

Summary of Industry Comments
JN 132026 I-69 at I-475

Dans/CA Hull/Ajax

1. The median crossover on I-69 near the POB is too close to the limits of reconstruction. We recommend moving the crossover further to the west to allow for adequate room for reconstruction with a minimum equipment runoff distance of 300ft beyond the POB. The equipment runoff distance would be full width of the roadway.
2. Full roadway closures underneath all bridge deck removal operations are required.
3. For bridges with rehabilitation operations (deck chipping, full depth patches, joint replacement, pin and hanger replacement, barrier/fence work, etc) over I-69 and in the I-69/I-475 interchange, these bridges will be required to be closed in multiple stages to accommodate working over the closed roadway/work area below (i.e. close bridge for work over WB I-69, then again for work over the median of I-69, then again for work over EB I-69).
4. Maintaining the ramp movement between Dort Hwy to I-475 when reconstructing both WB & EB I-69 is not safe and there are good detour options. See additional comment below related to WB but similar concern/comment for EB.
 - a. The staging write up details maintaining 1 'ramp' lane on WB I-69 for NB I-475 from Dort (POE) to I-475 (NB) during stages 2A and 2B which requires constructing WB I-69 'part width' for approximately 4500'. This is an 'embanked' section where the I-69 roadway is much higher than the existing ROW grade and includes crossing the RR bridge (R01). The staging typical (PS 163) doesn't show maintaining this lane on the WB roadway during the WB construction; just the write up. Having this ramp traffic sharing the roadway during the WB construction will most definitely create a safety concern for both the public and the construction traffic, especially given the grade difference and RR bridge. Two very viable options for detour would be 1) detour the NB I-475 ramp traffic SB on Dort then WB on Bristol to NB on the I-475 service drive then enter I-475 north of Hemphill. This movement shares detour #4 – I-69 to SB I-475 shown on PS 133 or 2) detour the NB I-475 traffic NB on Dort to NB I-475 (opposite direction of detour #7) shown on PS 136. Another option (not preferred) would be to have a temp ramp connection near the existing ramp gore area and 'gap' the ramp traffic, eliminating the need for the majority of the part width and unsafe intermingling of public and construction traffic.
5. We realize these are draft plans but there are some inconsistencies between write up, typicals, plan sheets and roll plots.
6. In general, consider the following to help increase work zone safety:
 - a. Utilize full closures and detours.
 - b. Eliminate part width construction.
 - c. Eliminate intermittent traffic closures for nightly work operations (allow for continuous daytime lane closures).
 - d. Separate traffic and the work zone with temporary concrete barrier.
 - e. Close an additional adjacent lane (or shift traffic further away from work area) when work is being performed in the closed lane (or the primary construction access is in the only closed lane). For instance, when working in the median on this project.
 - f. Establish budget for police enforcement in the work zone during construction.

- g. We're not sure if there will be a user delay component or duration constraints but these could be acceptable to limit impacts.

Walsh Construction Group

1. In Stage 1B (Pre-Stage) MDOT should allow closures of the inside lane during working hours to provide a larger buffer to the work zone.
2. MDOT needs to provide the Progress Clause and Maintenance of Traffic language. Otherwise it is hard to comment on these plans.
 - a. For example, how will the demolition of the ramp bridges above I-69 be staged?
 - b. Will a full closure of I-69 and 475 be allowed for deck demo operations?
 - c. What are the lane restriction requirements for various roadways?
3. Maintaining ramp lanes over R01 during Stages 2A-2C will add a lot of time to the schedule due to bridge deck staging. Will MDOT consider closing this ramp for a specified time? The ramp merge on the bridge seems like it could cause safety and MOT issues. It sure seems like ramps could be detoured to a 475 exit.
4. A 2-year schedule is very aggressive with a March 2021 bid date. The contractor won't get award until April and start work late April/May. There is at least a month of Pre-Stage work before Stage 2 can start. With all of the part-width work requirements this schedule will be extremely compressed. MDOT should consider eliminating as much of the part-width work as possible and/or extending work into 2022.
 - a. Note- with the significant increase in MDOT work volume in the next few years MDOT needs to consider the strain on availability of raw materials, trucking, and labor and impacts to expedited schedules. The work can be built, but not at the same pace MDOT has demanded in the past.
5. MDOT has not provided staging plans for bridge CPM work- this is high risk work for safety and we would like to provide review and comment.

Anlaan Corporation

- I think a March 5 letting is too late for a project like this to be let. There is a lot of temporary work that has to happen prior to the main reconstruct stages and if the project is over budget or there are DBE goals that are not met, it may not get awarded until sometime in mid to late April. That would mean that you likely won't get into stage 2A until June which is not enough time to complete stage 2A-2C
- I don't think it is necessary to maintain a third lane on I-69 for access to I-475 during stags 2. There are plenty of other detour routes whether it be I-75, M-54, Hammerberg Road or Center Road to access the City of Flint or to get around Flint. A number of positives come out of this:
 - It would eliminate traffic from moving through the work areas allowing more efficient and safer construction
 - Greatly simplify the R01 deck replacement

- Would eliminate stage 2C making it much safer as all work in the median would take place behind barrier wall.
- Would help with time if MDOT is going to maintain that this entire stage be complete in 2021.
- Similarly, in stage 3, consider detouring NB & SB I-475 on ramp to EB I-69. Traffic could be detoured to WB I-69 to Hammerberg Road then back to EB I-69. Positives same as above.
- Be sure to account for deck patching and expansion joint replacement cure times for the epoxy overlays.
- It would be nice to have a more thorough synopsis of the staging and a better idea of restrictions. For example, what is happening to traffic on I-475 when performing deck removals, etc.