



City of Hudson, Ohio

Staff Report With Text

File #: 15-13 **Version:** 1 **Name:**

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File created: 1/12/2015 **In control:** City Council

On agenda: 2/3/2015 **Final action:** 2/3/2015

Title: A RESOLUTION AUTHORIZING THE CITY MANAGER TO ENTER INTO A CONTRACT WITH MS CONSULTANTS, INC. FOR ENGINEERING DESIGN SERVICES FOR THE FIRST PHASE OF THE STATE RT. 91 NORTH TURN LANE IMPROVEMENTS PROJECT (PID 93822); AND DECLARING AN EMERGENCY.
Executive Summary: The project includes the evaluation of the addition of left turn lanes at Valley View Road, Herrick Park Drive & Hines Hill Road, resurfacing of SR 91 from Brandywine Drive to Middleton Road and the installation of a sidewalk on one side of the road; bike lanes on both sides of the road from Brandywine Drive to Middleton Road.

Sponsors: William A. Currin

Indexes: Engineering

Code sections:

Attachments: 1. SR 91 Turn Lane Exhibit A, 2. Resolution No. 15-13

Date	Ver.	Action By	Action	Result
2/3/2015	1	City Council	approved on the consent agenda	Pass
1/27/2015	1	City Council Workshop	item forwarded	

A RESOLUTION AUTHORIZING THE CITY MANAGER TO ENTER INTO A CONTRACT WITH MS CONSULTANTS, INC. FOR ENGINEERING DESIGN SERVICES FOR THE FIRST PHASE OF THE STATE RT. 91 NORTH TURN LANE IMPROVEMENTS PROJECT (PID 93822); AND DECLARING AN EMERGENCY.

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Legislative History

14-113: Authorization to Amend LPA Agreement and Funding Commitment with ODOT

12-35: Authorization for City to enter into Lead Public Agency (LPA) with ODOT

11-111: Authorization to Apply for STP funds as Programmed by AMATS

Purpose & Explanation

The study and design of the State Route 91 North Turn Lane Improvements is being divided into two phases due to a number of unknown design elements at this time. This first phase of design will focus on reviewing major project factors which include a study to determine the need for turn lanes at Valley View Road, Herrick

Park Drive and Hines Hill Road and the potential environmental impacts and probable right-of-way takes involved with widening the road in these areas. Following this first phase of design, the City will have a better idea of the final engineering costs and construction schedule due to the known right-of-way and environmental impacts. We will then return to Council for further review and approval of the final phase of the design.

A request for design qualifications for this project was publicly advertised and the City had nine (9) engineering design firms submit proposals including:

Arcadis	KCI Associates
Burgess & Niple, Inc.	LJB, Inc.
Environmental Design Group	MS Consultants, Inc.
Gills, Guard & Johnson	URS
GPD Group	

After a thorough evaluation of the qualifications and proposals, MS Consultants Inc. was selected to submit a fee proposal. This process, or quality based selection (QBS), is the approved method of consultant selection by the Ohio Department of Transportation (ODOT). ODOT is the administrator of the federal funds being utilized for right of way and construction of this project. To be eligible for the federal funds the City must follow the approved process for consultant selection. The City Engineering Department negotiated the fee with the consultant over the last several months and established a base fee of \$192,856 for this first phase of design.

The major fee elements for this first phase of study and design are as follows:

<u>Element</u>	<u>Fee</u>
Base Design Fee	\$135,155.00
Traffic Study	\$14,923.00
Alternates Evaluation	\$23,435.00
<u>Geotechnical Study</u>	<u>\$19,343.00</u>
Sub Total	\$192,856.00
<u>10% Contingency</u>	<u>\$19,285.60</u>
Total	\$212,141.60

As with other professional services contracts we are requesting a 10% contingency to handle any minor changes in the scope of services that may occur during the course of the plan development. For this contract, the 10% amount would be \$19,285.60. For considerations in excess to this amount, we will return to the City Council for any additional funds necessary to correct or adjust the situation.

As the City is responsible for 100% of the design and environmental fees, the City spoke with ODOT regarding typical fee percentages as it relates to construction. Based on the information provided, they have awarded recent fees for this type of work at approximately 20% of the total construction cost. This first phase design cost plus final design cost is anticipated to be within this 20% fee percentage.

The construction and right-of-way cost funding are split 80%/20% (Federal/City). The current maximum Federal funding is \$1,831,456 which is based upon a total construction cost estimate of \$2,289,320. This City is responsible for 20% of the ODOT approved construction items within the project limits. Sidewalks, bike lanes and resurfacing, outside the project limits, and any construction overruns, may be 100% City funded.

The Engineering Department will be returning to Council after this first phase of design is completed to request additional funding to cover the final design costs.

Timing Considerations

The design will begin once the contract is approved by City Council. The anticipated schedule for the completion of the construction of the improvements is 2017.

Fiscal Impact

- ☒ Currently Budgeted (\$275,000-101 fund) First Phase of Design
- ☐ Supplemental Appropriation Required
- ☐ Appropriation Not Required.

Suggested Action

Staff recommends that City Council approve the recommended resolution authorizing the City Manager to enter into a contract with MS Consultants Inc. for the first design phase of the Darrow Road (SR 91) North Turn Lane Improvement Project. The total amount including the contingency would be \$212,141.60. City staff is also requesting that an emergency clause be added to the legislation in order to protect the welfare and safety of the public.

Submitted by,

Jane Howington, City Manager

Thomas J. Sheridan, PE, PS, City Engineer

Bradley S. Kosco, PE, PS, Project Manager