I-375 RECONNECTING COMMUNITIES

Progressive Design-Build Project City of Detroit, Wayne County Michigan Department of Transportation | Metro Region

March 11, 2024







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.





The Project is located in the City of Detroit in Wayne County.

 Includes design and construction for the major items of work

The anticipated project improvement limits include:

- I-375 (the new boulevard) from and including its interchange with I-75 to Atwater Street and associated local road connections.
- I-75 from and including a new interchange at Mack Avenue southerly to John R St.
- M-3 Gratiot Avenue from St Antoine to the Dequindre Cut







PROJECT TIMELINE



DIVERSITY, EQUITY, AND INCLUSION

LAND USE FRAMEWORK PLAN			
FRAMEWORK	LAND DISPOSITION	PHASED LAND	
PLAN	POLICIES AND	DISPOSITION AND	
DEVELOPMENT	PROCEDURES	DEVELOPMENT	
	ESTABLISHED		





Replace existing freeway with boulevard at-grade; Reconfigure the I-75 interchange; Add new cycling/pedestrian facilities



Focus on Historical Environmental Justice commitments, community input, SBE/DBE participation, workforce development



Progressive Design-Build; One-Step solicitation, qualifications-based selection



Collaboration between Design-Builder, MDOT, stakeholders, creating flexible environment to respond to changes







Deliver quality work, meeting all design standards and functional requirements



Robust community/stakeholder involvement incorporating public input into the Project's design and construction approach (including maintenance of traffic)



Optimize opportunities for SBE/DBE participation and implement Workforce
Development Program



Complete design and construction on time and within budgets through adoption of the collaborative principles including open book pricing



Obligate federal funds by September 2025 and begin construction soon thereafter







- Three major Phases of work to include:
- 1) Validation; 2) Preconstruction; and 3) Construction



Validation Phase: Review and refinement/modification of MDOT 30% reference design, including stakeholder feedback



Preconstruction Phase: Progress design to a level sufficient to establish fixed (guaranteed maximum) price for delivery (est. 60-90%)



Construction Package NTP following agreement of scope, price, terms, as well as SBE/Subcontracting Plan, Workforce Development Plan



Open book cost opinion and reconciliation after Validation Phase and as part of Preconstruction Phase; GMP (fixed price) for Construction Phase NTP







Schedule: Obligation of INFRA grant funds must be complete by Sept. 2025; Construction shortly thereafter (potential prior Early Works)

Maintenance of Traffic: Construction staging/schedule changes due to stakeholder concerns about access during a construction

Utilities: Extensive coordination with multiple public and private utilities for timely relocations

Fill Solution: Imported fill may be required if actual soil conditions are not suitable for design concept and materials re-use

Staging/Phasing: Complex staging/phasing plan to meet multiple goals and requirements (Subcontracting, MOT, Utilities, Earthworks, etc.)





Stakeholder Engagement

- Ongoing engagement of multiple stakeholder communities is a critical project delivery goal
- Coordination, incorporation of stakeholder feedback into design and construction approach during Validation and Preconstruction Phases
- Consistency with Community Enhancement and Neighborhood Framework plans throughout

Workforce Development and On-the-Job Training

- Meaningful Workforce Development to expose and offer training opportunities to local disadvantaged in the industry.
- Compliance with the Department of Labor's OFCCP's Mega Construction Project Program





Small and Disadvantaged Business Opportunities

- MDOT's intention is to maximize utilization of small and disadvantaged businesses during all project phases
- Preference is for SBE/DBE participation in highertier subcontracts, as appropriate
- Additional limited SBE/DBE credits for utilization of local qualified service providers and suppliers







Qualifications-Based Selection

Interviews

- Proposals to include qualifications and experience, organization and personnel, and project approach
- Interviews will follow initial scoring of proposals, and will contribute to final score

8 to 10-Week Advertisement RFP advertised to allow for one round of one-onone meetings, two rounds of questions and answers, and any resulting addenda.

Selection and Award

Final selection based on highest scoring proposal;
 PDB contract awarded













Anticipated Construction Pre-qualifications

400000 Comb/Jt. Ea, Fa or 400000 Comb/Jt. Ea, K

B – Concrete Paving

Ea – Grading, Drainage Structures and Aggregate Construction

Fa – Bridges and Special Structures

K – Sewers and Water Mains



Design Services Pre-qualifications

Primary

Roadway: Complex

Secondary

Bridges: Load Rating Bridges: Complex Geotechnical: Advanced Hydraulics II Project Development Studies Traffic: Capacity & Geometric Analysis Traffic: ITS Design & System Manager Traffic: Pavement Markings Traffic: Safety Studies Traffic: Signal Traffic: Signal Operations – Complex Traffic: Signing – Freeway

Traffic: Signing – Non-Freeway Utilities: Roadway Lighting Traffic: Work Zone Maintenance of Traffic Traffic: Work Zone Mobility & Safety Landscape Architecture Utilities: Municipal Utilities: Pump Stations Surveying: Road Design Surveying: Structure Surveying: Hydraulics Surveying: Right-of-Way Environmental: Archeology - Historic







Disadvantage Business Enterprise (DBE) Goals

- Validation: To be determined
- Preconstruction: To be determined
- Construction: To be determined based on advanced design and construction plans
 Objective is to maximize SBE/DBE firms in hightier subcontracting positions.

Workforce Development Program

- Includes outreach and development of High School, College, and Apprenticeships.

On-the-Job Training Program

- Compliance with DOL's OFCCP's Mega Project Program requirements



Key Personnel

- Project Manager
- Construction Manager
- Construction Quality Control Manager
- Design Manager
- Design Quality Control Manager
- Environmental Compliance Manager
- Lead Cost Estimator
- Lead Geotechnical Engineer

- Lead Hydraulics Engineer
- Lead Structures Engineer
- Lead Road Engineer
- Lead Traffic Engineer
- Lead Maintenance of Traffic Engineer
- Lead Utility Engineer
- Stakeholder
 - Engagement
 - Manager
- Equity Manager





I-375 RECONNECTING COMMUNITIES

Contact Information

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Michigan Department of Transportation

MEETING MINUTES

MDOT INDUSTRY FORUM

DATE: Monday, March 11, 2024

TIME: 9:00 a.m.

LOCATION: Detroit TSC, 1060 W Fort St. Detroit, MI

- 1) Question & Answer
 - A) Regarding the 30% plans, was NEPA approved?
 - I) Yes, the FONSI was signed in 2022.
 - B) How flexible will MDOT be with modifications to the 30% design?
 - There is potential for flexibility but it depends on what the change is. The FONSI will not allow changes to increase the impacts on the community, if a suggested change were to push more traffic into the neighborhoods for example.
 - C) Were the two outfalls into the Detroit river located and cleared with NEPA?
 - Yes, they are a part of what was approved through the NEPA process. There is alignment with the boulevard coming down to the river approach to take those as straight as possible. There has been early coordination done with permitting agencies.
 - D) Is there greenspaces for the outfalls or are they going to be trenchless?
 - I) The outfall specifically will be on the southside of the riverwalk below the surface of the water.
 - E) Is the timing goal for the RFP to be released in late March?
 - l) Yes.
 - F) (Question Submitted Virtually) Who will be responsible for Quality Assurance/Acceptance? I've worked on several DB/PDB projects and there has been a variety of ways QA has been handled in different states - The Contractor via an IQF, the Department via CEI, etc.
 - QA will be handled by the Department via CEI (Construction Engineering and Inspection) following MDOT's Standard Specifications and Construction Manual.







PROJECT NAME: I-375 Reconnecting	MDOT JOB NO.: 130035	CONTROL SECTION:
Communities Project		
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		48226

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SIGN-IN SHEET

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