



Legislation Details (With Text)

File #:	2019-0813	Version:	0	Name:	143rd Street Widening, CBBEL's Contract Modification and Extension
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File created:	10/29/2019	In control:	Board of Trustees		
On agenda:	12/2/2019	Final action:	12/2/2019		
Title:	143rd Street Widening, CBBEL's Contract Modification and Extension				
Code sections:					
Attachments:	1. Supplement 2 and 3 Final, 2. 143rd Street Supplement 2 (Zero Dollar Change), 3. Supplement 3 - 143rd Street Local Funds, 4. 2019-0813 Supplement 2 LA 143rd Wolf to SWHWY IDOT, 5. Contract - Signed				

Date	Ver.	Action By	Action	Result
12/2/2019	0	Board of Trustees		
10/29/2019	0	Development Services Department	INTRODUCED TO BOARD	

Title

143rd Street Widening, CBBEL's Contract Modification and Extension

History

On May 28, 2014, Christopher B. Burke Engineering, Ltd. (CBBEL) was awarded a contract to provide Phase I Engineering Services for 143rd Street widening for a total professional fee of \$859,103. On June 25, 2017, the Village extended CBBEL's contract (Supplement #1) for additional services in the amount of \$249,968.

Since the approval of Supplement #1 in 2017, IDOT has come up with a new or modified design and engineering requirements resulting in additional scope of services that were not included in the original contract. Some examples of IDOT's new or modified requirements include new traffic data, updated crash analysis, new rainfall data for drainage study, retaining wall design (which is typically done in Phase II), Intersection Design Studies, and environmental studies for historic homes and related public involvement activities. The Village then requested CBBEL develop a proposal for the additional scope of services to meet the new project requirements. The attached three documents, provided by CBBEL, outline the added scope of services, hours, and resulting professional fees. The following is a brief summary of scope items that need to be added in order to complete Phase I Engineering:

1. Traffic Data Collection and Analysis - In October 2018, CMAP adopted projected traffic volumes for 2050. The 143rd Street project is currently designed for projected 2040 traffic volumes. This effort will update the traffic study with the new traffic data.
2. Crash Analysis Report - Update the crash analysis for the most recent five-years (2013 - 2017). Previously, it was completed for 2012 - 2016.
3. Location Drainage Study - In March 2019, the Illinois State Water Survey (ISWS) released an update to Bulletin 70, which provides rainfall frequency data utilized in design of the roadway storm

sewer system. This effort will address IDOT's requested drainage design modifications by updating the previously completed study with the new rainfall data.

4. Retaining Wall Analysis - Complete retaining wall analysis for eleven (11) walls over 7-feet in exposed height. The original scope included three (3) walls.

5. Alternate Geometric and Streetscape Studies in the Old Orland and Downtown Areas - including:

- a. 143rd Street/Southwest Highway/Union Street intersection
- b. Metra Parking Impact and Mitigation
- c. 143rd Street and Wolf Road Intersection/Impact of Yunker School House
- d. Preferred Alternative Geometric Design Update (including providing 5-feet of space behind all retaining walls). IDOT made this a requirement for future maintenance purposes. The typical roadway section will be modified from 17ft to 12ft wide median between Deer Haven Lane and Ridge Avenue and new curb ramps at 22 locations.

6. Intersection Design Studies (IDS) - These include:

- a. Revisions to the IDS for 143rd Street and Wolf Road intersection
- b. Update design documents to accommodate IDOT's policy change for design vehicle to WB-65 (multi-unit truck)
- c. Detailed traffic signal layout and phasing plan for the 143rd Street/Southwest Highway/Union Street Intersection. This is a unique intersection due to the proximity of existing rail road crossing and nontraditional roadway approaches. This level of design is typically required in Phase II Engineering. However, is requiring detailed layout of this intersection to ensure intersection design including pole locations, sightlines, and signal phasing reflected in the IDS is feasible.

7. Railroad Coordination - Coordinate intersection layout and signal infrastructure with the various railroad, local and state agencies regarding the existing railroad crossing located on 143rd Street, just east of Southwest Highway.

8. Additional Environmental Studies - There are thirteen (13) historic properties located within the project limits. This task includes additional Section 106 coordination for the historic properties. Seven historical properties have proposed property acquisition and individual exhibits will be prepared for each property for coordination with the Orland Park Planning Commission, IDOT BDE Cultural Resources Unit and IDNR State Historic Preservation Officer (SHPO). Orland Park's Planning Commission acts as the Historic Commission for SHPO.

9. Forest Preserve Coordination - Previously this task was assigned to Lokota Group. To reduce project costs, CBBEL will coordinate with the Forest Preserve.

10. Public Involvement/Meetings - Previously this task was assigned to Lokota Group. To reduce project costs, CBBEL will be performing public involvement activities including meetings with Village's Planning Commission who also acts as Village's Historic Commission.

11. Geotechnical Investigations for the additional eight (8) retaining walls and related elements identified during engineering process.

12. Project Management and Quality Control/Assurance

Note: Detailed scope of services, man-hour projections, and professional fees are provided in the

attached documents.

Current Request

To complete the added tasks outlined above, CBBEL is requesting additional professional fees. The staff is recommending the following two supplements for CBBEL to complete Phase I Engineering Services:

Supplement #2 - Zero Dollar Amendment to the Existing Federal Services Agreement through IDOT:

This includes processing a Zero Dollar amendment to the existing federal services agreement through IDOT, which does not change the upper limit of the current federal engineering services contract amount (\$1,109,071). The current remaining contract balance is \$175,413, the majority of which is for CBBEL's sub-consultant services that are not required at this time with the exception of Huff & Huff, Inc., (environmental sub-consultant) who has \$3,550 for its services. CBBEL is proposing to reallocate \$171,863 of these funds to CBBEL and Huff & Huff. These include reallocating \$159,240 to CBBEL and \$12,623 to Huff & Huff. This is a first step to move forward with ongoing critical Phase I Engineering tasks prior to processing Supplement #3. Since this is a federal contract, a Zero Dollar Supplemental Agreement must be approved by the Village and processed with IDOT to reallocate funds from one firm to another. This typically takes eight weeks to process once submitted to IDOT. As a Zero Dollar Amendment, the agreement's upper limit is not modified and therefore, no additional funding is required at this time. Some of the design and engineering services have been moved from Phase I to Phase II (e.g., retaining wall design and engineering services) where the Village expects to save significant professional fees (if we get IDOT funding for Phase II and split the professional fees at 70/30 between IDOT and the Village). The attached documents show the proposed reallocation of funds, and Attachment A includes the CBBEL scope of services.

The Village has been and will continue to pursue IDOT to fund Phase II Engineering Services and construction of 143rd Street widening. If the Village gets IDOT funding, Phase II Engineering services will be split between IDOT and the Village at 70% and 30%, respectively. IDOT funding would provide significant savings to the Village in Phase II Engineering services.

Supplement #3 - Request for Additional Funds:

CBBEL is requesting an additional \$363,394 in additional funds to complete Phase I Engineering. The additional funds are for work that is required by IDOT to complete Phase I Engineering but not included in the current federal engineering services agreement. This supplement contains \$223,958 for Wang Engineering (CBBEL's sub-consultant) to complete IDOT required geotechnical field work. \$139,436 is for CBBEL to complete remaining necessary tasks. This supplement would be funded by Village's CIP funds.

Over the last several months, Village staff has worked with CBBEL's team and with IDOT's input, to reduce the Phase I scope of work required for its completion, specifically for geotechnical and structural design elements. At staff's request and to show CBBEL is working with the Village's on this project, they have eliminated the fixed fee (i.e.; profit) associated with Supplement #3. This reduction helps minimize the additional cost to the Village by \$20,825.

Financial Impact

Sufficient funds for Supplement #3 are presently included in the draft 2020 Capital Improvement budget.

Recommended Action/Motion

I move to approve the proposal from Christopher B. Burke Engineering, Ltd. of Rosemont, Illinois for the 143rd Street Widening, Phase I Engineering Services for Supplement #2 - Zero Dollar Amendment to the Existing Federal Services Agreement through IDOT.

and

I move to approve the proposal from Christopher B. Burke Engineering, Ltd. of Rosemont, Illinois for the 143rd Street widening for an additional \$363,394 in professional fees to complete Phase I Engineering Services (Supplement #3).