OLD BUSINESS

1. Approval of the December 1, 2010, Meeting Minutes

The December 1, 2010, meeting minutes are approved with minor editorial comments.

NEW BUSINESS

1. Design-Build Program – B. Wieferich

At their December 3, 2009, meeting, the EOC approved the formation of a Technical Agenda Team to address the use of innovative contracting methods within MDOT. The final recommendations of the Technical Agenda Team include the formation of the Innovative Contracting Committee (ICC) and the Innovative Contract Delivery Section (ICDS).

In order to maintain a core staff which has and develops expertise in alternative contract delivery, it is recognized that a section or unit dedicated to innovative contracting needs to be established. The ICDS will be housed in the Bureau of Highway Development, and will consist of professional and technical experts in design and alternative delivery methods. The number of employees within the section will vary, depending on program needs, but the section will be managed by an engineer/manager with technical expertise in innovative contracting methods. The ICDS will coordinate with the TSC and region development and delivery staff, from procurement through construction, will have responsibility for preparation of SEP-14 reports, and will report annually to the EOC.

The ICC will report to the EOC and will oversee the innovative contracting activities of the department. The committee will be comprised of the following positions:

- Innovative Contract Delivery Section Manager, Chair
- Engineer of Design
- Engineer of Construction
- Contract Services Division Administrator
- One (1) Region Systems Manager (rotating assignment every two years)
• One (1) TSC Manager (rotating assignment every two years - on alternating years with Systems Manager)

The ICC will evaluate candidate projects for the D/B program and make recommendations to the EOC, review recommendations or requests from regions or program managers for all other innovative contracting methods or techniques, review and approve SEP-14 work plans, monitor innovative contracting applications, and review individual project effectiveness evaluations. They will also maintain and update the "Innovative Construction Contracting Guide".

Approval for the formation of the ICDS and the ICC are requested.

**ACTION:** EOC approves the formation of the ICDS and the ICC. The ICC will ensure that language is added to the annual Call for Projects memo that encourages the TSC's and regions to consider candidate projects for innovative contracting methods.

2. **Pavement Selections – B. Krom**

a. **I-75 BL Reconstruction: CS 65033, JN 103442**

The reconstruction alternatives considered were a Hot Mix Asphalt Pavement (Alternative 1 - EUAC $55,554/mile) and a Jointed Plain Concrete Pavement (Alternative 2 - EUAC $69,322/mile). A life cycle cost analysis was performed and Alternative 1 was approved based on having the lowest EUAC. The pavement design and cost analysis are as follows:

- 1.50".................................HMA, 5E3, Top Course (mainline)
- 2.00".................................HMA, 4E3, Leveling Course (mainline)
- 3.00".................................HMA, 3E3, Base Course (mainline)
- 1.50".................................HMA, 5E03 (shoulders)
- 2.00".................................HMA, 4E03 (shoulders)
- 3.00".................................HMA, 3E03 (shoulders)
- 6.00".................................Open Graded Drainage Course, Mod (mainline & shoulders)
- Geotextile Separator
- 18.00".................................Sand Subbase
- 30.5".................................Total Section Thickness

Present Value Initial Construction Cost..........................$952,052/mile
Present Value Initial User Cost..............................................$39,866/mile
Present Value Maintenance Cost............................................$140,428/mile

b. **US-23 Reconstruction: CS 35032, JN 90192**

The reconstruction alternatives considered were a Hot Mix Asphalt Pavement (Alternative 1 - EUAC $40,571/mile) and a Jointed Plain Concrete Pavement (Alternative 2 - EUAC $55,841/mile). For both alternatives, the existing subbase is suitable for retention and will be left in place. A life cycle cost analysis was performed and Alternative 1 was approved based on having the lowest EUAC. The pavement design and cost analysis are as follows:

- 1.50".................................HMA, 5E3, Top Course (mainline)
- 2.00".................................HMA, 4E3, Leveling Course (mainline)
3.00".......................................................................................... HMA, 3E3, Base Course (mainline)
6.00".................................................................................Open Graded Drainage Course, Mod (mainline)
  Geotextile Separator
18.00"......................................................................................Existing Sand Subbase (100% reused-left in place)
6.00" dia...........................................................................................Open Graded Underdrain System
30.50"...........................................................................................................Total Section Thickness

Present Value Initial Construction Cost................................................................. $650,598/mile
Present Value Initial User Cost ............................................................... $6,029/mile
Present Value Maintenance Cost ................................................................... $170,335/mile

(Signed Copy on File at C&T)
Brenda J. O’Brien, Secretary
Engineering Operations Committee

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. J. Lippert, Jr. D. Hollingsworth (MCA)
Assoc. Region Engineers T. L. Nelson J. Becsey (APAM)
P. Ajegba T. Phillips M. Newman (MAA)
M. DeLong K. Peters J. Murner (MRPA)
J. Ingle B. Shreck D. Parker