OLD BUSINESS

1. Approval of the April 23, 2012, Meeting Minutes

The April 23, 2012, meeting minutes were approved.

NEW BUSINESS

1. Proposed Roundabout at Sprinkle Road, Cork Street, and I-94: CS 39022 JN 110524 & 110581 – J. Sytsma

The interchange at I-94, Sprinkle Road, and Cork Street currently operate together as a unit. There are issues with sight distance on Sprinkle Road over I-94, limited gaps for traffic to turn from the off ramps on Cork Street, and poor operations at the Sprinkle/Cork intersection.

MDOT recently completed an early preliminary engineering study to determine the best alternative for improving the interchange area. Seven different alternatives were considered, including the “do nothing” alternative. There is limited pedestrian traffic in the area, which is primarily commercial and industrial use. Stakeholder meetings were conducted; the preferred alternative includes the construction of two multi-lane roundabouts at the ramp terminals on Sprinkle Road and the elimination of the Cork Street Bridge over I-94. There was strong stakeholder support for the roundabout alternative, which has a minimal right-of-way impact.

Approval of the proposed roundabout alternative at Sprinkle Road, Cork Street, and I-94 is requested.

ACTION: The EOC approves the proposed roundabout alternative at Sprinkle Road, Cork Street, and I-94. It is recommended that the geometric design of the roundabouts and the bridge accommodate future bridge rehabilitation without requiring signal control at the roundabouts.
2. **Attraction Signing in the Logo Sign Program – M. Bott**

Numerous requests for signing of facilities that do not qualify per the Guidelines for Signing on State Trunkline Highways are made every year. By adding the “Attraction Signing” category to the Logo Sign Program, MDOT can treat all such requests fairly as tourist oriented services, and minimize legislation to initiate new signing programs for specific tourist industries.

The Attraction Signing category was added to the *Manual on Uniform Traffic Control Devices (MUTCD)* in 2003. Approximately 20 states to date have added this category to their logo program. To qualify for an attraction logo sign panel, a facility should have:

- Regional significance, in compliance with the provisions of Paragraph 6 (of the MUTCD); and
- Adequate parking accommodations.

The attraction services shall include only facilities which have the primary purpose of providing amusement, historical, cultural, or leisure activities to the public.

Attraction signing accounts for 3 percent of all logo signing nationwide. In Michigan, 360 interchanges have logo signing, of which approximately 155 would be eligible for attraction signing. It is estimated that 35 to 40 interchanges would sign up for the program.

Approval of the guidelines for Attraction Signing, and addition of this category to the Logo Program is requested.

**ACTION:** The EOC approves the addition of the Attraction Signing category, and the proposed guidelines and criteria (with minor editorial revisions) to the Logo Program. The guidelines will be included into the Michigan Specific (Logo) Signing Program Rules and Regulations.

3. **Turf Establishment – B. Wieferich**

The department has had recent challenges with acceptable slope restoration, often due to competing interests with respect to design practices, inspection procedures, seasonal limitations, and mobility constraints. The combination of these issues can lead to poor turf establishment on projects that ultimately leads to long term maintenance issues.

A Technical Agenda for Turf Establishment is being assigned by the EOC to improve MDOT’s slope restoration and turf establishment practices. This assignment will result in practices that address Municipal Separate Storm Sewer (MS4) Permit compliance consistency, protect our Authorized Public Agency (APA) status, and reduce maintenance costs associated with degraded slopes.

A small task force has been identified to address the issues; a memorandum outlining the assignment with major and minor tasks has been drafted. The deadline for completion of the assignment is March 1, 2013. Approval of the “Technical Agenda – Turf Establishment” is requested.

**ACTION:** The EOC approves the memorandum with minor editorial revisions and additions.
4. **Innovative Contracting Approval Request for M-11 (28th Street) Renovation – B. Wieferich**

A rehabilitation project on M-11 (28th Street) in Grand Rapids is currently programmed for 2013 construction. This project begins at the M-44/M-37 (East Beltline) intersection and continues easterly to the westbound on/off ramps to I-96. Maintaining traffic on this high volume commercial corridor will require complex and creative maintenance of traffic and staging provisions. In addition, there are utility and procurement lead time issues that could affect the schedule. It is critical that the project be completed on time, with impacts to the businesses along the corridor and to the motoring public limited to the extent possible.

The region would like to utilize the Construction Manager/General Contractor (CMGC) approach for design and construction of the project. This innovative contracting method will allow collaboration with a contractor under contract with the department during the design phase of the project, resulting in the most efficient design, maintaining traffic, and staging sequence as it relates to the construction schedule and impacts to the motoring public. CMGC will allow staging sequences to be discussed with the contractor prior to construction, potentially reducing traffic impacts at key locations. It will also include utility discussions and alternatives to minimizing delays, and will help identify large lead times needed for items such as signal poles and decorative lights. The CMGC approach will help ensure successful delivery of the project in an expedited manner.

Approval of the use of CMGC for the M-11 (28th Street) project in Grand Rapids is requested.

**ACTION:** The EOC approves the use of CMGC for the M-11 (28th Street) project in Grand Rapids.

Brenda J. O'Brien, P.E.  
Engineering Operations Committee

BJO:lmw

cc: K. Steudle  
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