



**ENGINEERING OPERATIONS COMMITTEE
MEETING MINUTES
JULY 29, 2021, 9:00 A.M. – 11:00 A.M.
VIA TEAMS**

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

Absent: Rebecca Curtis Brandy Solak
 Mark Dionise Gorette Yung

Guests: Ben Krom David Smith
 Michael Porcaro Carrie Warren

OLD BUSINESS

1. Approval of the June 24, 2021, Meeting Minutes – Tony Kratofil

ACTION: Approved

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

ACTION: For information only.

NEW BUSINESS

1. Safety Topic: MDOT Accident Prevention Plan – Jason Gutting

Jason shared with the committee MDOT's current 2019 Accident Prevention Plan (APP) brochure. The APP was developed in order to provide MDOT employees with information that may help prevent workplace injuries and illnesses. The APP is available in a printed pocket-sized version, electronically on MDOT's intranet at the Safety and Security Administration team website, and as an ePub file for use on mobile devices. The APP summarizes several existing MDOT safety and health procedures, safety topics, and Michigan Occupational Safety and Health Administration (MIOSHA) regulations. These longer and detailed documents can be viewed individually by accessing MDOT's intranet. Please review this document and be familiar with its contents. As required by MIOSHA, a copy of the APP shall be maintained at each worksite. As a reminder, it is important to keep a copy with you at all times.

ACTION: For Information Only

2. Pavement Type Selection: US-31 from Indiana Street to Milton Road; M-68 from US-31 to the Crooked River, Emmet County – Ben Krom

Issue Statement – Pavement Type Selection

Route/Location: US-31: from Indiana Street to Milton Road

M-68: from US-31 to the Crooked River, Emmet County

Job Number: 131801

Control Section: 24011, 24012, 24021

Letting Date: 7/1/2022

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.

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

ACTION: Approved

3. Approval to use Construction Manager/General Contractor Delivery Model for Resurfacing and full cleaning and coating of Blue Water Bridge #2 – Ryan Mitchell and Carrie Warren

Issue Statement – Requesting approval to use Construction Manager/General Contractor (CM/GC) Delivery model for resurfacing and full cleaning and coating of Blue Water Bridge (BWB) #2.

Major Issue(s) – This project introduces substantial construction loads to the BWB #2, as well as the need to closely coordinate with the plaza expansion work, work contracted by the Canadian ownership, Federal Bridge Corporation Limited planned for the same timeframe.

Selecting the most qualified contractor and early contractor involvement is necessary to manage project risk and to ensure that the contractor's team clearly understands the project goals of minimize impacts to the border traffic, avoid overloading of the bridge, incorporate performance-based specifications that promote innovation and best practices while meeting project milestones in a timely manner. The means and methods of the contractor, and timeframes to complete the defined scope of work are critical during the design phase to develop a constructible bridge rehabilitation approach that promotes site access and worker safety and allows development of an accurate construction schedule.

Background/History – The BWB #2 is a complex structure, and close attention must be paid to construction loading to avoid potential for a major disruption to the border crossing. CM/GC delivery promotes increased collaboration between MDOT and the contractor, allowing for mutually beneficial partnering and efficient risk transfer and reduction. Timely completion of the projects will better serve cross-border traffic and ensure the reliability of this critical, high-volume trade corridor.

Recommendation(s) – The BWB and Innovative Contracting Committee recommend CM/GC delivery of the project to allow early contractor involvement to reduce risk and increase collaboration and coordination.

Status – New

ACTION: Approved

4. Discussion on Scheduling 2022 EOC Meetings (Teams only, in-person, hybrid) – All EOC Members

Voting results: Teams only/virtual 23%, In-person 0%, Hybrid 76%

ACTION: Future EOC meetings will be scheduled as hybrid (both in-person and via Teams)

Carol Aldrich, Secretary
Engineering Operations Committee

RA:lr

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