PRESENT: G. Johnson  S. Bower  R. Van Portfliet
M. Van Port Fleet  P. Ajegba  M. Geib
B. Wieferich  M. Chynoweth  B. O’Brien
M. Bott  D. Calabrese (FHWA)

ABSENT: K. Schuster

GUESTS: R. Edwards  R. Tervo  P. Corlett  Tracy Leix  J. Reid
A. Johnson  B. Rios  M. Eacker  C. Bleech  J. Rick
J. Lobbestael

OLD BUSINESS
1. Approval of the March 11, Meeting Minutes – G. Johnson

ACTION: The March 11, 2013 meeting minutes were approved as written.

2. Safety Edge Usage Policy (Original February 6, 2013 Item) – C. Bleech

EOC approved a safety edge usage policy at the February 6, 2013 meeting with one exception. The proposed policy included a recommendation that freeway shoulders with a width of 4 feet or less incorporate a safety edge. EOC directed that a safety analysis be conducted to confirm this portion of the policy recommendation. An analysis has been completed by safety staff in the Design Division. Specifically, run off the road crashes were analyzed. The analysis confirmed the original recommendation to place a safety edge on freeway shoulders 4 feet or less in width. Therefore, EOC is asked to approve the guidelines, as presented in February, with minor modifications.

ACTION: Approved. EOC directs the Design Division to incorporate the usage guidelines, dated May 13, 2013, into the appropriate design standard plans and the Road Design Manual.

NEW BUSINESS
1. Guidance Document (Reviewing existing traffic signals for potential removal) – P. Corlett

The current review process outlined in the Guidance Document dated June 29, 2011 includes local law enforcement participation but omits the Michigan State Police (MSP). Although MSP review is not required their participation is commonly requested in a review. Therefore, the policy has been revised to formally require MSP review and participation. In addition, the updated review process reflects recent organizational changes at MDOT.

ACTION: Approved
2. Proposed 2016 Roundabout Construction on US-41 at 2nd Street in the City of Ishpeming – R. Tervo
CS: 52041 JN: 116621
Letting Date: January 2016

The intersection of 2nd Street with US-41 is a four way signalized intersection. The signal was modernized to a box span signal in 2010. The intersection of 3rd Street with US-41 is a three way un-signalized intersection. These two intersections, separated by only 320 feet, have a long crash history mostly attributed to congestion, high turning movements, poor access management and driver distraction. This project will effectively turn a two-intersection area into a single intersection gateway to downtown Ishpeming with a great improvement to safety and mobility.

A 2016 FY safety project to construct a modern roundabout was proposed by the Superior Region and approved by Lansing Traffic & Safety through the normal call process to mitigate crashes at these intersections. Safety funding was approved in the amount of $2,506,560 and job number 116621 was programmed.

This safety project then underwent a Road Safety Audit (RSA). The RSA recommended a modern roundabout as the preferred option, and predicted a 68% decrease in fatal or serious injury crashes with a roundabout as compared to a signalized intersection.

Other options considered were: A raised median on US-41 to block left turning movements at 3rd Street with the addition of left-turn phasing at 2nd Street; or dropping the grade of US-41 at 2nd Street by approximately two feet to increase sight distance. Neither of these two options was found to have the anticipated crash reduction that the roundabout option provides.

Pedestrian impacts have been considered in the project scoping through consultation with Deirdre Thompson, MDOT Pedestrian and Bicycle Safety Engineer. Funding for a set of Hawk Signals has been included in the project budget and will be installed if recommended by Ms. Thompson as the plans are developed by the design consultant.

ACTION: Approved.

3. Certified Surveys for Fee Take Acquisitions – B. Wieferich

MDOT’s real estate acquisition practices do not require the use of certified surveys for fee take acquisitions. Statue (PA132 of 1970) requires compliance.

In response to Michigan Society of Professional Surveyors (MSPS) meetings with Director Steudle, the proposed concept and process improvements being presented are the result of a partnership between the Michigan Department of Transportation (MDOT) and (MSPS) working through the Procedures and Practices Sub-Committee of The American Council of Engineering Companies of Michigan (ACEC). MSPS membership approached MDOT to jointly investigate MDOT’s acquisition process and propose solutions to provide greater value in exhibits provided and developed for acquisition while ensuring compliance with state statute.

Specifically, the desire of this group is for MDOT to provide concise, standardized and accurate Right-of-Way surveys as part of the acquisition process. The driving force for this proposal is founded in the principal of leaving footsteps that can be followed by future landowners and adjoiners impacted by MDOT’s acquisition processes; to supplement MDOT’s asset management plan with accurate real estate information, and to comply with the current standard of practice in the industry for property splits and transfers.
4. Innovative Contracting Project Approvals – B. Wieferich

   a) Fixed Price/Variable Scope (FPVS) - HMA crack sealing projects, University Region
      JN: 120183  Jackson TSC, $400,000  Letting Date: 3/7/14
      JN: 120358  Lansing TSC, $400,000  Letting Date: 3/7/14
      JN: 120312  Brighton TSC, $400,000 Letting Date: 3/7/14
      The goal of the FPVS project will be to maximize the amount of work that can be completed using a fixed dollar amount. The University Region is requesting the use of FPVS on 3 HMA crack sealing projects in 2014. The projects will be similar in scope and size to the FPVS crack sealing projects let in 2012 and 2013.
      
      ACTION: Approved.

   b) Fixed Price/Variable Scope (FPVS) – HMA one course mill & resurfacing
      M-106, Ingham/Jackson Counties, Green Road to Territorial Road. (Approx. 9 miles)
      CS: 33071 & 38051  JN: 120141 (concept)
      Letting Date: 1/10/2014
      Project cost estimates indicate approximately 4.5 miles of the 9 mile project can be completed with the available project funding. A FPVS procurement will allow the maximum amount of work to be constructed with the available funds.
      
      ACTION: Approved. EOC directs Chris Youngs to further discuss the use of FPVS on this project with APAM since this is the first HMA mill & resurface to utilize this contracting method.

5. Approval authority for FPVS procurements on crack sealing projects – B. Wieferich

   MDOT, University Region, piloted the first FPVS HMA crack sealing project in 2012. The project was deemed successful and the University Region will let three additional FPVS crack sealing projects in 2014. Additional projects have been approved for letting in 2013. Industry has voiced no concerns with the use of FPVS for crack sealing projects and the process seems to work well on these straightforward projects. Therefore, in order to streamline administrative approvals, the Innovative Contracting Committee (ICC) requests that EOC delegate approval authority for FPVS crack sealing projects to the ICC.

   ACTION: Approved. EOC directs the Innovative Contracting Committee to develop scoping and design guidelines for FPVS use on crack sealing projects. In addition, EOC directs Brenda O’Brien to further discuss this programmatic change with the Michigan Roadway Preservation Association (MRPA).

6. HMA Mixture Selection Guidelines - EOC

   EOC approved the existing HMA Mixture Selection Guidelines in September 2003. Since 2003,
relative bid prices between various HMA mixes have changed. Specifically, the bid cost differential between E30 and gap graded Superpave mixtures has widened significantly. Therefore, EOC directs that the HMA Selection Guidelines be re-evaluated to determine if the guidelines for gap graded Superpave and E30 mixtures is still appropriate. The re-evaluation needs to account for mixture costs relative to both the structural and functional benefits of the two HMA mixtures.

ACTION: EOC directs Curtis Bleech to initiate a review of the HMA mixture selection guidelines relative to the use of gap graded Superpave and E30 mixtures. When completed, the guidelines will be brought to EOC for consideration.
RA:SB:lsf

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. Lippert  D. Hollingsworth (MCA)
     Assoc. Region Engineers  B. Shreck  J. Becsey (APAM)
     D. Parker  T. Phillips  M. Newman (MAA)
     M. DeLong  J. Murner (MRPA)