County Engineers Workshop
MDOT Update
February 9, 2021

Director Paul C. Ajegba, P.E.
Michigan Department of Transportation
Today’s Topics

- 2020 Historic Year
- Work Zone Safety
- County Road Association Update
- Partnership Success Stories
- Bridge Bundling
- Monroe Garage Update
- Midland Flooding
COVID-19
CORONAVIRUS DISEASE
March 9 - Work from home movement began in Michigan
March 24 - Stay Home Order
April 24 - Gradual reopening started through modifications to Executive Order

Source: MDOT Bureau of Transportation Planning - data from 108 continuous count stations around Michigan
Michigan State Police ticketed a driver for going 110 mph over the speed limit.

Police stopped the driver on southbound I-75 — a 70 mph highway — about 11:45 p.m. April 19 near Sigler Road in Monroe County’s Berlin Township, said MSP First District Lt. Brian Oleksyk.

It's just one example of an increase in high-speed driving amid the novel coronavirus pandemic, Oleksyk said. Though police are limiting traffic stops right now out of concern for the spread of COVID-19, troopers are forced to make a stop when someone goes that fast, Oleksyk said.

The driver puts themselves, everybody else on the road, and the officer trying to make the stop in danger, he said.

"If there was a crash, to me, there's only one outcome at that high of speeds, and that's death," he said.
2020 Work Zone Worker Fatalities

Zachary Morisette, 26
September 21, 2020
Macomb County Road Commission

Jeremy Zeitz, 40
September 24, 2020
Anlaan

Allen Craig, 51
October 22, 2020
Dan’s Excavating

Nicholas Andres Sada, 23
Davyon Desmon-Aereailles Rose, 23
November 7, 2020
CD Hughes
TODAY’S TRAFFIC CHALLENGES

36,120
FATAL MOTOR VEHICLE CRASHES IN THE UNITED STATES (2019)

974
FATAL CRASHES IN MICHIGAN (2019)

4,564
FATAL CRASHES INVOLVING LARGE TRUCKS & BUSES IN THE UNITED STATES (2017)

1
WORK ZONE CRASH OCCURS EVERY 5.4 MINUTES

INVESTED IN SMART MOBILITY

COORDINATION WITH LAW ENFORCEMENT & TRAFFIC OFFICIALS

4
TRAFFIC OPERATION CENTERS MANAGING TRAFFIC INCIDENTS STATEWIDE
Enforcement

Balancing Mobility & Safety

Technology

Culture

Marketing

Education

Flexibility to Implement Safety
National Work Zone Safety Awareness Week
April 26-30, 2021

✔ April 26: National Safety Stand Down Day
✔ April 27: National Media Event, \textit{location to be determined}
✔ April 28: National Go Orange Day
CRA / MDOT Contract Negotiations

- Negotiations 99% Complete
- Collaborative effort between:
  - DTMB facilitators
  - MDOT Leadership and Negotiations Team
  - CRA Leadership and Negotiations Team
  - Office of Commission Audit
  - Attorney General and CRA Legal Counsel
CRA / MDOT Contract Negotiations

- Sponsor Expectations:
  - Identify Issues with the Current Contract
  - Generate Ideas, Build Consensus Around Solutions
  - Be Bold and Innovative by Negotiating in a Collaborative Partnership
- There are about 100 changes to the new contract including language clarification, elimination of redundancies and a thorough legal review.
- Every section of the contract was collaboratively reviewed by the negotiations team for relevance and legal accuracy.
Negotiations Schedule and Milestones

- **Oct. 2019**
  - Kick-Off Workshop

  - Negotiations Meetings (approximately 30)

- **Oct.–Nov. 2019**
  - Assembly of Prioritized Contract Issues

- **Feb. 2021**
  - Resolution of Final Issue
  - Unresolved Issue to MDOT Appeals Team (if required)

- **Mar. 2021**
  - Final Draft Contract Language
  - Contract Language Approved by Steering Team

- **Apr. 2021**
  - Obtain CRA Approval of Language
Negotiations Schedule and Milestones

- **Apr. 2021**
  - Contract Language Finalized
  - Final OCA and AG Review

- **May–June 2021**
  - Administrative Board Approval
  - Distribution of New Contracts to County Agencies

- **Aug. 2021**
  - Conduct Joint Contract Training
  - Execution of new contracts with MDOT and county agencies

- **1 Oct. 2021**
100 Street over US-131
Kent County, Grand Region

- The existing bridge experienced several high load hits (13) in the past few years.
- As a result of engagement with FHWA in completing a Planning and Environmental Linkages (PEL) document, the bridge project was advanced for construction in 2020.
100 Street over US-131
Kent County, Grand Region

• Traffic Impact: Full detour of 100th Street for one construction season (April 2020 to Sept 2020)
• Original bridge constructed in 1957, 26’ clear roadway (36’6” total width), 30WF116 beams, length 168’10”, main spans 53’9”
• New bridge: 27” prestressed Concrete Box beams, Length 129’2”, span 64’7”, width 86’4.5”, conventional footings and full height abutment walls
100 Street over US-131
Kent County, Grand Region

- Project Cost: $10.8 million
- Contractor:
  - Kamminga & Roodvoets, Inc., Prime
  - Anlaan Corporation, Sub (Bridge)
- Bridge Replacement, Ramp Improvements, Traffic Signals, 100th Street Improvements, Non-motorized facility
- Under clearance improved from 13’11” to 16’3”
# Local Agency Bridge Conditions

## Structure Condition Dashboard

<table>
<thead>
<tr>
<th>Structure Inventory Summary</th>
<th>Count</th>
<th>Structure Condition Summary</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jurisdiction</td>
<td>LA Statewide</td>
<td>Display</td>
<td></td>
</tr>
<tr>
<td><strong>Total No. of Structures</strong></td>
<td>7,323</td>
<td><strong>Good/Fair (5 or Greater)</strong></td>
<td><strong>6,202</strong></td>
</tr>
<tr>
<td>Highway (NBI) Structures greater than 20'</td>
<td>0,684</td>
<td>Highway included in NBI</td>
<td>5,763</td>
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<tr>
<td>Highway Structures less than 20'</td>
<td>315</td>
<td>Non NBI Structures (&lt;20, RR, Ped, etc.)</td>
<td>439</td>
</tr>
<tr>
<td>Rail Road Structures (X)</td>
<td>250</td>
<td><strong>Poor (4)</strong></td>
<td><strong>623</strong></td>
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<tr>
<td>Pedestrian Structures (P)</td>
<td>66</td>
<td>Highway included in NBI</td>
<td>520</td>
</tr>
<tr>
<td>Other Non-Highway Structures (V, Plaza)</td>
<td>8</td>
<td>Non NBI Structures (&lt;20, RR, Ped, etc.)</td>
<td>103</td>
</tr>
<tr>
<td><strong>Additional Bridge Inventory Information</strong></td>
<td></td>
<td><strong>Serious/Critical (3 or less)</strong></td>
<td><strong>484</strong></td>
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<tr>
<td>Posted Structures</td>
<td>1,051</td>
<td>Highway included in NBI</td>
<td>400</td>
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<tr>
<td>Closed Structures</td>
<td>72</td>
<td>Non NBI Structures (&lt;20, RR, Ped, etc.)</td>
<td>84</td>
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<tr>
<td>Fracture Critical Structures</td>
<td>61</td>
<td><strong>Unrated Structures</strong></td>
<td><strong>14</strong></td>
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<tr>
<td>Scour Critical Structures</td>
<td>1,186</td>
<td>Highway included in NBI</td>
<td>1</td>
</tr>
<tr>
<td>Scheduled/Under Construction (S, G)</td>
<td>7</td>
<td>Non NBI Structures (&lt;20, RR, Ped, etc.)</td>
<td>13</td>
</tr>
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</table>

## SD/FO Summary

<table>
<thead>
<tr>
<th>SD/FO Summary</th>
<th>Count</th>
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</thead>
<tbody>
<tr>
<td>Structurally Deficient</td>
<td>920</td>
</tr>
<tr>
<td>Functionally Obsolete</td>
<td>647</td>
</tr>
<tr>
<td>Non-Deficient Structures</td>
<td>5,074</td>
</tr>
<tr>
<td>No Current SD/FO Rating</td>
<td>3,676</td>
</tr>
</tbody>
</table>

## NBI Condition - Goals Summary

<table>
<thead>
<tr>
<th>NBI Condition - Goals Summary</th>
<th>Pct.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Good/Fair (5 or Greater)</td>
<td><strong>86.2%</strong></td>
</tr>
<tr>
<td>Freeway</td>
<td>0.0%</td>
</tr>
<tr>
<td>Non-Freeway</td>
<td><strong>86.2%</strong></td>
</tr>
<tr>
<td>Poor/Serious/Critical (4 or Less)</td>
<td><strong>13.8%</strong></td>
</tr>
<tr>
<td>Freeway</td>
<td>0.0%</td>
</tr>
<tr>
<td>Non-Freeway</td>
<td><strong>13.8%</strong></td>
</tr>
<tr>
<td>Good NHS Deck Area</td>
<td><strong>33.5%</strong></td>
</tr>
<tr>
<td>Fair NHS Deck Area</td>
<td><strong>53.0%</strong></td>
</tr>
<tr>
<td>Poor NHS Deck Area</td>
<td><strong>13.5%</strong></td>
</tr>
</tbody>
</table>
Bridge Bundling

**Key Dates and Phases**

- **RFQ** June 2020
- **Shortlisting of Proposers** August 2020
- **RFP** November 2020
- **One-on-one meetings** December/January
- **Proposals Due** February 2021
- **Contract Award** March 2021
- **Meetings with Local Agencies**
- **Final Design Work**
- **Construction Phase**
- **Final Acceptance**
- **Open to Traffic**

**Timeline**

- **Contract Award** March 2021
- **Meetings with Local Agencies**
- **Final Design Work**
- **Construction Phase**
- **Final Acceptance**
- **Open to Traffic**

**Projected Dates**

- **Summer 2021 to Fall 2023**

**Locations**

- 1. City of Jackson
- 2. City of Lapeer
- 3. Clinton County
- 4. Clinton County
- 5. Eaton County
- 6. Hillsdale County
- 7. Ingham County
- 8. Ingham County
- 9. Lenawee County
- 10. Livingston County
- 11. Livingston County
- 12. Luce County
- 13. Macomb County
- 14. Macomb County
- 15. Macomb County
- 16. Muskegon County
- 17. Ottawa County
- 18. St. Clair County
- 19. St. Joseph County
- 20. Wayne County
Bridge Bundling

- Local Agency Champions
- Project Stakeholders
- Regulatory Agency Partners
- Contract Terms & Conditions
- PMC Team
- Design-Build Contractor

Federal & State Policy & Program Guidance
MDOT/FHWA Core Team
MDOT Technical Team

Project

Bridge Bundling Project Organizational Chart

Decision Path
Advisory Path
Monroe County Maintenance Contract

- Ferroival Services (3 Year Contract)
  - Effective Start Date: October 1, 2019
  - Expiration Date: September 30, 2022
- Total value of 3-year contract is approximately $9,030,000 million
  - 3 one-year extensions are available
  - Services cover approximately 600.00 lane miles
Monroe County
Next Steps

Architectural design work ongoing and nearing completion

Site investigation ongoing

Construction start: Summer of 2021

Construction completion: Summer of 2022
Monroe County Future Garages

• Monroe East and West will have 4 buildings each (a Main Building, Warm Storage, Cold Storage, Salt Barn)
• West site garage is located near US-23 Dundee area
• East site is located near the US-24 (Telegraph Road) and I-275 area
• Monroe South will have 1 building only (a Salt Barn)
• South site salt building is near the southern end of US-24 (Telegraph Road - near the abandoned police post)
Monroe County Garages - Concept

- Buildings will be Pre-engineered Metal Buildings (PEMB)
- Rendering is a Concept; colors have not been decided
- Pictures to the right are of a similar type building constructed for the Ohio DOT
Midland County
Dam Failures and Flooding
M-30 at Edenville
"Following this historic flooding, I asked MDOT to make reopening roads and bridges a top priority," said Governor Gretchen Whitmer. "Given the importance of US-10 to the region's economic vitality, I want to thank Director Paul Ajegba, his team and the workers who repaired the bridge so quickly."
Cleared Debris
Contractor: Fisher Contracting
Duration: 5 weeks
Cost: $1,419,043 (at Tittabawassee River and Wixom Lake)

US-10 at Sanford Lake
Contractor: Fisher Contracting
Duration: 5 weeks (8.5 weeks for weir portion only)
Cost: $2,185,301 (includes sheeting weir for headcutting mitigation)

M-30 at Tittabawassee River
Contractor: Fisher Contracting
Duration: 7 weeks
Cost: $1,139,555
Curtis Road
Midland County, Bay Region

- Repairs designed by AECOM and OHM utilizing as-needed MDOT’s PMC consultant contract
- Let via Emergency Contract with 5 contractors submitting bids
- Fisher Contracting was the low bid at just under $1.2M
- Mobilized on October 7th and open to traffic on November 12th
Curtis Road
Midland County, Bay Region

- Top photo shows significant scour and exposed piles at the west abutment.

- Bottom photo shows the aftermath of the dam breach looking southwest. The entire west approach and nearly 600 feet of roadway were washed away.

- Note the blue watermain that was exposed and moved by the force of the water. It should run in an east-west direction.
Curtis Road
Midland County, Bay Region

Construction was completed in 5 weeks.

- Significant quantities:
  - 8500 Cyd of Embankment
  - 2000 Cyd of Structure Embankment
  - 3400 Tons of Riprap
  - 900 Feet of Storm Sewer
  - 4400 Syds of Slope Restoration
Questions?