OLD BUSINESS

1. Approval of the February 10, 2011, Meeting Minutes

The February 10, 2011, meeting minutes were approved.

NEW BUSINESS

1. Concrete Laboratory and Technician Qualification Program – J. Cooper

Part 637 of the Title 23 of the Code of Federal Regulations (CFR), requires that all state highway agencies develop a procedure for qualifying all testing personnel and laboratories and used in acceptance decisions for Federal Aid projects on the National Highway System. The primary result of this program incorporates the institution of a concrete round robin program for concrete laboratories performing concrete quality control and quality assurance testing. Institution of this program by the department will result in meeting the requirements of 23 CFR Part 637.

This program developed in partnership with the concrete industry meets a unified standard of testing, identify quality in laboratories and technicians and provide mechanism to address deficiencies.

ACTION: EOC approves the Concrete Laboratory and Technician Qualification Program.

2. Work Zone Law Enforcement – J. Gutting

Statewide work zone law enforcement was previously funded with State Trunkline Funds (STF). The 2010 approved MDOT budget eliminated the use of these funds for work zone law enforcement. MDOT consulted with FHWA for possible federal aid funding and it was determined that this is an appropriate use of funds. Operations Division created statewide guidelines for the utilization and payment for law enforcement in MDOT work zones. These guidelines document procedures, agreements, and usage of federal aid funding to pay for law enforcement efforts in MDOT work zones.
ACTION: EOC approves the Work Zone Law Enforcement Guidance Document with comments to be reviewed.

3. Vibration Monitoring – E. Burns

Discussed issues with existing special provisions for settlement monitoring and special provisions for vibration monitoring. Updated the status for the development of the proposed boiler plate special provisions for settlement monitoring and for vibration monitoring.

ACTION: No action required.

4. Changes to the Pavement Committee Structure – S. Palmer

Changes in the department oversight of pavements have changed with greater responsibility being given to the executive level oversight committees such as HMAOC and CPOC. The Pavement Committee membership and organizational structure has not been reviewed to be in alignment with these other operation changes. To ensure that the department proactively and comprehensively deals with pavement issues, a new structure is being proposed to better integrate the operational changes taking place within the department. See attached proposed chart for membership.

ACTION: EOC approves the concept in changes to the Pavement Committee membership. A guidance document will also be developed and submitted.

5. Pavement Selections – B. Krom

a. US-131 Reconstruction: CS 59012, JN 87108 & 90035

The reconstruction alternatives considered were a Hot Mix Asphalt Pavement (Alternative 1 - EUAC $48,435/directional mile) and a Jointed Plain Concrete Pavement (Alternative 2 - EUAC $43,910/directional 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 2 was approved based on having the lowest EUAC. The pavement design and cost analysis are as follows:

<table>
<thead>
<tr>
<th>Thickness</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>10”</td>
<td>Non-Reinforced Conc Pavt, High Performance, w/ 14’ joint spacing</td>
</tr>
<tr>
<td>6”</td>
<td>Open Graded Drainage Course, Mod</td>
</tr>
<tr>
<td>10”</td>
<td>Existing Sand Subbase (100% reused – left in place)</td>
</tr>
<tr>
<td>26.0”</td>
<td>Total Thickness</td>
</tr>
</tbody>
</table>

Present Value Initial Construction Cost .............................................................. $706,221/directional mile
Present Value Initial User Cost ........................................................................... $64,048/directional mile
Present Value Maintenance Cost ........................................................................... $81,867/directional mile

b. US-12 Reconstruction: CS 11021, JN 45662

The reconstruction alternatives considered were a Hot Mix Asphalt Pavement (Alternative 1 - EUAC $58,952/mile) and a Jointed Plain Concrete Pavement (Alternative 2 - EUAC $80,778/mile). For both alternatives, the existing subbase is suitable for retention to approximately station 88+00 or approximately 81% of the project and will be left in place for this portion. 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:
4 Lane Divided Section
1.50” ............................................................ HMA, 5E10, Top Course (mainline & inside shoulder)
2.00” .................................................... HMA, 4E10, Leveling Course (mainline & inside shoulder)
3.00” ...........................................................HMA, 3E10, Base Course (mainline & inside shoulder)
1.50” ............................................................ HMA, 5E03, Top Course (outside shoulder)
2.00” .................................................... HMA, 4E03, Leveling Course (outside shoulder)
3.00” ...........................................................HMA, 3E03, Base Course (outside shoulder)
6.00“ .......................................................................................................................... Aggregate Base
18.00” ............................................................ Sand Subbase (east of station 88+00)
18.00” ............................................................ Existing Sand Subbase (west of station 88+00)
6.00” dia. .............................................................................................................. Underdrain System
30.5” .......................................................................................................................... Total Thickness

2-4 Lane Undivided Section
1.50” ............................................................ HMA, 5E10, Top Course (mainline)
2.00” .................................................... HMA, 4E10, Leveling Course (mainline)
3.00” ...........................................................HMA, 3E10, Base Course (mainline)
1.50” ............................................................ HMA, 5E03, Top Course (shoulders)
2.00” .................................................... HMA, 4E03, Leveling Course (shoulders)
3.00” ...........................................................HMA, 3E03, Base Course (shoulders)
6.00“ .......................................................................................................................... Aggregate Base
18.00” ............................................................ Sand Subbase (east of station 88+00)
18.00” ............................................................ Existing Sand Subbase (west of station 88+00)
6.00” dia. .............................................................................................................. Underdrain System
30.5” .......................................................................................................................... Total Thickness

Present Value Initial Construction Cost.................................................... $952,916/mile
Present Value Initial User Cost................................................................. $131,261/mile
Present Value Maintenance Cost .............................................................. $183,270/mile

c. I-75 Reconstruction: CS 73111 & 73112, JN 87509

The reconstruction alternatives considered were a Hot Mix Asphalt Pavement (Alternative 1 - EUAC $107,918/directional mile) and a Jointed Plain Concrete Pavement (Alternative 2 - EUAC $66,593/directional mile). A life cycle cost analysis was performed and Alternative 2 was approved based on having the lowest EUAC. The pavement design and cost analysis are as follows:

11” ................ Jointed Plain Conc Pavt, P1 Modified w/ 14’ jt spacing (mainline & shoulders)
6” ....................................................... Open Graded Drainage Course (mainline & shoulders)

............................................................. Geotextile Separator
10” ............................................................. Sand Subbase
6” dia. ............................................................. Open-Graded Underdrain System
27.0” .......................................................................................................................... Total Thickness

Present Value Initial Construction Cost.................................................... $958,447/directional mile
Present Value Initial User Cost................................................................. $210,741/directional mile
Present Value Maintenance Cost .............................................................. $123,158/directional mile
Pavement Committee
Objectives/Roles

1. Foster communication between the various pavement committees and stakeholders

2. Develop high-level pavement recommendations/policy/standards to EOC

3. Provide consistency to the greatest extent possible between industries on pavement methods, operations, and communication.