EOC recognizes Jim Culp for his many years of service to the department and to the EOC, which he has been a member of since December 1989. Jim will retire from state service at the end of the month after serving for over 40 years. During Jim's tenure, he has served in a number of positions, most recently as the Division Administrator of Traffic and Safety. Jim has been the champion of many initiatives, including the area of motorist safety. Many thanks to Jim for his numerous contributions to the department, and best of luck in his retirement.

The EOC expresses deep condolences on the recent passing of Brian Scarchboneau, Taylor TSC Delivery Engineer. Brian worked for many years in the Metro Region as a delivery engineer, and was well respected by his peers. In December 2002, Brian and his crew were nationally recognized for their work on the M-39 (Southfield Freeway) project, earning the American Concrete Pavement Associations' national award for excellence in concrete pavement. Brian's contributions to the department are many, and he will be missed.

OLD BUSINESS

1. **Approval of the September 2, 2010, Meeting Minutes – G. Johnson**

   The September 2, 2010, meeting minutes are approved as written.

2. **Reasonable Access Procedures – J. Firman**

   These revised procedures were presented for approval at the July 2010, EOC meeting. EOC requested a review of the draft revisions by the Office of the Attorney General before approving the procedures. This review has been completed and minor revisions have been made. Approval of the updated procedures is requested.
ACTION: EOC approves the *MDOT Procedures for Ensuring Compliance with the Federal Requirements*, set forth in 23CFR658.19 for Reasonable Access to the *National Truck network From Roadways under Local Jurisdiction*.

**NEW BUSINESS**

1. **Community Wayfinding Signing – M. Bott**

Community wayfinding signs are part of a system of signs that direct tourists and other road users to numerous destinations within a city or local urbanized area. Statewide uniformity has been an issue in the interpretation and application of the existing guides for this type of signing. The new guides provide municipalities with more aesthetic options, but contain new criteria now supported by the *2009 Federal Manual on Uniform Traffic Control Devices* (MUTCD). The new MUTCD contains a section on this type of signing for the first time. The new section has standards for the signs, such as placement, font size and appearance, arrow use and placement on signs, size of the header and retroreflectivity. Approval of the new guidelines is requested.

ACTION: EOC approves the new guidelines pending minor revisions. The new guidelines will be added to the *Guidelines for Signing on State Trunklines*.

2. **Guidelines for Electrical Traffic Control Device Maintenance – P. Corlett and J. Reincke**

The existing *Guidelines for Electrical Traffic Control Device Maintenance* was last revised in 1992. Since that time, many changes have taken place in technology, procedures, and practices, which necessitates a change in the existing guidelines.

The guidelines were updated to include current technologies and practices. For example, camera-based detection was not included in the current guidelines. Following is a list of the major changes in the new guidelines:

- Outdated language or practices were removed from the guidelines.
- Device maintenance details were moved to Appendix A.
- Language for the requirements to perform Type A, B, C, and D level maintenance was revised. Rather than stating individuals must be "MDOT qualified" personnel, it now states, "It is the responsibility of each agency to possess all necessary licenses and certifications required to perform the work at that level." A licensed electrician is required for all electrical work.
- All related forms are included in the Appendix.

The Michigan Department of Energy, Labor and Economic Growth (DELEG) requires licensed electricians to be on site for any electrical work. This requirement is being strictly enforced by DELEG effective September 1, 2010. With new technologies becoming standard, this requirement will affect signal maintenance in the area of emergency and routine relamping maintenance (Type A and B). Relamping incandescent lamps is not defined as "electrical work"; however, working with the new LED lamps does require
rewiring the equipment and is considered electrical work. This requirement will affect some agencies’ ability to provide maintenance work for MDOT, since they may not have a licensed electrician on staff.

Approval of the updated *Guidelines for Electrical Traffic Control Device Maintenance* is requested.

**ACTION:** EOC approves the new *Guidelines for Electrical Traffic Control Device Maintenance*. This change becomes effective:

- Immediately for all MDOT maintenance.
- At the next contract authorization for all contract agencies.

3. **Creation of a Joint Pipe Operations Committee – M. Van Port Fleet**

Michigan's roadway structure has many drainage systems that are integral to the long-term performance of our roads. It is essential that we continue to optimize our transportation funds to ensure the long-term performance of our pavements and to convey drainage, both highway and cross drainage throughout our highway system.

Significant differing opinions exist on the use, long-term performance, inspection requirements, and material selection method for pipe products. The issues are challenging, complex, and need thorough review to ensure MDOT specifications, guidelines, and practices consistently promote competition while achieving optimum performance. The previous MDOT pipe committee, the "Pipe Selection Task Force", was created in 1992 and has diminished in numbers, becoming less able to address the complex issues of today's industry. It is necessary to reactivate a group to provide the needed expertise to review complex pipe issues, and to form a productive partnership with the pipe industry. It is also essential that we provide long-term competency in pipe engineering.

The formation of a new "Joint Pipe Operations Committee" will provide a forum to resolve pipe issues constructively and to continue to grow the needed expertise within the department on pipe engineering. The new committee will consist of department, FHWA, and industry representatives, and will review pipe material, installation, and inspection requirements. The committee will report to the EOC. Proposed membership of the "Joint Pipe Operations Committee" is as follows.

- Engineer of Design, Co-Chair (Brad Wieferich)
- Construction & Technology (C&T) Pavement Operations Engineer, Co-Chair (Steve Palmer)
- Design Flexible Culvert Specialist, Secretary (Therese Kline)
- Region TSC Manager or Region Associate for Delivery (Jay Gailitis)
- Region or TSC Delivery Engineer or Assistant Delivery Engineer (Matt Bellgowan)
- Design Hydraulic Engineer (Chris Potvin)
- Design Rigid Culvert Specialist (Balaram Singh)
- C&T Grading and Drainage Engineer (Dave Gauthier)
- C&T Structural Fabrication Engineer (Pete Jansson)
- Federal Highway Administration (Bob Conway)
- Concrete Pipe Association of Michigan Rep
- Corrugated Metal Pipe Association of Michigan Rep
- Plastic Pipe Institute Rep
- Michigan Infrastructure and Transportation Association Rep

The co-chairs may alter the makeup of the committee as needed. Approval of the new committee is requested.

**ACTION:** EOC approves the formation of the "Joint Pipe Operations Committee".

4. **Fix Life Guidelines – B. Krom**

This item is tabled.

5. **Innovative Construction Contracting Technical Agenda Recommendations – T. Kratofil and M. Van Port Fleet**

MDOT has had varied levels of experience with innovative contracting methods through the years, including an increased use of design/build (D/B) contracts. We also recently started testing the waters with best value performance based contracts. To address these and other types of innovative contracting methods from a statewide perspective, the Chief Operations Officer commissioned a technical agenda item for innovative construction contracting in December of 2009. A team was formed to address the charge, and has largely completed its work, including the production of an *Innovative Construction Contracting Manual*, and several related recommendations for advancing the state of practice with regard to innovative contracting methods at MDOT.

With ongoing funding uncertainties and increasing public and political expectations for expediting project delivery, it is reasonable to expect that the design/build tool will need to be used in the future. It would be wise to retain and enhance our current expertise and ability to apply design/build contracting in Michigan. It is recommended that the department establish a Design/Build Program. Each year, as part of the department's annual Call for Projects, the regions will recommend candidate projects for the Design/Build Program. The regions will utilize the *Innovative Construction Contracting Manual* during the scoping of specific projects to evaluate whether a project is a suitable candidate for this contracting method.

In addition to the development of the manual, the team made the following recommendations to insure the success of innovative contracting for MDOT:

- Establish a subcommittee of the EOC, named the Innovative Contracting Committee, to be the clearinghouse of innovative contracting methods.
- Identify staffing and resource needs to support innovative contracting.
ACTION: The EOC approves the "Innovative Construction Contracting Manual" and the concept of a dedicated D/B program. The Innovative Contracting Technical Agenda Team should continue to work on identifying resource needs to support a dedicated D/B program and bring recommendations to the EOC at a future date.

(Signed Copy on File at C&T)

Brenda J. O’Brien, Secretary
Engineering Operations Committee

BJO:kar

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