

MDOT I-75 Concrete Inlay Scope Summary: Update #1

Project Limits: I-75 from South of Springwells Street to North of Clark Street, in the City of Detroit, Wayne County. CS 82194, JN 113717 and 130783

Anticipated Schedule: June 2017 Letting (Subject to change) with Construction in 2017-2018

Update #1 Information:

Preliminary plans have been placed in ProjectWise at the following link: [130783&113717 I75 Concrete Inlay.pdf](#). These plans are provided for information only and are subject to change. If you are unable to access the plans in ProjectWise, please contact Carrie Warren at warrenc1@michigan.gov.

General

The Michigan Department of Transportation (MDOT) is replacing mainline pavement along I-75 within the above limits. Due to deteriorating pavement condition, and a desire to make use of the southbound I-75 detour which is required for reconstruction of the Rouge River bridge, MDOT will replace the mainline pavement along with shoulder repairs on both sides of the freeway from just south of Springwells Street to just north of Clark Street.

To avoid future required removal and replacement of the mainline pavement for construction of Gordie Howe International Bridge infrastructure, MDOT is also constructing certain utility relocations which will be required for construction of the future I-75 widening.

The Project Scope Includes:

Design

- Design for removal of existing pavement and concrete inlay
- Design for replacement of shoulders in median and on outsides of I-75 as required to facilitate the concrete inlay
- Design for the relocation of trunkline combined Detroit Water and Sewerage Department (DWSD) and Great Lakes Water Authority (GLWA) sewers crossing I-75 to facilitate future widening
- Design for the relocation of mainline I-75 storm sewer and upsizing to account for future widening, along with potential in-line detention. Design must be compatible with possible future combined sewer separation projects.
- Cleaning and inspection of trunkline combined sewers from I-75 to W. Jefferson Avenue.
- PACS and PSI's (where required) for required remediation along mainline I-75.
- Geotechnical investigations for signing and sewer relocations.
- LIDAR survey of mainline I-75.

Construction

- Mainline pavement removal and a concrete inlay placed within the project limits.
- Relocation (lowering) of eleven DWSD and GLWA combined sewer trunklines crossing I-75. Placement of parallel line and reconnection will be completed wherever possible based on property availability, however at a minimum, the new crossing will be placed under mainline I-75 and capped for future connection as part of the Gordie Howe International Bridge project.
- Reconstruction of mainline shoulders as necessary based on condition.

- Reconstruction of I-75 storm sewer as required by relocation of combined sewers. Includes replacement of cross leads.
- Construction of temporary crossover north of Clark Street to facilitate traffic switches through the construction zone. Will be left in place for Gordie Howe International Bridge work.
- Coordination with private utilities performing relocations will be required.