OLD BUSINESS
1. Approval of the February 6, Meeting Minutes – G. Johnson

   ACTION: The February 6, 2013 meeting minutes were approved as written.

NEW BUSINESS
1. Roundabout at US-10 WB exit/entrance ramp and M-30 in Midland County – J. Garza
   CS 56032   JN 113513
   Letting: November 7, 2014

   A safety project has been approved for the subject interchange. The project scope proposes to replace
   the existing intersection at the westbound US-10 exit/entrance ramps and M-30 with a roundabout
   configuration. High crash severity is the cause for the proposed project.

   Due to the number and severity of crashes at this intersection, two design alternatives were evaluated,
   adding a center left turn lane on M-30 or replacing the intersection with a roundabout. A crash
   analysis determined that the roundabout option would result in a higher level of crash mitigation. The
   left turn lane option also potentially would require substantially higher right-of-way costs due to
   existing roadway characteristics.

   Pedestrian impacts are also a consideration with the two design alternatives. Meridian Public Schools
   is located approximately 1.5 miles north of the project area which generates a large amount of
   vehicular traffic during morning and afternoon peak periods. Other traffic generators in the area
   include a gas station and a restaurant. Presently, pedestrian activity through the interchange area is
   minimal. The project scope will include the design and construction of a roadway cross section that
   accommodates the future addition of a non-motorized path or sidewalk. A stakeholder engagement
   meeting will be conducted, along with a public informational meeting prior to construction.

   The Region is requesting approval of the roundabout design alternative based on the approval
   requirements outlined in the MDOT Roundabout Guide as well as requirements outlined in the
   November 2007 EOC meeting minutes.
ACTION: EOC approves the roundabout alternative. However, the Region is directed to evaluate, in the design phase only, the entire interchange operation assuming the future addition of a roundabout on the south side of the interchange as well. The design must be confirmed assuming the future interchange will include this second roundabout at the eastbound US-10 exit/entrance ramps and M-30. Both vehicular and pedestrian needs should be accounted for in the analysis and design.

2. Work Zone Safety and Mobility: Bridge Freeway Shoulder Widths - B. Wieferich

The increase of a standard two lane, one way freeway bridge shoulders to 14’-10” established by the EOC on May 1, 2008 is in full effect. The scheduled full implementation of this standard (FY 2013) imposes a requirement for MDOT internal design exceptions at this time when the wider structures cannot be constructed.

Current standard freeway and interstate bridge shoulder widths meet AASHTO standards, and are designed for consistency with roadway approach widths. Although they provide acceptable widths for the design speeds and traffic volumes, there is limited width available to accommodate future temporary maintenance of traffic during a construction project. Unlike the approach roadways, temporary widening is not a practical option. An increase in standard shoulder width would provide increased safety and mobility for future maintenance of traffic.

It is recommended that the following changes in bridge shoulder widths be adopted for bridge construction that meets 4R requirements:

a. Increase the standard bridge shoulder width to 14 feet on 2-lane freeway new bridge construction, and for reconstruction (superstructure replacement and deck replacement).

b. Require the new standard for bridge construction beginning with fiscal year 2013.

c. Implement the new standard on a case-by-case basis for bridge construction scheduled before 2013.

d. Require design exceptions for 4R bridge projects scheduled for fiscal year 2013 and beyond that will not be designed with the new standard shoulder width.

Note: This width was subsequently increased to 14’ 10” to provide adequate room for two 11’ through lanes and 1’ shy distance for future maintenance of traffic. The increased cost for providing the additional width (roughly $250,000 per structure) and need for Design Exceptions have become subjects of discussion between Central Office and Region staff.

ACTION: Design Division will draft revisions to the existing policy to address the stated concerns. Brad Wieferich will provide these draft policy changes to EOC at a future meeting.

3. Fixed Price/Variable Scope (FPVS) – Chris Youngs
I-94, M-14 to Carpenter Road, Ann Arbor Area, University Region
CS 81062  JN 118953
Letting Date: June 2013

The goal of this FPVS project is to maximize the amount of work that can be completed using a fixed budget. The project scope includes a single course mill/overlay, detail 7/8 joint repairs, concrete pavement repairs, culvert repairs and catch basin repairs. Funding for the project is limited and is not sufficient to complete all the work.

ACTION: Approved
4. **Fixed Price/Variable Scope (FPVS) – Chris Youngs**  
   Saginaw Eastside Maintenance Garage - Saginaw, MI  
   Letting Date: 2013

   The goal of this FPVS project is to maximize the amount of contaminated material that can be removed with a fixed budget. The project scope includes removing and disposing of non-hazardous contaminated material which is a result of the original Zilwaukee Bridge construction. Funding for the project is limited and is not sufficient to complete all the work.

   **ACTION:** Approved

5. **Traffic Safety Statewide Alignment Team – B. Wieferich**

   Traffic & Safety policies and procedures sometimes are not applied consistently throughout the Department. These inconsistencies can potentially result in less effective traffic operations. There is presently no statewide team that meets regularly to ensure alignment of the implementation and application of traffic/safety guidelines and standards. It is recommended that a statewide alignment team (Traffic Safety Alignment Team) be created to improve and ensure consistency in the traffic and safety area.

   **ACTION:** Approved. Design Division is directed to initiate the formation of this team.

6. **Construction Manager/General Contractor (CMGC) – Chris Youngs**  
   M-100 over GTW Railroad (R01 of 23071), North limits of Potterville in Eaton County  
   CS 23071 JN 105939  
   Letting: September 2014

   The project scope includes the replacement of the M-100 bridge over the GTW Railroad using bridge sliding construction methods. Detouring traffic or part-width construction is not feasible at this location, and bridge sliding technology will minimize the time that traffic will be impacted by the project. The goal of using CMGC on this project is to mitigate risks associated with the bridge sliding construction methods and coordination with the GTW Railroad.

   **NOTE:** MDOT Bridge Committee also approved this project as a bridge slide.

   **ACTION:** Approved

7. **Construction Manager/General Contractor (CMGC) - C. Youngs**  
   M-1 Light Rail Project, Larned Street to Chandler Street in the city of Detroit, Wayne County.  
   CS 82131 JN 76903 & 101528  
   Letting: Phase I (City Jurisdiction) - June 2013, Phase II (MDOT Jurisdiction) - November 2013.

   The project scope includes 3.3 miles of fixed rail, at-grade streetcar system including track, stations, communications, and overhead catenary system. In addition, 2.5 miles of M-1 roadway reconstruction, storm sewer replacement, signing, signals and pavement markings are included. A vehicle maintenance facility will also be constructed under a separate contract which adds additional coordination challenges.
The goal of using CMGC on this project is to mitigate risks associated with the specialty rail work along Woodward Ave., expedited construction, third party coordination and the procurement of long lead items.

ACTION: Approved

8. Modifications to the Environmental Licensing Agreement Process – K. Schuster

Based on statute changes and comments from Industry sent to MDOT by Senator Casperson, MDOT has had to make modifications to the process these agreements/permits go through.

MDOT has revised our process and associated documents to remove reference to DEQ support as a technical resource, modified requirements from a legal description to a property description (scaled drawing). Other changes include information on monuments on the ground to denote the presence of potential contamination under the ground.

This is the process by which a private property owner (typically a gas station) requests MDOT to allow contamination from the private property to remain in the MDOT ROW rather than be remediated. Last year statute changes modified how DEQ processed site closures for properties with leaking underground storage tanks into an audit process. This alone required MDOT to re-consider the process considering MDOT used DEQ as a technical resource for the review of these requests.

Additionally Senator Casperson submitted comments to MDOT from the petroleum industry reflecting their concerns that the MDOT process was too costly to the applicant and could be refined. Their concerns included the following:
- The role of DEQ based on the statute changes
- Requirement of legal description leading to a professional survey
- Requirement for marker on the ground to denote possible contamination

MDOT has revised the process so that the Department relies on internal resources for the technical review and has modified the requirements to include a property description including a scaled drawing.

MDOT continues to require a marker on the ground to denote possible contamination due to worker safety issues and potential work done by others under future permits. MDOT is requiring the application be responsible to replace the marker in the future should it be required to be moved due to work or if it becomes illegible. This remains an issue of concern with the industry.

The signature document, 3760, has been reviewed by the AG.

ACTION: Approved

9. I-94 Westbound – 56th Street to West of M-51 near Lawrence – C. Youngs
CS 80023

Discussion was held regarding a project to replace rapidly deteriorating concrete at joints and throughout the pavement surface on Westbound I-94 near Lawrence. The Southwest Region is looking at alternatives to replace the pavement, either using precast concrete panels or a mix of HMA overlay and precast concrete panels.

ACTION: EOC will conduct a site review with the Southwest Region. EOC will have further discussions regarding this fix type at a future meeting.
Steven Bower, Secretary
Engineering Operations Committee
RA:SB:lsf

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