



Michigan Aggregates Association

MDOT Update

Director Paul C. Ajegba, P.E.

February 2, 2022

Today's Topics

- New CCEIO
- 2021 Accomplishments
- Industry Updates
- DBE Dashboard
- Work Zone Safety

Welcome, Terri Slaughter

New Chief Culture Equity & Inclusion Officer

The CCEIO Role

Designed to guide the department to make meaningful progress in an intentional, strategic, positive direction.

Directly Oversees

- Bureau of Transportation Planning
- Office of Organizational Development
- Office of Business Development
- Equal Employment Opportunity Office
- Office of Economic Development.



Terri will lead our department to be more intentional in striving for equity and inclusion in all aspects of our business



Highway Program Accomplishments FY 2021

Total Highway Program Investment

\$2.6 B

Economic Impact

33,420

Jobs were supported by the Highway Program.

Road Rehabilitation and Reconstruction (R&R)

\$1,301 M

Preconstruction and construction investment (Includes Non-Freeway Resurfacing Program and Freeway Resurfacing Program)

1,164 Miles

of improved roads (lane miles).

\$750 M

Rebuilding Michigan Investment

Planned Highway Program Delivery:

R&R, Non-Freeway Resurfacing Program, Freeway Resurfacing Program, and Bridge Replacement and Preservation Program

86%
of planned projects delivered resulted in:

1,158 Miles
of improved roads (lane miles), along with:

224 Bridges
repaired or replaced:

6 Miles
of improved roads (lane miles) from additional work opportunities, and:

17 Bridges
repaired or replaced from additional work opportunities.

Road Capital Preventive Maintenance (CPM)

\$75 M

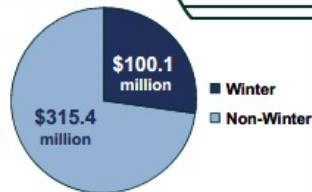
Preconstruction and Construction Activities

859 Miles
of improved roads (lane miles).

Routine Maintenance

\$416 M

Includes winter, surface, structure/bridge, sign, signal, shoulder, and roadside maintenance.



Bridges

\$389 M

Preconstruction and Construction Activities

350 Repaired or Replaced Bridges

241 Bridge replacement and rehabilitation.
109 Preventive maintenance, scheduled maintenance, and modernization.

Trunkline Modernization

\$116 M

Preconstruction and Construction Activities

System Operations

\$111 M

Includes intelligent transportation systems, traffic signals, commercial vehicle enforcement, traffic operation centers, Michivan, and Freeway Courtesy Patrol.

Other Programs

\$141 M

Includes miscellaneous programs (see back page for full list).

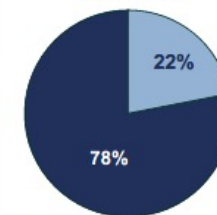
Traffic and Safety

\$66 M

Includes signs, pavement markings, safety programs, traffic signals, and delineators.

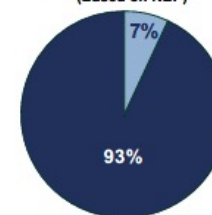
System Condition

■ Good or Fair ■ Poor
2020 Trunkline Pavement Condition (Based on RSL*)



*Remaining Service Life

2020 Freeway and Non-Freeway Bridge Condition (Based on NBI*)

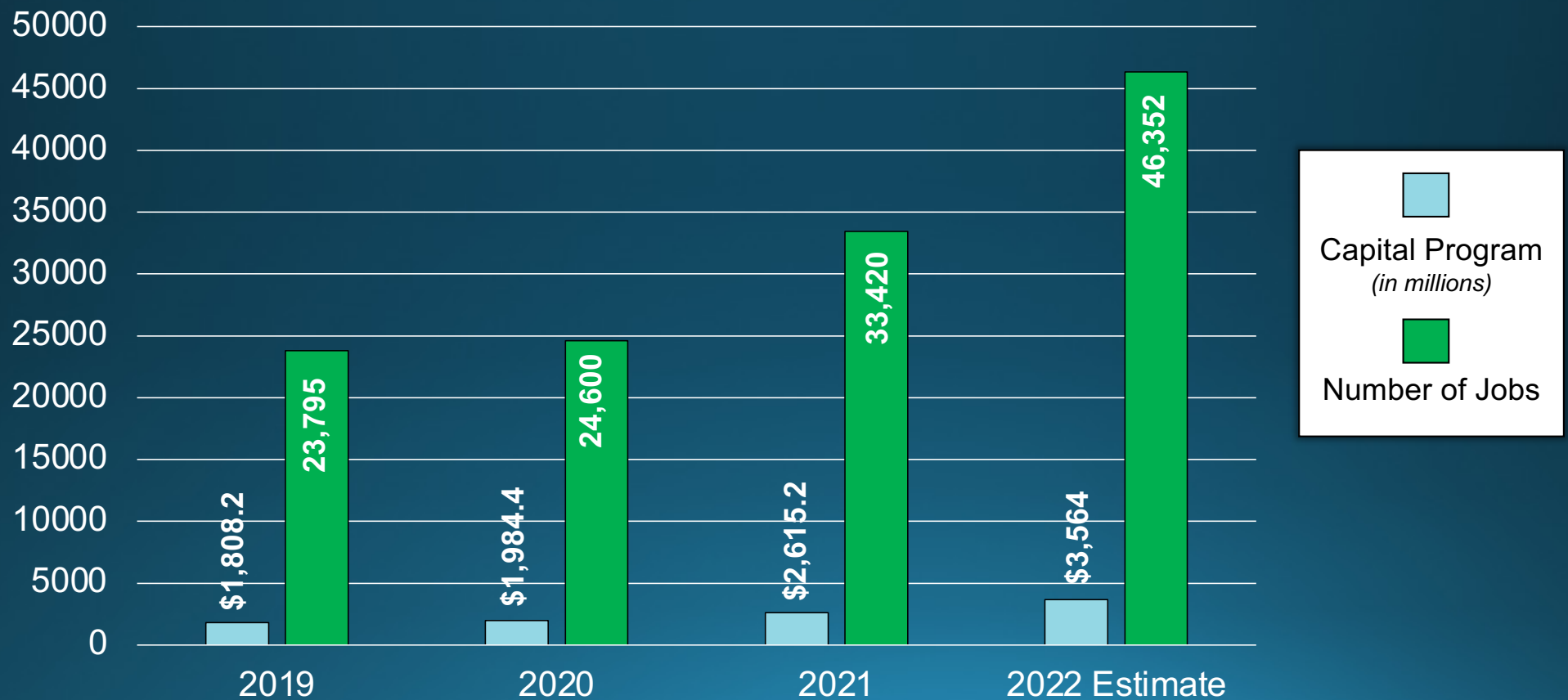


*National Bridge Inventory

Source: MDOT Bureau of Transportation Planning, Statewide Transportation Planning Division. All program dollar amounts have been rounded. Version finalized Jan. 2022

Number of Jobs Supported

Based on FY Construction Projects



New Quality Control Lab Requirements *for Aggregates Committee*

Committee Members

- MDOT staff (CFS and regions), FHWA, MAA & MAA members

Purpose of New Requirements

- Discuss revisions for QC labs participating in the pre-qualified aggregate supplier program w/ intent to include all stakeholders and improve communication for program requirements.
- Desire to be in alignment w/ other material (HMA and concrete) areas and be compliant w/ federal regulations.
- The current system has numerous requirements appropriate for individual evaluation, but when combined, can create redundancies and inefficiencies that may not be required per federal regulations to maintain a quality based aggregate program.

Goal

Develop requirements that are:

- Manageable for owner agencies
- In compliance with federal regulations
- Ensure quality specification aggregates are being incorporated into federal project aids



E-Ticketing Special Provision

E-Ticket Draft Review

- MDOT drafted an e-ticketing special provision reviewed by both the Every Day Counts (EDC-6) stakeholder team and key MDOT construction staff

Looking Ahead

- Anticipated for inclusion in 2022 pilot projects
- CFS recommending 1-3 pilot projects statewide for use of aggregates, concrete, and HMA
- Information to be shared at annual conferences and other platforms for discussion prior to final publishing



2022 Construction Program (Trunkline Only)

*The information represents the total number of projects and dollars scheduled to be let in a given month. Therefore, the sum of values will not directly correlate to program year budgets, and this information is always subject to change.

Report Date: Jan. 6, 2022

Letting Month	Projects*	Construction Costs (\$ Millions)*
July, 2021	9	\$9.77
August, 2021	19	\$52.19
September, 2021	21	\$109.33
October, 2021	38	\$123.49
November, 2021	48	\$144.02
December, 2021	47	\$439.55
January, 2022	35	\$109.18
February, 2022	40	\$323.70
March, 2022	44	\$140.02
April, 2022	25	\$62.17
May, 2022	19	\$69.70
June, 2022	20	\$241.97
Total	365	\$1,825.10

Quantity Values

Item	2022	2023
HMA (Tons)	4,595,181	2,862,217
Concrete (SYDs)	3,005,479	2,275,034
\$ of Bridge Work (Millions)	\$245.79	\$360.84
Aggregate (Tons)	179,079	144,742
Aggregate (SYDs)	6,040,070	3,247,746
Aggregate (CYDs)	4,142	363,881
Subbase (CYDs)	1,618,867	1,401,234

This information is draft and may change as the program is developed.

Lettings By Region

(Values in Millions)

Trunkline By Region	FY 2018*	FY 2019	FY 2020	2021**	2022***	Region Total	Five Year Ave.
Bay	\$149.43	\$127.72	\$137.98	\$269.09	\$183.22	\$867.44	\$173.49
Grand	\$125.15	\$115.99	\$107.96	\$179.12	\$176.23	\$704.45	\$140.89
Metro	\$450.73	\$240.92	\$151.55	\$486.53	\$553.93	\$1,883.66	\$376.73
North	\$55.15	\$82.86	\$109.50	\$93.28	\$95.77	\$436.56	\$87.31
Southwest	\$61.77	\$120.46	\$402.49	\$128.03	\$160.10	\$872.85	\$174.57
Superior	\$78.39	\$84.34	\$111.14	\$89.47	\$76.68	\$440.02	\$88.00
University	\$171.20	\$191.13	\$96.81	\$483.42	\$579.17	\$1,521.73	\$304.35
Program Total	\$1,091.82	\$963.42	\$1,117.43	\$1,728.94	\$1,825.10	\$6,726.71	\$1,345.34

**I-75 Design-Build jobs includes JN 201437 (\$281.9M), but not the DBFOM Job (201438)*

***Please note – The historical year encompasses data from July of 2020 to June of 2021 to align with Construction year emphasis.*

****Please note – 2022 amounts are Programmed Values to Date. The Year encompasses data from July of 2021 to June of 2022 to align with Construction year emphasis.*

Projects Utilizing Bond Funds

Region	Major Route (Report)	Location (Report)	Letting	Engineer Estimate	Low Bid	Savings	Percentage
University	I-496	I-96 to Lansing Road	2/21/2020	\$52,232,908	\$47,817,642	\$4,415,266	-8.45%
SW & Univ	I-69	I-69 Corridor	7/24/2020	\$214,129,045	\$210,180,170	\$3,948,875	-1.84%
Southwest	I-94 & US-31	Berrien County	6/19/2020	\$133,130,299	\$121,483,900	\$11,646,399	-8.75%
University	I-94	I-94 Near Jackson	10/30/2020	\$97,350,894	\$117,137,913	(\$19,787,019)	20.33%
Bay	I-69 E	Cox Doty Drain to M-19	1/8/2021	\$46,759,164	\$37,806,490	\$8,952,674	-19.15%
Grand	I-196 S	From 130th Avenue north to US-31	2/5/2021	\$35,209,173	\$31,520,523	\$3,688,650	-10.48%
Metro	M-59 W	Romeo Plank to I-94	2/5/2021	\$61,343,655	\$60,974,226	\$369,428	-0.60%
Bay	I-69	Fenton Road to M-54	3/5/2021	\$80,685,546	\$100,196,391	(\$19,510,845)	24.18%
Metro	I-275	Northline Road to 5 Mile Road	5/7/2021	\$279,325,745	\$256,892,162	\$22,433,582	-8.03%
University	I-69	I-96 to Airport Road	6/30/2021	\$67,536,732	\$64,539,405	\$2,997,327	-4.44%
University	I-496E	Lansing Road to Grand River	9/17/2021	\$73,958,761	\$81,890,000	(\$7,931,239)	10.72%
Bay	I-69E	M-24 to Lake George Rd	10/1/2021	\$56,239,747	\$54,558,624	\$1,681,123	-2.99%
University	US-127	Jackson Co Line to North of M-36	11/5/2021	\$60,314,606	\$67,249,837	(\$6,935,232)	11.50%
Grand	I-196	Byron Road East to 32nd Ave	12/3/2021	\$61,656,217	\$66,571,922	(\$4,915,704)	7.97%
Grand	US-31	I-196 North to Central Ave	12/15/2021	\$22,770,639	\$24,543,131	(\$1,772,492)	7.78%
Metro	I-96	Kent Lake Road to Novi Road	12/15/2021	\$239,773,275	\$269,300,694	(\$29,527,419)	12.31%
				\$1,582,416,406	\$1,612,663,032	(\$30,246,626)	1.91%

* Savings relates to all JNs within the contract, not just bond savings

MDOT DBE Dashboard



PURPOSE

Show DBE goals set at project award and the progress towards achieving those goals, highlighting outlier projects that are not on target or at risk of missing goals

BENEFITS

Project and Construction Engineers can see projects, the percent complete and what percentage goes towards DBE for all Construction subcontracts and Consultant Contracts

Leadership can see DBE stats rolled up for Overall, Region and TSC, with multiple filtering options to aid with analysis

DBE Dashboard Opportunity

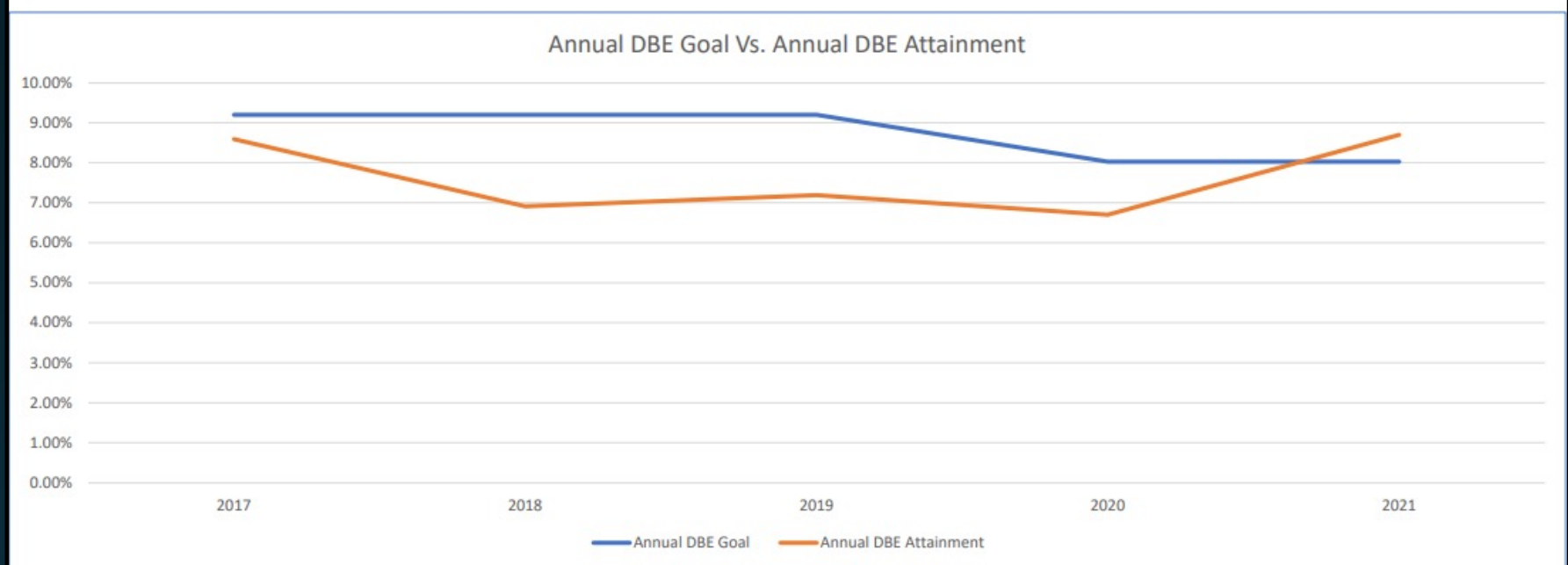


- Reduce operational overhead of data collection and ad hoc report creation
- Analyze trends with regions, TSC's, engineers, vendors, and projects as it relates to DBE goals
- Track DBE projects while they are in progress and be able to identify and mitigate issues during the project process instead of only at year end.
 - Office of Business Development has been using the dashboard to contact the field and ensure DBE's are working and being paid.
 - We hope that this will become a normal place for project staff to check for DBE work and payments without having to hear from OBD.
 - This process has been very successful and the dashboard can be found by any MDOT'er on the OBD Sharepoint page.

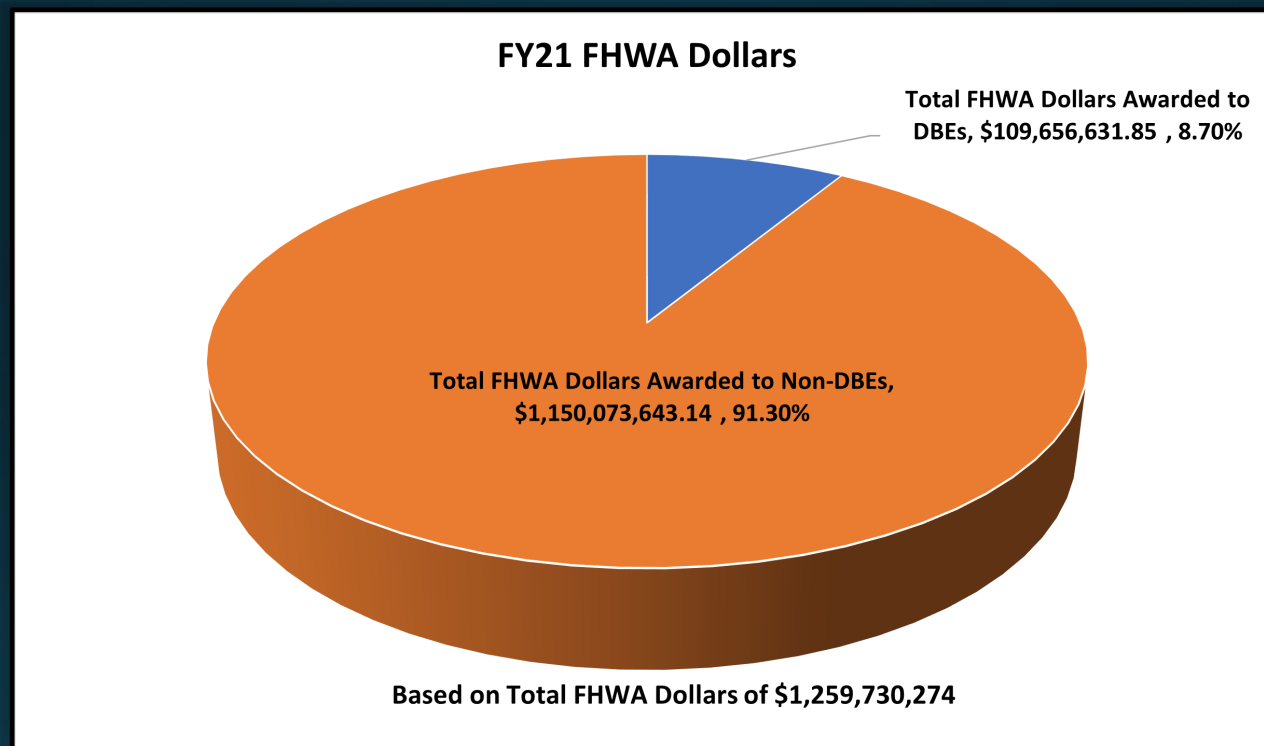
FY21 DBE Dollars

Annual DBE Goal VS Annual DBE Goal Attainment

Fiscal Year	2017	2018	2019	2020	2021
Annual DBE Goal	9.20%	9.20%	9.20%	8.03%	8.03%
Annual DBE Attainment	8.59%	6.91%	7.19%	6.70%	8.70%
FHWA DBE Dollars Awarded	\$ 93,258,991.36	\$ 89,815,294.19	\$ 80,794,588.17	\$ 73,978,445.68	\$ 109,656,631.85
Total FHWA Dollars Awarded	\$ 1,085,992,637.10	\$ 1,299,293,547.93	\$ 1,124,261,444.78	\$ 1,104,795,154.71	\$ 1,259,730,274.99

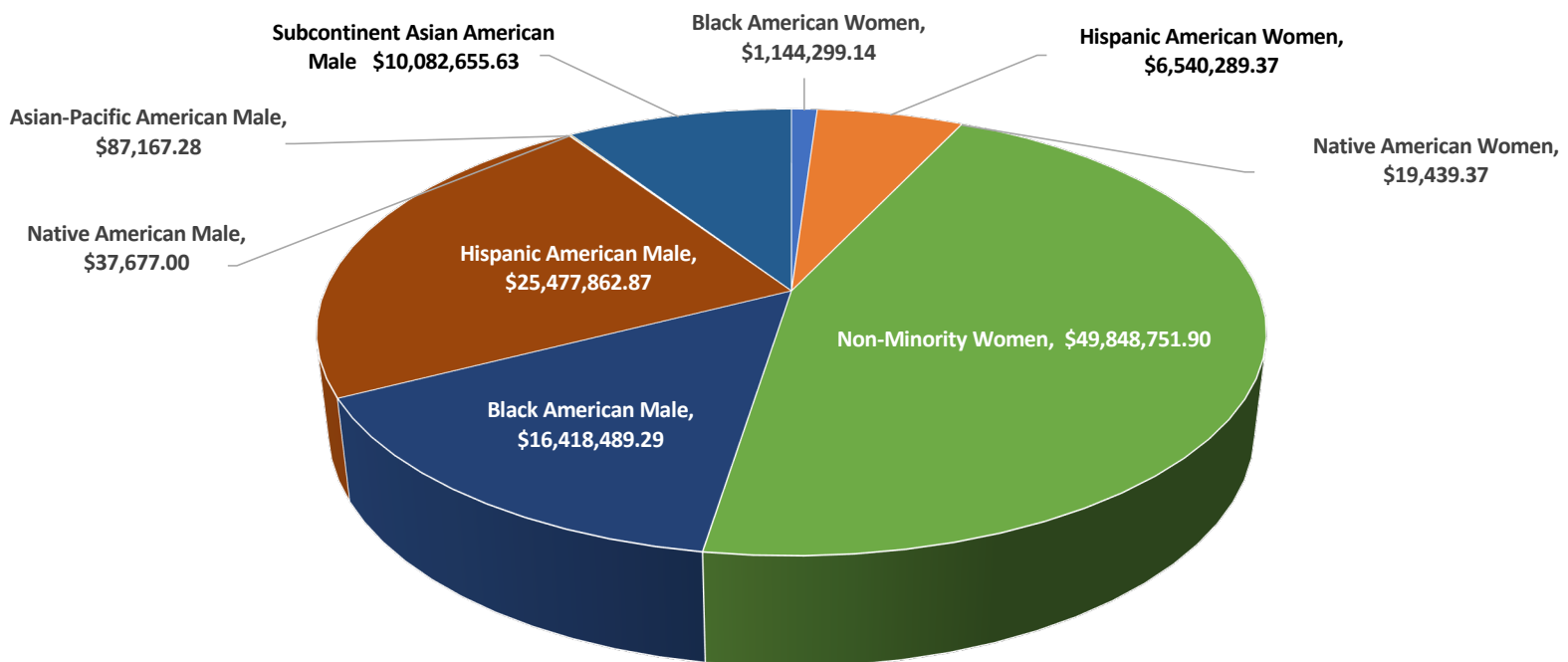


FY21 FHWA Dollars Awarded to DBEs & Non-DBES



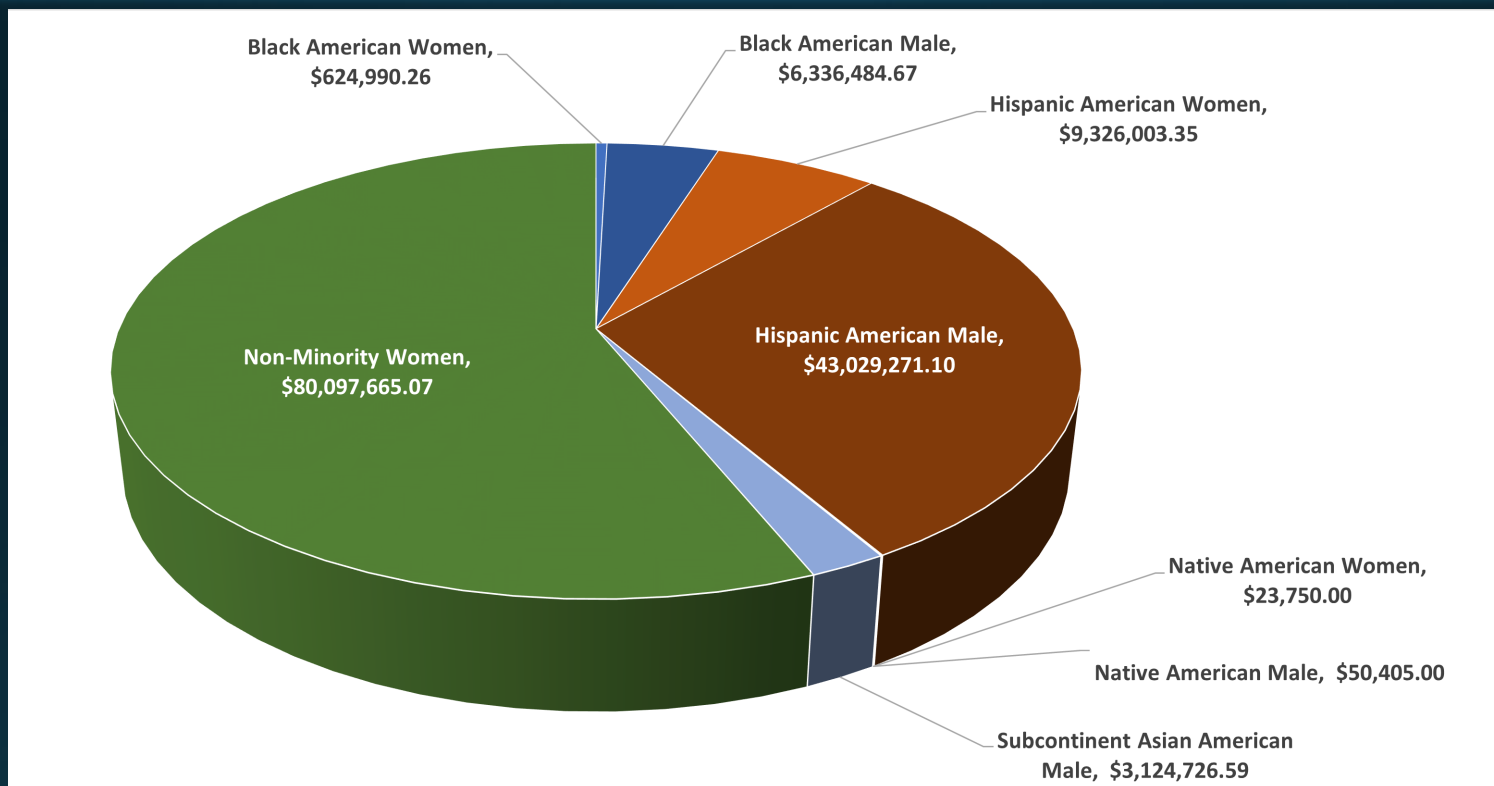
FY21 FHWA DBE Dollars

by Ethnicity & Gender



FY21 FHWA Total DBE Contract Dollars

FY21 All Construction DBE Dollars *by Ethnicity & Gender*





Technology

Marc VanTil, Give 'em A Brake
Craig Innis, MDOT



Enforcement

Kim Webb, MDOT
Rob Coppersmith, MITA



Balancing Mobility & Safety

Aden Shea, PK Contracting
Steve Brink, MDOT



Culture

Mike Malloure, CA Hull
Tom Fox, MDOT



Education

Brian Morley, Great Lakes Eng.
Chris Brookes, MDOT
Deven Rau, Cadillac Asphalt
John Osika, Operating Engineers
Daryl Gallant, Laborers



Marketing

Lindsey Renner, MDOT
Mike DeFinis, Iafrate



Flexibility to Implement Safety

Ryan O'Donnell, Anlaan
Craig Heidelberg, MDOT

Speed is a Factor in Michigan WZ Crashes

- On average, nearly 1,300 work zone crashes/year are related to excessive speed.
- Work zone speed enforcement could help mitigate or reduce fatal and serious injury crashes in work zones, over 40% of which are related to excessive speed.

Based on MDOT analysis of Michigan work zone crash data from 2018-2020



Higher Urgency on Key Themes



Positive Protection



Night Work



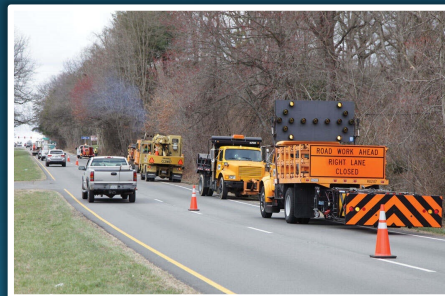
High Risk Operations
(e.g. Set-ups & Stage Changes)



Enforcement



Temporary Rumble Strips



Truck Mounted Attenuators

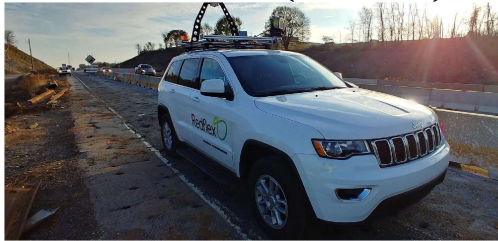


Worker Training

Automated WZ Speed Enforcement



Automated Work Zone Speed Enforcement (AWZSE)



Field Deployment Guide

Pub. 824
04/20

- ✓ Peer Exchanges with Pennsylvania DOT, Illinois DOT & Maryland DOT to learn about their successful pilot and the challenges they overcame to get there.
- ✓ Engagement with Legislators to gain their appreciation for work zone safety and commitment to help.



Work Zone Safety Technology



“Where Workers Present”
Variable Speed Display



Automated Flagger
Assistance Devices (AFAD)



Mobile Barrier Trailers



WORK ZONES ARE A SIGN TO SLOW DOWN



National Work Zone Safety Memorial
Clare Welcome Center
June 30 – July 5

**NATIONAL
WORK ZONE
SAFETY
AWARENESS
WEEK
APRIL 11-15
2022**



National Work Zone Safety
Awareness Event
April 11, 2022 (Tentative)

An aerial photograph of a winter landscape, heavily covered in snow. A multi-lane road runs horizontally across the lower portion of the image. Several vehicles are visible on the road, including a white car and a dark car. To the right of the road, there is a dense line of trees, some of which are bare and others with some snow-laden branches. The entire image is overlaid with a semi-transparent blue filter. In the center of the image, the word "Questions?" is written in a large, white, sans-serif font.

Questions?