



ENGINEERING OPERATIONS COMMITTEE
MEETING MINUTES
JANUARY 7, 2014 – 9:00 A.M.
MULTI-MODAL CONFERENCE ROOM

Present: M. Van Port Fleet S. Bower P. Ajegba
M. Geib B. Wieferich B. O'Brien
M. Bott K. Schuster J. Forster (FHWA)

Absent: G. Johnson R. Van Portfliet M. Chynoweth

Guests: C. Youngs L. Feldpausch

OLD BUSINESS

1. Approval of the December 4th, Meeting Minutes – G. Johnson

ACTION: The December 4, 2013 meeting minutes were approved as written.

2. Addition of angle parking on state trunkline – M. Bott

Section 257.675 of the Michigan Vehicle Code allows a local authority to permit angle parking on a roadway by ordinance, except that angle parking cannot be permitted on a state trunkline roadway. The recently passed House Bill 5073 would revise the code to state, "unless authorized by the State Transportation Department." The term "local authority" in the Vehicle Code applies to municipalities and other local governing bodies that have authority to enact laws relating to traffic under the constitution and laws of this state.

Historically, angle parking has not been permitted on state trunkline. Certain municipalities have expressed interest in considering angled parking as part of a complete streets approach to downtown transportation enhancements. The number of parallel parking stalls does not always meet the demand for parking spaces and many times is limited by other safety concerns in the downtown area. In these situations, the use of angled parking can increase parking capacity.

The proposed legislation requires that MDOT develop guidelines to assist the Regions and TSC's in responding to these local requests for angled parking. The draft guidelines have been revised, since the December EOC meeting, to state that the EOC will grant final Departmental approval to any request for angled parking.

ACTION: Mark will broaden the guidelines to address both pull-in and back-in angled parking. EOC will review the updated draft guidelines at a future meeting.

3. Continuing Education Requirements for PE's & PS's – B. Wieferich

Revised administrative rules addressing continuing education requirements for Professional Engineer (PE) and Professional Surveyor (PS) renewal became effective on October 10, 2013. The Michigan Department of Licensing and Regulatory Affairs (LARA) recently updated the administrative rules

related to PE and PS license renewal. The new rules add a requirement that biennial license renewal is contingent upon completing at least 30 Continuing Education Hours (CEHs) over the two year license period. The individual is required to document that the CEH requirement has been achieved and is responsible for producing written records to LARA if subject to audit. The applicant will be required to sign (authorize) on the license renewal application that they have met the CEH requirements when applying for license renewal. Several questions have been posed to LARA regarding the specifics of this new requirement. LARA will be providing more information directly to all licensed PEs and PS's in early 2014.

Per discussion at the December 5, 2013, EOC meeting, the attached Guidance Document for Continuing Education for Professional Engineers (PEs) and Professional Surveyors (PSs) has been developed. This document sets forth the proposed structure and procedures for carrying out the department's approval of training activities that are CEH eligible.

ACTION: Approved. Training Coordinator's will be responsible for verifying attendance, record keeping and distributing CEH certificates to each participant. Projectwise software will be used for electronic recordkeeping purposes.

4. Operations Program Electrical Committee (OPEC) – M. Geib

The OPEC is an MDOT/MITA/Industry committee. MDOT members of OPEC are charged with the lead role of partnering with industry to effectively manage the Statewide Electrical Program. If necessary, OPEC may have subtask groups. OPEC will coordinate initiatives with the Statewide Operations and Management Alignment Team (SOMAT) an internal committee within MDOT that assures statewide alignment and consistency for operational functions. OPEC will coordinate activities, as needed, with Engineering Operations Committee (EOC).

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ACTION: Approved with minor modifications to the guidance document. EOC directs that Mark and his staff review the guidance document to ensure that the committee structure is consistent with other department/industry partnering committees. Under section B Committee Membership: MDOT – Region Construction Representative will be replaced with Region Construction Engineer, SACT member.

NEW BUSINESS

1. Add requirement to install shoulder rumble strips on freeway-to-freeway ramps – M. Bott

The characteristics of freeway-to-freeway connection ramps differ from those of standard interchange ramps. The freeway-to-freeway ramps are typically greater in length and operate at high speeds end-to-end, connecting into a second high-speed facility rather than slowing traffic for a terminal. In this sense, the freeway-to-freeway connections are more similar to mainline freeway than standard ramps and it is believed that installation of shoulder rumble strips would provide a low-cost safety improvement for these facilities.

Shoulder rumble strips are not currently installed on freeway-to-freeway connections since they are considered ramps, which under the current standard, excludes them from receiving the rumble strip treatment. Given the length and operating speed of these connections, it is believed that shoulder rumble strips would provide a safety benefit. It is not being recommended to install shoulder rumble strips on standard interchange ramps or freeway-to-freeway loop ramps; only on the high-speed freeway-to-freeway facilities.

The Traffic Recommendations Committee has reviewed the recommendation and agrees with approving the installation of shoulder rumble strips on freeway-to-freeway ramps and the correlating update of R-112.

ACTION: Approved. EOC directs that Mark confirm that the new shoulder rumble strip guidelines do not conflict with existing safety edge requirements.

2. Innovative Contracting Approval Process Revisions (Fixed Price Variable Scope) - C. Youngs

EOC delegated approval authority, for the use of Fixed Price Variable Scope (FPVS) contracting on crack sealing projects, to the Innovative Contracting Committee (ICC) on May 13, 2013. Approval authority was delegated because crack sealing projects typically have simple scopes and limited budgets, making FPVS procurements attractive and low risk to the Department.

Since that approval EOC has granted project approval for the use of FPVS on one hot mix asphalt mill/fill and 4 chip seal projects. As with crack sealing, these alternate CPM treatment projects have simple scopes and limited budgets, making FPVS procurements attractive and low risk to the Department.

The ICC recommends that the EOC further delegate approval authority to the ICC for the use of the FPVS contracting method for all CPM projects regardless of treatment type for the stated reasons. It is also noted, that the FHWA Division Office has previously granted programmatic approval to MDOT for the use of the FPVS contracting method on CPM projects.

ACTION: Approved. EOC directs that the ICC provide EOC with a fiscal year annual report that summarizes all innovative contracting project approvals for the year. The report should include all projects let by MDOT utilizing the various innovative contracting methods. In addition, EOC directs that the ICC map all of these projects annually and submit to EOC along with the written report.

3. Innovative Contracting Project Approvals – C. Youngs

a) Fixed Price Variable Scope (FPVS) on a US-31 HMA rehabilitation project in North Region

The goal of the FPVS project will be to maximize the amount HMA resurfacing that can be completed using a fixed dollar amount. The project will utilize a fixed price-variable scope contracting method to manage project cost. The pay items and quantities used during bidding reflect the amount of work MDOT estimates can be completed with the available budget. Bid rejection will be considered if a bid is 10% over the engineers estimate. This project will require a project level SEP-14 request for approval to FHWA.

Job Number: TBD
Route: US-31
Location: US-10 to 0.6 miles north of the Mason County Line
Project Cost: \$2,600,000
Letting Date: 2019
Scope: Milling/multiple course resurfacing, shoulder repairs and approach work.

ACTION: Approved

b) Alternate Pavement Bidding (APB) on a rehabilitation project on I-75 in the Bay Region

The Informational Life Cycle Cost Analysis indicates that concrete paving is the most economical pavement by 5.44%. The Region, Construction Field Services' Pavement Selection Engineer, and the Design Division's APB Coordinator have recommended the use of APB on this project. The cost differential in pavement alternates meets APB eligibility criteria.

Control Section: 09035
Job Number: 116087
Route: I-75
Location: Cottage Grove Road to Linwood Road in Bay County
Project Cost: \$10,000,000
Letting Date: 12/2/2016
Scope: Major Rehabilitation

ACTION: Approved

c) The use of Fixed Price Variable Scope (FPVS) on a chip seal project on M-33 in the North Region – C. Youngs

The goal of the FPVS project will be to maximize the amount chip seal that can be completed using a fixed dollar amount. The project includes chip seal (warranty) and fog sealing. The project is expected to be bid by lane miles, and the contractor bidding the most lane miles will be the selected contractor. The contractors will bid on segments of road by priority. The priorities will be determined as the design is developed. The engineer will estimate how much work is expected based on the available budget, and bid rejection will be considered if a bid has 10% less work than the engineer estimated. This project will be included in the existing programmatic SEP-14 approval from FHWA for FVPS CPM projects.

Control Section: 65051
Job Number: 120333
Route: M-33
Location: I-75 to M-55 in Arenac/Ogemaw counties, 1000 feet north of Oyster Road to 3350 feet north of Borden Road in Ogemaw County.
Project Cost: \$725,000
Letting Date: Sept. 2014
Scope: Chip Seal

ACTION: Approved

Steven Bower, Secretary
Engineering Operations Committee

cc: K. Steudle D. Jackson R. Jorgenson (FHWA)
 L. Mester W. Tansil R. Brenke (ACEC)
 EOC Members D. Wresinski G. Bukoski (MITA)
 Region Engineers C. Libiran D. DeGraaf (MCA)
 TSC Managers R. Lippert D. Hollingsworth (MCA)
 Assoc. Region Engineers B. Shreck J. Becsey (APAM)
 D. Parker T. Phillips M. Newman (MAA)
 M. DeLong J. Murner (MRPA)