



**ENGINEERING OPERATIONS COMMITTEE
MEETING MINUTES
APRIL 29, 2024, 9 A.M. TO 11 A.M.
MDOT LOBBY CONFERENCE ROOM
WITH TEAMS OPTION**

Present:	Rebecca Curtis	Dean Kanitz	Brad Wagner
	Garrett Dawe	Greg Losch	Kim Zimmer
	Mark Dionise	Ryan Mitchell	
	Jason Gutting	Kristin Schuster	
Absent:	Gregg Brunner	Dee Parker	Lindsey Renner
Guests:	Jonathan Harden	Clint Mayoral	Michelle O’Neill
	Kevin Kennedy	Jason Pitman	

OLD BUSINESS

1. Approval of the March 18, 2024, meeting minutes – Rebecca Curtis

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. Pavement Type Selection: I-696 from Lahser Road to Dequindre Road, Oakland County – Ben Krom

Issue Statement: Pavement Type Selection

Route/Location: I-696 from Lahser Road to Dequindre Road, Oakland County

Job Number: 204305, 211796

Control Section(s): 63102

Letting Date: 10/4/2024
Total Est. Const. Cost: \$289.5M

State law and 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: Approve the concrete pavement alternate, which has the lowest EUAC.

ACTION: March email approval

NEW BUSINESS

1. Safety Topic: Tornado Preparedness Tips – Garrett Dawe

ACTION: For information only

2. Adoption of the MDOT Noise Wall Design Guidelines for use beginning May 1, 2024 – Michelle O’Neill

ACTION: The MDOT Noise Wall Design Guidelines document approval was tabled.

3. Prohibition of noise wall post-to-foundation connections using anchor bolts – Michelle O’Neill

Issue Statement: MDOT is currently developing guidelines addressing the structural design requirements of noise walls. The Ancillary Structures Program Unit has developed a draft Noise Wall Design Guidelines document.

Major Issue(s): Specific attention is called to the foundation anchorage design requirements.

Background/History: The use of post-to-foundation connections requiring anchor bolts presents long term operational and maintenance challenges for the Department. Anchor bolts and base plates under this design are buried and not accessible for future inspection. There is limited long term performance data for this design detail.

ACTION: EOC approved the prohibition of post-to-foundation connections using anchor bolts on all noise barrier wall designs effective for jobs let on or after August 2, 2024.

4. The use of Construction Manager/General Contractor (CGMC) for bridge reconstruction/rehabilitation and associated road reconstruction on US-23 from I-94 to M-14 in the City of Ann Arbor in Washtenaw County – Clint Mayoral and Jason Pittman
Issue Statement: Request approval for the use of CMGC for bridge reconstruction/rehabilitation and associated road reconstruction on US-23 from I-94 to M-14 in the City of Ann Arbor in Washtenaw County.

Major Issue(s): Procurement and Payment Technique(s): CGMC

Recommendation Summary: The University Region requests the use of the CMGC Innovative Contracting method to facilitate the delivery of the project. Due to the constraints detailed below that the contractor will have placed on them to deliver the project, the University Region believes coordinating the project with the contractor as a member of the design team will be a benefit to the department. The University Region is hoping to capture a strong understanding of how the contractor will operate, stage, and schedule the project to accurately communicate the construction details to the City of Ann Arbor, Washtenaw County Road Commission, Michigan Department of Environment, Great Lakes, and Energy (EGLE), surrounding townships, Amtrak, and other local stakeholders.

Identification of Risk

Permits: EGLE Part 31 (Floodplain), 301 (Inland Lakes & Streams), and 303 (Wetland Protection). These permits are focused on the areas around the bridge replacements over the Huron River and the interchange reconstruction at US-23/M-17. Construction staging/operations will be impacted by permit restrictions.

Environmental: The environmental assessment for the project is currently underway with an expected completion in the fall of 2024. Known 4(f)/6(f) reviews are required due to impacts related to bridge replacement activities over the Huron River. Bridge replacement impacts conflict with the non-motorized path and water trail usage. Water quality and quantity treatments within this urban area are under review and will be addressed with the project design. Mussel relocations are also required in the Huron River.

Utilities: Several potential utility conflicts have been noted for the proposed bridge reconstruction locations. Contractor planned staging will be impacted by these conflicts. Unique protection treatments will be required.

Maintaining Traffic: The development of maintaining traffic concepts is underway. Traffic volumes along this section of US-23 require always maintaining two lanes in each direction. Existing bridge width over the Huron River does not allow for maintaining the required two lanes in each direction. A temporary bridge option is planned for this location. Other bridge replacement options will require constrained construction staging.

Third Party Involvement: Sanitary sewer and watermain conflicts are expected at several locations. These facilities are critical systems operated by the City of Ann Arbor. Continued involvement between the City of Ann Arbor and the design team will be required.

Right-of-Way: The overall right-of-way needs will be determined once the mainline alternative and US-23/M-17 interchange alternative is selected. A large majority of project work will be completed within the existing right-of-way.

Railroad: The US-23 bridge over the Huron River also spans the Michigan Line, which is a high-speed rail line. Early plan development for Amtrak review and approval is required. Railroad review and approval is expected to take 12-16 months to complete. Bridge design elements for maintenance of traffic require expedited schedules due to expected railroad review time constraints.

Other: Projects in the Ann Arbor area tend to be political and highly contentious. Continued coordination with the City of Ann Arbor, Washtenaw County Road Commission, and surrounding townships will be critical to the project.

Region/Transportation Service Center: University/Brighton

Control Section: 81074

Job Number(s): 211155/129977

Route: US-23

Project Location: I-94 north to M-14 in Ann Arbor

Work Description: Bridge replacements (S01-81074 1&2, S02-81074 1&2, S03-81074 1&2, R01-81074 1&2, and S05-81074) and rehabilitation (S08-81062 1&2, S07-81074, S04-81074, and S06-81074) with associated road work.

Current Construction Budget: \$289 M

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

- Bridge Replacement and Preservation Template – FED/STATE
- Road Rehabilitation and Reconstruction Template – FED/STATE

Key Dates:

- Environmental Assessment Completion – Fall 2024
- Plan Completion – July 2026
- Letting – December 2026 (Construction 27-29)

Recommendation(s): The Innovative Contracting Committee recommends the use of CMGC.

ACTION: Approved

5. Revisions to Michigan Test Methods (MTMs) 725 and 726 – Kevin Kennedy

Issue Statement: Request approval of revisions to:

- MTM 725 DETERMINING RIDE QUALITY USING A CALIFORNIA TYPE PROFILOGRAPH
- MTM 726 DETERMINING RIDE QUALITY USING AN INERTIAL PROFILING SYSTEM

Major Issue(s): MTM 725 - MTM is obsolete and not used any longer.

MTM 726 - The MTM was updated to remove the metric measurements. Also, the language/terminology was updated to follow the American Society for Testing and Materials

Standards E 950 and E 1926. Road Quality Index was removed because MDOT uses International Roughness Index for ride measurement.

Background/History: All MTMs were reviewed by Construction Field Services, the regions, industry (Asphalt Pavement Association of Michigan and Michigan Concrete Association), and the Federal Highway Administration.

Recommendation(s): Approve revisions to MTMs.

Status: New Submittal.

ACTION: Approved

6. The use of alternate bid on beam: Rolled beam versus plate girder on the M-50 bridge, and approval of a process to have future alternative beam bid projects reviewed and approved for use by the Innovative Contracting Committee – Jonathan Harden

ACTION: The pilot use of alternative bidding on beams for the project is approved and a process for these types of projects was tabled.



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)	