



**ENGINEERING OPERATIONS COMMITTEE
MEETING MINUTES
JANUARY 16, 2024, 9 A.M. TO 11 A.M.
2nd FLOOR CENTRAL-NORTH CONF. RM.
WITH TEAMS OPTION**

Present:	Mark Bott	Greg Losch	Michael Townley
	Gregg Brunner	Ryan Mitchell	Brad Wagner
	Rebecca Curtis	Dee Parker	Kim Zimmer
	Mark Dionise	Lindsey Renner	Hal Zweng
	Jason Gutting	Kristin Schuster	

Absent:

Guests:	Chris Brookes	Veronica Lamb	Kelby Wallace
	Mike DeBoer	Nathan Miller	
	Sarah Hoffman	Jason Sundell	

OLD BUSINESS

1. Approval of the November 16, 2023, meeting minutes – Gregg Brunner

ACTION: Approved

2. Michigan Department of Transportation (MDOT) new materials and products – Lindsey Renner

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-96 from Chilson Road to Dorr Road, Livingston County – Ben Krom and Warren D’Souza (December email approval)

NEW BUSINESS

1. Safety Topic: Winter Driving Safety – Lindsey Renner

<https://www.nsc.org/community-safety/safety-topics/seasonal-safety/winter-safety/driving>

ACTION: For information only

2. Road Diet: Walnut/Olds Street (M-99) to Evans Street/Maumee Street (M-99), US-12, City of Jonesville, Hillsdale County – Veronica Lamb and Kelby Wallace

Issue Statement: US-12 City of Jonesville, Hillsdale County project will begin east of Pine Street to Concord Road US-12 has an annual daily traffic of 14,400. The proposed road diet would occur from Walnut/Olds Street (M-99) to Evans Street/Maumee Street (M-99).

Route: US-12

Job Number: 213389

Control Section: 30061

Letting Date: 3/7/2025

Major Issue(s): The primary goal of the proposed road diet is to improve safety for pedestrians and vehicles by reducing the crossing distance and reducing vehicle speeds by eliminating excess roadway capacity.

Background/History: US-12 through the City of Jonesville will be cold milled and resurfaced with MDO TJN 213389. Knowing Jonesville has been interested in a road diet, MDOT presented an opportunity to the city to convert the existing five-lane section to a three-lane section width by restriping the new pavement. The city then completed the checklist and traffic modeling to present to the city council. The council supported the conversion and has provided MDOT with a resolution of support after holding a public meeting. The level of service for the approaches at each of the intersection studied operate at a level D or better under the existing conditions.

Recommendation(s): The results of the proposed 2022 condition analysis indicate that the study area intersections are expected to operate with similar levels of service and delay values as the existing conditions, except for the eastbound through movement at US-12 and M-99 (Walnut Street/Olds Street) during the AM peak hour. All approaches within the study area are predicted to operate at a level of service D or better under the new three-lane configuration in 2042.

ACTION: For information only

3. The inconsistent use of Vertical Exploratory Pay Item Frequently Used Special Provisions on projects – Nathan Miller

ACTION: Tabled

4. Include language in the Road Design Manual to cover instances where design files (.dgn) may be requested before the design has been completed – Nathan Miller

Issue Statement: Including language in the Road Design Manual to cover instances where design files (.dgns) may be requested before the design has been completed.

Major Issue(s): Occasionally designers may be solicited from outside groups (utilities, municipalities, etc.) for copies of our design files (.dgns) so that they can prepare/modify/relocate their existing facilities to avoid a conflict.

Background/History: The language included in this proposed update has been reviewed to ensure that it does not conflict with current data-sharing agreement (DSA) policies. Computer aided drafting and design files cannot be scanned and are by default exempt from the data scan requirements of the DSA process.

The language was provided for by the attorney general.

Recommendation(s): Approve the draft language in Section 1.03.05 for the Road Design Manual.

ACTION: Approved

5. Request for exemption from Life Cycle Cost Analysis (LCCA) requirements US-10 from Brye Road to US-31 East Junction – Jason Sundell

Issue Statement: Issue Statement – Request for exemption from LCCA requirements

Route/Location: US-10 from Brye Road to US-31 East Junction

Job Number: 211167

Control Section: 53032

Letting Date: 09/05/2025

Total Est. Const. Cost: \$8.09M

Department policy requires that a LCCA be performed where the total paving costs exceed \$1.5 million dollars.

Major Issue(s): The Grand Region is requesting for the exemption of the LCCA process since there would be extraordinarily high costs associated with the equivalent concrete fix type alternative that would widely contrast with the costs of the hot mix asphalt (HMA) fix type alternative given in the budgeted scope of work for this project.

Background/History: The original scope of work for this project was set as Milling and Two Course Asphalt Resurfacing. Per MDOT LCCA New Fix Type Design, Comparisons, and Requirements (pages 8, 9, and 15), the minimum remaining existing HMA thickness after milling must be three inches. To meet this requirement and to achieve the comparable concrete overlay of 6.5 inches, a grade raise would be required. Therefore, the existing drainage structures would need adjustment and curb and gutter would need to be replaced throughout the entire project limits, including driveway curb and gutter for existing commercial/private driveways which would require grading work and would be impacted by right-of-way limits.

Note that this request is similar to a past project (JN 207967) that was granted exemption by the Engineering Operations Committee (EOC) on June 22, 2023.

Recommendation(s): Exemption of the LCCA process and approval of using a two-course HMA with milling design on the project.

ACTION: Approved

6. Approval of the Work Zone Decision Tree and updated Section 1.02.08 of the Work Zone Safety and Mobility Manual (WZSMM) – Chris Brookes and Sarah Hoffman

Issue Statement: On October 19, 2023, Senate Bill number 0043 was signed into law with immediate effect becoming Public Act 164 of 2023. MDOT is proposing an update to the Work Zone Decision Tree in accordance with this act.

Major Issue(s): MDOT is proposing additional worker protection in addition to our current engineering judgement to enhance worker safety for nightwork. Changes in compliance to Public Act 164 of 2023 are included in Work Zone Decision Tree, attached. In addition, section 1.02.08 of the WZSMM has been update.

The provision in the law allows for use of engineering judgement under 247.291(a)section (1a)(3) and the Decision Tree and WZSMM have been updated to reflect MDOT's compliance with this act.

Note [Public Act location online](#).

Background/History: The WZSMM requires EOC approval for updates.

This item was discussed and tabled during the November EOC meeting; this submittal has been updated based on comments from that meeting.

Recommendation(s): Approve the Work Zone Decision Tree and updated Section 1.02.08 of the WZSMM, as presented.

ACTION: Approved pending any substantial changes from Region Bureau Management Team. The approved items will apply to MDOT jobs let in May 2024 and after.



Michael Townley, Secretary
Engineering Operations Committee

RA:lrb

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)	