



Board of Commissioners of Cook County

118 North Clark Street
Chicago, IL

Legislation Text

File #: 17-4121, **Version:** 1

PROPOSED CONTRACT AMENDMENT (TRANSPORTATION AND HIGHWAYS)

Department(s): Transportation and Highways

Vendor: TranSystems Corporation, Schaumburg, Illinois

Request: Approval

Good(s) or Service(s): Engineering Services - Contract Increase - Amendment 8

Location: Quentin Road: Dundee Road (IL Route 68) to Lake Cook Road

County Board District(s): 14

Original Contract Period:

Section: Section number or 05-V6246-10-ES

Proposed Contract Period Extension:

Section: Section number or 05-V6246-10-ES

Total Current Contract Amount Authority: \$1,695,824.96

Original Board Approval: 6/7/2005, \$455,658.09

Previous Board Increase(s) or Extension(s): (9/7/2006, \$116,044.36), (7/10/2007, \$129,570.80), (10/15/2008, \$191,759.15), (10/19/2010, \$148,547.68), (9/10/2012, \$35,225.00), (7/17/2013, \$148,566.98), (9/09/2015, \$470,452.90)

Previous Chief Procurement Officer Increase(s) or Extension(s): N/A

This Increase Requested: \$736,562.09

Potential Fiscal Impact: FY 2017 \$254,153.93; FY 2018 \$240,704.08; FY 2019 \$240,704.08

Accounts: 600-585 Motor Fuel Tax

Contract Number(s): N/A

IDOT Contract Number(s): N/A

Federal Project Number(s): BRS-0031(031)

Federal Job Number(s): N/A

Concurrences:

N/A

Summary: The Department of Transportation and Highways respectfully requests authorization to increase of the agreement with Transystems Corporation for Phase I Preliminary Engineering Services in the amount of \$736,562.09.

In 2005, the Department entered into an agreement with Transystems Corporation for Phase I Preliminary Engineering Services for Quentin Road, Dundee Road to Lake Cook Road. This project was initiated and a proposed improvement was presented to the public in 2009; however, this proposal met with significant opposition due to its impacts to the adjacent Forest Preserve land. Since that time, the Department has been working with the Forest Preserve and stakeholder groups to identify and address the environmental concerns such that a new proposed improvement can be developed and implemented.

The project utilizes Federal funding, therefore the Phase I must follow the Federal NEPA process. Since the contract was initiated, the NEPA processing for the Phase I has been elevated from a Categorical Exclusion (CE) to an Environmental Class of Action Determination (ECAD) to an Environmental Assessment (EA). All levels of processing require similar steps, but the EA requires a much more in-depth level of analysis than a CE. It is not uncommon for an EA Phase I to take several years to complete, to produce a proposed improvement which can be approved by the Federal Highway Administration. At this time we believe we have identified all scope items which will be required to complete the full EA Phase I process, and Transystems has prepared a supplemental scope and cost estimate which outlines the additional services required to complete the Phase I. The major tasks included in the expanded scope are detailed engineering studies for an additional alternative including detailed drainage and water quality analyses, conduct a third Public Information Meeting to present two finalist project alternatives, conduct environmental and hydraulic studies and analyses of the Dunhaven Woods subdivision complex as a potential area to implement stormwater detention and water quality best management practices (BMPs), plan, prepare, and attend six NEPA/404 Merger meetings, plan, prepare, and attend up to 16 focus group meetings to be held with the project stakeholders, and create an intersection design study for the recommended signalized intersection of Quentin Road and the Deer Grove Forest Preserve/Camp Reinberg entrance.