Present: G. Johnson  R. Van Portfliet  B. O’Brien
B. Wieferich  S. Palmer  T. Kratofil
M. Bott    D. Calabrese

Absent: M. Van Port Fleet  M. Chaput  M. Geib
C. Bleech   E. Burns

Guests: S. Sorensen  J. Rick   M. Eacker
B. Krom    R. Liptak

OLD BUSINESS

1. Approval of the September 1, 2011, Meeting Minutes

The September 1, 2011, meeting minutes were approved with an amendment to “New Business Item 3, Technical Agenda Item – Alternative Pavement Bid (APB)”. The candidate projects (for APB) will require a preliminary review by the Pavement Committee and approval of the EOC. The Pavement Committee will coordinate with the Innovative Contracting Committee on the candidate projects.

NEW BUSINESS

1. Guidance Document for Pavement Committee – S. Palmer

At the April 7, 2011 meeting, the EOC approved changes to the Pavement Committee authority, organization, and operational procedures. An updated Guidance Document, reflecting the changes, is being presented for review and approval.

ACTION: EOC approves the revised Guidance Document for the Pavement Committee with the following revisions:

- Change the name to Pavement Steering Committee.
- Add the Engineer of Specifications as a non-voting member.
- Add a sixth action with committee responsibility, as follows: Work with the Innovative Contracting Committee on identifying candidate alternative pavement design projects, and recommend said projects to the EOC for review and approval.


The University Region is designing a pavement reconstruction project of the US-23 northbound SHRP project in Monroe County. The project corridor consists of poor soils made up of silty clay material. To address the poor soil conditions, the region is proposing to use the typical cross section
used by the Metro Region, which includes a 16” open graded drainage course (OGDC) aggregate base in lieu of the standard 6” OGDC on a sand subbase. This alternative cross section was approved for use in the Metro Region at the July 12, 2007, EOC meeting. The region is requesting approval to use this typical cross section on this project.

As part of the US-23 northbound SHRP reconstruction project, the University Region is designing operational improvements at the US-23/US-223 interchange in Monroe County. The current interchange experiences significant delays due to commercial vehicle traffic, and the inability of the traffic to enter US-223 from the off ramps during peak hours. This is a rural interchange which experiences heavier than normal commercial traffic due to two truck stops located on the west side of the interchange. Several alternatives were considered in the design, including the following:

- The widening of US-223 to provide a continuous center left turn lane between the ramp terminals. (Due to substandard underclearance, the existing structure cannot be widened; it would require complete replacement. The existing structure is currently rated in fair to good condition and not in need of replacement.)
- Addition of traffic signals at the ramp terminals. (A traffic study indicated the locations do not meet signal warrants.)
- 4-Way stop at the ramp terminals. (This alternative resulted in unacceptable levels of service.)
- Construction of roundabouts at each ramp terminal. The proposed roundabout alternative addresses the operational and safety needs without replacing the existing structure. A traffic analysis by the Geometrics Unit confirmed that roundabouts are an excellent option to improve the operations of the interchange. The region is requesting approval of roundabouts at the ramp terminals.

**ACTION:** Approve the use of the alternative pavement typical cross section (16” OGDC aggregate base in lieu of 6” OGDC on sand subbase).

Approve the construction of roundabouts at the ramp terminals. Add camera surveillance to the project in order to monitor performance for the year following construction.

3. **Construction of Roundabout at M-115 and M-37 – M. Bott/R. Liptak**

This is a busy rural intersection that is the main route between Cadillac and Traverse City. This location was submitted as a candidate for safety funding for construction in fiscal year 2013. Several alternatives were considered, including the following:

- Signalization (A traffic study indicated the location did not meet signal warrants.)
- 4-Way Stop (Not a feasible alternative at this location.)
- Construction of a roundabout. The construction of a roundabout at this location would increase safety by reducing the number of conflict points and the vehicular speeds. The intersection was analyzed using Rodel modeling to determine the average delay encountered by vehicles during peak hours. The proposed roundabout was determined to operate at a level of service during the peak hours. The region is requesting approval of a roundabout at this location.

**ACTION:** EOC approves the construction of a roundabout at this intersection.
4. **Candidate Alternative Pavement Bidding (APB) Projects – B. Wieferich/B. Krom**

Current department policy and state law requires that a life-cycle costs analysis (LCCA) be used to determine the most cost effective pavement design whenever pavement costs are estimated to exceed $1 million. At the September 1, 2011, meeting, the EOC approved an APB process, whereby the lowest cost pavement is determined at the time of bid, when each contractor submits a bid for only one type of pavement (HMA or concrete). The Innovative Contracting Committee has identified three candidate projects for APB:

- US-10 rehabilitation: CS 56045 JN 106848
- M-231 new construction: CS 70114 JN 88886
- US-24 reconstruction/widening: CS 82052 JN 76899

Approval is requested to proceed with APB for these projects.

**ACTION:** EOC approves the candidate projects for APB.

5. **Completed and Pending LCCAs with Respect to the Pending Update to the LCCA Process – B. Krom**

Proposed changes to the Pavement Design and Selection Manual (manual) have recently been completed and are currently out for internal and external review. The final revisions are anticipated to be completed in early 2012, and will likely change the LCCA process in some manner. Until the 2012 version of the manual has been approved for use, the current manual is being used to determine the lowest cost alternative pavement. There are currently 17 projects that have not been let and have received EOC approval of the pavement type, based on the LCCA procedures in the current manual. In addition, there are currently 8 projects that have requested LCCAs and are in various states of completion. 3 are being recommended as APB projects. Approval of the following recommendations is requested:

- LCCAs approved by the EOC for the following projects shall stand.
  - 52042-80147, US-41/M-28, Superior Region
  - 03034-103152, I-196, Southwest Region
  - 82191-106969, I-75, Metro Region
  - 65033-103442, I-75 BL, North Region
  - 59012-87108 & 90035, US-131, Grand Region
  - 03023-90028, M-89, Southwest Region
  - 70081-105708 & 40542 & 113384, M-104, Grand Region
  - 78015-46269, US-131, Southwest Region
  - 35032-90192, US-23, North Region
  - 73111-87509, I-75, Bay Region
  - 70114-88889, M-231, Grand Region
  - 11021-45662, US-12, Southwest Region
  - 50012-47040, M-53, Metro Region
  - 44011-48945, M-24, Bay Region
  - 50011-80920, M-53, Metro Region

- The following projects shall have a new LCCA completed when they are added back into the program (they are currently deferred and are not in the Call for projects).
  - 63172-31673, I-75, Metro Region
  - 82111-47592, I-375, Metro Region
• The following projects have LCCAs currently in progress and/or incomplete LCCA submissions. Those projects that are currently in progress and have all the required documentation for the LCCA submitted prior to the final approval of the 2012 manual will be done using the existing LCCA process. Those projects that are currently on hold with incomplete LCCA document submittals as of December 29, 2011 will be done using the 2012 manual.
  - 58034-106877, US-23 NB, University Region
  - 56045-106848, US-10, Bay Region
  - 17062-103229, M-28, Superior Region
  - 70114-88886, M-231, Grand Region
  - 82052-76899, US-24, Metro Region
  - 82073-87112, M-85, Metro Region
  - 82073-87146, M-85, Metro Region

When the new manual is brought to the EOC for approval, an updated project list will be presented to EOC.

**ACTION:** EOC approves the recommendations listed above.

6. **Guidance Document for the Engineering Operations Committee**

With recent organizational changes within the department, it is necessary to revise and update the existing guidance document for the Engineering Operations Committee.

**ACTION:** Chief Operations Officer Greg Johnson will appoint a task force to revise the guidance document for the Engineering Operations Committee. The revised document shall be brought to the EOC for review and approval.

(Signed Copy on File at CFS)

Brenda J. O’Brien, Secretary
Engineering Operations Committee

BJO:lmw

cc: K. Steudle     D. Jackson            R. Jorgenson (FHWA)
    L. Mester     W. Tansil             R. Brenke (ACEC)
    EOC Members   D. Wresinski          G. Bukoski (MITA)
    Region Engineers C. Libiran          D. DeGraaf (MCA)
    TSC Managers  R. J. Lippert, Jr.       D. Hollingsworth (MCA)
    Assoc. Region Engineers T. L. Nelson  J. Becsey (APAM)
    D. Parker     T. Phillips            M. Newman (MAA)
    M. DeLong     K. Peters               J. Murner (MRPA)
    J. Ingle      B. Shreck