



**ENGINEERING OPERATIONS COMMITTEE  
MEETING MINUTES  
MAY 23, 2024, 9 A.M. TO 11 A.M.  
MDOT LOBBY CONFERENCE ROOM  
WITH TEAMS OPTION**

---

Present: Gregg Brunner                      Jason Gutting                      Kristin Schuster  
          Rebecca Curtis                      Dean Kanitz                      Brad Wagner  
          Garrett Dawe                      Ryan Mitchell                      Kim Zimmer  
          Mark Dionise                      Dee Parker

Absent: Greg Losch                      Lindsey Renner

Guests: Ben Krom                      James Ranger  
          Nathan Miller                      Dina Tarazi

**OLD BUSINESS**

1. Approval of the April 29, 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: Water Safety for Summer Water Fun – Ryan Mitchell

*ACTION: For information only*

2. Pavement Type Selection: M-72/M-22 from US-31 to Cherry Bend Road, Grand Traverse County – Ben Krom

Issue Statement: Pavement Type Selection

Route/Location: M-72/M-22 from US-31 to Cherry Bend Road, Grand Traverse County

Job Number: 204066

Control Section(s): 45071

Letting Date: 10/4/2024

Total Estimated Construction Cost: \$25.3M

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 (EOC).

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

*ACTION: Approved*

3. Pavement Type Selection: US-41 from M-94 to Kunde Road, Marquette County – Ben Krom

Issue Statement: Pavement Type Selection

Route/Location: US-41 from M-94 to Kunde Road, Marquette County

Job Number: 204073

Control Section(s): 52043

Letting Date: 10/4/2024

Total Est. Const. Cost: \$8.5M

State law and department policy requires that a 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 HMA pavement alternate, which has the lowest EUAC.

*ACTION: Approved*

4. Revised Alternate Pavement Bid (APB) threshold from 10% to 15%; and allowed exemption from the threshold increase on I-696 from Lahser Road to Dequindre Road – Dina Tarazi and James Ranger

Issue Statement: Revised threshold from 10% to 15%; and allowed exemption from the threshold increase on I-696 from Lahser Road to Dequindre Road.

Major Issue(s): None. MDOT Leadership and the paving industries approve of the increase.

Recommendation Summary: After further analysis and discussions with industry and MDOT leadership, the APB threshold will increase to 15% on future projects to allow for more competitive bids in projects meeting all APB selection criteria.

I-696 from Lahser Road to Dequindre Road, Metro Region (JN 204305) is currently the only non-let project with a life-cycle difference between 10% and 15%. With plan completion scheduled for July and the letting in October, the region says that changing this project to an APB would significantly delay construction which is scheduled to begin early 2025. They requested that the life-cycle results for JN 204305 stand as is with concrete as the selected pavement type and not proceed as APB.

Identification of Risk

Permits: N/A

Environmental: N/A

Utilities: N/A

Maintaining Traffic: N/A

Third Party Involvement: N/A

Right of-Way: N/A

Railroad: N/A

Other: N/A

Background/History: Region/Transportation Service Center (TSC): Various

Control Section: Various

Job Number(s): Various

Route: Statewide

Project Location: Statewide

Work Description: APB Selection Criteria – No changes except for threshold increase. Only freeway projects will be eligible.

The project fix type must be either a complete reconstruction or a major rehabilitation (unbonded concrete overlay or HMA over rubbleized concrete).

Each pavement alternate must be expected to have similar environmental, right-of-way, drainage, and utility impacts.

Maintaining traffic concepts must be similar for both pavement alternates.

Paving must be the controlling operation for the construction schedule.

If the project meets all the above selection criteria and LCCA of the two pavement design alternates are within **15%** on DBB projects, then the project will be considered for APB.

Design-Build projects will be identified as APB if the project meets all the above selection criteria, regardless of the LCCA EUAC percentage differential.

Note: MDOT Leadership may approve projects that do not meet the above criteria.

Estimated Construction Cost: Must exceed \$10M

Recommendation(s): MDOT Leadership recommends the APB threshold increase; and exemption of JN 204305 from the new 15% threshold with LCCA results remaining as-is.

*ACTION: Approved*

5. The Vertical Exploratory Pay Item Frequently Used Special Provision (FUSP) inconsistently used on projects (follow-up from January EOC meeting) – Nathan Miller

Issue Statement: The Vertical Exploratory Pay Item FUSP is being used inconsistently on projects. This is a follow-up from the January 2024 EOC topic.

Major Issue(s): Michigan Infrastructure and Transportation Association (MITA) and OPEC (Operations Program Electrical Committee) have noted that the Vertical Exploratory Pay Item FUSP is being used inconsistently on projects. This is causing issues with how contractors are bidding this item and the expectations for when it will be used in the field.

Background/History: This issue was brought to EOC during the January 2024 meeting; however, it was tabled because of additional work that was required to the Use Statement.

Recommendation(s): Approve attached draft language for designer clarification on when to include this FUSP. This language has been vetted with the Bureau of Field Services, MITA, and OPEC. This language also aligns with the guidance provided for in the Construction Manual.

Additionally, adjust Use Statement language in SS/SP database to read ‘Use in all projects where proposed construction may conflict with existing subsurface features unidentified through PA 174 of 2013. Do not use for exploratory digging to identify/explore utilities shown on plans or marked on site’.

*ACTION: Approved*



---

Michael Townley, Secretary  
Engineering Operations Committee

RA:lr

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)	