



**ENGINEERING OPERATIONS COMMITTEE
MEETING MINUTES
JULY 9, 2015 – 9:00 A.M.
MULTI-MODAL CONFERENCE ROOM**

Present:	G. Johnson M. Bott B. O'Brien	R. VanPortfliet M. Geib R. Ranck	M. Van Port Fleet B. Wieferich
Absent:	T. Marshall (FHWA) K. Schuster	S. Bower	M. Chynoweth
Guests:	J. Gaus D. Tarazi	C. Youngs	M. O'Neill

OLD BUSINESS

1. Approval of the April 2nd, Meeting Minutes – G. Johnson

ACTION: Approved

2. I-275 from north of Five Mile to I-96/I-696/M-5 interchange – C. Youngs

Route/Location: I-275

Job Number: 117602, 124254, 124257, 112221, 120436 & 120437

Control Section: 63022, 63101, 63191, 63192, 82125

Letting Date: March, 2016

The use of Construction Manager/General Contractor (CMGC) is being requested in order to improve the maintenance of traffic, staging, and constructability of this project. Design schedule is very tight, and CMGC may expedite processes to allow for quicker development and delivery options. CMGC may also reduce the duration of construction for this project.

Background – I-275 is a high volume corridor and the pavement has significantly deteriorated. This project will remove the existing mainline pavement, condition the OGDC, and a new concrete inlay will be constructed. The existing shoulder will remain with detail 7 repair/joint spalls to be patched. The I-696/I-96/M-5/I-275 interchange ramps will be rehabilitated with an inlay, HMA overlay, Mill and Resurface, or patching as appropriate. The interchange ramps at 8 Mile, 7 Mile and 6 Mile will be rehabilitated with an inlay or patches, as appropriate.

ACTION: Approved. Subsequent to the meeting it was determined that CMGC would not be used for this project.

NEW BUSINESS

1. Update to Personal Protective Equipment (PPE) Policy, MDOT Guidance Document 10118 – J. Gaus

After EOC approval, the document will be provided to OHR for submission to the unions for comment. Per Todd White, OHR Director, this is a contractual requirement for any policy. The update will then be submitted to the Director for approval and signature.

This is an overall update to the guidance document last updated April 1, 2010. The format was conformed overall to be similar to other recent guidance documents and formatting/wording revisions were made throughout.

General highlights include:

- The PURPOSE was modified (page 1).
- An INFORMATION section was added (page 1).
- The SAFETY VESTS section was modified to include SAFETY VESTS AND OTHER HIGH VISIBILITY APPAREL (page 6)
- The CLOTHING CONSIDERATIONS section was added/modified (page 7).
- The FALL PROTECTION section was added (page 8).

Specific changes:

- Dropped the 05 for the ASTM for footwear
- Dropped the word “Material” when referring to Safety Data Sheets (SDS), formerly known as MSDS.

A draft was submitted to RBMT for review on April 20, 2015. Comments/suggestions were received from OHR, Metro Region and Superior Region. The comments were reviewed by Safety and Security Administration and applicable modifications were made.

ACTION: Approved

2. Request for Road Diet Approval – City of Otsego – M. O’Neill

Route/Location: M-89
Job Number: N/A
Control Section: 03023
Letting Date: N/A

Request for Road Diet Approval as a permit project to be constructed by the City of Otsego.

Temporary Road Diet was previously approved by EOC and installed in May 2015. This is a follow up request to make the condition permanent.

ACTION: No action needed. M-89 in Otsego was temporarily striped from the existing 4 to 5 lanes to 3 lanes in May 2015. The results of the temporary Road Diet have been favorable to the City and

they are now requesting a permanent change to the reduced number of lanes. The City has passed a formal resolution in support of the Road Diet.

The Southwest Region concurs and is working with the City on minor modifications to improve the overall operations of the Road Diet section and will continue to monitor operations.

3. Value Engineering (VE) waiver for the reconstruction of I-196 from west of 32nd Avenue to just west of Kenowa Avenue, in Ottawa County (JNs 118616, 118618 & 123333) – V. Weerstra/B. Wieferrich

Route/Location: WB I-196 from west of 32nd Avenue to just west of Kenowa Avenue in Ottawa County

Job Number: 118618

Control Section:

Letting Date: 1/11/2019

Programmed Construction Cost: 12,743,000

Route/Location: EB I-196 between 32nd and Kenowa

Job Number: 118616

Control Section:

Letting Date: Not currently programmed, but design is ongoing under JN 118618

Estimated Construction Cost: 12,743,000 (similar to WB) but increased cost due to weave merge lane between 32nd and Kenowa

Route/Location: Crossovers between 32nd and Kenowa

Job Number: 123333

Control Section:

Letting Date: 3/2/2018

Programmed Construction Cost: \$1,350,000

On September 6, 2012, the EOC approved continuing the current policy of requiring VE studies on all Federal Aid Projects with an estimated total project (corridor) cost greater than \$25 million for a road project or \$20 million total cost for a bridge project. EOC also stated that future projects (corridors) that have a cost between \$25 million and \$50 million or stand-alone bridge projects with a cost between \$20 million and \$40 million may be exempt from VE on a project by project basis if approved by EOC.

The total estimated cost for this project is approximately \$30 million. The scope of work is a straight forward reconstruction of an essentially rural freeway. In addition, the design of this project is being advanced, and has a Plan Completion date of 7-17-15. Given the scope and schedule issues, this project would not likely have great benefit from a VE study.

ACTION: Approve the waiver of VE for the reconstruction of I-196 from 32nd to Kenowa. Innovative Contracting Unit will engage with Grand Region to discuss the potential use of Alternative Technical Concepts as a part of the contracting process.

4. 2014 Innovative Contracting Report – C. Youngs

For Information Only: In 2014, EOC requested the Innovative Contracting Unit provide a report on the innovative contracting projects let in 2014.

ACTION: No action needed. Summary report on innovative contracting projects let in 2014, as requested by the EOC.

5. Selection Criteria for Alternate Pavement Bidding Projects (Discussion) – C. Youngs

In May, 2011, MDOT issued a final report from a technical agenda on Alternate Pavement Bidding (APB). The report can be found in ProjectWise at the following link: 2011 Technical Agenda Final Report.pdf. One of the tasks of the technical agenda was to evaluate the effectiveness of the APB process. Since only a few APB projects had been completed at that time, the report recommended reviewing data from projects after more had been completed to determine if the process adds value for MDOT.

MDOT staff will be conducting further meetings with industry and will supply additional information to EOC.

ACTION: Item Tabled.

Steven Bower, Secretary
Engineering Operations Committee

RA:SB:lsf

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)