



**ENGINEERING OPERATIONS COMMITTEE  
MEETING MINUTES  
JANUARY 5, 2015 – 9:00 A.M.  
MULTI-MODAL CONFERENCE ROOM**

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*Present:* R. Van Portfliet M. Van Port Fleet M. Bott  
P. Ajegba M. Geib B. Wieferich  
K. Schuster S. Bower B. O'Brien

*Absent:* G. Johnson M. Chynoweth T. Marshall (FHWA)

*Guests:* C. Youngs C. Bleech M. Townley  
C. Stein T. Gates (WSU) M. Grazioli

OLD BUSINESS

1. Approval of the November 6th, Meeting Minutes – G. Johnson

*ACTION: Approved*

NEW BUSINESS

1. Interchange Safety Warranted Lighting – M. Bott

Safety funding has been used, on a limited basis, to fund interchange lighting. While the results of a safety analysis can justify funding interchange lighting with safety funds, funding constraints in the safety template have traditionally limited the use of safety funds for this purpose.

The following criteria is proposed to screen future safety template funding requests for interchange lighting:

1. A Road Safety Audit (RSA) will be required to identify what mitigating improvements can be implemented prior to the installation of lighting. These may include, but not be limited to, upgraded signing, pavement markings, and delineators.
2. Interchange crash warrants, as defined in the AASHTO "Roadway Lighting Design Guide" must be met for either complete or partial interchange lighting and a Time of Return (TOR) analysis must be performed to justify the cost of installing lighting. The criteria will include comparing the interchange safety to similar interchanges around the state. Additionally, the location of concern must have a crash history that includes a) A minimum of two or more fatality and/or serious injury crashes during hours of darkness. A crash reduction factor of 0.30 will be used in the TOR analysis. The TOR shall be 7 years or less.

*ACTION: EOC approves the proposed screening criteria to be used for reviewing safety funding for interchange lighting.*

*In addition, EOC directs Mark Bott to form a team to develop a Lighting Guidance Document. The guidance document will include the following:*

- a) General criteria defining when interchange lighting should be considered.*
- b) Define a process when local agencies request and offer to fund the installation of lighting.*
- c) Outline an approval process for interchange lighting with EOC being the final approver.*

*The Lighting Guidance Document will be submitted to EOC for review and approval when complete.*

2. M-24 between Harmon Road and Golden Gate Road – C. Youngs / J. Pitt

Route/Location: M-24 between Harmon Road and Golden Gate Road

Job Number: 108096 and 110561

Control Section: 63112

Letting Date: 1/8/16

Description: Approximately five miles of two course cold milling and resurfacing, concrete repairs, curb replacement and reconstruction of the Silverbell Road and Clarkston Road intersections. Upgrades to traffic signs, pavement markings, ADA features, intersections, drainage facilities, and traffic signals. Review and evaluation of several concepts resulted in a decision to reconstruct the intersections to make necessary improvements. The current construction estimate is \$27 million.

A Value Engineering exemption is requested based on the scope of work.

*ACTION: Approved*

3. Guidelines for Fixed Price Variable Scope Projects – C. Youngs

The Innovative Contracting Unit has developed a guide for Fixed Price- Variable Scope (FPVS) projects and is seeking approval from EOC to publish the guide as part of the existing Innovative Construction Contracting Guide.

This will be the FPVS guides initial publication, and EOC approval of the guide is requested. MDOT has been using FPVS since 2012. The guide is intended to promote understanding and consistency when using the various options within the FPVS contracting method. A draft guide was provided to several areas for review and comment prior to being submitted to EOC. These groups include past MDOT project managers, the FHWA, MITA and ACEC.

The guide is expected to be a living document that will be updated as needed. EOC will be notified if there are significant changes in the document.

*ACTION: Approved*

4. I-94 from East of Lovers Lane to West of Sprinkle Road, Kalamazoo – C. Youngs

Route/Location: I-94 from East of Lovers Lane to West of Sprinkle Rd, Kalamazoo

Job Numbers: 105885, 105886

Control Section: 39022

Letting Date: 2020 planned letting. Earlier if funding is available.

PPRB identified this project as a 2015 “Shelf” design-build project. The project is scheduled to be let in 2020. However, if funding becomes available before 2020 it will be advanced forward.

This project was originally designed several years ago using the 2003 spec book and the design standards in place at the time of design. The Southwest Region has requested that this project move forward as a design-build project where the design-builder will complete the design using current specifications and design standards.

*ACTION: Approved*

5. I-75 AT Bristol Road – E. Tamlyn

Route/Location: I-75 at Bristol Road

Job Number: 115831 (CMAQ), 116193 (T&S)

Control Section: 25031

Letting Date: 12/4/2015

The existing interchange configuration was identified as having safety and operational issues. A time-of-return analysis was performed at this location and the project has gone through the traffic and safety call for projects process. Other options have been evaluated, including a boulevard option, but were not seen as cost effective. Less expensive options, such as signal back-plates and low-level traffic signals, have been implemented without having a significant impact on safety and operations.

Upon analyzing the interchange, a roundabout will have a positive impact on the number of crashes occurring at this location while simplifying the existing system of signals and loop ramps.

*ACTION: Tabled*

6. Invasive Species – K. Schuster

MDOT is often requested to perform management of invasive plant species within the ROW from external stakeholders, regulatory agencies and adjacent landowners.

Other state agencies have adopted invasive species policies, without a policy, MDOT is typically judged based on the policies and practices of the agency MDOT is working with. Additionally without a policy it is difficult to define the treatment initiatives within MDOT.

This policy is reflective of current MDOT practices regarding invasive species control and of MDOT concerns focusing on motorist safety, operations, and maintenance. This Guide has been reviewed by all Region Resource Specialists, OFS staff, Roadside Committee, Environmental Committee and RBMT.

*ACTION: Approved*

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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)