



PUMP STATION PERMANENT STANDBY GENERATORS

(Phase 1) Design-Build (DB) Project
in Wayne County

Michigan Department of Transportation | Metro Region

April 14, 2022

Pothole Season Driving Tips: (compliments of MDOT: http://www.michigan.gov/mdot/0,4616,7-151-9615_30883-323487--,00.html)

Be vigilant – extra vigilant

- Stating the obvious here: it's best to avoid hitting potholes whenever possible.
- That's easier to do if you're driving cautiously, and not tailgating, so you have more time to see and react to any potholes you're approaching.
- Potholes aren't always obvious in the daylight; they're even harder to spot in the dark. Make sure your headlights are working and your windshield is clear.
- Be extra cautious around puddles - they could be potholes filled with water. Since water is a critical component to forming potholes, that puddle may be at work creating one as you drive through it.
- Keep a firm grip on your steering wheel as potholes can cause your vehicle to change direction suddenly. Don't swerve into an occupied lane. No one wants pothole damage to escalate to a collision causing further damage or injury.

Vehicle maintenance helps

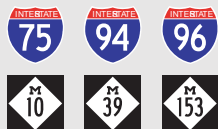
- Unquestionably, hitting potholes can damage your vehicle. However, there are some things you can do to keep it to a minimum.
- Make sure your tires are properly inflated. Over- or under-inflated tires fare worse when they tangle with a pothole. Tires showing excessive wear or bulges in the sidewalls won't hold up as well to potholes, either.
- Have your vehicle's suspension and steering components checked out by a qualified mechanic. Steering that is in good condition and responsive can help you avoid hitting potholes. Remember that shocks, struts and springs in good shape help cushion the blow.







There's a technique to this

- There are often two schools of thought on driving through potholes: speeding up to "jump" over them and jamming the brakes hard to hit them as slowly as possible. Both might work occasionally but the best way is somewhere in between.
- If you see a pothole ahead and can't safely steer to avoid it, it's best to slow down, then release the brakes before you hit the pothole. This helps to reduce the speed at impact as well as give your suspension the full range of travel to absorb the impact. If you can't avoid the pothole, straighten your wheel to hit it squarely and roll through. Hitting a pothole at an angle can transfer the energy of impact in ways more likely to damage your vehicle.

You hit one. Now what?

- Tire and wheel damage are common in pothole hits. Look them over for obvious damage. Is your car now pulling one way or the other? You may need to get your steering realigned. Is your vehicle now "bottoming out" or bouncing? That could be damaged suspension. You probably should get your vehicle checked out and repaired, if necessary. A properly maintained vehicle can help you avoid all sorts of road hazards.



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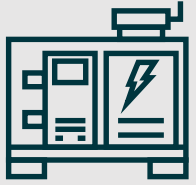
Pump station sites on I-75, I-94, I-96, M-10, M-39 and M-153.

The project includes sites in Allen Park, Dearborn, Detroit, Harper Woods, Lincoln Park, Romulus and Taylor in Wayne County.

ID#	Location
1341	I-75 @ Jefferson Outlet
1994	I-96 @ Seminary
1995	I-96 @ Dolphin
760	M-10 @ I-94
875	M-10 @ Forest
880	M-10 @ Vernor
714	I-94 @ US-24
1309	I-75 @ London-Moore
853	M-10 @ Davison
124	M-39 @ GTW RR

ID#	Location
740	I-94 @ Martin
2211	I-94 @ I-275
1044	I-75 @ Holbrook
129	M-153 @ Oakman
731	I-94 @ Wyoming
737	I-94 @ Casper
315	M-39 @ Rouge River
921	M-39 @ Chicago
1803	I-94 @ Woodcrest





Install permanent standby generators at up to 19 of the pump station sites included on the project.



Stations were chosen based on a history of power outages or flooding or because installing a portable generator is infeasible.

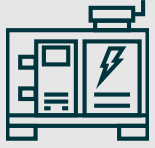


One-Step solicitation, low bid (considering A+B)



Procurement and Installation timeframe is the primary concern





Installation of permanent standby generators and ancillary equipment



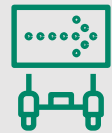
Installation of associated leveling pad and ancillary infrastructure, including protective & secure enclosures



Determination of which stations will require diesel power stored onsite and which can be powered by natural gas utility



Minor work – landscaping restoration



Maintain traffic using shoulder closures or short term, one-lane closures

Procurement of Generators: Long lead times for the generators is a concern, in particular for the larger generators.

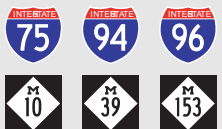
Site Integration: The generator installations will need to be integrated into the existing SCADA system and will require coordination with the operator, Kennedy Industries.



LARA: Electrical permits will be needed and final inspection will be performed by LARA. Mechanical permits may also be needed.

ROW Permits: Design-Builder will be required to apply for and obtain the necessary permits within each road owner's jurisdiction. Since the project spans multiple Cities, multiple ROW permits will be needed, including one with MDOT.

FAA Permits: Investigating whether FAA permits are needed. We expect a small wheeled crane will be used to set the generators. FAA Permits will be included in the RFP if needed, but may need to be renewed by the Design-Builder prior to expiration.



Road Project Coordination

- Various projects are on-going within the Metro Region. Coordination will be needed for lane closures, but no restrictions to work are anticipated.

Utility Coordination – Gas Companies

- Coordination with utilities is on-going.
- Requests for location information

Utility Coordination – General

- Design-build team required to develop utility conflict matrix



Project Schedule



PUMP STATION PERMANENT STANDBY GENERATORS
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Anticipated Construction Pre-qualifications:

7600 Fd
(Pumphouses)

Subclassification Required:

L
(Electrical Construction)



Design Services Pre-qualifications:

Design – Utilities:
Pump Stations

*Design – Roadway

*Design – Buildings

*Design – Hydraulics II

*Design – Geotechnical:
Advanced

*Design – Traffic:
Signing – Freeway

*Design – Traffic: Work
Zone Maintenance
of Traffic



Disadvantage Business Enterprise (DBE) Goal:

0%



Key Staff:

Project Manager

Project Supervisor

Electrical Lead Supervisor

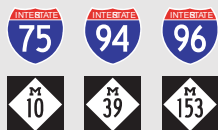
Construction Quality
Control Manager

Design Manager

Lead Electrical Engineer

Lead Mechanical Engineer

Lead Integration Engineer



MEETING SIGN-IN SHEET

Project:
Pump Stations Generator Installation_One-Step DB Project

Meeting Date: April 14, 2022

Place/Room: Detroit TSC

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