



**ENGINEERING OPERATIONS COMMITTEE
MEETING MINUTES
FEBRUARY 6, 2014 – 9:00 A.M.
MULTI-MODAL CONFERENCE ROOM**

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

OLD BUSINESS

1. Approval of the January 7th, Meeting Minutes – G. Johnson

ACTION: The January 7th meeting minutes were approved with minor changes.

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.

The guidelines have been updated since the January EOC meeting to reflect both pull-in and back-in angled parking. In addition an MDOT form letter responding to local requests for angled parking along with a draft local resolution form have been developed for use by the Regions in responding to these local requests.

EOC is requested to approve the guidelines along with the proposed review process.

ACTION: Approved

3. Use of Indefinite Delivery/Indefinite Quantity (ID/IQ) on a Cable Median Barrier (cable rail) repair project in the Southwest Region – B. Wieferich

The goal of the ID/IQ project will be to allow flexibility in the quantity of work, given ongoing damage, and when the work is to be performed, while maximizing the amount of cable rail that can be repaired using a fixed dollar amount.

The Southwest Region has 133 miles of cable rail (more than 40% of the statewide total), with a significant number of damaged cable rail locations along the I-94 and US-131 corridors, with limited resources available to perform the repairs. If the project is found to be successful, the region proposes to let a new contract for all of fiscal year 2015.

The Southwest Region will use existing maintenance funds to fund this contract for the remainder of the fiscal year (through September 31, 2014), and any future contract. Each region's maintenance budget typically funds cable rail repairs. The region will continue to seek reimbursement for the contractor-repaired cable rail via the property damage reclamation process, thereby continuing to return state- incurred costs to the STF. MDOT maintenance forces will continue to perform some isolated repairs given emergencies and to maintain proficiencies.

The project includes cable rail repair locations along the entire I-94 and US-131 corridors within the Southwest Region. The project includes a log of current cable rail locations which were damaged by traffic impacts and an indefinite quantity of cable rail locations which will be assigned to the contractor by work order as they are damaged. Specific response times will be required.

Under this contract method, contractors competitively bid on work items based on unit prices for a specific contract term with the locations to be determined through future work orders. With ID/IQ contracting, there is uncertainty associated with scheduling of work and the total quantity of work associated with a contract. 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.

Control Section: Southwest Region

Job Number: TBD

Project Cost: \$400,000

Letting Date: March 14, 2014

ACTION: Approved.

NEW BUSINESS

1. "Rapid Rehabilitation and Reconstruction of Deteriorated Pavement Sections Deployment Strategies" or Rapid Pavement Repair Solutions" – R. Van Portfliet

Achieving highway renewal that is performed rapidly, causing minor disruption, and producing long-lasting road sections is important to Michigan's economy. In many areas, high traffic volumes seriously restrict the length and duration of lane closures, limiting the options for effective repair and rehabilitation of distressed pavement.

The necessity to minimize disruption to the motoring public due to construction activities has become increasingly important nationally. As a result, new and innovative technologies are being developed to expedite construction and minimize the need for lane closures. Michigan is beginning to evaluate some of these methods, but further investigations and discussions are needed to identify different types of fixes for differing conditions. It is recommended that a Technical Agenda be assigned to

evaluate the alternatives and make recommendations on a deployment strategy. The Technical Agenda memo from Randy Van Portfliet to Greg Johnson is attached

ACTION: Approved.

2. Speed Limit Revision Evaluation Model – M. Bott

Legislation has been recommended to increase the maximum speed limits on freeways and non-freeways. It is unknown at this time if the increase would be statewide for trunkline or allow the increase for corridors based on a study between State Police and the Department. To prepare for this anticipated change evaluation criteria and short term improvements have been proposed for discussion at EOC.

Criteria are needed for Region/Central Office evaluation in conjunction with performing the traffic study with State Police. This criteria should be incorporated into a Guidance Document.

For some of these roadways the posted speed could exceed the design speed. FHWA revised its stance regarding minimum design speed to be used on freeway 3R projects, for those roadways on which the posted speed limit has been raised. The policy allows for the design to be that what had been established for the latest reconstruction of the road segment.

Background –The department has raised the speed on most urban freeways to more closely match the 85th percentile of motorists traveling on these roadways. In addition, the speed limit has been increased on two non-freeway divided highway routes above the traditional 55 mph maximum. The increases were based on an 85th percentile approach as with urban freeways. .

ACTION: Defer to the March 2014 meeting.

Steven Bower, Secretary
Engineering Operations Committee

cc: K. Steudle D. Jackson R. Jorgenson (FHWA)
 L. Mester W. Tansil R. Brenke (ACEC)
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