



**ENGINEERING OPERATIONS COMMITTEE
MEETING MINUTES
MARCH 18, 2024, 9 A.M. TO 11 A.M.
MDOT LOBBY CONFERENCE ROOM
WITH TEAMS OPTION**

Present:	Gregg Brunner Rebecca Curtis Mark Dionise Jason Gutting	Dean Kanitz Greg Losch Ryan Mitchell Kristin Schuster	Brad Wagner Kim Zimmer
Absent:	Dee Parker Lindsey Renner	Michael Townley Hal Zweng	
Guests:	Justin Droste Kevin Kennedy Kenneth Koepke Arthur Koziarski	Ben Krom Ian Neerkan Krista Phillips Kyle Piccard	Lucas Porath Miranda Spare

OLD BUSINESS

1. Approval of the January 16, 2024, meeting minutes – Gregg Brunner

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.

NEW BUSINESS

1. Safety Topic: Lawn Mower Safety – Mark Dionise

ACTION: For information only

2. Revision of Density Testing and Inspection Manual – Ken Koepke

Issue Statement: Revision of Density Testing & Inspection Manual

Major Issue(s): Deleted Twelve-Inch Layer Method; added section for InstroTek 3500 Xplorer 2; added wording to each test stating that *calibration/verifying calibration data for equipment is required annually*; and cleaned up some wording throughout the manual.

Background/History: Twelve-Inch Layer Method hasn't been used in 20 years so it's time to remove it from the manual. MDOT now owns 60 InstroTek gauges and will eventually switch to it for training classes, but it was time to add it to the manual. Minor tweaks to wording were necessary to prevent confusion.

Recommendation(s): Approve publication. Draft manual has also been sent to the Federal Highway Association (FHWA) for review.

ACTION: Approved

3. Roundabout Construction: M-22 and M-72, City of Traverse City, Grand Traverse County – Lucas Porath and Krista Phillips

Issue Statement: Roundabout construction, M-22 and M-72, City of Traverse City, Grand Traverse County

Major Issue(s): Currently there are no major issues.

Background/History: The roundabout construction is included in a reconstruction project that spans from Division Street to Cherry Bend Road. Other safety enhancements are proposed with the project that include new and reconstructed non-motorized facilities.

A Road Safety Audit (RSA) was conducted in the spring of 2022 along the M-72 and M-22 corridor from 500 feet west of Division Street to 1200 feet north of M-72. The RSA identified the construction of a roundabout as a measure to address safety concerns at the M-72 and M-22 intersection.

The transportation service center (TSC) has met with the Elmwood Township, City of Traverse City, Leelanau County Road Commission, and other community stakeholders to discuss the project. The first public meeting was held on June 14, 2022, where multiple concepts were presented including signal modification, geometric modifications, and a roundabout. A second public meeting was held on September 29, 2022, where alternatives incorporating the proposed multiple lane roundabout were presented.

A base plan review meeting was held on April 10, 2023, followed by a base plan level stakeholder review meeting on June 29, 2023, with key stakeholders. Both meetings reviewed plans that incorporated the proposed roundabout. A plan review level stakeholder meeting was held on November 21, 2023, and the plan review milestone meeting was held on November 28, 2023, incorporating the proposed two-lane roundabout. The roundabout operational analysis is complete and shows an overall performance level of service of B or better at peak travel times.

Additionally, in late 2023, MDOT secured a Transportation Alternatives Program grant and a U.S. Department of Transportation's Rebuilding American Infrastructure with Sustainability and Equity grant to fund pedestrian and corridor improvements. The grant applications included the proposed roundabout concept.

Recommendation(s): Approval of the 2025 construction of a roundabout at this location.

Status: Final design for this project is underway. Scheduled plan completion is May 05, 2024.

ACTION: Approved

4. Revisions to Michigan Test Method (MTM) 313, 314, and 315 – Kevin Kennedy

Issue Statement: Approval of revisions to the following:

- MTM 313 STANDARD PRACTICE OF SAMPLING HMA PAVING MIXTURES
- MTM 314 MICHIGAN TEST METHOD FOR THEORETICAL MAXIMUM SPECIFIC GRAVITY OF HOT MIX ASPHALT PAVING MIXTURES
- MTM 315 BULK SPECIFIC GRAVITY AND DENSITY OF COMPACTED HMA MIXTURES USING SATURATED SURFACE-DRY SPECIMENS

Major Issue(s): MTM 313 - Deleted metric references. Deleted section on sampling loose mixture from wedging. Added reference to height of stockpile for sampling hot mix asphalt (HMA) loose mixture from mini stockpile.

MTM 314 - Updated American Society for Testing and Materials (ASTM) references and added references to MTM 313 and 324. Updated to show correct formatting as far as degree symbols and F versus C for temperatures. Also updated the \pm symbols.

MTM 315 - Updated ASTM references and added references to MTM 313 and 324. Updated to show correct formatting as far as degree symbols and F versus C for temperatures. Also updated the \pm symbols. Deleted section 9.2 to bring MTM into alignment with the HMA Production Manual.

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

Recommendation(s): Approve revisions to the MTM 313, 314, and 315.

Status: New Submittal.

ACTION: Approved

5. Pavement Type Selection: M-37 from 60th Street to 44th Street, Kent County – Ben Krom and Kyle Piccard

Issue Statement: Pavement Type Selection

Route/Location: M-37 from 60th Street to 44th Street, Kent County

Job Number: 210057, 200652

Control Section(s): 41031

Letting Date: 8/2/2024

Total Est. Const. Cost: \$16.2M

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 EOC.

Recommendation(s): Approve the HMA pavement alternate, which has the lowest EUAC.

ACTION: Approved

6. Pavement Type Selection: I-75 from Otter Creek Road to north of LaPlaisance Road, Monroe County – Ben Krom

Issue Statement: Pavement Type Selection

Route/Location: I-75 from Otter Creek Road to north of LaPlaisance Road, Monroe County

Job Number: 204085

Control Section(s): 58151

Letting Date: 12/6/2024

Total Est. Const. Cost: \$92.3M

State law and department policy requires 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 EUAC be selected. Final pavement selection requires approval by the EOC.

Recommendation(s): Approve the concrete pavement alternate, which has the lowest EUAC.

ACTION: Approved

7. Approval to use Design-Build-Operate-Maintain (DBOM) for round two of the National Electric Vehicle Infrastructure (NEVI) compliant charging infrastructure along Michigan's alternative fuel corridors – Miranda Spare, and Justin Droste

Issue Statement: Request approval for the use of Design-Build-Operate-Maintain for round two of the statewide deployment of NEVI compliant charging infrastructure along Michigan's Alternative Fuel Corridors (AFC).

Major Issue(s): Procurement and Payment Technique(s) - Competitive, one-step request for proposals (RFPs), best value, and DBOM. A two-step request for qualifications/RFPs was used for round one with 44 of 47 teams being shortlisted and is not being recommended for round two.

Recommendation Summary: A DBOM contracting approach is required for Michigan to secure federal NEVI funding for statewide deployment of electric vehicle charging infrastructure along Michigan's AFC. The scope of work includes the design, construction, operations, and maintenance of electric vehicle (EV) charging sites deployed as part of this project. A typical NEVI site includes a minimum of four network-connected direct current 150 kilowatt charging ports capable of simultaneously and continuously charging four EVs, located within one mile driving distance of a Michigan AFC, and available for use by the public. Operations and maintenance of the EV charging infrastructure must be provided for at least five years following the date when the EV charging station is commissioned.

Identification of Risk

Permits: Final plans will require submittal to the Michigan Department of Licensing and Regulatory Affairs (LARA) for electrical code review. LARA is a partner agency and has been involved throughout project development. Permits will be required from the authority having jurisdiction where chargers are sited.

Environmental: Minor impact anticipated.

Utilities: Close coordination with utilities by MDOT, the Michigan Department of Environment, Great Lakes, and Energy (EGLE), LARA, and contractor teams will be necessary.

Maintaining Traffic: Little or no maintenance of traffic impact anticipated.

Third Party Involvement: Third parties will include cities, counties, and site hosts. Much of the risk of coordination and communicating with third parties is transferred to the contractor through the DBOM contract.

Right of Way: No impacts are anticipated. All sites will be on private property.

Railroad: No impacts are anticipated.

Other:

- Interagency and partner agency coordination, as well as monitoring/oversight will be challenging with up to 46 sites across the entire state.
- LARA electrical code review of final plans could take up to 45-60 days to receive approval.
- Industry supply chain issues could impact an expedited construction schedule.

Background/History

Region/TSC: Statewide

Control Section: Varies

Job Number(s): TBD

Route: Varies

Project Location: Statewide

Work Description: Statewide deployment of NEVI compliant charging infrastructure along Michigan's AFC. The scope of work includes the design, construction, operations, and maintenance of EV charging sites deployed as part of this project.

Estimated Construction Cost: \$20,000,000

Funding Type and Fiscal Year (Fed/state/local): Federal/private (80/20)

Key Dates:

Issue RFPs: June 2024

Proposals Due: 60 days after RFPs

Anticipated Award: December 2024

Recommendation(s): The Innovative Contracting Committee (ICC) approved the use of DBOM at the March 5th ICC Meeting and recommends approval from the EOC.

ACTION: Approved



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)	