



Legislation Text

File #: 2021-0672, **Version:** 0

Title

Fernway 2022 Phase Seven, Eight, and Nine Design Engineering- Proposal

History

The pavement in the Fernway Subdivision was originally constructed in the early 1960's. At that time, the unincorporated roadways were constructed with a rural cross section, far below current Village standards. The Village has spent considerable resources maintaining these roadways, creek culverts, and water mains since annexing the area over forty (40) years ago.

The Village's pavement management consultant, Applied Research Associates, has unequivocally recommended full depth pavement reconstruction and stabilization for every phase of this project, in addition to recommending concrete shoulders to support the sides of the new roadway edge. This is due to the fact that the original street construction was built upon poor soils. Additionally, wholesale ditch re-grading is necessary to reestablish proper, consistent ditch flows from lot-to-lot and street-to-street on account of the existing driveway culverts being of meager size, along with deterioration and frequent cases of blockage. Many ditches have also been modified or filled by adjoining residents, which adversely impacts upstream neighboring properties.

Since its 2016 inception, the Fernway Subdivision road and ditch project has been projected to span nine (9) years, on account of the large scale of work and the expected construction cost of approximately \$1M per year. The attached Fernway phased improvement map ("Fernway Road-Ditch Improvements by Year") is provided for reference, showing the nine (9) color-coded street areas representing each anticipated reconstruction project year. The second page of the map also identifies the six (6) watershed sub-areas defined by green borders and numbers. The determining factor for assignment of each project year was driven by the elevation of the land, working from low-lying areas to higher elevation areas. However, since there are several separate (and some independent) watersheds in Fernway, the mapped project years were to be a guide and not an absolute.

The previous five (5) phases (2016 through 2020) of this project have all been completed with positive results. Note that the road construction and final ditch restoration for the 2020 project carried over to spring 2021, due to early onset of winter in 2020. Despite the carry-over to 2021, the project was completed in a timely fashion by PT Ferro Construction in early spring 2021. Presently, the 2021 Phase Six design engineering is complete and will be solicited for construction bids via BidNet Direct in late September. The Village staff's strategy is to construct only the ditches and culverts in the fall of 2021 and carry-over the road construction and final restoration to the spring season of 2022.

In order to accelerate this project to completion, staff recommended that the 2022 Fernway road and ditch design proposal be a combined design of Phases Seven (7), Eight (8), and Nine (9). These respective project sub-areas are drawn in light blue, dark red, and pink on the attached map. The limits of the project are as follows:

Phase Seven:

88th Avenue on the west;
161st Place on the north; and
Laurel Drive and Sherwood drive on the east and south.

Phases Eight and Nine:

88th Avenue on the east;
Chadbourn Drive on the south;
90th Avenue on the west; and
163rd Street on the north.

As in previous years, the scope of the design proposal requires field evaluation, utility coordination, pavement rehabilitation evaluation, construction specifications, detailed drawings, ditch and road re-grading plans and profile sheets with elevation cross-sectioning, and bidding assistance.

The combined proposal for 2022 intends to complete this long term project, and proposals were submitted on September 10, 2021. The project summary as described in the attached RFP ("Orland Park 2022 Fernway Road and Ditch Reconstruction RFP 8-23-21") was solicited to the Major Service Agreement Pre-Qualified firms listed below with their respective proposal cost amounts:

V3 Companies	\$149,780.00
Ciorba Group	\$184,841.36
Baxter & Woodman	\$199,990.00
CBBEL	\$215,500.00
Strand Associates	\$247,000.00
CivilTech	Did Not Submit
Engineering Research Associates	Did Not Submit
TranSystems	Did Not Submit

V3 Companies has demonstrated excellent ability on past projects to provide the requested design services necessary for proper development of the Fernway stormwater design. V3 Companies is also equally qualified to provide design services for the road and ditch plan-and-profile engineering. One of its most notable past design projects for Orland Park is the 143rd Street and LaGrange Road intersection expansion improvements, which were needed in advance of the regional LaGrange Road widening project. The 143rd Street and LaGrange Road intersection expansion project was an extremely complex project, given the right of way constraints, anticipated future development, and coordinating the congestion of existing and proposed utilities. Staff recommends accepting the proposal from V3 Companies of Woodridge, Illinois in an amount not to exceed \$149,780.00

Based on the construction work split, 55% of the road and ditch design cost will be funded by the Road Improvement Program, and 45% of the road and ditch design cost will be funded by the Storm Water Fund.

Financial Impact

Funds for this work are available in the Road Improvement Program account 054-0000-471250, and in the Underground Water & Sewer Lines account 031-6007-470500.

Recommended Action/Motion

I move to accept the proposal from V3 Companies of Woodridge, Illinois, titled, "2022 Fernway Road and Ditch Reconstruction Project", dated September 10th, 2021, in an amount not to exceed \$149,780.00;

And,

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