



Legislation Details (With Text)

**File #:** 10-1316      **Version:** 1      **Name:** 2/7/11 Fuller/Maiden/EMC PSA with DLZ  
**Type:** Resolution      **Status:** Passed  
**File created:** 2/7/2011      **In control:** City Council  
**On agenda:** 2/7/2011      **Final action:** 2/7/2011  
**Enactment date:** 2/7/2011      **Enactment #:** R-11-038

**Title:** Resolution to Approve a Professional Services Agreement with DLZ Michigan, Inc. for Design Engineering Services for the Fuller Road/Maiden Lane/East Medical Center Drive Intersection Improvement Project (\$460,139.05)

**Sponsors:**

**Indexes:**

**Code sections:**

**Attachments:** 1. 2009 Roundabout Concept Study\_Existing Conditions Plan.pdf, 2. 2009 Roundabout Concept Study\_Roundabout Concept Plan.pdf

Date	Ver.	Action By	Action	Result
2/7/2011	1	City Council	Approved	Pass

Resolution to Approve a Professional Services Agreement with DLZ Michigan, Inc. for Design Engineering Services for the Fuller Road/Maiden Lane/East Medical Center Drive Intersection Improvement Project (\$460,139.05)

Attached for your consideration please find a resolution seeking authorization to approve and execute a Professional Services Agreement (PSA) with DLZ Michigan, Inc. (DLZ) for the design engineering services in the amount of \$460,139.05 for the Fuller Road/Maiden Lane/East Medical Center Drive Intersection Improvement Project.

The Fuller Road/Maiden Lane/East Medical Center Drive intersection is a major node and focal point in the City of Ann Arbor’s transportation system. The intersection lies along one the City’s primary access routes to and from downtown and also serves as an important junction between the University of Michigan (UM) Central, Medical and North Campuses, and the City’s Lowertown/Wall Street District. In addition, the proposed Fuller Road Station Intermodal Facility will be located adjacent to the intersection, and will serve as an essential transportation hub within the City of Ann Arbor.

The intersection currently operates at a poor Level of Service (LOS) and it is anticipated to further deteriorate with continued development in the area resulting in greater traffic demands. Attempts to rectify the known and expected deficiencies have resulted in several intersection evaluations over the past several years with various solutions presented.

In 2005, a schematic design concept for the intersection, which included adding exclusive right-turn lanes on the Fuller Road approaches and an eastbound to westbound crossover located east of the

intersection. The goals of the recommendations were to improve the intersection LOS with minimal infrastructure improvements, and improve the environment for pedestrians crossing Fuller Road. This concept was considered an interim solution with minimal and short-term LOS improvements, and an inefficient use of capital funds.

In 2006, a study was commissioned to further evaluate the intersection and examine the feasibility of a roundabout alternative. The long-term efficiency and safety benefits of the roundabout alternative were noted as significant improvements as compared to the current low LOS at the traffic signal operation.

In 2009, intersection analysis was done associated with the conceptual plan development for the Fuller Road Station. This included a transportation study that evaluated the intersection for short-term and long-term traffic conditions. The study found that the capacity of the intersection could be expanded marginally under traffic signal control to accommodate traffic volume growth associated with other developments and the Fuller Road Station traffic. However, it would continue operating at a poor level of service due to the physical constraints presented by the bridges that are in close proximity on three approaches. Converting the intersection to a roundabout would greatly reduce the congestion level while simultaneously reducing emissions and pollutants, without major modifications to the nearby bridges. The study indicated that it would be preferable to convert the intersection to a roundabout as the next improvement, rather than to construct any additional improvements that utilize traffic signal control, which would only be beneficial in the short term. The roundabout concept was generally accepted as the preferred alternative; however, there remained a need to further study the operation of the roundabout in respect to the vehicular and pedestrian interaction at this location.

To best resolve the unanswered questions and move forward with completing the project design, the Project Management Services Unit issued a Request for Proposal (RFP #761) in June of 2010 soliciting proposals for the purpose of selecting a qualified engineering consulting team to provide professional engineering services and evaluate the prior analysis and studies, arrive at a recommended improvement solution, achieve stakeholder consensus, and perform detailed design engineering for the proposed intersection improvements. In response to our request, we received five (5) proposals. A review team composed of City and UM staff evaluated the proposals, interviewed three (3) firms, and selected DLZ, Inc. for their proposed work plan, staff qualifications, project team, and past involvement with similar projects. The final scope of services and fee schedule were negotiated and finalized after making the selection, and were incorporated into the PSA for this work.

Funding for the project design will come from the approved FY11 Street Reconstruction Millage Capital Budget. The project construction phase is expected to be financed from a future Congestion Mitigation Air Quality (CMAQ) federal/state grant and contribution from the University of Michigan.

DLZ received Contract Compliance and Living Wage approval on July 21, 2010.

Prepared by: Homayoon Pirooz, P.E., Project Management Manager

Reviewed by: Sue F. McCormick, Public Services Administrator

Approved by: Roger W. Fraser, City Administrator

Whereas, The City acknowledges that the Fuller Road/Maiden Lane/East Medical Center Drive Intersection presently operates at a less than acceptable level of service (LOS);

Whereas, The LOS is expected to further deteriorate due to greater traffic demands resulting from continued development in the vicinity of the intersection;

Whereas, The City desires to improve the intersection and rectify the known and expected deficiencies;

Whereas, The professional engineering firm of DLZ Michigan, Inc., (DLZ) has submitted to the City a proposal for the necessary services to resolve the outstanding issues from previous studies and complete the project design, setting forth the services to be performed by said firm, and the payments to be made by the City therefore, all of which are agreeable to the City; and

Whereas, DLZ received Contract Compliance and Living Wage approval on July 21, 2010;

RESOLVED, That Council approve the Professional Services Agreement (PSA) with DLZ Michigan, Inc. for design engineering services in the amount of \$460,139.05 for the Fuller Road/Maiden Lane/East Medical Center Drive Intersection Improvement Project;

RESLOVED, That the City Administrator be authorized to approve amendments to the PSA with DLZ up to \$46,000.00 to satisfactory complete the project design;

RESOLVED, That the funding for this work will come from the approved FY11 Street Reconstruction Millage Capital Budget with funds to be available until expended without regard to fiscal year;

RESOLVED, That the Mayor and City Clerk be authorized and directed to execute said agreement after approval as to form by the City Attorney and approval as to substance by the Public Services Area Administrator and the City Administrator; and

RESOLVED, The City Administrator be authorized and directed to take the necessary administrative actions to implement this resolution.