



**ENGINEERING OPERATIONS COMMITTEE
MEETING MINUTES
MARCH 14, 2019, 9:00 A.M. – 11:00 A.M.
MULTI-MODAL CONFERENCE ROOMS**

Present: Carol Aldrich Jason Gutting Brad Wieferich
 Mark Bott Tony Kratofil Gorette Yung (phone)
 Gregg Brunner Ryan McDonnell (for G. Losch) Hal Zweng
 Matt Chynoweth Kristin Schuster
 Mark Geib Will Thompson (phone)

Absent: Ted Burch Brandy Solak

Guests: Dave Bradley (phone) Steve Cook
 Wendi Chen James Ranger

OLD BUSINESS

1. Approval of the February 8, 2019, Meeting Minutes - Approved
2. Pavement Selection I-96 (Maryland Ave. to I-96, Leonard St. to E. Beltline-Kent County – Ben Krom - Expedited February Email Approval
3. I-75 and M-46 Ramps Design-Build Project-Saginaw County, Bay Region – Greg Losch/Ryan McDonnell - Expedited February Email Approval

NEW BUSINESS

1. Michigan Department of Transportation (MDOT) New Materials and Products – Jason Gutting

Issue Statement – The MDOT receives numerous submittals of new materials and products. This process is meant to streamline the procedure and provide a review of submittals by the appropriate subject matter experts. Previous management suggestions are part of this draft procedure.

Background/History - In 2012, a new materials process and steering team were created, but not implemented. The submitted procedure streamlines submittals into specific focus areas that will review and provide recommendations on new material submittals.

Construction Field Services (CFS) has begun to share a new materials status report at each Engineering Operations Committee (EOC) meeting. This listing will provide the status of each new material submittal in a two-year rolling report.

Recommendation - Review, provide feedback, and eventual approval of the submitted new product evaluation procedure Guidance Document. Review and discussion of the new materials status report and formatting. This report will be provided to EOC members one week prior to all EOC meetings.

ACTION: CFS provided the New Materials Evaluation Status report to all committee members prior to the meeting. CFS is working with the Department of Technology, Management and Budget to revise the report to include which new materials subcommittee is reviewing each submittal. The status report will continue to be submitted to all committee members prior to each meeting.

It was requested and approved this topic be moved to Old Business for future EOC meetings.

2. Plastic Pipe Procedure – Jason Gutting

Issue Statement – The CFS Division was asked by then Chief Deputy Director Mark Van Port Fleet, in the fall of 2018, to develop a new material acceptance procedure for corrugated polyethylene pipe. CFS has provided the draft procedures to the Plastic Pipe Institute and the Joint Pipe Operations Committee for review and feedback.

Major Issue(s) – Leadership felt that there was no benefit (approved manufacturer status) for plastic pipe companies that typically produced specification pipe material. Therefore, CFS was directed to develop a draft procedure to address this topic.

Background/History – Plastic pipe is currently accepted via qualified product list, test, and tested stock dependent on the specific size and application of the pipe. The proposed procedure would provide a reduced testing threshold for those manufacturers that continuously produce pipe within specification.

The testing and failure rate report for corrugated polyethylene pipe plastic is also being provided as part of this submittal.

Recommendation(s) – Review and approval of the submitted draft procedures for Class A, B, and F Bury Corrugated Polyethylene Pipe.

Status – New submittal.

ACTION: Approved

3. Bureau of Field Services Operations Guidance Document – Mark Geib/Steve Cook

The Operations Steering Committee (OSC) is MDOT's principal body approving statewide guidance on Operations Freeway/Non-Freeway projects/programs, Intelligent Transportation Systems (ITS), traffic signals coordination, issues, and guidance. The OSC makes

recommendations through the Highway Call for Projects (CFP) process for the Operations Freeway and Non-Freeway, ITS, Traffic Signals Modernization and Safety five-year programs. The OSC also serves as a general clearinghouse on all matters involving Operations, ITS, Connected and Automated Vehicle, Traffic Signals policies, and any related transportation, engineering, and information technologies. The Committee will provide recommendations to the Engineering Operations Committee regarding policy, standards, and guidelines as necessary for approval. Sponsors are responsible for ensuring the committee maintains consistency and alignment with strategic policies and procedures for project section and CFP process. The BFS Operations Guidance Document needs some recommended revisions.

ACTION: Approved (Tony needs final version of document for signature)

4. US-2 Road Diet – City of Bessemer – Mark Bott/Dave Bradley

Issue Statement – JN 109499, US-2 Road Diet in city of Bessemer

Major Issue(s) – Approval of proposed Road Diet

Background/History – JN 109499 will reconstruct US-2 through the city of Bessemer in 2021. City has been provided a four lane and three lane option for the reconstruction. City has been informed on safety benefits of three lane cross section and has participated in a Road Safety Audit which recommended the three-lane cross section. City passed a resolution of support for the three-lane cross section on January 7, 2019.

Recommendation(s) – Information purposes only on Road Diet

ACTION: For information only

5. I-75 Design-Bid-Build (DBB) Bay County Project (Beaver Rd.) – Ryan McDonnell/James Ranger

Issue Statement: Project Information (if applicable): I-75 DBB project in Bay County, Bay Region

Route/Location: I-75 from Beaver Road to Cottage Grove

Job Number: 128585

Control Section: 09035

Letting Date: December 2020

Est. Const. Cost: \$16,243,838

Issue(s) – Use of Alternate Pavement Bidding on the I-75 DBB project.

CFS coordinated with the project office and calculated a preliminary life cycle costs analysis on this project and determined that the difference between the pavement options was only 1.44%. Concrete was the low-cost alternative.

Both pavement alternates are expected to have similar environmental, right of way, drainage, and utility impacts along with similar maintaining traffic concepts. Paving is the controlling operation for the construction schedule.

Background – The project appears to meet the criteria for the use of Alternate Pavement Bidding.

Recommendation(s) – The Innovative Contracting Committee recommends approval of the use of Alternate Pavement Bidding on this Design-Bid-Build project.

ACTION: Approved

6. I-75 Design-Build (DB) Reconstruction and Widening in Bay County (Hess Ave.) –Greg Losch/Ryan McDonnell

Issue Statement – Project update for the DB reconstruction and widening of I-75 from Hess Ave to the south I-75/I-675 interchange in Bay County.

Major Issue(s) – The use of the DB delivery method was requested due to the expedited nature of the schedule. The following issues were discussed at the EOC meeting on August 2, 2018 and updates are noted:

- Railroad coordination with Lake State Railway (LSRC) will be required to replace one bridge. Preliminary railroad coordination efforts have already begun with assistance from a General Engineering Consultant (GEC) and approval from FHWA. To date, coordination includes multiple meetings with the railroad to discuss project goals and review procedures, drafting a Memo of Understanding, risk assessments, and discussing design requirements. Update: Discussions with LSRC continue and are progressing very well. LSRC has been agreeable to working with MDOT on all requests to date and has embraced the idea of partnering with MDOT for the Design-Build process. The draft Memo of Understanding (MOU) has been completed and submitted to the LSRC, and a follow-up meeting has taken place to discuss any questions or concerns from LSRC. Discussions with LSRC continue concerning the design requirements; in general, they will follow CSX's manual.
- A structure agreement with Lake State Railway cannot be executed until after plans are available, and plans will not be available until after the letting if this is a DB project. Per discussion with the Federal Highway Association (FHWA), a letter of intent will need to be drafted between MDOT and Lake State Railway stating that a structure agreement will be executed once plans, meeting the design criteria in the contract, have been prepared by the Design Builder and accepted by MDOT and Lake State Railway.

Update: This information is included in the MOU currently being reviewed and will be signed by LSRC. The structure agreement language is currently being drafted based on language that was previously approved by the Attorney General's office.

- A railroad easement is being procured by MDOT through CSX. Update: Right-of-way discussions between Bay Region Real Estate and CSX are ongoing. The Right of Way (ROW) limits for the base design are currently being finalized. According to FHWA, if ROW for a Design-Build project is not certified prior to award, additional coordination with FHWA will be needed. This has not been done on previous MDOT Design-Build projects; however, the Code of Federal Regulations allows ROW certification after project award.
- Environmental assessment re-evaluation is in progress. Update: Environmental Assessment re-evaluation is ongoing and is anticipated to be submitted to FHWA by the end of March.
- The EOC requested a letter of roles and responsibilities to clarify which railroad, CSX or LSRC, will be responsible for which tasks. Update: The letter of roles and responsibilities has been drafted and has been sent to CSX and LSRC for their review and signatures. The letter includes language that LSRC will be responsible to review the RFP, review design submittals, and sign the structure agreement. CSX will only be responsible for granting the easement.
- The EOC requested that the project team discuss the ability to hold LSRC accountable for meeting review times by including terms in their Force Account Agreement to withhold payment if review timeframes are not met. Update: Per discussions with Office of Rail and the Attorney General's office, the agreement in place with LSRC does not allow MDOT to withhold or delay any payments to LSRC due to failure to meet review timeframes. To mitigate this concern, the project team proposes to include the following terms in the contract:
 - a) For contractual review times on submittals which LSRC is involved, include additional time in the event that LSRC is unable to meet a review timeframe (e.g. 30 days total review time).
 - b) Establish a shared risk item to grant the Design-Builder partial time relief for railroad review times that exceed what is allowed in the contract, up to a maximum number of days (e.g. 60 days)
 - c) Allow time relief to the Design-Builder if the maximum number of days is exceeded.

Background/History – I-75 Hess Ave north to the south I-75 / I-675 interchange. M-46 from Outer Dr. East to the Nexteer Signalized Drive. 2.6 miles of freeway reconstruction including the following:

- Widening I-75 from 3 lanes to 4 lanes
- Reconstructing the I-76/M-46 to a partial cloverleaf configuration while retaining the two southern loop ramps
- Filling in the low area north of the I-75/M-46 Interchange
- Bridge Replacement of M-46 over I-75
- Deck Replacement of I-75 over LSR/CSX rail line

Job Number: 127021, 129594

Control Section: 09035

Project Cost: \$50.3M

Letting Date: 12/6/19

Recommendation(s) – The Innovative Contracting Committee (ICC) has approved the use of Design Build contracting method for this project.

Status – The Engineering Operations Committee approved the use of Design-Build contracting method for this project.

ACTION: No approval needed. For information only.

7. Annual Special Experimental Project 14 Reporting – Greg Losch/Jonathon Stratz

Issue Statement – Annual Special Experimental Project (SEP) 14 Reporting

Major Issue(s) – Programmatic use of Type 1, Type 2 & Type 3 Fixed Price Variable Scope (FPVS) Contracting Approaches on Capital Preventive Maintenance Projects

Background/History – Per FHWA SEP-14 work plan for programmatic use of FPVS contracting, MDOT will prepare and submit an annual report to the FHWA that will include an evaluation of all projects completed within the last calendar year. The report will contain an overall evaluation of the projects along with any suggestions and recommendations for improving the process.

Recommendation(s) – This report is presented to the EOC for information only. The report will be posted on the FHWA website in the near future.

ACTION: For information only

8. Bridge Repair Requests for Action-University Region – Greg Losch/Jason DeRuyver

Issue Statement – Request approval to use Job Order Contracting to provide as-needed repair of bridge Requests for Action (RFA's) in the University Region. The Job Order Contract will consist of a master contract with a contractor using low-bid selection. Work will be issued under individual work orders at locations determined during the contract period.

Major Issue(s) – While Job Order Contracting has been used at MDOT, this will be the first project to use this contracting method for bridge repair work with indeterminant traffic control.

Background/History – This project is at various bridge locations throughout the University Region. Locations will be determined prior to issuing individual work orders. Work types for bridge RFA’s include substructure repair, superstructure repair, railing repair, joint replacement, pressure relief joints, concrete scaling and installing maintenance sheeting.

Bridge RFA’s worked on in this project will not require Army Corp or RR permits. Michigan Department of Environmental Quality permits will be limited to “Notice to Renovate/Demolish form.” Repair of discrete Superstructure and Substructure Bridge Items will have minimal to no environmental impacts. Bridge RFA repairs will not require Right of Way. Utility impacts will vary based on work order location.

This project is state funded.

Job Number: TBD

Control Section: Various

Project Cost: \$2,000,000

Letting: June 2019

Construction: Work Orders issued for September 2019 to September 2021 (2-year term)

Recommendation(s) – The Innovative Contracting Committee (ICC) has approved the use of Job Order Contracting for this project.

ACTION: Approved

Carol Aldrich, Secretary
Engineering Operations Committee

RA:lrb

cc: EOC Members	M. DeLong	D. DeGraaf (MCA)
Meeting Guests	D. Jones	J. Becsey (APAM)
P. Ajegba	C. Libiran	D. Needham (MAA)
L. Mester	R. Jorgenson (FHWA)	M. Ackerson-Ware (MRPA)
Region Engineers	R. Brenke (ACEC Michigan)	
Assoc. Region Engineers	G. Bukoski (MITA)	
TSC Managers		