

ATTACHMENT A

TASK ORDER NO. 08

In accordance with Section 1.2 of the Master Contract dated September 16, 2009 between the Village of La Grange (the "Village") and KLOA, Inc. (the "Consultant"), the Parties agree to the following Task Number 7:

1. Contracted Services:

Consultant shall complete the scope of services as described in the attached KLOA proposal dated January 25, 2010 to develop a preliminary engineering study for improvements to 47th Street.

2. Project Schedule (attach schedule if appropriate):

All work shall be completed prior to August 31, 2010

3. Project Completion Date:

All Contracted Services must be completed on or before August 31, 2010

4. Project Specific Pricing (if applicable):

Consultant shall be compensated on a cost plus fixed fee formula based on IDOT's approved overhead multipliers in an amount not to exceed \$14,000.

5. Additional Changes to the Master Contract (if applicable):

None.

All other terms and conditions remain unchanged.

[signature page follows]

VILLAGE

CONSULTANT

Signature

Signature

Director of Public Works

Name (Printed or Typed)

Date

Date

If greater than, \$2,000, the Village Manager's signature is required.

Signature

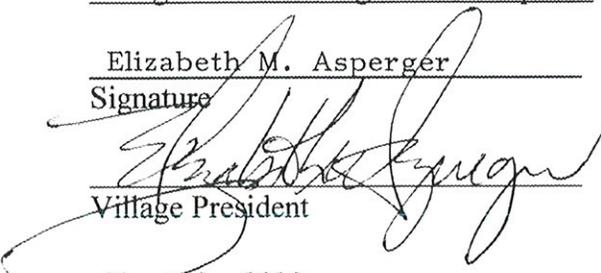
Village Manager

Date

If greater than \$10,000, the Village Board must approve the Task Order in advance and the Village President's signature is required.

Elizabeth M. Asperger

Signature



Village President

May 10, 2010

Date

January 25, 2010

Mr. Ryan Gillingham, PE
Director of Public Works
Village of La Grange
320 East Avenue
La Grange, Illinois 60525

Re: Scope of Services and Fee Proposal
Feasibility Study - 47th Street 3-Lane Conversion
La Grange, Illinois

Dear Ryan:

As requested, Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) is pleased to submit this scope of services and fee proposal to conduct a feasibility study for the proposed conversion of 47th Street from a four-lane roadway to a three-lane roadway from the east Village limits at East Avenue to the west Village limits at Gilbert Avenue.

The intent of this study is (1) to evaluate the potential local and regional traffic impacts of the three-lane conversion, (2) to analyze projected traffic operations along 47th Street as a three-lane roadway, (3) to develop alternative typical cross-sections and preliminary roadway re-striping plans for 47th Street as a three-lane roadway, and (4) to render a professional opinion as to whether the conversion of 47th Street is warranted based on engineering judgment.

Scope of Services

1. Obtain CAD base files of 47th Street from Heuer and Associates for the full length of 47th Street between Gilbert Avenue and East Avenue, showing existing right-of-way, curb and gutter, sidewalk, curb ramps, crosswalk marking, signage, fire hydrants, light standards, and other features within the public right-of-way.
2. Obtain traffic signal phasing plans from the Illinois Department of Transportation (IDOT) for the traffic signal controlled intersections along 47th Street (i.e., La Grange Road, Brainard Avenue, Edgewood Avenue, Gilbert Avenue).
3. Utilize recently collected average daily traffic (ADT) data on 47th Street, ADT data available from the Illinois Department of Transportation (IDOT), and field reviews to provide a comparison between the volume of traffic and roadway design of 47th Street versus other parallel alternate east-west regional roadways in the area, such as Ogden Avenue, 55th Street, Plainfield Road and Joliet Road.

4. Conduct weekday peak period traffic counts (7:00-9:00 AM, 4:00-6:00 PM) at the key intersections within the 47th Street corridor, potentially including East Avenue, La Grange Road, Brainard Avenue, Edgewood Avenue and Gilbert Avenue.
5. Perform traffic capacity/operational analysis of the key intersections and arterial segments in the 47th Street corridor to determine peak hour operations under existing conditions and proposed conditions (i.e., three-lane roadway, traffic growth considered).
6. Based on the results of the previous tasks and utilizing engineering judgment and published technical literature, opine as to whether the projected volume of traffic on 47th Street and the resulting operating levels of service are conducive to a three-lane roadway design.
7. Based on the traffic operations analysis, assess and/or estimate the potential diversion of traffic from 47th Street to the alternate regional and local roadways. Determine the traffic implications from any significant diversions.
8. Prepare a typical cross section of 47th Street as a three-lane roadway.
9. Utilizing the base files provided by Heuer and Associates, develop a conceptual roadway striping plan for 47th Street that depicts how the roadway would be modified to accommodate a left-turn lane, median and bike lanes.
10. Prepare a memorandum report summarizing the methodologies, findings and recommendations from this feasibility study.
11. Coordinate with Village staff, and IDOT if appropriate, for the purpose of obtaining the necessary approvals to initiate the follow-up steps discussed below.
12. KLOA staff will attend up to two meetings with the Village and/or IDOT to review or present the study findings and/or obtain necessary approvals.

Follow-Up Steps

If the feasibility proves favorable towards the conversion of 47th Street, the following follow-up steps are anticipated to be required towards the goal of final approval and implementation of the project.

- Community involvement intended to obtain consensus from the community and public representatives on the conversion of the roadway.

- Coordination with IDOT, including the submission and review of the Phase 1 study.
- Performance of topographic surveys of the key intersections in the corridor (East Ave, La Grange Rd, Brainard Ave, Edgewood Ave, Gilbert Ave).
- Preparation of Intersection Design Studies for these intersections to show the modified roadway channelization (i.e., turn lanes, median, bike lanes, etc), intersection capacity analysis results, modified traffic signal phasing plans, and the layout of modifications to the traffic signal equipment.
- Coordination with IDOT on the IDS submission and required design elements.
- Preparation of final engineering design plans for the reconfiguration of the roadway and traffic signals and estimation of construction costs.
- Coordination with IDOT on the final engineering plans.

It is anticipate that an initial conversion of 47th Street would include the re-striping of the roadway and implementation of necessary traffic signal modifications while maintaining the existing curb and gutter, drainage infrastructure and sidewalks. Ultimately, the Village may pursue the reconstruction of the roadway that includes the relocation of the curb and gutter, drainage infrastructure and sidewalks and possible construction of a landscaped median and off-street bike path.

Time of Performance

Items 1-10 of this scope of services can be completed within eight (8) weeks of receipt of a signed copy of this letter agreement for our files.

Cost of Services

The cost of services rendered by KLOA, Inc. will be based on our standard hourly billing rates for staff time expended on this assignment, plus reimbursement at cost for direct expenses such as travel, postage, and reproduction. Based on our experience with similar studies, our not-to-exceed cost for staff time and direct expenses for the tasks outlined in Items 1 through 12 of this scope of services will be **\$14,000**. We will not exceed this cost without prior authorization from you. The cost for staff time and direct expenses in connection with any additional meetings for which our attendance is desired, beyond the two meetings listed in Item 12 of the scope of services, would be considered additional services to this letter agreement and the costs of such meetings would be in addition to the project budget estimated above. The 2010 hourly rates for a Principal to attend daytime meetings range from \$155-190 and range from \$230-\$260 to attend evening hearings.

Method of Payment

Invoices for services rendered will be submitted every two weeks and will reflect the charges incurred on the project during the previous period. Invoices will show staff time and expenses separately. Invoices are due and payable within 30 days of the invoice date. Payments due KLOA are not contingent upon project approval or project financing and are the responsibility of the Village of La Grange. In the event that legal proceedings are instituted to collect delinquent payments due KLOA, the Village of La Grange will be responsible for court costs, expenses of collection, and reasonable attorney's fees. To the maximum extent permitted by law, the Village of La Grange agrees to limit KLOA, Inc.'s liability for the Village of La Grange's damages up to the sum of the total fee on this contract. This limitation should apply regardless of the cause of action or legal theory pled or asserted.

KLOA, Inc. is pleased to have this opportunity to continue offering our professional services to the Village of La Grange. We look forward to initiating our services on this project upon receipt of a signed copy of this letter of agreement for our files. If you have any questions, please do not hesitate to call us at (847) 518-9990.

Sincerely,

KENIG, LINDGREN, O'HARA, ABOONA, INC. ACCEPTED AND APPROVED THIS



Eric D. Russell, PTP
Principal



As its Principal and
Contracting Officer

10th DAY OF May, 2010


(Signature)

Elizabeth M. Asperger, Village President
(Typed Name)

Authorized to Execute Agreements for:

Village of La Grange