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

ACTION: The November 1, 2012 meeting minutes were approved as written.

2. Pavement Marking Technical Agenda – M. Bott

ACTION: Deferred to January EOC meeting

NEW BUSINESS
1. JN 113512 – Roundabout at US-10BR and Patrick Street Crossover – J. Garza

In 2004, a safety project was approved and programmed to eliminate the crossover completely and build an off ramp to James Savage Road. During design it was determined that the traffic that would typically use the crossover would then be forced to find alternate routes or use the proposed off ramp. This traffic was found to have an adverse impact on other city intersections that were already operating at a low level of service due to capacity issues. The project was abandoned and other alternatives were sought.

In this time several alternatives were evaluated and investigated. They are as follows:
- Removal/replacement of the bridges over Saginaw Road with the removal of the crossover and a new ramp to James Savage Road
- Extend the freeway over Washington Street with the construction of new bridges over Washington Street and remove the crossover
- Construct a tunnel for crossover traffic and route WB US-10BR over the tunnel
- Construct a modern roundabout

In 2011, another safety project was approved and programmed to construct a modern roundabout at the subject intersection to help reduce or eliminate the angle crashes that were occurring. A public open house was held in January 2012 with over 75 stakeholders attending. Many were
against the roundabout and had concerns with speeds and unfamiliarity/lack of awareness of how roundabouts operate. Over the course of several months, project presentations were given to community groups and meetings held with large area employers (i.e. Dow Chemical Company, Dow Kokam, etc.). A Road Safety Audit was conducted and recommendations from that were incorporated into the design. Also, low cost modifications were made to the area during the interim to help with the safety concern.

**ACTION:** The Bay Region will analyze a potential grade separation for the EB US-10 crossover movement to Patrick Road, located east of the proposed roundabout and nearly perpendicular to US-10, and return to the EOC with a recommendation at a future date.

2. **Environmental Committee Guidance Document – K. Schuster**

Issue Statement – The Environmental Committee is the principle body approving statewide guidance on environmental issues, actions, and related matters. Guidance Document 10145 defines the roles and responsibilities of the EC and the EC appointed technical teams.

The Guidance Documents was last updated on April 10, 2006. Since then the department has gone through organizational changes that will change the Guidance Document. Revisions have been made to update the document to the correct organizational structure and practices.

The committee membership and subcommittee assignments have changed to reflect changes in the organizational structure of MDOT. Following are some of the changes made:
- EC now reports to EOC.
- State Environmental Manager is a new position and chairs the EC.
- Environmental Policy Specialist replaces the Project Planning Division Administrator on the EC.

**ACTION:** The EOC approves Guidance Document 10145 for the Environmental Committee.

3. **Multiple Innovative Contracting Project Approvals – C. Youngs**

a. **Contractor proposed maintaining traffic schemes through an Alternate Technical Concepts (ATC) process. Alternate Pavement Bidding (APB) is also anticipated on this project.**

**CS 09035 – JN 110397**

This contracting method will allow the contractor to propose the construction staging and maintenance of traffic techniques that would meet MDOTs mobility requirements and the contractor’s construction methods. An informational LCCA for the project was conducted in March 2012, and the EUAC difference between the HMA and PCC alternatives was 4.77%. The ATC process will allow different paving industries to propose maintaining schemes that would maximize the efficiency of their paving operation.

An additional goal is to explore innovative maintenance of traffic options that may also be used in future projects. ATC’s on Design Bid Build projects is also a FHWA Everyday Counts II initiative and this project would provide MDOT experience in this innovative contracting method.
This project is a major rehabilitation of I-75 from Pinconning Road to the Bay/Arenac County Line with high directional peak traffic and seasonal traffic patterns. There are many different options for contractors to maintain traffic

**Proposed Letting Date:** 12/06/13  
**Construct:** April through November 2014

**ACTION:** The EOC provides initial approval to move forward with development of the Alternate Technical Concepts for maintaining traffic on this project. The Innovative Contracting Unit and project staff will engage with industry and other impacted stakeholders to develop contract details. Any significant concerns will be brought back to EOC for discussion.

b. A Fixed Price Variable Scope (FPVS) procurement is recommended for pavement rehabilitation project in the Bay Region.

**CS 09035 – JN 116087**

By using FPVS procurement, the region can maximize the amount of work with the limited funding available.

The base project is on I-75 from Cottage Grove Road to Linwood Road (approximately 1.8 miles) and could extend south for several miles. The goal of a FPVS procurement is to extend the project south and completely use the amount of available funding.

**Proposed Letting Date:** 12/02/16  
**Construct –** April through November 2017  
**Funding –** FY 2017

**ACTION:** The EOC provides initial approval to move forward with development of a Fixed Price Variable Scope procurement method on this project. The Innovative Contracting Unit and project staff will engage with industry and other impacted stakeholders to develop contract details. Any significant concerns will be brought back to EOC for discussion.

c. Construction Manager /General Contractor (CMGC) procurement for the replacement of the M-20 bridge over the Tittabawassee River/CSX railroad (Abandoned Line) in the Bay Region.

CMGC is the recommended innovative contracting method to replace the M-20 bridge and associated road work.

The M-20 Bridge is scour critical and fracture critical. The horizontal and vertical sight distance is poor so road re-alignment and reconstruction may be necessary to alleviate this safety issue. Due to the possibility of complex staging and accelerated bridge construction, a CMGC contract was selected to mitigate any constructability issues that could arise from the work. The detour route is very lengthy with this being one of the few bridges over the river in Midland. There are also many concerns from local stakeholders and large area employers regarding duration of construction and maintenance of traffic concerns/impacts.

**Anticipated Letting Date:** 12/01/17  
**Construction duration would be on full construction season**
ACTION: The EOC provides initial approval to move forward with development of the Construction Manager/General Contractor procurement method on this project. The Innovative Contracting Unit and project staff will engage with industry and other impacted stakeholders to develop contract details. Any significant concerns will be brought back to EOC for discussion.

d. Construction Manager/General Contractor (CMGC) procurement for a bridge replacement project in the Grand Region.

The M-50 Bridge over I-96 is scheduled to be replaced with a slide in bridge or other accelerated bridge construction methods. A CMGC contracting method will allow the contractor to be involved during the design and mitigate constructability issues and determine the construction staging and maintenance of traffic techniques that would meet MDOT’s mobility requirements.

Bridge slides have not been used at MDOT and nationally DOT’s have used CMGC or Design Build to replace bridges with this method. Contractor involvement during the design may be critical to the success of the project.

Est. Cost $5,883,000
Letting Date: 2014

ACTION: The EOC provides initial approval to move forward with development of the Construction Manager/General Contractor procurement method on this project. The Innovative Contracting Unit and project staff will engage with industry and other impacted stakeholders to develop contract details. Any significant concerns will be brought back to EOC for discussion.

e. The use of a Fixed Price Variable Scope (FPVS) procurement for HMA Crack Sealing project in the Grand Region

The Grand Region has many roads that would benefit from a HMA crack sealing project but does not have adequate funding to complete all the work. By using FPVS contracting, the region can maximize the amount of reconstruction with the funding available.

The project would cover multiple truckline roads in the Grand Region. The format would follow the successful FPVS crack sealing project let through the Jackson TSC in 2012.

Est. Cost $700,000
Letting Date: 2014

ACTION: The EOC provides approval to move forward with development of the Fixed Price Variable Scope procurement method on this project.

f. The use of a Fixed Price Variable Scope (FPVS) procurement for a HMA rehabilitation project (HMA cold milling, crush and shape, and HMA Paving) in the North Region.

The goal of this FPVS project is to maximize the amount of work performed while staying in a fixed budget.
The base project on US-127 from the Muskegon River and extends to the north approximately 3.75 miles. The goal is to complete additional work on US-127 on the southern end of the project.

**Est. Cost $5,881,838**
**Letting Date: 1/3/2014**

**ACTION:** The EOC provides initial approval to move forward with development of a Fixed Price Variable Scope procurement method on this project. The Innovative Contracting Unit and project staff will engage with industry and other impacted stakeholders to develop contract details. Any significant concerns will be brought back to EOC for discussion.

g. **The use of a Fixed Price Variable Scope (FPVS) procurement for a HMA rehabilitation project (HMA crush and shape and HMA Paving) in the North Region.**

The goal of this FPVS project is to maximize the amount of work performed while staying in a fixed budget.

The base project is on NB I-75 from Hartwick Pines Road (M-93) to County Road 612. The goal is complete additional work on SB I-75 within the same limits if additional work can be performed while staying within the project’s budget.

**Est. Cost $3,795,000**
**Letting Date: 12/2/2016**

**ACTION:** The EOC provides initial approval to move forward with development of a Fixed Price Variable Scope procurement method on this project. The Innovative Contracting Unit and project staff will engage with industry and other impacted stakeholders to develop contract details. Any significant concerns will be brought back to EOC for discussion.

h. **Construction Manager/General Contractor (CMGC) procurement for a road construction project in the North Region**

This project is anticipated to be an inlay project on US-31 in the Traverse City area. Having a CMGC on board during the design phase is anticipated to improve maintaining traffic and staging plans, community involvement, and reduce the duration of construction activities. The CMGC will be involved in design phase meetings with the local community that will be heavily affected by the construction work.

The project is on US-31 from Three Mile Road to west of Holiday Road in the Traverse City area. This is a tourist area and mitigating the impacts from construction activities and expediting construction is critical to the success of the project. US-31/M-72 is an existing 4 and 5-lane road section, carrying an average of 35,500 vehicles per day (vpd), with seasonal peaks of up to 52,400 vpd during the summer.

**Est. Cost $7,729,400**
**Letting Date: 3/6/2015**
ACTION: The EOC provides initial approval to move forward with development of the Construction Manager/General Contractor procurement method on this project. The Innovative Contracting Unit and project staff will engage with industry and other impacted stakeholders to develop contract details. Any significant concerns will be brought back to EOC for discussion.

i. The use of a Design-Build (DB) procurement for a bridge replacement project in the Southwest Region.

Design-Build is desired due to potential innovations in staging/maintenance of traffic, demolition of a concrete tee beam bridge, construction methods and to shorten the time needed to deliver the project.

The project will replace the I-94BL (Exit 92) bridge over I-94 in the City of Battle Creek. There are minor risks associated with the project and a design-build procurement appears to be advantageous.

Est. Cost: $7,589,000
Letting date: FY 2014

ACTION: The EOC provides initial approval to move forward with development of a Design Build procurement method on this project. The Innovative Contracting Unit and project staff will engage with industry and other impacted stakeholders to develop contract details. Any significant concerns will be brought back to EOC for discussion.

j. The use of a Fixed Price Variable Scope (FPVS) procurement for the Superior Region’s crack seal program.

Superior Region has more roads that would benefit from a crack sealing project than they have funding for. The goal of this FPVS project is to maximize the amount of work performed while staying in the Region’s budget.

Project Location: various routes in the Superior Region

Desired letting date: May 2014.
Estimated cost of $1.4 million

ACTION: The EOC provides approval to move forward with development of the Fixed Price Variable Scope procurement method on this project.

k. The use of a Fixed Price Variable Scope (FPVS) procurement for the University Region crack seal program.

CS Varies – JN Varies
University Region has more roads that would benefit from a crack sealing project than they have funding for. The goal of this FPVS project is to maximize the amount of work performed while staying in the Region’s budget.

Each TSC plans on having a FPVS crack sealing project in 2013 that will follow the procedures established by the Jackson TSC in 2012.

**Letting Date:** FY 2013

**ACTION:** The EOC provides approval to move forward with development of the Fixed Price Variable Scope procurement method on this project.

1. **Construction Manager/ General Contractor (CMGC) procurement for a freeway reconstruction project in the University Region.**
   
   **CS 38101 – JN N/A**
   
   This project involves reconstructing portions of I-94, the I-94/Cooper Street interchange and various bridges. Portions of the project are over abandoned coal mines. The intent of a CMGC process is to mitigate the complex issues associated with the project including construction methods, maintaining traffic, expediting construction, and the potential impacts of the abandoned coal mines.

   Project Location: I-94 from M-60 to Sargent Road, including the reconstruction of the I-94/Cooper St. Interchange and I-94 mainline from Lansing Ave. to Elm Road, and cold milling and resurfacing work on I-94 from Elm Road to Sargent.

   **Est. Cost:** $75,000,000 A Phase  
   **Letting Date:** FY 2016  
   **Construction from April 2016 to November 2017.**

   **ACTION:** This item is deferred for discussion at a future EOC meeting.

m. **The use of a Fixed Cost Variable Scope (FCVS) procurement for a freeway reconstruction project in the University Region.**

   **CS 23063 – JN 112911**

   Current region funding and pavement strategy only allows for 5.5 miles of reconstruction, 11.5 miles is in need of reconstruction. By using FCVS contracting, the region can maximize the amount of reconstruction with the funding available and better manage the construction costs of the contract.

   Freeway reconstruct on I-69 from I-96 to Lansing Road (Charlotte).

   **Est. Cost:** $37,500,000 A Phase  
   **Letting Date:** 3/1/2017, March 2017, FY 2017 obligation  
   **Construction from April 2017 to November 2017**
ACTION: The EOC provides initial approval to move forward with development of a Fixed Price Variable Scope procurement method on this project. The Innovative Contracting Unit and project staff will engage with industry and other impacted stakeholders to develop contract details. Any significant concerns will be brought back to EOC for discussion.

n. Construction Manager/General Contractor (CM/GC) procurement for the US-131 over 3 Mile Road bridge replacement.

CM/GC is the recommended innovative contracting method to replace the US-131 bridge, as MDOT anticipates this bridge to be an outstanding candidate to use bridge slide in technology. It is a single span bridge over a low ADTT roadway.

The US-131 over 3 Mile Road Bridge is in poor condition. The deck was replaced 10 years ago, however, the existing side by side box beam superstructure is in poor condition with major beam underside spalls, with exposed shear reinforcement, and exposed and corroded pre-stressing strands. It is an existing single span bridge, with low ADTT on the roadway below. There is room each side of the bridge for construction of a temporary pile substructure to build the superstructure. Then slide it into place on the permanent abutments.

Anticipated letting: March 2014
This project is anticipated to be done in one construction season or less.

ACTION: The EOC provides initial approval to move forward with development of the Construction Manager/General Contractor procurement method on this project. The Innovative Contracting Unit and project staff will engage with industry and other impacted stakeholders to develop contract details. Any significant concerns will be brought back to EOC for discussion.

4. Value Engineering (VE) waiver for US-131 at I-94BL (Stadium Dr) Interchange Reconstruction; City of Kalamazoo & Oshtemo Township in Kalamazoo County; CS 39041 – JN 102995, 102963, & 113262, 113576 and 118476 – M. Azam

MAP-21 increased the limits for VE requirement to $50 million. At the September 6, 2012, meeting, it was determined that MDOT would still require VE for projects over $25, unless a waiver by EOC is approved.

This project began as a $7 million job to reconstruct Stadium Drive, and another $7 million to perform bridge rehabilitation. During the design process, smaller projects were added and the scope of the bridge was changed from a rehabilitation project to a replacement. The added projects are a CMAQ funded project adding dual left turn lanes on Drake and Stadium intersection (most of which is not under MDOT jurisdiction), potential car pool lot and traffic signals. In addition, an interchange study determined that a Single Point Urban Interchange (SPUI) was the desired configuration for operations, safety and cost. We will also be using Accelerated Bridge Construction technology to reduce construction time, reduce user-delay cost, and minimize bridge cost.

The project design was been developed using the concepts of VE. All project decisions were made after reviewing alternatives, identifying impacts, ensuring value and comparing costs. All processes and decisions have been well documented. We have had extensive engagement with three local agencies, a developer, and Western Michigan University. Through partnering with these entities,
several alternatives have been investigated and evaluated to optimize the design, reduce cost, limit ROW, eliminate impacts to a historic property, address environmental concerns and meet the overall objective of the project to improve traffic operations and safety. Below is a breakdown of estimated project costs:

JN 102995 I-94BL, 11th Street to Seneca Lane, Kalamazoo: $15.3 million  
JN 102963 I-94 BL (Stadium Drive) Over US-131 (Bridge): $8.9 million  
JN 113262 I-94 BL at Drake Road (CMAQ): $1.8 million  
JN 113576 I-94 BL at Stadium Drive and 11th Street (Car Pool Lot): $132,000  
JN 118474 I-94BL at Seneca Lane (Traffic Signals were just added): $100,000

Total Project Estimated Cost: $26.6M

Southwest Region Engineer is supportive of this request.

**ACTION:** The EOC denies the request to completely waive Value Engineering on this project. Project staff will work with the Statewide Value Engineering Coordinator to perform a shortened process that allow for appropriate review with minimal schedule impacts.
SB:BW: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)