



City of Hudson, Ohio

Staff Report With Text

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Title: A RESOLUTION AUTHORIZING THE CITY MANAGER TO ENTER INTO A CONTRACT WITH THE GPD GROUP FOR ENGINEERING DESIGN SERVICES FOR THE BARLOW ROAD IMPROVEMENT PROJECT; AND DECLARING AN EMERGENCY.

Executive Summary: The selected consultant will develop the plans and specifications for the Barlow Road Improvement Project. The limits of the project are Barlow Road from Terex Road to SR 91 (Darrow Road). The project's scope includes widening of the existing pavement, a multi-use path, re-grading of the ditches and storm sewer improvements. The Barlow Road grades near the rail crossing will also be improved. The design will strive to minimize the impacts to adjacent properties. Lighting at the intersections and improved signing and pavement markings are included. The Barlow Road and Terex Road intersection will be studied for short and long term solutions including realignment and signal options. The selected short term solution for intersection and the connection from west terminus of the project to connect a multi-use path to the Metro Parks Hike and Bike trail will be developed. The signal at Barlow and SR 91 may be upgraded as part of this project.

Sponsors: William A. Currin

Indexes: Engineering

Code sections:

Attachments: 1. Resolution No. 15-68

Date	Ver.	Action By	Action	Result
5/19/2015	1	City Council	approved on the consent agenda	Pass
5/12/2015	1	City Council Workshop	item forwarded	

A RESOLUTION AUTHORIZING THE CITY MANAGER TO ENTER INTO A CONTRACT WITH THE GPD GROUP FOR ENGINEERING DESIGN SERVICES FOR THE BARLOW ROAD IMPROVEMENT PROJECT; AND DECLARING AN EMERGENCY.

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Legislative History

There is no recent legislative history related to the Barlow Road Project.

Purpose & Explanation

Barlow Road (old TR-121) is a moderate volume (7,000 2014 ADT with 8% trucks) collector in the southern quadrant of the City. The project includes the widening of Barlow Road from Darrow Road (State Route 91) to 350 feet west of Terex Road (Approximately 8,800 feet in length). The existing road is an approximately nineteen to twenty foot wide uncurbed pavement with an asphalt wearing course. Recent pavement cores of the existing pavement have shown the pavement to consist of approximately 4-inches of asphalt on 4-inches of gravel base. The existing storm sewer is limited and consists mostly of shallow ditches and with some catch basins chained together. No sidewalks exist along the corridor. The majority of the road is serviced by sanitary sewer owned by the Summit County Department of Environmental Services. The corridor is serviced by City of Hudson water and power. Two existing pole lines exist along Barlow Road which may need to be relocated. Ellsworth Meadows exists along a portion of the north frontage from just east of Nicholson Drive to the railroad crossing. Although generally residential in nature there are parcels adjacent to the golf course which are zoned for light industrial. An assisted living facility exists on south side just east of the rail crossing and a hotel is planned across the street (north side). The road follows a mostly straight alignment with a rolling profile. The road has several deficient geometric elements. One such location is where Barlow Road intersects with an existing rail line, maintained by Norfolk and Southern. Although the rail line is in disrepair the crossing may become active at some time in the future. The line owner, Summit County Metro Parks, has undertaken a study to determine what is required to restore this rail line to service. The road has an abrupt change in horizontal as well as vertical alignment at this location. Hudson Engineering has preliminarily evaluated this area and determined the limits of pavement reconstruction are approximately: 600' east and west of the rail crossing.

The proposed road will consist of an asphalt pavement carrying two lanes and an 18 inch paved shoulder. The area in the vicinity of the rail crossing will be reconstructed to adjust the profile and horizontal deflection. The design will strive to minimize the impacts to adjacent properties. The project will include re-grading of some of the ditches and some new storm sewer as needed except in those areas where the existing system is adequate. The project will also include a shared use path or sidewalk on the north side of Barlow Road depending on whichever is more cost effective and minimizes grading, storm sewer and right-of-way impacts. The path will run the entire length of the improvement. Connectivity is a key component of this improvement. The drive aprons will be replaced or adjusted as required by the widening. Drive culverts will be replaced as needed. The signal at Barlow and SR 91 is 18 years old. The signal will be evaluated for upgrade as part of this project. Street lights will be provided to illuminate the intersections only. The approximate cost of these improvements is approximately \$1,569,000 to \$2,560,000.

Design proposals for this project were requested of five engineering design firms. (AECOM, Arcadis, B&N, GPD Group and Parsons Brinckerhoff). After interviewing the top two consultants and further refining the scope of service the following is a summary of the fees:

	<u>Firm</u>	<u>Base Fee</u>	<u>Refined Scope</u>
1.	GPD Group	\$256,991	\$229,976
2.	Parsons Brinckerhoff	\$256,533	\$340,120
3.	AECOM	\$279,183	----
4.	B&N	\$306,400	----
5.	Arcadis	\$320,400	----

An additional **\$64,243** in fees were identified for additional design work to be utilized as if authorized items (i.e. signal, right of way work, etc.).

A conceptual study of the Barlow Road and Terex Road intersection is included as a part of the work. The study will develop long and short term alternates for the intersection. The short term preferred alternate will be designed. The preferred long term solution will be developed as a candidate project for federal funding.

Environmental work includes preliminary level environmental investigation of all areas of concern, ecological

and hazardous materials, etc.

Right-of-Way and/or work agreement work: At this point in the process it is unclear how many parcels will be affected and if temporary and permanent property takes will be needed until the design is further along.

As with other professional services contracts, we are requesting a 10% contingency to handle any minor changes in the scope of services that occur during the course of the plan development. For this contract the 10% amount would be **\$29,422**. For larger considerations, we would return to the City Council for any additional funds necessary to correct or adjust the situation.

Timing Considerations

The design will begin once the contract is approved by City Council.

Fiscal Impact

Currently Budgeted

☒ Supplemental Appropriation Required (**\$323,641**)
Appropriation Not Required.

Suggested Action

Staff recommends that City Council approve the recommended resolution authorizing the City Manager to enter into a contract with GPD Group for the design of the Barlow Road Improvement Project. City staff is also requesting that an emergency clause be added to the legislation in order to protect the public welfare and safety.

Submitted by,

Jane Howington, City Manager

Thomas J. Sheridan, PE, PS, City Engineer

Christopher J. Papp, PE, Project Manager