

I-75 Modernization Project: Segment 3

North of 13 Mile Road to 8 Mile Road: Design-Build-Finance-Maintain

CS 63174, 63103

Revisions are highlighted with red text

The Michigan Department of Transportation (MDOT) intends on using a Design-Build-Finance-Maintain (DBFM) contracting method to construct the third segment of the I-75 Modernization Project. Segment 3 is located north of 13 Mile Road to 8 Mile Road in the Cities of Madison Heights, Royal Oak, Hazel Park, Oakland County, and is approximately 5.5 miles in length.

Segment 3 will include the addition of the HOV/general purpose lane to 12 Mile Road, reconstruction of the existing freeway lanes, replacement of 28 structures (13 Mile Road, 12 Mile Road, 11 Mile Road, 10.5 Mile Road, Red Run Drain, Dallas Avenue, Gardenia Road, Myers Road, Harry Avenue, John R Road, 9 Mile Road SB turn ramp, Woodward Heights Boulevard, Shelvin Avenue) that includes six pedestrian structures, constructing drainage improvements including an approximately 14' diameter drainage tunnel from 8 Mile Road to 12 Mile Road, ITS upgrades and incorporating community developed aesthetic improvements; among other work.

The structures to be replaced include:

63174

S01 of 63174– Gardenia Road over I-75

S02 of 63174– NB I-75 Service Road over I-75

S03-1 of 63174– NB I-75 over 12 Mile Road

S03-2 of 63174 – SB I-75 over 12 Mile Road

S03-5 of 63174– EB 12 Mile Road to NB I-75 Ramp

S04-1 of 63174– NB I-75 over 13 Mile Road

S04-2 of 63174– SB I-75 over 13 Mile Road

S22 of 63174– Myers Road over I-75

S23 of 63174– John R Road SB Turn Ramp over I-75

S24 of 63174– John R Road over I-75

S25 of 63174- John R Road/**9 Mile Road Dual** Turn Ramp over I-75 (**Combined with S26**)

S26 of 63174– Nine Mile Road SB Turn Ramp over I-75 (**Structure to be permanently removed**)

S28 of 63174– Woodward Heights Blvd over I-75

S30 of 63174– 10.5 Mile Road over I-75

S31 of 63174– 11 Mile Road over I-75

S33 of 63174– I-696W to I-75N Connector over I-75N Exit Ramp (**New structure**)

B02-1 of 63174– NB I-75 over Red Run Drain

B02-2 of 63174– SB I-75 over Red Run Drain

B02-5 of 63174– NB I-75 On-ramp over Red Run Drain

B02-6 of 63174– SB I-75 Off-ramp over Red Run Drain

P01 of 63174– Pedestrian Crossing south of 12 Mile Road over I-75

P02 of 63174 – Pedestrian Crossing north of Bernhard Avenue over I-75

P03 of 63174– Pedestrian Crossing Harry Avenue walk over I-75

P04 of 63174– Pedestrian Crossing of Highland Avenue over I-75

P05 of 63174– Pedestrian Crossing of Browning Avenue over I-75

P06 of 63174– Pedestrian Crossing of Orchard Street over I-75

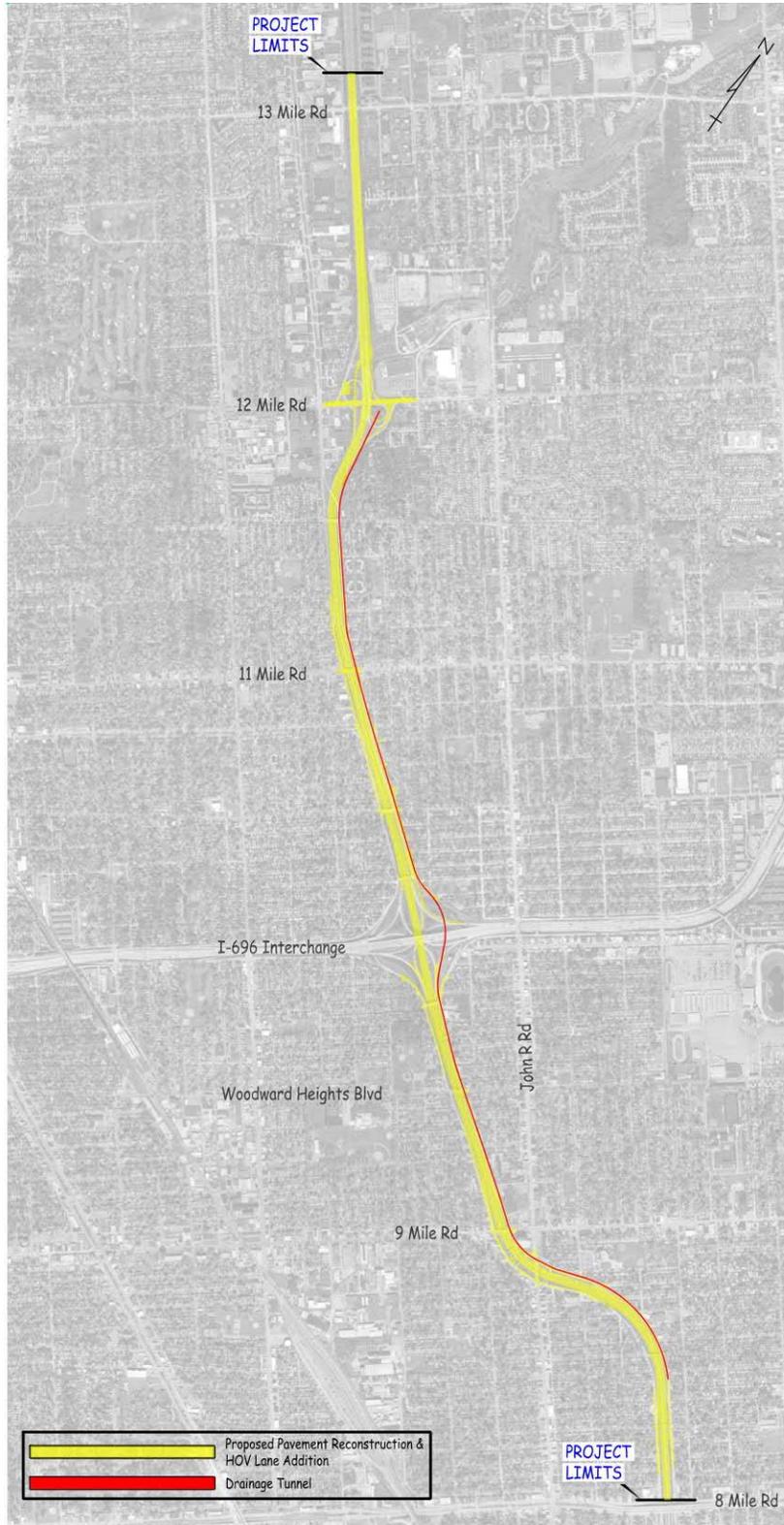
63103

S04 of 63103– Shelvin Avenue Double U-turn over I-75

S06 of 63103 – Dallas Avenue Double U-turn over I-75 (Structured to be permanently removed)

It is expected that two lanes of traffic will remain open in each direction during construction.

The figure below shows the DBFM construction limits of Segment 3.



The anticipated schedule is listed below, draft & subject to change:

October 2017:	Issue Request for Qualifications (RFQ)
December 2017:	Statement of Qualifications (SOQ) due
December 2017:	Notification of short-listed submitters
December 2017:	Issue Request for Proposals (RFP)
July 2018:	Technical and priced proposals due
August 2018:	Anticipated contract award
November 2018	Financial Close

The anticipated Request for Qualifications prequalification requirements are listed below and are subject to change.

Anticipated construction prequalification requirements:

- Combo/Jt 578000 B, Ea
- OR
- Combo/Jt 578000 B, Fa
- OR
- Combo/Jt 578000 Ea, Fa
- OR
- Combo/Jt 578000 Cb, Ea
- OR
- Combo/Jt 578000 Cb, Fa

Anticipated lead engineering design firm prequalification requirements:

- Design-Roadway: Complex
- Design-Bridges: Complex
- Design – Geotechnical: Advanced
- Design – Traffic: Work Zone Maintenance of Traffic
- Design – Traffic: Work Zone Mobility & Safety
- Design – Hydraulics II
- Design – Utilities: Pump Stations

Anticipated secondary design firm prequalification requirements include:

- Design-Bridges: Load Rating
- Surveying: Road Design
- Surveying: Structure
- Surveying: Right of Way
- Design-Utilities: Municipal
- Design-Utilities: Roadway Lighting
- Design-Traffic: Capacity & Geometric Analysis
- Design-Traffic: Pavement Markings
- Design-Traffic: Signing - Freeway
- Design-Traffic: Signing – Non Freeway
- Design-Traffic: Signal
- Design-Traffic: Signal Operations-Complex
- Design-Traffic: ITS-Design & System Manager
- Design – Buildings
- Design – Bridges: Load Rating

- Environmental: Noise Assessment
- Landscape Architecture

Additional pre-qualifications may be included in the RFQ or RFP.

The MDOT contacts are as follows:

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