

Anticipated Quarterly Report for April 1, 2024, through June 30, 2024

Revised April 4, 2024
Revised April 11, 2024

Service Type	Anticipated Tier	Service Prequalification Classification/Work Type	Location of Project/Route	County	Brief Description of Project	Overseeing Region, TSC, or Central Office Area	Anticipated RFP Date	Anticipated Start Date	Mentor Protégé
Transportation Planning	Tier II	None	At approximately 20,000 intersections throughout the state of Michigan. 300 feet on each approach to the intersection, on NFC roads 1-6.	Statewide	Provide an imagery service that allows State of Michigan staff desktop collection of intersection traffic control at intersections throughout the state. The imagery would be similar to Google Streetview on paved roads NFC 1-6 at locations that no Google Streetview imagery exists. The imagery should be taken within the last two years.	Transportation Planning	Summer 2024	October 1, 2024	No
Design	Tier III	Design - Bridges: Complex Design - Roadway: Complex	I-75 / M-32 interchange in the city of Gaylord, Otsego County	Otsego	Reconstruction of the I-75 / M-32 interchange to a diverging diamond interchange configuration.	Gaylord TSC	April 29, 2024	September 3, 2024	No
ITS	Tier II	None	Statewide	Statewide	Inventory and field confirmation of Intelligent Transportation System fiber optic assets.	ITS Program Office	May, 2024	July 1, 2024	No
Design	Tier III	Design - Roadway: Complex	Reconstruct US-12, Haggerty to Lotz. Reconstruct EB US-12, Pershing to Howe.	Wayne	Work involved in the design of the project consists of development of final plans and specifications for reconstruction of US-12 from Haggerty to Lotz and EB US-12 from Pershing to Howe.	Taylor TSC	Spring 2024	September 23, 2024	No
Construction Engineering	Tier II	Construction Engineering: Roadway	Intelligent Transportation Systems (ITS) sites on I-75 between 8 Mile and Ferry Street in the cities of Detroit and Hamtramck.	Wayne	Work entails ITS device removals (non-essential CCTV, MVDS, RSUs, poles), power service upgrades, CCTV upgrades, ITS cabinet and cabinet equipment upgrades, and removal and rerouting of conduit/fiber attached to existing bridges.	Detroit TSC	Summer 2024	August 19, 2024	No
Design	Tier II	Design - Roadway: Intermediate	Kensington Road from Larkins Road to north of Grand River Ave	Livingston	Install roundabouts at the I-96 and Kensington Road ramp terminals	Brighton TSC	Summer 2024	September, 2024	No
Design	Tier II	Design - Roadway: Intermediate	I-96 EB ramps at M-59/Burkhart Road	Livingston	Construct 4-leg roundabout at I-96 EB ramp at M-59/Burkhart. Include a WB bypass lane for off-ramp traffic to NB M-59. SB M-59 approach would consist of two lanes.	Brighton TSC	Summer 2024	September, 2024	No
Design	Tier II	Design - Traffic: ITS Design & System Manager	M-6 from 8th Ave. to Thornapple River Dr. and US-131 from 44th St. to 76th St.	Kent	EPE and Design for freeway management Intelligent Transportation Systems devices including traffic surveillance cameras, dynamic message signs, and related infrastructure.	Grand Region Office	Summer 2024	December 1, 2024	No
Design	Tier III	Design - Roadway: Intermediate Design - Bridges	M-15 from South Street to Rising Street	Genesee	M-15 reconstruction from South Street to Black Creek, Mill and resurface from Black Creek to Rising Street, Culvert Replacement at Black Creek.	Davison TSC	May 3, 2024	June, 2024	No
Construction Engineering	Tier III	Construction Engineering: Bridges & Ancillary Structures Construction Engineering: Roadway	I-696 from Lahser Rd to Dequindre Rd	Oakland	Concrete inlay of 10 miles of I-696, rehab of 60 structures, reconstruction of Z03 structure.	Oakland TSC	Summer 2024	October 1, 2024	Yes
Design	Tier II	Design - Bridges: Safety Inspection	Pedestrian/non-motorized bridge structures throughout the MDOT Metro Region (Wayne, Oakland, and Macomb counties), with a concentration on Detroit.	Macomb, Oakland, Wayne	A regionwide study of all pedestrian/non-motorized bridge structures (~93) owned by MDOT in the Metro Region with five main work categories/objectives: 1. New inspections on all 93 structures (~93) and detailed scoping on lowest condition structures 2. New user data/counts/adjacent demographic analysis 3. Public engagement with a focus on the City of Detroit to gauge current needs and vision for non-motorized connectivity, anticipated changes in use due to development/population shift 4. Develop an ongoing asset management strategy AND inform a long-term regional non-motorized connectivity strategy for ped bridges in the region, 5. Recommendations and cost estimates for next fixes and/or alternatives for all structures.	Metro Region Office	Spring 2024	June 2024	No