



FOR IMMEDIATE RELEASE

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## Segment 3 of the I-75 modernization project in Oakland County begins Monday, Aug. 12

### Fast facts:

- Segment 3 involves rebuilding more than 5 miles of I-75 between 8 Mile and 13 Mile roads.
- In 2019, prep work will require continuous lane and ramp closures with two lanes open in each direction during peak travel times.
- Prep work is expected to wrap up in November, allowing all lanes and ramps to remain open during the winter months.

**July 30, 2019** -- Weather permitting, work on segment 3 of the I-75 modernization project in Oakland County will begin on Monday, Aug. 12. Initially, the construction impacts will begin on the southbound lanes from 11 Mile to 8 Mile roads as crews begin preparations for a multi-year project to rebuild more than 5 miles of pavement, replace 25 bridges, construct retaining walls, and install new drainage infrastructure.

Starting Aug. 12, the right lane of southbound I-75 will be closed from 11 Mile to 8 Mile roads in order for crews to widen the shoulder for an eventual traffic shift. In addition to the single-lane closure, crews will close the following ramps:

- Westbound I-696 ramp to southbound I-75,
- Southbound I-75 exit to 8 Mile Road,
- Southbound I-75 exit to 9 Mile Road,
- 9 Mile Road entrance ramp to southbound I-75.

Other 2019 work includes the construction of temporary median crossovers, the removal of the Dallas Road overpass above I-75, and work on the northbound service drive.

In 2020, all I-75 traffic will be on the southbound side of the freeway between 11 Mile and 8 Mile roads with two lanes open in each direction separated by a temporary concrete

barrier. This will allow for the rebuilding of the northbound lanes from 8 Mile Road to I-696, along with all northbound ramps, retaining walls and portions of the northbound service drive.

"Based on the complexity and the volume of work, segment 3 will be constructed in phases," said Metro Region Engineer Kimberly Avery. "Starting in spring 2020, each phase will be constructed in one year, with winter shutdowns, until fall 2023."

Innovations will be the hallmark of segment 3, including the contract to build this portion of the I-75 modernization project. Using the design-build-finance-maintain (DBFM) contracting model, the Oakland Corridor Partners team will be responsible for the cost of designing, constructing and maintaining this 5.5-mile stretch over a 30-year period. Similar to a public-private partnership (P3), this procurement method allows for the flexibility to fund the project with availability payments spread out over the duration of the contract. The concessionaire is fully responsible for maintaining this section of I-75 for 25 years after construction is completed. The cost of this 30-year agreement is \$1.4 billion, which includes \$630 million in design and construction costs.

"In agreements like this that transfer maintenance responsibility to a private party, the state benefits from guaranteed performance standards and long-term pricing that is locked in throughout the term of the contract," Avery said.

Follow I-75 modernization progress on the web at [www.Modernize75.com](http://www.Modernize75.com), or follow on Facebook at [www.facebook.com/Modernize75](https://www.facebook.com/Modernize75) or on Twitter at [www.twitter.com/Modernize75](https://www.twitter.com/Modernize75).

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