

I-75 Modernization Project: Segment 3

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

CS 63174, 63103

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, Shevlin 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:

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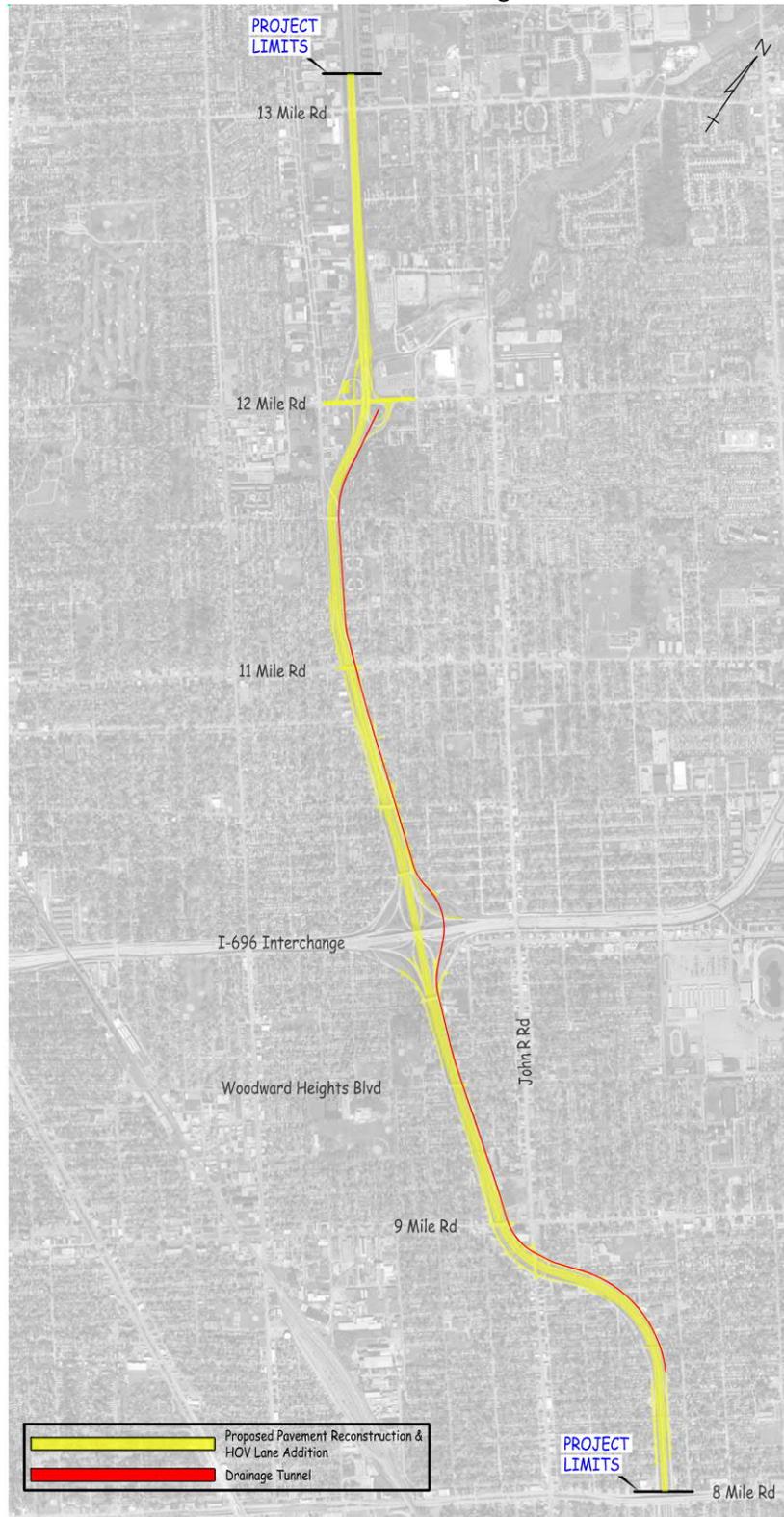
- S01 – Gardenia Road over I-75
- S02 – NB I-75 Service Road over I-75
- S03-1 – NB I-75 over 12 Mile Road
- S03-2 – SB I-75 over 12 Mile Road
- S03-5 – EB 12 Mile Road to NB I-75 Ramp
- S04-1 – NB I-75 over 13 Mile Road
- S04-2 – SB I-75 over 13 Mile Road
- S22 – Myers Road over I-75
- S23 – John R Road SB Turn Ramp over I-75
- S24 – John R Road over I-75
- S25 - John R Road NB Turn Ramp over I-75
- S26 – Nine Mile Road SB Turn Ramp over I-75
- S28 – Woodward Heights Blvd over I-75
- S30 – 10.5 Mile Road over I-75
- S31 – 11 Mile Road over I-75
- S33 – I-696W to I-75N Connector over I-75N Exit Ramp
- B02-1 – NB I-75 over Red Run Drain
- B02-2 – SB I-75 over Red Run Drain
- B02-5 – NB I-75 On-ramp over Red Run Drain
- B02-6 – SB I-75 Off-ramp over Red Run Drain
- P01 – Pedestrian Crossing south of 12 Mile Road over I-75
- P02 – Pedestrian Crossing north of Bernhard Avenue over I-75
- P03 – Harry Avenue walk over I-75
- P04 – Pedestrian Crossing of Highland Avenue over I-75
- P05 – Pedestrian Crossing of Browning Avenue over I-75
- P06 – Pedestrian Crossing of Orchard Street over I-75

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- S04 – Shevlin Avenue Double U-turn over I-75
- S06 – Dallas Avenue Double U-turn over I-75

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:

September 2017:	Issue Request for Qualifications (RFQ)
December 2017:	Statement of Qualifications (SOQ) due
Early January 2018:	Notification of short-listed submitters
February 2018:	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

Anticipated lead engineering design firm prequalification requirements:

- Design-Roadway: Complex
- Design-Bridges: Complex

Anticipated secondary design firm prequalification requirements include:

- Design-Bridges: Load Rating
- Design Geotechnical: Advanced
- Design-Traffic: Work Zone Maintenance of Traffic
- Design-Traffic: Work Zone Mobility & Safety
- Surveying: Road Design
- Surveying: Structure
- Design-Utilities: Municipal
- Design-Utilities: Pump Stations
- 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-Hydraulics II
- Design-Traffic: ITS-Design & System Manager

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

The MDOT contacts are as follows:

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