



**ENGINEERING OPERATIONS COMMITTEE  
MEETING MINUTES  
APRIL 30, 2020, 9:00 A.M. – 11:00 A.M.  
VIA SKYPE**

---

Present: Carol Aldrich                      Jason Gutting                      Brad Wieferich  
          Mark Bott                              Tony Kratofil                      Gorette Yung  
          Gregg Brunner                      Ryan Mitchell                      Hal Zweng  
          Mark Dionise                      Kristin Schuster  
          Mark Geib                              Will Thompson

Absent: Matt Chynoweth                      Rebecca Curtis                      Brandy Solak

Guests: Michael Davis                      Keith Simons  
          Justin Schenkel                      Dharmesh Valsadia

**OLD BUSINESS**

1. Approval of the March 26, 2020 Meeting Minutes – Tony Kratofil

*ACTION: Approved*

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

*ACTION: For information only and further development of the summary sheet to occur.*

3. Pavement Selection for I-94, East of Lovers Lane to Sprinkle Road, Kalamazoo County – Ben Krom (Expedited April email approval)

Subject/Issue: Pavement Selection

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

Job Number: 105885, 105886

Control Section: 39022

Letting Date: 12/4/2020

Department policy requires that a Life Cycle Cost Analysis (LCCA) be used to determine the most cost-effective pavement design.

Major Issue(s) – None. The paving industries had no comments on this LCCA.

Background/History – Pavement selection was determined using the procedures outlined in the MDOT Pavement Selection Manual. Department policy requires that the pavement alternate with the lowest Equivalent Uniform Annual Cost (EUAC) be selected. Final pavement selection requires approval by the Engineering Operations Committee (EOC).

Recommendation(s) – Approve the pavement alternate with the lowest EUAC.

*ACTION: Approved*

### NEW BUSINESS

1. Safety Topic – Coronavirus Case Trajectories Graph: Masks vs. No Masks - Mark Geib

*ACTION: Information Only*

2. City of Ypsilanti Road Diet Along I-94BL/US-12BR/M-17 – Mark Bott/Mike Davis

Issue Statement – A road diet was requested by the City of Ypsilanti to be incorporated with MDOT University Region’s major rehabilitation project scheduled for 2021-22 (JN 113542), and a new non-motorized path over I-94 (TAP project 209612) along the I-94BL/US-12BR/M-17 (Washtenaw Ave./Hamilton Ave./Huron St./Cross St). This job has been programmed since 2014 and has been moved several times to accommodate region funding priorities and obligations.

Route/Location: I-94BL/US-12BR/M-17 (Washtenaw Ave./Hamilton Ave./Huron St./Cross St.)

Job Number: 113542, 209612, 209015

Control Section: 81081

Letting Date: October 1, 2021

Background/History:

- In 2017, City of Ypsilanti staff approached MDOT University Region staff expressing interest in a potential road-diet that would reduce vehicle lanes for non-motorized network connectivity and increases in potential safety for non-motorized users.
- In 2018, MDOT conducted a road safety audit. The audit identified various safety issues and suggested solutions ranging from repairing crosswalk striping to implementing a road diet. Following this, City of Ypsilanti staff selected a consultant to analyze the I-94BL/US-12BR/M-17 (Washtenaw/Hamilton/Huron/Cross) corridors for a potential road diet.
- In 2019, City of Ypsilanti staff began completing the required steps of the Road Diet Checklist. The City’s consultant, HRC, delivered two drafts of their road diet study and appropriate traffic modeling. Following this, multiple reviews were performed

- by MDOT teams, including Geometrics, Safety, Signals, Transportation Service Centers (TSC) and Region staff.
- A public meeting was held in late 2019 where most public comments were extremely positive. Following the public meeting, the Ypsilanti City Council passed a resolution of support.
  - Supporting this road diet has been a combined effort of University Region leadership, planning, development, road design, and the Brighton TSC.

Recommendation(s) – Implement the road diet along the I-94BL/US-12BR/M-17 (Washtenaw Ave./Hamilton Ave./Huron St./Cross St.), including bicycle boxes and a two-stage left turn for bicyclists.

Status – As of April 2020, University Region planning and Brighton TSC staff have had several discussions with City of Ypsilanti staff regarding implementation, cost participation and potential project design timelines.

*ACTION: Information Only*

### 3. Pavement Demonstration Program Use for I-17 and I-69 Projects – Justin Schenkel

Issue(s) – To approve the following jobs for the Pavement Demonstration Program:

- JN 125868, I-75 from Erie Road to Otter Creek Road, Monroe County (scheduled let date of 03/05/2021)
  - o Jointed plain concrete pavement with stabilized base demonstration project
- JN 125869, I-69 from I-96 to Airport Road, Clinton County (scheduled let date of 01/08/2021)
  - o Hot mix asphalt with stabilized subgrade demonstration project

Background – Public Act 457 of 2016, Section 1i, allows MDOT to construct demonstration projects that are not subject to a LCCA. The LCCA process is a tool to select the lowest cost pavement design over the expected service life of the pavement. The LCCA process must include, by law, historical information for initial construction and maintenance costs, and performance (service life). This information is not available for new pavement design types and new pavement technologies and thus they cannot be used in the pavement selection process until the information has been obtained. The pavement demonstration legislation provides a means for trying new and innovative ideas. Potential outcomes of pavement demonstration projects include increased service life, improved customer benefits and lower maintenance costs. Future LCCAs may utilize cost, performance, and maintenance information from the demonstration projects.

Selection of candidate projects is a collaborative effort among MDOT Construction Field Services pavement personnel, MDOT region personnel and pavement industry groups. Once these partners reach a consensus that a project would be a good candidate, the project goes to

MDOT's EOC for formal approval. Once approved, the project becomes part of the Pavement Demonstration Program. All costs for the demonstration project are funded by the respective MDOT region's rehabilitation and reconstruction budget.

Recommendation(s) – Recommend approval of the proposed Pavement Demonstration Projects for JN 125868 and 125869 on I-75 and I-69, respectively.

*ACTION: Tabled for future email or EOC meeting review and approval*

#### 4. I-94 Design-Build Contracting Method – Ryan Mitchell/Dharmesh Valsadia

Issue Statement – Request approval for the use of design-build contracting method on 4.5 miles of I-94 rehabilitation through city of Battle Creek, Calhoun County (JN 201957). The I-94 and Capital Avenue interchange is included, which is programmed for reconstruction with possible operational improvements. The contract will also include reconstruction of nine and rehabilitation of four structures.

Major Issue(s) – The project is located on a heavily traveled four-lane section of I-94 in the Southwest Region. With the mobility requirements, a majority of the resurfacing work can occur during nighttime hours. Other work types such as bridge replacements/rehabilitations, under-clearance improvements, and interchange operational improvements will require substantial maintenance of traffic design/coordination and is expected to be a core component of a successful project. While other risks are limited, public engagement will be key as the region looks to right-size infrastructure along the corridor. The project will have Environment, Great Lakes and Energy and National Pollutant Discharge Elimination System permits along with potential Interstate Access Change Request if the I-94/Capital Avenue interchange is modified.

Background/History – Currently, four projects are programmed with various work types to be completed at different times along the corridor. The Rebuilding Michigan program provided the opportunity to bundle multiple projects for one corridor improvement project. The project has a tentative August 5, 2022 letting.

Recommendation(s) – The Innovative Contracting Committee has recommended the use of the design-build contracting method for JN 201957 considering the timeframe, work type, innovations desired for interchange reconfiguration and efficiencies gained by coordinating/combining multiple projects along the corridor. A competitive two-stage procurement will promote cost advantages through economies of scale and contractor efficiencies. The design-build contracting method will minimize impacts to the traveling public and capture innovation.

*ACTION: Approved*

---

Carol Aldrich, Secretary  
Engineering Operations Committee

RA:lrp

cc: EOC Members	C. Libiran (MDOT)	R. Brenke (ACEC)
Meeting Guests	R. Lippert (MDOT)	G. Bukoski (MITA)
Region Engineers (MDOT)	L. Mester (MDOT)	D. DeGraaf (MCA)
Assoc. Region Engineers (MDOT)	C. Newell (MDOT)	C. Mills (APAM)
TSC Managers (MDOT)	T. Schafer (MDOT)	D. Needham (MAA)
L. Doyle (MDOT)	R. Jorgenson (FHWA)	M. Ackerson-Ware (MRPA)