









US-23 IMPROVEMENT PROJECT

Construction Manager/General Contractor Project

Ann Arbor, Washtenaw County

Michigan Department of Transportation | University Region

Monday, Jan. 13, 2025 - 10 a.m.

1	Safety Minute and Introductions		2
2	Project Location		4
3	Project Summary, Goals, Risks		5-14
4	Project Coordination		15
5	Project Schedule		16
6	Pre-Qualifications/DBE Goal		17



Snowplow Safety:

- › Use caution when following, passing or approaching snow removal equipment.
- › Drive a safe distance behind snowplows. Plows often travel slower than other vehicles to remove snow, apply salt and assist stranded vehicles.
- › Before attempting to pass snow removal equipment, check direction of snow discharge to avoid snow and debris thrown from equipment. Remember that plows are wider than most vehicles and portions of the plow and blade may be obscured by blowing snow.
- › Don't crowd the plow.
- › Only pass snow removal vehicles when a safe, legal passing area is available and adequately clear of snow and/or treated with salt and sand.
- › Don't travel beside a snowplow. They can shift sideways after hitting snowpacks or drifts.
- › When a plow approaches you, allow the plow room to operate by reducing speed and moving to the right side of the road if there is room to safely do so.
- › Do not brake with unnecessary sudden movements when in front of a snowplow. Plows cannot stop as quickly as an automobile.
- › Don't drive through whiteout conditions caused by swirling snow around a snowplow. Safely pull to the side or slow to allow visibility to improve.
- › Remember that a snowplow operator's field of vision is restricted. You may see them but they may not see you.

US-23 Improvement Project

Project Limits

US-23 from I-94 to north of Earhart Road

I-94 from US-23 to approximately one-half mile west of US-12

I-94 Business Loop (BL)/M-17 (Washtenaw Avenue) from Yost Boulevard to east of Carpenter Road

Located in the city of Ann Arbor, Ann Arbor Township, and Pittsfield Township, Washtenaw County





Road work:

- Rebuild 3.5 miles of US-23 from I-94 to Geddes Road
- 1.7 miles of drainage and safety improvements on US-23 from Geddes to Earhart roads
- Rebuild the US-23/M-17 (Washtenaw Avenue) interchange
- Improve the westbound I-94 ramp to northbound US-23
- Add auxiliary lanes on northbound and southbound US-23 between I-94 and M-17
- Environmental Assessment (EA) approval expected April 2025



Bridge replacements:

- US-23 over Packard Road, M-17 (Washtenaw Avenue), East Huron River Drive, Michigan Line Railroad and the Huron River, and Earhart Road

Bridge preventive maintenance and/or rehabilitation work:

- US-23 over I-94, Ellsworth Road over US-23, and Geddes Road over US-23

Possible temporary bridge over the Huron River for maintaining traffic



Other related work: Large box culverts at Swift Run Drain, drainage improvements, guardrail, noise walls, traffic signals, ITS, municipal utilities, lighting, signs, pavement markings, landscaping and maintaining traffic



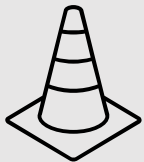
Collaboration between MDOT, City of Ann Arbor, Washtenaw County Road and Water Resource commissions, townships, and regional transit agency.



Validate bridge designs/specifications that will be submitted to Amtrak prior to plan completion to mitigate need for changes after Amtrak approval.



Understand means and methods to construction to aid in EGLE permit applications (Part 31, 301, and 303).



Maintain two lanes of traffic in each direction at all times on US-23 during construction.





Understand and mitigate schedule impacts due to the operating railroad.



Minimize closure of the nonmotorized trail at the Huron River bridge, upholding commitments to local jurisdictions.



Provide close and early coordination with affected utility companies to promote the successful and timely delivery of the project due to possible impacts on overhead electric, and critical city-owned sanitary sewer and water.



Stakeholder Involvement: Continued coordination with the City of Ann Arbor, Washtenaw County Road Commission, and others will be critical to the project.

Utilities: Determining the best protection, staging and constructability methods to minimize impacts on critical systems owned by local municipalities.

Environmental: Impacts on the environment with stream, floodplain, recreational (4f/6f) and wetlands



R01-1 & 2 of 81074, US-23 Over the Michigan Line Railroad & Huron River

Huron River: Scour and hydraulics associated with downstream dam, bridge construction over water, and varying water levels.

Bridge Substructure and Foundations: Artesian conditions, hard clay layer conditions, vibrations and work near existing spread footings and sanitary sewers, stage line temporary earth retention.

Maintaining Traffic: Bridge construction staging and maintaining all lanes of US-23 at all times.

Railroad: Active high-speed passenger rail corridor operations under the bridge; Early plan development for Amtrak review and approval for permanent and temporary structures, if necessary.



Railroad Coordination

- Coordination with Amtrak to obtain structure approval

Stakeholder Coordination

- Coordination with state/local entities for schedule, utility impacts, Swift Run Drain, transit, and recreational path impacts

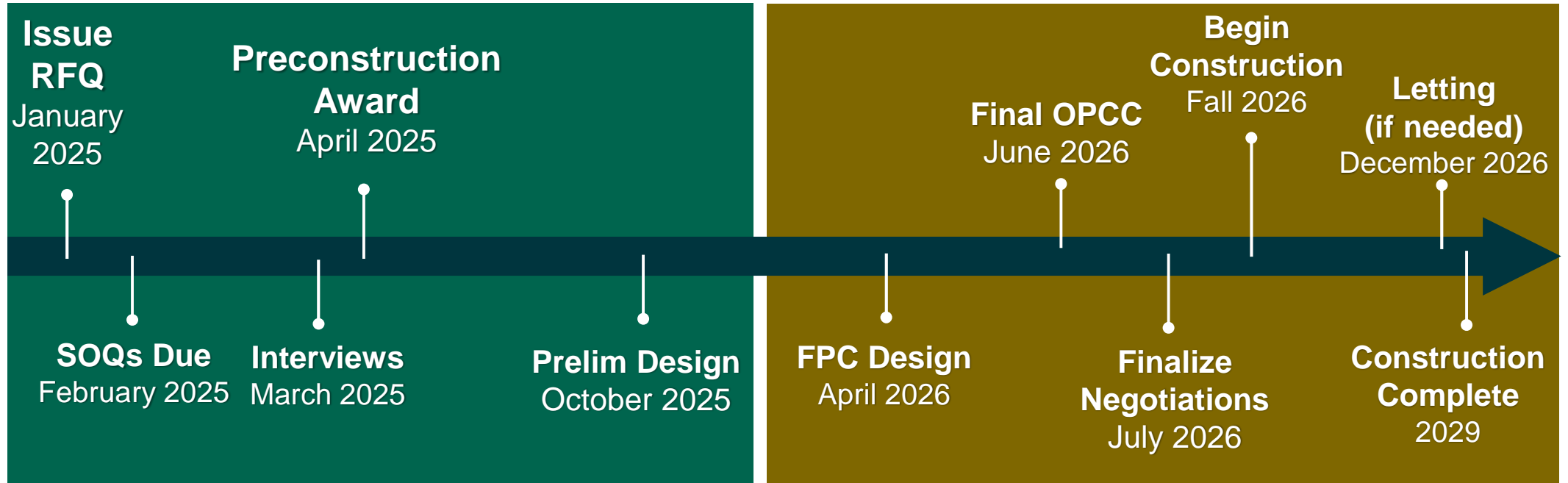
Design Team Coordination

- Colliers Engineering and Design, and temporary bridge supplier (if necessary)



2025

2026-2029



Innovative Contracting Project Webpage:

<https://www.michigan.gov/mdot/business/contractors/innovativecontracting/us-23-improvement-project>





**Anticipated Construction
Pre-qualifications:**

289000 **Fa** (Bridges and
Special Structures)

Subclassification Required:

Ea (Grading, Drainage
Structures, and Aggregate
Construction)

B (Concrete Paving)

Cb (Hot-Mix
Asphalt/Bituminous Paving)

*The life cycle cost analysis
(LCCA) will determine the
pavement type during the
preconstruction phase*



**Disadvantage Business
Enterprise (DBE) Goal:**

Preconstruction 0 percent
Construction TBD



Key Staff:

Project Manager

Project Supervisor/Bridge Field
Construction Manager

Cost Estimator

Road Field Construction Manager

Civil Rights Manager



Open Discussion – Q&A



US-23 Improvement Project CMGC Industry Forum Attendance

January 15, 2025 10:00 am - 11:00 am

Name	Company
Jonathan Harden	MDOT
Talia Belill	MDOT
Christopher Bender	ICE
Kevin Anderson	Z Contractors Inc
Eleesha Green	MDOT
Daniel Bender	ICE
Brenden Pudduck	Action Traffic Maintenance
Arif Cekic	Fishbeck
Travis Kaess	RS&H
Andy Durham	Miller Bros Const, Inc
Michael Pittiglio	Levy
CJ Barker	ICE
John Belcher	MDOT
Richard Myers	Dan's Excavating
Tim Hoeffner	Quandel
Brian Panfil	Walsh Construction
Jim Holtje	PCL Construction
Peter Jerrell	Walsh Construction
Chris Mondon	Ajax
Benjamin Kohler	Ajax
Dave Walt	GLEG
Jim Doescher	Dan's Excavating
Tim Mulvihill	Toebe
Alex Sherman	Nicholson Construction
Shawn Tinkey	HNTB
Dan Mull	F & M Concrete
Heather Conrad	Kiewit
Peter Vogt	Kiewit
Bill Deacon	RS&H
Carrie Sinclair	RS&H
Jordan Robbins	PCL Construction
Brandon Hinson	PCL Construction
Brendon O'Connell	Walsh Construction
Dan Larson	Rieth-Riley
Jason Beem	Ajax
Jeff Bigelow	GLEG
Mike Phelps	Z Contractors Inc
Kevin Kruger	Granite
Estella Mull	F & M Concrete

Blake Zapczynski	Z Contractors Inc
Nicholas Puroll	RS&H
Ben Edwards	C.A. Hull
Andy O'Connor	C.A. Hull
Laura Huizinga	Lindsay
Koort Leyrer	Rieth-Riley
Dave Turner	C.A. Hull
Dan Kroll	Toebe
Casey Potts	RS&H
Matt Hunter	HNTB
Eric Berden	Spicer
Josh Goldsworthy	Anlaan
Andrew Standhardt	Toebe
Jason Eatly	HNTB
Darrin Wilson	Spicer