



I-375 RECONNECTING COMMUNITIES PROJECT

PROGRESSIVE DESIGN BUILD INFORMATION SESSION

April 2024

AGENDA

1. Welcome
2. Project Overview
3. Project Updates
4. Progressive Design Build
5. Q&A

PROJECT OVERVIEW



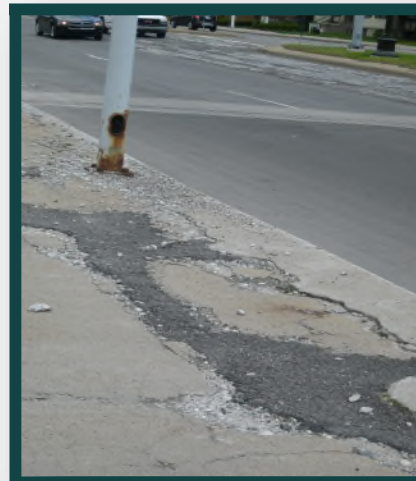
PURPOSE AND NEED

TRANSPORTATION

- Address an infrastructure need and replace the outdated interchange design, deteriorated bridges and roadways.
- Address existing and future transportation needs and roadway safety for all users.
- Improve connectivity to surrounding areas for both vehicular and nonmotorized users.
- Enhance access to enable future development and other placemaking opportunities

MDOT'S MISSION

- Serve and connect people, communities and the economy through transportation.



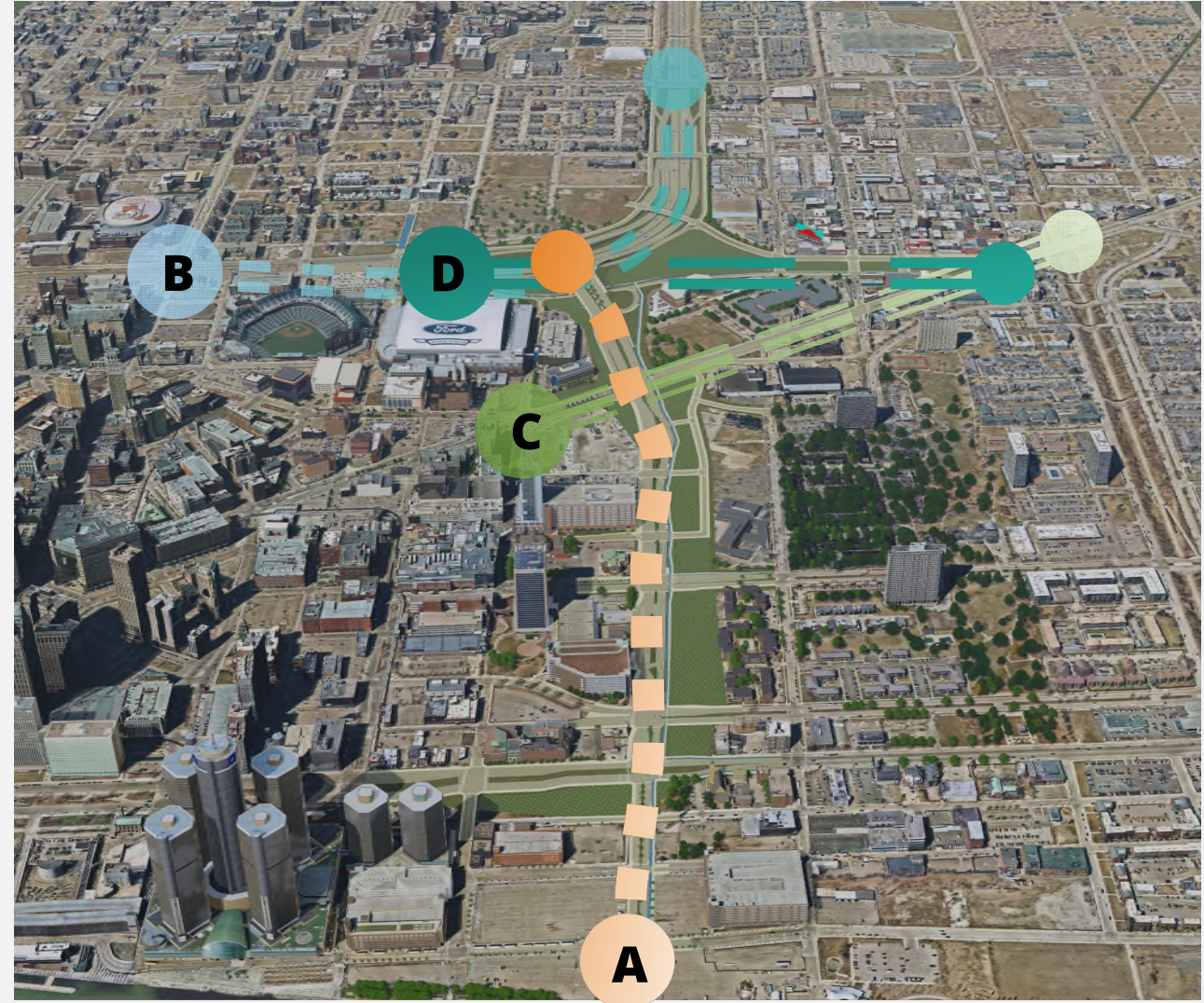
PROJECT FEATURES

Project limits include:

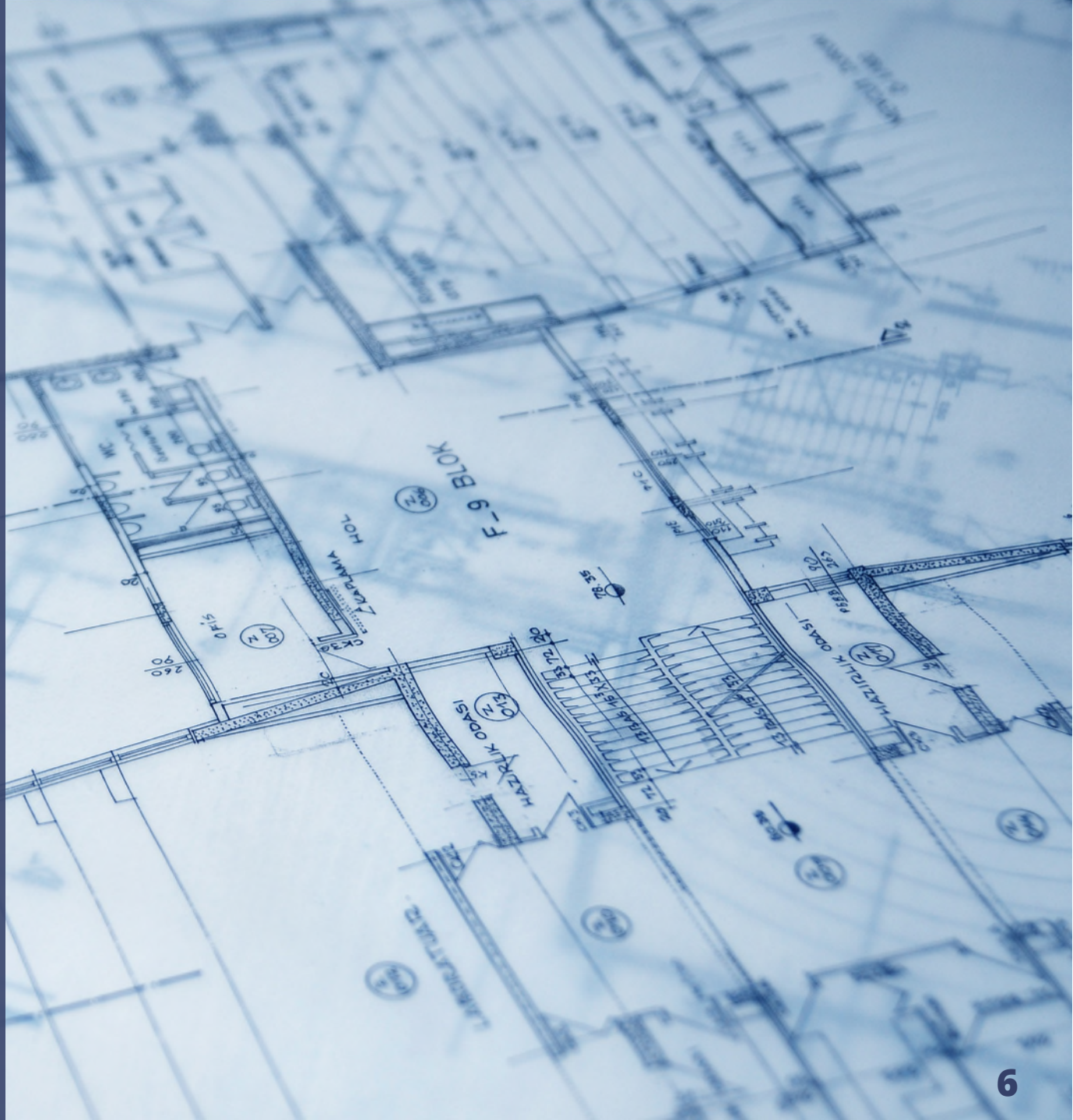
- A. I-375 from the Detroit River to the I-75 interchange
- B. I-75 from John R Street to Mack Avenue
- C. Gratiot Avenue from St. Antoine to the Dequindre Cut
- D. Existing Gratiot Connector

Benefits:

- Strengthens existing and future transportation, multimodal mobility choices and roadway safety.
- Improves connectivity.
- Enhanced access enables future development and other placemaking opportunities with official land use and long-term economic development plans.
- Address deteriorated infrastructure, including stormwater management capacity.



PROJECT UPDATES



MAJOR INPUT FROM LAST YEAR

What we heard:	How we responded:
The boulevard design has too many lanes.	MDOT conducted a new traffic study that has resulted in a modified design.
How will my business stay open during construction?	MDOT has selected the progressive design-build delivery method to allow for increased stakeholder engagement and invited new partners to provide peer review and additional resources.

Since the last time the LAC met, in [October 2023](#):

The project team has been engaging in smaller stakeholder meetings to begin conversations about the project's [Framework](#) and address specific stakeholder concerns.

MDOT has also conducted meetings for organizations that represent [small and local businesses](#) that may be interested in the project's design, construction and additional services.

SMALL ENGAGEMENT MEETINGS

Stakeholders

McDougall-Hunt Neighborhood Association

General Motors

Detroit Riverfront Conservancy

Martin Luther King Jr. Senior High School

Greektown Neighborhood Partnership

Kresge Roundtable

Black Bottom Archives

McDougall-Hunt Neighborhood Association

Elmwood Park Cooperative

Blue Cross Blue Shield of Michigan

Detroit Riverfront Conservancy

Eastern Market

Lafayette Park Co-Op Boards

Organizations and Business Community

Industry Collaboration: NABWIC, GLWBC, MBDA, MMSDC

Industry Collaboration: MMC Day of Development

Industry Collaboration: MDBBA

Industry Forum: General business community

Industry Collaboration: DEGC

Industry Forum: General business community

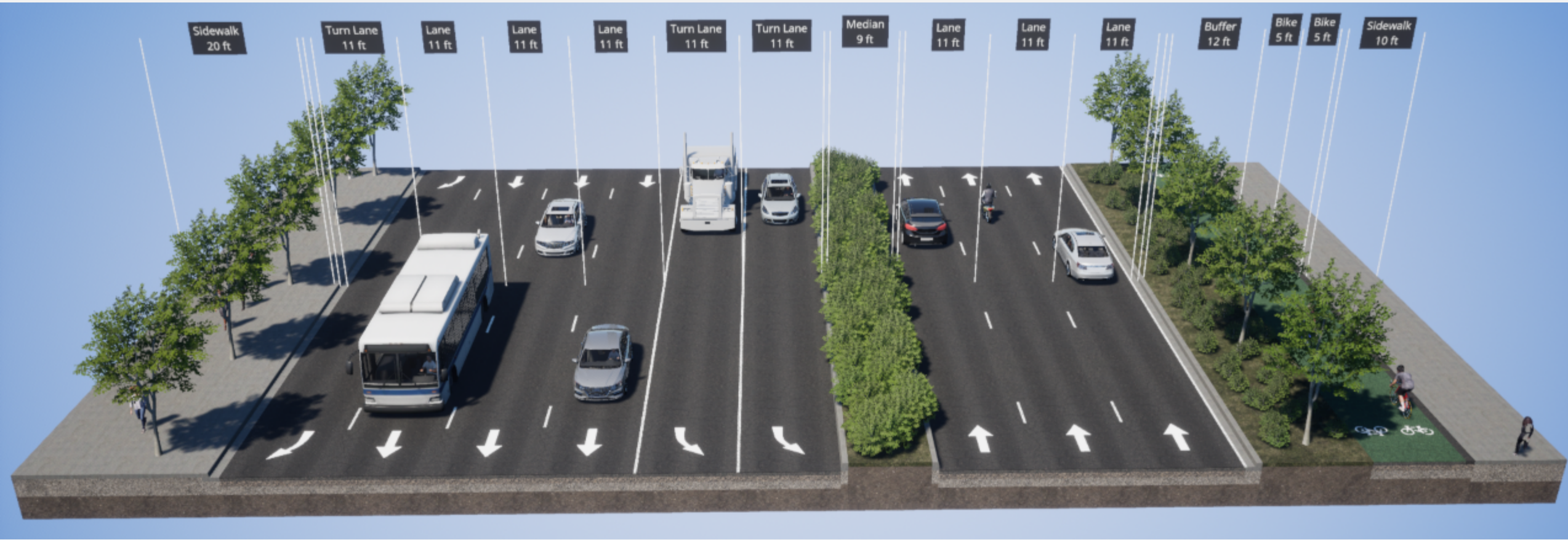
TRAFFIC ANALYSIS

MDOT conducted a new traffic analysis to determine if lanes could be reduced on the new boulevard. Over the past few months, MDOT has:

- Conducted traffic data collection (traffic volumes and vehicle flow patterns).
- Analyzed the data (intersection analysis to identify any bottlenecks or congestion points and analyzing safety).
- Reporting findings to the city, SEMCOG, and FHWA.
- **The data shows less traffic during the morning and evening rush hours, allowing MDOT to reduce the number of lanes on the boulevard and increase local connectivity in the interchange area.**

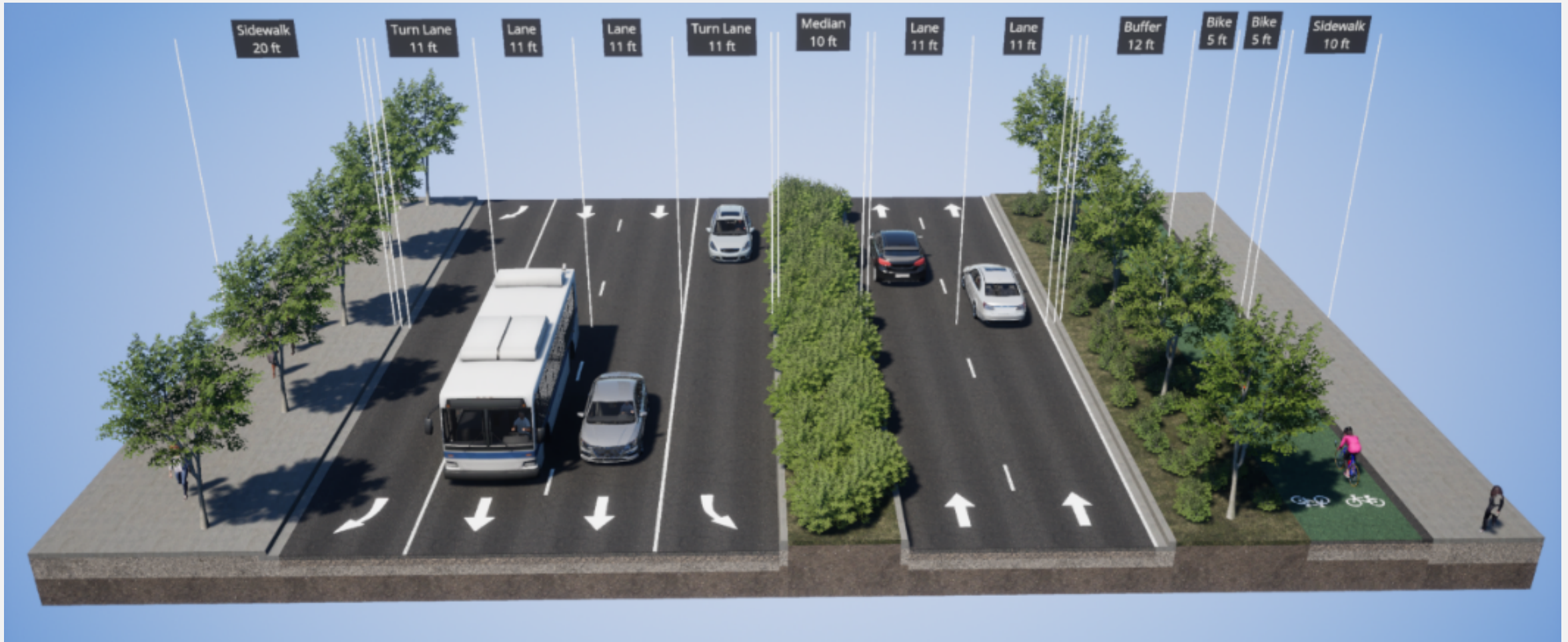
Boulevard Updates

Previous Boulevard Concept - North of Lafayette Street

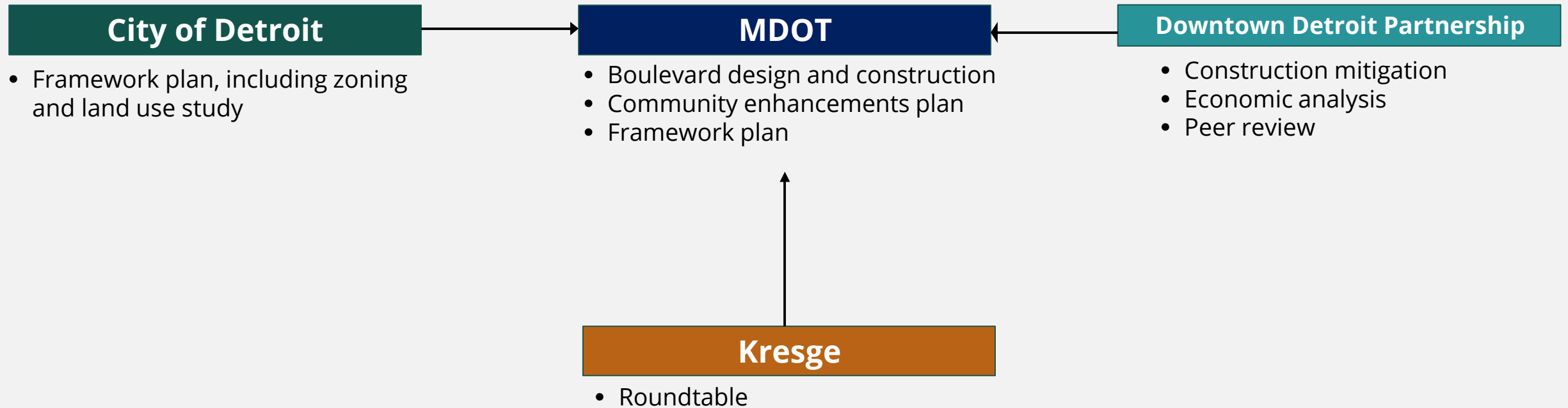


Boulevard Updates

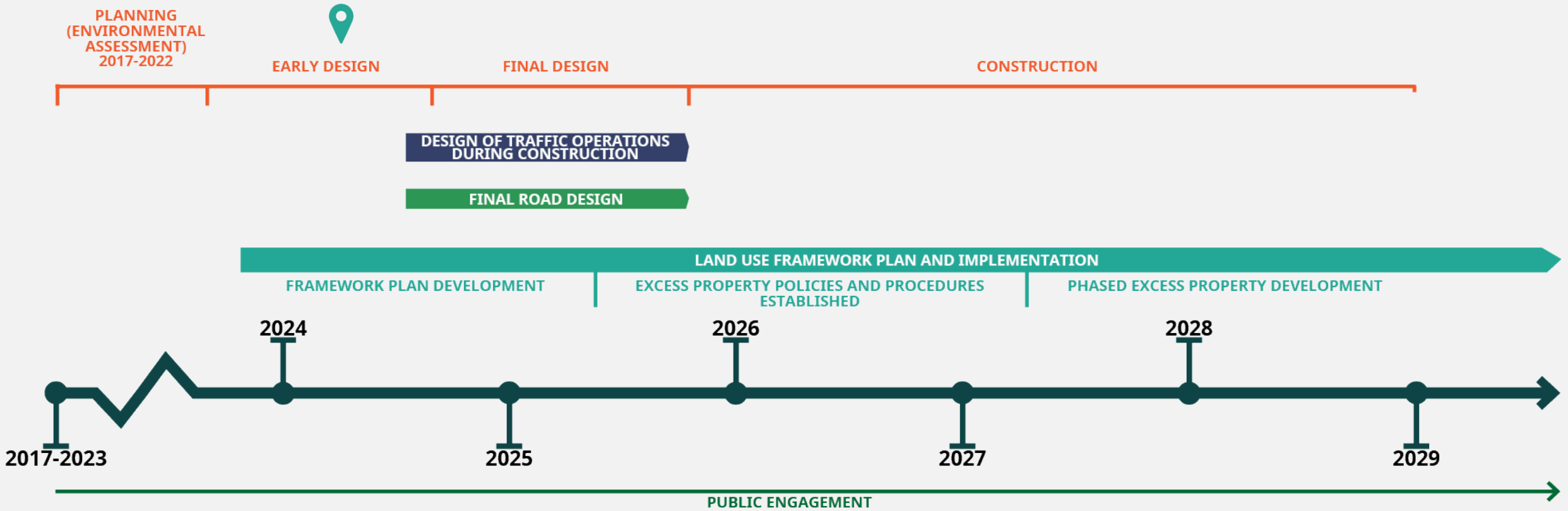
Revised Boulevard Concept (with Median) - North of Lafayette Street



PROJECT PARTNERS



PROJECT ENGAGEMENT TIMELINE



PROGRESSIVE DESIGN-BUILD



WHY PDB FITS I-375



STAKEHOLDER INPUT

Incorporate stakeholder input and manage changes as the project and framework develop.



SCHEDULE

Support achievement of the target project schedule, including groundbreaking and completion.



DESIGN AND CONSTRUCTION INNOVATION

Support contractor input into design and construction approach, preserving the benefits of designer-contractor integration.



TRAFFIC MANAGEMENT AND WORK PACKAGING

Develop construction staging and packaging options to support efficient scheduling, mitigate interface risk, and manage traffic impacts during construction.



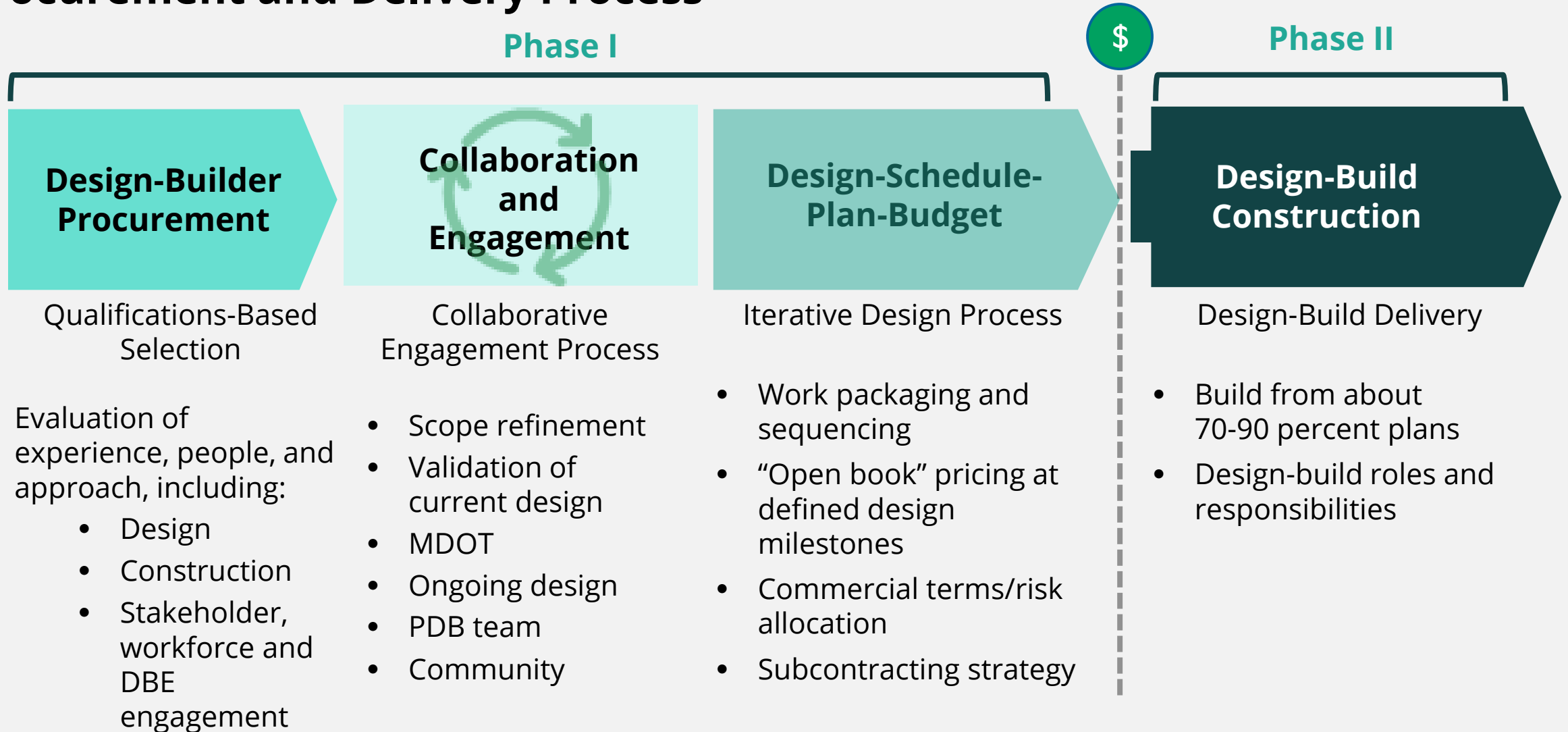
BUSINESS AND WORKFORCE DEVELOPMENT

Support maximum small and disadvantaged business participation and workforce development opportunities.

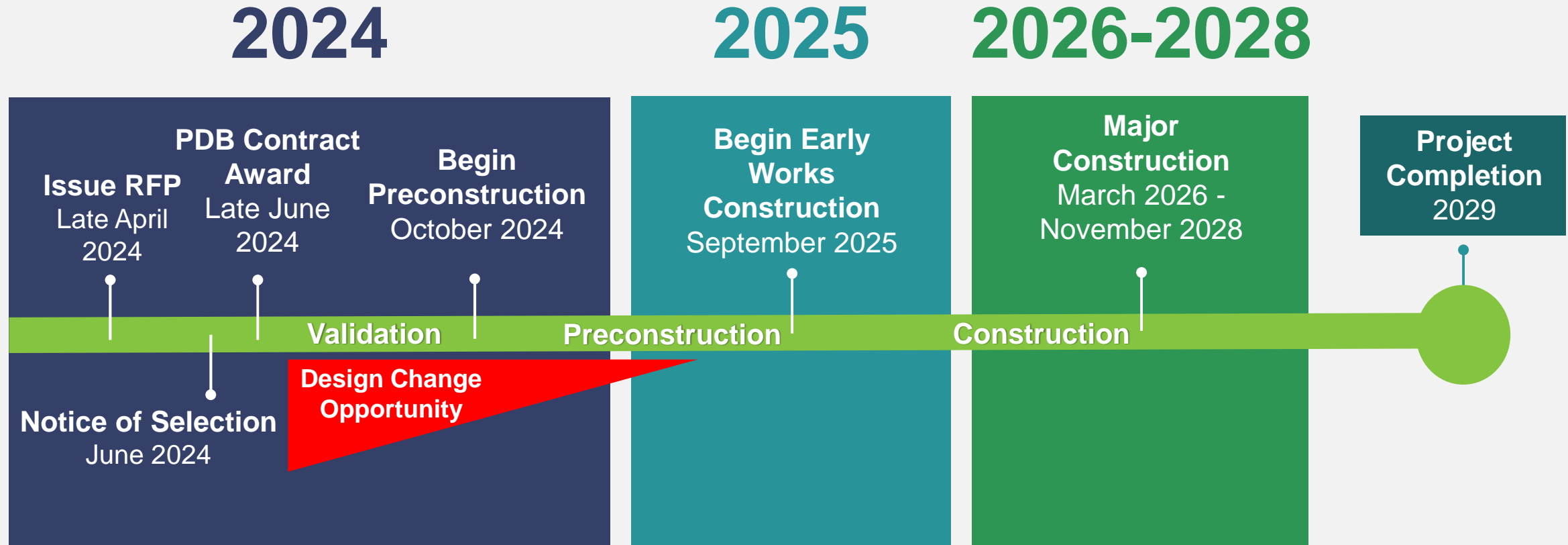
PROJECT DELIVERY METHOD

Procurement and Delivery Process

Establish "Guaranteed Maximum Price"



PDB SCHEDULE



DESIGN CHANGES DURING PDB

- Adding connections to improve grid connectivity throughout the corridor.
- Value-adding design changes within the existing project limits.

**Design changes
that can be
made**

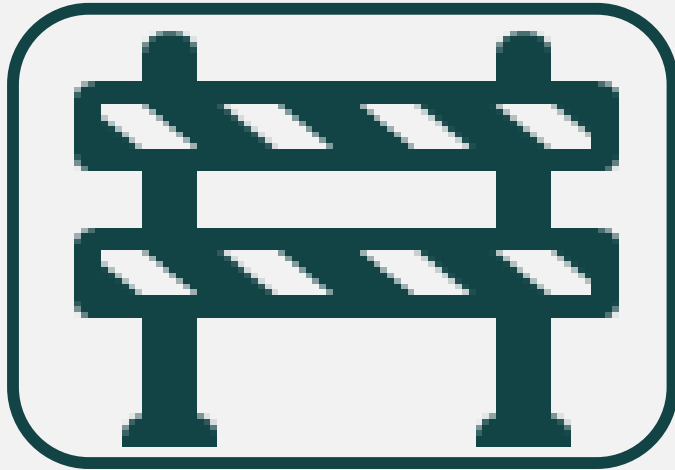


- Major changes that would impact federal environmental commitments (NEPA).
- Changes that would negatively impact safety, adjacent properties, and are not technically feasible.

**Design changes
that can not be
made**



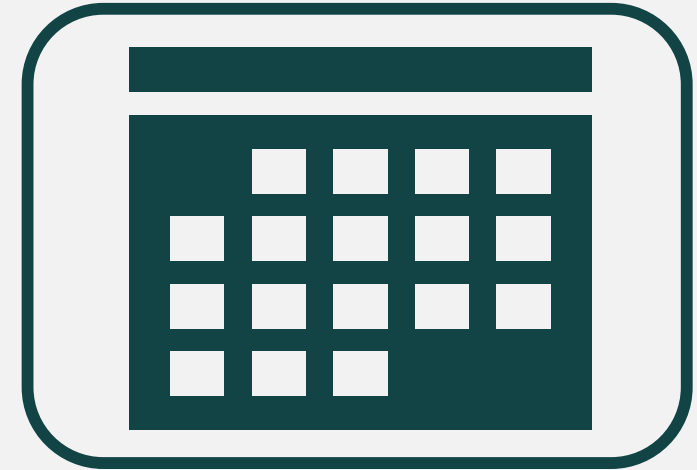
TRAFFIC OPERATIONS DURING CONSTRUCTION



Access During
Construction



Community
Input



Construction
Scheduling

TRAFFIC OPERATIONS DURING CONSTRUCTION

2.6 Meetings

During the Validation Subphase, the Design-Builder shall participate in various meetings and workshops. The Design-Builder shall perform administrative tasks including preparation of agendas and meeting notes. The following tasks identify the meetings and workshops in which the Design-Builder shall participate, with the minimum number of attendees included (virtual or in-person). These include:

- A. **Kick-off Meeting (1):** Intent of the meeting is to establish project goals and schedule. Design-Builder Attendance will include all Key Personnel and will be in-person.
- B. **Project Status Meetings (16):** Weekly meeting to discuss high level project status. Design-Builder Attendance will be limited to Project Manager, Design Manager, and Construction Manager. It is assumed that there will be 16 Project Status Meetings.
- C. **Concept Review Meetings (4):** Intent is to review project details with the MDOT. Design-Builder Attendance will include Project Manager, Design Manager, Construction Manager, and other Subject Matter Experts as needed. It is assumed that there will be 4 Concept Review Meetings.
- D. **Utility Meetings with Utility owners (18):** Meetings with Utility owners as required to define activities necessary to perform the Work and develop the Utility and Third-Party Coordination Plan.
- E. **Utilities Meetings with MDOT (4):** Monthly meeting with the MDOT utility coordinator to provide update on project progress and utility coordination efforts. It is assumed that there will be 4 Utility Task Force Meetings. Design-Builder Attendance will include Design Manager, Subject Matter Experts, and design team members as required.
- F. **Traffic Operations Meetings (4):** Monthly meeting with the MDOT to review the traffic study. Design-Builder Attendance will include Design Manager, Subject Matter Experts, and design team members as required.
- G. **Stakeholder Engagement Meetings (7):** Bi-weekly meetings with stakeholders, including Public Meetings, Local Advisory Committee (LAC) meetings, and 1-on-1 meetings to provide update and seek feedback regarding project design, construction planning, and progress of Work. MDOT will be responsible for all correspondence with the public. The Design-Builder shall assist or lead the communications efforts as directed by MDOT. The Design-Builder shall participate in the following Stakeholder Engagement Meetings to share information regarding its conceptual designs for Maintenance of Traffic (MOT):
 - a. **MOT Listening Session:** Meet with stakeholders for the purpose of understanding their questions and concerns regarding impacts during construction.
 - b. **MOT Concept Presentation:** Present and gather stakeholder feedback regarding two unique MOT concepts developed by the Design-Builder.

18.2.1.3 Maintenance of Traffic (MOT)

The conceptual design schematic drawings shall include the Design-Builder's conceptual design for two unique MOT concepts. The schematic drawings shall include the following elements related to each MOT concept:

- A. **Plan view illustrations of all major construction stages through completion of the Project** showing the work area, traffic being maintained, closures, temporary pavement and/or structures, location of typical sections, and references to applicable standards.
- B. **Typical sections including lane widths** and shy distances, paved shoulders, pavement markings, drums, temporary barriers, buffer distances, work areas, drop-offs, and station locations.
- C. **Detour plans and alternative route plans identifying anticipated improvements.**

18.3 Maintenance of Traffic Concept Report

The Design-Builder shall include a report in PDF format that describes its conceptual designs for two unique MOT scenarios. The MOT Concept Report shall include the following elements related to maintaining traffic and be included as an attachment to the Basis of Design Report:

- A. **Proposed schedule for each concept showing MOT phases and durations, including closure durations for freeways and ramps.**
- B. **Discussion of the sequence of operations and MOT procedures, identifying all long-term lane closures and all roadway closures (short-term or long-term). Long-term is for any closures 3 days or longer.**
- C. **Summary of traffic modeling with anticipated level of service due to lane closures and detour routes.**
- D. **Opinion of Probable Costs for MOT**

FRAMEWORK PLAN OVERVIEW

What's in the Framework Plan?

EQUITY

Ensure the project benefits the community, includes local businesses, and honors the history of Black Bottom and Paradise Valley.

MOBILITY

Make it easier to walk, roll and drive to neighborhood destinations.

URBAN DESIGN

Create public spaces that are enjoyable, functional (i.e., manage rainfall).

DEVELOPMENT

Guide development to meet community needs (i.e., housing, retail/services, and community facilities).

NEIGHBORHOOD CONTEXT

Work with the community to understand the unique conditions and opportunities in the neighborhood.



SBE AND DBE PROGRAMS

- **Goal:** Maximize the utilization of small and minority-owned businesses and workforce in the execution of all project phases and services.
 - Validation: No less than 9 percent, Preconstruction: No less than 9 percent, Construction: To be determined based on advanced design and construction plans.
 - Key Personnel includes an equity manager who will be responsible for identifying increased opportunities and managing and implementing the SBE and DBE program and Workforce Development initiatives.

improved accessibility and connectivity. MDOT is partnering with the City and local stakeholders to develop strategies for final facility design, urban design and development, and opportunities for small businesses and workforce development centered on diversity, equity, and inclusion through an ongoing community engagement process.

The Project's delivery will place an enhanced focus on disadvantaged and small business inclusion and workforce development as the scope and extent of work required for the delivery of this project have significant opportunities to ensure equitable economic participation. See ITP Sections 2.9 and 2.10 respectively for additional details.

- C. the Proposer's approach to managing subcontracting and subcontractor performance and workforce development during construction, including:
 - a. Supporting the performance of SBE/DBE subcontractors and the effectiveness of workforce development
 - b. The approach to mitigating barriers facing SBE and DBE firms' involvement on transportation projects;
 - c. The approach to tracking, documenting, and ensuring compliance with equal employment opportunities and workforce development requirements;





PDB provides the unique ability to collaborate on an infrastructure solution that addresses mobility and safety needs, improves efficiency of delivery, and creates positive socio-economic change.



QUESTIONS?

An aerial photograph of a city, likely Detroit, Michigan, showing a dense urban landscape with various buildings and streets. A semi-transparent white rectangular box is overlaid on the center of the image, containing text. The text is centered and includes a large 'THANK YOU!' at the top, followed by the project team name, an email address, a website URL, and two links for comments and subscriptions, and a phone number for contact. The background image shows streets like Gratiot Ave, Lafayette St, Franklin St, Atwater St, and Woodward St, and a river on the left side.

THANK YOU!

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Comment: bit.ly/i375comment

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