



**ENGINEERING OPERATIONS COMMITTEE
MEETING MINUTES
AUGUST 24, 2023, 9 A.M. TO 11 A.M.
LOBBY CONFERENCE ROOM
WITH TEAMS OPTION**

Present: Mark Bott Jason Gutting Brad Wagner
 Rebecca Curtis Ryan Mitchell Kim Zimmer
 Mark Dionise Michael Townley Hal Zweng

Absent: Gregg Brunner Greg Losch
 Art Green Dee Parker

Guests: David Kent Nathan Miller Dina Tarazi
 Kyle Kopper Susan Rozema Vladimir Zokvic

OLD BUSINESS

1. Approval of the July 19, 2023, meeting minutes – Jason Gutting

ACTION: Approved

2. Michigan Department of Transportation (MDOT) new materials and products – Jason Gutting

New Material Monthly Report of Data:

- Number of Submittals Received
- Number of Submittals Accepted
- Number of Submittals Not Accepted
- Qualified Product List (QPL) Revisions
- New Materials Status Report

ACTION: For information only

3. Approve the hot mix asphalt pavement alternate with the lowest Equivalent Uniform Annual Cost: I-75 BL from I-75 to Grandview Boulevard, Otsego County – Ben Krom (**July email approval**)
4. Approve the hot mix asphalt pavement alternate with the lowest Equivalent Uniform Annual Cost: M-28 from W of M-64 to E of Airport Road, Ontonagon County – Ben Krom (**July email approval**)

NEW BUSINESS

1. Safety Topic: School Bus Safety Tips – Rebecca Curtis

ACTION: For information only

2. Add language to the Road Design Manual on how project managers address temporary breaches in limited access right of ways – Nathan Miller

Issue Statement: Seeking to add language to the Road Design Manual for how project managers address temporary breaches in LA-Right of Way (ROW) identified as necessary during the design phase.

Major Issue(s): The Federal Highway Administration (FHWA) had requested that we include information in the Road Design Manual (similar to a request that was made for the Construction Manual) with regard to how temporary breaches in LA-ROW are handled during design.

Background/History: The Design Division had collaborated with the Development Services Section, Environmental Section, Bureau of Field Services, and the FHWA on the draft language. All feedback has been incorporated. Note that this language is not implementing any new practices or procedures, but memorializing existing practices, albeit performed extremely infrequently.

Recommendation(s): For information Only

ACTION: For information only

3. Approval for the use of Fixed Price Variable Scope (FPVS) to address rising costs: I-96 from Bliss Road to Sunfield Highway in Ionia County – Dina Tarazi, David Kent, Susan Rozema

Issue Statement: Request approval for the use of FPVS to address rising costs due to material cost escalation and inflation and the limited Rebuilding Michigan Program (RBMP) bond funding for the following project:

I-96 from Bliss Road to Sunfield Highway which encompasses multiple job numbers and includes freeway reconstruction, bridge rehabilitation, culvert replacements, and carpool lot resurfacing with the addition of a bypass lane in Orange and Berlin Townships, Ionia County.

Major Issue(s): Procurement and Payment Technique(s): FPVS Type 3

Recommendation Summary: FPVS is intended to maximize the amount of work that can be completed within the established budget. The allotted funding amount for the entire project will only cover a portion of the project limits. The FPVS method will be used to extend the point of ending (POE) to reflect actual bid unit prices, to the furthest extent possible.

Due to the rising cost of the project resulting from material cost escalation and inflation, the Grand Region is proposing to complete the I 96 project using the FPVS delivery method. The goal is to maximize the bond funding instead of reducing the project limits.

The project Priority 1 limits will be developed with enough work to complete approximately 90% of the Construction budget.

The additional work may be set up as Priority 2 or broken down into a third Priority 3 to better accommodate the available Construction budget and maximize the additional amount of work that could be completed. The additional Priorities will be included in the design plans and contain pay items and quantities that are for information only. The pay items included in the additional priorities will reflect the same pay items as in Priority 1 to allow for adding the additional work by contract modification without having to negotiate a new price for major items of work.

If the required Priority 1 bids come in under the programmed amount, a contract modification will be made to extend the limits, so the final construction costs are approximately equal to the available funding.

If the required Priority 1 bids come in over the engineer's estimate and the award is justified, at a minimum Priority 1 will be completed even if bids come in over the programmed fixed price amount.

MDOT has requested an exception to FHWA's three-year completion requirement for the remainder of the project that is not completed with original construction and is proposing the following:

- Priorities 2 & 3 will be programmed for construction in 2029 and 2030 construction season, with construction starting three years after completion of Priority 1.
- Westbound lanes of I-96 will be constructed in 2029 and including two large culverts. This project has been submitted for the 2029 Call for Projects Reconstruction and Rehabilitation template this year.
- Eastbound lanes of I-96 will be constructed in 2030. The next two seasons will be included in this contract for plantings, watering, and cultivating pay items.

Using this FPVS method will take advantage of bid savings and potential additional available funding to extend the project's POE to furthest extent possible.

The project (JN 125986) will be split into three (3) priorities:

- Priority 1: I-96 from Bliss Road to 2933 feet east of M-66
- Priority 2: I-96 from 2933 feet east of M-66 to 5533 feet east of M-66
- Priority 3: I-96 from 5533 feet east of M-66 to Sunfield Highway

The project will be staged as follows with the anticipated dates:

- Stage 1 (First Construction Season): Temporary widening along I 96 (JN 125986), Bridge rehabilitation (JN 201242), Weigh Station By-pass Lane (JN 210181), and Resurface Carpool Lot (JN 202015)
- Stage 2 (Second Construction Season): Westbound I-96 lanes, including Priority 1 and any extended limits of the westbound lanes in Priority 2 & Priority 3 (JN 125986)
- Stage 3: (Third Construction Season): Eastbound I-96 lanes, including Priority 1 and any extended limits of the eastbound lanes in Priority 2 & Priority 3 (JN 125986)

- Stage 4: (Fourth and Fifth Construction Seasons): Tree plantings, wildflower plantings, watering, and cultivation pay items (JN 125986)

Letting date: January 10, 2024

Stage 1 Start: April 15, 2024

Stage 1 completed: November 15, 2024

Stage 2 Start: April 15, 2025

Stage 2 Completed: November 15, 2025

Stage 3 Start: April 15, 2026

Stage 3 Completed: November 15, 2026

Turf Establishment Complete: June 30, 2027

Final Completion: November 15, 2028

Identification of Risk

Permits: Obtain Department of Environment, Great Lakes, and Energy (EGLE) permits for the culvert replacements. Three (3) culvert replacements have been submitted to the EGLE. Two additional culvert replacements are in design due to the change in delivery type and project limits.

Environmental: EGLE permitting, otherwise the limits of construction are in the process of being cleared with no issues identified.

Utilities: No issues, minimal utilities in this section of freeway. Most utility issues are at the interchanges; Priority 2 & 3 would not contain interchanges.

Maintaining Traffic: The current maintenance of traffic scheme implements movable concrete barrier to maintain three (3) lanes of traffic (two (2) lanes eastbound/westbound and one (1) lane eastbound/westbound). An alternate route will be provided on Grand River Avenue. An agreement with the county road department is in progress.

Third Party Involvement: No third party involved other than the alternate route on the county road system.

ROW: No ROW requirements for the project.

Railroad: No railroad involvement required.

Other: Project will also contain one bridge rehabilitation (Jordan Lake Road over I-96), Construction of by-pass lane and weigh in motion scale at the eastbound Ionia weigh station and resurfacing the car pool lot at exit 64 (Jordan Lake Road).

Background/History

Region/TSC: Grand Region/Grand Rapids TSC

Control Section: 34043 & 34044

Job Number(s): 125986, 201242, 202015, 210181

Route: I-96

Project Location: Priority 1 limits = I-96 from Bliss Road to 2933 feet east of M-66

Priority 2 limits = 2933 feet east of M-66 to 5533 feet east of M-66

Priority 3 limits = 5533 feet east of M-66 to Sunfield Highway

Work Description: Freeway reconstruction (125986), Bridge Rehabilitation (201242), Bypass Lane and Weigh in motion scale (210181), and car pool lot resurfacing (202015).

Estimated Construction Cost: Priority 1: \$87.5 million (125986), \$1.113 million (201242), \$0.062 million (202015), & \$3.0 million (210181)
Priority 2: \$8.95 million
Priority 3: \$65.0 million

Funding Type and Fiscal Year (fed/state/local):

125986 - \$73.81 million RBMP, \$7.69 million IM Fed/State FY24

201242 - \$1.113 million BFPI Fed/State FY24

202015 - \$0.062 million ST Fed/State FY24

210181 - \$3.0 million NH Fed/State FY24

Key Dates: Final Project Coordination meeting: 7/31/2023

Plan Turn in: 11/3/2023

Letting: 1/10/2024

Recommendation(s): The Innovative Contracting Committee recommends the use of FPVS to efficiently maximize the amount of work completed within the available budget.

ACTION: Approved

4. Revised 14 feet 10-inch shoulder policy for Deck Replacement projects on two-lane freeway and interstate projects – Kyle Kopper, Brad Wagner, Vlad Zokvic

Revised submittal. This policy change was initially presented at the June 2023, Engineering Operations Committee (EOC) meeting. We have now followed through on the recommendation to further discuss the policy changes with MDOT work zone safety and mobility staff, as well as the Associate Region Engineer of the Development group. The revised policy now requires a discussion of the work zone safety and mobility needs to the entire corridor during the design phase of the project and considering those needs when determining the proposed clear road width on the bridge.

The FHWA requested clarification on how the discussions related to the work zone safety and mobility needs of the corridor will be documented during the project. The proposed policy will be revised to address FHWA's feedback.

ACTION: Tabled for future meeting to develop text indicating items that would be discussed and when the discussion will occur



Michael Townley, Secretary
Engineering Operations Committee

RA:lrp

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