RESOLUTION NO 29 , 2019

A RESOLUTION AUTHORIZING THE CITY MANAGER TO ENTER INTO A CONTRACT WITH STRAND ASSOCIATES, INC. FOR PROFESSIONAL SERVICES RELATED TO ENGINEERING SERVICES FOR THE PFEIFFER/DEERFIELD ROAD INTERSECTION MODIFICATION PROJECT

WHEREAS, Section 9.03 of Article IX of the Charter of the City of Montgomery, Ohio, provides the method under which the City Manager shall make certain purchases and enter into contracts on behalf of the City; and

WHEREAS, it is appropriate to provide contract authority for professional services that are generally not subject to competitive bidding but will exceed a total of $50,000 in a calendar year; and

WHEREAS, the Administration did request Letters of Interest from engineering firms which may be interested in assisting the City in designing and engineering public improvements as a part of the anticipated intersection improvements at Pfeiffer Road and Deerfield Road; and

WHEREAS, multiple firms submitted responses which were reviewed by an evaluation committee consisting of the City Manager, Director of Law and Public Works Director; and

WHEREAS, Strand Associates, Inc. did submit a Letter of Interest which was reviewed and recommended for approval by the evaluation committee; and

WHEREAS, it is the desire of the Council of the City of Montgomery to enter into a contract with Strand Associates, Inc. to perform design and engineering services for the City in conjunction with the Intersection Improvement Project at Pfeiffer Road and Deerfield Road.

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Montgomery, Hamilton County, Ohio, that:

SECTION 1. The City Manager is hereby authorized to enter into a contract with Strand Associates, Inc. for professional services to be provided to the City of Montgomery for the intersection improvements and related traffic improvements for the Pfeiffer/Deerfield Road Intersection Modification Project according to the schedule submitted by Strand Associates, Inc., attached hereto as Exhibit "A" and incorporated herein by reference.

SECTION 2. The City Manager is hereby authorized to pay Strand Associates, Inc. according to the rates set forth in said schedule within the anticipated project scope of $132,925.00 which includes all necessary subcontractors for surveying and engineering and a 15% contingency fund above the engineer's estimates.

SECTION 3. The City Manager is additionally authorized to seek appropriate grant funding for these services.

SECTION 4. This Resolution shall be in full force and effect from and after its passage.

PASSED: September 4, 2019

ATTEST: _____
Connie M. Gaylor, Clerk of Council

_____
Christopher P. Dobrozsi, Mayor

APPROVED AS TO FORM:

_____
Terrence M. Donnellon, Law Director

STRAND ASSOCIATES®

Strand Associates, Inc.®
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July 23, 2019

Gary Heitkamp, Public Works Director
City of Montgomery
10101 Montgomery Road
Montgomery, OH 45242

Sent via e-mail

Re: Pfeiffer Road and Deerfield Road Roundabout Project
HAM-CR284-1.33, PID 107130

Dear Gary,

On behalf of Strand Associates, Inc.® (Strand), thank you for the opportunity to provide this Proposal to assist the City of Montgomery (City) with Engineering Services (Services) related to the Pfeiffer Road and Deerfield Road Roundabout Project (HAM-CR284-1.33, PID 107130). This Proposal describes the **Project Narrative, Schedule,** and **Compensation**.

Project Narrative
This project involves the construction of a modern single lane roundabout at the intersection of Pfeiffer Road (CR 284) and Deerfield Road. A Feasibility Study is proposed to evaluate multiple roundabout alternatives. The objective of the Feasibility Study is to determine a size and location for the roundabout that meets design criteria and minimizes right-of-way impacts and project cost. The project will require new permanent right-of-way and temporary construction easements. Other project elements include a maintenance of traffic plan, stormwater management, a post-construction BMP, utility pole relocations, geotechnical exploration, and preparation of a Categorical Exclusion environmental document. A public involvement meeting is anticipated after the Stage 1 submittal and is included in this Proposal. The preliminary engineering, design, right-of-way acquisition, and construction phases of the project are partially funded by grants through the Highway Safety Improvement Program and Congestion Mitigation and Air Quality program.

The Services are anticipated to be provided through a two-part contract. The first part will be from the Feasibility Study phase through Stage 1 design, and the second part will be from Preliminary Right-of-Way Plans through Final Tracings. The first part will be cost plus fixed fee and the second part is anticipated to be lump sum.

A narrative for each task in the Part 1 contract is provided in the enclosed Fee Proposal Spreadsheet. Following is additional information for some of the tasks included in the Part 1 contract.

Planning Phase

- *Task 1.3.C.A–Turning Movement Counts at Intersections-No Build* is included to obtain 12 hours of turning movement data at the intersection. This information will be used to prepare signal warrants and as the basis for Opening Day and Design Year forecasted volumes.
- *Task 1.3.F–Capacity Analysis–No Build Condition* is included to help establish the purpose and need for the project (i.e., excessive congestion and delay).

Feasibility Study

- *Task 2.1.A.B–Certified Traffic-Feasible (Build) Alternatives* is included to develop design designations because ODOT will not be providing certified traffic for this project.
- *Task 2.1.A.C–Capacity Analysis Feasible (Build) Alternatives* is included to analyze two alternatives: a traffic signal and roundabout. The results will be incorporated into the Feasibility Study.
- *Tasks 2.1.A.G–Preliminary Alignment and Profile, 2.1.A.H-Cross Sections,* and *2.1.A.I-Mapping* are included to develop the Feasibility Study. The study will address the No Build condition and up to five roundabout alternatives that vary in size and/or location. The intent of the Feasibility Study is to obtain an accurate depiction of the layout and anticipated construction limits for the alternatives and then use this information to develop a comparison matrix that considers traffic operations, safety, right-of-way impacts, and cost. Input from Heritage Land Services, Inc. (HLS) will be obtained during the Feasibility Study to understand right-of-way challenges and costs. The Feasibility Study will consist of a letter, preliminary exhibits for No Build and Build alternatives, opinion of probable construction costs for two Build alternatives, and the comparison matrix.

Environmental Studies

- Tasks under *Task 2.2–Perform Environmental Field Studies* will be performed by Crawford, Murphy & Tilly, Inc (CMT).

Survey and Mapping

- *Tasks 2.3.A.A–Project Control, Benchmarks, and Reference Points, 2.3.A.C-Base Mapping,* and *2.3.A.F-Eastblish Property Lines, Tax ID, and Ownerships on Base Map* will be performed by G.J. Berding Surveying, Inc (Berding).

Public Involvement

- *Task 2.6.A–Public Involvement/Coordination* includes preparation for and attendance at one public involvement meeting. The design team will prepare notices and advertisements, sign-in sheets, comment sheets, and materials/exhibits for the meeting. The design team will also summarize and provide a response to comments received. The City will advertise the project and provide a location and with necessary accommodations.

Stage 1 Design

- The tasks under Stage 1 Design are included to provide the design and drawings required to meet the project objectives and scope. The tasks and hours anticipate a roundabout is the preferred alternative.
- Key project parameters that influenced the hours included in the Fee Proposal Spreadsheet include:
    - Project length is approximately 200 feet along each approach.
    - Project includes four driveways.
    - The schedule for the Part 1 contract is anticipated to be seven months (September 2019 through April 2020).
    - We anticipate the Stage 1 drawing set will include approximately 25 sheets.
- The tasks under *Task 2.7.D–Geotechnical Services* will be performed by Geotechnology, Inc (Geotechnology).
- *Task 2.7.I–Lighting Plans* will be performed by CMT.

Schedule
Services will begin upon execution of an Engineering Services Agreement, which is anticipated on or around September 4, 2019. At this point, we anticipate maintaining the schedule in ELLIS and holding the public involvement meeting after the Stage 1 submittal.

Compensation
The estimated fee was developed following Volume 4 of the ODOT Consultant Fee Estimation Guidance document.

A brief summary of tasks by consultant is as follows:

- Strand (Prime Consultant): preliminary engineering, Feasibility Study, Stage 1 design (roadway, roundabout, traffic control, maintenance of traffic)
- Berding: field survey and base mapping
- CMT: environmental services and lighting design
- Geotechnology: geotechnical services
- HLS: right-of-way acquisition services

A breakdown of fees by consultant is shown in the following table.

Consultant	Planning Phase	Preliminary Engineering Phase	Total
Strand	$1,911	$70,371	$72,283
Berding	$0	$16,331	$16,331
CMT	$0	$24,981	$24,981
Geotechnology	$0	$14,850	$14,850
HLS	$0	$4,479	$4,479
Total	$1,911	$131,013	$132,925

Enclosed with this letter are the following:

1. Fee Proposal Spreadsheet, including subconsultants.
2. Subconsultant proposals.
3. Strand's audited overhead rate.

Strand appreciates the opportunity to assist the City with this project. If you have any questions, please feel free to contact me at (513) 861-5600.

Sincerely,

STRAND ASSOCIATES, INC.®

Jeff Heimann

Jeff Heimann, P.E.