



**ENGINEERING OPERATIONS COMMITTEE
MEETING MINUTES
SEPTEMBER 23, 2021, 9:00 A.M. – 11:00 A.M.
VIA TEAMS**

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

Absent: Rebecca Curtis Brandy Solak Gorette Yung

Guests: Matt Block Katherine Monroe Lucas Porath Dina Tarazi
David Harrison Val Napier Lindsey Renner Dan Wagner
Ben Krom Gary Niemi Justin Schenkel

OLD BUSINESS

1. Approval of the July 29, 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: Back to School Safety – Kristin Schuster

<<See Appendix A>>

ACTION: For Information Only

2. Final Work Plan of the Pavement Demonstration Program: Project JN 201403, US-10 WB from 7 Mile Road to West Bay City Limits in Bay County – Justin Schenkel

Issue Statement – Present the final work plan of the Pavement Demonstration Program project JN 201403, US-10 Westbound (WB) from 7 Mile Road to west Bay City limits in Bay County.

Major Issue(s) – Informational

To present the Pavement Demonstration Program evaluation plan for the following job:

- JN 201403, US-10 WB from 7 Mile Road to west Bay City limits in Bay County (scheduled let date of 12/02/2022)
 - Hot mix asphalt reconstruction on reduced base/subbase demonstration project

Background/History – The Pavement Demonstration Project for JN 201403 on US-10 WB was approved by the Engineering Operations Committee (EOC) per the April 29, 2021, meeting. However, a formal evaluation plan was not yet complete prior to this approval. Accordingly, the attached evaluation plan was written to detail this plan, “Pavement Demonstration Program Project Evaluation Plan US-10 WB Hot Mix Asphalt Reconstruction on Reduced Base and Subbase (MDOT Job Number 201403).”

This document was reviewed by the MDOT Pavement Management team, Bay Region personnel, and MDOT industry partners. All parties were informed that this document will serve as the formal evaluation plan used for future reference.

Recommendation(s) – This EOC agenda item is informational only, so no action needed. This is presented to record that the follow-up action is fulfilled and that the evaluation plan is complete.

ACTION: Information Only. Strike the word “Strength” from the sentence in the workplan. “This testing may include falling weight deflectometer (FWD), ground penetrating radar, and coring (for visual inspection and/or ~~strength~~ testing).”

3. Roundabout Construction, US-31 at M-22, Manistee Township, Manistee County – Lucas Porath, Gary Niemi and Dan Wagner

Issue Statement – Roundabout construction, US-31 at M-22, Manistee Township, Manistee County

Job Number: 210154

Control Section: 51012

Letting Date: 2/4/2022

Major Issue(s) – No anticipated issues at this time.

Background/History – The intersection of US-31 at M-22 has been an area of concern for safety and congestion due to the alignment of the skewed angle at which M-22 intersects with US-31 at this location. Over the last several years, the Little River Band of Ottawa Indians have successfully developed several projects that gain access to US-31 at this intersection intensifying the number of customers it serves. Examples of this include the Little River Casino Resort (located in the northwest quadrant of the intersection), their Government Center, Health Service Center, Community Center, and their Aki Maadiziwin housing development. MDOT is partnering with the Little River Band of Ottawa Indians for this project who has been recognized as a key stakeholder and is in support of these proposed improvements.

The intersection operates with stop control on the minor approaches of M-22 and Loon Drive. The proposed operational improvements include the construction of a roundabout. Alternates for signalization or installation of a roundabout were assessed and both alternatives are expected to improve operations and safety by providing longer gaps for motorists entering US-31 from either M-22 or Loon Drive, however, the roundabout is expected to reduce severe crashes and reduce speeds along US-31. This assessment was submitted to MDOT's Non-Freeway Reliability and Operations Template for project selection process in February 2020.

The Transportation Service Center (TSC) has met representatives from the Little River Band of Ottawa Indians, Manistee Township, and the Manistee County Road Commission to discuss the design. The roundabout concepts at the US-31 at M-22 intersection was presented at a public virtual open house was held on June 9, 2021. MDOT did not receive any negative comments related to the roundabout concept that would substantiate changes to the design as presented.

The current layout has been reviewed and modified based on comments provided from the Traverse City TSC staff, the North Region staff, and the Lansing Geometrics staff. Pedestrian access was discussed and has been incorporated into the plans, providing access within the MDOT right of way across the west leg of the intersection between the Little River Casino (NW Quad) and the BP Gas Station (SW Quad).

Recommendation(s) – Approval of the 2022 construction of roundabout.

Status – Final design for the project is underway. Scheduled plan completion is planned for November 12, 2021.

ACTION: Approved

4. Pavement Type Selection for M-20 from Mission Street to US-127, Isabella County – Ben Krom

Issue Statement – Pavement Type Selection

Route/Location: M-20 from Mission Street to US-127, Isabella County

Job Number: 201005, 202009

Control Section: 37022

Letting Date: 10/7/2022

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

5. Alternate Pavement Bid for US-31 from I-196 to Central Avenue Freeway Reconstruction Packaged with Bridge Rehabilitation in Allegan County, Grand Region – Matt Block and Ben Krom

Issue Statement – Alternate Pavement Bid (APB) in Allegan County, Grand Region

Route/Location: US-31 from I-196 to Central Avenue Freeway Reconstruction packaged with Bridge Rehabilitation

Job Number: 113122 (212753)

Control Section: 03032

Letting Date: December 2021

Total Est. Const. Cost: \$30.0M Road (\$1.95M Bridge)

Major Issue(s) – Use of APB on US-31 Design-Bid-Build project.

Construction Field Services coordinated with the project office and calculated a preliminary life cycle costs analysis on this project and determined that the difference between the pavement options was 9.99%. Hot mix asphalt was the low-cost alternative.

Both pavement alternates are expected to have similar environmental, right of way, drainage, and utility impacts along with similar maintaining traffic concepts. Paving is the controlling operation for the construction schedule.

Background/History – The project appears to meet the criteria for the use of APB.

Recommendation(s) – The Innovative Contracting Committee recommends approval of the use of APB on this Design-Bid-Build project.

ACTION: Approved

6. Work Zone Management Unit–Process Map 2021: Appropriate Level of Upper Management Involvement; Appendix to the Work Zone Safety Mobility Manual Hyperlinks – Jason Gutting and Lindsey Renner

ACTION: Tabled for future EOC meeting. The process map is planned to be incorporated as an appendix to the Work Zone Safety and Mobility Manual and will be resubmitted as part of this manual.

7. Road Diet on M-1 (Woodward Avenue) Between 8 Mile Road and Oakridge – David Harrison

Issue Statement – Road Diet on M-1 (Woodward Avenue) between 8 Mile Road and Oakridge

Major Issue(s) – The cities of Ferndale and Pleasant Ridge are requesting a road diet on this corridor to increase pedestrian safety and accessibility of their downtown areas.

Background/History – The Oakland TSC had their consultant (Bergmann) perform a traffic study to determine if the road diet would be feasible in the area or not. After a couple geometric changes from the original design, the road diet was determined to be feasible and would not result in excessive delays.

Recommendation(s) – The Oakland TSC and Metro Region leadership agree with the results and are in favor of the road diet.

Status – The road diet checklist is being finalized by the city, and a resolution has been presented to the city council. We would like to get this on the agenda and anticipate those items to be complete by the 9/23/21 meeting. After approval from the EOC, we will begin the final design.

ACTION: Information Only. Checklist to be provided. Tabled for future EOC review.

Carol Aldrich, Secretary
Engineering Operations Committee

RA:lrp

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)	

Appendix A – Safety Topic

Back to school



Transportation Safety

Whether children walk, ride their bicycle or take the bus to school, it is extremely important that they take proper safety precautions. Here are some tips to make sure your child safely travels to school:

Walking to school

Review your family's walking safety rules and practice walking to school with your child

- Walk on the sidewalk, if one is available; when on a street with no sidewalk, walk facing the traffic

- Before you cross the street, stop and look left, right and left again to see if cars are coming

- Make eye contact with drivers before crossing and always cross streets at crosswalks or intersections

- Stay alert and avoid distracted walking

Riding a bicycle to school

Teach your child the rules of the road and practice riding the bike route to school with your child

- Ride on the right side of the road, with traffic, and in single file

- Come to a complete stop before crossing the street; walk bikes across the street

- Stay alert and avoid distracted riding

- Make sure your child always wears a properly fitted helmet and bright clothing

Riding the bus to school

Teach your children school bus safety rules and practice with them

- Go to the bus stop with your child to teach them the proper way to get on and off the bus

- Teach your children to stand six feet (or 3 giant steps) away from the curb

- If your child must cross the street in front of the bus, teach him or her to walk on the side of the road until they are 10 feet ahead of the bus; your child and the bus driver should always be able to see each other



Driving your child to school

Stay alert and avoid distracted driving

- Obey school zone speed limits and follow your school's drop-off procedure

- Make eye contact with children who are crossing the street

School Safety

Many school-related injuries are completely preventable. Follow these steps to ensure your child's safety at school:

Preventing backpack-related injuries

Choose a backpack for your child carefully; it should have ergonomically designed features to enhance safety and comfort

- Ask your child to use both straps when wearing their backpack to evenly distribute the weight on their shoulders

- Don't overstuff a backpack; it should weigh no more than 5 to 10 percent of your child's body weight

- Rolling backpacks should be used cautiously since they can create a trip hazard in crowded school hallways

Preventing playground-related injuries

To reduce strangulation hazards on playgrounds, have your child leave necklaces and jackets with drawstrings at home