

**AMENDMENT NUMBER 1 TO
PROFESSIONAL SERVICES AGREEMENT
BETWEEN
WADE TRIM ASSOCIATES, INC.
AND
THE CITY OF ANN ARBOR
FOR THE
STATE AND HILL STREETS IMPROVEMENTS PROJECT**

This Amendment Number 1 (“Amendment”) is to the agreement between the City of Ann Arbor, (“City”) and Wade Trim Associates, Inc., (“Contractor”) for Engineering Design Services for the State and Hill Streets Improvements Project, which is dated December 15, 2021 (“Agreement”). City and Contractor agree to amend the Agreement as follows:

- 1) Article III, Services, Paragraph A. The referenced Exhibit A is amended to include Services provided in Exhibit A1, included in this document.
- 2) Article V, Compensation of Contractor. The referenced Exhibit B is amended to include payment to the Contractor in the manner set forth in Exhibit B1, included in this document.

All terms, conditions, and provisions of the Agreement, unless specifically amended above, shall apply to this Amendment and are made a part of this Amendment as though expressly rewritten, incorporated, and included herein.

City and Contractor agree that for this Amendment and any documents related to the Agreement: 1) signatures may be delivered electronically in lieu of an original signature; 2) to treat electronic signatures as original signatures that bind them; and 3) signatures may be executed and delivered by facsimile and upon such delivery, the facsimile signature will be deemed to have the same effect as if the original signature had been delivered to the other party.

This Amendment to the Agreement shall be binding on the Parties’ heirs, successors, and assigns.

[SIGNATURE PAGE FOLLOWS]

For Wade Trim Associates, Inc.

By _____
Christopher E. Wall

Title: Vice President

Date: _____

For City of Ann Arbor

By _____
Christopher Taylor, Mayor

By _____
Jacqueline Beaudry, City Clerk

Date: _____

Approved as to substance

Milton Dohoney Jr., City Administrator

Brian Steglitz,
Public Services Area Administrator

Approved as to form and content

Atleen Kaur, City Attorney

EXHIBIT A1 – Amendment Number 1 SCOPE OF SERVICES

**STATE AND HILL STREETS IMPROVEMENTS PROJECT
ADDITIONAL DESIGN SERVICES AND CONSTRUCTION PHASE SERVICES AMENDMENT
CITY OF ANN ARBOR PROJECT #2021-017
January 12, 2023**

Wade Trim is currently working toward finalizing the design of the State and Hill Improvement project and is prepared to assist through construction.

At this time, Wade Trim is seeking an amendment to address the following scope changes:

1. Additional design phase scope items as a result of unforeseen challenges, public comment, and MDOT comment;
2. Future construction phase services.

Design Phase Scope Items

The following list are the significant design phase items that required unforeseen and additional Wade Trim effort:

Survey – Broken Manhole Cover

While opening a utility manhole in the project area, the structure cover broke and therefore it was unable to be replaced on top of the structure. In order to ensure the safety of the area, Wade Trim surveyors remained at the manhole to direct people away from the hazard, until a new manhole cover was delivered and installed.

APS Ready Intersections

The City transportation team has requested that signalized intersections be upgraded to account for the future installation of Audible Pedestrian Signals (APS). Wade Trim met with the City and provided exhibits to aid in determining what “APS Ready” consisted of. Once a scope was agreed upon, this design required additional signal design to install conduit and pedestal, and intersection ramp grading that is more extensive than standard ADA design. This also increased the number of ramp areas to be upgraded. APS Ready was requested at 4 intersections:

- Packard/State
- Packard/Hill
- Hill/State
- State/Hoover (still under review)

Arbor Street Crosswalk Ped Signals

It was determined by the City and the Wade Trim/Smith Group team that pedestrian signals should be added at the Arbor/State crosswalk.

New Curbed Bumpouts

Curbed bumpouts were added to the resurfacing scope as a necessary part of the bike lane configuration, or by request because of adjacent on-street parking. These bumpouts include:

- Arbor Street
- Packard/State
- Monroe/State

- State/Hill
- State/Madison

Reconfiguration of U-M Parking Garage Entrance

The City has requested that the entrance to the University of Michigan parking garage on Hill Street between Tappan and E University be reconfigured within the ROW.

Hoover/State Ramp Analysis

As a result of the bike lane configuration and requests from the DDA to extend the bike lanes through the Hoover/State intersection, the Wade Trim team has studied the quadrant to determine feasibility of moving the curb 2-ft west, while maintaining ADA compliance and staying inside the ROW. Since this ramp/intersection was recently upgraded in 2019 as part of the Hoover, Greene and Hill project, the project team did not anticipate any work outside of pavement markings in this area.

Sanitary Replacement at Hill/Division

The City Systems Planning team requested that a run of sanitary sewer in the intersection of Hill/Division be replaced to allow for better capacity on the pipe (ie. increase slope).

Drainage Analysis at Hill/Division

The City requested Wade Trim to review the City storm model to determine whether increasing the number of drainage structures within the Hill/Division intersection would assist in existing flooding issues in the area.

Signal Handhole Replacement and Intersection Conduit Installation

The City Signs and Signals team requested the replacement of 29 handholes within the project area. Supplemental sidewalk replacement is also included in this effort

Signal Cabinet Replacement

The City Signs and Signals team requested the replacement of the existing signal cabinet at Hoover/State.

Workshop Materials for Additional Scope Items

The design team provided sketches and cost estimates for each potential additional scope item including:

- Bumpouts at all intersections with on-street parking
- APS Ready at all signalized intersections
- Existing versus proposed lighting analysis
- Multiple treeline trail options
- Conduit and handhole replacement

An internal workshop, and a workshop with the City was held to discuss all items. In order to meet MDOT's schedule, the design team moved forward on drafting some areas for further City review, prior to being given the direction that not all items would be included.

Design Exception Efforts

Lane Width Design Exception:

MDOT Road Design Manual allows the following: "10'-0" lanes may be considered in urban areas for multi-lane un-divided (regardless of ADT)". At the GI meeting, MDOT requested a design exception to be submitted regardless of the above statement.

Cross-slope Design Exception:

A design exception was created for the GI submittal based on the original pavement marking design (this is considered included in the project scope). When the pavement markings changed to remove all parking, the centerline of the road moved, requiring the re-analysis of proposed cross-slopes with respect to the design exception.

MOT Direction Change

After discussion with U-M and coordination with other City projects in 2023, the requested maintenance of traffic pattern change was switched from northbound State and eastbound Hill open, to southbound State and westbound Hill open. New traffic control staging, plans, detours and estimates will be a result of this change.

MOT Phase Changes

Initial detours/phasing were designed to ensure the Packard/State, Packard/Hill and State/Hill intersections were not closed simultaneously. During the final phases of the project, direction was given to close these intersections simultaneously resulting in phase changes (vehicular detour plan changes, pedestrian detour plan changes, intersection details, progress clause, and Maintaining Traffic Special Provision changes)

Change directive for pavement resurfacing (full removal versus HMA surface removal)

80% plans included the removal and replacement (7" HMA on 10" aggregate) of full depth pavement across the full width of Hill Street for watermain installation. After some internal City discussion, it was requested that the plans be changed to reflect only HMA surface removal, and regrading/adding/removing some aggregate base to match a new proposed cross section (6.5" HMA on 10" aggregate). Typical cross sections, earthwork calculations and estimate required updating to make this change.

Prior to the final submittal, the project team was requested to re-evaluate the proposed cross-sections further, modifying the HMA and aggregate base depth, as well as the methods of removal/replacement. Typical cross sections, earthwork calculations and estimates required updating to make this second change.

Parking Removal

As a result of a public engagement meeting around the 80% stage, a request was made to switch parking on State Street from the west side of the road to the east side of the road. This requires a re-design of bumpouts on the east side of the road, and regrading of ADA ramps without bumpouts on the west side of the road. This also required changes to the pavement marking, signage plans, proposed paving plans, removal plans and typical cross sections.

Two Program Applications/Cost Estimates

MDOT Local Agency Engineers originally expressed that a single program application could be used for the State and Hill resurfacing projects, as reflected in the project scope (a single contract). With the GI submittal, the MDOT Local Agency Engineer requested that the program applications and cost estimates

be split by funding per street. This duplicates the effort to input information into the MERL software, complete the program application, and perform the quantity take-off calculations.

Switch from Ann Arbor to MDOT Standard Pay Items

Prior to final submittal, the City decided that using the MDOT standard pay items for sidewalk and concrete was acceptable. This required a change to the pay item names on all proposed plan sheets, detail sheets, and in the estimate/MERL. The team also had to review and compare City of Ann Arbor special provision versus MDOT standard pay item to ensure that requirements were not missed (ie. the use of subbase under sidewalk, etc).

Bus Stop Relocation/Upgrades

After meeting with The RIDE, bus stop locations were removed/relocated. MDOT also indicated at the GI meeting that all bus stops needed to be upgraded to be ADA compliant. This addition required changes to the pavement marking plans, signage plans, detailed grading plans and special provisions.

“No Turn on Red” Signage

No Turn on Red signage mounted to mast arms was added to the signal plans, as well as to the signage plans where mast arms are not present. This came as a result of a City Council directive to add NTOR signage at all downtown signalized intersections. The Special Provision for Permanent Signs and Supports also needed to be updated to account for the mounting and signage materials.

Left Turn Lane Removal Evaluation

The bike lane configuration on Hill Street required the analysis of left turn lanes along the corridor. The Wade Trim traffic team modeled and evaluated the removal of left turn lanes, and included an analysis in the submitted traffic study for City review. The traffic team also evaluated left turn lane removal at Hoover/State.

Construction Phase Services

The anticipated construction duration is from April 2023 to September 2023, approximately 24 weeks. Construction Phase services will consist of design assistance and construction engineering to support Project Manager Theresa Bridges during construction. Wade Trim will also provide construction staking for the project.

Design Services Support

Wade Trim has provided hours to assist in the event of modified or additional design work necessary during the construction phase of this project. Due to the unknown nature of design requests, Wade Trim will monitor design service scope and notify the City if the effort is greater than the hours originally allocated. In the event that design services exceed the original level of effort, Wade Trim will work with the City Project Manager to negotiate a mutually agreed upon additional scope and budget.

Construction Engineering Support

Wade Trim has provided hours for Construction Engineer **Felipe Uribe (4 hours/week)**, Project Manager **Vaughn Martin (2 hours/week)**, and Design Manager **Carmelle Tremblay (2 hours/week)** to assist the City Project Manager with field questions, feedback, and coordination with the Wade Trim design team. It is our understanding that the City of Ann Arbor will perform all administrative and MDOT Office Tech work internally.

Construction Staking

Wade Trim will provide construction staking and layout. We anticipate 37 crew days (Two 2 person staking crews for 8 hours) of construction staking and layout to support the State and Hill Project with 24 crew days requiring 2 hours of overtime. We will set project control and additional benchmarks as requested by the contractor. Wade Trim will also perform monument witnessing and resetting for any disturbed monuments. The contractor will be responsible for the cost of re-staking.

EXHIBIT B1 – Amendment Number 1 SCOPE OF SERVICES

COMPENSATION SUMMARY

Original Design Work (Professional Services Agreement)	\$ 449,034.00
Additional Design (Amendment Number 1)	\$ 228,659.00
Construction Phase Services (Amendment Number 1)	\$ 157,121.00
TOTAL CONTRACT	\$ 834,814.00

Additional Design Phase Services

Items	Effort
Design Phase Services	
Survey – Broken Manhole Cover	\$ 1,251.00
APS Ready Intersections	\$ 40,816.00
Arbor Street Crosswalk Ped Signals	\$ 4,326.00
New Curbed Bumpouts	\$ 15,088.00
Reconfiguration of U-M Parking Garage Entrance	\$ 2,440.00
Hoover/State Ramp Analysis	\$ 11,596.00
Sanitary Replacement at Hill/Division	\$ 5,720.00
Drainage Analysis at Hill/Division	\$ 2,292.00
Signal Handhole and Intersection Conduit Installation	\$ 7,806.00
Signal Cabinet Replacement	\$ 3,280.00
Workshop Materials for Additional Scope Items	\$ 17,800.00
Design Exception Efforts	\$ 13,480.00
MOT Direction Change	\$ 22,280.00
MOT Phase Change	\$ 9,688.00
Change Directive for Pavement Resurfacing	\$ 15,000.00
Parking Removal	\$ 20,848.00
Two Program Applications/Cost Estimates	\$ 7,440.00
Switch from AA to MDOT Pay Items	\$ 4,752.00
Bus Stop Relocations/Upgrades	\$ 9,288.00
“No Turn on Red” Signage	\$ 2,188.00
Left Turn Lane Removal Evaluation	\$ 11,280.00
Wade Trim Subtotal	\$ 228,659.00

Construction Phase Services

Items	Effort
Construction Phase Services	
Design Services Support	\$ 23,692.00
Construction Engineering Support	\$ 36,144.00
Construction Staking	\$ 97,285.00
Wade Trim Subtotal	\$ 157,121.00



Engineering Planning
Sciences Surveying

**Project Cost
Estimating Sheet**

WT102-01

CLASSIFICATION	Project												TOTAL
	State and Hill Streets Improvements												
	Prof Eng IV	Prof Eng III	Engineer II	Prof Eng II	Prof Eng IV	Engineer IV	CADD Tech VI	CADD Tech VI	Surveyor I & II	Prof Surveyor III	PLA	CIV	
	Vaughn Martin	Carmelle Tremblay	Ryan Brown / Matt Clark	Tom Wheeler / Breanna Anderson / Andy Kaspor	Lori Pawlik	Jill Bosserd	Jason Caruso	Marty Flanagan			Oliver Kiley	Katherine Dekrey	
RATE	\$195	\$168	\$105	\$142	\$195	\$147	\$116	\$116	\$184	\$147	\$180	\$140	
TASKS	HOURS	HOURS	HOURS	HOURS	HOURS	HOURS	HOURS	HOURS	HOURS	HOURS	HOURS	HOURS	HOURS
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Amendment 1									6	1			7
Survey - Broken Manhole Cover									\$1,104	\$147			\$1,251
APS Ready Grading at 4 Intersections	20 \$3,900	20 \$3,360	60 \$6,300	80 \$11,360		10 \$1,470	20 \$2,320	16 \$1,856					226 \$30,566
APS Ready Signalization at 4 Intersections	2 \$390	4 \$672				12 \$1,764	48 \$5,568	16 \$1,856					82 \$10,250
Arbor Street Crosswalk Ped Signals	2 \$390	4 \$672				8 \$1,176	16 \$1,856	2 \$232					32 \$4,326
New Curbed Bumpouts	8 \$1,560	16 \$2,688		60 \$8,520				20 \$2,320					104 \$15,088
Reconfiguration of U-M Parking Garage Entrance			8 \$840	8 \$1,136				4 \$464					20 \$2,440
Hoover/State Ramp Analysis	20 \$3,900	12 \$2,016		40 \$5,680									72 \$11,596
Sanitary Replacement at Hill/Division	8 \$1,560	8 \$1,344	16 \$1,680	8 \$1,136									40 \$5,720
Drainage Analysis at Hill/Division	4 \$780	4 \$672	8 \$840										16 \$2,292
Signal Handhole Replacement and Intersection Conduit Installation	2 \$390	4 \$672				8 \$1,176	48 \$5,568						62 \$7,806
Signal Cabinet Replacement						16 \$2,352	8 \$928						24 \$3,280
Workshop Materials for Additional Scope Items	24 \$4,680	40 \$6,720									20 \$3,600	20 \$2,800	104 \$17,800
Design Exception Efforts				40 \$5,680	40 \$7,800								80 \$13,480
MOT Direction Change (NB to SB Only)	16 \$3,120	40 \$6,720			40 \$7,800		40 \$4,640						136 \$22,280
MOT Phase Changes (ie. closing entire Bermuda Triangle in Ph 2)	8 \$1,560	16 \$2,688			16 \$3,120		20 \$2,320						60 \$9,688
Change directive for pavement resurfacing (full removal versus HMA surface removal) x 2	16 \$3,120	20 \$3,360		60 \$8,520									96 \$15,000
Parking Removal	8 \$1,560	16 \$2,688		60 \$8,520							20 \$3,600	32 \$4,480	136 \$20,848
Two Program Applications/Cost Estimates as directed by MDOT (separate for State/Hill)		24 \$4,032		24 \$3,408									48 \$7,440
Switch from City of Ann Arbor pay items to MDOT Standard Pay items (sidewalk, concrete)		8 \$1,344		24 \$3,408									32 \$4,752
Bus stop relocations/upgrades	8 \$1,560	24 \$4,032		8 \$1,136							8 \$1,440	8 \$1,120	56 \$9,288
"No Turn on Red" Signage		4 \$672				4 \$588		8 \$928					16 \$2,188
Left Turn Lane Removal Evaluation			48 \$5,040		32 \$6,240								80 \$11,280
Amendment Totals	130 \$25,350	188 \$31,584	140 \$14,700	356 \$50,552	112 \$21,840	54 \$7,938	180 \$20,880	58 \$6,728	6 \$1,104	1 \$147	40 \$7,200	52 \$7,280	1529 \$228,659

City of Ann Arbor File Number:

Project Name: State and Hill Project

Contract Location: City of Ann Arbor

Rate Schedule: State and Hill Project Approved Rate Schedule

Date: January 12, 2023



Wade Trim Project Number: ANN2034-01T

TASK DESCRIPTION	Estimated Task Duration (weeks)	KEY PERSONNEL														TOTAL HOURS	TOTAL FEE	
		Project Manager		Design Manager		Cosntruction Engineer		Project Engr		CADD Support		Project Engr		Project Engr				
		Vaughn Martin		Carmelle Tremblay/Breanna Anderson		Felipe Uribe		Andy Kaspor		Martin Flanagan		Jill Bosserd		Lori Pawlik				
		PM		PE III		PE IV		PE II		CADD Tech VI		Eng IV		PE IV				
		Hours	Rate	Hours	Rate	Hours	Rate	Hours	Rate	Hours	Rate	Hours	Rate	Hours	Rate			
Construction Phase Services			\$195.00		\$168.00		\$195.00		\$142.00		\$111.00		\$147.00		\$195.00			
Design Services Support		16	\$ 3,120	40	\$ 6,720		\$ -	40	\$ 5,680	12	\$ 1,332	20	\$ 2,940	20	\$ 3,900	148	\$ 23,692.00	
Cosntruction Engineering Support	24	48	\$ 9,360	48	\$ 8,064	96	\$ 18,720	-	\$ -	-	\$ -	-	\$ -	-	\$ -	192	\$ 36,144.00	
TOTAL SERVICES		64	12,480	88	14,784	96	18,720	40	5,680	12	1,332	20	2,940	20	3,900	340	59,836.00	

Project Name: State & Hill Street Construction
Contract Location: City of Ann Arbor
Rate Schedule: Wade Trim
Date: December 17, 2022



Wade Trim Project Number: ANN 2034-01T

TASK DESCRIPTION		Regular Hours per week	Overtime Hours per week	Estimated Task Duration (weeks)	KEY PERSONNEL								TOTAL HOURS	TOTAL FEE
					Survey Crew (2 MAN)		Survey Crew OT		Survey Coordinator		Surveyor (PS)			
					Surveyor I & II		Surveyor I & II		Survey Tech V		Professional Surveyor III			
					Field		Field		Office		Manage/QA			
					Hours	Rate	OT Hours	Rate	Hours	Rate	Hours	Rate		
Phase 1	Post Bid/Pre-Construction Services (3 weeks)													
	Construction Staking	8		3	24	\$ 4,416.00	-	\$ -	8	\$ 888	4	\$ 588	36	\$ 5,892.00
Phase 2	Construction Phase Services (24 weeks)													
	Construction Staking	10	2	24	240	\$ 44,160	48	\$ 13,248	84	\$ 9,324	36	\$ 5,292	408	\$ 72,024.00
Phase 3	Project Close-Out Activities (4 weeks)													
	Construction Staking	8		4	32	\$ 5,888	-	\$ -	11	\$ 1,221	5	\$ 735	48	\$ 7,844.00
Expenses	Project expenses			31										
	Mobilization (1 unit per day per Survey Crew; assume average 8 hr day)	\$125/unit	Rate	Units										\$ -
			\$ 125.00	43	-	\$ -	-	\$ -	-	\$ -	-	\$ -	-	\$ 5,375.00
TOTAL SERVICES					296	\$ 54,464.00	48	\$ 13,248.00	103	\$ 11,433.00	45	\$ 6,615.00	492	\$ 97,285.00