counts and the operation of the existing roadway system.
4. *Trip Generation Analysis.* Estimates of the peak hour trips generated by the park improvements proposed at each park will be based on the projected operation of the new facilities/amenities as provided by the park district, previous studies performed by KLOA, Inc. for similar uses, and/or trip rates published by ITE.
5. *Traffic Assignments.* The additional peak hour trips to be generated by each park will be assigned to the roadway system and access drive(s) based on the directional distribution developed in Item 3. The additional traffic will be combined with through (non-site) traffic for peak hours. Included in these assignments will be the increase in traffic resulting from future development growth in the area.
6. *Evaluations and Recommendations.* For each park, capacity analyses using Synchro/SimTraffic software will be conducted for critical intersections to determine the ability of the existing roadways and the existing/proposed access drive(s) to accommodate future traffic levels. The capacity analyses will consider the surge in traffic associated with the fixed start and end times of scheduled events at the parks. If necessary, recommendations will be developed with respect to the external roadway improvements and/or traffic control modifications.
7. *Site Access.* The location and design of the existing and proposed access drive(s) for each park will be evaluated and recommendations will be developed with regards to required improvements to accommodate vehicular traffic. We will assist the project team on the design of the access drive(s) and any external roadway improvements that may be required to accommodate the projected traffic volumes.
7. *Multi-Modal Access and Circulation.* KLOA, Inc. will conduct a review of the proposed development (site) plan as well as area the transportation system for each park to ensure that they are sufficient to accommodate all modes of transportation safely and efficiently. Of particular concern will be the pedestrian connections between each park and its parking lots. If necessary, recommendation will be developed to enhance the both the external and internal transportation systems serving each park.
8. *Parking Evaluation.* For each park, the peak parking demand generated by the proposed park improvements will be estimated based on Village requirements, the proposed operation of the facilities/amenities as provided by the Park District, and previous studies performed by KLOA, Inc. The projected parking demand will be compared to the available parking supply as determined from the parking surveys to determine if sufficient parking is available to meet the peak demands.
9. *Study Reports and/or Documents.* A memorandum report summarizing our findings and recommendations with respect to the proposed park improvements will be prepared for each park.

10. *Meetings and/or Hearings.* A Principal of KLOA, Inc. who is familiar with the analyses, findings, and recommendations of the traffic appraisal will be available to attend meetings and/or hearings, as necessary, to discuss or present the results of the study or participate in traffic planning for the parks. For budgeting purposes, we have assumed the attendance at one, two-hour kick-off meeting and two, two-hour meetings to present the results of the studies.

Time of Performance

We will provide you with a draft copy of the memorandum report summarizing our findings for Centennial Park West and Schussler Park within six weeks of authorization to proceed, which we understand will be the first week in November, and a signed copy of this this letter of agreement.

A draft copy of the memorandum report summarizing our findings for Centennial Park will be provided within six to eight weeks of receipt of the proposed park improvement plan. It is our understanding that the Centennial Park traffic study will be completed in the Spring of 2023.

Meetings and hearings will be attended as arranged during advance requests by you. For formal meetings and for hearings at which presentations may be required, it is desired that 7 to 10 days' advance notice be given to KLOA, Inc.

Cost of Services

The cost of services rendered by KLOA, Inc. on this project will be based on our hourly rates currently in effect, plus reimbursement at cost for direct expenses such as traffic counts, travel, reproduction, etc. Based on our experience in similar studies, we estimate the cost for our professional staff time services and direct expenses for Items 1 through 10 in the scope of services to be as follows:

• Centennial Park West Traffic and Parking Study	\$20,000
• Schussler Park Traffic and Parking	\$17,000
• Centennial Park Traffic and Parking Study:	<u>\$18,000</u>
• Total	\$55,000

All costs for professional staff time and direct expenses in connection with the attendance at any additional meetings and/or hearings beyond the three described in Item 10 of the scope of services will be additional. Hourly rates for a Principal of KLOA, Inc. to attend daytime meetings is \$240 per hour and to attend evening hearings is \$330 per hour.

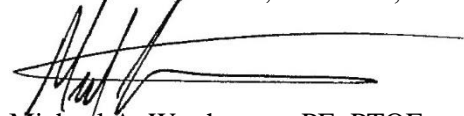
Method of Payment

The project will be invoiced on a lump sum basis for each traffic and parking study. Seventy-five percent of the budget for each study will be invoiced once the draft study have been completed and the other 25 percent for each study will be invoiced once the traffic study has been finalized. Invoices are due and payable within 30 days of the invoice date. Payments due KLOA, Inc. are not contingent upon project approval or project financing and are the responsibility of the Village of Orland Park. To the maximum extent permitted by law, the Village of Orland Park agrees to limit Kenig, Lindgren, O'Hara, Aboona, Inc.'s liability for the Village of Orland Park's damages up to the sum of the total fee on this project. This limitation should apply regardless of the cause of action or legal theory pled or asserted.

We are pleased to have this opportunity to offer our professional services to the Village of Orland Park. We look forward to initiating our services on the project upon receipt of a signed copy of this letter of agreement.

Sincerely,

KENIG, LINDGREN, O'HARA, ABOONA, INC.



Michael A. Werthmann, PE, PTOE
As its Principal
and Contracting Officer

ACCEPTED AND APPROVED THIS

_____ DAY OF _____, 2022

(Signature)

(Typed Name)

Authorized to Execute Agreements for:
