



# City of Hudson, Ohio

## Staff Report With Text

**File #:** 17-7      **Version:** 1      **Name:**

**Type:** Resolution      **Status:** Passed

**File created:** 1/10/2017      **In control:** City Council

**On agenda:** 1/17/2017      **Final action:** 1/17/2017

**Title:** A RESOLUTION AUTHORIZING THE CITY MANAGER TO ENTER INTO A CONTRACT WITH MS CONSULTANTS, INC. FOR ENGINEERING DESIGN FOR THE FINAL PHASE OF THE STATE RT. 91 NORTH TURN LANE IMPROVEMENTS PROJECT (PID 93822); AND DECLARING AN EMERGENCY.  
Executive Summary: The SR 91 North Turn Lane Improvement project design includes 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, the installation of a sidewalk on one east side of the road, and bike lanes on both sides of the road from Brandywine Drive to Middleton Road.

**Sponsors:** David A. Basil

**Indexes:** Engineering

**Code sections:**

**Attachments:** 1. SR 91 Turn Lanes Map, 2. Resolution No. 17-7

Date	Ver.	Action By	Action	Result
1/17/2017	1	City Council	approved on the consent agenda	Pass

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### Legislative History

16-0067: Discussion: The SR 91 North Turn Lane Improvements, Costs Estimates and Recommendations

15-13: Authorization to Enter into Contract with ms Consultants for the First Phase of Engineering Design

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 was divided into two phases due to a number of unknown design elements at the outset of the project. The City of Hudson staff and design consultant, ms consultants, inc., have completed a feasibility study and public open house and presented the findings to Council in July, 2016.

The first phase of design included a traffic study which analyzed current and future traffic patterns including the new Downtown Phase 2 improvements. The traffic study established that traffic signals were not warranted, but that turn lanes are needed due to a high frequency of rear-end collisions at Valley View Road, Herrick Park Drive and Hines Hill Road.

The first phase of design included survey and mapping of the entire corridor from Brandywine Drive to Middleton Road (6,500 feet) and established a new typical section for the roadway that includes new 11-foot turn lanes at the main intersections, a new 8-foot pedestrian sidewalk and two bike lanes. The preliminary plan also identified a preliminary layout of new storm water improvements, street and sidewalk lighting, identified potential environmental impacts, approximate right-of-way takes and a preliminary construction cost estimate.

The base fee for the final phase of design cost is \$380,437. This final phase of design will include historic, archeological, hazardous material, ecological and further environmental research, reporting and permitting, additional geotechnical exploration, detailed roadway design, storm sewer hydraulic analysis and layout, water quality design, street lighting layout and electric analysis, turnpike bridge modifications (for new sidewalk), retaining wall design, utility coordination, and right-of-way plans.

The project will include right-of-way acquisition and the project will follow the federal requirements for right of way acquisition and the environmental clearance process. Separate contracts will be established for the right-of-way property appraisals, review appraisals and the actual right-of-way purchases have yet to be determined.

For this professional services contract we are requesting a 5% contingency to handle any minor changes in the scope of services that may occur during the course of the final plan development. The 5% amount would be \$19,021.85. 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.

A request for design qualifications for this project was publicly advertised and we had nine engineering design firms submit. (ms consultants, Burgess & Niple Inc. GPD Group, URS, Environmental Design Group, LJB Inc., KCI Associates, Arcadis, and GGJ). After City staff evaluated the qualifications and interviews with two of the most qualified consultants, ms consultants was selected to submit a fee proposal. This process, 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 negotiated with ms consultants over the last month and settled on a fee of \$380,437.

As part of our due diligence, the City spoke with ODOT regarding typical fee percentages as it relates to construction costs for this type of design. Based on the information provided, ODOT has awarded recent fees for this type of work at approximately 20%-30% of the total construction cost. The first phase design cost plus final study and design costs are anticipated to be within this 20%-30% fee percentage.

The construction and right-of-way appraisal cost funding are split 80%/20% (Federal/City). The current maximum Federal funding is \$2,800,000 which is based upon a total construction cost estimate of \$3,550,000. The 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, will be 100% City funded.

#### Timing Considerations

Staff will enter into a contract with ms consultant to begin the final phase of design after Council has provided authorization. The anticipated schedule for the completion of the construction of the improvements is 2020.

#### Fiscal Impact

- ☒ Currently Budgeted (\$320,000)
- ☒ Supplemental Appropriation Required (430 Fund \$79,458.85)
- Appropriation Not Required.

#### Suggested Action

Staff recommends City Council approve this Resolution authorizing the City Manager to enter into a professional services contract with the ms consultants, inc. for the final design and associated professional services for the SR 91 North Turn Lanes Project for the not-to-exceed amount of \$399,458.85 which includes a 5% contingency.

#### Submitted by,

Jane Howington, City Manager

Thomas J. Sheridan, PE, PS, City Engineer

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