







I-75 OVER ROUGE RIVER; I-75NB OFF RAMP; I-75SB ON RAMP; I-75 OVER FORT STREET

CMGC Project

Detroit

Michigan Department of Transportation | Metro Region

July 27, 2023

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Pothole Season Driving Tips:

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.



I-75 North of M-39, South of I-96

- I-75 over Rouge River, Dearborn St, RR
- I-75NB off ramp over RR and Maintenance Rd
- I-75SB on ramp over Rouge River and Pleasant St
- I-75 over Fort Street



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CMGC Project in City of Detroit, Wayne County





Bridge rehabilitation work including substructure repairs, CIF retrofits, epoxy overlays



CMGC method was selected after traditional design-bid-build method was unsuccessful due to costs

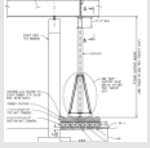


One-Step solicitation for Best Value CMGC



Schedule, Cost, and Railroad Coordination are primary concerns





Substructure Repairs with Complex Temporary Supports



Constraint Induced Fracture (CIF) Retrofits



Cleaning and Coating over Railroad



Deck Patching, Joint Resealing, and Epoxy Overlay



Maintaining Traffic



Temporary Supports: Work with the CMGC to minimize design changes during construction for temporary supports. Determine schedule impacts from jacking operations on maintenance of traffic.

Railroads: Minimize risk associated with four railroads by finalizing temporary support configurations, developing a work plan for cleaning and coating structural steel, understanding railroad criteria and work windows, and determining site access during design phase.

CIF Retrofits: Determining schedule impacts from CIF retrofits and impacts to maintenance of traffic.



Mobility: Working with the CMGC to minimize impacts to I-75 traffic.

Cost and Schedule: Cost and schedule certainty by understanding how maintenance of traffic and other factors impact the project goal.

Utilities: Identify any utility impacts due to proposed work plan and communicate any conflicts early.



Adjacent Project Coordination

- Various projects are on-going within the Metro Region. Coordination will be needed for maintenance of traffic plan.

Railroad Coordination

- Coordination with railroads for cleaning and coating, temporary supports, and utilities.

Utility Coordination

- Coordination with utilities impacted by temporary supports and other work.



Project Schedule

2023

Issue RFQ
August
2023

Award
November
2023

Selection
September 2023

2024

**Finalize
Negotiations**
August 2024

**Letting
(if needed)**
December 2024



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Pre-Quals/DBE Goal



Anticipated Pre-qualifications:

25,000-45,000 Fa
(Bridges & Special Structures)



Design Services Pre-qualifications:

N/A



Disadvantage Business Enterprise (DBE) Goal:

0% Preconstruction
TBD % Construction



Key Staff:

Project Manager
Project Supervisor
Cost Estimator
Civil Rights Manager



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Questions



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I-75 over Rouge River Rehabilitation Project (CMGC) – Industry Forum

Questions & Answers

7/27/2023

Question 1: How much design remains to be completed and how much coordination with the CMGC contractor will be required?

Answer 1: Contractor will validate the current design and provide suggested modifications, and optimization. Full redesign is not anticipated. Further design, including maintenance of traffic, is on hold until further feedback can be solicited from the selected CMGC contractor.

Question 2: What are CIF details?

Answer 2: CIF details are those on steel structures where welds intersect (e.g. longitudinal and transverse stiffeners intersect) and introduce fatigue issues. The approach to the repair is to increase the space between the two intersecting welds to be more than $\frac{1}{4}$ ". If possible, it is preferred to eliminate the CIF detail. It is anticipated that this structure has possibly hundreds of these details, and it has not yet been determined how many will be repaired and at which locations. CIF detail repairs may be limited to only critical areas and may be dependent upon construction feasibility. Constructability concerns include contractor access, cost, and traffic vibration effects. These repairs were not part of previous project.

Industry Forum for I-75 over Rouge River Rehabilitation Project (CMGC)

7/27/2023

1pm

| <u>Attendee Name</u> | <u>Email Address</u> |
|---|---------------------------------|
| Ranger, James (MDOT) | RangerJ@michigan.gov |
| Belill, Talia (MDOT) | BelillT@michigan.gov |
| Hoensheid, Katherine (MDOT) | HoensheidK@michigan.gov |
| Darwish, Ihab | idarwish@benesch.com |
| Erben, William (MDOT) | ErbenW@michigan.gov |
| Andrew.Bittner | Andrew.Bittner@kiewit.com |
| Susan Melcher | smelcher@accesseng.net |
| Jay Desai | Jay@cahull.com |
| McCaffrey, Daniel E | DEMcCaffrey@modjeski.com |
| Abbey Smith | asmith@acrow.com |
| Andy O'Connor | aoconnor@cahull.com |
| Brandon Smith | brandon@swcdllc.com |
| Troy Nuccio (Guest) | tjnuccio@hengineers.com |
| Craig Dashner | Craig.Dashner@ohm-advisors.com |
| Aaron Angle | aangle@toebe-construction.com |
| Rampersad, Laura L. | LLRampersad@modjeski.com |
| Kaltenthaler, Al | al.kaltenthaler@C2AE.COM |
| Zach Carroll | zcarroll@pullman-services.com |
| Tom Stover | tstover@toebe-construction.com |
| Ben Edwards | bedwards@cahull.com |
| Blake Zapczynski- Z Contractors (Guest) | bzap@z-contractors.com |
| Mandy Rainville | mrainville@pullman-services.com |
| Hickman, Matthew (MDOT) | HickmanM5@michigan.gov |